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LLOYD'S REGISTER OF SHIPPING
No. 71, Fenchurch Street, E.C.3.
LONDON

THE EXCESS INSURANCE COMPANY *(Limited)*.

1935-36

VOL. II.

STEAMERS & MOTORSHIPS
OF 300 TONS GROSS
AND OVER

The Characters used for Classification are:—

100A1 90A1	Vessels built of Iron or Steel according to the Rules in force since 1869.
A1	Iron or Steel vessels built for a special purpose.
*Æ1	Iron vessels built with thicker plating than required for Æ1
Æ1 Æ1	Iron Vessels built according to Rules in force between 1864 & 1871.
A1 A1	Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

Classification of the late Underwriters' Registry.

A1* A1* A1, A1,	Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

The Classification Columns, when left blank indicate Vessels never Classed by the Society.

In Col. 6 (Sailing Vessels), Col. 5 (Steamers), three dots with date (thus $\overset{\cdots}{3{,}35}$) indicate that the Class was withdrawn at Owner's request at the date specified. Where the Class was withdrawn in this way prior to 1st July, 1933, the three dots appear in Col. 8 (Sailing Vessels) and Col. 7 (Steamers).

In Col. 8 (Sail) and Col. 7 (Steam) Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in the Rules.

A black line with date under it in Classification Column (thus $\overline{3{,}35}$) indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification; a red line with date (thus, $\overline{3{,}35}$) indicates withdrawal of class because of non-compliance with Society's Rules as regards surveys.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

When a posting of loss, casualty, &c., is made against a classed vessel the character is expunged thus :— ~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC —Boilers and Machinery of steamers, or machinery of motorships certified by the Engineer Surveyors to Lloyd's Register.

LMC(M) —Internal Combustion Engines certified by the Engineer Surveyors to Lloyd's Register to be in good condition after modified Survey.

LMC CS —Lloyd's Machinery Certificate denoting that the machinery of motorships has been surveyed by the Surveyors to Lloyd's Register in conformity with the Continuous Survey arrangements, the date following the CS being that at which a cycle of the Continuous Survey was completed. The date below is that at which the survey was last advanced by the inspection of about 25 per cent. of the machinery.

B&MS —Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS —Donkey Boiler Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

Lloyd'sRMC—Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.

✠Lloyd'sRMC—The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains proved at a Machine recognised by Lloyd's Register.

Lloyd'sA&CP—Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by Lloyd's Register.

SS & *ss*.—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of survey* only certifies to the vessel's state of efficiency *at that time*.

Key to Abbreviations.

APT	After Peak Tank.
Asp	Asphalted.
B 30′	Bridge 30 feet long.
BH	Bulkheads.
BK 9″	Bar Keel, 9 inches in depth.
CellDB	Cellular Double Bottom.
Cem	Cemented.
Comp	Composite.
DB	Double Bottom.
D.F	Direction Finder (Wireless).
2 Dks(Iron-*U*ws)	2 Iron Decks, the upper one being sheathed with wood.
2 or 3 Dks	Two or Three Decks laid.
DT	Deep Tank.
E.S.D.	Echo Sounding Device.
F 30t	Forecastle 30 tons.
FK	Flat Keel.
FP	Flash Point.
FPT	Fore Peak Tank.
GyC.	Gyro-Compass.
H	Deck Houses.
len	Lengthened.
Mat	Materials.
MT	Midship deep Tank.
Ⓟ	Passenger Certificate.
P 30t	Poop 30 tons.
Pad	Paddle Steamer.
Q 30′	Raised quarter deck or Break 30 feet long.
RFD 30′	Raised fore deck 30 feet long.
Sc	Screw.
2 or 3 trB	Two or three tiers of Beams with or without Decks on them.
WB	Water Ballast.

Machinery.

C.	Compound.
T.	Triple expansion.
Q.	Quadruple expansion.
H.	Horizontal.
O.	Oscillating.
D.	Diagonal.
L.	Lever.
2 SB	2 Single ended Boilers.
2 DB	2 Double ended Boilers.
FD	Forced Draught or Induced Draught.
6 cf	6 Corrugated Furnaces.
6 pf	6 Plain Furnaces.
6 rf	6 Ribbed Furnaces.
GS 109	109 square feet of Grate Surface.
HS 3006	3006 square feet of Heating Surface.
Cy.	Cylinders, with number prefixed.

4 S.C	4-stroke cycle	Oil and Gas Engines.
2 S.C	2-stroke cycle	
SA	Single acting	
DA	Double acting	

Figures before ℔—Working Pressure of Main Boilers in ℔ per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.

Mchy.Aft	Machinery fitted Aft.
Ref.Mchy.	Fitted with Refrigerating Machinery, *see* List in Appendix.
SR	Single Reduction Gear fitted between Main Engines and Screw Shafting.
DR	Double Reduction Gear fitted between Main Engines and Screw Shafting.
CL	Tail Shaft fitted with Continuous Liner.
OG	Tail Shaft fitted with an approved Oil Retaining Gland at after end of Stern Bush.
NHP	Nominal Horse Power by formulæ given on page xxxv of Key.
RHP	Nominal Horse Power by Official Register in the case of British Vessels.
NE&B	New Engines and Boilers.
NDB	New Donkey Boiler.
Pr.B	Press Boiler.

In Col. 13 letters *r* and *s* in parentheses indicate the Material of Boilers.—(*See* Key, page xxxviii.)

Cmp	Compounded.
Tpd	Tripled.
Qpd	Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. A dagger under the letter indicates that the vessel was formerly classed in Lloyd's Register. (*See* Key pages xxxvi-xxxviii, for full explanation.) "BT till 6,35" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June 1935.

For complete explanation of Records, &c., *see* Key at commencement of Register, —Vol. 1, page xxxiii.

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Special Survey of Machinery or Boilers during construction.

Q. ....Quadruple expansion.

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O

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Odin	39520
Ogaden	39516
Oiseau des Iles	39501
Olga	39509
Olga Topić	39502
Olney	39513
Olympos	39519
Oostzee	39517

Name.	No. in Supplement.
Ophelia	39511
Orao	39503
Orion (23371 tons)	39507
Orion (8064 tons)	39508
Orion (4798 tons)	39515
Orion (2408 tons)	39504
Osaka Maru	39518
Osmussaar	39521
Otowasan Maru	39514
Otto Alfred Müller	39510
Ovingdean Grange	39505

P

Name.	No. in Supplement.
Pacific Coast	39601
Pamyat Kirova	39639
Paralos	39603
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Peebles	39634
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Poseidonia	39624
Poty	39618
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Q

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R

Name.	No. in Supplement.
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Ragna Gorthon	39855
Raket	39892
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Royston Grange	39854
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Ryuko Maru (2962 tons)	39867

S

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Saar	40004
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Sagitta	40074
Saint Angus	40066
Saint Anselm	40094
Saint Anthony	40061
Saint Columba	40098
Saint Conan	40019
Saint Germain	40029
St. Helena	40087
St. Margaret	40097

Name.	No. in Supplement.
St. Silio	40084
Saipan Maru	40081
Saluta	40101
Sampiero Corso	40036
San Adolfo	40010
San Gorg	40038
San Luis	40093
Sandö	40013
Sannio	40028
Santa Inez	40055
Santagata	40060
Sapphire	40007
Sardegna	40022
Sarmacja	40037
Satsuki Maru	40003
Savonmaa	40085
Schelde	40083
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Shinkuang	40017
Shinsaku Maru	40079
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Shinyo Maru No. 3	40034
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Sicamous	40078
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Siggy	40040
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Sigurd Hund	40052
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Soneck	40018
Sønnavind	40014

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Z

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Zena	40810
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LLOYD'S REGISTER OF SHIPPING.

A a

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Terms of Subscription:—£2 2*s.* per annum, for which one copy is supplied.

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FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1935, to the 30th June, 1936.

VOL. II.

STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER

(For Steamers and Motorships under 300 Tons, Trawlers, Tugs, Dredgers, &c., see Vol. I.)

The Register—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of Vessels in the Register are contained in the Society's Rules.

Extract from the Society's Rules, Section 26:—

" While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is " to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held " responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book " or other publication of the Society, or for any error of judgment, default, or negligence of any of its Committees or any Member " thereof, or the Surveyors, or other Officers or Agents of the Society."

OFFICE: 71, FENCHURCH STREET, LONDON.

1935.

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london, s.e.1, england. 85

1935.

STEAMERS & MOTORSHIPS

(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

1935-36.

NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19601 207074 KDXQ	**A. A. Augustus** D.F. *Mchy.Aft* GyC. 1*Dk*	6390 — 4869					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson &Co.)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP American S.B.Co.Clevelnd		R
19602 215979 WOCJ	**A. C. Bedford** TwinSc ssN.Yk.No.3-9,30 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* GyC. &*Web frames* *Longitudinal framing* ssMob.No.1-34	9485 7820 5899	✠100A1 *Shelter dk* *withfreeboard* 12,35~~8,34~~ MS8,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,18 F.P. above 150° F.*	Mob NYk BS12,35 ✠LMC ~~BS11,34~~	/†	CL ~~PN~~ ~~12,33~~ ~~S8,34~~ 12,35	1918 2mo	Bethlehem S.B.Corp. Ld. SanFrancisco A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. *CellDBuE&B* 85'374t*DTf*54'626t	500·0 FK *FPT*200t *APT*164t	68·0	35·8	Wilmgton (Del.) Utd.States 19*BH ptAsp* (15 *to U dk* 4 „*2nd*„)	T.6Cy.20½",35½"&60"-42" 200lb (*r*) 637NHP 3SB,*12cf*,HS8943 FD B'thleh'mSB Corp.Ld.SFo	38 ″ 0 s9 ″ 7 24 ″ 7¾	
19603 54525 KDXN	**A. D. Macbeth** (*ex*Polynesia, *ex*SailingBarge) *Mchy.Aft* D.F. 1*Dk2trB*	3640 — 2596					1897	GlobeIron Works Cleveland	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	375·0	46·0	26·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.19",30"&52"-40" E*built*88*fitted*07 NB07 171NHP DryDockEng.Wks.Detroit		R
19604 205126	**A. E. Nettleton** *Mchy.Aft* GyC. 1*Dk*	6286 — 5006					1908	Detroit S.B.Co. Wyandotte	GreatLakesS.S. Co.Inc.	525·0	55·3	32·0	OswegoNY Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit.		
19605	**A. F. Braga** TwinSc 1*Dk* *Mchy.Aft* *Stl framingIrn plating*	*399* *357* *174*	✠ 4,89	Gls			1889 4mo	AilsaSB.Co Troon	P.Risso eHijo	177·6 P18'B14'F21' *Shade dk22'* FK	29·1	9·0	M.Video Uruguayan 4*BHCem*	T.6Cy.10½",17"&28"-18" 67NHP Lees,Anderson&Co.Gls.	9 ″ 0	
19606 226492	**A. F. Harvey** ssClv.No.1-31 *Mchy.Aft* GyC. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	7973 7866 6352	✠ ✠100A1 6,34 BS4,35 *ForService on the Great Lakes*	Cgo ✠LMC5,34			1927 5mo	Gt.Lakes Eng.Works RiverRouge, Mich. *Lloyd's*A&CP	PittsburgSteam-shipCo. *CellDBuE&B54' 191tCellDB&side tanks in way of holds 474'6990t FPT 414tAPT59t*	588·3 F52' FK	60·2	27·8	DuluthMin Utd. States 3*BH*	T.3Cy.24½",41"&65"-42" (*r*) 190lb 440NHP 3SB,*6cf*,GS148,HS6867 FD Gt.LakesEng.Wks.Detroit	32 ″ 0	
19607 DIAI	**A. H. Both** (*ex*Monsun, 3Mst *ex*Hildegard) *OilEng.* *Mchy.Aft* 1*Dk*	363 333 267					1917	Kaldnæs Pat.sl.& M.V. Tönsberg	Adolf Both	137·6 Q28'F13'	28·5	11·6	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.7⅞"-17¾" NE27 23NHP Motorenfabr "Deutz" A.G.Köln-Deutz		V
19608 200333	**A. H. Ferbert** (*ex*A.F.Harvey, *ex*Wisconsin) 1*Dk2trB*	4111 — 3005					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0	DuluthMin Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP SuperiorS.B.Co.		
19609 229053	**A. J. Patmore** TwinSc (*ex*B.B.McColl,*ex*Puloe *OilEng.* Brani,*ex*Servitor) 2*Dks*	858 — 673					1914	Chatham Dockyard Chatham	OhioTankers,Inc.	200·0	34·2	16·2	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 6Cy.12½"-18" NE30 91NHP ElectricBoatWorks, Groton,Conn.		R
19610 5339 SDAE	**A. K. Fernström** (*ex*Export) ssOsc.2ndNo.3-8,25 *Well deck* ssGot.No.3-5,34 1*Dk*(*Stl*)&*Web frames*	*868* *643* *433*	✠100A1 7,35~~5,34~~ BS~~3,34~~3,35	Got Sbg ✠LMC MS5,34	*l*	OG 6,33	1902 6mo	Rijkee&Co Rotterdam A&CP	A.K.Fernström's Granitindustrier (C.Fieber) *WB=CellDBa45'uE&B28'*	205·6 Q68'B51'F25' FK	30·1	12·9	Karlshmn Swedish 4*BHCem* *f*94'204*t*	T3Cy.13⅞"25$\frac{5}{16}$"&40$\frac{5}{16}$"-36" 160lb *80lb* (*s*) 113NHP 1SB,*3cf*,GS54,HS1952 Maats.Fyenoord.Rot.	15 ″ 6 s ″ 10 14 ″ 9½	
19611 220873 KDLL	**A. L. Kent** *Fitted for oil fuel* D.F. 1*Dk*	6030 5374 3744			...		1920	BathIron Works,Ld. Bath,Me.	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs*)	394·1 P42'B117'F37' FK	55·1	31·0	Boston Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 467NHP BathIrnWrks,Ld.Bath,Me	34 ″ 6	R †
19612 EAOC	**A. Lazaro** Ⓟ TwinSc (*ex*CristoforoColombo) *OilEng.* Wireless 2*Dks*	1514 — 714					1895	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	283·3 Q54'B80'F41'	37·0	18·7	Valencia Spanish *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP E*made*—,*fitted*27 Masch.Augsburg-NürnbergA.G.Augsburg		V
19613 217566 WMAE	**A. M. Baxter** (*ex*H.W.Baxter-33, *ex*Cowanshannock) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2428 — 1464					1919	Gt.Lakes Eng.Wks. Ashtabula,O.	HoraceX.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*)	253·4	43·6	25·1	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP GtLakesE.W.Ashtabula,O		R
19614 207504 WADD	**A. M. Byers** *Mchy.Aft* D.F. 1*Dk*	6364 — 4841					1910	American S.B.Co. Cleveland,O.	ReissS.S.Co.	504·0 F44'	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
19615 OYNB	**A. P. Bernstorff** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	2339 1331 1174					1913	Helsingörs Jernsk&Msk Elsinore	DetForenede Dampskibs.Selsk.	291·8 F36'	41·7	25·7	Esbjerg Danish *WB*	T.4Cy.22",44½"&(2)52"-43" 355NHP HelsingörsJernsk.&Mskb.		V
19616 204864	**A. T. Kinney** (*ex*Caldera) *Mchy.Aft* 1*Dk*	6328 — 4686					1908	WestBay CitySBCo. BayCity,Mch	KinneyS.S.Co. (A.T.Kinney, *Mgr.*)	504·0 *WB*	54·0	26·9	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
19617 107267	**A. W. Osborne** (*ex*AndrewCarnegie) *Mchy.Aft* GyC. 1*Dk2trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	403·0	48·0	24·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",38"&63"-40" NB12 251NHP ClevelandS.B.Co. Clevelnd		R
19618 DOAN	**Aachen** Sub.Sig. D.F. 2*Dks*	6274 5753 3872					1923	J.C.Tecklenborg A.G. Wesermünde-G.	Norddeutscher Lloyd	431·1 P60'B136'F57'	56·4	30·3	Bremen German *WB*	T.3Cy.29½",48"&78"-54" & 1 low pressure Turbine 615NHP J.C.TecklenborgA.G.Wsm		G
19619 LCAJ	**Aafjord** Ⓟ 1*Dk*&*Shelter dk*	335 308 189					1914	Akers Mek.Værks. Oslo	NamsosDampskibselskap	131·1 H27*t*	22·1	15·6	Namsos Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP AkersMek.Værks.Oslo		
19620 OHHN	**Aagot** ssBgn.2ndNo.3-5,33 3*Dk rule* 1*Dk*(*Irn*)2*trB*&*deep framing* *Cargo battens not fitted*	3939 3390 2353	✠100A1 5,35~~10,34~~ BS~~7,34~~ 4,35	Got Hpl ✠LMC5,33	*v*	CL ~~10,34~~ 5,35	1906 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*A&CP	O/Y SeaFreight A/B (H.Nyman, *Mgr.*) *WB = Cell DBa* 133'	338·9 P25'B90'F32' FK *uE* 17' *f* 146' 1005*t*	48·0	24·4	Helsingfrs Finnish 6*BHCem* *APT*117*t*	T.3Cy.25",40"&65"-42" (*s*) 160lb 289NHP NDB27*refitted*29—~~100lb~~ 2SB,*6rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s4 ″ 10 22 ″ 7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19621 PCAH	**Aagtekerk** TwinSc OilEng. D.F. 2Dks(Stl)&Shelterdk(Stl) CruiserStern	6811 5827 4044	✠100A1 withfreeboard ~~7,35 2,35~~ 1,36	Rot ✠LMC1,34	d†	OG ~~2,35~~ 7,35	1934 1mo Lloyd	NVNederl. Schps.Maats. Amsterdam 'sA&CP CellDBuE51'	VereenigdeNeder- landscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.Mgrs.) f176'666tMTs49'	460·1 P18'B66'F34' FK 1482t Tanks in way	60·2	27·3	TheHague Dutch 8BHptCem (6 ,, to 2nd dk) of tunnels 14	Oil Engines 2S.C.DA 12Cy.23¾"–43$\frac{1}{16}$" 2325NHP 2DB 120lb Gebr.Stork&Co.N.V. Hengelo 61tFPT224tAPT134t	32 ″ 7 s 4 ″ 4½ 28 ″ 4½	
19622 OXAA	**Aalborg** Wireless 1Dk	1256 948 723					1920	Akt.P.Ph. Stuhr'sSkibs. Aalborg	A/S D/S Dannebrog (C.K.Hansen Mgr)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
19623 OXQD	**Aalborghus** Ⓟ Wireless 2Dks	1482 827 825					1914	Burmeister &Wains.Msk. ogSkibs.Act. Copenhagen	DetForenede Dampsk.Selsk.	254·6	38·7	21·5	Aalborg Danish	T.3Cy.22",36"&60"–42" 233NHP Burmeister&Wains.Msk. ogSkibs.Act.Copenhagen		V
19624 PCAM	**Aalsum** ssRot.No.3-6,35 ~~ssRot.No.2-31~~ 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	5422 4959 3205	✠100A1 Shelter dk withfreeboard ~~6,30~~ ~~7,34~~ 4,36 ~~BS4,34~~ Fitted for oil	Rot 5,36 BS~~6,34~~ 4,34 ✠LMC9,~~30~~ fuel 11	a† ,22	OG ~~8,32~~ 5,35 F.P. a	1922 9mo Lloyd bove	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP 50° F.	StoomvaartMaats. Oostzee(Vinke& Co.Mgrs.) CellDB367'1199t 682t~~DTa27'710t~~	420·5 F30' FK MT18' (Collision FPT164tAPT191t	56·2	26·4	Amstrdam Dutch 8BHptCem ptAsp BHtoSh dk 7 ,, ,, U ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 603NHP 3SB,9cf,GS198,HS8730 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6 25 ″ 8½	
19625 OYBA	**Aarhus** Ⓟ D.F. 1Dk&AwngDk	1618 899 819					1912	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4 F35'	39·3	21·6	Aarhus Danish WB	T.4Cy.25",41"&(2)48"–39" 288NHP Akt.Burmeistr&Wain,Cpn		V
19626 OXVD	**Aarö** (exBörglum,exSecalia) ssAbg.2ndNo.3-1,33 1Dk(Stl)&deep framing &Awng dk(Stl)	1909 1728 1169	✠100A1 Shelter dk withfreeboard 4,36 ~~4,35~~ ~~BS9,34~~	Ant Cff BS4,35 ✠LMC1,33	s	CL ~~2,34~~ ~~6,35~~ 4,36	1906 8mo A&CP	Howaldts- werke Kiel Intermedia	JensJ.Petersen te bulkhead in fore CellD	284·0 FK hold dispensed with, Ba88'uE20'f124'55	42·0	18·5 26·0	Haderslev Danish Cem 4BH only 1tAPT150t	T3Cy.20⅞",33$\frac{1}{16}$"&55$\frac{1}{16}$"–35½" 185lb 100lb (s) 206NHP 2SB,6cf,GS100,HS3279 Howaldtswerke,Kiel	20 ″ 7 s ″ 11½ 19 ″ 9½	
19627 OXYX	— ssEls.No.2-35 ~~ssEls.No.1-30~~ Special Surveys to date from 7,26 Well deck 1Dk(Stl)	1426 1172 838	✠100A1 ~~5,35~~ ~~6,34~~ 1,36 BS~~12,34~~ 1,36	Els ✠LMC~~10,30~~ MS5,35	p	OG 11,34	1925 9mo Lloyd	Helsingörs Jernsk&Msk. Helsingör 'sA&CP	A/S D/S Heimdal (M.Carl,Mgr.) Ce	249·5 P17'Q76'B96'F28' FK llDB210'401t FPT	38·1	15·2	Elsinore Danish 4BHCem 32tAPT86t	T.3Cy.18",30"&50"–36" (s) 185lb 161NHP 2SB,4cf,GS56,HS2430 HelsingörsJernsk.&Mskb.	17 ″ 6 s 0 ″ 11 16 ″ 8½	
19628 LFIT	**Aarsten** Comp OilEng. Mchy.Aft 1Dk	439 332 238					1918	Hölens Verks.A/S. Larvik	ErlingRolfsen	145·0 P64tF21t	26·6	12·0	Oslo Norwegian	Oil Engines 2S.C.SA 4Cy.15"–16½" 159NHP J&CGBolindersCoLdSkm.		N
19629 OXYY	**Aase** 1Dk	1206 913 712					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SDmpselskTorm (A.Schmiegelow& A.Kampen,Mgrs.)	235·4 P69'Q69'B103'F28'	36·2	13·7	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
19630 OYRE	**Aase Mærsk** ssRot.No.1-35 OilEng. D.F. 1Dk(Stl) Mchy.Aft CruiserStern	6184 5505 3636	✠100A1 1,36 ~~7,34~~ ~~DBS10,34~~ CarryingPetr DBS12,35	NYk Gls ~~✠LMC9,30~~ oleum ✠LMC CS1,36 4,35	z in	CL 4,35 bulk	1930 9mo Lloyd	Odense Staalskibsvft Odense 'sA&CP	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.) CellDB68'21	407·1 P96'B37'F37' Trunk in wells FK 7tDTf35'702t FPT	54·7	30·4	Nyborg Danish 10BH 151tAPT91t	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	32 ″ 3 s5 ″ 7½ 26 ″ 10½	
19631 7761 SDAG	**Aasne** 1Dk CruiserStern	*1584* *1371* *870*					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, Mgr.)	269·2 Q26'B161'F21'	40·5	16·5	Trelleborg Swedish WB	T.3Cy.17⅞",28¾"&47¼"–30" & 1 LP Turbine with DR gearing & hydraulic coupling OskarshamnsM.V.Aktieb.		N
19632 141887 GDSW	**Aba** Ⓟ (exGlenapp) TwinSc ssLiv.No.3-11,30 ssLiv.No.1-35 OilEng. D.F. 2Dks(Stl)&Shelter dk Ref.Mchy. (Stl–ws)	7937 6789 4596	✠100A1 Shelter dk withfreeboard 9,35 DBS9,35	Liv ✠LMC CS4,36 9,35	c†	CL 5,34	1918 9mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP CellDB	ElderDempster Lines,Ld. 389'1140tDTa68'1	450·5 F37'on Shelter dk FK 16tFPT93tAPT44t	55·8	36·6	Liverpool British ptCem 7 BH to S dk 1 ,, ,, U ,,	Oil Engines 4S.C.SA 16Cy.29½"–43$\frac{5}{16}$" 1353NHP NDB22–100lb Harland&Wolff,Ld.Gls.	40 ″ 0 s16 ″ 3 24 ″ 3	BT HII
19633 7417 SFRA	**Abadan** TwinSc ssGot.No.1-32 D.F. OilEng. Mchy.Aft 1Dk(Stl) CruiserStern	*6230* *5469* *3628*	✠100A1 10,35 ~~9,34~~ DBS~~1,34~~ 10,35 CarryingPetr	Got ✠LMC1,32 oleum	a† in	CL ~~1,32~~ 10,35 bulk	1928 2mo Lloyd	A/B Göta- verken Gothenburg 'sA&CP	RederiA/B Con- cordia(Per.Waller, Mgr.) CellDB	417·7 P100'F54' Trunk in well FK uE67'195tDTf24'4	55·2	32·2	Gothenbrg Swedish 10BHptCem 50tAPT381t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP DB(P)100lb (s)85lb A/B Götaverken,Got.	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
19634 DOCH	**Abana** 2Dks Sub.Sig. CruiserStern	2867 2553 1690					1929	Deutsche Sch u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	295·4 B44'F29'	46·1	23·4	Bremen German WB	T3Cy19⅝",31½"&50⅝"–35⅜" & LP Turbine with DR gear- ing & hydraulic coupling DeutscheSchiff.-u. 210NHP Mschb.A.G.Weser,Bremen		G
19635 EANC	**Abando** (exPeñaCabarga) ssBbo.2ndNo.3-3,18 1Dk(Stl)&deep framing	1701 1466 962	✠ 4,23	Bbo ✠	q		1897 10mo	AM'Millan &Son,Ld. Dumbarton	Cia.deNav. Vizcaya Cell	260·0 B60'F27' FK DBa&uE88'f110'	37·0	18·2	Bilbao Spanish 4BHCem 402tAPT63t	T.3Cy.19",31"&51"–36" NDB20 164NHP 1SB,3cf,GS66,HS2567 Muir&Houston,Ld.Gls.	20 ″ 6	V †
19636 212612 KDAI	**Abangarez** Ⓟ D.F. Sub.Sig. Fitted for oil fuel Ref.Mchy. 2Dks&2pt dks	4538 — 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"–54" 418NHP Wrkman,Clark&CoLd.Bel		C
19637 32 YLAE	**Abava** (exKoholyt,exMarieHorn, exFriedrichCarl,exProfessorWilly Stöwer,exMarieHorn,exFranziska Fischer,exHildaHorn) 1Dk	1423 1247 864					1900	Akt.Ges. "Neptun" Rostock	Govt.ofLatvia (ValstsKugu Parvalde,Mgrs.)	245·2 P24'B58'F26'	36·1	17·3	Riga Latvian WB	T.3Cy.18",30½"&48"–33½" 133NHP A.G."Neptun,"Rostock		V
19638 ~~132026~~ ~~MCGJ~~	**Abbas** ssSld.No.3-9,24 ssSld.No.2-32 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1430 1115 836	✠100A1 4,35 BS8,34	Sld ✠LMC7,32	o	CL 8,34	1911 11mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	~~StephensonClarke~~ ~~&Associated~~ ~~Companies,Ld.~~ WB=CellDBuE&	240·0 Q131'B12'F26' FK B37'f152'414tFPT	36·0	15·6	Greek 4BHCem 106tAPT60t	T.3Cy.19",31"&51"–36" (s) 180lb NDB27 100lb 172NHP 1SB,4pf,GS73,HS2691 J.Dickinson&Sons,Ld.Sld.	17 ″ 9 s5 ″ 5 16 ″ 6	

Now "Kadio," see No. 33763 in Supplement

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19639 69 IBAA	**Abbazia** Ⓟ 1Dk&Awng dk D.F.	3706 3054 2197			...		1912	Lloyd Austriaco Trieste	LloydTriestino	344·7 B onAwngdk160'	43·7 45·5	25·9 FK	Trieste Italian WB	T.3Cy.23¼",37"&66"–48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
19640 146344 MNBF	**Abbotsford** (exCyrilleDanneels-32) ssGoo.No.2–32 1Dk(Stl) Well deck Cargo battens not fitted	1585 1096 839	✠100A1 3,35 BS1,35 ✠LMC11,32	Gmh	p	CL 1,35	1924 10mo Lloyd	GooleS.B.& RepairingCo. Ld. Goole 'sA&CP	G.Gibson&Co.Ld. CellDBa&u	250·8 Q161'BonQ56'F24' E86'f100'392tFPT	38·0	14·5 FK	Grngemth British 4BHCem 61tAPT86t	T.3Cy.19",31"&52"–36" (s) 180lb 204NHP 2SB,6cf,GS96,HS3540 N.E.MarineEng.CoLdNwc	16 ″ 9 s 5 ″ 0¼ 15 ″ 6¾	
19641 153949	**Abel Tasman** (exNord-33, exMontBlanc,exMaria) ssOsl.No.3–4,28 ssOsl.No.1–33 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	2047 1530 1176	✠100A1 10,35 ~~9,34~~ BS~~9,34~~ ✠LMC6,33 10,35	Syd	r	OG ~~6,33~~ 10,35	1916 7mo	Jonker& Stans HendrikIdo Ambacht	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,Mgr.) BH in CellDBuB	274·9 Intermediate hold dispensed with 24'f192' 712t FPT	40·2	16·8 FK	Melbourne British 3BHCem 80tAPT67t	T.3Cy.19⅝",32¼"&52"–34⅜" 180lb (s) 209NHP 2SB,6cf,GS116,HS3710 BergerhoutsMsch.Fab.Rot	20 ″ 0 s 2 ″ 0 18 ″ 1¾	
19642 219477 KOVR	**Abercos** Sub.Sig. Fitted for oil fuel 1Dk&Shelter dk2trB Longitudinal framing	6076 5563 3729					1920	GMStandi- ferCnst.Corp. Vancouver, Wash.	UnitedStates ShippingBoard Bureau	401·4 P48'B81'F37'	53·2	31·9	PortIndOr Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.		R
19643 110995 MCMV	**Abercraig** 3Mst ssCff.2ndNo.3–7,27 ssFal.No.1–32 Mchy.Aft Well deck 1Dk(Stl)	440 293 179	✠100A1 1,32 BS~~3,34~~ ✠LMC1,32 3,35	Fal	g	CL ~~3,35~~ 1,36	1902 4mo Lloyd	Dundee Shipbuilders' CoLd.Dundee 'sA&CP	County ofCorn- wallShippingCo. Ld.(J.Hampton, Mgr.)	153·1 Q83'B11'F21' WB=CellDBf82'9	25·1	9·8 FK	Dundee British 3BHCem 7tFPT40t	T.3Cy.13",21½"&35"–24" (s) 180lb NDB08 68RHP 1SB,2cf,GS34,HS1073 J.Cran&Co.Leith	12 ″ 2 s3 ″ 9 11 ″ 10	
19644 127164 GQBZ	**Aberdonian** Ⓟ ssAbn.No.1–35 ssAbn.No.3–5,31 2Dks(UStl–ws)	1648 1146 747	✠100A1 6,35 ~~2,35~~ ✠LMC1,35 ~~MS11,30~~ ~~BS5,34~~	Abn	r	CL 4,33	1909 5mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	AberdeenStmNav Co.Ld.	264·3 P75'B74'F67 WB=CellDB	36·2	18·3 BK9"	Aberdeen British 4BHCem a64'f72'148t	T.3Cy.26",44"&72"–42" (r) 180lb 80lb 394NHP 2DB,12cf,GS225,HS6484 D&W.Hendersn&CoLdGls	19 ″ 6 s 2 ″ 1½ 18 ″ 5½	BT till 12,35
19645 145321 MKYQ	**Aberhill** (exFlora) ssNwc.No.3–10,28 ssNwc.No.1–32 Well deck 1Dk(ptStl ptIrn) Cargo battens not fitted	1516 1271 888	✠100A1 10,35 ~~11,34~~ BS~~9,34~~ ✠LMC7,32 8,35	Bly Shl	p	OG ~~7,32~~ 10,35	1915 8mo	A.Vuijk& Zonen,Cap- elle a/d Ysel A&CP	M.Taylor CellDB a77'u	246·8 P21'Q67'B63'F22' E17'f104'429tFPT	38·2	16·3 FK	Methil British 4BHCem 35tAPT20t	T.3Cy.19",31"&51"–36" (s) 180lb 180NHP 2SB,6cf,GS90,HS2920 G.T.Grey,SouthShields	18 ″ 6 s 1 ″ 6½ 17 ″ 1	
19646 131559 VJBJ	**Abersea** (exSouthBulli) ssSyd.No.3–9,25 Well deck ssSyd.No.2–34 Mchy.Aft 1Dk(ptIrn ptStl) Cargo battens not fitted	818 588 359	✠100A1 ~~8,35~~~~10,34~~ 12,35 ✠LMC MS1,34 BS~~9,34~~ 7,35	Syd	k	CL ~~10,34~~ 12,35	1913 5mo Lloyd	Hall,Rus- sell&Co.Ld. Aberdeen 'sA&CP	JonesBros.Coal,Ld CellDBuE	195·1 Q110'B9'F34' 28' f108' 187tFPT	30·3	12·6 FK	SydnyNSW British 4BHCem 70tAPT8t	T3Cy.16$\frac{5}{16}$",26"&43"–33"(r) 180lb 140NHP 2SB,4cf,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s ″ 9½ 14 ″ 0	
19647 UOVM	**Abhazia** Ⓟ TwinSc Sub.Sig. OilEng. Ref.Mchy. CruiserStern 2Dks	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	Sovtorgflot	353·5 B&F268'	51·0	25·3	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"–33⅞" 1372NHP Russian Diesel Works,Len.		
19648 5430 SFLN	**Abisko** Mchy.Aft 1Dk	3088 2633 1640					1913	Göteborgs M.V.Aktieb. Gothenburg	Trafikaktiebola- getGrängesberg- Oxelösund (M.Waldenström, Mgr.)	336·8 P69'B24'F39'	46·9	21·0	Stockholm Swedish WB	T.3Cy22$\frac{7}{16}$",35½"&59"–39⅜" 220NHP GöteborgsMV.Aktieb.Got		C
19649 EAAA	**Abodi-Mendi** ssBbo.No.3–8,34 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks Sub.Sig.	5914 5618 3529	✠100A1 Shelter dk withfreeboard 10,35 ~~8,34~~ ✠LMC8,34 BS10,35	Bbo Bry	z	CL N8,34	1921 5mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota,Mgr.) CellDB	400·0 F37'onShelter dk Collision 351'1170tAPT100t	53·0	32·8 FK	Bilbao Spanish Cem BHtoSh dk 5 „ „ U „	T.3Cy.27",45"&75"–51" (s) 180lb 569NHP 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
19650 LDIK	**Abraham Lincoln** TwinSc OilEng. ssSfj.No.1–34 1Dk(Stl)&Shelter dk(Stl) D.F. 3rddk(Stl) except in No.5 Ref.Mchy. hold	5740 5214 3501	✠100A1 withfreeboard ~~5,35~~12,35 ✠LMC CS1,34 ~~5,33~~ 8,35 ✠Lloyd'sRMC~~4,35~~ ~~8,35~~ 2,36	Osl ~~Rot~~ DBS5,35	b†	CL N4,34	1929 4mo Lloyd	Odense Staalskibsv. Odense 'sA&CP Cell	A/SBonheur(F. Olsen&Co.Mgrs.) DB387'1349t Tanksinwayoftu	435·9 P32'F41' (Coll&AP nnels 185tFPT116t	56·2	27·7 FK	Oslo Norwegian 7BH BH to Sh dk 5 „ 2nd„) APT128t	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8¾	
19651 1300 IJAR	**Abruzzi** (exYomah,exBabalan) ssGen.3rdNo.3–5,25 ssVen.No.2–33 Mchy.Aft 1Dk(Stl) Well deck	680 424 352	✠100A1 For Coasting in the Mediter ~~11,35~~~~11,34~~4,36 ~~BS10,34~~ CarryingPetr Fitted for oil	Ven purpo ranea BS10,35 ✠LMC2,33 oleum fuel 4,	h ses n& in 98	CL 4,36 Black bulk F.P. a	1897 10mo Sea bove 1	Rijkee&Co Rotterdam A&CP 50° F.	AziendaGenerale ItalianaPetroli	194·9 P&B150'F20'	25·8	10·4 FK	Genoa Italian 11BHCem FPT40t	T.3Cy.12½"20"&33¾"–21"(s) 175lb 65NHP 1SB,2cf,GS28,HS1115 Maatschappij deMaas.Rot.	11 ″ 0 s ″ 6½ 10 ″ 7½	
19652 OXAB	**Absalon** (exJosephMerryweather) ssCpn.No.3–7,27 ssAbg.No.1–31 1Dk(Irn)&deepframing	2144 1959 1353	✠ [illegible] 5,36 ~~BS12,31~~ ✠~~LMC6,32~~	Abg	s	CL 4,34	1898 9mo	W.Gray& Co.Ld. WHartlepool A&CP Interm	Dampsk.A/S 'Progress'(Marius Nielsen&Sön,Mgr ediate BH in foreh	290·3 P27'B69'F29' s.) old dispensed with WB=CellD	42·1	19·2 FK	Copnhagn Danish Cem 4 BH only Ba&uE 110'	T.3Cy.21½",35"&58"–39" (s) 160lb 220NHP 2SB,6rf,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl f120'607tAPT54t	21 ″ 9 ~~s 3 ″ 4¼~~ ~~18 ″ 7~~	
19653 215986 KGDG	**Absaroka** Fitted for oil fuel 2Dks	5698 5056 3546					1918	Skinner& EddyCorp. Seattle,Wash	McCormickS.S.Co.	409·5 P43'B115'F47'	54·2	27·4	S.Frncisco Utd.States	T.3Cy.25",42"&72"–48" 359NHP SeattleMachineWorks		R
19654 83 IBBA	**Absirtea** ssTri.No.3–3,26 D.F. ssTri.No.2–34 1Dk(ptIrn,ptStl)	4170 3767 2492	✠100A1 ~~4,35~~~~7,34~~ 2,36 BS~~10,34~~ ✠LMC10,33 9,35	Tri ~~Bry~~	x	CL ~~4,32~~ 4,35	1913 10mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	Soc.AnondiNav. G.L.Premuda WB=Cell DBa129'uE&B	370·0 P52'B&F289' 40' f150'1152tFPT	51·5	24·1 FK	Trieste Italian 6BHCem 98tAPT207t	T.3Cy26",42½"&69½"–45"(s) 180lb 60lb 361NHP 2SB,6cf,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 2″11¾ 23 ″ 9	
19655 LITZ	**Abu** TwinSc OilEng. Mchy.Aft CruiserStern 1Dk(Stl) CarryingPetroleum in bulk	6578 5954 3994					1934	Götaver- kenA/B Gothenburg	SkibsA/S Abu (MagnusKonow &Co.)	408·5 P225tH197tF87t	55·2	33·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21$\frac{21}{32}$"–39⅜" 561NHP GotaverkenA/B,Got.		N
19655* TCAK	**Abuislah** (exAb-Isslah,exCap Nègre,exIroMaru) 1Dk	667 491 378					1913	BingoSen- kyoK.K. Mitsumosho	AhmetArifBey	175·2	27·1	13·0	Istanbul Turkish	T3Cy 13$\frac{1}{32}$",20$\frac{1}{16}$"&32$\frac{1}{16}$"–23" Emade05refitted14 49NHP MacColl&Pollock,Sld.		
19656 ~~145032~~ ~~MKCT~~ 65 SUCL	**Abukir** (exKyleQueen–35, exIslandQueen–34) ssShl.No.3–4,33 Well deck 1Dk(Stl) Cargo battens not fitted	689 500 355	✠100A1 5,35 ~~4,33~~ ~~BS4,34~~ ✠LMC3,33 BS3,36~~3,35~~	Shl P.Gl.	i	CL ~~9,32~~ 4,35	1920 11mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	~~TheKhedivialMail~~ ~~S.S.&GravingDock~~ ~~Co.Ld.(LordErnest~~ ~~Hamilton,Mgr.)~~ H.E.Ahmed AbboudPasha	173·5 P86'B15'F25' CellDB40'42tFPT	28·1	12·9 FK	Alexandria Egyptian 4BHCem 47tAPT11t	T.3Cy.13½",22"&36"–30" (s) 180lb 100lb 97RHP 1SB,3cf,GS58,HS1775 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	14 ″ 0 s ″ 7¼ 13 ″ 6¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19657 7376 SDAI	**Acacia** (*ex*Sallingsund,*ex*Danery, *ex*Roma) 1*Dk*	*1497* *1232* *863*					1905	Schpw.v. JanSmit,Czn. Alblasserdm	RederiA/B Aurora (StigGorthon, *Mgr.*)	251·3 P14'Q76'B108'F28'	37·8	16·3	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&54"–36" 175NHP Maats.deSchelde,Flushing		V
19658 231673 WHES	**Acadia** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. GyC. 3*Dks* *CruiserStern*	6185 — 3020					1932	NwprtNws S.B.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4	61·2	27·0	Boston Utd. States *WB*	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.		R
19659 133535 CGFS	— Ⓟ Wireless GyC. 1*Dk*&*Shelterdk* E.S.D.	846 796 439			...		1913	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianGovernment	170·0	33·7	19·1 FK	Ottawa British *WB*	T.3Cy.17",28"&46"–27" 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 0	
19660 154480	**Acadialite** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at deck*	1919 1465 1085	✠100A1 *For Service on Great Lakes* 4.30 ✠LMC4,30 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 4,30 F.P. above 150° F.*	Mdb		CL	1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilLd. (H.J.Rahlves, *Mgr.*) *Middle line Bulkhead non-oiltight* *CellDBuE24'68tFPT133tAPT48t*	250·0 P62'F41' *Trunk*147'	43·1	17·9 FK	Montreal British 11*BHptCem*	T.3Cy.17",28"&46"–36" (*r*) 180lb 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
19661 133533 CYJP	**Acadian** (*ex*Glenmavis) *Mchy.Aft* 1*Dk*	1686 1524 1055					1913	N.ofIreland SB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0	42·5	17·4 *WB*	Midland, Ont. British	T.3Cy.16",26"&44"–30" Richardsons, 96RHP Westgarth&Co.Ld.Mdb.		C
19662 132823 GQRD	**Acajutla** *ss*Crs.No.3–6,24 Wireless *ss*Crs.No.2–31 1*Dk*(*Teak*)&2nd *dk*(*Stl*)	1170 962 654	✠100A1 9,35 ~~10,34~~ ✠LMC MS12,35 BS~~10,34~~ 9,35 *Lloyd's A&CP* *Fitted for oil fuel 3,20 F.P. above 150° F.*	Crs	*n*	CL 10,34	1911 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	PacificStm.Nav. Co.Ld. *WB=CellDB*	215·7 F27' *a40'uE15'f94'160t*	33·5	19·4 FK	London British 4*BHCem* *APT10t*	T.3Cy.17",28"&46"–33" (*r*) 180lb 174NHP 2SB,6*cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 3½ 18 ″ 7½	
19663 To be Broken up ~~GFPB~~	**Acardo** *ss*Rot.No.2–29 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5767 5250 3423	✠~~100A1~~ 2,33 *Carrying Petroleum in bulk A&CP* *Fitted for oil fuel 6,21 F.P. above 150° F.*	Bkn	*z*	CL ~~9,31~~ 6,35	1921 6mo	Union Const.Co. Oakland,Cal.	~~Anglo-Saxon PetroleumCo.Ld.~~ *CellDBuE&B81'230tDTf32'328tFPT86tAPT89t*	412·0 P110'B33'F57'	53·4	30·9 FK	Japanese 15*BHptAsp* (11 ,, *to U dk* 4 ,, ,, 2*nd* ,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 556NHP 3SB,9*cf*,HS8451 FD Hooven,Owens&RentschlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7½ 25 ″ 7½	
19664 LCBJ	**Acasta** (*ex*WarMatron) *ss*Sba.No.3–7,30 *ss*Ven.No.1–34 1*Dk*(*Stl*)	5259 *4785* *3213*	✠100A1 1,36 ~~11,34~~ ✠LMC5,34 BS6,35 *Lloyd's A&CP* *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 5,18 F.P. above 150° F.*	Gen Lis	*y*	CL ~~12,32~~ 1,36	1918 6mo	SirJ.Laing &Sons,Ld. Sunderland	A/S Mosvolds Rederi(M.Mosvold, *Mgr.*) *Middle line Bulkhead not oil-tight* *CellDBa121'f180'947t FPT123t APT195t*	400·0 P49'B112'F39'	52·4	28·5 FK	Farsund Norwegian 11*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
19665 163564 GYDF	**Acavus** *Mchy.Aft* *OilEng* D.F. 1*Dk*,2nd *dk clear of cargo tanks* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7215 4752	✠100A1 ~~7,35~~ ~~1,35~~ 3,36 ✠LMC1,35 *Carrying Petroleum in bulk Lloyd's A&CP*	Bel ~~Nwc~~ Cf		CL	1935 1mo	Workman Clark(1928) Ld. Belfast	Anglo-Saxon PetroleumCo.Ld. *CellDBuE64'158tDTf25'270tFPT135tAPT83t*	465·0 P93'B46'F48'	59·4	33·9 FK	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25 5/16"–55 " 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
19666 162667 MQDK	**Acclivity** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	389 29 174	✠100A1 11,33 ✠LMC11,31 ✠LMC(M)8,31 *Carrying Petroleum in bulk Lloyd's A&CP*	Lon	*g*	CL 11,33	1931 12mo	G.Brown &Co. Greenock	F.T.Everard&Sons Ld. *CellDB74'123tDTa5'46tFPT38tAPT16t*	164·0 P43'F20'*Trunk*101'	24·6	8·6 FK	London British 9*BHptCem*	Oil Engines 2S.C.SA 5Cy.13 3/16"–15½" 154NHP DB*180lb* Plenty-StillOilEngines.Ld Newbury	10 ″ 6 s 7½ 10 ″ 0½	
19667 149596 GMQN	**Accra** Ⓟ TwinSc *ss*Liv.No.2-34 ~~*ss*Liv.No.1-30~~ *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk*(*pt teaks*)3*rd dk*(*Stl*)*in holds* D.F. E.S.D. *CruiserStern*	9337 6816 5471	✠100A1 *with freeboard* 11,35 ~~4,35~~ DBS~~11,34~~ 11,35 ✠LMC CS3,35 11,34 *Lloyd's A&CP*	Liv	*d*†	CL ~~1,33~~ 11,35	1926 8mo	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld. *CellDB365'1226tFPT79tAPT195t*	450·8 P37'B267'F50'	62·3	31·3 FK	Liverpool British 7*BHCem*	Oil Engines 4S.C.DA 12Cy.26¾"–55⅛" 1651NHP DB*100lb* Harland&Wolff,Ld.Bel.	34 ″ 6 s10 ″ 4 24 ″ 6½	
19668 127863 GDMJ	**Accrington** Ⓟ *ss*Gms.2ndNo.3–11,35 ~~*ss*Gms.No.3–6,23~~ Sub.Sig. ~~*ss*Gms.No.2–31~~ 1*Dk*(*Stl–ws*)&*pt deep framing & lower dk in Nos.*1&3*holds*	1678 1098 918	✠100A1 11,35 ~~9,34~~ ✠LMC 11,35 *Lloyd's A&CP*	Gms	*q*	CL 9,34	1910 8mo	Earle'sCo. Ld. Hull	London&North-EasternRailway *WB=DB*	265·0 P41'B115'F32' *a54'uE21'f111'295t*	36·0	17·4 BK9"	Grimsby British 5*BHCem* *APT33t*	T.3Cy.22",35"&60"–42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 17 ″ 11½	
19669 218268 KJAV	**Ace** (*ex*LakeFrohna) *Ref Mchy.* 1*Dk*2*trB*	2616 2243 1611			...		1919	American S.B.Co. Lorain,O.	AceSteamship Corp.(Minnesota-AtlanticTransitCo)	251·0 P25'B64'F23' ...	43·6	26·2 FK *WB*	Duluth Utd.States	T3Cy.20",33"&54"–40" 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	E
19670 To be Broken up ~~GPPD~~	**Achatina** *ss*Nwc No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5833 5296 3506	✠~~100A1~~ 7,33 *Carrying Petroleum in bulk A&CP* *Fitted for oil fuel 7,21 F.P. above 150° F.*	Fal	*z*	CL N12,32	1921 7mo	Union Const.Co. Oakland,Cal.	~~Anglo-Saxon PetroleumCo.Ld.~~ *CellDBuE&B81'230tDTf32'328tFPT86tAPT89t*	412·3 P110'B33'F57'	53·4	31·1 FK 15*BH*	Japanese *pt Asp* (11 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 562NHP 3SB,9*cf*,HS8580 FD Hooven,Owens&RentschlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7½ 25 ″ 7½	
19671 77 IBCA	**Achille** (*ex*LlanthonyAbbey) *ss*Sld.2ndNo.3–10,16 *Well deck* *ss*Nap.No.2–25 D.F. 1*Dk*(*Irn*)&*WebFrames*	2415 1848 1513	✠ 12,29 ✠	Msl	*s*		1890 12mo	Ropner&S. Stockton	M.Scuderi	299·3 290·0 P29'Q88'B116'F31' *CellDB238'454t*	39·1	18·6 BK10"	Catania Italian 5*BHCem*	T.3Cy.22",36"&59"–39" NDB12 217NHP 2SB4*rf*,2*cf*,GS84,HS3250 Blair&Co.(Lim.)Stockton	21 ″ 10	I
19672 407 IBIA	**Achille Lauro** (*ex*Canadian Explorer-33) *ss*Hfx.No.2–29 2*Dks*(*Stl*)	5209 4773 3203	✠ ... 3,34 ✠	Hfx			1921 2mo	Halifax Shipyards,Ld Halifax,N.S.	A.Lauro *CellDB*	414·2 400·0 P49'B113'F39' 334'1027t *FPT*147t	52·3	28·4 FK	Naples Italian 6*BHCem* *APT*133t	T.3Cy.27",44"&73"–48" 555NH 3SB,9*cf*,GS224,HS8565 RobbE.WksLdAmherstNS	31 ″ 0	I
19673 143640 GDBC	**Achilles** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	11404 8184 7202					1920	Scotts'S.B. &Eng.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	507·4 F69'	63·2	41·1	Liverpool British *WB*	2 DR Geared Steam Turbines Scotts'SB&EngCoLd.Grk.		
19674 213174	— TwinSc *Mchy.Aft* Sub.Sig. *Fitted for oil fuel* 1*Dk*&*Web frames* *Longitudinal framing*	~~11081~~ ~~8564~~ ~~5970~~ 9660 6074			...		1915	Maryland SteelCo. Baltimore, Sparro'Pt.Md	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	514·0 P181'F57'	65·2	36·5 FK	Baltimore Utd.States *WB*	T.6Cy.27½",46"&76"–48" 1283NHP MarylandStl.Co.Sparr.Pt.	39 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'r. Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
19675 PCCI	**Achilles** *2Dks*	1815 1642 1129					1906	Nederl. Schps. Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·9|40·2|18·8 P17'B127'F35'	Amstrdam Dutch *WB*	T.3Cy.20⅞",32⅝"&55"–35⅝" 180NHP NedFb.v.Wrk&Spoor,Ams		V
19676 DOIK	— Sub.Sig. Wireless *1Dk*	998 797 591					1922	Atlas- WerkeA.G. Bremen	Dampfsch.Ges. "Neptun"	224·0|33·2|13·7 P1[illegible]'Q65'B57'F2[illegible]'	Bremen German *WB*	T3Cy.18⅒",29½"&48½"–29½" 129NHP Atlas-WerkeA.G.Bremen		G
19677 EAAB	**Achuri** (*ex*Rafael,*ex*Garton) *1Dk&Web* *frames&ptAwng dk*	2734 2049 1761			...		1894	W.Gray& Co.Ld. WHartlepool	JoséAgustinMu- tiozabal	306·0|43·0|18·3 P27'Q90' *ptAwng dk*189' FK	Bilbao Spanish *WB*	T.3Cy.23",36½"&62"–39" NDB12 239NHP Cen.Mar.Eng.Wrks.WHpl	20″10	V †
19678 214173 WSCF	**Acme** *ss*N.Yk.No.3-12,28 *ss*N.Yk.No.1-32 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6878 6395 4304	✠100A1 7,35 ~~2,35~~ BS7,35 ✠LMC12,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,16 *F.P. above* 150°F.	NYk Bal	*b*†	CL ~~2,35~~ 7,35	1916 6mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B64'* 197*tDTf*50'880*t*	435·0|56·0|32·0 P106'B50'F43' FK *FPT*97*tAPT*74*t*	NewYork Utd.States 15*B HptAsp* (10 ,, *to Udk* 5 ,, ,,*2nd* ,,)	T.3Cy.27",47"&76"–48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33″6 s6″10¼ 26″10½	
19679	**Acosta** *Mchy.Aft* *ss*Cco.No.1-33 *1Dk(Stl)&Webframes* *Longitudinalframing*	*2634* *1876* *1502*	✠100A1 7,35 ~~1,33~~ BS7,35 ✠LMC1,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,28 *F.P. above* 150°F.	Cco	*l*	CL ~~6,31~~ 7,35	1928 3mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	VenezuelaGulf OilCo. *CellDBuE&B43'126t FPT*194*t*	305·0|50·2|16·3 P69'B22'F33' *Trunk*181' FK	Maracaibo Venezuelan 11*BHptCem* *APT*76*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 227NHP 2SB,6*cf*,HS4009 MacColl&Pollock,Ld.Sld.	16″6 ~~s2″4~~ ~~14″6~~ s2″0¼ 14″8	
19680 163[illegible]38 MBRW	**Acrity** *OilEng.* *Mchy.Aft* *1Dk(Stl)* *Well deck* *CruiserStern*	403 261 200	✠100A1 9,35 ~~2,34~~ ✠LMC2,34	Grk Yar	*f*	OG	1934 2mo	G.Brown &Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	142·8|25·6|9·3 Q83'B9'F19' FK *FPT*	London British 3*BHAsp* 62*tAPT*30*t*	Oil Engines 2S.C.SA 4Cy.12⅝"–15¾" 112NHP NewburyDieselCo.Ld. Newbury	10″3 s3″8 10″3	
19681 SVNQ	**Acropolis** Ⓟ *ex*Colima-33, *ex*Polyanthus) *Fitted for oil fuel* Wireless *1Dk, 2nd dk in Nos.* *1&3holds*	*1393* *801* *819*			...		1917	Lobnitz& Co.Ld. Renfrew	Antoniou& Katarmados, N.D.Antoniou, *Mgr.*)	255·9|35·0|15·4 P&B166'F31' FK	Piræus Greek *WB*	T.4Cy.23",37"&(2)42"–30" 219NHP Lobnitz&Co.Ld.Renfrew	18″0	
19682 TSDS	**Actif** **Iron** *1Dk2trB* *Well deck*	781 — 436	✠ 7,87	Shl	*l*		1883 4mo	A.Hall& Co. Aberdeen	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schia- ffino&Cie.*Mgrs.*)	205·0|31·6|14·2 Q67' B48' F22' *WB=DBo*	Algiers French 5*BHCem* 40'*f*90'230*t*	C.2Cy.27"&50"–33" NB95 120NHP BlaikieBros.Aberdeen		V †
19683 LCCB	**Activ** *1Dk*	507 370 296					1903	Bergens Mek.Værks. Bergen	D/S A/S AlfLindös Rederi(AlfLindö, *Mgr.*)	166·2|26·2|12·6 Q42*t*B58*t*H18*t*F18*t*	Haugesnd Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP BergensMekVærksBergen		N
19684 162654 MQCX	**Activity** *Mchy.Aft* *OilEng.* *Well deck* *1Dk(Stl)*	358 228 182	✠100A1 6,34 ✠LMC10,31 ✠LMC(M)2,34	Yar	*e*	OG N4,35	1931 10mo	G.Brown &Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld. *FPT*41*tAPT*22*t*	135·2|24·6|9·1 F18'Q81'B9' FK	London British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13 3/16"–15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	10″0 s3″8 10″0	
19685 140541 GMCB	**Actor** *ss*Hul.No.3-3,30 *ss*Mch.No.1-34 *2Dks(Stl)3rd dk(Stl)* *inNo.1hold*	5548 5217 3467	✠100A1 1,36 ~~3,35~~ BS12,35 MS5,34 ✠LMC ~~[illegible]~~ *Fitted for oil fuel* 1,19 *F.P. above* 150°F.	Liv Mch	*z*	CL 9,33	1917 10mo	D&WHen- dersn&Co.Ld. Glasgow *Lloyd's A&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*344'1117*tDTa*31'830*tFPT*64	410·2|52·2|30·2 P34'B139'F53' FK	Liverpool British 7*BHCem* *APT*24*t*	T.3Cy.24½",42½"&72"–54" 215lb (*s*) 536NHP 2DB&1AuxSB,15*cf*,GS281, HS9263 D&W.Hendersn&CoLdGls	32″7 s6″2 26″7½	
19686 163314 MPDK	**Actuality** *Mchy.Aft* *OilEng.* *CruiserStern* *1Dk(Stl)* *Cargo battens not fitted*	311 224 149	✠100A1 2,33 ✠LMC2,35 ✠LMC(M)2,35	Lon	*d*	OG 2,36	1933 2mo	Fellows& Co.Ld. Gt.Yarmouth *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	129·2|24·7|8·9 Q37'F13' FK *FPT*33*tAPT*9*t*	London British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.12⅝"–15⅜" 114NHP NewburyDieselCo.Ld. Newbury	9″6 s″10¼ 8″9¼	
19687 163316 MKJM	**Actuosity** *Mchy.Aft* *OilEng.* *1Dk(Stl) Well dk*	359 228 177	✠100A1 1,35 ✠LMC2,33 ✠LMC(M)1,35	Cff	*e*	OG 1,35	1933 2mo	G.Brown& Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	135·3|24·6|9·1 Q81'B9'F18' FK *FPT*47*tAPT*31*t*	London British 3*BH*	Oil Engines 2S.C.SA 5Cy 12⅝"–15⅜" 139NHP NewburyDieselCo.Ld. Newbury	10″0 s3″8 10″0	
19688 YMBO	**Ada** (*ex*HeinrichPodeus-34, *ex*WitteZee) *1Dk*	2595 2276 1527					1921	N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	OttoBehnke	299·2|45·3|20·1 P24'B73'F25'	Danzig *WB*	T.3Cy.22½",37"&62"–39" 240NHP NewWaterwayS.B.Co. Schiedam		G
19689 LCBK	— *1Dk*	2456 2225 1486					1921	G.Brown &Co.Ld. Greenock	TönsbergRederi A/S(Rafen& Loennechen,*Mgrs*)	290·2|44·0|20·8 P68*t*H114*t*	Tönsberg Norwegian *WB*	T.3Cy.22",36"&59"–39" 217NHP McKie&Baxter,Glasgow		N
19690 6088 SJHA	**Ada Gorthon** (*ex*H.Uner, *ex*Vettern,*ex*Signe) Sub.Sig. *1Dk*	*2405* *2071* *1354*					1917	NV.Boele's Sch.Mschfbk. Bolnes	Rederi A/B Gefion (Joh.Gorthon, *Mgr.*)	292·0|44·0|19·9 P45'B86'F31'	Hlsngborg Swedish *WB*	T.3Cy.22",37"&60"–39" 225NHP Boele'sSch.&Mch.Bolnes		V
19691 1389 IBEA	**Ada O.** D.F.	5234 5013 3187					1919	Flli Orlando&Co. Leghorn	Navig.OderoSoc. Anon.	373·0|45·8|33·3	Genoa Italian *WB*	T.Cy.22⅝",36⅝"&60⅝"–39⅜" NE25 230NHP FlliOrlando&Co.Leghorn		I
19692 TCAH	**Adalet** (*ex*Riad,*ex*SanRemo, *ex*Coronel,*ex*Tarapaca, *ss*Lth.No.3-2,01 *ex*Inca,*ex*MonteBlanco, *ss*Ply.No.1-05 *ex*Rimac,*ex*MonteBlanco, *1Dk&Spar dk* *ex*Norse,*ex*Norseman) *&Web frames* Wireless *Fitted for oil fuel*	1334 — 762	✠ 7,20 ✠NB2,01 ✠	Ply	*o*		1893 2mo	Ramage& Ferguson,Ld Leith	TurkGemi KurtarmaAnonim Sirketi *CellDBuE*36'40*tf*86	236·3|31·2|14·6 22·2 BK8'	Istanbul Turkish 6*BHCem* 62*tAPT*21*t*	T.3Cy.22",37"&62"–39" 217NHP 1SB,3*cf*,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23″3	
19693 DHAC	**Adalia** Sub.Sig. D.F. *2Dks&Shelter dk*	~~3214~~ ~~2773~~ ~~1886~~ 3199 2775 1845					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·6|48·2|20·9 B25'F43' 28·0	Hamburg German *WB*	T.3Cy.23⅝".38 3/16"&62"–61" 300NHP A.G."Neptun,"Rostock		G
19694														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19695 205239 KDVF	**Adam E. Cornelius** D.F. GyC. *Mchy.Aft* 1*Dk*	4900 — 3736					1908	Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	420·0	52·0	24·0	Buffalo Utd.States *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP GreatLakesEng.Works		R
19696 SVQJ	**AdamandiosGeorgandis** (*ex*Portvale, *ss*Hul.No.3–10,27 *ex*Portrushton, *ss*Pir.No.1–32 *ex*Portrush) 1*Dk*(*Stl*)	*3443* *3207* *2158*	✠100A1 9,33 BS12,34 ✠LMC6,32	Pir	*u*	CL 11,34	1916 11mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP Interm*	*ediateBH in after* *CellD*	348·5 P35'B106'F34' *hold dispensed with* *B308' 918t FPT59t*	48·7	23·3 FK	Chios Greek *Cem* *5BHonly* *APT132t*	T.3Cy.24$\frac{3}{16}$″,40¼″&65″–42″ 180lb *120lb* (*s*) 313NHP 2SB,*6cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld	25 ″ 4 s 4 ″ 4 21 ″ 5	
19697 SVMQ	**Adamantios J. Pithis** (*ex*BaronMinto) 2*Dks*	*4537* *4239* *2897*					1908	Napier& Miller,Ld. Glasgow	PithisBros.&Co.	385·2 P38'B111'F44'	51·2	26·4	Chios Greek *WB*	T.3Cy.25¼″,42″&68″–48″ 320NHP Dunsmuir&Jackson,LdGls		C
19698 SVLJ	**Adamas** (*ex*Promus–33) *ss*Npt.No.3–8,30 *ss*Bkn.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed bridge*	*4144* *3747* *2470*	✠100A1 5,35 ~~11,33~~ ~~BS11,33~~ ✠LMC~~5,30~~ BS ~~4,35~~1,36 MS5,35	Fal Bkn	*x*	CL 11,33	1918 2mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	*CellDB*	370·1 P52'B&F285' *319' 1134t FPT106t*	51·4	24·0 FK	Piræus Greek *6BHCem* *APT184t*	T.3Cy.26″,42½″&69½″–45″ 180lb (*r*) 411NHP 2SB&1AuxSB,*8cf*,GS167, HS7160 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 0¼ 23 ″ 9	
19699 1643 IBDA	**Adamello** D.F. 1*Dk*&*Shelter dk*	5872 5607 3774			...		1920	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa di Nav."Garibaldi"	399·9 F38' *on Shelter dk*	52·9	32·8 FK	Genoa Italian *WB*	T.3Cy.27″,45″&75″–51″ 572NHP WllsndSlpwy&E.Co.Ld. Newcastle	35 ″ 5	I †
19700 TCAD	**Adana** (*ex*Eliane,*ex*Manon, IronBg *ex*Magda,*ex*Stromboli,*ex*Brunswick) 2*Dks*	1158 1011 720			...		1870	Laird Bros. Birkenhead	NaïmMoulalitch	258·2 len74	29·7	20·0	Istanbul Turkish	C.2Cy.30″&56″–36″ NE&B83 158NHP LairdBros.Birkenhead	21 ″ 1	
19701 164549 MKMJ	**Adaptity** 1*Dk* *OilEng.* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	~~[illegible]~~ 372 273 183	✠100A1 12,35 ~~(ClassContemplated)~~ ✠LMC10,35	Yar		OG	1935 12mo *Lloyd*	Fellows& Co.Ld. Southdown, Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	~~115·0~~ P37'~~F12~~F13 136·1	~~26·0~~ 26·1	~~10·5~~ 9·8 FK *FPT*	London British *3BHCem* *33tAPT11t*	Oil Engines 2S.C.SA 8Cy.12⅝″–15¾″ 84NHP NewburyDieselCo.Ld Newbury	10 ″ 6 s1 ″ 2 9 ″ 4½	
19702 146664 GJPR	**Adda** Ⓟ *ss*Liv.No.3–5,35 TwinSc *OilEng.* ~~*ss*Liv.No.2–30~~ D.F. 2*Dks*(*Stl*)&*Awng dk* *Ref.Mchy.* (*Stl-ptteaks*)	7816 6015 4663	✠100A1 *Awng dk* *withfreeboard* 1,36 ~~3,35~~ ✠LMC CS11,34 11,35 ~~11,34~~	Liv 11,35 DBS11,35	*b*†	CL ~~12,31~~ 4,35	1922 11mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP* *CellDB363*	*'1160t DTa18'303t*	435·3 P34'B235'F50' *on Awng dk* *FPT99tAPT118t*	57·3	31·3 FK	Liverpool British *8BHptCem* (*7 to Awn dk* 1 ″ *U* ″)	Oil Engines 4S.C.SA 16Cy.29½″–45¼″ 1317NHP DB–*100lb* Harland&Wolff,Ld.Gls.	34 ″ 6 s 9 ″ 9½ 24 ″ 11	BT
19703 143686 GCTV	**Adderstone** (*ex*Boswell–34) *ss*Nwc.No.3–3,34 D.F. 2*Dks*(*Stl*)	5255 4800 3116	✠100A1 9,35 ~~3,35~~ ✠NE3,34 ✠LMC3,34 BS5,35 *Fitted for oil*	NYk Nwc *fuel*11	*y* ,20	CL 3,35 *F.P. a*	1920 11mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	WhiteShipping Co.Ld.(R.I.James, *Mgr.*) C*ellDB335' 1051tD*	400·4 P40'B128'F47' *Ta26'587tFPT111t*	52·4	28·4 FN	Newcastle British *6BHCem* *APT215t*	C.4Cy.(2)12″&(2)22¼″–15″ SR geared & LP Turbine DR geared to Sc. Shaft 200lb *120lb* (*s*) 399NHP 2SB,*6cf*,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
19704 3792 PJAV	**Adela** TwinSc *ss*Cco.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2696* *1810* *1224*	✠100A1 ~~6,35~~ ~~6,34~~ 3,36 BS~~6,34~~ 6,35 ✠LMC7,32 *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel*6,	*t* *in* 28,	CL SN6,34 P3,36 *bulk* *F.P. a*	1928 6mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	Curaçaosche Scheepv.Maats.	305·3 P86'F45' *Trunk*174'	50·3	15·1 FK *FPT*	Willmstad Dutch *11BHptCem* *ptAsp* *114tAPT86t*	T.6Cy.13″,22″&35″–24″ (*s*) 180lb 234NHP 2SB,*4cf*, ,HS4042 FD Armstrong,Whitworth& Co.Ld.Nwc.	15 ″ 0 s1 ″ 7 13 ″ 6¾	
19705 DHAD	**Adele Traber** D.F. *Cruiser Stern* 1*Dk*	2575 2142 1426					1930	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	281·7 P22'F25'	46·1	21·9	Hamburg German *WB*	T.3Cy.22″,34⅝″&56$\frac{5}{16}$″ 105NHP FlensburgerSchiffsb.Ges.		G
19706 451 SVGD	**Adelfotis** (*ex*CapeSt.Columba–35, *ex*CarlowCastle) *ss*Lon.No.3–12,29 *ss*Bkn.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*inNo.1 hold* *Cargo battens not fitted in lower holds*	*5838* *5605* *3676*	✠100A1 *Shelter dk* *withfreeboard* 2,35 BS~~2,35~~ 2,36 ✠LMC7,34	Bkn	*y*	CL ~~N2,33~~ 3,36	1917 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	CarrasBros.	400·0 F *onShelter dk*39' *CellDB351'1300t*	53·0	32·8 FK	Chios Greek *6BHCem* *APT110t*	T.3Cy.26″,45″&74″–48″ (*s*) 180lb 465NHP 3SB,*9cf*,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld	35 ″ 5 s 9 ″ 5½ 26 ″ 2½	
19707 162517 GBFV	**Adellen** *ss*Ams.No.1-34 *OilEng.* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing* *Mchy.Aft*	7984 7426 4735	✠100A1 ~~10,35~~ ~~6,34~~ 2,36 DBS5,34 ✠~~LMC12,30~~ *CarryingPetr* ✠LMC CS1,36 11,34	Ams Gal *oleum*	*c*† *in*	CL 3,35 *bulk*	1930 12mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *CellDBuE*	*43'182tDTf36'439*	459·7 P94'B30'F38' *tFPT294tAPT65t*	60·0	34·5 FK	London British *17BHptCem* (*10 to U dk* 7 ″ *2nd* ″)	Oil Engines 4S.C.SA 8Cy.29½″–59$\frac{1}{16}$″ 653NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 5 s 6 ″ 10½ 27 ″ 10½	
19708 FNLA	**Aden** TwinSc 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*)	8033 7633 5066	✠ 3,18 ✠	Yka	*c*†		1918 3mo	AsanoS.B. Co.Ld. Tsurumi	ChargeursRéunis *Cell*	445·0 *DB 389'1347t FPT*	58·0	40·0 FK	Dunkirk French *7BHCem* *84tAPT32t*	T.6Cy.22″,36½″&61″–48″ 703NHP 4SB,*12cf*,GS232,HS9835 FD IshikawajimaS.B.&E.Co. Ld.Tokio	40 ″ 1	V †
19709 25467 JADD	**Aden Maru** *ss*Kob.No.3–3,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5824 5586 4195	✠100A1 *Awng dk* *withfreeboard* 2,36 ~~10,34~~ ~~BS10,34~~ ✠LMC4,33 *Fitted for oil*	Kob BS2,36 *fuel*5,	*y* 23	OG ~~4,33~~ 2,36 *F.P. a*	1919 7mo *bove* 1	Kawasaki Dkyd.Co.Ld Kobe A&CP 50° F.	KokusaiKisen K.K. *CellDB334'1118t*	385·0 *FPT126tAPT93t*	51·0	36·0 FK *Collisio*	Kobe Japanese *Cem* *nBHto A dk* 5 ″ ″ *U* ″	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 437NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
19710 UOVL	**Adjaristan** Ⓟ TwinSc (*ex*Adjaria) *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	4727 3101 2588					1927	BalticS.B. &E.Works Leningrad	Sovtorgflot	353·5 B&F268'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$″–33⅞″ 1372NHP Russian DieselWorks,Len.		
19711 145582 GFJW	**Adjutant** (*ex*Myrtlepark) ~~*ss*Lon.No.2–30~~ *ss*Lon.No.3–7,35 2*Dks*(*Stl*)	1931 1740 1186	✠100A1 7,35 ~~1,34~~ 2,36 ~~MS4,30~~	Mdb Lon ✠LMC7,35 ~~BS1,35~~	*r*	CL ~~6,32~~ 7,35	1922 6mo *Lloyd*	Grangm'th Dkyd.Co.Ld. Gr'ngemouth '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBa63'u E28'*	280·3 P21'B68'F29' *f124'549t FPT44t*	41·9	18·9 FK	London British *4BHCem* *APT42t*	T.3Cy.21″,35″&57″–36″ (*s*) 180lb *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9 s 2 ″ 8¾ 18 ″ 3	
19712 DOIF	**Adler** Sub.Sig. Wireless D.F. 2*Dks*	1170 1002 647					1900	Bremer Vulkan, Vegesack	ArgoReed.A.G.	235·5 P31'B114'F25'	31·1	19·0	Bremen German *WB*	T3Cy18¾″,30$\frac{11}{16}$″&49$\frac{3}{16}$″–31½″ 136NHP BremerVulkan,Vegesack		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Now	"Aegna," see No. 37074 in Supplement													
19713 DHAE	Adler Ⓟ Wireless 1Dk Sub.Sig.	563 333 227					1904	Howaldts-werke Kiel	Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie)	195·0|25·1|11·4 Q17'B105'F63'	Hamburg German	T.3Cy.16⅞",25⅝"&43⅜"–24⅞" NE26 93NHP Howaldtswerke,Kiel		G
19714 OQCA	Administrateur Général Arnold Wireless 1Dk Mchy.Aft	659 503 361					1927	Jos.Boel& Zonen Temsche	BelgianGovernment(Ministère desColonies)	180·3|29·5|15·1	Boma Belgian WB	T.3Cy.14⅕",22⅘"&37⅖"–23⅘" 68NHP Anc.Etablis.Van de Kerckove,Ghent		
19715 220246 KUZG	Admiral Chase (exSutransco) ssS.Fo.No.3-9,32 1Dk(Stl)2trB in fore& after holds& Web frames	3285 3005 1997	✠100A1 10,351,34 MS2,33 Fitted for oil fuel 8,20 F.P.above150° F	Sea SFo ✠LMC BS~~5,34~~5,35	v	CL N1,34	1920 8 mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines, Ld.(AdmiralLine) CellDB251'827t	324·0|46·2|25·0 P30'B90'F35' FK DTf 20' 394t FPT	S.Frncisco Utd.States 6BHptCem 111tAPT69t	1DRGearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19716 220403 KDBS	Admiral Cole (exSurailco) ssS.Fo.No.3-11,32 1Dk(Stl)2trBinfore& after holds&Web frames	3285 3005 1997	✠100A– 8,34 ~~BS9,34~~ Fitted for oil fuel 9,20 F.P. above 150° F	SFo BS8,35 ✠LMC9,32		CL 8,34	1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'827t	324·0|46·2|25·0 P30'B90'F35' FK DTf20' 394t FPT	S.Frncisco Utd. States 6BHptCem 111tAPT69t	1DR GearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19717 220531 KDDI	Admiral Day (exSutermco) ssS.Fo.No.3-2,32 1Dk(Stl)2trB in fore& after holds& Web frames Fitted for oil fuel	3285 3005 1997	✠ … 2,35 ✠	SFo	v		1920 8mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'827tD	324·0|46·2|25·0 P30'B90'F35' FK Tf20'394tFPT111t	S.Frncisco Utd.States 6BHptCem APT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19718 3904 WGCB D.F.	Admiral Evans Ⓟ (exBuckman) Fitted for oil fuel 2Dks Ref.Mchy	2140 — 1278					1901	CraigS.B. Co. Toledo,O.	PacificS.S.Lines, Ld.(AdmiralLine)	253·1|38·4|22·8	S.Frncisco Utd.States WB	T.3Cy.23",37½"&63"–40" 251NHP CraigS.B.Co.Toledo		
19719 220560 KDDP	Admiral Gove (exSurico) ssS Fo.No.3-7,32 1Dk(Stl)2trB in fore& after holds& Web frames Fitted for oil fuel	3513 3005 2208	✠ … 2,35 ✠	SFo	v		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'827t	324·0|46·2|25·0 P30'B90'F35' FK DTf 20' 394t FPT	Seattle, Wash. Utd.States 6BHptCem 111tAPT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa	28 ″ 6	R †
19720 220862 KDLE	Admiral Halstead (exSuwordenco) ssS.Fo.No.3-2,33 1Dk(Stl)2trBinfore&after holds& Webframes	3289 3005 2007	✠100A1 3,35 BS~~5,35~~ 2,36 Fitted for oil fuel 1,21 F.P. above 150° F.	SFo ✠LMC2,33	v	CL 3,35	1921 1mo	Submarine BoatCorp. Newark,N.J. CP	PacificLighterage Corp. CellDB251'827tD	324·0|46·2|25·0 P30'B90'F35' FK Tf20'394t FPT116	S.Frncisco Utd.States 6BHptCem tAPT69t	DR Geared Steam Turbine 200lb HS5800 (s) 386NHP 2 WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19721 221024 KDNX	Admiral Laws (exSunugentco) ssSea.No.3-6,33 1Dk(Stl)2trB in fore& after holds& Web frames Fitted for oil fuel	3268 3005 2007	✠ … 2,35 ✠	LAn	v		1921 3mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. Cell DB251'827tD	324·0|46·2|25·0 P30'B90'F35' FK Tf20'394tFPT111t	Seattle, Wash. Utd.States 6BHptCem APT69t	1DR GearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †
19722 220635 KDFK	Admiral Nulton (exSuscolanco) ssS.Fo.No.3-10,33 1Dk(Stl)2trBinfore& afterholds&Webframes	3267 3005 2011	✠100A1 4,35 BS~~10,34~~ 10,35 Fitted for oil fuel10,20 F.P. above 150°F.	Sea ✠LMC10,33	v	CL 3,35	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. CellDB251'827tD	324·0|46·2|25·0 P30'B90'F35' FK Tf20'394tFPT111t	S.Frncisco Utd.States 6BHptCem APT69t	1D RGearedSteamTurbine 200lb HS5800 (s)386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19723 157556 WGCG	Admiral Rodman Ⓟ Wood (exDespatch) 2Dks Wireless Fitted for oil fuel	1101 — 837					1899	Bendixen S.B.Co. Fairhavn Cal.	PacificMotorship Co.Inc.	186·5|36·0|22·0	Seattle, Wash. Utd.States	C.2Cy.14"&32"–24" 42NHP FultonIronWorksSFrisco		
19724 117116 WGCH	Admiral Rogers Ⓟ (exSpokane) Fitted for oil fuel Ref.Mchy. 2Dks&Hur.dk	2277 — 1350					1902	UnionIron Works S.Francisco	PacificS.S.Lines Ld.(AdmiralLine)	270·1|40·1|17·3 WB	Seattle, Wash. Utd.States	T.3Cy.23½",40"&66"–42" 284NHP UnionIronWorks,S.Frisco		
19725 203123 WGCJ	Admiral Sebree (exOgdensburg) Fitted for oil fuel Mchy.Aft 2Dks	2446 — 1866					1906	American S.B.Co. Cleveland,O.	PacificS.S.Lines Ld.(AdmiralLine)	242·0|43·0|26·5 F40'	S.Frncisco Utd.States	Q.4Cy.17½",25½",37"&54" –36" 175NHP AmericanS.B.Co.Clevelnd		
19726 220627 KDFI	Admiral Senn (exSulanierco) ssS Fo.No.3-4,33 1Dk(Stl)2trB in fore& after holds &Webframes Fitted for oil fuel	3260 — 1996	✠ … 2,35 ✠	SFo	v		1920 10mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0|46·2|25·0 P30'B90'F35' FK 7tDTf20'394tFPT	Seattle, Wash. Utd.States 6BHptCem 111tAPT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
19727 220693 KDHA	Admiral Wiley (exSurichco) ssS.Fo.No.3-2,33 1Dk(Stl)2trB in fore& after holds& Web frames	3514 3005 2183	✠100A1 4,35 BS~~1,35~~ 2,36 Fitted for oil fuel10,20 F.P. above 150° F.	SFo ✠LMC2,33	v	CL 5,32	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines Ld.(AdmiralLine) CellDB251'827t	324·0|46·2|25·0 P30'B90'F35' FK DTf 20' 394t FFT	S.Frncisco Utd.States 6BHptCem 111tAPT69t	1DRGearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19728 220888 KDLS	Admiral Wood (exSugillenco) ssS.Fo.No.3-5,33 1Dk(Stl)2tr B in fore & after holds& Web frames Fitted for oil fuel	3285 3005 1997	✠ … 2,35 ✠	SFo			1920 12mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'827tD	324·0|46·2|25·0 P30'B90'F35' FK Tf20'394tFPT111t	S.Frncisco Utd. States 6BHptCem APT69t	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
19729 220402 KJZT	Admiral Y. S. Williams (exSunewco-34) Fitted for oil fuel ssN.Yk.No.1-26 1Dk(Stl)2trBinfore& after holds& Webframes	3252 3005 2000	✠ — 7,31 ✠	Sea	v		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0|46·2|25·0 P30'B90'F35' FK 7tDTf20'394tFPT	S.Frncisco Utd.States 6BHptCem 111tAPT69t	1DRGearedSteam Turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
19730 LCBL	Adna (exWarPatriot) ssSba.No.3-5,30 ssRot.No.1-34 1Dk(Stl)	*5197* *4778* *3155*	✠100A1 ~~7,35~~ ~~1,35~~ 3,36 BS8,35 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel4,18 F.P. above 150° F.	Gen ~~Cff~~ Gib ✠LMC6,34	y	CL N3,33	1918 4mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	Hansen-Tangens RederiA/S(H.E. Hansen-Tangen, Mgr.) Middle line Bulkhead not oil tight CellDB	400·5|52·3|28·5 P49'B112'F38' FK 345'1136tFPT118t	Xiansand Norwegian 11BHptCem APT185t	T.3Cy.27",44"&73"–48" (s) 180lb 489NHP 3SB,9cf,GS190,HS7020 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s5 ″ 10¾ 25 ″ 4¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
19731 TCAE	**Adnan** (*ex*Elettrico) *2Dks&Awng dk*	1387 1227 708			…		1887	A.Stephen &Sons Glasgow	NaïmMoulalitch	259·8|33·0|14·9 22·8	Istanbul Turkish	T.3Cy.30″,48″&77″–48″ NB98 411NHP A.Stephen&Sons,Glasgow	23 ″ 10	
19732 6013 SKHA	**Adolf Bratt** (*ex*Adolf) ssSkm.No 3–5,30 ssGot.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	*1818* *1621* *1068*	✠100A- 8,35 ~~12,33~~ BS8,35 MS5,30	Hfs Got ✠LMC9,34 ~~BS[illegible]~~		OG ~~12,33~~ 8,35	1918 6mo	Lindholmens V.A. Gothenburg	Ångf.A/B Adolf (A.Bratt&Co. *Mgrs.*)	262·0|42·7|18·1 P26′B151′F24′ FK *CellDB*223′470*t*	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.19¼″,32″&52″–36″ (*s*) 185lb 200NHP 2SB,4*cf*,GS62,HS2700 FD LindholmensM.V.Got.	20 ″ 6 s 1 ″ 8½ 18 ″ 11½	
19733 DHAG	**Adolf Leonhardt** (*ex*Theben) 2*Dks*	2989 2678 1757					1921	Nordseewerke Emden	Leonhardt& Blumberg	339·9|47·9|20·9 F36′	Hamburg German *WB*	T.3Cy.20$\frac{7}{10}$″,33½″&52⅝″–35⅝″ 165NHP Gebr.Sachsenberg,Rosslau		G
19734 DHAJ	**Adolph Kirsten** *CruiserStern* 1*Dk*	998 846 543					1927	Lübecker Masch.Ges. Lübeck	A.Kirsten	228·2|34·6|13·3 P181′F31′	Hamburg German *WB*	T.3Cy.18½″,29½″&47¼″–31½″ 125NHP LübeckerMschGes.Lübeck		G
19735 DHAK	**Adolph Woermann** Ⓟ D.F. *Fitted for oil fuel* Sub Sig. 2*Dks&Shelter dk*	8577 5867 4944					1922	Blohm& Voss Hamburg	WoermannLinie A.G.	433·5|58·2|37·4	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc.Shaft Blohm&Voss,Hamburg		G
19736 TUTU	**Adolphe Le Prince** TwinSc 1*Dk*	343 — 101					1926	Atel.&Ch. delaLoire Nantes	Cie.Normande de Nav.àVap.	164·4|23·5|12·0 F20′	Havre French	T.6Cy.9½″,15⅝″&25$\frac{5}{16}$″–14$\frac{3}{16}$″ 48NHP Atel.&Ch.delaLoire,Nts.		V
19737 ONCC	**Adolphe Urban** (*ex*Nordby) ssLon.No.1–16 1*Dk*(*Stl*)	498 353 309	✠ 4,22	Hul ✠	*g*		1913 1mo	Hall,Russell&Co.Ld Aberdeen	Armement L.Hermans, Soc.Anon.	155·6|26·1|12·3 Q94′F19′ BK7″ *WB=FPT*20*t*	Bruges Belgian 4*BHCem* *APT*25*t*	T.3Cy.13″,18″&31″–21″ 64NHP 1SB,2*pf*,GS37,HS1210 Earle'sCo.Ld.Hull	13 ″ 0	C †
19738 ONDC	**Adour** (*ex*OttoWoermann,*ex*Borkum) 1*Dk*	*1099* *925* *643*					1898	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransports Maritimes(Armement Deppe,*Mgrs*)	233·6|35·1|14·2 Q70′B60′F27′	Antwerp Belgian *WB*	T.3Cy.16½″,25⅝″&41⅝″–28″ 92NHP A.G."Neptun,"Rostock		V
19739 FNLB	**Adrar** *Ref.Mchy.* 2*Dks*	5872 — 3500					1920	Atel.&Ch. de la Loire, St.Nazaire	ChargeursRéunis	393·6|55·9|29·0 P56′B134′F54′	Havre French *WB*	T.3Cy.25⅝″,42½″&70″–48″ 340NHP Atel.&Ch. de laLoire,Nts.		V
19740 147201 GBZN	**Adrastus** Ⓟ D.F. 2*Dks*	7905 6540 4948					1923	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·5|58·1|32·5 P53′B164′F57′	Liverpool British *WB*	2 SR Geared Steam Turbines Scott'sS.B.&E.Co.Ld.Grk.		
19741 DIAM	**Adria** ssHam.No.2–36 ~~ssHam.No.1–31~~ *Mchy.Aft* *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6358 5783 3637	✠100A1 2,36 ~~7,34~~ ✠LMC CS2,36 2,36 *Carrying Petroleum in bulk*	Ham DBS2,36		CL 7,34	1927 7mo *Lloyd*'*sA&CP*	Akt.Ges. "Weser" Bremen	BremerÖl-TransportG.m.b.H. (JohnT.Essberger G.m.b.H.*Mgrs.*)	412·8|54·1|32·8 P123′B28′F41′ FK *CellDBuE*64′	Hamburg German 18*BHptCem* (6,,*to2nddk*) 142*tDTf*25′	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″–55⅛″ 438NHP 2WaterTubeDB *200lb* A.G."Weser,"Bremen 164*tFPT*171*tAPT*151*t*	32 ″ 9	
19742 2120[illegible] KJAX	**Adrian Iselin** *Mchy.Aft* 1*Dk*	2040 — 1229					1914	American S.B Co. Detroit	Geo.HallCorporation	244·0|43·0|20·5 *WB*	Ogdensburg,N.Y. Utd.States	T.3Cy.18″,29″&48″–40″ 146NHP AmericanS.B.Co.Detroit		R
19743 1232 IBHA	**Adriana** ssGen.No.3–5,35 TwinSc *OilEng.* ~~ssGen.No.2–31~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted*	4346 4013 2473	✠100A1 *Tubular Vessel* ~~5,36~~ ~~6,34~~ 2,36 ~~LMC[illegible]~~ ✠LMC CS6,35 5,35	Gen	*x*	CL ~~N5,33~~ 5,35	1923 3mo	Cant.Fedl. perCostruzioneNavali PietraLigure A&CP	Soc.Esercizio Armamento	353·6|51·1|31·3 P89′F36′ FK *CellD*B273′988*tFPT*355*t*	Genoa Italian 6*BHCem* *APT*128*t*	Oil Engines 2S.C.SA 8Cy.21¼″–29$\frac{15}{16}$″ 632NHP AnsaldoSanGiorgio,Turin	35 ″ 6 ~~s 11 ″ 6~~ ~~24 ″ 8¼~~ s11 ″ 4½ 24 ″ 3½	
19744 DHAL	— 1*Dk*	999 907 608					1906	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·7|33·4|15·2 P&B140′F30′	Hamburg German *WB*	T.3Cy.16″,26¾″&44″–33″ 111NHP FlensburgerSchiffsb.Ges.		G
19745 204726	**Adriatic** *Mchy.Aft* GyC. 1*Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs.*)	420·0|52·0|28·0 H75′F46′ *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanSB.Co.Cleveland		R
19746 HPAZ	**Adriatico** (*ex*Adriatic,*ex*Trumf, *ex*Newlands) ssGms.2ndNo.3–2,24 ssBbo.No.3–1,31 1*Dk*(*Irn*)2*trB&deep framing* ssBbo.No.1–35 3*Dk rule* *Cargo battens not fitted*	3024 2807 1873	✠100A1 ~~12,31~~ 11,35 ~~[illegible]~~ ~~10,35~~	Cff Rot ✠LMC ~~[illegible]~~ 10,35	*u*	~~12,31~~ CL N11,35	1902 2mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	JoséAugustin Mutiozabal	325·0|47·0|22·5 P27′B88′F30′ FK *CellDB a&uE*130′*f*136′732*t*	Panama Panamanian 5*BHCem* *APT*53*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb NDB17 *100lb* 257NHP 2SB,6*pf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 ~~s4 ″ 5½~~ ~~20 ″ 9~~ s4 ″ 3 20 ″ 9¼	
19747 51 IBFB	— Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1070					1931	Cantieri RiunitiDell'Adriatico Monfalcone	Cia.Adriatica di Nav.	267·3|40·2|22·6 F34′	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$″–29⅛″ 654NHP SocAn"Fiat"S.G.M.Turin		I
19748 TSDZ	**Adrien de Montgolfier** (*ex*Monestoy,*ex*Grangetown, *ex*VanDyck) 1*Dk&deep framing* *Now "Kall[illegible]" see No. 38800 in Supplement*	1318 1007 806			…		1904	Soc.Anon. Chant.Naval Anversois Hoboken	Cie.desForges et Aciéries de la Marine et d'Homécourt	229·6|34·9|14·6 Q67′B65′F26′ FK	Bayonne French *WB*	T.3Cy.17″,28″&46″–30″ B*made*20,*fitted*24 132NHP NE.Marine Eng.Co.Ld.Sld.	17 ″ 2	V †
19749 Dismantled [illegible]	**Advance** (*ex*SirL.S.Tilley) Iron 2*Dks*	1031 725 359					1883	J.Shickluna S.Cthrns,Ont	W.Bingley&Son, Ld.	175·0|35·3|15·0	Montreal British	C.2Cy.28″&52″–40″ 142NHP G.N.Oille,S.Cathrines,Ont		
19750 LITY	— (*ex*Argonaut–34) *OilEng.* 1*Dk* *Mchy.Aft*	550 461 310					1930	Deutsche WerkeA.G. Kiel	LarsFredriksen	173·0|30·2|10·5 P46*t*F12*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.15¾″–15¾″ 146NHP Maschfbk.Augsburg-Nürnberg.A.G.Augsburg		V
19751 SVHD	**Aeas** (*ex*MountPentelikon–34,*ex* GambiaRiver–33) 1*Dk*	*4729* *4375* *2988*					1915	Irvine'sS.B &D.D.Co.Ld. W Hartlepool	PaterasBros.	385·1|52·0|27·0 P36′B126′F58′	Piræus Greek *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld Hpl		C
19752														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19753 163308 GCLQ	**Aegaeon** (*ex*Rijswijk-32) *ss*Rot.No.3-1,23 *ss*Rot.No.2-29 Sub.Sig. 1*Dk*(*Stl*)	1806 1502 1136	✠100A1 8,34 ✠LMC MS11,29 BS12,34	Pir	*q*	OG 8,34	1910 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP	DanubeS.S. TradingCo.Ld.	256·5 P18'B65'F31' FK *Cell DBa*72'*uE*18'*f*106'	39·0	18·7	London British 4*BHCem* 418*tAPT*59*t*	T.3Cy.19",32"&51"-36" (*r*) 180lb *100lb* 183NHP 2SB,*6cf*,GS94,HS3001 Maats.Fyenoord,Rot.	20 ″ 9 s2″10½ 18 ″ 2	
19754 397 SVLM	**Aegeus** (*ex*WhiteFan-33, *ex*MaindyCourt-32) *ss*Cff.No.3-7,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Dieppe No.1-34	*3792* *3529* *2357*	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~12,33~~ BS5,35 ✠LMC12,35	Nwc Ant	*w*	CL 11,33	1917 7mo	J.Priest-man&Co. Sunderland *Lloyd'sA&CP*	PaterasBros.	350·0 FK *Cell DB*304'931*t*	50·9	23·5	Chios Greek 6*BHCem* *APT*105*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb 351NHP 3SB,*9cf*,GS141,HS5740 Richardsons,Westgarth&Co.Ld.Hpl.	26 ″ 0 s 2 ″ 6 23 ″ 8¾	
19755 DOIB	**Aegina** (*ex*Arkadia) Sub.Sig. 2*Dks*	2447 2229 1421					1922	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 F37'	46·1	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Act.Ges."Weser,"Bremen		G
19756 DHAM	**Aegir** 1*Dk*	4500 3915 2643					1923	Reiherst'g Schiffsw. Hamburg	Seereederei "Frigga"A.G.	351·8 P22'F34'	50·3	27·7	Hamburg German *WB*	Q.4Cy.21⅝",32$\frac{3}{10}$"47$\frac{5}{16}$"&69"-49¼" 334NHP Reiherst.Maschinenf.Ham.		G
19757 TFEA	**Ægir** *OilEng.* *ss*Cpn.No.1-33 E.S.D. 1*Dk*(*Stl*-teak s) Wireless D.F. 2nd *dk*(*Stl*) *in holds*	497 437 126	✠100A1 *withfreeboard* 4,34 ✠LMC6,32 ✠LMC(M)9,35	Rjk		CL 6,33	1929 7mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd'sA&CP*	Government of Iceland	171·2 F37' BK8" *Cell DB*91'68*tD Ts a* 12'28*t DTf*10'	29·6	14·3	Reykjavik Icelandic 4*BHCem* 25*tFPT*18*t*	OilEngines 4S.C.SA 6Cy.17$\frac{11}{16}$"-33$\frac{7}{16}$" 181NHP Akt.Burmeistr&Wain,Cpn	17 ″ 3 s 4 ″ 7 13 ″ 8	
19758 LFIO	**Aelybryn** *ss*Rot.No.1-33 1*Dk*(*Stl*)	*4437* *4202* *2769*	✠100A1 11,35 ~~7,33~~ BS2,35 ✠LMC7,35	Rot	*y*	CL 6,33	1928 8mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	A/S Viking (Lundegaard& Sonner,*Mgrs*)	385·0 P29'B238'F44' FK *Cell DB*329'954*tFPT*116*t*	52·0	26·1	Farsund Norwegian 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 ″ 6 s4 ″ 0 24 ″ 8¾	
19759 131305 GPYZ	**Aeneas** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	10058 8436 6253					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	493·0 P46'B201'F58'	60·4	~~28·6~~ 37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 641NHP Workman,Clark&CoLdBel		BT till ~~12,35~~ 9,36
19760 SVGI	**Aenos** (*ex*CedarBranch) 3Mst 2*Dks*	*3554* *3318* *2222*					1910	Bartram& Sons Sunderland	A.Lusi	390·5 F36'	51·0	21·3	Argostoli Greek *WB*	T.3Cy.28",47"&78"-51" 434NHP J.Dickinson&Sons,Ld.Sld.		C
19761 Broken up SVDT	**Aeolos** (*ex*PanagosLyras, *ex*Panagos,*ex*Marie *ss*Pir.2ndNo.3-5,26 Z.Michalinos) *ss*Pir.No.~~1-31~~ 2-35 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	3051 2864 1934	~~✠100A1~~ 6,35 ~~6,33~~ ~~[illegible]~~ ~~✠LMC[illegible]~~ ~~6,35~~	Pir	*v*	CL ~~6,33~~ 3,35	1902 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	~~M.N.Lyras&~~ ~~J.Kurmetis~~	332·0 P29'B170'F38' FK *Cell DBa*108'*uE*&*B*44'*f*132'923*t*	48·0	21·9	Piræus Greek 5*BHCem* *APT*38*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 300NHP 2SB,*6rf*,GS112,HS4662 Cen.Mar.Eng.Wrks.WHpl	24 ″ 5 s 3 ″ 3½ 21 ″ 4½	
19762 527 SDAK	**Æolus** Ⓟ Wireless Sub.Sig. 1*Dk*&*Awng dk*	*816* *481* *407*					1884	MotalaCo. Gothenburg	StockholmsRede-riaktieb.Svea (Eman.Högberg, *Mgr.*)	195·2 H81*t* 20·3	28·8	13·1	Stockholm Swedish	T.3Cy.13½",30"&49"-33" NE&B10 138NHP W.Doxford&Sons,Sndrlnd		
19763 132440 VJBC	**Aeon** *ss*Mel.No.3-8,25 *ss*Syd.No.2-34 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-teak s) *Cargo battens not fitted*	3768 3334 2007	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~8,34~~ ~~BS8,34~~ ✠LMC8,35 7,35	Syd	*x*	CL 10,33	1913 1mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP* *WB*=*CellD* *Canti*	AustralianSteam-shipsProprietary, Ld. (*Man.Agents.* HowardSmithLd.) *Ba*123'*uE*&*B*60'*f* *lever framed Tops*	365·2 F31'*on Shelter dk* FK 134' 965*t FPT* 170*t* *idetanksinE*&*Bspa*	50·6	22·1	Melbourne British 6*BHCem* *APT*100*t* *ce*78'303*t*	Q.4Cy.24",34",48"&69"-45" 220lb (*s*) 417NHP 3SB,*9cf*,GS181,HS6780 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 6 ~~s 2 ″ 6~~ ~~22 ″ 5~~ s2 ″ 2 22 ″ 7¼	
19764 802 IBWH	**Aequitas** (*ex*Cogne) 1*Dk*	5335 4690 3173					1916	Cant. Offic. Savoia Cornigliano	Soc.Anon.per l'In-dustria ed ilCom-mercioMarittimo "NovaGenuensis"	395·9 P37'B23'F37'	51·6	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{7}{10}$"-48" 337NHP Cant.OfficineSavoia		CI
19765 217585 KJAY	**Aetna** (*ex*Coperas) 1*Dk*	2153 1753 1280			...		1919	Manitowoc S.B.Co. Manitowoc, Wis.	Mid-WestTrans-portationCo.Inc.	250·5 P27'B64'F26' FK	43·7	20·1	Detroit Utd.States *WB*	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	
19766 218681 KISQ	**Afel** *Fitted for oil fuel* 2*Dks*&*Web frames*	5052 4740 3093			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
19767 PUAA	**Affonso Penna** Ⓟ TwinSc (*ex*MinasGeraes) 2*Dks deep framing*	*3540* *2779* *2179*			...		1910	Workman, ClarkCo.Ld. Belfast	LloydBrasileiro	340·3 P48'B130'F48' FK&BK1¼"	45·1	24·8	R.Janeiro Brazilian *WB*	T.6Cy.18",30"&49"-42" 534NHP Workman,Clark&CoLdBel	26 ″ 0	C †
19768 139801 GPKY	**Afghanistan** (*ex*Abereden) *ss*Shl.No.3-8,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 1918 D.F. *ss*Shl.No.1-35	5616 4037 4277	✠100A1 *Shelter dk* *withfreeboard* ~~8,35~~ ~~7,34~~ 10,35 ~~[illegible]~~ ✠LMC~~8,35~~ 8,35	Shl	*y*	CL ~~9,33~~ 10,35	1917 7mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld, *Mgrs.*)	385·0 24·3 FK *CellD B*338'1084*tFPT*87*t*	53·0	32·4	Newcastle British 6*BHCem* *APT*115*t*	T.3Cy.25",42"&69"-48" (*s*) 180lb 371NHP 2SB,*6cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	34 ″ 8 s 9 ″ 3¾ 25 ″ 6¾	
19769 130055 MJSR	**Afon Dulais** *ss*Goo.No.3-2,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	987 732 584	✠100A1 7,34 ✠LMC MS2,32 BS~~[illegible]~~ 5,35	Shl	*m*	CL 7,34	1919 11mo	Dundee S.B.Co.Ld. Dundee *Lloyd'sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*)	208·0 Q102'B13'F24' FK *Cell DB*131' 245*tFPT*	33·1	13·1	Llanelly British 3*BHCem* 58*tAPT*2*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 152NHP 1SB,*3cf*,GS66,HS3200 Earle'sCo.Ld.Hull	15 ″ 1 s 0″11½ 14 ″ 3	
19770 130057 MJVL	**Afon Gwili** *ss*Cff.No.3-1,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	874 730 427	✠100A1 12,35 ~~2,34~~ ✠LMC MS11,32 BS~~[illegible]~~ 7,35	Bkn Sws	*k*	CL ~~2,34~~ 12,35	1920 1mo	Camper& NicholsonsLd Southampt'n *Lloyd'sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*)	198·0 Q111'B13'F24' FK *Cell DBf*118'166*t FPT* 103*t*	30·6	12·4	Llanelly British 3*BHptCem* *APT*31*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 129NHP 2SB,4 *pf*,GS64,HS2190 ShieldsE.&D.D.Co.N.Shl.	14 ″ 5 s 4 ″ 3¼ 13 ″ 11½	
19771 130058 MJXC	**Afon Towy** *ss*Shl.No.3-1,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	684 472 336	✠100A1 4,35 ~~1,33~~ ~~BS10,34~~ ✠LMC1,35 11,35	Shl	*j*	CL ~~12,32~~ 3,35	1919 12mo	Dibles (1918)Ld. Southampt'n *Lloyd'sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*)	178·0 Q101'B10'F21' FK *Cell DBf*112'200*tFPT*78*t*	29·0	11·3	Llanelly British 3*BHAsp* *APT*26*t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 82RHP 2SB,*4pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 ″ 3 s3 ″ 9½ 12 ″ 8	
19772 219225 KOMQ	**Afoundria** *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5010 4598 3065					1919	American International S.B.Corp. HogIslnd,Pa	WatermanS.S. Corp.	390·0 P39'B121'F42'	54·2	27·8	Mobile Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 · 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19773 149755 GMRD	**Afric Star** (exAfricstar) TwinSc ssNwc.No.2-35 ~~ssLon.No.1-31~~ 4Dks(Stl)5th dk(Stl)in Ref.Mchy. Nos. 1, 2, 3, 5 & 6 holds D.F. CruiserStern	~~11867~~ ~~11403~~ ~~7415~~ 11900 11403 7438	✠100A1 withfreeboard 10,35 ~~10,34~~ ~~[illegible]~~ ✠Lloyd'sRMC ~~3,35~~ 4,36 ~~[illegible]~~ Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F. Fitted for oil fuel 11,26 F.P. above 150° F.	Lon Nwc ✠LMC12,34 ~~BS12,34~~	ft P ~~5,35~~ ~~4,35~~	CL N5,33 S9,33 BS12,35	1926 11mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	BlueStarLine, Ld. Duct keel forward CellDB	475·8|67·3|45·2 FK of mchy. space 143' 389' 1433t FPT102t	London British 9BHptCem APT117t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1581NHP 2D&2SB24cfGS420HS22869 Palmers'Co.Ld.Newcastle	48 ″ 5 s18 ″ 8¾ 30 ″ 0
19774 120617 VTBZ	**Africa** Ⓟ 3Mst ssAdn.2ndNo.3-12,32 Well deck 1Dk(Stl-ws) Mchy.Aft	454 302 162	✠100A1 ~~5,35~~ ~~11,34~~ 11,35 BS~~11,34~~ 11,35	Adn LMC12,32	g	CL 11,34	1905 10mo Lloyd	W.Walker Maryport 'sA&CP	Cowasjee,Dinshaw &Bros.	159·0|24·9| 9·4 Q89'B11'F23' BK7" WB=DBf86'	Bombay British 3BHCem 110tFPT53t	T.3Cy.13½",21½"&34½"-27' 160lb (s) 78RHP 1SB,3pf,GS51,HS1438 NB18refitted34 Hutson&Sons,Glasgow	11 ″ 9 s4 ″ 0 12 ″ 0½
19775 21798 JDFD	**Africa Maru** Ⓟ TwinSc ssKob.No.3-9,30 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rdDk(Stl) in No. 1 hold ssKob.No.1-35	9476 8797 5941	✠100A1 Shelter dk withfreeboard 2,36 ~~6,34~~ ✠Lloyd'sRMC ~~11,34~~ 2,36 ~~[illegible]~~ ~~4,35~~ Fitted for oil fuel 3,24 F.P. above 150°F	Kob ✠LMC~~6,34~~	d† 2,36	CL ~~P5,32~~ S6,34 P4,35	1918 3mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	OsakaShosen K.K. CellDB407'1664tD	475·0|61·0|40·7 P35'F46'onShelter deck FK Ta48'519tFPT149t	Osaka Japanese 8BHCem APT41t	T.3Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB,15cf,GS330,HS13284 FD MitsubishiZosenKaisha,Ld	40 ″ 9 s13 ″ 0 28 ″ 3
19776 137842 GQTZ	**African Prince** (exGlennevis) ssLiv.No.3-9,29 Sub.Sig. 2Dks(Stl) ssGrk.No.1-35	5119 4800 3245	✠100A1 ~~1,32~~11,35 ~~MS9,30~~	Nwc Grk ✠LMC11,35 ~~BS1,32~~	y	CL ~~1,32~~ 11,35	1917 5mo Lloyd	Ayrshire Dckyd Co.Ld Irvine 'sA&CP 'Tween	RioCapeLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) n deck BH in after CellDB344'981tDTa	400·7|53·4|27·3 P35'B119'F46' FK hold dispensed with 33'867tAPT19t	Newcastle British Cem 5 BH to U dk 1 ,, ,, 2nd,,	T.3Cy.27",43"&72"-48" (s) 180lb 100lb 510NHP 3SB,9cf,GS119,HS7647 FD Dunsmuir&JacksonLd.Gls only	29 ″ 7 ~~s5 ″ 10~~ ~~24 ″ 1~~ s5 ″ 8 24 ″ 1
19777 866 ICMC	**Africana** (exValleluce-35,exSestri) D.F. 1Dk	5869 4560 3640					1918	Soc.EsercizioBacini RivaTrigoso	I.N.S.A.(Industrie NavaliSoc.Anon.)	391·6|51·6|27·3 P16'F37'	Genoa Italian WB	T.3Cy.26",42½"&$69\frac{7}{16}$"-48" 337NHP Soc.EsercizioBacini	
19778 OXOC	**Afrika** TwinSc ssCpn.No.3-7,33 D.F. OilEng. 2Dks(Stl)&Awning dk(Stl)	8597 6206 5469	✠100A1 Awning dk withfreeboard 4,36 DBS10,35	Yka Cpn ✠LMC CS6,33 4,35	c†	CL ~~6,33~~ ~~4,35~~ P10,35 BN10,35	1920 3mo	Burmeist'r &Wain Copenhagen A&CP	A/S DetÖstasiatiskeKompagni Collision Cell	445·8|60·3|39·1 F onShelter dk77' FK BH to Shltr dk6BH DB392'1468tFPT1	Copnhagn Danish ptCem toUpper dk 08tAPT108t	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB100lb 987NHP Akt.Burmeistr&Wain,Cpn.	42 ″ 0 s10 ″ 4½ 31 ″ 10
19779 44 SVMX	**Afroessa** (exBaronDouglas, exGlenmay) ssGtz.2ndNo.3-4,32 1Dk(ptIrn&ptStl)&Web frames	2485 2337 1571	✠100A1 7,35 ~~4,32~~ MS10,31	Gtz Cff ✠LMC BS~~12,34~~ 4,36	u	CL 11,34	1905 7mo Lloyd	Ropner& Son Stockton 'sA&CP	KirtatasBros. CellDB	310·0|44·1|20·5 P29'B184'F37' FK a90'uE&B34' f138'	Andros Greek 5BHCem 613tAPT87t	T3Cy23¼",37½"&61½"-39"(s) 180lb ~~90lb~~ 242NHP 2SB,6cf,GS97,HS3530 Blair&Co.Ld.Stockton	22 ″ 10 s 2 ″ 5¼ 20 ″ 7
19780 145112 MKJR	**Afterglow** ssSld.No.3-10,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	936 752 482	✠100A1 8,35 ~~10,34~~ BS~~8,34~~ 8,35	Lon Shl ✠LMC10,33	m	CL ~~10,33~~ 8,35	1920 12mo Lloyd	J.P.Renoldson&Sns. Ld. S.Shields 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs.)	216·6|32·0|13·5 B17'Q106'F25' CellDBf126' FK 247tMT9'134tFPT	London British 4BHCem 112tAPT21t	T.3Cy.16",27"&44"-30' (s) 180lb 100lb 98RHP 1SB,3cf,GS54,HS1880 J.P.Rennldsn&SnsLdSShl	15 ″ 6 s1 ″ 9½ 13 ″ 11
19781 TWEB	Broken up **Agadir** (exBreiz,exIronKing) Well deck Mchy.Aft 1Dk	512 440 145			…		1890	AilsaS.B. Co. Troon	V.&S.Castella	173·8|26·1|11·1 P12'Q70'B12'F26' len97 BK7"	Casablnca Moroccan WB	T.3Cy.14",23"&36"-27" NB02 67NHP Muir&Houston,Glasgow	11 ″ 9
19782 SVQB	**Agalliani** (exCordale-34, exOttoHugoStinnes9) ssPir.No.3-5,34 Mchy.Aft 1Dk(Stl) Cantilever framed topside tanks Cargo battens not fitted	1656 1379 835	100A1 8,35 ~~5,34~~ BS8,35	Pir LMC1,34	p	CL 12,33	1911	G.Seebeck Akt.Ges. Wesermünde-G. A&CP CellD	T.N.Epiphaniades B215' 381t Topsid	249·8|38·1|18·0 P68'F25' FK e tanks161'343t Mid	Piræus Greek 4BHCem ship tank on	T.3Cy.18",28⅝"&44½"-35½" 213lb (s) 123NHP 2SB,4cf,GS54,HS1345 FD G.SeebeckA.G.Bremerhvn dk16'30tFPT162tAPT38t	20 ″ 4 s 2 ″ 3½ 18 ″ 3
19783 161124 GNYL	**Agamemnon** Ⓟ TwinSc D.F. OilEng. Ref.Mchy. 2Dks	7593 6501 4662					1929	Workman Clark(1928) Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·8|59·4|29·3 P63'B180'F60'	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29½"-59$\frac{1}{16}$" 1300NHP Akt.Burmeistr&Wain,Cpn	
19784 PCEW	— Ⓟ Cruiser Stern 1Dk&Shelter dk	1930 1589 1031					1914	Dunlop, Bremner&Co. Ld. PortGlas.	Koninkl.Nederl. Stoomb.Maats. N.V.	295·6|43·2|17·2	Amstrdam Dutch	T.3Cy.22",35"&59"-39" 218NHP [PortGlasgow Dunlop,Bremner&Co.Ld.	
19785 135553 GPZX	**Agapenor** Ⓟ D.F. 2Dks	7392 6306 4657					1914	Scotts'S.B. & Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&CoMgrs)	455·2|56·2|32·5 P53'B165'F60'	Liverpool British WB	T.3Cy.31",51½"&86"-60" 574NHP Scotts'SB.&EngCoLd.Grk	
19786 37048 JJWF	**Agata Maru** OilEng. Mchy.Aft 1Dk	302 235 177					1931	Fujinagata S.B.Co. Osaka	KitaKyushu ShosenK.K.	130·0|23·0|12·0 F19'	Fukuoka Japanese WB	Oil Engines 4S.C.SA 6Cy.13"-20⅞" 98NHP KobeSteelWorks,Kobe	
19787 137844 MGRV	**Agate** 3Mst ssBwg.No.3-9,29 ssDub.No.1-34 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	824 566 397	✠100A1 7,35 ~~2,34~~ BS~~3,35~~ 2,36	Dub Gls ✠LMC5,34	k	CL 3,34	1917 5mo Lloyd	Scott& Sons Bowling 'sA&CP	Wm.Robertson CellD	199·4|30·1|11·9 Q116'B9'F34' FK Bf123'170tFPT66t	Glasgow British 3BHCem APT8t	T.3Cy.16",26"&44"-33" (s) 180lb 139NHP 2SB,4pf,GS78,HS2408 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 4½ 13 ″ 9½
19788 PCFC	**Agatha** TwinSc OilEng. ~~ssSng.No.1-32~~ Mchy.Aft ssHKg.No.2-36 1Dk(Stl) Longitudinal framing at bottom&at deck	3126 2295 1639	✠100A1 4,36 DBS4,36 Carrying Petroleum in bulk	Sab HKg ✠LMC CS4,36 7,35		CL P5,34 S7,35	1927 9mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	Nederl.Indische Tankstoomboot Maats. Cell	305·2|50·2|19·3 P87'F48' Trunk dk170' FK DBuE55'120tFPT	TheHague Dutch 12BHptCem 72tAPT91t	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 450NHP DB150lb Harland&Wolff,Ld.Gls.	19 ″ 3 s1 ″ 8¾ 17 ″ 8
19789 971 ESTM	**Agathe** WoodAux3MstSr (exMerina-34,exAgathe-32) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	319 274 229					1918	H.C.Poulsen Rudkjöbing	Th.Liimann	132·1|29·0|12·6	Tallinn Estonian WB	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"-16½" 54NHP H.C.Christoffersen,Holeby	
19790 FNNA	**Agen** Fitted for oil fuel Well deck 1Dk	4186 3638 2547			…		1921	W.Pickersgill&Sons,Ld. Sunderland	Cie.DelmasFreres &Vieljeux	364·3|52·9|24·2 P18'Q128'B68'F28' FK	LaRochlle French WB	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19791 LOCE	**Agga** Wrecked 12,35 1*Dk*	1121 992 671					1905	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S William HansensRederiII (WilliamHansen, *Mgr.*)	228·7 P10*t*H51*t*F29*t*	35·1	15·9	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&JrnsBgn.		N
19792	**Aghia Anastassia** TwinSc (*ex*Aspasia, *ex*SophiaCouppa) 1*Dk*	389 — 232					1890	Stabilmnto Tecnico Trieste	MichalinosMaritime&Commercial Co.Ld.	180·0	29·0	9·0	Piræus Greek	C.4Cy.13"&24"-20" NB05 43NHP StabilimentoTecnico,Tri.		
19793 346 SVDZ	**Aghia Thalassini** (*ex*Montague Seed-33, *ss*Shl.No.3-5,24 *ex*Erlesburgh) *ss*Pir.No.2-33 1*Dk*(*ptIrn ptStl*)&*Web frames* *Longitudinal framing*	3809 3484 2375	✠100A1 11,34 MS7,33	Bry ✠LMC BS~~6,34~~ 6,35	*w*	CL N11,34	1911 10mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland '*sA&CP*	L.G.Keranis	348·5 P30'B100'F37'	50·2	23·5 FK *Cell*	Andros Greek 6*BHCem* *DBa*111'*uE*	T.3Cy.24½",40"&66"-45" (*s*) 180lb *180lb* 307NHP 2SB,8*cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld. &*B*40'*f*155'910*tAPT*134*t*	25 ″ 11 s 4 ″ 4½ 21 ″ 9½	
19794 SVQH	**Aghia Varvara** (*ex*Electrician, *ex*SaintWinifred) *ss*Pir.No.3-9,32 2*Dks*(*Stl*)	4572 4329 2884	✠100A1 11,35 ~~1,35~~ BS1,35	Npt Pir ✠LMC9,32	*y*	CL 1,35	1913 5mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	L.M.Logothetis &M.Fakis '*Tw* *CellDBa*	385·0 P34'B111'F45' *een dk BH in after* *hold dispensed with* 124'*uE*&*B*41 *f*169'	52·0	26·5 FK	Andros Greek *Cem* 5 *BH to Udk* 1 ,, ,,2nd,, 1106*tDTa*30	T.3Cy.25",41"&68"-48" 180lb 361NHP 3SB,9*cf*,GS174,HS5749 J.G.Kincaid&Co.Ld.Grk. *only* '781*tFPT*75*tAPT*20*t*	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
19795 SVNN	**Aghia Zoni P.** Ⓟ (*ex*Taranto-33) Wireless 2*Dk*&*Spar dk*	1186 1084 767					1899	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	223·3 Q27'B27'	31·9	20·2	Piræus Greek *WB*	T.3Cy.17¾",26¾"&45⅝"-33" 119NHP Flli.Orlando,Leghorn		I
19796 SWWS	**Aghios Georgios** (*ex*Onaway, *ex*Portsea) *ss*Pir.No.3-8,25 *ss*Pir.No.2-34 1*Dk*(*ptIrn ptStl*)	3283 3146 2062	✠100A1 12,35 ~~11,34~~ BS7,35	Pir Nwc ✠LMC7,34	*w*	CL 11,34	1912 11mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	A.G.Vlassopulos *CellDBa*108'*uE*	352·0 P30'B189'F37' 22'*f*156'844*tFPT*6	49·6	22·0 FK	Ithaca Greek 6*BHCem* 5*tAPT*105*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 s 3 ″ 1¼ 21 ″ 4	
19797 SVMR	**Aghios Markos** (*ex*Homayun) *ss*Pir No.3-6,32 2*Dks*(*Stl*)	4514 4075 2732	✠100A1 1,36 ~~1,35~~ BS1,36 MS12,31	Pir Sws ✠LMC ~~BS1,35~~	*x*	CL 9,33	1919 9mo *Lloyd*	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP*	G.Trilivas *CellD*	376·0 P41'B117'F39' *B*321'984*tFPT*114*t*	51·9	26·5 FK	Ithaca Greek 7*BHCem* *APT*66*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl	29 ″ 0 s5 ″ 2½ 24 ″ 0¾	
19798 SVMH	**Aghios Nicolaos** (*ex*Eugenia-33, *ex*IronAge,*ex*Australport, *ex*Ardangorm) 1*Dk*	3687 3414 2312					1915	Napier& Miller,Ld. Glasgow	J.C.&A.C. Hadjipateras	364·8 P28'B207'F37'	51·5	22·6	Chios Greek *WB*	T.3Cy.24",40"&65"-45" 283NHP J.G.Kincaid&Co.Ld.Grk.		C
19799	— TwinSc (*ex*SophiaCostala-35,*ex*Centavros) 1*Dk*	856 — 484	✠ 6,84 ✠	Cly	*i*		1884 5mo	DavidJ. Dunlop&Co. PortGlasgow	G.Katsourakis	180·1 P44'B46'F33' *FPT*25*tAPT*15*t*	30·2	11·0 FK	Piræus Greek 4*BHCem*	C.4Cy.18"&35"-24" 100NHP DavidJ.Dunlop&Co.P.Gls.	11 ″ 7	
19800 SVFX	**Aghios Spyridon** (*ex*MimisChandris-34,*ex*Finlandia, *ex*CarlHecksher) Wireless *Well deck* 1*Dk*	1581 1239 859					1892	Helsingörs Jernsk.&Msk Elsinore	Soc.Anon. Hellenique d'Entreprises Commerciales Minieres& Maritimes	260·0 Q70'Q126'F32'	35·8	16·6	Chios Greek	T.3Cy.19½",31½"&51½"-36" 159NHP HelsingörsJernsk.&Msk.		V
19801	— (*ex*Inveresk,*ex*Sailing *ss*Bkn.No.2-12 Vessel) *Mchy.Aft* 1*Dk*2*trB* (IN PORT DAMAGED 10,31)	1537 1306 855	✠ 11,15				1891 10mo	A.McMillan&Son,Ld. Dumbarton	J.N.Cotzias, G.Monocroussos& N.Nicholeris	237·5 P29'F34'	36·2	21·5 BK9"	Piræus Greek *WB*	T.3Cy.16",27"&43¼"-30" NE03*fitted*19NB18 102NHP Earle'sCo.Ld.Hull	23 ″ 1	C †
19802	— (*ex*SaintBarthelemy-35,*ex*Sahel, *ex*Karthago,*ex*Geiserich) 1*Dk*(*Stl*)& Wireless *Awng dk*&*Web frames*	1476 — 919	✠ 8,89 ✠	Hpl	*o*		1889 7mo	W.Gray& Co.Ld. W Hartlepool	E.P.Angelis	245·5	35·1	14·9 21·9 *Cell*	Piræus Greek 4*BHCem* *DB*205'309*t*	T.3Cy.19",30½"&51"-36" 156NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 3	V †
19803 SVCN	**Agia Marina** (*ex*Australmead, *ex*Kirkoswald) *ss*Syr.No.3-12,24 *ss*Alx.No.2-33 1*Dk*(*Stl*)&*Webframes* *Shelter dk*(*Irn*)*2nd dk*(*Stl*)*inNo.1 hold* *Longitudinal framing* *Cargo battens not fitted*	4151 3803 2476	✠100A1 *Shelter dk withfreeboard* 12,35 ~~1,33~~ MS9,32	Pir Ant ✠LMC BS~~1,35~~ 3,36	*x*	CL ~~1,33~~ 12,35	1912 5mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,*Mgrs*) *CellDBa*109'*uE*	370·1	51·1	25·2 FK	Syra Greek 6*BHCem* &*B*37'*f*168'	T.3Cy.25",41"&68 3⁄16"-48" (*s*) 180lb 362NHP 3SB,9*cf*,GS173,HS5778 Rankin&Blackmore,Grk. 1076*tFPT*130*tAPT*224*t*	27 ″ 9 s 2 ″ 8¾ 25 ″ 2½	
19804	— 3Mst (*ex*Seagull-34) *ss*Nwc.2ndNo.3-2,25 *ss*Nwc.No.1-30 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	667 464 270	✠ ... 2,34 ✠	Nwc			1902 12mo	R.Williamson&Son Workington	P.N.Koletsis& G.M.Katzourakis	182·9 Q103'B11'F22' *DBf*96'134*t*	27·8	14·5 BK7"	Piræus Greek 3*BHCem* *FPT*50*t*	T.3Cy.14",22½"&37"-27" 96NHP 1SB,3*pf*,GS56,HS1826 Ross&Duncan,Glasgow	13 ″ 11	
19805	**Agii Victores** (*ex*Siciliano, *ex*Capelbay, *ss*Nwc.2ndNo.3-12,12 *ex*Cairnloch) *ss*Shl.No.2-19 1*Dk*(*Irn*)&*deep framing*	1580 — 946	✠ 1,26 ✠	Sws	*q*		1895 5mo	Short Bros. Sunderland	Const.Caroussis *CellDBa*80'*uE*	264·9 P20'B62'F27' &*B*34'*f*98'393*tFPT*	36·8	17·7 FK	Chios Greek 4*BHCem* 64*tAPT*51*t*	T.3Cy.19",31"&51"-36" NDB07 158NHP 1SB,4*pf*,GS63,HS2404 Black,Hawthorn&Co.Gts.	20 ″ 4	V †
19806 147633 MLVX	**Agility** *ss*Lon.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	522 381 183	✠100A1 7,33 ~~BS6,34~~ *CarryingPetr*	Yar BS11,35 ✠LMC11,32 *oleum*	*g* *in*	CL ~~N7,34~~ N11,35 *bulk*	1924 4mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	160·3 Q63'F27' *DTf*11'31*tFPT*	26·2	12·3 FK	London British 8*BHptAsp* 52*tAPT*24*t*	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RHP 1SB,3*cf*,GS61,HS2015 W.Beardmore&Co.Ld. Coatbridge	12 ″ 3 s 1 ″ 1¼ 11 ″ 3¾	
19807	**Agioi Anargyroi** (*ex*Korydallos-34,*ex*MariaSophion, *ex*Evangelistria, 1*Dk* *ex*Chardonneret)	320 270 167					1918	Forg.&Ch. delaMédit. LaSeyne	D.Constandinidis	132·3	24·0	11·9	Piræus Greek	C.2Cy.18"&36"-24" B*made*15*fitted*18 53NHP Forg.&Ch.delaMédit.Msl.		
19808 SVCO	**Agios Georgios** (*ex*Bonna, *ex*HansB.) ~~*ss*Pir.No.3-12,28~~ *ss*Pir.2ndNo.3-4,36 ~~*ss*Pir.No.2-32~~ 1*Dk*(*Stl*)	4248 3989 2721	✠100A1 4,36 ~~3,35~~ ~~MS9,32~~	Bry Pir ✠LMC4,36 ~~BS12,33~~	*x*	CL ~~9,32~~ 4,36	1911 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	~~N.G.Nicolaou~~ D. Pantaleon&Sons *CellDB*	365·0 P27'B106'F36' *a*&*uE*149'*f*159'970	50·8	26·0 FK	Piræus Greek 6*BHCem* *tAPT*125*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 381NHP NDB27*refitted*28-180lb 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 5½ 23 ″ 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
19809 DOCF	**Agira** 2*Dks* Sub.Sig. *CruiserStern*	2867 2553 1691					1929	Deutsche Sch-u.Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	295·4 B44'F29'	46·1	23·4	Bremen German *WB*	T3Cy19⅝",31½"&50⅝"-35⅜"& LP Turbine with DR gearing & hydraulic coupling 315NHP DeutscheSchiff.-uMschb. A G.Weser,Bmn.		G
19810 EAAC	**Agire-Mendi** (*ex*Schiehaven) *ss*Bbo.No.3-10,35 ~~*ss*Bbo.No.2-31~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5529 5282 ~~3475~~ 3472	✠100A1 *Shelter dk withfreeboard* ~~6,31~~10,35 ~~BS9,35~~ ~~BS6,31~~ ✠LMC~~6,31~~9,35 *Fitted for oil fuel*12,21 *F.P. above* 150° F.	Rot Bbo	*y*	OG ~~8,31~~ 10,35	1922 1mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*) *CellDB* 356'1164t	400·0 FK *Collision* *FPT*104t*APT*175t	53·0	30·8	Bilbao Spanish *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&74"-48" (*s*) 180lb 511NHP 3SB,9*cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc	33 " 4 ~~s 8 " 1½~~ ~~25 " 7~~ s 7 " 11½ 25 " 7	
19811	**Aglaia** WoodAux4MstSr (*ex*Ægina,*ex*A.J.West) *Motor* 1*Dk* (*See Sailing Ship Register*)	598 — 366					1898	.... Aberdeen, Wash.	AristidesSachellaropoulos	161·0	40·0	11·0	Piræus Greek	Motor		
19812 84616 ~~ZSKT~~ VRWN	**Agnar** Iron *ss*C.Tn.4thNo.3-10,26 *ss*C.Tn.No.1-30 *Well deck* 1*Dk*2*trB*	427 312 255	✠ ~~[illegible]~~ 10,35 ✠NB11,01 ~~LMC[illegible]~~	CTn	*g*	CL 7,34	1884 10mo *Lloyd*	Stavanger Stöb.&Dok Stavanger '*sA&CP*	AgnarShipping Co.Ld.	151·2 Q30*t*B60*t*H5*t*F11*t* ND01 *DBa*30'*f*51	24·0	12·2	CapeTown British 4*BHCem* 85*tAPT*11*t*	C.2Cy.17"&32"-24" (*s*) 80lb *80lb* NDB01 51RHP 1SB,2*pf*,GS34,HS1086 J.Wigham,Sunderland	13 " 0	
19813 7830 SJBN	**Agne** (*ex*Uskside,*ex*MaindyForest, *ex*Firtree) *ss*Cff.No.3-12,29 *ss*Got.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	*2468* *2234* *1414*	✠100A1 8,35~~4,35~~ BS7,35 ✠LMC5,34	Gmh Hfs	*t*	CL ~~4,35~~ 8,35	1917 8mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP* *IntermediateBH in fore hold dispensed with*	Rederi A/B Bifrost(J.R.Trapp, *Mgr.*)	293·3 P27'B78'F30' FK	45·4	20·3	Gothenbrg Swedish *Cem* *4BH only* *CellDB*250'	T.3Cy.22",36"&60"-39" (*s*) 180lb *80lb* 250NHP 2SB,6*cf*,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld 635*tFPT*83*tAPT*102*t*	22 " 6 s 3 " 3½ 19 " 5	
19814 OXZJ	**Agnete** 1*Dk*	1458 1160 855					1921	Helsingörs Jernsk&Msk. Helsingör	Dmpskselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	249·5 P17'Q76'B96'F34'	38·1	15·0	Svendborg Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		G
19815 OXWB	**Agnete Mærsk** (*ex*Aabenraa) *ss*Abg.No.3-9,34 1*Dk*(*Stl*)	2088 1832 1205	✠100A1 8,35~~9,34~~ ✠LMC BS~~9,34~~8,35 MS9,34	Abg Ams	*s*	CL ~~4,32~~ 8,35	1921 11mo *Lloyd*	Yarrow&Co.Ld. Glasgow '*sA&CP*	D/S A/Saf1912(A.P.Möller,Copenhagen,*Mgr.*) *CellDBa*86'*u*	286·0 P27'B166'F31' FK *E*18'*f*124'565*tFPT*	43·4	18·7	Aalborg Danish 5*BHCem* 48*tAPT*87*t*	T.3Cy.20½",33"&54"-36" (*s*) 180lb 208NHP 2SB,6*cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 " 0 s 1 " 9¼ 19 " 5½	
19816 PCFL	**Agnita** *ss*Ams.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way of mchy. space & Web frames*	3561 3057 1977	✠100A1 4,36 ✠LMC CS4,36 DBS8,35 8,35 *CarryingPetroleum in bulk tanks* *Fitted with cylindrical*	Ams	*u*	CL N10,34	1931 3mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	PetroleumMaats "LaCorona" *CellDBuE*53'12	305·4 P92'B27'F37' FK 2*tDTf*20'123*t FPT*	50·5	26·3	The Hague Dutch 10*BHptCem* 95*t APT*22*t*	Oil Engines 4S.C.SA 8Cy.24 11/16"-43 5/16" 476NHP DB150lb Werkspoor,Amsterdam	28 " 6 s 4 " 8¾ 23 " 11½	
19817 7203 SHFA	**Agra** TwinSc *ss*Got.No.2-33 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*inNo.*1*hold*	*4569* *4042* *2605*	✠100A1 *withfreeboard* 2,36~~3,35~~ ~~✠LMC~~ DBS3,35 ~~CS3,35~~ ✠LMC CS9,33 5,33	Got	*z*	CL ~~3,34~~ 2,36	1925 6mo *Lloyd*	A.B.Götaverken Gothenburg '*sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*) *CellD*	391·7 FK *Coll.* 6 *B*327' 999*t Tanks at sides of tunnels*19'70*tFPT*73*t APT*57*t*	52·6	25·0	Gothenbrg Swedish 7*BHptCem* *BH to Sh dk* ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 623NHP DB*85lb* A.B.Götaverken,Got.	28 " 0 s 2 " 10¾ 25 " 2½	
19818	**Aguaray** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	302 — 179					1928	H.Robb, Ld. Leith	Cia.Argentina de Nav.Mihanovich Ltda.	160·0	34·0	8·6	Argentine	Oil Engines 4Cy. J&CGBolindersCoLd.Skm		
19819 140543 GPVD	**Aguila** Ⓟ 3Mst *ss*Liv.No.3-12,29 D.F. E.S.D. *ss*Liv.No.1-33 *Well deck* 2*Dks*(*UStl*-ws)	3255 2162 1855	✠100A1 11,35~~11,34~~ BS~~11,34~~ ✠LMC10,33 11,35	Liv	*u*	CL 10,33	1917 11mo *Lloyd*	CaledonS.B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld.(YeowardBros., *Mgrs.*) *CellDBa*40'*u*	315·3 P&B213'F58' BK12" *E*28'*f*156'523*tFPT*	44·2	18·5	Liverpool British 5*BHCem* 49*tAPT*48*t*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	21 " 6 s 1 " 11½ 20 " 10	BT till ~~11,3~~
19820	**Aguila II** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *ss*B.As.No.1-35	*1369* *1095* *822*	✠A1 *withfreeboard* 4,35~~6,34~~ ✠LMC~~[illegible]~~ 11,34 DBS4,35 ~~✠LMC(M)[illegible]~~ *ForService on the River Plate-limiting Ports seawards Monte Video & Piedras*	BAs		OG 5,34	1931 1mo *Lloyd*	H.Robb, Ld. Leith '*sA&CP*	Cia.Argentina de Lanchas	260·0 F30' FK *FP*	42·0	11·8	Bns.Aires Argentine 4*BHAsp* *T*70*tAPT*8*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP DB*120lb* AtlasDieselCo.Ld.Skm.	13 " 0 s 3 " 3½ 10 " 0	
19821 217184 WHCA	**Agwidale** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4763 4138 2969			...		1918	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines.Inc.(Clyde-Mallory Lines,*Mgrs.*)	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T3Cy.24½",41½"&72"-48" 471NHP NewportNewsSB&DD.Co.	30 " 0	R †
19822 217530 WECR	**Agwistar** *Fitted for oil fuel* 2*Dks*	4661 4272 2921			...		1919	NwprtNws S.B.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.(WardLine)	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 471NHP NewportNewsSB&DD.Co.	30 " 0	R †
19823 220911 KDMD	**Agwiworld** *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* 2*Dks* D.F. *CarryingPetroleum in bulk*	6771 6452 4143					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCo. of California	429·3 P133'B36'F40'	59·2	33·2	LsAngeles Utd.States *WB*	T.3Cy.27",45½"&76"-51" 412NHP SunS.B.Co.Chester,Pa.		R
19824 135803	**Ah Kwang** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0 B46'F22'	32·0	9·0	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.15"-16½" 317NHP J.&C.G.Bolinders,Skm.		
19825 149709 VPCX	**Ahamo** (*ex*Plume-33) *ss*Yka.No.2-35 ~~*ss*S.Fe.No.1-32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	8621 7957 5208	✠100A1 11,35 ✠LMC11,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,26 *F.P. above* 150° F.	Sng Yka	*d*†	CL 10,35	1926 9mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	StandardTransportationCo.Ld. *CellDBuE&B*65'	460·0 P118'B43'F42' FK *f*35'318*t FPT*190*t*	62·8	36·4	HongKong British ~~18*BH*~~*ptCem* *APT*130*t* 19*BH*	T.3Cy.26½",46"&79"-54" (*s*) 220lb 666NHP 3SB,9*cf*, HS9300 FD D.Rowan&Co.Ld.Gls.	36 " 6 s 7 " 5½ 29 " 3½	
19826																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Broken up 19827 133368 VWBM	**Ahmedi** (*ex*PrinsWillemI) *ss*Bom.2ndNo.3-4,26 *ss*Bom.No.1-30 2*Dks*(*UStl*-ws)& *Shade dk*(*Teak*)	2121 2078 1331	✠~~100A1~~ *Shade dk* 8,33 ~~MS10,30~~ ✠~~LMC~~ ~~BS3,34~~	Bom	*s*	CL 6,32	1901 9mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	~~EasternSteam~~ ~~Nav.Co.Ld.~~	284·2|38·0|19·5 BK10" *WB=CellDBa&uE*	Bombay British 5*BHCem* 36'*f*34'162*t*	T.3Cy.23",37"&59"-39" (*s*) 180lb *80lb* NDB19 268NHP 2SB,*6cf*,GS130,HS4508 NedFabr.v.Wrk&Spr.Ams	21 ″ 0 s 2 ″ 1 20 ″ 2	
19828 898 IJEW	**Aida** WoodAuxBkn (*exSailingVessel*Agnese-34) *OilEng.* 1*Dk*2*trB* (*SeeSailingShipRegister*)	323 — 249					1920	G.Raiola Torre del Greco	Paolo deGennaro	144·0|28·3|14·9	Molfetta Italian	Oil Engines		I
19829 417 IBWF	**Aida Lauro** (*ex*Treharris-33, *ex*Radnor) *ss*Cff.No.2-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4538 4209 2760	✠ ... 4,34 ✠	Liv	*y*		1923 7mo	Richardsn, Duck&Co.Ld Stockton	A.Lauro *CellDB*351'1345*t*	412·7|52·0|24·3 400·0 F33'*onShelter* FK *dk Collision* *FPT*111*tAPT*120*t*	Naples Italian *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"-48" 425NHP 3SB,*9cf*,GS193,HS7171 Blair&Co.Ld.Stockton	27 ″ 0	I †
19830 ~~131309~~ ~~GRJN~~	**Aidan** Ⓟ *ss*Liv.No.3-10,24 *ss*Liv.No.2-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4545 3673 2875	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS3,35 ✠LMC11,32	Liv	*x*	CL 3,35	1911 11mo *Lloyd* *WB=*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP* *Cell DBa*108	~~BoothS.S.Co.Ld.~~ '*u E* 23' *f*117' 807*t*	375·9|50·3|23·5 B*onShelter dk*117' FK *DTa*33' 546*t FPT*	~~Liverpool~~ ~~British~~ 7*BHCem* Italian 105*tAPT*24*t*	T.3Cy.24",40"&67"-48" (*r*) 180lb 456NHP 2SB&1AuxSB,*8cf*,GS167, HS6955 FD WllsndSlpwy.Co.Ld.Nwc.	26 ″ 0 s 2 ″ 6¼ 23 ″ 7½	BT till 3,36
19831 SVLH	**Aigaion** (*ex*Corstream-33, *ex*Helene-Hugo Stinnes14) 3Mst *ss*Sld.No.3-3,21 *ss*Bly.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed Topside tanks*	1755 — 906	— 1,34	Bly	*q*		1912	G.Seebeck Akt.Ges. Weser- münde-G.	P.Peloponissios& C.Scrivanos(~~The Balkans&Near EastShipping Agency,S.A.~~ ~~*Mgrs*~~)	258·9|38·1|17·8 P69'F25' FK *CellDB*228'408*tTo* 175' 368*t Forward*	Piræus Greek 4*BHCem* *pside tanks* *tank on deck*	T.3Cy.17⅞",28⅜"&44½"-35½" 186NHP 2SB,*4cf*,GS58,HS2776 G.SeebeckA.G.Wsm. 16'30*tFPT*114*tAPT*38*t*	20 ″ 4	G †
19832 127 YLAI	**Aija** (*ex*Amfred,*ex*Galatea) Iron *Well deck* 1*Dk*	571 412 269		...			1887	Sunderlnd S.B.Co.Ld. Sunderland	"Kaija"Shipping Co.	167·1|26·7|12·7 Q47'B46'H18*t*F25' BK7"	Riga Latvian *WB*	T.3Cy.16",26"&43"-30" NB22 98NHP N.E MarineEng.CoLd.Sld.	13 ″ 7	V †
19833	**Aikaterini T.** (*ex*Nantes-34) 1*Dk*	2560 — 1490		...			1917	ForthS.B. &E.Co.Ld. Alloa	LeontiosTeryazos	305·3|42·7|21·5 P24'B85'F32' FK	Piræus Greek *WB*	T.3Cy.21",34"&56"-36" 226NHP Ramage&Fergusn,Ld.Lth.	23 ″ 9	
19834 To be Broken up [illegible] GCQN	**Aikleaf** (*ex*Bedeburn,*ex*.P.L.M.6, *ex*[illegible]anMaru) *ss*Shl.No.3-7,29 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3122 2694 1943	✠~~100A1~~ 1,31 ~~BS12,30~~ ✠~~LMC7,29~~	Mdb	*t*	CL 2,29	1916 4mo	OsakaIron Works,Ld. Osaka A&CP	~~DunelmShipping Co.Ld.(Germain, Dixon&Co.Ld. Mgrs.)~~ *Cell*	305·0|44·0|25·2 P19'B82'F32' FK *DB*255' 519*t FPT*7	Newcastle British 5*BHCem* 6*tAPT*20*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
19835 29835 JHCA	**Aikoku Maru** (*ex*Daybreak) *ss*Kob.No.3-4,32 1*Dk*(*Stl*) *ss*Kob.No.1-36	3212 2823 1942	✠100A1 4,36 ~~8,35~~ ✠LMC~~3,35~~ 4,36	Kob	*u*	CL 3,35	1920 2mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	OiyeShojiK.K. *CellD*	331·3|46·7|23·2 P33'B98'F29' FK *B*284'734*tFPT*110*t*	Oh Japanese 5*BHptCem* *APT*44*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB,*9cf*,GS155,HS6090 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	
19836 [illegible] MLSV	**Ailsa** (*ex*Papendrecht) Now "Reval," see No. 39894 in Supplement 1*Dk*	1343 1152 778					1918	H.teVeld- huis Papendrecht	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	237·6|36·5|15·9 F22'B62'P24'	Leith British *WB*	T.3Cy.18",29"&48"-30" 126NHP Ca.Kuypers,Rotterdam		C
19837 Broken up SVLX	**Aimilios** (*ex*NicolaosZafirakis, *ex*CambrianKing, *ex*Ullapool) *ss*Pir.2ndNo.3-4,24 *ss*Pir.No.1-28 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	3638 — 2294	✠ — 6,33 ✠	Pir	*w*		1898 6mo	W.Pickers- gill&Sons Sunderland	G.Grohmann (M.Steriotis, *Mgr.*) *CellDBa*	350·0|46·3|17·6 P28'B102'F34' 25·6 FK 110'*uE*&*B*42'*f*144'	Piræus Greek 6*BHCem* 852*tAPT*52*t*	T3Cy24½",40$\frac{5}{16}$"&66"-45" 335NHP 2SB,*6cf*,GS104,HS4331 G.Clark,Ld.Sunderland	28 ″ 2	G †
19838 Broken up	**Ain-Mokra** (*ex*Atlas) 2*Dks*	1019 — 586					1896	Helsingörs Jernsk&Msk. Elsinore		201·6|30·5|17·2 B50'	*WB*	T.3Cy.15",24"&40"-27" 83NHP HelsingörsJernsk.&Mskb.		
19839 139237 GLMQ	**Ainderby** *ss*Shl.No.2-33 D.F. 1*Dk*(*Stl*)	4860 4626 2998	✠100A1 ~~4,35~~ 12,35 BS1,35 ✠LMC MS11,33	Shl	*y*	CL 4,35	1925 7mo *Lloyd*	W.Gray& Co.Ld WHartlepool '*sA&CP*	RopnerShippingCo Ld. *CellDBa&uE*158'*f*	390·0|55·0|26·5 P30'B220'F40' FK 169'1041*t FPT*180*t*	W.Hartlpl. British 6*BHCem* *APT*179*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb *150lb* 439NHP 3SB,*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
19840 LIRW	**Aino** (*ex*Ashmore-34) *OilEng.* *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Special Surveys to date from* 1,34	6126 5412 3559	✠100A1 9,35 ~~1,35~~ ✠LMC4,32 *CarryingPetroleum in bulk*	Nwc	*z*	CL 9,35	1932 4mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	SkibsA/S "Aino" (C.H.Sörensen& Sönner) *CellDBuE*56' 171*tDT*	396·2|55·1|32·3 P97'B29'F36' FK *f*34'347*t FPT*135*t*	Arendal Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) *APTs*239*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
19841 29008 JCMF	**Aioi Maru No. 12** 1*Dk*	304 215 193					1922	Mukaijima SenkyoK.K. Mukaijima	IshizakiKisen K.K.	140·0|20·0|11·5	Mitsu- hama Japanese	T.3Cy.11",17½"&30¼"-21" 42NHP		
19842 FNAQ	**Air France I** TwinSc (*ex*Aéro-PostaleI-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	AirFrance	195·4|25·9|11·7 B31'F33'	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
19843 FNAS	**Air France III** TwinSc (*ex*Aéro-PostaleIII-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3|23·5|11·6 B32'F55'	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
19844 FNAT	**Air France IV** TwinSc (*ex*Aéro-PostaleIV-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3|23·5|11·6 B32'F55'	Dakar French	Oil Engines 2S.C.SA 10Cy.13$\frac{25}{32}$"-21¼" 330NHP SulzerBros.Winterthur		V
19845 FNAU	**Air France V** (*ex*Aéro-PostaleV-34, *ex*Liamone-33) Wireless D.F. 1*Dk*&*Awng dk* 3*trB*	1380 1197 476					1906	Swan,Hun- ter&Wigham Richardson Ld.Newcastle	AirFrance	262·6|34·5|23·7 F55'	Dakar French *WB*	T.4Cy.29",45"&(2)52"-45" 363NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		V
19846 161049 MPYL	**Aire** *ss*Goo.No.1-35 Sub.Sig. 1*Dk*(*Stl*)	1108 870 445	✠100A1 12,35 ~~8,34~~ BS3,35 ✠LMC~~2,31~~ MS12,35	Goo	*o*	OG 3,35	1931 2mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	LondonMidland& ScottishRailway *CellDBa&uE*7	240·6|34·1|15·4 P38'B85'F35' FK 3'*f*90' 193*t FPT*17*t*	Goole British 5*BHCem* *APT*40*t*	T.3Cy.22",36"&61"-39" (*s*) 200lb 352NHP 2SB,*6cf*,GS125,HS5220 FD CammellLaird&CoLdBkn	16 ″ 5 s1 ″ 8¾ 14 ″ 10½	

1 Numero d'Ordre. Numero Officiel. Signaux.	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19847 144396 GCWZ	**Airthria** (exTrelevan,exLübeck) ssGls.No.3-5,33 D.F. 2Dks(Stl)3rd dk in No.1hold only	4770 4371 2946	✠100A1 1,36~~1,35~~ ~~BS4,31~~ ✠LMC5,35 BS3,36~~2,35~~	Hfx Gls		CL ~~12,34~~ N1,36	1914 6mo Lloyd	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP	DonaldsonLineLd. (DonaldsonBros. Ld.Mgrs.) CellDBa133'u	396·5 P&B320'F54' E&B47' f178'1315t	54·8	26·2 FK	Glasgow British 8BHCem APT20t	T.3Cy.28¾",47½"&78"-54" 185lb (s) 620NHP 3SB,9cf,GS198,HS9080 FD FlensburgerSchiffsb.Ges.	28 ″ 8 s3 ″ 10½ 25 ″ 0½
19848 SVGR	**Ais Giorgis** (exCorfell-33, exQueensgarth) 1Dk Cantilever framed topside tanks	2098 1840 1007					1908	Sir Raylton Dixon&Co Ld Middlesbro'	Mme.K.G.Sigalas	275·0 B52'F28'	40·3	20·5	Piræus Greek WB	T.3Cy.22",35"&59"-39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb.	
19849 FNQA	**Aisne** (exThereseHorn) D.F. 2Dks	3654 — 2209					1914	Schiffsw.v. HenryKoch Lübeck	FrenchGovt. (Cie.Franco-Africaine deNav. "Francafrica" Mgrs.)	375·9 H–	50·7 F43'	21·5	Havre French WB	T.3Cy27",42 1/16"&68 5/16"-48 3/16" 312NHP OttensenerMaschf,Altona	
19850 30041 JQFB	**Aitoku Maru** Wireless 1Dk	1328 1065 787					1924	Harada ZosenK.K. Osaka	KitaNipponKisen K.K.	225·0 P30'B53'F28'	33·0	20·2	Takasago Japanese WB	T.3Cy.18",29"&49"-33" 138NHP HakodateDkyd.Hakodate	
19851 EAAD	**Aizkarai-Mendi** ssBbo.No.3-5,35 ~~ssBbo.No.2-31~~ 1Dk(Stl)&Shelter dk(Stl)	3309 3032 1981	✠100A1 Shelter dk withfreeboard 5,35 ~~2,33~~ ✠LMC MS~~3,30~~5,35 BS~~3,3~~0,35	Rot Bbo	v	CL ~~5,34~~ 5,35	1922 3mo Lloyd	RopnerSB &RepairngCo (Stocktn)Ld. Stockton 'sA&CP C	Cia.Nav.Sota y Aznar(SirRamon de laSota, Mgr.) ell DBa108'uE25'	340·3 147'784tAPT12 6tf	48·6	22·5 FK Collision	Bilbao Spanish Cem BH to Sh dk 5 „ „ U „	T.3Cy.24",40"&66"-45" (s) 180lb ~~100lb~~ 100lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11½ 23 ″ 0½
19852 148137 VRXV	**Ajasa** (exUsworth) Well deck Mchy.Aft 1Dk	2050 1540 1264			...		1925	WoodSkinner&Co.Ld. Newcastle	Government of Nigeria	275·2 Q166'F29'	39·8	17·6 FK	Lagos British WB	T.3Cy.21",34"&57"-36" 225NHP N.E.MarineEngCoLd Nwc	20 ″ 2
19853 162340 GJXM	**Ajax** Ⓟ TwinSc OilEng. Ref Mchy. D.F. 2Dks	7540 6488 4628					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co Mgrs.)	459·6 P63'B181'F57'	59·3	29·2	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29½"-59" 489NHP Akt.Burmeistr&Wain,Cpn	
19854 DOIL	— Sub.Sig. 2Dks CruiserStern	2297 2042 1312					1927	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy19 15/16",31½"&50⅝"-35 7/16" & low pressure Turbine 180NHP A.G."Weser,"Bremen	
19855 PCFQ	— (exCeuta,exElbe) Well deck	942 799 510					1923	Hamburgr-ElbeSchiffsw. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	221·1 P&B171'F31'	34·5	13·4	Amstrdam Dutch WB	T.3Cy.17¾",28 13/16"&47"-31½" GuteHoff- 126NHP nungshütte,Oberhausen	
19856 LDHO	**Akabahra** (exFager-33) 1Dk	1151 976 661					1916	Trndhjms Mek.Værks. Trondheim	D/S A/S Akabahra (HansB.Jeppesen)	226·2 P37tH53tF29t	36·5	15·7	Oslo Norwegian WB	T.3Cy.17",27½"&46"-30" 115NHP TrondhjemsM.V.Trondhm	
19857 14995 JTMH	**Akagi Maru** Ⓟ TwinSc (exAkagi) 1Dk	699 — 421					1888	KobeOnohamaZosensho Kobe	Amagasaki KisenbuGomei Kaisha	186·0 F38'	27·2	13·5	Osaka Japanese	C.4Cy. NE90 NB04 KobeOnohamaZosensho	
19858 30033 JYIA	**Akagisan Maru** ssKob.No.2-33 OilEng. 2Dks(Stl)	4634 3932 2801	✠100A1 1,36 ~~1,35~~ DBS~~1,35~~ ✠LMC1,33 1,36	Kob	x	CL 1,35	1924 7mo Lloyd	MitsuiBussanKaisha,Ld TamaDkyd. 'sA&CP CellDB309'	MitsuiBussan Kaisha,Ld. 832t DT a 28' 557t	375·0 P34'B107'F39' FPT69tAPT113t	50·0	30·0 FK	Kobe Japanese 6BH to U dk 1 „ „ 2nd „ ptCem	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" DB80lb 489NHP Burmeister&Wain,Cpn.	30 ″ 1
19859 133648 GMLP	**Akaroa** Ⓟ TripleSc (exEuripides-32) ssLiv.No.3-6,26 ssLon.No.2-34 ~~ssLiv.No.1-30~~ Ref.Mchy. 3Dks(Stl)&Awng dk D.F. E.S.D. (Stl-ws)4th dk(Stl) in Nos.3&4holds	15128 12753 9461	✠100A1 Awng dk withfreeboard 1,36 ~~0,33~~ ~~BS11,31~~ ✠LMC~~12,32~~ ✠Lloyd'sRMC~~4,35~~~~8,35~~ 1,36 Adapted for o	Lon BS1,36 11,34 il fuel	j† 12,	CL ~~011,34~~ P&S 7,34 ~~C8,33~~ CN1,36 32 F.P	1914 6mo Lloyd above	Harland&Wolff,Ld. Belfast 'sA&CP CellDBa32'u 150° F.	ShawSavill& AlbionCo.Ld. E&B128' f223'161	550·7 P51'B215'F94' on Awng dk 3tDeep tanks a in w	67·4	44·1 FK&BK2"	S'thamptn British 11BHptCem ay of tunnel	T8Cy(2)24"(2)38½"&(4)44" -48"&1L.P. turbine (s) 215lb 1401NHP 5DB,30cf,GS605,HS25075 Harland&Wolff,Ld Bel. s 592tFPT125tAPT152t	47 ″ 11 s15 ″ 5¾ 32 ″ 11½
19860 31739 JHVB	**Akashi Maru** Ⓟ (exTunisia, exDibbieBridge,exWarSimoom) 1Dk	3166 2857 1922			...		1918	Irvine'sSB &D.D.Co.Ld WHartlepool	ShimataniKisen K.K.	331·2 P33'B100'F28'	46·8	23·2 FK	Kobe Japanese WB	T.3Cy.25",41"&68"-45" 429NHP Geo.Clark,Ld.Sunderland	25 ″ 6
19861 20407 JPYE	— Wood (exShintokuMaruNo.2) 1Dk	455 358 266					1917	Fukushima Matsuye Shimochi	Amagasaki KisenbuGomei Kaisha	134·0	30·5	14·1	Amagasaki Japanese	C.2Cy.12 5/16"&27⅜"-19" 28NHP MutsudaTekkosho,Osaka	
19862 147737 VWBC	**Akbar** Ⓟ ssBom.No.2-33 2Dks(Stl)&Shelter dk(Stl-teak s)	4043 3473 2479	✠100A1 withfreeboard 1,36~~11,34~~ ~~BS7,34~~ ✠LMC1,33 [illegible]	Bom	y	CL ~~11,32~~ 1,36	1924 10mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP Cell	Bombay&Persia Stm.Nav.Co.Ld. DB322'1028tFPT	375·0 F50' 82tAPT30t	52·0	23·1 FK Coll	Bombay British 6BHptCem BHtoSh dk 5 „ „ 2nd „	T.3Cy.25",42"&70"-48" (s) 200lb 110lb 456NHP 2SB,8cf,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 2 ″ 8½ 23 ″ 2½
19863 144979 MKZT	**Akeld** (exTheEarl-33, 3Mst exMayfield) ssShl.No.3-3,35 Mchy.Aft 1Dk(ptStl) Well deck Cargo battens not fitted	643 445 ~~269~~ 287	✠100A1 3,36~~3,35~~ ✠LMC3,35 BS3,36	Shl	i	CL 3,35	1922 4mo Lloyd	Yarrow& Co.(1922)Ld Scotstoun 'sA&CP	Tyne-TeesSteam ShippingCo.Ld. CellD	175·1 Q96'B11'F31' Bf103'153tFPT39t	28·1	11·2 BK7½"	Newcastle British 3BHCem APT3t	T.3Cy.15",25½"&41"-30" (s) 180lb 120NHP 2SB,4pf,GS66,HS2104 Yarrow&Co.(1922)Ld.	13 ″ 6 s 4 ″ 5½ 13 ″ 8
19864 140680 GSDQ	**Akenside** (exBurnhope) ssHul.No.3-12,29 ssBly.No.1-35 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	2689 2149 1600	✠100A1 11,35~~1,35~~ ✠LMC1,35 BS11,35	Bly Hul	t	CL 1,35	1917 7mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP Intermediate	QuaysideShipping Co.Ld.(Connell& Grace,Ld.Mgrs.) CellD bulkhead in foreh	321·2 Q186'BonQ63' F32' B263'695tFPT130t old dispensed with4	43·2	19·5 FK	Newcastle British Cem APT151t BH only	T.3Cy.22½",37"&61"-42"(s) 180lb 295NHP 2SB,8cf,GS143,HS5016 N.E.MarineEngCoLd.Nwc	21 ″ 9 s7 ″ 0½ 19 ″ 2
19865 LCBN	**Akera** (exWarSinger) ssRot.No.1-35 ssRot.No.3-8,30 1Dk(Stl)	5248 4756 3149	✠100A1 ~~6,35~~ ~~2,34~~ 4,36 BS~~12,33~~ 8,35 Carrying oil Fitted for oil	Lis ~~Rot~~ Npt ✠LMC~~9,30~~ MS10,34 fuel in bul fuel F. P.	y	CL ~~9,33~~ 8,35 k F.P. above1	1918 6mo Lloyd above 50° F.	C.Connell &Co.Ld. Glasgow 'sA&CP 150° F.	SkibsA/S Garm (Prebensen& Blakstad,Mgrs.) Middle line Bulk CellDB	400·8 P49'B113'F39' head not oil-tight 343'1093tFPT118t	52·3	28·5 FK	Risor Norwegian 11BHptCem APT184t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D.Rowan&Co.Ld.Gls.	31 ″ 0
19866															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19867 LCCJ	**Akershus** 1Dk	832 655 368					1914	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. Mgrs.)	208·6|31·6|14·2 P26'B93'F40'	Oslo Norwegian WB	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Osl.		N
19868 30502 JYZA	**Akibasan Maru** ssKob.No.2-34 2Dks(Stl) D.F.	4607 3923 2865	✠100A1 3,36 ~~2,36~~ ✠NB(O)made20refitted34 Fitted for oil fuel 11,24 F.P. above 150° F.	Kob 3,36 ✠LMC~~3,35~~	x	CL ~~12,33~~ 3,36	1924 11mo Lloyd's A&CP	MitsuiBus- sanKaishaLd TamaDkyd.	MitsuiBussan Kaisha,Ld. CellDB312'846t	375·0|50·0|30·0 P31'B126'F43' FK DTa 25'627t FPT67tAPT109t	Kobe Japanese 7BHptCem (1 „ to2nddk)	T.3Cy.23",38"&64"-48" (s) 200lb 496NHP 3SB,9cf,HS7900 FD MitsuiBussanKaisha,Ld.	30 ″ 0 s 5 ″ 8½ 24 ″ 6	
19869 TCCO	**Akin** (exPanzoS.,exDanubian, exMuntenia, ssHpl.No.3-1,03 exProteus,exGladys) ssSyd.No.2-12 1Dk(Irn)&Web frames&pt Awng dk(Irn)	2302 1729 1504	✠ 1,20	Sws ✠	s		1890 12mo	S.P.Austin &Son Sunderland	EmineHanim (MahmutLutfi Bey,Mgr.) CellDBa110' u E&B	285·0|39·6|18·8 P31'Q72' 25·8 pt Awng dk182'BK9" 42'f86'476tAPT30t	Istanbul Turkish 5BHptAsp ptCem	T.3Cy.21½",36"&59"-39" NDB01 218NHP 2SB,6rf,GS106,HS3288 G.Clark,Ld.Sunderland	21 ″ 3	V †
19870 18487 JCBD	**Akita Maru** ssYka.No.3-4,26 ssYka.No.2-35 ~~ssYka.No.1-30~~ 2Dks(Stl)	3817 3463 2316	✠100A1 ~~8,35~~ ~~7,33~~ 3,36 ~~BS8,34~~ BS3,36	Yka Kob ✠LMC~~7,32~~ 8,35	w	OG 8,34	1916 5mo Lloyd's A&CP	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K. CellDB294'772t	345·0|50·0|29·1 P33'B74'F40' FK	Tokio Japanese 6BHCem APT27t	T.3Cy.23",38"&64"-48" (s) 200lb 342NHP 2SB,6cf,GS109,HS4394 FD MitsuBishiD.&E.Wks.Nag	29 ″ 1 s 5 ″ 4¼ 23 ″ 11	
19871 DOCW	**Akka** (exStettin) 2Dks	2646 2331 1511					1924	Stettiner Oderwerke Stettin	AtlasLevante- LinieA.G.(Deut- scheLevante-Linie G.m.b.H.Mgrs.)	328·9|46·0|18·7 P14'B50'F31'	Bremen German WB	T.3Cy.22⅜",35 13⁄16"&57"-39⅜" 204NHP StettinerOderwerkeA.G.		G
19872 SVOA	**Akropolis** (exHermion) Now "Nicolaos Michalos," see No. 39314 in Supplement 1Dk&Shelter dk	4342 [illegible] 2726					1913	W.Doxford &Sons,Ld. Sunderland	B.Bruskos	389·8|54·1|24·6 P102tH125t	Hydra Greek WB	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
19873 D.F.	**Aksu** Ⓟ (exCampidoglio-34,ex Leopolis-32) 1Dk&Spar dk&deep framing	3781 2797 2228			...		1909	Lloyd Austriaco Trieste	VapurculukTurk AnonimSirketi	356·3|42·3|23·0 P&B246'F65' FK	Istanbul Turkish WB	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
19874 SVGX	**Akti** (exFantee-33) ssLon.No.3-4,33 1Dk(Stl)&Shelter dk(Stl)	4261 3960 2593	✠100A1 Shelter dk withfreeboard 6,35 ~~10,34~~ ~~BS7,34~~	Npt Bly BS9,35 ✠LMC4,33		CL 10,34	1920 2mo Lloyd's A&CP	Nthmblnd S.B.Co.Ld. Newcastle	KassosStm.Nav.Co Ld.(Prévmaticos Rethymnis,Yan- naghas, Mgrs.)	399·5|53·0|32·8 F37'on Shelter dk FK Collision BH to Shelter dk CellDB351'1290tFPT60t	Syra Greek ptCem 6BH to U dk APT80t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	26 ″ 11 s 2 ″ 8¾ 24 ″ 5	
19875 VSKD	**Al Said** (exDrake-34) ssLon.No.2-30 2nd dk(Stl)inNo.2hold 1Dk(Stl)&Shelter dk(Stl)	1657 1049 831	✠ ... 12,34	Lon ✠			1922 2mo	AilsaS.B. Co.Ld. Ayr	Government of Zanzibar CellDB215'339t	245·9|38·1|14·5 B63'onShelter dk FK FPT16tAPT24t	Zanzibar Cem 5BHtoSh dk	T.3Cy.22",35"&57"-39" 259NHP 2SB,6cf,GS126,HS4516 AilsaS.B Co.Ld.Troon	17 ″ 0	
19876 LCCK	**Ala** 1Dk	933 681 555					1916	Akt.Jarlsö Værft. Tönsberg	D/S A/S Ala (E.B.Aaby)	200·4|31·9|12·7 Q62'B53'F20'	Oslo Norwegian WB	T.3Cy.14",24½"&40"-27" 83NHP BergensMekVærksBergen		N
19877 1676 1BKC D.F.	**Alabama** (exAshtabula,exGraf Stroganoff) ssMdb.2ndNo.3-1,30 2Dks(1Stl&UptIrn &ptStl)&Web frames Mchy.Aft ssGen.No.1-35	6725 5767 3933	✠100A1 ~~5,35~~ ~~12,33~~ 9,35 ✠NB11,16 ~~BS6,33~~ CarryingPetroleum in bulk Fitted for oil fuel 1,09 F.P. above 150° F.	Gen ✠LMC~~2,29~~ 4,35	a†	CL ~~3,31~~ 4,35	1903 8mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	"Petroleum"Soc. Anon.diNav. CellD	428·0|54·7|30·5 P252'F46' FK BuE39'71tFPT77t	Genoa Italian 14BHCem APT130t	T.3Cy.28",46½"&77"-54" (s) 180lb ~~90lb~~ 75lb 530NHP 3SB,12cf,GS265,HS8964 Palmers'Co.Ld.Newcastle	32 ″ 0 s 4 ″ 11½ 27 ″ 5½	
19878 FNTP D.F.	— 2Dks(Stl)&Shelter dk(Stl) ssHav.No.1-35	5645 4885 3326	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~2,35~~ 2,36 ~~BS4,32~~ Fitted for oil fuel 4,31 F.P. above 150° F.	Ant Hav BS2,36 MS6,35 ✠LMC~~[illegible]~~		CL ~~2,35~~ 2,36	1931 4mo Lloyd's A&CP	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	Compagnie GéneraleTrans- atlantique CellDB	425·8|54·9|26·3 FK 364'1379tFPT161t	Havre French 7BHptCem (Coll to Sh dk 6 „ U „) APT118t	T.3Cy.28",46½"&78"-54" (s) 180lb 712NHP 4SB,12cf,GS ,HS11280 FD Atel.&Ch.deFrance,Dnk.	29 ″ 0 s 3 ″ 8¾ 25 ″ 6	
19879 OXDC	— (exAtlantic) ssCpn.No.3-6,34 1Dk(Stl)&Shelter dk(Stl)	4575 4107 2748	✠100A1 Shelter dk withfreeboard 3,36 ~~6,34~~ ~~BS[illegible]~~ Fitted for oil fuel 1,21 F.P. above 150° F.	Cpn Got BS3,36 ✠LMC MS6,34	z	OG ~~6,34~~ 8,35	1921 1mo Lloyd's CP	A.B.Öres- undsvarvet Landskrona	DetForenede Dampskibs.Selsk. CellDB343'1081t	401·1|53·7|25·7 F on Shelter dk 37' FK Intermediate BH in after hold dispensed with FPT79tAPT204t	Copnhagn Danish Cem 1BHtoSh dk 4 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 420NHP 3SB,9cf,GS123,HS5580 FD DeLavalsAngturbin,Skm	28 ″ 6 s 3 ″ 3¼ 25 ″ 5	
19880 130907 WRAE D.F.	— (exNorthtown) Fitted for oil fuel Mchy.Aft 1Dk&Spar dk Carrying oil in bulk	2840 — 2070					1901	Chicago S.B.Co. Chicago	TheTexasCompany	294·0|42·2|23·2 len14	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33"&54"-40" NB14 184NHP ChicagoS.B.Co.Chicago		V
19881 207138 WPCT D.F.	— Ⓟ	2626 — 1684					1910	Manitowoc D.D.Co. Manitowoc	ChriscaralaCorp.	250·0|45·5|26·1	Duluth Minn. Utd.States	T.3Cy.23",38"&62"-36" 231NHP ToledoS.B.Co.Toledo,O.		
19882 KZBL	**Alabat** TwinSc OilEng. 1Dk(Teak)	697 482 297	✠ ... 8,33	Man ✠			1929 5mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ManilaRailroad Co. CellDB115' 124t tank in way	162·0|34·1|12·9 P22'B58'F30' FK of tunnels 17tFPT	Manila Utd.States 4BHptCem 8tAPT16t	Oil Engines 4S.C.SA 12Cy.12¼"-17¾" 176NHP MotorenWerke,Mannheim	14 ″ 8	
19883 148062 GBLS	Wireless **Alacrity** ssShl.No.2-33 1Dk(Stl) Cargo battens not fitted	2383 2077 1443	✠100A1 ~~5,34~~ 11,35 BS~~10,34~~ 11,35	Shl ✠LMC7,33	s	CL ~~6,33~~ 11,35	1924 4mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	~~H.P.Everett~~ ~~(Witherington&~~ ~~Everett,Mgrs.)~~ Witherington& Everett CellDB248' 585tFPT	290·0|43·3|20·3 P23'B50'F27' FK	Newcastle British 5BHCem 86tAPT83t	T.3Cy.21",35"&57½"-42" (s) 180lb 263NHP 2SB,6cf,GS121,HS4462 Smith'sDockCo.Ld.Mdb.	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
19884 221109 KDQM D.F.	**Aladdin** ssNYk.No.3-12,33 ~~ssNYk.No.2-29~~ 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6882 6366 4223	✠100A1 ~~5,35~~ ~~12,32~~ 3,36 BS5,36 CarryingPetroleum in bulk Fitted for oil fuel F.P. above 150° F.	NYk Gal ✠LMC12,33	b†	CL ~~N12,33~~ N3,36	1921 3mo A&CP	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc. CellDBuE&B57' 197tDTf50'824t	435·6|56·2|33·6 P122'B50'F44' FK FPT97tAPT74t	NewYork Utd.States 15BHptCem (9 to U dk 6 „ 2nd „)	T.3Cy.27",47"&78"-48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	33 ″ 6	
19885 LCGZ	— (exDampseks-34, exHeddernheim,exMurla) 1Dk	1995 1704 1127					1920	J.&A.van derSchuyt Papendrecht	RederiA/S Aladdin (J.T.Farsjö&Co.)	270·2|42·3|18·4 P82tH119tF32t	Oslo Norwegian WB	T.3Cy.20",33"&55"-39 3⁄10" 190NHP J.&A.vanderSchuyt,Papn		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
19886 213861 WCCF	**Alamar** (exEurana) ssBal.No.3-10,27 ssBal.No.1-32 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5689 5312 3516	✠100A1 6,35 ~~11,34~~ ✠LMC MS~~6,35~~ BS12,35	Bal	z	CL ~~9,33~~ 12,35	1916 1mo	UnionIron WorksCo. SanFrancisco A&CP	CalmarS.S.Corp.	399·7 P57'B229'F40' FK	56·2	30·5	NewYork Utd.States Asp 5 BH to Udk	1DRGearedSteamTurbine 210lb (s) 498NHP 3SB,HS7701 GeneralElectricCo. Schenectady,N.Y	32 ″ 0 s 5 ″ 2 27 ″ 0½
			Fitted for oil fuel 1,16 F.P. above 150° F. Intermediate BH in after hold dispensed with Cell DB315'1236t DT at sides of tunnel 80'223t FPT80t APT200t												
19887 218921 WDFF	**Alamo** (exLakeElon) Fitted for oil fuel D.F. Ref.Mchy. 1Dk2trB	2676 — 1660					1919	Gt.Lakes Eng.Works Ashtabula,O.	AgwilinesInc. (Clyde-Mallory Lines, Mgrs.)	253·4	43·7	26·2	NewYork Utd.States WB	T.3Cy.19″,35″&59″-42″ 226NHP GreatLakesEng.Works	
19888 LCBO	**Alaska** (exPeelCounty-33, exAlaska) ssNwc.No.3-1,24 ssRot.No 2-32 2Dks(Stl)	5681 5094 3476	✠100A1 10,35 ~~12,34~~ ✠~~NE1,24~~ ✠LMC9,32 BS~~[illegible]~~ 10,35	NNs Rot	z	CL ~~9,33~~ 10,35	1918 7mo Lloyd's A&CP	JCoughlan &Sons VancouvrBC	D/S A/S Alaska (C. Haaland) IntermediateBH in fore & after holds dispensed with	410·5 P59'B115'F47' FK	54·1	27·5	Haugesnd Norwegian Cem 5 BH only	T.3Cy.26″,42″&70″-48″ (s) 190lb 523NHP 3SB,9cf,GS180,HS8010 FD Swan,Hunter&Wigham RichardsonLd.Nwc	29 ″ 9 s 5 ″ 10 24 ″ 1½
			Fitted for oil fuel 7,18 F.P. above 150°F. Cell DB368' 1274t FPT 131t APT269t												
19889 FNRA	— ssHav.No.3-12,33 2Dks(Stl)&Shelter dk(Stl) D.F.	5399 4922 3225	✠100A1 Shelter dk withfreeboard 7,35 ~~9,34~~ BS2,35 ✠LMC12,33	Hav	a†	CL ~~11,33~~ 7,35	1922 4mo Lloyd's A&CP	Sunderlnd S.B.Co.Ld. Sunderland	CieGénérale Transatlantique Cell DB368'1319t	425·0 FE FPT109t APT201t	55·0	26·6	Havre French Cem Collision BH to Sh dk 6 ″ ″ U ″	T.3Cy.28″,46½″&78″-54″ (s) 180lb 629NHP 1SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 8 25 ″ 6
19890 222966 KFIM	— Ⓟ TwinSc 4Dks D.F. Fitted for oil fuel	4658 — 2775					1923	ToddDry Dock&Construction Co Tacoma	AlaskaS.S.Co.Inc.	350·4	49·6	15·6	NewYork Utd. States	2SteamTurbines connected to Electric Motors & Screw Shafts NEmade21 fitted31 NB30 GeneralElectricalCo. Schenectady	
19891 105135	— Iron Mchy.Aft 2Dks	986 — 592					1871	Craig Buffalo,N.Y.	MullenTransitCo.	212·6	32·0	13·9	Detroit, Mich. Utd.States	C.2Cy.24″&51″-36″ NB86 130NHP	
19892 25937 JALD	**Alaska Maru** ssOsa.No.3-3,31 1Dk(Stl)&Shelter dk(Stl) ssKob.No.1-35	7379 6844 4522	✠100A1 Shelter dk withfreeboard 5,35 ~~5,34~~ ✠LMC~~5,34~~ 5,35	Kob	a†	CL 5,33	1919 8mo	MitsuBishi ZosenKaisha, Ld. Nagasaki A&CP	OsakaShosen K.K. Cell DB358'1165t DTa28' 1077t	420·0 F47'on Shelter dk FK FPT 108t APT95t	56·0	38·5	Osaka Japanese Cem 6BH to S dk 2 ″ ″ U ″	T.3Cy.28″,49″&79″-51″ (s) 200lb 574NHP 3SB,9cf,GS191,HS7714 FD MitsuBishiZosenKaisha	38 ″ 7 s10 ″ 4½ 28 ″ 5
			Fitted for oil fuel 12,22 F.P. above 150°F.												
19893 217232 WACW	**Alaskan** (exWheaton) ssN.Ns.No.3-6,28 ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1hold&Web frames D.F. GyC. Longitudinal framing Fitted for oil fuel	5364 4977 3280	✠ ... 3,34 ✠	SFo			1918 11mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	American-HawaiianS.S.Co. Cell DB363'1232t	415·0 FK FPT125t APT52t	53·7	36·3	NewYork Utd.States Cem Coll BH to Sh dk 7 ″ ″ U ″	T.3Cy.30¼″,52″&86″-54″ 813NHP 4SB,12cf,GS264,HS12020 BethlehemS.B.Corp.Ld.	31 ″ 6
19894 147315 GLKM	**Alaunia** Ⓟ TwinSc ssLon.No.2-33 2Dks(Stl)&Shelterdk(Stl-ws) Ref.Mchy. 3rd dk(Stl)in Nos 1,2&3holds D.F. Sub.Sig. GyC. E.S.D.	14030 10629 8448	✠100A1 Shelter dk withfreeboard 3,36 ~~1,35~~ BS1,36 ~~BS1,35~~ ✠LMC1,35 ✠Lloyd'sRMC~~1,35~~ 1,36	Lon	h†	CL 1,35	1925 7mo Lloyd's A&CP	J.Brown& Co.Ld. Glasgow	CunardWhite Star,Ld. Cell DB447'1927t DTf51'1470t	519·6 B&F on Shelter dk 425' FK FPT 106t APT47t	65·2	39·2	Liverpool British 11BHCem (10 to S dk 1 ″ U ″)	4 Steam Turbines DR (r) geared to 2 Sc. Shafts 220lb 1640NHP 2D&2SB,24cf,HS19442 FD J.Brown&Co.Ld.Glasgow	43 ″ 0 s11 ″ 2½ 32 ″ 2½
			Fitted for oil fuel 7,25 F.P. above 150° F.												
19895 147669 VWBL	**Alavi** Ⓟ ssBom.No.2-32 3Dks(Stl-Weather teak s)	3566 3029 2161	✠100A1 withfreeboard 4,36 ~~11,34~~ ~~10,35~~ BS11,35 ✠LMC11,32	Bom	w	CL ~~1,33~~ 4,36	1924 6mo Lloyd's A&CP	Lithgow's Ld. PortGlasgow	Bombay&Persia Stm.Nav.Co.Ld. Cell DB298'852t FPT74t APT36t	350·0 FK Collision BH to	48·0	23·1	Bombay British 6BHCem Weather dk	T.3Cy.24″,40″&67″-45″ (r) 200lb 110lb 394NHP 2SB,6cf,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 3 ″ 0½ 22 ″ 8½
19896 DOBG	**Alaya** (exVaterland) Sub.Sig. 1Dk	1773 1654 1025					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.(DeutscheLevante-Linie G.m.b.H.Mgrs.)	283·2 P&B192'F31' len28	39·7	17·6	Bremen German WB	T.3Cy.20″,31½″&49½″-31½″ 137NHP Waggon u. Maschb.A.G.Görlitz	
19897 YQSL	**Alba Julia** (exCarlLegien-33) Sub.Sig. Fitted for oil fuel D.F. 2Dks	5700 4402 3428					1922	Marinewerft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	C'nstantza Roumanian WB	T.3Cy.25¼″,41″&66⅜″-49¼″ &L.P.Turbine 430NHP Marinewerft,Wilhelmshvn	
19898 1536 IJFT	**Albachiara** (exMecklenburg, exAnnaTiede) 1Dk&Shelter dk	1245 1094 728			...		1904	Schiffsw. v. HenryKoch Lübeck	G.Frenna fuN.	246·3 H62' FK	35·7	21·9	Genoa Italian WB	T.3Cy.17″,28⅜″&45½″-32½″ 140NHP J.F.Ahrens,Altona	17 ″ 4
19899 ~~[illegible]~~ ~~[illegible]~~	**Alban** Ⓟ ssLiv.No 3-10,26 ~~D.F.~~ ssLiv.No.1-30 2Dks(Stl) Now "Zena," see No. 40810 in Supplement	5223 4549 3262	✠ 11,35 ✠~~[illegible]~~	Liv	y	CL 8,34	1914 7mo A&CP	CaledonS. B.&E.Co.Ld. Dundee	~~BoothS.S.Co.Ld.~~ UgoMusso WB=Cell DBa uE24'f160'809t DTa22'536t FPT80t APT22t	375·2 P33'B119'F44' 115' FK	51·7	29·7	Italian 7BHCem	T.3Cy.25½″,41″&68″-48″(r) 180lb 466NHP 3SB,9cf,GS171,HS7041 FD CaledonS.B.&E.CoLd.Dun	32 ″ 3 ~~[illegible]~~ ~~[illegible]~~
19900	**Albania** (exFiorenza, exPaoloPadre,exFyen) Iron3Mst 1Dk&Spar dk3trB	1373 973 788					1874	Norddeut. Schiffb.A.G Kiel	MoustafaHadji Osman	231·5 H15t 24·6	32·5	17·8	Piræus Greek WB	C.2Cy.32″&52″-36″ NB89 135NHP Schweffel&Co.Kiel	
19901 4212 SDAR	— ssAbg.2ndNo.3-9,28 Well deck ssLgn.No.1-32 1Dk(Stl)&deep framing	1241 999 541	✠100A1 ~~7,35~~ ~~5,34~~ 2,36 ✠LMC MS9,32 BS~~5,34~~ 7,35	Got	p	OG ~~9,33~~ 2,36	1903 10mo Lloyd's A&CP	Schömer& Jensen Tönning	Rederiaktieb SvenskaLloyd (K.R.Bökman, Mgr.) Cell DBa58'uE19'f106'296t FPT52t APT17t	237·7 P&B143'H95tF73' FK	35·2	15·4	Gothenbrg Swedish 4BHCem	T.3Cy.19¾″,32¼″&53⅛″-36¼″ 175lb (s) 186NHP 2SB,4cf,GS82,HS2927 Schömer&Jensen,Tönning	17 ″ 9 s 1 ″ 3 16 ″ 7½
19902 972 IBLA	**Albano** (exWarArrow) Well deck 1Dk	2364 1785 1317			...		1918	S.P.Austin &Son,Ld. Sunderland	LloydTriestino	285·0 P25'Q72'B66'F32' FK	42·1	19·0	Genoa Italian WB	T.3Cy.22″,36″&59″-39″ Richardsons, Westgarth&Co.Ld.Sld. 266NHP	21 ″ 2
19903 133420 MDWB	— CruiserStern Ref.Mchy. 1Dk	1176 968 519					1912	Earle'sCo. Ld. Hull	Ellerman'sWilson LineLd.	250·2	37·2	14·7	Hull British WB	T.3Cy.19″,31″&53″-36″ 168NHP Earle'sCo.Ld.Hull	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19904 1711 IJGF	**Albatros** (*ex*Yacht, TwinSc *ex*Bernicle,*ex*Norseman, *ex*Yreryr,*ex*Norseman) 2*Dks*	412 394 213	✠ 6,14	Grk			1898 2mo	D.&W. Henderson &Co. Glasgow	D.Zolezzi	186·5	27·3	15·7	Genoa Italian	C.4Cy.22"&44"-27" 84NHP D.&W.Henderson&Co.		I †
19905 147714 GKRN	**Albatross** *ss*Lon.No.2-33 1*Dk*(*Stl*)2nd *dk in Nos.*1&2*holds*	1943 1753 1193	✠100A1 ~~5,35~~ ~~9,34~~ 10,35 ✠LMC MS5,35 BS~~4,34~~ ~~1,35~~ 3,36	Mdb Lon	*r*	CL 4,31	1924 9mo *Lloyd's* A&CP	Grngem'th DockydCoLd Grngemouth	GeneralStm.Nav. Co.Ld. *CellDBa*63'*uE*28'*f*124'549*tFPT*44*tAPT*42*t*	280·3 P21'B68'F29'	41·9	19·0	London British FK 5*BHCem*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20″10 s 2″8$\frac{3}{4}$ 18″3$\frac{1}{4}$	
19906 DOBD	— Wireless D.F. Sub.Sig. 1*Dk*	985 819 501					1917	Stettiner Oderwerke Stettin	ArgoReed,A.G.	235·8 P&B148'F29'	33·6	13·5	Bremen German *WB*	T.3Cy.22$\frac{2}{5}$",35$\frac{4}{5}$"&57$\frac{1}{10}$"-39$\frac{2}{5}$" 205NHP StettinerOderwerke		G
19907 KZAK	**Albay** Ⓟ (*ex*Hoangho, Iron&Steel *ex*Jenfeld,*ex*Svea) Wireless 1*Dk*&*Spar dk*	1115 1076 690					1883	MotalaCo. Norrköping	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*)	218·3 H56*t*	30·8	14·8 22·0	Manila Utd.States *WB*	C.2Cy.29$\frac{1}{4}$"&53$\frac{3}{4}$"-32$\frac{1}{2}$" NB97 136NHP MotalaCo.Motala		
19908 16 IJGL	**Alberoni** (*ex*Wayfield, *ex*Folmina) *Well deck Mchy.Aft* 1*Dk*	1160 867 658				...	1920	Schpwf.& Mchfbrk.de Liesbosch Jupthaas	R.Turchi	230·4 Q138'B13'F23'	34·3	13·1	Ravenna Italian FK *WB*	T.3Cy.15$\frac{3}{4}$",25$\frac{9}{16}$"&41$\frac{3}{8}$"-36" 120NHP Boele'sSchps.&Mch Bolnes	16″0	I †
19909 7985 SMPA	**Albert** (*ex*Sandysike-35) *ss*Shl.No.3-1,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1745* *1329* *973*	✠100A1 ~~3,35~~ ~~1,35~~ 3,36 ✠LMC1,35 BS8,36	Shl ~~Gms~~ Got	*q*	CL ~~1,35~~ ~~3,35~~ 7,35	1922 9mo *Lloyd's* A&CP	WoodSkin- ner&Co.Ld. Newcastle	RederiA/BSylvia (Alb.Billner, *Mgr*) *CellDBa*77'*uE*18'*f*102'448*tFPT*92*tAPT*150*t*	258·6 Q153'B*on*Q52'F29'	37·7	16·3	Gothenbrg Swedish FK 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 208NHP 2SB,*6cf*,GS99,HS3440 N.E.MarineEngCoLdNwc	18″7 s 5″7 17″2	
19910 DHAN	— (*ex*LiliasCalvert,*ex*Gibel-Derif, *ex*Elsa) 1*Dk*	788 603 461					1888	Flensburgr Schiffsb.Ges. Flensburg	Reed.JohannesIck, G.m.b.H. (A.Sommer, *Mgr.*)	191·3 Q59'B50'F20'	30·4	13·4	Hamburg German *WB*	T.3Cy.14",25"&40$\frac{1}{2}$"-27" 85NHP FlensburgerSchiffsb.Ges.		V
19911 DHAO	**Albert Ballin** Ⓟ TwinSc4Mst *Ref.Mchy. Fitted for oil fuel* Sub.Sig. D.F. *CruiserStern* 5*Dks* E.S.D. GyC. *Corrugated sides*	21131 15180 12101					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	645·8 P185'B306'F93' len34	72·2 78·7	41·9	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
19912 147767	**Albert C. Field** *Mchy.Aft* 1*Dk*	1764 1616 1302					1923	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EasternSteamship Co.Ld.	252·5 F34'	43·3	17·8	S.Cathrnes Ont. British *WB*	T.3Cy.16",27"&44"-33" 111NHP MacColl&Pollock,Sld.		C
19913 [illegible]	**Albert E. Heekin** (*ex*WilliamA. Amberg) Now "Hansa," see No.38423 in Supplement GyC. 1*Dk*&*Web frames* *Mchy.Aft Longitudinal framing*	7031 6823 5641				...	1917	American S.B.Co. Lorain,O.	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	525·0 F48'	58·0	31·0	WlmgtnDl Utd.States FK *WB*	T.3Cy.23$\frac{1}{2}$",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O.	32″0	R †
19914 221038 KDOK	**Albert E. Watts** *ss*Mob.No.3-2,33 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing* Sub.Sig.	7138 6509 5111	✠100A1 ~~7,33~~ ~~3,35~~ 1,36 BS1,36 ✠LMC2,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	Mob ~~Gal~~	*b*†	CL ~~1,33~~ 1,36	1921 2mo A&CP	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairNav.Co. *CellDBuE*&*B*62' 200*tDTf*40'588*tFPT*228*tAPT*72*t*	430·2 P134'B36'F40'	59·2	32·8	NewYork Utd. States FK 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	T.3Cy.26$\frac{1}{2}$",44"&74"-51" (*s*) 200lb 593NHP 3SB,*9cf*,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33″3 s 6″8$\frac{1}{4}$ 26″10	
19915 214715 WFCV	**Albert Hill** (*ex*J.W.VanDyke) 3Mst *ss*NYk.No.3-4,36 ~~*ss*N.Ns.No.9-7,29~~ ~~*ss*Bal.No.1-33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7115 6379 4403	✠100A1 ~~12,35~~ ~~2,35~~ 4,36 ✠NE10,19 ✠LMC MS~~5,35~~ 4,36 BS~~9,35~~ 9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17 *F.P. above* 150° F.	NNs NYk	*b*†	CL N2,35	1917 2mo A&CP	UnionIron WorksCo. SanFrancisco	AtlanticRefining Co. *CellDBuE*&*B*64'197*t* *DTf*56'1038*tFPT*97*tAPT*74*t*	435·0 P134'B50'F42'	56·0	32·0	Phildlphia Utd.States FK 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	T.3Cy.27$\frac{5}{16}$",45$\frac{1}{2}$"&76"-51" 192lb 576NHP 3SB,*9cf*,GS165,HS8325 FD SunS.B.Co.Chester,Pa.	33″6 ~~s 7″10$\frac{1}{2}$~~ ~~26″0~~ s6″5$\frac{1}{4}$ 27″3$\frac{3}{4}$	
19916 DDTW	**Albert Janus** (*ex*Heinrich Schuldt-33,*ex*Anna MarquardtPetersen) 1*Dk*	1598 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	Frachtcontor G.m.b.H.(Seereed. "Frigga"A.G. *Mgrs.*)	262·7 P16'Q85'B104'F32'	40·3	15·3	Hamburg German *WB*	T.3Cy.15$\frac{3}{8}$",25$\frac{9}{16}$"&44$\frac{1}{16}$"-29$\frac{1}{2}$" 105NHP FlensburgerSchiffsb.Ges.		G
19917 FNZO	**Albert Sarraut**	2156 — 1132					1921	Arsenal de laMarine Saigon	Gouvernement Généralde l'Indochine	270·3 P32'B62'F30'	39·5	21·8	Saigon French *WB*	T.3Cy.18",30"&49$\frac{1}{2}$"-37$\frac{1}{2}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
19918 106 IBMA	**Alberta** *ss*Mfl.No.3-9,35 ~~*ss*Tri.No.2-31~~ 2*Dks*(*Stl*)&*Webframes* D.F.	6131 5022 3731	✠100A1 9,35 ~~2,34~~ BS~~8,34~~ 9,35 ✠LMC~~9,30~~ MS12,34 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Tri Mfl	*z*	CL 3,35	1922 10mo A&CP	Cant.Nav. Triestino Monfalcone	"Cosulich"Soc. TriestinadiNav. *CellDBa*117'*uB*&*f*198'*MT*1130*t*	401·0 P36'B124'F44' *f*27' 816*t FPT*107*t*	54·2	30·2	Trieste Italian FK 6*BHCem* *APT*135*t*	T3Cy26$\frac{9}{16}$"42$\frac{1}{8}$"&70$\frac{1}{16}$"-48$\frac{1}{16}$" 180lb (*s*) 483NHP 3SB,*9cf*,GS148,HS7221 FD UnitedMachineFactories, Smichow,Prague	32″10 s 7″8$\frac{3}{4}$ 25″4	
19919 85765 VGCD	— Ⓟ D.F. 2*Dks*	2829 2140 2377					1883 reblt. 1911	C.Connell &Co. Glasgow	CanadianPacific RailwayCo.	309·7 len11	38·2	23·3	Montreal British	C.2Cy.30"&64"-48" Western NE&B13 236NHP DD&SBCo.Ld.PtArthur		
19920 FNOG	**Alberte Le Borgne** TwinSc (*ex*Kribi) 2*Dks*	3921 — 2438					1914	Akt.Ges. "Weser" Bremen	Ch.LeBorgne	354·0 P&B270'F41'	50·4	23·8	Havre French *WB*	T6Cy17$\frac{3}{10}$",27$\frac{3}{5}$"&44$\frac{9}{10}$"-31$\frac{1}{2}$" 446NHP GebrSachsenberg,Rosslau		V
19921 EAHY	**Alberto** (*ex*Wearsider) K *ss*Bbo.No.2-21 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	597 *418* *306*	✠ 2,24 ✠	Bbo	*i*		1912 8mo	J.P.Ren- noldson&Sns SouthShields	V.Riu	175·4 Q89'B9'F22' *WB*=*Cell* *DBf*112'140*t FPT*	28·2	11·0	Barcelona Spanish FK 3*BHCem* 29*tAPT*31*t*	T.3Cy.15$\frac{1}{2}$",25"&41"-27" 95NHP 1SB,*3pf*,GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13″3	
19922 126 IBOA	**Alberto Treves** (*ex*WarCobra) *ss*Tri.No.3-9,31 D.F. 2*Dks*(*Stl*)	5145 4853 3209	✠100A1 ~~6,30~~ ~~5,34~~ 9,35 BS~~8,34~~ 9,35 ✠LMC9,31 *Converted for oil fuel* 9,31 *F.P. above* 150°F.	Tri Nap	*y*	CL ~~10,32~~ 6,35	1917 12mo *Lloyd's* A&CP	Harland& Wolff,Ld. Belfast	Soc.Veneziana di Nav.aVap. *CellDB*345'1014*tFPT* 122*tAPT*181*t*	413·4 400·4 P49'B113'F40'	52·2 52·3	19·4 28·4	Venice Italian FK 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31″0 s 5″11 25″4	
19923 133949 VGNP	**Albertolite** (*ex*Caddo,*ex*Winnipeg, *ex*Adorna) *ss*St.J.No.3-4,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC.	6406 5779 3980	✠100A1 ~~4,35~~ 12,35 BS~~2,34~~ ✠LMC~~2,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150°F.	StJ Vcr 4,35	*z*	CL 2,34	1912 8mo A&CP	Armstrong Whitworth &Co.Ld. Newcastle	ImperialOilLd. (H.J.Rahlves, *Mgr.*) *CellDBa*69'149*t* *DTf*46'500*tFPT*70*tAPT*31*t*	415·0 P104'B26'F46'	55·2	31·1	Montreal British FK 16*BHCem* (9 *to Upr dk* 7 „ *2nd* „)	Q.4Cy.24",35",51"&73$\frac{1}{4}$"-48" 220lb (*s*) 597NHP 3SB,*12cf*,GS223,HS8844 FD WllsndSlpwy.Co.Ld.Nwc.	32″10 s6″0$\frac{1}{4}$ 27″1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19924 4 ORLA	**Albertville** Ⓟ TwinSc ssAnt.No.1-32 3*Dks*(*Stl-Uteak s*) *Ref.Mchy* Sub.Sig D.F. GyC. *CruiserStern*	*10769* *7253* *5838*	✠100A1 ~~4,35~~ ~~11,32~~ 12,35 BS5,35 ~~BS2,34~~ ✠LMC2,32 ✠Lloyd'sRMC~~9,32~~ ~~1,35~~ 2,36 *Fitted for oil fuel* 1,28 *F.P. above* 150° F.	Ant	*f*†	CL ~~s12,31~~ ~~n9,32~~ 3,35	1928 1mo *Lloyd'sA&CP*	Atel.&Ch. de la Loire St.Nazaire	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	494·1 B148'F74' *CellDB* FK 441'1398t *FPT*	62·0	24·0	Antwerp Belgian 9*BHptCem* 93t*APT*39t	Q.8Cy.29",41½"59"&85"-54" 200lb (*s*) FD 1326NHP 6SB,*18cf*,GS383,HS17537 Hwthrn,Leslie&CoLdNwc	34 ″ 8 s 8 ″ 9½ 26 ″ 2½
19925 FNNB	**Albi** *Well deck* 1*Dk*	4191 3640 2546			...		1920	W.Pickersgill&Sons,Ld Sunderland	Cie.DelmasFrères &Vieljeux	364·3 P18'Q128'B68'F28' FK	52·8	24·3	La Rochlle French 6*BHCem* *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8
19926 143286 GCBD	**Albion Star** (*ex*Albionstar) TwinSc ssNwc.No.3-8,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	7920 7576 4908	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~10,34~~ ✠LMC MS8,52 BS2,35 Lloyd'sRMC2,~~36~~ ~~6,35~~ 5,36 ~~11,35~~	Liv	*c*†	CL S10,34 PN 10,34	1919 6mo *Lloyd'sA&CP*	Workman, Clark&Co.Ld Belfast	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*)	450·0 P31'F43'*onShelter dk* FK *CellDB*3	58·5	37·1	London British *ptCem* 8*BHtoSh dk* 92'1495t*FP*	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP 3DB,*24cf*,GS440,HS17079FD Wrkman,Clark&Co.Ld Bel T120t*APT*70t	40 ″ 0 s11 ″ 0½ 29 ″ 3
19927 147131 GKCV	**Albionic** ssHul.No.2-32 1*Dk*(*Stl*)	2468 2246 1497	100A1 5,35 ~~7,33~~ ~~BS8,33~~ BS~~5,35~~ 4,36	Hul Ams LMC3,52	*s*	CL ~~3,32~~ 5,35	1924 3mo *Lloyd'sA&CP*	G.Brown& Co. Greenock	W.H.Cockerline& Co. *Intermediate BH in forward*	290·2 P25'B88'F35' FK *hold dispensed with* *CellDB*248'	44·1	20·9	Hull British *Asp* 4*BH only* 638t*APT*72t	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 265NHP 2SB,*6cf*,GS124,HS4494 McKie&Baxter,Glasgow	23 ″ 0 s 3 ″ 1½ 20 ″ 0½
19928 PCGY	**Albireo** ssRot.No.3-8,33 2*Dks*(*Stl*) D.F.	4427 4074 2690	✠100A1 ~~8,34~~ 12,35 BS~~5,34~~ ✠LMC8,33 4,35	Rot Cff	*x*	CL 7,33	1920 2mo *Lloyd'sA&CP*	New Waterway, S.B.Co. Schiedam	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	370·0 P33'B122'F37' FK B319'833t *FPT*120	50·1	26·5	Rottrdam Dutch 6*BHCem* t*APT*64t	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 402NHP 3SB,*9cf*,GS186,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0 s 5 ″ 4½ 23 ″ 10
19929 1945 IBBB	**Albisola** (*ex*Pentor-34) ssP.Nl.No.1-31 D.F. 1*Dk*(*Stl*)	4097 3871 2527	✠ 10,35 ~~BS7,34~~ ✠~~LMC12,31~~ ~~3,35~~	Bmn Gen	*x*	CL 3,34	1927 10mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	"Corrado"Soc. Anon.diNav. *Cell*	381·0 370·0 P29'B224'F34' FK *DB*318' 1126t *FPT*	51·8	25·1	Genoa Italian 6*BHCem* 77t*APT*189t	T.3Cy.25",41"&68"-45" (*s*) 180lb 371NHP 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Ld.Glasgow	27 ″ 6 ~~s 8 ″ 0½~~ ~~24 ″ 0½~~
19930 161824 GPDL	**Albuera** (*ex*SierraNevada) ssGmh.No.3-5,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3477 3172 2052	✠100A1 ~~4,35~~ ~~5,34~~ 2,36 ✠LMC MS5,34 BS~~7,34~~ 8,35	Gmh ~~Cff~~ Lon	*v*	CL 4,34	1921 5mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	331·3 P32'B200'F29' FK B278'941t*FPT*135t	48·6	25·1	Leith British 5*BHptCem* *APT*150t	T.3Cy.24",40"&65"-42"(*s*) 180lb *180lb* 316NHP 2SB,*6cf*,GS112,HS5122 Cooper&Greig,Ld.Dundee	27 ″ 3 s 3 ″ 10 23 ″ 7¼
19931 149634 GDYK	**Alca** Ⓟ ssLiv.No.2-36 ~~ssLiv.No.1-32~~ D.F. E.S.D. 2*Dks*(*Stl*)	3712 2543 2104	✠100A1 3,36 ~~2,35~~ ~~BS2,35~~ ✠LMC~~2,32~~ 3,36	Liv		CL 2,34	1927 8mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDBa*7	319·2 P&B216'F58' BK12" 2'*f*156'581t*FPT*71t	46·2	20·7	Liverpool British 5*BHCem* *APT*129t	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,*9cf*,GS159,HS7054 CaledonSB&E.Co.Ld.Dun.	24 ″ 0 s 2 ″ 5½ 22 ″ 10
19932	— Comp (*ex*Skåne,*ex*NilsDaniel) *OilEng.* 1*Dk*	444 359 225					1919	A/BÖstersjövarvet Norrköping	ArthurAndersson	152·8	28·5	10·9	Mariehamn Finnish	Oil Engines 2S.C.SA 4Cy.12⅝"-18½" 112NHP A/B AtlasDiesel,Skm.	
19933 148151 GLQR	**Alcantara** Ⓟ TwinSc ssBel.No.3-4,35 D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* *CruiserStern*	22209 16089 13203	100A1 *withfreeboard* ~~11,35~~ ~~4,35~~ 4,36 BS2,36 ✠NE&B4,35 ✠LMC4,35 ✠Lloyd'sRMC4,35 ~~7,35~~ 4,36 ~~7,35~~ ~~12,35~~ ~~11,35~~ ~~9,35~~ *Fitted for oil fuel* 4,35 *F.P. above* 150° F.	Bel Sou		CL 3,35	1926 *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld. *Cell DB*540'3630t *Tanks in way of tunnels*482t *FPT*166t *APT*278t	640·5 P47'B415'F137' FK&BK2" len35	78·5	40·5	Belfast British 11*BHptCem*	6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NHP 3W.T.B.450lb (*s*) HS24780 2DB26 *100lb* FD Harland&Wolff,Ld.Bel.	44 ″ 9 s14 ″ 1½ 31 ″ 1½
19934 PCIM	**Alchiba** ssHam.No.3-11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4427 4093 2704	✠100A1 *Shelter dk* *withfreeboard* 5,36 ~~2,35~~ ✠LMC MS9,32 BS~~9,34~~ 3,36 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Ham	*y*	CL 7,34	1920 8mo	New Waterway, S.B.Co. Schiedam A&CP	N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*311'876t*M*	385·3 FK *Collision* T28'596t*FPT*106t	50·3	26·5	Rottrdam Dutch *Asp* *BHtoSh dk* 5 ″ ″ *U* ″ *APT*50t	T.3Cy.26",42"&70"-48" (*s*) 180lb 459NHP 3SB,*9cf*,GS138,HS6660 FD NewWaterwayS.B.Co. Schiedam	29 ″ 0 s 3 ″ 5 25 ″ 9¾
19935 105770 MQTN	**Alchymist** ssLon.3rdNo.3-9,32 *Mchy.Aft* 1*Dk*(*Irn*)	382 343 209	✠100A1 9,32 BS~~4,33~~ 3,36 LMC9,32 *Carrying Tar in bulk*	Lon	*f*	CL ~~2,34~~ N6,35	1895 12mo	W.Dobson &Co. Newcastle A&CP	F.T.Everard& Sons,Ld.	147·5 Q23'F23' BK7" *WB*=	24·1	12·8	London British 6*BHCem* *APT*12t	T.3Cy.12½",20"&33"-24" (*s*) 160lb NB8,28 50RHP 1SB,*3cf*,GS48,HS1443 N.E.MarineEngCoLd.Nwc	13 ″ 6 s 1 ″ 8 12 ″ 5
19936 LDPM	**Alcides** ssFal.No.1-34 *OilEng.* D.F. 2*Dks*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing*	7634 7254 4582	✠100A1 ~~6,35~~ ~~5,34~~ 12,35 DBS5,34 ✠LMC CS5,35 ~~4,35~~ 6,35 *Carrying Petroleum in bulk*	Fal	*c*†	CL 11,34	1930 8mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld Glasgow	D/S A/S Eikland (I.M.Skaugen, *Mgr.*) *CellDBuE*85'327t*DTf*41'523t*FPT*199t*APT*146t	460·5 P109'B30'F60' FK	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ″ 2*nd* ″)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5⁄16" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld. Gls	34 ″ 1 s8 ″ 3½ 26 ″ 0
19937 POIS	**Alcinous** Ⓟ TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks*	6189 — 3825					1925	Scotts'S.B. &E.Co.Ld. Greenock	Nederl.Stoomb. Maats."Oceaan"	429·8 P35'B235'F45'	54·8	29·0	Amsterdm Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24 13⁄16"-43 5⁄16" 950NHP Akt.Burmeistr&Wain,Cpn	
19938 1763 IJIB	**Alcione C.** (*ex*Anam, *ex*WarVessel) TwinSc *OilEng.* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	493 402 231					1915	W.Gray& Co.Ld. WHartlepool	"CisterneItaliane" Soc.Anon.diNav.	178·1 170·0 F27tH92t	31·2 32·1	10·8 10·5	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.16 13⁄32"-18⅞" 383NHP J.&C.G.BolindersCo.Skm.	
19939 147870 MLPV	**Alcira** ssGls.No.2-31 1*Dk*(*Stl*)	1387 1200 806	100A1 11,34 BS~~5,34~~ LMC9,31 4,35	Gls	*p*	CL 11,34	1923 7mo	L.Smit& Zoon Kinderdijk	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *CellD*	239·2 P23'B62'F37' FK B196' 368t *FPT*61t	36·2	16·7	Glasgow British 4*BHCem* *APT*34t	T.3Cy.17½",29⅝"&46 1⁄16"-36¼" 180lb (*s*) 185NHP 2SB,*4cf*,GS88,HS3488 L.Smit&Zoon,Kinderdijk	19 ″ 0 s2 ″ 3 16 ″ 11
19940															

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19941 PCIY	**Alcor** *ss*Rot.No.3–1,34 1*Dk*(*Stl*)	3526 3272 2121	✠100A1 1,36 ~~12,34~~ ~~BS5,34~~ 11,35 ✠LMC6,33 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Rot Ams	*w*	CL ~~12,34~~ 1,36	1920 10mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	361·3|49·8|22·0 P25'B214'F36' FK *CellDB*305' 918*t FPT*85*t APT*127*t*	Rottrdam Dutch 6*BHCem*	25⅜" T.3Cy.25",41"&68"–45" (*s*) 180lb 394NHP 3SB,9*cf*,GS154,HS5469 FD RotterdamDroogd.Maats.	24 ″ 6 s2 ″ 11 21 ″ 10¼	
19942 123348 GSXQ	**Alcora** (*ex*Dundee-33) 1*Dk*&*Shelter dk*	1381 1100 562					1919	CaledonS. B.&E.Co.Ld. Dundee	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	270·6|38·1|16·2	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonS.B.&E.CoLd.Dun		C
19943 PCJE	**Alcyone** *ss*Ham.No.3–3,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	~~4539~~ ~~4129~~ ~~2728~~ 4534 4129 2756	✠100A1 *Shelter dk with freeboard* 7,35 ~~8,34~~ ✠LMC MS12,33 BS~~2,34~~ 1,35 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Ham	*y*	CL ~~N10,32~~ 7,35	1921 9mo	N.V.Kuy& Ree'sMch.& Schpsw. Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	375·0|52·1|25·8 FK *CellDB*314'1031*t DTa*32'762*t FPT*94*t APT*109*t*	Rottrdam Dutch *Asp* *Collision BHtoShdk* 5 „ „ *U* „	T.3Cy.26⅝",$43\frac{5}{16}$"&70"–47¼" 180lb (*s*) 484NHP 3SB,9*cf*, ,HS7293 FD N.V.Kuy&Ree'sMch.& Schpsw.Schiedam	28 ″ 3 s 3 ″ 0 25 ″ 5¼	
19944 204069 KLLS	— (*ex*Yacht) *OilEng.* 1*Dk*	440 — 299					1907	G.Lawley& Son,Corp. S.Boston, Mass.	O.Southerland	155·6|30·0|17·6	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.11"–14" 141NHP NE22 WintonEng.Corp Clevelnd		
19945 DOFI	**Alda** Ⓟ Sub.Sig. D.F. 2*Dks*	4177 3784 2588					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	359·4|51·0|24·4 P33'B109'F41'	Bremen German *WB*	T3Cy$22\frac{9}{10}$"36⅜"&$61\frac{9}{20}$"–$47\frac{3}{10}$" 260NHP A.G."Vulcan,"Stettin		G
19946 PCJL	**Aldabi** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	4946 4473 2993					1921	Deutsche WerftA.G. Hamburg	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	400·3|54·2|27·4 F41'	Rottrdam Dutch *WB*	DRgearedSteamTurbine Allgem.Elektr.Ges.Berlin		G
19947 UOYZ	**Aldan** (*ex*Brunswijk-34) *ss*Rot No.3–5,24 *ss*Rot.No.2–32 1*Dk*(*Stl*)	2172 1958 1309	✠ ... 7,35 ✠~~LMC~~ ~~MS10,32~~ ~~BS2,34~~	Rot	*s*	OG 2,34	1912 1mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Sovtorgflot	287·3|42·1|19·4 P21'B72'F33' FK *Intermediate BH in fore hold dispensed with*	Leningrad Russian *Cem* 4*BH only* *CellDBa*84' *uE*18'*f*120'589*t APT*68*t*	T.3Cy.21",35"&57"–39" (*r*) 160lb *100lb* 221NHP 2SB,6*cf*,GS108,HS3586 Maats.deSchelde,Flushing	21 ″ 11 ~~s 3 ″ 8~~ ~~19 ″ 0~~	
19948 PCJR	**Aldebaran** D.F. 2*Dks*	7698 7269 4892					1920	Bremer Vulkan Vegesack	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	472·4|60·5|35·8 P43'B143'F48'	Rottrdam Dutch *WB*	T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&86⅜"–$55\frac{1}{10}$" 556NHP BremerVulkan,Vegesack		V
19949 EAAK	**Aldecoa** *ss*Bcl.No.3–3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB* *Cruiser Stern*	6089 4703 4437	✠100A1 *Shelter dk with freeboard* 3,35 BS3,35 ✠LMC2,34 *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Val	*x*	CL 3,35	1922 3mo	Soc.Española de Const.Nav Bilbao *Lloyd's A&CP*	F.Aldecoa	357·6|49·9|31·5 P&B235'F31'*on Shelter dk* FK *CellDB*308' 860*t FPT*70*t APT*63*t*	Bilbao Spanish *Cem* 6*BHtoShdk*	T.3Cy.27",44"&73"–48" (*s*) 180lb 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 5 ″ 6½ 28 ″ 8	
19950 PCJV	**Aldegonda** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at top of trunk*	2088 1396 1031	✠100A1 12,34 DBS12,34 ✠LMC3,31 *Carrying Petroleum in bulk*	Sng	*r*	CL 5,34	1931 3mo	A.F.Smulders(Werf Gusto). Schiedam *Lloyd's A&CP*	N.V.Nederl. IndischeTank- stoombootMaats.	260·4|48·1|15·0 P84'F47' *Trunk*129' FK *CellDB*48' 81*t FPT*27*t APT*107*t*	TheHague Dutch 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.15¾"–31½" 286NHP DB*150lb* N.V.Werkspoor,Amstrdm.	14 ″ 9 s ″ 7 14 ″ 3½	
19951 LCCO	**Alden** Ⓟ **Iron** 1*Dk*	513 283 297					1888	Laxevaags Msk.&Jrnskb Bergen	Fylkesbaatane iSogn&Fjordane	154·8|23·9|12·4 P109*t*H20*t*F42*t*	Bergen Norwegian	T.3Cy.15½",25"&40"–27" NB04 83NHP Hall,Russell&CoAberdeen		
19952 127472 MDBF	**Alder** **3Mst** *ss*Bwg.2ndNo.3–12,32 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	341 248 126	✠100A1 12,32 BS~~1,35~~ 2,36 ✠LMC12,32	Bwg	*f*	CL ~~11,32~~ 11,35	1909 9mo	J Fullerton &Co. Paisley *Lloyd's A&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·8|23·6|10·3 Q80'B7'F25' BK6"	Newry British 3*BHCem* *WB*=*FPT*45*t*	C.2Cy.16"&34"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 0½ 11 ″ 6	
19953 PCJZ	**Alderamin** **4Mst** *Fitted for oil fuel* D.F. 2*Dks*3*trB*	7698 7269 4892					1920	Bremer Vulkan Vegesack	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	472·4|60·5|32·8 P44'B144'F45'	Rottrdam Dutch *WB*	T3Cy.$32\frac{7}{10}$",52¼"&86½"–$55\frac{1}{10}$" 556NHP BremerVulkan, Vegesack		V
19954 105657 MPCR	**Aldershot** (*ex*Brittany-33) 1*Dk*(*Stl*)	631 522 256	✠ 4,14	Sou			1910 8mo	Earle'sCo. Ld. Hull	SouthernRailway	192·0|29·2|14·1 B51'F38' FK *FPT*17*t*	S'thamptn British 4*BHAsp* *APT*58*t*	T.3Cy.13½",25"&40"–27" 82RHP 2SB,4*cf*,GS89,HS3200 Earle'sCo.Ld.Hull	15 ″ 0	
19955 138912 VJBF	**Aldinga** (*ex*Glenstal) *ss*Syd.No.3–7,32 1*Dk*(*Stl*) *Cargo battens not fitted*	3078 2861 1868	✠100A1 7,35 ~~7,34~~ BS~~7,34~~ 7.35 ✠LMC7,32	Syd	*u*	CL ~~7,32~~ 7,35	1920 5mo	Dublin Dkyd.Co.Ld. *Lloyd's A&CP*	TheAdelaide SteamshipCo.Ld.	331·1|46·7|23·1 P32'B98'F28' FK *CellDB*278'765*t FPT*105*t APT*45*t*	Melbourne British 5*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD McKie&Baxter,Glasgow	25 ″ 6 ~~s 4 ″ 1½~~ ~~21 ″ 9~~ s4 ″ 0 21 ″ 9	
19956 161230 GTBQ	**Aldington Court** *OilEng.* D.F. *ss*Lon.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4891 4550 2979	✠100A1 *with freeboard* 2,36 ~~3,35~~ DBS~~3,35~~ 1,36 ✠LMC CS11,33 11,34	Lon	*a*†	CL 8,34	1929 5mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd's A&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*)	405·6|55·5|25·1 F39' FK *CellDB*344'1285*t MT*25'991*t FPT*127*t APT*141*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.$22\frac{13}{16}$"–91¼" 482NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 3¼ 25 ″ 2¼	
Wrecked 6.35 19957 SVCM	**Alecos** (*ex*Hampstead,*ex*Glofield, *ex*Achlibster) *ss*Bly.2ndNo.3–8,31 1*Dk*(*Stl*)&2*trB*&*deep framing*3*Dk rule*	*4395* *4113* *2820*	✠~~100A1~~ 1,35 ~~BS1,34~~ ✠~~LMC8,31~~	Bry	*x*	CL 1,35	1906 2mo	Richardsn, Duck&Co. Stockton *Lloyd's A&CP*	N.A.Cottakis	355·2|51·1|26·8 P27'B102'F30' FK *CellDBa*117' *uE*&*B*44'*f*150'1104*t FPT*161*t APT*154*t*	Andros Greek 6*BHCem*	T.3Cy.23",42"&68"–48" (*s*) 160lb *130lb* 355NHP NDB15*refitted*25 2SB,6*rf*,GS127,HS5860 Blair&Co.Ld.Stockton	29 ″ 5 s 5 ″ 3 24 ″ 4	
19958 PUAB	**Alegrete** (*ex*Salamanca) Sub.Sig. 2*Dks*	5970 4589 3812					1906	Harland& Wolff,Ld. Belfast	LloydBrasileiro	392·0|50·2|28·4 P36'B243'F50'	R.Janeiro Brazilian *WB*	T.3Cy.25½",42½"&71"–51" 360NHP Harland&Wolff,Ld.Bel.		V
19959 ~~HRBD~~	**Alegria** (*ex*EatonGrove,*ex*Perez, *ex*EasternCoast, *ex*Powerful) *ss*N.Yk.2ndNo.3–12,28 1*Dk*(*Stl*)&*deep framing lower dk*(*Stl*)28'*in forehold*	1607 1296 860	✠~~100A1~~ 11,35 *with freeboard* ✠~~LMC~~ ~~MS12,28~~ ~~BS10,31~~ *Fitted for oil fuel* 4,24 *F.P. above* 150°*F.*	Phl	*r*	CL 8,30	1903 7mo	Swan Hunter&Wigham Richrdsn,Ld. Newcastle *Lloyd's A&CP*	~~Seaboard S.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)~~ J.S Webster&Sons	270·4|36·0|19·3 P164'F74' FK *CellDBa*74'&*uE*20'133*t FPT*38*t APT*21*t*	British 4*BHCem*	T.3Cy.21½",34"&56"–42" (*r*) 160lb 238NHP 2SB,8*pf*,GS132,HS4096 WghmRchrdsn&CLdNwc.	20 ″ 6 ~~s2 ″ 5½~~ ~~18 ″ 6~~	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
19960 CBAJ	**Alejandro** Ⓟ (*ex*Argentine) *ss*B.As.No.3-9,26 *ss*Vpo.No.2-34 2*Dks*(*Stl-Uws*)	2947 1935 1808	✠100A1 ~~8,35~~ ~~3,35~~ 2,36 ✠NB10,32 ✠LMC MS5,31 BS8,35	Vpo	*t*	CL ~~10,32~~ 8,35	1913 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Soc.Anon.Ganadera yComercial "Menendez Behety" *CellDBa*68'*uE&B*	309·6 P&B197'F38' FK 86'*f*114' 452*t FPT*	41·6	20·5	Magallanes Chilian 5*BHCem* 20*tAPT*5*t*	T.3Cy.21½",36½"&59"-45" 200lb (*s*) 340NHP 2SB,6*cf*,GS121,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s 2 ″ 11½ 20 ″ 7
19961 EAIL	— *Mchy.Aft* 1*Dk*	346 — 222					1931	Alejandro Bengoechea yCia.Lda. Bilbao	AlejandroBengoechea yCia.Lda.	137·4 Q37'F18'	24·3	10·5	Bilbao Spanish	T.3Cy.10¼",15¼"&24¼"-15¾" 23NHP A/SAkersMek.Værks.Oslo	
19962	**Alejandro No. 2** *Mchy.Aft* 1*Dk*	398 292 202					1933	Alejandro Bengoechea y Cia.Lda	AlejandroBengoechea yCia.Lda.	143·0 P7'F19'	25·2	11·2	Bilbao Spanish	T 3Cy.9⅞",15¾"&26$\frac{7}{16}$"-18½" Industrial 30NHP ElectroMecanica,Bilbao	
19963 YTAB	**Aleksandar I.** *ss*Rot.No.2-35 ~~*ex*Hul.No.1-31~~ 2*Dks*(*Stl*)	*5948* *5538* *3783*	✠100A1 ~~1,35~~ ~~11,31~~ 4,36 BS~~11,31~~ ✠LMC~~7,31~~ 1,36 MS7,35	Rot	*a*†	CL ~~9,33~~ 7,35	1927 5mo *Lloyd* 1	Lithgows Ld. PortGlasgow '*sA&CP* *Intermediate* *CellD*	Jugoslavenski Lloyd a.d. *BH&* 1 '*Tween dk* *Ba&uE*162' *f*186'1	423·5 P38'B123'F41' FK *BH dispensed with* 241*t DTa*36' 1114*t*	56·0	28·8	Split Yugoslav *ptCem* 4*BH to Udk* 2 ,, ,, 2nd ,, *APT*32*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 563NHP 3SB,9*cf*,GS190,HS8489 FD J G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 2¼ 25 ″ 5
19964 DHAQ	**Alemania** (*ex*Alesia) *Fitted for oil fuel* Wireless 1*Dk*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	234·0 B52'F23'	36·6	17·7	Hamburg German *WB*	T.3Cy.16$\frac{13}{16}$"27$\frac{9}{16}$"&43$\frac{3}{8}$"-31½" 106NHP StettinerOderwerkeStettin	
19965	**Alentejo** TwinSc 1*Dk*	362 — 160			…		1924	J.Crichton &Co.Ld. Saltney	CiaCaminhos de FerroPortugueses	155·4 … FK	25·1	9·5	Lisbon Portuguese *WB*	C.4Cy.12½"&26"-18" 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0
19966 GRVB	**Alert** TwinSc *Cable Vessel* *Fitted for Oil Fuel* Wireless D.F. 1*Dk&Awning dk* *CruiserStern*	941 876 357			…		1918	Swan,Hunter&Wigham Richardson, Ld Newcastle	H.M.Postmaster General	196·7 FK	31·4	20·1	British *WB*	T.6Cy.9¾",16"&26"-21" 106NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9
19967 653 IJIS	**Alessandro** AuxSc3MstSr (*ex*Helgoland) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	462 401 325					1918	Ver.Elbeu. Norderwerft Boizenburg	L.G.Tomei	158·4 Q35'F24'	27·7	12·5	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{5}{16}$" 96NHP J&CGBolindersCoLdSkm.	
19968 1427 IJJE	**Alessandro Podestà** (*ex*Rhein) 1*Dk*	633 464 348					1897	J.C.Tecklenborg A.G. Wesermünde-G	Ligure-Sicula Soc.diNav.	193·5 P110'F23'	26·0	13·3	Genoa Italian *WB*	C.2Cy.19"&37"-26¾" 59NHP J.C.TecklenborgA.G.Wsm	
19969 PCKM	**Aletta** *ss*Sba.No.2-35 TwinSc ~~*ss*Sng.No.1-31~~ *OilEng.* 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & deck*	3085 2264 1572	✠100A1 10,35 ✠LMC CS10,35 DBS10,35 6,32 *Carrying Petroleum in bulk*	Sba		P1,35 s5,34	1927 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBuE*40'106*t*	305·0 P86'*Trunk*169' F50' FK *FPT*73*tAPT*64*t*	50·3	19·4	TheHague Dutch 12*BH*	Oil Engines 4S.C.SA 12Cy.18½"-35$\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Amsterdam	19 ″ 3 s 1 ″ 9¾ 17 ″ 7½
19970 UOFK	**Aleut** (*ex*GlenRidge) *Ref.Mchy.* Sub.Sig. 2*Dks*	5055 4205 2454					1919	Standard S.B.Corp. Shooters Island,N.Y.	KamchatkaCo.Ld.	377·0 P41'B106'F41'	52·0	26·6	Vladvostk Russian *WB*	T.3Cy.25",42"&70"-40" 310NHP StandardS.B.Corp. ShootersIsland,N.Y.	
19971 203116 WCCR	**Aleutian** Ⓟ (*ex*Mexico) TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 4*Dks*	6362 — 3901					1906	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	400·0	50·0	30·0	NewYork Utd.States *WB*	T.6Cy.28",46"&76"-42" 749NHP NB23*refitted*30 W.Cramp&SonsS.&EB.Co	
19972 126994 KFSA	**Alex B. Uhrig** (*ex*Centurion) *Mchy.Aft* 2*Dks*	3257 — 2011					1893	F.W. Wheeler&Co. W.BayCity	ReissS.S.Co.	360·0 *WB*	45·2	21·9	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"-44" 263NHP F.W.Wheeler&Co.WBayC	
19973 93988 ZMKR	**Alexander** Ⓟ TwinSc *Oil.Eng.* *Well deck* Wireless 1*Dk*	377 236 196			…		1903	Mackie& Thomson Glasgow	AnchorShipping & FoundryCo.Ld.	138·5 Q81'*Bon*RQD47' F26' FK	24·0	9·7	Nelson,NZ British *WB*	Oil Engines 2S.C.SA 8Cy.12½"-15" 137NHP NE30 L.Gardner&Sons,Ld.Mch.	10 ″ 6
19974 UOJZ	**Alexander Emshanov** TwinSc Wireless *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	1219 1153 637					1922	Naval Works Nicolaieff	Sovtorgflot	229·9	34·0	12·4	Odessa Russian	T.6Cy.11",19$\frac{7}{16}$"&29$\frac{1}{16}$"-15¾" 67NHP ,Nicolaieff	
19975 96898	**Alex. Fraser** Pad 1*Dk*	344 169 146					1891	J.&R.Weir Montreal	UpperOttawa ImprovementCo. Ld.	128·6	23·2	7·6	Ottawa British	H.1Cy.26$\frac{5}{16}$"-72" 23RHP J.&R.Weir,Montreal	
19976 223775	**Alexander Hamilton** Ⓟ Pad *Fitted for oil fuel* 3*Dks* *CruiserStern*	2367 — 1252					1923	Bethlehem S.B.Corp.Ld. Sparrows Point,M.D.	HudsonRiverDay Line	338·6	42·1	13·6	NewYork Utd. States	T.3Cy.36½",56"&85"-72" 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint	
19977 162767 MJZJ	**Alexander Kennedy** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1313 985 726	✠100A1 7,35 ~~7,31~~ ✠LMC9,32	Gmh Shl	*o*	CL 7,35	1932 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	LondonPowerCoLd (StephensonClarke &AssociatedCos. Ld.*Mgrs.*) *CellDBuE*25'*f*151'	227·0 Q138'B16'F21' FK 369*t DTf*109*t FPT*	36·4	15·4	London British 5*BHCem* 132*tAPT*27*t*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 143NHP 1SB,3*cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s 4 ″ 11½ 16 ″ 1
19978 154692	**Alexander Leslie** (*ex*H.A.Rock, *ex*J.T.Hutchison) *Mchy.Aft* 1*Dk*2*trB*	3508 3333 2000					1901	American S.B.Co. Cleveland,O.	LakeErieCoalCo. Ld.	353·6 —	48·2	23·7	WndsrOnt British *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.	
19979 107372	**Alexander McDougall** 1*Dk*2*trB* *Mchy.Aft* GyC. (*Whaleback*)	3672 3385 2824					1898	American StlBargeCo. WstSuperior	PittsburghS.S.Co.	413·0 *WB*	50·0	22·0	Duluth Minn. Utd.States	Q.4Cy.19",28½",43"&66"-40" NB26 276NHP ClevelandS.B.Co.Cleveland	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19980 RAHE	**Alexander Sibiriakov** (*ex*Bellaventure) *ss*Liv.No.2–20 1*Dk*(*Stl*)&*deep framing* *Well deck* *Fitted for oil fuel*	1384 949 471	✠ 2,22 ✠	Liv	*p*		1909 1mo	D&WHendersn&Co.Ld. Glasgow	Sovtorgflot *CellDBa*60′	240·9|35·8|16·9 P&B148′F28′ FK *uE*19′*f*94′252*tFPT*	Archangel Russian 5*BHCem* 33*tAPT*46*t*	T.3Cy.22½″,37″&61″–42″ 347NHP 2SB(FD)&1AuxSB,8*cf*, GS150,HS5435 D&W Hendersn&CoLdGls	19 ″ 2	
19981 SVFP	**Alexandra** (*ex*Gerontas–33, *ex*Pentwyn–32, *ss*Bry.No.3–5,25 *ex*AriadneIrene) *ss*Ant.No.2–33 1*Dk*(*pt Irn pt Stl*)	*4355* *3970* *2638*	✠100A1 12,35 ~~1,35~~ ~~BS3,34~~ ✠LMC6,33 MBS4,35 DBS12,35	Bry Pal	*x*	CL 11,33	1913 3mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	J.C.&J.M.Carras (J.Carras,*Mgr.*) *CellDBa*131′*uE&B*47′	375·0|52·5|25·0 P27′B219′F38′ FK *f*155′1135*tFPT*82*t*	Chios Greek 6*BHCem* *APT*285*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 382NHP 2SB,8*cf*,GS153,HS6356 Blair&Co.Ld.Stockton	27 ″ 6 s3 ″ 10¼ 23 ″ 10½	
19982 OZDE	— Wireless D.F. *ss*Gms.No.1–36 1*Dk*(*Stl–pt* ws)2*nd dk in holds* *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	1463 1207 766	✠100A1 *withfreeboard* 4,36 ~~2,35~~ ✠LMC~~2,34~~ 4,36	Gms	*r*	OG ~~2,34~~ 4,36	1931 2mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd'sA&CP*	DetForenede DampskibsSelsk. *CellD*	266·6|39·1|17·1 P&B177′F54′ FK *B*218′ 347*t FPT*35*t*	Esbjerg Danish 6*BHCem* *APT*72*t*	C.4Cy.(2)18$\frac{11}{16}$″&(2)39⅜″–39⅜″ (*s*) 282NHP 215lb FD 2SB,6*cf*,GS100,HS3960 HelsingörsJernsk.&Mskb.	19 ″ 6 s 2 ″ 6 17 ″ 3¾	
19983 DCAP	— 1*Dk*	720 630 438					1905	Howaldtswerke Kiel	Sartori&Berger	194·5|30·3|13·9 B45′F23′	Kiel German *WB*	T.3Cy.14⅜″,22⅝″&36⅝″–21⅝″ NB27 62NHP Howaldtswerke,Kiel		G
19984 DAKZ	— 1*Dk*	592 443 354					1903	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9|28·1|11·2 Q53′B43′F22′	Stettin German *WB*	T.3Cy.14″,22″&36″–26″ 66NHP StettinerOderwerke,Stn.		G
19985 Broken up OXES	— Ⓟ Pad (*Ferry*) 1*Dk*	490 471 269					1892	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	212·0|26·2|11·7 len03	Masnedö Danish	C.2Cy.32″&60″–45″ 201NHP Burmeister&Wain,Cpn.		
19986 116340	— 2*Dks*	490 460 249					1903	Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	UpperOttawa ImprovementCo. Ld.	136·0|26·4| 8·3	Ottawa British	C.2Cy.24½″&44″–26″ E*made—fitted*22 84RHP NB*made*30,*fitted*32		
19987	**Alexandra Höegh** *For full particulars see No.*37001 *in Supplement* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern*	8000	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1935	Eriksbergs M.V.Aktieb. Gothenburg	Skibs.A/S Acadia (LeifHöegh,*Mgr.*)	465·0| | P95′B29′F41′	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″–47¼″ EriksbergM.V.Aktieb.Got		
19988 OSFA	**Alexandre André** *Mchy.Aft.* GyC. *OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing at bottom & at deck*	5322 *4631* *2832*					1928	NV Burgerhout'sM.&S. Rotterdam	BelgianGulfOil Co.S.A.	378·0|54·4|29·0 P112′B33′F36′	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 4Cy.26$\frac{9}{16}$″–47¼″ 491NHP NV Burgerhout'sM&S.Rot		V
19989 UOAB	**Alexey Rykoff** Ⓟ Sub.Sig. *OilEng.* *Ref.Mchy.* 2*Dks*	3870 2889 2255			…		1928	Severney S.B.Yard Leningrad	Sovtorgflot	324·6|48·0|25·9 P48′B96′F36′ FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP RussianDieselWorks,Len	28 ″ 0	
19990 163571 GYFY	**Alexia** *Mchy.Aft* *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* *Rudder electrically welded* *CruiserStern* *Longitudinal framing at bottom & at deck*	8016 7229 4783	✠100A1 9,35 ~~4,35~~ ✠LMC4,35 *Carrying Petroleum in bulk*	Bmn Rot	*c*†	CL	1935 4mo	Bremer Vulkan Vegesack *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64′14	465·0|59·4|33·8 P93′B47′F48′ FK 1*tDT f*25′272*tFPT*	London British 15*BHptCem* 139*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¼	
19991 TVMT	**Alexis de Tocqueville** TwinSc (*ex*Lotharingia–34) ~~*ss*Chb.No.2–31~~ *ss*Chb.No.3–3,35 2*Dks* *Cruiser Stern*	1256 905 598	✠100A1 *withfreeboard* 3,36 ~~3,35~~ LMC~~3,31~~ 3,35 ✠NB4,23 ~~BS5,34~~ BS3,36 *For Service in Cherbourg Harbour*	Chb		5,34	1923 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·9|38·1|15·5 B96′ FK *FPT*15*t*	Cherbourg French 6*BHCem* *APT*30*t*	T.6Cy13¼″,21¼″&34″–21″(*s*) 180lb 170NHP NE18*refitted*23 2SB,6*cf*,GS107,HS3380 D.Rowan&Co.Ld.Glasgow	17 ″ 0 s 8 ″ 3 9 ″ 1	
19992 OXBA	**Alf** (*ex*Bremersvold,*ex*Alf, *ex*MinisterHelleputte) 1*Dk*	2175 1693 1374					1909	FlensburgrSchiffsb.Ges. Flensburg	H.A.Christensen	279·6|41·4|17·5 P17′Q93′B50′F30′	Copnhagn Danish *WB*	T.3Cy.23$\frac{13}{16}$″,35$\frac{7}{16}$″&55⅛″ –35$\frac{7}{16}$″ 181NHP FlensburgerSchiffsb.Ges.		G
19993 6997 SDBG	**Alfa** (*ex*KalmarsundXI,*ex*Senta) 1*Dk*	*1261* *951* *734*					1922	PPhStuhrs Msk.&Skbs. Aalborg	RederiA/B Alfa (AllanBörjesson)	238·7|36·2|13·4 P14′Q71′B94′F29′	Hlsingborg Swedish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP A/S Frichs,Aarhus		V
19994 OXZN	— (*ex*Alida) 1*Dk*	844 722 488					1921	N.V.Werf. "Zeeland" Hansweert	J.Lauritzen	212·9|31·4|13·2 P30′Q56′H60′F23′	Esbjerg Danish *WB*	T.3Cy.14⅓″,22″&35⅘″–23⅗″ 63NH Machf."Delftshaven"Rot		G
19995 525 ~~OUOJ~~	— Aux4MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	374 303 263					1916	H.C.Christensen Marstal	SalvatoreSinagra	139·6|29·0| 9·9 P34′B13′F12′	Porto Empedocle Italian *WB*	Oil Engines 2S.C.SA 2Cy.16$\frac{14}{16}$″–18½″ 100NHP J&CGBolindersCoLdSkm		V
19996 CSAC	**Alferrarede** (*ex*Sado,*ex*Pluto) *ss*Cff.2ndNo.3–2,23 *ss*Lis.No.3–4,35 ~~*ss*Lis.No.2–30~~ Wireless 1*Dk*(*Stl*)&*ptAwng dk*	1452 972 865	100A1 *ptAwng dk* *withfreeboard* 4,35 ~~2,34~~ ~~BS1,34~~ LMC~~3,30~~ 4,35	Lis	*o*	OG ~~7,33~~ N4,35	1905	J.C.TecklenborgA.G. Wesermünde-G. *Lloyd'sA&CP*	Soc.GeralComercio,Industria e Transportes,Lda. *CellDB*	229·7|36·2|15·1 Q82′B102′RFD23′ F24′ FK 188′299*t FPT*50*t A*	Lisbon Portuguese 4*BHCem* *PT*6*t*	T.3Cy.17¼″,28″&45″–33″ (*s*) 175lb *100lb* 137NHP 1SB,3*cf*,GS54,HS2260 J.C.TecklenborgA.G.Wsm	24 ″ 6 s 7 ″ 1 17 ″ 8	
19997 Broken up ~~IBVA~~	**Alfieri** (*ex*KálmánKirály) D.F. 2*Dks*&*Web frames*	2233 2011 1383			…		1893	Wigham Richrdsn&Co Newcastle	~~AdriaSoc.Anon.di Nav.Marittima~~	285·3|38·2|23·0 P30′B60′F37′ FK	~~Fiume~~ Italian *WB*	T.3Cy.22″,36″&59″–39″ 230NHP WighamRchrdsn&CoNwc	25 ″ 6	I †
19998 1989 IBFY	**Alfio** (*ex*NataleL.–34,*ex*Mavisbrook) *ss*Gen.2ndNo.3–6,25 *ss*Gen.No.1–29 1*Dk*(*Irn*)&*deep framing*	2134 1925 1330	✠ ~~—~~ 8,34 ✠	Gen	*s*		1899 7mo	W.Gray&Co.Ld. WHartlepool	AlfioNapoli *Cell DBa&u*	290·3|42·2|19·0 P27′B74′F29′ FK *E&B*126′*f*120′654*t*	Genoa Italian 5*BHCem* *APT*54*t*	T.3Cy.21$\frac{11}{16}$″,35″&58″–39″ 217NHP 2SB,6*rf*,GS82,HS3370 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	I †
19999 SVLT	**Alfios** (*ex*Bolivian–33) *ss*Nwc.No.3–1,34 2*Dks*(*Stl*)	*5116* *4741* *3154*	✠100A1 12,35 ~~8,34~~ BS3,35 ✠LMC1,34	Cff Rot	*y*	CL ~~8,34~~ 12,35	1920 3mo	Irvine'sSB&D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	~~N.G.Livanos~~ Theofano MaritimeCo.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·0|52·3|28·5 P49′B113′F38′ FK 347′1126*t FPT*117*t*	Chios Greek 7*BHCem* *APT*178*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NH 3SB,9*cf*,GS190,HS7663 FD Richardsons,Westgarth&Co.Ld.Hpl	31 ″ 0 s5 ″ 11½ 25 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20000 PKRN	**Alfoer** OilEng. Mchy.Aft 1Dk	473 386 227					1934	Droogdok Maats. "Soerabaia" Sourabaya	Koninkl.Paketv. Maats.	156·0 P58'F27'	28·0	11·4	Batavia Dutch WB	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"–18" 102NHP Kon.Maats."DeSchelde"	
20001 CBAF	**Alfonso** Ⓟ ssVpo.No.2-36 ~~ssVpo.No.1-32~~ 2Dks(Stl–Weather dk ws) 3rd dk(Stl)in No.1 hold	3076 3347 1783	✠100A1 with freeboard 1,36 ~~3,34~~ ✠LMC MS~~1,31~~1,36 BS~~[illegible]~~7,35	Vpo		CL 8,34	1928 1mo Lloyd'sA&CP	Ayrshire DckydCo.Ld. Irvine	SocAnon.Ganadera y Comercial Menendez-Behety CellDB230'430t	278·6 B126'F31' FK FPT38tAPT62t	44·1	24·7	Magallnes Chilian 5BHCem Coll ,, to Wdk	T.3Cy.18½",30"&50"–36" (s) 200lb 248NHP 2SB,6cf,GS105,HS3852 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 9 s 8 ″ 11 18 ″ 3
20002 EAAL	**Alfonso Perez** (exWarChief) ssBbo.No.3-6,31 2Dks(Stl)	5649 5157 3374	✠100A1 6,31 ✠NE6,26 ✠LMC BS3,31 MS6,31	Bbo	z	CL 12,29	1919 2mo Lloyd'sA&CP	J.Coughlan&Sons Vancouver	A.F.Perez 1 IntermediateBH in forehold dispensed with CellDB	410·5 P59'B115'F47' FK 368'1274tFPT131t	54·1	27·5	Santander Spanish ptCem 6BH only APT269t	T.3Cy.25",44"&73"–48" (s) 180lb 532NHP 3SB,9cf,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 11½ 24 ″ 2
20003 EALR	**Alfonso Senra** (exSuarezNo.1, exSineus,exBlue Cross) ssLiv.2ndNo.3-6,20 1Dk(ptStlptIrn)2trB& ptAwngdk(Irn)&Webframes	3030 — 1866	✠ 1,25 ✠	Bel	u		1892 4mo	JLThompson&Sons Sunderland	NavieraCelta,S.A. (Gumersindo Suarez, Mgr.)	322·1 P29'Q100' BK10" ptAwngdk192' CellDB230'500t	41·3	26·7	Vigo Spanish 6BHCem APT30t	T.3Cy.24",39"&64"–42" NDB04 266NHP 2SB,6cf,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0
20004 204650	**Alfred H. Smith** (exRochester) Mchy.Aft 2Dks	4698 — 3855					1907	Gt.Lakes Eng.Works Ecorse,Mich	GreatLakesTransitCorporation	381·0	50·2	30·0	Buffalo Utd.States WB	Q.4Cy.21",30",43½"&63"–42" 257NHP GreatLakesEng.Wks.Det.	
20005 162322 GJXV	**Alfred Jones** OilEng. Ref.Mchy. 2Dks&Shelterdk	4022 — 2155					1930	Harland&Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6 P37'F43'	51·6	20·1	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.	
20006 1623 IJKV	**Alfredo** (exNino di Gallura-33, exPoggioreale,exRebus, exScotsgap,exKilbride) OilEng. 1Dk	614 — 354			...		1918	Hall,Russell&Co.Ld. Aberdeen	Dani&Co.	182·3 175·4 B50' FK	30·1	15·7	Genoa Italian WB	Oil Engine 2S.C.SA 4Cy.13¾"–21¼" 133NHP Emade18refitted30 SulzerBros.Winterthur	16 ″ 6
20007 108 IJLA	**Alfredo Cappellini** Ⓟ 1Dk	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.diNav. Toscana	184·9 P33'B41'F30'	24·4	13·7	Leghorn Italian	T.3Cy.16",26½"&43"–30" 100NHP Flli.Orlando&Co.Leghorn	
20008 81 IBEN	**Alfredo Oriani** (exMampoko-34, exTongrier, exWarBreaker) ssAnt.No.3-5,31 1Dk(Stl)2nd dk(Stl) D.F. inNos.1,2,3&4holds	3059 — 1831	✠ ~~[illegible]~~ 7,35 ✠~~LMC~~ ~~MS[illegible]~~ ~~BS[illegible]~~	Ant	u	CL 8,34	1918 11mo Lloyd'sA&CP	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	"Adria" Soc.Anon. diNav.Marittima	342·0 P33'B100'F28' FK Cell DB284'738t	46·7	23·2	Fiume Italian 7BHptCem	T.3Cy 25",41"&68"–45" (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD McKie&Baxter,Glasgow FPT95tAPT124t	25 ″ 6 ~~4 0~~ ~~21~~
20009 1953 IBDE	**Alga** (exLeonora-34) Mchy.Aft 1Dk	1934 — 1137					1922	Scheeps.&Machfbk.de Liesbosch Utrecht	OrazioRosini	271·2 Q155'B12'F22'	38·3	16·8	Genoa Italian WB Altered by	T.3Cy.17$\frac{9}{16}$",27$\frac{9}{16}$"&45$\frac{1}{16}$"–27$\frac{9}{16}$" 105NHP Emade05altra24&refitted26 Scheepsw.&Machinefb. "DeLiesbosch,"Jutfaas	
20010 OXZO	**Algarve** 1Dk	1355 1137 784					1921	Frdkshvns.Værft& FlydedokA/S Frederikshvn	DetForenede Dampskibs.Selsk.	254·6 P158'F26'	37·2	16·0	Copnhagn Danish WB	T.3Cy.20",33"&54"–36" 175NHP D.Rowan&Co.Glasgow	
20011 PCKY	**Algenib** 1Dk	3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co's Stoomv.Maats.	361·4 P24'B214'F34'	49·9	22·1	Rottrdam Dutch WB	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroogd.Maats.	
20012 6635 SLFA	**Algeria** ssOsc.No.3-6,34 1Dk(Stl)&Shelter dk(Stl)	1617 — 803	✠100A1 Shelter dk with freeboard 2,36 ~~6,34~~ ✠LMC MS3,34 BS~~10,34~~10,35	Osc Got	r	OG 6,34	1921 6mo Lloyd'sA&CP	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB237'473t	270·9 FK Collision FPT44tAPT28t	41·2	22·6	Gothenbrg Swedish ptCemptAsp BH to Sh dk 3 ,, ,, U ,,	T.3Cy.22½",35$\frac{13}{16}$"&58$\frac{13}{16}$"–36" 185lb 100lb (s) 271NHP 2SB,6cf,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 5 17 ″ 8½
20013 147256 GKNQ	**Algerian** ssHul.No.2-33 1Dk(Stl)2nd dk CruiserStern (Stl)inNos.1&2holds	2305 2168 1441	✠100A1 9,35 ~~1,35~~ ✠LMC MS3,33 BS~~1,35~~ 12,35	Hul	t	CL ~~9,32~~ 9,35	1924 5mo Lloyd'sA&CP	Barclay,Curle&Co.Ld. Glasgow	EllermanLines,Ld. CellDB254'501tD	295·0 P&B184'F31' FK Tf20'324tAPT29t	43·7	21·0	Liverpool British 6BHptCem 1 ,, to2nd dk	T.3Cy.18",31½"&54"–36" (s) 225lb 100lb 300NHP 2SB,6cf,GS109,HS4526 FD Barclay,Curle&Co.Ld.Gls.	23 ″ 0 s 2 ″ 5 20 ″ 9¼
20014 142847 GCMY	**Algerian Prince** ssBkn.No.1-35 Ref.Mchy. ssMch.No.3-9,31 Sub.Sig. 1Dk(Stl)2nd dk(Stl)in holds	3089 2848 1850	✠100A1 9,35 ~~10,34~~ 9,35 ✠LMC MS~~12,34~~ BS1,35 ✠Lloyd'sRMC~~10,34~~ 9,35	Mch Bkn	u	CL ~~10,32~~ 9,35	1919 10mo Lloyd'sA&CP	J.Priestman&Co. Sunderland	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellD	331·3 P33'B98'F28' FK B278'749tFPT113t	46·8	23·2	Newcastle British 5BHCem APT122t	T3.Cy.25",41"&68"–45" (s) 180lb 429NHP 3SB,9cf,GS156,HS6321 FD G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11½ 21 ″ 9
20015 FNWA	**Algerie** 1Dk2trB	3386 2572 2151			...		1910	Atel.&Ch. deFrance Dunkirk	Cie.desBateaux àVap.duNord	331·0 P&B218'F34' FK	46·5	21·0	Dunkirk French WB	T.3Cy.24",40"&65"–42" NE18 290NHP N.E.Mar.Eng.Co.Ld.Nwc.	23 ″ 10
20016 257 IJLG	**Algerino** (exHolstenau,exCairo) 2Dks	1371 761 798					1920	Vulcan-Werke Hamburg	"Tripcovich" ServiziMarittimi delMediterraneo	239·0 B25'F30'	34·4	11·9	Trieste Italian WB	T.3Cy.15¾",23⅝"&43$\frac{5}{16}$"–27½" 98NHP Vulcan-Werke,Hamburg	
20017 220518 KDDC	**Algic** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	5496 4971 3378			...		1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·2	Phildlphia Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft WestinghouseElectric &Mfg.Co.Essington,Pa	32 ″ 10
20018 145637 MLZC	**Algol** ssGms.No.2-32 1Dk(Stl) Cargo battens not fitted	1566 1378 929	✠100A1 2,36 ~~4,35~~ BS4,35 ✠LMC2,35	Cff	p	CL 3,35	1924 8mo Lloyd'sA&CP	W.Dobson &Co. Newcastle	R.H.Penney&Sons CellD	245·3 B48'F22' FK B219'431tFPT67t	37·0	18·7	Shoreham British 4BHptCem APT117t	T.3Cy.17½",29"&48"–33" (s) 180lb 176NHP 2SB,4cf,GS80,HS3150 N.E.MarineEngCoLd.Nwc	20 ″ 4 s 2 ″ 7 17 ″ 11¾
20019 220815 KDKH	**Algonquin** ssN.Yk.No.3-8,33 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	7229 6642 4475	✠100A1 7,35 ~~9,34~~ BS7,35 ✠LMC3,35 Carrying Petroleum in bulk Fitted for oil fuel 11,20 F.P. above 150°F.	Bal Phl	b†	CL 3,33	1920 11mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc. CellDBuE&B62' 197tDTf50'884t	435·0 P106'B50'F42' FK FPT104tAPT70t	56·0	32·0	NewYork Utd.States 14BHptAsp (9 to U dk 5 ,, 2nd,,)	T.3Cy.27",47"&78"–48" 220lb 600NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 8 ″ 0½ 25 ″ 10

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20020 226126 KGDL	**Algonquin** Ⓟ *Ref.Mchy.* *1Dk2nd dk in holds* D.F. *Fitted for oil fuel*	5946 4424 3546			...		1926	NwprtNws S.B.&D.D.Co NewprtNews	Cherokee&Semi-noleS.S.Co.(Clyde-MalloryLines*Mgs*)	387·5 P&B322'F53' *Promenade dks* FK	55·0	20·0	NewYork Utd. States *WB*	2SteamTurbinesSRgeared to1Sc.Shft. 981NHP NewportNewsSB&DD.Co.	23 " 6	R †
20021 161515	**Algonquins** *Mchy Aft* *1Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld Glasgow	St.Lawrence Steamships,Ld.	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
20022 PCLK	**Algorab** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	4938 4473 2966					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F40'	54·3	27·4	Rotterdam Dutch *WB*	1DRgearedSteamTurbine Allgem.Elekt.Ges.Berlin		G
20023 ~~[illegible]~~ ~~[illegible]~~	**Alhama** (*ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3-4,34 *Well deck* *1Dk(Stl)&deepframing* Now "Elsa S," see No. 37993 in Supplement	1189 1026 705	✠100A1 7,35~~4,34~~ BS7,35 ✠LMC2,34	Gls	*o*	CL ~~9,32~~ 6,35	1910 7mo *Lloyd*	Campbel-townS.B.Co. Campbltown '*sA&CP*	~~MossgielS.S.Co.Ld. (J.Bruce&Co. Mgrs.)~~ *CellDB*	229·5 Q79'B58'F28' FK *a*54' *u E&B*33'*f*102'	34·9	16·0	Finnish 4*BHCem* 315*tAPT*95*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 136NHP 2SB,*4cf*,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 " 4 s 1 " 7¼ 16 " 11	
20024 EAAN	**Alhambra** Ⓟ (*ex*Cataluña) *ss*Bcl.2ndNo.3-11,35 ~~*ss*Bcl.No.3-3,22~~ ~~*ss*Val.No.2-31~~ *2Dks(M-Stl)&Awng dk.(ptStl)*	1689 1646 922	✠100A1 *Awng dk with freeboard* 11,35 ~~5,34~~ ✠LMC11,35 ~~BS11,30~~ ~~MS1,31~~	Val Bcl	*q*	~~N1,30~~ 11,35	1908 12mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland '*sA&CP*	Hijo deRamonA. Ramos *CellDB*	250·0 BK9" *a*67'*u E&B*33'*f*100'	35·0	16·0	Barcelona Spanish 6*BHCem* 260*tAPT*8*t*	T.3Cy.18½",30"&49"-33" (*s*) 180lb *100lb* 153NHP 1SB,*3cf*,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 " 4 s 6 " 4½ 21 " 1	
20025 PCLR	**Alhena** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	4930 4473 2969					1921	Deutsche WerftA.G. Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F41'	54·3	27·4	Rotterdam Dutch *WB*	T.3Cy.28$\frac{9}{16}$",45$\frac{5}{16}$"&75"-55⅛" 418NHP GutteHoffnungshütte Oberhausen		G
20026 DJNK	**Alicante** D.F. E.S.D. *1Dk* Sub.Sig. *CruiserStern*	2140 1629 1103					1934	Deutsche WerftAG Bet Finkenwrder Hamburg	R.M.Sloman,Jr.	306·4 B&F278' *Upper*F47'	43·6	16·2	Hamburg German *WB*	C.4Cy.(2)16¾"&(2)35$\frac{7}{16}$"-37⅜" & Exhaust Steam Turbine HS4090 309NHP DeutscheWerftA.G.Ham.		G
20027 307 ICPG	**Alicantino** (*ex*Pangbourne) *ss*Bkn.No.3-10,26 *ss*Tri.No.2-34 *Mchy.Aft* *2Dks(Stl)&2nd dk(Stl) inNos.1&2holds*	1642 1430 999	✠100A1 ~~6,35 11,34~~ 3,36 ✠LMC BS~~4,34~~6,35 MS11,34	Tri ~~Pla~~	*q*	CL ~~8,32~~ 6,35	1914 1mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	"Tripcovich"Servizi Marittimi del Mediterraneo	260·7 250·2 P69'B28'F53' *CellDBuE&B* FK 59'*f*161'319*tFPT*	40·1	19·7	Trieste Italian 4*BHCem* 46*tAPT*35*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 182NHP 2SB,*4cf*,GS92,HS3180 Earle'sCo.Ld.Hull	21 " 11 s 2 " 6 19 " 6½	
20028 OXZP	**Alice** *1Dk*	1196 921 712					1924	A/S Nak-skovSkibs. Nakskov	D/S A/S Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P14'Q69'B97'F30'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾",25½"&41½"-26¾" 90NHP OttensenerMachfabAltona		C
20029 141 IDFA	— Ⓟ (*ex*ArditaII°, *ex*GeorgeWard,*ex*Yt.Beryl, *ex*PrincessAlice) *ss*Gls.2ndNo.3-1,21 *1Dk(Stl-teak s)* Wireless	1094 923 513	2,26	Ply			1898	LairdBros. Birkenhead	Lieut.A.A.Balilla Longo	250·9 272·9 P34'F35' BK8"	33·5 35·1	20·0 18·8	Rome Italian 5*BHCem*	T.3Cy.19",30"&46"-30" 108NHP 2SB,*6cf*,GS99,HS1450 LairdBros.Birkenhead	20 " 0	I †
20030	— 3Mst Note "Araguá," see No. 37030 in Supplement (*ex*DraytonManor, *ex*Northquay,*ex*Abelia) *ss*Rio.No.3-10,32 *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted* *Well deck*	*730* *501* *347*	✠100A – 10,33 BS11,34 ✠LMC10,32	Rio		OG 10,32	1920 8mo	N.V.Schps. DeMerwede v/dVanVliet &Co. Hardinxveld	Soc.Brazileira de Cabotagem,Lda. *CellD*	180·0 Q117'F24' FK *Bf*103'146*tFPT*63*t*	28·0	12·0	R.Janeiro Brazilian 3*BHCem* *APT*7*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb *100lb* 82RHP 1SB,*3cf*,GS60,HS1983 Verschure&Co.Amsterdam	14 " 6 s 4 " 8½ 14 " 0	
20031 OSPC	— **3Mst** *ss*Apl.2nd.No.3-9,28 *Mchy.Aft* *1Dk(Stl)* *Well deck*	620 — 368	✠ — 5,33 ✠	Bkn	*j*		1903 2mo	Earle'sCo. Ld. Hull	GustavePasmars	177·8 Q92'B12'F23' FK *DTf*16'23*tFPT*	29·8	13·6	Antwerp Belgian 4*BHCem* 50*tAPT*4*t*	T.3Cy.16",26½"&43"-30" 101NHP 1SB,*3cf*,GS56,HS1880 Earle'sCo.Ld.Hull	14 " 6	C †
20032 113505 MFDM	**Alice M. Craig** *ss*Bel.2ndNo.3-10,26 *Well deck* *ss*Bel.No.1-31 *1Dk(Stl)&Web frames*	916 715 378	✠100A1 8,34 ✠LMC MS10,30 BS8,34	Sws	*m*	N6,33	1900 12mo	AilsaS.B. Co. Troon A&CP	A.H.Smith *WB=CellDBa*46'	216·1 33·9 P20'Q92'B10'F29' FK&BK1" *uE*19'*f*75'236*tFPT*	32·0	15·5	Belfast British 4*BHCem* 48*tAPT*40*t*	T.3Cy.17",28$\frac{5}{16}$"&45"-33"(*s*) 170lb 142NHP 2SB,*4cf*,GS73,HS2460 Dunsmuir&Jackson,Gls.	16 " 4 s 5 " 0½ 15 " 7	
20033 144924 GDWX	**Alice Marie** *ss*Sld.No.2-29 D.F. *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2206 1750 1216	✠100A1 12,31 BS12,31 ✠LMC2,29	Bly	*r*	CL 12,31	1920 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	RodneyS.S.Co.Ld. *CellDB* 231'562*t side tanks*	280·0 Q157'F28' FK *inER*166*tFPT*110*t*	40·5	18·5	Newcastle British 4*BHCem* *APT*252*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb *100lb* 220NHP 2SB,*6pf*,GS109,HS3514 G.Clark,Ld.Sunderland	20 " 9 s 2 " 7 18 " 5	
20034 135913 GBJF	**Alice Moller** (*ex*Rhodesian Transport-33, *ex*OluthaRiver) *ss*Npt.No.3-7,27 *2Dks(Stl)*	4986 4667 3145	✠ — 6,33 ✠	Liv	*y*		1914 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	MollerLine,Ld. *CellDBa*132'*uE*	400·0 P36'B126'F43' FK 28'*f*173'1029*tFPT*	52·0	27·4	Shanghai British 6*BHCem* 83*tAPT*110*t*	T.3Cy.26",42"&70"-48" 402NHP 3SB,*9cf*,GS167,HS6636 Richardsons,Westgarth& Co.Ld.Hpl.	30 " 0	
20035 FNFX	**Alice Robert** *Fitted for oil fuel* *Ref.Mchy.* *1Dk2trB* *CruiserStern*	2500					1934	Nakskov Skibs.A/S Nakskov	Cie.Franco-Coloniale deNav. (L.Martin,*Mgr.*)	290·0 P21'F129'	48·0	25·7	Nantes French *WB*	C.4Cy.(2)15⅜",(2)37$\frac{13}{16}$"-34$\frac{7}{16}$" 140NH FredrikstadM.V.Frdstad		V
20036	**Alicia** **TwinSc** *ss*Cco.No.1-32 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom and deck*	*2694* *1810* *1225*	✠100A1 ~~6,30 12,34~~12,35 BS12,35 ~~BS12,34~~ ✠LMC1,32 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,28	Cco	*t*	CL s12,33 P7,34	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Caribbean PetroleumCo.	305·2 Q86'F45' *Trunk*174' FK *FPT*114*t*	50·2	15·0	Maracaibo Venezuelan 11*BHptCem ptAsp* *APT*84*t*	T.6Cy.13",22"&35"-24" (*s*) 180lb 234NHP 2SB,*4cf*, HS4042 FD ShieldsEng.Co.Ld.N.Shl.	15 " 0 s 1 " 7 13 " 7½	
20037 137 IJLM	— (*ex*Latvija,*ex*Holger,*ex*JohannW.Jens, *ex*Beta,*ex*Kiel) *1Dk*	487 402 273					1889	Akt.Ges. "Neptun" Rostock	A.Alfino&Figli	146·0	25·4	13·8	Catania Italian *WB*	C.2Cy.18$\frac{3}{10}$"&34⅕"-16$\frac{1}{10}$" 39NHP J.Spengel&Sons,Ld.Nwc.		I
20038																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20039 5446 SLNA	**Alida Gorthon** (*ex*Karlsvik-34, *ex*Alida, *ex*Atheniana, *ex*Athinaia, *ex*Atheniana) ssGot.2ndNo.3-5,28 ssGot.No.1-32 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*2373* *2111* *1399*	✠100A1 ~~5,33~~ ~~4,34~~ 4,36 ~~[illegible]~~ BS4,36	Mmo ~~Got~~ ✠LMC6,33 ~~[illegible]~~		CL 4,34	1902 5mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	Rederiaktieb.Activ.(Joh.Gorthon, *Mgr.*) *CellDB*	302·4 P27'B69'F29' FK *a&uE*120'*f*124'621*t*	43·2	19·8	Hlsngborg Swedish *5BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb ~~805~~ 221NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 3 ″ 6½ 18 ″ 11
20040 XCBP	**Alijadores No. 2** TwinSc (*ex*Superior-33, *ex*SantaAlicia,*ex*Bassa) *Fitted for oil fuel* 1*Dk*	1320 — 820					1905	DJ.Dunlop&Co. Pt.Glasgow	GremioUnidode Alijadores,S.C.de R.L.	220·0	36·1	13·2	VeraCruz Mexican *WB*	T.6Cy.13",21"&34"-24" 114NHP D.J.Dunlop&Co.P.Gl.	
20041 SVAI	**Aliki** (*ex*LeopoldL.D., *ex*WarCypress) ssRot.No.3-11,29 ssPir.No.1-35 1*Dk*(*Stl*)	5140 4720 3199	✠100A1 2,36 ~~1,35~~ BS2,36	Pir Bkn ✠LMC1,35	*y*	CL 1,35	1917 11mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	N.G.Livanos *CellDB*	400·0 P49'B113'F40' FK 343'1152*t FPT*118*t*	52·4	28·4	Piræus Greek *7BHCem* *APT*166*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS189,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 s 5 ″ 11½ 25 ″ 3½
20042 DOFC	**Alimnia** (*ex*Ostsee,*ex*Themisto) 1*Dk*&*Spar dk*&*deep framing*	3727 3393 2338			...		1901	C.S.Swan&Hunter,Ld. Newcastle	AtlasLevante-LinieA.G.(DeutscheLevante-LinieG.m.b.H.*Mgs*)	348·0 P28'B92'F39' FK	45·2	17·9 26·1	Bremen German *WB*	T.3Cy.24",40"&66"-45" NB21 NDB21 321NHP Blair&Co.Ld.Stockton	28 ″ 10
20043 144902 GDCB	**Alipore** D.F. 2*Dks*(*Stl*)	5273 4766 3241	✠ 3,22	Bom ✠	*y*		1920 7mo	Palmers' Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB*	400·1 P49'B113'F39' FK 345'1112*t FPT*122	52·3	28·5	Newcastle British *7BHptCem* *APT*174*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0
20044 ~~[illegible]~~	**Alisa** (*ex*Mosel-35) 1*Dk*	912 759 435					1911	Schiffsw.v. HenryKoch Lübeck	AtidNavigation Co.Ld.(Barnett Bros.&Borchard. Ld.*Mgrs.*)	213·5 P&B128'F60'	32·9	14·9	Haifa Palestine *WB*	T.3Cy.17",27⅜"&42⅞"-32½" 105NHP OttensenerMchFabAltona	
20045 LCCS	**Alix** (*ex*IngridLindoe) 4Mst 1*Dk*	1115 976 657					1917	Akers Mek.Værks. Oslo	A/S A.Salvesens Rederi(A.Salvesen,*Mgr.*)	226·4 P22'B58'F30'	36·5	15·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP Akers.Mek.Værks.Oslo	
20046 DOMF	**Alk** Wireless 1*Dk*	1175 887 612					1924	Akt.Ges. "Neptun" Rostock	ArgoReed,A.G.	221·4 P14'Q65'B52'F26'	34·9	11·2	Bremen German *WB*	T3Cy17 3/16",29 1/16"&47½"-31½" 125NHP A.G."Neptun,"Rostock	
20047	**Alkaid** (*ex*Tenbergen) (*STRANDED 7,33—REFLOATED—NOW IN PORT DAMAGED*) ssRot.No.2-31 2*Dks*(*Stl*)	4441 4126 2702	✠ 7,33	Rot ✠	*y*		1922 9mo	N.V. Lobithsche Scheepsb.My. Lobith	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*	385·0 P31'B242'F37' FK 333'882*t FPT* 106*t*	50·3	26·4	*6BHptCem* *APT*50*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP 3SB,9*cf*,GS171,HS6660 BritishThomson-Houston Co.Ld.Rugby	29 ″ 0
20048 SVCX	**Alkimos** (*ex*LeMerlier-34, *ex*DéputéRenéReilleSoult) 1*Dk*	1906 1580 1146			...		1920	Chant.Nav Français Caen	C.Scrivanos&Ger.&Geo. Raftopoulos	266·6 P31'B57'F24' FK	39·3	22·9	Piræus Greek *WB*	T.3Cy.18⅛",29½"&49 3/16"-37 1/16" 190NHP Schneider&Cie.Havre	
20049 PCMN	**Alkmaar** Ⓟ *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	6944 6407 4240					1919	Rotterdam DroogdMaats Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	447·4 P36'	62·8	30·2	Amstrdam Dutch *WB*	T.3Cy.31",50"&82"-54" 494NHP RotterdamDroogd.Maats.	
20050 SVAC	**Alkmini** (*ex*Albania) ssPir.2ndNo.3-6,14 ssPir.No.2-23 Wireless 2*Dks*(1*ptStl*)	1499 1261 868	✠ 5,27	Pir ✠	*q*		1887 5mo	AM'Millan &Son Dumbarton	N.G.Kyriakides	264·0 P26'B74'F59' *FPT*38*t APT*16*t*	34·0	19·8	Piræus Greek *5BHCem* *4BHtoUdk* 1 „ „ *2nddk*	T.3Cy.25",38"&62"-42" NDB04 235NHP 2DB,8*cf*,GS140,HS3470 D.Rowan&Son,Glasgow	21 ″ 0
20051 [illegible] Stranded 2,35-Refloated	**Alku** (*ex*Ryvarden) 1*Dk*	1203 983 667					1907	Laxevaags Msk.&Jrnskb Bergen	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*)	229·0 P11*t*H54*t*F29*t*	35·2	15·9	Åbo Finnish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&JernsBgn	16 ″ 10
20052 361	— Wood *OilEng.* 1*Dk*	348 303 260					1920	O/YRauma Wood,Ld. Raumo	O/Y RaumaWood, Ld.	144·4	29·5	11·1	Raumo Finnish	Oil Engine 2S.C.SA 2Cy.16½"-18⅘" 96NHP J&CGBolindersCoLd.Skm	
20053	**All America** TwinSc *Cable Vessel* ssBoaNo.3-12,33 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)&*2nd dk*(*Stl*)*in holds* D.F.	*1819* *1655* *880*	✠100A1 *Awng dk withfreeboard* 4,35 ~~7,34~~ DBS11,34 *Fitted for oil*	Boa MBS4,35 ✠LMC2,34 *fuel F*	*q* *P.*	CL ~~P3,32~~ S12,33 P4,35 *above*	1921 10mo 150° F	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	AllAmericaCables Inc. *Cell DBa33'u E21'*	278·4 FK *f*82'167*t FPT* 27*t*	37·0	22·4	NewYork Utd.States *Cem* *5BHtoAwdk* *APT*29*t*	T.6Cy.15½",25"&43"-30" (*s*) 180lb *100lb* 264NHP 2SB,6*cf*, HS3746 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7½ 20 ″ 6
20054 221033 KDOH	**Allan Jackson** (*ex*Crampton Anderson) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	6635 — 4038			...		1921	Bethlehem S.B.Co.Ld. Alameda,Cal.	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey.	435·0 P106'B50'F42' FK	56·0	33·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 600NHP BethlehemSBCo.Ld. SanFrancisco	33 ″ 6
20055 152000 VJBG	**Allara** ssSyd.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	3279 2967 1969	✠100A1 ~~4,35~~ ~~6,34~~ 4,36 ~~MS2,32~~	Syd ✠LMC4,36 ~~BS4,34~~ ~~4,36~~	*v*	CL ~~4,33~~ 4,36	1924 7mo	W.Beardmore&Co.Ld. Glasgow *Lloyd'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	340·5 P38'B104'F35' FK *B*289'885*t FPT*97*t*	47·2	23·2	Melbourne British *7BHCem* *APT*131*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 441NHP 3SB,9*cf*,GS161,HS6600 FD W.Beardmore&Co.Ld.Gls.	25 ″ 6 s3 ″ 11½ 21 ″ 7½
20056 222760 KFGA	**Alleghany** Ⓟ *Fitted for oil fuel* Sub.Sig. *Longitudinal framing* D.F. 4*Dks*	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchants&MinersTransptn. Co.	350·7	52·1	15·2	Baltimore Utd.States *WB*	T4Cy.24½",41¾"&(2)54"-48" Hooven,Owens& 404NHP RentschlerCo.Hamilton,O.	
20057 145858 MKSB	**Allegheny** ssSld.No.3-8,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	856 731 446	✠100A1 9,35 ~~8,34~~ BS9,35 *Carrying Petr* *Fitted for oil*	Sld Nwc ✠LMC8,34 *oleum* *fuel F*	*l* *in* *.P*	CL ~~7,34~~ 9,35 *bulk* *above 1*	1921 7mo 50°F.	J.Crichton &Co.Ld. Connah's Quay *Lloyd'sA&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*)	200·4 F23'B54' FK *FPT*50*t*	32·5	14·0	Liverpool British *11BHptCem* *APT*35*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 101NHP 2SB,4*cf*,GS62,HS1880 LythamS.B.&E.Co.Ld. Lytham	15 ″ 0 s 2 ″ 0½ 13 ″ 1½
20058 2957 SDHN	**Allegro** (*ex*Hemland,*ex*Midas) Iron ssGot.4thNo.3-3,30 1*Dk*(*Irn*)2*trB* ssOsc.No.1-34	*1953* *1667* *1149*	✠100A1 4,34 ~~10,33~~ ✠NB5,03 ~~MS4,34~~	Got Osc ✠LMC4,34 ~~BS4,34~~ 4,35	*r*	OG 4,34	1883 5mo	T.&W. Smith N.Shields A&CP	RederiA/B Macedonia(I.Scheja, *Mgr.*) *DBa*32'*f*28'&	276·0 P29'B64'F29' FK *uE&B*40'297*t FPT*	36·7	21·2	Stockholm Swedish *4BHCem* 24*t APT*17*t*	T.3Cy.19½",32"&56"-40" (*s*) 160lb *80lb* NDB00 180NHP 1SB,3*cf*,GS60,HS2417 *Tpd*03 LindholmensMVGot	22 ″ 6 s 3 ″ 5 19 ″ 3½

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20059 148305 GSQZ	**Allende** *ss*Shl.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5081 4737 3158	✠100A1 *withfreeboard* ~~5,35~~ ~~11,34~~ 4,36 BS~~11,31~~ 4,36 ✠LMC11,33 *Fitted for oil*	Hul ~~Npt~~ Bry *fuel*	*a*† 1	CL ~~10,34~~ ~~5,35~~ 4,36 1,33 F.P.	1928 11mo *Lloyd* *above*	Nthmblnd S.B.Co. (1927),Ld. Newcastle '*sA&CP* 150° F.	NolisementSSCoLd (Morel,Ld.*Mgrs.*) *Cell DB*362'1397*t*	412·6 F40' *FPT*100*t APT*154*t*	55·3	26·1	Cardiff British FK 7*BHCem* (*ColltoShdk* 6 ,, *2nd* ,,)	Q.4Cy.23",32½",47"&68"-48" 225lb *150lb* (*s*) 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3¼ 25 ″ 5½	
20060 DABT	**Allenstein** (*ex*Lena, *ex*Coblenz,*ex*WasserbootII) TwinSc *Mchy.Aft* 1*Dk*	939 896 550					1913	Schffb.Ges. Unterweser Weser- münde-L.	Kohlen-Import u Poseidon SchiffahrtsA.G.	203·0 B20'	34·5	16·1	Königsbrg German	C.4Cy.12⅗"&25⅗"-15⁷⁄₁₀ 43NHP Ottensener Maschf.G.m.b.H.Altona		G
20061 150156	**Allenwood** WoodTwinScK *Mchy.Aft* 1*Dk*	398 322 188					1920	J.Wright CapeHawke, N.S.W.	AllenTaylor&Co. Ld.	147·0	35·0	8·2	SydnyNSW British	C.2Cy.12"&24"-16"&18" RossDuncan,Gls.& 48RHP MelbourneCoal& ShippingCo.Mel.		
20062 DODU	**Aller** Ⓟ 4Mst Sub. Sig. D.F. 2*Dks*	7627 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P39'	63·1	28·3	Bremen German *WB*	T4Cy.35¹⁄₁₆",57½"&(2)66¹⁵⁄₁₆"-59¹⁄₁₆" 688NHP BremerVulkan,Vegesack		G
20063 95920 KJBD	**Allerton** Ⓟ Iron (*ex*HomerRamsdell) 1*Dk*	1181 — 822					1887/1912	T.S.Marvel S.B Co. Newbrgh,NY	Nantasket-Boston SteamboatCo.	225·0	32·5	11·8	Hull,Mass Utd. States	C.2Cy.28"&52"-36" *Ealtered*11 135NHP WrightStm.Eng.Wks. Newburgh,N.Y.		
20064 FNUQ	**Allier** Now "Caraibe," see No. 37533 in Supplement *Fitted for oil fuel* D.F. 3*Dks*	4087 3272 1839					1932	Atel.&Ch. deFrance Dunkirk	CompanieGénérale d'Armements Maritimes	325·5 P52'B99'F44'	52·5	28·7	Marseilles French *WB*	3SteamTurbinesSRgeared to Sc Shaft 667NHP Atel.&Ch.de laLoire,St.N.		V
20065 CBAL	**Allipen** 2*Dks* *Cruiser Stern*	1762 1188 747					1923	Inter- nationalS.B &E.Co.Ld. Danzig	Haverbeck& Skalweit	243·0	36·1	15·5	Valdivia Chilian *WB*	T3Cy.17⁵⁄₁₆"27⅝"&45⁵⁄₁₆"-31½" 112NHP InternationalS.B.&E.Co. Ld.Danzig		G
20066 142667 GPQK	**Alma Dawson** (*ex*Bradclyde-34, *ex*WarCastle) Now "Avon Bridge," see No. 37[illegible] in Supplement *ss*Sws.No.3-8,30 *ss*Fal.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4254 3965 2586	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~9,34~~	Liv Gen BS7,35 ✠LMC1,34	*y*	CL ~~9,34~~ 7,35	1918 10mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	New EraS.S.Co.Ld. (F.S.Dawson,Ld. *Mgrs.*) *CellDB*351'1284*t*	399·6 F39'*onShelter dk* *FPT*60*tAPT*90*t*	53·0	24·3	Newcastle British FK 7*BHptCem* (*CollotoSh dk* 6,, ,, *2nd*,,)	T.3Cy.27",45"&75"-54" (*s*) 180lb 620NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc	26″11 s 2 ″ 8¾ 24 ″ 5	
20067 136353 GLTK	**Almanzora** Ⓟ TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*&1*ptDk*	15551 10179 9441	✠Lloyd'sRMC~~4,35~~ ~~6,35~~ 4,36 ~~12,35~~ ~~10,35~~ ~~8,35~~				1914	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·0 P53'B353'UpB348' F100' *Promenade dk*onUprB295'	67·3	33·3	Belfast British *WB*	T.8Cy.27",42"&(2)49"-51" 1L.P.Turbine Harland&Wolff,Ld.Bel.		BT till ~~9,35~~ ~~10,35~~ 10,36
20068 ~~148927~~ ~~GMRW~~	**Almazora** *ss*Gls.No.1-31 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Cap Guir," see No. 37563 in Supplement	1536 1271 789	✠100A1 *withfreeboard* 7,34 BS~~7,34~~ 6,35	Gls ✠LMC7,31	*r*	CL ~~7,34~~ 6,35	1927 4mo *Lloyd*	R.Duncan &Co. PortGlasgow '*sA&CP*	~~MossgielS.S.Co.Ld~~ ~~(JohnBruce&Co.~~ ~~*Mgrs.*)~~ *CellDB*233'470*t*	271·9 *FPT*45*tAPT*80*t*	41·2	15·4	French FK 4*BHCem* (*Coll BHto Sh dk* 3 ,, *2nd* ,,)	T.3Cy.19",32"&54"-36" (*s*) 200lb 247NHP 2SB,*6cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow	17 ″ 2 s ″3¾ 17 ″ 0½	
20069 149751 GMTC	**Almeda Star** Ⓟ TwinSc (*ex*Almeda) *ss*Bkn.No.2-35 *Ref.Mchy.* 5*Dks* 3*rd*&5*th dks omitted in foremost hold* D.F. E.S.D. *CruiserStern*	~~14935~~ ~~9703~~ ~~9246~~ 14935 12358 9246	✠100A1 *withfreeboard* 2,36 ~~4,35~~ ✠Lloyd'sRMC~~4,35~~ ~~7,35~~ 5,36 ~~2,36~~ ~~12,35~~ ~~1,36~~ No. 1 A & 1 forecastle decks, Nos. 1 A, 1, 5 & 6 shelter tween decks, No. 3 shelter trunk No. 4 trunk & Nos 4 & 5 bridge decks for temp. 32° F. *Fitted for oil*	~~Bkn~~ Lon BS2,36 ✠LMC4,35 *fuel*	1	CL s1,35 P2,36 2,26 F.P.	1926 12mo *Lloyd* *above*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP* 150° F.	BlueStarLine,Ld. *Duct keel forward of mchy. space* *Cell DB*488'1942*tFPT*105*tAPT*84*t* ~~5 bridge~~	578·9 B266'F142' len35	68·3	~~34·1~~ 42·7	London British FK 10*BHCem* (*Coll BH to W dk* 9 ,, *2nd* ,,)	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 200lb FD 1909NHP 3D&1SB*28cf*GS490HS26680 CammellLaird&Co.Ld.	46 ″ 0 s18 ″4¼ 28 ″ 1	BT till ~~2,36~~ 2,37
20070 PCMU	**Almelo** Now "Jagoda," see No. 33651 in Supplement *Cruiser Stern* *Fitted for oil fuel* 3*Dks*&*Shelter dk*	6948 6380 4191					1918	Kon.Maats deSchelde Flushing	Koninkl.Nederl. Stoomb.Maats. N.V.	447·5 P31'	62·8	29·7	Amstrdam Dutch *WB*	T.3Cy.31",50"&82½"-54" 500NHP Maats.deSchelde,Flushing		V
20071 OXFH	**Almena** *OilEng.* Wireless D.F. 1*Dk* *CruiserStern*	1567 1317 866					1933	Nakskov Skibs.A/S Nakskov.	A/S Dampskibs- selskabetTorm (A.Schmiegelow& A.Kampen,*Mgrs.*)	270·7 P23'B154'F31'	41·2	15·7	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-38⅜" 271NHP Akt.Burmeistr&Wain,Cpn		C
20072 160239 GSYV	**Almenara** (*ex*Papelera) *Fitted for oil fuel* 1*Dk*	1851 1573 925					1922	Osbourne, Graham& Co.Ld. Sunderland	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	260·1 B150'F12'	41·2	18·5	Glasgow British *WB*	T.3Cy.21",35"&58"-39" 195NHP N.E.MarineEng.Co.Ld.Sld		C
20073 219430 KOTJ	**Almeria Lykes** (*ex*LakeSlavi) *Fitted for oil fuel* 1*Dk*2*trB*	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LykesBros.S.S. Co.Inc.	253·4 P25'B65'F26'	43·8	26·0	Galveston Utd.States *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		R
20074 PUAC	**Almirante Alexandrino** Ⓟ (*ex*Itu,*ex*CapRoca) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5786 4595 3690					1900	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	411·4 P&B263'F52'	48·3	29·0	R.Janeiro Brazilian *WB*	Q.4Cy.24½",35½",51½"&75"-54" 413NHP ReiherstMaschinenf.Ham.		V
20075 PUAD	**Almirante Jaceguay** Ⓟ (*ex*GeneralSanMartin,*ex*Edmund Wagenknecht,*ex*Professor, *ex*ProfessorWoermann) 2*Dks*	6079 4217 3546					1912	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	392·9 P&B82'F58'	52·4	26·9	R.Janeiro Brazilian *WB*	Q.4Cy.26⅛",38⅜",55⅛"&81⅛"-55⅛" 484NHP Reiherst.Maschinenf.Ham.		G
20076 PCMZ	**Almkerk** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6810 5826 4046	✠100A1 *withfreeboard* 6,35 ~~9,34~~ 4,36 ~~11,35~~	Rot ✠LMC4,34	*d*†	OG ~~6,35~~ 3,36	1934 4mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	VereenigdeNeder- landscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.*Mgrs.*)	460·1 P18'B66'F34' *CellDBuE*51'*f*176' 1482*tTanks in*	60·2	27·3	TheHague Dutch FK 8*BHptCem* (*6 to 2nd dk*) 666*tMTs*49' *way of tunn*	Oil Engines 2S.C.DA 12Cy.23⅝"-43⁵⁄₁₆" 2325NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo *els* 1461*tFPT*224*tAPT*134*t*	32 ″ 7 s4 ″ 4½ 28 ″ 4¾	
20077 LCBT	**Almora** (*ex*Caballero,*ex*Toften, *ex*O.H.Weins) *ss*Osl.2ndNo.3-9,29 *ss*Osl.No.1-34 1*Dk*(*Stl*)&*deep framing*	2433 2193 1486	✠100A1 1,36 ~~10,34~~ ~~10,35~~ BS10,35	Osl ~~Bel~~ Rot ✠LMC10,34	*t*	OG 10,34	1905 11mo *Lloyd*	Murdoch& Murray Pt.Glasgow '*sA&CP*	A/SAlmora (A.H. Torbjörnsen) *CellDBa*96	299·3 P27'B74'F26' *uE*&*B*38'*f*124' 640*t*	44·5	19·9	Tönsberg Norwegian FK 5*BHCem* *APT*100*t*	T.3Cy.22",36¼"&59"-39" (*s*) 180lb *100lb* 238NHP 2SB,*6cf*,GS97,HS3716 D.Rowan&Co.Glasgow	22 ″ 4 s3 ″ 2½ 19 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.
20078 146367 GJLZ	**Alnmoor** ssBly.No.3-7,35 ~~ssRot.No.2-36~~ 1Dk(Stl)&Shelter dk(Stl)	6573 6273 4077	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~1,34~~ 4,36 ~~BS1,34~~ ✠LMC~~7,35~~	Shl ~~Bly~~	z	CL 4,34	1922 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland 'sA&CP	MoorLine,Ld.(W. Runciman&Co.Ld. *Mgrs.*) *Intermediate bulkhead in fore hold dispensed with* *CellDB*364'1181t*FPT*105t*APT*127t	420·0	54·0	34·3 FK	London British *Cem* *1BHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27",44½"&75"-54" (*s*) 180lb 577NHP 3SB,9*cf*,GS198,HS8530 FD FairfieldCo.Ld.Glasgow	37 ″ 0 s 8 ″ 11½ 28 ″ 4
20079 [illegible] GBLX	**Alnwick** Ⓟ Now "Bali," see No.37280 in Supplement [illegible]No.1-33 1Dk(Stl)&Shelterdk(Stl) Wireless	1406 921 610	✠100A1 *withfreeboard* 2,35 BS2,35 ✠LMC2,33	Nwc	q	CL 2,34	1928 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE75'f*115'214t*FPT*17t*APT*12t	254·0 B75'F30'	38·7	14·4 FK *Coll*	Newcastle British *5BHptCem* *BH to Sh dk* 4 ,, ,, *2nd* ,,	T.3Cy20¼",35½"&60"-45"(*s*) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 8 s ″ 7 16 ″ 3
20080 150045 ZSBR	**Aloe** ssP.Nl.No.2-34 2*Dks*(*Stl*)	5047 4804 3194	✠100A1 ~~6,35~~ ~~11,34~~ 4,36 BS~~11,34~~ 11,35 ✠LMC1,34	PNl	y	CL ~~12,33~~ 4,36	1925 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	UnionGovt.ofS. Africa(Rlwys.& HarboursAdministration,CapeTwn) *Int.'tween dkBHin after hold dispensed with* *CellDB*348'1072t*DTa*30'860t*APT*102t	404·9 P38'B119'F39'	53·0	27·6 FK	CapeTown British *ptCem* *5BH to Udk* 1 ,, *2nd* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 8½ 24 ″ 7
20081 EAJZ	**Alona-Mendi** ssGls.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless **D.F.**	*1598* *1327* *753*	✠100A1 *withfreeboard* 6,35~~1,34~~ ✠LMC BS~~?~~3,36 MS6,33	Gls	r	CL 4,34	1929 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*) *CellDB*245'376t*APT*40t	280·0	39·0	16·1 FK (	Bilbao Spanish *4BHCem* *Coll to Sh dk* 3 ,,*2nd*,,)	T.3Cy.20½",33½"&55"-39" 180lb (*s*) 291NHP 2SB,6*cf*,GS106,HS4532 FD Cen.Mar.Eng.Wks.W.Hpl	18 ″ 2 s ″ 4 18 ″ 0½
20082 145921 GDFB	**Alondra** Ⓟ **E.S.D.** ssLiv.No.3-1,35 **D.F.** 2*Dks*(*Stl*)&*Awng dk*(*Stl-ws*)	3445 3044 1887	✠100A1 *Awng dk* *withfreeboard* 12,35~~1,35~~ BS12,35 ✠LMC1,35	Liv		CL 1,35	1922 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee 'sA&CP	YeowardLine,Ld.(YeowardBros. *Mgrs.*) *CellDB*266'743t*FPT*50t*APT*87t	319·0	44·2	26·5 BK12'	Liverpool British *Cem* *5BHtoAwdk*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun	28 ″ 9 s 8 ″ 2½ 21 ″ 10
20083 141942 MJXN	**Alouette** (*ex*PentlandFirth) ssLon.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	638 424 296	✠100A1 3,36~~3,33~~ BS~~3,33~~ 4,36 ✠LMC3,33	Lon	i	CL ~~2,33~~ 3,36	1920 1mo *Lloyd*	Ardrossan D.D.&S.B Co.Ld. Ardrossan 'sA&CP	GeneralStm.Nav. Co.Ld. *CellDBf* 97'148t *FPT*46t *APT*29t	175·4 Q100'B11'F28'	28·3	10·1 FK	London British *3BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 99RHP 1SB,3*pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½
20084 206130 WADU	**Alpena** (*Self-Unloader*) *Mchy.Aft* GyC. **D.F.** 1*Dk*	2886 — 1787					**1909**	Detroit S.B.Co. Wyandotte	WyandotteTrans. Co.	356·0	47·2	27·0 *WB*	Wyand'tte Mich. Utd.States	Q.4Cy.17½" 25½",37"&54"-36" 175NHP DetroitS.B.Co.Detroit	
20085 147921 GKWL	**Alpera** (*ex*CabodelAgua,*ex*Coria) ssGls.No.3-11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1777 1547 914	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~7,34~~ 5,36 BS6,35 ~~BS8,34~~ ✠LMC6,33	Gls Ard	r	CL 7,34	1920 12mo *Lloyd*	H.&C. Grayson,Ld Garston 'sA&CP	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *Collision* *CellDB*224'410t *FPT*63t *APT*18t	264·9	41·2	18·7 FK	Glasgow British *Cem* *BH to Sh dk* 3 ,, ,, *U* ,,	T.3Cy.21",34"&56"-36" (*s*) 180lb *100lb* 252NHP 2SB,6*cf*,GS118,HS4550 McKie&Baxter,Glasgow	21 ″ 0 s ″ 10½ 20 ″ 4
20086 218389 KIMS	**Alpha** (*ex*Burnwell) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks for carrying petroleum*	5771 4633 3595			...		1919	Chester S.B.Co Chester,Pa.	~~AlphaSteamship Corp.(Walker& Daly,*Mgrs.*)~~ DalyTankship Corp.	400·8 P99'B27'F50'	54·3	31·4 FK	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9
20087 3793 PCNK	**Alphacca** ssHamNo.1-33 **D.F.** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5497 4935 3336	✠100A1 *withfreeboard* 6,35 ~~1,34~~ ✠LMC MS6,32 BS~~1,34~~ 3,35	Ham	a†	CL 4,34	1928 7mo *Lloyd*	W.Gray& Co.Ld. Sunderland 'sA&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*364'1146t*FPT*129t*APT*86t	409·8 F39'	56·2	27·0 FK (	Rottrdam Dutch *7BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.27",44"&73"-51" (*r*) 200lb 592NHP 3SB,10*cf*,GS207,HS8934 FD Cen.Mar.Eng.Wks.WHpl.	29 ″ 6 s 3 ″ 8 26 ″ 0½
20088 PCNP	**Alphard** 1*Dk*	3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	361·4 P24'B214'F34'	49·6	22·1	Rottrdam Dutch *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.	
20089 3828 PCNU	**Alpherat** ssHam.No.1-32 **D.F.** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5498 4935 3338	✠100A1 *withfreeboard* 8,35 ~~5,34~~ ✠LMC MS5,32 ~~BS5,34~~ BS1,36 ~~2,35~~	Ham	a†	CL ~~5,32~~ 8,35	1928 8mo *Lloyd*	W.Gray& Co.Ld. Sunderland 'sA&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*364'1146t*FPT*129t*APT*86t	409·9 F39'	56·2	27·0 FK	Rottrdam Dutch *7BHCem* (*ColltoShdk* 6 ,,*2nd*,,)	T.3Cy.27",44"&73"-51" (*r*) 200lb 592NHP 3SB,10*cf*,GS207,HS8934 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 6 s 3 ″ 8 26 ″ 0½
20090 DOCG	**Alrich** (*ex*Glücksburg) Sub.Sig. **D.F.** 2*Dks*	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-SüdamerikDampfschifffahrtsGes.	361·7	51·4	31·7	Bremen German *WB*	T 3Cy26⅜",46 5/16"&70 5/16"-47⅛" NE25 347NHP Gutehoffnungshütte Sterkrade	
20091 FNJB	**Alsacien** Ⓟ (*ex*Duke of Argyll) **TrpSc** **D.F.** 2*Dks*	2233 1373 631					1909	W.Denny &Bros. Dumbarton	"Angleterre-Lorraine-Alsace" Soc.Anon.deNav.	330·5 P27'B149'F66'	40·9	16·2	Dunkirk French *WB*	3 Steam Turbines Denny&Co.Dumbarton	
20092 OXOE	**Alsia** Ⓟ **TwinSc4Mst** *OilEng* ssCpn.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teaks) **D.F.** 3*rd dk*(*Stl*) *in forward holds*	5812 4603 3607	✠100A1 *withfreeboard* ~~1,35~~5,36 ~~✠LMC~~ ✠LMC CS5,33 DBS~~6,33~~6,35 ~~1,37~~ 11,35	Cpn ~~Ham~~		CL ~~11,33~~ P7,34 S1,36	1929 9mo *Lloyd*	A/S Nakskov Skibs. Nakskov 'sA&CP	A/S DetOstasiatiskeKompagni *CellDB*369'1288*t tanks in way of tunnels* 83t*FPT*94t*APT*72t	425·2 B92'F40'	57·3	25·4 FK *Coll*	Copnhagn Danish *BH to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 14Cy.24 13/16"-51 3/16" 827NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 4¾ 24 ″ 9½
20093 FNBC	**Alsina** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *CruiserStern*	8404 — 4639					1921	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5 P35'B271'F88'	58·4	31·5	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Screw Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc.	
20094 OXPA	**Alssund** (*ex*SierraLeone) ssAbg.No.3-1,34 **D.F.** 1*Dk*(*Stl*)	3222 2891 1924	✠100A1 ~~3,35~~11,35 MS1,34 ✠LMC DBS~~?~~11,35 MBS2,35	Rot Ant	v	OG ~~12,33~~ 11,35	1920 11mo	N.V.Schpw v.J.Smit,Czn. Alblasserdm A&CP	Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, *Mgr.*) *CellDB*284'951t*FPT*101t*APT*156t	332·1 P30'B212'F24'	48·7	21·8 FK	Copnhagn Danish *5BHCem*	T.3Cy.23",38"&62"-42" (*s*) 180lb *180lb* 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	24 ″ 6 s 2 ″ 9½ 21 ″ 11
20095 DOEO	**Alster** Ⓟ **4Mst** Sub Sig. **D.F.** **E.S.D.**	8514 7767 5328					1928	Deutsche Schiff-Machf. WerkVulcan Hamburg	Norddeutscher Lloyd	509·9 P26'B&F461' *upper*F30'	63·6	30·9	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"-57 1/16" &1 low pressure Turbine 1000NHP DeutscheSchiff.-u.Machf. WerkVulcan,Ham.	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofR.ofTrade
20096 5910 SDBR	**Alstern** (*ex*Fredland,*ex*Ann-Mari, *ex*Ebro,*ex*Meteor) 1*Dk*	*915* *723* *480*					1917	Hlsingbrgs Varfs Aktieb Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	204·5|33·6|12·7 Q69'H121'F19' B52*t*	Karlstad Swedish *WB*	T.3Cy,18$\frac{1}{8}$",29$\frac{1}{2}$"&46$\frac{7}{8}$"–27$\frac{1}{2}$" 115NHP HelsingborgsVarfsAktieb.		V
20097 128877 MDQY	**Alt** *ss*Goo.No.3–4,24 *ss*Goo.No.2–32 1*Dk*(*Stl*)	1004 832 419	✠100A1 7,35 ~~6,31~~ BS~~7,34~~ 7,35 ✠LMC7,32	Goo	*o*	OG ~~2,32~~ 7,35	1911 12mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	LondonMidland& ScottishRailway *WB*=*CellDBa*58'	240·2|34·2|15·4 P38'B88'F35' FK *uE*15'*f*91'182*tFPT*	Goole British 5*BHCem* 14*tAPT*31*t*	T.3Cy.22$\frac{5}{16}$",36"&61"–39"(*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0$\frac{1}{4}$ 14 ″ 9$\frac{1}{4}$	
20098 220366 KDBC	**Altair** (*ex*Agwimoon) *ss*Bal.No.3–12,32 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6933 6211 4318	✠100A1 7,35~~11,34~~ BS~~11,34~~ 11,35 ✠LMC12,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,20 F.P. above 150° F.*	Phl NYk	*b*†	CL 11,34	1920 7mo	SunS.B. Co. Chester,Pa. A&CP	Socony-Vacuum OilCo.Inc.	429·3|59·2|33·2 P133'B36'F40' FK *CellD*	NewYork Utd. States 16*BHptCem* (12 *to Up dk* 4 ,, *2nd* ,,) *BuE & B* 59'	T.3Cy.27",45$\frac{1}{2}$"&76"–51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa. *f*41'408*tFPT*222*tAPT*57*t*	33 ″ 3 s 6 ″ 9$\frac{1}{2}$ 26 ″ 8$\frac{3}{4}$	
20099 LIYQ	— (*ex*Atherton–35) *ss*Shl.No.2–31 1*Dk*(*Stl*) *Cargo battens not fitted*	1522 1249 912	✠ ... 6,35 ~~[illegible]~~ ✠~~LMC10,31~~	Bly	*p*	CL 2,35	1923 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	D/S A/S Altair (H.Östervold *Mgr.*) *Ce*	244·8|38·0|17·5 P19'B43'F23' FK *llDB*205'498*t FPT*	Bergen Norwegian 4*BHptCem* 51*tAPT*63*t*	T.3Cy.17",27$\frac{1}{2}$"&45"–33"(*s*) 180lb 156NHP 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Gls.	19 ″ 7 s 3 ″ 0$\frac{1}{2}$ 16 ″ 8	
20100 TCAG	**Altay** (*ex*RosinaTopic–33, *ex*Blairmore, *ss*Nwc.2ndNo.3–2,26 *ex*Mountfields) 1*Dk*(*Irn*)2*trB* &*deep framing* 3*Dk rule*	*3038* *2822* *1947*	✠ 7,30 ✠	Ant	*u*		1901 2mo	W.Gray& Co.Ld. WHartlepool	SohtorikZade HusseyinAvni *Cell DBa*	325·0|47·2|22·4 P27'B88'F30' FK &*uE* 130'*f* 136'732*t*	Istanbul Turkish 5*BHCem* *APT*53*t*	T.3Cy.24",38"&64"–42" NDB13 257NHP 2SB,*6pf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	V †
20101 DOMH	**Altenfels** *CruiserStern OilEng.* Sub.Sig. 2*Dks*	8132 7508 5041					1925	Vulcan- Werke,A.G. Hamburg	DeutscheDampfs. Ges."Hansa"	469·1|60·4|32·5 P115'B144'F93'	Bremen German *WB*	2 Oil Engines 4 S.C.SA each8Cy.25$\frac{3}{16}$"–27$\frac{9}{16}$"& hydraulic coupling S.R. geared to 1 Sc.Schaft 996NHP VulcanWerke,A.G.Ham.		G
20102 61 IJME	**Altero** (*ex*Wedgwood) *Well deck* 1*Dk*	1593 — 912			...		1910	R.Thomp- son&Sons,Ld Sunderland	S.Altieri	275·6|38·0|15·6 265·0 PonQ18'Q108'B54' F24' FK	Torre del Greco Italian *WB*	T.3Cy.21$\frac{1}{2}$",36"&59"–39 246NHP N.E.MarineEng.CoLd.Sld.	18 ″ 2	I †
20103 EAAP	**Altobizkar-Mendi** *ss*Bbo.No.3–4,35 ~~*ss*Bbo.No.2–28~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. 2*ndDk*(*Stl*)*inNo.*3*hold* *Cargo battens not fitted in 'tween dks*	5989 5602 3581	✠100A1 *Shelter dk* *withfreeboard* 4,35 ~~10,31~~ 4,35 ~~BS10,31~~ ✠LMC~~7,29~~	Rot Bbo	*z*	CL ~~10,31~~ 4,35	1921 2mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*351'	400·0|53·0|32·8 F38'*on Shelter dk* FK *Collisio* 1272*tAPT*100*t*	Bilbao Spanish *Cem* *nBHto S dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NHP 3SB,*9cf*,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 5 ~~s 9 ″ 7$\frac{1}{2}$~~ ~~26 ″ 2~~ s9 ″ 5$\frac{1}{4}$ 26 ″ 2$\frac{1}{4}$	
20104 DHAW	**Altona** *ss*Ham.No.2–29 2*Dks*(*Stl*)3*rd dk in No.* 1 *hold* *Well deck* D.F.	5891 5398 3598	✠ ... 12,33 ✠	Ham			1921 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cel*	450·0|58·2|27·0 P&B366'F59' FK *lDB*389'1560*t FPT*	Hamburg German 8*BHAsp* 60*tAPT*11*t*	4 Steam Turbines S.R gearedto1Sc.Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
20105 EAKN	**Altube-Mendi** Ⓟ *OilEng.* *ss*Bbo.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in holds*	2955 2062 1527	✠100A1 *withfreeboard* 10,35~~7,34~~ ✠LMC8,33	Bbo		CL 7,34	1929 7mo *Lloyd*	CiaEuskal- duna deConst Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	335·0|45·6|17·7 FK 270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5$\frac{1}{2}$ 18 ″ 10$\frac{1}{4}$	
20106 EAAQ	**Altuna-Mendi** *ss*Bbo.No.3–10,35 Sub.Sig. ~~*ss*Bbo.No.2–31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore & after holds* *Cargo battens not fitted in Shelter 'tween dk*	6202 5838 3897	✠100A1 *Shelter dk* *withfreeboard* 10,35~~6,31~~ ✠LMC10,35 ~~MS5,30~~ ~~BS12,31~~	Bbo	*z*	CL N10,34	1922 3mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *Cell DBa&uE*152'*f*	400·5|53·4|33·9 P38'F40' *on Shelter* *dk* FK 177'1098*tAPT*154*t*	Bilbao Spanish *Cem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*r*) 180lb 448NHP 3SB,*9cf*,GS190,HS7566 J.Readhead&Sons,Ld.	36 ″ 6 s 8 ″ 6$\frac{3}{4}$ 28 ″ 2	
20107 EAAR	**Alu-Mendi** *ss*.Bbo.No.3–9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3350 3018 1915	✠100A1 *Shelter dk* *withfreeboard* 10,35~~12,34~~ ✠LMC MS9,33 BS~~6,34~~6,35	Gls Bmn	*v*	CL ~~9,33~~ 10,35	1920 12mo *Lloyd*	RopnerS.B. &Repng.Co. (Stocktn)Ld. Stockton '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDBa*108'*uE*25'*f*	340·2|48·7|22·4 FK *Collision* 147'784*tAPT*126*t*	Bilbao Spanish *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"–45" (*s*) 180lb *90lb* 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11$\frac{3}{4}$ 23 ″ 0$\frac{1}{2}$	
20108 PCNZ	**Aludra** D.F. 2*Dks*&*Shelter dk*	4930 4473 2970					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3|54·3|27·4 F41'	Rottrdam Dutch *WB*	T3Cy.28$\frac{9}{16}$",45$\frac{5}{16}$"&75"–55$\frac{1}{8}$" GuteHoff- 418NHP nungshütte,Oberhausen		G
20109 230675 WBEK	**Alva** TwinSc (*Yacht*) *OilEng.* AnnualSurvey,Boa.1–35 2*Dks*(1*dkStl*&*weatherdkptStl*–teak s) D.F. 3*rd dk* (*Stl*)*clear of mchy. space*	2265 2014 1144	✠100A1 *withfreeboard* 1,35 ✠LMC3,31 ✠LMC(M)12,33	Boa		CL 3,34	1931 3mo *Lloyd*	Frd.Krupp Germaniawf. A.G. Kiel '*sA&CP*	W.K.Vanderbilt *CellDBa*16'*uE*63' *DTa*16'	249·3|46·2|25·0 Q126'B&F122' FK *f*38'350*t* 25*tDTf*9'82*tFPT*	New York Utd.States 11*BHptCem* 33*tAPT*78*t*	Oil Engines 4S.C.SA 16Cy.23$\frac{5}{8}$"–41$\frac{3}{8}$" DB*175lb* 863NHP Frd.KruppGermaniawfAG Kiel	26 ″ 4 s12 ″ 4$\frac{1}{2}$ 18 ″ 1$\frac{1}{2}$	
20110 164028 MBWC	— 3Mst E.S.D. 1*Dk*	1584 1356 928					1934	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0|40·5|16·3 P15'Q43'B110'F30'	Glasgow British *WB*	T.3Cy.17",28"&47"–33" 127NHP D.Rowan&Co.Ld.Gls.		C
20111 206090	**Alva C. Dinkey** *Mchy.Aft* GyC. 1*Dk*	7514 — 5822					1909	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0|58·0|32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
20112 212017 KJBF	**Alvarado** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1994 — 1400					1914	CraigS.B. Co.Long Beach,Cal.	MooreMill& LumberCo.	245·0|41·5|24·0	S.Frncisco Utd.States	Q.8Cy.11",16",23"&34"–24" 113NHP CraigS.B.Co.		
20113 1896 IJMI	**Alvernia** (*ex*Giannina–35, *ex*Lancing–33, *ss*Lon.No.3–5,21 *ex*Ravonia) *ss*Shl.No.2–29 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	734 516 291	✠ ... 10,33 ✠	Sld			1908 3mo	R.William- son&Son Workington	Giuseppe Agrifoglio	188·0|27·9|12·5 182·7 12·3 Q101'B11'F22' FK *DBf*101'	Genoa Italian 3*BHCem* 138*tFPT*53*t*	T.3Cy.14",25$\frac{1}{2}$"&41"–30" 93NHP 1SB,*3pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	I †
20114														

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Official. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
20115 PCOH	**Alwaki** ssHam.No.3-5,35 ~~ssHam.No.2-30~~ 2Dks(Stl) D.F. & Shelter dk(Stl)	4533 ~~4530~~ 4129 ~~2720~~ 2754	✠100A1 Shelter dk with freeboard 5,35 ~~6,31~~ ✠LMC Fitted for oil fuel 6,22 F.P.above 150°F.	Ham BS 1,36 MS6,34	y	CL ~~5,32~~ 5,35	1922 6mo	Werf "Maasdijk" Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. Cell DB314'1031t DTa32'762t FPT94t APT109t	375·0	52·2	25·8 FK Collision	Rottrdam Dutch Asp BH to Sh dk 5 ,, ,, U ,,	T.3Cy.26⅝",43$\frac{5}{16}$"&70"–47¼" 180lb (s) 497NHP 3SB,9cf,GS162,HS7590 FD Werf."Maasdijk" Schiedam	28 " 3 s 3 " 0 25 " 5¼	
20116 DHAX	**Alwine Russ** Sub.Sig. Wireless 1Dk	988 777 566					1921	Stettiner Oderwerke Stettin	ErnstRuss	210·6 P14'Q53'B55'F23'	33·8	13·3	Hamburg German WB	T3Cy.15⅝",25⅝"&41$\frac{3}{16}$"–29½" 92NHP Stettiner Oderwerke		G
20117 127980 MDGV	**Alyn** 3Mst ssLiv.2ndNo.3-8,35 ~~ssLiv.No.2-7,32~~ Mchy.Aft ~~ssLiv.No.2-31~~ 1Dk(Stl)	350 242 133	✠100A1 8,35 1,~~34~~ ~~MS6,31~~	Liv ✠LMC8,35 ~~BS6,34~~	f	1,34	1909 5mo	G.Brown& Co. Greenock Lloyd'sA&CP	ZillahShppg.& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·1 Q81'B8'F23' WB=FPT29t	23·6	9·8 FK	Liverpool British 3BHCem APT23t	C.2Cy.17½"&36"–24" (s) 133lb 74RHP 1SB,3pf,GS52,HS1354 Gauldie,Gillespie&Co.Gls.	10 " 10 s3 " 6½ 10 " 8	
20118 148844 GLBY	**Alynbank** TwinSc ssFal.No.2-34 OilEng. 1Dk(Stl)&Shelter dk(Stl–ws)	5151 4704 3117	✠100A1 withfreeboard ~~6,30~~ ~~2,34~~ 12,35 DBS~~7,34~~ 12,35 Carrying vegetable oil in deep tank	Fal ~~Yk~~ N.Os ✠LMC2,34	a†	CL 2,34	1925 3mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) Cell DB357'1121t DTf32'1067t Tanks between tunnels 115'251tFPT106tAPT132t	420·0	53·9	26·5 FK Coll	Glasgow British 7BHptCem BHtoShdk; 6 ,, ,, 2nd dk	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 " 2 s3 " 7½ 25 " 8	
20119 901 IBBC	**Amabilitas** (exAnsaldoSavoia Secondo) D.F. 1Dk	5425 4547 3214					1919	Cant. Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	378·0 P37'B113'F33'	51·0	30·2	Genoa Italian WB	T.3Cy.26",42½"&69$\frac{7}{10}$"–48" 337NHP Cant.Nav.Riuniti,Ancona		CI
20120 30026 JDHA	**Amagi Maru** Ⓟ 2Dks	3165 2776 1916					1924	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·5 P22'B79'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.		C
20121 38579 JUSI	**Amagisan Maru** OilEng. Ref.Mchy. 2Dks(Stl) CruiserStern	7624 6836 4713	✠100A1 withfreeboard ~~6,35~~ ~~5,34~~ 3,36 ~~DBS5,34~~ ✠Lloyd'sRMC 12,35 Carrying cargo oil F.P. above150° F.in deep tank	Tama DBS 3,36 ✠LMC12,35	c†	CL ~~5,34~~ 6,35	1933 12mo	Mitsui Bussan Kaisha,Ld. Uno,Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. CellDB395'1702t DTa30'1093tFPT79tAPT69t	454·0 P28'B171'F34'	60·0	37·0 FK	Kobe Japanese 8BH (1BHto2nddk)	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1230NHP DB120lb MitsuiBussanKaisha,Ld.	37 " 0 s 9 " 5½ 27 " 8¾	
20122 15013 JGUB	**Amaho Maru** (exUnkaiMaruNo.3, exIstria,exCraigrowan) 1Dk2trB&deepframing	2769 2367 1989			...		1898	A.Rodger &Co. PortGlasgow	AzumaKisenK.K.	314·4 P29'B76'F29'	44·0	20·7 FK	Fuchu Japanese WB	T.3Cy.22½",37"&61"–42" 250NHP Hall-Brwn,Buttery&C.Gls	23 " 3	
20123 147288 GKXC	**Amakura** ssLiv.No.2-32 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	1987 1694 1172	✠100A1 withfreeboard 2,36 ~~2,25~~ MS2,32	Liv ✠LMC BS 12,35	s	CL 8,34	1924 11mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	ArakakaSS.Co.Ld. (BookerBros. McConnell&Co.Ld. Mgrs.) CellDBa&uE94'f124'426tAPT52t	280·1 F27'	42·2	18·7 FK Coll	Liverpool British 4BHCem BHtoShdk; 3 ,, ,, 2nddk	T.3Cy.20½",34"&56"–36" (r) 180lb 235NHP 2SB,6cf,GS118,HS4060 CaledonSB.&E.Co.Ld.Dun	20 " 9 s " 11 20 " 0	
20124 10323 JGLB	**Amakusa Maru** Ⓟ TwinSc (exAmur) 1Dk(Stl)&Spar dk(Stl–teak s) &deep framing	2340 1905 1370	✠ 10,03	Nag ✠	s		1901 4mo	Act.Ges. "Neptun" Rostock	KitaNipponKisen K.K. WB= Cell DBa48'uE&B46'f118'362t	279·3 P32'B106'F40' 21·3	40·6	14·4 FK	Fuchu Japanese 4BHCem	T.6Cy.20⅞",35½"&55"–35½" 426NHP 2SB,6cf,GS124,HS5876 FD A.G."Neptun,"Rostock	24 " 0	
20125 OXCA	**Amalienborg** ssAbg.No.1-36 ssAbg.No.3-4,31 1Dk(Stl)	2864 2581 1690	✠100A1 2,36 ~~6,31~~ MS 2,36	Els Abg ✠LMC BS 12,35	u	OG 6,34	1919 5mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Dampskibsselsk. Dannebrog(C.K. Hansen,Mgr.) CellDB268'847tFPT144tAPT150t	320·4 P28'B186'F41'	47·2	21·2 FK	Copnhagn Danish 5BHCem	T.3Cy.23",38"&62"–42" (s) 180lb 180lb 282NHP 2SB,6cf,GS97,HS4520 Maats.deSchelde,Flushing	23 " 6 s 2 " 4½ 21 " 3	
20126 To be Broken up	**Amalthus** ssSng.No.2-29 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5834 5309 3460	✠~~100A1~~ 3,33 Carrying Petroleum in bulk Fitted for oil fuel 10,21 F.P. above 150° F.	Sba	z	CL ~~12,31~~ 5,35	1921 9mo	Union Const.Co. Oakland,Cal. A&CP	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ CellDBuE&B81'230t DTf32'328t FPT86tAPT89t	412·0 P110'B33'F57'	53·8	31·0 FK	Japanese 15BHptAsp (11 to U dk 4 ,, 2nd,,)	T.3Cy.27",45"&74"–48" (s) 180lb 120lb 562NHP 3SB,9cf,HS8580 FD Hooven,Owens&RentschlerCo.Hamilton,O.	31 " 0 s 5 " 7¼ 25 " 7¼	
20127 36968 JEQC	**AmamiMaru** Ⓟ (exKankyoMaru, exSeishiMaruNo.5) Wireless 2Dks	754 — 486					1908	OsakaIron Works Osaka	OshimaKisenK.K.	180·0 B31'F21'	27·2	18·1	Kagoshima Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
20128 HRBT	**Amapala** Ⓟ ssN.Os.No.2-33 2Dks(Stl–Weather dk teak s) &2 lower dks sparred for Ref.Mchy. fruit cargo	4148 3546 2552	✠100A1 withfreeboard 3,36 ~~5,35~~ ✠LMC1,33 fortemp50°F Lower decks for fruit cargoes Fitted for oil fuel 6,24 F.P. above 150° F.	NOs BS1,36 ✠Lloyd'sRMC 11,35	w	OG 2,36	1924 6mo	Swan,Hunter&Wigham Richardson Ld.Newcastle Lloyd'sA&CP	StandardNavCorp. (StandardFruit& S.S.Co.Mgrs.) Intermediate bulkheads in fore & after holds dispensed with CellDBa93'uE28'f130'377tFPT63tAPT55t	350·0 F34'	50·2	29·3 FK	Ceiba Honduran Cem 4BHonly	T4Cy27",45"&(2)54"–45"(s) 200lb 668NHP 4SB,16cf,HS10540 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 " 6 s11 " 5¾ 20 " 5¼	
20129 CSAD	**Amarante** (exWürttemberg) ssLis.No.3-3,26 ssLis.No.2-35 ~~ssLis.No.1-30~~ Sub.Sig. 2Dks(Stl)3rdDk in No.1hold	7896 7224 4940	100A1 8,35 ~~12,33~~	Ant Lis LMC 8,35	c†	CL 6,33	1914	Bremer Vulkan Vegesack Lloyd'sA&CP	Soc.Geral deComercioIndustria e TransportesLtda. CellDB415'1823tFPT243tAPT45t	470·0 P54'B121'F58'	58·0	35·0 FK	Lisbon Portuguese 8BHCem	T.3Cy.32⅝",52$\frac{11}{16}$"&86½"–55⅛" 200lb (s) 558NHP 4SB,12cf,GS204,HS9160 FD BremerVulkan,Vegesack	35 " 0 s 8 " 2¼ 27 " 0¼	
20130 144211 GBKP	**Amarapoora** Ⓟ Fitted for oil fuel D.F. 3Dks	8173 6748 5159					1920	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.Mgrs.)	465·8 P56'B174'F51'	59·3	30·5	Glasgow British WB	T.3Cy.29½",50"&84"–60" 550NHP W.Denny&Bros.Ld.Dmb.		C
20131 140616 GBXF	**Amarna** ssLiv.No.3-8,31 2Dks(Stl) Now "Ethalia Mari," see No. 37963 in Supplement	4195 3945 2600	✠100A1 8,34 MS8,31 DBS6,34	Liv ✠LMC MBS8,34	x	CL N7,33	1919 3mo	N.ofIrelnd S.B.Co.Ld. Londonderry Lloyd'sA&CP	MossHutchison Line,Ld. CellDB316'1048tDTa28'660tFPT107tAPT108t	370·4 P32'B128'F34'	51·2	25·8 FK	Liverpool British 6BHCem	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 180lb 100lb 506NHP 3SB,9cf,GS160,HS6831 FD WestinghouseCoManchstr	28 " 2 s4 " 4½ 24 " 0	
20132 201937 WPBC	**Amasa Stone** Mchy.Aft GyC. D.F. 1Dk	6282 — 4930					1905	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	525·0 F44'	55·2	31·0	Wilmgton (Del.) WB Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		E
20133																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20134 DHAY	**Amasis** Ⓟ D.F. 1Dk&Shelter dk	7129 6385 4357					1923	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·4 F54'	55·3	32·1	Hamburg German WB	T3Cy29$\frac{9}{10}$"48⅜"&77$\frac{9}{10}$"-55$\frac{1}{10}$" &L.P.Turbine 616NHP BremerVulkan,Vegesack		G
20135 DHAZ	**Amassia** D.F. Sub.Sig. 2Dks	3235 2958 1870					1920	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg- Südamerik Dampfschifff.Ges. *Mgrs.*)	338·1 B25'F43'	48·2	21·0	Hamburg German WB	T3Cy.23⅜",38⅛"&63¾"-45$\frac{3}{16}$" 272NHP A.G."Neptun,"Rostock		G
20136 163572 GYDD	**Amastra** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8031 7238 4777	✠100A1 ~~0,35~~ ~~3,35~~5,36 *CarryingPetr*	PGl ~~Rot~~Shl ✠LMC3,55 *oleum*	*in*	CL *bulk*	1935 3mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE69' 167t*	465·0 P93'B47'F48' *DTf25'280tFPT1*	59·2	33·8 FK	London British *15BHCem* *43tAPT94t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 503NHP DB*180℔* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¾	
20137 11 YLBH	**Amata** (*ex*Dundaga,*ex*Emmy, *ex*Condroz,*ex*HerzogJohann Albrecht) 1*Dk*	1132 959 696					1898	Akt.Ges. "Neptun" Rostock	NorthernBaltic SawmillsLd.	233·5 Q70'B108'F25'	35·2	14·3	Riga Latvian WB	T.3Cy.16⅛",25½"&41¾"-31½" 98NHP A.G."Neptun,"Rostock		V
20138 30089 KDXP	**Amazon** (*ex*SailingBarge) GyC. D.F. *Mchy.Aft* 1*Dk2trB*	3702 — 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0	46·2	25·9 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",30"&52"-40" E*blt*89*fittd*08 NB08 171NHP DryDockEng.Wks.Detroit		R
20139 PJBK	**Amazone** *Fitted for oil fuel* Wireless *Cruiser Stern 2Dks*	1257 953 639					1922	J.Meyer's S.B.Co. ZaltBommel	Koninkl.Nederl. Stoomb Maats. N.V.	255·1 B51'	36·8	13·3	Curaçao Dutch WB	T.3Cy.18½",24½"&48"-36" 138NHP J.&H.Suyver,Amsterdam		V
20140 148113 GLFY	**Ambassador** *ss*Shl.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4450 4185 2658	✠100A1 *withfreeboard* 3,36~~1,35~~ BS~~7,34~~ 9,35	Bry ✠LMC6,53	*z*	CL 1,35	1925 1mo *Lloyd*	RopnerS.B &Repg.Co. (Stockton)Ld Stockton *'sA&CP*	HallBros.Steam- shipCo.Ld. (HallBros.*Mgrs.*) *Cell DB*326'1058*t*	399·0 F40' *FPT*152*tAPT*220*t*	53·2	25·2 FK *Coll*	Newcastle British 6*BHCem* *BHto Shdk* 5 ,, ,, 2nd ,,	T.3Cy.25½",42"&70"-48" (*s*) 180℔ 422NHP 3SB,9*cf*,GS192,HS7248 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0½ 24 ″ 8	
20141 115774	**—** Ⓟ **IronPad** (*ex*Sirius-33)	993 — 712					1881	J.Roach& Son Chester,Pa.	H.S.Ross(Trustee)	229·0	32·5	11·1	NewYork Utd.States	1Cy.53"-144" 259NHP W.&A.Fletcher,NewYork		
20142	**Amberes** **TwinSc** *OilEng.* 1*Dk*	150 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
20143 149474 GNRZ	**Amberton** *ss*Nwc.No.1-33 1*Dk*(*Stl*)	5377 4845 3245	✠100A1 ~~3,35~~ ~~7,34~~ ~~0,35~~ 4,36 MBS~~7,34~~ 9,35	Ams ~~Nwc~~Shl ✠LMC6,55 DBS~~9,35~~,36	*z*	CL 7,34	1928 7mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	409·6 P34'B124'F44' 344'1797*t FPT*217*t*	54·0	28·2 FK	Newcastle British 7*BHCem* *APT*290*t*	T.3Cy.22½",39"&68"-48" (*s*) 220℔ *180℔* 380NHP 2SB,8*cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 0¾ 25 ″ 7¾	
20144 145475 MKXT	**Amble** (*ex*Laura) *ss*Mdb.No.3-1,33 *Mchy.Aft Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1162 890 681	✠100A1 5,35~~9,34~~ MS6,32	Shl ✠LMC BS~~6,34~~5,35	*n*	OG 9,34	1920 2mo *Lloyd*	Verschure &Co. Amsterdam *'sA&CP*	Broomhill Steamships,Ld. *CellDBu*	230·7 Q138'B13'F23' *B19'f156'397tFPT*	34·3	13·2 FK	Newcastle British 4*BHCem* 88*tAPT*48*t*	T.3Cy.15½",25½"&44"-36" 180℔ ~~*100℔*~~ (*s*) 120NHP 1SB,3*cf*,GS60,HS1983 *60℔* Verschure&Co.Amstrdam	16 ″ 0 s4 ″ 8 14 ″ 11½	
20145 Broken up FOAB	**Amboise** Ⓟ **TwinSc** (*ex*Friedrichsruh,*ex*FuerstBismarck) *Ref.Mchy.* 3*Dks* D.F.	8408 — 4917					1905	Fairfield Co.Ld. Glasgow	Soc.desServices Contractuels des Messageries Maritimes	469·2 P56'B217'F91'	55·1	29·7	Marseilles French WB	Q.8Cy.23½",34½",49⅝"&73"- 54" 783NHP FairfieldCo.Ld.Glasgow		V
20146 EAOG	**Ambos** **Wood**	342 268 199					1918	F.Cardama Godoy Vigo	Grau y Cia.Ltda.	134·5 P12'B30'F16'	24·8	11·7	Vigo Spanish	T.3Cy.10$\frac{7}{10}$",16$\frac{9}{10}$"&26"-21" 31NHP F.CardamaGodoy,Vigo		
20147 Broken up 218259	**Ambridge** *Fitted for oil fuel* 1*Dk&Shelter dk&Webframes* *Longitudinal framing*	6631 5895 4111				...	1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'*on* *Shelter dk*	55·0	31·4 FK	NewarkNJ Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
20148 CSBW	**Ambriz** Wireless *Mchy.Aft* 1*Dk&Awng dk*	*920* *829* *546*				...	1907	SirRaylton Dixon&CoLd Middlesbro'	CiaNacional de Navegação	199·5 F39'	30·1	16·3 16·2 FK	Lisbon Portuguese WB	T.3Cy.15½",25"&41"-27" 112NHP N.E.MarineEng.Co.Ld.Sld.	18 ″ 7	
20149 148783 GMQZ	**Ambrosio** **TwinSc** *ss*Cco.No.2-34 ~~*ss*Cco.No.1-30~~ *Mchy.Aft* 1*Dk*(*Stl*)	2391 1743 1239	✠100A1 *withfreeboard* 12,35~~9,33~~ *CarryingPetr* *Fitted for oil*	Cco BS12,35 ✠LMC9,54 *oleum* *fuel* 7,	*t* *in* 26	CL P9,34 S12,35 *bulk* *F.P. a*	1926 7mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast *'sA&CP* 50 °F.	LagoShipping Co.Ld.(A.Weir& Co.*Mgrs.*) *Wingtanksf286tWin*	305·7 P67'F34' *Trunk*204' *g tanks a356tFPT*	50·2	14·3 FK	London British 7*BHptCem* 60*tAPT*75*t*	T.6Cy.13½",23½"&36"-27"(*s*) 180℔ 196NHP 2SB,6*cf*,GS98,HS3702 Harland&WolffLd.Belfast	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	
20150 131369 MDPT	**Amcotts** *ss*WarriNo.1-16 1*Dk*(*Stl*)	430 360 232	✠ 6,22	For- ados ✠	*g*		1911 8mo	AilsaS.B. Co.Ld. Troon	J.Holt&Co. (Liverpool),Ld.	150·0 B65'F30' *WB=FPT*	29·1	10·0 FK	Liverpool British 4*BHCem* 50*tAPT*18*t*	T.3Cy.11",18"&29"-21" 43RHP 1SB,3*pf*,GS48,HS1252 AilsaS.B.Co.Ld.Troon	11 ″ 0	
20151 PCOR	**Ameland** *ss*Rot.No.1-34 1*Dk*(*Stl*)2*nddk*(*Stl*)*in* *Nos.*1&4*holds* *CruiserStern*	4537 4185 2727	✠100A1 5,35~~5,34~~ BS5,35	Rot ✠LMC5,54	*y*	OG 5,34	1930 1mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam *'sA&CP* *CellDBa&*	Stoomv.Maats. Rotterdam(W. Ruys&Zn.*Mgrs.*) *uE139'f167'999tD*	387·0 P37'B246'F32' *Ta26'852tFPT104t*	53·2	25·7 FK	Rottrdam Dutch 7*BHCem* *APT*135*t*	T.3Cy.25",41"&68"-45" (*s*) LP Turbine with DR gear- ing & hydraulic coupling 200℔ 504NHP 3SB,9*cf*,GS171,HS6351 FD RotterdamDroogd.Maats.	28 ″ 0 s3 ″ 9½ 24 ″ 4¼	
20152 104069 MQPZ	**Amelia** *Mchy.Aft* 1*Dk*	341 231 127				...	1894	S.Mc Knight&Co Ayr	W.Cooper&Son	145·0 Q49'B26'F24'	22·8	9·9 BK7"	Kirkwall British WB	C.2Cy.19"&42"-30" 69RHP Muir&Houston,Glasgow	12 ″ 0	C †
20153 423 IBEZ	**Amelia Lauro** (*ex*Belgian-34) *ss*Liv.No.2-28 D.F. 2*Dks*(*Stl*)	5335 4848 3219	✠ — 2,34		*y*		1919 10mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	A.Lauro *Cell*	412·9 400·3 P49'B113'F40' 345'1025*t FPT*130*t*	52·3	28·4 FK	Naples Italian 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS189,HS7668 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 0	I †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
20154 215448 KQQF	**America** Ⓟ (exAmerika) TwinSc Sub.Sig. GyC. 5Dks D.F. Ref.Mchy.	21329 18748 12189					1905	Harland& Wolff,Ld. Belfast	UnitedStates ShippingBoard Bureau	668·8 B344'F85'	74·3	47·8	NewYork Utd.States WB	Q.8Cy.34",49",71"&100"-63" 1586NHP Harland&WolffLd.Belfast		R
20155 LCBV	— TwinSc3Mst ssOsl.No.3-10,33 OilEng. 2Dks(Stl)&Awng dk(Stl)	4917 3314 3062	✠100A1 Awng dk with freeboard 6,35 ✠LMC CS10,33 DBS~~2,2~~8,35 10,34	Osl Skm	x	CL ~~4,32~~ 6,35	1921 9mo Lloyd	Akers Mek.Værks. Oslo 'sA&CP CellDB312'	Wilh.Wilhelmsen 1070t MT40'800tF	362·0 PT93tAPT40t	51·6	22·7 31 2 FK Collisio	Tönsberg Norwegian Cem nBH to A dk 5 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB80lb AkersMek.Værks.Oslo	34 ″ 0 s 8 ″ 5 25 ″ 10¼	
20156 LOBY	— (exLakeHector) Fitted for oil fuel 1Dk	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis.	ArgentineGovernment	251·0 P29'B64'F23'	43·5	28·1	Bns.Ayres Argentine WB	T.3Cy.19",32"&56"-36" ThePrescottCo. 185NHP Menominee,Wis.		
20157 Dismantled 1090 CBAM	Iron (exGeorgeW.Elder) Fitted for oil fuel 2Dks&Hur dk	1876 — 1382					1874	J.Roach& Son, Chester,Pa.	Artigas,Riofrio yCia.(in liq.)	262·0	38·5	21·0	Valparaiso Chilian	T.3Cy.23",34"&56"-36" NE89,NB13 188NHP UnionIrnWks,S.Francisco		
20158 Dismantled 130214	— Ⓟ IronPad (exPegasus-33) 3Dks	848 — 579					1881	W.Cramp &Sons Philadelphia	UnionNav.Co.Inc.	211·6	32·0	10·6	NewYork Utd.States	1Cy.53"-132" NB10 248NHP W.Cramp&Sons,Phl.		
20159	— TwinSc (exHenry-Frankl.,exAmerica) 1Dk	666 — 380					1907	J.Frerichs &Co.A.G. Einswarden	C.Larguia	162·2	30·0	6·6	Bns.Ayres Argentine	C.4Cy.11¼"&20½"-15¾" 28NHP J.Frerichs&Co.Osterholz		
20160 3068 JACD	**America Maru** Ⓟ TwinSc 2Dks	6070 4546 3126			...		1898	C.S.Swan& Hunter,Ld. Newcastle	OsakaShosenK.K.	423·0 P79'B223'F54'	51·1	29·5 FK&BK1½"	Osaka Japanese WB	T.6Cy.28½",46"&75"-48" 1080NHP WllsndSlpwy.Co.Ld.Nwc.	32 ″ 6	
20161 213845 WACA	**American** (exSantaBarbara) Fitted for oil fuel ssBos.No.3-2,28 D.F. ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)in No.1hold only&Web frames Longitudinal framing	4846 4333 2834	✠ … 11.34 ✠	Bos	z		1916 1mo	W Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. CellDB350'1229t	404·6 F31' DTf32'826t FPT	53·9	26·2 FK	NewYork Utd.States 6BHCem 71tAPT16t	Q.4Cy.25½"37"52½"&76"-54" 611NHP 3SB,12cf,GS213,HS8446 WCramp&SnsS&EBCoPhl	28 ″ 9	R †
20162 132484	— (exAmerica) 1Dk&Spar dk&Web frames	971 850 588			...		1890	SirRDixon &Co. Middlesbro'	W.E.Meyer&Co.	194·9 H84t	25·7	20·7 BK7½"	Bermuda British WB	T.3Cy.17½",29"&47½"-33" 130NHP J.Dickinson,Sunderland	21 ″ 10	
20163 220643 WBDA	**American Banker** Ⓟ (exCantigny) Fitted for oil fuel Ref.Mchy. GyC. 2Dks&Shelter dk D.F. Sub.Sig. Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9 P80'B135'F82' on Shelter dk	58·2	35·9 FK	NewYork Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP GeneralElectricCo.Clvlnd.	40 ″ 0	R †
20164 232352 WNEA	**American Cardinal** (exDicto-33) ssNwc.No.3-2,29 ssN.Yk.No.1-33 1Dk(Stl)2trB	3804 3463 2375	✠100A1 1,36~~11,34~~ ✠NE2,29 ✠LMC MS11,33 BS~~8,34~~10,35 Fitted for oil	NYk fuel8,	v 17	CL ~~12,32~~ 1,36 F.P. a	1917 7mo bove 1	UnionIron WorksCo. Alameda,Cal. A&CP 50° F.	AmericanCardinal S.S.Corp.(AmericanForeignS.S. Corp. Mgrs.) CellDB	341·0 P29'B73'F36' 290' 967t FPT120t	48·2	24·5 FK	NewYork Utd.States 6BHptCem APT102t	T.3Cy.24",38"&64"-42" (s) 195lb 372NHP 2SB,8cf,HS6690 McKie&Baxter,Ld.Gls.	27 ″ 3 s4 ″ 10 22 ″ 7¼	
20165 232039 WKEN	**American Eagle** (exThekla, exHampholm, ssOsl.No.3-5,29 exThordis) ssOsl.No.1-32 1Dk(Stl)2trB	4371 — 2759	✠100A1 ~~1,36~~ 3,36 ✠NE8,25 ✠LMC9,32 BS~~2,35~~1,36 Fitted for oil	NYk fuel3,	x 17	CL ~~2,35~~ 3,36 F.P. a	1917 3mo bove 1	Moore& Scott IrnWks Oakland, Cal. A&CP 50° F Cell	S.S.American EagleOwners,Inc. (AmericanForeign S.S.Corp. Mgrs.) DB283'1061tDTf	376·2 P33'B70'F40' 21'347tFPT96tAP	52·6	25·8 FK	NewYork Utd.States 6BHptAsp T132t	T.3Cy.24",41"&68"-45" (r) 200lb 493NHP 3SB,9cf, HS7509 FD N.E.MarineEngCoLdNwc	28 ″ 0 s5 ″ 6½ 22 ″ 8	
20166 220927 WBDB	**American Farmer** Ⓟ (exOurcq) GyC. Fitted for oil fuel Ref.Mchy. 2Dks&Shelter dk D.F. Sub.Sig. CruiserStern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9 P80'B135'F82' on Shelter dk	58·2	35·9 FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa	40 ″ 0	R †
20167 220853 WGEG	**American Importer** Ⓟ (exSomme) Fitted for oil fuel E.S.D. Ref.Mchy. 2Dks&Shelterdk Sub.Sig. D.F. GyC. Cruiser Stern	7590 6282 4039			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9 P80'B135'F82' on Shelter dk	58·2	26·4 FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1259NHP GeneralElectricCo.EriePa	40 ″ 0	R †
20168 221478 KDTM	**American Legion** Ⓟ TwinSc Fitted for oil fuel GyC. D.F. 2Dks&Shelter dk Ref.Mchy. Longitudinal framing	13736 12548 8137			...		1920	NewYork S.B.Corp. Camden,N.J.	MunsonS.S.Line	516·5 B222'on Shelter dk	72·2	27·8 FK	NewYork Utd.States WB	4 Steam Turbines DR geared to 2 Sc. Shafts 3105NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	41 ″ 0	R †
20169 220984 WFDL	**American Merchant** Ⓟ (exAisne) Fitted for oil fuel GyC. Sub.Sig 2Dks&Shelter dk D.F. Ref.Mchy. Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9 P80'B135'F82' on Shelter dk	58·2	35·9 FK	NewYork Utd. States 11BHtoS dk WB	2 Steam Turbines DR geared to1ScShaft1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
20170 220148 KUVB	**American Oriole** (exEastern Glen-33) ssN.Yk.No.3-10,33 2Dks(Stl)	5169 4823 3213	✠100A1 ~~9,34~~ 1,36 BS~~9,34~~ ✠LMC10,35 10,35 Fitted for oil	NYk fuel 1	z 0,3	CL ~~N10,33~~ 10,35 3 F.P.	1920 3mo above	UchidaS.B &Eng.Co.Ld. Yokohama A&CP 150° F.	S.S.Oriole,Inc. (American Foreign S.S.Corp. Mgrs.) CellD	399·9 P39'B121'F40' B345'1042t FPT13	54·7	27·6 FK	NewYork Utd.States 6BHptCem 8tAPT92t	T.3Cy.26",43½"&72"-48"(s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD Ishikawajima SB.&Eng.Co.Ld.Tokio	30 ″ 0	
20171 219632 KUDN	**American Press** Sub.Sig. Fitted for oil fuel 2Dks	5135 4598 3127					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20172 220983 WEDZ	**American Shipper** Ⓟ (exTours) Fitted for oil fuel GyC. Ref.Mchy. 2Dks&Shelter dk Sub.Sig. D.F. CruiserStern	7430 6282 4013			...		1921	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9 P80'B135'F82' on Shelter dk	58·2	35·9 FK	NewYork Utd. States WB	2SteamTurbinesDRgeared to 1 Sc.Shaft 1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
20173 218477 KJBI	**American Star** (exStrathnaver) Fitted for oil fuel 2Dks	4811 — 3037					1919	Downey S.B.Corp. NewYork	~~TheCharlesNelson Co.~~ RedSalmon CanningCo.(F.B. Peterson, Mgr.)	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States WB	T.3Cy.27",40"&70"-48" 389NHP DowneyShipyardCorp.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of E. of Trade Cert.
20174 220893 WFDC	**American Trader** Ⓟ (exMarne) Fitted for oil fuel GyC. Ref.Mchy. 2Dks&Shelter dk D.F. Sub.Sig. Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9|58·2|35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd.States WB	2SteamTurbinesDRgeared to 1Sc. Shaft 1295NHP GeneralElectricCoErie,Pa.	40 ″ 0	R †
20175 220778 KDJN	**American Traveler** Ⓟ (exCambrai) Fitted for oil fuel E.S.D. GyC. 2Dks&Shelter dk Sub.Sig. D.F. CruiserStern	7555 6282 3908			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	436·9|58·2|26·4 P80'B135'F82'on Shelterdk FK	NewYork Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft GeneralElectricCo.Erie,Pa		R †
20176 205096	**Americana** Ⓟ Mchy.Aft	969 — 531					1908	Buffalo D.D.Co. Buffalo	Steamer Americana	203·0|45·0|15·8	NewYork Utd.States	T.3Cy.20",32"&50"-36" 150NHP DetroitS.B.Co.Detroit		
20177 1245 IBAB	**Americano** (exChinampa,exCushing, exPrometheus) ssGen.2ndNo 3-3,27 ssGen.No.2-34 D.F. 2Dks(1Stl&U ptIrn&ptStl)&Webframes Mchy.Aft	7008 5847 4408	✠100A1 6,35 ~~11,34~~ BS4,35 ✠LMC4,34 Carrying Petroleum in bulk Fitted for oil fuel 5 13 F.P. above 150° F.	Gen	a†	N4,34	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	Cia.NaviCisterna Soc.Anon. CellDB	435·1|54·6|30·3 428·0 54·4 30·5 P252'F46' FK uE39' 71t FPT77t	Genoa Italian 14BH APT130t ptCem	T.3Cy.28",46½"&77"-54" (s) 180lb 564NHP 4SB,12cf,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 ″ 0 s 4″11½ 27 ″ 3¼	
20178 OXVE	**Amerika** Ⓟ OilEng. ssCpn.No.1-34 D.F. 2Dks(Stl)3rdDk Ref Mchy (Stl)in motor space &forward holds	10110 8377 6170	✠100A1 withfreeboard 8,35 ~~2,35~~ ✠LMC CS2,34 11,35 ✠Lloyd's RMC 3,36	~~SE~~ Cpn DBS 8,35		CL ~~5,33~~ 8,35	1930 1mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	A/SDetÖstasiatiskeKompagni CellDB408'1702t in way of tunnel255t	465·4|62·2|37·2 B179'F73' FK DTa11'522tTanks FPT138tAPT185t	Copnhagn Danish 8BH (6 to W dk 2 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.24⅜"-55⅛" 1236NHP DB100lb Akt.Burmeistr&Wain,Cpn	40 ″ 0 s11 ″ 9¼ 28 ″ 5¼	
20179 7215 SEXA	**Amerikaland** TwinSc ssGot.No.3-8,35 ~~ssBal.No.2-33~~ OilEng. 1Dk(Stl)&Webframes Mchy.Aft Longitudinal framing	15355 14224 3320	✠100A1 ~~12,34~~ 3,36 ✠LMC 8,35 DBS 8,85 ~~CS6,33~~	Bal ~~Got~~	j†	CL ~~PN11,33~~ ~~SN6,34~~ 6,35	1925 6mo	Deutsche WerftA.G. Hamburg Lloyd's A&CP	ÅngfAktiebTirfing (T.E.J. : son Broström,Mgr.) CellDBuE91' 380tDTf27'1173t DT	561·3|72·2|44·1 P117'F51' FK FPT729tAPT290t 's at sides & u bottom	Gothenbrg Swedish 11BHAsp (1 to 2nd dk) of holds330'	Oil Engines 4S.C.SA 16Cy.29½"-47¼" DB114lb 1313NHP AlgemeineElek.Ges.Berlin	44 ″ 0 s10″2½ 34 ″ 0¼	
20180 Broken up ~~FNLC~~	**Amérique** Ⓟ (exAlba, exSierraVentana) TwinSc Sub.Sig. D.F. 3Dks	8396 — 4867					1912	Bremer Vulkan Vegesack	~~ChargeursRéunis~~	440·3|55·5|35·0 B183'F97'	~~Bordeaux~~ ~~French~~ British WB	T.6Cy.24⅜",40½"&66⅛"-47¼" 600NHP BremerVulkan,Vegesack		V
20181 ONEC	**Améthyste** TwinSc OilEng CruiserStern 1Dk	810 654 448					1932	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4|35·6|15·5 Q53'B46'F23'	Antwerp Belgian WB	Oil Engines 4S.C.SA 16Cy.13"-23⅝" 260NHP SocAn.J.Cockerill,Seraing		V
20182	**Amfitriti** (exKeravnos-35, exNoorElBahr-28) 1Dk	434 — 246					1884	Atel.&Ch. de laLoire St.Nazaire	Pagasitikos SteamshipCo.	185·2|23·3|12·3	Piræus Greek	T.3Cy.16",24"&40"-24" 78NHP		
20183 14827 GJQR	**Amicus** ssCff.No.2-33 1Dk(Stl)	3660 3403 2255	✠100A1 ~~9,35~~ ~~3,35~~ 3,36 BS12,35 ✠LMC MS12,35	Cff Bry	w	CL 3,35	1925 1mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	TempusShipping Co.Ld.(W.H. Seager&Co. ~~Mgrs.~~ Ld.Mgrs.) Cell	362·5|50·9|22·5 P33'B221'F30' FK DB317'1042t FPT	Cardiff British 6BHCem 80tAPT100t	T.3Cy.25",41"&68"-45" (r) 180lb 369NHP 3SB,9cf,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 8 s 3 ″ 0 21 ″ 10¾	
20184 FNWJ	**Amienois** D.F. 2Dks	3713 3326 1976					1932	Furness S.B.Co.Ld Haverton Hill-on-Tees	Compagnie des Bateaux à Vapeur duNord	331·7|53·2|25·0	Dunkirk French WB	T.3Cy.22",36"&60"-39" 225NHP G.Clark&Co.Ld.Sld.		V
20185 14258 MJDX	**Amiens** ssShl.No.1-35 ssNwc.No.3-11,30 Well deck 1Dk(Stl) Cargo battens not fitted	1548 1285 836	✠100A1 9,35 ~~3,33~~ ~~BS2,34~~ ✠LMC 5,35 MS9,35	Shl	p	CL ~~2,35~~ 9,35	1918 7mo	Dublin Dkyd.Co.Ld. Dublin Lloyd's A&CP	HarriesBros&Co. Ld. CellDB171'310tD	240·2|36·3|18·4 Q94'B47'F23' FK Ta29' 131t FPT80t	London British 4BHCem APT38t	T.3Cy.18",29"&48"-33" (s) 180lb 167NHP 2SB,6cf,GS97,HS2886 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 5½ 18 ″ 3	
20186 DOIJ	**Amisia** Wireless D.F. 1Dk	999 797 596					1921	Atlas-WerkeA.G. Bremen	ArgoReedA.G.	224·0|33·2|13·7 P14'Q66'B53'F31'	Bremen German WB	T3Cy.$18\frac{1}{10}$",29½"&48⅘"-29½" 129NHP Atlas-WerkeA.G.Bremen		G
20187 162345 MPZV	**Amlwch Rose** Special Surveys to date from 3,34 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	632 428 277	✠100A1 9,34 ✠LMC3,34	Shl	i	CL 9,34	1931 4mo	NVSchpsw "DeMerwede" Hardinxveld Lloyd's A&CP	RichardHughes& Co.(Liverpool)Ld. CellDB105'144t	175·3|27·1|11·1 Q101'B11'F25' FK FPT54tAPT4t	Liverpool British 3BHCem	T.3Cy.13",21½"&35"-27" (s) 180lb 88RHP 1SB,3cf,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3 ″10 12 ″ 9¼	
20188 DHBB	**Ammon** Ⓟ D.F. 2Dks	7134 6406 4369					1922	Bremer "Vulcan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	438·4|55·3|32·1 F54'	Hamburg German WB	T.3Cy.$29\frac{15}{16}$",$48\frac{3}{16}$"&$77\frac{9}{16}$"-55" 446NHP BremerVulkan,Vegesack		G
20189 211906 WCCD	**Amolco** ssNOs.No.2-35 ssBos.No.3-1,27 ~~ssN.Os.No.1-31~~ Mchy.Aft 2Dks(Stl)&Web frames	3101 2779 1881	✠100A1 ~~6,35~~ ~~12,34~~ 1,36 ~~BS10,31~~ ✠LMC Carrying Petroleum in bulk Fitted for oil fuel 1,27 F.P. above 150° F.	NYk NNs 6,35	u	CL ~~10,33~~ 6,35	1914 1mo	ForeRiver S.B.Corp. Quincy,Mass. Lloyd's A&CP	SteamshipAmolco Corpn.(U.S.Tank ShipCorp.Mgrs.) Cell DBuE&B68'186tF	317·1|46·0|23·8 P72'F32' FK PT155tAPT60t	New York Utd.States 12BHCem 8 ,, toUprdk 4 ,, ,, 2nd ,,	T.3Cy.22",37"&60"-42" (s) 180lb 291NHP 2SB,6cf,GS100,HS4001 FD ForeRiverS.B.Co.Quincy	25 ″ 6	
20190 PCPA	**Amor** Ⓟ Ref.Mchy Longitudinal framing 2Dks	2325 1729 1443					1911	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0|42·0|17·0 B76'Q108'F42'	Amstrdam Dutch WB	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
20191 10291 JTEH	**Amoy Maru** Ⓟ 2Dks	730 668 426					1906	OsakaIron Works Osaka	OsakaShosen K.K.	185·0|27·1|17·8	Osaka Japanese	T.3Cy.13",25"&39"-30" 83NHP OsakaIronWorks,Osaka		
20192 FOYJ	**Ampère** TwinSc (CableVessel) GyC. 1Dk	2435 1046 660					1930	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Postes& Télégraphes)	288·3|41·1|23·7 B98'	LaSeyne French WB	T6Cy$17\frac{5}{16}$"$27\frac{3}{16}$"&$45\frac{11}{16}$"-28¾" 224NHP SocProvençale deCnstNav		V
20193 10 ONPB	**Ampetco** (exUrania) TwinSc OilEng. ssAnt.No.2-33 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) D.F. Sub.Sig. Web frames Longitudinal framing	8718 8425 4752	✠100A1 Shelter dk withfreeboard 10,35 ✠LMC CS10,34 DBS ~~9,34~~ 10,35 10,35 Carrying Petroleum in bulk	Ant	d†	CL P8,34 SN8,34	1926 6mo	Howaldtswerke Kiel Lloyd's A&CP	S.A.BelgeAmericanPetroleumCo. CellDBa&uE93' DTf36'275t	470·3|63·2|35·3 B34'F39' FK 287t FPT182tAPT79t	Antwerp Belgian 18BHptCem ptAsp 13BHtoUdk	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2WaterTube DB200lb DB70lb GebrüderSulzer, Ludwigshafen	35 ″ 6 s 8 ″ 4¾ 27 ″ 5	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.
20194 148313 GMTB	**Ampleforth** (exGlofield-32) ssRot.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4576 4235 2765	✠100A1 withfreeboard 11,35 ~~12,34~~ ✠LMC5,35 BS10,35	Rot Cff	z	CL ~~5,33~~ 11,35	1929 12mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	AmpleforthS.S.Co.Ld.(CharlesCravos&Co) CellDB344'1312t	400·5|53·5|25·0 F32' FK FPT121t APT146t	Cardiff British 6BHCem (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.25½",42"&70"-48" (s) 180lb 417NHP 3SB,9cf,GS144,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s 3 ″ 0¾ 24 ″ 8½
20195 To be Broken up	**Ampullaria** ssH.Kg.No.2-29 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5857 5330 3476	✠~~100A1~~ 8,33 [illegible] ✠[illegible] Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Sng	z	CL 12,32	1921 8mo	UnionConstructionCo. Oakland,Cal. A&CP	~~Anglo-Saxon~~ ~~PetroleumCo.Ld~~ Cell DBuE&B81'230t DTf32'328t	412·5|53·8|31·1 P110'B33'F57' FK FPT86t APT89t	Japanese ptAsp15BH (11 to U dk 4 ,,2nd,,)	T.3Cy.27",45"&74"-48" (s) 180lb 120lb 556NHP 3SB,9cf,HS8451 FD Hooven,Owens&RentschlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7¾ 25 ″ 7¼
20196 DOMG	**Amrum** TwinSc Now "Port-de-Bouc," see No. 39612 in Supplement Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk 1Dk	1805 [illegible] 919					1916	Howaldtswerke Kiel	Atlantic-Tank-RhedereiG.m.b.H. (JohnT.EssbergerG.m.b.H.Mgrs.)	255·3|38·5|18·4 Q99'F46'	Hamburg German	T.3Cy.14⅞",23¼"&38½"-19 7/16" 128NHP Howaldtswerke,Kiel	
20197 DODC	**Amsel** D.F. Sub.Sig 2Dks Cruiser Stern	1756 1428 790					1927	Akt.Ges. "Neptun" Rostock	AtlasLevante-LinieA.G.(DeutscheLevante-LinieG.m.b.H.Mgrs.)	276·1|42·2|15·9 P14'B255'F33'	Bremen German WB	T.3Cy.23⅝",38 3/16"&62"-41 5/16" 247NHP A.G."Neptun,"Rostock	
20198 1333 IJPE	**Amsicora** (exLuciana, exHansa,exLina) Iron 1Dk&Awng dk	591 — 340					1880	F.Schichau Elbing	Zolezzi&Tortora	183·7|25·3|12·4 P&B97'F26' 21·1	Genoa Italian	C.2Cy.22"&41"-25½" NB93 70NHP F.Schichau,Elbing	
20199 PCPG	**Amstel** ssRot.No.2-34 D.F. 1Dk(Stl)	2115 1892 1253	✠100A1 1,36 ~~1,35~~ ✠LMC MS4,34 BS~~5,34~~8,35	Rot	s	CL 2,34	1925 5mo	A.Vuijk&Zonen Capelle a/d Ysel Lloyd'sA&CP	N.V.Houtvaart (Vinke&Co.Mgrs) CellDB244'536t	281·3|42·7|19·3 P22'B64'F22' FK FPT103t	Rottrdam Dutch 4BHptCem ptAsp APT54t	T.3Cy.21",34½"&57"-36" (s) 210lb 248NHP 2SB,6cf,GS106,HS4054 Arnhemsche-StoomsleephellingMaats.Arnhem	21 ″ 4 s 3 ″ 1½ 18 ″ 4
20200 POPL	**Amstelkerk** Ⓟ ssAms.No.1-32 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	4457 3215 2453	✠100A1 withfreeboard ~~5,35~~ ~~9,34~~3,36 BS~~5,35~~ ~~BS8,34~~ ✠LMC9,32 Fitted for oil fuel 2,29 F.P.above 150°F. Fitted for carrying oil F.P.above 150°F.in Deep Tank	Ams Ham	y	CL 3,34	1929 2mo	Nüscke&Co.A.G. Stettin Lloyd'sA&CP CellDB301'726t	Vereenig deNederlandscheScheep.Maats.(Holland WestAfrikaLijn N.V.Mgrs.) DTf27'502t	368·7|53·2|22·0 B112'F36' FK (CollBH&A.P. FPT80t APT44t	TheHague Dutch 7BHptCem ptAsp BH to Sh dk 4 ,, 2nd ,, 1 ,, 3rd ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 653NHP 4SB,12cf,GS189,HS8439 FD EscherWyss&Cie.Zürich	25 ″ 6 s 2 ″ 1½ 23 ″ 6½
20201 PCPR	**Amstelland** ssAms.No.3-12,33 2Dks(Stl)3trBinNo.1hold Ref.Mchy. CruiserStern	8156 7532 5128	✠100A1 ~~1,35~~12,35 ✠LMC MS12,32 BS1,35 ✠Lloyd'sRMC~~10,34~~ 1,36 ~~11,35~~ Fitted for oil fuel 8,20 F.P. above 150° F.	Ams	d†	CL 1,35	1920 8mo	Swan,Hunter&WighamRichardson,Ld Newcastle Lloyd'sA&CP	N.V.Koninkl.Hollandsche-Lloyd Cell	470·1|61·5|32·1 P58'B317'F48' FK DB413' 1580t FPT	Amstrdam Dutch 7BHptCem 113t APT68t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 1066NHP 5SB,15cf,GS327HS13300 FD Swan,Hunter&Wigham-RichardsonLdMch&Nwc	34 ″ 10 s6 ″ 4½ 28 ″ 8½
20202 PCQD	**Amsterdam** ssAms.No.3-12,33 ~~ssHam.No.2-29~~ 2Dks(Stl)&Shelter dk(Stl) CruiserStern	8670 7955 4709	✠100A1 Shelter dk withfreeboard 1,36 ~~2,32~~ ✠LMC MS6,33 BS~~6,34~~9,35 Fitted for oil fuel 12,21 F.P.above 150°F.	Ams	e†	CL 12,33	1921 11mo	Lithgows,Ld. PortGlasgow Lloyd'sA&CP	Koninkl.Nederl.Stoomb.Maats. CellDB396' 1946t DTa39'1384t	473·6|65·5|31·7 F38'on Shelter dk FK FPT368t APT263t	Amstrdam Dutch ptCem 8BHtoSh dk Turbines by	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 220lb 1105NHP 6SB,18cf,GS343HS14958 FD D.Rowan&CoLd.Glasgow MetVickersElecCoLdMch	35 ″ 9 s5 ″ 11½ 30 ″ 0½
20203 PCQF	— ssRot.No.3-10,34 D.F. 2Dks(Stl)& Mchy.Aft Webframes Longitudinal framing	7352 6873 4468	✠100A1 9,35 ~~2,35~~ ✠LMC10,34 BS9,35 Carrying Petroleum in bulk Fitted for oil fuel 10,22 F.P. above 150°F.	Rot	b†	CL ~~10,34~~ 9,35	1922 10mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP CellDBuE&B50'1522t	American PetroleumCo.	440·0|57·5|34·1 P95'B32'F46' FK DTf598t FPT135t	TheHague Dutch 18BHptCem (11 to U dk 7 ,, 2nd ,,) APT42t	T.3Cy.28",46"&77"-51" (s) 180lb 627NHP 3SB&1Aux.SB,11cf,HS9562 ArmstrongWhitworth FD &Co.Ld.Nwc.	33 ″ 11 s6 ″ 6½ 27 ″ 7
20204 161037 GNCW	— Ⓟ TwinSc ssHar.No.1-34 2Dks(Weather dk ptStl-teak s)3rdDk forward of Mchy.space Sub.Sig. CruiserStern	4220 3028 1989	✠100A1 withfreeboard 5,36 ~~1,35~~ ✠LMC4,34 For Service between Harwich & the Hook of Holland	Gms ~~Rot~~	w	OG 4,34 BS4,36	1930 4mo	J.Brown&Co.Ld. Clydebank Lloyd'sA&CP	London&NorthEasternRailway CellDBuE42'55t DTsf48'57t	350·8|50·1|26·0 Promenade dk& F268' FK MT12'120t DTsa22'42t FPT	Harwich British 8BHptCem ptAsp 12t APT42t	4SteamTurbinesSRgeared to2Sc.Shafts (r) 215lb FD 1520NHP 5SB,20cf,GS430,HS15033 J.Brown&Co.Ld.Clydebnk	27 ″ 0 s12 ″ 2½ 15 ″ 3
20205 4222 SDGC	— Well deck 1Dk	889 714 496					1903	W.LindbergsM.V. Stockholm	StockholmsRederiaktieb.Svea (Eman.Högberg,Mgr.)	209·2|32·1|13·2 Q79'B51'H50tF19'	Stockholm Swedish WB	T.3Cy.14 9/16",23⅝"&38"-25 5/16" 73NHP W.LindbergsM.V.Skm.	
20206 UOIX	**Amur** (exJapix-33,exEldon) ssNwc.No.1-28 Well deck 1Dk(Stl) Sub.Sig.	2917 2281 1551	✠ 2,33 ✠	Kel	t		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees CellDBuE20'f126'432t	Sovtorgflot	306·3|45·1|22·3 Q122'B56'F25' FK DTa86'799t FPT	Vladvostk Russian 6BHptCem 79t APT96t	T.3Cy.24",40"&65"-42" 335NHP 2SB,8cf,GS142,HS5679 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 3
20207 114447 VGDQ	— (exJ.H.Plummer,exVanEyck, exJ.H.Plummer) 2Dks Mchy.Aft	1643 1491 1238					1903	Armstrong Whitworth &Co.Ld. Newcastle	CoastwiseS.S.&BargeCo.Ld.(J.Griffiths&Sons,Mgrs.)	246·4|36·6|21·7	Vancouver British WB	T.3Cy.20½",33"&54"-36" 175NHP WllsndSlpwy.Co.Ld.Nwc.	
20208	**Amvrakikos** Ⓟ TwinSc (exTessie-34,exLelia,exAlbâtre) 1Dk	471 397 182					1918	Atel.&Ch. de laLoire Nantes	Sp.Typaldos	182·3|25·0|12·9 P28'F26'	Piræus Greek	T.3Cy.12",20"&32"-19½" 45NHP EtablissemntsCochet,Paris	
20209 143718 MKPF	**Amy Summerfield** ssLiv.No.3-5,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	407 318 159	✠100A1 2,36 ~~5,34~~ ✠LMC MS5,34 BS~~5,34~~ 1,36	Liv	f	CL 5,34	1921 3mo	Day,Summers&Co.Ld. Southampton Lloyd'sA&CP	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld.Mgrs.)	143·2|25·1|11·6 Q47'B9'F24' BK7" FPT48t	Liverpool British 3BHCem APT3t	C.2Cy.19"&38"-30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 ″ 9 s ″ 10½ 12 ″ 6
20210 XNBN	**An Lee** (exHwahHsin,exSexta) 1Dk&Spar dk	1668 1442 977					1905	Schiffsw.v.HenryKoch Lübeck	ChingKeeS.N.Co.Ld.	265·7|37·8|18·3 P30'B75'F38'	Chefoo Chinese WB	T.3Cy.20½",33½"&53¼"-33½" 164NHP J.F.Ahrens,Altona	

1	2 / 3	4	5	6	6½	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20211 XNFS	**An-Shing** (*ex*Minerva) TwinMasts 2*Dks* *Longitudinal framing*	2821 2215 1794					1909	W.Hamilton&Co.Ld. Pt.Glasgow	AnTungS.S.Co.	327·6 Q110'B86'F41'	44·2	18·5	Shanghai Chinese *WB*	T.3Cy.21",35"&57"-29" 203NHP D.Rowan&Co.Glasgow		
20212 EARV	**Ana** (*ex*Confidence) Iron 1*Dk*	304 — 205			...		1885	E.Foden Northwich	Hijos de F. deAzqueta	114·5 Q38'B14'F14' FK	21·9	11·4	S.Sebast'n Spanish *WB*	C.2Cy.16"&30"-22" NB98 43NHP W.E.Bates,Northwich	11 " 6	
20213 219007 KJBJ	**Anaconda** 1*Dk&Shelter dk&Webframes* *Longitudinal framing* *Fitted for oil fuel* Sub.Sig.	6093 5579 3757			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States 7*BHtoSh dk* *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NE20 Mid.WestEng.Co.Indianapolis	34 " 11	R †
20214 216846 KJBK	**Anacortes** 2*Dks&Web frames* *Longitudinal framing* Sub.Sig.	4889 4383 3527			...		1918	ToddD.D.&Const.Corp. Tacoma,Wsh.	UnitedStates ShippingBoard Bureau	379·8 P39'B102'F42' FK	53·1	27·0	Tacoma, Wash. Utd.States *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&DryDock Co.Seattle	29 " 4	R †
20215 163570 GYDG	**Anadara** *Mchy.Aft* *OilEng.* 1*Dk2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8009 7213 4767	✠100A1 ~~8,35~~ ~~2,35~~ 4,36 ✠LMC2,35 *CarryingPetr*	Gls ~~Nwc~~ Cff *oleum*	c† *in*	CL *bulk*	1935 2mo *Lloyd*	Harland&Wolff,Ld. Glasgow *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69' 159*t*	465·1 P93'B46'F48' FK *DTf*25'289*t FPT*1	59·4	33·9	London British 15*BH* 44*tAPT*88*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Harland&Wolff,Ld.Gls.	34 " 0 s 6 " 8¾ 27 " 6	
20216 TCAJ	**Anadolu** (*ex*AnatolieII,*ex*Leopold, *ex*Doob,*ex*Triton,*ex*Clio)	631 — 348					1896	J.Laing Sunderland	AldiKastiZade Ahmet.Vehbi& Mustafa	185·0 Q64'B45'F26'	27·6	12·5	Istanbul Turkish *WB*	T.3Cy.16½",26½"&43½"-30" 103NHP G.Clark,Ld.Sunderland		
20217 UOFX	**Anadyr** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3649 2993 2029					1930	BalticS.B.&E.Works Leningrad	Sovtorgflot	314·7 P43'B95'F37'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
20217* TCAB	**Anafarta** Ⓟ (*ex*Skerryvore) 2*Dks*	1354 — 637					1898	Caledon SB.&E.Co.Ld Dundee	DenizYollari Idaresi	250·0 P&B160'F50'	33·6	16·3	Istanbul Turkish *WB*	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		
20218 OXTC	**Anana** (*ex*Nordamerika-35) *ss*Kel.2ndNo.3-1,29 *ss*Els.No.1-33 1*Dk(ptIrn&ptStl)&* *deepframing&Webframes3Dk rule*	2978 2486 1709	✠100A1 4,35 BS4,35 ✠LMC12,33	Cpn	*u*	CL 3,35	1905 4mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	P/F Uvak~~(P.C.H. Jacobsen,*Mgr.*)~~ (LeifWaagstein *Mgr.*) *Cell*	~~315·0~~ P29 B190'F34' 315·1 FK *DBa*106'*uE&B*30'*f*	46·5	20·8	Thorshavn Danish 5*BHCem* 132'720*t DT*	T3Cy.23$\frac{11}{16}$",38$\frac{5}{16}$"&62½"-42" 180lb *100lb* (*s*) 264NHP 2SB,*6cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld. *a*24'616*tFPT*40*tAPT*46*t*	23 " 2 s 2 " 3¼ 21 " 2	
20219 PCQM	**Anastasia** TwinSc *ss*Sab.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	3029 2282 1605	✠100A1 11,35 DBS2,35 ✠LMC CS11,35 2,35 *CarryingPetr*	~~Sng~~Sab *oleum*	*in*	CL 11,35 *bulk*	1930 12mo *Lloyd*	NV Burgerhout'sM.&S. Rotterdam *'sA&CP*	Nederl.-Indische Tankstoomboot Maats. *Cell*	305·8 P86'F50' *Trunk*169' FK *DBuE*52'136*t FPT*	50·1	19·3	The Hague Dutch 11*BHptCem* 68*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-35$\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Amsterdam	19 " 3 s 1 " 9¼ 17 " 7½	
20220 Broken up	**Anastasios Petroutsis** (*ex*Despina, *ss*Msl.2ndNo.3-4,25 *ex*Raithwaite) *ss*Pir.No.2-33 1*Dk(Irn)*2*trB&deep framing3Dk rule*	3025 2845 1966	✠~~100A1~~ 4,34 ✠~~LMC~~ ~~MS5,33~~ ~~BS4,34~~	Pir	*u*	CL 4,34	1899 3mo	W.Gray&Co.Ld. WHartlepool A&CP	*Cell*	329·0 P27'B80'F32' FK *DBa&uE*130'*f*136'	47·1	22·4	5*BHCem* 715*tAPT*51*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb *100lb* NDB15 258NHP 2SB,*6rf*,GS94,HS3784 Cen.Mar.Eng.Wrks.WHpl	24 " 10 s 4 " 3½ 20 " 9	
20221 SYGX	**Anastassia** (*ex*KingCity, *ex*Quarrydene) 1*Dk&deep framing*	*2883* *2722* *1822*			...		1905	Bartram&Sons Sunderland	P.A.Protopapas	331·0 P29'B190'F37' FK	48·0	21·5	Chios Greek *WB*	T.3Cy 23½",39"&64"-42" 291NHP Blair&Co.Ld.Stockton	24 " 0	C †
20222 SVGK	**Anastassios Pateras** (*ex*Svorono, *ss*Msl.No.3-9,27 *ex*Ennisbrook) *ss*Ant.No.1-31 1*Dk(ptStl ptIrn)* *Cargo battens not fitted in No. 2 hold*	*3382* *3183* *2127*	✠100A1 1,35 MS9,31 ✠LMC BS1,35	Gms	*v*	CL 1,35	1914 7mo *Lloyd*	J.Blumer&Co. Sunderland *'sA&CP Interm* *C*	D.A.Pateras *ediate BH in after* *ell DBa*123'*u E*25'	348·5 P35'B106'F30' FK *hold dispensed with* *f*149'861*t FPT*59*t*	48·7	22·9	Chios Greek *Cem* 5*BH only* *APT*108*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 301NHP 2SB,*6cf*,GS116,HS4700 N.E.MarineEng.Co.LdSld.	25 " 4 s 4 " 2¼ 21 " 4	
20223 LCDH	**Anatina** (*ex*WarHermit) *ss*Sba.No 3-3,30 *ss*Rot.No 1-34 1*Dk(Stl)*	5236 4764 3150	✠100A1 9,35 ~~2,35~~ ✠LMC8,34 BS9,35 *Carrying oil f* *Fitted for oil*	Gib Fal *uel in* *fuel* 4,	*y* *bul* 18	CL 8,34 *k F.P.* *F.P. a*	1918 4mo *Lloyd* *above* *bove*15	J.Brown&Co.Ld. Clydebank *'sA&CP* 150° F. 0° F.	Skibsaktieselskabet Anatina (M.C.Stray) *M* *CellDB*	400·7 P49'B113'F39' FK *iddle line Bulkhead* 345'1134*t FPT*118*t*	52·3	28·5	Xiansand Norwegian 11*BHptCem* *not oil-tight* *APT*176*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD Fullerton,Hodgart& Barclay,Ld.Paisley	31 " 0	
20224 DOGA	**Anatolia** Sub.Sig. 2*Dks*	2446 2189 1421					1923	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 P59'B24'F37'	46·1	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Akt.Ges."Weser,"Bremen		G
20225 EAKA	**Anboto-Mendi** Ⓟ *OilEng.* *ss*Bbo.No.1-33 D.F. 1*Dk(Stl)&* *Shelter dk(Stl)3rd dk in holds*	2955 2062 1527	✠100A1 *withfreeboard* 11,35~~10,34~~ ✠LMC10,32 ✠LMC(M)1,35	Bbo		CL 10,34	1929 1mo *Lloyd*	CiaEuskalduna deConst Bilbao *'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*) *CellD*	335·0 FK *B*270'541*tAPT*43*t*	45·6	17·7	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP SulzerBros.Winterthur	20 " 0 s 1 " 5½ 18 " 10¼	
20226 131320 GPZB	**Anchises** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	10000 8436 6213					1911	Workman Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	493·0 P47'B199'F63'	60·4	~~28·6~~ 37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.LdBel		BT till ~~1,36~~ 11,36
20227 Broken up 129593 ~~GSCK~~	**Anchoria** *Fitted for oil fuel* ~~D.F.~~ 2*Dks*	6112 5561 3725					1911	A.Stephen&Sons,Ld. Glasgow	~~Thos.&Jno. Brocklebank,Ld.~~ ~~BanthamS.S.Co Ld.~~	446·4 P45'B138'F37'	53·2	30·0	~~Glasgow~~ ~~British~~ Japanese *WB*	T.3Cy.28",46"&77"-51" 424NHP A.Stephen&Sons,Ld.Gls.		C
20228 117125 WCCI	**Ancon** Ⓟ (*ex*Shawmut) TwinSc GyC. *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. Inc.*Mgrs.*)	489·5 B178'	58·0	28·9	NewYork Utd.States *WB*	T.6Cy.23½",39¼"&63"-45" NB18 533NHP MarylandStl.Co.Sparr.'Pt.		
20229 163559 GYDK	**Ancylus** *Mchy.Aft* *OilEng.* D.F. 1*Dk2nd dk clear of cargo tanks* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8017 7221 4784	✠100A1 ~~8,35~~ ~~1,35~~ 4,36 ✠LMC1,35 *CarryingPetr*	Nwc Cff *oleum*	c† *in*	CL *bulk*	1935 1mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*55'137*t*	465·0 P93'B46'F48' FK *DTf*25'270*tFPT* 1	59·4	33·8	London British 15*BH* 41*tAPT*92*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 " 0 s 6 " 8¾ 27 " 6	
20230 Broken up EAOD	**Andalucia** Ⓟ *ss*Sld.2ndNo.3-10,12 2*Dks(1Stl)&Awngdk*	1818 1743 1252	✠ 12,18 ✠NB10,12✠	Msl	*q*		1892 9mo	R.Thompson&Sons Sunderland	Cia.Trasmediterranea	250·6 BK9" *CellDB*198'	36·3	16·8 24·4	Seville Spanish 6*BHCem* 296*tAPT*9*t*	T.3Cy.19½",31½"&53"-36" NDB12 168NHP 1SB,*4pf*,GS62,HS2500 N.E.MarineEngCo.Ld.Sld.	27 " 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.
20231 149782 GMVB	**Andalucia Star** Ⓟ TwinSc (*ex*Andalucia) ~~ssLon.No.1-31~~ ~~6Dks(Stl)1st dk(Stl)in~~ ~~Nos.1,2,3,5&6holds~~ D.F. *Ref.Mchy.* E.S.D. *CruiserStern* *ss*Bkn.No.2-35 *5Dks3rd&5thdks omittedinforemosthold*	~~12846~~ ~~8553~~ ~~7836~~ 14943 12358 9295	✠100A1 *withfreeboard* 7,35 ✠LMC7,35 Lloyd'sRMC7,35 ~~12,35~~ [illegible] 4,35 No.1a&1forecastledks.Nos.1a.1.5&6Shltr'tween dks. Nos.3.ntr trunk No.4 trunk&Nos.4&5bridge dks for temp12°F. *Fitted for oil fuel* 3,27 *F.P. above* 150° F.	Lon Bkn	~~††~~	CL 4,35	1927 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	BlueStarLine,Ld.	578·9 ~~512·2~~ B266'F142' len35 FK *(CollBH to weatherdk9BH to 2nd dk* *Duct keel forwd of mchy.space* *CellDB488'1942tFPT105tAPT84t*	68·3	42·7 ~~34·0~~	London British 10*BHCem.*	4SteamTurbinesSRgeared to2Sc.Shafts (r) 1909NHP 200lb FD HS26680 8D&1SB,28*cf*,GS490 CammellLaird&Co.Ld.Bkn	~~37 " 9~~ ~~" 9 " 7~~ ~~28 " 1~~ 46 " 0 s18 " 4½ 28 " 1
20232 228 IBEB	**Andalusia** (*ex*Australplain, *ex*Ardanmhor) D.F. *1Dk&Spar dk*	4499 4185 2807					1907	D&W Hen- dersn&Co.Ld Glasgow	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Sal- vataggi	385·2 P45'B110'F40'	50·1	17·7 26·1	Trieste Italian *WB*	T.3Cy.25",41"&67"–48" 311NHP D&W.Hendersn&CoLdGls	
20233 5769 SGDN	— *ss*Abg.No.3-4,29 Wireless *ss*Got.No.1-34 *1Dk(Stl)&Shelterdk(Stl)*	*1357* *1096* *698*	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~10,34~~ ✠LMC MS8,33 BS~~4,34~~4,35	Got Osc	*p*	OG ~~3,34~~ ~~6,35~~ 7,35	1916 1mo	Oskrshmns M.V.Aktieb Oskarshamns *Lloyd'sA&CP*	Rederiaktb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	236·1 FK *(CollBHtoShelterdk3BH* *CellDB203'347tFPT*	37·4	16·0	Gothenbrg Swedish 4*BHCem* *Hto2nddk)* *22tAPT21t*	T.3Cy.19",31½"&51½"–33" 185lb (s) 204NHP 2SB,6*cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	17 " 9 s " 2 17 " 9
20234 140557 GRBW	**Andalusian** *CruiserStern* *2Dks*	3074 2872 1907					1918	Earle'sCo. Ld. Hull	EllermanLines,Ld.	321·5 P78'B108'F83'	45·2	24·2	Liverpool British *WB*	T.3Cy.20½",35½"&61"–42" 241NHP Earle'sCo.Ld.Hull	
20235 145934 GJBX	**Andania** Ⓟ TwinSc *ss*Liv.No.3-12,34 *2Dks(Stl)&Shelter dk(Stl-ws)* *3rd dk(Stl)in holds except* *in Nos.4&5* *Ref.Mchy.* GyC. D.F. E.S.D. Sub.Sig.	13950 10713 8391	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~12,34~~ ✠LMC12,34 Lloyd'sRMC~~12,34~~ ~~7,35~~ 12,35 BS12,35 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Liv	*h*†	CL 12,34	1922 5mo	Hawthorn Leslie&CoLd. Newcastle *Lloyd'sA&CP*	CunardWhite Star,Ld.	520·2 *B&F426'onSh dk* *Prom. dk 243'* FK *CellDB450'1746t DTf1409t* *Tanks in way of tunnels45'384t FPT105tAPT40t*	65·3	39·2	Liverpool British *ptCem* 10*BH toSdk*	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 1660NHP 2DB&2SB,24*cf*,HS19902 FD Hwthrn,Leslie&C.Ld.Nwc	43 " 0 s11 " 10½ 31 " 6
20236 146229 GBPQ	**Andelle** *ss*Shl.No.3-1,35 *1Dk(Stl)* *Mchy.Aft Well deck*	1832 1381 992	✠100A1 10,35 ~~1,35~~ ✠LMC1,35	Shl	*q*	CL 1,35	1922 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	WestwickS.S.Co. Ld.(James Westoll,Ld.*Mgrs.*) *CellDB215'503t*	Q154'F30' FK *MT10' 224t FPT140t*	37·5	17·5	Sunderlnd British 5*BHCem* *APT56t*	T.3Cy.20½",33"&54"–39" (s) 180lb (s) 205NHP 2SB,6*pf*,GS87,HS3268 Richardsons,Westgarth& Co.Ld.Sld.	19 " 8 s 6 " 5 18 " 2½
20237 LCLI	**Andenæs** Ⓟ *1Dk&Awng dk*	812 761 487					1903	Fredrkstad Mek.Værks. Fredrikstad	Vesteraalens Dampskibsselskab	186·1 *WB*	28·6	18·4	Stokmark- næs Norwegian	T.3Cy.14½",24½"&39"–27" 79NHP FredrikstadM.V.Frdstad.	
20238 LCBY	**Anders** Wireless *1Dk*	1343 1168 773					1916	Van der Giessen&Zo- nen Krimpen	A/S Theologos (N.Rögenæs, *Mgr.*)	239·1 P55tH78t	36·2	16·4	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.	
20239 LCDE	**Anderson** *Fitted for oil fuel* D.F. *3Dks*	1694 976 933					1925	Bergens Mek.Værks Bergen	A/SCastillo(Chr. Gundersen&Co. *Mgrs.*)	255·1 P19'F26'	35·6	15·3 22·3	Oslo Norwegian *WB*	T.3Cy.23",37"&63"–39" 248NHP BergensMekVærksBergen	
20240 EAAT	**Andraka-Mendi** (*ex*Plencia) *ss*Bbo.2ndNo.3-8,24 *ss*Bbo.No.1-28 *1Dk(ptStl&ptIrn)lower dk in holds&* *Webframes&ptAwng dk(Irn)*	2516 1801 1644	✠ … 9,33 ✠	Bbo			1898 5mo	SirRDixon &Co.Ld. Middlesbro'	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDBa98'*	289·5 P24'Q88' FK *ptAwng dk 176'* *uE&B34' f106'530t*	42·0	17·9	Bilbao Spanish 5*BHCem* *APT69t*	T.3Cy.22½",36½"&60"–39" 224NHP 2SB,6*cf*,GS97,HS3350 Blair&Co.Ld.Stockton	20 " 3
20241 FOAD	**André Lebon** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. *4Dks* *Ref.Mchy.*	13682 — 7375					1913	Message. Maritimes LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	508·2 B252'	61·6	45·8	Marseilles French *WB*	Q.8Cy.30½",43½",62½"&88⅝"– 53" 1140NHP Message.Marit.LaCiotat	
20242 158 UNZE	**Andre Marti** (*ex*Trotsky *ex*Ashwin,*ex*WarDrum) *Well deck* *1Dk*	2352 1766 1351		…			1918	S.P.Austin &Son,Ld. Sunderland	Sovtorgflot	285·0 P25'Q72'B66'F32' FK	42·1	19·1	Leningrad Russian *WB*	T.3Cy.22",36"&59"–39" 266NHP Richardsons,Westgarth& Co.Ld.Sld.	21 " 2
20243 FNXK	**André Moyrand** *OilEng.* *1Dk,2ndDk* *in Nos.1&4holds*	2471 1952 1452		…			1927	Atel.&Ch. deFrance Dunkirk	Soc.Anon.de Gérance et d'Armement	288·2 P29'B63'F38' FK	45·6	18·3	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–49$\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 " 0
20244 FOCA	**André Thomé** (*ex*DéputéAndré Thomé) *1Dk*	2012 — 1182					1920	Govern- mentYard Brest	CieDelmasFrères &Vieljeux	270·3 P19'B54'F23'	39·4	19·6	Rouen French	T.3Cy.18$\frac{1}{16}$",29$\frac{5}{16}$"&49½"– 37⅞" 149NHP Etablissements d'Indret, Indret	
20245 LCDF	**Andrea** (*ex*Anomia,*ex*WarExpert) *ss*H.Kg.No.3-3,30 *ss*Rot.No.1-34 *1Dk(Stl)*	5198 4767 3154	✠100A1 9,35 ~~9,34~~ BS~~9,34~~ 9,35 ✠LMC9,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Rot Fal	*y*	CL 4,34	1918 3mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	A/S Brövigseil (Th.Brövig,*Mgr.*) *CellDB*	400·6 P49'B112'F38' FK *Middle line Bulkhead* 345'1136t *FPT*118t	52·3	28·5	Farsund Norwegian 11*BHptCem* *not oil-tight* *APT*185t	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 " 0 s 6 " 0½ 25 " 3
20246 1829 IBXA	— (*ex*GermaineL.D., *ss*Ant.No.3-12,32 *ex*Eastney) *1Dk(Stl)&Shelter dk(Stl)* D.F.	5152 4927 3124	✠ … 12,34 ✠	Gen	*x*		1921 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellDBa133'v*	"Corrado"Soc. Anon.diNav. *E23'f154'1052tDT*	387.7 375·0 F31' FK *CollisionBHtoShdk* *a25'790tAPT130t*	51·3	31·7	Genoa Italian *Cem* 6 " *to U* "	T.3Cy.25",41"&69"–48" 370NHP 3SB,9*cf*,GS155,HS5883 Wllsnd.SlpwyCo.Ld.Nwc.	34 " 1
20247 218067 KIFV	**Andrea F. Luckenbach** *Fitted for oil fuel* TwinSc D.F. *2Dks* GyC. *CruiserStern*	6565 — 4052					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	LuckenbachS.S. Co.Inc.	496·0 B74'	68·2	23·3 37·2	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.	
20248 195 LJRG	**Andrea Sgarallino** Ⓟ *1Dk*	731 689 341					1930	Soc.Odero TerniOrlando Leghorn	Soc.Anon.diNav. Toscana	194·7	28·3	19·8	Leghorn Italian	T.3Cy.16",26½"&43"–30" 101NHP Odero-Terni-Orlando, S.A.,Leghorn	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20249 SVGP	**Andreas** (exNewMexico-33) ssNwc.No.3-10,33 1Dk(Stl)&Shelter dk(Stl) Straight frames & bevelled bilge CruiserStern	4763 4418 2914	✠100A1 Shelter dk withfreeboard 11,35 ~~4,35~~ BS11,34 ✠LMC10,33 Carrying vegetable oil in deep tank	Gen Cff	a†	CL N10,33	1919 8mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	~~S.G.Razis~~ Ionion S.S.Co.Ld. CellDB343' 1571tD	412·6 F40'onShelter dk FK Ta23' 858t FPT91t	55·8	34·4	Argostoli Greek Cem 2BHtoShdk 6 „ „ U „ APT126t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 ″ 7 s3 ″ 4 25 ″ 6½	
20250	**Andrée Eddé** (exCigogne-32, exLoriot) Now "Al Fath," see No. 37018 in Supplement	332 247 73					1918	Forg.&Ch. delaMédit LaSeyne	F.Eddé&Cie	131·4 F26'	24·1	11·2	Beyrout French	C.2Cy.18"&36"-24" 53NHP Forg.&Ch.delaMédit.Msl.		V
20251 138904 VWDY	**Andrew** (exFraser) TwinSc3Mst Wireless 2Dks	1241 1084 492					1905	Armstrong Whitworth &Co.Ld. Newcastle	Government of India(Commerce Dept.)	263·6 P37'B36'F50'	35·2	18·0	Calcutta British WB	T.6Cy.18",30"&48"-33" 265NHP WllsndSlpwy.Co.Ld.Nwc.		
20252 219251	**Andrew Jackson** Fitted for oil fuel 1Dk&Shelterdk&Webframes Longitudinalframing	7746 7203 4926			...		1919	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates ShippingBoard Bureau	439·6 P41'B134'F44'on Shelter dk FK	60·2	33·7	Phildlphia Utd.States WB	DRGearedSteam Turbine GeneralElectricCo. Schenectady,N.Y.	36 ″ 8	
20253 206167	**Andrew S. Upson** Mchy.Aft 1Dk	4442 — 3120					1909	American S.B.Co. Cleveland,O.	KinneyS.S.Co. (A.T.Kinney Mgr)	380·0 WB	52·0	28·0	Wilmngtn (Del.) Utd.States	T.3Cy.21",33½"&57"-42" 211NHP AmericanS.B.Co.Clv.		
20254 337 SVBM	**Andriotis** (exBellfield,exCraigwen, exOrpheus) ssHul.No.3-6,25 ssIps.No.2-33 1Dk(Stl)	4393 4163 2731	✠100A1 7,34 BS~~7,34~~ ✠LMC11,33 12,35	Pir	y	CL 7,34	1912 6mo Lloyd's A&CP	Bartram& Sons Sunderland	N.A.Kydoniefs CellDBa133'uE23	385·0 P33'B237'F36' FK 'f169'1113tFPT172	52·0	25·1	Andros Greek 6BHCem tAPT150t	T.3Cy.25⅞",42"&71"-48" (r) 180lb 404NHP 3SB,9pf,GS167,HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s3 ″ 10½ 23 ″ 10	
20255 DOMC	**Andromeda** 1Dk	658 518 363					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	180·0 Q52'B44'F19'	28·1	12·8	Bremen German WB	T3Cy13½",21 1/16"&34 7/16"-23⅛" 57NHP A.G."Weser,"Bremen		G
20256 DHBD	**Andros** (exAscensione,exCatania) 2Dks	2995 2756 1845			...		1910	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H. Mgrs.)	320·9 P29'F31' FK	46·2	24·1	Hamburg German WB	T3Cy20 11/16",35 7/16"&55⅞"-37⅜" 238NHP A.G."Neptun,"Rostock	26 ″ 9	G †
20257 565 SVGC	**—** (exSyria) 2Dks	2068 1662 1272					1914	SirRaylton Dixon&Co Ld Middlesbro'	NationalSN.Co.Ld. ofGreece	260·0 B121'F54'	40·2	20·9	Andros Greek WB	T.3Cy.23½",38"&62"-39" 240NHP G.Clark,Ld.Sunderland		CV
20258 EAKB	**Andutz-Mendi** ssBkn,No.1-33 1Dk(Stl)&Shelterdk(Stl)	1601 — 758	✠100A1 withfreeboard 3,36 ~~12,34~~ BS~~2,35~~ ✠LMC7,33 2,36	Gls Bbo	r	CL 12,34	1929 2mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Cia.Nav.Sota y Aznar(SirRamon de laSota, Mgr.) CellD	280·1 FK (B245' 376t APT40t	39·0	16·1	Bilbao Spanish 4BHCem Collto Shdk 3,,2nd,,)	T.3Cy.20½",33½"&55"-39" 180lb (s) 291NHP 2SB,6cf,GS105,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 s ″ 4 18 ″ 0½	
20259 FNHC	**Anfa** Ⓟ (exOranje) D.F. 3Dks	4440 — 2706			...		1903	Maats. Fyenoord Rotterdam	Cie.deNav.Paquet	397·8 P&B282'F80' FK&BK3"	45·6	26·9	Marseilles French WB	Q.4Cy.27½",39",55"&82"-60" 718NHP Maats.Fyenoord,Rot.	29 ″ 9	V †
20260 CSFD	**Anfitrite 1°** (exHaukur, Aux4MstSr exPhönix) OilEng. 1Dk (See Sailing Ship Register)	358 329 282					1914	J.R.Andersen Svendborg	Bagão,Nuñes& Machado,Ltda.	140·4	29·7	10·5	Lisbon Portuguese WB	Oil Engines 4S.C.SA 4Cy.11 13/16"-16½" 54NHP HolebyMasch.Holeby		
20261 110 IBHB	**Anfora** ssMfl.No.3-3,34 Ref.Mchy. 1Dk(Stl)& D.F. Shelter dk(Stl)	5452 4984 3379	✠100A1 Shelter dk withfreeboard ~~1,36 1,35~~ 2,36 ✠Lloyd'sRMC~~1,35 7,35~~ 1,36	Tri Msl BS7,35 ✠LMC3,34	y	CL N1,35	1922 5mo A&CP	Cant.San RoccoS.A. Trieste	Navigazione LiberaTriestina S.A. CellDB338'1339t	404·2 B125' on Shelter dk FK FPT114' APT244t	54·0	29·5	Trieste Italian ptCem 2 BH to S dk 4 „ „ U „	T.3Cy.27",42"&68"-48" (s) 180lb 465NHP 3SB,9cf,GS158,HS7023 FD StabilimentoTecnico Triestino,Tri.	32 ″ 0 s7 ″ 1 25 ″ 3	
20262 UOYK	**Angara** (exDionée-34) 1Dk	3045 2735 1586					1923	Atel.&Ch. delaSeine LeTrait(S.I.)	Sovtorgflot	313·6 P164'F29'	46·0	20·1	Leningrad Russian WB	T.3Cy.21⅝",36"&59"-42" Soc.des 226NHP Mot.Chaléassière,SEtienne		V
20263 UOWK	**Angarstroi** (exGrantleyhall) 1Dk(Stl)&Shelter dk(Stl)Straight frames&bevelled bilge CruiserStern	4761 4414 2911	✠ — 9,32 ✠	Hpl	a†		1927 8mo	Harland& Wolff,Ld. Greenock	Sovtorgflot CellDB342' 1440tDTa23'862t	412·3 FK FPT91tAPT126t	55·7	25·0	Odessa Russian 8BHptCem (Coll to S dk 7 „ U „)	T.3Cy.27",44"&73"-48" 452NHP 3SB,9cf,GS190,HS7668 Harland&Wolff,Ld.Bel.	28 ″ 7	
20264 VSBC	**Angby** (exMauritanie) Mchy.Aft 1Dk	786 612 504					1913	Scott& Sons Bowling	SarawakS.S.Co.Ld	200·3 B16'Q50'F23'	36·1	10·7	Kuching Sarawak WB	T.3Cy.13½",22½"&36"-24" 36NHP W.V.V.Lidgerwood,Gls.		V
20265 FNWM	**Ange Schiaffino** Fitted for oil fuel 2Dks	3236 2880 1917					1929	Howaldts- werkeA.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. Mgrs.)	330·6 P24'F41'	48·1	23·7	Algiers French WB	T.3Cy.22⅞",37⅜"&60¼"-39⅜" 227NHP HowaldtswerkeA.G.Kiel		V
20266 24 SUBG	**Angele Mabro** (exP.L.M.10, exEasingwold) ~~ssRou.2ndNo.3-10,22~~ ssAlx.3rdNo.3-2,35 ~~ssAlx.No.2-31~~ 1Dk(Irn)2trB& deep framing 3Dk rule Cargo battens not fitted	3154 2870 1988	✠100A1 2,35 ~~7,34~~ ~~BS5,34~~ ✠LMC~~2,31~~ 2,35	Alx	u	7,34	1898 9mo A&CP	W.Gray& Co.Ld. WHartlepool	G.&T.Mabro Cell DBa 106' u	330·1 P27'B82'F30' FK E&B40' f136' 765t	48·5	21·6	Alxandria Egyptian 5BHCem APT72t	T.3Cy.24",38"&64"-42" (s) 170lb 100lb NDB16 292NHP 2SB,6cf,GS111,HS4680 Cen.Mar.Eng.Wrks.WHpl	24 ″ 0 ~~s4 ″ 0½~~ ~~20 ″ 4~~ s3 ″ 10½ 20 ″ 4	
20267 SZGA	**Angeliki** (exArcadia) ssTri.2ndNo.3-1,26 ssMsl.No.1,30 1Dk(ptIrnptStl)2trB& deepframing3Dk rule	3240 2914 1958	✠ ~~5,35~~ withfreeboard ✠~~LMC~~ ~~MS[illegible]~~ ~~BS9,33~~	Pir	u	CL 9,33	1899 6mo A&CP	JReadhead &Sons South Shields	~~G.A.Georgandis~~ GeorgandisBros. CellD	323·0 P29'B81'F33' FK Ba 106' uE 20'f132'	47·1	22·6	Syra ~~Piraeus~~ Greek 5BHCem 726tAPT30t	T.3Cy.24",40"&64"-42" (r) 160lb NDB04 278NHP 2SB,6rf,GS116,HS4366 J.Readhead&Sons,S.Shl.	25 ″ 0 ~~s4 ″ 3~~ ~~21 ″ 1~~	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20268 233016 WGFX	**Angelina** *Fitted for oil fuel* D.F. 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&D.D.Co NewprtNews	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft NewportNewsSB&DD.Co.	
20269 PCQV	— TwinSc ssBat.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at top of trunk*	2086 1396 1028	✠100A1 3,36 ✠LMC CS3,36 DBS3,35 1,35 *CarryingPetroleum in*	Sbn	*r*	CL s12,33 PN1,35 *bulk*	1931 7mo *Lloyd*	Nederl. Dok. Maats. Amsterdam '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellD*	260·2 P84'*Trunk*129' F47' FK *BuE*48'81*t FPT*27*t*	48·1	14·9	TheHague Dutch 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB*150lb* WerkspoorN.V.Ams	14 ″ 9 s ″ 7 14 ″ 3½
20270 382 IBIB	**Angelina Lauro** (*ex*BowesCastle, *ex*Solfels) D.F. 2*Dks*	5787 5427 3595			...		1913	J.C.TecklenborgA.G. Wesermünde-G.	A.Lauro	437·1 P60'B136'F54' FK	56·2	29·7	Naples Italian *WB*	T.3Cy.28",46¾"&75½"-54" 520NHP J.C.TecklenborgA.G.Wsm	32 ″ 4
20271 107494 KFNM	**Angeline** *Mchy.Aft* 1*Dk*2*trB* D.F.	4690 — 3441					1899	Detroit S.B.Co. Wyandotte	PresqueIsleTransprtn.Co(Cleveland-CliffsIronCo. *Mgrs.*)	423·9	51·9	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit	
20272 SVLL	**Angelos L.** (*ex*CapePoint, *ex*Stambul, *ex*MariaRiekmers) ssShl.2ndNo.3-7,21 ssRot.No.2-30 2*Dks*(*Stl*)	*3667* *3344* *2270*	100A1 3,32 BS2,33 LMC10,30	Ist		CL 1,31	1904 *Lloyd*	Rickmers Act.Ges. Bremerhaven '*sA&CP*	~~F.Scarvelis~~ ArmadoresFinance&InvestmentCo.	354·2 P33'B94'F44' FK *CellDB*286'682*t FPT*	45·2	26·2	Chios Greek 6*BHAsp* 109*t APT*34*t*	T.3Cy.23 5/16",38½"&63 1/16"-43 5/16" 185lb (*s*) 329NHP 3SB,9*cf*,GS116,HS5610 BremerVulkan,Vegesack	29 ″ 0 s 5 ″ 7 24 ″ 0
20273 2605 SHLE	**Ångermanland** Ⓟ Iron 1*Dk*&*Shelter dk*	643 348 446					1872	Bergsunds MekVerkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	170·5 H52*t*	25·1	12·9 20·3	Stockholm Swedish	C.2Cy.26"&47"-27" 96NHP W.LindbergsMk.V.Skm.	
20274 FOAF	**Angers** Ⓟ TwinSc (*ex*CapArcona) D.F. *Ref.Mchy.* 2*Dks*	9847 — 5388					1907	Blohm&Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	483·6 P&B380'F79'	55·3	31·1	Marseilles French *WB*	Q.8Cy.27 5/16",39⅞",56¾"&80⅞"-59½" 1004NHP Blohm&Voss,Hamburg	
20275 161159 MPTV	**Anglesea Rose** ssCff.No.1-34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1151 866 670	✠100A1 ~~10,34~~10,35 ✠LMC10,34	Cff Sws	*n*	CL ~~10,34~~ 10,35	1930 6mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes&Co.(Liverpool)Ld. *CellD*	220·0 Q123'B12'F24' FK *B*144'231*t FPT*84*t*	34·1	14·2	Liverpool British 4*BHptCem* *APT*41*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s 4 ″ 11 15 ″ 5¾
20276 132859 MDRB	**Anglesey Coast** (*ex*Enda) ssIrv.No.3-4,24 *Mchy.Aft* ssMch.No.2-33 *Well deck* 1*Dk*(*Stl*)	863 593 428	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ ✠LMC6,32 7,35	Mch	*l*	CL 4,33	1911 12mo *Lloyd*	Dublin DockyardCo. Dublin '*sA&CP*	Coast Lines, Ld. *CellDB*	200·2 Q115'B9'F34' BK7' *a*64'*f*53' 159*t FPT*	30·6 32·3	12·5	Liverpool British 3*BHCem* 64*t APT*15*t*	C.2Cy.22"&46"-30" (*s*) 135lb *90lb* 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s 4 ″ 5 14 ″ 11¾
20277	**Anglian Coast** Ⓟ TwinSc E.S.D. Wireless D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* Should be Ocean Coast. No. 3950 in Supplement	1100 600					1935	H.Robb, Ld. Leith	CoastLinesLd.	250·0			Liverpool British *WB*	Oil Engines 2S.C.SA 10Cy.13⅝"-22 7/16" 312NHP BritishAuxiliariesLd.Gls.	
20278	**Anglo No. 1** (*ex*Kingswood,*ex*Shirley,*ex*Zarate) TwinSc *Mchy.Aft* *Ref.Mchy.* 2*Dks*	1394 — 795					1921	Cammell Laird&Co.Ld Birkenhead	Union ColdStorage Co.Ld.	220·5	44·1	9·3	Bns.Ayres Argentine *WB*	T.2Cy.13½",21"&34"-19" 50NHP CammellLaird&CoLd.Bkn	
20279 161339 GMFL	**Anglo African** ssShl.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5601 5047 3369	✠100A1 *withfreeboard* 12,35 ~~11,34~~ ✠LMC11,34 BS12,35	Shl	*a*†	CL ~~10,32~~ 12,35	1929 12mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP* *CellDB*378'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*) 1299*t DTa*23'1078*t*	426·0 FK *FPT*89*t APT*195*t*	58·0	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy.23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS135,HS6216 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s3 ″ 6½ 25 ″ 2
20280 149817 GMXW	**Anglo Australian** ssShl.No.2-35 ~~ssShl.No.1-34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5456 5013 3332	✠100A1 *withfreeboard* ~~5,35~~ ~~9,34~~12,35 ~~BS9,34~~ ✠LMC~~11,34~~ 12,35	Nwc Shl	*a*†	CL 3,34	1927 5mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*)	426·0 FK *CellDB*355'1340*t*	58·0	26·1	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *DTa*23' 998*t*	Q4Cy23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEngCoLdNwc *FPT*89*t APT*185*t*	28 ″ 6 s 3 ″ 6½ 25 ″ 2
20281 160529 GSLD	**Anglo Canadian** ssSld.No.1-33 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5268 4773 3246	✠100A1 *withfreeboard* 12,35 ~~9,34~~ ✠LMC DBS~~11,34~~ CS5,35 1,36	Bkn ~~Sws~~ Nwc	*a*†	CL ~~5,33~~ 5,35 *CellD*	1928 7mo *Lloyd* *B*349'	ShortBros. Ld. Sunderland '*sA&CP* 1430*t DTa*29'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*) 1060*t DTf*23'986*t*	426·0 FK *FPT*78*t APT*149*t*	58·0	24·7	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 5¼ 25 ″ 3¼
20282 143091 GBKZ	**Anglo Colombian** (*ex*Schwarzenfels) ssShl.No.3-10,34 D.F. 2*Dks*(*Stl U*-teak s)	8407 7922 5333	100A1 *withfreeboard* ~~3,35~~10,35 LMC10,34 BS9,35	Shl	*e*†	CL 10,34	1915	Akt.Ges. "Weser" Bremen *CellD*	NitrateProducers' SS.CoLd(Lawther, Latta&Co.Ld. *Mgrs.*) *in forward & after* *Ba*161'*uE*33'*f*190'	479·0 P66'B140'F60' FK *Intermediate BHs* *holdsdispensed with* 1573*t*'*Tween deck t*	62·2	33·0	London British *Cem* 6*BH only* *anks f*40'717	Q.4Cy.28⅜",40⅝",58¾"&84⅞"-55" 213lb (*s*) 750NHP 4SB12*cf*GS228HS10320 FD A.G."Weser,"Bremen *ta*47'730*t FPT*87*t APT*82*t*	35 ″ 9 s 8 ″ 3½ 27 ″ 8½
20283 148665 GLNW	**Anglo Indian** ssShl.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Corrugated sides* *Longitudinal framing inDB&at decks*	5531 5110 3400	✠100A1 *withfreeboard* ~~5,35~~ ~~9,34~~ ✠LMC10,34 1,36 BS1,36	Shl Nwc	*a*†	CL 9,34	1925 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP* *CellDB*379'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*) 1302*t DTa*24'980*t*	426·0 FK *FPT*101*t APT*177*t*	59·5	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy23½",32½"47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 7½ 25 ″ 0¾
20284 OXBH	**Anglo Mærsk** (*ex*Anglo-Swede) ssFal.No.1-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	*8033* *7319* *4498*	✠100A1 7,35 ~~12,32~~ DBS1,35 ~~✠[illegible]~~ *CarryingPetroleum in* ✠LMC CS3,36 7,35	Fal	*c*†	CL N1,35 *bulk*	1930 3mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle '*sA&CP*	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Moller, Copenhagen, *Mgr.*) *CellDBuE*70'183*t*	461·1 P108'B29'F40' FK *DTf*38'387*t FPT*2	59·9	33·8	Fredericia Danish 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,) 40*t APT*179*t*	Oil Engines 2S.C.SA 7Cy.26⅜"-49⅝" 848NHP 2DB(P)*180lb*(s)*130lb* AtlasDieselCo.Ld.Skm.	33 ″ 7 s 7 ″ 11½ 25 ″ 10½
20285															
20286															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20287 161287	**Anglo Norse** (*ex*Maricopa) *ss*Rot.No.2-36 *ss*Rot.No.3-4,27 ~~*ss*Osl.No.1-32~~ *Mchy.Aft* D.F. *2Dks(Stl) Webframes Longitudinalframing except in E&Bspaces*	7988 6382 4539	✠100A1 4,36 ~~11,33~~ ~~BS11,33~~ ✠NB(*cf*) made16refitted29 *Carrying whale oil in bulk* *Fitted for oil fuel* 5,14 *F.P. above* 150°F.	Osl Rot 4,36 ✠LMC~~2,32~~		CL ~~2,32~~ 1,36	1914 5mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	FalklandShipowners,Ld. (Bruun & v.d Lippe,*Mgrs.*)	425·2|57·0|33·1 P102'B28'F75' FK *CellDBu E&B*48' 115*t* *DTf*42'555*t* *APT*40*t*	London British 15*BHCem* (10 *to Upr dk* 5 ,, *2nd* ,,)	T.3Cy.28",46¾"&76"-51" (*s*) 180lb ~~24~~PrB-*60lb*, 665NHP 2PrB-45lb,4PrB 5SB,*15cf*,GS273,HS10607 FD Palmers'Co.Ld.Newcastle	33 ″ 0 ~~s5 ″ 10¼~~ ~~27 ″ 4¼~~ s5 ″ 11 27 ″ 3¼	
20288 149698 GMRP	**Anglo Peruvian** *ss*Shl.No.2-35 ~~*ss*Shl.No.1-31~~ D.F. *1Dk(Stl)&Shelter dk(Stl)*	5457 5013 3331	✠100A1 *withfreeboard* 2,35 ~~6,31~~ MS~~6,31~~ 7,35	Nwc Shl ✠LMC BS~~12,31~~ 1,36	*a*†	CL ~~10,33~~ 6,35	1926 7mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co. Ld.*Mgrs.*)	426·0|58·0|26·1 FK *CellDB*355'1340*t* *DTa*23'998*t* *FPT*89*t* *APT*185*t*	London British 7*BHCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Q.4Cy.23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s3 ″ 6¾ 25 ″ 1¾	
20289 161279 GBXV	**Anglo Saxon** *ss*Shl.No.1-33 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5596 5047 3401	✠100A1 *withfreeboard* ~~10,34~~ 11,35 BS11,35	Shl Bry ✠LMC10,33	*a*†	CL 10,34	1929 8mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	NitrateProducers' SSCoLd(Lawther, Latta&Co.Ld. *Mgrs.*)	426·0|58·0|26·0 FK *CellDB*378'1299*t* *DTa*23'1078*t* *FPT*89*t* *APT*195*t*	London British 7*BHCem* (*Coll toShdk* 6 ,, *2nd*,,)	Q.4Cy.23½",32½",47"&68"-48" (*s*) 453NHP 220lb *120lb* 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s3 ″ 6½ 25 ″ 2	
20290 FNLL	**Ango** *Ref.Mchy* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch. delaMédit. Havre	ChargeursRéunis	414·0|53·8|34·8 B148'	Havre French *WB*	T.3Cy.28",46"&76"-52" NB19 416NHP Forg.&Ch.delaMédit.Hav.		V
20291	**Angol** (*ex*TorrHead-33) *ss*Vpo.No.3-8,35 ~~*ss*Bel.No.2-31~~ *Ref.Mchy.* 2*Dks(Stl)* D.F.	5215 4745 3227	✠100A1 ~~2,35~~ ~~11,33~~ 8,35 1,36 MS3,35 ✠Lloyd'sRMC~~2,35~~ 2,36 for temp. 25° F.	Bkn ~~NYk~~Vpo ✠LMC BS~~1,35~~ 1,36	*z*	CL ~~2,33~~ 1,36	1923 5mo *Lloyd*	Workman, Clark&Co.Ld. Belfast *'sA&CP*	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*)	400·1|52·3|28·4 P49'B124'F52' FK *CellDB*338'1085*t* *DTa*28'760*t* *APT*120*t*	Valparaiso Chilian 7*BHCem*	T.3Cy.26¾",44"&74"-48" (*s*) 200lb 531NHP 3SB,*9cf*,GS177,HS7548 FD Wrkman,Clark&Co.Ld.Bel	30 ″ 11 s5 ″ 9½ 25 ″ 4	
20292 CSAF	**Angola** Ⓟ TwinSc (*ex*Albertville) *ss*Lis.2ndNo.3-3,30 *ss*Lis.No.1-33 2*Dks(Stl)&* D.F. *Shelterdk(Stl*-teaks) *Platform dk in No.* 1 *hold*	7884 — 4844	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~12,31~~ MS3,34	Lis ✠LMC BS~~6,34~~ 6,35	*b*†	CL ~~5,32~~ 6,35	1912 12mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	Cia.Nacional de Nav.	439·5|55·7|34·3 P52'*on Shltr dk*F83' FK *CellDBa* 124' *uE&B*95' *f* 159'1302*tFPT*88*tAPT*43*t*	Lisbon Portuguese 7*BHCem*	Q.8Cy.23",33",47"&67"-48" 215lb (*s*) 964NHP 6SB,*18cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37 ″ 0 s12 ″ 5 25 ″ 1	
20293 129535 GCQR	**Angora** Ⓟ TrpSc *ss*Cal.No.3-4,28 *ss*Cal.No.1-32 2*Dks(U Stl*-teaks) *&Shadedk(Stl*-teaks)	4298 2865 1926	✠100A1 *Shade dk* 12,33 BS12,33	Cal ✠LMC2,32	*y*	CL P12,33 S12,33 OG C12,33	1911 2mo *Lloyd*	W.Denny &Bros. Dumbarton *'sA&CP WB=*	BritishIndiaStm. Nav.Co.Ld.	390·8|50·1|22·0 *B on Shade dk*190' FK *CellDBa*39 *uE&B*125'*f*110' 505*t* *FPT*56*tAPT*64*t*	Glasgow British 6*BHCem*	3 Steam Turbines (*r*) 150lb HS18080 1105RHP 2D&4SB,*24cf*,GS512, FD Denny&Co.Dumbarton	24 ″ 6 s3 ″ 8¼ 21 ″ 3	
20294 DOBP	— (*ex*ElsbethKimme) Sub.Sig. 1*Dk*	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	AtlasLevante-LinieA.G.(DeutscheLevante-LinieG.m.b.H.*Mgs*)	296·2|42·8|19·6 P15'Q36'B182'F33'	Bremen German *WB*	T.3Cy.21⅝",35⅜"&55⅞"-35⅜" J.Frerichs&Co. 185NHP A.G.Einswarden		G
20295 163479 MBVT	**Angularity** *OilEng.* *Mchy.Aft* 1*Dk* *Well deck* *CruiserStern*	501 322 260	✠100A1 3,36 ~~6,34~~	Grk Bly ✠LMC6,34	*g*	OG	1934 6mo *Lloyd*	G.Brown &Co. Greenock *'sA&CP*	F.T.Everard& Sons,Ld.	160·5|26·7|9·4 Q102'F19' FK *FPT*94*tAPT*39*t*	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld.	10 ″ 3 s3 ″ 11 10 ″ 3	
20296 153581 GKQS	**Anhui** Ⓟ *Fitted for oil fuel* 3*Dks*	3494 2948 2080					1925	TaikooDkyd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	338·5|49·3|24·1 B97'	HongKong British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft TaikooDkyd.&E.Co.Ld.		
20297 1518 IJVK	**Anita** (*ex*Labrone,*ex*Johann, *ex*Bebside,*ex*Kildangan) 1*Dk* *OilEng.*	636 — 364				...	1918	Cochrane &Sons,Ld. Selby	BancaCasareto	172·9|30·1|15·3 B50' FK	Genoa Italian *WB*	OilEngine 2S.C.SA NE28 192NHP 4Cy.16½"-18 9/16" J&CGBolinder,Stockholm	16 ″ 6	I +
20298 DHBE	**Anita L.-M. Russ** *CruiserStern* Sub.Sig. 1*Dk*	1712 1401 1004					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt-u. Assekuranzges. m.b.h.(Ernst Russ. *Mgr.*)	257·2|41·1|16·2 P15'Q79'B111'F32'	Hamburg German *WB*	T.3Cy.19 5/16",31½"&51 3/16"-35 7/16" 156NHP A.G."Neptun,"Rostock		G
20299 33288 JZBB	**Aniwa Maru** Ⓟ TwinSc Sub.Sig. *CruiserStern* 3*Dks*	3355 2654 1580					1927	KobeSteel Works,Ld. Harima	Government Railways	309·6|45·0|30·0 F19'P83'	Tokio Japanese *WB*	T.6Cy.21",35"&58"-42" 436NHP KobeSteelWorks,Ld.		
20300 135014	**Anjou** (*ex*Asahan, *ex*Anjou) TwinSc 2*Dks*	599 446 354					1899	A.Lega Nantes	MokH.Kiu	142·7|25·0|10·7	HongKong British	T.6Cy.9",15"&24"-14" 59RHP A.Mancour,Nantes		
20301 TSFS	— TwinSc 1*Dk*	439 421 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Cotière (E.Huret,*Mgr.*)	165·6|24·4|12·6 Q28'H47'RFD28'	Rouen French *WB*	C.4Cy.17¾"&29 15/16"-16½" NB13 61NHP DelaBrosse&Fouché,Nts.		V
20302 TCAC	**Ankara** Ⓟ (*ex*Angora, *ex*Rindjani) 3*Dks*	4765 3647 2952					1906	Kon.Maats deSchelde Flushing	DenizYollari Idaresi	394·3|47·1|27·2 P72'B176'F80'	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 521NHP Maats.deSchelde,Flushing		
20303 LDHN	— (*ex*Vegö) D.F. 1*Dk&Shelter dk*	2923 2618 1705					1929	R.Thompson&Sons,Ld. Sunderland	A/S Sobral(Den NorskeOrientLinje A/S,*Mgrs.*)	330·5|49·0|20·2 P99*t*H147*t*F17*t*	Oslo Norwegian *WB*	T.3Cy.25",40½"&66"-45" 292NHP G.Clark,Ld.Sunderland		N
20304 148563 GBLF	**Anking** Ⓟ *Fitted for oil fuel* 3*Dks*	3472 2937 2047					1925	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4|49·2|24·1	London British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		-
20305 65 SVMJ	**Ann Stathatos** (*ex*PersianPrince-33) *ss*Mdb.No.3-8,30 *ss*Grk.No.1-34 1*Dk(Stl)&Shelter dk(Stl)* *2nd dk(Stl)in No.* 3 *hold*	*5685* *5438* *3499*	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~ ~~1,31~~ 12,35 BS4,35	Grk ~~Bry~~Rot ✠LMC1,34	*z*	CL ~~1,34~~ 4,35	1918 7mo *Lloyd*	W.Pickersgill&SonsLd. Sunderland *'sA&CP*	D.D.Stathatos	405·0|52·3|31·9 F35'*onShelter dk* FK *CellDB*351'1295*t* *FPT*129*t* *APT*113*t*	Ithaca Greek 6*BHCem*	T.3Cy.26",43"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 s9 ″ 0¼ 25 ″ 8½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20306 SWLS	**Anna** (exMountAthos,exLeapark) ssPir.No.3-8,31 1Dk(Stl) &platform dk(Stl)in Nos.1,2,4&5holds Longitudinal framing in double bottom & at dks	5173 4720 3192	✠100A1 11,34 ✠LMC MS7,31 BS~~1,31~~ 9,35	Ant	y	CL 11,34	1919 4mo	Greenock Dkyd.Co.Ld Greenock Lloyd's A&CP	N.D.Lykiardopulo CellDB347'1296tFPT125tAPT200t	400·6 P51'B114'F39' FK	52·3	28·5	Piræus Greek 7BHptCem	T.3Cy.27",44"&78"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&BlackmreLd.Grk	31 " 0 s 5 " 11 25 " 3½
20307	— (exMaltana,exJeanM.,exJean,exTantah,exIfafa) 1Dk&Spar dk3trB	1800 — 1058			...		1889	Hall,Russell&Co. Aberdeen	L.Teryazos	270·2 B40' FK	35·2	16·7 23·5	Piræus Greek WB	T.3Cy.21",34"&56"-42" NB15 216NHP Hall,Russell&CoAberdeen	17 " 5
20308 7149 SDCM	— ssKel.No.2-33 Well deck 1Dk(Stl)	1345 1001 714	✠100A1 ~~10,34~~ 11,35 ✠LMC MS6,35 BS~~1,31~~ 7,35	Cff Hbg	p	OG 10,34	1924 9mo	Howaldtswerke Kiel Lloyd's A&CP	RederiA/B A.Th. Jonasson (M. Jonasson, Mgr.) CellDB202'429tFPT33tAPT48t	236·5 P20'Q71'B101'F23' FK	37·2	14·0	Råå Swedish 4BHCem	T3Cy16$\frac{5}{16}$"27$\frac{5}{16}$"&43$\frac{5}{16}$"-29½" 185lb (s) 128NHP 2SB,4cf,GS61,HS2174 Howaldtswerke,Kiel	16 " 0 s " 5 15 " 9¼
20309 OXZV	— 1Dk	1227 1008 735					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.Lauritzen	239·9 P27'B54'F27'	35·7	14·8	Copnhagn Danish WB	DRGearedSteamTurbine A/S Atlas,Copenhagen	
20310 PUZA	— (P) TwinSc ssRio.2ndNo.3-7,34 ~~ssRioNo.3-7,26~~ Wireless ~~ssRioNo.1-30~~ Well deck 1Dk(Stl)	721 417 364	✠ A1 withfreeboard 8,35 ~~10,32~~ ✠NB7,26 ✠LMC6,34 BS7,35 Coasting, Buenos Ayres & Rio Janeiro	~~Rio~~ Florianopolis	j	CL SN5,34 P5,34	1909 6mo	Bremer Vulkan Vegesack Lloyd's A&CP	EmprezaNacional deNav. "Hoepcke" WB=CellDBa37'uE9'f75'149tFPT23tAPT15t	175·9 P&B113'F22' FK	29·5	10·0	Floriano-polis Brazilian 4BHCem	C.4Cy.14$\frac{5}{16}$"&28$\frac{13}{16}$"-17¾" (s) 192lb 114lb 106NHP 1SB,3cf,GS58,HS2047 BremerVulkan,Vegesack	11 " 11 s " 10½ 11 " 3
20311 14 ORXB	— ssHul.No.1-32 Mchy.Aft 1Dk(Stl) Well deck	695 471 431	✠100A1 5,35 ~~8,34~~ BS~~5,34~~ 5,35 ✠LMC6,32	Goo	j	OG ~~8,34~~ 5,35	1928 7mo	GooleS.B.&R.Co.(1927) Ld. Goole Lloyd's A&CP	HandelenScheepvaartSoc.Anon. CellDB119'176tFPT15tAPT29t	190·0 Q117'B13'F23' FK	29·2	10·9	Nieuport Belgian 3BH	T.3Cy.15",25"&40"-30" (s) 180lb 120NHP 2SB,4cf,GS69,HS2200 Earle'sCo.Ld.Hull	13 " 1 s 4 " 6 12 " 11½
20312	— WoodAux3MstSr (exSailingVesselOtto) Motor 1Dk (See Sailing Ship Register)	396 — 303					1891	J.Rasak Gutmannsbach	ArmementL. Hermans,SocAnon	126·7	29·1	14·1	Bruges Belgian	Motor	
20313 SVAH	**Anna Bulgaris** (exIndianola) ssCff.No.3-5,25 ssPir.No.2-34 1Dk(Stl)&Shelter dk(Irn)&Webframes Longitudinalframing	4603 4333 2865	✠100A1 Shelter dk withfreeboard 5,34 ✠LMC5,34 BS8,35	Pir	y	CL ~~5,33~~ 7,35	1912 1mo	Richardsn, Duck&Co. Stockton Lloyd's A&CP	C.Th.Bulgaris CellDBa136'uE&B44'f155'1173tFPT35tAPT84t	390·0 FK	52·5	25·6	Andros Greek 6BHCem	T.3Cy.26",42"&70"-48" (s) 180lb 409NHP 3SB,9cf,GS193,HS6851 Blair&Co.Ld.Stockton	28 " 0 s 3 " 2½ 25 " 0
20314 102 IBMB	**Anna C.** (exAnna) ssPla.No.3-10,26 ssMfl.No.2-35 ~~ssTri.No.1-34~~ Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl-ptws) D.F.	~~7106~~ ~~[illegible]~~ ~~[illegible]~~ 7025 6975 4447	✠100A1 Shelter dk withfreeboard 7,35 ~~3,34~~ ✠LMC7,35 ~~[illegible]~~ ✠Lloyd'sRMC~~[illegible]~~ 7,35 No.2hold&tween dks.for temp.50°F. Nos.4&5tween dks.for temp.32°F. Fitted for oil fuel 11 23 F.P. above 150°F.	Mfl	a†	CL N3,34	1921 5mo	Cant.Nav. Triestino Trieste Lloyd's A&CP	"Cosulich" Soc. Triestina diNav. CellDB373'1452tFPT74tAPT29t	437·1 420·2 FK	53·9 54·0	27·6	Trieste Italian Cem CollisionBHto S dk 7 ,, ,, U ,,	T.3Cy.26⅝",42⅛"&70$\frac{1}{16}$"-48" 180lb (s) 483NHP 3SB,9cf,GS148,HS7221 FD UnitedMachineFactories, Smichov	40 " 4 s 9 " 5½ 31 " 1
20315 153113 VGMR	**Anna C. Minch** Mchy.Aft 1Dk2trB	4139 3935 2880					1903	American S.B.Co. Cleveland,O.	WesternNav.Co.Ld	387·1 F48' WB	50·2	23·9	Ft.William Ont. British	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clv	
20316 68 IJVY	**Anna Capano** (exBråvik-34, exGyp,exNoord Holland,exMayflower) ssHbg.No.3-5,25 ssGot.No.1-30 Well deck 1Dk(Irn)&Web frames	1216 942 721	✠ ... 2,34 ✠	Hbg			1897 10mo	AilsaS.B. Co. Troon	C.Capano CellDBa58'f88'240tFPT50tAPT24t	238·2 230·0 Q83'B55'F28' FK	34·0	16·2	Torre del Greco Italian 4BHptAsp ptCem	T.3Cy.17",27½"&44"-33" 123NHP NDB97refitted27 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	17 " 3
20317 LDSZ	**Anna Knudsen** TwinSc OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	9057 8403 5389	✠100A1 12,35 ~~4,35~~ ✠LMC12,31 ✠LMO(M)1,34 Carrying Petroleum in bulk	Fal	d†	CL 4,35	1931 12mo	Götaverken A/B Gothenburg Lloyd's A&CP	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. Mgr.) CellDBuE67'285tDTf38'431tFPT210tAPT86t	471·1 P100'B30'F46' FK	64·4	35·5	Haugesnd Norwegian 17BHptCem (10 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB150lb Götaverken,A/B,Got.	35 " 4
20318 OZUE	**Anna Mærsk** (P) OilEng. Ref.Mchy. 1Dk(Stl)Shelter dk(Stl) 3rddk(Stl)inNos.1&4holds D.F.	5339 4624 3346	✠100A1 withfreeboard 12,35 ~~[illegible]~~ ✠LMC5,32 Lloyd'sRMC5,32 Port chamber for temp. 32° F. Fitted for carrying oil F.P. above 150° F. in deep ~~tank~~ tanks	Bal HKg	b†	CL 6,35	1932 5mo	Odense Staalskibsvft vedAPMöller Odense Lloyd's A&CP	A/S D/S Svendborg &A/S D/S af1912 (A.P.Möller, Copenhagen,Mgr.) CellDB386'1597t MTs63'2402t ~~MT34'1333t~~ Tanks in way of tunnels 70'1782tFPT124tAPT99t	441·4 F42' FK	57·0	25·8	Copnhagn Danish ~~7BH~~ 8BH (Coll to S dk 7 ,, 2nd ,,)	Oil Engines 2S.C.DA 9Cy.17⅜"-47$\frac{1}{16}$" 983NHP NDB35 ~~[illegible]~~ 100lb Akt.Burmeistr&Wain,Cpn	28 " 11 s 3 " 4½ 25 " 9
20319 SZGH	**Anna Mazaraki** (exRoyalCity, exGerfrid,exFederikoGlavic) 1Dk(Stl)&2nd dk(Stl)in Nos. 1&4 holds only	5411 4989 3481	✠ 2,17 ✠	Nwc	z		1913 4mo	Earle'sCo. Ld. Hull	D.C.&J.C. Mazarakis CellDBa153'uE25'f1681253tDTf25'980tAPT175t	419·7 P49'B250'F45' FK	53·8	26·3	Argostoli Greek 7BHCem	T.3Cy.26",42½"&70"-51" 467NHP 3SB,9cf,GS168,HS6735 Earle'sCo.Ld.Hull	28 " 11
20320 SVPD	**Anna N. Goulandris** (exTexel-34) Fitted for oil fuel 2Dks	4358 3913 2575					1921	Rotterdam DryDockCo. Rotterdam	Goulandris Brothers	377·6 P37'B223'F34'	51·6	25·1	Andros Greek WB	T.3Cy.25",41"&68"-45" 310NHP RotterdamDryDockCo.	
20321 DCSA	**Anna Rehder** (exWaterway) Mchy.Aft 1Dk	725 575 377			...		1921	Limhamns Skeppsvarv A/B Limhamn	C.Rehder	178·9 P56'F20' FK	30·6	12·4	Altona German WB	T.3Cy.16",26"&43"-30" 119NHP N.E.MarineEng.Co.Ld.Sld	15 " 0
20322 215756 KDIT	**Anna Schafer** (exC.D.Johnson III.-34,exLakeSuperior) Fitted for oil fuel 1Dk	1985 1631 1202			...		1917	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	251·0 P21'B64'F30' FK	43·8	18·9	S.Frncisco Utd.States WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 " 0

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. DateofB.ofTradeCert.
20323 LFKA	**Anna Sofie** (*ex*WarCove) *ss*Bgn.No.3-6,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3100 2849 1852	✠100A1 ~~8,34~~ 11,35 ✠LMC6,34 BS7,35	Ams Sws	*u*	CL 4,34	1919 6mo	TyneI.S.B. Co.Ld. Newcastle A&CP	A/S Theologos(N. Rögenæs,*Mgr.*) *IntermediateBHforward dispensed with* *CellD*	331·0 P33'B100'F29' B284'724t*FPT*110t	46·6	23·2	Haugesnd Norwegian 4*BHptCem* *APT*123t	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS153,HS6304 FD N.E.MarineEng.CoLdNwc	25 " 6	
20324 Broken up ~~SVUS~~	**Anna Vassilaki** (*ex*Santeramo, *ex*Arranmore) 1*Dk*2*trB*	*3045* *2875* *1934*					1904	Richards'n Duck&Co Stockton	~~Heirs of the late~~ ~~G.N.Vassilakis~~	346·0 P32'B108'F36'	45·0	24·1	~~Chios~~ ~~Greek~~ *WB*	T.3Cy.25",42"&68"-45" 310NHP Blair&Co.Ld.Stockton		C
20325 145434 MLRZ	**Annagher** 3Mst 1*Dk* *Mchy.Aft* *Well deck*	586 402 267			...		1923	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	165·2 Q94'B11'F28' FK	27·0	11·2	Belfast British *WB*	T.3Cy.14",24"&39"-27" 83RHP J.Lewis&Sons,Ld.Abn.	13 " 3	C †
20326 140831 MNBX	**Annaghmore** *ss*Bel.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	583 401 271	✠100A1 ~~8,35~~ ~~2,34~~ 3,36 BS~~9,35~~3,36 ✠LMC10,33	Bel	*h*	CL ~~5,32~~ 8,35	1924 10mo	J.Lewis& Sons,Ld. Aberdeen Lloyd's*A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·1 Q94'B11'F28' FK *Bf*97' 125t *FPT*44t	27·0	11·1	Workngtn British 3*BHCem* *APT*7t	T.3Cy.14",24"&39"-27" (*s*) 180lb 83RHP 1SB,3*pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 2¾	
20327 LCHD	**Annaho** (*ex*Utstein) *Welldeck* 1*Dk*	740 540 414			...		1890	Nylands Værksted Oslo	A/SGrindhaugs Fiskeriselskap (GovertGrind-haug,*Mgr.*)	186·0 P&B104'F29' BK8"	29·0	13·3	Kopervik Norwegian *WB*	T.3Cy.14½",24"&39"-27" 90RHP NylandsVærksted,Oslo	14 " 8	N †
20328 OZNB	**Annam** TwinSc4Mst *ss*Cpn.No.3-11,25 D.F. *ss*Cpn.No.2-33 *OilEng.* 2*Dks*(*Stl*) &*Shelter dk*(*Stl*-ws)	6635 4859 4236	✠100A1 *Shelter dk* *withfreeboard* 6,35 ✠LMC CS11,34 ~~DBS11,34~~ 12,34	Bkn Cpn DBS1,36	*a*†	CL ~~c10,33~~ ~~p2,34~~ 6,35	1913 6mo	Akt.Bur-meistr&Wain Copenhagen Lloyd's*A&CP* *WB*	Akties.DetÖsta-siatiskeKompagni *=CellDBa*126'*uE*	410·0 46'*f*190'1275t*FPT*	55·2	35·4	Copnhagn Danish 7*BHptCem* 97t*APT*73t	Oil Engines 4S.C.SA 16Cy.23¼"-31½" 842NHP DB80lb Akt.Burmeistr&Wain,Cpn	38 " 6 s 10"11¼ 28 " 1	
20329 124170 MCQD	**Annan** 2*Dks*	955 852 392					1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0 P&B150'F47'	33·6	16·0	Glasgow British *WB*	T.3Cy.16½",26½"&46"-42" NE&B32 137NHP A.Stephen&Sons,Ld.,Gls.		C
20330 14915 JDND	**Annan Maru** 2*Dks*&*Web frames* *Longitudinalframing*	2937 2710 1822			...		1911	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·2 P19'B85'F32' FK	44·1	24·9	Fuchu Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP N.E.MarineEng.CoLdNwc	27 " 3	C †
20331 1462 IBNB	**Annarella** (*ex*Loki) TwinSc *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *CarryingPetroleum in bulk*	5999 5056 3389			...		1913	Fried. KruppA.G. Kiel	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	401·0 P107'B42'F44' FK	53·2	30·0	Genoa Italian *WB*	Oil Engines 2S.C.SA 12Cy.19$\frac{1}{16}$"-31½" 814NHP Fried.KruppA.G.Kiel	32 " 4	I †
20332 LCDJ	**Annavore** 1*Dk*	3324 3015 1986			...		1921	Murdoch& Murray,Ld. PortGlasgow	A/S Vore (GunsteinStray& Sön,*Mgrs.*)	333·1 P31'B102'F30' FK	49·0	22·4	Farsund Norwegian *WB*	T.3Cy.23",38"&62"-42" 287NHP ClydeSB&Eng.Co Ld.P.Gl	24"10	N †
20333 DHBF	**Annchen Peters** (*ex*Nieuw Cappelle) 1*Dk*	484 362 246					1920	Gebr.van Diepen Waterhuizen	H.Peters	155·8 P51'F23'	26·5	11·0	Hamburg German *WB*	T3Cy11⅛",18$\frac{1}{10}$"&31½"-17$\frac{7}{10}$" N.V.Machf. 42NHP "Fulton,"Hoogezand		G
20334 OZQD	**Anne** Wireless D.F. 1*Dk*	1593 1225 940					1928	Howaldts-werkeA.G. Kiel	D/S A/S Torm(A. Schmiegelow& A.Kampen,*Mgrs.*)	253·2 P16'Q75'B101'F34'	38·5	15·4	Copnhagn Danish *WB*	T.3Cy.17½",28½"&46"-33½" 123NHP HowaldtswerkeA.G.Kiel		G
20335 201088	**Anne Arundel** Ⓟ	795 — 630					1904	Baltimore S.B.&D.D.Co. Baltimore	WesternShore SteamboatCo.	174·0	36·0	10·2	Baltimore Utd.States	T.3Cy.13",21"&34"-24" 57NHP		
20336 219645 KJBN	**Anne Hanify** Wood *Fitted for oil fuel* 1*Dk*	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Or.	J.R.HanifyCo.	235·0 P16'B19'F48	43·0	17·7	S.Frncisco Utd.States	T.3Cy.16",27"&46"-33" 122NHP MainStreamIronCo.S.Fo		R
20337 OHFT	**Anneberg** (*ex*Farmsum) *ss*Kel.2ndNo.3-6,28 *ss*Hfx.No.1-33 1*Dk*(*Stl*)&*deep framing*	2544 — 1393	✠100A1 1,36 ~~12,34~~ ~~BS8,34~~ ✠LMC4,33	Els BS11,35	*t*	CL ~~12,34~~ 1,36	1902 9mo	Nederl. Schps.Maats. Amsterdam Lloyd's*A&CP*	Rederi A/B "Anneberg" (ArthurEkbom) *CellDBa*88'	302·8 P22'B72'F32' FK *uE*&*B*36'*f*130'711t	45·9	19·8	Mariehmn Finnish 5*BHCem* *APT*125t	T.3Cy.21¾",33¼"&56⅞"-39⅜" 160lb (*s*) 221NHP 2SB,4*cf*,GS102,HS3613 NedFb.v.Wrk&Spoor,Ams	22 " 4 s 3 " 4½ 19 " 2	
20338 DRAB	**Anneliese** 3Mst *Mchy.Aft* 1*Dk*	726 500 419					1908	Schiffsw.v. HenryKoch Lübeck	Lübeck-Königsb. Dmpfsfahrts.Ges. (F.H.Bertling,*Mg*)	180·6 P&B101'F22'	27·2	12·6	Lübeck German	C.2Cy.15¾"&31½"-19⅝" 37NHP OttensenerMasch.Fab.Alt.		G
20339 LCHE	**Annfin** (*ex*Gaupen) Wood *Ref Mchy.* 1*Dk*	729 538 340					1919	Fjeldviks Skibsverft Arendal	SkibsA/SMartha Therese(P.Holm, *Mgr.*)	159·2 Q55*t*B29*t*H29*t*F27*t*	32·2	16·3	Oslo Norwegian	T.3Cy.15",25"&40"-30" Pusnæs 115NHP Stöperi&M.V.Arendal		N
20340 DMBC	**Anni Ahrens** (*ex*UrsulaFischer, *ex*KommerzienratBoeckel) 1*Dk*	895 722 554					1904	Akt.Ges. "Neptun" Rostock	ErichAhrens	211·2 P13'Q65'B57'F26'	32·1	13·1	Rostock German *WB*	T.3Cy.14⅜",24¼"&38$\frac{9}{16}$"-26¾" 76NHP A.G."Neptun,"Rostock		G
20341 PUAU	**Annibal Benevolo** Ⓟ TwinSc (*ex*CommandanteAlvim, *ex*RuyBarbosa, *ex*Jupiter) 1*Dk*&*Awng dk*	1905 1629 984					1905	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	269·0 F30'	37·8	11·5	R.Janeiro Brazilian *WB*	T6Cy13⅜",23¼"&37$\frac{11}{16}$"-29$\frac{9}{16}$" 156NHP Reiherst.Maschinenf.Ham		
20342 204509 KJBP	**Annie Christenson** Wood3Mst (*ex*CharlesChristenson,*ex*Shna-Yak) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB*	839 663 452					1907	HallBros. Winslow, Wash.	Sudden& Christenson	188·7	39·8	12·8	S.Frncisco Utd.States	T.3Cy.13",22"&36"-24" 64NHP FultonIronworks,S.Fo.		
20343 DHBH	**Annie Hugo Stinnes 6** Sub.Sig. *Mchy.Aft* Wireless 1*Dk*	1486 1287 767					1910	Flensburgr Schiffsb.Ges Flensburg	HugoStinnes G.m.b.H.	243·6 P70'F24'	37·6	17·6	Hamburg German *WB*	T.3Cy.17¾",28¾"&48"-34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
20344 7235 SMEA	**Annie Johnson** Ⓟ TwinSc *ss*Mmo.No.2-34 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*) D.F. &*Shelter dk*(*Stl*)	4896 3981 2857	✠100A1 *withfreeboard* ~~0,35~~ 1,36 ~~DBS6,34~~ ✠Lloyd'sRMC~~3,35~~ ~~6,35~~ 5,36 ~~1,36~~	Got ~~Cpn~~ Skm DBS6,35 ✠LMC3,34 9,35	*z*	OG ~~P8,32~~ ~~s11,32~~ P10,35 S1,36	1925 11mo	A/B Göta-verken Gothenburg Lloyd's*A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*332'1378t	392·0 F39' FK *Coll* *Tanks at sides of tunnels*40'190t	52·6	24·8	Stockholm Swedish 7*BHptCem* *BHto Shdk* 6 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 12Cy.23$\frac{7}{16}$"-47¼" 633NHP DB85lb A/B Götaverken,Got. *FPT*109t*APT*82t	28" 0 s2 "11¼ 25 " 1¾	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15
20345 221292 KDSG	**Anniston City** *Fitted for oil fuel* GyC. *2Dks*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Ala.	IsthmianS.S.Co.	424·2 56·2 30·0 P58'B&F350'	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,N.J		R
20346 164278 GYPF	**Anselm** Ⓟ *1Dk&Shelter dk* D.F. *3rd Dk except in after hold* *CruiserStern*	~~6000~~ 5954 4351 3609	✠100A1 *with freeboard* 12,35 ✠LMC12,35 ~~(Class Contem plated)~~	Dmb		CL	1935 12mo *Lloyd's A&CP*	W.Denny &Bros.Ld. Dumbarton	BoothS.S.Co.Ld. *CellDB350'1056t sl*	412·3 55·7 25·8 F48' FK 8*BH including Collision* *&tanks in E.R.8'80t F*	Liverpool British *ptCem* *BH to 2nd dk* *PT66t APT30t*	3Steam Turbines SR geared to Screw Shaft 250lb (s) 696NHP 3SB,9cf,GS176,HS7704 FD W.Denny&Bros,Ld.Dmb.	28 ″ 6 s3 ″ 1¼ 25 ″ 6¾	BT till 12,36
20347 DOEG	**Ansgir** Ⓟ Sub.Sig. D.F. *2Dks*	5870 5401 3606					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·2 54·3 23·3 P34'B122'F40'	Bremen German *Wb*	T.3Cy.28½",47"&75½"-51" 410NHP Frd.KruppA.G.Kiel		G
20348 162520 GPDX	**Anshun** Ⓟ *OilEng.* *2Dks(Stl)&Shelter dk*	3188 2600 1869					1930	Scott'sS.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4 50·2 21·7	London British *WB*	Oil Engines 2S.C.SA 6Cy.27"-45" 762NHP Scott'sS.B.&Eng.Co.Ld.		
20349 TCAA	**Antalya** Ⓟ (*ex*Antissa, *ex*Lomonosoff) TwinSc *1Dk&Spar dk&deepframing*	1024 870 537			...		1891	W.Dobson &Co. Newcastle	DenizYollari Idaresi	226·5 30·0 14·9 B52'F66' 20·8 FK	Istanbul Turkish *WB*	T.3Cy.12½",20"&33"-24" NB12 121NHP Hwthrn,Leslie&C.Ld Nwc.	21 ″ 6	
20350	**Antarctic Maru** TwinSc (*ex*Antarctic-34,*ex*Opawa) *Now* "Tonan Maru," *see No. 42274 in Supplement* *Carrying Whale oil in bulk*	9593 6841 [illegible]					1906	Denny& Bros. Dumbarton	NipponHogeiK.K.	460·4 60·2 31·2 40·2 *P160tH461t*	Tokio Japanese *WB*	T.6Cy.24½",41¼"&69"-48" 943NHP Denny&Co.Dumbarton		N
20351 TCAI	**Antares** (*ex*Clam) 3Mst *ss*Shl.2ndNo.3-5,13 *Mchy.Aft* *ss*Liv.No.1-18 *Well deck* *2Dks(Stl)&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3723 3066 2377	✠ 11,22 ✠NB5,13 ✠	Sng	*w*		1893 2mo	W.Gray& Co.Ld. WHartlepool	TuvaLd. (G.Castaldi,Ld. *Mgrs.*) *CellD*	348·8 43·1 28·0 338·0 43·0 26·4 P219'F47' FK B64' 117t *FPT*123t	Istanbul Turkish 8*BHCem* *APT*30t	T.3Cy.25½",40½"&67"-45" NDB13 321NHP 3SB,9cf,GS94,HS5120 CentralMar.Eng.Works, W.Hpl.	28 ″ 0	I †
20352	**Ante Matkovic** (*ex*Mossi-34) *Fitted for oil fuel* *1Dk*	2700 — 1668					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 43·3 20·2 P57'F26'	Split Yugoslav *WB*	DR Geared Steam Turbine Atel.&Ch.deBretagne, Nts.		V
20353 YTAG	**Ante Topić** (*ex*Oreland) *ss*Spt.2ndNo.3-9,35 ~~*ss*Cff.No.3-9,28~~ ~~*ss*Tri.No.2-32~~ *1Dk(Stl)*	*4190* *4021* *2709*	✠100A1 4,36 ~~5,34~~ ✠LMC7,35 ~~MS2,31~~ ~~BS5,34~~ 7,35	Rot	*x*	CL ~~5,34~~ N4,36	1911 6mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	SlobodnaPlovidba TopićD.D.(Ant. Topić, *Mgr.*) *CellDBa*1	370·2 51·0 26·2 P22'B100'F33' FK 17'*uE&B*43'*f*166'11	Susak Yugoslav 6*BHCem* 20t*APT*45t	T.3Cy.25",41"&69"-48" (s) 180lb 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 9 s 5 ″ 4½ 23 ″ 7½	
20354 6406 SHIA	**Anten** *ss*Got.No.3-1,34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5135 4664 3093	✠100A1 *Shelter dk* *with freeboard* 5,35 ~~11,34~~ BS11,34 ✠LMC1,34 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Got Nag	*a*†	CL 12,33	1920 11mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	Rederiaktieb Transatlantic (G.Carlsson, *Mgr.*) *CellDB*364'1181t	422·5 53·8 34·3 F42' *on Shelter dk* FK *Collision* *FPT*105t*APT*125t	Gothenbrg Swedish *ptCem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.27 1/16",44½"&75"-54" 180lb (s) 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 7¾ 25 ″ 7	
20355 147292 GLFC	**Antenor** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. *3Dks*	11174 8590 6809					1925	Palmers' Co.Ld. Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	497·7 62·2 35·0 P74'B201'F62'	Liverpool British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Palmers'Co.Ld.Newcastle		BT till
20356 1967 IBLB	**Anteo** *OilEng.* D.F. *Mchy.Aft* *2Dks* *Longitudinal framing-bracketless system* *CruiserStern*	6772 6157 4037	100A1 ~~1,35~~12,35 LMC11,34 *Carrying Petroleum in bulk*	Pal Nap	*a*†	CL	1934 11mo *Lloyd's A&CP*	Cant.Nav. Riuniti Palermo	SocietàLigure di Armamento *CellDBuE*52'135t *DTf*36'306t	451·3 57·0 33·0 431·9 P107'B25'F29' FK *FPT*112t*APT*76t	Genoa Italian 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.29½"-49$\frac{3}{16}$" 911NH 2DB*156lb* Soc.An"Fiat"S.G.M.Turin	33 ″ 4	
20357 147691 GKTM	**Anthea** *ss*Bry.No.3-5,35 ~~*ss*Cff.No.1-29~~ D.F. E.S.D. *1Dk(Stl)*	5186 4767 3132	✠100A1 ~~5,35 9,30~~ 4,36 ~~BS8,30~~ ✠LMC~~7,30~~ BS4,36 5,35	Bkn ~~Bry~~ Gms	*y*	CL ~~10,31~~ 5,35	1924 7mo *Lloyd's A&CP*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDB*	385·4 53·2 28·5 P37'B120'F43' FK 332'1084t*FPT* 106t	London British 6*BHCem* *APT*220t	T.3Cy.26",44"&73"-48" (s) 180lb 530NHP 3SB,9cf,GS190,HS7968 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 ~~s 5 ″ 11~~ ~~25~~ s5 ″ 8¼ 25 ″ 6	
20358 SVPS	**Anthippi N. Michalos** (*ex*Cromerton, *ss*Pir.2ndNo.3-11,32 *ex*Novorossia) *1Dk(ptIrn&ptStl)2trB* *deep framing&Web frames3Dk rule*	3298 2912 1920	✠100A1 6,35 ~~9,34~~ BS~~10,33~~ ✠LMC11,32 6,35	Rot Pir	*u*	CL ~~6,33~~ 6,35	1905 2mo *Lloyd's A&CP*	Bartram& Sons Sunderland	MichalinosMaritime&Commercial Co.Ld. *CellDBa*108'*uE*	325·0 48·0 21·9 P29'B94'F35' FK 20' *f* 136' 777t *FPT*	Piræus Greek 5*BHCem* 77t*APT*140t	T.3Cy.24",39"&64"-42" (s) 180lb *180lb* NDB25 285NHP 2SB,8pf,GS125,HS4360 J.Dickinson&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 11 20 ″ 6	
20359 150232 CYJQ	**Anticosti** (*ex*Glenclova) *Fitted for oil fuel* *Mchy.Aft* *1Dk*	1925 1627 1092					1921	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	246·0 42·5 18·5 Q86'F40'	Midland, Ont. British *WB* *Rebuilt*	T.3Cy.18",30"&50"-42" 162NHP FrontierIronWrks.Detroit *by*Gt.LakesFndry&MchCo		C
20360 219229 KONR	**Antietam** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. Sparrows Pnt Md.	Pennsylvania ShippingCo.	435·6 56·2 31·7 P122'B50'F45'	Phildlphia Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
20361 160457 GNRT	**Antigone** *ss*Bry.No.1-32 *1Dk(Stl)&Shelter dk(Stl)*	4545 4322 2835	✠100A1 *with freeboard* ~~5,35~~ ~~10,34~~ 11,35 BS~~7,34~~ ✠LMC3,32 5,35	Bry ~~Syd~~ Cff	*z*	CL N10,34	1928 5mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	NewEgypt& LevantShppg.Co. Ld.(T.BowenRees &Co.Ld.*Mgrs.*) *CellDB*350'	401·4 54·2 25·3 F42' FK 1046t*APT*136t	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",42"&71"-48" (s) 180lb 418NHP 3SB,9cf,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 ″ 9 s 2 ″ 10½ 24 ″ 11½	
20362 231465 KDCJ	**Antigua** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. *4Dks* *Ref.Mchy.* E.S.D.	6982 3985 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 60·3 24·1 P41'B&F343'	NewYork Utd.States	2SteamTurbines connect'd to Elec. Motor & Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		E
20363 FNRB	**Antilles** D.F. *4Dks*	2073 — 1010					1912	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	281·9 38·5 18·7 P37'B141'F36' *WB*	Fort de France French	T.3Cy.18½",29½"&50"-39½" 157NHP Ch.&Atel.deSt.Nazaire		V
20364														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20365 123984 GPZF	**Antilochus** Ⓟ **TwinSc** D.F. 3*Dks*	9082 6596 5772					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	31·0	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP Hwthrn,Leslie&C.Ld.Nwc		BT till ~~1,36~~ 12,36
20366 220352 KDAX	**Antinous** *Fitted for oil fuel* Sub.Sig 1*Dk&Shelter dk* *Longitudinal framing*	6034 — 3775			...		1920	GMStandi- ferConstCorp Vancouver, Wash.	WatermanS.S. Corp.	401·5 P34'B114'F38'*on* *Shelter dk* FK	53·2	31·9	Mobile Utd.States *WB*	DR GearedSteam Turbine *Emade19refitted34* 550NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 7	R †
20367 DHBI	**Antiochia** Sub.Sig. D.F. 2*Dks*	3106 2785 1809					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	334·9 F41'	48·3	19·8	Hamburg German *WB*	T.3Cy.23⅝",38½"&62"-41 7/20" 247NHP A.G."Neptun,"Rostock		G
20368 161362 GSJB	**Antiope** *ss*Cff.No.1-34 1*Dk(Stl)&Shelter dk(Stl)*	4545 4289 2842	✠100A1 *withfreeboard* 8,36 ~~12,34~~ ~~BS3,34~~	Cff Auk ✠LMC 3,36 ~~MS5,34~~	z	CL ~~5,34~~ ~~12,35~~ 3,36	1930 1mo *Lloyd*	Napier& Miller,Ld. Glasgow *'sA&CP*	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld.*Mgs.*) *CellDB*350'	400·8 F42' FK (1046t*APT*136t	54·2	25·3	London British 6*BHCem* *Coll to Sh dk* 5 „ *2nd* „	T.3Cy.26",42"&71"-48" (*s*) 180lb 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.)	27 ″ 9 s2 ″ 10¾ 25 ″ 0	
20369 163400 MBKF	**Antiquity** *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted* *CruiserStern*	311 224 148	✠100A1 11,33	Yar ✠LMC11,33	d	OG N3,35	1933 11mo *Lloyd*	Fellows& Co.Ld. Southdown, Gt.Yarmouth *'sA&CP*	F.T.Everard& Sons,Ld.	129·2 P38'F13' FK *FPT*	24·7	8·9	London British 3*BHCem* 33t*APT*9t	Oil Engines 2S.C.SA 4Cy.12⅝"-15⅜" 112NHP NewburyDieselCo.Ld. Newbury	9 ″ 6 s ″ 10¼ 8 ″ 9¼	
20370 CBAT	**Antofagasta** (*ex*PlumBranch-33) 2*Dks*	4798 4357 2900					1921	Palmers' Co.Ld. Newcastle	CompaniaChilena deNavegacion Interoceanica(H. R.Samsing,*Mgr.*)	398·5 P50'B121'F42'	53·8	26·1	Valparaiso Chilian *WB*	T.3Cy.24 7/16",40 9/16"&60 3/16"- 47" 249NHP *Emade22fitted33* DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		C
20370* YTAC	**Anton** (*ex*Italico,*ex*Magyar, *ex*Triglav) *ss*Fiu.2ndNo.3-3,20 1*Dk(Stl)&deep framing* *Well deck*	859 771 498	✠ 3,27 ✠	Tri			1898 11mo	Lloyd Austriaco Trieste	A.Babarovic *CellDBa*	215·3 209·0 Q78'B47'F25' FK 66'*u E*161'42t*FPT*	31·5 29·2	15·5 14·4	Milna Yugoslav 4*BHCem* 34t*APT*10t	T.3Cy.15½",25"&41"-28½" 112NHP 2SB,*4cf*,GS63,HS1981 LloydAustriaco,Trieste	15 ″ 5	V †
20371 417 OHXL	**Anton H.** (*ex*JohnShaw-35) *ss*Hfx.No.2-35 *ss*Apl.No.3-3,26 *Mchy.Aft* ~~*ss*Hul.No.1-30~~ *Cargo battens not fitted* 1*Dk(Stl)*	1436 — 833	✠100A1 ~~8,35~~ ~~10,32~~ 9,35 ~~BS1,35~~ ~~MS0,30~~	Sws ~~Abo~~ Els ✠LMC 4,35 ~~BS8,34~~	p	CL ~~10,32~~ 9,35	1913 1mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' *'sA&CP*	WernerHacklin *CellDBa*36'	247·0 Q144'F28' FK *f*169'441t*FPT*168t	38·0	14·6	Pori Finnish 4*BHCem* *APT*45t	T.3Cy.18",29"&48"-33" (*s*) 180lb 175NHP 2SB,*4pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 ″ 9 s 5 ″ 1½ 15 ″ 3	
20372 145937 GJBY	**Antonia** Ⓟ **TwinSc** *ss*Bkn No.3-1,34 Sub Sig. 2*Dks(Stl)&Shelter dk(Stl-ws)* *Ref.Mchy.* 3*rd dk(Stl)in holds except* D.F. E.S.D. GyC. *inNos.4&5*	13867 10636 8445	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~12,34~~ MS9,33 Lloyd'sRMC ~~3,35~~ ~~10,35~~ 4,36 E & No. 6 hold chambers for temp. 32° F. *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv BS12,35 ✠LMC ~~BS12,34~~	h†	CL 12,33	1921 12mo *Lloyd*	Vickers,Ld Barrow *'sA&CP*	CunardWhite Star,Ld. *CellDB*450'1796*t* *in way of Tunnels*	519·9 B&F448' *on Sh dk* *Prom. dk* 266' FK *DTf*1450*t Tanks* 389*t FPT* 108*t AP*	65·3	39·1	Liverpool British *ptCem* 10*BHtoSdk* *T*49*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS19443 FD 1640NHP 2SB&2DB,*24cf*,GS497 Vickers,Ld.Barrow	43 ″ 1 s11 ″ 11¼ 31 ″ 6¾	BT till ~~12,35~~ ~~1,36~~ 12,36
20373 1604 IBFC	**Antonietta** (*ex*Atholl) *ss*Cff.2ndNo.3-1,26 *ss*Gen.No.1-31 D.F. 2*Dks(1Stl&UptIrn&ptStl)* *&deep framing*	4423 4065 2792	✠ ... 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld. Glasgow	G.Bozzo fuL. *Cell DBa*125'*u*	385·5 P40'B110'F44' FK *E&B* 44'*f*167' 1059t	48·7	27·3	Genoa Italian 6*BHCem* *APT* 38t	T.3Cy.27",43"&72"-48" 418NHP 2SB,*8cf*,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 ″ 9	I †
20374 422 IBGC	**Antonietta Lauro** (*ex*Parklaan-33) *ss*Rot.No.1-32 D.F. 1*Dk(Stl)*	5428 5022 3328	✠ ... 1,35 ✠	Rot	z		1928 3mo	P.Smit,Jr. Rotterdam	A.Lauro *CellDBa&uE*1	435·5 420·3 P33'B250'F36' FK 56'*f*182'1188t *FPT*	55·2	26·5	Naples Italian 7*BHptCem* 150t*APT*34t	T.3Cy.27 9/16",42½"&72 13/16"- 51 3/16" 500NHP 3SB,*9cf*,GS171,HS7104 P.Smit,Jr.Rotterdam	29 ″ 0	I †
20375 142601 GBDN	**Antonio** (*ex*Western,*ex*WarFijian) *ss*Cff.No.3-11,30 *ss*Cff.No.1-34 1*Dk(Stl)*	5225 4775 3168	✠100A1 ~~1,35~~ ~~11,34~~ 2,36 BS2,36	Cff ~~Shi~~ Gls ✠LMC11,34	y	CL ~~7,33~~ 2,36	1918 7mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland *'sA&CP*	NewEgypt&Lev- ant ShippingCo.Ld (T.BowenRees&Co Ld.*Mgrs.*) *CellDB*	400·3 P49'B113'F39' FK 341'1081t*FPT* 134t	52·3	28·4	London British 7*BHCem* *APT*212t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
20376 EANB	**Antonio de Satrustegui** (*ex*Mari-Dolores-34, *ss*BboNo.3-5,30 *ex*Tenax,*ex*CanadianRaider) 1*Dk(Stl)* *ss*Bcl.No.1-35 *Cargo battens not fitted*	3289 — 1867	✠100A1 ~~1,35~~ ~~1,34~~ 3,36 ~~BS1,35~~ BS3,36	Bbo Bcl ✠LMC ~~6,30~~ 1,35	v	CL 1,34	1920 1mo *Lloyd*	Wallace ShipyardsLd. N.Vancouver *'sA&CP*	Cia.deNav.Vasco- Asturiana(R.C. de losCobos,*Mgr.*) *Cell*	331·0 P33'B98'F33' FK *DB*270'674t*FPT*95	46·7	23·2	Aviles Spanish 7*BHCem* t*APT*73t	T.3Cy.25",41"&68"-45" (*s*) 180lb 408NHP 3SB,*9cf*,GS156,HS7275 WallaceShipyards,Ld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
20377 DHBJ	**Antonio Delfino** Ⓟ **TwinSc** (*ex*SierraNevada-34, *Fitted for oil fuel* *ex*AntonioDelfino-32) 4*Dks* D.F. GyC. Sub.Sig. *CruiserStern*	13589 10178 8013					1921	Akt.Ges. "Vulcan" Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	499·5 B&F402'Upper F41'	64·0	38·7 48·2	Hamburg German *WB*	T6Cy26 7/16",43 5/16"&71"-51 3/16" &2 lowpressureTurbines 1200NH VulcanWerkeA.G. Hamburg		G
20378 415 IBTF	**Antonio Limoncelli** (*ex*Aberdare-33, *ss*Cff.No.2-32 *ex*Merioneth) D.F. 1*Dk(Stl)*	4574 4263 2819	✠ ... 4,31 ✠	Bry			1924 5mo	W.Gray& Co.Ld. WHartlepool	A.Lauro *CellDB*	412·2 400·0 P30'B257'F35' FK 360'1260t *FPT*117t	52·0	25·6	Naples Italian 6*BHptCem* *APT*128t	T.3Cy.26",43"&71"-48" 436NHP 3SB,*9cf*,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 ″ 1	I †
20379 EEAV	**Antonio Lopez** Ⓟ (*ex*Ruahine) *ss*Bcl.3rdNo.3-9,27 2*Dks(Stl-ws)3trB* Sub.Sig. D.F.	6044 5146 4346	✠100A1 11,30 MS9,27	Msl ✠LMC BS3,30	a†	CL 9,29	1891 12mo *Lloyd*	W.Denny &Bros. Dumbarton *'sA&CP*	Cia.Trasatlantica *WB*	430·0 P54'B160'F58' BK11" =*CellDBa*110'*uB*	50·1	31·6	Barcelona Spanish 7*BHCem* 58'*f*153'779t	Q.4Cy.32",46½",64½"&92"- 60" (*s*) 170lb FD 818NHP 3DB,*18pf*,GS270,HS11262 Denny&Co.Dumbarton	34 ″ 6 s10 ″ 6 25 ″ 5	
20380	**Antonios** (*ex*Newington) **Iron** *ss*Lth.2ndNo.3-4,09 *ss*Pir.No.1-13 *Well deck* 1*Dk(Irn)*	*1187* *845* *679*	✠ 11,19 ✠	Bry	m		1883 5mo	Workman, Clark&Co. Belfast	AntoniosG.Geor- gandis *WB*=*DBa*59'	217·3 P32'Q46'B63'F29' ptND09 FK *f*84'*&uE&B*31'274t	31·9	15·4	Piræus Greek 5*BHCem* *APT*39t	C.2Cy.26"&50½"-36" NDB04 122NHP 1SB,*3pf*,GS45,HS2062 V.Coates&Co.Ld.Belfast	16 ″ 9	V †
Broken up 20381 124558	**Antonios D. Kydoniefs** (*ex*Turckheim,*ex*Baycross,*ex*Crossby) *Spar dk2trB&deep framing*	4256 3628 3225			...		1907	R.Stephen- son&Co.Ld Newcastle	~~BranchNominees~~ ~~Ld.(E.Atkinson,~~ ~~*Mgr.*)~~	340·6 P26'B93'F33' FK	47·2	20·0 27·3	London British *WB*	T.3Cy.25",41"&67"-45" NB29 340NHP Blair&Co.Ld.Stockton	29 ″ 10	V †
20382 SVJE	**Antonios Michalos** (*ex*GeorgiosK. *ss*Pir.2ndNo.3-10,25 Saliaris-33,*ex*Corby) *ss*Pir.No.2-34 1*Dk(Stl)&Spar dk(ptIrn&ptStl)* *&deep framing*	*3514* *3257* *2279*	✠100A1 *Spar dk* 7,34 BS10,35	Pir ✠LMC7,34	v	CL 4,34	1901 10mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland *'sA&CP*	C.N.Michalos (MichalinosMari- time&Commercial Co.Ld.*Mgrs.*) *CellDBa*110'*uE*	331·0 P27'B90'F30' FK	48·0	17·0 25·0	Piræus Greek 6*BHCem* *&B*38'*f*136'	T.3Cy.24¼",40"&65"-42"(*s*) 160lb 291NHP 2SB,*8pf*,GS112,HS4618 J.Dickinson &Sons,Ld.Sld. 770t*DTf*20'494t*APT*31t	27 ″ 4 s 4 ″ 9 22 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20383 460 SVDS	**Antonios Stathatos** ssBry.No.3-8,32 1Dk(Stl) ssShl.No.1-36	3836 3365 2258	✠100A1 1,36 ~~6,34~~ BS~~6,34~~ 7,35 Fitted for oil fuel 11,20 F.P. above 150° F.	Pir Shl ✠LMC~~[illegible]~~ MS1,35	w	CL ~~10,34~~ ~~7,32~~ 12,35	1920 11mo Lloyd'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	~~D.A.Stathatos~~ ~~S.S.Co.Ld. (in liq.)~~ ~~(A.D.Stathatos, Mgr.)~~ D.D.Stathatos	364·9 P27'B219'F39' FK CellDB313'948t	51·5	22·6	Ithaka Greek 6BHCem APT63t	T.3Cy.25",41"&68"-45" (s) 180lb 391NHP 3SB,9cf,GS177,HS6801 D.Rowan&CoLd.Glasgow	25 ″ 0 s 3 ″ 2½ 22 ″ 0
20384 12 SVCV	**Antonios Vrondissis** (exRosina) ssMsl.2ndNo.3-7,29 ssPir.No.1-34 1Dk(Stl)2trB&Webframes 3Dk rule	2690 2412 1677	✠100A1 9,34 BS12,35	Pir ✠LMC9,34	u	CL ~~10,32~~ 12,35	1904 2mo Lloyd'sA&CP	Chant.Nav Anversois Hoboken CellDBa92'uE&B38'f142'810t DTa28' 510t FPT82tAPT100t	J.A.Vrondisis	318·0 P35'B200'F37' FK	44·6	20·7	Andros Greek 6BHCem	T.3Cy.23",38"&64"-42" (s) 180lb 90lb NDB21 287NHP 2SB,6cf,GS126,HS4417 N.E.MarineEng.Co.Ld.Sld	23 ″ 6 s 2 ″ 4 21 ″ 4
20385 SVBT	**Antonis G. Lemos** (exScatwell, exMaisie) ~~ssHul.No.3-12,33~~ ssPir.2ndNo.3-4,35 ~~ssRou.No.2-32~~ 1Dk(Stl)2trBinNos.1&4holds	4410 4207 2763	✠100A1 4,35~~12,33~~ ~~MS4,32~~	Bkn Pir ✠LMC4,35 ~~BS12,33~~	y	CL ~~12,33~~ 3,35	1911 10mo Lloyd'sA&CP	Bartram& Sons Sunderland	S.A.Lemos& P.A.Lemos	385·0 P33'B237'F36' FK CellDBa133'uE23'f171'1000tFPT103tAPT144t	52·0	25·1	Chios Greek 6BHCem	T.3Cy.26",43"&71"-48" (s) 180lb 401NHP 3SB,9cf,GS180,HS6483 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 3 ″ 10¼ 23 ″ 9¾
20386 SVOC	**Antonis Georgandis** (exRijndijk) ssRot.No.3-10,27 ssPir.No.1-31 1Dk(Stl)	3557 3259 2172	✠100A1 7,35~~7,34~~ BS9,31 MS1,32	Alx Rot ✠LMC MBS~~[illegible]~~5,35	v	CL 7,33	1915 3mo	Rotterdam Droogd.Maat Rotterdam A&CP	GeorgandisBros. CellDBa96'uE23'f163'816tFPT82tAPT110t	345·6 P25'B115'F35' FK	48·8	23·2	Piræus Greek 6BHCem	T.3Cy.25",41"&67"-45" (s) 180lb 361NHP 2SB&1AuxB,8cf,GS158 NewAuxB11,30 HS6033 RotterdamDroogd.Maats	25 ″ 7 s 4 ″ 2¼ 21 ″ 7
20387 ONWA	**Antverpia** (exFangturm) ssMsl.No.3-8,19 ssAnt.No.2-28 1Dk(Stl)&Spar dk(Stl-pt teak s)&deep framing D.F.	4932 4694 3132	✠100A1 Spar dk 2,31 MS5,28	Ant ✠LMC BS3,31	z	CL 1,31	1908 10mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.RoyaleBelgo-Argentine ~~(in liq.)~~ (ArmementDeppe, Mgrs.) CellDBa130'uE24'f180'966t 'tweendktanksa44'434tf42'456t FPT60tAPT50t	401·2 P50'B122'F51' 28·2 FK	52·5	20·2	Antwerp Belgian 6BHCem	Q.4Cy.23",31½",48"&71"-51" 213lb 120lb (r) 470NHP 3SB,9cf,GS153,HS6216 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 3 ″ 4½ 26 ″ 0
20388 131907 GDFV	**Antwerp** Ⓟ **TwinSc** CruiserStern Sub.Sig. 2Dks&Shelter dk	2957 2373 1285			...		1920 4mo	J.Brown& Co.Ld. Glasgow	London&North EasternRailway	321·6 F131' on Shelter dk FK	43·1	17·9	Harwich British WB	4SteamTurbinesSR geared to 2ScShafts 1476NHP J.Brown&Co.Ld.Glasgow	26 ″ 6
20389 PCSJ	**Antwerpen** OilEng Mchy.Aft 1Dk	364 291 251					1927	N.V.Werf DeNoord Alblasserdm.	N.V.Motorship "Antwerpen" (T.denHartigh, Mgr.)	148·7 Q39'F15'	24·2	9·6	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"-17⅝" 47NHP Motorenfabr."Deutz" A.G.Köln-Deutz	
20390 457 [illegible]	**Antzouletta** (exOtterstad, exKristiania) 1Dk Now "Igor," see No. 38559 in Supplement	2726 2495 1672			...		1907	J.Blumer &Co. Sunderland	Ant.G.Yannou-latosSons	314·0 P30'B148'F28' FK	46·5	20·6	Piræus Greek WB	T.3Cy.23",38"&62"-42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0
20391 DIFF	**Anubis** Ⓟ **TwinSc** (exSpreewald-35) OilEng. D.F. Sub.Sig. CruiserStern 2Dks	5083 4467 3002					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F40'	54·2	27·4	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.24⅜"-38⅝" 714NHP AlgemeineElec.Ges.Berlin	
20392 [illegible] SDCW	**Anvall** (exNiobe,exKingscote) **Iron** Well deck 1Dk2trB Now "Ziva," see No. 40804 in Supplement	972 767 500			...		1883	R.Thomp-son&Sons Sunderland	RederiAktieb. Vallde (J.A.Edvall, Mgr.)	220·2 Q75'B48'F25' BK10"	32·1	15·5	Oscarsham Swedish WB	C.2Cy.28⅝"&54"-36" 142NHP R.&W.Hawthorn,Nwc.	16 ″ 5
20393 OOWA	**Anvers** (exEkkehard,exElsaMenzell) 2Dks	4398 4072 2782					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.RoyaleBelgo-Argentine (Armement Deppe, Mgrs.)	383·3 P43'B113'F42'	52·1	25·3	Antwerp Belgian	T.3Cy.22⅝",39¼"&66½"-48" 306NHP FlensburgerSchiffsb.Ges.	
20394 307 OHAA	**Anversoise** (exReigate) ssGot.2ndNo 3-6,28 ssGot.No.1-33 2Dks(Stl)&Web frames	4109 3714 2500	✠100A1 9,35~~10,33~~ BS4,35	Cff Els ✠LMC9,35	w	CL 8,33	1901 11mo	Palmers' Co.Ld. Newcastle A&CP	J.A.Zachariassen &Co. CellDBa126'uE26'f148'819tAPT34t	365·0 B78'F41' FK	48·2	25·4	Nystad Finnish 6BHCem	T.3Cy.24½",41½"&70"-45" 200lb 392NHP 2SB,6cf,GS121,HS4993 FD Palmers'Co.Ld.Newcastle	28 ″ 4 s 5 ″ 8½ 22 ″ 10
20395 ONVA	**Anversville** Ⓟ **TwinSc** ssGls.No.3-2,30 ssAnt.No.1-34 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl-teak s)	8433 6425 5092	✠100A1 Shelter dk withfreeboard 6,35~~5,34~~ ✠NB2,50 Lloyd'sRMC~~[illegible]~~ 2,36 ~~11,35~~	Ant ✠LMC1,34	b†	CL 5,34	1912 8mo Lloyd'sA&CP	A.Stephen &Sons,Ld. Glasgow	Cie MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInter-nationale, Mgrs.)	440·3 P56'F86'onShltr dk FK WB=CellDBa140'uE&B93'f163'1002tFPT83tAPT74t	55·6	34·4	Antwerp Belgian 8BHCem	Q.8Cy.23",33",47"&67"-48" 215lb (s) 979NHP 5SB,20cf,GS348,HS14430 A.Stephen&Sons,Ld.Gls.	37 ″ 0 s 9 ″ 3 28 ″ 2½
20396 202077 KLEE	**Anvil** **WoodTwinSc** OilEng. 2Dks	363 — 276					1905	StoneS.B. Co. SanFrancisco	J.D.Gilmore	116·0	24·5	16·5	Seattle Utd.States	Oil Engines 6Cy.14"-28" UnionGasEng.Co.S.Fo.	
20397 16282 JAYD	**Anyo Maru** Ⓟ **TwinSc** ssKob.No.3-6,34 2Dks(Stl)& Shelter dk(Stl-ws)	9257 8651 5739	✠100A1 Shelter dk withfreeboard 5,35 ~~6,34~~ Fitted for oil fuel 5,18 F.P. above 150 °F.	Kob Yks BS5,35 ✠LMC6,34	d†	OG 6,34	1913 6mo Lloyd'sA&CP	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. CellDBa133'uE&b92'f178'1571tFPT128tAPT27t	466·3 FK&BK1½"	58·9	38·0	Tokio Japanese 7BHCem	4SteamTurbinesSR geared to 2 Screw Shafts (s) 200lb 1157NHP 5SB,GS289,HS12065 FD MitsuBishiD&E.Wks.Nag.	40 ″ 6 s 10 ″ 9¼ 30 ″ 3
20398 150273 VGBR	**Anyox** Ⓟ **Wood** Fitted for oil fuel Wireless 1Dk	1267 1035 749					1917	Winslow S.B.Co. Winslow,W.	PacificSalvage Co.Ld.	193·4 F96'	39·7	19·6	Vancouver British WB	T.3Cy.17",27"&44"-32" Emade07 98RHP MoranBros.Seattle,Wash.	23 ″ 4 s 2 ″ 10
20399 255 JTQB	**Anzan Maru** (exRiverway, exFraserRiver) 1Dk	3890 3469 2337					1915	Irvine'sSB &D.D.Co.Ld. WHartlepool	DairenKisenK.K.	350·2 P31'B104'F39'	51·1	24·0	Dairen Japanese WB	T.3Cy.25",40"&67"-45" Richardsons, 302NHP Westgarth&Co.Ld.Hpl.	
20400 [illegible] JFOJ	**Aobasan Maru** Ⓟ Should be "Awobasan Maru," see No. 37048 in Supplement D.F. 3Dks Ref.Mchy. CruiserStern	6359 [illegible] 3711					1935	Mitsui BussanK.K Tama	MitsuiBussan K.K.	450·0 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24⁷⁄₁₆"-55¼" 1230NHP MitsuiBussanKaisha,Ld. Tama	
20401 148515 GDVB	**Aorangi** Ⓟ **QuadSc** ssSyd.No.2-33 GyC. OilEng. Ref.Mchy. 4Dks(Stl-Weather dk teak s) Sub Sig. D.F. CruiserStern	17491 13531 10733	✠100A1 withfreeboard ~~6,33~~ 10,35 ✠LMC OS7,33 DBS3,35 ~~7,33~~11,35 ✠Lloyd'sRMC~~[illegible]~~ 11,35	Syd	l† P	CL f10,35 PaN 7,33 sf1,34 Sa N12,34	1924 12mo Lloyd'sA&CP	Fairfield Co.Ld. Glasgow CellDB438'1653tDTf37'510tFPT151tAPT167tFWtanks between tunnels410t	CanadianAustra-lasianLine,Ld.	580·1 F93'Prom dk419' FK&BK2" CollBHtoWthr dk	72·2	43·4	London British 11BHptCem	Oil Engines 2S.C.SA 24Cy.27½"-39" 2DB-120lb 3177NHP FairfieldCo.Ld.Glasgow	46 ″ 7 s 10 ″ 4¾ 27 ″ 10

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
20402 1035 IBOC	**Aosta** (exGianLuigi) Aux3MstSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	485 450 279				—	1913	Cant.Offic. Savoia Cornigliano Ligure	LuigiGotelli&C.	182·7 P13'F30'	28·3	12·0	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.$14\frac{3}{4}$"-$21\frac{1}{4}$" NE25 145NHP SulzerFrères,Winterthur		I
20403	**Apa** TrpSc OilEng	408 — 233					1929	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	167·4	34·0	8·2	Bns.Ayres Argentine	Oil Engines J&CG Bolinder'sCoLdSkn		
20404 LEFA	**Apache** (exBelridge-35) ssShl.No.3-12,25 Mchy.Aft ssOsl.No.2-34 2Dks(Stl)&Webframes Longitudinal framing	7020 6374 4420	✠100A1 ~~1,35~~ 10,35 BS5,35 CarryingPetr Fitted for oil	Osl Rot ✠LMC4,34 oleum fuel 6,	a† in 14	CL 1,35 bulk F.P.	1914 6mo above	SirJ.Laing &Sons,Ld. Sunderland A&CP 150° F.	SkibsA/S Apache (MagnusKonow& Co. Mgrs.) CellDBuE& B55'142tD	425·1 P101'B28'F40' Tf38'511tAPT53t	57·0	33·1 FK	Oslo Norwegian 15BHptCem (9 to Upr dk 6 ,,2nd ,,)	T.3Cy.27",45"&74"-54" (s) 180lb 555NHP 4SB,12cf,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ 1¾ 27 ″ 0¼	
20405 149611 GMSB	**Apapa** Ⓟ TwinSc ssLiv.No.2-35~~ssLiv.No.1-30~~ OilEng. 2Dks(Stl-Weather dkpt teaks) D.F. 3rdDk(Stl) in holds Ref.Mchy. CruiserStern	9333 6813 5472	✠100A1 withfreeboard 12,35 ✠LMC CS10,35 ~~7,34~~5,35	Liv DBS10,35	d†	CL ~~N1,30~~ P2,34 S5,35	1927 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	ElderDempster Lines,Ld. Cel	450·7 P37'B267'F50' lDB365'1226t FPT	62·3	31·3 FK	Liverpool British 7BHCem 79tAPT195t	Oil Engines 4S.C.DA 12Cy.$26\frac{3}{4}$"-$55\frac{1}{8}$" 1651NHP DB100lb Harland&Wolff,Ld.	34 ″ 6 s10 ″ 4 24 ″ 6¼	BT till ~~10,35~~ 3,36
20406 980 IKBQ	**Ape** (exCoccinelle)	360 313 149					1918	Ch.&Atel. deProvence PortdeBouc	Soc.Anon.Ilva	139·1	24·1	13·1	Genoa Italian	C.2Cy.$17\frac{7}{10}$"&$25\frac{2}{5}$"-$23\frac{3}{5}$" NB20 26NHP Forg.&Ch.de laMedit.Msl.		
20407 SVNA	**Apikia** (exKoranna) ssPir.No.1-35 ssPir.2ndNo.3-5,30 1Dk(Stl)&deep framing& Shelter dk(Stl)	3607 3411 2261	✠100A1 Shelter dk withfreeboard 9,35~~11,33~~ ~~MS5,30~~	Rot Pir ✠LMC9,35 ~~BS7,34~~	x	CL 2,35	1905 2mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	Z.C.Valmas CellDBa10	350·0	52·0	23·4 FK	Andros Greek 6BHCem 8'uE&B42'f	T.3Cy.25",41"&67"-45" (s) 180lb 337NHP 3SB,9cf,GS154,HS5355 N.E.MarineEng.CoLdNwc 156'955tFPT105tAPT108t	26 ″ 0 s2 ″ 6¾ 23 ″ 8¼	
20408	**Apipé** (exJenny,exCuers, TwinSc exPaso deSan Lorenzo) Mchy.Aft 1Dk	750 — 441			...		1909	JIThorny- croft&Co.Ld. Woolston	“LaIndustrial Platense”Decia& Cia.S.enC.	221·2	33·2	10·7 FK	Bns.Ayres Argentine WB	T.6Cy.11",18"&29"-21" 128NHP JIThornycroft&CoLd.Lon	11 ″ 6	
20409 105772 VPGR	**Apoey** (exSuiSang) 1Dk&Spar dk&deep framing	2790 2589 1776			...		1895	SirR.Dixon &Co. Middlesbro'	PoHingS.S.Co.Ld.	309·9 P44'B64'F35'	41·1	17·2 25·2 FK	HongKong British WB	T.3Cy.23",36"&59"-42" 275NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	
20410 PCSS	**Apollinaris V.** ssRot.No.1-35 OilEng. Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern	315 — 229	✠100A1 ~~9,35~~ ~~9,34~~4,36 ~~✠LMC(M)7,53~~	Rot 9,35 ✠LMC~~4,51~~	d	~~9,34~~ N9,35	1931 4mo Lloyd	N.V.Indus- trieeleMaats. DeNoord Alblasserdam 'sA&CP	N.V.ScheepvMaats “Tholen”(H. Mulder,Mgr.) C	131·9 Q26'B8'F16' ellDBf28' 28tFPT	23·5	8·8 FK	Voorburg Dutch 3BHptCem 10tAPT4t	Oil Engines 4S.C.SA 3Cy 11"-$17\frac{11}{16}$" 35NHP Motorenfbr.“Deutz”A.G. Koln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
20411 PCST	**Apollinaris VI.** OilEng. Mchy.Aft 1Dk(Stl) Cargo battens not fitted Cruiser Stern	313 227 229	✠100A1 3,35 ✠LMC(M)9,53	Rot ✠LMC5,51	d	3,35	1931 5mo Lloyd	N.V.Indus- trieeleMaats. DeNoord Alblasserdam 'sA&CP	N.V.Scheepvaart Maat.“SintFilips- land”(H.Mulder, Mgr.)	131·9 Q26'B8'F16' CellDBf28'28tFP	23·5	8·8 FK	Voorburg Dutch 3BHCem T10tAPT4t	Oil Engines 4S.C.SA 3Cy.11"-$17\frac{3}{4}$" 35NH Humboldt-Deutzmotoren A.G.Koln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
20412 DOKF	**Apollo** CruiserStern Sub.Sig. 2Dks	2297 2042 1311					1927	Act.Ges. “Weser” Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy$19\frac{11}{16}$",$31\frac{1}{2}$"&$50\frac{3}{8}$"-$35\frac{7}{16}$" & 1 low pressure Turbine 180NHP A.G.“Weser,”Bremen		G
20413 527 ESFT	— WoodAux4MstSr (exJirina,exNatividad, OilEng. exApollo,exWigala,exElse) 1Dk (See Sailing Ship Register)	343 323 266					1917	R.Ras- mussen Nakskov	T.Kain	138·2	30·2	12·8	Loksa Estonian	Oil Engines 2S.C.SA 3Cy.$14\frac{13}{16}$"-$15\frac{5}{16}$" 116NHP A/SMaskinfabr. Tuxham,Copenhagen		V
20414 30536	**Apollo Maru** WoodAuxTwin (exApollo,exOregon) Sc3MstSr OilEng. 1Dk	451 329 353	-				1905	J.L. Kronenburg Prosper,Or.	Hayashi KabushikiKaisha	139·1	35·2	9·9	Kobe Japanese	2 Oil Engines 4S.C.SA 6Cy.$13\frac{3}{8}$"-21" 104NHP StandardEng.Co. SanFrancisco		
20415 PCSY	**Apollonia** TwinSc ssMfl.No.1-35 OilEng. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom and at top of trunk	2086 1396 1031	✠100A1 8,35 ~~9,34~~ DBS8,35 CarryingPetr ✠LMC CS8,35 9,34	Alx Mfl ~~✠LMC7,31~~ oleum	r in	CL 9,34 bulk	1931 7mo Lloyd	N.V.Wrf. v.Rijkee&Co Rotterdam 'sA&CP	Nederl.Indische Tankstoomboot Maats. CellD	260·5 P84'Trunk129' F47' BuE48'81tFPT27t	48·1	15·0 FK	TheHague Dutch 9BH pt Cem APT107t	Oil Engines 4S.C.SA 12Cy.$15\frac{3}{4}$"-$31\frac{1}{2}$" 286NHP DB150lb WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″ 3½	
20416 EAAW	**Apolo** ssBbo.2ndNo.3-11,25 ssBbo.No.1-30 2Dks(1Stl&UptIrn&ptStl) &deep framing	4320 4033 2800	✠ ... 12,34	Bbo ✠	x		1900 9mo	Napier& Miller,Ld. Glasgow WB=	Cia.Anon.Marit. Union(M.Urru- chua,Mgr.) CellDBa127'uE23'	375·3 P39'B102'F45' f163'1044tAPT48t	50·0	25·9 FK	Bilbao Spanish 6BHCem	T.3Cy.$27\frac{3}{8}$",$43\frac{1}{2}$"&$72\frac{1}{2}$"-48" 415NHP 2SB,6cf,GS120,HS5100 FD D.Rowan&Co.Glasgow	28 ″ 8	
20417 CBAP	— (exSolstad,exBurstad) Wireless 1Dk	1117 — 719					1911	Akers Mek.Værks. Oslo	Tyrer y Landgren	221·3 Q110tB56tH32t F22t	32·2	12·1	Valparaiso Chilian WB	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
20418 ~~587~~	**Apostolos** (exEcaterini TwinSc exKekouen,exAikateriniD.,exQuequen, exPueyrredon, 1Dk exJoséGilbert)	408 300 208					1889	Akt.Ges. “Weser” Bremen	~~K.Koukoulas~~ G.Tsiridis	163·0	23·6	10·2	~~Piræus~~ ~~Greek~~ British	T.3Cy.8",$12\frac{1}{2}$"&21"-14" NB00 33NHP A.G.“Weser,”Bremen		
20419 161561 GJXF	**Appalachee** ssBel.No.1-35 OilEng. D.F. 1Dk(Stl)2nddk(Stl)clear Mchy.Aft of cargo tanks&webframes Longitudinalframing at bottom, at deck& at Longitudinal bulkheads Rudder electrically welded	8826 8084 5267	✠100A1 8,35~~10,34~~ CarryingPetr ✠LMC CS8,35 DBS8,35	Bel ~~✠LMC[illegible]~~ oleum 8,35	d† in	OG 8,33 bulk	1930 12mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.) CellDBuE51'151	477·0 P105'B27'F41' t DTf41'616t FPT	63·8	34·8 FK	Newcastle British 17BHptCem 276tAPT48t	Oil Engines 2S.C.SA 4Cy.$25\frac{3}{16}$"-$97\frac{5}{8}$" 785NHP 2DB150lb W.Doxford&Sons,Ld.Sld	34 ″ 9 s6 ″ 10 28 ″ 2¾	
20420 135442 GLTC Broken up	**Appam** Ⓟ TwinSc (exMandingo,exAppam) D.F. Ref.Mchy. 2Dks&Awngdk	7781 6069 4761					1913	Harland& Wolff,Ld. Belfast	~~ElderDempster~~ ~~Lines,Ld.~~	425·6 P29'B239'F54' on Awng dk	57·3	31·4	Liverpool British WB	Q8Cy$20\frac{1}{2}$",$29\frac{1}{2}$",42"&61"-48" 516NHP Harland&Wolff,Ld.Bel.		BT till ~~7,35~~ 11,35

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
20421 161611 GPTD	**Appledore** ssCff.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5218 4819 3150	✠100A1 *with freeboard* 1,35 ✠LMC BS11,35 MS6,34	Bry	*a*†	CL 1,35	1929 10mo *Lloyd's*A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	MaritimeShipping &TradingCo.Ld.	406·3 F33' FK *Cell DBa&uE*134'*f*188'1387*t* (*Coll to Sh dk* 5 „ *2nd* „) *FPT*139*t* *APT*104*t*	56·0	26·9	Bideford British 6*BHCem*	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth&Co.Ld.Hpl.	29 ″ 5 s 3 ″ 9½ 25 ″ 10½	
20422 140251 GVCG	**Appleleaf** **TwinSc** ssLon.No.3-11,29 ssPts.No.1-33 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5892 5258 2480	✠100A1 6,35 ~~4,34~~ BS 7,35 ✠LMC2,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17 *F.P. above* 150° F.	Pts HKg	*a*†	CL 1,33	1917 2mo *Lloyd's*A&CP	Workman, Clark&Co.Ld Belfast	TheAdmiralty	405·5 P36'B32'F89' FK *CellDBuE&B*88'393*t* *DTf*48'214*t*	54·6	32·6	London British 20*BHptCem*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1102NHP 6SB,*18cf*,HS17250 FD Wrkman,Clark&Co.LdBel	35 ″ 3 s 6 ″ 9½ 28 ″ 8	
20423 163393 MBJR	**Apricity** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *CruiserStern*	402 260 200	✠100A1 10,35 ~~10,33~~ ✠LMC10,33	Grk Lon	*f*	OG	1933 10mo *Lloyd's*A&CP	G.Brown& Co. Greenock	F.T.Everard& Sons,Ld.	142·8 Q83'B9'F19' FK *FPT*62*t* *APT*30*t*	25·6	9·3	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld.	10 ″ 3 s 3 ″ 8 10 ″ 3	
20424 UOWN	**Apsheron** (*ex*Apsheronneft-34, *ex*Zoroaster) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	3756 3253 1830					1923	A/BGöta- verken Gothenburg	Sovtorgflot	319·2 P75'B32'F35'	49·1	28·2	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26$\frac{9}{16}$"-36¼" 496NHP Akties.NobelDiesel, Nynäshamn		C
20425 ~~[illegible]~~	**Apure** **TwinSc** ssBoa.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*3164* *2298* *1669*	✠100A1 6,35 ~~6,34~~ BS6,35 ✠LMC ~~BS6,34~~ MS7,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150° F	Cco	*u*	CL ~~7,32~~ 6,35	1928 5mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	VenezuelaGulf Oil Co.	325·0 P73'B22'F40' *Trunk in wells* FK *CellDBuE&B*50' 149*t side tanks* 180'2115*t* *FPT*207*t* *APT*126*t*	55·2	16·4	Maracaibo Venezuelan 8*BHptCem*	T.6Cy14½",24"&39½"-27" (*s*) 180lb 248NHP 2SB,*6cf*, ,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 ~~[illegible]~~ ~~[illegible]~~ s2 ″ 0½ 14 ″ 8¼	
20426 OAPA	**Apurimac** (*ex*Paita,*ex*Anubis, *ex*Luciana) ssHam.No.3-3,10 2*Dks*(*Stl-Uws*) *Well deck* 3*tr B Lower dk forehold* *Fitted for oil fuel*	4806 3897 3089	✠ 12,15 ✠	Ham			1898 2mo	JLThompson&Sons,Ld. Sunderland	Cia.Peruana de Vap.y dique del. Callao	382·0 P233'F44' BK8½" *CellDBa*120'*uB*36'*f*152'729*t*	48·2	26·2	Callao Peruvian 6*BHCem*	T.3Cy.27",44"&72"-48" 391NHP 3SB,*9pf*,GS197,HS6300 G.Clark,Ld.Sunderland	29 ″ 0	V †
20427 220013 KUSN	**Aquarius** Sub.Sig. *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6094 5632 3816			...		1920	GMStandifer ConstCorp Vancouver, Wash.	LykesBros.Ripley S.S.Co.Inc.	401·4 P34'B114'F38'*on Shelter dk*	53·2	31·9	Houston Tex Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 ″ 7	R †
20428 163551 MBBK	**Aqueity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	301 222 143	✠100A1 12,34 ✠LMC12,34	Lon		OG	1934 12mo *Lloyd's*A&CP	Fellows &Co.Ld. Southdown Gt.Yarmouth	F.T.Everard& Sons,Ld.	116·0 P37'F13' FK *FPT*33*t* *APT*11*t*	26·1	9·9	London British 3*BHCem*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	10 ″ 6 s ″ 9½ 9 ″ 9½	
20429 DOCU	**Aquila** (*ex*Deutschland) Sub.Sig. 2*Dks*	1778 1586 1033					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante- LinieA.G.(Deutsche Levante- LinieG.m.b.H. *Mgs*)	283·2 P&B186'F31' en28	39·8	17·8	Bremen German *WB*	T.3Cy.20",31½"&49½"-31½" 137NHP Waggon u. Maschb.A.G.Görlitz		G
20430 124059 MCQK	**Aquilla** ssLiv.2ndNo.3-5,31 *Well deck* 1*Dk*(*Stl-pt* teaks) *Mchy.Aft* *Cargo battens not fitted*	450 330 172	✠100A1 5,34 BS1,36 ✠LMC ~~BS6,34~~ MS4,31	Liv	*g*	CL 5,34	1907 4mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.)	155·0 Q51'B9'F28' BK7" *WB = CellDBf*77'110*t* *FPT*48*t* *APT*7*t*	26·1	10·8	Liverpool British 3*BHCem*	C.2Cy 18"&40"-27" (*s*) 130lb 94RHP 1SB,*3pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s ″ 11 12 ″ 9	
20431	**Aquiry** 1*Dk&Promenade dk*	362 254 242			...		1910	Murdoch& Murray PortGlasgow	MoreiraGomes& Cia.	150·0 F27' FK	32·0	7·7	Para Brazilian *WB*	T.3Cy.13½",22"&36"-24" 90NHP Muir&Houston,Ld.Gls	8 ″ 0	
20432 135683 GLRZ	**Aquitania** Ⓟ **QuadSc** ssSou.No.3-1,26 GyC. ssSou.No.2-34 E.S.D. 4*Dks*(*Stl-Uptws*)&*Shelter dk* Sub.Sig. (*Stl-ptws*) *Lower&Orlop dks* D.F. (*Stl*) *in forward&after holds*	45647 28408 20800	✠100A1 2,36 ~~1,35~~ BS~~10,34~~ ✠LMC1,34 10,35 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	Sou		CL Pa1,33 SaN1,36 Pf1,36 Sf1,36	1914 4mo *Lloyd's*A&CP	J.Brown& Co.Ld. Clydebank	CunardWhiteStar, Ld.	868·7 B524'*on Shelter dk* FK *WB = Cell DBa*141'*uE&B*444'*f*169'5555*t* *FPT*240*t*	97·0	49·7	Liverpool British 10*BHCem*	4 Steam Turbines (*r*) 195lb HS138596, 9708NHP 21DB,*168cf*,GS3541, FD J.Brown&Co.Ld.Clydebnk	54 ″ 6 s18 ″ 7½ 36 ″ 2	
20433 1982 IBBU	— (*ex*Farnworth-34) ssNwc.No.2-34 1*Dk*(*Stl*)	4971 4527 3024	✠100A1 8,35 ~~9,34~~ ✠LMC MS11,35 BS~~[illegible]~~8,35	Nwc Gen	*y*	CL 9,34	1924 9mo *Lloyd's*A&CP	Blythsw'd S.B.Co.Ld. Glasgow	DittaLuigi PittalugaVapori	414·6 401·6 P36'B118'F35' FK *CellDBa&uE*158'*f*181'1408*t* *FPT*100*t* *APT*130*t*	53·2	26·9	Genoa Italian 6*BHCem*	T.3Cy.26",42"&71"-48" (*r*) 180lb 425NHP 3SB,*9cf*,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8½ 24 ″ 2	
20434 LCHF	**Ara** (*ex*Bois) 1*Dk*	965 649 556					1919	Trosvik M.V.A/S Brevik	DetBergenske Dampskibsselskap	196·9 Q44*t*B173*t*H71*t*	32·5	12·4	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
20435 1415 IBIC	**Arabia** ssGen.No.2-35 ~~ssGen.No.1-31~~ *OilEng.* D.F. 2*Dks*(*Stl*)	7025 5391 4499	✠100A1 ~~7,35~~ ~~6,34~~ 12,35 DBS1,35 ✠LMC CS7,35 7,35	Nap	*a*†	CL ~~5,32~~ 2,35	1926 11mo *Lloyd's*A&CP	Cantiere SanRoccoSA Trieste	LloydTriestino	436·7 P35'B279'F43' FK *CellDB*368' 1246*t* *DTa*44'973*t* *FPT*114*t* *APT*40*t*	55·5	27·3	Genoa Italian 8*BHptCem* 1 „ *to 2nd dk*	Oil Engines 4S.C.SA 8Cy.29½"-59$\frac{1}{16}$" 652NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 5 ″ 0½ 25 ″ 3½	
20436 22926 JEGD	**Arabia Maru** Ⓟ **TwinSc** ssKob.No.3-4,29 ssKob.No.1-33 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)3*rd dk* (*Stl*) *in No.1 hold*	9480 8797 5790	✠100A1 *Shelter dk* *with freeboard* 7,35 ~~6,34~~ ✠LMC~~6,34~~ 7,35 ✠Lloyd'sRMC~~2,35~~ ~~7,35~~ 12,35 *Fitted for oil fuel* 5,24 *F.P. above* 150°F.	Kob	*d*†	CL P11,33 S9,34	1918 5mo *Lloyd's*A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaShosen K.K.	475·0 P35'B30'F46' *on Shelter dk* FK *CellDB*407'1664*t* *DTa* 48'519*t* *FPT*149*t* *APT*41*t*	61·0	40·7	Osaka Japanese 8*BHCem*	T.6Cy.27",44½"&75"-48" (*s*) 200lb 998NHP 5SB,*15cf*,GS330,HS13284 FD MitsubishiZosenKaishaLd	40 ″ 9 s 13 ″ 0 28 ″ 3	
20437 161272 GTFP	**Arabistan** ssShl.No.1-32 2*Dks*(*Stl*) D.F.	5874 5438 3701	✠100A1 7,35 ~~3,35~~ ✠LMC8,52 BS1,36 *Fitted for oil fuel* 8,29 *F.P. above* 150° F.	Avn Bry	*a*†	CL 3,35	1929 8mo *Lloyd's*A&CP	J.Readhead&Sns,Ld. SouthShields	StrickLine (1923)Ld.(F.C. Strick&Co.Ld. *Mgrs.*)	425·7 P38'B131'F47' FK *CellDB*361'1227*t* *DTa*38' 903*t* *FPT*107*t* *APT*38*t*	55·0	28·5	London British 7*BHptCem*	T.3Cy.28$\frac{3}{16}$",46"&78"-51"& LP Turbine with DR gear & hydraulic coupling 210lb (*r*) 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of L.R. of Trade Cert.
20438 147205 GBWF	**Araby** ssLon.No.3-1,36 ~~ssLiv.No.2-31~~ OilEng. 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	4936 4423 2944	✠100A1 Shelter dk withfreeboard 1,36 ~~1,35~~ ✠LMC CS10,35 DBS1,35 1,35	Lon	y	CL 12,33	1923 3mo	A.McMillan&Son,Ld. Dumbarton Lloyd's A&CP	RoyalMailLines, Ld.	380·0|53·2|27·1 F34'onShelter dk FK CellDBa121'uE26'f154'895t Collision BH to S dk MT35'1414t FPT117tAPT86t 6 ,, ,, U ,,	Liverpool British ptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB-100lb Harland & Wolff,Ld. Glasgow	29 ″ 6 s 3 ″ 5 26 ″ 3¼	
20439 PUAE	**Aracajú** (exPersia) 2Dks	3569 3280 2182					1914	FlensburgrSchiffsb.Ges Flensburg	LloydBrasileiro	364·3|51·0|22·0 B30'	R.Janeiro Brazilian WB	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffs.Ges.		V
20440 147296 GKWY	**Aracataca** Ref.Mchy Sub.Sig. D.F. E.S.D. 4Dks	5378 4678 3299					1924	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·5|51·4|30·4 P43'B157'F43'	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
20441 55 SUBB	**Arafat** (exJadran-33,exDanybryn, exHarmattan, exNilemede,exWarFantail) ssFiu.No.3-9,31 2Dks(Stl) ssAlx.No.1-36	4465 4097 2686	✠100A1 2,36 ~~3,35~~ ~~BS3,35~~ ✠LMC~~9,31~~ ~~10,35~~ 10,35	Alx	x	CL ~~3,35~~ 10,35	1918 11mo	R.Duncan &Co.Ld. Port Glasgow Lloyd's A&CP	Soc.Misr.deNavigationMaritime	375·6|51·7|26·5 P41'B113'F38' FK CellD B321'988tFPT127t APT200t	Alexndria Egyptian 7BHptCem	T.3Cy.25",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
20441*	— (exVelos-35,exMarylebone-34) ~~2Dks~~ Now "Velos," see No. 40556 in Supplement	2082 1421 1070			...		1906	Cammell Laird&Co.Ld. Birkenhead		270·2|41·1|20·3 P33'B117'F36' FK	French WB	T.3Cy.23½",38"&62"-42" 398NHP NE11 NB06refitted11 Earle'sS.B.&E.Co.Ld.Hull	21 ″ 6	V †
20442 FNDE	**Aragaz** ssShl.No.3-4,27 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5009 4471 2719	✠100A1 5,30 BS1,30 ✠LMC4,27 Carrying Petroleum in bulk Fitted for oil fuel 5,14 F.P. above 150°F.	Nwc	x	CL N10,27	1914 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Soc.Anon.Les Petroles d'Outre-Mer	385·3|50·3|30·3 P88'B28'F41' FK WB=CellD BuB24'35tD Tf36'316tFPT73tAPT39t	Havre French 16BHptCem (9 ,, to U dk 7 ,, to 2nd dk)	T.3Cy.25½",42"&70"-48" (s) 180lb 120lb 425NHP 2SB,6cf,GS126,HS5862 FD N.E.MarineEng.CoLdNwc	30 ″ 3 s 6 ″ 3 24 ″ 5	
20443 FOZG	**Arago** (exTransmitter) (CableVessel) Wireless 1Dk&pt2nd dk	901 710 388			...		1914	GooleS.B. &RepgCo.Ld. Goole	FrenchGovernment(Postes& Télegraphes)	208·4|30·1|16·6 P18'B72'F37' FK	Dakar French WB	T.3Cy.17",28"&46"-33" 163NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 6	V †
20444 EAOA	**Aragon** Ⓟ 2Dks&Awng dk	1896 — 1028			...		1902	R.Thompson&Sons Sunderland	Cia.Trasmediterranea	272·9|38·1|17·0 25·0 BK9"	Seville Spanish WB	T.3Cy.20",33"&54"-39" NDB22 190NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	V †
20445 150811	— Mchy.Aft 1Dk	1643 1261 963					1896	Detroit DryDockCo Wyandotte	E.Lefebvre	249·3|41·9|15·3	WndsrOnt British WB	T.3Cy.17",27½"&46"-36" 127NHP DetroitD.D.EngineWorks		
20446	**Aragua** TwinSc ssCco.No.2-36 ~~ssCco.No.1-32~~ Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2650 1890 1509	✠100A1 3,36 ~~2,35~~ 2,35 BS3,36 ✠LMC~~8,32~~ Carrying Petroleum in bulk Fitted for oil fuel 9,27 F.P. above 150°F.	Cco	t	CL ~~11,33~~ 3,36	1927 9mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	VenezuelaGulfOil Co.	305·5|50·2|16·3 P69'B22'F33' Trunk181' FK CellDBuE& B42'107tFPT194t APT85t	Maracaibo Venezuelan 11BHptCem	T.6Cy.13½",23"&37"-27" (s) 180lb 212NHP 2SB,6cf,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s2 ″ 0¼ 14 ″ 8	
20447 117587 ZMCR	**Arahura** Ⓟ TwinSc 2Dks&Awng dk	1607 1308 796					1905	W.Denny &Bros. Dumbarton	AnchorShipping &FoundryCo.Ld.	240·6|36·6|22·4	NelsonN.Z. British WB	T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton		
20448 EAAX	**Araitz-Mendi** ssBbo.No.3-1,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	2572 2181 1445	✠100A1 Shelter dk withfreeboard 2,36 ~~1,35~~ ✠LMC BS~~1,35~~6,35MS1,35	Bbo	t	CL 1,35	1922 1mo	Cia.Euskalduna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota, Mgr.)	300·0|44·1|20·2 FK CellDB252'564t APT55t Collision BH to S dk 4 ,, ,, U ,,	Bilbao Spanish Cem	T.3Cy.23",37½"&61½"-39" 180lb 100lb (s) 262NHP 2SB,6cf,GS121,HS4142 Cia.Euskalduna deConst.	22 ″ 6 s1 ″ 3¾ 21 ″ 4½	
20449 162385 MBGV	**Arakaka** 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) in No. 1 hold CruiserStern	2379 2005 1397	✠100A1 withfreeboard ~~5,35~~ ~~1,35~~ ✠LMC8,35 1,36 ~~7,35~~	Liv	u	CL 5,35	1933 8mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.)	322·5|43·5|18·5 F34' FK (CellD B268'589t APT74t	Liverpool British 5BHCem Coll to Sh dk 4 ,, 2nd ,,)	T.3Cy.18½",31"&52"-39"(r) 200lb 221NHP 2SB,6cf,GS76,HS3020 FD D.Rowan&Co.Ld.Gls.	20 ″ 9 s 0 ″ 11½ 20 ″ 0	
20450 152036 VLCM	**Arakoon** TwinSc Ref.Mchy. 1Dk	875 — 581					1926	Lithgows Ld. Pt.Glasgow	NorthCoastStm. Nav.Co.Ld.	190·0|34·2|9·9 Q92'B13'F30'	SydnyNSW British WB	T.6Cy.11",18"&29"-22" 86RHP D.Rowan&Co.Ld.Glasgow		C
20451 EAKC	**Aralar-Mendi** ssBkn.No.1-33 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	1597 1327 758	✠100A1 withfreeboard 9,35 ~~8,34~~ BS~~1,35~~ ✠LMC4,33 1,36	Gls	r	CL 8,34	1928 12mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota, Mgr.)	280·0|39·0|16·1 FK (CellDB245'376tAPT40t	Bilbao Spanish 4BHCem Coll toSh dk 3 ,, 2nd ,,)	T.3Cy.20½",33½"&55"-39" 180lb (s) 291NHP 2SB,6cf,GS106,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 s ″ 4 18 ″ 0¾	
20452 FOBP	**Aramis** Ⓟ TwinSc OilEng. D.F. 4Dks	17537 13130 9990					1932	Forg.&Ch. de laMéditSA LaSeyne	Soc.desServices Contractuels des Messageries Maritimes	543·5|69·6|33·6 B318' F49'	Marseilles French WB	Oil Engines 2S.C.SA 20Cy.26¾"-47 3/16" 2490NHP Cie.de Const.Méc.Sulzer, St.Denis		V
20453 LCXA	— TwinSc CruiserStern OilEng. Special Surveys to date from 2,32 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing-bracketless system	7984 7368 4701	✠100A1 ~~5,35~~ ~~10,34~~ 12,35 Shi Fal ✠LMC12,35 ~~✠LMC(M)12,35~~ Carrying Petroleum in bulk	Cff	c†	CL 10,34	1931 11mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	SkibsA/S "Aramis" (B.Hanssen)	457·2|59·7|34·9 P93'B28'F43' FK CellDBuE68'318t DTf43'512t FPT138tAPT166t	Flekkefjrd Norwegian 16BH (11 to U dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 624NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 9 ″ 2¼ 25 ″ 11¾	
20454 LCHG	**Aranda** ssNwc.No.2-33 1Dk(Stl) Cargo battens not fitted	1547 1379 895	✠100A1 ~~7,35~~ ~~3,34~~ 11,35 Sws BS~~9,34~~ ✠LMC3,33 11,35	Nwc	q	CL ~~1,34~~ 11,35	1924 9mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd's A&CP	A/S Aranda (A.T.Abrahamsen, Mgr.)	253·8|39·2|17·4 P23'B64'F24' FK CellDBa&uE92'f104'374t	Farsund Norwegian 4BHptCem APT147t	T.3Cy.19",32"&52"-36" (s) 180lb 204NHP 2SB,6cf,GS110,HS3556 J.G.Kincaid&Co.Ld.Grk.	19 ″ 1	
20455 871 OHCP	— Ⓟ Wireless 1Dk	592 522 282					1920	A/BVulcan Åbo	FinnishBoard of Navigation	144·4|27·2|12·7	Åbo Finnish WB	T.3Cy.14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo		
20456 149837 GMXF	**Arandora Star** Ⓟ TwinSc (exArandora) ~~ssSou.No.1-31~~ Ref.Mchy. 4Dks(Stl-Wthrdk-ws)5th dk(Stl)inNos.1,2,3,5&6holds D.F. ssBkn.No.2-35 CruiserStern	15305 11860 8977	✠100A1 withfreeboard ~~12,34~~ 12,35 ~~BS12,34~~ ✠LMC~~12,30~~ 12,34 Fitted for oil fuel 5,27 F.P. above 150°F. BS12,35	Sou Bkn	~~h†~~	CL 11,33	1927 5mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	BlueStarLine Ld.	512·8|68·3|42·5 B345'F48' FK Duct keel fwd of Mchy space147' CellDB440'1821tFPT117t	London British 9BHCem APT84t	4 Steam Turbines SR geared to 2 Sc. Shafts 200lb (r) FD 2078NHP 3D&2SB32cfGS560HS30600 CammellLaird&CoLd.Bkn	45 ″ 11 s 18 ″ 3 28 ″ 1	BT till ~~12,35~~ 12,36

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20457	**Arango** (exMeyun) ssP.Sd.No.3-6,19 ssAdn.No.1-23 1Dk&ptAwng dk(Teak)	567 382 232	✠ 9,28 ✠NB2,22 ✠	Adn	h		1905 12mo	Ramage& Ferguson,Ld. Leith	J.Arango CellDBa18'f33'	150·0|30·1|12·8 ptAwng dk90' BK7" 39tFPT23tAPT6t	Villa Sanjurjo Moroccan 4BHCem	T.3Cy.17",27"&45"-33" 127NHP 1SB,3cf,GS69,HS2000 Ramage&Fergusn,Ld.Lth	13 ″ 6
20458 129533 GCQT	**Arankola** Ⓟ TwinSc ssCal.No.3-11,28 ssCal.No.1-33 2Dks(UStl-teak s)& Shade dk(Stl-teak s)	4129 2889 1725	✠100A1 Shade dk 11,34 ✠LMC MS2,32 BS12,34	Cal	y	CL 11,34	1911 1mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP WB=	BritishIndiaStm. Nav.Co.Ld. CellDBa46'uE&B	390·3|50·3|22·0 B on Shade dk178' FK 136'f123'576tFPT	Glasgow British 6BHCem 29tAPT25t	Q.8Cy.24½",35",50"&70"-48" 215lb(s)HS21950 1846NHP 2D&4SB,24cf,GS557 FD Wrkman,Clark&Co.LdBel	24 ″ 6 s 3 ″ 4 21 ″ 7
20459 144234 MKJX	**Aranmore** 2Dks	1135 970 468					1920	Hawthorns &Co.Ld. Leith	ClydeShppg.Co.Ld	250·5|35·3|16·8 P157'F76'	Glasgow British WB	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith	
20460 EAAY	**Arantza-Mendi** OilEng. ssRot.No.2-32 1Dk(Stl)&Shelter dk (Stl-pt ws) Longitudinal framing in DB	3720 3068 2048	✠100A1 Shelter dk withfreeboard 4,35 ✠LMC11,36 DBS1,35 ✠LMC(M)2,35	Rot	w	CL ~~2,34~~ 5,36	1923 4mo	Cia.Euskal- duna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota, Mgr.) CellDB	345·8|48·7|22·4 F32'on Shelter dk FK Collision BH to S dk 279'852tAPT124t	Bilbao Spanish Cem 5 ,, ,, U ,,	Oil Engines 4S.C.SA 6Cy.29½"-59" DB-100lb 489NHP Harland&Wolff,Ld.Gls.	24 ″ 10 s1 ″ 10½ 23 ″ 2
20461 EABA	**Arantzazu** (exHoracio,exEvelyn) Now "Inake," see No.38570 in Supplement ssBbo.2ndNo.3-4,13 Well deck 1Dk(Stl)&Web frames	2291 1786 1350	✠ 7,20 ✠	Bbo	s		1888 4mo	W.Gray& Co. WHartlepool	Zabala,Goitia y CiaS.enC.	290·0|38·2|20·3 P27'Q94'B112' F29' BK10" DBa9	Bilbao Spanish 5BHCem 6'f106'447t	T.3Cy.22½",36½"&60"-39" NDB03 224NHP 2SB,6cf,GS97,HS3358 Blair&Co.Ld.Stockton	22 ″ 2
20462 EABB	**Arantzazu-Mendi** (exLord Guilford) ssBbo.No.3-11,35 ~~No.2-29~~ Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) Platform dk(Stl)in Nos.1&2holds Cargo battens not fitted in 'tween dks	6646 6395 4106	✠100A1 Shelter dk withfreeboard 11,35 ~~7,31~~ ✠LMC ~~MS2,30~~ BS2,35	Bbo MS11,35	a†	CL ~~7,32~~ 11,35	1920 1mo Lloyd	JLThomp- son&Sons,Ld Sunderland 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota, Mgr.) CellDB366'1364t	410·7|52·0|34·4 412·5 55·5 F36'onShltr dk FK FPT154tAPT228t	Bilbao Spanish Cem 6BHtoSh dk 1 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 593NHP 3SB,12cf,GS225,HS9464 FD G.Clark,Ld.Sunderland	37 ″ 0 ~~s8 ″ 11~~ ~~28 ″ 6~~ s8 ″ 9¾ 28 ″ 6
20463	**Arapey** (exRivadavia) TwinSc OilEng.	743 — 431					1884	D.Rowan Glasgow	Cia.Uruguaya de Nav.Lda.	238·2|30·0|11·0	M.Video Uruguayan	Oil Engines 2S.C. 4Cy. NEfitted18 J&CGBolindersCoLd.Skm	
20464 PUUB	**Ararangua** Ⓟ TwinSc OilEng. ~~ssRio.No.1-31~~ 2Dks(Stl-Weather dk teak s) Ref.Mchy. ssRio.No.2-35	4872 3699 2974	✠100A— withfreeboard 12,35 ~~5,33~~ ✠LMC12,35 DBS~~4,34~~12,35 ~~CS5,33~~ ✠Lloyd'sRMC~~5,34~~ 12,35 South American Coasting— BahiaBlanca & Trinidad	Rio	y	OG ~~5,33~~ 5,35	1927 8mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	LloydNacional Soc.Anon. CellDB300'913t Tank at sides	378·0|53·7|24·4 P34'F71' FK ofTunnels120tFPT	R.Janeiro Brazilian 7BHptAsp 1 ,, to 2nd dk 70tAPT82t	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120lb "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼
20465 PUUC	**Araraquara** Ⓟ TwinSc ssRio.No.1-31 OilEng. 2Dks(Stl-Weather dk teak s) Ref.Mchy.	4872 3699 2974	✠100A1 withfreeboard 10,34 ✠LMC7,31 DBS2,35 ✠LMC(M)11,35 ✠Lloyd'sRMC~~8,34~~ ~~4,35~~ 12,35 South American Coasting— BahiaBlanca & Trinidad	Rio	y	OG 10,33	1927 10mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	LloydNacional Soc.Anon. CellDB300'913t Tank at sides	378·0|53·7|24·4 P34'F61' FK of tunnels120tFPT	R.Janeiro Brazilian 7BHptAsp 1 ,, to 2nd dk 70tAPT82t	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120lb "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼
20466 PUUO	**Araribá** (exSaverne-33,exWar Leveret) ssRio.No.2-28 1Dk(Stl)	1999 1818 1197	✠ —— 2,32 ✠	Rio	r		1919 6mo	Midland S.B.Co. Midland,Ont.	PedroBrandão CellD	251·0|43·5|20·3 P24'B64'F27' FK B210'613tFPT54t	R.Janeiro Brazilian 4BHAsp APT55t	T.3Cy.20½",33"&54"-40" 253NHP 2SB,6cf,GS138,HS4600 JohnInglisCo.Ld.Toronto	23 ″ 1
20467 PUUI	**Araruna** (exItaipu-33,exMarne, exCalgarian) Mchy.Aft 2Dks Longitudinal framing	2326 2046 1302					1913	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	244·0|42·8|26·0 F39'	R.Janeiro Brazilian WB	T.3Cy.18",29"&48"-40" 146NHP AmericanS.B.Co.Clv.	
20468 PULC	**Arary** (exFlamengo-33, TwinSc exManchester,exCharbonnier) Wireless 1Dk Mchy.Aft	1064 750 588					1919	Forg.&Ch. de la Médit. Havre	PedroBrandão	216·5|34·1|14·7 P23'F9'	R.Janeiro Brazilian WB	T.6Cy.12",20"&31½"-16½" 80NHP Forg.&Ch.de la Médit.Msl.	
20469 PUUN	**Arataca** (exItacaya-33, Damaged by Stranding 10.34 exGuanabara,exDredgerMarechal Deodoro,exAntwerpenII.) Wireless	1278 — 765					1907	L.Smit& Zoon Kinderdijk	LloydNacional Soc.Anon.	205·1|34·5|14·8	R.Janeiro Brazilian	T.3Cy.16",25½"&43½"-23½" 92NHP L.Smit&Zoon	
20470 PUUD	**Aratimbo** Ⓟ TwinSc ssRio.No.1-32 OilEng. Ref.Mchy. 2Dks(Stl-wthr dk teak s)	4872 3698 2974	✠100A1 withfreeboard 3,36 ~~2,35~~ ✠LMC10,32 ~~DBS2,35~~ ✠LMC(M)2,35 ✠Lloyd'sRMC~~2,35~~ ~~3,35~~ 3,36 DBS3,36 South American Coasting— BahiaBlanca & Trinidad	Rio	y	OG 12,33	1928 4mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP CellDB300'	LloydNacional Soc.Anon. 913t Tanks at sides	378·0|53·7|24·4 P34'F61' FK of tunnels120tFPT	R.Janeiro Brazilian 7BHptAsp 1 ,, to 2nd dk 70tAPT82t	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120lb FiatStab.Gran.Mot.Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼
20471 CBAR	**Araucania** (exEdwinDouglas, exKillena) ssVpo.No.3-10,33 Wireless 1Dk(Stl)	624 493 459	100A1 ~~7,35~~ ~~12,34~~ 3,36 LMC10,35 BS~~12,34~~ 3,36	Vpo		CL 12,33	1918 Lloyd	Smith's DockCo.Ld Middlesbro' 's~~A&CP~~ AP	T.Landgren&Co. Ld.	172·2|30·0|15·7 B50' FK CellDBu	Valparaiso Chilian 5BHCem E26'20t	T.3Cy.16",26"&44"-26" (s) 200lb 116NHP 1SB,3cf,GS51,HS1832 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 10 14 ″ 11
20472 CBAO	**Araucano** Ⓟ (exAmericano) Wireless Well deck 1Dk	704 450 374			...		1921	G.Brown &Co. Greenock	Soc.Anon. Ganadera Comercial Menendez-Behety	170·0|30·1|12·3 P&B109'F30' FK	Magallnes Chilian WB	T.3Cy.14",23"&37"-24" 108NHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 6
20473 KAJJ	**Araya-Mendi** Ⓟ OilEng. ssBbo.No.1-35 1Dk(Stl)&Shelter dk(Stl) 3rd dk in No.1&after holds	2955 2062 1608	✠100A1 withfreeboard 4,35 ✠LMC1,34	Bbo		OL 4,35	1930 5mo Lloyd	CiaEuskal- duna deConst Bilbao 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota, Mgr.) CellD	335·0|45·6|17·7 FK B270'541tAPT13t	Bilbao Spanish 5BHCem (3to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s1 ″ 5½ 18 ″ 10½

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20474 399 IBTD	**Arborea** Ⓟ TwinSc *OilEng.* 2*Dks&3rd dk in No.*1 *hold*	4959 3255 3036			...		1929	Soc.Odero- Terni Spezia	"Tirrenia"(Flotte RiuniteFlorio- Citra)	377·1 364·6 B&F323' FK	50·0	24·5	Naples Italian *WB*	Oil Engines 2S.C.SA 12Cy.26¾"–37$\frac{13}{16}$" 1511NHP "Fiat"Stab.GrandiMotori Turin	27 " 2	I †
20475 163465 GWSQ	**Arcgow** 1*Dk(Stl)* *Longitudinal framing at bottom & decks* *CruiserStern & bridge sides "Arcform"* *Locked steel interchangeable hatches*	4118 3812 2479	✠100A1 10,35 ~~12,34~~ ✠LMC5,34	Mch Cff		CL ~~12,34~~ 10,35	1934 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	ArcgowShipping Co.Ld.(Isherwood ArcformShips,Ld. *Mgrs.*) *CellDBa&uE*	362·5 P33'B122'F31' FK 121'*f*168'713*t FPT*	57·5	24·7	London British 6*BHptCem* 75*t APT*175*t*	T.3Cy.21¼",37"&62"–42" (*s*) 220lb 352NHP 2SB(FD)&1AuxSB,8*cf*, GS135,HS5102 D.Rowan&Co.Ld.Gls.	26 " 9 s 4 " 4 22 " 7½	
20476 123940 GRNV	**Archangel** Ⓟ TrpSc (*ex*St.Petersburg) 2*Dks&Shelterdk* Sub.Sig. (*ptStl–teak s*)	2448 1502 1039	✠ 2,13 ✠	Rot	*t*		1910 7mo	J.Brown& Co.Ld. Clydebank	London&North EasternRlwy. *WB=CellD*	330·8 F*onShelter dk*52' FK *BuE*40' 62*t FPT*9*t*	43·2	17·8	Harwich British 8*BHCem* *DTf*40'40*t*	3 Steam Turbines 5SB,20*cf*,GS430,HS14833FD J.Brown&Co.Ld. Clydebank	18 " 9	BT till ~~5,33~~ 5,36
20477 SWGB	**Archangelos** (*ex*Bawtry, *ex*Mottisfont) *ss*Cff.No.3–6,29 *ss*Nwc.No.1–33 1*Dk(Stl)&Shelter dk(Stl)*	4349 4102 2686	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~12,34~~ ~~BS12,34~~ ✠LMC10,33	Ham Nwc BS2,36	*y*	CL ~~7,32~~ 5,35	1917 3mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Theofano MaritimeCo.Ld. (NGLivanos*Mgr*) *CellDB*	400·5 FK 351'1087*t FPT*102*t*	52·0	25·1	Piræus Greek 6*BHCem* *APT*136*t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 455NHP 3SB,9*cf*,GS141,HS6333 FD N.E.Marine EngCoLdNwc	27 " 7 s 3 " 3 24 " 6¾	
20478 87082 VJDD	**Archer** Iron Now a Hulk 1*Dk*	633 503 371			...		1882	Lon.&Glas. S.B.Co. Glasgow	H.P.Stacey& J.Williams	200·2 P44'F23'	29·0	13·2	SydnyNSW British	C.2Cy.27"&48"–36" 50RHP Lon.&Glas.Co.Glasgow		
20479 136897 GBZT	**Archmel** (*ex*MendipRange) Now "Grelrosa," *see No.* 33262 *in Supplement* 1*Dk*	4574 4276 2887					1914	Nthmblnd S.B.Co.Ld. Newcastle	HeantonShipping Co.Ld. (W.T. Gould,*Mgr.*)	385·0 P36'B119'F37'	51·9	27·1	London British *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
20480 SVFB	**Archon** (*ex*Sinaloa–33,*ex*Santa Gertrudis) *Fittedforoilfuel* Wireless 1*Dk*	*1364* *1085* *627*					1921	NVSchpsw deMerwede Hardinxveld	C.M.Lemos	238·6 P40'B60'F25'	36·6	15·6	Syra Greek *WB*	T.3Cy.17",28"&46"–36" 127NHP Kuy&v/dRee,Rotterdam		CV
20481 1599 IBJA	**Arcola** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	6349 5564 3893					1929	Soc.Odero- Terni- Orlando Spezia	Soc.Odero-Terni- Orlando	419·7 P100'B28'F35'	54·9	29·6	Genoa Italian	T.3Cy.26",42½"&69$\frac{11}{16}$"–48" 335NHP Soc.Vickers-Terni,Spezia		CI
20481* RADN	**Arcos** (*ex*Pinewin,*ex*WarJavelin) *Well deck* 1*Dk*	2343 1749 1327			...		1918	WoodSkin- nerCo.Ld. Newcastle	Sovtorgflot	284·9 P28'Q77'B56'F28' FK	42·1	18·9	Archangel Russian *WB*	T.3Cy.22",36"&59"–39" 265NHP NEMarineEng.Co.Ld.Nwc	21 " 2	
20482 163446 GWPT	**Arctees** *CruiserStern* 1*Dk(Stl)* *Longitudinal framing at bottom & decks* *&Bridge sides "Arcform"* *Locked steel interchangeable hatches*	3953 3666 2382	✠100A1 ~~5,34~~10,35 ✠LMC5,34	Nwc Ant	*x*	CL	1934 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	ArcteesShipping Co.Ld.(Isherwood ArcformShips,Ld. *Mgrs.*) *CellD*	362·5 P33'B226'F31' FK B303' 704*t FPT*75*t*	57·5	23·6	London British 6*BHptCem* *APT*123*t*	T.3Cy.21½",37"&62"–42" (*s*) 220lb 357NHP 2SB(FD)&1AuxSB8*cf*, GS113,HS5209 N.E.MarineEngCoLd.Nwc	25 " 9 s2 " 9½ 23 " 1½	
20483 215052 WQCM	**Arctic** (*ex*NewportNews, *ex*Odenwald, *ss*S.Fo.2ndNo.3–4,26 *ex*St.Jan) *ss*S.Fo.No.2–34 2*Dks(Stl)&Awng dk* (*pt* teak)*&Web frames*	4297 2999 1724	✠100A1 *Awng dk* *withfreeboard* 3,36 ~~3,34~~ *Fitted for oil*	SFo BS1,36 ✠LMC3,34 *fuel*4,	*w* 26	CL ~~8,32~~ 3,36 *F.P. a*	1904 2mo *Lloyd* *bove* 1	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP* *CellD* 50° F.	AlaskaPackers Association *Ba*110'*uE*22'*f*108 *DTf*32'498*tFPT*	355·9 FK '677*t* 45*t APT*18*t* *Coll*	45·4	24·5	S.Frncisco Utd.States 6*BHptCem* *ptAsp* *BHto Aw dk*	T.3Cy.27",45"&75"–48" (*s*) 170lb 470NHP 4SB,12*cf*,GS162,HS8209 FlensburgerSchiffsb.Ges.	34 " 6 s10 " 6 24 " 7	
20484 6157 SJPG	— WoodAux3MstSr (*ex*Primo) *Mchy.Aft OilEng.* (*See Sailing Ship Register*) 1*Dk*	*446* *388* *326*					1919	Bergkvara Skeppsvarf Bergkvara	N.Friberg	141·3 P15'Q13'F15'	35·1	11·6	Visby Swedish	Oil Engines 2Cy.15"–16⅛" 79NHP J&CGBolinder'sCoLdSkm		V
20485 160816 GSRJ	**Arctic Prince** (*ex*Helder, Iron *ex*Sirius,*ex*Madura) *Ref.Mchy.* E.S.D. 1*Dk&Spar dk3trB* D.F.	3450 3215 2310	✠Lloyd'sRMC3,35 For frozen fish				1897	Nederl. Schps.Maats. Amsterdam	HellyerBros.Ld.	322·4 H152*t*F61*t*	44·2	28·5	Hull British *WB*	T.3Cy.24",36"&60"–42" 233NHP Ned.Fab.v.Werk Mat.Ams		V
20486 ~~GBZL~~	**Arctic Queen** (*ex*Vasari) Now "Pistchevaia Industria," *see No.* 39617 *in Supplement* *Ref.Mchy.* E.S.D. 2*Dks&Shelter dk* D.F.	10078 6212 5327					1909	SirRaylton Dixon&CoLd Middlesbro'	~~HellyerBros.Ld.~~	486·0 B203'F48'	59·3	27·4	~~Hull~~ ~~British~~ Russian *WB*	Q4Cy.26½",37½",53"&77"–57" 448NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
20487 202867	**Arcturus** (*ex*JamesB.Wood) *Mchy.Aft* GyC. 1*Dk*	6707 — 5263					1905	WestBay CityS.B.Co. WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	514·0 *WB*	54·0	27·1	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
20488 219957 KJBU	— Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing&Webframes* *Fitted for oil fuel*	6094 5632 3816			...		1920	GMStandi- ferCnst.Corp. Vancouver, Wash	UnitedStates ShippingBoard Bureau	401·4 P34'B114'F38'*on* *Shelter dk* FK	53·2	31·9	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 " 7	R †
20489 FNHD	— Ⓟ 1*Dk&Shelter dk*	2532 — 1534					1913	Akt.Ges. "Neptun" Rostock	Cie.deNav.Paquet	331·4 F40' 26·7	46·0	18·8	Marseilles French *WB*	T.3Cy.23⅘",38½"&63"–43$\frac{3}{10}$" 260NHP A.G."Neptun,"Rostock		V
20490 OHAF	— Ⓟ *ss*Rot.2ndNo.3–5,24 D.F. *ss*Hfs.No.2–32 *Ref.Mchy.* 1*Dk(Stl)&Spardk(Stl–ptws)* *& Web frames*	2156 1522 1169	✠100A1 *Spar dk* *withfreeboard* 5,35 ~~5,34~~ ✠NB4,12 ✠LMC MS11,32 BS~~5,34~~5,35	Hul Hfs	*s*	CL ~~11,32~~ 5,35	1898 12mo *Lloyd*	Gourlay Bros.&Co. Dundee '*sA&CP*	FinskaÅngfartygs Aktiebolaget *WB=CellDBa*36'	281·4 P41'B102'F68' 21·1 BK8" *uE&B* 61' *f* 94' 227*t*	38·2	13·7	Helsingfrs Finnish 4*BHCem* *APT*17*t*	T.3Cy.29½",47"&75"–45" (*s*) 170lb 551NHP 3SB,9*cf*,GS183,HS8520 FD GourlayBros.&Co.Dun.	23 " 5 s 3 " 7 20 " 9	
20491 LCHH	— 1*Dk2trB*	1277 966 757					1910	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	229·9 Q95*t*B130*t*H34*t* F33*t*	35·2	16·0	Bergen Norwegian *WB*	T.3Cy.17½",28"&48"–33" 132NHP BergensMekVærksBergen		N
20492 163432 GWRM	**Arcwear** *Cruiser Stern* 1*Dk(Stl)* *Longitudinal framing at bottom & decks* *&Bridge sides "Arcform"* *Locked steel interchangeable hatches*	4157 3815 2503	✠100A1 1,36 ~~3,35~~ ✠LMC1,34	Hul Cff		CL	1934 1mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	ArcwearShipping Co.Ld.(Isherwood ArcformShips,Ld. *Mgrs.*) *CellDBa&uE*11	362·7 P33'B122'F31' FK 6'*f*168'703*tFPT*75	57·5	24·7	London British 6*BHptCem* *tAPT*177*t*	T.3Cy.21½",37"&62"–42" (*s*) 220lb 357NHP 2SB(FD)&1AuxSB,8*cf*, GS113,HS5209 NE.MarineEng.CoLd Nwc	26 " 9 s 4 " 4 22 " 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.
20493 161891 GFZW	**Ardanbhan** D.F. 1*Dk*	4980 4619 3080					1929	D&W Hendersn&Co.Ld. Glasgow	ArdanS.S.Co.Ld. (Clark&Service, *Mgrs.*)	402·9|52·2|27·3 P45'B125'F47'	Glasgow British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D&W.Hendersn&CoLdGls	
20494 161904 GSKL	**Ardangorm** D.F. 1*Dk*	5200 4889 3278					1930	C.Connell &Co.Ld. Glasgow	ArdanS.S.Co.Ld. (Clark&Service, *Mgrs.*)	405·0|54·0|28·0 P35'B126'F42'	Glasgow British *WB*	T.3Cy.25″,42″&70″–48″ 337NHP D.Rowan&Co.Ld.Glasgow	
20495 EAAZ	**Ardantza-Mendi** (*ex*Maraglo) *ss*Bbo.No.2–31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4904 4648 3583	✠100A1 *Shelter dk* *withfreeboard* 5,31 ✠LMC MS10,29 BS6,32	Bbo	*w*	OG 5,31	1922 2mo *Lloyd*	NVScheeps deKlop Sliedrecht '*sA&CP*	Cia.Nav.Sota y Aznar (SirRamon de laSota, *Mgr.*) *CellDB*305'953*t*	357·6|50·3|30·0 FK *Collision* *FPT*77*tAPT*110*t*	Bilbao Spanish *Cem* *BHtoShdk* 5 „ „ *U* „	T.3Cy.23⅜″,38 7/16″&62 7/16″–41⅜″ (*s*) 180lb 332NHP 3SB,*9cf*,GS189,HS5958 BurgerhoutsMachFab.Rot	32 ″ 6 s 8 ″ 11 24 ″ 0
20496 YPSA	**Ardeal** (*ex*EmilKirdorff–32) *Fitted for oil fuel* Sub.Sig. 2*Dks* D.F.	5695 4402 3421					1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 H133*t*F49'	Braila Roumanian *WB*	T.3Cy.25¼″,41″&66½″–49¼″ &L.P.Turbine 462NHP J.C.TecklenborgA.G. Wesermünde-G.	
20497 FNRF	**Ardèche** *Now* "Marigot," *see No.* 39082 *in Supplement* D.F. 3*Dks*	4087 3272 1839					1932	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	Cie.Générale d'Armements Maritimes	325·5|52·5|28·7 P36'B100'F42'	Marseilles French *WB*	3 Steam Turbines SR geared to 1 Sc. Shaft Atel.&Ch.de la Loire,St.N.	
20498 221089 KDPN	**Arden** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5976 4971 3700			...		1921	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10
20499	**Ardena** Ⓟ (*ex*Peony) 2*Dks*(*Stl–Uws*) *CruiserStern*	*1092* *794* *433*	✠ 10,15 ✠	Gls			1915 10mo	A.McMillan&Son,Ld. Dumbarton	NavigationConst. Toyias(E.K.Toyias *Mgr.*) *CellDB*	250·1|33·1|17·3 F63' FK *uB*21*tDTf*22*tFPT*	Syra Greek 12*BHCem* 11*tAPT*17*t*	T.3Cy.21½″,35″&58″–27″ 350NHP D.Rowan&Co.Ld.Glasgow	18 ″ 0
20500 138929 GJMW	**Ardenhall** (*ex*Silverbirch, *ex*Stonewall) *ss*Bry.No.3–7,32 D.F. *ss*Hpl.No.1–36 2*Dks*(*Stl*) *Now* "Cefnbryn," *see No.* 37570 *in Supplement*	5074 4803 3150	✠100A1 ~~11,352,35~~ 4,36 ✠LMC4,36 ~~[illegible]~~ ~~[illegible]~~	Sld ~~Gls~~ Hpl	*y*	CL ~~6,33~~ 4,36	1920 12mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	~~W.Hartlepool Stm. Nav.Co.Ld.~~ Kilvey ShippingCo.Ld. *CellDB*	400·0|52·2|28·5 P36'B117'F39' FK *a*119' *uE*26'*f*176'10	W.Hartlpl British 7*BHCem* 50*tFPT*135*t*	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb *120lb* 476NHP 3SB,9*cf*,GS204, HS8055 J.Dickinson&Sons,Ld.Sld. *APT*220*t*	31 ″ 0 s 6 ″ 0½ 25 ″ 2¼
20501 FNTF	**Ardennes** (*ex*NellyLasry) *ss*Msl.No.3–12,34 2*Dks*(*Stl*)	2275 2144 1406	✠100A1 ~~12,34~~11,35 ✠LMC12,34 BS11,35	Msl Rou	*l*	CL 12,34	1920 7mo *Lloyd*	Burntisl'nd S.B.Co.Ld. Burntisland '*sA&CP*	Cie.Générale Transatlantique *Intermediate'tween dk BH in fore* *CellDBa*86'*uE*20'*f*124'523*t*	300·7|43·7|22·5 P28'B81'F29' FK *hold dispensed with* *FPT*55*tAPT*42*t*	Oran French *Cem* 4*BH to U dk* 1 „ „ 2*nd* „	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 286NHP 2SB,*6cf*,GS142,HS5091 Cooper&Greig,Ld.Dundee *only*	25 ″ 0 s 4 ″ 2½ 21 ″ 0
20502 LCDN	**Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) 1*Dk*	1804 1614 1101					1917	Sörlandets Skibsbygerri Fevig	D/S A/S Ardent (J.Kröger,*Mgr.*)	265·1|42·1|18·0 P56*t*H71*t*	Tönsberg Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.	
20503 161958 GRJL	**Ardenvohr** *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *ss*Avn.No.1–35	5237 4837 3190	✠100A1 *withfreeboard* ~~6,35 11,34~~ ~~✠LMC10,31~~ 3,36 ✠LMC CS6,35 DBS6,35 6,35	Hpl ~~Avn~~ Fal	*a*†	CL 11,34	1931 10mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	W.Denny&Bros. Ld.(O.G.Trinder, *Mgr.*) *Duct keel fwd.* *CellDB*351'1129*tMT*37'100	415·5|56·2|25·8 FK *of mchy. space* 9*tFPT*81*tAPT*80*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 996NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	29 ″ 10 s 3 ″ 5½ 26 ″ 7¼
20504 142025 MKJY	**Ardenza** *ss*Irv.No.3–11,32 *Well deck* 1*Dk*(*Stl*)	933 640 466	✠100A1 2,35 ~~BS2,34~~ ✠LMC11,32 ~~BS3,35~~ 3,36	Gls	*l*	OG 10,32	1920 12mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	MossHutchison Line,Ld. *CellDBa*39'*uE*19*t*	210·0|31·7|12·3 Q115'F27' FK 105' 205*t FPT*17*tA*	Leith British 4*BHCem* *PT*13*t*	T.3Cy.7″,28″&46″–33″ (*s*) 180lb 169NHP 2SB,*6cf*,GS95,HS3138 Hawthorns&Co.Ld.Leith	14 ″ 6 s 4 ″ 7 13 ″ 9½
20505 131461 GPVJ	**Ardeola** Ⓟ 3Mst *ss*Liv.No.3–3,25 *ss*Liv.No.2–33 *Well deck* D.F. 2*Dks*(*UStl–ws*)	3140 2109 1786	✠100A1 ~~3,35 2,34~~ 10,35 ~~BS2,34~~ ✠LMC2,35 BS ~~3,35~~ 10,35	Liv	*t*	CL ~~1,32~~ 2,35	1912 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *WB*	310·2|44·2|18·5 P&B207'F57' BK10' = *Cell DBa*40'*uE*	Liverpool British 5*BHCem* 26'*f*152'502*t*	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 345NHP 3SB,*9cf*,GS180,HS6126 CaledonS.B.&E.Co.Ld Dun *FPT*56*tAPT*50*t*	21 ″ 6 s1 ″ 11½ 20 ″ 7¼
20506 FOTV	**Ardeshir** (*ex*Pechelbronn) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Longitudinal framing* *Carrying Petroleum in bulk*	4876 4405 2746					1914	Howaldtswerke Kiel	Association Pétrolière	385·0|52·5|25·4 P115'B32'F35'	Havre French *WB*	Q.4Cy.19½″28″41″&59″–41⅜″ 224NHP Howaldtswerke,Kiel	
20507 142271 MJPZ	**Ardgantock** *ss*P.Gl.No.3–7,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Welldeck* *Cargo battens not fitted*	842 591 416	✠100A1 8,35 ~~4,34~~ BS2,35 ✠LMC7,32	Bly	*l*	CL ~~7,32~~ 8,35	1919 6mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.McCallum& Sons,Ld. *CellD*	200·1|30·2|12·6 Q111'F26' FK *Bf*121'220*tFPT*61*t*	Greenock British 3*BHCem* *APT*53*t*	T.3Cy.16″,26″&42″–27″ (*s*) 180lb 90RHP 1SB,*3cf*,GS60,HS1998 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s 4 ″ 10½ 14 ″ 3
20508 142743 MJLD	**Ardgarroch** (*ex*PortlandHouse) *ss*Grk.No.3–3,31 *Mchy.Aft* *ss*Bkn.No.1–35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	964 671 497	✠100A1 ~~4,35~~ ~~4,34~~1,35 ~~BS11,35~~ ✠LMC~~3,34~~ BS1,36 1,35	Bly Bkn	*l*	CL ~~3,34~~ 1,35	1918 12mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.McCallum& Sons,Ld. *Ce*	200·2|31·2|13·2 Q139'F36' FK *llDB*126' 186*t FPT*	Greenock British 3*BH Asp* 66*tAPT*48*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 149NHP 2SB,*4cf*,GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5½ 15 ″ 2¼
20509 142275 MJRY	**Ardglass** *ss*PGl.No.3–12,31 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted* *Now* "Kyle Castle," *see letter* K	845 592 424	✠100A1 3,35 ✠LMC MS12,31 BS10,34	Bkn	*l*	CL 2,35	1919 10mo *Lloyd*	J.Fullerton&Co. Paisley '*sA&CP*	MonroeBros.Ld. (MonroeBros. *Mgrs.*) *Cell*	200·6|30·1|12·9 Q111'F26' FK *DBf*121' 220*t FPT*	Greenock British 3*BHptCem* 60*tAPT*49*t*	T.3Cy.16″,26″&42″–27″ (*s*) 180lb 90RHP 1SB,*3cf*,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s 4 ″ 10½ 14 ″ 3
20510 142318 MGZX	**Ardgryfe** (*ex*St.DunstansHill) *ss*Lth.No.3–7,29 *ss*Ant.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	964 672 481	✠100A1 2,36 ~~9,34~~ BS9,35 ✠LMC8,34	Lon	*l*	CL ~~10,32~~ 2,36	1918 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.McCallum& Sons,Ld. *CellDB*	200·4|31·2|13·2 Q139'F23' FK *f*126' 186*t FPT*66*t*	Greenock British 3*BHCem* *APT*48*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 149NHP 2SB,*4cf*,GS90,HS2524 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5½ 15 ″ 2

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B of Trade Cert.
20511 212964 WBCQ	**Ardmore** (*ex*Delphin) *ss*N.Yk.No.3-9,25 *ss*Mob.No.1,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Webframes* GyC. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7035 6463 4390	✠ ... 9,33 ✠	Mob			1913 12mo	Akt.Ges. "Neptun" Rostock	ArdmoreS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*) *WB=CellDB* 333*tDT f*48′550*t*	449·6 FK *uE&B*79′*f*20′ *FPT*210*tAPT*145*t*	59·6	28·8	Wilmgton, (Del.) Utd.States 17*BHptAsp* (13*BH to Udk* 4 ,, ,, 2*nd*,,)	Q.4Cy.23⅝",33⅞",48¾"&70¾"-49$\frac{3}{16}$" 524NHP 3SB,9*cf*,GS516,HS7523 A.G."Neptun,"Rostock	29 " 10	R †
20512 140454 EIDF	— Ⓟ (*ex*LadyKilliney, *ss*Bkn.No.3-2,31 *ex*Killiney) 2*Dks*(*Stl*) Wireless	1145 955 473	✠100A1 11,34 BS~~5,34~~ 5,35 *Fitted for oil fuel*11,23 *F.P. above* 150° F.	Dub ✠LMC2,31	*p*	CL ~~10,34~~ 5,35	1918 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	City of CorkStm. PacketCo.Ld. *CellDBa*6′*uE*	254·5 P66′B89′F75′ FK 24′*f*84′172*tFPT*20*t*	36·1	16·0	Cork British 4*BHCem* *APT*6*t*	T.3Cy.24",39"&64"-42" (*r*) 180lb 347NHP 3SB,9*cf*,GS190,HS6176 CaledonSB.&E.Co.Ld.Dun	16 " 8 s1 " 9½ 15 " 2	
20513 1478 IBLC	**Ardor** *ss*Tri.No.2-35 **TwinSc** ~~*ss*Gen.No.1-31~~ *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	8960 8469 5079	✠100A1 *Shelter dk* *withfreeboard* 9,35~~12,34~~ DBS9,35 *CarryingPetroleum in bulk*	Mfl ✠LMC CS9,35 1,34		CL ~~N5,33~~ 9,35	1927 6mo *Lloyd*	Ansaldo SanGiorgio Spezia '*sA&CP*	"LaColumbia"Soc. Marit.perTras- porto diPetrolio e Derivati *CellDBuE*69′132*t* *DTf*36′281*tD*	489·6 470·6 B34′F40′ FK *Ta*19′111*tFPT*188*t*	63·0 63·2	34·6	Genoa Italian 18*BHptCem* 13 ,, *to U dk* *APT*106*t*	Oil Engines 2S.C.SA 8Cy.27$\frac{9}{16}$"-47¼" 1000NHP 2 Water Tube DB *200lb* DB*70lb* Soc.An.FiatS.G.M.Turin	35 " 6 s8 " 6¾ 27 " 2¾	
20514 99819 MQCG	**Ardri** (*ex*Coral) **Steel&Iron3Mst** Foundered 1,36 *ss*Liv.3rdNo.3-7,24 *ss*Aml.No.2-33 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Irn framingStl plating*	478 351 190	✠~~100A1~~ 1,34 ~~BS[illegible]~~ ~~1,35~~	Liv ✠~~LMC[illegible]~~	*h*	1,35	1892 6mo	J.Shearer &Son Glasgow A&CP	W.Thomas&Sons	165·2 Q81′B10′F28′ BK7½" *WB*	26·1	10·8	Beaumaris British 3*BHCem* =*FPT*20*t*	C.2Cy.18⅜"&40"-27" (*s*) 100lb 66RHP NB16*fitted*34 1SB,3*pf*,GS50,HS1520 Ross&Duncan,Glasgow	12 " 2 s " 6½ 12 " 4	
20515 LCHI	**Arendal** Ⓟ 1*Dk*&*Awng dk*	521 488 303					1882	Motala Co. Gothenburg	A/SArendals Dampskibsselskab	159·0 H33*t*	27·0	17·7	Arendal Norwegian	C.2Cy.17"&38"-23⅔" NB98 58NHP MotalaCo.,Motala		N
20516	**Arendskerk** (*ex*St.Alban'sAbbey, ~~Broken up~~ *ex*Totmes) *ss*Rot.No.3-2,27 Now "Ernesto," see No. 37963 in Supplement *ss*Rot.No.1-31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo*.1*hold*	7259 6747 4574	~~100A1~~ *Shelter dk* *withfreeboard* 5,34 ~~BS5,34~~	Rot ~~LMC5,31~~	*d*†	CL 6,32	1914 *Lloyd*	Akt.Ges. "Neptun" Rostock '*sAP*		473·9 F50′*onShelter dk* FK *Collisio* *CellDB*424′1698*t* *FPT*90*t*	61·2	28·7	Italian *Cem* *nBHtoShdk* 8 ,, ,, *U* ,, *APT*22*t*	T.3Cy.30¾",48⅞"&81"-55" 205lb 748NHP 4SB12*cf*,GS240,HS11128 FD A.G."Neptun,"Rostock	31 " 3 ~~s4 " 10¾~~ ~~26 " 7~~	
20517	**Arenera Traverso e Hijos** (*ex*AnitaIpland-28, **TwinSc** *ex*HorstIpland,*ex*Franqueville, 1*Dk* *ex*Forgeron) *Mchy.Aft Fitted for oil fuel*	1129 — 701					1920	Ch.&Atel. deProvence Port deBouc	J.Traverso&Hijos	229·6 P72′F31′	34·1	14·8	Bns.Ayres Argentine *WB*	T.6Cy12⅔",19$\frac{7}{10}$"&32½"-16½" 81NHP Forg.&Ch.de laMédit.Msl.		
20518	**Arenorte** **Iron&Steel3Mst** (*ex*Heraldo, *ex*LaFrance)	362 — 238					1889	Edwards& Symes London	Cia.Arenera del NorteS.A.	149·9	24·9	8·9	Bns.Ayres Argentine	C.2Cy.17"&34"-22" 45NHP Pratt,Huddersfield		
20519 145407 MNLP	**Arete** 1*Dk*	898 618 509					1925	MistleyS.B &Rpg.Co. Mistley	F.W.Horlock's OceanTransp.Co. Ld.	197·7	30·6	12·2	Harwich British *WB*	T.3Cy 16",27"&44"-30" 106NHP G.Clark,Ld.Sunderland		C
20520 7483 SDEK	— *ss*Got.No.1-33 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	569 421 269	✠100A1 7,35~~11,34~~ BS~~4,35~~ 4,36	Rot ✠LMC5,33	*h*	OG ~~2,34~~ 7,35	1928 12mo *Lloyd*	A/B Lödöse Varf Lödöse '*sA&CP*	Rederiaktieb. Unda(PerWaller, *Mgr.*) *CellD*	166·9 P56′F18′ FK *B*110′168*t FPT*12*t*	28·1	11·4	Gothenbrg Swedish 3*BHCem* *APT*18*t*	O.2Cy.14$\frac{3}{16}$"&32½"-21⅝" (*s*) 130lb 50NHP 1SB,2*cf*,GS28,HS850 A/B LödöseVarf,Lödöse	13 " 3 s1 " 3½ 12 " 1¼	
20521 SVHB	**Arethusa** (*ex*Darnholme) *ss*Hul.No.3-7,24 *ss*Bla.No.2-32 1*Dk*(*ptIrn*&*ptStl*)	*3693* *3448* *2331*	✠100A1 3,35 BS4,36 MS12,32	Bly ✠LMC ~~BS5,35~~	*w*	~~10,33~~ 1,36	1911 7mo *Lloyd*	R.Thomp- son&Sons,Ld. Sunderland '*sA&CP*	~~N.Kampouris~~ KulukundisBros. &N.Kampouris *CellDBa*	350·0 P35′B102′F35′ FK 106′*uE*25′*f*148′743*t*	50·0	23·4	Syra Greek 6*BHCem* *APT*102*t*	T.3Cy.25",42$\frac{3}{32}$"&68"-45" 180lb *100lb* (*r*) 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.CoLd.Sld.	25 " 10 s4 " 3¼ 21 " 9	
20522 171 YLBI	— *ss*Lie.No.1-34 **3Mst** (*ex*ArethusaII, *ss*Gls2nd.No.3-6,30 *ex*Arethusa) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	477 379 190	✠100A1 ~~6,32~~11,35 11,35 BS~~7,34~~	Rga Lie ✠LMC MS11,34	*i*	CL 10,34	1906 4mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	KugniecibasSabie- driba"Gaida" (A.Behrsin,*Mgr.*) *WB*=	174·1 Q57′B68′F23′ FK *DTf*12′27*t FPT*33*t*	27·4	11·8	Riga Latvian 3*BHCem* *APT*7*t*	O.2Cy.19$\frac{7}{16}$"&36½"-24" 80lb *70lb* 63NHP 1SB,2*cf*,GS37,HS1301 Hutson&Sons,Ld Glasgow	12 " 9 s " 6 12 " 4¼	
20523 EAIE	**Argentina** Ⓟ **QuadSc** (*ex*ReinaVictoria- *ss*Nwc.No.3-8,24 Eugenia) *ss*Bcl.No.1,28 Sub.Sig. 3*Dks*(*UStl*-teak s) D.F. &*Shade dk*(*Stl*-teak s)	10137 6924 5564	✠100A1 *Shade dk* 12,31 MS8,28	Msl ✠LMC BS5,32	*e*† P*f*	CL S*f* N1,30 Pa1,30 N12,30 Sa7,31	1913 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	Cia.Trasatlantica *CellDB* *a*105′*uE*&*B*150′	480·0 FK&BK2¼" *f*170′ 1080*t FPT*	61·3	32·7	Barcelona Spanish 9*BHCem* 81*tAPT*42*t*	T.8Cy.(2)29",(2)43"& (4)47"-42" 180lb (*r*) 7SB,21*cf*,GS480,HS20657FD 2L.P.Turbines 1484NHP Swan,Hunter&Wigham Richardson,Ld Nwc.	35 " 9 s11 " 5½ 25 " 0	
20524 OXCC	— **TwinSc** (*ex*Polarhavet) *OilEng.* 2*Dks*	5375 5092 3325					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselskab	378·0 F33′	52·2	32·6	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35½" 629NHP Burmeister&Wain,Cpn.		V
20525 7992 SDQA	— **TwinSc** *OilEng.* E.S.D. D.F. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	*5277* *4171* *2873*	✠100A1 *withfreeboard* ~~12,35~~12,35 ✠Lloyd'sRMC No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got Skm ✠LMC3,35 ~~[illegible]~~ 3,36 ~~12,35~~	*a*†	OG	1935 3mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*307′1486*t*	420·7 F80′ FK *tanks in way of* *tunnels*309*tFPT*	55·9	23·9	Stockholm Swedish 7*BH* (*Coll toSh dk* 6 ,,2*nd*,,) 76*tAPT*52*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got	28 " 0 s2 " 10¾ 25 " 3¼	
20526 123 IBMC	— Ⓟ **TwinSc** 2*Dks*&*deep framing* &*Shelter dk*	5083 — 3083				...	1907	Russell& Co. PortGlasgow	"Tirrenia"(Flotte RiuniteFlorio- Citra)	407·4 390·0 F78′ FK	47·9	22·5	Palermo Italian *WB*	T.6Cy.20½",35"&56"-42" 582NHP Dunsmuir&Jackson LdGls	25 " 3	I †
20526* —	Now "Valsole," see No. 40555 in Supplement (*ex*EliasG.Culucundis,*ex*Tenterden,*ex* EliasG.Culucundis,*ex*Artigas,*ex* Wiegand) 3*Dks*	4861 4560 3059					1911	Bremer Vulkan Vegesack		399·2	53·6	27·5	*WB*	T.3Cy.29½",48⅜"&80¾"-53⅛" 473NHP BremerVulkan,Vegesack		C
20527 279 SVAQ	— (*ex*Dundrennan-35) *ss*Ant.No.3-3,27 *ss*Shp.No.2-35 2*Dk*(*Stl*)	*4248* *4033* *2731*	✠100A1 4,35 BS4,36	Npt ✠LMC~~5,35~~ 4,35	*x*	CL 4,35	1912 6mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	A.Roussos&Co. *CellDBa*	385·3 P32′B104′F43′ FK 123′*uE*21′*f*167′957*t*	49·7	26·0	Syra Greek 6*BHCem* *APT*14*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 361NHP 3SB,9*cf*,GS174,HS5749 J.G.Kincaid&Co.Ld.Grk.	28 " 6 s5 " 2¾ 23 " 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20528 PUAF	**Argentina** Ⓟ TwinSc *OilEng.* Wireless *1Dk* *CruiserStern*	930 718 513					1927	Deutsche Werft Hamburg	LloydBrasileiro	237·0 B65'F24'	38·0	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11 7/16"–16 5/8" 204NHP Maschfbk.Augsburg-Nürnberg,Augsburg	
20529 LCZN	**Argentino** TwinSc4Mst (*ex*SudAtlantico) *OilEng.* *ss*Got.No.1-32 *1Dk(Stl)&Shelter dk(Stl)* *3rdDk(Stl)inNo.1hold*	4640 4119 2771	✠100A1 *withfreeboard* ~~[illegible]~~ 2,36 DBS~~6,34~~ 6,35	Bal ~~NYk~~ ✠LMC6,32	*z*	CL ~~P6,34~~ ~~[illegible]~~ P11,35 S2,36	1928 4mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'sA&CP	A/S IvaransRederi (S.Holter-Sörensen *Mgr.*) *CellDB*334'1062*t*	381·8 FK *FPT*112*t APT*156*t*	53·8	25·1	Oslo Norwegian *6BH* (*Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.21 5/8"–59 1/16" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s2 ″ 11 25 ″ 11
20530 LOHM	— TwinSc3Mst (*ex*Bayard-33) *OilEng.* *Mchy.Aft* *2Dks*	2991 2638 1735					1915	Akers Mek.Værks. Oslo	Soc.Anon. Importadora y Exportadora de laPatagonia	335·2 P70*t*H173*t*F21*t*	48·2	20·5	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 12Cy.19 5/8"–26" 452NHP AkersMek.Værks.Oslo	
20531 5355 SMQA	**Argo** (*ex*Odessa,*ex*Elisabeth, *ex*Camperdown) *ss*Got 2ndNo.3-1,24 *ss*Osc.No.2-33 *1Dk(Irn)&* *deepframing*	2554 2341 1563	✠100A1 4,35 ~~5,34~~ MS5,32 ~~[illegible]~~ BS4,36	Skm Got ✠LMC ~~[illegible]~~	*t*	CL ~~5,32~~ 4,35	1898 7mo	R.Napier&Sons,Ld. Glasgow *Lloyd*'sA&CP	RederiA/B Kalmar (H.Jeansson, *Mgr.*) *CellDBa*100'	310·0 P29'B82'F31' FK *uE&B*38'*f*128' 645*t*	44·2	20·4	Kalmar Swedish *5BHCem* *APT*105*t*	T.3Cy.23½",38"&62"–39" (*s*) 160lb *100lb* NDB20 245NHP 2SB,*6cf*,GS108,HS3736 R.Napier&Sons,Ld.Gls.	23 ″ 0 s3 ″ 7 19 ″ 7
20532 OZMD	— (*ex*Briarpark) *1Dk*	1933 1741 1174			...		1923	Grngem'th Dkyd.Co.Ld. Grngemouth	Dampskibsselskabet Activ. (J.K. Rasmusen,*Mgr.*)	281·6 P21'B68'F29' FK	41·9	18·9	Körsör Danish *WB*	T.3Cy.21",35"&57"–36" 227NHP D.Rowan&Co.Ld.Gls.	20 ″ 10
20533 559 OHAC	— *ss*Hfs.No.3-4,33 *1Dk(Stl)&Awng dk(Stl)*	1818 1133 1025	✠100A1 *Awng dk* *withfreeboard* 4,35 BS4,35	Hfs ✠LMC4,33	*p*	4,35	1921 3mo	NVMach&Schpsw.van P.Smit,Jr. Rotterdam *Lloyd*'sA&CP	FinskaAngf.A/B. *CellD*	235·0 FK *B*182' 355*t FPT*14*t*	36·9	17·8	Helsingfrs Finnish *4BHCem* *APT*31*t*	T.3Cy.20 5/8",32 3/4"&55"–39 3/8" 180lb (*s*) 212NHP 2SB,*6cf*,GS97,HS3341 NVMch&Schps.vPSmitJr	27 ″ 6 s 8 ″ 2 19 ″ 6
20534 LCHJ	— *1Dk2trB*	411 296 249					1898	Stavanger Stöberi&Dok Stavanger	FiskaaensRederi A/S(CarlFiskaaen, *Mgr.*)	144·7 Q61*t*B35*t*H5*t*F14*t*	25·1	11·7	Haugesund Norwegian *WB*	T.3Cy.13½",22"&34"–25" NB12 58NHP LaxevaagsMsk&Jrns.Bgn.	
20535 SVDV	**Argolikos** (*ex*PearBranch-33) *Fitted for oil fuel* *2Dks*	4786 4357 2902					1921	Palmers' Co.Ld. Newcastle	M.A.Embiricos	398·6 P37'B121'F42'	53·9	26·1	Andros Greek *WB*	DR Geared Steam Turbine 450NHP Palmers'Co.Ld.Newcastle	
20536 219622 KUDD	**Argon** *ss*Gal.No.3-9,32 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6952 6427 4271	✠100A1 ~~[illegible]~~ ~~2,35~~ 3,36 BS~~2,36~~ 3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	NYk ✠LMC9,32	*b*†	CL ~~N3,34~~ 3,36	1920 3mo	Bethlehem S.B.Corp.Ld. SparrowsPt. *CellDBuE&B* A&CP	Socony-Vacuum OilCo.Inc. 57' 197*tDT f*50' 824*t*	435·6 P122'B50'F44' FK *FPT*97*tAPT*74*t*	56·2	31·7	NewYork Utd.States *15BHptCem* (9 „ *to U dk* 6 „ „ *2nd*„)	T.3Cy.26 15/16",47"&78"–48"(*s*) 220lb 598NHP 3SB,*9cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6
20537 FOCB	**Argonne** *1Dk*	2115 1848 1202			...		1920	J.S.White &Co.Ld. Cowes	Cie.Delmas frères &Vieljeux	280·0 P24'B67'F37' FK	40·2	19·3	LaRochlle French *WB*	T.3Cy.19",32"&52"–36" 243NHP J.S.White&Co.Ld.Cowes	21 ″ 6
20538 220718 KDHL	**Argosy** *Fitted for oil fuel* D.F. Sub.Sig. *2Dks* GyC. E.S.D.	4995 4598 3039					1920	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc. (Moore andMcCormackCo. Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	
20539	**Argual** *Ref.Mchy.* D.F. Sub.Sig. *3Dks*	2536 2135 1421					1927	Cammell Laird& Co.Ld Birkenhead	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	301·1 B93'F33'	44·2	22·3	Tela Honduran *WB*	T.3Cy.20½",35"&59"–42" Cammell 225NHP Laird&Co.Ld.Bkn.	
20540	**Argun** (*ex*Sunray-34) *ss*Hul.No.3-3,29 *ss*Npt.No.1-34 *1Dk(Stl)*	*3174* *2968* *1968*	✠ ... 8,35	Npt ✠~~LMC5,34~~	*u*	CL N5,34	1917 7mo	R.Thompson&Sons,Ld. Sunderland *Lloyd*'sA&CP	Sovtorgflot *CellDB*	330·5 P31'B100'F37' FK *a*98'*uE*23'*f*140'684*t*	48·0	21·9	Leningrad Russian *5BHCem* *APT*137*t*	T.3Cy.24",38"&64½"–42"(*r*) 180lb *90lb* 293NHP 2SB,*6cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 ~~3 ″ 8~~ ~~20 ″ 1~~
20541 27453 JNJD	**Argun Maru** *ss*OsaNo.3-5,32 *1Dk(Stl)&Shelter dk(Stl)* *&Webframes* *Longitudinal framing*	6608 6111 4040	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~5,34~~	Kob 6,35 ✠LMC~~5,34~~	*a*†	CL 5,34	1920 8mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosen K.K. *CellDB*368'1470*t* *DTa*39'1145*t*	415·0 P32'B148'F45'*on Shelter dk* FK *FPT*164*t APT*47*t*	55·5	34·6	Osaka Japanese *Cem* *3BHtoSh dk* 4 „ „ *U* „	T.3Cy.27 1/16"45"&75"–51"(*s*) 180lb 552NHP 3SB,*9cf*,GS190,HS8100 FD Osaka IronWrks.Ld.Osaka	34 ″ 8 s7 ″ 4 27 ″ 7
20542 KZUS	**Argus** (*ex*Yeoman) *ss*Mch.2ndNo.3-3,25 Wireless *1Dk(Irn)&deep framing* *Well deck*	*1009* *796* *640*	✠ 4,30	Nwc	*m*		1901 2mo	WoodSkinner&Co.Ld. Newcastle	Madrigal&Co. *CellD*	220·0 Q115'B15'F24' FK *Ba&uE*75'*f*96'235*t*	31·7	14·8	Manila Utd.States *5BHCem* *APT*21*t*	T.3Cy.17",28"&46"–33" NDB22 135NHP 1SB,*3cf*,GS62,HS2150 N.E.MarineEngCoLd.Nwc	17 ″ 0
20543 111147	**Argyle** *ss*NFL.2ndNo.3-4,24 *ss*NFL.No.2-32 *1Dk&Web frames lower dk in main hold*	439 342 199	✠100A1 5,35 ~~7,34~~ ✠NB6,21 BS~~7,34~~5,35	NFL ✠LMC4,32	*g*	~~5,33~~ 3,35	1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Department)	154·7 F15' BK7" *CellDBa&uE&B*47'*f*61'84*t*	25·1	12·6	SJhnsNFL British *4BHCem*	T.3Cy 15",24"&40"–30" (*s*) 160lb 99RHP 1SB,*3cf*,GS52,HS1320 FD A.&J.Inglis,Glasgow	15 ″ 0 s2 ″ 1 13 ″ 1
20544 FNEC	**Argyll** *ss*S.Fo.3rdNo.3-9,30 *ss*S.Fo.No.1-34 *2Dks(1Stl&UIrn-ws)&* *Webframes3Dk rule*	2953 2626 1880	✠100A1 11,35 ~~11,34~~ BS10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,03 *F.P. above* 150° F.	SFo L.An ✠LMC11,34	*u*	CL 11,34	1892 6mo	W.Gray& Co.(Ld.) WHartlepool A&CP	Cie.DuBoleo	320·2 P31'B80'F37' BK10" *WB=CellDBuE&B*52'125*t*	40·7	24·4	Bordeaux French *12BHCem*	T.3Cy.25",40½"&65"–42"(*s*) 160lb 283NHP 2SB,*6cf*,GS112,HS4380 CenMarEWks(Ld),WHpl	27 ″ 0
20545	**Ariadne** (*ex*Sonora-34,*ex*Northern) *ss*Hav.No.3-5,25 D.F. *ss*Hav.No.1-29 *1Dk(Stl)&Shelter dk* *(ptIrn ptStl)*	4745 4314 2969	✠ — 7,34 ✠	Hav	*y*		1912 2mo	JLThompson&Sons,Ld. Sunderland	JohnM.Nikiforos *CellDBa*136' *uE&B*	388·7 FK 46*f* 168'1270*tFPT*115*t*	54·1	26·0	Piræus Greek *6BHCem* *APT*238*t*	T.3Cy.28¼",44½"&74"–48" 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6
20546 357 OHAD	— Ⓟ *ss*Hfs.No.3-5,26 *Ref.Mchy.* *ss*Hfs.No.2-33 *2Dks&Awng dk(ptStl)*	2404 1280 1359	✠100A1 *Awng dk* *withfreeboard* ~~5,35~~ ~~5,34~~ 5,36 BS~~1,35~~12,35	Stn ✠LMC12,35	*s*	CL 5,34	1914 3mo	LindholmensV.A. Gothenburg *Lloyd*'sA&CP *WB*	FinskaÅngfartygs Aktiebolaget *=Cell D Ba*32'*uE*	258·0 FK *&B*62'*f*96'267*tFPT*30*tAPT*8*t*	43·7	18·9	Helsingfrs Finnish *4BHCem*	T.3Cy.24 5/8",40"&66"–42" (*s*) 185lb 447NHP 3SB,*12cf*,GS258,HS8760 LindholmensV.A.Got.	28 ″ 9 s11 ″ 2 17 ″ 10

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20547 LDNJ	**Ariadne** Ⓟ D.F. *CruiserStern* 2*Dks*	2029 1381 1138					1930	Nylands Værksted Oslo	DetBergenske Dampskibsselskab	271·3 P85*t*B205*t*H252*t* F32*t*	38·2	19·4	Bergen Norwegian *WB*	T.3Cy.22",35"&60"-42" 234NHP NylandsVærksted,Oslo		
20548 PCUF	— Wireless *CruiserStern* 2*Dks*	1170 976 643					1919	N.VBoele's Sheepsw. Slikkerveer	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sSheepw.Bolnes		V
20549 DOIC	— 2*Dks*	621 612 373					1898	G.Seebeck A.G. Bremerhaven	Dampfschifffahrts Ges.Neptun	170·5	27·2	16·3	Bremen German *WB*	T.3Cy.14¾",22"&38⅜"-23⅝" 72NHP G.Seebeck A.G.Bremerhvn		G
20550 256 SVPI	**Ariadne Pandelis** (*ex*Boyne) ~~ssFal.No.3-5,23~~ ssRot.2ndNo.3-10,35 ~~ss.GenNo.2-32~~ 2*Dks*(*Stl*)	*4445* *4113* *2781*	✠100A1 10,35~~3,34~~ ✠LMC BS4,35 MS10,35	Cff Rot	*x*	CL ~~2,34~~ 9,35	1910 8mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	MarmaraS.S.Co. Ld. *CellDBa130'uE&B40'f159'1107t FPT93tAPT130t*	373·7 P25'B159'F38' FK	51·5	26·2	Piræus Greek 6*BHCem*	T.3Cy.25",42"&68"-48" (*s*) 180lb *160lb* 374NHP 2SB,*6cf*,GS134,HS6129 Blair&Co.Ld.Stockton	28 ″ 9 s 5 ″ 1 23 ″ 11	
20551 EABC	**Ariaga-Mendi** (*ex*Delfshaven) ssRot.No.2-30 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5535 5282 3478	✠100A1 *Shelter dk* *withfreeboard* 4,32 ✠LMC MS10,29 BS4,32 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Rot	*y*	OG ~~N2,31~~ 11,35	1921 10mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr*.) *CellDB356'1166t FPT104tAPT175t*	400·0 FK	53·0	30·8	Bilbao Spanish *ptCem* *CollisionBHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&74"-48" (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc	33 ″ 4 ~~s 8 ″ 1½~~ ~~25 ″ 7~~ s7 ″ 11¾ 25 ″ 7	
20552 FNUT	**Arica** (*ex*Zenon-34) ssHav.No.3-2,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5390 4922 3219	✠100A1 *Shelter dk* *withfreeboard* 10,35~~3,35~~ BS3,35 ✠LMC2,34	Hav	*a*†	CL 5,33	1921 8mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	Cie.Générale Transatlantique *CellDB368'1319t FPT109tAPT201t*	423·6 FK	55·0	26·3	Havre French *Cem* *Collision BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46½"&78"-54" (*s*) 180lb 627NHP 4SB,*12cf*,GS296,HS11652 N.E.MarineEng.CoLdNwc	29 ″ 0 s 3 ″ 8¾ 25 ″ 6	
20553 CBRI	— Ⓟ ssVpo.No.1-34 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)	*4583* *3873* *2812*	✠100A1 2,36~~11,34~~ BS2,36 ✠LMC11,34 ✠Lloyd'sRMC~~1,34~~ ~~6,35~~ 2,36	Vpo		CL 11,34	1931 1mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	Cia.Chilena de NavegacionInter- oceanica(H.R. Samsing,*Mgr*.) *CellDB291'820t FPT115tAPT19t*	354·0 P28'B117'F32' FK	53·2	25·6	Valparaiso Chilian 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 200lb 433NHP 3SB,*9cf*,GS173,HS6147 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s4 ″ 9½ 23 ″ 1	
20554 EABD	**Arichachu** ssBbo.No.3-1,34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*3276* *3062* *2102*	✠100A1 ~~1,35~~ ~~1,34~~ 1,36 ✠LMC1,31 BS5,35	Bbo Rot	*v*	CL ~~1,31~~ ~~4,35~~ 12,35	1920 12mo *Lloyd*	Echevar- rieta y Lar- rinaga Cadiz '*sA&CP*	CiaNaviera"Easo" (Credito de la UnionMinera *Mgrs*) *CellDB284'872t FPT63tAPT175t*	331·0 P31'B91'F32' FK	48·0	23·3	S.Sebast'n Spanish 5*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb *90lb* 411NHP 2SB,*8cf*,GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 8 s 4 ″ 0¼ 21 ″ 10	
20555 162607 MQCD	**Aridity** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	336 223 172	✠100A1 7,31 ✠LMC7,31 ✠LMC(M)3,34	Yar		OG N7,34	1931 7mo *Lloyd*	Fellows& Co.Ld. Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	130·0 Q85'F14' FK *FPT10tAPT23t*	24·6	8·9	London British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13³⁄₁₆"-15⅜" 154NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 2¼ 9 ″ 6	
20556 FNUA	**Ariege** (*ex*SydneyLasry) ssMsl.No.3-12,34 2*Dks*(*Stl*)	2266 2144 1410	✠100A1 11,35~~12,34~~ ✠LMC12,34	Msl Rou	*t*	CL 11,34	1920 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Cie.Générale Transatlantique *Intermediate* *'tween dkBHinfore hold dispensed with* *CellDBa86'uE20'f124'523t FPT55tAPT42t*	300·7 P28'B81'F33' FK	43·7	22·5	Oran French *Cem* (4*BHtoU dk* 1 ,, ,, 2*nd* ,, *only*)	T.3Cy.22⁹⁄₁₆",36"&59"-39"(*s*) 180lb *100lb* 286NHP 2SB,*6cf*,GS144,HS5091 Cooper&Greig,Ld.Dundee	25 ″ 0 s4 ″ 2¼ 21 ″ 0	
20557 698 OHCM	**Ariel** ssHfs.No.1-32 D.F. 2*Dks*(*Stl*) *Strengthened for Navigation in Ice*	2198 1991 1241	✠100A1 *withfreeboard* 5,36~~4,30~~ ✠LMC MS11,32 BS~~4,35~~5,36	Hfs	*r*	OG 4,35	1929 6mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	FinskaAngfAktieb *CellDB228'413t FPT33tAPT21t Coll ,, to W dk*	269·7 260·1 FK	40·2	24·7	Helsingfrs Finnish 4*BHCem*	T.3Cy.20",32"&53"-36" (*s*) 200lb 230NHP 2SB,*6cf*,GS190,HS4003 HelsingörsJernsk &M skb.	27 ″ 6 s 8 ″ 2½ 19 ″ 4¾	
20558 7397 SGEN	— (*ex*Öresund,*ex*Danemark) 1*Dk*	*1775* *1513* *958*					1920	A/S Baltica Værftet Copenhagen	RederiA/B Atos (AllanBörjesson, *Mgr*.)	277·0 P38'B157'F22'	40·2	18·3	Hlsngborg Swedish *WB*	DR GearedSteamTurbine A/S AtlasCopenhagen		V
20559 148890 GMBL	**Ariguani** Ⓟ TwinSc 2*Dks* 3*rd*&4*th dks in holds* *Ref.Mchy.* D.F. Sub.Sig. E.S.D.	6746 5243 4131					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·2 P40'B192'F47'	54·1	30·3	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~12,35~~ 12,36
20560 186 YLCJ	**Arija** (*ex*NorthBritain,*ex*Baltic Exchange) 1*Dk*2*trB*&*deep framing*& *Web frames* 3*Dk rule*	3678 3457 2338			...		1907	Bartram& Sons Sunderland	J.Zalcmanis,K. Jansons&J.Frey- man(Latvian ShippingCo.*Mgrs*)	346·5 P23'B94'F36' FK	50·8	22·9	Riga Latvian *WB*	T.3Cy.24½",40"&66"-45" 317NHP NDB07*refitted*29 Blair&Co.Ld.Stockton	25 ″ 6	C †
20561 EABE	**Arinda-Mendi** ssBbo.No.3-5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3453 3032 2044	✠100A1 *Shelter dk* *withfreeboard* 3,36~~5,34~~ BS8,35 ~~BS7,34~~ ✠LMC8,35	Bbo Mdb	*v*	CL ~~8,33~~ 3,36	1921 4mo *Lloyd*	RopnerS.B &Repg.Co. (Stockton) Ld. Stockton '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr*.) *CellDBa108'uE25'f147'784tAPT126t*	340·3 FK	48·6	22·5	Bilbao Spanish *Cem* *CollisionBHtoS dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11½ 23 ″ 0¾	
20562 219798 KULM	**Ario** ssPhl.No.3-10,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6952 6427 4271	✠100A1 8,35~~10,34~~ BS8,35 ✠LMC10,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Bal NYk	*b*†	CL ~~9,33~~ 8,35	1920 4mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. A&CP Md.	Socony-Vacuum OilCoInc. *CellDBuE&B57'197tDTf50'824t FPT97tAPT74t*	435·6 P122'B50'F44' FK	56·2	31·7	NewYork Utd. States 15*BHptCem* (9 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.27",47"&78"-48" (*s*) 220lb ~~*125lb*~~ 598NHP 3SB,*9cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.	33 ″ 6	
20563 EAMR	— (*ex*AfonDyfi, ssCdz.No.3-2,34 *ex*Tarrasa) *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	771 529 370	✠100A1 10,35~~1,35~~ ✠LMC MS2,34 BS~~1,36~~3,36	Cdz Val	*k*	CL 2,34	1921 8mo *Lloyd*	Astilleros delMedit.S.A. Barcelona '*sA&CP*	MiguelM.dePin- illos *CellDBf114'176t FPT42t*	186·6 Q114'B12'F22' FK	29·5	12·4	Cadiz Spanish 4*BHCem*	T.3Cy.12",20"&32"-24" (*s*) 180lb 84NHP 2SB4*pf*,GS60,HS1714 AlexanderHnos.Barcelona	14 ″ 7 s4 ″ 10½ 13 ″ 11	
20564 DOIP	**Arion** Sub.Sig. 2*Dks* *CruiserStern*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19¹¹⁄₁₆",31½"&50⅜"-35⁷⁄₁₆" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
20565 15 IBQC	**Ariosto** (*ex*BáróFejérváry, *ex*Bulganak,*ex*Báró ~~ssFiu.No.3-8,22~~ Fejérváry) ~~ssFiu.No.2-30~~ 1*Dk*(*Stl*)&*Spar* D.F. *dk*(*Irn*)&*deep framing* ssFiu.3rdNo.3-7,35	4115 3659 2540	✠100A1 *Spar dk* 7,35~~6,34~~ ✠LMC7,35 ~~MS10,30~~ ~~BS6,34~~	Mfl Fiu	*x*	CL 6,34	1902 6mo	Wigham Richrdsn&Co Ld.Newcastle A&CP	AdriaSoc.Anon.di Nav.Marittima *CellDBa132'uE&B76'f114'855t FPT55tAPT28t*	365·3 P51'B127'F38' 25·1 FK	48·2	17·8	Fiume Italian 6*BHCem*	T.3Cy.22½",40³⁄₁₆"&66"-48" 200lb (*r*) 361NHP 3SB,*9cf*,GS159,HS5754 WghmRchrdsn&C.LdNwc	28 ″ 3 s 5 ″ 1¾ 23 ″ 3¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cre sur Quill (Franc-bord au milieu du navire. Tirant d'eau correspondant.) pds. pc.
20566 HTWB	Aris (*ex*Campos) **TwinSc** *1Dk&Shelter dk*	919 895 574					1903	Craig, Taylor&Co. Stockton	GerassimosVergottiCargoS.S.Co. Ld.&GerassimosVergottisSonsS.S. Co.Ld.	200·3 B102'F24'	33·1	9·5	Argostoli Greek	T.6Cy.11",17"&28"-21" 72NHP N.E.MarineEng.Co.Ld.Sld	
20567	— **WoodAux3MstSr** (*ex*AghioiAnarghiri) *OilEng.* (*See Sailing Ship Register*)	307 — 225					1921	N.Pappapolizos Syra	J.Miras&Co.	110·2	26·0	16·0	Piræus Greek	Oil Engines 4S.C.SA 6Cy.10"-14" 58NHP Maschfbk.Augsburg-Nürnberg,Augsburg	
20568 SVAE	Aristides L. Goulandris (*ex*Calimeris, *ss*Pir.2ndNo.3-5,30 *ex*Harlech) *1Dk(ptIrn&ptStl)* *ss*Pir.No.1-35 *&deep framing*	3470 2196 2224	✠100A1 5,35~~11,32~~ ~~MS2,29~~	Ist Pir ✠LMC5,35 ~~BS1,34~~	*w*	CL ~~11,32~~ 12,35	1905 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	E.A.Goulandris&Co(E.A.Goulandris *Mgr.*) *CellDBa*	342·0 P23'B210'F34' FK 111'*uE&B*40'*f*148'	49·5	22·7	Andros Greek *6BHCem* 957*tAPT*42*t*	T.3Cy.25½",40½"&67"-45" 180lb (*s*) 316NHP 2SB,*6rf*,GS118,HS4733 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 2 22 ″ 1
20569 LOEA	Aristobulo Del Valle *Fitted for oil fuel* *Mchy.Aft* *1Dk&Webframes*	2454 2091 1459			...		1917	Gt.Lakes Eng.Works Ecorse, Mich	ArgentineGovt. (YacimientosPetroliferosFiscales)	252·0 P71'B31'F32' FK	43·7	24·3	Bns.Ayres Argentine *WB*	T.3Cy.20½",34"&57"-42" 297NHP Gt.LakesEngWks.Detroit	25 ″ 7
20570 EABG	Aritz-Mendi *ss*Bbo.No.2-27 *1Dk(Stl)*	5754 5026 3389	✠100A1 5,31 BS5,32	Rot ✠LMC10,28	*z*	CL 6,32	1920 8mo *Lloyd*	Cia.Euscalduna deConst yRep. Bilbao *'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon delaSota, *Mgr.*) *CellDB*	400·0 P40'B115'F38' FK 351'1103*t FPT*145*t*	53·5	28·6	Bilbao Spanish *6BHCem* *APT*142*t*	T.3Cy.27½",45"&75"-48" (*s*) 180lb 456NHP 3SB,*9cf*,GS195,HS7494 JDickinson&Sons,Ld.Sld.	31 ″ 2 s 6 ″ 4 25 ″ 2
20571 OXRA	Arizona **TwinSc** *OilEng.* *2Dks*	6385 6048 4013					1922	A/SNakskovSkibs. Nakskov	DetForenede DampskibsSelsk.	408·4	54·4	33·4	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP Akt.Burmeistr&Wain,Cpn	
20572 FNUY	— *ss*Hav.No.2-33 *2Dks(Stl)&Shelter dk(Stl)*	5457 4922 3240	✠100A1 *Shelter dk* *withfreeboard* ~~8,35~~~~12,34~~ 1,36 ~~BS12,34~~	Ant ~~Hav~~ Dnk BS8,35 ✠LMC9,35	*a*†	CL ~~9,33~~ 1,36	1925 1mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	Cie.Générale Transatlantique *CellDB*368'1319*t*	425·0 FK *Coll* *FPT*109*tAPT*201*t*	55·0	26·6	Havre French *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"-54" (*s*) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s3 ″ 8½ 25 ″ 6
20573 218983 KODR	— *ss*Gal.No.3-8,35 (*ex*Galena, ~~*ss*Mob.No.3-7,23~~ *ex*SalemCounty) ~~*ss*N.Yk.No.2-31~~ *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinalframing* D.F.	5174 4424 3106	100A1 ~~8,35~~~~10,34~~4,36 ~~MS9,31~~ *Carrying Petroleum in bulk above 150°F.* *Fitted for oil fuel F.P. above 150°F.*	LAn ~~Gal~~ LMC8,35 ~~BS2,34~~	*y*	CL ~~10,33~~ 4,36	1919	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmgtn,Del. CP	TheTexasCo. *CellDBuE&B*72' *DTf*65'818*t*	391·8 P99'B34'F44' FK 210*t* *FPT*89*tAPT*30*t*	51·3	28·8	Wilmgton (Del.) Utd.States 14*BHptCem* (7 *to U dk* 7 „ *2nd* „)	T.3Cy.27",45"&75"-48" (*s*) 190lb 512NHP 3SB,*9cf*,HS7127 FD BethlehemS.B.Corp Ld. (HarlanPlant)Wlmn.Del.	30 ″ 2
20574 26766 JDZD	Arizona Maru Ⓟ **TwinSc** *ss*Kob.No.3-9,31 *2Dks(Stl)&Shelter dk(Stl-ws)* *Ref.Mchy.* *3rd dk(Stl)inNo.1hold*	9684 8797 5993	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~8,34~~ ✠Lloyd'sRMC~~1,35~~~~6,30~~ 11,35 *Fitted for oil fuel* 2,24 *F.P. above* 150° F.	Kob ✠LMC 6,35 ~~6,34~~	*d*†	CL 8,34	1920 6mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP	OsakaShosen K.K. *CellDB*405' 1663*t D*	475·0 P35'B30'F86' *on Shelter dk* FK *Ta*48' 519*t FPT*137	61·0	40·7	Osaka Japanese *Cem* *8BHtoShdk* *tAPT*51*t*	T.6Cy.27",44½"&75"-48" (*s*) 200lb 993NHP 5SB,*15cf*,GS330,HS13284FD MitsubishiZosenKaishaLd	40 ″ 9 s13 ″ 0 28 ″ 3
20575 219714 WACX	Arizonan (*ex*Willhilo, *ex*Conshohocken) *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	5815 5479 3617			...		1920	SunS.B. Co. Chester,Pa.	American-HawaiianS.S.Co.	434·3 FK	57·7	27·2	NewYork Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	30 ″ 3
20576 219800 KULN	Arizpa *Fitted for oil fuel* Sub.Sig. *2Dks&Webframes* *Ref.Mchy.*	5437 4971 3338			...		1920	Merchant S.B.Corp. Harriman, Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 644NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10
20577 151993 VJBL	Arkaba (*ex*Arcoona) *ss*SydNo.2-32 *2Dks(Stl)* *Cargo battens not fitted*	4212 3949 2593	✠100A1 *withfreeboard* 3,36~~3,25~~ BS5,35	Syd 3,36 ✠LMC~~1,32~~	*w*	CL ~~1,33~~ 3,36	1924 5mo *Lloyd*	W.Beardmore&Co.Ld. Dalmuir *'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	341·6 F34' FK *Collision* *B*288' 878*t FPT*97*t*	47·2	30·3	Melbourne British *7BHCem* *BH to W dk* *APT*126*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 441NHP 3SB,*9cf*,GS161,HS6600 FD W.Beardmore&Co.Ld.	32 ″ 7 ~~s10 ″ 8~~ ~~22 ″ 1~~ s10 ″ 5½ 22 ″ 2½
20578 146928 MLTP	Arkleside *ss*Shl.No.2-33 *1Dk(Stl)* *Cargo battens not fitted*	1567 1403 949	✠100A1 7,35~~5,33~~ MS5,35	Shl Cff ✠LMC ~~BS12,33~~ 7,35	*q*	CL 4,33	1924 2mo *Lloyd*	Osbourne, Graham&Co Ld. Sunderland *'sA&CP*	~~ArdoraShipping Co.Ld.~~SmithHogg &Co.Ld. *CellDBa&uE*98	258·0 P21'B62'F31' FK *f*104'395*t FPT*49*t*	38·2	17·4	W.Hartlpl British *4BHptCem* *APT*56*t*	T.3Cy.19",32"&52"-36" (*s*) 190lb 202NHP 2SB,*6cf*,GS196,HS3400 N.E.MarineEng.Co.Ld.Sld	19 ″ 6 s2 ″ 4½ 17 ″ 8½
20579 LCHK	Arktos **Wood** *1Dk*	438 321 193					1919	Skaalurens Skibsbyggeri Rosendal	Sælfangst&HavfiskeA/S (EllingAarseth& Co.*Mgrs.*)	129·9 Q29*t*B24*t*H19*t*F19*t*	27·6	14·1	Aalesund Norwegian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMekVærksBergen	
20580 132021 GCQV	Arlanza Ⓟ **TrpSc** *Fitted for oil fuel* *Ref.Mchy.* *2Dks&2ptDks* D.F.	14622 10025 8838	✠Lloyd'sRMC~~5,35~~ ~~5,36~~ ~~4,36~~ ~~2,36~~~~11,35~~~~9,35~~ ~~7,35~~ 5,36				1912	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·3 P53'B348'F100' UprB287' *Promenade dk on UprB*242'	65·3	33·3	Belfast British *WB*	T8Cy.(2)27",(2)42"&(4) 49"-51"&1L.P.Turbine Harland&Wolff,Ld.Bel.	
20581 138219	Arlington (*ex*Glencadam, *ex*F.P.Jones) *Mchy.Aft* *1Dk*	1870 1578 1118					1913	Detroit S.B.Co. Wyandotte	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	244·0	43·0	18·2	Toronto British *WB*	T.3Cy.18",29"&48"-40" 145NHP DetroitS.B.Co Detroit	
20582 147644 GKCN	Arlington Court *ss*Shl.No.2-34 D.F. *1Dk(Stl)*	4915 4564 2985	✠100A1 4,35~~12,34~~ ~~BS1,33~~ 1,36	Shl Kob ✠LMC5,35	*y*	CL 11,34	1924 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Phillips,Ld.*Mgrs.*) *Cell*	396·6 P46'B119'F39' FK *DB*345' 1057*t FPT*	53·1	26·5	London British *6BHCem* 98*tAPT*174*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 ″ 0 s 5 ″ 5½ 23 ″ 8½
20583 217590 KEKQ	Arlyn (*ex*CastleWood) Sub.Sig. *1Dk*	3304 2750 1971			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	A.H.BullSteamshipCo.(A.H.Bull &Co.*Mgrs.*)	321·7 P37'B82'F31' FK	50·0	21·6	NewYork Utd.States *WB*	T.3Cy.20$\frac{7}{16}$",31½"&54½"-36" NB20 352NHP Pusey&JonesCo.Wlmngtn	24 ″ 9

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
20584 161299 GMCR	**Armadale** *OilEng.* ssLon.No1-33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5066 4711 3079	✠100A1 *withfreeboard* 4,36~~11,34~~~~10,35~~ DBS~~8,35~~ ✠LMC8,35 10,35	Syd ~~Lon~~ Fal	*a*†	CL ~~7,33~~ 4,36	1929 9mo	W.Denny &Bros.Ld. Dumbarton *Lloyd*'*sA&CP*	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *Duct keel fwd.* *CellDB*346'1086	410·5 FK (C *of mchy. space* *t MT*37' 1025*t FPT*	54·2	25·7	London British 7*BHptCem* *oll to Sh dk* 6 ,, 2*nd* ,,) 98*tAPT*111*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	29 " 10 s3 " 6¼ 26 " 4½	
20585 118350 GLVS	**Armadale Castle** Ⓟ TwinSc ssSou.No.3-11,31 *Ref.Mchy.* 4*Dks*(*Stl–M* ws, *U* teak s)	12999 10593 7278	✠100A1 8,35 ~~4,35~~ ~~BS6,34~~ ✠LMC~~5,30~~ 6,35 6,34	Sou	*l*†	CL 4,35	1903 11mo	Fairfield Co.Ld. Glasgow *Lloyd*'*sA&CP* *WB*=	TheUnion-Castle MailS.S.Co.Ld. *CellDBa*89' *uE&B*	570·1 P74'F116' *Promenade dk*305' FK&BK3" 198'*f*117'1725*tFPT*	64·5	39·0	London British 9*BHCem* 95*tAPT*120*t*	Q.8Cy.32",46",66½"&96"-60" 220lb (*s*) 2212NHP 6D&4SB,52*cf*,GS1051, HS40004 FairfieldCo.Ld.Glasgow	42 " 6 s13 " 11 29 " 4	BT till ~~8,35~~ 2,36
20586 UOVP	**Armenia** Ⓟ TwinSc Sub.Sig. *OilEng* *Ref.Mchy.* *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &E.Works Leningrad	Sovtorgflot	353·5 B&F268'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"-33⅞" 1380NHP BalticS.B &E.Works,Len.		
20587 TVRJ	**Armenier** 3Mst *Mchy.Aft* 1*Dk*	914 — 472					1919	J.Drewes &Co. Gideon	Soc.Bois&Char-bonsF.LeBrise	186·0 F22'B11'Q117'	31·6	14·1	Lorient French *WB*	T.3Cy.15",25"&40"-27" 83NHP Verschure&Co.Amsterdam		V
20588 156137	**Arminda** (*ex*Catherine O'Boyle-32,*ex*Isonzo) TwinSc *OilEng.* 1*Dk*	1146 916 642					1918	Cant.Offic. Savoia Cornigliano, Ligure	W.B.Webster (J.S. Webster&Sons, *Mgrs.*)	215·0	31·7	15·2	KingstnJa British *WB*	Oil Engines 2S.C.SA 8Cy.13⅜"-21¼" 266NHP SulzerBros.Winterthur		R
20589 EABF	**Armuru** (*ex*Dunkeld) ssBbo.2ndNo.3-1,30 ssBbo.No.1-34 1*Dk*(*ptIrnptStl*)&*deepframing* *Cargo battens not fitted*	2762 2583 1786	✠100A1 9,35 ~~7,34~~ ✠LMC MS4,54 BS~~5,34~~ 4,36	Sws ~~Bbo~~	*u*	CL N7,34	1905 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Cia.Nav.Vascon-gada *WB*=*CellDBa*98'	319·5 P29'B98'F32' FK *uE&B*38' *f*138'744*t*	46·0	21·2	Bilbao Spanish 5*BHCem* *APT*108*t*	T.3Cy.23",38"&64"-42" (*s*) 180lb 284NHP 2SB,6*rf*,GS123,HS4307 G.Clark,Ld.Sunderland	23 " 9 s3 " 8¾ 20 " 2½	
20590 LDMQ	**Arna** *OilEng.* D.F. 2*Dks*	4325 3887 2593					1929	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S Sverre (S.M.Kuhnle& Søn,*Mgrs.*)	380·3 P123*t*H280*t*F29*t*	54·1	24·2	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 468NHP EriksbergM.V.AktiebGot		N
20591 169693 ~~OYJR~~ VOBX	**Arnaa** (*ex*Gouwestroom-34) Now "Marine Trader," *see No. 39000 in Supplement* ssAms.No.3-3,30 *Well deck* ssAms.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1391 1148 832	✠100A1 5,36~~11,34~~ ✠LMC MS6,54 BS11,34	Ams Cpn	*p*	CL 11,34	1918 1mo	Rotterdam Droogd.Maat Rotterdam *Lloyd*'*sA&CP*	Newfoundland-WestIndiesS.S.Co Ld.(OlafOlsen, *Mgr.*)	245·0 Q82'B61'F28' FK *CellDB*208'319*t*	37·3	15·8	SJohnsNFL British *BHCem* *APT*43*t*	T.3Cy.17½",28"&47"-36" (*s*) 180lb 155NHP 2SB,4*cf*,GS82,HS2534 RotterdamDroogd.Maats.	17 " 10 s1 " 5 16 " 7	
20592 EABH	**Arnabal-Mendi** Ⓟ *OilEng.* ssBbo.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk.inNo.*1&*after holds*	2955 2062 1608	✠100A1 *withfreeboard* 10,35~~10,34~~ ✠LMC9,35	Bbo		CL 10,34	1929 11mo	CiaEuskal- duna deConst Bilbao *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	335·0 FK 270'541*tAPT*13*t*	45·6	17·7	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 " 0 s1 " 5½ 18 " 10¼	
20593 441 ~~1798~~ IKHA	**Arnaldo** (*ex*GianCarlo-32, *ex*Grampus) TwinSc ssNwc.2ndNo.3-6,20 1*Dk*(*Stl*)	1313 924 794	✠ 5,27 ✠	Nwc			1902 6mo	W.Simons &Co.Ld. Renfrew	~~Soc.Anon.diNav.~~ ~~Interna~~ Mario Volpicelli fu Raffaele	218·2 Q71'RFD53'F28' *Trunk*116' FK *FPT*69*t*	36·6	14·9	Naples Italian 4*BHCem* *APT*12*t*	T.6Cy.13½",24½"&39"-24" 164NHP 2SB,6*cf*,GS104,HS2670 W.Simons&Co.Ld.Rnf.	15 " 7	I †
20594 4086 SDER	**Arne** (*ex*Lord,*ex*Georgia) Iron *Well deck* 1*Dk*	1566 1297 917			...		1885	W.Gray& Co. WHartlepool	RederiA/BArne (T.Lundh,*Mgr.*)	261·5 P29'Q68'B100' F28' BK9"	36·8	18·2	Landskrna Swedish *WB*	C.2Cy.32¼"&60"-39" NDB99 173NHP Black,Hawthorn&Co.Gts.	19 " 5	V †
20595 LCHM	**Arnfinn Jarl** 1*Dk*	1151 980 652					1921	Fredrkstad Mek.Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	230·5 P48*t* H70*t*	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"-29½" 106NHP FredrikstadM.V.Frdstad.		N
20596 DDFV	**Arnis** (*ex*Dilston-35) ssNwc.No.3-6,25 *Well deck* ssShl.No.2-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1499 1199 842	✠100A1 3,35 BS5,35 ✠LMC10,34	Kel	*p*	OG 10,34	1913 3mo	BlythS.B. &D.D.CoLd. Blyth *Lloyd*'*sA&CP*	Zerssen&Co. *CellDBa*65'	244·4 Q124'B13'F26' FK *uE&B*35' *f*107'434*t*	37·2	16·3	Rendsburg German 4*BHCem* *FPT*40*t AP*	T.3Cy.20",33¼"&54"-36" (*s*) 168lb 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld *T*95*t*	18 " 10 s5 " 3 17 " 3	
20597 EABI	**Arno-Mendi** ssBbo.No.3-10,35 ~~ssBbo.No.2-27~~ 1*Dk*(*Stl*)	5754 5158 3389	✠100A1 ~~4,31~~10,35 ✠LMC10,35 ~~MS4,29~~ ~~BS10,31~~	Bbo	*z*	CL ~~4,31~~ 10,35	1920 4mo	CiaEuskal- duna deCon. Bilbao *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	400·0 P35'B115'F38' FK 351' 1103*tFPT*145*t*	53·5	28·6	Bilbao Spanish 6*BHCem* *APT*142*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 461NHP 3SB,9*cf*,GS198,HS7947 Cen.MarEngWksLdWHpl	31 " 2 s6 " 4 25 " 2	
20598 7223 SDEW	**Arnold Bratt** 1*Dk*	1430 1222 767					1925	NyaVarvs- aktb.Öresund Landskrona	Ångf.A/BAdolf (A.Bratt&Co. *Mgrs.*)	246·2 P27'B140'F25'	38·2	15·6	Gothenbrg Swedish *WB*	T.3Cy.18",30"&49"-33" 138NHP LindholmensM.V.Got.		V
20599 OZSB	**Arnold Mærsk** ssRot No.3-1,27 ssAbg.No.2-35 ~~ssSvb.No.1-31~~ 1*Dk*(*Irn*)	1966 — 1183	✠100A1 ~~5,35~~ ~~1,35~~ 4,36 ~~BS3,34~~ ✠LMC~~5,31~~ 11,35 MS5,35	Ant ~~Abg~~Cpn	*r*	CL ~~1,35~~ N5,35	1914 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP* *WB*=	Dampskibselsk af 1912(A.P.Möller, Copenhagen *Mgr.*) *CellDBa*&*uE*108'*u*	280·0 P21'B72'F31' FK *B*14'*f*118'535*tFPT*	40·0	19·1	Kalundbrg Danish 4*BHCem* 75*tAPT*78*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 188NHP 2SB,4*cf*,GS70,HS2980 Cen.Mar.Eng.Wrks.WHpl	21 " 4 s2 " 11¾ 18 " 6	
20600 EABJ	**Arnotegi-Mendi** ssBbo.No.2-29 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3222 2806 1858	✠100A1 *Shelter dk* *withfreeboard* 12,32 BS9,35 ✠LMC7,30	Lth	*v*	CL 12,32	1921 5mo	CiaEuskal- duna deConst Bilbao *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDBa*110'*uE*	335·0 FK 18'139'640*tAPT*98*t*	46·6	22·0	Bilbao Spanish *Cem* 2*BHto Shdk* 3 ,, ,, *U* ,,	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 333NHP 2SB,6*cf*,GS136,HS5620 Blair&Co.Ld.Stockton	24 " 5 s1 " 11 22 " 8¾	
20601 EABL	**Arola-Mendi** ssBbo.No.3-7,35 ~~ssBbo.No.2-29~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	5914 5519 ~~3529~~ 3530	✠100A1 *Shelter dk* *withfreeboard* 7,35~~7,31~~ ✠LMC7,35 ~~MS9,29~~ ~~BS6,32~~	Rot Bbo		CL ~~N7,31~~ 7,35	1921 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *Collisio* *CellDB*351'	400·0 F38'*onShelter dk* FK 1272*tAPT*100*t*	53·0	31·8	Bilbao Spanish *Cem* *nBHto Shdk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"-51" (*s*) 180lb 573NHP 3SB,9*cf*,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 " 5 ~~s9 " 7~~ ~~26 " 2~~ s9 " 5¼ 26 " 2½	
20602 133042 GRMW	**Aronda** Ⓟ TwinSc ssCal.2ndNo.3-11,35 ~~ssCal.No.3-7,28~~ ~~ssCal.No.1-32~~ 2*Dks*(*UStl*-teaks) D.F. &*Shade dk*(*Stl*-teaks)	4062 2884 1677	✠100A1 *Shade dk* 11,35~~1,34~~ ✠LMC11,35 ~~MS11,32~~ ~~BS3,34~~	Cal	*y*	CL 1,34	1912 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*sA&CP* *WB*=	BritishIndiaStm. Nav.Co.Ld. *CellDBa*86' *uE&B*	390·2 *B onShadedk*156' FK 112'*f*149'656*t FPT*	50·0	22·1	Glasgow British 6*BHCem* 50*tAPT*45*t*	Q.8Cy.24½",35",50"&70"-48" 215lb HS21418 (*s*) 1319NHP 2D&4SB,32*cf*,GS542, FD A.Stephen&Sons,Ld.Gls.	24 " 6 s3 " 7¾ 21 " 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.
20603 142680 VJBM	**Aroona** (*ex*Cape of Good Hope, *ex*War Typhoon) *ss*Syd.No.3-7,31 1*Dk*(*Stl*) *Cargo battens not fitted* *ss*Syd.No.1-35	3116 2858 1863	✠100A1 ~~5,35~~ ~~6,34~~ 3,36 ~~BS6,34~~ BS3,36	Syd ✠LMC~~7,34~~	*u* 5,35	CL ~~9,32~~ 5,35	1918 10mo *Lloyd*	SirRDixon &Co.Ld. Middlesbro' 'sA&CP	TheAdelaide SteamshipCo.Ld.	331·0 P33'B98'F29' FK *CellDB*284'736*t*	46·8	23·2	Melbourne British 7*BHptCem* *FPT* 112*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb. *APT*112*t*	25 ″ 6 ~~4 ″ 1½~~ ~~21 ″ 6~~ s3 ″ 11½ 21 ″ 9
20604 7245 SDFE	**Aros** 1*Dk*	926 714 493					1925	Hlsingbrgs Varfs. Aktieb Helsingborg	RederiA/BAtala (ErikBrodin, *Mgr*)	204·8 P29'Q50'B54'F20'	33·6	12·7	Stockholm Swedish *WB*	T.3Cy.16½",24¼"&42½"–27⅞" 93NHP HelsingborgsVarfsAktieb.	
20605 133011 GRLT	**Arracan** *Fitted for oil fuel* D.F. 2*Dks*	5525 5132 3543					1912	W.Denny& Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	425·0 P55'B124'F53'	54·2	28·3	Glasgow British *WB*	T.3Cy.26",44"&73"–48" 369NHP Denny&Co.Dumbarton	
20606 EACE	**Arraiz** (*ex*Queenswood) *ss*Bbo.No.2-34 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides*	4524 4156 3178	✠100A1 1,36 ~~3,34~~ BS7,35	Bbo Sws ✠LMC3,34	*x*	CL ~~3,34~~ N1,36	1925 3mo *Lloyd*	NewWater-wayS.B.Co. Schiedam 'sA&CP	Cia.Nav.Vascongada *CellDB*318'1036*t*	370·0 P22'B110'F35' FK *FPT*92*tAPT*192*t*	56·3	27·7 25·4	Bilbao Spanish 6*BHCem*	T.3Cy.23½",40½"&67"–45" 180lb *120lb* (*s*) 339NHP 2SB,6*cf*,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl.	27 ″ 9 s5 ″ 3½ 22 ″ 7½
20607 EABN	**Arriluze** (*ex*Kilsyth) *ss*Bbo.2ndNo.3-5,19 *ss*Bbo.No.2-27 *Well dk* 1*Dk*(*Irn*)&*Webframes*	2127 1573 1254	✠ —— 12,31	Bcl ✠	*r*		1892 11mo	Wood, Skinner&Co. Newcastle	CatalanaMaritima S.A.(JoséMorey, *Mgr.*) *WB*	275·0 P26'Q80'B114'F28' FK =*CellDB* 234' 402*t*	37·5	18·1	Bilbao Spanish 5*BHCem* *APT*68*t*	T.3Cy.20",32½"&54"–36" NDB09 179NHP 2SB,2*cf*,4*pf*,GS100,HS2740 N.E.MarineEngCoLdNwc.	20 ″ 8
20608 97 IBSC	**Arsa** *ss*Gen.No.3-6,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~ 11,35 MS6,35 *Fitted for oil fuel* 7,29 *F.P. above* 150° F	Gen ✠LMC BS~~4,34~~ 7,35	*y*	CL ~~5,32~~ 4,35	1921 6mo	Stabilmnto Tecnico Trieste A&CP	Navigazione LiberaTriestina, S.A. *CellDBa&uE*149	404·1 FK *f*163'1185*t* *FPT*114*tAPT*224*t*	54·1	29·0	Trieste Italian *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5½ 24 ″ 9
20609 DOCB	**Arta** (*ex*Naimes,*ex*Aegina) Sub.Sig. 2*Dks*	2452 2369 1469					1922	Akt.Ges. "Weser" Bremen	AtlasLevante-LinieA.G.(DeutscheLevante-Linie G.m.b.H.*Mgrs.*)	315·8 B59'F37'	46·0	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"–39⅜" 228NHP A.G "Weser,"Bremen	
20610 TVSD	**Artabaze** *Carrying Petroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	434 — 198					1922	Chant.Nav Français Caen	Soc.Gén.desHuiles dePétrole (AssociationPétrolière,*Mgrs.*)	150·7 P18'	25·7	12·3	Havre French *WB*	T.3Cy.9½",15½"&26"–18" 29NHP Cooper&Greig,Dundee	
20611	**Artabro** *OilEng.* Wireless E.S.D. 2*Dks* *ScientificResearchVessel* *Strengthened for navigation in Ice*	~~900~~ 1135 756 552	✠100A1 *withfreeboard* 11,35 ~~(Class Contemplated)~~ ~~Scientific Research Vessel~~	Val ✠LMC10,35	*k*	CL	1935 11mo *Lloyd*	UnionNav deLevanteSA Valencia *sA&CP*	SpanishGovernmnt (Patronato de la Expedición Inglesias a los Amazonas) *CellDB*128'22	177·6 B48' FK *FPT*20*t* 2*tDeeptanksaft*34*t*	35·6	14·6	Valencia Spanish 5*BHptCem* 1 „ *to 2nd dk* *APT*28*t*	Oil Engines 2S.C.SA connectedtoelec.motor& Sc.Shaft 188NHP 8Cy.8 11/16"–12⅝" DB*128lb* Akt.Burmeistr&Wain.Cpn	16 ″ 5 s8 ″ 7½ 7 ″ 10½
20612 EABO	**Artagan-Mendi** *ss*Bbo.No.3-12,30 D.F. 1*Dk*(*pt Irn pt Stl*)	5717 5108 3409	✠100A1 3,32 MS11,29	Liv ✠LMC BS8,31	*z*	CL 3,32	1917 10mo	CiaEuskalduna Bilbao A&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	400·0 P27'B115'F39' FK 351'1103*t* *FPT*145*t*	53·5	28·5	Bilbao Spanish 6*BHCem* *APT*142*t*	T.3Cy.27",44½"&73"–48" (*s*) 180lb 448NHP 3SB,9*cf*,GS194,HS7554 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 4 25 ″ 0
20613 EABP	**Artea-Mendi** *ss*Bbo.No 3-2,35 D.F. 1*Dk*	3554 3236 2118	✠100A1 2,35 BS2,36	Bbo ✠LMC2,35	*v*	CL 1,35	1921 10mo *Lloyd*	C.Hill& Sons Bristol 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *Cell*	325·0 P27'B102'F34' FK *DB*262'713*tFPT*80	48·0	25·2	Bilbao Spanish 5*BHCem* *tAPT*100*t*	T.3Cy.24",39"&64"–42" (*s*) 180lb *100lb* 320NHP 2SB,6*cf*,GS121,HS5387 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 6 s4 ″ 7½ 23 ″ 1
20614 215316	**Artemis** TwinSc5MstSr (*ex*Bohemia,*ex*Iowa) *ss*Liv.No.2-11 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8413 7909 5248	✠ 12,15	Ham ✠	*g*†		1902 11mo	Harland& Wolff,Ld. Belfast *WB*=*Ce*	UnitedStates ShippingBoard Bureau *ll DBa*130' *uE&B*	500·5 FK&BK3" 74' *f*205' 1530*tDTf*	58·3	34·0	NewYork Utd.States 8*BHCem* 66'2003*t DT*	T.6Cy.23½",39"&66"–48" HS14310 812NHP 2DB&2SB,18*cf*,GS372, Harland&Wolff,Ld.Bel. *a*36'990*tFPT*164*tAPT*93*t*	37 ″ 2
20615 PCUN	**—** TwinSc *Oil Eng.* *MchyAft.* *ss*Tri.2ndNo.3-7,33 D.F. 2*Dks*(*Stl*)&*Web frames*	3809 3327 2150	✠100A1 11,35 ~~1,35~~ DBS~~1,35~~ 11,35 *CarryingPetroleum in bulk*	Rot ✠LMC8,33	*v*	CL 6,33	1914 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam 'sA&CP *WB*=	PetroleumMaats. "LaCorona" *Cell DBa*41' 50*t A*	346·5 P74'F36' FK *PT*53*tDTf*27'440*t*	46·7	25·3	TheHague Dutch 14*BHCem* 11 „ *to U dk* 3 „ „ 2*nd* „	Oil Engines 4S.C.SA 12Cy.20½"–35 7/16" 488NHP DB*120lb* Ned.Fabriek vanWerktuigen,Amsterdam	27 ″ 5 s4 ″ 9½ 22 ″ 9½
20616 3342 SDFI	**—** (*ex*SeaGull) *ss*Got.No.2-01 *Well deck* 1*Dk*(*pt Stl*)	913 623 458	✠ 4,03	Got	*l*		1893 7mo	AM'Millan &Son,Ld. Dumbarton	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·1 P125'H24*t*F25' BK7½" *WB*=*CellDB*88'	30·0	13·8	Stockholm Swedish 4*BHCem* 104*tFPT*25*t*	T.3Cy.17½",26"&43"–30" NB06 101NHP 1SB,4*pf*,GS66,HS1766 D.Rowan&Son,Glasgow	14 ″ 10
20617	**Artemis Pitta** (*ex*Maid of Athens, *ex*Herold) *ss*Pir.2ndNo.3-8,31 *Well deck* 1*Dk*(*Stl*)	*1433* *1143* *863*	100A1 8,35 ~~8,31~~ MS8,31	Pir LMC BS~~8,33~~ 8,35	*o*	OG 3,33	1906	Stettiner Oderwerke Stettin	G.N.Pittas,Bros.& Co. *CellD*	240·9 P14'Q68'B102'F26' FK *B*170'342*t* *FPT*59*t*	36·0	16·2	Chios Greek 4*BHptCem* *APT*21*t*	T3Cy.17⅛"27 9/16"&43 7/16"–31½" 185lb (*s*) 128NHP 2SB,4*cf*,GS74,HS2150 StettinerOderwerke	18 ″ 6 s ″ 11½ 17 ″ 8½
20618 144904 GDSK	**Artemisia** (*ex*Antar-32, *ex*Kincardine) *ss*Cff.No.3-6,29 *ss*Shl.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6503 6264 4088	✠100A1 *Shelter dk* *withfreeboard* ~~10,34~~ 11,35 ~~BS10,34~~	Shl Liv BS11,35 ✠LMC10,33	*z*	CL ~~10,32~~ 11,35	1920 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland 'sA&CP *Inter*	H.M.Thomson *mediateBHin fore* *CellDB*364'1179*t*	420·0 FK *hold dispensed with* *FPT*109*tAPT*123*t*	54·0	34·3	London British *Cem* 1*BHtoShdk* 5 „ „ *U* „	T.3Cy.27",44½"&75"–54" (*s*) 180lb 565NHP 3SB,9*cf*,GS186,HS8271 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4
20619 [illegible]	**Artemissia** (*ex*Hohneck, *ex*Bayhowel,*ex*KingHowel) *Now "Alexandros," see No. 3727 in Supplement* 1*Dk* [illegible] *deep framing*	4343 — 2822			...		1906	R.Stephenson&Co.Ld. Newcastle	P.Macris	355·2 P46'B98'F34' FK	50·1	27·5	Syra Greek *WB*	T.3Cy.26",43"&70"–45" 356NHP Palmers'Co.Ld.Newcastle	30 ″ 2
20620 FNWB	**Artésien** 2*Dks*	3152 2919 1970			...		1921	J.Readhead&SonsLd S.Shields	Cie.desBat.àVap. duNord	331·2 P30'B170'F33' FK	47·2	22·1	Dunkirk French *WB*	T.3Cy.23½",39"&65"–45" 307NHP JReadhead&SonsLdS.Shls	24 ″ 5
20621 217255 KETZ	**Arthur J. Baldwin** Wood (*ex*AnnetteRolph) *Fitted for oil fuel* 2*Dks*	2361 — 1391					1918	RolphS.B. Co. RolphCal.	ArcticTransport Co.	245·3	45·5	28·3	Nome Utd.States	T.3Cy.15½",26"&44"–30" BethlehemS.B. 106NHP Corp.Ld.SanFrancisco	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20622 DAXI	**Arthur Kunstmann** (*ex*Sortehavet, *ss*Kel.2nd.No.3–5,32 *ex*St.Andrews) 1*Dk*(*pt Irn & pt Stl*)& *ss*Lbc.No 1–36 *deep framing*	2999 2745 1843	✠100A1 4,36 ~~2,31~~ ~~BS8,34~~ ~~7,06~~	Kel Lbc ✠LMC~~5,32~~ 4,36	*u*	CL ~~9,34~~ 3,36	1906 1mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	W.Kunstmann *CellDBa*	325·0 P38'B123'F34' &*uE*138' *f*128' 688t	46·7	21·4 FK	Stettin German 5*BHCem* *APT*175t	T.3Cy.23½",39"&64"–42" 160lb *4pf,2cf*, 288NHP 2SB,~~*3pf*~~,GS120,HS4652 G.Clark,Ld.Sunderland	23 ″ 10	
20623 107005	**Arthur Orr** *Mchy.Aft* 2*Dks*	2745 — 2117					1893	Chicago S.B.Co. Chicago,Ill.	CanadaAtlantic TransitCo.	334·0 len99	41·3	21·8	Dluth,Min. Utd.States *WB*	T.3Cy.19",32"&52"–45" 181NHP H.G.Trout,Buffalo		R
20624 LCDO	**Arthur W. Sewall** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing* *Cruiser Stern* *Carrying Petroleum in bulk*	6030 5595 3628			…		1926	Armstrong Whitworth &Co.Ld. Newcastle	IvaransRederiA/S (S.Holter-Sören- sen,*Mgr.*)	352·1 P97'B32'F35'	60·0	33·0 FK	Oslo Norwegian *WB*	T.3Cy.27",45"&75"–51" 626NHP Armstrong,Whitworth& Co.Ld.Nwc	35 ″ 3	N †
20625 EABQ	**Artiba-Mendi** *ss*Bbo.No.3–1,34 D.F. 1*Dk*(*Stl*)&2nd *dk* *in holds*	2543 2181 1459	✠100A1 9,35 ~~1,34~~ MS8,34 ✠NB99*refitted*11,21	Bbo ✠LMC BS~~10,34~~ 9,35	*t*	CL 1,34	1921 7mo	CiaEuskal- duna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*250'	300·0 P26'B70'F31'	44·1	20·2 FK	Bilbao Spanish 5*BHCem* 564t*APT*55t	T3Cy.23",37½"&61½"–39"(*s*) 160lb *100lb* 244NHP 2SB,*6cf*,GS94,HS3784 Cia.Euskalduna deConst.	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
Broken up 20626 118744 MFTQ	**Artificer** (*ex*Mercury) 3Mst *ss*Shl.2nd.No.3–10,30 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	386 276 155	✠~~100A1~~ 6,34 ~~MS10,50~~	Nwc ~~LMC~~ ~~BS6,34~~	*f*	CL 6,34	1905 3mo *Lloyd*	Dundee Shipbuilders' CoLd.Dundee '*sA&CP*	~~The"T"Steam~~ ~~Coasters,Ld.~~ ~~(Robinson,Brown~~ ~~&Co.Mgrs.)~~	146·1 Q53'B14'F28'	25·1	10·5 FK *WB*	Newcastle British 3*BHCem* =*FPT*45t	T.3Cy.13",22"&36"–24" (*s*) 180lb 90NHP NB18*refitted*22 1SB,*3cf*,GS52,HS1850 Menzies&Co.Ld.Leith	11 ″ 6 s ″ 7¾ 10 ″ 11¾	
20627 219959 KURG	**Artigas** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5161 4598 3144					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20628 TSHA	**Artois** TwinSc 1*Dk*	439 386 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Côtière (E.Huret,*Mgr.*)	165·6 Q28'H47'RFD28'	24·4	12·6	Rouen French *WB*	Q.4Cy.17¾"&$29\frac{15}{16}$"–16½" NB14 61NHP De laBrosse&Fouché,Nts.		V
20629 DAOV	**Artushof** Wireless 1*Dk*	1478 1022 866					1919	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.ThGribel(Rud ChristGribel,*Mgr*)	230·5 Q78'B102'F26'	36·5	15·0	Stettin German *WB*	T3Cy$16\frac{9}{16}$",27⅝"&$43\frac{3}{16}$"–31½" 107NHP StettinerOderwerke		G
20630 EABR	**Artxanda-Mendi** *ss*Bbo.No.3–4,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3222 2806 1858	✠100A1 7,35 ~~4,34~~ BS1,36 MS4,34	Bbo Bry ✠LMC ~~BS[illegible]~~	*u*	CL ~~11,32~~ 7,35	1921 4mo *Lloyd*	CiaEuskal- duna deConst Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDBa*	335·0 P39'B74'F28' 110'*uE*18'*f*139'640t	46·6	~~21·8~~ 22·0 FK	Bilbao Spanish 5*BHCem* *APT*98t	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 333NHP 2SB,*6cf*,GS135,HS5620 Blair&Co.Ld.Stockton	24 ″ 2 s 4 ″ 0 20 ″ 4¾	
20631 EAKJ	**Artza-Mendi** Ⓟ *ss*Bbo.No.1–34 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3rd*Dk in No.*1 &*after hold*	2955 2062 1608	✠100A1 *withfreeboard* ~~1,36~~ ~~11,34~~ 3,36	Bbo ✠LMC2,34		CL ~~8,33~~ 1,36	1930 7mo *Lloyd*	CiaEuskal- duna Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	335·0 270'541t*APT*13t	45·6	17·7 FK	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s1 ″ 5½ 18 ″ 10¼	
20632 161043 MPQF	**Aruba**(*ex*Nieuwcappelle, 2TwinMsts *ex*GraafHendrik, *ss*Ant.No.3–4,29 *ex*MontCervin,*ex*Laura)*ss*Gms.No.1,33 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1159 866 674	✠100A1 1,35 BS~~1,35~~ 1,36	Hul ✠LMC10,32	*n*	CL 1,35	1916 3mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	HookS.S.Co.Ld. (Goole&HullSteam TowingCo.Ld. *Mgrs.*) *CellDBuB*	230·5 Q131'B13'F24' 15'*f*159' 389t *FPT*	34·2	13·0 FK	Goole British 4*BHCem* 88t*APT*48t	T.3Cy$15\frac{15}{16}$"25½"&41"–36"(*s*) 180lb *100lb* 120NHP 1SB,*6cf*,GS65,HS1982 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0 s 4 ″ 8½ 14 ″ 11¼	
20633 DOBT	**Arucas** Ⓟ D.F. Sub.Sig. E.S.D. 2*Dks*	3359 2709 1975					1927	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	319·9 P17'B107'F34'	46·8	23·2	Bremen German *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&63"–45¼" 266NHP FlensburgerSchiffsb.Ges.		G
20634 149844	**Arun** (*ex*Polonia) *OilEng.* *CruiserStern* 2*Dks*	384 376 312					1925	Svendborg Skibsværft Svendborg	RoyalMailLines Ld.	124·4	24·6	16·3	Kingstn Ja British *WB*	Oil Engines 2S.C. 3Cy. J V Svenssons Mtrfbk.Skm		
20635 145175 GCZL	**Arundel Castle** Ⓟ TwinSc D.F. E.S.D. *Ref.Mchy.* *CruiserStern* 3*Dks*	19029 14913 11229					1921	Harland& WolffLd. Belfast	UnionCastleMail S.S.Co.Ld.	630·5 P89'B333'F97'	72·5	41·5 *WB*	London British	4SteamTurbinesSR geared to 2 Screw Shafts Harland&Wolff Ld.Belfast		BT till ~~8,35~~ 6,36
20636 94763 CYJN	**Arvida** (*ex*City ofMontreal, *ex*Mapleboro,*ex*Seguin) *Mchy.Aft*	1141 — 771					1890	PolsonIron Works OwenSound	CanadaSteamship Lines,Ld.	207·0	34·2	13·0	Toronto British	T.3Cy.17",28"&46"–30" 116NHP PolsonIronWorks,Tto.		
20637 163526 MBYK	**Ary Lensen** (*ex*OrlaII–34) *OilEng.* 1*Dk*	3214 2739 1935					1930	Akt.Bur- meistr&Wain Copenhagen	AryShippingLd. (A.C.Lensen*Mgr.*)	326·5	50·0	20·9	London British *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"–$59\frac{1}{16}$" 266NHP Akt.Burmeistr&Wain,Cpn		N
20638 PCUX	**Ary Scheffer** Ⓟ *ss*Rot.No.1–35 *ss*Rot.2ndNo.3–4,30 1*Dk*(*Stl*)&*deep framing*	642 467 373	✠100A1 ~~4,35~~ ~~1,34~~ 1,35 ✠NB12,24 MS~~4,30~~ 4,35	Rot ✠LMC BS~~10,34~~ 9,35	*j*	CL ~~6,33~~ 4,35	1904 9mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.HavreStoom- vaartMaats.v/h. C.Balguerie&Zoon (Driebeek&Zonen, *Mgrs.*)	180·0 P60'B22'F22' *WB*= *CellDBuE*17'*f* 114'	28·9	13·1 FK	Rottrdam Dutch 3*BHCem* 75t*FPT*41t	T.3Cy.15",23⅝"&39⅜"–27⅝" 160lb *80lb* (*s*) 97NHP 1SB,*2cf*,GS41,HS1079 NedFb.v.Wrk&Spoor,Ams	15 ″ 5 s 1 ″ 4¼ 14 ″ 3	
20639 219178 KOLB	**Aryan** *ss*N.Yk.No.3–2,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6452 6126 4008	✠100A1 10,35 ~~1,35~~ ~~BS1,34~~ *CarryingPetr* *Fitted for oil*	Gal BS4,36 ✠LMC5,32 *oleum* *fuel* 11	*a*† *in* ,19	CL N5,34 *bulk* *F.P. a*	1919 11mo *bove* 1	TexasS.S. Co. Bath,Me. A&CP 50° F.	TheTexasCompany *CellDBuE&*	416·8 P107'F33'B35' B64' 209t *FPT*229t	56·1	31·1 FK	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130t	T.3Cy.26¾",44"&74"–51" (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3¼ 26 ″ 9	
20640 33770 JQQB	**Asahi Maru** Ⓟ TwinSc (*ex*DanteAlighieri) 2*Dks*&*Shelter dk*	9326 6977 5645					1914	Soc.Eserci- zioBacini Genoa	KinkaiYusenK.K.	483·0 P103'B189'F136'	59·4	25·5	Tokio Japanese	Q.8Cy.$25\frac{9}{16}$",$37\frac{7}{16}$",$53\frac{15}{16}$"& $78\frac{3}{16}$"–$53\frac{3}{16}$" 1512NHP Soc.EsercizioBacini,Gen.		
20640* 25940 JPDB	**Asahi Maru No. 2** Wireless 1*Dk*	1317 1072 751					1919	Nitta Zosensho, Osaka	KyoritsuKisen K.K.	220·0 P16'B48'F30'	35·0	18·5	Kobe Japanese *WB*	T.3Cy.15½",25¾"&42½"–32" 117NHP YoshidaTekkusho,Osaka		
20641 40205 JGAJ	**Asahisan Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	~~4548~~ 4548 3747 2682					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha	360·0 P36'B97'F34'	50·0	29·0	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20642 27877 JSLA	**Asaka Maru** (*ex*Australmount, *ex*Strathbeg) 2*Dks*	4681 4074 3432					1909	W.Hamilton&Co.Ld. Pt.Glasgow	HamaneShoten K.K.	376·8 P35'B100'F40'	52·3	25·5	Takasago Japanese *WB*	T.3Cy.25",41"&68"–48" 320NHP D.Rowan&Co.Glasgow	
20643 35342 JFXC	**Asama Maru** Ⓟ QuadSc *ss*Nag.No.1–34 *OilEng.* 3*Dks*(*Stl-Wthr dk pt teaks*) 4*th dk*(*Stl*)*in* Nos.1,2&3*holds* D.F. *Ref.Mchy.* GyC. *Cruiser Stern*	16975 11576 10017	✠100A1 *with freeboard* 1,36 ✠LMC CS1,34 5,35 ✠Lloyd'sRMC1,36	HKg DBS1,36	*l*†	CL Pa12,34 Pf12,35 Sa12,34 Sf12,35	1929 10mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*389'2019*t*	560·0 B&F483' *Promenade*340' FK *Tanks in way of tunnels*998*t DT*	72·0	42·5	Tokio Japanese 10*BHptCem*	Oil Engines 2S.C.SA 32Cy.26$\frac{3}{8}$"–39$\frac{3}{8}$" 4008NHP 2DB*120lb* SulzerBros.Winterthur *f*11'338*tFPT*97*tAPT*275*t*	42 ″ 6 s14 ″ 2 28 ″ 6
			Fitted for carrying oil			10,29	*F.P.above* 150° *F.in forward deep tanks*								
20644 29705 JDYA	— (*ex*Inverie) *ss*Osa.No.3–5,26 *ss*Kob.No.1–31 2*Dks*(*Stl*)&*deep framing*	4892 4402 3075	✠ … 7,34 ✠	Osa	*x*		1901 12mo	W.Hamilton&Co. PortGlasgow	*CellDBa*117'*uE*27'	*f*154'914*t DTa*27' P33'B114'F38' FK	52·1	27·2	Kobe Japanese 6*BHCem* 730*tAPT*29*t*	T.3Cy.27$\frac{1}{2}$"43$\frac{1}{2}$"&72$\frac{1}{2}$"–48" NDB16 405NHP 2SB,*6cf*,GS123,HS5122 D.Rowan&Co.Glasgow	29 ″ 11
20645 23311 JAUB	—	2011 1845 1181					1918	TobaCo. Toba	SettsuShosenK.K.	270·0	39·0	23·9	Fuchu Japanese *WB*	T.3Cy.18",30"&49"–36" 144NHP OkamotoWorks,Osaka	
20646 147307 GKNJ	**Ascania** Ⓟ TwinSc *ss*Lon.No.2–34 GyC. 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl–ws*)3*rd dk*(*Stl*)*in holds* *Ref.Mchy.* *except Nos.*4&5 D.F. E.S.D.	14013 10693 8437	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~2,35~~ ~~BS2,35~~ Lloyd'sRMC ~~2,35~~ ~~8,35~~ 1,36	Lon BS1,36 ✠LMC4,33	*h*†	CL 1,35	1925 5mo *Lloyd*	Armstrong Whitworth &CoLd. Newcastle '*sA&CP*	CunardWhiteStar, Ld. *CellDB*445'1736*t* *Tanks in way of*	520·0 B&F426'*on Sh dk* *Prom dk* 243' FK *DTf*51'1456*t* *tunnels*45'382*tFPT*	65·3	39·0	Liverpool British *Cem* 10*BH to S dk* 106*tAPT*57*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 220lb 1640NHP 2D&2SB,*24cf*,HS19440 FD Armstrong,Whitworth&Co.Ld.Newcastle	43 ″ 0 s11 ″ 10$\frac{1}{2}$ 31 ″ 7$\frac{1}{4}$
			Fitted for oil fuel			5,25	*F.P.above* 150° F.								
20647 3234 OHSD	— (*ex*Ramshäll, *ex*Scania,*ex*Narcissus) *ss*Hbg.2ndNo.3–5,26 *ss*.Abo.No.2–34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	838 703 391	✠100A1 6,35 ~~10,34~~ BS12,35 MS10,34	Abo ✠LMC ~~BS12,34~~	*k*	CL 10,34	1901 4mo *Lloyd*	Mackie&Thomson Glasgow '*sA&CP*	J.W.Paulin *CellD*	190·6 Q98'B15'F25' FK *Ba*40'7*f*9'184*tFPT*	31·0	13·1	Wiborg Finnish 4*BHCem* 45*tAPT*24*t*	T3Cy17$\frac{15}{16}$",28$\frac{1}{2}$"&45"–33" (*s*) 165lb *90lb* 130NHP 1SB,*3rf*,GS60,HS2040 Muir&Houston,Ld.Gls.	14 ″ 6 s4 ″ 10$\frac{1}{2}$ 13 ″ 9
20648 DRAC	— Iron 1*Dk*	420 322 251					1884	Aron&Gollnow Stettin	Reed,K.K.Skriver G.m.b.H.	175·4 Q41'B37'F18' len90	24·1	9·0	Hamburg German *WB*	C.2Cy.17$\frac{1}{4}$"&32$\frac{3}{4}$"–22$\frac{1}{2}$" NB22 42NHP Aron&Gollnow,Stettin	
20649 131312 GPZC	**Ascanius** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10048 8436 6262					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	493·0 P47'B199'F63	60·4	~~28·6~~ 37·1	Liverpool British *WB*	T.6Cy.24",40"&68"–48" 640NHP Wrkman,Clark&Co.Ld Bel	
20650 1600 IBTV	**Ascensione** (*ex*Mediterraneo) *ss*Gen.No.3–4,23 *ss*Pla.No.1–27 D.F. 1*Dk*(*Stl*)	4414 4076 2661	✠ — 7,32 ✠	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland	"Ascensione"S.A. diNavigazione *CellDBa*100'*uE*26'*f*	379·9 369·5 P32'B115'F32' FK 174' 846*t FPT* 176*t*	50·0	26·5	Genoa Italian 6*BHCem* *APT*225*t*	T.3Cy.25",41"&68"–45" 395NHP 2SB(FD)&1AuxSB,*8cf* GS140,HS5833 W.Doxford&Sons,Ld.Sld.	28 ″ 9
	Now "Valgiuba," *see No.* 40551 *in Supplement*														
20651 269 HSAC	**Asdang** *ss*Bgk.2ndNo.3–2,34 *Well deck* 1*Dk*(*Stl*)	640 378 406	✠90A1 9,35 ~~1,35~~ BS ~~10,34~~ 9,35	Sng Bgk ✠LMC2,34	*i*	CL 10,34	1906 6mo *Lloyd*	Kjöbnhvns Flydk.&Skbs. Copenhagen '*sA&CP*	SiamSteamNav. Co.Ld. *WB=CellDBa*25	176·0 P&B114'F33 FK *uE*12'*f*16' 71*t FPT*	27·6	10·5	Bangkok Siamese 4*BHCem* 23*tAPT*17*t*	T.3Cy.13",20$\frac{1}{2}$"&33$\frac{1}{2}$"–21"(*s*) 170lb *100lb* 66NHP 1SB,*2cf*,GS38,HS1197 KjbnhavnsFlydk.&Skbsv.	11 ″ 3 s ″ 10$\frac{1}{4}$ 10 ″ 6$\frac{1}{4}$
			Fitted for oil fuel			*F.P.above*	150° F								
20652 163574 MBFB	**Aseity** *OilEng.* 1*Dk* *Mchy.Aft* *Cruiser Stern*	416 261 213	✠100A1 3,35 ✠LMC5,35	Grk	*f*	OG	1935 3mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	142·9 Q91'F19' FK *FPT*64*tAPT*37*t*	26·7	8·7	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12$\frac{5}{8}$"–15$\frac{3}{4}$" 140NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s3 ″ 8 9 ″ 9
20653	**Aserbaidjan** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	6100					1934	StatesS.B. Yd."61" Nicolaieff	Sovtorgflot	409·1 P106'B29'F30'	54·6	32·2	Russian	Oil Engines 4S.C.SA 6Cy. KolomenskyStateE.Wks.	
20654 LCHO	**Asgerd** 1*Dk*	1308 1135 741					1924	Stavanger Stöberi&Dok Stavanger	D/S A/S Asgerd (JensMarcussen)	243·4 P53*t*H65*t*	37·2	16·0	Lyngör Norwegian *WB*	T.3Cy.17$\frac{1}{2}$",28$\frac{1}{2}$"&48"–39" 144NHP StavangerStöberi&Dok	
20655 ~~[illegible]~~	**Ashbay** (*ex*Tourneur) TwinSc Now "Antonico," *see No.* 37055 *in Supplement* *Mchy.Aft* 1*Dk*	1223 826 643					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	~~AshbayS.S.Co.Ld. (TreeLineNav. Co.Ld.)~~	218·6 P74'F30'	34·2	13·2	Brazilian *WB*	C.4Cy.16"&30"–20" 77RHP Ch.&Atel.deSt.Nazaire	
20656 148918 GJYT	**Ashburton** (*ex*Yomah) *OilEng.* D.F. 2*Dks*	5057 4741 3073					1926	W.Denny &Bros.Ld. Dumbarton	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*)	400·5 P52'B116'F39'	52·2	28·4	London British *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–41$\frac{3}{4}$" 582NHP W.Denny&Bros.Dmb.	
20657 139249 GNLR	**Ashby** D.F. 1*Dk*	4868 4586 3030					1927	Cowpen DD&SBCoLd Blyth	RopnerShipping Co.Ld.	405·1 P30'B229'F41'	53·6	26·4	W. Hartlpl British *WB*	T.3Cy.26",43"&71"–48" 349NHP Blair&Co.(1926)Ld.Stk.	
20658 152641 VGCM	**Ashcroft** (*ex*Gleniffer) *Mchy.Aft* D.F. 1*Dk*	7726 7253 4439					1924	Midland S.B.Co Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	546·0	60·2	28·0	Midland, Ont. British *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" E*made*18*fitted*24 360NHP Hooven-Owens& RentschlerCo.Hamilton,O.	
20659 137401 MFPN	**Ashfield** 3Mst *Well deck* *ss*Liv.No.3–7,27 *Mchy.Aft* *ss*Liv.No.1–31 1*Dk*(*Stl*)	426 306 162	✠100A1 11,34 BS ~~11,34~~ 11,35	Liv ✠LMC9,31	*g*	CL 11,34	1914 10mo *Lloyd*	LythamSB &Eng.Co.Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23' BK6$\frac{1}{2}$" *WB=DTf* 16'	26·0	11·5	Liverpool British 4*BHCem* 33*tAPT*6*t*	T.3Cy.14",22"&38"–24" (*s*) 180lb 70RHP 1SB,*3pf*,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 ″ 6 s3 ″ 11 12 ″ 11
20660 219230 KJCA	**Ashland County** *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2592 2243 1613			…		1919	American S.B.Co. Lorain,O.	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20661 149491 GSWD	**Ashlea** ssHul.No.1-32 1*Dk(Stl)&Shelter dk(Stl)*	4222 3945 2532	✠100A1 *withfreeboard* 6,35 ~~12,34~~ 12,35 BS6,35	Gls ~~Bkn~~ PNl ✠LMC11,32	*x*	CL 7,34	1929 2mo *Lloyd*	SirJPriestman&Co. Sunderland '*sA&CP*	CliffsideShipping Co.Ld.(J.Morrison&Son,*Mgrs.*) *CellDB*315'994*t*	367·4 | 51·5 | 25·1 F38' FK (*FPT*134*t APT*247*t*	Newcastle British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10½	
20662 148560 GKZS	**Ashleigh** 1*Dk&Shelter dk*	4853 4491 2893					1925	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	TatemStm.Nav. Co.Ld.(W.J.Tatem Ld.*Mgrs.*)	410·5 | 53·6 | 25·6 F32'	London British *WB*	T.3Cy.27",45"&75"-51" 402NHP Richardsons,Westgarth&Co.Ld.Hpl.		C
20663 147616 MLVP	**Ashley** ssSld No.2-33 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	1323 988 716	✠100A1 5,35 ~~5,34~~ BS~~5,34~~ 5,35	Sld Shl ✠LMC5,33	*o*	CL ~~5,34~~ 5,35	1924 4mo *Lloyd*	WoodSkinner&Co.Ld Newcastle '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDB*183'392*t*	235·0 | 35·6 | 14·7 Q147'F25' FK *MT*7' 158*t FPT*96*t*	London British 4*BHCem* *APT*44*t*	T.3Cy.19",31"&51-36" (*s*) 180lb *100lb* 188NHP 1SB,4*cf*,GS84,HS3155 N.E MarineEngCoLd.Nwc	16 ″ 9 s 5 ″ 0 15 ″ 9¾	
20664 120500 VJBN	**Ashridge** ssMel.2ndNo.3-12,29 ssMel.No.1-34 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	2884 2740 1849	✠100A1 9,35 ~~9,34~~ BS8,35	Mel ✠LMC7,34	*u*	CL N5,33	1905 2mo *Lloyd*	W.Hamilton&Co. Pt.Glasgow '*sA&CP*	McIlwraith, McEacharn,Ld. *WB=Cell*	325·8 | 47·0 | 22·2 P22'B88'F40' FK *DBa*96'*uE*22' *f*144'	Melbourne British 5*BHCem* 849*t APT*70*t*	T.3Cy.24",40"&65"-42" (*r*) 180lb 287NHP 2SB,6*cf*,GS112,HS4290 ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 10 ~~s4 ″ 1½~~ ~~21 ″ 0~~ s3 ″ 11¾ 21 ″ 0	
20665 [illegible] MLWV	**Ashtree** Now "Kirkwood," *see No.* 38764 *in Supplement* ssHul.No.2-33 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1561 [illegible]151 798	✠100A1 3,33 BS2,33	Hul ✠LMC MS3,33	*p*	CL N3,33	1924 5mo *Lloyd*	Craig, Taylor&Co.Ld. Stockton '*sA&CP*	W.FranceFenwick &Co.Ld "*CellD*	244·0 | 36·8 | 15·8 Q134'B10'F28' FK *B*206'472*t FPT*104*t*	London British 4*BHCem* *APT*97*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 189NHP 2SB,6*cf*,GS88,HS3188 N.E.MarineEng.Co.Ld.Sld.	18 ″ 1 s 5 ″ 3½ 16 ″ 7	
20666 142865 GDPM	**Ashworth** ssNwc.No.3-4,33 D.F. 1*Dk(Stl)*	5227 4790 3148	✠100A1 11,35 ~~3,34~~ BS8,35 MS3,33	Nwc Cff ✠LMC	*y*	CL ~~N3,34~~ 11,35	1920 4mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland '*sA&CP*	DalgliesbSteam ShppngCoLd(R.S. DalgliesbLd*Mgrs*) *Cell DBa*126' *u E*22	400·0 | 52·3 | 28·5 P49'B113'F38' FK *f*180' 978*t FPT*132*t*	Newcastle British 7*BHCem* *APT*218*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
20667 OYRB	**Asia** **TwinSc4Mst** ssCpn.No.3-9,32 2*Dks(Stl)&Shelter dk(Stl)* D.F. *OilEng.*	7014 5045 4460	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~ ~~12,34~~2,36 ~~DBS7,34~~	SFo Cpn DBS9,35 ✠LMC9,32	*a*†	CL ~~F5,34~~ ~~S9,32~~ 4,35	1919 3mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Akties.DetÖstasiatiskeKompagni *Colli* *Cell*	425·3 | 55·2 | 35·4 FK *sionBHtoShelter dk* *DB*378'1266*t FPT*9	Copnhagn Danish *ptCem* 6*BH to U dk* 3*t APT*73*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP DB*100lb* Akt.Burmeister&Wain	38 ″ 6 s10 ″ 0¾ 28 ″ 10	
20668	— Broken up (*ex*Susana-32, ssKob.2ndNo.3-7,16 *ex*SusanaII., ssNag.No.1-22 *ex*KaijoMaru,*ex*Curonia, 3*Dks*(2*Stl*-ws) exSt.Domingo,*ex*DouneCastle)	4007 3730 2440	✠ 11,25	Nag ✠	*x*		1890 11mo	Barclay, Curle&Co.Ld Glasgow		396·0 | 43·2 | 28·5 P33'B96'F46' BK11" *Cell*	5*BHCem* *DB*305'621*t*	T.3Cy.29½",48"&78"-54" NDB00 479NH 2DB,12*cf*,GS212,HS7661 Barclay,Curle&Co.Ld.Gls	31 ″ 0	
20669 147061 GJRD	**Asiatic** ssHpl.No.3-3,36 ~~ssHul.No.2-31~~ 1*Dk(Stl)*	3741 3386 2300	✠100A1 3,36 ~~1,33~~ ~~MBS3,34~~ ~~DBS10,34~~	Hpl ~~Shl~~ DBS9,35 ✠LMC MS2,35	*w*	CL N2,35	1923 1mo *Lloyd*	BurntislndS.B.Co.Ld. Burntisland '*sA&CP*	W.H.Cockerline &Co. *CellDBa*	349·7 | 50·0 | 24·7 P32'B103'F32' FK 103'*uE*21'*f*155'888*t*	Hull British 6*BHCem* *APT*113*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb *180lb* 342NHP 2SB,8*pf*,GS128,HS5336 Cooper&Greig,Ld.Dundee	26 ″ 11 s 5 ″ 4¾ 21 ″ 9	
20670 FNLM	**Asie** Ⓟ **TwinSc** D.F. *Ref.Mchy.* 5*Dks*	8561 6617 4214					1914	Atel.&Ch.deFrance Dunkirk	ChargeursRéunis	439·3 | 55·9 | 35·4 F72'	Havre French *WB*	T.6Cy.28",46"&77"-48" 822NHP Atel.&Ch.deFrance,Dnk.		V
20671 DGDC	**Asien** (*ex*Hermes) 1*Dk2trB deepframing & Web frames*	3894 3652 2447				...	1905	JLThompson&Sons,Ld. Sunderland	"Atlas"Reederei-A.G.	344·7 | 49·3 | 26·8 P31'B104'F31' FK	Emden German *WB*	T.3Cy.25",41"&67"-45" NDB26 329NHP G.Clark,Ld.Sunderland	27 ″ 11	G †
20672 4914 SDFR	**Ask** 1*Dk*	1041 890 592					1908	LindholmensV.A. Gothenburg	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2 | 33·6 | 14·1 B60'H68*t*F28'	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A Got.		V
20673 DOAS	**Askania** Ⓟ (*ex*Nord-Schleswig) Now "Schleswig," *see No.* 40680 *in Supplement* *Fitted for oil fuel* Sub.Sig. 2*Dks*	3369 2963 2063					1922	Frd.Krupp A.G. Kiel	NorddeutscherLloyd	289·6 | 47·0 | 25·6 F32'	Bremen German *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&62"-$39\frac{9}{10}$" 244NHP Frd.Krupp,A.G.Kiel		G
20674 DHBM	**Askari** Wireless *Mchy.Aft* 1*Dk*	590 483 319					1927	DeutscheWerftA.G. Hamburg	DeutscheOst-AfrikaLinie	170·6 | 28·1 | 13·1 Q6'F27'	Hamburg German *WB*	T.3Cy.$13\frac{3}{16}$",21¼"&$34\frac{13}{16}$"-$22\frac{13}{16}$" 58NH DeutscheWerft,Ham.		G
20675 218586	**Askawake** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6148 5735 4617					1919	SeattleNorthPacificS.B.Co. Seattle, Wash	UnitedStatesShippingBoardBureau	401·9 | 53·1 | 32·0 P34'F38'	Seattle Utd.States *WB*	2 SteamTurbinesDR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J.		
20676 LCDQ	**Askeladden** 1*Dk*	2496 2199 1431					1920	ForthS.B.&E.Co.Ld. Alloa	RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs.*)	295·7 | 43·6 | 20·6 P87*t*H124*t*	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
20677 LCDR	**Askild** (*ex*Bockenheim, *ex*Karpin,*ex*Megrez) **4Mst** 1*Dk*	1930 1660 1120					1918	J.&A.vandeSchuyt Papendrecht	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	269·5 | 42·2 | 18·2 P77*t*H103*t*F32*t*	Oslo Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP J.&A.v.d.Schuyd,Ppndrht		N
20678 OXZZ	**Askö** (*ex*Patria) 1*Dk*	1299 1124 738					1920	StavangerStöberi&Dok Stavanger	Dampskibsselsk. "Heimdal" (M.Carl,*Mgr.*)	242·7 | 37·2 | 14·7 P21'B60'F24'	Copnhagn Danish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		V
20679 OZKE	**Aslaug** Wireless D.F. 1*Dk*	1509 1161 900					1927	Akt.Burmeistr&Wain Copenhagen	Dmpsslsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	250·1 | 38·7 | 15·5 P16'Q68'B106'F31'	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP Akt.Burmeistr&Wain,Cpn		C
20680 5933 SDFU	**Aslög** 1*Dk*	1368 1171 759					1916	N.V.G.vanderGiessen Krimpen	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	237·8 | 36·1 | 16·3 P30'B57'F23' H134*t*	Stockholm Swedish *WB*	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
20681 OUPH	**Asnæs** (*ex*Lidsö,*ex*Johanne Margretha,*ex*Frode) **TwinSc** *OilEng.* *Mchy.Aft*	460 371 334					1921	MarstalSkibsbyggeri Marstal	O.Fr.Svendsen	141·2 | 30·1 | 10·6	Copnhagn Danish	Oil Engines 2S.C. 4Cy.$14\frac{19}{20}$"-$16\frac{3}{20}$" 157NHP J&CGBolindersCoLd.Skm		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20682 FNHH	**Asni** (P) 2Dks	2800 2284 1699					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Compagnie de Navigation Paquet	330·3 P&B214'F96'	43·0	24·4	Marseilles French WB	T.3Cy.21",34"&56"-39" 196NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	
20683 29312 JAAB	**Aso Maru** (P) 2Dks	3028 2709 1822					1923	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" 284NHP MitsubishiZosenKaishaLd.	
20684 37491	— Ref.Mchy. OilEng. Mchy.Aft CruiserStern 1Dk	704 604 368					1932	Mitsubishi ZosenKaisha Ld.Kobe	OsakaShosenK.K.	170·0 P44'F20'	30·0	17·6	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.16¾"-24 7/16" 164NHP MitsubishiZosenKaishaLd.	
20685 39705 JWSI	**Asosan Maru** ~~(P)~~ OilEng. Ref.Mchy. D.F. 3Dks6trB Cruiser Stern	6373 — 3719					1935	Mitsui Bussen Kaisha,Ld. Tama	MitsuiBussanK.K.	453·0 P22'F422'	62·0	30·5	Kobe Japanese WB	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama	
20686 SVQY	**Aspasia** (exTheodorosGalakis, exHornbyCastle, exPacific) ssAnt.No.3-6,27 ~~ssTri.No.1-32~~ ssAms.No.2-36 1Dk(ptStl ptIrn)	*4211* *3881* *2615*	✠100A1 3,36 ~~3,35~~ BS~~3,35~~ 3,36	Bly Ams ✠LMC~~3,32~~ 3,35	x	CL 2,35	1914 9mo Lloyd's A&CP	Sunderlnd S.B.Co.Ld. Sunderland	J.Th.Galakis CellDBa117'u	370·0 P33'B234'F33' E26'f164'987tFPT	53·5	24·5 FK	Chios Greek 6BHCem 82tAPT131t	T.3Cy.25",42"&65"-48" (s) 180lb 363NHP 2SB,6cf,GS140,HS6214 Blair&Co.Ld.Stockton	27 ″ 0 s 3 ″ 8¼ 23 ″ 6¼
20687	**Aspasia Nomikos** (exCadmos, exPanaghiVagliano) 1Dk2trB	851 695 497					1899	Smith's DockCo.Ld. NorthShields	PetrosM.Nomikos Ld.	224·4 B22'F19'	32·0	12·0	Piræus Greek WB	T.3Cy.15",25"&40"-27" 83NHP MacColl&Pollock,Sld	
20688 127477 MFTG	**Aspen** 3Mst Well deck ssBel.No.3-4,27 Mchy.Aft ~~ssBel.No.1-31~~ ssBwg.No.2-35 1Dk(Stl) Cargo battens not fitted	333 242 123	✠100A1 7,35 ~~3,34~~ BS~~1,36~~ 1,36	Bel Bwg ✠LMC~~3,34~~ MS6,35	f	CL ~~4,34~~ 6,35	1915 1mo Lloyd's A&CF	J.Fullerton&Co. Paisley	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. Mgrs.)	142·6 Q79'B7'F25' WB=FPT	23·6	10·1 BK6"	Newry British 3BHCem 45tAPT40t	C.2Cy.15"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS39,HS1280 Fisher's,Ld.Paisley	11 ″ 4 s 4 ″ 0½ 11 ″ 7
20689 161300 MPNV	**Asperity** ssYar.No.1-33 Mchy.Aft 1Dk(Stl)&Web frames Strengthened for Navigation in Ice	699 538 305	✠100A1 4,33 BS~~9,33~~1,36 Carrying Petroleum in bulk	Yar ✠LMC MS2,34		CL ~~9,33~~ 5,36	1929 9mo Lloyd's A&CP	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	187·4 Q74'F25' FPT26tAPT39t	28·2	13·4 FK	London British 8BHptCem ptAsp	T.3Cy.15",25"&40"-30" (s) 180lb 99RHP 1SB,3cf,GS66,HS2464 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s 1 ″ 2 12 ″ 1½
20690 147289 GJPZ	**Asphalion** (P) Ref.Mchy. D.F. 2Dks	6274 5348 3836					1924	Scott'sS.B. &Eng.Co.Ld Greenock	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.Mgrs)	431·7 P43'B140'F45'	54·7	30·1	Liverpool British WB	2 SteamTurbinesDR geared to 1Sc.Shaft Scott'sS.B.&Eng.Co.Ld.	
20691 PUAG	**Aspirante Nascimento** TwinSc (exOyapock,exVenus) Fitted for oil fuel Wireless 1Dk&Awng dk	916 — 439					1905	Howaldtswerke Kiel	LloydBrasileiro	200·0	30·0	8·9	R.Janeiro Brazilian WB	T.6Cy.11⅝",19¼"&31½"-18⅛" 84NHP Howaldtswerke,Kiel	
20692 7039 SDFW	**Aspö** (exFylgia,exBris) ssMmo.No.3-3,32 1Dk(Stl)	1397 1146 717	✠100A1 10,35 ~~4,34~~ BS7,35 MS5,32	Osc Mmo ✠LMC ~~BS4,34~~	p	OG ~~3,32~~ 10,35	1920 5mo	Kockums M.V.Aktieb. Malmö	RederiA/BRex (K.M.Källström Mgr.) CellD	235·5 P17'B63'F25' B196'364tFPT44t	37·7	16·5 FK	Stockholm Swedish 4BH APT59t	T.3Cy.18⅛",28¾"&48 13/16"-31½" 185lb (s) 157NHP 2SB,4cf,GS70,HS2546 KockumsM V.Akt Malmö	18 ″ 7 s 2 ″ 3¼ 16 ″ 6
20693 102591 EIGF	**Assaroe** (exYarrow) E.S.D. Wireless 2Dks	903 749 459			...		1893	R.Napier& Sons Glasgow	Dublin&Silloth S.S.Co.Ld.	230·0 P55'B70'F42'	32·1	15·0 BK8"	Dublin British WB	T.3Cy.21½",34"&57"-42" NB08 223NHP R.Napier&Sons,Glasgow	15 ″ 10
20694 162508 MPXV	**Assiduity** ssLon.No.1-35 OilEng. Mchy.Aft 1Dk(Stl) Well deck	350 218 186	✠100A1 12,35 ~~11,34~~ ~~✠LMC(M)3,33~~	Yar Lon ✠LMC~~11,34~~	e 12,35	OG N9,34	1930 11mo Lloyd's A&CP	G.Brown& Co. Greenock	F.T.Everard& Sons,Ld.	135·3 Q90'F16' FPT18t	24·6	8·7 FK	London British 3BHCem APT20t	Oil Engines 2S.C.SA 5Cy.13 3/16"-15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 7½ 9 ″ 6½
20695	**Assimina Baïka** (exEugénie, exCondor,exLestris) 2Dks	1334 — 789			...		1895	Wigham-Richrdsn&Co Newcastle	P.Baïkas	254·1 P27'B50'F26'	33·5	17·1 BK9"	Piræus Greek WB	T.3Cy.21",33½"&54"-39" 195NHP WighmRchrdsn&Co.Nwc.	19 ″ 8
20696 125984 VGKX	**Assiniboia** (P) 3Mst Mchy.Aft 1Dk(Stl)&deepframing D.F. &Awng dk(Stl-ws)	3880 2613 2486	✠ 11,07	NYk ✠	w		1907 8mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. WB=Cell	336·5 B&F295' DBuE&B113'f185'	43·8	15·4 23·6 FK	Montreal British 6BHCem 720tFPT24t	Q4Cy23½",34",48½"&70"-45" 524NHP 4SB,12cf,GS299,HS9627 FairfieldCo.Ld.Glasgow	26 ″ 9
20697 ~~140362~~ ~~[illegible]~~	**Assiout** ssLiv.No.3-8,30 2Dks(Stl) Now "Maroulio," see No.39071 in Supplement	4215 3945 2633	✠100A1 7,34 MS7,30 Carrying oil fuel F.P. above 150° F.	Liv ✠LMC BS8,34	x	CL 6,33	1918 11mo Lloyd's A&CP in DB & DT	NofIreln'd S.B.Co.Ld. Londonderry	~~MossHutchison Line,Ld.~~ CellDB316'1048tD	370·4 P32'B218'F34' Ta28'660tFPT107t	51·2	25·8 FK	Greek 6BHCem APT108t	2 Steam Turbines DR geared to 1Screw shaft (s) 180lb 100lb 448NHP 3SB,9cf,GS160,HS6831 FD BritishWestinghouse E.&M.Co.Manchester	28 ″ 2 s 4 ″ 4½ 24 ″ 0
20698 280 IBSD	**Assiria** OilEng. D.F. 2Dks	2705 — 1622					1928	Stabilmnto Tecnico SanRocco	LloydTriestino	308·2 B185'F35'	41·8	20·0	Trieste Italian WB	Oil Engines 4S.C.SA 6Cy.24 13/16"-43 5/16" 357NHP StabilimentoTecnico,Tri.	
20699 23 SUCR	**Assmina** (exCarmel-33, exEnossis-33,exHammouda, exTartosia,exAnna, exIthaki,exAlouette,exVolga, exLaurium) Well deck 1Dk Now "Angele," see No.37068 in Supplement	339 208 193			...		1895	Cumming &Ellis Inverkeithing	MohamedAmeen& MohamedSarhan	136·0 Q46'B34'F29'	23·0	10·0 BK7"	Alexndria Egyptian	C.2Cy.18"&36"-27" 66NHP Hawthorn&Co.Leith	10 ″ 4
20700 PUQC	**Assú** TwinSc Wireless	*1185* *1126* *925*					1891	Hawthorn, Leslie&Co.Ld Newcastle	Cia.Commercio e Navegação	260·7 P25'F35'	36·2	14·3	R.Janeiro Brazilian WB	C.4Cy.17"&34"-22" 90NHP Ross&Duncan,Glasgow	
20701 DIEB	**Assuan** (P) TwinSc (exOdenwald-35) OilEng. D.F. 2Dks GyC. Sub.Sig. CruiserStern	5098 4467 3007					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F42'	54·2	27·4	Hamburg German WB	Oil Engines 4S.C SA 12Cy.24⅜"-38⅝" 714NHP AllgemeineElecGes.Berlin	
20702															

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20703 1869 ICKB	**Assunta de Gregori** (*ex*Tirreno–33) *ss*Ham.No.3–4,27 *ss*Tri.No.1–31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4219 4117 2633	✠ 6,35 *Shelter dk* *withfreeboard* ~~BS5,34~~ ✠LMC~~8,34~~	Gen	*y*	CL 5,33	1914 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle 's*A&CP* *CellD*	Soc.Anon.di Nav. "Assunta de Gregori" *Ba140' uE23' f 16*	400·0|53·0|23·8 FK *6'1186tDTa30'100*	Genoa Italian 7*BHCem* *0tAPT128t*	T.3Cy.26½",44"&73"–48"(*s*) 180lb 433NHP 3SB,*9cf*,GS183,HS7116 Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 5 ~~s 2 ″ 8¼~~ ~~23 ″ 11~~	
20704 147 ICMG	**Assunzione** (*ex*Valnegra–34, *ex*Brendon,*ex*Exford) *ss*Spz.No.3–7,33 *ss*Gen.No.1–27 D.F. 1*Dk*(*Stl*)	4531 4196 2730	✠ — 9,32 ✠	Gen	*x*		1911 5mo	Craig,Tay- lor&Co.Ld. Stockton	FratelliRizzuto *CellDBa117'uE24*	396·0|50·0|26·2 380·0 P35'B117'F36' FK *'f167'1210tFPT11*	Rome Italian 6*BHCem* *7tAPT112t*	T.3Cy.25",42½"&69"–48" 374NHP 2SB,*6cf*,GS142,HS6002 N.E.MarineEng.Co.Ld.Sld	20 ″ 0	I †
20705 143952 GCVK	**Assyrian** (*ex*Fritz) TwinSc *ss*Liv.No.2–35 *ss*Liv.No.3–5,27 *Well deck* ~~*ss*Liv.No.1–32~~ 2*Dks*(*StlU*–teak s)3*trB* *in fore hold&Web frames* *Longitudinal framing*	2959 2717 1761	✠100A1 9,35 ~~9,34~~ BS3,35 ✠LMC~~9,30~~ ✠NE&B9,23; MS9,35	Liv	*u*	CL ~~N4,32~~ 8,35	1914 8mo *Lloyd*	Blohm& Voss Hamburg 's*A&CP*	EllermanLines,Ld. *CellDB*	332·0|44·8|23·1 P&B212'F35' FK 268'740*t*~~*MT27'322t*~~	Liverpool British 7*BHCem* *FPT58t* *APT94t*	T.6Cy.16¼",26½"&44"–34" 180lb (*s*) 280NHP 2SB,*6cf*,GS134,HS7551 Cooper&GreigLd.Dundee	25 ″ 6 s 3 ″ 3 22 ″ 5¼	
20706 DHBN	**Asta** (*ex*GustavVigeland, *ex*ChristianHorn, *ex*Proximus) 1*Dk*	2152 1764 1291					1920	Schiffsw. v. H.KochA.G. Lübeck	MaxMörck&Co.	286·6|42·7|17·6 P14'Q92'B122'F32'	Hamburg German *WB*	T.3Cy.20⅗",33½"&43¾"–35⅗" 114NHP Ottensener,Machf. G.m.b.H.Altona		G
20707 OHWA	— (*ex*AugustLeffler, *ex*Boltenhagen, *ss*Got.2ndNo.3–6,25 *ex*August Leffler, *ss*Lkr.No.3–5,32 *ex*Lygnern, 1*Dk*(*ptIrn&ptStl*)& *ex*AugustLeffler) *deepframing* *Cargo battens not fitted*	1926 1722 1128	✠100A1 ~~7,35~~ ~~6,34~~ 12,35 BS~~6,34~~ ✠LMC5,32 6,35	Got ~~Skm~~ Lon	*r*	OG ~~6,34~~ 12,35	1900 1mo	Osbourne, Graham&Co Sunderland A&CP	RederiA/B Asta (A.Andersson) *CellDBa*	273·3|40·5|18·1 P22'B66'F29' FK *90'uE20'f108'465t*	Mariehmn Finnish 4*BHCem* *APT74t*	T.3Cy.20¾",33"&54"–39" (*s*) 160lb ~~*80lb*~~ 192NHP 2SB,*6pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s 2 ″ 9 17 ″ 11	
20708 OXTH	— *Now* "Pierre Claude," *see No.* 39628 *in Supplement* [illegible]Stern *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	1794 [illegible] 996					1934	Akt.Bur- meistr&Wain Copenhagen	J.Lauritzen	292·9|42·7|15·7	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		G
20709 DOMB	**Astarte** (*ex*Suomi) *Well deck* 1*Dk*	633 479 356			...		1897	R.Craggs& Sons Middlesbro'	Dampfschifffahrts Ges.Neptun	177·3|27·9|13·6 Q90'B16'F23' BK7"	Bremen German *WB*	T.3Cy.14",22½"&37"–27" 83NHP MacColl&Pollock,Sld.	14 ″ 2	G †
20710 149713 MNRP	**Asteria** (*ex*Surbiton) *ss*Bwg.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	649 450 319	✠100A1 12,34 BS11,35 ✠LMC12,34	Bwg	*i*	CL 12,34	1926 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen 's*A&CP*	Wm.Robertson *CellD*	171·4|27·8|11·3 Q96'B11'F24' FK *B103' 142t FPT52t*	Glasgow British 3*BHCem* *APT21t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 70RHP 1SB,*3pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 4¼	
20711 62 IKKG	— TwinSc (*ex*Darma,*ex*Daraghiati i Dit, *OilEng.* *ex*Zeemeeuw) 1*Dk*	393 320 228					1911	N.V.Werf. deNoord Alblasserdm.	B.&P.Donvio	147·5|25·5|10·0 P31'F21'	Fiume Italian *WB*	Oil Engines 2S.C.SA 4Cy.10⅗"–12⅗" NE27 SchiffswerfteLinz, 152NHP Linz		I
20712 EAAU	**Astillero** Iron 1*Dk*	397 — 214					1893	.... Eaarlen, Holland	N.Lafuente	145·5|28·4|10·7	Bilbao Spanish			
20713	**Astir** (*ex*AngelicaMærsk, *ex*Höneberg,*ex*Auguste,*ex*Gunther) 1*Dk*	1335 934 835					1896	Helsingörs Jernsk&Msk. Elsinore	Stafilopatis Galanis&Chalmers (Th.S.Stafilopatis, *Mgr.*)	240·6|34·2|14·1 Q78'B114'F20'	Sifnos Greek	T.3Cy.17",27½"&47"–33" 124NHP HelsingörsJernsk&Mskb.		V
20714 EABT	**Astoi-Mendi** (*ex*Highmead, *ex*Cromarty, *ss*Bbo.No.3–5,31 *ex*WarJasmine) 1*Dk*(*Stl*) *ss*Bbo.No.1–35	5263 4817 3210	✠100A1 11,35 ~~5,31~~ ✠LMC11,35 ~~MS5,31~~ ~~BS12,31~~	Bbo	*y*	CL ~~5,31~~ 11,35	1919 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow 's*A&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	400·9|52·3|28·5 P49'B113'F39' FK *342'1062tFPT127t*	Bilbao Spanish 7*BHptCem* *APT218t*	T.3Cy.~~27"~~ 27$\frac{1}{16}$",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 ~~s 6 ″ 2~~ ~~25 ″ 3~~ F6 ″ 0 25 ″ 3½	
20715 OXDB	**Astoria** TwinSc *OilEng.* *ss*.Cpn.No.2–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4454 4077 2694	✠100A1 *withfreeboard* 2,36 ~~9,34~~ DBS10,35 ✠LMC CS7,32 ~~DBS9,34~~ ~~7,32~~ 10,35	Cpn Rot	*y*	CL ~~r7,33~~ ~~9,34~~ 2,36	1926 4mo *Lloyd*	Akt.Naks- kovSkibs. Nakskov 's*A&CP* *Cell*	A/S D/S Orient *DB 334' 1018t Tan* *tunnels90tFPT*	379·6|53·3|25·3 F39' FK *ks between* *Coll* *116tAPT123t*	Copnhagn Danish 6*BHptCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB*120lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 1 24 ″ 1½	
20716 216749 KGEP	— (*ex*PointAdams) *Fitted for oil fuel* Sub.Sig. 1*Dk*	2224 1945 1358			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	HammondLumber Co.	289·0|44·1|19·0 P24'B144'F32' FK	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"–42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
20717 147 YLCK	**Astra** (*ex*Erissos,*ex*Acacia) *ss*Bly.2ndNo.3–1,29 *ss*Lie.No.1–34 *Spar dk*(*ptIrn&ptStl*)2*trB&* *deep framing*	3120 2685 1808	✠100A1 *Spar dk* *withfreeboard* 2,34 ✠LMC2,34 BS~~5,35~~ 1,36	Lie	*u*	CL 1,34	1902 8mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool 's*A&CP*	KugniecibasSa- biedriba"Gaida" (A.Behrsin,*Mgr.*) *CellDBa*	315·0|45·1|22·3 P21'B190'F30' FK *100'uE22'f134'690t*	Riga Latvian 5*BHCem* *APT77t*	T.3Cy.24",38"&64"–42" (*s*) 160lb 260NHP 2SB,*6cf*,GS95,HS3825 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 0 s 2 ″ 10¾ 22 ″ 3¾	
20718 OXTE	— (*ex*Ferm,*ex*Saphir) *ss*Abg.No.3–3,33 1*Dk*(*Stl*)	2398 2153 1407	✠100A1 10,35 ~~3,33~~ ~~[illegible]~~ ✠LMC3,33 MBS10,35 DBS3,35 *Fitted for oil*	Abg Cpn *fuel* 5,	*t* 20	CL ~~3,33~~ 10,35 *F.P.*	1920 5mo *Lloyd* *above*	ClydeS.B. &Eng.Co.Ld PortGlasgow 's*A&CP* 150° F.	A/S D/S Orion (C.P.Jensen, *Mgr.*)	296·1|44·3|20·3 P25'B80'F35' FK *CellDB*250'662*t*	Copnhagn Danish 5*BHCem* *APT60t*	T.3Cy.22",35"&59"–39" (*s*) 180lb *100lb* 250NHP 2SB,*6cf*,GS126,HS4060 ClydeS.B.&Eng.Co.Ld.	22 ″ 9	
20719 LDLS	— (*ex*YorkHarbor) 1*Dk*	2164 1935 1279			...		1919	Staten IslandS.B.Co. StatenIsland, N.Y.	A/SAlfa (M.Chr.Stray)	264·5|42·2|21·8 P40*t*H150*t*F8*t* FK	Xiansand Norwegian *WB*	T.3Cy.18",30"&51"–36" 240NHP StatenIslandS.B.Co.	24 ″ 0	N †
20720	— (*ex*LaPlatense) *ss*B.As.2ndNo.3–12,31 *Mchy.Aft* 1*Dk*(*Stl*)	888 560 506	✠100A1 6,33 BS2,35 ✠LMC12,31 *CarryingPetr* *Fitted for oil*	BAs *oleum* *fuel*5,	*in* 19	6,33 *bulk* *F.P.a*	1907 3mo *Lloyd* *bove* 1	Jonker& Stans HendrikIdo Ambacht 's*A&CP* 50° F.	"Astra"Cia. Argentina de PetroleoSoc.Anon.	176·2|33·5| P54'F22' FK *FPT* *Middle line BH*	Bns.Ayres Argentine 9*BHCem* 85*tAPT5t* *not oil tight*	C.2Cy.16"&32"–24" (*s*) 130lb 69NHP 1SB,*3cf*,GS49,HS1450 Crabtree&Co.Ld.Gt.Yar.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cr sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20721 LOFC	**Astra II** (exPeruviana) ssB.As.No.2-31 1Dk(Stl)&Web frames	4302 3787 2452	✠100A1 3,35 BS4,35 ~~[illegible]~~ ✠LMC10,31 Carrying Petroleum in bulk Fitted for oil fuel 10,23 F.P. above 150°F.	BAs	w	CL 3,35	1923 10mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	“Astra”Cia. Argentina de Petroleo Soc.Anon.	355·0|50·9|24·9 P31'B100'F31' FK Middle line bulkhd CellDBuE21'f28'9	Bns.Ayres Argentine 13BHptCem not oil tight 3tAPT86t	T.3Cy.25",41"&68"-45" (s) 180lb 356NHP 3SB,9cf,GS148,HS5760 N.E.MarineEng.CoLdNwc	27 ″ 4 s 4 ″ 2 23 ″ 6
20722 LOFD	**Astra III** ssB.As.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames Bracketless system Longitudinal framing	5518 4869 3146	✠100A1 6,35~~6,34~~ ✠LMC MS1,35 BS~~6,34~~6,35 Carrying Petroleum in bulk Fitted for oil fuel 2,28 F.P. above 150° F.	BAs	y	CL ~~12,32~~ 6,35	1928 2mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone	“Astra”Cia. Argentina de PetroleoSoc.Anon. CellDBuE& B83'394tDT	396·4|55·2|29·8 P105'B38'F41' FK f36'207t FPT131t	Bns.Ayres Argentine 14BHptCem 4 „ to2nddk APT112t	T.3Cy.27½",46"&77"-54" (s) 200lb 631NHP 3SB,9cf, HS9615 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 6 ″ 9½ 23 ″ 6¼
20723 84 OHAG	**Astræa** ssSkm.2ndNo.3-4,19 Wireless ssCpn.No.1-23 1Dk(Irn)&Spar dk3trB	1187 925 636	✠ 11,28 ✠NB5,09 ✠	Hul	n		1891 9mo	Wigham Richrdsn&Co Newcastle	Elfvingin KalastuslaivueO/Y	220·0|32·0|12·7 P24'B41'F21' 19·9 BK8" WB=Cell	Hangö Finnish 5BHCem DB156'100t	T.3Cy.23",37"&60"-39" NDB09 246NHP 2DB,8pf,GS139,HS4000 WighmRichrdsn&Co.Nwc	22 ″ 0
20724 UNWD	**Astrakhan** Ⓟ 2Dks	2692 1762 1511					1912	NevskyS.B &Mch.Works Leningrad	Sovtorgflot	286·0|40·6|26·9	Vladvostk Russian WB	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B&Mch.Works	
20725 214492 WSCG	**Astral** ssN.Yk.No.3-5,28 ssBal.No.1-34 Mchy.Aft 2Dks(Stl)&Shelter dk D.F. (Stl)&Web frames Longitudinal framing	7542 6806 4574	✠100A1 Shelter dk withfreeboard 3,36 ~~2,35~~ BS3,36 ~~[illegible]~~ ✠LMC2,34 Carrying Petroleum in bulk Fitted for oil fuel 10,16 F.P. above 150°F.	NYk	c†	CL N9,34	1916 10mo	UnionIron WorksCo. S.Francisco A&CP CellDBuE&B	Socony-Vacuum OilCo.Inc. 74'276tDT f29'43	439·5|58·0|33·0 39·1 FK 0tFPT127tAPT57t	NewYork Utd.States 16BHptAsp (10 to U dk 6 „ 2nd „)	Q.4Cy.24",34",51"&74"-54" 220lb (r) 699NHP 3SB,9cf,HS10695 FD UnionIronWorksCo.S.Fo.	33 ″ 1 s4 ″ 1½ 29 ″ 1½
20726 PJBI	**Astrea** Wireless Fitted for oil fuel Ref.Mchy. 2Dks Cruiser Stern	1406 1153 827					1921	N.V. Lobithsche Scheepsb.Mij. Lobith	Koninkl.Nederl. Stoomb.Maats. N.V.	264·5|39·2|14·8 Q39'B20'	Curaçâo Dutch WB	T.3Cy.20",31$\frac{7}{16}$"&51½"-35⅝" 153NHP Machinefbk.“Kinderdijk” Kinderdijk	
20727 FOLI	**Astrée** (exBellbro-33) ssRot.No.3-3,34 1Dk(Stl) Well deck Cargo battens not fitted	2147 1646 1216	✠100A1 5,35 ~~5,34~~ ✠LMC5,34 BS5,35	Rot	s	CL N5,34	1921 11mo Lloyd'sA&CP	BlythS.B. &D.D.Co.Ld. Blyth	SociétéNavale Caennaise(G. Lamy&Cie. Mgrs.) DB82'CellD	285·3|42·0|17·8 P25'Q84'B58'F24' FK B158'697t FPT97t	Caen French 6BHCem APT110t	T.3Cy.22",36"&60"-39" (s) 180lb 274NHP 2SB,6cf,GS124,HS4642 N.E.MarineEngCo LdNwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1
20728 OZSA	**Astrid** 1Dk	1735 1376 1022					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	“Myren”D/S A/S (Holm&Wonsild, Mgrs.)	261·1|40·1|16·9 P15'Q77'B106'F31'	Copnhagn Danish WB	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.	
20729 6893 [illegible]	— (exGalicia) Now “Lennart,” see No. 38909 in Supplement	1218 1066 658					1905	Nylands Værksted Oslo	RederiA/B Astrid (Fred.Olsson&Co. Mgrs.)	237·0|35·2|16·2 P25tH51tF35t	Gothenbrg Swedish WB	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo	
20730 OQBA	**Astrida** Ⓟ ssAnt.No.1-33 Ref.Mchy. 2Dks(Stl) D.F. Cruiser Stern	3422 2952 2055	✠100A1 1,36 ~~1,35~~ BS5,36 ✠LMC ~~BS1,35~~ MS5,33 ✠Lloyd'sRMC ~~1,35~~ ~~6,34~~ 5,36 ~~5,35~~ ~~1,36~~ ~~10,34~~ for temp. 50°F.	Ant	v	CL ~~N4,34~~ 12,35	1929 2mo Lloyd'sA&CP	Rotterdam Droogd.Maat Rotterdam	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInter- nationale, Mgrs.)	339·9|48·5|23·0 P35'B106'F38' CellDB FK 268'686tFPT	Antwerp Belgian 6BHCem 48tAPT19t	T.3Cy.23⅝",37$\frac{13}{16}$"&63"-42" 180lb (s) 396NHP 3SB,9cf,GS162,HS6171 FD RotterdamDroogd.Maats.	25 ″ 7 s 4 ″ 1½ 21 ″ 7
20731 [illegible]	**Astrolabe** Ⓟ (exSaint-Augustin, exAvristan,exSaint Fitted for oil fuel Now “Capo Lena,” see No. 37543 in Supplement 2Dks D.F.	5117 3997 3076			...		1921	W.Gray& Co.(1918) Ld. WHartlepool	Soc.desServices Contractuels des Messageries Maritimes	352·0|52·6|26·8 P30'B215'F36' FK	Dunkirk French WB	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4
20732 140531 GQNT	**Astronomer** ssLiv.No.3-4,30 ssBkn.No.1-35 2Dks(Stl) 3rd dk(Stl)inNo.1hold	8401 7545 5341	✠100A1 ~~4,35~~ ~~12,33~~ ~~11,35~~ 5,36 ✠LMC MS5,36~~4,36~~ BS~~6,34~~11,35 Fitted for oil fuel 12,20 F.P. above 150°F.	Liv Bkn	d†	CL N11,34	1917 8mo Lloyd'sA&CP	D&WHen- derson&CoLd Glasgow	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) CellDB415'1562tDT	482·7|58·2|33·2 P54'B188'F52' FK a33'1050tFPT 118t	Liverpool British 9BHCem APT30t	Q4Cy25½"36½"52½"&75"-54" 220lb (s) 696NHP 2D&2SB18cfGS378HS13140 D&W.Hendersn&CoLdGls	35 ″ 10 s 7 ″ 7 28 ″ 6
20733 EEAW	**Astur** (exFreixas1,exSarita, Iron exVittoria,exHenriette, exLetterewe) 1Dk2trB	944 — 754	✠ 3,87	Liv			1876	W.H.Pot- ter&Sons Liverpool	SantiagoRivero Morán	185·8|32·8|19·7 F25'	Gijon Spanish	T.3Cy.13½",21"&35"-22" Emade90 NB04 57NHP A.Shanks&Sons,Arbroath	
20734 LOFE	**Asturiano** Ⓟ ssB.As.No.3-10,25 Ref.Mchy. ssBkn.No.2-34 2Dks(Stl U-ws)	2845 1985 1791	✠100A1 ~~8,34~~12,35 ✠NB8,34 ✠LMC8,34 ~~Lloyd'sRMC8,34~~ Fitted for oil fuel 8,34 F.P. above 150°F.	Bkn BAs	t	CL N7,34	1913 7mo Lloyd'sA&CP WB	AilsaS.B. Co.Ld. Troon	Soc.Importadora y Exportadora de la Patagonia =CellDBa68'uE&	309·8|41·6|20·5 P&B197'F38' FK B80'f114'442tFPT	Bns.Ayres Argentine 5BHCem 20tAPT5t	T.3Cy.21½"36½"&59"-45"(s) 200lb 295NHP 2SB,6cf,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s 2 ″ 11½ 20 ″ 7
20735 148146 GLQS	**Asturias** Ⓟ TwinSc ssBel No.3-10,34 4Dks&5th dk in Nos.1,2&3 holds Ref.Mchy. D.F. CruiserStern	22048 15954 13125	100A1 withfreeboard 5,36 ~~1,35~~ ✠LMC10,34 ✠NE&B10,34 BS~~[illegible]~~5,36 ✠Lloyd'sRMC~~1,35~~ ~~5,35~~ ~~10,35~~ 5,36 ~~6,36~~ ~~1,36~~ ~~11,35~~ Fitted for oil fuel 10,34 F.P. above 150°F.	Sou		CL 8,34	1925 Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld. CellDB540'3630t	640·5|78·5|40·5 P41'B414'F137' len34 FK&BK2" tanks in way of tun	Belfast British 11BHCem nels182t FP	6 Steam Turbines SR geared to Sc. Shafts (s) 450lb HS24780 4205NHP 2DB25-100lb FD 3 Water Tube Boilers Harland&Wolff,Ld.Bel. T166tAPT278t	44 ″ 9 s14 ″ 1½ 31 ″ 1½
20736 LCDT	— (exÆrö) 1Dk	1829 1630 1094					1912	Sörlandets Skibsbyggeri Fevig	Dampskintsk. Garonne(Fearnley &Eger, Mgrs.)	265·0|42·1|17·9 P22'B71'F29'	Oslo Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.	
20737 30194 JYDA	**Asuka Maru** TwinSc OilEng. ssOsa.No.3-5,27 ssKob.No.2-35 ~~ssKob.No.1-31~~ 2Dks(Stl)3rd dk(Stl)in Nos.1&3holds	7523 6996 4538	✠100A1 7,35 ~~2,35~~ DBS7,35 ✠LMC CS7,35 1,36 ~~2,35~~	Yka Kob	b†	CL ~~10,32~~ S8,33 P7,35	1924 11mo Lloyd'sA&CP	D&WHen- dersn&Co.Ld. Glasgow	NipponYusenK.K. CellDB375'1408t DTa27'899	440·4|57·0|38·5 F42' DTf45'1326t FK tFPT140tAPT75t	Tokio Japanese 8BH 1 „ to2nddk	Oil Engines 4S.C.SA 16Cy.26⅝"-48$\frac{5}{16}$" DB100lb 1111NHP Harland&Wolff.Ld.Gls.	38 ″ 7
20738 TCAF	**Asya** (exAssia,exMacedonia, Iron exPanorimitis,exZingara,exYacht)	427 — 268			...		1875	R.Steele& Co. Newcastle	MustafaNuri ve SakirBeyler	186·3|25·1|15·1	Istanbul Turkish	O.2Cy.24"&43"-30" NB92 84NHP R.Steele&Co.Greenock	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20739 30916 JYCA	**Atago Maru** TwinSc *OilEng.* *ss*Kob.No.2–33 2*Dks*(*Stl*)3rd*dk*(*Stl*) *in*Nos.1&3*holds*	7543 7021 4516	✠100A1 *withfreeboard* 3,35 ✠LMC CS1,33 9,35 DBS3,35 *Adapted for carrying oil* 1,29	Yka	*b*†	CL P3,35 S1,33	1924 11mo *Lloyd's* A&CP *F.P.above* 150° F. *in DTs forward*	Lithgows' Ld. PortGlasgow	NipponYusenK.K. *CellDB*374' 1373*tDTa*27' 1010*t*	440·0|57·2|35·8 F43' FK *DTsf*48' 1461*tFPT* 170*tAPT*79*t*	Tokio Japanese 8*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}$"–$47\frac{1}{4}$" DB*100lb* 997NHP SulzerBros.Winterthur	38 ″ 6 s10″$8\frac{1}{2}$ 28 ″ 3	
20740	**Atahualpa** (*ex*Baraldan) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	735 340 484					1929	D.W. KremerSohn Elmshorn	A.Giambelli y Cia.	191·3|36·0| 9·8	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.$7\frac{7}{8}$"–$11\frac{13}{16}$" 72NHP Motor-WerkMannheim		
20741 PUAH	**Atalaia** (*ex*CarlWoermann) 2*Dks*	5555 5083 3490					1910	Bremer Vulkan Vegesack	LloydBrasileiro	419·7|54·5|28·0 P268'F46'	R.Janeiro Brazilian *WB*	Q4Cy.24",$34\frac{11}{16}$",$50\frac{13}{32}$"&$72\frac{13}{16}$" –$53\frac{3}{16}$" 388NHP BremerVulkan,Vegesack		V
20742 121334	**Atalanta** Ⓟ TrpSc 2*Dks*	486 358 199					1906	J.Brown& Co.Ld. Clydebank	London,Midland& ScottishRly.	210·4|30·1|10·3	Glasgow British	3 Steam Turbines NB30 J.Brown&Co.Ld.Clydebnk		BT till 2,36
20743 EABU	**Atalaya** *ss*Bbo.No.2–29 1*Dk*(*Stl*)2nd*Dk*(*Stl*)*in holds*& *Web frames* *Longitudinal framing*	3309 — 2250	✠ —— 1,35 ✠	Bbo	*v*		1921 5mo	Echevar-rieta y Larrinaga Cadiz	Cia.Nav.Mundaca S.A.(José de Zaba-landicoechea,*Mgr*) *Cell*	331·0|48·0|23·3 P31'B91'F32' FK *DB* 284'872*t FPT*	Bilbao Spanish 5*BHCem* 63*tAPT*175*t*	T.3Cy.25",41"&68"–45" 411NHP 2SB,8*cf*,GS148,HS5882 J.G.Kincaid&Co.Ld.Grk.	25 ″ 8	
20744 TVSM	**Atar** (*CarryingPetroleum in bulk*) *OilEng.* *Mchy.Aft* 1*Dk*	322 — 166					1922	Chant.Nav duMidi Martigue	Soc.Gén.desHuiles dePétrole (Association Pétrolière, *Mgrs*)	115·4|25·7|12·0	Marseilles French *WB*	Oil Engine 2S.C.SA 2Cy.$16\frac{1}{2}$"–19" 96NHP J&CGBolindersCoLd.Skm		V
20745 212634 KDAK	**Atenas** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*&2*ptDks*	4639 3902 2581					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·8|50·3|29·1 B154'F45'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP WrkmanClark&Co.Ld.Bel		C
20746 85764 VGQT	**Athabasca** Ⓟ (*ex*Athabaska) D.F. 2*Dks*	2784 2085 2349					1883 *rblt.* 1910	Aitken& Mansel,Gls. TheCollingwoodS.B.Co Ld.,Collingwood,Ont.	CanadianPacific RailwayCo.	298·8|38·2|23·3 len10	Montreal British	C.2Cy.30"&64"–48" NE&B13 283NHP WesternDD&SBCo.Ld. Pt.ArthurOnt.		
20747	**Athalaï** CompAuxSr (*ex*JeanneElisabeth,*ex*Dart, *ex*Cruiser) 1*Dk* (*See SailingShipRegister*)	353 324 133					1877	Barrow S.B.Co. Barrow	Soc.desIles Loyaltys	139·3|24·9|15·0	Noumea French	C.2Cy.17"&$33\frac{1}{2}$"–$24\frac{1}{2}$" 46NHP BarrowS.B.Co.Barrow		
20748 SWPS	**Athanasios** (*ex*Cardigan) *Trunk deck* 1*Dk*	4279 3658 2649					1907	Ropner& Son Stockton	CephalonianMaritimeCo.Ld. (N.D. Lykiardopulo*Mgr*)	355·0|51·2|26·1 F32'	Argostoli Greek *WB*	T.3Cy.25",$42\frac{1}{2}$"&69"–48" 330NHP N.E.MarineEng.Co.Ld.Sld		C
20749 162330 GTPM	**Athelbeach** *ss*Bkn.No.1–35 *OilEng.* D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	6568 6003 3799	✠100A1 ~~7,35 10,34~~ 3,36 ✠LMC CS7,35 DBS7,35 ~~7,35~~ 3,36 *Carrying Molasses or Petroleum in bulk*	Bkn Lon	*a*†	CL ~~1,30~~ 7,35	1931 3mo *Lloyd's* A&CP	Cammell, Laird&CoLd. Birkenhead	UnitedMolasses Co.Ld. *CellDBuE*73' *DTf* 32'354*t*	426·1|55·9|32·2 P103'B34'F42' FK 322*t* *FPT*184*tAPT*188*t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 3 s 5 ″ $9\frac{1}{4}$ 26 ″ $9\frac{1}{4}$	
20750 82930 VQMB	**Athelbrae** *ss*Dem.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	681 437 240	✠100A1 2,36 ~~2,35~~ ✠LMC2,35 *CarryingMolasses or Petroleum in bulk* *Fitted for oil fuel* 2,31	Dem	*i*	CL ~~2,35~~ 2,36	1931 2mo *Lloyd's* A&CP *F.P. above* 150° F.	GooleS.B. &Repg.Co. (1927)Ld. Goole	UnitedMolasses Co.Ld.	160·9|33·1|11·3 *Trunk in well* Q57'B20'F22' FK *FPT*35*t APT*75*t*	Georget'n, Dem. British 10*BHptCem*	T.3Cy.$13\frac{1}{2}$"$22\frac{3}{4}$"&37"–26 (s) 180lb 107NHP 1SB,3*cf*,GS—,HS1657 FD Amos&Smith,Ld.Hull	11 ″ 3 s ″ $5\frac{1}{4}$ 10″$11\frac{3}{4}$	
20751 147325 GLMY	**Athelchief** TwinSc *ss*Bkn.No.2–34 *Mchy.Aft* *OilEng.* D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	7707 7039 4544	✠100A1 1.36 ~~2,35 12,35~~ ✠LMC CS4,34 DBS12,35 12,35 *Carrying Molasses or Petroleum in bulk*	Yka Fal	*c*†	CL 4,34	1925 8mo *Lloyd's* A&CP	CaledonS. B.&E.Co.Ld Dundee	UnitedMolasses Co.Ld. *CellDBuE*60'314*t* *DTf*45'651*t*	460·8|59·2|33·3 P117'B34'F49' FK *FPT*171*tAPT*328*t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*180lb* 1NDB(*aft*)27*100lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 4 s 6 ″ $4\frac{3}{4}$ 27 ″ 3	
20752 Now a Depot ship	**Athelcrest** (*ex*Melona,*ex*Elmleaf) *ss*Bkn.No.3–4,29 2*Dks*(*Stl*)& *Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	*5934* *5524* *3448*	✠ —— 8,34 ✠	Hul	*z*		1917 3mo	Earle's Co. Ld. Hull	N.V.Vlissingsche Mineraalolie en AsphaltRaffinaderij *CellDBuE&B*	418·5|55·0|29·5 P44'B100'F48' — FK 76'150*tf*20'23*tFPT*	Flushing Dutch 20*BHptCem* 125*tAPT*55*t*	T.3Cy.$24\frac{7}{8}$",$42\frac{1}{2}$"&74"–51" 565NHP 2SB&1AuxSB,11*cf*, HS7860 Earle'sCo.Ld.Hull	31 ″ 9	
20753 161107 GTFY	**Athelcrown** TwinSc *OilEng.* *ss*Bkn.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *CruiserStern* E.S.D. *Longitudinal framing*	11999 11424 7074	✠100A1 11,35 ~~3,35~~ ✠LMC CS5,34 DBS~~5,34~~ 12.35 ~~3,35~~ 12,35 *Carrying Molasses or Petroleum in bulk*	Fal Bkn	*g*†	CL ~~5,34~~ 10,35	1929 8mo *Lloyd's* A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnitedMolasses Co.Ld. *CellDBuE*70' 117*tDTs*	526·2|68·8|38·9 B40'F40' FK *f*56'826*t FPT*196*t*	Liverpool British 18*BHptCem* (11 *to U dk* 7 ,, 2*nd* ,,) *APT*156*t*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 945NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	39 ″ 0 s 9 ″ $2\frac{3}{4}$ 30 ″ $1\frac{1}{4}$	
20754 161088 GSWK	**Athelduchess** TwinSc *OilEng.* *ss*Rot.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	8940 8307 5229	✠100A1 1,36 ~~3,35~~ ✠LMC CS5,34 1,36 DBS1,36 *Carrying Molasses or Petroleum in bulk*	Hul Grk	*d*†	CL ~~5,34~~ 1,36	1929 4mo *Lloyd's* A&CP	W.Hamilton&Co. (1928)Ld. PortGlasgow	UnitedMolasses Co.Ld. *CellDBuE*83' 331*tDTf*48'701*t*	475·0|63·3|35·0 P119'B34'F48' FK *FPT*219*t APT*434*t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35″ 0 s 6″$10\frac{3}{4}$ 28 ″ $4\frac{1}{2}$	
20755 161081 GSRP	**Atheldduke** TwinSc *ss*NOsNo.1–32 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	8966 8307 5329	✠100A1 ~~5,35~~ ~~7,34~~ 12,35 DBS~~11,33~~ ✠LMC11,33 12,35 *Carrying Molasses or Petroleum in bulk*	Hul ~~Yka~~ Fal	*d*†	CL ~~N10,32~~ ~~P10,33~~ 12,35	1929 1mo *Lloyd's* A&CP	R.Duncan &Co.Ld. PortGlasgow	UnitedMolasses Co.Ld. *CellDBuE*83' 331*tDTf*48'701*t*	475·0|63·3|35·0 P119'B34'F48' FK *FPT*219*t APT*434*t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35″ 0 s6″$10\frac{3}{4}$ 28 ″ $4\frac{1}{2}$	
20756 162317 GDBF	**Athelempress** TwinSc *ss*Bkn.No.1–34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	8941 8316 5241	✠100A1 ~~6,33 3,35~~ 12,35 ✠LMC CS12,34 DBS12,34 ~~12,34~~ 12,35 *Carrying Molasses or Petroleum in bulk* CBS12,34	LAn ~~NOs~~ Fal	*d*†	CL 12,34	1930 7mo *Lloyd's* A&CP	W.Hamilton&Co. (1928)Ld. PortGlasgow	UnitedMolasses Co.Ld. *CellDBuE*83'315*t* *DTf*49'701*t*	475·0|63·3|35·0 P119'B34'F48' FK *FPT*219*t APT*434*t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35″ 0 s6 ″$10\frac{3}{4}$ 28 ″ $4\frac{1}{2}$	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20757 162327 GTPL	**Athelfoam** ssFal.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing ~~Progressive Survey of oil tanks~~	6554 6014 3789	✠100A1 ~~5,35~~ ~~9,34~~ 1,36 ✠LMC CS5,35 4,36 ~~[illegible]~~ Carrying Molasses or Petroleum in bulk	Fal DBS5,36	a†	CL 1,34	1931 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE73'322t DTf32'354t	426·1 P103'B34'F42' FPT184t APT188t	55·9	32·2 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.28¾″-59″ 476NHP 2DB180lb N.E.MarineEng.CoLdNwc	32″3 s 5″9 26″9½
20758 147359 GMFK	**Athelking** TwinSc ssFal.No.2-33 Mchy.Aft OilEng. D.F. 2Dks(Stl)&Webframes Longitudinal framing	9557 8895 6019	✠100A1 ~~5,35~~ ~~11,34~~ 4,36 ~~DBS11,34~~ ✠LMC11,34 ✠NE11,34 Carrying Molasses or Petroleum in bulk	Bkn ~~Hul~~ Fal DBS4,36	e†	CL ~~10,34~~ 4,36	1926 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE48'266tDTf52'925t	474·9 P114'B34'F52' FPT264t	64·4	36·5 FK	Liverpool British 18BHptCem (10 to U dk 8 ,, 2nd ,,) APT365t	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	36″6 s 7″5½ 29″3½
20759 161143 GSKF	**Athelknight** TwinSc ssRot.No.1-33 OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing Progressive Survey of oil tanks	8940 8307 5224	✠100A1 ~~4,35~~ ~~12,33~~10,35 ✠LMC CS4,35 11,35 Carrying Molasses or Petroleum in bulk	Bkn DBS12,33	d†	CL ~~12,33~~ 4,35	1930 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83'331t DTf48'701t	475·0 P119'B34'F48' FPT219tAPT434t	63·3	35·0 FK	Liverpool British 16BHptCem (10 ,,to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″10½ 28″4½
20760 161145 GSKD	**Athellaird** TwinSc ssFal.No.1-34 Mchy.Aft OilEng. 2Dks(Stl)&Webframes D.F. GyC Longitudinal framing	8999 8388 5313	✠100A1 10,35~~2,35~~ ✠LMC CS12,34 DBS~~12,34~~2,36 Carrying Molasses or Petroleum in bulk	L.And Hul ~~12,34~~2,36	d†	CL ~~12,34~~ P12,34 s10,35	1930 3mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE80'339t DTsf44'712t	475·3 P118'B34'F48' FPT211t APT425t	63·3	35·0 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb FD J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″9½ 28″5½
20761 149673 GNRQ	**Athelmonarch** TwinSc ssMdb.No.1-31 D.F. GyC. OilEng. Mchy.Aft 2Dks(Stl) Longitudinal framing &Webframes Progressive Survey of oil tanks	8995 8354 5350	✠100A1 2,36 ✠LMC CS2,36 DBS2,36 2,36 Carrying Molasses or Petroleum in bulk	Rot	d†	CL ~~PN2,36~~ s2,36	1928 4mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE75' 300tDTf48'701t	475·0 P119'B34'F48' FPT219t APT434t	63·3	35·0 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″10½ 28″4½
20762 147356 GMCS	**Athelprince** TwinSc ssBkn.No.2-34 ~~ssFal.No.1-30~~ OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing D.F.	8782 8173 5144	✠100A1 8,35~~8,33~~ ~~DBS10,34~~ ~~✠LMC[illegible]~~ ✠LMC CS8,35 DBS8,35 8,35 Carrying Molasses or Petroleum in bulk	Hul Rot	d†	CL ~~P9,34~~ SN9,34 P8,35	1926 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE80'323tDTf54'724t	471·2 P116'B34'F48' FPT186t	62·4	35·3 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,) APT304t	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s 7″0½ 28″7½
20763 161137 GLNZ	**Athelprincess** TwinSc OilEng. ssBkn.No.1-34 D.F. GyC. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 ~~2,35~~12,35 ✠LMC CS3,34 DBS3,34 2,35 Carrying Molasses or Petroleum in bulk	Fal Yka	d†	CL 2,35	1929 12mo	WHamiltn&Co(1928)Ld Pt.Glasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83'278t DTf35'534t	475·0 P119'B34'F48' FPT219t APT249t	63·3	35·0 FK	Liverpool British 16BHptCem (9 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.C.Kincaid&Co.Ld.Grk.	35″0 s6″10½ 28″4½
20764 149660 GLJV	**Athelqueen** TwinSc ssBkn.No.2-35 ~~ssRot.No.1-32~~ D.F. GyC. OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	8780 8183 5145	✠100A1 11,35 ✠LMC CS11,35 DBS11,35 11,35 Carrying Molasses or Petroleum in bulk	Bkn	d†	CL ~~N3,33~~ 11,35	1928 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE63'297t DTf54'724t	471·2 P116'B34'F48' FPT186tAPT304t	62·4	35·3 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s 7″0½ 28″7
20765 161142 GQWL	**Athelregent** TwinSc OilEng. ssFal.No.1-34 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F. GyC.	8881 8306 5231	✠100A1 10,35~~11,34~~ DBS3,34 ✠LMC CS3,34 9,35~~[illegible]~~ Carrying Molasses or Petroleum in bulk	Fal	d†	CL 3,34	1930 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE85' 711t	475·2 P119'B34'F48' 319tDTsf44' FPT177tAPT398t	63·2	35·0 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″11½ 28″3½
20766 143355 MJQN	**Athelrill** (exBenJee-33, exJollyBasil) Mchy.Aft 1Dk	366 241 148					1919	N.V.v.d. Kuy& v.d.Ree Rotterdam	UnitedMolasses Co.Ld.	119·4 P39'B8'F17'	23·8	10·4	Georgetwn Dem. British WB	T.3Cy.9⅞″,15¾″&25⅝″-20″ 29NHP N.V.v.d.Kuy&v.d.Ree, Rotterdam	
20767 161678 GSXF	**Athelstane** Now "Credfield," see No. 37556 in Supplement 1Dk(Stl)&Webframes Mchy.Aft Longitudinal framing	838 593 358	✠100A1 ~~6,35~~ ~~8,34~~ 1,36 BS2,35 ✠LMC2,35 Carrying Molasses or Petroleum in bulk	Mch Lon	k	CL ~~8,34~~ 1,36	1928 12mo	GooleS.B.&RepgCo.(1927)Ld. Goole Lloyd's A&CP	~~UnitedMolasses Co.Ld.~~ FieldTankS.S.Co Ld. (Hunting&Son,Ld.Mgrs.)	185·2 P61'B14'F21' Trunk in wells DTf15'56tFPT33t	31·4	14·0 FK	Newcastle British 11BHptCem APT10t	T.3Cy.16″,27″&44″-30″ (s) 180lb 166NHP 2SB,4cf,GS81,HS3265 MacColl&Pollock,Ld.Sld.	14″0 s ″9½ 13″3½
20768 161128 GKBC	**Athelsultan** TwinSc ssHul.No.1-34 D.F. GyC. OilEng. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 ~~6,35~~ ~~8,34~~ 2,36 ✠LMC CS8,34 DBS~~3,34~~ 2,36 8,34 Carrying Molasses or Petroleum in bulk	Hul Fal	d†	CL ~~12,32~~ 6,35	1929 11mo	W.Hamilton&Co.(1928)Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83' 278tDTf35'534t	475·0 P119'B34'F48' FPT219tAPT249t	63·3	35·0 FK	Liverpool British 16BHptCem (9 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10½ 28″4½
20769 161116 MPNS	**Atheltarn** ssLon.No.1-34 Mchy.Aft 1Dk(Stl)&Webframes Wireless Longitudinal framing Progressive Survey of oil tanks	1179 859 568	✠100A1 ~~5,35~~ ~~2,34~~ 1,36 ✠LMC2,34 BS1,36 Carrying Molasses or Petroleum in bulk	Lon Rot	n	CL ~~2,34~~ ~~1,35~~ 12,35	1929 9mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld.	221·8 P70'B22'F37' Trunk in well DTf24'126tFPT31t	36·3	14·0 FK	Liverpool British 12BHptCem APT63t	T.3Cy.17″,28″&46″-30″ (s) 180lb 203NHP 2SB,6cf,GS120,HS4200 CammellLaird&CoLd.Bkn	14″0 s ″7½ 13″6½
20770 161160 GJYQ	**Atheltemplar** TwinSc ssRot.No.1-34 OilEng. D.F. GyC. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	8939 8316 5240	✠100A1 11,35~~2,35~~ CBS2,35 ✠LMC CS2,35 DBS12,35 12,35 Carrying Molasses or Petroleum in bulk	Bkn	d†	CL ~~S2,35~~ P3,34 S9,35	1930 6mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83' 315tDTf44'701t	475·0 P119'B34'F48' FPT219tAPT434t	63·3	35·0 FK	Liverpool British 16BHptCem (10 to U dk 6 ,,2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-51 3/16″ 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10½ 28″4½
20771 162387 MBDL	**Athelviking** (exJava-33) TwinSc ssRot.No.2-34 OilEng D.F. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	8779 8173 5213	✠100A1 8,35~~10,34~~ ✠LMC CS10,34 8,35 Carrying Molasses or Petroleum in bulk	Rot Fal DBS8,35	d†	CL ~~P8,34~~ SN8,34 P8,35	1926 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE80'323tDTf54'724tFPT186t	471·2 P116'B34'F48'	62·4	35·3 FK	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,) APT304t	Oil Engines 4S.C.SA 12Cy 24 13/16″-51 3/16″ 709NHP 2DB-180lb J.G.Kincaid&Co.Ld Grk.	35″4 s7″0½ 28″7

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20772 161118 GTDF	**Athelviscount** TwinSc *ss*.Fal.No.1-33 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* D.F. GyC.	8882 8310 5259	✠100A1 4,35 ✠LMC CS6,33 4,36 ~~6,34~~ *Carrying Molasses or Petroleum in bulk*	Fal DBS6,33	*d*†	CL PN6,34 S6,34	1929 9mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	UnitedMolasses Co.Ld. *CellDBuE*83' 278*tDTf*35'534*t*	475·0 P119'B34'F48' FK *FPT*219*tAPT*249*t*	63·3	35·0	Liverpool British 16*BHptCem* (9 *to U dk* 7 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10$\frac{3}{4}$ 28 ″ 4$\frac{1}{2}$	
20773 LDHM	**Athen** (*ex*Sandö) D.F. 1*Dk*&*Shelter dk*	2923 2618 1705					1929	R.Thomp- son&Sons,Ld. Sunderland	A/S Sobral(Den NorskeOrientlinje A/S,*Mgrs.*)	330·5 P99*t*H147*t*F17*t*	49·0	20·2	Oslo Norwegian *WB*	T.3Cy.25",40$\frac{1}{2}$"&66"-45" 292NHP G.Clark,Ld.Sld.		N
20774 LCDV	**Athene** *ss*Osl.No.2-35 ~~*ss*Osl.No.1-32~~ *OilEng.* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinalframing-bracketless system*	4681 4020 2644	✠100A1 ~~11,34~~ 10,35 DBS~~9,34~~ 10,35 *CarryingPetroleum in bulk*	Osl ✠LMC~~5,32~~ 10,35	*w*	CL ~~N2,34~~ 9,35	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	A/S Athene (JorgenBang) (9*BH* *CellD BuE*59'165	345·6 P80'B26'F30' *Trunka*112'*f*80' FK *toUpper dk*4*BHto*2 *tDTf*30'430*t*,*FPT*	53·5	27·8	KrstnsandS Norwegian 13*BH* *nddk*)*ptCem* 185*APT*66*t*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"-47$\frac{1}{4}$" 580NHP 2DB*150lb* Aktieb.AtlasDiesel,Skm.	28 ″ 0	
20775 Broken up FOCC	**Athenee** (*ex*SierraDeFuentes, *ex*WarVisor) 1*Dk* *Well deck*	2362 1770 1265			...		1918	S.P.Austin &Son,Ld. Sunderland	Cie.DelmasFrères &Vieljeux	285·0 P25'Q78'B66'F32' FK	42·0	19·1	LaRochlle French *WB*	T.3Cy.25",41"&68"-45" 410NHP Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2	V †
20776 146330 GFDM	**Athenia** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern* 3*Dks*	13465 10209 8118					1923	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLineLd	526·3 B&F427'	66·4	38·1	Glasgow British *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till ~~4,36~~ 12,36
20777 18	**Athina** 2*Dks*&*Spar dk*	468 — 172					1893	J.McDow- all&Barbour Piræus	Hadjiconstanti Bros.	162·0 F30'	23·6	14·0	Piræus Greek	T.3Cy.14",22"&37$\frac{1}{2}$"-30" 77NHP McDowall&Barbour,Pir.		
20778	**Athinai** Ⓟ (*exYt.*Harvard,*ex*Wacouta,*ex*Eleanor) 2*Dks*	968 — 577					1894	.... Bath,Me.	HellenicCoast LinesCo.Ld.	220·0	32·0	17·5	Piræus Greek			
20779 FOAI	**Athos II.** Ⓟ TwinSc *Ref.Mchy.* *Fittedfor oilfuel* GyC. 4*Dks*	15276 — 8947					1925	Akt.Ges. "Weser" Bremen	Soc.desServices Contractuels des MessageriesMari- times	543·9 B312'F49'	66·2	41·7	Marseilles French *WB*	2 DR geared Steam Turbines Akt.Ges."Weser"Bremen		V
20780 ~~DIWX~~	**Atid** (*ex*LighterMabel TwinSc Violet,*ex*Vossfelde) *OilEng.* 1*Dk*	509 431 305					1921	Vereinigte Elbe und Norderwerft Hamburg	AtidNavigationCo Ld.(BarnettBros& BorchardLd*Mgrs*)	165·5 P20' len34	26·4	11·5	~~Hamburg~~ ~~German~~ Haifa *WB* Palestine	Oil Engines 4S.C.SA 12Cy.11"-16$\frac{9}{16}$" 141NHP *Emade&fitted*34 Fr.KruppGermaniawerft A.G.Kiel		G
20781 127 TCAL	**Atilla** (*ex*Helena,*ex*Ludworth) *ss*Sld.No.3-6,19 *Well deck* *ss*Pla.No.2-28 1*Dk*(*ptIrnptStl*)&*deep framing*	1301 1000 783	✠ ——— 12,32	Cpl ✠	*o*		1907 4mo	BlythS.B. Co.Ld. Blyth	HaciSelimzade Hamdi ve serikleri *CellDBa*65'*uE*&	234·7 Q122'B10'F24' FK *B*36'*f*96' 341*t FPT*	34·5	15·1	Istanbul Turkish 4*BHCem* 53*tAPT*75*t*	T.3Cy.19",31"&51"-36" 166NHP 1SB,*3cf*,GS61,HS2520 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3	I †
20782 5137 SHYA	**Atland** *Turretdeck* 1*Dk*	5029 4228 2700					1910	W.Doxford &Sons,Ld. Sunderland	ÅngfaktiebTirfing (T.E.J.: son Brostrom,*Mgr.*)	388·9 P39'B67'H172*t* F43'	52·4	26·1	Gothenbrg Swedish *WB*	T.3Cy.26",42"&68"-48" 320NHP W.Doxford&Sons,Ld.Sld.		C
20783 OHVD	**Atlanta** (*ex*Shahristan-34, *ex*Ninive, *ss*Gls.No.3-12,33 *ex*Turkistan) 2*Dks*(*Stl*)	4595 — 2701	✠100A1 ~~5,35~~ ~~5,34~~ 1,36 MS5,34 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Lon Hfs ✠LMC BS~~2,35~~1,36	*x*	CL 5,34	1911 11mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	RederiA/B Atlanta (B.Krogius,*Mgr.*) *CellDBa*119'*uE*23'*f*	373·0 P25'B120'F38' FK 162'975*t DTa*34' 86	50·0	27·4	Helsingfrs Finnish 6*BHCem* 0*tAPT*36*t*	T.3Cy.28",46"&77"-48" (*s*) 180lb 616NHP 3SB,*12pf*,GS213,HS9469 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 5 ″ 7 24 ″ 7$\frac{3}{4}$	
20784 273 IBZC	— (*ex*StellaPolare, *ex*Atlanta) ~~*ss*Tri.No.3-9,24~~ *ss*Mfl 2ndNo.3-6,35 ~~*ss*Tri.No.2-30~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk* D.F. (*Stl-ptws*)&*deep framing*	4554 ~~3959~~ ~~2862~~ 4833 ~~4008~~ 2935	✠100A1 *Spar dk* 1,36 ~~4,33~~ ~~MS12,30~~ ✠Lloyd'sRMC~~8,34~~ ~~6,35~~ 1,36 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Ven ~~Mc~~ Nap ✠LMC6,35 ~~BS8,34~~	*y*	CL ~~4,32~~ 5,35	1908 4mo	Russell& Co. PortGlasgow *Lloyd'sA&CP*	CosulichSoc.Tri- estina diNav. *CellDBa*126'*u*	~~385·0~~ P77'B108'F41' 26·3 399·5 FK *E&B*40'*f*170'1160*t*	49·8	18·4	Trieste Italian 6*BHCem* *APT*32*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 483NHP 3SB,*9cf*,GS165,HS7224 FD D.Rowan&Co.Glasgow	29 ″ 0 s4 ″ 11$\frac{3}{4}$ 24 ″ 3	
20785 221380 KDSW	**Atlanta City** *Fitted for oil fuel* GyC. 2*Dks*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Al	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft FederalS.B.Co.Kearny,NJ		R
20786 EAOB	**Atlante** Ⓟ (*ex*New 3Mst Londoner) *ss*Nwc.No.3-4,06 *Well deck* 2*Dks*(*UStl*-ws)*ss*Cdz.No.2-14 *Mchy. Aft* Wireless	1446 948 793	✠ 7,19	Bcl ✠	*q*		1894 4mo	Wigham Richrdsn&Co Newcastle	Cia.Trasmediter- ranea	270·0 P178'F60' BK9' *WB*=*CellDB*144'	33·6	15·6	Barcelona Spanish 5*BHCem* 160*tDTf*27*t*	T.3Cy.28$\frac{7}{8}$",46"&75"-42" 390NHP 3SB,*12pf*,GS156,HS6231 WighmRchardsn&CoNwc	18 ″ 2	V †
20787 To be Broken up ~~OHHW~~	**Atlanten** (*ex*Gribskov,*ex*Albuera) *ss*Lth.2ndNo.3-11,26 *ss*Hbg.No.1-31 2*Dks*(*Stl*)&*deepframing*	*3492* *3179* *2127*	✠~~100A1~~ 11,34 ~~BS10,34~~	Got ✠~~LMC7,34~~	*v*	OG ~~11,34~~ 4,35	1902 3mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	~~Rederiaktieb~~ ~~NorraAtlanten~~ *CellDBa*1	340·0 P26'B86'F37' FK 04'*uE&B*40'*f*150'9	47·4	23·1	~~British~~ 6*BHCem* 20*tAPT*105*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb NDB15 304NHP 2SB*6cf*,GS132,HS4700 *100lb* J.G.Kincaid&Co.Grk.	26 ″ 1 s4 ″ 8$\frac{1}{4}$ 21 ″ 7	
20788 149686 GSMD	**Atlantian** *Ref.Mchy.* *ss*Liv.No.1-32 D.F 3*Dks*(*Stl*)	6549 6024 4016	✠100A1 8,36 ~~4,35~~ BS11,35 MS4,32	Liv ✠LMC ~~BS10,34~~	*a*†	CL 4,34	1928 8mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison *Mgrs.*) *CellDB*343'1093*t*	414·6 P41'B150'F40' FK *DTa*25' 387*t FPT*	54·6	33·8	Liverpool British 8*BHCem* 97*tAPT*28*t*	Q.4Cy.27",39",56"&80"-54" 215lb (*s*) 777NHP 4SB,*12cf*,GS247,HS11748FD CaledonSB.&E.Co.Ld.Dun	36 ″ 9 s 7 ″ 6$\frac{1}{2}$ 29 ″ 5$\frac{1}{4}$	
20789 LCDU	**Atlantic** *Oil Eng.* *Mchy. Aft* 2*Dks* D.F. *Carrying petroleum in bulk*	7342 6772 4253					1925	Armstrong Whitworth &Co.Ld. Newcastle	A/RSeljan(Wilh. &PaulJebsen)	441·6 P379*t*H182*t*	57·5	34·1	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"-41$\frac{3}{4}$" 582NHP Armstrong,Whitworth& Co.Ld.Nwc		C
20790 217709 WBCO	— (*ex*WestCatanace) *Fitted for oil fuel* 2*Dks*	5524 5058 3455			...		1919	SouthWest -ernS.B.Co. SanPedro,Cal	ArgonautLineInc.	410·5 P43'B115'F47' FK	54·0	27·2	NewYork Utd. States *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"-48" 552NHP LlewellynIronWorks,LAn	29 ″ 9	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
20791 118804 GRSB	**Atlantic** *ss*Hul.No.1-36 *ss*Hul.2ndNo.3-1,31 1*Dk*(*Irn*)2*trB*&*deepframing*3*Dk rule*	3016 2812 1916	✠100A1 ~~4,36 4,34~~ ~~BS1,34~~ ~~9,30~~ ✠LMC~~1,31~~ 4,36	Hul	*u*	CL 4,34	1904 8mo	W.Gray&Co.Ld. WHartlepool *Lloyd's*A&CP	W.H.Cockerline&Co. *WB=CellDBa&uE130'f136'726tAPT53t*	325·0 P29'B88'F34' FK	47·0	22·4	Hull British 5*BHCem*	T.3Cy.24"38"&64"–42" (*s*) 160lb *65lb* 270NHP 2SB,6*pf*,GS102,HS4128 Con.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 2 20 ″ 10
20792 140863 GDRN	**Atlantic City** *Fitted for oil fuel* D.F. 2*Dks*	6236 5972 3902					1920	RopnerS.B&Reprng.Co.(Stockton)Ld. Stockton	ReardonSmithLineLd.(SirW.R.Smith&SonsLd.*Mgrs.*)	411·7 F36'	54·5	33·6	Bideford British *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton	
20793 162405 GWSY	**Atlantic Coast** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* D.F. *CruiserStern*	890 687 475	✠100A1 *withfreeboard* 7,35 ~~10,34~~ ✠LMC7,34 1,36	Lon Liv	*o*	OG	1934 7mo	H.Robb,Ld. Leith *Lloyd's*A&CP	CoastLines,Ld. *IntermediateBH in hold dispensed with Coll BH to Sh dk* *CellDB176'318tDTf12'58tFPT18tAPT24t*	231·6 F28' FK	35·2 *36·9*	11·8	Liverpool British *Cem* 2 „ „ *2nd* „	Oil Engines 2S.C.SA 10Cy.13⅜"–22 1/16" 312NHP BritishAuxiliariesLd.Gls	14 ″ 0 5 ″ 2 13 ″ 11
20794 170028	**Atlantic Gulf** Ⓟ (*ex*Southern Trader,*ex*Euzkadi, *ex*HelenC,*ex*LakeFaulk) *Fitted for oil fuel* 1*Dk*2*trB*	2639 2243 1519			...		1919	American S.B.Co. Lorain,O.	AtlanticGulf&PacificCo. of Manila	251·0 P25'B64'F23' FK	43·6	26·1	Manila P.I. Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O	28 ″ 2
20795 26857 JTTD	**Atlantic Maru** *ss*Kob.No.3-8,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 10,35 ~~8,34~~ BS10,35 ~~BS8,34~~ ✠LMC6,33 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Nag	*y*	OG 8,34	1920 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	KokusaiKisenK.K. *CellDB*327'1126*t*	385·0 FK *Collision* *FPT*127*tAPT*94*t*	51·0	36·0	Hashidate Japanese *ptCem* *BHtoAw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB&1Aux.SB,8*cf*,GS154,HS5636 FD KawasakiDkyd.CoLd.Kob	36 ″ 0 s9 ″ 1 27 ″ 1
20796 219840 KUMS	**Atlantic Sun** *ss*Phl.No.3-4,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6735 6038 4146	✠100A1 ~~5,35~~ ~~11,6~~ 2,36 MS2,36 BS4,36 ✠LMC4,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Phl	*b*†	CL ~~9,35~~ 2,36	1920 4mo	SunS.B.Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B60'*259*t*	429·3 P133'B36'F40' FK (*FPT*222*tAPT*57*t*	59·2	31·4	Phildlphia Utd.States 17*BHptCem* 13*BHtoUdk* 4 „ „*2nd*„	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.)	33 ″ 3 s6 ″ 10½ 26 ″ 7½
20797 121227 MCFK	**Atlantica** (*ex*Atalanta-32) *ss*Ard.2ndNo.3-3,28 *ss*Dnz.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed 1917*	683 371 319	✠ 1,36 *Shelter dk* *withfreeboard* ✠~~LMC8,35~~	Dnz	*i*	CL 7,33	1905 4mo	J.Shearer &Sons Glasgow *Lloyd's*A&CP	F.E.H.Bernays	169·0 FK *DBf*16'23*tFPT*32*t*	26·8	11·8	Glasgow British 3*BHCem* *APT*18*t*	T.3Cy.14",23"&37"–27" (*r*) 180lb NDB19 91RHP 1SB,3*cf*,GS53,HS1610 Muir&Houston,Ld.Gls	19 ″ 0 ~~5 ″ 10~~ ~~13 ″ 3~~
20798 LOFG	**Atlantico** (*ex*Skramstad) Wireless 1*Dk*&*Spardk*	1413 1288 955					1904	Framnes Mek.Værks Sandefjord	SocAnonImportadorayExportadora delaPatagonia	231·7 H80*t*	35·2	20·5	Bns.Ayres Argentine *WB*	T.3Cy.16½",27"&44"–33" 111NHP NylandsVærksted,Oslo	
20799 SVFV	**Atlanticos** (*ex*Maryland-35, *ex*WarNoble) *ss*Bly.No.3-1,35 2*Dks*(*Stl*)	5446 4903 3367	✠100A1 1,36 ~~1,35~~ BS1,36 ✠LMC1,35 ✠NE20*refitted*1,35	Bly Rot	*z*	CL N11,34	1919 3mo	JCoughlan &Sons Vancouver, B.C. *Lloyd's*A&CP	AtlanticosS.S.Co.Ld.(KulukundisBros.*Mgrs.*) 1 *IntermediateBH in forehold dispensed with* *DB*368'1274*tFPT*131*t*	410·5 P44'B115'F47' FK	54·1	27·5	Piræus Greek *ptCem* 6*BH only* *APT*269*t*	T.3Cy.24",39½"&67"–48" (*s*) 190lb 510NHP 3SB,9*cf*,GS189,HS8008 FD N.E.MarineEng.CoLdNwc	29 ″ 9 s5 ″ 9½ 24 ″ 2
20800 HRBL	**Atlantida** Ⓟ *ss*NOs.No.2-33 2*Dks*(*Stl*) (*Weather dk*-teak s)& *2 lower dks sparred for fruit cargo* *Ref.Mchy.*	*4191* 3565 2476	✠100A1 *withfreeboard* ~~4,35~~ ~~9,31~~ 10,35 BS4,36 ~~BS1,31~~ ✠LMC12,32 *Fitted for oil fuel* 5,24 *F.P above* 150° F. *Lower Decks for Fruit Cargoes* ✠Lloyd'sRMC2,30 for temp.50°F.	NYk ~~NOs~~	*w*	OG ~~3,33~~ 3,35	1924 5mo	Workman,Clark&Co.Ld Belfast *Lloyd's*A&CP	StandardNavCorp.(StandardFruit&S.S.Co.*Mgrs.*) *Intermediate bulkheads in fore & after holds dispensed with* *CellDBa*93'*uE*20'*f*119'300*t FPT*78*t*	350·6 F36' FK	50·3	29·5	Ceiba Honduran *Cem* 4*BHonly* *APT*52*t*	T.4Cy.27",44"&(2)54"–45" 200lb (*s*) 669NHP 4SB,16*cf*,HS10548 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 6 s11 ″ 6 20 ″ 4
20801 1666 IBPC	**Atlantide** (*ex*Antiope-34, *ex*Sommelsdijk, *ex*EmpireTransport, *ex*Savannah) *ss*Rot.2ndNo.3-8,30 *ss*Ant.No.1-34 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) D.F.	6300 4626 3966	✠100A1 *Shelter dk* *withfreeboard* 3,35 ✠LMC MS8,34 BS12,34	Rot	*a*†	CL 3,35	1909 5mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*A&CP	"Atlantide" Soc. per Imprese Marittime *CellDBa*146'*uE&B*47'*f*169' 1137*tDTa*36'870*tAPT*38*t*	422·0 410·0 FK	52·0	27·6	Genoa Italian 7*BHCem*	T.3Cy.28",46"&77"–54" (*s*) 180lb *80lb* 563NHP 3SB,9*cf*,GS189,HS7925 FD Richardsons,Westgarth&Co.Ld.Sld.	39 ″ 0 s1 ″ 5½ 29 ″ 3
20802 135497 GLTM	**Atlantis** Ⓟ (*ex*Andes) TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*&1*ptDk*	15135 10221 8529					1913	Harland&Wolff,Ld. Belfast	RoyalMailLines,Ld.	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27",(2)42"&(4)49"–51"&1L.P.Turbine Harland&Wolff,Ld.Bel	
20803 214459 WSCH	**Atlas** (*ex*Sunoil) *ss*NYk.No.3-8,27 *ss*NYk.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing*	7058 6236 4368	✠100A1 5,35 ~~2,35~~ ✠LMC MS1,32 BS~~3,34~~9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,16 *F.P.above* 150° F.	Bal Gal	*b*†	CL 6,34	1916 10mo	W Cramp&SonsS&EBCo Philadelphia A&CP	Socony-VacuumOilCo.Inc. *CellDBuE&B*61' 234*t*	430·0 P116'B36'F49' FK *FPT*246*tAPT*49*t*	58·2	33·3	NewYork Utd.States 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 565NHP 3SB,9*cf*,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 ″ 4 s6 ″ 6 27 ″ 0½
20804 667 SVCL	— (*ex*Irini-35,*ex* ConradMohr) *ss*Rot.2ndNo.3-2,33 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	4008 3699 2055	✠100A1 12,34 BS2,36 ~~BS2,34~~ ✠LMC2,35 *CarryingPetroleum in bulk*	Pir	*w*	CL ~~2,33~~ 2,36	1909 7mo	R.Craggs&Sons,Ld. Middlesbro' *Lloyd's*A&CP	SociétéAnonymeHelleniqueMaritime&Commerciale "Transpetrol"(A.Romano&A.H.Behar,*Mgrs.*) *CellDBuE&B*75'223*tAPT*201*t*	345·0 P97'B25'F44' FK	48·0	28·5	Piræus Greek 12*BHCem*	T.3Cy.25",41"&67"–45" (*s*) 180lb 326NHP 2SB,8*cf*,GS144,HS5014 N.E.MarineEngCoLd.Nwc	28 ″ 9 s 5 ″ 3½ 23 ″ 7
20805 DOKG	— Sub.Sig. *Cruiser Stern* 2*Dks*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	DampfschiffahrtsGes.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19 13/16"31½"&50⅝"–35 1/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen	
20806 1337 IBBD	— *Fitted for oil fuel* *CarryingOil in bulk* 1*Dk*&*Spar dk*	2005 1740 1128					1898	DelawareRiverCo. Chester,Pa.	Soc.Armatrice Italiana	255·7	40·3	19·4	Genoa Italian	T.3Cy.21",34"&56"–42" 203NHP DelawareRiverCo.Chester	
20807 PJBQ	— TwinSc (*ex*Pallas,*ex*Margarete,*ex*Düsseldorf) Wireless 1*Dk*	1277 — 608					1922	DeutscheWerftA.G. Hamburg	West-Indische Scheepv.Maats.'	242·4 B48'F57'	36·0	14·3	Curaçao Dutch *WB*	T.6Cy.11⅞",20"&32¼"–16½" NE&B27 83NHP N.V.Boele'sScheepv.&Machf.,Bolnes	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Broken up 20808 TUMF	**Atlas** TwinSc (*ex*Glückauf) 1*Dk*&*Shade dk*	761 500 203					1901	Akt.Ges. Weser Bremen	France&Canada, Cie.Française de Nav.	205·5 H42'F39'	41·2	12·0	Cherbourg French *WB*	T6Cy13¾",22$\frac{1}{16}$"&35$\frac{7}{16}$"-25⅝" 128NHP A.G.Weser,Bremen		V
20809 26272 JAPD	**Atlas Maru** *ss*Kob.No.3-7,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Kob.No.1-35	7347 6856 4481	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~8,34~~ ✠LMC 10,35 *Fitted for oil fuel* 8,23	Kob	*a*†	CL ~~7,32~~ 10,35 *F.P. above* 150° F.	1920 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaShosen K.K. *CellDB*358'1165*t* *DTa*28'1077*t*	420·0 F47'*onShelter dk* FK *FPT*108*tAPT*95*t*	56·0	38·5	Osaka Japanese *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.28",47"&79"-51" (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsubishiZosenKaisha,Ld	38 ″ 6 s10 ″ 4¼ 28 ″ 4	
20810 LCHW	**Atle Jarl** 1*Dk*	1173 1005 671					1919	Fredrkstad Mek.Værks. Fredrikstad	A/S DetNorden- fjeldske Damp- skibsselskab	230·5 P20'B62'F26'	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		N
20811 LDNL	**Atna** *CruiserStern* 1*Dk*	1846 1635 1111					1930	Fredrkstad Mek.Værks Fredrikstad	D/S A/S Hedrum (OlufS.Knudsen, *Mgr.*)	265·1 P55*t*H89*t*	42·1	17·9	Kristiansand Norwegian *WB*	T.3Cy.20¾"33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
20812 3959 SKTA	**Atos** (*ex*Uppland,*ex*Marie) *ss*Hbg.2ndNo.3-5,28 *ss*Lkr.No.1-33 1*Dk*(*ptIrn ptStl*)&*deep framing* *Cargo battens not fitted*	*2146* *1962* *1244*	✠100A1 6,35 ~~4,34~~ MS5,35	Sws Lkr ✠LMC BS~~7,34~~ 9,35	*s*	OG 6,33	1902 1mo *Lloyd*	Helsingörs Jernsk &Msk Elsinore '*sA&CP*	Rederi A/B Atos (A.Börjesson) *Intermediate bulkhead* *Cell DBa & u E*	291·6 Q20'B70'H120' F35' FK *in forward hold dis* 112'*f*120'578*tFPT*	42·6	19·1	Hlsngborg Swedish 4*BHCem* *pensed with* 58*tAPT*44*t*	T.3Cy.20¾",35"&57"-39" (*s*) 185lb 270NHP 3SB,*6rf*,GS113,HS4800 HelsingörsJernsk.&Mskb.	21 ″ 10 s3 ″ 4¾ 18 ″ 7	
20813 131322 GRPX	**Atreus** Ⓟ D.F. 2*Dks*	6546 5558 4133					1911	Scotts'S.B. &E.Co.Ld. Greenock	ChinaMutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"-60" 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till 9,36
20814 11597 JATD	**Atsuta Maru** Ⓟ TwinSc *ss*Yka.2ndNo.3-9,32 D.F. 2*Dks*(*Stl-U*teak s)*deep framing*& *Web frames Lower dk*(*Stl*)*in Nos.*1&3*holds*	7983 6748 4940	✠100A1 9,35 ~~9,34~~ BS~~9,34~~ 9,35	Yka ✠LMC9,32	*d*†	CL 9,34	1909 3mo *Lloyd*	MitsuBishi DDks&EWks Nagasaki '*sA&CP*	NipponYusen K.K. *WB=Cell DBa*	473·9 P61'B176'F54' FK 139'*uE&B*85'*f*180'	54·7	31·3	Tokio Japanese 7*BHCem* 1609*t DTa*	T.6Cy.25",41½"&69"-48" (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD&E.Wks.Nag 26'561*tFPT*143*tAPT*48*t*	34 ″ 6 s8 ″ 1½ 27 ″ 1	
20815 14443 JTLH	— 1*Dk*	496 456 290					1911	Ono Seikichi Osaka	TakahashiZenbei	178·7	22·0	16·9	Nagoya Japanese	T.3Cy.11",19"&32"-22" 48NHP OnoSeikichi,Osaka		
20816 135489 MDYZ	**Attendant** TwinSc *ss*LagosNo.3-2,27 1*Dk*(*Stl*-teak s)	357 250 ~~112~~ 12	✠ —— 8,35	Lagos ✠	*e*		1913 8mo	Harland& Wolff,Ld. Glasgow	MaletSalvage Syndicate,Ld. *CellDBa*25'*f*47'42	124·7 B19'F18' FK *tFPT*14*tAPT*22*t*	27·2	10·8	Liverpool British 5*BHCem*	T.6Cy.10½",16½"&26"-18" 91RHP 2SB,*4cf*,GS51,HS1812 Harland&Wolff,Ld.Gls.	11 ″ 6	
20817 DOAE	**Attika** Sub.Sig. 2*Dks*	2447 2232 1437					1923	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 P59'B24'F37'	46·1	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP A.G."Weser,"Bremen		G
20818 557 SVAF	**Attiki** Ⓟ (*ex*Arakaka,*ex*Grenada) *ss*Pir.3rdNo.3-11,25 1*Dk*(*Stl*)&*Spar dk* (*ptStl*-teak s)&*deepframing*	2561 — 1534	✠ —— 5,31	Pir ✠	*s*		1896 1mo	A.Stephen &Sons Glasgow	HellenicCoast LinesCo.Ld. *CellDB*	281·5 P29'B152'F30' 23·2 FK *a*72'*uE&B*40'*f*104'	39·0	14·7	Piræus Greek 4*BHCem* 355*tAPT*18*t*	T.3Cy.23",37"&62"-42" 345NHP 2SB(FD)&1AuxSB2,14 *6cf*,&*2pf*,GS120,HS5247 A.Stephen&Sons,Glasgow	25 ″ 6	
20819 323 SVOT	**Attikos** (*ex*Athenic) *ss*Mdb.2ndNo.3-2,32 1*Dk*(*Stl*)2*trB deepframing*& *Web frames*3*Dk rule*	*4078* *3836* *2628*	✠100A1 3,35 BS~~7,34~~ 11,35	Ams ✠LMC7,31	*x*	CL ~~1,33~~ 11,35	1906 2mo *Lloyd*	Sunderlnd S.B.Co.Ld Sunderland '*sA&CP*	A.Lusi *CellDBa*127'*uE*21'	370·0 P26'B100'F34' FK *f*158'876*tF*	50·0	26·2	Argostoli Greek 6*BHCem*	T.3Cy.26",42$\frac{3}{16}$"&70"-45"(*s*) 180lb 352NH 3SB,*9cf*,GS151,HS5391 N.E.MarineEng.Co.Ld.Sld *PT*74*tAPT*82*t*	27 ″ 9 s5 ″ 5 22 ″ 6	
20820 LDOP	**Attila** *ss*Osl.No.1-35 *OilEng.* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7913 7269 4729	✠100A1 ~~[illegible]~~ ~~8,34~~ 4,36 DBS1,35 ~~✠LMC11,30~~ *CarryingPetroleum in bulk* ✠LMC CS4,35	Kob ~~Osl~~ LAn	*c*†	CL ~~12,33~~ N4,36	1930 11mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld Newcastle '*sA&CP*	Skibs.A/S Varild (Alf.Jakhelln, *Mgr.*) *CellDBuE*59'214*t D*	461·0 P108'B29'F40' FK *Tf*38'387*tFPT*134	59·8	33·9	Oslo Norwegian 17*BHptCem* (11 *to U dk* 6 „ *2nd* „) *tAPT*179*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB*150lb* Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 ″ 7	
20821 25 IBQD Foundered 7.35	**Attilio** Ⓟ (*ex*Cin,*ex*Chemoulin, *ex*LaRochelle) 1*Dk*	916 666 509					1906	Atel.&Ch. deFrance Dunkirk	I.Palla	205·7 P10'B55'F30'	30·3	14·9	Bengasi Italian *WB*	T.3Cy.15",24"&40½"-28" 87NHP Caillard&Co.Havre		I
20822 401 IBEJ	**Attilio Deffenu** Ⓟ TwinSc *OilEng.* 2*Dks*4*trB*	3510 2078 2040					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"(Flotte RiuniteFlorio- Citra)	324·0	43·8	21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP CantOff.Savoia,Crnigliano		I
20823 DOAY	**Atto** Ⓟ Now "Adana," see No. 37079 in Supplement Sub.Sig. 2*Dks*	4205 3784 2597					1922	Vulcan- WerkeA.G. Stettin	DeutscheLevante- LinieHamburg A.G.	360·7 P44'B109'F45'	51·0	26·0	Hamburg German *WB*	T.3Cy.22⅗",36⅗"&61⅗"-47⅕" 260NHP Vulcan-WerkeA.G.Stettin		G
20824 EABV	**Atxeri-Mendi** *ss*Bbo.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3615 3020 2096	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~5,34~~ MS1,34	Liv Cff ✠LMC BS~~8,34~~ 9,35	*v*	CL 1,34	1921 3mo *Lloyd*	RopherS.B. &RpgCo. (Stk)Ld. Stockton '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDBa*108'*uE*25'	340·2 FK *Collision* '*f*147'784*tAPT*126*t*	48·7	22·4	Bilbao Spanish *Cem* *BH toSh dk* 5 „ „ *U* „	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11¾ 23 ″ 0½	
20825 EAKO	**Atxuri-Mendi** *ss*Gls.No.1-33 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Wireless D.F.	*1597* *1329* 756	✠100A1 *withfreeboard* 5,36 ~~4,35~~ BS7,35	Bry Bbo ✠LMC8,35	*r*	CL ~~10,33~~ 5,36	1929 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellD*	280·0 FK *B*245'376*tAPT*40*t*	39·0	16·1	Bilbao Spanish 4*BHCem* (*Collto Sh dk* 3 „*2nd*„)	T.3Cy.20½",33½"&55"-39" 180lb (*s*) 291NHP 2SB,*6cf*,GS105,HS4532 FD Cen.Mar.E.Wrks.LdWHpl	18 ″ 2 s ″ 4 18 ″ 0¾	
20826 103565	**Aube** (*ex*Rosemount,*ex*Aube, *ex*Rosemount) 3Mst 1*Dk*	1580 1495 989				...	1896	Wood, Skinner&Co. Newcastle	Sincennes McNaughtonTugs, Ld.	244·3 Q31'F34' FK	40·2	18·5	Montreal British *WB*	T.3Cy.20",34"&57"-39" 210NHP N.E.MarineEng.Co.Nwc.	21 ″ 4	
20827 VSBD	**Auby** (*ex*Rosario) TwinSc 1*Dk*	636 532 319					1908	Soc.Eser- cizioBacini Genoa	SarawakS.S.Co. Ld.	202·2	34·2	9·8	Kuching Sarawak *WB*	T.6Cy.9¼",16⅝"&25⅜"-13$\frac{13}{16}$" 47NHP Soc.EsercizioBacini,Genoa		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20828 857 IBAC	**Auctoritas** (*ex*AnsaldoSavoia Primo) D.F. 1*Dk*	5228 4480 3259					1918	Cant.Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	386·3 P37'B113'F33'	51·7	27·8	Genoa Italian *WB*	T.3Cy.26",42½"&69 1⁄16"-39⅜" 305NHP Cant.Nav.Riuniti,Ancona	
20829 LCHX	**Aud** (*ex*Frances) 1*Dk*	1147 998 687					1907	Laxevaags Msk.&Jrnsk. Bergen	AugustKjerland &Co.A/S	228·4 P15tH56tF29t	36·2	15·9	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP LaxevaagsMsk.&Jrns.Bgn	
20830 1720 IKLQ	**Audace** (*ex*Royal) Sub.Sig. 1*Dk*&*Spar dk*	1459 889					1892	Akt.Ges. "Neptun" Rostock	IgnazioMessina &C.	240·5 P&B188'F26'	36·1	19·8	Genoa Italian *WB*	T.3Cy.16½",25½"&41¾"-31½" 98NH A.G."Neptun,"Rostock	
20831 148704 MNLF	**Audacity** ssLon.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	589 444 242	✠100A1 3,36 ~~1,33~~ BS7,35 ✠LMC5,34 *CarryingPetroleum in bulk*	Lon Mch	*h*	CL 7,33	1925 11mo *Lloyd's*A&CP	G.Brown &Co.Ld. Greenock	F.T.Everard& Sons,Ld.	172·8 Q64'F26' FK *DTf*11'32t*FPT*36t	26·7	12·7	London British *8BHptAsp* *APT*29t	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2064 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s1 ″ 0½ 11 ″ 7½
20832	**Audax**, (*ex*Marit,*ex*Stolt) 3Mst Now "Ancap II," see No. 37054 in Supplement *Mchy.Aft* 1*Dk*(*Stl*) *Carrying Petroleum in bulk*	482 335 262	✠ 5,34 ✠	CTn	*g*		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración NacionaldeCombustiblesAlcohol y Portland	156·6 Q97'F20' FK	25·1	10·8	M.Video Uruguayan 3*BHCem* *FPT*43t	T.3Cy.13",20"&33"-24 74RHP 1SB,3*pf*,GS51,HS1364 Verschure&Co.Ams.	11 ″ 11
20833	**Audaz** (*ex*Cautin) *Fitted for oil fuel* 2*Dks*	527 — 414					1892	J.Reid&Co Ld. Glasgow	EmpresaNaviera D.P.Patroni	165·5	29·1	16·5	Callao Peruvian	T.3Cy.14",23"&37"-27" 71NHP Kincaid&Co.Ld.Grk.	
20834 147260 GKMJ	**Auditor** ssBkn.No.2-33 2*Dks*(*Stl*)	5444 5101 3427	✠100A1 3,36 2,35 ✠LMC MS6,33 ~~BS2,35~~ 4,36	Bkn	*z*	CL 2,35	1924 6mo *Lloyd's*A&CP	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*351'1118t *D*	410·0 P37'B138'F52' FK *Ta*31'850t *FPT*52t	52·3	30·6	Liverpool British *8BHCem* 1 ,, *to2nddk* *APT*22t	T.3Cy.24½",42½"&72"-54"(*s*) 215lb HS9339 538NHP 2DB&1SB,15*cf*,GS281, Dunsmuir&JacksonLdGls.	32 ″ 11 s6 ″ 2½ 27 ″ 0½
20835 LCHY	**Audun** 1*Dk*	1304 1134 742					1925	Stavanger Stöberi&Dok Stavanger	D/S A/S Audun (J.Marcussen)	242·8 P51tH64t	37·3	16·0	Askeröy Norwegian *WB*	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok	
20836 DOEM	**Augsburg** (*ex*NorthwesternMiller) ssQns.No.3-3,27 ssBmn.No.2-35 ~~ssBmn.No.1-31~~ Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Tonnage opening closed*1919 3*trB inNo.1hold*	6512 4737 4095	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~9,6~~ 3,36 BS2,35 MS6,35 ~~BS6,34~~ ✠LMC~~4,31~~ ~~Fitted for oil fuel 1,20 F.P. above 150° F.~~	NOs ~~Ham~~ ~~Bmn~~ Bkn	*a*†	CL ~~6,33~~ 3,36	1915 3mo *Lloyd's*A&CP	Nthmblnd S.B.Co.Ld. Newcastle *Cell DBa*146'	Norddeutscher Lloyd *u*E33'*f*172'1230t *D*	419·8 F34'*onShelter dk* FK *Ta*35'955t*FPT*110t	53·4	36·1	Bremen German 7*BHCem* *APT*125t	T.3Cy.29",49"&80"-54" (*s*) 180lb 682NHP 3SB,12*cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 0 s11 ″ 0½ 28 ″ 3
20837 LDGK	**August** (*ex*YorkCounty,*ex*August) 2*Dks*	5254 4912 3246					1911	W.Gray& Co.Ld. WHartlepool	A/S D/SMathilda (J.Christensen, *Mgr.*)	410·0 P36'B254'F43'	54·0	28·9	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl	
20838 Broken up DCAA	— Iron 1*Dk*2*trB*	454 388 268					1881	G.Howaldt Kiel	Sartori&Berger	161·9 Q76'	22·6	14·4	Kiel German *WB*	C.2Cy.20½"&36"-28" NB02 52NHP Schweffel&Howaldt,Kiel	
20839 DCHC	**August Blume** *Mchy.Aft* 1*Dk*	744 618 408					1922	C.Pape G.m.b.H. Bodenwerder	AugustBlume	192·6 len27	27·9	13·2	Rendsbrg German *WB*	T3Cy16 3⁄16"27 3⁄16"&41⅝"-19 11⁄16" *Emade*92,*refitted*23 75NHP F.Schichau,Elbing	
20840 DMAD	**August Cords** *Mchy.Aft* 1*Dk*	1273 772 745					1910	Akt.Ges. "Neptun" Rostock	DampfschGes. "Aug.Cords" G.m.b.H.	231·3 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24 3⁄16"&38⅝"-26¾" 77NHP A.G."Neptun."Rostock	
20841 DHBP	**August Leonhardt** (*ex*Johanna Blumberg) Sub.Sig. 1*Dk*&*Shelter dk*	2593 2331 1526					1922	Stettiner Oderwerke Stettin	Leonhardt&Blumberg	329·0	46·1	18·7	Hamburg German *WB*	T.3Cy.22½",35¾"&57½"-39⅜" 210NHP StettinerOderwerke	
20842 DNAH	**August Schultze** Sub.Sig. 2*Dks*	2452 2144 1505					1921	Nordd. WrftG.m.b.H Weser-münde-G.	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	278·4 P31'B79'F36'	40·4	23·7	Oldenburg German *WB*	T.3Cy.22⅝",37"&57 1⁄16"-35⅜" andLPTurbine 254NHP BremerVulkan,Vegesack	
20843 DHBQ	**August Thyssen** Sub.Sig. 1*Dk*	2342 1953 1318					1923	Flensburgr Schiffsb.Ges. Flensburg	Seereed "Frigga" A.G.	297·0 P30'B67'F28'	42·6	19·1	Hamburg German *WB*	T.3Cy.18 11⁄16",31½"&54"-36" *Emade*18,*fitted*23 175NHP VulcanIrnWks,JerseyCity	
20844 215870	**August Ziesing** ssClv.No.2-30 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	8271 7916 6398	✠100A- ~~6,33~~ 11,35 BS11,35 ✠LMC MS6,31 ~~BS~~ 1,35 *For Service on the Great Lakes*	Clv			1918 4mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B*63' *f& inside tanks*	580·0 F54' FK 467'6510t *FPT*280t	60·0	27·9	D'luthMin. Utd.States 4*BH* *APT*60t	T.3Cy.24½",40"&65"-42"(*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD Gt.LakesEngWks.Ecorse	32 ″ 0
20845 1267 IBED	**Augusta** (*ex*Durham) ssGen.2ndNo.3-3,31 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& D.F. *Shelter dk*(*Stl*)	5702 5220 3484	✠100A1 *Shelter dk* *withfreeboard* 12,34 ✠LMC ~~MS7,30~~ BS12,35 ~~BS12,34~~ ✠Lloyd'sRMC3,35 ~~7,35~~ MS3,35 12,35	Gen	*a*†	CL ~~4,33~~ 4,36	1904 11mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	A.Zanchi *CellDBa*100'*u*	420·7 FK *E*30'*f*195'911t*FPT*	54·0	28·6	Genoa Italian 7*BHCem* 139t*APT*15t	T.3Cy.28⅝",47"&78"-54" (*s*) 180lb *180lb* 518NHP 3SB,9*cf*,GS183,HS6759 FD N.E.MarineEngCoLd Nwc	31 ″ 9 s5 ″ 0 27 ″ 0
20846 LCHZ	**Augusta L.** (*ex*LieutenantRobert Mory,*ex*EdithCavell,*ex*Tropeiro) *Well deck* 1*Dk*&*deep framing*	1266 1037 672	...				1908	Dundee S.B.Co.Ld. Dundee	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	235·3 Q74'B70'F31' FK	37·1	14·4	Trondheim Norwegian *WB*	T.3Cy.17",28"&46"-30" 141NHP N.E.MarineEng.CoLd.Sld	15 ″ 6
20847 TTZE	**Augustin Le Borgne** (*ex*Rensfjell) 1*Dk*	1128 967 669					1918	Akers Mek.Værks. Oslo	C.LeBorgne	225·2 P18'B56'F24'	36·3	15·7	Rouen French *WB*	T.3Cy.17",29"&47"-33" 150NHP AkersMek.Værks.Oslo	
20848 PCWA	**Augustina** TwinSc ssBat.No.2-35 ~~ssEng.No.1-32~~ *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3110 2277 1626	✠100A1 9,35 ~~12,34~~ ✠LMC CS9,35 DBS9,35 12,34 *CarryingPetroleum in bulk*	Bat.		CL 4,33	1927 7mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Nederl.Indische Tankstoomboot Maats. *Cell*	305·1 P86'F46' *Trunk dk*173' FK *DBuE*53'104t*FPT*	50·2	19·3	TheHague Dutch 12*BHptCem* 72t*APT*59t	Oil Engines 4S.C.SA 12Cy.18⅛"-35 1⁄16" 379NHP DB150lb Hwthrn,Leslie&C.Ld.Nwc	19 ″ 3 s1 ″ 9½ 17 ″ 7½

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20849 EEBI	**Augusto** Steel&Iron (exJaimeD'Urgell, ssGot.2ndNo.3-5,09 exNorden) 1Dk2trB Well deck Floors,Beams&KeelsonIrn	685 — 334	✠ 6,14	Got	j		1885 9mo	Boolds, Sharer&Co. Sunderland	Sucesor deVda E.Illueca D	171·4 P118'H34tF21' Ba37'f24'75t FPT	25·9	14·8 BK7½"	Bilbao Spanish 4BHCem 30tAPT25t	C.2Cy.27"&50"-36" NDB00 122NHP 1SB,3pf,GS49,HS2090 Carr&Co.(Ld.)Sld	15 ″ 3	
20850 1485 IBFD	**Augustus** Ⓟ QuadSc ssGen.No.1-32 GyC. OilEng. Ref.Mchy. 4Dks(Stl-Weather dk teak s) D.F. 5th&6th Dks(Stl) in holds 7thDk(Stl)inNo.1hold	30418 19447 17970	✠100A1 withfreeboard 7,35 ~~6,35~~ 2,36 DBS~~10,34~~ ✠LMC CS1,33 1,33 ✠Lloyd'sRMC~~4,35~~~~7,35~~ 5,36 ~~12,34~~	Gen	s†	CL Sa N9,34 Pf6,35 Sf6,35 Pa N9,34	1927 11mo	Soc.Anon. Ansaldo Cant.Nav. SestriPonnte Lloyd's A&CP	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-NavigazioneGenerale) CellDB	710·9 666·3 B404'F66' 579' 4514t DTa213t	82·8	46·5 FK	Genoa Italian 11BHptCem DTsf714tF	Oil Engines 2S.C.DA 24Cy.27$\frac{9}{16}$"-47¼" 6368NHP 2DB170lb Cant.OfficineSavoia,Genoa PT200tAPT218t	51 ″ 6 s 21 ″ 6¼ 30 ″ 2¼	
20851 200883	**Augustus B. Wolvin** Mchy.Aft GyC. D.F. 1Dk	6585 — 5311					1904	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	540·0	56·0	32·0 WB	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"-42 282NHP AmericanS.B.Co.Clv.O.		
20852 LCDW	**Augvald** (exTorrey) Fitted for oil fuel 1Dk&Shelter dk Cruiser Stern Longitudinal framing	4811 4403 2859			...		1920	AM'Millan &Son,Ld. Dumbarton	Skibs A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.)	400·4	52·6	25·7 FK	Haugesnd Norwegian WB	T.3Cy.27",44"&73"-48" 444NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 3	N †
20853 145126 MKLC	**Auk** ssLon.No.3-2,33 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl-ws)	~~1445~~ ~~985~~ ~~734~~ 1338 985 612	✠100A1 Shelter dk withfreeboard ~~2,33~~10,35 BS5,35 ~~BS4,34~~ ✠LMC2,35 Fitted for oil fuel 7,24 F.P. above 150° F.	Lon	ℓ	CL ~~8,32~~ 10,35	1921 1mo	Bow,Mc- Lachlan&Co Ld. Paisley Lloyd's A&CP	GeneralStm.Nav. Co.Ld. CellDBf161'255t	250·1 FPT20tAPT18t	37·1	14·0 FK	London British 4BHCem (2BHtoSdk 2 ,, ,,2nd ,,)	T.3Cy.22",35"&57"-39" (s) 180lb 273NHP 2SB,6cf,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5½	
20854 LDOE	**Aun** 1Dk	1908 1680 1137					1930	Smith's DockCo.Ld. Middlesbro'	A/S FinnJohnsens Rederi(Finn Johnsen,Mgr.)	270·6 P58tH79t	43·0	18·6	Bergen Norwegian WB	T.3Cy.19",31"&52"-36" 162NHP Smith'sDockCo.Ld.Mdb.		N
20855 OHHO	**Aune H.** (exGraafjeld-33,exRuth, exMizar) 1Dk	1988 1859 1200					1905	Bonn& Mees Rotterdam	Laiva O/YRahtaus (W.Hacklin,Mgr.)	282·0 F28tH82t	40·2	19·5	Björnebrg Finnish	T.3Cy.21",35"&57"-39" 202NHP Maats. deSchelde,Flushing		N
20856 133591 VWCR	**Aungban** 3Mst ssCal.No.3-5,29 Mchy.Aft ssCal.No.1-32 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5125 4778 3006	✠100A1 10,35 ~~12,34~~ BS11,35 ~~BS12,34~~ ✠LMC9,32 Carrying Petroleum in bulk Fitted for oil fuel 2,17 F.P. above 150° F.	Cal	x	CL ~~2,34~~ N11,35	1917 2mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BurmahOilCo.Ld. CellDBuB36'55t DTf39'282t	350·4 F52' FPT238tAPT66t	50·1	34·5 FK	Rangoon British 15BHptCem (10 ,, toUdk &5 ,, ,,2nd ,,)	T.3Cy.25",41"&67"-45" (r) 180lb 446NHP 2SB&1AuxSB,8cf,HS6812 FD Palmers'CoLd.Newcastle	34 ″ 6 s 7 ″ 2½ 27 ″ 5½	
20857 TSHZ	**Aunis** TwinSc 1Dk	439 421 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Côtiere (EugèneHuret, Mgr.)	165·6 Q28'H47'RFD28'	24·4	12·6	Rouen French WB	C.4Cy.17¾"&29$\frac{15}{16}$"-16½" NB17 61NHP DelaBrosse&Fouché,Nts		V
20858 OHHU	**Aura** (exTenbury-33, exLöwenburg) ssShl.2ndNo.3-12,31 1Dk(Stl)&Spar dk(Stl) &deep framing	4763 — 2919	✠100A1 Spar dk 10,35~~2,35~~ MS12,31 ✠LMC ~~BS8,34~~ 1,36	Hfs	y	CL 11,33	1907 7mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	Rederi A/B Atlanta (A.Krogius,Mgr.) CellDBa128'uE	398·2 P48'B116'F48' 25·4 22'f180'1082t FPT	54·1	20·9 FK	Helsingfrs Finnish 6BHCem 65tAPT45t	T.3Cy.25",42½"&70"-48" (r) 180lb 120lb 403NHP 2SB,6cf,GS121,HS5356 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 10 s 5 ″ 10¼ 22 ″ 2¾	
20859 OHHS	— (exMary-33,exGrovehill) 1Dk	1911 1686 1128					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LaivaO/Y Ansio (O/Y Meritoimi, Mgrs.)	278·3 P29'B66'H78tF27'	40·4	17·9	Åbo Finnish WB	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
20860 147277 GFLY	**Aurania** Ⓟ TwinSc ssLon.No.2-33 2Dks(Stl)&Shelter dk(Stl-ws) 3rdDk(Stl) in holds except in Nos. 4 & 5 Ref.Mchy E.S.D. D.F. Sub.Sig. GyC.	13984 10732 8473	✠100A1 Shelter dk withfreeboard 6,36 ~~4,35~~ BS1,36 ~~BS2,35~~ ✠LMC2,32 Lloyd'sRMC~~2,35~~~~9,33~~ 1,36 No. 5 after chamber & No.6 hold for temp. 35° F. No. 5 port & starb'd chambers for temp. 18° F. Fitted for oil fuel 9,24 F.P. above 150° F.	Lon	h†	CL ~~6,34~~ S3,36 P6,34	1924 9mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	CunardWhite Star,Ld. Cell	519·7 B&FonShltr dk425' Prom.dk266' DB450'1788tDTf51'1456t Tanks in way of tunnels 382tFPT106tAPT57t	65·3	39·2 FK	Liverpool British ptCem 10BHto Shelter dk	4SteamTurbinesDRgeared to 2 Sc. Shafts (r) 220lb 1663NHP 2D&2SB,24cf,HS19944 FD WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 s 11 ″ 10¾ 31 ″ 6¾	BT till ~~5,35~~ ~~2,36~~ 4,36
20861 3451 SDGO	— (exJokkmokk, ssHbg.3rdNo.3-5,27 exEva) ssHbg.No.1-32 Well deck 1Dk(Irn)2trB Cargo battens not fitted	1320 1011 933	✠100A1 5,35 ~~5,34~~ ✠NB3,14 ✠LMC MS1,32 ~~BS5,34~~ 5,35	Hbg Mmo	o	OG ~~1,32~~ 5,35	1889 7mo	Strand SlipwayCo Sunderland A&CP	RederiA/B Urania(A.R. Råwall,Mgr.) CellDB192'	242·0 P29'Q59'B48'F33' 422t FPT65t APT	34·9	14·9 BK8"	Råå Swedish 4BHptAsp& 18t ptCem	T.3Cy.18½",30"&49"-33" (s) 160lb 87lb NDB07 128NHP 1SB,3pf,GS54.HS1760 NE.MarineEng.Co.Ld.Sld.	17 ″ 6 s 1 ″ 5¼ 16 ″ 9	
20862 1187 IBHD	**Aureola** (exNafta,exHaliotis) 3Mst ssSng.No.3-10,10 Mchy.Aft ssH.Kg.No.2-18 1Dk(Stl)&Webframes Carrying Petroleum in bulk Fitted for oil fuel	1833 1320 1130	✠ 9,22 ✠	HKg	p		1898 8mo	Armstrong &Co Ld. Newcastle	NaftaSoc.Italiana pelPetrolio ed Affini	242·0 P35'F37' FPT101t	40·2	17·3 FK	Genoa Italian 10BHCem APT39t	C.2Cy.30"&63"-39" NDB01 217NHP 2SB,6pf,GS123,HS3734 WallsndSlpwy.Co.Ld.Nwc	17 ″ 4	
20863 FNLN	**Aurigny** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	9589 — 6028	✠Lloyd'sRMC~~2,35~~~~5,35~~8,35 2,36~~1,35~~ No. 5 hold & 'tween dks. not included				1918	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	481·6 B262'F56'	58·2	27·2	Havre French WB	T.6Cy.25⅜",42½"&70"-48" 689NHP F.&C.delaMédit.Msl.		V
20864 FNND	**Aurillac** Well deck 1Dk	4248 — 2526			...		1921	W.Pickers- gill&Sons,Ld Sunderland	Cie.DelmasFrères &Vieljeux	364·3 P18'Q128'B68'F28'	52·8	24·3 FK	LaRochlle French WB	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
20865 164463	**Auris** OilEng. Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck For full particulars see No.37035 in Supplement	8200	100A1 (Class Contemplated) Carrying Petroleum in bulk				1935	Cantieri RiunitiDell' Adriatico Monfalcone	Anglo-Saxon PetroleumCo.Ld.	465·0 P93'B47'F48'	59·4	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" N.V.Werkspoor,Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.
20866 219954 KERX	**Aurora** (*ex*MillerCounty) *OilEng.* ssPhl.No.3-11,33 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	7050 3269 4339	100A1 ~~11,34~~10,35 ✠NE23 DBS10,35 ✠LMC CS10,35 10,35 *CarryingPetroleum in bulk*	Bal Phl	*b*†	CL 11,34	1920	Baltimore D.D.&S.B.Co. Baltimore, Md.	Socony-Vacuum OilCo.Inc.	431·0 P105'B36'F38' FK *CellDBuE&B*54'548t *DTf*40'456t *FPT*232t *APT*102t	59·2	33·3	NewYork Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP DB200lb SunS.B.&D.D.Co.ChestrPa	33 ″ 4
20867 7848 SJFA	— *OilEng.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	4037 3501 2290	✠100A1 *withfreeboard* 10,34 DBS7,34 ✠LMC12,32	Got	*y*	CL	1932 12mo	Götaver- kenA/B Gothenburg Lloyd's*A&CP*	Rederiaktieb. Zenit(T.Petterson,*Mgr.*)	382·1 F38' FK *IntermediateBH in after hold dispensed with* *CellDB*321' 1612t *WBtank on Shelter dk* 28' 272t*FPT*100t*APT*119t	55·1	22·4	Gothenbrg Swedish *ptCem* (*Coll BH to Sh dk* 4 „ „2*nd*„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-66$\frac{15}{16}$" 350NHP DB100lb GotaverkenA/B,Got.	27 ″ 6 s 2 ″ 10 24 ″ 10
20868 PCWG	— ssAms.No.3-4,32 1*Dk(Stl)ptAwng dk(Stl)* *&2nd dk(Stl)in aft hold*	1695 1135 1019	✠100A1 *pt Awng dk* *withfreeboard* 8,35~~11,34~~ ✠LMC MS5,32 BS~~5,34~~5,34 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Ams	*p*	CL ~~6,33~~ 8,35	1920 2mo	Rotterdam Droogd.Maat Rotterdam A&CP	Koninkl.Nederl. Stoomb.Maats.	245·2 Q83' *ptAwng dk*163' FK *CellDB*205'349t*FPT*30t*APT*43t	37·3	15·8	Amstrdam Dutch 4*BHCem*	T.3Cy.17½",28"&47"-36" (*s*) 180lb 175NHP 2SB,4*cf*,GS75,HS2514 FD RotterdamDroogd Maats.Rot.	17 ″ 10 s 7 ″ 3 17 ″ 9
20869 56 IKNA	— (*ex*Rondo) ssNap.2ndNo.3-12,14 *Well deck* 1*Dk(Irn)&Webframes* *Cargo battens not fitted*	1224 873 709	✠ 3,20 ✠NB7,05 ✠	Nap	*n*		1889 10mo	T.&W. Smith N.Shields	CarloTucciVitiello	225·2 Q75'B104'F28' BK8" *WB=DBa*59'*f*90'	32·6	15·7	Torre del Greco Italian 4*BHCem* 272t*APT*40t	T.3Cy.16½",27"&44"-33" 112NHP 1SB,3*pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl.	16 ″ 8
20870 – EEBM	— Iron (*ex*Parayas,*ex*Dione) ssSld.No.2-78 1*Dk*	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	Cia.Nav.Vapor "Aurora"(José& Juan deGoyoaga)	191·8 Q20tB13t *WB=DBa*28'*f*45'	27·6	13·7	Bilbao Spanish 4*BHCem*	C.2Cy.28½"&53"-33" NE&B79 134NHP Blair&Co.Ld.Stockton	17 ″ 9
20871	— ssMob.No.3-11,33 *Mchy.Aft* 1*Dk(Stl)&Web frames*	423 369 227	✠100A1 5,35~~6,34~~ BS1,35 ✠LMC11,33 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,21 *F.P. above* 150° F.	Rio	*f*	CL ~~11,33~~ 4,35	1921 10mo	I.J.Abdela &Mitchell,Ld Queensferry Lloyd's*A&CP*	Cia.deNavegacão Shell-Mex do Brasil	140·5 F16' FK	27·6	10·9	R.Janeiro Brazilian 9*BHCem* *APT*15t	C.2Cy.15½"&32"-24" (*s*) 130lb 59NHP 1SB,2*cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s 1 ″ 6 10 ″ 3
20872 65 YLCC	**Auseklis** (*ex*Hochland) 1*Dk*	1309 1120 720					1914	Nevsky- Werft Leningrad	LatvianS.S.Co. "Austra"Ld. (A.Kalnin,*Mgr.*)	225·9 P109'B12'F39'	36·0	17·0	Riga Latvian *WB*	T3Cy.16½",26½"&42$\frac{5}{16}$"-30$\frac{5}{16}$" 102NHP Nevsky-Werft,Leningrad	
20873 112 YLBK	**Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, *ex*Lewisport) 1*Dk&deep framing*	1905 1716 1190			...		1903	CaledonSB &E.Co.Ld. Dundee	Kugniecibas Sabiedriba"Gaida" (A.Behrsin,*Mgr.*)	279·2 P25'B68'F27' FK	41·0	18·1	Riga Latvian *WB*	T.3Cy.20",33"&54"-36" 191NHP CaledonS.B.&E.CoLd.Dun	20 ″ 7
20874 113 YLBM	— (*ex*Moria, ssHbg.2ndNo.3-11,14 *ex*Amphitrite, ssGot.No.2-23 *ex*Eastgate) *Well deck* 1*Dk(Stl)*2*trB*	1791 1428 1121	✠ 5,28 ✠	Skm	*q*		1889 5mo	T.Turnbull &Son Whitby	"Jura"Shipping Co.Ld.(Fr. Karklins,*Mgr.*)	259·0 P28'Q60'B112' F32' FK *CellDBa*72'*f*104'*&uE*20'340t	31·1	16·8	Ventspils Latvian 4*BHCem*	T.3Cy.20",33"&54"-36" NDB11 170NHP 2SB,4*cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4
20875 145970 GJBZ	**Ausonia** Ⓟ TwinSc ssLon.No.3-2,34 2*Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl*-ws)3*rd dk(Stl)in holds,* Sub.Sig. E.S.D. *exceptNos.4&5* D.F. GyC.	13912 10696 8527	✠100A1 *Shelter dk* *withfreeboard* 3,36~~2,35~~ BS2,36 ~~BS2,35~~ ✠LMC5,35 Lloyd'sRMC~~[illegible]~~ 2,36 E & No. 6 hold chambers for temp 32° F. *Fitted for oil fuel*8,22 *F.P. above* 150° F.	Lon	*h*†	CL P2,35 SN2,35	1921 12mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's*A&CP*	CunardWhite Star,Ld.	520·0 B&F425'*on Shltr dk* *Promenade dk* 243' FK *CellDB*442'1810t *DTf*1456t *Tanks in way of Tunnels*45'382t *FPT*106t*APT*57t	65·3	39·1	Liverpool British *ptCem* 10*BHtoS dk*	4 Steam Turbines DR geared to 2 Screw Shafts 220lb (*r*) 1640NHP 2DB&2SB,24*cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 ″ 0 s11 ″ 10½ 31 ″ 6½
20876 364 IBPD	— Ⓟ TwinSc Damaged by Fire & Beached 10,35 ssTri.No.1-33 4*Dks(Stl-Weather dk*-teaks) *Ref.Mchy.* 5*th dk(Stl)in Nos.*1*&*2*holds* D.F.	12995 9877 7186	✠~~100A1~~ *withfreeboard* 9,35~~4,35~~ ~~✠LMC~~ ~~MS1,33~~ ~~BS[illegible]~~ ~~✠Lloyd'sRMC[illegible]~~ *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Pla	*h*†	CL s1,34 PN 11,34	1928 6mo	Soc.Anon. Ansaldo SestriPnente Lloyd's*A&CP*	LloydTriestino	544·1 517·3 FK *Coll* *CellDB*417' 1370t *FPT*80t*APT*192t	66·4	31·2 39·2	Trieste Italian 8*BHptCem* *BH to W dk*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 6W.T.B.&1Aux. 3280NHP W.T.B.-400lb FD HS23500 Soc.An Ansaldo,Smprdrna	42 ″ 0 ~~s18 ″ 0½~~ ~~23 ″ 9~~
20877 111 IBID	**Aussa** ssGen.No.3-8,34 ~~ssGen.No.2-29~~ 1*Dk(Stl)&Shelter dk(Stl)* D.F.	5441 5022 3426	✠100A1 *Shelter dk* *withfreeboard* 3,36~~10,32~~ BS3,36 ~~BS1,35~~ ✠LMC7,35 *Fitted for oil fuel* 6,29 *F.P. above* 150° F.	Gen Tri	*y*	CL ~~N1,35~~ 1,36	1921 6mo	Cantiere SanRocco Trieste A&CP	Navigazione LiberaTriestina S.A.	404·1 B125'*on Shelter dk* FK *CellDB*338'1339t *FPT*114t*APT*244t *DTf*10'285t	53·9	29·0	Trieste Italian *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico Triestino,Trieste	32 ″ 0 s6 ″ 11½ 25 ″ 3
20878 875 CBAU	**Austral** ssP.As.No.1-15 Wireless 1*Dk(Stl)*	528 361 286	✠ 7,21 ✠	Vpo	*h*		1912 1mo	Mackay Bros. Alloa	SocAnonGanadera yComercialMen- endezBehety	160·1 B50'F25' FK *WB=FPT*28t	27·0	11·2	Mag"llanes Chilian 4*BHCem* *APT*27t	T.3Cy.13½",22"&35"-24" B*made*32*fitted*33 81NHP 1SB,3*cf*,GS51,HS1470 W.V.V.Lidgerwood,Gls.	12 ″ 0
20879 227206 WQBV	**Australia** (*ex*MaryEllen TwinSc O'Neil) *CruiserStern* *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	11628 11149 7221					1928	SunS.B.& D.D.Co. Chester,Pa	TheTexasCompany	509·7 P95'F53'	70·3	39·9	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy21¼"-85" 1110NHP SunS.B.&D.D.Co. Chester,Pa.	
20880 136740 GRZD	— ssFal.No.3-10,25 *Well deck* ssFal.No.2-34 2*Dks(Stl)* *Lower dk inNos.*1,2*&*4*holds*	7551 6979 4672	✠100A1 ~~10,34~~9,35 ✠LMC MS5,33 BS1,35	Mdb ~~Hul~~	*e*†	CL 11,33	1912 12mo	Flensburger Schiffsb.Ges. Flensburg Lloyd's*A&CP*	BritishIndiaS.N. Co.Ld.	482·0 P&B372'F81' FK *WB=CellDBa*154'*uE&B*86'*f*191'1946t	62·7	29·4	London British 9*BHCem* *FPT*120t	Q.4Cy.26$\frac{3}{8}$",38$\frac{3}{8}$",56$\frac{3}{8}$"&82$\frac{3}{8}$" -59" 213lb (*s*) 836NHP 4SB,12*cf*,GS267,HS12456 FD FlensburgerSchiffsb.Ges.	32 ″ 1 s 5 ″ 5 26 ″ 10½
20881	— (*ex*SailingVessel) *OilEng.* 1*Dk*	909 — 714					1913	Soc.Eser- cizioBacini Genoa	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Ayres Argentine *WB*	Oil Engines 4Cy.16½"-20" NE18 91NHP J&CGBolinder'sCoLdSkm	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard midship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20882 163215 GYCS	**Australia Star** TwinSc OilEng. Ref.Mchy. D.F. 2Dks & Shelter dk E.S.D. GyC. 4thDk in Nos.2&3holds CruiserStern	11122 8853 6806	✠100A1 withfreeboard ~~8,35~~ ~~1,36~~ 1,36 ✠LMC4,35 ✠Lloyd'sRMC ~~4,35~~ ~~8,36~~ 1,36	Bel Liv		CL	1935 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	FrederickLeyland &Co.Ld. Duct keel forward CellDB369'2295t	524·2|70·4|32·3 P59'B193'F72' FK of Mchy. space FPT126tAPT172t	Belfast British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" 2463NHP 2DB100lb Harland&Wolff,Ld.Bel.	35 " 0 s 5 " 7$\frac{1}{4}$ 29 " 7	
20883 OZRA	**Australien** TwinSc OilEng. ssYka.No.3-4,28 ssCpn.No.1-32 2Dks(Stl)&Shelter dk(Stl)	6652 4778 4246	✠100A1 Shelter dk withfreeboard 11,35 ~~4,35~~ ~~DBS~~ ✠LMC6,32	Cpn DBS11,35	a†	CL 11,34	1915 8mo	Akt.Bur-meistr&Wain Copenhagen Lloyd'sA&CP	A/S DetOstasia-tiskeKompagni WB=Cell DBa126'uE&B	410·0|55·2|35·4 FK 42'f194'1198tFPT	Copnhagn Danish 7BHptCem 90tAPT72t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB80lb 717NHP Akt.Burmeistr&WainCpn	38 " 6 s10 " 10$\frac{1}{2}$ 28 " 1	
20884 161223 GLWT	**Australind** OilEng. ssLiv.No.1-33 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNos.1&3holds& D.F. machinery space	5020 4666 3051	✠100A1 withfreeboard 1,36 ✠LMC CS12,33 DBS1,36 3,35	Phl Lon	a†	CL ~~3,33~~ 1,36	1929 4mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP CellDB346	AustralindStm. ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) 1009tMT40'1025t	410·5|54·2|25·7 FK FPT97tAPT111t	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.25$\frac{5}{8}$"-41$\frac{3}{4}$" 582NHP 2DB125lb W.Denny&Bros.Ld.	29 " 9 s3 " 6$\frac{1}{4}$ 26 " 4$\frac{1}{2}$	
20885 LCMA	**Austri** Ⓟ Ref.Mchy. 1Dk&Awngdk	490 473 274					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskbsselsk.	150·8|26·7|15·3 P105'F24'	Stavanger Norwegian WB	T.3Cy.12$\frac{1}{4}$",19"&31"-18" 41NHP HelsingörsJernsk.&Mskb.		
20886 LDRK	**Austvangen** ssN.Os.No.1-35 1Dk(Stl) Cargo battens not fitted	2420 1993 1394	✠100A1 ~~7,35~~ ~~11,24~~ 1,36 ✠LMC ~~11,35~~ 7,35 Fitted for oil fuel 11,30 F.P. above 150° F.	NOs	s	OG 10,33	1930 11mo	Interna-tionalS.B.& Eng.Co.Ld. Danzig Lloyd'sA&CP	SkibsA/SKarai- bien(Görrissen& Co.A/S.Mgrs.) IntermediateBHin CellDB248'62	291·2|45·7|18·5 P28'B84'F33' FK fore hold dispensed 3tFPT61tAPT78t	Oslo Norwegian 4BHptCem with Wing tanks	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 206lb (s) 229NHP 2SB,6cf,GS72,HS3380 FD InternationalS.B.&ECoLd inBridge42t	20 " 6 s2 " 8$\frac{1}{4}$ 17 " 11$\frac{1}{2}$	
20887 LCDX	**Austvard** TwinSc OilEng. 2Dks	3677 3338 2161					1925	Akt.Bur-meistr&Wain Copenhagen	Kloster'sRederi A/S(Lauritz Kloster,Mgr.)	368·0|51·5|21·7	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 540NHP Akt.Burmeistr&Wain,Cpn		N
20888 Broken up	**Author** (exSaintEgbert) ssLiv.No.3-2,26 ssBkn.No.1-31 2Dks(Stl)	5596 5303 3553	✠~~100A1~~ 1,34 ~~BS2,31~~ ✠~~LMC12,31~~	Bkn	a†	CL 12,31	1914 3mo	Russell&Co. Pt.Glasgow Lloyd'sA&CP	'Twe ho CellDB	423·2|53·0|29·8 P50'B129'F40' FK en dk BH in No.2 ld dispensed with a129'uE&B42'f191'	 Italian Cem 6BHto U dk 1 ,, 2nd ,, 1227tDTf27	T.3Cy.27$\frac{1}{2}$",45"&75"-51" (r) 180lb 100lb 557NHP 3SB,9cf,GS177,HS8214 FD D.Rowan&Co.Glasgow only '847tFPT74tAPT30t	32 " 6 s6 " 3$\frac{3}{4}$ 26 " 5	
20889 160484 MPCF	**Authority** ssLon.No.1-33 Mchy.Aft 1Dk(Stl)&Web frames	616 466 274	✠100A1 8,35 ~~12,34~~ BS12,35 ✠LMC6,35 CarryingPetroleum in bulk	Yar Goo	i	CL ~~7,33~~ N12,35	1928 5mo	G.Brown &Co.Ld. Greenock Lloyd'sA&CP	F.T.Everard&Sons Ld. DTf11'	179·8|26·7|12·7 Q68'F27' FK 38tFPT70tAPT27t	London British 8BHptCem ptAsp	T.3Cy.13$\frac{1}{2}$",22"&37"-26" (s) 180lb 83RHP 1SB,3cf,GS64,HS2066 W.Beardmore&Co.Ld. Coatbridge	12 " 6 s1 " 1$\frac{1}{4}$ 11 " 6$\frac{1}{4}$	
20890 162557 GMFV	**Autocarrier** Ⓟ TwinSc Wireless CruiserStern 1Dk	822 645 329					1931	D&WHen-dersn&Co.Ld. Glasgow	SouthernRailway	220·3|35·6|14·1 B94'F37'	London British WB	T.8Cy.(2)15",(2)25"&(4) 29"-21" 154NHP D&WHendersn&CoLdGls		BT till 2,36
20891 147176 GDFN	**Autolycus** Ⓟ D.F. Ref.Mchy. 2Dks	7621 6464 4793					1922	Hawthorn. Leslie&Co.Ld Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.Mgrs.)	459·7|58·3|32·6 P53'B162'F57'	Liverpool British WB	2 Steam Turbines DR Geared to one ScShaft HwthrnLeslie&CoLdNwc		BT till ~~8,35~~ ~~12,35~~ 7,36
20892 147203 GBZR	**Automedon** Ⓟ D.F. Ref.Mchy. 2Dks	7528 6398 4724					1922	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·4|58·4|32·6 P53'B162'F52'	Liverpool British WB	2 Steam Turbines DR Geared to one ScShaft Palmers'Co.Ld.Newcastle		BT till ~~4,35~~ 9,36 ~~9,35~~ ~~3,36~~
20893 FOCD	**Auvergne** 1Dk	2114 1848 1203			…		1921	J.S.White &Co.Ld. Cowes	Cie.DelmasFrères &Vieljeux	280·0|40·2|19·3 P24'B67'F37' FK	LaRochlle French WB	T.3Cy.19",32"&52"-36" 243NHP J.S.White&Co.Ld.	21 " 5	V †
20894 YTAD	**Avala** ssRot.No.1-33 D.F. 1Dk(Stl)	6403 5800 3852	✠100A1 5,36 ~~1,35~~ ~~11,35~~ ✠LMC8,35 BS4,36	Bkn Rot	a†	CL ~~1,33~~ 5,36	1929 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Jugoslavenski Lloyd a. d. CellDBa&uE150' DTa29'1334t	425·0|58·2|28·6 P35'B275'F34' f196'1273t FK FPT133tAPT198t	Split Yugoslav 8BHptCem ptAsp	T.3Cy.27",45"&75"-51" (s) 200lb 573NHP 3SB,9cf,GS184,HS8230 FD J.Dickinson&Sons,Ld.Sld.	31 " 2 s4 " 11$\frac{1}{2}$ 26 " 5$\frac{1}{4}$	
20895 161654 WQCV	**Avalon** Ⓟ (exVirginia) TwinSc Fitted for oil fuel 2Dks	1985 — 1186					1891	GlobeIron WorksCo. Cleveland,O.	Wilmington TransportationCo. Inc.	264·7|38·3|22·1 H—	LsAngeles Cal. Utd. States WB	T.6Cy.20",32"&52"-36" NB23 324NHP GlobeIrnWksCo.Clevelnd		
20896 OYAI	**Avance** (exTizona) 1Dk	1582 1189 933					1920	Laxevaags Msk.&Jrnskb Bergen	DampskslskActiv A/S (J.K.Rasmu- sen,Mgr.)	246·2|37·9|15·8 P61tQ108tH74t B125tF29t	Korsör Danish WB	T.3Cy.18",29"&49"-33" 137NHP LaxevaagsMsk.&Jrns.Bgn		V
20897 LCMB	**Avance I** (exAvance) 1Dk	1300 1102 768					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Imica (J.Henriksen, Mgr.)	241·3|36·2|16·1 P9tH147tF32t	Risör Norwegian WB	T.3Cy.16$\frac{1}{2}$",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv		N
20898 143514 MKDX	**Avanville** ssBkn.No.3-2,33 Well deck 1Dk(Stl) Mchy.Aft	683 472 341	✠100A1 2,36 ~~2,35~~ BS2,36 ✠LMC MS2,35 ~~BS2,35~~	Sws Apl	j	OG ~~1,33~~ N2,36	1920 8mo	Dibles (1918)Ld. Southampton Lloyd'sA&CP	JohnS.Monks,Ld. Cell	178·0|29·0|11·3 Q102'B11'F21' FK DB f112'200tFPT	Liverpool British 3BHCem 78tAPT26t	T.3Cy.14",23"&39"-27" (s) 180lb 105NHP 2SB,4pf,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 " 3 s3 " 9 12 " 8	
20899 149821 GMXB	**Avelona Star** TwinSc ssLon.No.2-35 ~~ssLon.No.1-31~~ D.F. 4Dks(Stl)5th dk(Stl) in Ref.Mchy. Nos.1,2,3,5&6holds CruiserStern	13376 11822 8369	✠100A1 withfreeboard 9,35 BS5,35 MS11,34 ✠LMC ✠Lloyd'sRMC ~~1,36~~ 3,36 Nos. 4, 5 & 6 bridge & shelter 'tween dks. & No. 4 upper 'tween dk for temp. 32° F. Fitted for oil fuel 5,27 F.P. above 150° F.	Lon	h†	CL ~~1,33~~ 3,35	1927 5mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	BlueStarLine,Ld. Duct Keel forward CellDB421'1770tT	510·2|68·2|42·6 B172' FK of mchy. space 152' anks at sides of tunnels 188tFPT	London British 9BHCem 97tAPT86t	4SteamTurbinesSRgeared to 2 Sc. Shafts (s) 200lb FD 1842NHP 3D&1SB,28cf,GS502, HS26758 J.Brown&Co.Ld.Clydebnk	45 " 11 s17 " 6$\frac{1}{2}$ 28 " 7	
20900 1742 IBKD	**Aventino** Ⓟ (exBaronBeck) D.F. 1Dk&Spar dk&deep framing	3781 2822 2198			…		1907	Lloyd Austriaco Trieste	LloydTriestino	356·0|44·2|22·9 P&B246'F65' FK	Genoa Italian WB	T.3Cy.24$\frac{1}{8}$",40$\frac{1}{2}$"&68"-48" 243NHP LloydAustriaco,Trieste	25 " 10	I †
20901 FNUX	**Aveyron** (exPasteur) D.F. 2Dks	4785 3591 2899					1923	Atel.&Ch. deGironde Havre	CieGénérale d'ArmementsMar.	362·9|49·2|24·5 P&B233'F44'	Rouen French WB	T.3Cy.25$\frac{13}{16}$",42$\frac{3}{8}$"&70"-48" 340NHP Schneider&Co.Havre		V

1 Numero 'Ordre. Numero Officiel. ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa
20902 143675 GDRQ	**Aviemore** *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB* D.F.	4060 3563 2318					1920	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·5	Liverpool British *WB*	T.3Cy.26",43"&73"–48" 370NHP Richardsons,Westgarth& Co.Ld.Hpl.	
20903 149791 GMTY	**Avila Star** Ⓟ (*ex*Avila) TwinSc *ss*Nwc.No.2–35 *Ref.Mchy.* 5*Dks* 3*rd* & 5*th Dks omitted* D.F. *in No.1 hold* E.S.D. *CruiserStern*	14443 11899 8836	✠100A1 *withfreeboard* 3,36 ✠LMC3,36 ✠Lloyd'sRMC ~~[illegible]~~ 12,35 3,36 No.1 fd. twn dk. Nos1&2 Shltr twn dks, No.3 aft Shltr twn dk spaces 1,2,3&4. No.4 trunkway Nos4&5 bridge twn dks & No.3 Shltr trunk for temp 32°F. *Fitted for oil fuel 3,27 F.P. above 150° F.*	Nwc		CL N2,35	1927 3mo *Lloyd'sA&CP*	J.Brown& Co.Ld. Glasgow	BlueStarLine,Ld. *Duct keel forward of machinery space 152'* *CellDB*448'1767*t Tanks at sides of tunnels* 770*t*	550·4 B267'F112' len35 FK	68·2	42·6	London British 9*BHCem* (Coll *BH to W dk* 8 ,, ,,2*nd* ,,)	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1840NHP 3DB&1SB,28*cf*,HS26758 FD J.Brown&Co.Ld.Glasgow *FPT*133*t APT*86*t*	46 ″ 0 s18 ″ 3 28 ″ 0
20904 938 CBAV	**Aviles** (*ex*Emilia, *ex*EmiliaB.) TwinSc Wireless 1*Dk*	824 585 497					1905	J.Reid& Co.Ld. Glasgow	Soc.Anon.Ganadera yComercial Menendez-Behety	205·0 B56'F22'	33·7	10·7	Magall'nes Chilian *WB*	T.6Cy.11",18"&30"–22" 84NHP Muir&Houston,Ld.Gls.	
20905 CSIW	**Aviz** (*ex*Import–34) (*STRANDED 3,34—NOW IN PORT DAMAGED*) *ss*Rot.2ndNo.3–7,27 *ss*Rot.No.1–31 *Well deck* 1*Dk*(*Stl*)2*trB*	874 662 532	✠ 1,34	Rot	*l*		1902 10mo	Rijkee&Co Rotterdam	Cia.Atlantica de NavegacaoLda. *CellDBa* 45'*uE&B*	206·9 Q68'B51'F24' FK	31·1	13·2	Lisbon Portuguese 4*BHCem* 28'*f*94'204*t*	T.3Cy.15⅝",25"&40"–36" 122NHP NB18*fitted*10,24 NDB24 1SB,3*cf*,GS57,HS2120 Maats.Fyenoord,Rot.	15 ″ 6
20906 147174 GFLT	**Avoceta** Ⓟ *ss*Liv.No.3–2,36 ~~*ss*Liv.No.2–30~~ D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl-ws*)	3442 3044 1879	✠100A1 *Awng dk* *withfreeboard* ~~2,36 12,34~~4,36 BS2,36 12,34 ~~BS12,34~~ ✠LMC~~12,36~~	Liv		CL 12,33	1923 1mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB*266'743*t*	319·0 BK12" *FPT*50*tAPT*87*t*	44·2	26·5	Liverpool British *Cem* 5*BH to A dk*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	28 ″ 9 s 8 ″ 2 21 ″ 10
20907 DOEE	**Avola** (*ex*Oderland) Sub.Sig. 2*Dks*	1819 1595 1022					1922	Nordd. Unionwerke A G.Tönning	AtlasLevante-LinieA.G.(DeutscheLevante-LinieG.m.b.H.*Mgs*)	283·1 len28	39·8	17·8	Bremen German *WB*	T3Cy.19$\frac{7}{16}$",31½"&49½"–31½" 136NHP Waggon u. Maschb.A.G.Görlitz	
20908 132075 GOWK	**Avon River** (*ex*HarryWalton–34, *ex*LadyKathleen–33, *ex*SouthPacific), *ss*Bly.No.3–8,33 1*Dk*(*Stl*) D.F. *Now* "Hartland Point," *see No.* 38425 *in Supplement*	3661 3496 2307	✠100A1 11,34 BS11,34 ✠LMC8,35	Rot	*w*	CL N8,33	1913 9mo *Lloyd'sA&CP*	JLThompson&Sons,Ld. Sunderland	AvonS.S.Co.Ld. (MarkWhitwill& Son,*Mgrs.*) *CellDBa*119'*uE&B*	351·7 P23'B213'F33' FK 38'*f*148'967*tFPT*76*tAPT*130*t*	51·0	23·9	Bristol British 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 373NHP 3SB,8*pf*,1*cf*,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 4 23 ″ 3
20909 139910 GDKN	**Avon Valley** (*ex*Homecliffe–34) *ss*Shl.No.3–7,33 D.F. 1*Dk*(*Stl*)	4914 4498 3011	✠100A1 ~~9,35~~10,35 BS~~5,34~~ 10,35 ✠LMC5,35	NNs Avn	*y*	CL ~~3,33~~ 10,35	1920 7mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. S.Shields	AvonS.S.Co.Ld. (MarkWhitwill& Son,*Mgrs.*) *CellDB*334'1100*tFPT*94*tAPT*147*t*	385·5 P36'B119'F41' FK	53·6	27·1	Bristol British 6*BHCem*	T.3Cy.26½",44"&73"–48"(*r*) 180lb 433NHP 3SB,9*cf*,GS180,HS7110 J.Readhead&SonsLd.S.Shl	29 ″ 8 s 5 ″ 5 24 ″ 6
20910 160742 MBYB	**Avonwood** *Mchy.Aft* 1*Dk* *CruiserStern*	1056 712 597	✠100A1 *withfreeboard* 3,36~~1,35~~ ✠LMC9,34	Shl	*m*	CL	1934 9mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantineS.S.Line,Ld. *CellDBf*132'320*tFPT*90*tAPT*70*t*	199·8 Q144'F26' FK	33·2	13·6	Middlsbro' British 3*BHCem*	T.3Cy.13½",23"&38"–27"(*s*) 200lb *125lb* 105NHP 1SB,3*cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 5 ″ 11 15 ″ 2
20911 2001 IKOD	**Avvenire** (*ex*Allan–35, *ex*Morlais,*ex*Uno, *ex*Alex.O.Nelson,*ex*HildurGertrude, *ex*Alblasserdam) Iron *ss*Sws.3rdNo.3–11,20 1*Dk*(*Irn*)2*trB* *Well deck*	957 761 575	✠ 1,26 ✠NB(P)8,19 ✠NB(s)14 refitted 19	Sws	*n*		1883 2mo	Rijkee& Co Rotterdam	AngeloBertorello	230·8 Q84'B46'H25*t*F23' BK8" *DBa*	31·6	14·8	Genoa Italian 4*BHCem* 59'*f*92' 210*t*	C.2Cy.27"&50"–36" 128NHP 2SB,4*pf*,GS70,HS2337 Maats'deMaas',Rotterdam	15 ″ 8
20912 121389 ZMLJ	**Awahou** Ⓟ TwinSc *Well deck* 1*Dk*	410 249 206	✠ 7,12 ✠	Wlh	*f*		1912 3mo	J.Fullerton&Co. Paisley	Richardson&Co. Ld.	146·0 Q79'B13'F21' FK *WB*	25·1	9·1	Wellingt'n British 4*BHCem* =*FPT*28*t*	Oil Engines 2S.C.SA 12Cy,10"–12½" 51NHP NDB30 NE30 Fairbanks,Morse&Co. Beloit,Wis.	9 ″ 8
20913 10801 JHVA	**Awaji Maru** Ⓟ 1*Dk*(*Stl*)&*Spar dk*&*deep framing*	1948 1725 1130	✠ 2,07 ✠	Yka	*s*		1906 10mo	Grngem'th &Greenock Dockyard Co. Grngemouth	KinkaiYusenK.K. *WB*= *CellDBa*82'*uE&B*	285·3 F38' 38' *f*116' 279*t FPT*	38·2	13·8 20·8 FK	Tokio Japanese 5*BHCem* 41*tAPT*25*t*	T.3Cy.19",31"&52"–39" 214NHP 2SB,6*cf*,GS115,HS3770 Dunsmuir&Jackson,LdGls	23 ″ 3
20914 37749 JAXE	**Awoi Maru** Ⓟ *OilEng.* Wireless 2*Dks* *CruiserStern*	938 — 521					1933	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	192·0 F42'	32·0	16·5	Moto Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"–24$\frac{7}{16}$" 164NHP MitsubishiZosenKaisha Ld.Kobe	
20915 475	**Axel** 1*Dk*	1076 770 606					1904	Howaldtswerke Kiel	E.Fagerström	212·8 P11'Q64'B98'F24'	34·1	13·5	Raumo Finnish *WB*	T.3Cy.15¾",25½"&41¼"–27½" 90NHP Howaldtswerke,Kiel	
20916 DMAT	— (*ex*Ingelo, *ex*City of Liege, *ex*City of London) 1*Dk* *Well deck*	343 267 187			...		1891	Schlesingr, Davis&Co. Newcastle	HugoKöster	135·3 P14'Q59'F20' FK	23·6	11·6	Rostock German	T.3Cy.12½",20"&33"–24" NB09 62NHP N.E.Mar.E.Co.Ld.Nwc.	12 ″ 3
20917 5717 SDHE	— 3Mst *Mchy.Aft* 1*Dk*	325 268 218					1915	Eriksbergs M.V.Aktieb Gothenburg	A/BAssmundson &Son	128·5 P30'H12'F15'	22·5	11·4	Gothenbrg Swedish *WB*	C.2Cy.11¼"&24¾"–16½" 20NHP EriksbergM.V.Aktieb.Got	
20918 7225 SKAN	**Axel Johnson** Ⓟ TwinSc *ss*Got.No.2–34 *OilEng.* D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *ShelterDk*(*Stl*)	4896 3981 2853	✠100A1 *withfreeboard* ~~7,35~~ ~~8,35~~ 3,36 DBS7,35 ~~BS~~ ✠LMC8,34 ~~✠LMC~~ ✠Lloyd'sRMC~~7,35~~ 3,36~~11,35~~	Mmo	*z*	OG P6,33 S8,34	1925 8mo *Lloyd'sA&CP*	A.B.Götaverken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB*332'1378*t Tanks at sides of tunnels* 40'109*t*	392·0 F39' FK Coll	52·6	24·8	Stockholm Swedish 7*BHptCem* *BH to Sh dk* 6 ,, ,,2*nd* ,,	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 623NHP DB85lb A.B.Götaverken,Got. *FPT*109*tAPT*82*t*	28 ″ 0 s2 ″ 11 25 ″ 1½
20919															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
20920 160598 MPGF	**Axinite** (*ex*Okehampton) *ss*Gls.No.2-36 ~~*ss*Bwg.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	724 493 369	✠100A1 4,36 ~~4,34~~ BS~~2,34~~ 2,36	Bly PGl ✠LMC~~6,35~~ MS3,36	*j*	CL ~~6,33~~ 4,36	1928 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	Wm.Robertson *CellD*	180·2|28·9|11·3 Q103'B11'F26' FK *B*110'162*t FPT*61*t*	Glasgow British 3*BHCem* *APT*24*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 4 ″ 2¾ 13 ″ 5	
20921 SVLV	**Axios** (*ex*Barbadian-33) *ss*Nwc.No.3-1,34 2*Dks*(*Stl*)	5289 4833 3266	100A1 11,34 BS~~1,30~~ 3,36	Ant LMC1,34	*y*	CL ~~11,34~~ 8,36	1919 5mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	~~N.G.Livanos~~ Theofano MaritimeCo.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·2|52·4|28·4 P49'B113'F40' FK 345'1021*t FPT*130*t*	Chios Greek 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5″11¼ 25 ″ 4	
20922 EAKP	**Axpe-Mendi** Ⓟ *OilEng.* *ss*Bbo.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in No* 1&*afterhold*	2955 2062 1608	✠100A1 *withfreeboard* 12,35 ~~11,34~~	Bbo ✠LMC8,35		CL ~~9,32~~ 12,35	1929 11mo	CiaEuskal- duna deConst Bilbao *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellD*	335·0|45·6|17·7 FK *B*270'541*t APT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5½ 18 ″ 10¼	
20923 226944 WPBJ	**Axtell J. Byles** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	8955 8841 5453					1927	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssoc- iatedTransp.Corp.	480·5|66·0|36·8 P78'F44'	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.27",39",56"&82"-54" 494NHP SunS.B.&D.D.Co.Ch.Pa.		R
20924 EAKQ	**Aya-Mendi** Ⓟ *OilEng.* *ss*Bbo.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in holds*	2955 2062 1698	✠100A1 *withfreeboard* 3,36 ~~2,35~~	Bbo ✠LMC10,35		CL 2,35	1929 9mo	CiaEuskal- duna deConst Bilbao *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellD*	335·0|45·6|17·7 *B*270'541*t APT*13*t*	Bilbao Spanish FK 5*BHCem* (3 *to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5½ 18 ″ 10¼	
20925 19763 JYVD	**Ayaha Maru** *ss*Kob.No.3-8,28 *ss*Yka.No.1-33 2*Dks*(*Stl*)	5278 4826 3267	✠100A1 7,35 ~~6,34~~	Kob ✠LMC~~6,34~~ 7,35	*z*	OG ~~9,32~~ 7,35	1917 2mo	MitsuBishi Dkyd&EWks Kobe *Lloyd'sA&CP*	TatsuumaKisen K.K. *CellDB*322'996*t*	400·0|54·5|30·0 P38'B121'F40' FK *FPT*132*t APT*87*t*	Nishino- miya Japanese 6*BHCem*	T.3Cy.26½",43"&72"-48" (*s*) 180lb 510NHP 3SB,9*cf*,GS183,HS7618 FD MitsuBishiD.&E.Wks.Kob	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
20926 EAKD	**Ayala-Mendi** Ⓟ *OilEng.* *ss*Bbo.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd Dk in holds*	2955 2062 1698	✠100A1 *withfreeboard* 11,35 ~~10,34~~	Bbo ✠LMC4,35 ✠LMC(M)4,35		CL 10,34	1929 2mo	CiaEuskal- duna de Const. Bilbao *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgr.*) *CellDB*	335·0|45·6|17·7 FK 270'541*t APT*13*t*	Bilbao Spanish 5*BHCem* (3*BH to Shdk* 2 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP SulzerBros.Winterthur	20 ″ 0 s1 ″ 5½ 18″10¼	
20927 48711 MNLQ	**Ayamonte** (*ex*OldenburgII.,*ex* Strauss) Wireless 1*Dk*&*Spar dk*	845 735 500					1899	Bremer Vulkan Vegesack	Cowasjee,Din- shaw&Bros.	186·5|29·3|17·3 P24'B53'F17'	London British *WB*	T.3Cy.16⅛",26"&41¾"-27½" 97RHP BremerVulkan,Vegesack	19 ″ 9 s 3 ″ 1 17 ″ 0¾	
20928 147800	**Aycliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
20929 145503 GFTX	**Aydon** *ss*Shl.No.3-11,33 Sub.Sig. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1928 1450 1023	✠100A1 10,35 ~~11,33~~ BS~~11,34~~ 10,35	Shl ✠LMC11,35	*r*	CL 11,33	1923 1mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	AydonS.S.Co.Ld. (J.Ridley,Son& Tully) *CellDBa*74'*uE*&*B*36'	265·3|40·4|17·3 P23'Q114'B14'F75' FK *f*112'499*t FPT*122*t*	Newcastle British 4*BHCem* *APT*87*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 272NHP 2SB,6*cf*,GS114,HS4630 N.E.MarineEngCo.LdNwc	19 ″ 5 s 5″10¼ 17 ″ 8	
20930 162741 GTYQ	**Aylesbury** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	3944 3683 2418	✠100A1 *withfreeboard* 4,36 ~~2,35~~	Npt ✠LMC8,32	*y*	CL 4,36	1932 8mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd'sA&CP* *CellDBa*&	Alexander ShippingCo.Ld. (CapperAlexander &Co.*Mgrs.*) *uE*125'*f*179'1059*t*	372·5|52·5|24·4 F39' FK *FPT*60*t APT*113*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,	T.3Cy.22½",39"&65"-45" (*s*) 200lb 381NHP 2SB&1AuxB,8*cf*,GS137, HS5521 FD)D.Rowan&Co.Ld.Gls.	26 ″ 9 s 2 ″7¼ 24 ″ 4	
20931 141902 GBJV	**Aymeric** *ss*Shl.No.3-1,32 1*Dk*(*Stl*)	5196 4751 3157	✠100A1 4,35 BS~~11,34~~ 3,36 *Carrying oil* *Fitted for oil*	Cal ✠LMC1,52 *fuel F.* *fuel* 5,	*y* *P.* 19	CL N4,35 *above* 1 *F.P. a*	1919 5mo *Lloyd* 50°F. *bove* 1	R.Thomp- son&Sons,Ld Sunderland *'sA&CP* *in DB* 50° F.	BankLine,Ld. (AndrewWeir& Co.*Mgrs.*) *CellD*	400·3|52·2|28·5 P49'B113'F39' FK *B* 340'1057*t*	Glasgow British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld *FPT*137*t APT*213*t*	31 ″ 0 s 6 ″0¼ 25 ″ 3	
20932 142362 MNTK	**Ayresome** (*ex*Boekelo) *Now "Surreybrook," see No. 40932 in Supplement* *ss*Shl.No.3-12,28 *ss*Shl.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	859 [illegible] 414	✠100A1 6,34 MS6,32	Shl ✠LMC BS6,34	*j*	CL 6,32	1916 4mo A&CP	N.V. Burgerhouts Mschfb.Schp Rotterdam	BrookShippingCo Ld.(CombenLong staff&Co.Ld.*Mgs*) *Cel*	180·0|30·0|12·2 RQD108'B13'F20' FK *lDBf*112'146*t FPT*	Middlsbro' British 3*BHCem* 59*t APT*41*t*	T.3Cy.15¾",25⅝"&41⅜"-27⅝" 180lb (*s*) 108NHP 2SB,4*cf*,GS62,HS1804 NV.BurgerhoutsMch.Shp.	14 ″ 0 s 4 ″ 11 13 ″ 8¾	
20933 14597[illegible] MLDG	**Ayrshire Coast** (*ex*Spaniel,*ex* AyrshireCoast) ~~*ss*Bkn.No.2-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *ss*Liv.No.3-7,35	773 616 332	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~5,34~~ MS~~5,34~~7,35	Bkn Liv ✠LMC BS~~5,34~~ 1,36	*l*	CL 5,34	1922 10mo	A&J.Inglis Ld. Glasgow *Lloyd'sA&CP* *CellD*	CoastLines,Ld. *BuE*21'*f*126'201*t*	200·5|31·1|12·3 FK *Collisio* *FPT*34*t APT*19*t*	Liverpool British *Cem* *n BH to Sh dk* 3 ,, ,, *U* ,,	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	22 ″ 4 s ″ 2 14 ″ 9½	
20934 763 CBAY	**Aysen** Ⓟ 3Mst 2*Dks*&*deep framing* *Prom dk*&*Shade dk*	3814 2574 2288			...		1906	J.Reid& Co.Ld. Glasgow	CompaniaSud Americana deVap.	379·6|44·3|21·5 BK11″	Valparaiso Chilian *WB*	T.3Cy.29",47"&78"-57" 596NHP Dunsmuir&Jackson,LdGls	25 ″ 0	
20935 PUAI	**Ayuruoca** (*ex*Roland) 4Mst 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6872 6386 4245	✠ 7,16 ✠	Bmn	*d*†		1912 12mo	Akt.Ges. "Weser" Bremen *CellD*	LloydBrasileiro *Ba*158'*uE*&*B*78'*f*	468·4|58·4|29·2 F54' *on Shelter dk* FK 189'1568*t FPT*126*t*	R.Janeiro Brazilian 7*BHCem* *APT*17*t*	Q4Cy28$\frac{5}{16}$"40$\frac{9}{16}$"58¼"&85$\frac{7}{16}$"- 55⅛" 750NHP 4SB,12*cf*,GS220,HS10340FD A.G."Weser"Bremen	32 ″ 0	V †
20936 151479 VPKN	**Ayuthia** TwinSc 1*Dk*	463 368 238					1908	Hongkong &Whampoa DockCo.Ld. Hongkong	StraitsS.S.Co.Ld.	152·5|29·0|11·0 B10'F17	Singapore British	T.6Cy.8½",13½"&23½"-15" 57RHP Hongkong&Whampoa DockCo.Ld		
20937 FOAK	**Azay-le-Rideau** Ⓟ TwinSc (*ex*Général) 2*Dks* D.F. *Ref.Mchy.*	7989 — 4206					1910	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	449·1|54·3|29·6 P&B303'F88'	Marseilles French *WB*	Q.8Cy.22⅗",32⅘",48"&70$\frac{1}{10}$"- 49⅕" 690NHP Blohm&Voss,Hamburg		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
20938 UOXQ	**Azbassein** (*ex*Kostis-34, *ex*Thysa, *ex*Aden, *ss*Bla.2ndNo.3-7,26 *ex*Craigmore) *ss*Pir.No.1-30 *Spar dk(Stl)2trB&deepframing*	2482 2309 1485	✠ 10,31 ✠	Msl	*t*		1905 2mo	A.Rodger &Co. Pt.Glasgow	Sovtorgflot *CellDB*	313·0 P29'B82'F30' *a&uE*118'*f*136'628	43·0	13·3 20·7 FK	Rostov Russian *5BHCem* *APT67t*	T.3Cy.21",35"&57"-39" 248NHP 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3	
20939 UNZI	**Azneft** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *2Dks* D.F. *CruiserStern*	4817 4064 3100					1915	Russo-Bal-ticSB.&E.Co. Leningrad	Sovtorgflot	487·0 P101'B39'F87'	49·7	26·9	Odessa Russian	Oil Engines 2S.C.SA 12Cy.16¾"-19$\frac{11}{12}$" 224NHP NE26 RussianDieselWorks, Leningrad		
20940 FNII	**Azrou** Ⓟ *Fitted for oil fuel* *2Dks*	2998 2232 1680					1930	Atel.&Ch. deBretagne- Nantes Nantes	Cie.deNav.Paquet	330·6 P55'F94'	43·1	23·4 B115'	Marseilles French *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts.		V
20941 160012 GTSJ	**Aztec** *ss*Sws.No.1-33 *2Dks(Stl-Weather dk* teak s) D.F. *3rd&4th dks(Stl)in holds* E.S.D. *Ref.Mchy.* Sub.Sig.	5502 4710 3006	✠100A1 *withfreeboard* 5,36 ~~3,35~~ ~~[illegible]~~ *Fitted for oil fuel* 3,29	Avn BS1,36 ✠LMC3,35	*z*	CL ~~1,34~~ 3,36 *F.P.*	1929 3mo *Lloyd'sA&CP* *above* 150° F.	Barclay, Curle&Co.Ld. Glasgow	Elders&Fyffes,Ld. *Intermediate BH in after Coll BH to W dk* *4 ,, ,, 2nd ,, hold dispensed with* *CellDB333'740tTanks at sides of tunnel225tFPT 69tAPT36t*	388·8 P29'F40'	53·2	31·0 FK	Bristol British *ptCem*	T.4Cy.30¾",51"&(2)62"-48" 200lb (*s*) 947NHP 5SB,20*cf*,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls	33 ″ 6 s10 ″ 4 23 ″ 7½	
20942 142712 GMVT	**Azul** (*ex*Burgondier) *ss*Ams.No.1-36 *ss*Npt.No.3-12,31 1*Dk(Stl)*	5287 4804 3200	✠100A1 ~~4,30~~~~2,35~~3,36 ~~[illegible]~~	Cff ~~Liv~~ Ams ✠LMC3,36 ~~[illegible]~~	*y*	CL 2,35	1919 4mo *Lloyd'sA&CP*	Caird&Co. Ld. Greenock	~~Kaye,Son&Co.Ld.~~ Georgian Steam Nav.Co.Ld. *CellDB344'1062tDTa1135tFPT128tAPT44t*	400·1 P50'B113'F39'	52·3	28·5 FK	London British *7BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
Now	"David Dawson," *see No.* 37789 *in Supplement*															
20943 38085 JPUH	**Azumasan Maru** *OilEng.* *2Dks(Stl)* *Ref.Mchy.* *CruiserStern*	~~7622~~ ~~6830~~ ~~4700~~ 7623 6836 ~~4708~~ 4655	✠100A1 *withfreeboard* 12,35 ~~2,35~~ ✠Lloyd'sRMC~~12,34~~ DBS12,35 *Carrying cargo oil F.P. above 150° F. in Deep ~~Tank~~ Tanks*	Kob ✠LMC8,35 ~~8,35~~3,36		CL N5,34	1933 8mo *Lloyd'sA&CP*	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld. *CellDB395'1702tDTa30'1093tFPT79tAPT69t*	454·0 P28'B171'F34'	60·0	37·0 FK	Kobe Japanese *8BH* *1 ,, to 2nd dk*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55½" 1230NHP DB*120lb* MitsuiBussanKaisha,Ld. Tama	37 ″ 0 s9 ″ 5½ 27 ″ 8½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20944 226895	**B. F. Affleck** ssClv.No.1-33 Mchy.Aft 1Dk(Stl) Web frames GyC. Cargo battens not fitted Longitudinal framing at bottom & at deck	7964 ~~8045~~ 7656 ~~6580~~ 6345	✠100A1 For Service on the Great Lakes 10,33 ✠LMC4,34 BS~~3,35~~3,36	Clv			1927 8mo Lloyd's A&CP	Toledo S.B.Co. Toledo,Ohio	PittsburgS.S.Co. CellDBuE& B69'207tCell DB & side tanks in way of holds	587·9|60·3|27·8 FK	Duluth Utd. States 3BH	T.3Cy.24½",41"&65"-42" (r) 190lb 489NHP 3SB,6cf,GS143,HS8001 FD ToledoS.B.Co.Toledo,O. 6852tFPT415tAPT57t	32 ″ 0	
20945 202839	**B. F. Jones** Mchy.Aft 1Dk	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0|56·2|32·0 WB	Duluth, Minn. Utd. States	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesE.Wrks.Detroit		R
20946 223352 KFLK	**B. H. Taylor** Mchy.Aft (Self-Unloader) GyC. D.F. 1Dk	7318 6975 5760					1923	American S.B.Co. Lorain,Ohio	BradleyTransportationCo.	536·6|60·3|29·5 WB	Fairport,O Utd. States	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O.		R
20947 3971	**B. Lyman Smith** Mchy.Aft 1Dk2trB	4271 — 3017					1903	American S.B.Co. Lorain,Ohio	GreatLakesS.S.Co Inc.	380·0|50·0|28·0 F48' WB	OswegoNY Utd. States	T.3Cy.22",35"&58"-40" American 213NHP S.B.Co.Cleveland,Ohio		
20948 6540 SDHG	**B. O. Börjesson** (exGeorgeHarper) 1Dk	1586 1316 928					1907	Akt.Ges. "Neptun" Rostock	RederiA/B Gefion(Joh. Gorthon, Mgr.)	261·4|38·1|16·5 P12'Q84'B105'F28' WB	Hlsngborg Swedish	T.3Cy.17⅞",30½"&48"-33" 132NHP A.G."Neptun,"Rostock		V
20949 LCMD	**Ba** (exMarvel) 1Dk	1304 1125 739					1921	Huiskens &vanDijk Dordrecht	RederiA/S Ba (Th.Brövig)	236·8|37·1|16·1 P54tH89t WB	Farsund Norwegian	T.3Cy.17½",29"&46"-36" 127NHP Huiskens&vanDijk,Dordt.		N
20950 FOGJ	**Baalbeck** (exEilbek,exDoraHorn) Fitted for oil fuel Well deck Cruiser Stern 1Dk	2115 — 1228					1923	Schiffsw.v. H.Koch.A.G. Lübeck	Soc.deNav.àVap. Daher	281·9|45·0|21·1 P14'B209'F31' WB	Marseilles French	T3Cy22$\frac{1}{16}$",34$\frac{5}{16}$"&58¼"-39⅜" 212NHP LübeckerMchb.GesLübeck		V
20951 PCXE	**Baarn** Ⓟ ssHam.No.2-35 ~~ssAms.No.1-31~~ 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5546 4634 3325	✠100A1 with freeboard 12,35~~3,35~~ BS~~3,34~~ ✠LMC~~[illegible]~~ 11,34 MS3,35 Fitted for oil fuel 4,27 F.P. above 150°F.	Ham	a†	CL 11,34	1927 5mo Lloyd's A&CP	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V. CellDB323'1175tFPT106tAPT66t	400·6|58·2|26·3 FK (Coll&AP BH to Sh dk 5 ,, ,, 2nd,,)	Amstrdam Dutch 7BHCem	T.3Cy.28⅓",46$\frac{7}{16}$"&74$\frac{13}{16}$"- 51$\frac{3}{16}$" 200lb (r) 570NHP 3SB,9cf,GS165,HS8220 FD RotterdamD.D.Co.Ld.Rot.	30 ″ 0 s 3 ″ 7 26 ″ 7	
20952 PCXJ	**Bacchus** 2TwinMst Fitted for oil fuel Ref.Mchy 2Dks Longitudinal framing	2255 1648 1401					1911	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0|42·0|19·2 Q106'B78'F46' WB	Amstrdam Dutch	T.3Cy.21½",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
20953 FNVP	— (exTrent-34) ssRot.No.3-8,34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1810 1411 1030	✠100A1 12,35~~8,34~~ BS12,35 ✠LMC9,34 Fitted for oil fuel 9,34 F.P. above 150°F. Carrying wine in portable tanks	Rot Rou	q	CL 6,34	1922 10mo	Schpw.v. P.Smit,Jr. Rotterdam A&CP	"Sofiumar"(Soc. d'ArmementFluvial etMaritime) CellDBuB21'f201'611tFPT160tAPT18t	274·2|36·9|~~17·8~~ P77'F20' 17·5 FK	Rouen French 4BHCem	T.3Cy.20¾",32¼"&55"-39⅜" 180lb (s) 239NHP 2SB,6cf,GS120,HS4152 Schpw.v.P.Smit,Jr.Rot.	20 ″ 0 s 2 ″ 10½ 17 ″ 4	
20954 DOMK	— 1Dk	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0|28·1|12·8 Q50'B45'F22' WB	Bremen German	T3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"-23⅛" 57NHP A.G."Weser,"Bremen		G
20955 EABW	**Bachi** ssBbo.No.3-2,33 1Dk(Stl)	3091 2823 1867	✠100A1 ~~10,34~~ 5,36 ✠LMC MS2,35 BS~~11,34~~ 12,35	Sws Rot	u	CL ~~2,33~~ 5,36	1920 9mo Lloyd's A&CP	BlythS.B. Co.Ld. Blyth	Cia.Naviera "Bachi"(Hijos de Astigarraga) CellDB 284' 734t FPT 122t APT48t	331·2|46·7|23·2 P33'B98'F29' FK	Bilbao Spanish 5BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB,9cf,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
20956 1638 IBBE	**Bacicin Padre** (exScottishBard, exWarPundit) Fitted for oil fuel D.F. 1Dk2trB&Web frames Carrying oil in bulk	5591 4705 3454				…	1918	SirJ.Laing &Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	400·0|52·4|28·5 P50'B121'F39' FK	Genoa Italian WB	T.3Cy.27",44"&73"-48" 517NHP Palmers'Co.Ld.Newcastle	31 ″ 0	I †
20957 204945 KJCI	**Back Bay** (exJuneau, exBurlington) Fitted for oil fuel Mchy.Aft 2Dks	2382 — 1805					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan &Co. Mgrs.)	244·0|43·2|27·0	Wilmgton (Del.) Utd. States WB	Q.4Cy.16¾",24",35"&51"-36" 156NHP Gt.LakesEng.Wks.Detroit		
20958 142837 GCBZ	**Backworth** ssShl.No.3-10,32 1Dk(Stl) Cruiser Stern	2481 2244 1442	✠100A1 ~~6,33~~ ~~4,34~~ 7,35 ✠LMC MS10,32 BS~~4,34~~ 5,35	Bly ~~Hpl~~ Nwc	t	CL 4,33	1919 8mo Lloyd's A&CP	Dunlop, Bremner& Co.Ld. PortGlasgow	DalglieshSteam Shppg.Co.Ld.(R.S. Dalgliesh,Ld. Mgrs.) Cell DB260'669t	302·9|42·9|20·7 P32'B80'F33' FK	Newcastle British 6BHCem	T.3Cy.22",~~30"~~ 36½"&59"-39" (s) 180lb 100lb 262NHP 2SB,6cf,GS124,HS4426 Dunlop,Bremner&Co.Ld. FPT72tAPT170t	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
20959 214090 KLEH	**Bacoi** (exCalgary) TwinSc OilEng. 1Dk Carrying Oil in bulk	1696 1515 1185					1912	Swan,Hunter&Wigham Richardson, Ld Newcastle	LakeTankersCorp.	248·0|42·5|19·1 P36'F37'	Wilmgton (Del.) Utd. States WB	Oil Engines 2S.C.SA 6Cy.16½"-24" 286NHP McIntosh& NE21 SeymourCorp.N.Yk.		R
20960 160411 GNTZ	**Bactria** ssLiv.No.1-32 2Dks(Stl)	2402 2085 1209	✠100A1 7,35 ~~8,34~~ BS~~[illegible]~~ ✠LMC4,32 7,35	Liv	t	CL 8,34	1928 4mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld.	292·3|45·0|20·3 B129'F28' CellDBa& FK E94'f139'526tFPT 43tAPT23t	London British 5BHptCem	T.3Cy.24",40"&66"-45" (s) 180lb 180lb 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s3 ″ 0¼ 19 ″ 8	
20961 EABK	**Badalona** (exArnus) TwinSc ssBcl.No.3-10,34 OilEng. Mchy.Aft ~~ssBbo.No.2-31~~ D.F. 2Dks(Stl)&Web frames Longitudinal framing	4202 3873 2548	✠100A1 11,35~~11,33~~ DBS11,35 ✠LMC CS10,34 10,34 Carrying Petroleum in bulk	Bcl	w	OG 9,34	1922 9mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cia.Arrendataria delMonopolio dePetroleos.S.A. CellDBa19'uE33'121tDTf43'363t FPT 99tAPT67t	365·0|49·0|28·7 P87'B28'F37' FK	Barcelona Spanish 13BHptCem	Oil Engines 2S.C.SA 12Cy.17"-35" 600NHP DB120lb Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s 5 ″ 1 23 ″ 11¼	
20962 151783 VWCQ	**Badarpur** ssCal.No.3-12,34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing CruiserStern	8079 7473 4949	✠100A1 10,35~~12,34~~ BS9,35 ✠LMC12,34 Carrying Petroleum in bulk Fitted for oil fuel 7,22 F.P. above 150° F.	Cal Bom	c†	CL 2,34	1922 6mo Lloyd's A&CP	Hawthorn, Leslie&Co.Ld Newcastle	BurmahOilCo.Ld. CellDBuB32'84t DTf41'444t FPT290tAPT80t	440·0|57·1|38·9 P33'B34'F64' FK	Rangoon British 19BHptCem (9 to U dk 10 ,, 2nd ,,)	T.3Cy.30",50"&80"-54" (s) 180lb 715NHP 3SB&1AuxSB,15cf, FD HS11066 Hwthrn,Leslie&CoLd.Nwc	39 ″ 3 s9 ″ 7¾ 29 ″ 10	
20963 DHBU	**Baden** 4Mst Fitted for oil fuel D.F. Sub.Sig. 2Dks	8204 7397 4879					1922	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7|58·3|32·7 P55'B224'F54'	Hamburg German WB	T.3Cy.32¼",52¾"&86⅝"-55" &L.P.turbine 769NHP BremerVulkan,Vegesack		G

1 Numéro d'Ordre / Numéro Officiel / Signaux	2, 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Détails de la Classification: Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Termes assignés maintenant expirés, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit: Quand. Navire. Mach.	9 Construit: Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c.: Longueur	Largeur	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
20964 DGWA	**Badenia** TwinSc 1*Dk*	921 707 510					1912	F.Schichau Elbing	Rhein-London Linie,G.m.b.H.	219·8 Q66'B52'F26'	33·5	13·4	Cologne German *WB*	T6Cy11¾",19 7/16"&31½"-17¾" 84NHP F.Schichau,Elbing	
20965 211598	**Badger State** (*ex*Fordonian—34, *ex*Georgian,*ex*Yukondoc, *ex*Fordonian) *OilEng.* 1*Dk* *Mchy.Aft* ~~GyC.~~ Wireless *ss*Ogdensburg 2ndNo.3-5,34 *Cargo battens not fitted*	1540 — 1118	✠100A1 *withfreeboard* 2,36 ~~6,34~~ ✠LMC(M)3,36 ✠NB4,26 ✠LMC6,34 *For service between New York Chicago & Quebec via Canals, also between Boston, Mass. & Norfolk, Va.*	NYk		CL ~~6,34~~ N3,36	1912 9mo	ClydeS.B. &E.Co.Ld. Port Glasgow *Lloyd's A&CP* *CellDBuE20' f & in sidetanks in forehold 190' 767t FPT 70t APT 18t*	FederalMotorship Corp.(Geo.D.MacDonald, *Mgr.*)	250·0 alt.34 FK	42·6	16·7	BuffaloN.Y Utd.States 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.18"-22" 190NHP BessemerGasEngineCo. GroveCity,Pa.	20 ″ 0 s6 ″ 1½ 14 ″ 0
20966 149451 GMJV	**Badjestan** *ss*Shl.No.2-36 ~~*ss*Shl.No.1-33~~ D.F. 1*Dk*(*Stl*)	5573 — 3353	✠100A1 ~~3,35~~ ~~8,34~~ 1,36 DBS1,36 MBS3,35 ✠LMC ~~MS~~1,36 ~~BS4,34~~	Shl	*z*	CL N7,34	1928 3mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) 1214*t DT*	395·5 P35'B108'F35' *CellDB*340' FK *a*28' 1184*t FPT*321	54·0	29·1	Newcastle British 8*BHCem* *tAPT*266*t*	T.3Cy.21½",37"&65"-48" (*s*) 220lb *180lb* 418NHP 3SB,9*cf*,GS140,HS5801 FD MacColl&Pollock,Ld.Sld.	31 ″ 6 s6 ″ 2½ 25 ″ 5½
20967 PUAJ	**Baependy** Ⓟ (*ex*Tijuca) 2*Dks*3*trB* *Fitted for oil fuel*	4801 3840 3066					1899	Blohm& Voss Hamburg	LloydBrasileiro	375·6 P238'F50'	46·3	27·5	R.Janeiro Brazilian	Q4Cy.21⅓",31⅓"46"&66½"-50¾" 315NHP Blohm&Voss,Hamburg	
20968 FNYA	**Bagdad** (*ex*Athenai) Wrecked 11,35 3*Dks*	2382 2113 1504			…		1891	Gourlay Bros.&Co. Dundee	Cie.desMessageriesMaritimes	317·6 P62'B78'F58' BK10"	39·2	23·6	Diego-Suarez French *WB*	T.3Cy.25",40"&65"-45" 307NHP GourlayBros.&Co.,Dundee	26 ″ 5
20969 PUAK	**Bagé** Ⓟ (*ex*SierraNevada) **TwinSc** Sub.Sig. 3*Dks*	8235 6863 4969					1912	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	439·2 B151'F103	56·0	35·1	R.Janeiro Brazilian *WB*	T.6Cy.24",39½"&65"-49½" 600NHP A.G."Vulcan,"Stettin	
20970 161284 GSZV	**Bahadur** *ss*Cal,No.1-33 2*Dks*(*Stl*)	5424 5024 3397	✠100A1 12,35 ~~11,34~~ ✠LMC10,35 BS12,35	Cal	*z*	CL ~~10,33~~ 12,35	1929 9mo	Lithgow's, Ld. PortGlasgow *Lloyd's A&CP* *CellDB*348'	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* 1186*t DTa*35' 981*t*	405·0 P40'B121'F41' FK *FPT*118*tAPT*31*t*	54·0	28·8	London British *ptCem* 5*BHto Udk* 1 ,, ,,2*nd*,,	T.3Cy.24½",42"&70"-48" (*s*) 210lb *110lb* 446NHP 2SB,8*cf*,GS154,HS5972 FD D.Rowan&Co.Ld.Gls.	31 ″ 3 s6 ″ 1 25 ″ 4¾
20971 160495 GSLF	**Baharistan** *ss*Mch.No.1-32 D.F. 2*Dks*(*Stl*)	5479 5065 3482	✠100A1 ~~5,35~~ ~~8,34~~10,35 ~~Sws~~Ant ✠LMC MS5,35 BS~~5,34~~9,35 *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Gls	*z*	CL 8,34 5,35	1928 6mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	StrickLine (1923)Ld. (F.C.Strick&Co.Ld. *Mgrs.*)	415·0 P31'B126'F52' FK *CellDB*365'1192*t*	54·2	27·6	London British 7*BHptCem* *DTa*37' 962*t*	T 3Cy.28",46"&77"-48" (*r*) 200lb 630NHP 3SB,12*cf*,GS192,HS9411 FD J.Readhead&Sons,Ld. *FPT*110*tAPT*24*t*	30 ″ 1 s6 ″ 0¾ 24 ″ 3
20972 DIAP	**Bahia** Sub.Sig. *OilEng* 2*Dks*	4117 3720 2407					1927	Kockums M.V.Aktieb. Malmö	Hamburg-Süd.-Amerik.DampfschifffahrtsGes.	376·2 F38'	54·2	23·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Malmö	
20973 ~~[illegible]~~	**Bahia Blanca** TwinSc *Now "Umbria," see No.*40456 *in Supplement* *ss*B.As.No.3-9,22 *ss*Ham.No.2-30 3*Dks*(*Stl U*-ws)	9349 8645 5863	8,35 *withfreeboard* ✠NB3,30 ~~LMC3,30~~	Ham		OG 3,30	1912	Reiherst'g Schiffsw. Hamburg *CellD*	~~ArgentineGovernment~~ *B*445'1701*t*	492·0 B130'F113 1*BHdispensed with*	59·3	35·6	Italian *ptCemptAsp* 7*BHonly*	T.6Cy.24 7/16",40¼"&66¼"-47¼" 200lb (*s*) 848NHP 5SB,15*cf*,GS288,HS12110 FD Reiherst.Maschinenf.Ham	38 ″ 6 ~~11 ″ 7~~ ~~27 ″ 7~~
20974	— (*ex*Scania) *CruiserStern OilEng.* *Mchy.Aft* 1*Dk*	637 508 482					1920	Limhamn Skeppsv.A.B. Limhamn	Cia.Agricola y Humberto CalamaniS.A.	180·7 P57'F23'	29·0	11·6	Bns.Ayres Argentine *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B Atlas-Diesel,Skm.	
20975	**Bahiense** (*ex*Natuna) **TwinSc** *Well deck* 1*Dk*	737 — 420			…		1898	Ramage& Ferguson, Ld Leith	Cia.deTransportes MaritimosS.A. (Coppola&Zuanich, *Mgrs.*)	197·4 Q74'B48'F30' FK	32·1	13·0	Bns.Ayres Argentine *WB*	C.4Cy.13¼"&30"-21" 88NHP NB14*refitted*24 Ramage&FergusonLd.Lth	13 ″ 6
20976 FOYO	**Bahram** (*ex*SaintBoniface) *ss*Rot No.2-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinalframing* *Fitted for oil fuel* *Carrying petroleum in bulk*	7765 7182 4139	✠ … 8,34 ✠	Msl	*c*†		1922 10mo	Chant.Nav Français Caen	Association Pétrolière *CellDBuE*44'76*t u* *DTf*35'313*t*	452·0 P135'B34'F44' *B*38'132*t* FK *FPT*168*tAPT*235*t*	57·2	35·0	Dunkirk French 18*BHptCem* (10,, *to Udk* 8,,,,2*nd*,,)	3SteamTurbinesDRgeared to 1 Sc. Shaft 569NHP 3SB,9*cf*,GS204,HS7528 Atl.&Ch.de laLoire,St.N.	35 ″ 0
20977 UOYV	**Baikal** (*ex*Roseworth-34) *ss*Bly.No.3-1,33 1*Dk*(*Stl*) *CruiserStern* *Fitted for oil fuel*	2554 2244 1408	✠ 1,33 ✠	Bly	*t*		1919 11mo	Dunlop, Bremner&Co. Ld.PGlasgow *CellD*	Sovtorgflot *B*260' 669*t FPT*72*t*	302·9 P33'B80'F32' FK	42·9	20·7	Leningrad Russian 5*BHCem* *APT*170*t*	T.3Cy.22",36"&59"-39" 175NHP 2SB,6*cf*,GS124,HS4426 DunlopBrmnr&CoLdPGl	23 ″ 0
20978 28678 JBPA	**Baikal Maru** Ⓟ **TwinSc** *ss*Osa.No.3-2,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*) *in No.* 1 *hold*	5266 4079 3096	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~2,35~~ ✠LMC ~~2,33~~ 2,36	Osa Kob	*y*	CL ~~2,33~~ P2,35 S2,36	1921 9mo	Mitsubishi Zosen Kaisha,Ld. Kobe *Lloyd's A&CP*	OsakaShosen K.K. *CellDB*335'792*t tanks at sides of thrust recess* 8'65*t*	400·0 B169'F46'*onShelter dk* FK *FPT*37*tAPT*50*t*	50·0	30·0	Osaka Japanese *Cem* 7*BHtoShdk* 1 ,, ,, *U* ,,	4 Steam Turbines SR geared to 2 Screw Shafts 200lb (*s*) FD 1009NHP 4SB,12*cf*,GS264,HS10628 MitsubishiZosenKaishaLd	30 ″ 0 ~~s7 ″ 6¾~~ ~~23 ″ 1~~ s7 ″ 4½ 23 ″ 1
20979 222185 WODU	**Bainbridge** Ⓟ *Now* "Al[illegible]an II," *see No.* 37078 *in Supplement* Wireless 2*Dks*	704 — 413					1922	RiceBros. Corp. Boothbay,Me	MaritimeSecuritiesCo.	139·2	29·9	21·0	Milwauk'e Wis. Utd.States	T.3Cy.12¾",23½"&35"-24" 60NHP MarineIronWks.,Chicago	
20980 1663 ICPK	**Bainsizza** D.F. 1*Dk*	7933 6011 4965					1930	Stabilmnto Tecnico Trieste	Soc.Anon.E.V. Parodi	446·8 P37'B288'F40'	58·4	29·3	Genoa Italian *WB*	C.4Cy.(2)20 1/16"&(2)43 5/16"-43 5/16" 407NHP StabilimentoTecnico,Tri.	
20981 HRCP	**Baja California** *Fitted for oil fuel* 2*Dks*	1649 1418 819					1914	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·6 P21'B64'F32' *WB*	38·5	18·0	Puerto Cortes Honduran	T.3Cy.20",33"&54"-36" 175NHP N.E.MarineEng.Co.Ld.Sld	
20982 LDAM	**Bajamar** **TwinSc** *OilEng.* D.F. *CruiserStern* 2*Dks*	2757 2144 1244					1931	Akers Mek.Værks Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6	48·2	19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy 23⅝"-43 5/16" 625NHP AkersMek.Værks.Oslo	
20983 YTAH	**Bakar** (*ex*Chesham,*ex*Singapore) *ss*Fiu.2ndNo.3-1,33 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	4295 3967 2749	✠100A1 *Spar dk* 10,35 ~~1,35~~ ✠LMC MS6,32 BS1,35	Gms Rot	*x*	CL ~~1,35~~ 10,35	1906 10mo	AM'Millan &Son,Ld. Dumbarton *Lloyd's A&CP*	Parobrodarsko Akcionarsko Drustvo "Progres" *CellDBa*110'*u*	364·0 P31'B96'F33' 25·8 FK *E&B*42' *f*168' 1000*t*	50·0	17·9	Split Yugoslav 6*BHCem* *APT*46*t*	T.3Cy.23½",41"&67"-48" (*s*) 180lb *100lb* 373NHP 2SB,6*cf*,GS108,HS4992 FD ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 6 s5 ″ 3 23 ″ 5

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20984 YTJF	**Bakar** Ⓟ ssSpt.No.1-35 1Dk(Teak)	344 — 115	✠100A1 withfreeboard 7,35 ~~5,34~~ ✠LMC~~5,34~~ 7,35	Spt	f	CL 5,34	1931 3mo Lloyd'sA&CP	J.S.White &Co.Ld. EastCowes	Jadranska Plovidba a.d. Tanks in way of tunnel 16'11tDTf20'31tFP	144·5 F34' BK6"	24·6	11·4	Susak Yugoslav 5BHCem T4tAPT3t	T.3Cy.14",22½"&37"-24"(s) 200lb 111NHP 1SB,3cf,GS53,HS1723 FD J.S.White&Co Ld.Cowes	12 // 0 s 2 // 4½ 10 // 3½	
20985 218817 KIZC	**Bakersfield** Fitted for oil fuel Sub.Sig. 2Dks	5545 — 3458					1919	South WesternShipbuildingCo. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·3	27·2	LAngeles Cal. Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
20986 7577 SHAN	**Balaklava** TwinSc ssGot.No.1-34 OilEng. D.F. 1Dk(Stl) Mchy.Aft CruiserStern	8036 7229 4663	✠100A1 ~~5,35~~ 11,34 12,35 ✠LMC CS5,34 ~~4,35~~ ~~5,34~~ 1,36 Carrying Petroleum in bulk	Shi DBS~~8,33~~ 8,35	b†	CL ~~1,33~~ 12,35	1929 11mo Lloyd'sA&CP	A/BGötaverken Gothenburg	RederiA/BTransmark(G.Carlsson, Mgr.) Cell DBuE65'278t DTf29'468t FPT 113t	454·8 P96'F37' FK	59·1	35·4	Gothenbrg Swedish 10BHptCem APT247t	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB150lb A/BGötaverken,Got.	35 // 0 s 8 // 1 27 // 1½	
20987 UOKB	— (exAi-Todor) Wireless 1Dk	1026 858 567					1898	Stabilmnto Tecnico Trieste	Sovtorgflot	233·2 Q42'B42'F26'	34·3	13·0	Odessa Russian	T.3Cy.16",26"&42½"-26" 92NHP StabilimentoTecnico,Tri		
20988 6146 SHXA	**Balboa** Ⓟ TwinSc3Mst ssGot.No 3-9,31 ssGot.No.1-35 OilEng. D.F. 2Dks(Stl)&Shelter dk(Stl)	5524 4977 3381	✠100A1 Shelter dk withfreeboard ~~7,35~~ ~~2,35~~ 11,35 ~~DBS9,31~~ ✠LMC~~6,31~~	Lkr ~~Got~~ Skm DBS7,35 7,35	a†	OG P3,33 S9,34	1919 6mo AP	Aktieb. Götaverken Gothenburg	Rederiaktieb Nordstjernan(A.A. Johnson,Mgr.) Collision BH to Shelter dk Cell DB368'1506t Wing tank aft 353tFPT 94tAPT72t	426·9 FK	56·2	26·1	Stockholm Swedish Cem 6BH to U dk	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB80lb 717NHP Aktieb.Götaverken,Got.	30 // 0 s 3 // 11½ 26 // 3¼	
20989 218676 KISM	**Baldbutte** Fitted for oil fuel D.F. 2Dks Mchy.Aft Longitudinal framing Sub.Sig. Carrying Petroleum in bulk	6295 — 3886					1919	Bethlehem S.B.Corp.Ld. Quincy, Mass	Pennsylvania ShippingCo.	416·9 P92'B39'F33'	56·2	31·0	Phildlphia Utd.States WB	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.		R
20990 7870 SFBA	**Balder** (exHubro) 1Dk	1774 1342 995					1921	OuseS.B. Co.Ld. Goole	Ångf.A/B Kjell (H.Jeansson)	263·3 P49tQ122tH102t F11t	40·2	15·9	Kalmar Swedish WB	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		N
20991 LCMF	— 1Dk	1129 906 679					1901	Trndhjms Mek.Værks. Trondheim	A/S D/SBalder (A.Schjelderup)	231·4 Q125tB51tF30t	34·4	13·6	Bergen Norwegian WB	T.3Cy.16",26"&44"-30" TrondhjemsM.V. 106NHP Trondheim		N
20992 218915 KOBV	**Baldhill** Fitted for oil fuel Sub.Sig. Carrying Petroleum in bulk Mchy.Aft Longitudinal framing 2Dks	6413 — 3951					1919	Bethlehem S.B.Corp. Ld. Quincy,Mass.	Pennsylvania ShippingCo.	416·8 P92'B39'F33'	56·1	31·0	Phildlphia Utd.States WB	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.		R
20993 LCMH	**Balduin** 1Dk	1164 975 647					1921	Akers Mek.Værks Oslo	A/SBonheur (F.Olsen&Co. Mgrs.)	226·7 P50tH89tF6t	36·6	14·7	Oslo Norwegian WB	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
20994 DHBW	**Baldur** D.F. CruiserStern Mchy.Aft Sub Sig. 2Dks	5805 5037 2995					1929	Flensburgr Schiffsb.Ges Flensburg	SeereedereiFrigga A.G.	411·9 P26'B26'F43'	58·2	26·0	Hamburg German WB	T.3Cy.23⅜",38½"&63"-45¼" &LPTurbine 400NHP FlensburgerSchiffsb.Ges.		G
20995 143604 GCQB	**Balfe** ssLiv.No.3-5,35 ~~ssLiv.No.2-28~~ D.F. 2Dks(Stl)	5369 4799 3225	✠100A1 5,35 ~~7,31~~ ✠LMC5,35 ~~MS11,37~~ ~~BS7,31~~	Liv	y	CL ~~N3,32~~ 4,35	1920 1mo Lloyd'sA&CP	D&W Henderson&CoLd Glasgow	Lamport&Holt Line,Ld. CellDB344'1030tFPT113t	400·1 P49'B113'F38' FK	52·3	28·4	Liverpool British 7BHptCem APT210t	T.3Cy.27",44"&73"-48" (s) 180lb 120lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31 // 0 s5 // 11½ 25 // 4	
20996 130124 MJXD	**Balfron** ssGmh.No.3-10,32 Mchy.Aft Well deck 1Dk(Stl)	362 247 138	✠100A1 11,35 ~~2,34~~ ✠LMC MS8,32 BS~~1,35~~12,35	Gmh	f	CL 2,34	1920 3mo Lloyd'sA&CP	Scott& Sons Bowling	ShieldS.S.Co.Ld. (Walker&Bain, Mgrs.)	141·7 25·1 Q81'B8'F24' BK7" FPT31t	23·8	10·1	Grngemth British 3BHCem APT12t	O.2Cy.16"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS42,HS1388 Fishers,Ld.Paisley	11 // 0 s 3 // 4¼ 11 // 3	
20997 FNZP	**Balguerie Stuttenberg** (exJeanneSchiaffino,exSarneio,exElbe) Wireless 1Dk	1093 — 652					1910	Schiffsw.v. HenryKoch Lübeck	CieCôtière de l'Annam(Denis Frères d'Indochine,S.A.,Mgrs.)	224·2 P11'Q62'B53'F29'	35·7	12·5	Saïgon French WB	O.2Cy.19¼"&36"-25⅝" 55NHP OttensenerMsch.Fab.Alt		V
20998 LZDE	**Balkan** (exLouisFraissinet-34) Fitted for oil fuel 2Dks	3838 — 2296					1914	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale Bulgare deNav.à Vap.	353·5 P25'Q82'F48'	46·6	23·1	Varna Bulgarian WB	T3Cy25",$40\frac{9}{16}$"&$66\frac{9}{16}$"-$43\frac{3}{16}$" 295NHP Ch.&Atel.deProvence,Msl.		V
20999	**Balhash** (exStraum-34, exBarHarbor) 1Dk	2191 1935 1287			...		1918	Staten IslandS.B.Co StatenIsland N.Y.	Sovtorgflot	264·5 P52tF8tH154t FK	42·2	21·8	Leningrad Russian WB	T.3Cy.18",30"&51"-36" 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 // 0	N †
21000 201695	**Ball Brothers** Mchy.Aft 1Dk	5733 — 4438					1905	American S.B.Co. Lorain,O.	GlobeS.S.Co. (G.A.Tomlinson, Mgr.)	480·0 WB	52·0	30·0	Michigan, Ind. Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		
Broken up 21001 145596 GFBL	**Ballarat** Ⓟ TwinSc ssFal.No.2-29 Ref.Mchy. 3Dks(Stl-Upt ws)&Shade D.F. dk(Stl-teak s)	12996 10031 7885	✠ 12,32 ✠ ✠Lloyd'sRMC12.34 Fitted for oil fuel 5,29 F.P.above150° F.	Lon	†		1921 12mo	Harland& Wolff,Ld. Greenock	~~P.&O.Stm.Nav.Co.~~ CellDB442'2177t Tanks between tunnels127'322tFPT160t	519·8 F58'onShade dk FK&BK2"	64·2	37·8	Greenock British 9BHCem APT164t	Q.8Cy.23½",34½",48½"&70"-54" LP Turbines with DR gearing & hydraulic coupling HS21320 1562NHP 2D&3SB,28cf,GS513, J.G.Kincaid&Co.Ld.Grk.	41 // 0	BT till 7,35
21002 129549 GFLW	**Ballycotton** Ⓟ Wireless 2Dks	1337 1011 616					1911	CaledonS. B.&E.Co.Ld Dundee	ClydeShppgCo.Ld	252·7 P&B153'F50'	35·6	16·7	Glasgow British WB	T.3Cy.20",$33\frac{1}{16}$"&53⅛"-39" 175NHP CaledonS.B.&E.Co.LdDun		C BT till ~~9,35~~ 10,35
21003 130127 MLTC	**Balmaha** ssGmh.No.2-31 1Dk(Stl) Cargo battens not fitted	1428 1256 768	✠100A1 8,35 ~~6,34~~ BS~~6,34~~ 7,35 ✠LMC7,31	Gmh	p	CL 6,34	1924 2mo Lloyd'sA&CP	Bow,McLachlan&Co LdPaisley	ShieldS.S.Co.Ld. (Walker&Bain, Mgrs.) Cell DB201'398tFPT77tAPT57t	244·7 B56'F27' FK	36·1	17·2	Grngemth British 4BHCem	T.3Cy.17",27"&45"-33" (s) 180lb 170NHP 2SB,4cf,GS90,HS3217 Bow,McLachln&CoLdPsy	19 // 3 s 2 // 6 16 // 10½	
21004 108628 MCSS	**Balmarino** 3Mst ssBel.2ndNo.3-11,23 Well deck ssBel.No.2-32 Mchy.Aft 1Dk(Irn)	419 304 166	✠100A1 ~~8,35~~ ~~4,32~~ 8,35 BS~~4,34~~ 3,35 ✠LMC4,32	Bel	g	CL ~~4,32~~ 3,35	1898 11mo	AilsaS.B. Co. Troon A&CP	J.Kelly,Ld. (W.Clint,Mgr.) WB= DBf79'118t FPT49tAPT5t	161·7 26·9 Q79'B7'F26' BK7½"	25·1	9·8	Belfast British 3BHCem	O.2Cy.19"&42"-30" (s) 115lb 80RHP 1SB,3pf,GS60,HS1380 Muir&Houston,Ld.Gls.	12 // 6 s 4 // 1½ 12 // 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
21005 113300 GFQP	**Balmoral** Ⓟ Pad Wireless	471 369 188					1900	S.McKnight&Co.Ld. Ayr	Sou.I.ofWight&S.ofEng.RoyalMailStmPktCo.Ld	236·0|27·1|9·6	S'thamptn British	C.2Cy.36½"&66½"–66" NB20 300NHP Hutson&Sons,Ld.Glasgow	
21006 129074 GLVQ	**Balmoral Castle** Ⓟ TwinSc ssSou.2ndNo.3-11,34 ~~ssSou.No.3-5,32~~ Ref.Mchy. ~~ssSou.No.2-30~~ D.F. 4Dks(Stl–Mws Uteaks)	13363 10683 7503	✠100A1 ~~5,33~~ 2,36 BS~~11,34~~ ✠LMC11,33 12,35	Sou	l†	CL P9,33 ~~S8,31~~ S9,35	1910 2mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP W	TheUnion-Castle MailS.S.Co.Ld. B=CellDB a 94'u	570·0|64·5|38·9 P74'F116' FK&BK3' Promenade dk346' E&B209'f130'1825t	London British 9BHCem FPT95t	Q8Cy32"46"66½"&96"–60"(s) 220lb HS40637 2234NHP 6D&4SB,52cf,GS1050, FairfieldCo.Ld.Glasgow	42 ″ 6 s11 ″ 10½ 31 ″ 5
21007 PCXW	**Baloeran** Ⓟ TwinSc OilEng. D.F. GyC. 4Dks Sub.Sig. CruiserStern	16981 12123 10062					1929	Maats: Fyenoord Rotterdam	Rotterdamsche Lloyd(W.Ruys&Zonen,Mgrs.)	551·0|70·4|41·6 B11'F100'	Rottrdam Dutch WB	Oil Engines 2S.C.SA 20Cy.29⅝"–52¾" 3115NHP SulzerFrères,Winterthur	
21008 145597 GFBM	**Balranald** Ⓟ TwinSc ssLon.No.2–29 Ref.Mchy. 3Dks(StlU–ws)&Shade dk D.F. (Stl–teaks)	12990 7864 7904	✠ 1,34 ✠ ✠Lloyd'sRMC~~5,35~~ ~~7,35~~ 2,36 ~~10,35~~ Fitted for oil fuel 5,29 F.P. above 150°F.	Lon			1922 4mo	Harland&Wolff,Ld. Greenock	P.&O.Stm.Nav.Co. CellDB442'2177t	519·8|64·2|29·8 F58'onShade dk FK&BK2' Tanks between tunnels FPT160t	Greenock British 9BHCem 127'322t APT164t	Q.8Cy.23½",34½",48½"&70"–54"&LP Turbines with DR gearing & hydraulic couplings 1562NHP 2D&3SB,28cf,GS513, HS21320 FD J.G.Kincaid&Co.Ld.Grk.	41 ″ 0
21009 144615 MKBW	**Baltallinn** (exStarling) ssLon.No.3–3,33 1Dk(Stl)&Shelter dk(Stl-ws)&2nd dk(Stl)inNo.1 hold Ref.Mchy Wireless	1303 1025 512	✠100A1 Shelter dk withfreeboard ~~5,35~~ ~~4,34~~ 3,36 3,36 BS~~5,33~~ ~~BS4,34~~ ✠LMC4,32 ✠Lloyd'sRMC~~2,35~~ ~~3,35~~ 4,36	Lon	q	CL ~~3,33~~ 3,36	1920 6mo	AilsaS.B.Co.Ld. Troon Lloyd'sA&CP	UnitedBaltic CorporationLd. CellDB211'32	245·2|39·2|15·0 B63' on Shelter dk FK Collision 4tFPT17tAPT19t	London British Cem BH to Sh dk 4 „ „ U „	T.3Cy.22",37½"&60"–39" (s) 180lb 292NHP 2SB,8cf,GS16,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 7 16 ″ 7
21010 148640 GLKX	**Baltannic** (exWestland, exZaanstroom) ssRot.No.3–7,25 ssLon.No.2–33 Ref.Mchy. 2Dks(Stl)&Weather dk (ptStl–ws)	1739 1060 1004	100A1 withfreeboard 3,36 ~~4,35~~ MS11,33 LMC BS~~11,34~~ 11,35 ✠Lloyd'sRMC~~9,34~~ ~~11,35~~ 3,36 ~~10,35~~	Lon	p	CL ~~4,35~~ 3,36	1913	Rotterdam Droogd.Maat Rotterdam	UnitedBaltic Corporation,Ld. CellDBa&uE72'	243·4|37·3|24·6 FK f98'263t FPT27t	London British 5BHCem APT31t	T.3Cy.21½",33"&57"–39" (s) 180lb 291NHP 2SB,6cf,GS115,HS4372 FD RotterdamDroogd.Maats.	25 ″ 9 s7 ″ 9½ 18 ″ 4½
21011 142356 GTXM	**Baltara** (exGlacière–33, exWarCountry) 3Mst ssHam.No.3–8,30 Ref.Mchy. ssLon.No.1–35 1Dk(Stl)	3292 2818 1992	✠100A1 3,36 ~~4,35~~ BS3,36 ✠LMC4,35 Lloyd'sRMC~~4,35~~ 4,36	Lon	u	CL 8,34	1918 3mo	W.Gray&Co.Ld. WHartlepool A&CP	UnitedBaltic Corporation,Ld. CellD	331·2|46·7|23·2 P33'B100'F29' FK B284'741tFPT105t	London British ptCem APT130t	T.3Cy.25",41"&68"–45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6336 FD Cen.Mar.Eng.WrksW.Hpl	25 ″ 6 s3 ″ 10½ 21 ″ 10½
21012 144503 MJYF	**Balteako** (exHeron–35) ssLon.No.3–5,33 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl–ws)&2nd dk(Stl)inNo.1hold Wireless	1314 1026 515	✠100A1 Shelter dk withfreeboard 4,36 ~~2,35~~ BS4,36 ~~BS2,33~~ ✠LMC5,35 ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 12,35	Lon	q	CL 2.35	1920 4mo	AilsaS.B.Co.Ld. Troon Lloyd'sA&CP	UnitedBaltic Corporation,Ld. CellD	245·1|39·2|15·0 B63'onShelterDk FK B213'338tFPT17t APT19t Collision	London British Cem BHto Sh dk 4 „ „ U „	T.3Cy.23",37½"&60"–39" (s) 180lb 292NHP 2SB,8cf,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2½ 16 ″ 11½
21013 DHKM	**Baltia** (exHarald–33) ssShl.No.2–12 1Dk(Stl)&deepframing Cargo battens not fitted	1876 1627 1091	✠ 4,16 ✠	Bmn	r		1904 6mo	Craig,Taylor&Co. Stockton W	“Orion”Schiffahrts-G.m.b.H. B=Cell DBa90' u f116'406t	278·5|38·4|18·5 P26'B72'F28' E16' FK FPT79tAPT87t	Rostock German 4BHptCem ptAsp	T.3Cy.19",31"&51"–33" 167NHP 2SB,4pf,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7
21014 ~~373~~ ~~YMAD~~	**Baltic** TwinSc OilEng. Mchy.Aft 3Dks D.F. Longitudinal framing CarryingPetroleum in bulk	9006 7962 5111					1920	Nordseewerke Emden	PanamaTransportCo. ~~PetroleumImport G.m.b.H.~~ (Waried TankschiffRhed. G.m.b.H.Mgrs.)	509·6|64·0|31·7	Panama Panmanian WB	OilEngines 2S.C.SA 8Cy.25⅝–51⅛ NE26 908NHP Fried KruppGermaniawerftA.G.Kiel	
21015 OHAH	— Ⓟ Wireless 1Dk&Hurricane dk	1086 1046 612					1897	Schiffsw. vonH.Koch Lübeck	FinskaÅngfartygsAktiebolaget	201·5|32·8|21·2	Helsingfrs Finnish WB	T.3Cy.15½",25⅝"&44"–30" 106NHP Blohm&Voss,Hamburg	
21016 316 ESEX	**Baltica** (exSillesund, exRana) Comp OilEng. Mchy.Aft 1Dk	348 255 165					1917	AktiebC.O.Christianson&Co. Strömstad	A.Utow	116·0|25·1|11·4 P41'B7'F38'	Tallinn Estonian	Oil Engines 4Cy.13³⁄₁₆"–14³⁄₁₆" 123NHP BergsundsM.V.Aktb Skm.	
21017 7398 SDLA	**Balticia** (exLordErskine,exEric Petersen,exDwina,exKara Sea) ssHbg.2nd.No.3–2,30 ssMmo.No.1–34 1Dk(Stl)&deep framing Cargo battens not fitted	1971 1783 1133	✠100A1 10,35 ~~5,34~~ ✠LMC MS5,34 BS~~11,34~~ 10,35	Mmo Hpl	r	CL 5,34	1905 7mo	Craig,Taylor&Co. Stockton Lloyd'sA&CP	Rederi A/B Allians (N.M.Thore,Mgr.) CellDBa	280·3|42·2|19·4 P26'B70'F28' FK 88'uE16'f112'470t	Jonstorp Swedish 4BHCem APT92t	T.3Cy.21⅞",35"&57"–39" (s) 160lb 90lb 210NHP 2SB,6pf,GS188,HS3248 N.E.MarineEng.CoLd.Sld	20 ″ 7 s2 ″ 11½ 17 ″ 9½
To be Broken up 21018 ~~[illegible]~~ ~~[illegible]~~	**Baltonia** Ⓟ (exAkabo) ssRot.2ndNo.3–2,27 ssLon.No.1–31 Ref.Mchy. 2Dks(1ptStl&UStl–ws) Sub.Sig. &deep framing	3839 2853 2390	✠~~100A1~~ 1,35 ~~BS2,33~~ ~~✠LMC~~ ~~✠Lloyd'sRMC~~ Fitted for oil fuel 2,27 F.P. above 150°F.	Lon	w	CL 1,35	1902 4mo	SirRDixon&Co.Ld. Middlesbro' Lloyd'sA&CP	~~UnitedBaltic Corporation,Ld.~~ CellDBa80'	352·2|44·2|23·6 P240'F43' FK uE&B42' f162'648t	Belgian 6BHCem FPT91t	T.3Cy.27⁷⁄₁₆",43½"&72"–48" (s) 180lb 505NHP 2SB&1Aux.SB(3,12),8cf, GS157,HS7507 FD Richardsons,Westgarth&Co.Ld.Hpl	26 ″ 0 s3 ″ 8 22 ″ 10½
21019 148755 GMJS	**Baltrader** (exBanka) ssLon.No.2–35 ssLon.No.3–4,26 Well deck ~~ssLon.No.1–20~~ Ref.Mchy. 1Dk(Stl)	1699 1171 ~~1014~~ 1013	100A– ~~3,33~~ ~~4,34~~ 2,36 ~~BS4,34~~ ✠Lloyd'sRMC~~3,34~~ ~~4,35~~ BS2,36 11,35 Fitted for oil fuel, 19 F.P. above 150°F.	Lon ~~Kel~~ 4,35 LMC~~12,29~~		~~4,34~~ 2,36	1919	Akt.Burmeistr&Wain Copenhagen	UnitedBaltic Corporation,Ld. CellDBa&u	255·4|38·2|15·4 P15'Q75'B104'F32' FK E83'f110'392tFPT	London British 4BHptCem 32tAPT22t	T.3Cy.18",30"&50"–36" (s) 180lb 165NHP 2SB,4cf,GS132,HS2600 Akt.Burmeistr&Wain,Cpn	17 ″ 9 s ″ 8½ 17 ″ 3
21020													

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
21021 142597 GTXN	**Baltraffic** (exRéfrigérant-33, exWarCoppice) ssHam.No.3-9,30 Ref.Mchy. ssLon.No.1-35 1Dk(Stl) Cargo battens not fitted	3297 2844 1994	✠100A1 3,36~~4,35~~ BS2,36 ✠LMC4,35 Lloyd'sRMC~~4,35~~ 4,36	Lon	u	CL ~~4,33~~ 3,36	1918 7mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	UnitedBaltic Corporation,Ld.	331·3 P33'B98'F28' FK CellD B276'734t FPT105t APT122t	46·8	23·2	London British 7BHptCem	T.3Cy.25",41"&68"-45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 10 21 ″ 10¾	
21022 135889 GPLB	**Baluchistan** (exEustace) ssNwc.No.3-2,27 D.F. 1Dk(Stl)&Shelter dk(Stl) ssShl.No.2-35	3995 3828 2484	✠100A1 Shelter dk withfreeboard ~~7,35~~~~12,30~~ 3,36 ~~BS1,34~~ ✠LMC~~2,34~~ 7,35	Nwc ~~Shl~~ Bry	x	CL ~~4,29~~ N6,35	1913 8mo	Irvine'sSB. &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	HindustanSteam Shppg.CoLd(Com- monBros.Ld. Mgrs.)	381·0 FK CellDBa110' uE&B62' f156'944tFPT112tAPT140t	51·2	24·4	Newcastle British 6BHCem	T.3Cy.25",42"&68"-48" (s) 180lb 130lb 375NHP 2SB,6cf,GS140HS6138 Blair&Co.Ld.Stockton	26 ″ 10 ~~s 3 ″ 0½~~ ~~24 ″ 2~~ s2 ″ 9¼ 24 ″ 3½	
21023 143619 GCSZ	**Balzac** ssGls.No.3-10,32 D.F. 2Dks(Stl)	5372 4803 3210	✠100A1 2,36~~2,35~~ MS10,32 ✠LMC MBS3,35 DBS11,34	Liv	y	CL ~~1,33~~ 2,36	1920 3mo	D&WHen- dersn&Co.Ld. Glasgow Lloyd'sA&CP	Lamport&Holt Line,Ld.	400·3 P49'B113'F38' FK CellDB344'1030t FPT113t APT210t	52·3	28·4	Liverpool British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 120lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&Co.Ld.Gls	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
21024 LCED	— OilEng. Wireless Mchy.Aft 1Dk	962 765 498					1921	Odense Staalskibsvft Odense	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	215·0 P138'F31'	34·7	12·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.19$\frac{7}{10}$"-35$\frac{4}{10}$" 225NHP AktBurmeistr&Wain,Cpn		N
21025 FNHF	**Bamako** OilEng. 2Dks	2357 2114 1431					1930	Akt.Bur- meistr&Wain Copenhagen	Cie.deNav.Paquet	281·9 P24'B93'F29'	45·1	21·1	Marseilles French WB	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn		V
21026 137246 MFQZ	**Bamburgh** (exArkleside) ssShl.No.3-12,27 Mchy.Aft Well deck ~~ssSld.No.1-32~~ Cargo battens not fitted 1Dk(Irn) ssMdb.No.2-36	648 463 373	✠100A1 ~~8,35~~~~12,34~~2,36 ~~BS12,34~~ ~~✠LMC8,32~~ ✠LMC2,36 ~~MS2,36~~	Sld ~~Nwc~~ Mdb	j	OG ~~11,34~~ 2,36	1914 12mo	W.Harkess &Son,Ld. Middlesbro' Lloyd'sA&CP	TyneTeesSteam ShippingCo.Ld.	179·9 Q119'B11'F22' FK Cell D Bf136t FPT33t APT28t	28·0	11·4	Newcastle British 3BHCem	T.3Cy.15½",25"&41"-30" (s) 180lb 100lb 85RHP 1SB,3cf,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s 3 ″ 9½ 13 ″ 4½	
21027 136288 GRYC	**Bamora** Ⓟ ssCal.No.3-4,27 ssBom.No.2-35 ~~ssBom.No.1-31~~ 2Dks(Stl-Uteaks)	3291 2654 1870	✠100A1 ~~5,35~~ ~~5,34~~4,36 ~~BS5,34~~ ✠LMC~~6,34~~ BS4,36 5,35	Bom	v	CL ~~7,33~~ 4,36	1914 5mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP WB	BritishIndiaStm. Nav.Co.Ld.	330·2 P&B192'F34' FK =CellDBa94'uE&B67'f124'647tFPT47tAPT18t	46·2	23·1	Glasgow British 5BHCem	T.3Cy.20",34"&58"-45" (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1¼ 21 ″ 9½	
21028 Wrecked 11.35 PKMF	**Ban-Ho Guan** (exDiva, exShengTa) 2Dks	1591 — 965					1911	Napier& Miller,Ld. Glasgow	ThioSoenLo	265·0 P28'B88'F39'	38·2	18·0	Bandjer- massin Dutch WB	T.3Cy.19",31"&51"-36" 156NHP Dunsmuir&Jackson,LdGls		C
21029 157826 VPKM	**Ban Hong Liong** (exVanHoorn-34) 1Dk	1671 1380 1004					1908	Nederl. Schps. Maats. Amsterdam	HeapEng.MohS.S. Co.Ld.	269·8 P33'B74'F31'	40·1	16·7	Singapore British WB	T.3Cy.19",31½"&51½"-39" NB12 165NHP NedFb.v.Wrk&Spoor,Ams		V
21030 LDOS	**Bañaderos** TwinSc OilEng. D.F. CruiserStern 2Dks	2728 2144 1257					1930	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	330·6 P97tH277tF21t	48·2	19·2	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP AkersMek.Værks.Oslo		N
21031 ~~Broken up~~ LCMJ	**Banan** 2Dks	1581 917 977					1912	Nylands Værksted Oslo	A/S Ocean (J.P.Pedersen& Sön,Mgrs.)	250·0 H120t	34·7	22·0	Oslo Norwegian WB	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		
21032 28026 JAQA	**Bandai Maru** ssKob.No.3-10,33 1Dk(Stl)&Shelter dk(Stl) Web frames in E&B&inNo.2 hold 2ndtrBin Nos.1,3&4holds	4147 3874 2541	✠100A- Shelter dk withfreeboard 11,35 ~~11,34~~ ✠LMC~~11,34~~ 11,35	Kob		CL ~~11,34~~ 11,35	1921 7mo	Nitta Shipyard, Osaka	KyoritsuKisen K.K.	340·0 B34'F38' on Shelter dk FK CellDB296'800t FPT63tAPT87t	46·5	32·7	Kobe Japanese Cem 5BHtoShdk 1 „ „ U „	T.3Cy.23½",37½"&65"-48" 190lb (s) 348NHP 3SB,9cf,GS139,HS5651 Fujimura,Osaka	32 ″ 9 s6 ″ 11¼ 26 ″ 0½	
21033 149811 GMZV	**Bandar Shahpour** (exArabistan) ssGls.No.2-34 2Dks(Stl)	5236 4814 3268	✠100A1 ~~9,35~~~~12,34~~ 5,36 ✠LMC BS~~7,34~~9,35 MS12,34 Fitted for oil fuel 4,27 F.P. above 150° F.	Gls Mdb	y	CL 7,34	1927 4mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	StrickLine(1923), Ld.(F.C.Strick& Co.Ld.Mgrs.)	400·0 P31'B124'F40' FK CellDB350'1210t DTa37'990tFPT122tAPT33t	53·5	27·2	London British 7BHptCem 1 „ to2nddk	T.3Cy.28",46"&77"-48" (s) 180lb 590NHP 3SB,12cf,GS220,HS8874 FD Cen.Mar.Eng.WrksW.Hpl	29 ″ 7 s 5 ″ 9¾ 24 ″ 0¾	
21034	**Bandeirante** WoodAux3MstSr (exElbnixe) OilEng. Mchy.Aft. 1Dk (See Sailing Ship Register)	342 280 233					1922	Gbr.Klahn G.m.b.H. Neustadt	A.E.G.Cia.Sul- Americana de Electricidade	153·0 Q44'H10'F23'	25·8	10·8	R.Janeiro Brazilian	Oil Engines 2S.C.SA 2Cy 12$\frac{6}{16}$"-12$\frac{6}{16}$" 20NHP H.Callesen&Co.Apenrade		
21035 EABZ	**Banderas** ssBbo.2ndNo.3-1,26 ssBbo.No 2-34 1Dk(Stl)&deepframing	2140 1921 1273	✠100A1 1,36~~4,34~~ ✠LMC MS4,34 BS~~1,35~~1,36	Bbo	s	CL 4,34	1899 7mo	W.Pickers- gill&Sons Sunderland A&CP	Cia.Nav.Vascon- gada	286·0 P23'B56'F27' FK WB=CellDBa90'uE20'f108'575t APT54t	42·9	18·7	Bilbao Spanish 5BHCem	T.3Cy.21⅛",35"&57½"-39"(r) 160lb 210NHP 2SB,6pf,GS99,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1¾ 18 ″ 0	
21036 TCAS	**Bandirma** Ⓟ (exMedway) Well deck 2Dks	929 735 483			...		1886	C.Connell &Co. Glasgow	DenizYollari Idaresi	225·0 P&B134'F29'	32·1	14·2	Istanbul Turkish WB	C.2Cy.28"&56"-48" NB01 181NHP J.&J.Thomson,Glasgow	16 ″ 7	
21037 27166 JNOD	**Bandoeng Maru** Ⓟ (exKinno Maru) ssOsa.No.3-11,32 2Dks(Stl)	4003 3460 2469	✠100A1 ~~11,34~~10,35 ✠LMC~~12,34~~ 10,35	Kob	w	CL 11,33	1920 5mo	Yokohama DockCo. Yokohama A&CP	~~NanyoYusenK.K.~~ NanyoKaiunK.K.	345·0 P33'B77'F41' FK CellD B316' 793t FPT56t APT29t	50·0	29·0	Kobe Japanese 6BHCem	T.3Cy.23",38"&64"-48" (s) 200lb 343NHP 2SB,6cf,GS105,HS4414 FD YokohamaDockCo.	29 ″ 1 s 5 ″ 5½ 23 ″ 11	
21038 136275 GRMX	**Bandra** Ⓟ ssBom.No.3-6,27 ssBom No.2-35 ~~ssBom.No.1-31~~ 2Dks(Stl-Uteaks)	3194 2651 1893	✠100A1 6,35~~7,34~~ ~~BS6,34~~ ✠LMC~~6,34~~ 5,35	Bom	v	CL 7,33	1914 3mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	330·4 P33'B94'F34' FK CellDBa94'uE&B66'f124'647t FPT47t APT18t	46·2	23·1	Glasgow British 5BHCem	T.3Cy.20",34"~~&58"~~&58⅜"-45" 215lb 195lb 450NHP 3SB,9cf,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
21039 133005 GNZM	**Banffshire** (exClanMacrae) Ref.Mchy. 3Dks&Shelter dk D.F.	6479 4689 4048					1912	W.Doxford &Sons,Ld. Sunderland	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. Mgrs.)	430·0	53·5	34·6	Glasgow British WB	T.3Cy.29",49"&80"-60" &1L.P.Turbine 575NHP W.Doxford&Sons,Ld.Sld.		C
21040 FOHM	**Banfora** Ⓟ TwinSc (exInsulinde-33) 3Dks D.F. Ref.Mchy.	9347 7031 5577					1914	Kon.Maats deSchelde Flushing	Cie.Générale de Nav.àVap.(Fabre Line)	478·4 P150'B187'F84'	57·1	26·3 34·4	Marseilles French WB	T.6Cy.29",47"&81"-52" 942NHP Maats.deSchelde,Flushing		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
21041 160547 GBCY	**Bangalore** *Fitted for oil fuel* *2Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* D.F.	6067 5488 2875	✠Lloyd'sRMC~~[illegible]~~ 1,36		...		1928	Barclay, Curle&Co.Ld Glasgow	HainS.S.Co.Ld.	436·0 F34′	57·5	29·8 FK	London British *WB*	Q4Cy30½″,44″,63½″&91″–57″ &LPTurbine withDRgearing&hydraulic coupling 1236NHP Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
21042 FNLO	**Bangkok** TwinSc Sub.Sig *2Dks&Shelter dk*	8056 7845 5077			...		1919	Uraga DockCo.Ld. Uraga	ChargeursRéunis	445·0	58·0	37·3 FK	Dunkirk French *WB*	T.6Cy.22″,36½″&61″–48″ 516NHP UragaDockCo.Ld.Uraga	40 ″ 1	V †
21043 219009 KODZ	**Bangu** (*ex*Orphis) *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	4782 4279 3016					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates ShippingBoard Bureau	380·5 P52′B102′F41′	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24″,40″&70″–48″ 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		R
21044 133051 GRMQ	**Bankura** Ⓟ *ss*Bom.No.3–7,29 *ss*Bom.No.1–33 2*Dks*(*Stl–U* teaks)	3185 2678 1896	✠100A1 7,35 ~~6,34~~ BS~~[illegible]~~ 6,35 ✠LMC6,35	Bom	*v*	CL N6,34	1912 6mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *WB*=	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94′*uE&B*	330·8 P33′B94′F34′ 67′*f*124′647*tFPT*	46·2	23·3 FK	Glasgow British *5BHCem* *47tAPT18t*	T.3Cy.20″,34″&58″–45 (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227, Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8½	
21045 118089 MCVQ	**Bankville** (*ex*Susetta–34,*ex*William Rowland) *ss*Bwg.2ndNo.3–10,32 *Welldeck* *Mchy.Aft* *Cargo battens not fitted* 1*Dk*(*Stl*)	339 259 129	✠100A1 7,35 ~~1,34~~ ✠LMC MS10,32 BS~~1,35~~ 3,36	Bkn	*f*	CL ~~10,32~~ 7,35	1904 4mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	JohnS.MonksLd.	150·2 Q54′B14′F27′	24·4	10·4 BK7″ *FPT50t*	Liverpool British *3BHCem* *APT5t*	C.2Cy.20″&42″–27″ (*s*) 130lb 95RHP 1SB,*3pf*,GS52,HS1676 Ross&Duncan,Glasgow	11 ″ 8 s ″ 6¾ 11 ″ 9¼	
21046 218835 KJCO	**Bannack** Sub.Sig. 2*Dks*	4844 — 2987					1919	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0 P25′B106′F37′	52·0	26·6	NewYork Utd.States *WB*	T.3Cy.25″,42″&70″–48″ 340NHP StandardS.B.Corp.		R
21047 29830 JTSA	**Bansei Maru** (*ex*SaishoMaru–33, *ex*Yarborough) *ss*Hpl.No.3–8,12 *ss*Gls.No.1-17 1*Dk*(*Irn*)2*trB&Web frames* 3*Dk rule*	3120 2896 1972	✠ 10,20 ✠	Lon	*u*		1900 8mo	W.Gray& Co.Ld. W Hartlepool	KusakabeKisen K.K. *CellDBa*	324·5 P27′B82′F30′ &*uE*130′*f*136′732*t*	47·1	22·4 FK	Mikage Japanese *5BHCem* *APT53t*	T.3Cy.24″,38″&64″–42″ NDB17 267NHP 2SB,*6rf*,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	C †
21048 22590 JLEE	**Bansei Maru No. 3** 1*Dk*	1146 939 640					1918	Harada Zosensho Osaka	SanichiAkita	208·0	31·5	19·0	Fuchu Japanese *WB*	T.3Cy.14¾″,24″&39$\frac{1}{16}$″–27″ 79NHP HaradaZosensho,Osaka		
21049 4979 JZCB	**Banshu Maru No. 6** (*ex*Yenoura Maru–33) *Ref.Mchy.* Wireless 1*Dk*	657 536 353					1900	MitsuBishi Dkyd&EWks Nagasaki	IzumiyaGiichi	174·8 B48′	32·8	12·5	Tokio Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E.WksNag		
21050 38079 JPRH	**Banshu Maru No. 15** Wireless *OilEng.* 1*Dk*	390 — 248					1933	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0	25·0	12·0	Kobe Japanese	Oil Engines		
21051 28954 JNSA	**Banshu Maru No. 17** Wireless *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 1*Dk*	460 400 254					1923	KobeSteel Works Harima	Hayashikane ShotenK.K.	130·0 F24′	26·0	14·5	Kobe Japanese *WB*	T.3Cy.14½″,24$\frac{5}{16}$″&40″–30″ 88NHP TakaoIronWorks,Kobe		
21052 39169 JOPJ	**Banshu Maru No. 87** Wireless *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	363 233 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40′F16′	25·0	13·0	Shimonoseki Japanese	Oil Engines 2S.C.SA 4Cy.20″–22″ 282NHP HayashikaneTekko-bu Hikoshima		
21053 39195 JOVJ	**Banshu Maru No. 88** TwinSc Wireless *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	725 — 392					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	170·0 P49′B62′F21′	30·0	14·5	Shimonoseki Japanese	Oil Engines 2S.C.SA 8Cy.16¾″–18½″ 395NHP HayashikaneTekko-bu Hikoshima		
21054 39391 JUDJ	**Banshu Maru No. 89** *OilEng.* *Ref.Mchy.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	363 290 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40′F16′	25·0	13·0	Shimonoseki Japanese *WB*	Oil Engines 2S.C.SA 4Cy.20″–22″ 282NHP HayashikaneTekko-bu Hikoshima		
21055 PKHN	**Bantam** *Mchy.Aft* 1*Dk*	3322 2537 2300					1929	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208′F34′	48·2	20·5	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
21056 160500 GSLV	**Bantria** *ss*Liv.No.1–32 2*Dks*(*Stl*)	2402 2085 1209	✠100A1 6,35 ~~7,34~~ BS~~7,34~~ ✠LMC7,32 8,35 —	Liv	*t*	CL 7,34	1928 6mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	CunardS.S.Co.Ld.	292·3 B129′F28′ *CellDBa&uE* 94′*f*139′526*tFPT*	45·0	20·3 FK	London British *5BHptCem* *43tAPT23t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 403NHP 2SB,*8cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0¼ 19 ″ 8	
21057 2099 JPNB	**Banyei Maru No. 2** Wireless 1*Dk*	1186 1007 800					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese *WB*	T.3Cy.14½″,24⅓″&40″–30″ Okamoto 88NHP ZosenTekkosho,Osaka		
21058 23861 JQCB	**Banyei Maru No. 3**	1778 1484 1232					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0 P14′B57′F26′	36·0	20·9	Kobe Japanese *WB*	T.3Cy.16″,27″&45″–32″ 114NHP TanakaWorks,Osaka		
21059 21522 JILB	**Banyei Maru No. 6** Wireless 1*Dk*	1187 1007 801					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese *WB*	T.3Cy.14″,24″&40″–30″ 88NHP NittaCo.Osaka		
21060 21535 JOOB	**Banyei Maru No. 7** Wireless 1*Dk*	1189 1007 801					1918	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese	T.3Cy.14½″,24⅓″&40″–30″ Okamoto 88NHP ZosenTekkosho,Osaka		
21061 22565 JOCB	**Banyei Maru No. 15** 1*Dk*	1828 1484 1063					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0	36·0	20·9	Kobe Japanese	T.3Cy.17½″,29½″&49¾″–36″ 148NHP YoshidaTekkosho,Osaka		
21062 FNLP	**Baoulé** *Ref.Mchy.* 2*Dks*	5874 — 3491					1921	Atel.&Ch. de laLoire Nantes	ChargeursRéunis	393·6 P39′B125′F54′	55·9	29·0	Havre French *WB*	T.3Cy.25½″,42½″&68½″–48″ 325NHP Atel.&Ch.de laLoire,Nts.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21063 7557 SDHR	**Bara** (*ex*Netta,*ex*Markersdal) 1*Dk*	1018 799 526					1919	DeHaan& Oerlemans Heusden	Sydsvenske RederiA/B(SvenP. Larsson,*Mgr.*)	214·0 P12'Q51'B57'F25'	34·8	13·1	Malmö Swedish *WB*	T.3Cy.15¾",25⅝"&41⅜"-27$\frac{9}{16}$" 90NHP Burgerhout,Rotterdam		C
21064 28971 KEDN	**Baracoa** (*ex*LakeFariston) *Fitted for oil fuel* 1*Dk*2*trB*	2599 2343 1610			...		1919	American S.B.Co. Cleveland,O.	ColombianS.S.Co.	251·0 P25'B64'F23' FK	43·6	26·2	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO.	28 ″ 2	R †
21065	— Ⓟ (*ex*Julia) *Fitted for oil fuel* 2*Dks*&*Awng dk*	1744 1529 1133			...		1891	DavidJ. Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCubaS.A.	260·3 *pt Shadedk* 175'23·4 BK8"	36·1	15·9	Havana Cuban *WB*	T.3Cy.26$\frac{11}{16}$",42⅛"&65¼"-42" NB00 339NHP DavidJ.Dunlop&Co.P.Gls.		
21066 145419 GFBN	**Baradine** Ⓟ **TwinSc** *ss*Fal.No.2-29 3*Dks*(*Stl*-*Uptws*)& *Shade dk*(*Stl*-teak s) D.F. *Ref.Mchy.* *Fitted for oil fuel*	13072 10084 7951	✠ 11,32 ✠ ✠Lloyd'sRMC ~~4,35~~ ~~7,35~~ 3,36 ~~11,35~~	Lon			1921 8mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. *CellDB*442'2173*t* *between tunnels*	519·9 F58'*on Shade dk* FK&BK2" *Tanks* 127'322*t* *FPT*160*t*	64·4	37·8	Belfast British 9*BHCem* *APT*164*t*	Q8Cy23½"34½"48½"&70"-54" &LPTurbineswithDRgearing&hydrauliccouplings 2DB&3SB,*28cf*, 1542NHP GS500,HS20919 Harland&Wolff,Ld.Bel.	41 ″ 0	BT till 4,36
21067 133022 GMCP	**Barala** Ⓟ *ss*Bom.No.3-9,27 *ss*Cal.No.1-31 2*Dks*(*Stl*-*U* teak s)	3148 2667 1899	✠100A1 4,35 ~~3,34~~ BS~~12,34~~ ✠LMC~~11,34~~ 1,36 MS4,35	Cal Bom	*v*	CL ~~N10,33~~ 1,36	1912 3mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld.	330·5 P49'B94'F34' FK *Aft Peak BH to* *WB*=*CellDBa*	46·2	23·1	Glasgow British 5*BHCem* *2nd dk only* 94'*uE&B*67'	T.3Cy.20",34"&58"-45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227, Barclay,Curle&Co.Ld.Gls. *f*124'647*t* *FPT*47*t* *APT*18*t*	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
21068 147947 VJDZ	**Baralaba** (*ex*Solskin,*ex*Nürnberg) *ss*Shl.No.3-1,25 *ss*Bsb.No.2-33 *Well deck* 1*Dk*(*Stl*)	998 787 557	100A1 ~~4,35~~ ~~6,34~~ 2,36 ~~BS6,34~~ LMC8,33 BS~~4,35~~ 2,36	Bsb	*m*	CL ~~6,34~~ 4,35	1921	Stettiner Oderwerke Stettin	Australas'n United Stm.Nav.Co.Ld. *CellDBa*55'*v*	211·6 P16'Q53'B55'F22' FK *E*20'*f*92'340*t* *FPT*	33·9	13·1	Brisbane British 4*BHptCem* 50*t* *APT*31*t*	T.3Cy15¾"25$\frac{3}{16}$"&41$\frac{5}{16}$"-29½" 200lb (*s*) 124NHP 2SB,*4cf*,GS58,HS2160 StettinerOderwerke	16 ″ 2 s1 ″ 1 15 ″ 3	
21069 PJBO	**Baralt** *Fitted for oil fuel* Wireless 2*Dks*	780 — 323					1921	Coaster Constrct'nCo Ld. Montrose	Koninkl.Nederl. Stoomb.Maats. N.V.	200·0 B60'F23'	33·1	10·5	Curaçao Dutch *WB*	T.3Cy.15",25"&40"-27" 88NHP Fleming&Fergusn,Ld.Psy		C
21070 PUAL	**Barbacena** (*ex*Gundrun) 2*Dks*(*Stl*-*Uws*)& Sub.Sig. *deep framing*	4772 4419 2984	11,12	Ham	*z*		1909 12mo	J.C.Tecklenborg A.G. Wesermünde-G.	LloydBrasileiro — *Cell DBa*100' *uE&B*	392·5 P&B225'F55' FK 103'*f*130'1156*t* *FPT*	51·9	27·3	R.Janeiro Brazilian 7*BHCem* 80*t* *APT*52*t*	Q4Cy24"34⅝"50⅜"&74"-53$\frac{15}{16}$" 639NHP 3SB(FD)&1AuxSB,*12cf*, GS241,HS9759 J.C.Tecklenborg AG Wsm	30 ″ 1	V †
21071 1496 IBBF	**Barbana G.** (*ex*Barbana, *ex*ItalianNavyShip,*ex*Teodo) D.F. 1*Dk*	6561 6065 3537					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop. diNav.Garibaldi	449·8	55·6	34·1	Genoa Italian	T.3Cy.26",43½"&73"-48" *Ealt*.29 369NHP StabilimentoTecnico,Tri.		I
21072 210888 WMCP	**Barbara** Ⓟ (*ex*SantaCruz) *ss*N.Yk.No.3-7,25 *ss*Bal.No.2-33 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	4665 4006 2874	✠100A1 ~~3,35~~ ~~3,35~~ 3,36 BS9,35 ✠LMC MS2,33 ~~BS10,34~~ *Fitted for oil fuel* 2,13 *F.P. above* 150°F.	Bal ~~NYk~~	*x*	CL ~~10,33~~ N7,35	1913 2mo	W Cramp& SonsS&EBCo Philadelphia A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDBa*130'	384·0 P31'B122'F40' FK *uE&B*46'*f*160' 988*t*	50·2	26·6	NewYork Utd.States 7*BHCem* *APT*31*t*	T.3Cy.26",43½"&72"-51" (*s*) 180lb 481NHP 3SB,*9cf*,GS159,HS6813 FD W.Cramp&SnsS&EBC Phl	28 ″ 6 s 5 ″ 2¾ 23 ″ 6	
21073 220743 WFED	**Barbara C.** (*ex*Pacific) **Wood** *Fitted for oil fuel* Wireless 1*Dk*2*trB*	1240 1055 702					1920	Kruse& BanksS B.Co. Nth.Bend,Or.	W.R.Chamberlin &Co.	221·5 P15'B36'F36'	43·0	16·6	S.Frncisco Utd.States	T.3Cy.15",25"&42"-30" 97NHP PacificMar.I.W.Prtlnd,Or		
21074 216348 KJOO	**Barbara Cates** (*ex*WestBridge) *Fitted for oil fuel* 2*Dks*	5599 5161 3466			...		1918	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.	409·5 P44'B115'F47' FK	54·2	27·6	S. Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" NE29 358NHP Hoovens,Owens&RentschlerCo.Hamilton,Ohio	30 ″ 3	R †
21075 149464 GNTL	**Barbara Marie** *ss*Hul.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4223 3946 2535	✠100A1 *with freeboard* ~~5,35~~ ~~11,34~~ 11,35 ~~BS5,34~~ ✠LMC8,32 BS~~5,35~~5,36	PNl ~~Hul~~	*x*	CL 5,34	1928 4mo	SirJPriestman&Co. Sunderland *Lloyd'sA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	365·0 F35' FK (*FPT*125*t* *APT*247*t*	51·5	25·1	Newcastle British 6*BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,*9cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
21076 235 IBZD	**Barbarigo** *ss*Tri.No.1-35 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk* (*Stl*) *in No.* 1 *hold*	5293 4148 3061	✠100A1 *with freeboard* 3,36 ✠LMC CS4,35 DBS3,36 7,34 *Fitted for carrying oil* 9,30 *F.P. above* 150° *F. in deep tank*	Tri ~~GenV~~	*a*†	CL ~~4,33~~ 3,36	1930 9mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	Soc.Veneziana di Nav.aVap. *CellDB*340'1159*t*	440·7 423·1 F35' FK (*DTa*41'1155*t* *FPT*133*t* *APT*107*t*	56·2	23·5	Venice Italian 8*BH pt Cem* *Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{3}{16}$" DB*100lb* 1219NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	27 ″ 2 ~~s 3 ″ 3~~ ~~24 ″ 0¾~~ s3 ″ 1½ 24 ″ 2¼	
21077 LDLO	**Barbro** *Carrying Petroleum in bulk* *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	6325 5779 3759					1934	GötaverkenA/B Gothenburg	RederiA/SMascot (Arth.H. Mathiesen,*Mgr.*)	408·1 P236*t*H225*t*	55·2	33·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP GötaverkenA/B,Got.		N
21078 OHGW	— (*ex*Polarhavet,*ex*Atlanten) 1*Dk*&*deep framing*	2155 1922 1434			...		1902	Murdoch& Murray Pt.Glasgow	RederiA/B Barbro (A.Andersson)	285·8 P27'B74'F29' FK	43·0	18·8	Mariehmn Finnish *WB*	T.3Cy.20½",35"&57"-39" 210NHP D.Rowan&Co.Glasgow	21 ″ 3	V †
21079 DHBX	**Barcelona** Sub.Sig. 2*Dks*	3101 2790 1845					1921	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	338·0 F34'	49·3	21·0	Hamburg German *WB*	T.3Cy.27$\frac{1}{10}$",38$\frac{1}{10}$"&62"-41½" 250NHP A.G."Neptun,"Rostock		G
21080	— Ⓟ **TwinSc** *OilEng.* 1*Dk*(*Stl*)	1500 — 859					1929	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
21081 DOMI	**Bärenfels** Sub.Sig. 2*Dks*	7569 7040 4679					1921	J.C.TecklenborgA G Wesermünde-G.	DeutscheDampfschiff.Ges.Hansa	468·5 P80'B138'F59'	58·6	32·5	Bremen German *WB*	T.3Cy.31½",49"&82$\frac{1}{20}$"-55" 1LPturbine 692NHP J.C.TecklenborgAG Wsm		G
21082 PKHX	**Barentsz** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	~~4780~~ ~~3891~~ ~~2977~~ 4811 3891 2992					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·4 P17'F236'	48·7	27·3	Batavia Dutch *WB*	T.3Cy.28½",47"&77"&54" 433NHP NedFb.v.Wrk&Spoor,Ams		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines No. & Dia. des Cylindres.—Course Pression des Chaudières NH=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po
21083 LDNZ	**Barfonn** TwinSc ssFal.No.1-34 OilEng D.F. Mchy.Aft 1Dk(Stl) Cruiser Stern ~~Progressive Survey of Oil Tanks~~	9739 8995 6035	✠100A1 12,35 ~~3,34~~ ✠LMC CS5,35 DBS5,35 9,34 CarryingPetroleum in bulk	Got ~~Fal~~	e†	CL FN 12,35 s12,35	1931 5mo Lloyd'sA&CP	Götaver-kenA/B Gothenburg	SkibsA/S Dalfonn(Sigval Bergesen,Mgr.) CellDBuE71'304tDTf33'622tFPT196tAPT310t	475·6 P103'B35'~~Fas~~F41' FK	64·2	37·8	Stavangor Norwegian 10BHptCem	Oil Engines 4S.C.SA 16Cy.21⅝" 39⅜" 724NHP 2DB180lb GötaverkenA/B.Got.	37 ″ 8
21084 [illegible]	**Barfrost** (exMeathside) ssOsl.No.3-10,33 Well deck Mchy.Aft 1Dk(Stl) Wireless Ref.Mchy.	542 362 205	✠100A1 5,35 ~~2,34~~ BS~~2~~,36 ✠LMC10,35 ✠Lloyd'sRMC~~2-10,35~~ 2,36	Osl Sty	h	CL 8,34	1920 9mo Lloyd'sA&CP	W.Simons &Co.Ld. Renfrew	"Maistas"Co.Ld. CellDBf90'134tFPT47tAPT28t	167·5 Q94'B9'F32' BK7½"	26·7	10·4	Klaipeda Lithuanian 3BHCem	T.3Cy.14",24"&40"-30" (s) 180lb 88NHP 1SB,3cf,GS61,HS2009 W.Simons&Co.Ld.Rnf.	12 ″ 8 s 4 ″ 3½ 13 ″ 1
21085	**Bariloche** (exMajvik,exLjusne Jernverk) OilEng. Mchy.Aft 1Dk	477 363 236					1913	Göteborgs M.V.Aktieb. Gothenburg	PeiranoHnos.	173·2 P46'F20'	28·3	10·1	Bns.Ayres Argentine WB	Oil Engines 2S.C.SA NE25 4Cy.14⅛"-20⅛" 141NHP Akt.AtlasDieselsMoterer,Skm.	
21086 140577 MJCN	**Barium** ssLiv.No.1-34 ssBkn.No.3-6,30 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	601 443 291	✠100A1 ~~5,00~~ ~~1,35~~ 11,35 ✠LMC MS2,34 BS~~2-10,35~~ 5,36	Liv	i	OG ~~N2,34~~ 11,35	1918 5mo Lloyd'sA&CP	CRennold-son&Co. S.Shields	~~I.C.I.(General Chemicals),Ld.~~ I.C.I.(Alkali)Ld CellDBf103'165tFPT60tAPT28t	180·6 Q52'B9'F27' FK	28·1	10·7	Liverpool British 3BHCem	T.3Cy.16",27"&44"-30" (s) 180lb 115NHP 1SB,3cf,GS66,HS1785 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9 s 1 ″ 3½ 11 ″ 7
21087 133080 GRMS	**Barjora** ssBom.No.3-7,27 ssCal.No.2-35 ~~ssCal.No.1-31~~ 2Dks(Stl-Uteak s)	3164 2683 1908	✠100A1 ~~7,35~~ ~~6,34~~ 3,36 ~~BS6,34~~ ✠LMC~~7,34~~ 6,35 BS3,36	Cal	v	CL ~~N9,32~~ 7,35	1912 7mo Lloyd'sA&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDBa94'uE&B77'f124'647tFPT47tAPT18t	330·4 P33'B94'F34' FK	46·2	23·3	Glasgow British 5BHCem	T.3Cy.20",34"&58"-45" (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8½
21088 57 IBEE	**Barletta** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1975 — 1069					1931	Cantieri RiunitiDell' Adriatico Monfalcone	Cia.Adriatica di Nav.	267·3 F34'	40·2	22·6	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.17¾"-29⅛" 656NHP Soc An"Fiat"S.G.M.Turin	
21089 DHBY	**Barmbek** ssHam.No.1-35 Cruiser Stern 1Dk(Stl) Strengthened for Navigation in Ice	2446 2231 1434	✠100A1 ~~4,35~~ ~~12,32~~ ~~8,35~~ 4,36 BS4,36 ✠LMC~~12,32~~ 4,35	Ham ~~NYk~~	t	CL ~~12,32~~ ~~4,35~~ 8,35	1929 12mo Lloyd'sA&CP	Flensburger Schiffsb.Ges. Flensburg	Knohr&Burchard Nfl. CellDB264'695tFPT31tAPT120t	307·1 P&B250'F34' FK	45·5	19·7	Hamburg German 5BHptCem ptAsp	C.4Cy.(2)$18\frac{11}{16}$"&(2)39⅜"-39⅜" 199lb (s) 272NHP 2SB.4cf,GS73,HS3879 FI A.Borsig,G.m.b.H.Berlin	21 ″ 9
21090 129731 GPTN	**Barmoor** ssShl.No.3-6,22 Well deck ssShl.No.2-30 1Dk(Irn)&deep framing Cargo battens not fitted	2225 1785 1317	✠100A1 11,32 BS11,34 ✠LMC11,30	Shl	s	CL 11,32	1909 8mo Lloyd'sA&CP	WoodSkin-ner&Co.Ld. Newcastle	WestwickSSCo.Ld. (JamesWestoll,Ld. Mgrs.) Intermediate bulkheads in fore & afterholds dispensed with WB=CellDBa90uE&B38'f116'547tFPT113tAPT177t	295·3 Q115'B52'F31' FK	40·5	18·2	Sundrland British Cem 4BH only	T.3Cy.21",34"&56"-36" (s) 180lb 223NHP 2SB,6cf,GS105,HS3684 N.E.MarineEng.CoLdNwc	20 ″ 6 s 2 ″ 2 18 ″ 6
21091 POYO	**Barneveld** Fitted for oil fuel D.F. 2Dks&Shelter dk CruiserStern	5554 4634 3339					1928	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.MaatsN.V.	401·0	58·3	26·4	Amstrdam Dutch WB	T.3Cy.$27\frac{5}{16}$",$46\frac{7}{16}$"&74¾"-$51\frac{3}{16}$" 400NHP RotterdamD.D.Co.Rot.	
21092 132988 GRMT	**Baroda** Ⓟ ssCal.2ndNo.3-3,35 ~~ssBom.No.3-5,27~~ ~~ssCal.No.2-35~~ 2Dks(Stl-Uteak s)	3205 2678 1888	✠100A1 3,36 ~~3,35~~ BS4,36 ✠LMC3,35	Cal Bom	u	CL 2,35	1911 11mo Lloyd'sA&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. After peak bulkhead to 2nd dk only WB=CellDBa94'uE&B67'f124'647tFPT47tAPT18t	330·4 P49'B94'F34' FK	46·2	23·1	Glasgow British 5BHCem	T.3Cy.20",34"&58"-45" (s) 215lb 526NHP 3SB&1AuxSB,11cf,GS227, HS9074 FD Barclay,Curle&Co.Ld.Gls	25 ″ 6 s 4 ″ 3 21 ″ 8½
21093 GTYC	**Baron Ardrossan** D.F. CruiserStern 1Dk	3896 3509 2334					1932	D&W Hen-dersn&Co.Ld. Glasgow	HogarthShppgCo. Ld.(H.Hogarth& Sons,Mgrs.)	360·9 P40'B110'F45'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 249NHP D&W.Hendersn&CoLdGls	
21094 146720 GLBS	**Baron Belhaven** D.F. 2Dks	6591 6030 3921					1925	Lithgow's Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	435·2 P44'B180'F53'	57·3	29·6	Ardrossan British WB	T.3Cy.26",46"&76"-48" 400NHP D.Rowan&Co.Ld.Gls	
21095 161807 GTCN	**Baron Blythswood** 1Dk	3668 3323 2219					1929	Lithgow's Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.	
21096 148981 GLCS	**Baron Carnegie** 1Dk	3178 2907 1904					1925	Dunlop, Bremner& Co.Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British WB	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow	
21097 161815 GYCQ	**Baron Cawdor** D.F. CruiserStern 2Dks	3638 3331 2132					1935	D&W Hen-dersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	387·1 F32'	53·2	22·5	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 250NHP D&WHendersn&Co.LdGls	
21098 160124 GNJC	**Baron Cochrane** D.F. 1Dk	3385 3069 2031					1927	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British WB	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Gls.	
21099 146715 GKCW	**Baron Dalmeny** OilEng. ssGrk.No.2-33 2Dks(Stl)	3496 3317 2189	✠100A1 1,35 ✠NE7,29 ✠LMC2,33 DBS~~3,34~~5,35	NNs	w	CL 2,33	1924 3mo Lloyd'sA&CP	W.Hamil-ton&Co.Ld PortGlasgow	H.Hogarth&Sons Intermediate 'tween deckBH in after hold dispensed with CellDB299'914tDTa37'705tFPT85tAPT57t	348·7 P36'B102'F39' FK	50·0	24·0	Ardrossan British ptCem 5BH to U dk 1 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	26 ″ 4 s 4 ″ 6½ 21 ″ 11
21100 161806 GJBK	**Baron Dechmont** 1Dk	3675 3324 2221					1929	Ardrossan DD&SBCoLd Ardrossan	HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	350·6 P40'B106'F38'	50·2	23·3	Ardrossan British WB	T 3Cy.21½",37"&62"-42" 249NHP J G.Kincaid&Co.Ld.Grk.	
21101 161812 GTYD	**Baron Douglas** D.F. CruiserStern 1Dk	3899 3510 2342					1932	Lithgows Ld. PortGlasgow	KelvinShpg.Co.Ld. (H.Hogarth& Sons,Mgrs.)	360·8 P40'B110'F45'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 249NHP D.Rowan&Co.Ld.Glasgow	
21102 161813 GWPC	**Baron Dunmore** CruiserStern 1Dk	3938 3560 2363					1933	D&W Hen-dersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)	365·3 P40'B113'F39'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 249NHP D.Rowan&Co.Ld.Gls.	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert
21103 161814 GWPD	**Baron Elgin** *CruiserStern* 1*Dk*	3942 3562 2364					1933	D&WHendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	365·4 P40'B113'F39'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Gls.		C
21104 161809 GTJN	**Baron Erskine** D.F. 1*Dk*	3657 3303 2216					1930	D&WHendersn&Co.Ld. Glasgow	KelvinShpg.Co.Ld. (H.Hogarth&Sons *Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
21105 146719 GLCY	**Baron Fairlie** D.F. 2*Dks*	6706 6121 4009					1925	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	440·7 P43'B129'F48'	57·4	29·2	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP McKie&Baxter,Ld.Gls.		C
21106 143130 GBMR	**Baron Forbes** (*ex*GeneralNapier, *ex*Hamburg) *ss*Rot.No.3–1,27 *ss*Gls.No.2–35~~*ss*Gls.No.1–31~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3061 2730 1843	100A1 *Shelter dk* *withfreeboard* ~~5,34~~ 11,35 BS11,35 LMC MS~~4,34~~11,35 ~~BS5,34~~	Gls	*t*	OL 5,24	1915	Schiffsw. v. HenryKoch Lübeck	IberiaShippingCo. Ld. (H.Hogarth& Sons, *Mgrs.*) *CellDB*268'622*t*	311·7 P19'B47'F37'*on Shelter dk* FK *FPT*120*t*A*PT*85*t*	42·4	26·0	Ardrossan British *Cem* 2*BHtoSh dk* 3 „ „ *U* „	T.3Cy.22½",37"&57$\frac{1}{10}$"–35⅝" 185lb (*s*) 253NHP 2SB,4*cf*,GS85,HS3552 FD OttensenerMaschf.Altona	28 ″ 5 s 6 ″ 4½ 22 ″ 3	
21107 [illegible] GBNC	**Baron Garioch** (*ex*WarMelon) Now "Macgregor," *see No.* 39093 *in Supplement* 1*Dk*	2508 [illegible] 1458					1918	ForthS.B. &Eng.Co.Ld. Alloa	KelvinShippingCo Ld.(H.Hogarth& Sons, *Mgrs.*)	303·3 P33'B80'F33'	43·0	20·0	Ardrossan British *WB*	T.3Cy.22",36"&59"–39" 217NHP Douglas&Grant Ld.Kirk'y		C
21108 148984 GLQP	**Baron Graham** 1*Dk*	3242 2965 1957					1925	Napier& Miller,Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	336·4 P35'B101'F36'	48·4	22·6	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Gls.		C
21109 148986 GMDW	**Baron Haig** D.F. 1*Dk*	3391 3097 2039					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	342·2 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21110 135731 GPLM	**Baron Inchcape** D.F. 1*Dk&Shelter dk*	7005 6703 5202					1917	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	425·8	56·2	33·3	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP J.G.Kincaid&Co.Ld.Grk.		C
21111 146714 GDRZ	**Baron Kelvin** 1*Dk*	3081 2826 1872					1924	C.Connell &Co. Glasgow	KelvinShippingCo Ld.(H.Hogarth& Sons, *Mgrs.*)	332·2 P29'B97'F34'	48·2	22·1	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NH D.Rowan&Co.Ld. Glasgow		C
21112 160121 GNCR	**Baron Kinnaird** 1*Dk*	3355 3052 2022					1927	Napier& Miller,Ld. OldKilpatrck	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	340·1	48·7	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21113 148985 GLPF	**Baron Loudoun** 1*Dk*	3164 2900 1914					1925	Lithgows Ld. Port Glasgow	KelvinShippingCo Ld.(H.Hogarth& Sons, *Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21114 148989 GMRS	**Baron Lovat** 1*Dk*	3395 3096 2037					1926	Ayrshire Dkyd.Co.Ld. Irvine	H.Hogarth&Sons	342·1 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21115 146718 GKXW	**Baron Maclay** D.F. 2*Dks*	6317 5792 3870					1924	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	430·4 P43'B129'F50'	56·3	29·1	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP McKie&Baxter,Glasgow		C
21116 146717 GKSL	**Baron Murray** 1*Dk*	3103 2847 1840					1924	Napier& Miller,Ld Glasgow	KelvinShippingCo Ld.(H.Hogarth& Sons, *Mgrs.*)	332·6 P29'B98'F37'	48·3	22·0	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21117 148983 GLPJ	**Baron Nairn** 1*Dk*	3164 2900 1914					1925	Lithgows Ld. PortGlasgow	KelvinShippingCo Ld.(H.Hogarth& Sons, *Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21118 161808 GTJM	**Baron Napier** D.F. 1*Dk*	3659 3303 2217					1930	D&WHendersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.&W.Henderson&Co.Ld.		C
21119 160126 GNQF	**Baron Newlands** 1*Dk*	3386 — 2031					1928	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShppg.Co. Ld. (H.Hogarth &Sons, *Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21120 148988 GMRQ	**Baron Ogilvy** 1*Dk*	3391 3094 2035					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	342·0 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21121 160122 GJXW	**Baron Pentland** 1*Dk*	3410 3096 2045					1927	Ayrshire DckydCo.Ld. Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	342·1 P36'B104'F37'	48·6	22·8	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21122 160129 GFZY	**Baron Polwarth** 1*Dk*	3661 3302 2211					1929	Napier& Miller,Ld. Glasgow	HogarthShipping Co.(H.Hogarth& Sons, *Mgrs.*)	350·9 P40'B106'F38'	50·1	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Glasgow		C
21123 160128 GCSB	**Baron Ramsay** 1*Dk*	3650 3303 2211					1929	D&WHendersn&Co.Ld. Glasgow	IberiaShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.&W.Henderson&Co.Ld.		C
21124 163841 GYDR	**Baron Renfrew** D.F. *CruiserStern* 2*Dks*	3635 3328 2130					1935	D&WHendersn&Co.Ld Glasgow	KelvinShpg.Co.Ld. (H.Hogarth&Sons, *Mgrs.*)	387·0 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D&W.Hendersn&CoLdGls		
21125 148982 GLCT	**Baron Ruthven** 1*Dk*	3178 2907 1904					1925	Dunlop, Bremner&Co. Ld. Pt.Gls.	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British *WB*	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Glasgow		C
21126 160123 GDSP	**Baron Saltoun** 1*Dk*	3404 3091 2041					1927	Ayrshire Dkyd.Co.Ld Irvine	IberiaShppgCo.Ld (H.Hogarth&Sons *Mgrs.*)	342·1	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21127 160130 GTCM	**Baron Stranraer** D.F. 1*Dk*	3668 3326 2220					1929	Lithgows, Ld. PortGlasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Glasgow		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	
21128 148990 GNCQ	**Baron Tweedmouth** 1Dk	3357 3054 2023					1927	Lithgows Ld. PortGlasgow	HogarthShppg.Co. Ld.(H.Hogarth& Sons,Mgrs.)	340·3|48·7|22·7 P35'B104'F36'	Ardrossan British WB	T.3Cy.21½",37"&62"-39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21129 160127 GTFD	**Baron Vernon** 1Dk	3642 3296 2205					1929	D&WHen- dersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons,Mgrs.)	350·1|50·2|23·2 P40'B106'F36'	Ardrossan British WB	T.3Cy.21½",37"&62"-42" 249NHP D&W.Hendersn&CoLdGls		C
21130 146716 GJVS	**Baron Wemyss** 1Dk	2996 2759 1830					1924	Dunlop Bremner&Co. Ld.PtGlsgow	KelvinShippingCo Ld.(H.Hogarth& Sons,Mgrs.)	332·2|48·1|21·9 P29'B97'F33'	Ardrossan British WB	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Sons,Glasgow		C
21131 160125 GNJD	**Baron Yarborough** 1Dk	3388 3073 2034					1928	Ayrshire Dckyd.Co.Ld Irvine	KelvinShpg.CoLd. (H.Hogarth&Sons. Mgrs.)	341·6|48·6|22·7 P36'B104'F37'	Ardrossan British WB	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21132 140583 GPDS	**Baronesa** TwinSc ssLon.No.3-1,30 ssLon.No.1-34 Ref.Mchy. D.F. 3Dks(Stl)& Shelter dk(Stl-ws)	8663 7515 5408	✠100A1 Shelter dk withfreeboard 7,35 ~~8,34~~ ✠LMC MS8,34 BS4,35 ✠Lloyd'sRMC~~5,35 6,35~~ 2,36 ~~11,35~~	Lon	c†	CL ~~8,32~~ 7,35	1918 4mo Lloyd	SirR Dixon &Co.Ld. Middlesbro' 'sA&CP	Furness-Houlder ArgentineLines, Ld. Cell	431·0|61·3|35·6 B on Shelter dk 259' F on Shelter dk 39' FK DB375'1128t FPT	Liverpool British 7BHCem 9t APT118t	T.6Cy.25",41½"&70"-48" (s) 200lb 1076NHP 5SB,20cf,GS415,HS16396FD Richardsons,Westgarth& Co.Ld.Mdb.	38 ″ 4 s 7 ″ 10½ 30 ″ 8	
21133 OHED	**Barösund** (exTillyRussI.) 1Dk	1015 859 536					1920	Stettiner Oderwerke Stettin	J.W.Paulin	211·3|33·8|13·0 P12'Q59'B55'F22'	Wiborg Finnish WB	T.3Cy15¾",25½"&41$\frac{3}{10}$"-29½" 92NHP StettinerOderwerke		N
21134 LCMO	**Baröy** Ⓟ 2Dks	424 371 234					1929	Trndhjms Mek.Værks. Trondheim	OfotensDamp- skibsselskabA/S	143·8|24·1|16·3 H53t	Narvik Norwegian WB	T.3Cy.13¾",23"&38"-22" 68NHP TrondhjemsM.V.Trondhm		N
21135 136279 GRYD	**Barpeta** Ⓟ ssBom.No.3-7,27 ssBom.No.2-35 ~~ssBom.No.1-31~~ 2Dks(Stl-Uteaks)	3194 2651 1892	✠100A1 ~~6,35~~ ~~6,34~~ 4,36 ~~BS4,31~~ ✠LMC~~5,34~~ BS6,35 6,35	Bom	v	CL ~~N6,33~~ 4,36	1914 4mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP WB	BritishIndiaStm. Nav.Co.Ld. = CellDBa94'uE&	330·3|46·2|23·1 P&B192'F34' FK B67'f124'647t FPT	Glasgow British 5BHCem 47tAPT18t	T.3Cy.20",34"&58"-45" (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1½ 21 ″ 10	
21136 148319 MPQZ	**Barra Head** (exPortavon) ssLth.No.1-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	671 444 326	✠100A1 2,36 ~~8,35~~ ✠LMC BS~~6,34~~2,36 MS3,35	Lth	j	CL ~~3,35~~ 1,36	1930 2mo Lloyd	GooleS.B. &RepgCo. (1927)Ld. Goole 'sA&CP	A.F.Henry& MacGregor,Ld. CellDB	176·6|28·4|11·4 Q101'B11'F23' FK 107'150t FPT43t A	Leith British 3BHCem PT31t	T.3Cy.13$\frac{13}{16}$",22"&37"-27"(s) 180lb 95RHP 1SB,3pf,GS57,HS1780 Day,Summers&Co Ld.Sou.	13 ″ 6 s 4 ″ 7½ 13 ″ 3	
21137 145424 GFBP	**Barrabool** Ⓟ TwinSc ssLon.No.2-29 Ref.Mchy. 3Dks(StlU-ws)& D.F. Shade dk(Stl-teaks) Fitted for oil fuel	13062 10084 7939	✠ 1,34 ✠ ✠Lloyd'sRMC~~1,35 5,35~~ 4,36 ~~12,35 8,35~~	Lon			1922 3mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. CellDB442'2173t tunnel	519·9|64·4|37·8 F58'onShade dk FK&BK2" Tanks between s127'322t FPT160t	Belfast British 9BHCem APT164t	Q8Cy.23½",34½",48½"&70½"- 54"&L.P.Turbines withDR gearing&hydraulic couplings HS20919 1543NHP 2DB&3SB,28cf,GS500, Harland&Wolff,LdBelfast	49 ″ 0	
21138 119597 GQYM	**Barranca** ssRot.2ndNo.3-2,30 ssAvn.No.1-34 Ref.Mchy. D.F. 4Dks(StlU-ws)	4124 3751 2628	✠100A1 3,35 BS12,35 ✠LMC MS3,34	Cff	x	CL 10,34	1906 4mo Lloyd	A.Stephen &Sons Glasgow 'sA&CP	Elders&Fyffes,Ld. Intermediate bulkh in fore & after h CellDBa96'	372·0|47·7|29·7 F44' ead FK olds dispensed with. uE&B67'f163'795t	Manchestr British Cem 4BHonly APT24t	T.3Cy.28",45"&75"-51" (s) 180lb 630NHP 4SB,12cf,GS255,HS9904 FD A.Stephen&Sons,Glasgow	32 ″ 6 s 7 ″ 1 25 ″ 10	
21139 148882 GMCT	**Barrdale** ssNwc.No.2-33 D.F. 1Dk(Stl)	5072 4673 3007	✠100A1 ~~4,33~~ ~~4,34~~ 4,36 BS~~10,34~~ ✠LMC8,35 11,35	Cff ~~Grk~~ Mch	z	CL 4,34	1925 11mo Lloyd	Greenock Dkyd.Co.Ld Greenock 'sA&CP	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.Mgrs.) CellDBa124'uE	400·3|54·4|26·3 P37'B189'F38' FK 23'f180'1034t DTf	Glasgow British 7BHptCem 37'1500t FP	T.3Cy.25",42"&70"-48" (s) 180lb 475NHP 3SB,9cf,GS157,HS7035 FD J.G.Kincaid&Co.Ld.Grk. T160tAPT200t	28 ″ 8 s 4 ″ 9½ 24 ″ 1½	
21140 219353 KJCQ	**Barreado** (exGaffney) Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4781 — 3015					1919	SeattleCon &DryDockCo Seattle,Wash	UnitedStates ShippingBoard Bureau	380·5|53·1|26·9 P39'B102'F41'	NewYork Utd.States WB	T.3Cy.24",40"&70"-48" 339NHP Skinner&EddyCrp.Seattle		R
21141 142279 GNFB	**Barrgrove** (exStromboli, exWarAnemone) ssRot.No.3-1,31 D.F. 1Dk(Stl)	5222 4748 3237	✠100A1 11,34 BS~~6,34~~ ✠LMC~~1,31~~ 10,35 MS8,35 Fitted for oil fuel6,18 F.P. above 150° F.	Shl	y	CL 5,34	1918 1mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.Mgrs.) CellDB	400·2|52·3|28·4 P49'B113'F39' FK 344'1125t FPT115t	Glasgow British 7BHptCem APT175t	T.3Cy.26",44"&75"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
21142 133093 GKWR	**Barrhill** (exQueenMargaret) ssRot.No.3-11,25 D.F. ssGrk.No.2-34 2Dks(UptIrn ptStl)&2nd dk(Stl)	4972 4748 3197	✠100A1 8,35 ~~12,34~~ ✠LMC12,34 BS12,35	Grk Cff	y	CL 11,32	1912 12mo Lloyd	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.Mgrs.) CellDBa135'u	405·0|53·0|27·2 P41'B115'F41' FK E&B43'f173'1189t	Glasgow British 6BHCem APT36t	T.3Cy.26",42"&71"-48" (s) 180lb 415NHP 3SB,9cf,GS182,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9½ 24 ″ 3	
21143 151045 CYKP	**Barrie** (exRobertP Kernan) Mchy.Aft 1Dk	1824 1558 983					1925	TheCol- lingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0|43·1|16·8 Q93'F35'	Montreal British WB	T.3Cy.15½",26"&44"-26" 99RHP E.J.CoddCo.Ld.Baltimore		C
21144 147722 GKVZ	**Barrington Court** ssShl.No.2-32 1Dk(Stl)	4910 4560 2988	✠100A1 12,34 BS1,35 ✠LMC6,33	Shl	y	CL 2,34	1924 9mo Lloyd	Workman, Clark&Co.Ld. Belfast 'sA&CP	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.Mgs.) Cell	396·6|53·1|26·5 P46'B119'F39' FK DB345'1057t FPT	London British 6BHCem 98tAPT174t	T.3Cy.26½",42"&70"-48" (r) 180lb 414NHP 3SB,9cf,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 ″ 0 s 5 ″ 6½ 23 ″ 8½	
21145 161890 GDYX	**Barrwhin** ssNwc.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4998 4605 2970	✠100A1 withfreeboard 12,35 ~~12,34~~ ✠LMC12,33 BS5,35	Cff Rot	a†	CL ~~12,33~~ 12,35	1929 10mo Lloyd	Greenock DockydCoLd Greenock 'sA&CP	BarrShippingCo. Ld.(Barr,Crombie &Co.Ld.Mgrs.) CellDB350'1112t MT21'821t	405·5|55·7|25·4 F36' FK (C FPT140tAPT185t	Glasgow British 7BHptCem oll to Sh dk 6 „ 2nd „)	T.3Cy.23¾",40½"&66"-45"& LP Turbine with DR gearing & hydraulic coupling 200lb (s) 473NHP 3SB,9cf,GS130,HS6051 FD Rankin&BlackmreLd.Grk	27 ″ 10 s 3 ″ 0 25 ″ 0	
21146 TVSE	**Barsac** 1Dk Mchy.Aft	1049 — 417					1923	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Worms&Cie.	215·9|30·6|12·6 P126'F57'	Havre French WB	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21147 116 YLBR	**Bārta** (exPenmount) ssCff.2ndNo.3-6,25 ssRga.No.2-31 1Dk(Irn)&Webframes Cargo battens not fitted	2324 2135 1451	✠100A1 ~~6,35~~ ~~5,31~~ 9,35 ~~BS5,34~~ ✠LMC2,33 BS~~5,33~~5,36	Rga Lie	s	~~1,33~~ 5,35	1900 2mo	W.Gray&Co.Ld. W Hartlepool A&CP	LatvianGovt. (ValstsKugu Parvalde, Mgrs.) CellDB	302·5|43·2|19·7 P25'B71'F29' FK a&uE120'/124'644t	Riga Latvian 5BHCem APT40t	T.3Cy.22½",35"&59"-39" (s) 160lb NDB17-1920 218NHP 2SB,6rf,GS82,HS3303 Cen.Mar.Eng.Wrks.W Hpl	22 " 3 s 3 " 6¼ 18 " 11	
21148 102 YLCE	**Bārtava** (exUlla, exFöhr) ssEls.3rdNo.3-6,24 ssLie.No.3-3,32 1Dk(Stl)	768 638 461	✠100A1 12,35~~4,34~~ ✠NB12,12 ✠LMC5,32 BS~~4,33~~5,36	Lie Rot	k	CL ~~4,34~~ N12,35	1888 10mo	G.Howaldt Kiel	BangaS.S.Co.Ld. (G.Gruenwald, Mgr.)	193·4|29·9|14·3 B44'F29' BK7½" Cell	Liepaja Latvian 4BHCem DB152'224t	T.3Cy.14⅛",24"&36⅝"-28⅝" 165lb (s) 82NHP 2SB,4cf,GS36,HS1160 Gebr.Howaldt,Kiel	16 " 4 s 1 " 11 14 " 7	
21149 TCAP	**Bartin** Ⓟ (exOdin-32, exHungerburg, exParamaribo) 2Dks	740 — 399					1896	Nederl. Schps. Maats. Amsterdam	VapurculukTurk AnonimSirketi	175·0|28·2|18·3	Istanbul Turkish WB	T.3Cy.14¾",24⅝"&39⅜"-27½" NB23 82NHP NedFb.v.Wrk&Spoor,Ams		
21150 EACA	**Bartolo** (exAlgorta, exWarZephyr) ssBbo.No.3-7,31 ssBbo.No.1-35 1Dk(Stl) Cargo battens not fitted	3118 2867 1870	✠100A1 1,35 ✠LMC MS1,35 BS~~6,34~~9,35	Bbo	u	CL 1,35	1918 10mo	J.Priestman&Co. Sunderland Lloyd'sA&CP	Cia.NavieraBachi (Hijos deAstigarraga, Mgr.) CellD	331·3|46·8|23·2 P33'B98'F28' FK B278'749t FPT115t	Bilbao Spanish 7BHptCem APT122t	T.3Cy.25",41"&68"-45" (s) 180lb 429NHP 3SB,9cf,GS156,HS6321 FD G.Clark,Ld.Sunderland	25 " 6 s 3 " 11¾ 21 " 9	
21151	**Barunga** (exCapePremier, exWar Faith) ssSyd.No.3-11,32 Now "Shing-Ho," see No. 430021 1Dk(Stl) Cargo battens not fitted	4342 3929 2598	✠100A1 2,35 BS7,34 ✠LMC1,33	Syd	x	CL N1,33	1918 10mo	Canadian Vickers,Ld. Montreal Lloyd'sA&CP	Taminosuke Miyachi CellDB	380·0|49·2|26·7 P30'B102'F41' FK 316'1367t FPT102t	 Japanese 6BHCem APT136t	T.3Cy.27",44"&73"-48" (s) 180lb 474NHP 3SB,9cf,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 " 1 s 5 " 11¾ 24 " 5	
21152	**Basarabia** (exLotteReith, exOtto Reith, exLotteReith, exPortimão) 1Dk&Spardk	1489 1258 923					1899	Schiffsw.v. H.Koch Lübeck	FratiiLoewensohn	245·9|35·2|18·4 B69'F29'	Galatz Roumanian WB	T.3Cy.16¾",28"&44½"-32½" 113NHP J.F.Ahrens,Altona		G
21153 LCMP	**Basel** TwinSc Wireless 1Dk	1110 848 619					1924	Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. Mgrs.)	225·7|35·1|12·9 B102tH113tF11t	Oslo Norwegian WB	T.6Cy.12",20"&33"-21" 100NHP AkersMek.Værks.Oslo		N
21154 149671 GNSJ	**Basil** ssLiv.No.1-32 D.F. 2Dks(Stl)&Shelter dk(Stl)	4913 4449 3072	✠100A1 withfreeboard 7,35~~3,35~~ BS~~5,34~~ ✠LMC5,32 7,35	Liv Hul		CL 3,35	1928 3mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	BoothS.S.Co.Ld. CellDB350'990t DTs a32'783t	407·9|53·8|26·0 F28' FK (Coll FPT86tAPT32t	Liverpool British 8BHptCem BH to Shdk 6 " 2nd,, 1 " 3rd,,)	T.3Cy25½",43½"&73"-51"(s) 215lb 600NHP 3SB,9cf,GS195,HS8859 FD Hwthrn,Leslie&C.Ld.Nwc	28 " 6 s 3 " 3¼ 25 " 5¾	
21155 142341 GQCZ	**Bassa** (exWarPointer) ssHul.No.3-9,30 2Dks(Stl) ssBkn.No.1-35	5267 4784 3202	✠100A1 10,35~~4,34~~ ~~BS12,34~~ ✠LMC~~9,30~~ 11,35	Gms Bkn	y	CL N12,34	1918 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	ElderDempster Lines,Ld. DB	400·1|52·3|28·4 P49'B112'F39' FK 345'1113t FPT118t	Liverpool British 7BHCem APT174t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s5 " 11¾ 25 " 3	
21156 FNBE	**Basse-Terre** (exElse-34) Fitted for oil fuel Ref.Mchy. 1Dk Wireless D.F.	1555 1180 927					1930	A/SNakskovSkibs. Nakskov	Cie.Gén.d'Arm. Maritimes	253·0|39·2|15·4 P15'Q79'B107'F35'	Havre French WB	C.4Cy.(2)14¾"&(2)31½" -31½"&L.P.Turbine HS2350 184NHP A.Borsig.G.m.b.H.Berlin		V
21157 163454 MBTC	**Bassethound** Wireless Fitted for oil fuel Carrying Petroleum in bulk 1Dk Mchy.Aft Longitudinal framing	1174 863 574					1934	Blythsw'd S.B.Co.Ld. Glasgow	HadleyShipping Co.Ld.	222·6|35·1|15·8 P72'Trunk123' F26'	London British WB	T.3Cy.16",27"&45"-33" 116NHP D.Rowan&Co.Ld.Gls.		C
21158 LEZA	**Bastant** 1Dk	1715 1503 998					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	264·9|40·2|18·6 P22'B63'F29'	Oslo Norwegian WB	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
21159 LIUZ	**Bastö** Ⓟ CruiserStern 1Dk	322 250 125					1934	A/S Moss Værft&Dokk Moss	A/S Alpha	137·3|27·1|12·1 B63'F16'	Moss Norwegian WB	C.4Cy.(2)9 13/16"&(2)23"-20½" 37NHP FredrikstadM.V.Frdstad.		N
21160	Broken up **Bat** (exVillagarcia, exIngoldsby) Iron Well deck 1Dk2trB	1193 990 740				...	1881	Palmers' Co. Newcastle	Maura y Aresti	235·5|32·2|17·8 Q88'B50'F25 BK8½"	Bilbao Spanish WB	C.2Cy.28"&54"-36" NDB13 120NHP Palmers'Co.Ld.Newcastle	18 " 10	
21161 PKFT	**Batak** OilEng. Mchy.Aft 1Dk	409 323 244					1931	NV.Droogdok Maats. "Soerabaia" Sourabaya	N.V.Koninkl. Paketv.Maats.	150·9|27·2|10·2	Batavia Dutch WB	Oil Engines 2S.C.SA 6Cy.9 13/16"-13" 102NHP SulzerBros.Winterthur		V
21162 LCEF	**Batavia** Wireless Oil Eng. Mchy.Aft 1Dk	962 766 497					1922	Odense Staalskibs. Odense	A/S"GangerRolf" (Fred.Olsen&Co. Mgrs.)	215·0|34·7|12·9 P99tH76t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 225NHP Akt.Burmeistr&Wain,Cpn		N
21163 24707 JICD	**Batavia Maru** Ⓟ ssOsa.No.3-9,30 ssOsa.No.1-34 1Dk(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing	4393 3677 2731	✠100A1 Shelter dk withfreeboard 11,35~~12,34~~ ✠LMC~~12,34~~ 11,35	Osa	w	CL ~~N12,34~~ 11,35	1919 1mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. Collis Cell	345·0|49·8|28·1 P30'B99'F34' on Shelter dk FK ionBH to Shelter dk DB294' 1098t FPT	Osaka Japanese Cem 5BH to U dk 115tAPT29t	T.3Cy.24",41"&67"-48" (s) 180lb 390NHP 2SB,6cf,GS126,HS5400 FD OsakaIronWrks.Ld.Osaka	28 " 2 s4 " 8¾ 23 " 8	
21164 PCYU	**Batavier I.** Ⓟ 2Dks	944 808 531					1915	Maats. Fyenoord Rotterdam	Wm.H.Müller&Co. N.V.	231·5|33·2|13·8 P&B178'F30'	Rottrdam Dutch WB	T.3Cy.17½",29"&46"-36" 127NHP Maats.Fyenoord,Rot.		V
21165 PCYV	**Batavier II.** Ⓟ Sub.Sig. Wireless 2Dks	1573 896 956					1920	Wilton'sE. &Slpwy.Co Rotterdam	Wm.H.Müller&Co. N.V.	260·0|35·0|15·5 P57'B&F183'	Rottrdam Dutch WB	T.3Cy.24",38"&62"-36" 231NHP Wilton'sE.&Slpwy.Co.Rot		V
21166 PCYX	**Batavier III.** Ⓟ Wireless D.F. 2Dks	1406 854 836					1897	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	261·3|33·6|13·9 P&B153'F47' len10	Rottrdam Dutch WB	T.4Cy.23",37"&(2)41"-36" NB10 202NHP GourlayBros.&Co.,Dundee		V
21167 PCYZ	**Batavier IV.** Ⓟ Sub.Sig. Wireless D.F. 2Dks	1569 920 866					1902	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	260·2|35·1|15·6 P57'B&F183'	Rottrdam Dutch WB	T.3Cy.24",38"&62"-36" 231NHP GourlayBros.&Co.Dundee		V

1, 2 Numéro d'Ordre. Numéro Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
21168 PCZB	**Batavier V** Ⓟ Sub.Sig. Wireless *2Dks*	1573 896 955					1921	Wilton'sE. &Slpwy.Co. Rotterdam	Wm.H.Müller&Co. N.V.	260·1 P57'B&F183'	35·0	15·5	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"–36" 231NHP Wilton'sE.&SlpwyCo.Rot.		V
21169 PCZE	**Batavier VII** Ⓟ *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	433 328 217					1927	J.Koster Hzn. Groningen	Wm.H.Müller&Co. N.V.	147·6	23·6	12·0	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11¼"–16⅛" 74NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		V
21170 PCZF	**Batavier VIII** Ⓟ *OilEng.* *2Dks* *CruiserStern*	780 646 406					1928	NVSchpw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9	33·7	12·2	Rottrdam Dutch *WB*	Oil Engines 4S.C SA 6Cy.18⅞"–27½" 208NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
21171 154476 CYKN	**Batiscan** (*ex*UnitedStates) *2Dks*	1656 915 823					1909	Manitowoc D.D.Co. Manitowoc	CanadaS.S.Lines, Ld.	246·8	40·0	16·0	Montreal British *WB*	T.3Cy.22",36½"&60"–40" 227NHP ManitowocD.D Co.Man.		
21172 160569 GSQV	**Batna** ssShl.No.1-32 *1Dk(Stl)*	4399 4076 2735	✠100A1 9,35 ~~10,31~~ BS ~~10,31~~ 11,35 ✠LMC7,32	Shl Mdb	*x*	CL ~~7,32~~ 9,35	1928 9mo *Lloyd*	J Readhead &Sons,Ld. South Shields *'sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *E*144'	370·0 P28'B104'F36' *CellDBaf'u* FK *f*160'1075*tFPT*135	52·3	25·9	London British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 " 3 s 5 " 3½ 23 " 1⅛	
21173 FOGP	— (*ex*Else *ex*Dr.AdolfSchmidt) *Now "Georgios," see No. 38272 in Supplement* *1Dk*	2216 1973 1266					1910	Frd.Krupp Akt.Ges. Kiel	Soc.d'Arm.et de GéranceV.Beccard &Cie.S.A.R.L. (V.Beccard,*Mgr.*)	286·3 P21'B71'F44'	43·0	19·6	Rouen French *WB*	T.3Cy.19⅝",31½"&53¾"–38⅞" 177NHP Frd.KruppA.G.Kiel		V
21174 PCZK	**Batoe** *Now "Kulu," see No. 38761 in Supplement* *Fitted for oil fuel* *3Dks*	6492 6109 4070					1917	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P40'F41'	54·7	33·4	Amstrdam Dutch *WB*	T.3Cy.26$\frac{15}{16}$",47$\frac{13}{16}$"&77½"–53$\frac{15}{16}$" 440NHP Werkspoor,Amsterdam		V
21175 SPEE	**Batory** Ⓟ TwinSc *2Dks 3rd dk forward & in No.3hold aft* D.F. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	~~14400~~ 14287 8342 8167	✠100A1 *withfreeboard* 4,36 ✠LMC4,36 ✠Lloyd'sRMC4,36	Mfl		CL	~~1935~~ 1936 4mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone *'sA&CP*	Gdynia-America ShippingLines,Ld. *Tanks in way of*	498·8 B&F~~465~~485' FK *UpperBridge*280' *CellDB*384'1147*tDTa*207*t* *tunnels*180*tFPT*130	70·8	32·4	Gdynia Polish 9*BHCem* *tAPT*182*t*	Oil Engines 2S.C.SA 18Cy.28⅜"–49$\frac{3}{16}$" 2516NHP Cant.RiunitiDell'Adriatico 2DB*100lb* Trieste	37 " 7 s13 " 0 24 " 9	
21176 RAWL	**Batoum** (*ex*BatumskySoviet-34) *OilEng.* *1Dk(Stl)* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	6236 5504 3676	✠ 1,32 ✠	Odn	*z*		1932 1mo	Odense Staalskibsvft vedAPMöller Odense	Sovtorgflot *CellDB*66'21	407·4 P95'B37'F37' *Trunk in wells* FK 4*tDTf*35'702*tFPT*	54·7	30·4	Odessa Russian 10*BH* 151*tAPT*86*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP 2DB Akt.Burmeistr&Wain,Cpn	32 " 3	
21177 RAVK	— Wireless *1Dk*	1340 1080 752					1891	.... England	Sovtorgflot	240·1	34·5	15·6	Odessa Russian	T.3Cy.18½",30"&48"–21¾" 107NHP		
21178 OUVU	**Batrak** TwinSc *OilEng.* Wireless *Mchy.Aft* *1Dk*	967 769 472					1930	Sevastopol MarineWorks Sevastopol	Sovtorgflot	229·6 P56'F25'	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 2S.C.SA 12Cy.13$\frac{3}{16}$"–19$\frac{11}{16}$" 400NHP StateEngWks.Kolomenski		
21179 TSJB	**Battambang** *1Dk&Awng dk*	668 634 318					1888	ADubig'on Nantes	Cie.Saïgonnaise deNav.&deTransp.	191·7 H21'	28·0	14·1 21·0	Saïgon French	T.3Cy.18",29"&47"–29" 119NHP J.Voruz,aîné,Nantes		V
21180 PKEQ	**Baud** *2Dks&Shade dk* *Fitted for oil fuel*	2382 — 1490					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0 P68'F74'	41·4	21·1	Batavia Dutch *WB*	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
21181 DHCB	**Baumwall** *Well deck* *1Dk*	876 699 505					1908	Stettiner Oderwerke Stettin	NautikGes.m.b.H.	211·3 Q65'B51'F21'	32·6	12·4	Hamburg German *WB*	T.3Cy.16",25"&44"–30" 106NHP StettinerOderwerke,Stn.		G
21182 LFLA	**Bauta** (*ex*CanadianSealer) *1Dk*	1657 1451 944			...		1919	NovaSc'tia Steel&Coal Co.Ld. NewGlasgow N.S.	D/S A/S Trampfart (M.Johansen, *Mgr.*)	270·0 P28'B65'F27' FK	38·2	17·9	Bergen Norwegian *WB*	T.3Cy.17½",28¾"&47"–33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 " 6	N +
21183 126476	**Baxter Dick** (*ex*PrinceIto) IronSp *1Dk*	473 466 321					1900	.... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	159·3	28·0	10·2	HalifaxNS British	T 3Cy.12",18"&30"–18" 38NHP		
21184 143599 MJSQ	**Bay Fisher** (*ex*Tarnwater-34) ssBrw.No.3-1,34 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	575 394 262	✠100A1 2,36 ~~1,34~~ BS ~~1,30~~ 2,36 ✠LMC1,34	Brw Lan	*h*	CL ~~1,33~~ 2,36	1919 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	J.Fisher&Sons,Ld.	164·8 Q94'B11'F21' FK *CellDBf*97'125*tFPT*	27·0 *28·3*	11·1	Barrow British 3*BHCem* 44*tAPT*19*t*	T.3Cy.14",24"&39"–27" 180lb 105NHP 1SB,*3pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 " 3 s 3 " 8¾ 13 " 2½	
21185 106834 KJCW	**Bay View** (*ex*A.D.Thomson) (*Self-Unloader*) *Whaleback* *Mchy.Aft* *1Dk2trB*	1399 — 1075					1891	American Stl.BargeCo. W.Superior	TheCentralDredgingCo.	265·0	38·0	24·0	Cleveland, Ohio *WB* Utd.States	T.3Cy.18",30"&48"–36" NB12 138NHP S.F.Hodge&Co.Detroit		
21186 141870 GBVQ	**Bayano** Ⓟ TwinSc3Mst E.S.D. Sub.Sig. *Ref.Mchy.* *2Dks* D.F.	6809 5204 3984					1917	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5 P40'B195'F47'	54·2	30·4	Glasgow British *WB*	T.6Cy.23½",39½"&67"–48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till
21187 DHCD	**Bayern** 4Mst *Now "[illegible]," see No. 40070 in Supplement* Sub.Sig. *Fitted for oil fuel* D.F. *2Dks*	8899 7352 5159					1921	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7 P55'B222'F41'	58·3	32·7	Hamburg German *WB*	T3Cy32$\frac{5}{16}$",52½"&86⅜"–55$\frac{1}{16}$" &L.P.Turbine 770NHP BremerVulkan,Vegesack		G
21188 148758 MKXL	**Baymaud** WoodAux3MstSr (*ex*Maud) *OilEng.* C6,26 *2Dks* (*See Sailing Ship Register*)	385 339 297			...		1917	Chr.Jensen Asker	Hudson'sBayCo.	106·8	40·0	15·3	London British	Oil Engines 2S.C.SA 4Cy.15"–16⅝" 69NHP J&CGBolinder'sCoLdSkm	18 " 4	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15
21189 181837 KZBK	**Baynain** (exKilcloher,exChannel Queen) ssMan.2ndNo.3-2,33 1Dk(Stl) Well deck Wireless	659 — 287	✠100A1 4,35~~2,33~~ ✠LMC~~2,33~~ 4,35	Man Cebu	i	OG ~~2,33~~ 4,35	1912 10mo	GooleS.B.&RepgCo.Ld. Goole Lloyd'sA&CP	BayShippingCo. (F.L.Zimmerman, Mgr.) CellDBa2	175·0 P19'Q33'B51'F26' BK7" 9'f70'130tFPT42t	27·9	10·9	Z'mboanga P.I. Utd. States 4BHCem APT30t	T.3Cy.15",25"&40"-27" (s) 180lb ~~80lb~~70lb 109NHP 1SB,3cf,GS60,HS1952 Earle'sCo.Ld.Hull	13 " 5 s " 7½ 13 " 6	
21190 218735 KFAG	**Bayonne** Wireless OilEng. GyC. 1Dk&Webframes Mchy.Aft Longitudinalframing CarryingPetroleum in bulk	1077 915 616		...			1919	TankS.B. Corp. Newburgh, N.Y	Socony-Vacuum OilCo.Inc.	206·8 P56'F23' FK	35·5	16·8	NewYork Utd.States WB	Oil Engines 4S.C.SA 6Cy.16"-24" 149NHP McIntosh&Seymour, Auburn,N.Yk.	17 " 4	
21191 220653 KDGK	**Bayou Chico** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	5401 4942 3364		...			1920	Pensacola S.B.Co. Pensacola	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·2	Pensacola Fla. Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
21192 141675 VGNJ	**Bayton** (exFrancisWidlar) GyC. Mchy.Aft 1Dk2trB	4176 3924 3000					1904	American S.B.Co. Cleveland,O.	ColonialSteamships,Ld.(R.Scott Misener, Mgr.)	416·0	50·0	28·0	Toronto British WB	T.3Cy.22",35"&58"-40" 213NHP ClevelandSBCoClevelndO		R
21193 124289 GJYM	**Bazan** (exOakmere) ssAnt.2ndNo.3-5,35 ~~ssLiv.No.3-1,23~~ ~~ssAnt.No.2-31~~ Wireless 1Dk(Stl)&Shelterdk(ptStl)	1251 1108 744	✠100A1 Shelter dk withfreeboard 5,35 ~~8,31~~ ~~BS7,31~~ ✠LMC~~12,30~~	Lon Ant BS6,35 MS3,35	p	CL 6,33	1910 7mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	MacAndrews&Co. Ld. CellDB	245·0 FK a61'uE17'f115'283t	36·0	15·9	Manchestr British 4BHCem	T.3Cy.18½",31"&52"-36" (s) 180lb 100lb 170NHP 1SB,3cf,GS50,HS2646 N.E.MarineEng.Co.Ld.Sld	18 " 3 s " 4 18 " 1	
21194 221092 KDPO	**Beacon** (exAgwistone) TwinSc Fitted for oil fuel Mchy Aft 3Dks D.F. Longitudinal framing Carrying Petroleum in bulk	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co. NewprtNews	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey	500·0	68·2	29·3	Wilmgton (Del.) Utd. States WB	T.6Cy.20½",35"&60"-42" 457NHP NewportNews SB&DD.Co.		R
21195 217905 KEXV	**Beaconhill** (exHoven) Fitted for oil fuel D.F. 2Dks Mchy.Aft Carrying Petroleum in bulk Longitudinal framing	6941 — 4295					1919	Bethlehem S.B.Corp.Ld SparrowsPt.	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey.	434·8 P92'B50'F42'	56·2	31·8	Wilmgton (Del.) Utd. States WB	T.3Cy.27",47 5/16"&78"-48" 422NHP BethlehemS.B Corp.Ld.		R
21196 220143 KUTX	**Beaconlight** (exRichconcal) Fitted for oil fuel D.F. 2Dks Mchy.Aft CarryingPetroleum in bulk Longitudinal framing	6926 — 4261					1920	Bethlehem S.B.Corp.Ld Alameda, Cal.	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey	435·0 P106'B50'F44'	56·0	32·0	Wilmgton (Del.) Utd. States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
21197 218837 KIVR	**Beaconoil** (exDevolente) Fitted for oil fuel D.F. 2Dks Mchy.Aft CarryingPetroleum in bulk Longitudinal framing	6893 4291					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey	435·0 P106'B50'F44'	56·0	32·0	Wilmgton (Del.) Utd. States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
21198 104749 MDDF	**Beaconray** (exBalmyle) 3Mst ssShl.3rdNo.3-11,35 ~~ssGrk.2ndNo.3-9,22~~ Well deck ~~ssShl.No.2-31~~ Mchy.Aft 1Dk(Stl)	344 248 136	✠100A1 11,35~~3,31~~ ✠LMC4,35 ~~MS1,31~~ ~~BS1,34~~	Shl	e	CL ~~4,33~~ ~~3,35~~ 11,35	1898 12mo	Ritson&Co Maryport A&CP	Shelcott&Bilson	142·3 Q77'B9'F24' BK7"	23·7	10·0	London British 3BHCem FPT25t	C.2Cy.15½"&36"-24" (s) 120lb 50RHP 1SB,2pf,GS39,HS1253 Ross&Duncan,Glasgow	10 " 11 s 3 " 8½ 11 " 4	
21199 220910 KDMC	**Beaconstar** (exAgwimars) ssN.Os.No.3-9,33 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F.	6945 — 4265	✠100A1 ~~7,25~~ ~~2,35~~2,36 ✠LMC7,34 BS7,35 CarryingPetroleum in bulk Fitted for oil fuel 12,20 F.P. above 150° F.	Gal NOs		CL 12,33	1920 12mo	SunS.B. Co Chester,Pa. A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. CellDB uE&B59'f41'408t	429·3 P133'B36'F40' FK FPT222tAPT57t	59·2	33·2	Wilmgton (Del.) Utd. States 16BHptCem (12 to U dk 4 ,,2nd,,)	T.3Cy.27⅛",45½"&76"-51" 190lb (r) 612NHP 3SB,9cf,GS207,HS9198 FD TheSunS.B.Co. Chester,Pa	33 " 3 s 6 " 9¾ 26 " 8	
21200 149865 GYJB	**Beaconstreet** ssNwc.No.2-35 ~~ssN.Yk.No.1-31~~ D.F. 2Dks(Stl)&Webframes Mchy.Aft Bracketless system Longitudinal framing	7432 6923 4514	✠100A1 ~~3,35~~12,35 BS12,35 ✠LMC3,35 ~~MS7,30~~ ~~BS3,35~~ CarryingPetroleum in bulk Fitted for oil fuel 7,27 F.P. above 150° F.	Nwc	b†	CL 3,35	1927 7mo	Palmers Co.Ld. Newcastle Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe, Mgr.) CellDBuE&B72'	450·3 P104'B33'F43' FK 261tDTf36'669t FPT165tAPT228t	59·7	34·0	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	T.3Cy.28",46"&76"-51" (s) 180lb 582NHP 3SB,9cf,HS8649 FD PalmersCo.Ld.Newcastle	34 " 3 s 7 " 6¼ 27 " 0	
21201 81809	**Bear Mountain** Ⓟ Pad (exHighlander,exBridgeport, exWilliamG.Payne) 2Dks,Saloon dk& Promenade dk	941 — 368					1902	Harlan& Hollings-worthCo. Wlmgtn,Del.	McAllister NavigationCo.	243·3	36·9	14·6	NewYork Utd.States	C.2Cy.35"&72"-72" 366NHP Harlan&HollingsworthCo		
21202 214848 KFSO	**Beatrice** ssBal.No.3-3,29 Sub.Sig. ssN.Yk.No.1-33 1Dk(Stl)2nd dk(Stl) inNos.1&5holds&Webframes Longitudinal framing	3451 2843 2188	✠100A1 ~~4,35~~~~3,35~~10,35 BS10,35 ✠LMC MS8,32 ~~HS10,34~~ Fitted for oil fuel 3,17 F.P. above 150° F.	Bal ~~Phl~~	u	CL ~~6,34~~ N4,35	1917 4mo	Bethlehem SteelCo. Sparro'PtMd A&CP	A.H.BullSteamshp Co.Inc.(A.H.Bull& Co.Inc. Mgrs.) CellDBa90'u	327·2 P35'B98'F38' FK E20'f146'691tFPT	46·2	22·9	NewYork Utd. States 5BHCem 78tAPT296t	T.3Cy.22",37½"&60"-42" (s) 190lb 293NHP 2SB,6cf,GS143,HS4933 BethlehemStl.Co.Sparr'Pt	25 " 6 s 4 " 6¼ 21 " 2	
21203 148281 GFVX	**Beatus** ss.Nwc.No.2-33 1Dk(Stl)	4885 4610 2992	✠100A1 ~~2,35~~10,35 BS~~2,35~~ 4,36 ✠LMC11,33	Liv Bry	y	CL 11,33	1925 3mo	RopnerS.B &Repg.Co. (Stkn)Ld. Stockton Lloyd'sA&CP	TempusShipping CoLd.(W.H.Seager &Co.Ld. Mgrs.) CellDBa126'uE25'	390·0 P29'B221'F41' FK f171'1059tFPT162	55·5	26·4	Cardiff British 6BHCem tAPT194t	T.3Cy.26",43"&71"-48" (s) 180lb 120lb 436NHP 3SB,9cf,GS190,HS7500 Blair&Co.Ld.Stockton	28 " 9 s 4 " 4¾ 24 " 6¾	
21204 LDME	**Beaufort** ssOsl.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinalframing	5053 4761 2961	✠100A1 ~~7,30~~ ~~7,31~~ 2,36 ✠LMC~~8,29~~ CarryingPetroleum in bulk Fitted for oil fuel 8,29 F.P. above 150° F. MS9,34 BS5,35	Got ~~Osl~~ Ham	y	CL ~~7,31~~ 5,35	1929 8mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	SkibsA/S "Beaufort"(Biörn Biörnstad&Co.) CellDBuE&B75' 267tDTsf47'81	388·8 P96'B27'F45' FK 1tFPT85tAPT40t	52·8	30·6	Oslo Norwegian 13BHptCem (9 to U dk) 4 ,, 2nd,,	T.3Cy.25",42"&71"-48" (s) 200lb 510NHP 3SB,9cf,GS177,HS7440 FD Barclay,Curle&Co.Ld.Gls.	30 " 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
21205 LDQQ	**Beaulieu** ssGot.No.1-33 OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing Progressive Survey of Oil tanks	6114 6412 3552	✠100A1 ~~11,33 11,33~~ 10,35 DBS9,34 ~~✠LMC CS9,34~~ Carrying Petroleum in bulk ✠LMC CS9,34 10,35	Got ~~Osl~~ Nwc	z	CL ~~N11,33~~ 10,35	1930 8mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle Lloyd's A&CP	SkibsA/S Beaulieu (Biörn Biörnstad &Co.) CellDBuE56'171t	396·2 P97'B29'F36' FK Trunk 238' DTf34'347tFPT135tAPT121t	55·1	32·3	Oslo Norwegian 14BHptCem (9 to U dk 5 " 2nd ")	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	32 " 0
21206 147919 MLZK	**Beauly** 2Dks	1025 874 404					1924	AilsaS.B.& E.Co. Troon	W.Sloan&Co.	242·2 P&B149'F43'	34·2	16·0	Glasgow British WB	T.3Cy.18",28½"&50"-42" 162NHP AilsaS.B.&E.Co.Troon	
21207 142497 MJZB	**Beauly Firth** (exCliffsider) ssAbn.No.3-4,33 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	489 316 202	✠100A1 ~~4,33 5,34~~ ~~10,35~~ 1,36 ✠LMC MS1,35 BS~~5,34~~ 5,36	Shl ~~Abn~~	g	CL ~~5,34~~ 1,36	1920 5mo	J.Lewis& Sons,Ltd. Aberdeen Lloyd's A&CP	NorthernCoasters Ld.(G.T.Gillie& BlairLd.Mgrs.)	160·1 Q92'B11'F23' FK CellDBf95'114tFPT33tAPT12t	25·2 26·2	9·7	Belfast British 3BHCem	T.3Cy.12½",21"&34"-24" 180lb (s) 64RHP 1SB,3pf,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 " 8 s3 " 8 11 " 8
21208 FOLA	**Beaumanoir** ssNts.No.3-7,35 ~~ssDnk.No.2-29~~ 1Dk(Stl) Cargo battens not fitted	2324 2191 1450	✠100A1 7,35 ~~8,29~~ ✠LMC 7,35 ~~MS10,28~~ ~~BS1,50~~	Bdx Nts	s	CL ~~8,29~~ 6,35	1920 8mo	Murdoch& Murray,Ld. PortGlasgow Lloyd's A&CP	~~Soc.Anon.des~~ Chargeurs de l'Ouest	290·2 P23'B77'F28' FK CellDB250'558tAPT80t	44·2	20·9	Nantes French 6BHCem	T.3Cy.22",36"&59"-39" (s) 180lb 100lb 263NHP 2SB,6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	23 " 1 s3 " 4 20 " 0
21209 LDHF	**Beaumont** OilEng ssOsl.No.1-32 Mchy.Aft 1Dk(Stl) Strengthened for Navigation in Ice	5702 4993 3215	✠100A1 9,35 ~~3,34~~ ✠LMC CS3,34 4,36 ~~3,34~~ DBS9,35 Carrying Petroleum in bulk	Nwc Got	z	CL ~~N3,34~~ 9,35	1929 1mo	Odense Staalskibsvft Odense Lloyd's A&CP	SkibsA/S Beaumont(Biörn Biörnstad&Co.) CellDBuE71'234t	390·6 P99'B32'F34' Trunk in wells FK DTf29'512tFPT250tAPT101t	55·2	31·0	Oslo Norwegian 10BH	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 " 8
21210 210175 GyC.	**Beaumont Parks** (exRenown) ssCgo.No.3-4,31 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	4154 3778 2098	✠100A1 4,31 BS3,36 ~~BS3,36~~ ✠LMC4,51 For Service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 7,12 F.P. above 150° F.	Clv	b	N4,31	1912 7mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. Indiana CellDBu E&B73'f266'1210tFPT180tAPT18t	373·0 F54' FK	52·0	25·0	Chicago Utd.States 12BH	T.3Cy.23½",38"&63"-42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 " 0
21211 160386 GNMC	**Beaverbrae** TwinSc ssLon.No.1-32 2Dks(Stl)3rd dk(Stl)in D.F. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9956 9189 6000	✠100A1 ~~3,25~~ 12,35 ✠LMC MS4,51 BS~~12,34~~ 12,35	Lon	f†	CL ~~4,33~~ PN 12,35 s12,35	1928 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.)	502·5 F45' FK Coll BH to U dk 7 " " 2nd " Duct keel fwd. of mchy. space Upper 'tween dk BH except Coll. BH dispensed with Cell DB419'1965tDTf39'1167tTanks in way of tunnels 294t FPT140tAPT213t	61·9	37·5	London British ptCem	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1581NHP 2SB&4W.T.Boilers, 6cf,GS398,HS17880 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 " 6 s10 " 8½ 30 " 0
21212 160187 GNLT	**Beaverburn** TwinSc ssLon.No.1-32 2Dks(Stl) 3rd dk(Stl)in D.F. Nos.1,2,3,4&5holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9874 9095 5930	✠100A1 4,35 ~~4,34~~ ✠LMC MS5,51 BS~~5,34~~ 4,35	Lon	f†	CL 4,34	1927 12mo	W.Denny &Bros.Ld. Dumbarton Lloyd's A&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.)	503·0 F48' FK (Coll BH to U dk 7 " "2nd ") Duct keel fwd. of mchy. space Upper 'tween dk BH except Coll. BH dispensed with CellDB419'1912tDTf39'1165t Tanks in way of tunnels 313t FPT109tAPT196t	61·8	37·6	London British ptCem	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1516NHP 2SB&4WTBoilers,6cf GS440,HS17780 FD W.Denny&Bros.Ld.Dmb.	40 " 6 s10 " 8½ 29 " 11½
21213 149987 GNLV	**Beaverdale** TwinSc ssLon.No.1-32 2Dks(Stl)3rd dk(Stl)in D.F. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9957 9189 6005	✠100A1 5,35 ~~4,34~~ ✠LMC MS5,51 BS~~4,34~~ 5,35	Lon	f†	CL 3,34	1928 1mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.)	502·5 F45' FK Coll BH to U dk 7 " " 2nd " Duct keel fwd. of mchy.space Upper'tween dkBH except Coll. BH dispensed with Cell DB419'1965tDTf39'1167tTanks in way of tunnels 294t FPT140tAPT213t	61·9	37·5	London British ptCem	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1578NHP 2SB&4WTBoilers 6cf,GS435,HS17820 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 " 6 s10 " 8½ 30 " 0
21214 149983 GNMB	**Beaverford** TwinSc ssLon.No.1-32 2Dks(Stl)3rd dk(Stl)in D.F. Nos.1,2,3,4&5holds Ref.Mchy. Sub.Sig. Cruiser Stern Strengthened for Navigation in Ice	10042 9259 6060	✠100A1 4,35 ~~5,34~~ ✠LMC MS4,51 BS~~5,34~~ 4,35	Lon	f†	CL 4,34	1928 1mo	Barclay, Curle&Co.Ld Glasgow Lloyd's A&CP	CanadianPacific RailwayCo.(CanadianPacific Steamships,Ld.Mgrs.)	503·0 F42' FK Coll BH to U dk 7 " "2nd " Duct keel fwd. of mchy. space Upper 'tween BH, except Coll. BH dispensed with Cell DB419' 1918tDTf39'1180tTanks in way of tunnels 279t FPT130tAPT237t	61·8	37·5	London British ptCem	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1574NHP 2SB&4WTBoilers 6cf,GS435,HS17736 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 " 6 s10 " 9½ 29 " 11½
21215 160362 GNMD	**Beaverhill** TwinSc ssLon.No.1-32 2Dks(Stl)3rd dk(Stl)in D.F. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	10041 9259 6060	✠100A1 2,36 ~~1,35~~ BS~~2,35~~ ✠LMC3,51 2,36	Lon	f†	CL ~~4,31~~ N1,36	1928 2mo	Barclay, Curle&Co.Ld. Glasgow Lloyd's A&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.)	503·0 F42' FK Coll BH to U dk 7 " " 2nd " Duct keel fwd. of mchy.space Upper'tween dkBH except Coll.BH dispensed with Cell DB419'1918tDTf39'1180tTanks in way of tunnels 279t FPT130tAPT237t	61·8	37·5	London British ptCem	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1577NHP 2SB&4WTBoilers 6cf,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 " 6 s10 " 9½ 29 " 11½
21216 125440 CYDZ	**Beaverton** Mchy.Aft 2Dks	2012 1886 1357					1908	R.Stephenson&Co.Ld. Newcastle	CanadaSSLinesLd	249·3 F36'	42·7	21·0	Montreal British WB	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc	
21217 4628 SDHW	**Beda** ssSkm.2ndNo.3-5,33 Mchy.Aft 1Dk(Stl)	300 220 165	✠100A1 12,34 BS4,35 ✠LMC4,35	Skm	d	OG 3,34	1906 8mo	Aktieb. LödöseVarf. Lödöse Lloyd's A&CP	YngveFahlander	122·1 P34'H17tF20' len20 FK CellDBf21'35tFPT26tAPT11t	22·4	10·9	Stockholm Swedish 3BHCem	C.2Cy.10"&22½"-15" (s) 120lb 20NHP 1SB,1cf,GS12,HS363 Aktieb.LödöseVarf.Lödöse	12 " 0 ~~s1 " 0~~ ~~11 " 2~~ s " 11 11 " 2
21218 150843	**Beechbay** (exRiveur) TwinSc Mchy.Aft 1Dk	1219 819 658					1919	Ch.&Atel. deSt.Nazaire Penhoët	BeechbayS.S.Co. Ld.(TreeLineNav. Co.Ld.)	218·8 P74'F30'	34·3	13·2	Montreal British WB	C.4Cy.16"&30"-19½" 77RHP Ch.&Atel.deSt.Nazaire	
21219 145912 MEXY	**Beechfield** ssLiv.No 3-3,35 ~~ssLiv.No.2-30~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	449 319 175	✠100A1 3,35 ~~4,33~~ 7,34 BS11,35 ~~BS~~ ✠LMC~~8,30~~	Liv	g	CL 4,33	1922 1mo	LythamSB &E.Co.Ld. Lytham Lloyd's A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·0 B9'Q85'F23' BK6½" DTf19'48tFPT12t	25·9	11·4	Liverpool British 4BHCem APT21t	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 1SB,3pf,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 " 6 s3 " 11 12 " 11
21220 142272 GCBR	**Beechpark** ssRot.No.3-7,32 1Dk(Stl)&Platform dk(Stl) D.F. in Nos.1,2,4&5holds Longitudinal framing in DB&at Dks	5135 4720 3169	✠100A1 ~~11,35 12,34~~ 4,36 BS~~12,34~~ ✠LMC7,32 11,35	Shl	y	CL 12,34	1919 7mo	Greenock& Grangem'th Dkyd.Co.Ld. Greenock Lloyd's A&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.) CellDB347'1296tFPT125tAPT200t	400·4 P51'B114'F39' FK	52·3	28·5	Greenock British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s5 " 11½ 25 " 3½

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21221 PCZP	**Beemsterdijk** ssRot.No.3-5,31 2Dks(Stl)&Shelter dk ssRot.No.1-35	6869 6397 4241	✠100A1 Shelter dk withfreeboard ~~4,35~~ ~~3,34~~ 3,36 ~~[illegible]~~ Fitted for oil fuel 6,22 F.P. above 150° F.	Rot BS3,36 MS12,35 ~~BS4,35~~ ✠LMC~~5,31~~	z	CL ~~4,33~~ 4,35	1922 6mo Lloyd'sA&CP	Maats. Fyenoord Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325'1028t MT671tDTa577t	400·6|54·3|36·6 F50'onShelter dk FK Collision BH to S dk FPT139tAPT149t	Rottrdam Dutch ptCem 5 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 648NHP 3SB,9cf,HS8481 FD Harland&WolffLd.Belfast	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
21222 143714 MKNB	**Beeston** 3Mst ssBkn.No.3-1,34 Mchy.Aft 1Dk(Stl) Well deck	466 321 192	✠100A1 12,35 ~~1,34~~ BS6,35	Bkn ✠LMC1,34		CL ~~1,34~~ 12,35	1921 2mo Lloyd'sA&CP	Cochrane& Sons,Ld. Selby	OvertonS.S.Co.Ld. (R.R.Clark,Mgr.)	152·0|25·2|10·8 Q86'B9'F25' FK FPT48t	Liverpool British 3BHCem APT21t	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 9 11 ″ 10	
21223 966 ESTK	**Begonia** (exAnna,ex Guldborgsund,ex ssHbg.3rdNo.3-6,34 ElisabethMærsk, 1Dk(Irn)&Web exSilkeborg,exAros) frames Well deck Cargo battens not fitted	1591 1443 936	✠100A1 6,34 BS4,35	Hbg ✠LMC6,34	q	OG 9,32	1890 6mo	J.Laing Sunderland A&CP	A.Kalm	265·5|35·6|16·5 Q112'B100'F31' FK CellD Ba88'uE16'f100'333t	Tallinn Estonian 4BHCem	T.3Cy.19",31"&51"-33" (s) 160lb 155NHP 2SB.4rf,GS60,HS2395 N.E.MarineEng.CoLd.Sld.	18 ″ 8 s ″ 11 17 ″ 11½	
21224 146619 GJNL	**Begum** ssCal.No.3-4,35 ~~ssCal.No.2-30~~ 2Dks(StlUpt-teak s)	5843 5373 3656	✠100A1 4,35 ~~1,34~~ ~~BS1,34~~	Cal ✠LMC~~9,30~~ 2,35	a†	CL ~~N10,32~~ 4,35	1922 9mo Lloyd'sA&CP	Lithgows, Ld. Pt.Glasgow	AsiaticSteamNav. Co.Ld. 1 Intermediate BH & 1 'Tween dk CellDB360'1181tDTa36'1109tAPT31t	423·2|56·0|28·7 P39'B125'F48' FK BH dispensed with	London British Cem 5BH to Udk 1 „ „2nd „	T.3Cy.27",45"&74"-51" (r) 180lb 110lb 563NHP 3SB,9cf,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk. only	31 ″ 4 s 6 ″ 0¼ 25 ″ 6	
21225 160577 GJPM	**Behar** Fitted for oil fuel 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern D.F.	6100 5496 2910	✠ 8,32 ✠Lloyd'sRMC~~1,35~~	Rot ✠ 8,36 ~~10,35~~			1928 11mo	Harland& Wolff,Ld. Greenock	HainS.S.Co.Ld. CellDB368'1276t	436·0|57·6|29·6 F34' FK FPT68tAPT54t	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Q4Cy30½",44",63½"&91"-60" &LP Turbine with DR gearing & hydraulic coupling 1245NHP 5SB,15cf, HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
21226 PDCL	**Beijerland**,, or "Queensland," see No. 39752 in Supplement ssRot.No.1-33 Mchy.Aft Well deck 1Dk(Stl)	1600 1166 865	✠100A1 7,35 ~~4,34~~ MS5,33	Rot ✠LMC BS~~4,34~~7,35	p	OG 4,34	1928 2mo Lloyd'sA&CP	Schpw.v. JanSmit,Czn. Alblasserdam	Scheepvaart en SteenkolenMaats. CellDBf167'366t	242·0|38·0|16·0 P60'Q79'F27' FK DTf10'206tFPT99t	Rottrdam Dutch 5BHCem APT20t	T.3Cy.18",30"&49"-36" (s) 200lb 199NHP 2SB,6cf,GS107,HS3510 Maats.deSchelde,Flushing	18 ″ 0 s 5 ″ 1½ 17 ″ 0¼	
21227 OYAN	**Beira** 2Dks	1273 937 681					1899	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	229·4|33·9|16·6 Q88'H58'	Copnhagn Danish WB	T.3Cy.19",32"&57"-39" 203NHP Lobnitz&Co.Renfrew		V
21228 CSFI	**Beiriz** (exWilly-33,exParis) ssAms.2ndNo.3-10,27 ssAms.No.1-31 1Dk(Stl)&deepframing	1276 1093 740	✠100A1 12,33 ✠NB11,08 BS~~1,34~~5,35	Rot ✠LMC4,31	o	CL 12,33	1902 5mo	WoodSkinner&Co.Ld Newcastle A&CP	CiaAtlantica de Navegacao,Lda. Cell DBa71'uE19'	250·0|32·2|17·5 B58'F25' FK f86' 251t FPT79t	Lisbon Portuguese 4BHCem APT42t	T.3Cy.21",34"&56"-36" (s) 160lb 201NHP 1SB,3pf,GS58,HS2599 FD N.E.MarineEng.CoLdNwc	18 ″ 6 s2 ″ 7¾ 16 ″ 0	
21229 UOBI	**Bela Kuhn** OilEng. Sub.Sig. 2Dks	3972 3537 2261					1930	Severney S.B.Yard Leningrad	Sovtorgflot	347·4|48·7|27·2 P31'B52'F34'	Leningrad Russian WB	Oil Engines 2S.C.SA 4Cy.26¾"-$35\frac{7}{16}$" 500NHP RussianDieselWorks,Len.		
21230 PKGW	**Belawan** 1Dk	1330 1094 715					1929	N.V.Intermaas Slikkerveer	Koninkl.Paketv. Maats	252·4|40·2|13·5 F21'B78'P36'	Batavia Dutch WB	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"- 31½" 92NHP StorkBros.Hengelo		V
21231 LCFM	**Beldagny** (exPortAlfred) ssShi.No.1-35 CruiserStern 1Dk(Stl) D.F. Cargo battens not fitted	4858 3908 2976	✠100A1 ~~1,35~~12,35	Shi Ant ✠LMC12,33		CL 11,33	1930 5mo Lloyd'sA&CP	Smith's DockCo.Ld. Middlesbro'	RederietBeldagny A/S(Christen Smith) CellDB297'1270tFPT174tAPT177t	335·2|60·3|25·0 Q89'B72'F25' Trunk in well FK	Oslo Norwegian 5BHCem	T.3Cy.25",39"&70"-48" &exhaust turbine driving steam compressor 200lb (s) 522NHP 3SB,9cf,GS148,HS6626 FD Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 7¾ 22 ″ 10½	
21232 164596 ~~LCEG~~	~~**Beldis**~~ Beldisa 3Mst (exBeldis-36) OilEng. Mchy.Aft ~~ssHam.No.2-32~~ 1Dk(Stl) ssNpt.No.3-3,36	~~2406~~ ~~1909~~ ~~1284~~ 2384 2008 1369	✠100A1 3,36 ~~2,34~~ DBS~~6,33~~ 3,36	Sng Npt ✠LMC~~3,32~~ 3,36	s	CL ~~3,32~~ 1,36	1924 6mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	LambertBrothers, Ld. CellDB236'509t Bridge'tween dk tank26' 242t	294·1|~~45·3~~|19·1 P89'B26'F32' |45·2| FK One IntermediateBH in holds dispensed with FPT165t	London British Cem 4BHonly APT84t	Oil Engines 2S.C.SA 4Cy.23⅗"-41¾" 387NHP 2DB100lb Armstrong,Whitworth& Co.Ld.Newcastle	21 ″ 6 ~~s 3 ″ 0~~ ~~18 ″ 8~~ s2 ″ 11½ 18 ″ 8½	
21233 206266 WECA	**Belfast** Ⓟ TrpSc Fitted for oil fuel 2Dks	2157 — 1147					1909	BathIron Works,Ld. Bath,Me.	EasternS.S.Lines Inc.	320·6|40·0|16·1	Prtsmuth, N.H. Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
21234 28548 JHEA	**Belfast Maru** ssKob.No.3-1,35 ~~ssKob.No.2-31~~ 2Dks(Stl)&Awng dk(Stl)	6586 6157 4038	✠100A1 Awng dk withfreeboard 4,35 ~~11,33~~ Fitted for oil fuel 6,22 F.P. above 150° F.	Kob 4,35 ✠LMC~~3,34~~	z	OG ~~3,32~~ 4,35	1922 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. CellDB342' 1234tDTa35'808t	405·0|53·0|37·0 F33'onAwng dk FK Collision BH to A dk FPT104tAPT36t	Kobe Japanese ptCem 5 „ „ U „	T.3Cy.~~28~~",46½"&78"-54" (s) 200lb 28¼" 578NHP 3SB,9cf,GS190,HS7800 FD KawasakiDockyardCo.Ld	37 ″ 0 s 8 ″ 10½ 28 ″ 5	
21235 144508 MJXV	**Belford** (exJollyLaura,exMickleham) ssNwc.No.3-12,32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	366 265 147	✠100A1 11,35 ~~3,35~~ BS~~5,31~~ 7,35	Sld Bly ✠LMC12,32	e	CL 3,35	1920 4mo Lloyd'sA&CP	J.&D. Morris,Ld. Newcastle	~~Tyne-TeesSteam-~~ ~~ShippingCo.Ld.~~ J.M.Piggins	135·5|23·6|10·0 Q44'B8'F18' FK FPT35t	Montrose British 3BHCem APT12t	C 2Cy.17"&34"-24" (s) 130lb 62RHP 1SB,2pf,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 4	
21236 218500 KJCZ	**Belfort** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk&Web frames Longitudinal framing	6629 5882 4122			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5|55·0|31·4 P45'B110'F38'on Shelter dk FK	NewarkNJ Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind	34 ″ 11	R †
21237 7636 SHTN	**Belgia** Ⓟ D.F. 2Dks	2023 1398 1074					1930	NyaVarvsaktbÖresund Landskrona	FörnyadeÅngf. Aktieb.Götha(F. Sternhagen,Mgr.)	286·6|40·2|16·7 B38'	Gothenbrg Swedish WB	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$" -$35\frac{7}{16}$" 124NHP Akt.Lindholmen-Motala		V
21238 34 ONGB	**Belgian Gulf** TwinSc OilEng. ssAnt.No.1-33 GyC. 2Dks(Stl)&Webframes Longitudinal framing at bottom & at decks Mchy.Aft	8401 7507 4601	✠100A1 8,35 ~~4,34~~ ~~DBS4,34~~ Carrying Petroleum in bulk DBS8,35	Ant ✠LMC CS4,34 8,35	c†	CL 4,34	1929 7mo Lloyd'sA&CP	Burgerhout'sMachf &Schpsw. Rotterdam	BelgianGulfOil Co.Soc.Anon. CellDBuE72'247tDT	450·3|61·3|34·4 P121'B41'F46' FK f50' 547t FPT119t	Antwerp Belgian 20BHptCem 5 „ to 2nd dk APT406t	Oil Engines 2S.C.SA 8Cy.$26\frac{9}{16}$"-47¼" 985NHP 2DB180lb DB100lb Burgerhout'sMaschf. &Schpsw.Rot.	34 ″ 6 s 6 ″ 9¾ 27 ″ 10¼	

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
21239	**Belgica** (exMontevideo) TwinSc	965 — 489					1889	AilsaS.B. Co. Troon	Cia.Uruguaya deNav.Lda.	200·2	31·1	10·4	M.Video Uruguayan	T.6Cy.14",22"&36"–24" NB02 127NHP D.Rowan&Son,Glasgow		
21240 OXEA	**Belgien** ssEls.No.3–11,34 D.F. 1Dk(Stl) Cargo battens not fitted	1979 1674 1173	✠100A1 11,34 BS3,35 ✠LMC2,34	Els	r	CL 2,34	1922 9mo Lloyd's A&CP	Antwerp Eng.Co. Hoboken	H.A.Christensen CellD	279·0 P22'B59'F23' B238' 555t FPT46t	40·2	18·2 FK	Copnhagn Danish 4BHCem APT68t	T.3Cy.20",33"&54"–36" (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 " 7 s2 " 10½ 17 " 11	
21241 ONQ[illegible]	**Belgique** (exCourtfield) ssAnt.No.3–8,23 ssAnt.No.2–31 2Dks(Stl)&deep framing& Shelter dk(Stl–ptws)	4606 4292 2731	✠100A1 Shelter dk 7,34 BS4,35 ✠LMC12,31	Ant	y	CL ~~7,34~~ 8,35	1902 10mo Lloyd's A&CP	Ropner& Son Stockton	CieRoyaleBelgo Argentine(ArmementDeppe, Mgrs.) CellD	391·0 Ba125' uE25' f167'	51·6	26·7 FK	Antwerp Belgium 6BHCem 1028t FPT113t	T.3Cy.27",45"&74"–48" (s) 180lb 468NHP 3SB,9cf,GS165,HS6400 FD Blair&Co.Ld.Stockton APT139t	29 " 6 s 3 " 5¾ 26 " 3¾	
21242 96806	**Belgium** (exHoraceS.Wilkinson) Mchy.Aft 1Dk2trB	3860 — 3057					1902	Chicago S.B.Co. Chicago	GreatLakesS.S.Co. Inc.	370·0	48·2	24·0 WB	Oswego, N.Y. Utd.States	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.Chicago		
21243 26809 JIJD	**Belgium Maru** ssYka.No.3–11,34 2Dks(Stl)&Awng dk(Stl)	5839 5590 4216	✠100A1 Awng dk withfreeboard 1,36 ~~11,34~~ Fitted for oil	Yka BS1,36 ✠LMC11,34 fuel 3,	y 23	OG ~~9,32~~ N1,36 F.P.	1920 5mo Lloyd's A&CP above 150° F.	Kawasaki Dckyd.Co.Ld Kobe	KokusaiKisenK.K. CellD B334' 1118t	385·0 FPT126t APT93t	51·0	36·0 FK Collision	Hashidate Japanese ptCem BH to Aw dk 5 " " U "	T.3Cy.26",43½"&72"–48" (s) 200lb 437NHP 2SB&1AuxSB,8cf, FD GS154,HS5741 KawasakiDkydCoLdKobe	36 " 0 s 9 " 1½ 27 " 1	
21244 140377 GVCZ	**Belgol** ssH.Kg.No.3–10,30 ssHKg.No.1–34 2Dks(Stl)&Web frames Longitudinal framing	2648 2226 1055	✠100A1 ~~8,31~~ 10,35 BS10,35 ✠LMC8,34 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 10, 17	HKg Gmh		CL 7,33 F.P.	1917 10mo Lloyd's A&CP above 150° F.	Irvine's SB &D.D.Co.Ld WHartlepool	TheAdmiralty CellD BuE& B68' 141t	320·0 P46'B107'F45' DTf 24' 92t FPT50t	41·5	23·1 FK	London British 16BHptCem 10 " to U dk 6 " " 2nd " APT32t	T.3Cy.26",42½"&70"–45" (s) 200lb 541NHP 3SB,9cf,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl	25 " 6 s 3 " 3¾ 22 " 4½	
21245 LHAP	**Belita** Carrying Petroleum in bulk OilEng. Mchy.Aft D.F. CruiserStern 1Dk	6323 5779 3760					1933	Götaverken A/B Gothenburg	SkibsA/S OiltankIII (ReidarRöd, Mgr.)	408·1 P236t H224t	55·2	33·9	Tönsberg Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"–59⅞" 489NHP GötaverkenA/B,Got.		N
21246 135677 VPRK	**Belize** Ⓟ TwinSc ssTrd.No.3–8,27 ssJck.No.1–31 Wireless 1Dk&Shelter dk	1498 1191 780	✠100A1 Shelter dk withfreeboard 7,32 BS8,34 ✠LMC6,31 Fitted for oil fuel 6,14	Jck	o	CL 7,34 F.P.	1914 6mo Lloyd's A&CP above 150° F.	CaledonS. B.&E.Co.Ld Dundee	H.Johnson& Mrs.G.McKinney WB=CellD Ba52' uE	220·5 B94'F42' on Shltr dk 18' f88' 224t FPT28t APT18t	37·1	18·4 FK	NassauN.P British 4BHCem	T8Cy(2)12⅝" (2)20"&(4)24" –24" 180lb (s) 182NHP 2SB,4cf,GS78,HS2892 FD CaledonSB.&E.Co.Ld.Dun	20 " 6 s 8 " 1 12 " 10	
21247 LCEL	**Beljeanne** TwinSc ssLiv.No.2-35 ~~ssBrs.No.1–31~~ OilEng. Mchy.Aft 1Dk(Stl)	7203 6438 4285	✠100A1 9,35 ~~5,34~~ ✠LMC CS6,34 6,34	LAn Yka DBS5,35	61	CL 1,35	1926 8mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) Intermediate BH in holds dispensed with CellD BuE58' f	414·4 P96'B32'F39' 278' 1384t FPT502t	67·1	31·0 FK	Oslo Norwegian 6BHCem APT298t	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB100lb ArmstrongWhitworth& Co.Ld.Nwc.	33 " 6 s 7 " 2½ 26 " 6	
21248 [illegible] GCQK	**Belkas** (exAgadir) Now "Damas," see No. 37759 in Supplement Ref.Mchy. 2Dks	2727 2281 1638					1907	SirJ.Laing &Sons,Ld. Sunderland	KhedivialMailsS.S. &GravingDock Co. Ld. (LordE. Hamilton, Mgr.)	285·0	41·3	25·7	London British WB	T.3Cy.24",39"&64"–45" 275NHP G.Clark,Ld.Sunderland		V
21249 6950 SDGK	Wrecked 10,35 **Bella** (exAstro-34, exIrmina,exOtava, exGirdleness) Iron ssGms.3rdNo.3–1,21 ssGot.No.2–29 Well deck 1Dk(Irn)	544 406 302	✠ 5,34 ✠	Got	i		1883 10mo	A.Hall&Co Aberdeen	A.B.Carlsson	171·7 Q52'B44'F20'	26·7	13·1 BK7½" DBa	Gothenbrg Swedish 4BHCem 40' f31' 110t	C.2Cy.20½"&44"–30" NDB97 84NHP 1SB,3pf,GS53,HS1339 Hall,Russell&Co.Abn	13 " 10	N †
21250 125217 VJFJ	**Bellambi** (exFiveIslands) ssSyd.2ndNo.3–6,33 Mchy.Aft 1Dk(Stl)&deep framing Cargo battens not fitted	956 798 531	✠100A1 ~~2,35~~ ~~10,34~~ 12,35 BS12,35 ✠LMC ~~BS10,34~~ MS4,32	Syd	m	CL ~~2,32~~ 4,35	1909 8mo Lloyd's A&CP	Napier& Miller,Ld. Glasgow	BellambiCoalCo. Ld. CellDB	215·2 P18'B10'F27' f146' 264t FPT45t	33·1 34·9	13·9 FK	SydnyNSW British 4BHCem APT15t	T.3Cy.16",27 1/16"&44"–30" 180lb 138NHP 2SB,4cf,GS73,HS2450 D.Rowan&Co.Glasgow	16 " 0 s1 " 10½ 14 " 3¼	
21251 119197 MCDK	**Bellavale** (exTheViceroy) 3Mst ssBel.2ndNo.3–6,31 Well deck 1Dk(Stl) Mchy.Aft	477 345 193	✠100A1 1,34 BS ~~12,34~~ ✠LMC5,30 11,35	Bel	h	OG 1,34	1905 1mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	JohnKelly,Ld. (W.Clint. Mgr.) Cell	170·0 Q95'B11'F33' DBf88' 121t FPT	25·6	10·1 BK7"	Belfast British 3BHCem 47t APT7t	C.2Cy.19"&42"–30" (s) 130lb 72RHP 1SB,3pf,GS62,HS1543 Muir&Houston,Ld Gls.	12 " 10 s 4 " 2½ 13 " 0	
21252 218700 KITK	**Bellbuckle** Fitted for oil fuel 1Dk(Stl)&Shelter dk(Stl)& Sub.Sig. Web frames Longitudinal framing	6207 5882 3835			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' on Shelter dk	55·0	31·4 FK	NewarkNJ Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind	34 " 11	R †
21253 224714	**Belle Island** Ⓟ TwinSc Fitted for oil fuel 3Dks	842 — 420					1925	H.H. Marvel Newbrgh NY	SteamerBelle IslandCo.Inc.	212·0	42·0	12·0	New York Utd.States	T.6Cy.15½",26"&44"–26" General 197NHP OrdinanceCo.Denver,Cal.		
21254 FNLQ	**Belle Isle** Ⓟ TwinSc Ref.Mchy. 3Dks D.F.	9591 — 6027	✠Lloyd'sRMC ~~5,35~~ ~~6,35~~ 5,36 ~~2,36~~ No. 5 hold & 'tween decks not included				1918	Forg.&Ch. dela Médit. Havre	ChargeursRéunis	479·0 B270'F51'	58·3	38·0	Havre French WB	T.6Cy.25½",49 3/16"&70⅝"–48" 680NHP Forges&C.delaMédit.Hav.		V
21255 161566 VGBL	**—** Ⓟ ssHfx.No.1-36 1Dk(Stl)2nd dk(Stl)in D.F. Mchy.Aft forward holds Strengthened for Navigation in Ice	1960 1332 1159	✠100A1 withfreeboard ~~4,35~~ ~~6,34~~ 4,36 ✠LMC ~~[illegible]~~ 4,36 Fitted for oil fuel 5,32	Hfx	q	CL ~~6,34~~ 4,35 F.P.	1932 5mo Lloyd's A&CP above 150° F.	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Newfoundland CanadaSteamships,Ld. ~~(W.A.~~ (E.O.Phinney Mgr) CellD	246·1 P&B160'F25' B204' 353t FPT30t	37·7	19·0 FK	HalifaxNS British 5BHptCem APT69t	T.3Cy.18½",29"&48"–33" (s) 180lb 201NHP 2SB,6cf, HS3108 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 " 0 s 5 " 10 15 " 3¼	
21256 148092 GBFP	**Belle Marie** ssShl.No.2–33 1Dk(Stl) D.F. Cargo battens not fitted Well deck	2168 1706 1211	✠100A1 ~~7,35~~ ~~7,34~~ 12,35 ~~BS7,34~~ ✠LMC3,35 10,35	Shl Nwc	r	CL ~~12,30~~ 7,35	1924 10mo Lloyd's A&CP	W.Pickersgill&Sons,Ld Sunderland	~~RodneyS.S.Co.Ld.~~ GraingerShippingCo.Ld. CellD B228' 5	279·2 Q159'F27' 80t MT159t FPT81t	40·6	18·7 FK	Newcastle British 4BHCem APT250t	T.3Cy.21",35"&58"–39" (s) 180lb ~~180lb~~ 243NHP 2SB,6cf,GS118,HS3952 Richardsons,Westgarth& Co.Ld.Sld.	20 " 9 s 6 " 8½ 18 " 9¼	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21257 218988	**Bellemina** *Longitudinal framing* 1*Dk*& *Shelter dk*& *Web frames*	6085 5579 3751					1919	Federal S.B.Co. Kearny,N.J	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on* *Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis,Ind.	34 ″ 11	
21258 219139 KJDA	**Bellepline** 1*Dk*& *Shelter dk* & *Web frames* Sub.Sig. *Longitudinal framing*	6049 5579 3767			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on* *Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind.	35 ″ 0	R †
21259 120915 GPZJ	**Bellerophon** Ⓟ **TwinSc** D.F. 3*Dks*	9019 6562 5709					1906	Workman, Clark& Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	485·3 F35'	58·4	31·0	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP Workman,Clark&Co.Ld.		BT till ~~6,35~~ 10,35
21260 219274 KJDB	**Bellflower** 1*Dk*& *Shelter dk*& *Web frames* Sub.Sig *Longitudinal framing*	6085 5579 3751			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on* *Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 646NHP MidWestEng.Co. Indianapolis.Ind.	34 ″ 11	R †
21261 219006 KJDC	**Bellhaven** 1*Dk*& *Shelter dk*& *Web frames* Sub.Sig. *Longitudinal framing*	6098 5579 3760			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on* *Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis	34 ″ 11	R †
21262 219640 KUDQ	**Bellingham** (*ex*WestHimrod) *Fitted for oil fuel* 2*Dks*	5940 — 3729					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	Tacoma-Oriental S.S.Co.	410·0 P43'B115'F47' *WB*	54·4	27·2	Tacoma, Wash. Utd.States	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro.Cal.		R
21263 81313 KLEJ	— **Wood** (*ex*Willapa) *OilEng.* 2*Dks*	366 338 333					1891	.... Portland,Or	Northland Transpn.Co.	129·3	21·6	17·6	Seattle Utd.States	Oil Engines 2S.C.SA 4Cy.12"-14" NE23 101NHP Fairbanks,MorseCo.Cgo.		
21264 LDOH	**Bello** *ss*Nwc.No.1-34 *OilEng.* D.F. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	6125 5786 3686	✠100A1 ~~7,35~~ ~~11,34~~3,36 ✠LMC CS7,34 DBS7,34 ~~7,34~~10,35 *Carrying Petroleum in bulk*	Nwc	*a*†	CL ~~6,33~~ 3,36	1930 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	SkibsA/S Oiltank (HansH.Torgersen &Co.A/S,*Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	420·8 P108'B28'F38' FK *FPT*113*t* *APT*113*t*	58·5	31·2	Tonsberg Norwegian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	
21265 DOMJ	**Bellona** Wireless Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas-WerkeA.G. Bremen	Dampfschifffahrts Ges.Neptun	237·3 F26'	37·5	13·3	Bremen German *WB*	T.3Cy.18½",29½"&49⅜"-29½" 134NHP Atlas-WerkeA.G.Bremen		G
21266 OYSA	— *Ref.Mchy.* Wireless 1*Dk*	839 673 418					1923	Deutsche WerkeA.G Kiel	DetForenede Dampskibsselsk.	231·9	34·0	13·6	Odense Danish *WB*	T.3Cy.19 1/16",32 3/10"&52¼"-35" 165NHP DeutscheWerkeA.G.Kiel		V
21267 160221 GSQB	**Bellorado** *ss*Bry.No.1-34 2*Dks*(*Stl*) D.F.	4573 4327 2902	✠100A1 12,35~~10,34~~ BS3,35 ✠LMC1,34	Liv Cff	*y*	CL ~~11,32~~ 12,35	1928 9mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	BelloradoS.S.Co. Ld.(BellBros.&Co) *Intermediate 'Tween dk BH in after hold dispensed with* *Cell DB*331' 1012*t* *DTa*30'784*t* *APT*16*t*	385·0 P33'B112'F44' FK	52·0	26·6	Glasgow British *ptCem* 4*BHtoUdk* 2 „ „2*nd* „	T.3Cy.25",42"&70"-48" (*s*) 200lb 471NHP 3SB,9*cf*,GS161,HS6786 FD J G.Kincaid&Co.Ld.Grk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
21268 160235 GSRY	**Bellucia** *ss*Ams.No.1-32 D.F. 2*Dks*(*Stl*)	4573 4327 2902	✠100A1 8,35~~8,35~~ BS~~12,34~~ ✠LMC12,32 11,35	Liv Bry	*y*	CL ~~N12,32~~ 8,35	1929 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	BelloradoS.S.Co. Ld.(BellBros.&Co. *Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with* *Cell DB*331' 1012*t* *DTa*30'784*t* *APT*16*t*	385·0 P33'B112'F44'	52·0	26·6	Glasgow British *ptCem* 4*BH to U dk* 2 „ „2*nd* „	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
21269 Broken up EAOF	**Bellver** Ⓟ **IronBg** Wireless 1*Dk*& *Spar dk*3*trB*	1315 1232 762			...		1879	J.&G. Thomson Clydebank	Cia.Trasmediterranea	247·8	30·0	15·0 22·9 BK7"	Palma Spanish	C.2Cy.34"&60"-39" NB95 193NHP J.&G.Thomson,Clydebank		
21270 LGCA	**Belmoira** *ss*Rot.No.1-33 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern* ~~*Cargo battens not fitted*~~	3214 2785 1869	✠100A1 10,35~~3,35~~ DBS~~7,34~~ ~~✠LMC~~ 8,35 ~~CS5,35~~ ✠LMC CS3,33 ~~3,33~~ 9,35	Liv Shl	*u*	CL 3,35	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.Skibs A/S (ChristenSmith, *Mgr.*) *IntermediateBHin holds dispensed with 4BH and 1 oil fuel tank BH* *CellDB*208' 651*t* *FPT*129*t* *APT*143*t*	329·6 P88'B22'F27' ~~*mediate BH*~~ FK	49·2	21·2	Oslo Norwegian *ptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB150lb ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 6 s 3 ″ 10½ 19 ″ 9½	
21271 LCEJ	**Belnor** *ss*Npt.No.2-33 *Mchy.Aft* *Oil Eng.* 1*Dk*(*Stl*)	*2871* *2364* *1673*	✠100A1 ~~6,35 10,34~~ 2,36 DBS10,35 ~~DBS11,34~~ ✠LMC CS1,34 1,34	Cal ~~Cff~~ Fal	*t*	CL 12,33	1926 1mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.Skibs A/S (ChristenSmith, *Mgr.*) *IntermediateBHin holdsdispensed with* *CellDB*251'589*t* *FPT*154*t* *APT*99*t*	309·0 P86'B23'F26' FK	46·2	20·7	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB 125lb ArmstrongWhitworth &Co.Ld.Nwc.	23 ″ 3 s 3 ″ 7½ 19 ″ 9½	
21272 103342	**Beloeil** Ⓟ (*ex*Pelerin-34, **Pad** *ex*Sorel,*ex*Duchess of York) 1*Dk*	490 297 262					1895	W.C.White Montreal	L.Leger	156·8 H140*t*	25·3	9·4	Quebec British	1Cy.34"-108" *re-blt.*95 39RHP J.&R.Weir,Montreal		
21273 7576 SEYN	**Belos** *ss*Got.No.1-33 1*Dk*(*Stl*)	*2830* *2555* *1635*	✠100A1 ~~4,35~~ ~~8,34~~ 12,35 BS4,35 ✠LMC6,33	Got ~~Skm~~ Rot	*u*	CL N8,34	1929 11mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	RederiA/B Helsingborg(O. Hillerström, *Mgr.*) *CellDBa&uE*118'*f*137'653*t* *FPT*81*t*	320·0 P30'B190'F27' FK	46·6	21·5	Hlsngborg Swedish 5*BHCem* *APT*117*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 308NHP 2SB,8*cf*,GS150,HS4890 G.Clark,Ld.Sunderland	23 ″ 9 s 2 ″ 6 21 ″ 5½	
21274 LGBA	**Belpamela** *OilEng.* *ss*Rot No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cruiser Stern* *Cargo battens not fitted*	3215 2785 1869	✠100A1 ~~4,35~~ ~~1,34~~12,35 DBS~~6,34~~ ✠LMC7,32 12,35	Cff ~~Mdl~~ Ham	*u*	CL ~~12,33~~ 4,35	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.Skibs A/S (ChristenSmith, *Mgr.*) *Intermediate bulkhead in holds dispensed with* *CellDB*208'651*t* *FPT*129*t* *APT*143*t*	329·6 P88'B22'F27' FK	49·2	21·2	Oslo Norwegian *ptCem* 4*BH*& 1 *oil* *fueltankBH*	Oil Engines 2S.C.SA 4Cy.23 9/16"-41¾" 358NHP 2DB150lb ArmstrngWhitwth&CoLd	23 ″ 6 s3 ″ 10½ 19 ″ 9½	
21275 LCEM	**Belpareil** **TwinSc** *ss*Stv.No.2-34 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)	7203 6438 4285	✠100A1 ~~9,35~~ ~~12,34~~ 3,36 DBS~~1,34~~ ✠LMC8,34 6,35	Drn ~~Nag~~ Bkn	*b*†	CL ~~s12,34~~ ~~B8,34~~ 3,36	1926 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.Skibs A/S (ChristenSmith, *Mgr.*) *IntermediateBHin holds dispensed with* *CellDBuE*58'*f*278' 1384*t* *FPT*502*t* *APT*298*t*	414·4 P96'B32'F39' FK	67·1	31·0	Oslo Norwegian 6*BHCem*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB100lb Armstrong,Whitworth& Co.Ld.Nwc.	33 ″ 6 s 7 ″ 2¼ 26 ″ 6¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quil. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa
21276 LCEK	**Belray** ssShl.No.2-34 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)	2888 2454 1678	✠100A1 6~~[illegible]~~ 4,36 ✠LMC CS11,34 1,34	Shl ~~Ham~~ Ant DBS1,34	*u*	CL 1,34	1926 5mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BelshipsCompany Ld.Skibs A/S ChristenSmith, *Mgr.*) ~~*Mgrs.*~~ 1 *Intermediate bulkhead in holds dispensed with* *Cell DB*261'660*t FPT*154*t APT*99*t*	319·2 P86'B23'F26' FK	46·4	20·8	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB*125lb* ArmstrongWhitworth&Co.Ld.Nwc	23 ″ 3 s 3 ″ 9½ 19 ″ 7¼
21277 162096 GNWQ	**Beltinge** (*ex*Guéthary) ssCff.No.3-1,30 ssCff.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1736 1325 1025	✠100A1 ~~3,35~~12,35 BS4,36	Cff ✠LMC3,35	*q*	CL ~~1,35~~ 12,35	1916 12mo *Lloyd'sA&CP*	WoodSkinner&Co.Ld. Newcastle	Constants(South Wales)Ld.(M. Constant, *Mgr.*) *Cell DB*214' 422*t FPT*92*t APT*101*t*	260·2 Q153'BonQ52'F29' FK	37·7	16·4	Cardiff British 4*BHCem*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 202NHP 2SB,*6pf*,GS112,HS3178 G.T.Grey&Co.Ld.S.Shl.	18 ″ 7 s 5 ″ 7 17 ″ 2
21278 136351 MFXJ	**Beltoy** ssRou.No.2-35 ssGms.No.3-10,26 *Well deck* ~~ssShl.No.1-31~~ 1*Dk*(*Stl*)	1544 1151 732	✠100A1 1,36~~10,32~~ 5,35 ~~MS11,30~~	Trn Shl ✠LMC BS~~[illegible]~~9,36	*p*	OG 6,34	1915 7mo *Lloyd'sA&CP*	Ramage&Ferguson,Ld Leith	ShamrockShpg.Co.Ld. *Cell DBuE*20'*f*92' 231*t DTa*73' 307*t FPT* 41*t APT*33*t*	250·7 P20'Q77'B48'F27' FK	36·2	17·2	London British 5*BHCem*	T.3Cy.18",30"&49"-33" (*r*) 180lb 178NHP 2SB,*6cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s1 ″ 5½ 16 ″ 11½
21279 80 IBIE	**Belvedere** Ⓟ ssTri.No.3-8,30 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*-ws)	7420 6197 4575	✠100A1 *Shelter dk with freeboard* 1,34 Lloyd'sRMC~~2,35 8,35~~ 3,36 *Fitted for oil fuel* 9,24 *F.P above* 150° F.	Tri BS8,35 ✠LMC9,34	*a*†	CL 1,34	1913 8mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	CosulichSoc. Triestina diNav. *WB = Cell DBa*155'*uE & B*47'*f*170' 1490*t FPT*86*t APT*27*t*	412·0 54·0 FK B273' *on Shelter dk*	51·7	26·3	Trieste Italian 7*BHCem*	T.3Cy.28½",47"&78"-54" (*s*) 180lb 650NHP 4SB,*12cf*,GS221,HS9860 FD N.E.MarineEngCoLdNwc.	37 ″ 0 s 8 ″ 7½ 28 ″ 9
21280 145493 MLBY	— (*ex*EnidDunford) ssApl.No.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	869 625 416	100A1 ~~9,34~~11,35 BS11,35	Apl Bkn LMC9,34	*k*	CL ~~9,34~~ 11,35	1922 7mo *Lloyd'sA&CP*	W.Harkess &Son,Ld. Middlesbro'	O.Dorey&Sons,Ld. *Cell DBf*118'166*t FPT*103*t APT*31*t*	198·0 Q111'B13'F25' FK	30·6	12·4	Guernsey British 3*BHptCem* *ptAsp*	T.3Cy.16",27"&44"-30" (*s*) 180lb 130NHP 1SB,*3cf*,GS60,HS2224 MacColl&Pollock,Ld.Sld.	14 ″ 5 s 4 ″ 3½ 13 ″ 11½
21281 217538	**Belvidere** 2*Dks*	4755 4287 2961			...		1919	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0 P25'B106'F34' FK	52·2	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0
21282 95940 VWOT	**Beme** ssCal.2ndNo.3-12,29 *Mchy.Aft* ssIst.No.1-33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Web frames*	3039 2830 1899	✠100A1 *Spar dk* 8,35~~2,35~~ MS11,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,04 *F.P. above* 150° F.	Rot ~~Ist~~ Ams ✠LMC BS11,34	*u*	CL ~~7,32~~ 8,35	1904 5mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Anglo-Persian Shipping&Trading Co.Ld.(S.Catsell, *Mgr.*) *WB = Cell DBuB*32'48*t FPT*140*t APT*20*t*	309·5 P29'B24'F35' 27·5 FK	41·5	20·5	Rangoon British 11*BHCem*	T.3Cy.22¾",37"&61"-42" (*r*) 180lb *120lb* 265NHP 2SB,*6cf*,GS123,HS4130 WllsndSlpwy.Co.Ld.Nwc.	28 ″ 8 s 5 ″ 7½ 23 ″ 4
21283 FNAM	**Bemtevi** (*ex*Matthias,*ex*Maxton, *ex*Kilgobnet) Wireless D.F. 1*Dk*	623 481 258			...		1918	Smith's DockCo.Ld. Middlesbro'	Air-France	172·3 B50' FK	30·0	15·6	Dakar French *WB*	T.3Cy.16",26"&44"-26" 116NHP Smith'sDockCo.Ld.Mdb.	16 ″ 6
21284 163391 MBJV	**Ben Henshaw** TwinSc *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk*	377 295 168					1933	Rowhedge Ironworks Co.Ld. Rowhedge	NationalBenzole Co.Ld.	135·0 P44'F21'	25·1	11·4	London British *WB*	Oil Engines 2S.C.SA 10Cy.11"-13½" 210NHP L.Gardner&Sons,Ld.Mch.	
21285 145304 GNDB	**Ben-My-Chree** Ⓟ TwinSc ssBrw.No.1-32 Sub.Sig. 1*Dk*&*Shelter dk*(*ptStl*-teaks) *3rd dk clear of E & B spaces*	2586 1823 1043	✠ A1 *with freeboard* 6,35 ~~4,34~~ ~~[illegible]~~ *Irish Channel service* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Brw ✠LMC~~6,34~~ 6,35		OG 5,33	1927 6mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead	Isle of ManSteam PacketCo.Ld. *Cell DBu*86'*f*60' 149*t FPT*13*t APT*77*t*	355·0 *Promenade dk* 250' FK&BK1¾"	46·1	17·4	DouglasIM British 10*BHCem*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 220lb 1745NHP 2D&2SB,*24cf*, HS18180 FD CammellLaird&CoLd.Bkn	18 ″ 6 s 5 ″ 3½ 13 ″ 6
21286 144764 MLNT	**Ben Read** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	449 348 169					1923	C.Hill &Sons,Ld. Bristol	NationalBenzole Co.Ld.	159·0	27·6	12·1	Bristol British *WB*	T.3Cy.14",23"&38"-27" W.Beardmore&Co. 99RHP Ld.Coatbridge	
21287 PCZT	**Benakat** TwinSc *CruiserStern* 1*Dk* *Mchy.Aft* *Rudder electrically welded* *Longitudinal framing at bottom&deck*	~~4700~~ 4763 3498 2665	✠100A1 12,35~~9,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,35 *F.P.above* 150°F.	Bat ✠LMC9,35		CL	1935 9mo *Lloyd'sA&CP*	NVRotterdamDroogd. Maats. Rotterdam	NV.Nederlandsche KolonialeTankvaart ~~Mij.~~ Maats. *Cell DBuE&B*50'155*t DTf*26'416*t FPT*19*t APT*186*t*	365·7 P87'B36'F31' *Trunk in wells* FK	64·2	18·0	TheHague Dutch 9*BHptAsp*	T.6Cy.16",24"&45"-30" (*s*) 225lb 400NHP 2SB,*6cf*,HS6148 FD N.V.Rot.Droogd.MaatRot.	18 ″ 0 s1 ″ 7½ 16 ″ 7
21288 148256 GFKX	**Benarty** ssLth.No.2-34 2*Dks*(*Stl*)	5800 5435 3684	✠100A1 4,36 ~~8,35~~ MS9,33	Ham Alx ✠LMC BS~~[illegible]~~ 2,36	*z*	CL 2,35	1926 1mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH forward & 1 'tween dk BH aft dispensed with* *Cell DB*363'1050*t DTa*32'960*t APT*32*t*	420·2 P35'B129'F44' FK	54·0	29·9	Leith British *ptCem* 5 *BH to U dk* 1 ,, ,,2*nd*,,	Q4Cy24¾",35½",51"&73"-51" 220lb *120lb* (*s*) 598NHP 3SB,*12cf*,GS214,HS8730 FD D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 ″ 4 26 ″ 3
21289 161818 GSTK	**Benavon** ssLth.No.1-34 2*Dks*(*Stl*)	5872 5541 3723	✠100A1 ~~6,35~~ ~~2,34~~11,35	Lth Mdb ✠LMC2,34	*a*†	CL ~~11,32~~ 6,35	1930 6mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	BenLine Steamers, Ld.(W.Thomson &Co.*Mgrs.*) 1 *Intermediate BH fwd.&1'tween dk BH aft dispensed with* *Cell DB*362' 1114*t DTa*35'1096*t APT*35*t*	425·0 P38'B121'F38' FK	56·0	29·0	Leith British *ptCem* 5 *BH to U dk* 1 ,, ,,2*nd*,,	T.3Cy.26",43½"&74"-51" (*s*) 200lb 576NHP 3SB,*9cf*,GS190,HS8424 FD Rankin&BlackmoreLdGrk	31 ″ 6 s 6 ″ 3½ 25 ″ 6
21290 LIVT	**Bencas** Wireless D.F. 1*Dk*	1445 1193 836					1934	Fredrkstad Mek.Værks. Fredrikstad	A/S Butangen (F.B.Bendixen, *Mgr.*)	245·1 B139'F21'P22'	39·9	15·9	Oslo Norwegian	C 4Cy.(2)11⅝"&(2)27½-25¼" 64NHP FredrikstadM.V.Frdstad.	
21291 141302 GJNT	**Bencleuch** (*ex*Willdomino, *ex*WarConvoy) ssLth.No.3-7,31 2*Dks*(*Stl*) ssHul.No.1-35	5562 5150 3294	✠100A1 8,36~~4,35~~ ✠NE10,22 BS~~[illegible]~~2,36	Hul Lth ✠LMC~~4,31~~ MS4,35	*z*	CL ~~7,33~~ 3,36	1919 4mo *Lloyd'sA&CP*	JCoughlan &Sons Vancouver, B.C.	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *Intermediate BH in forehold dispensed with 6 BH only* *Cell DBa&uE* 172'*f*182'1158*t FPT*131*t APT*85*t*	410·6 P44'B115'F47' FK	54·1	27·5	Leith British *ptCem*	T.3Cy.27",44"&73"-48" (*s*) 539NHP 190lb 3SB,*9cf*,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9½ 24 ″ 2
21292 160652 GSNR	**Bencruachan** ssMdb.No.1-32 D.F. 2*Dks*(*Stl*)	5920 5528 3750	✠100A1 9,35~~[illegible]~~ BS~~[illegible]~~ 9,35	Mdb ✠LMC4,32	*a*†	CL 1,34	1928 9mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	PetrogradSteamers,Ld.(W.Thomson&Co.*Mgrs.*) 1 *Intermediate BH fwd. & 1 'tween dk BH aft. dispensed with* *Cell D B*372'1148*t DTa*31'949*t APT*32*t*	429·0 P35'B143'F47' FK	53·9	30·0	Leith British *ptCem* 5 *BH to U dk* 1 ,, ,,2*nd*,,	Q.4Cy.24¾"35½"51"&73"-51" 220lb (*s*) 675NHP 3SB&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co Ld Glasgow	32 ″ 3 s 6 ″ 3 26 ″ 5

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21293 145603 GFBQ	**Bendigo** Ⓟ **TwinSc** *ss*Lon.No.2-29 3*Dks*(*Stl U*-ws)&*Shade dk* *Ref.Mchy.* D.F. (*Stl*-teak s) *Fitted for oil fuel*	12972 10031 7890	✠ 6,34 ✠ ✠Lloyd'sRMC~~1,35~~6,35 1,36~~6,35~~	Lon	*h*†		1922 8mo	Harland&Wolff,Ld. Greenock	P.&O.Stm.Nav.Co. *Cell DB*442'2177*t* *Tunne*	519·8 F58'*on Shade dk* *Tanks between* *ls*127'322*t FPT*160*t*	64·2	37·8 FK&BK2"	Greenock British 9*BH Cem* *APT*164*t*	Q.8Cy.23½",34½",48½"&70"-54"&L.P.TurbineswithDR gearings&hydraulic couplings HS21320 1562NHP 2DB&3SB,28*cf*,GS513, J.G.Kincaid&Co.Ld.Grk.	41 ″ 0	BT till ~~9,35~~ ~~1,36~~ 9,36
21294 128023 GMWY	**Bendoran** (*ex*CambrianPeeress, *ex*Eurybates, *ex*Indradeo) *ss*Hpl.2ndNo.3-6,31 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ss*Lth.No.1-35 &*deep framing*	5567 5200 3495	✠100A1 *Spar dk* ~~5,35~~~~10,34~~10,35 BS10,35 ✠LMC~~6,34~~	Lth Mdb MS5,35	*a*†	CL ~~8,32~~ 5,35	1910 3mo *Lloyd*	C.Connell&Co.Ld. Glasgow '*sA&CP*	PetrogradSteamers.Ld(W.Thomson&Co.*Mgrs.*) *Cel*	430·2 P39'B146'F51' *l DB*378'~~1235t~~*FPT* 1125*t*	50·2	30·7 FK	Leith British 7*BH Cem* 85*t APT*70*t*	T.3Cy.26",44"&73"-48" (*r*) 200lb *100lb* 517NHP 2DB,12*cf*,GS195,HS9202 D.Rowan&Co.Glasgow	33 ″ 1 s 6 ″ 6 26 ″ 10	
21295 149687 GSPN	**Benedick** *ss*Fal.No.1-33 *Oil Eng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6955 6400 4225	✠100A1 ~~8,35~~~~4,33~~ 3,36 DBS~~12,32~~ 12,35 *Carrying Petr*	Fal ~~Nwc~~ Cff ✠LMC4,33 *oleum*	*a*† *in*	CL ~~N4,32~~ 2,36 *bulk*	1928 8mo *Lloyd*	BlythswoodS.B.Co.Ld. Glasgow '*sA&CP*	BearCreekOil&ShippingCo.Ld.(C.T.Bowring&Co.Ld.*Mgrs.*) *Cell DBuE*38'108*t*	431·0 P88'B30'F40' *DT f* 36'352*t FPT*	58·2	32·9 FK	Liverpool British 16*BHpt Cem* (11 *to U dk* 5 „ *2nd* „) 121*t APT*76*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 8 s 6 ″ 0¾ 26 ″ 10¾	
21296 161147 GSKW	**Benedict** *ss*Liv.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in Nos.* 5 & 6 *holds*	4949 4466 3064	✠100A1 *Shelter dk* *with freeboard* 9,35 ~~3,34~~ ✠LMC3,34	Liv Hul		CL 12,34	1930 3mo *Lloyd*	CammellLaird&Co.Ld. Birkenhead '*sA&CP*	BoothS.S.Co.Ld. *Cell DB*350' 999*t DTa*32'73	408·5 F32' 0*t FPT*93*t APT*36*t*	53·7	26·0 FK (	Liverpool British 8*BH Cem* *Coll to Sh dk* 7 „ *2nd* „)	T.3Cy.25½",43½"&73"-51" 220lb (*s*) 608NHP 3SB,9*cf*,GS195,HS8907 FD CammellLaird&CoLd.Bkn	28 ″ 6 s 3 ″ 3½ 25 ″ 4¾	
21297 OXNE	**Benedikt** Ⓟ Wireless 1*Dk*	365 265 196					1901	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	149·8 Q52'B44'F25'	25·0	9·9	Hobro Danish *WB*	T.3Cy.12⅛",19¾"&33"-21" 50NHP Akt.Burmeistr&Wain,Cpn		V
Broken up 21298 ~~131438~~ ~~GQMZ~~	**Benefactor** *ss*Mdb.No.3-9,24 *ss*Bkn No.2-33 2*Dks*(*Stl*)& 3*rd dk*(*Stl*)*in No.*1 *hold*	5517 5192 3492	✠~~100A1~~ 1,35 ✠~~LMC~~ ~~MS7,33~~ *Fitted for oil*	Liv ~~BS8,34~~ *fuel* 9,	*z* 20	CL 4,33 *F.P. a*	1912 5mo *Lloyd* *bove* 1	D&WHenderson&CoLd Glasgow '*sA&CP* 50° F.	~~CharenteS.S.CoLd~~ ~~(T.&J.Harrison,~~ ~~*Mgrs.*)~~ *WB=Cell* &*B*59'*f* 117'1118*t*	410·7 P34'B139'F53' *DB a* 110'*uE* *DTa*31'830*t FPT*	52·2	30·2 FK	Italian 7*BH Cem* 52*t APT*24*t*	T3Cy.24½",42½"&72"-54"(*s*) 215lb HS9263 536NHP 2DB&1AuxSB,15*cf*,GS281 D&W.Hendersn&CoLdGls	32 ″ 7 s 6 ″ 2 26 ″ 7½	
21299 162000 GRLF	**Beneficent** *Special Surveys to date from* 10,31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2944 2307 1674	✠100A1 10,35~~10,34~~ ✠LMC5,31 BS10,35	Sld Shl	*l*	CL ~~9,34~~ 10,35	1931 5mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP* *Cell*	WestollSteamships Ld.(JamesWestoll, Ld.*Mgrs.*) *DB*254'756*t MT*11	316·5 Q186'F32' '419*t FPT*188*t APT*	45·2	20·3 FK	Sunderlnd British 6*BH Cem* 26*t*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 277NHP 2SB,6*cf*,GS126,HS4488 G.Clark,Ld.Sunderland	22 ″ 5 s 7 ″ 5 20 ″ 1¼	
21300 28450 JBQA	**Bengal Maru** *ss*Yka.No.3-4,36 ~~*ss*Yka.No.3-6,31~~ 2*Dks*(*Stl*)	5395 4844 3231	✠100A1 ~~6,35~~~~6,34~~4,36 ~~BS6,34~~ ✠LMC~~6,33~~ 6,35 4,36	Yka	*z*	CL 6,34	1921 5mo	MitsubishiZosenKaisha, Ld. Nagasaki A&CP	NipponYusen K.K. *Cell D*	400·0 P39'B121'F43' *B*350'1075*t FPT*85*t*	54·5	30·0 FK	Tokio Japanese 6*BH Cem* *APT*87*t*	T.3Cy.26½",44½"&75"-48" 200lb (*s*) 490NHP 3SB,9*cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
21301 PCZX	**Bengalen** *Oil Eng.* *Ref Mchy.* 2*Dks*(*Stl*)3*rd dk*(*Stl*) D.F. *clear of machinery space* *Cruiser Stern*	6933 4440 4260	✠100A1 ~~6,35~~~~5,34~~2,36 ✠LMC CS2,36 10,35 ✠Lloyd'sRMC~~10,35~~3,36 *Carrying fuel*	Cal DBS2,36 *oil F.P.*	*b*† *.ab*	OG 5,34 *ove*150	1932 4mo *Lloyd* ° *F. in*	N.V.Konink.Maats. "DeSchelde" Flushing '*sA&CP* *deep tanks*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *Cell D*	436·4 P45'B87'F85' *B*365' 1150*t DTs a* 1	55·8	33·5 FK	Rottrdam Dutch 9*BHpt Cem* 2 „ *to 3rd dk* 05' 2060*t FP*	Oil Engines 2S.C.SA 6Cy $29\frac{15}{16}$"-52¾" 937NHP 2DB*121lb* N.V.Konink.Maats. "DeSchelde"Flushing *T*78*t APT*85*t*	36 ″ 0 s8 ″ 2½ 28 ″ 2¼	
21302 127 IBJE	**Bengasi** Ⓟ 2*Dks*	1716 1259 864					1912	Cant.Nav.Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	277·2 P43'B62'F38'	36·4	18·2	Palermo Italian *WB*	T3Cy.19⅜",32⅔"&55$\frac{1}{10}$"-39⅗" 191NHP NOderofuASestriPonente		I
21303 PDAE	**Bengkalis** *Fitted for oil fuel* 3*Dks*	6453 6048 4056					1918	Maats.Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0	54·7	33·6	Amstrdam Dutch	T.3Cy.28",46"&77"-54" 435NHP Maats.Fyenoord,Rot.		V
21304 PKOQ	— *Oil Eng.* 2*Dks*	1053 840 578					1915	Gebr.Pot Bolnes	Koninkl.Nederl. Paketv.Maats.	230·0	38·2	12·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.15⅘"-27⅗" 145NHP NedFb.v Wrk&Spoor,Ams		V
21305 137058 GRJK	**Bengloe** (*ex*Ardgoil) *ss*Yka.No.3-10,29 *ss*Lth.No.1-33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5318 4928 3425	✠100A1 10,35~~3,35~~ ✠LMC MS3,33 BS~~8,34~~ 10,35	Mdb	*z*	CL 3,34	1918 1mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP* *'Tw*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *een dk BH in after* *Cell DBa*129'*uE*2	405·1 P36'B120'F44' *hold dispensed with* 1'*f* 176'1093*t DT*36'	52·6	27·7 FK	Leith British *Cem* 5*BH to U dk* 1 „ „*2nd* „ 958*t APT*39*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *100lb* 476NHP 2SB,8*cf*,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 3 s 5 ″ 11½ 24 ″ 6	
21306 145425 GJLT	**Bengore Head** 1*Dk* D.F. *Cruiser Stern*	2609 2304 1512					1922	Irvine'sSB&D.D.Co.Ld. WHartlepool	UlsterSteamship Co.Ld.(G.Heyn& Sons,Ld.*Mgrs.*)	310·2 P30'B106'F36'	45·0	20·7	Belfast British *WB*	T.3Cy.24",39"&66"-45" 292NHP Richardsons,Westgarth&Co.Ld.Hpl.		C
21307 7622 SDIM	**Bengt Sture** (*ex*AlfredRehder, *ex*Gerrat,*ex*Hentsch,*ex*Richard Hentsch,*ex*Oda) 1*Dk*	*854* *731* *497*					1917	Schffb.Ges. Unterweser m.b.H. Wesermünde-L.	RederiA/B Eruths (StureEruths, *Mgr.*)	212·3 P29'B63'F21'	31·6	13·2	Trelleborg Swedish *WB*	T.3Cy.14⅗",22$\frac{1}{16}$"&35⅘"-23⅗" 62NHP Christiansen&Meyer, Harburg		G
21308 149690 GSPR	**Benholm** *ss*Hul.No.1-32 2*Dks*(*Stl*)	5026 4789 3162	✠100A1 3,36~~2,35~~ BS~~12,33~~ ✠LMC10,32 3,36	Syd Shl	*z*	CL ~~6,33~~ 3,36	1928 9mo *Lloyd*	R.Duncan&Co.Ld. PortGlasgow '*sA&CP*	OrielShppg.Co.Ld. (J.Edgar&Co*Mgs*) *Intermediate 'twee* *BH in after* *Cell DB*351'1237*t DT*	407·0 P29'B249'F38' *n dk* *hold dispensed with* *a*35'950*t APT*145*t*	53·5	26·7 FK	Liverpool British *pt Cem* 5*BH to U dk* 1 „ „*2nd* „	T.3Cy.26",44"&73"-48" (*s*) 200lb 545NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4¼ 24 ″ 10½	
21309	**Benjamin** (*ex*Pardense, *ex*Cidade de Anajas,*ex*Baturite) **TwinScSp** 1*Dk*&*Promenade dk*	312 224 202			...		1900	Murdoch&Murray Pt.Glasgow	Nicolaus&Co.	145·1	27·0	8·0 FK	Para Brazilian	C.4Cy.12"&24"-18" 57NHP Lees,Anderson&Co.Gls.	8 ″ 4	
21310 208148	**Benjamin B. Odell** Ⓟ 1*Dk*&*Web frames*	2011 1097 1169	✠ 6,15 ✠	Wmn			1911 4mo	Harlan&HollingsworthCor. Wlmgtn,Del.	HudsonRiver SteamboatCo.Inc.	263·6	48·8	17·3 FK	Newburgh, N.Y. Utd.States 5*BH Cem*	T.3Cy.26",41"&68"-36" 481NHP 4SB,12*cf*,GS202,HS7938 FD Harlan&HollingsworthCo.	16 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillé sous Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
21311 215002 WOCK	**Benjamin Brewster** 3Mst ssMob.No.3-8,29 ssN.Yk.No.1-34 2Dks(Stl)&Webframes Mchy.Aft Longitudinalframing D.F. GyC.	5950 5091 3677	✠100A1 ~~11,34~~1,36 BS7,36 Carrying Petroleum in bulk Fitted for oil fuel 5,17 F.P. above 150° F.	NYk ~~Gal~~NOs ✠LMC3,34	z	CL 1,34	1917 5mo	Harlan& Hollings-worthCor. Wlmgtn,Del. A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey CellDBuE&B67'u Bunker13' 245tDTf32'336tFPT106tAPT105t	411·6 B29'P114'F41'	53·4	29·8 FK	Wlmgton (Del.) Utd.States 18BHptCem (14 ,, to Udk 4 ,, ,,2nd,,)	T.3Cy.27",45"&74"-48" (s) 180lb 528NHP 2SB,8cf,GS180,HS7788 FD Harlan&HollingswthCorp.	31 " 0 s5 " 8¼ 25 " 6
21312 LCEN	**Benjamin Franklin** TwinSc ssOsl.No.1-32 OilEng. Ref.Mchy. 1Dk(Stl)&Shltrdk(Stl) 3rdDk(Stl) in Nos.1,2,3&4holds D.F.	7034 6074 3960	✠100A1 withfreeboard 5,35 ~~2,34~~ ~~DBS6,34~~ ✠Lloyd'sRMC 4,35 for temp. 32° F	Osl DBS5,35 ✠LMC8,31	c†	CL ~~6,32~~ 4,35	1927 6mo	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire Lloyd'sA&CP	A/SGangerRolf (F.Olsen&Co.Mgs) 7BH(CollBH to Shltr dk, 6BHto2nd dk) CellDB404'1421tFPT126tAPT101t	452·0	59·5	27·9 FK	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.29½"-51⅛" 984NHP DB114lb Ch.&Atel.deSt.Nazaire	30 " 7 s4 " 2¼ 26 " 7
21313 PKOR	**Benkoelen** 2Dks	1000 845 523					1921	H.Bernard Nzn. Scheeps. HetJacht Nieuwendam	Konikl.Paketv. Maats.	229·3	38·2	13·5	Batavia Dutch WB	T.3Cy.15½",25½"&43"-27" 96NHP N.V.Werf.Hubertina, Haarlem	
21314 161822 GTRZ	**Benlawers** ssLth.No.1-34 D.F. 2Dks(Stl)	5943 5528 3755	✠100A1 ~~7,35 2,35 12,35~~ 5,36 BS4,34	Vcr ~~Lth~~ Rot. ✠LMC MS10,34	a†	CL 1,35	1930 9mo	C.Connell &Co.Ld Glasgow Lloyd'sA&CP	Petrograd SteamersLd.(W. Thomson&Co. Mgrs.) 1 IntermediateBH fwd. & 1'tweendk BH aft dispensed with CellDB372'1148tDTa31'949tAPT32t	429·0 P35'B148'F48'	53·9	30·0 FK	Leith British ptCem 5BH to Udk 1 ,, ,,2nd,,	Q4Cy24¾",35½",51"&73"-51" 220lb (s) 675NHP 3SB&1AuxB,15cf,GS268, HS10430 FD D.Rowan&Co.Ld.Gls.	32 " 3 s6 " 2¼ 26 " 3½
21315 161817 GDBJ	**Benledi** ssLth.No.1-34 2Dks(Stl) D.F.	5943 5528 3755	✠100A1 4,36 ~~4,35~~ BS5,36	Ham Mdb ✠LMC3,34	a†	CL ~~4,33~~ 4,36	1930 6mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 IntermediateBH fwd.&1'tween dkBHaft dispensed with CellDB372'1148tDTa31'949tAPT32t	429·0 P35'B148'F48'	53·9	30·0 FK	Leith British ptCem 5BH to Udk 1 ,, ,, 2nd,,	Q4Cy24¾",35½",51"&73"-51" 220lb (s) 675NHP 3SB,&1AuxB,15cf, FD GS268,HS10430 D.Rowan&Co.Ld.Glasgow	32 " 3 s6 " 2¼ 26 " 3½
21316 133541 GLRT	**Benlomond** (exBerwickLaw-33, exRomanPrince) ssHul.No.3-2,27 ssAms.No.1-33 ~~2Dks(Stl)&Shelterdk(Stl)~~ Now 'Chrysopolis,,' see No.37514 in Supplement	5291 4863 3299	✠100A1 Shelter dk withfreeboard 2,35 BS2,35	Hul ✠LMC3,35	z	CL 10,33	1914 3mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1BH in forehold dispensed with CellDBa132'uE24'f184'1018tDTa26'643tFPT109tAPT17t	420·0	54·1	26·3 FK	Leith British Cem 6BHonly	T.3Cy.27",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	29 " 0 s3 " 7½ 25 " 7
21317 7513 SDIO	**Benlos** (exPeterMærsk) ssKel.2ndNo.3-11,34 1Dk(Stl)&deepframing	*1369* *1210* *792*	✠100A1 1,35	Kel ✠LMC11,34	p	OG 10,34	1906 9mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd'sA&CP	A/B G.H.Dalgren (G.H.Dalgren, Mgr.) CellDBa60'uE18'f102'354tFPT30tAPT50t	242·8 P19'B66'F28'	36·8	16·7 FK	Hlsngborg Swedish 4BHCem	T.3Cy.18",29"&48"-33" (s) 180lb 90lb 143NHP 1SB,3cf,GS60,HS2208 G.T.Grey,SouthShields	19 " 0 s2 " 2½ 16 " 11
21318 123336 GPSK	**Benmacdhui** (exArchimedes-32, exDen of Airlie) ~~ssMch.No.3-6,32~~ ssLth.2ndNo.3-6,35 ~~ssGls.No.2-32~~ 2Dks(Stl)& Shelter dk(Stl) D.F.	6869 — 5068	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~12,34~~ 11,35 ~~BS10,34~~	Mdb ~~Lth~~ BS11,35 MS5,35 ✠LMC~~5,32~~	a†	CL ~~5,32~~ 6,35	1911 8mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) IntermediateBH in forehold dispensed with CellDBa130'uE&B46'f195t1311tDTa39'1009tAPT18t	433·5	54·2	34·6 FK	Leith British Cem 6BH only	T.3Cy.27",46"&76"-51" (s) 200lb 603NHP 3SB,9cf,GS186,HS8805 FD D.Rowan&Co.Glasgow	37 " 2 s10 " 2¼ 27 " 2¼
21319 146135	**Benmaple** (exS.N.A1, exInternational) 3Mst ssShl.No.1-17 1Dk(Stl) Mchy.Aft	1728 1465 1074	✠ 5,24	Sou ✠	q		1914 8mo	Gt.Lakes Eng.Works Ecorse,Mich.	PortColborne&St. LawrenceNav.Co. Ld.(G.H.Hand, Mgr.) Intermediate bulkhead in forehold dispensed with CellDBuE&B42'f166'604tFPT223tAPT11t	250·1 Q68'F38'	43·0	17·1 FK	Toronto British Cem 3BH only	T.3Cy.16",26½"&45"-33" 170NHP 2SB,4cf,GS80,HS3249 Gt.LakesEngWrksDetroit	19 " 2
21320 148270 GNTM	**Benmohr** ssAnt.No.1-35 ssFal.No.3-6,31 2Dks(Stl)	5920 5528 3751	✠100A1 12,35~~12,34~~ ~~BS6,34~~ 5,35	Mdb Ant ✠LMC~~6,34~~ MS12,34	a†	CL 12,34	1928 5mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld. (W.Thomson& Co.Mgrs.) 1 Intermediate BH forward & 1'tween dk BH aft dispensed with CellDB372'1148tDTa31'949tAPT32t	429·0 P35'B143'F47'	53·9	30·0 FK	Leith British ptCem 5BH to Udk 1 ,, ,,2nd,,	Q.4Cy.24¾",35½",51"&73" -51" 220lb FD 675NHP 3SB&1AuxSB,15cf,GS268, HS10430 D.Rowan&Co.Ld.Gls.	32 " 3 s6 " 3 26 " 3
21321 PDAM	**Bennekom** (exBourne,exBurgermeisterSchröder) ssHam.No.3-5,29 ssAms.No.1-33 Well deck 2Dks(Stl) 3rd dk in No.1hold	5789 5407 3289	100A1 ~~5,33 8,34~~ 9,35 MS4,35 Fitted for oil fuel 8,23 F.P. above 150°F.	Ham LMC ~~BS9,34~~ 5,35		CL 8,34	1917	Flensburgr Schiffsb.Ges. Flensburg	Koninkl.Nederl. Stoomb.Maats. CellDB403'1640t	449·7 P&B377'F53'	58·1	26·9 FK	Amstrdam Dutch 9BHCem	T.3Cy.31 7/16",50 13/16"&84 1/16"-53½" 185lb (s) 791NHP 4SB12cf,GS253,HS12196 FD FlensburgerSchiffsb.Ges.	29 " 6 s4 " 5½ 25 " 4
21322 142609 GPWC	**Bennevis** (exCutcombe, exWarOstrich) ssLth.No.3-7,30 ssLth.No.1-34 2Dks(Stl) Cargo battens not fitted in 'tween decks	5264 4831 3205	✠100A1 ~~8,35 1,35~~ 1,36 BS7,35	Lth Mdb LMC7,34	y	CL ~~2,33~~ 1,36	1918 8mo	Richardsn, Duck&Co.Ld Stockton Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB335'1058tFPT132tAPT218t	400·2 P49'B113'F40'	52·4	28·4 FK	Leith British 7BHptCem	T.3Cy.26",44"&73"-48" (s) 180lb 426NHP 3SB,9cf,GS190,HS6912 Blair&Co.Ld.Stockton	31 " 0 s5 " 11½ 25 " 4
21323 116762 WEFF	**Bennington** (exEduardoSala, exSt.Paul) (Self-Unloader) Mchy.Aft 1Dk&Spar dk	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	238·0	42·2	22·2	WlmgtnDl Utd. States WB	T.3Cy.17",29"&47"-36" NB19 132NHP ClevelandS.B.Co.Clevelnd.	
21324 145558 GDJT	**Benreoch** ssAnt.No.3-2,34 2Dks(Stl)	5818 5442 3702	✠100A1 ~~3,35 8,34~~ 2,36 MS2,35	Lth Ant ✠LMC ~~BS8,34~~ 8,35	z	CL 8,34	1921 12mo	C.Connell &Co.Ld Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) Intermediate BH in forward hold & intermediate 'tween dk BH in after holds dispensed with CellDB363'1050tDTa32'960tAPT32t	420·1 P35'B128'F45'	54·0	30·0 FK	Leith British ptCem 5BH to Udk 1 ,, ,,2nd,, only	Q.4Cy.24¾",35½",51"&71½"-51" (s) 220lb 100lb 600NHP 3SB,12cf,GS214,HS8781 FD Dunsmuir&JacksonLdGls	32 " 3 s6 " 4 26 " 2
21325 135099 GRFZ	**Benrinnes** ssYka.No.3-5,26 ssLth.No.2-34 2Dks(Stl)	4798 4309 3071	✠100A1 ~~7,35 1,35~~ 1,36 BS7,35	Lth ~~Mdb~~ ✠LMC6 34	y	CL ~~1,34~~ 7,35	1914 7mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) WB=CellDBa142'uE&B23'958tAPT23tDTa856t	405·0 P37'B113'F41'	51·5	26·9 FK	Leith British 6BHptCem	T.3Cy.26",43½"&72"-48"(s) 190lb 120lb 435NHP 3SB,9cf,GS200,HS7152 N.E.MarineEng.Co.Ld.Sld	29 " 1 s5 " 4 23 " 11
21326 219036	**Bensalem** Fitted for oil fuel 2Dks&Webframes	5513 4971 3389				…	1919	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44'	54·2	30·4 FK	Phildlphia Utd.States WB	2SteamTurbinesDRgeared to 1 ScShaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21327 223909 KFTC	**Benson Ford** OilEng. Mchy.Aft D.F. GyC.	8626 — 6393					1924	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	590·0	62·0	32·0	Detroit Utd.States	Oil Engines 2S.C.SA 4Cy.22⅝"–91" 690NHP SunS.B.Co.Chester,Pa.		
21328 OXCB	**Bente Mærsk** (exAnnaMærsk) OilEng. ssCpn.No.1-32 Mchy.Aft D.F. 1Dk(Stl) ~~Progressive Survey of oil tanks~~	5772 4990 3406	✠100A1 ~~6,33~~ ~~8,34~~ 3,36 ~~DBS5,34~~ 11,35 ✠LMC2,32 Carrying Petroleum in bulk	Rot	z	CL ~~3,33~~ 3,36	1928 3mo	Odense Staalskibs-verft Odense Lloyd's A&CP	D/SA/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.) Cell D Bu E66'233t DTf27'490t FPT85t APT118t	390·6 P94'B37'F30' Trunk in wells FK	53·7	29·6	Svendborg Danish 10BHptCem	OilEngines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 490NHP 180lb 2DB(Pmade22refitted28) Akt.Burmeistr&Wain,Cpn	31 ″ 4 s 5 ″ 1 26 ″ 6¼	
21329 132574 GDYJ	**Benvannoch** (exEuclid,exHorley) ssLiv.No.3-4,23 ssLth.No.2-31 2Dks(Stl)&Shelter dk(Stl) Now "Marie Moller," see No.39037 in Supplement	4877 4636 3119	✠100A1 Shelter dk withfreeboard 9,34 BS6,35 ~~BS5,34~~ ✠LMC3,31	Nag	z	- CL 12,33	1911 7mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	Petrograd Steamers,Ld. (Wm.Thomson& Co.Mgrs.) Cell DBa143'uE27'f169'1019t APT28t DTa37'905t	410·2 FK	52·0	28·0	Leith British 7BHCem	T.3Cy.28",46½"&78"–54"(s) 200lb 100lb 587NHP 3SB,9cf,GS183,HS8001 FD Earle'sCo.Ld.Hull	30 ″ 6 s 3 ″ 9¾ 26 ″ 10¼	
21330 148265 GCPB	**Benvenue** ssLth.No.2-35 ~~ssLth.No.1-31~~ 2Dks(Stl)	5920 5528 3750	✠100A1 ~~10,35~~ ~~3,35~~ 4,36 ~~BS3,31~~ ✠LMC~~6,31~~ 2,35 BS3,36	Lth ~~Mdb~~	a†	CL ~~4,33~~ 4,36	1927 7mo	C.Connell &Co.Ld. Glasgow Lloyd's A&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1Int.BHfwd &1'tween dkBH aft dispensed with CellDB372'1148t DTa31'949t APT32t	429·0 P35'B143'F47' FK	53·9	30·0	Leith British ptCem 5BHto U dk 1 ,, ,,2nd ,,	Q.4Cy.24¾",35½",51"&73"–51" (s) 220lb 675NHP 3SB&1AuxSB, 15cf,GS268, HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 ″ 3 26 ″ 3	
21331 142010 GCFB	**Benvorlich** ssLth.No.1-35 ssMdb.No.3-8,31 2Dks(Stl) Cargo battens not fitted in 'tween decks	5193 4818 3222	✠100A1 ~~4,35~~ ~~11,34~~ 11,35 11,35 ✠LMC ~~MS6,31~~ ~~BS5,31~~ 4,35 Fitted for oil fuel 4,20 F.P. above 150° F.	Lth	y	CL ~~7,32~~ 4,35	1919 8mo	C.Connell &Co.Ld. Glasgow Lloyd's A&CP	Ben Line Steamers Ld.(W.Thomson& Co.Mgrs.) CellDB340'1069t FPT133t APT70t	400·6 P49'B113'F39' FK	52·2	28·5	Leith British 7BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
21332 149438 GLWB	**Benwell Tower** ssShl.No.2-36 ~~ssShl.No.1-32~~ 1Dk(Stl)&ShelterDk(Stl)	4439 4176 2697	✠100A1 withfreeboard 1,36 ~~11,34~~ ✠LMC7,35 ~~MS4,32~~ ~~BS11,34~~ ~~7,35~~	Shl	z	CL 1,34	1927 7mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's A&CP	MilburnLineLd. (W.Milburn&Co. Ld.Mgrs.) CellDB348'1072t FPT126t APT209t	401·0 F41' FK	53·2	25·0	Newcastle British 6BHCem (Coll to S dk, 5 ,, 2nd ,,	T.3Cy.25½",42"&70"–48" (s) 180lb 426NHP 2SB&1AuxSB,9cf,GS192 HS7350 N.E.MarineEngCoLdNwc	27 ″ 6 s 3 ″ 2 24 ″ 7	
21333 LCEO	**Benwood** ssStv.2ndNo.3-4,35 1Dk(Stl)	3931 3628 2389	✠100A1 2,36 ~~4,35~~ ✠LMC4,35	Stv Cbo	w	CL 3,35	1910 1mo	Craig, Taylor&Co.Ld. Stockton Lloyd's A&CP	SkjelbredsRederei A/S (O.A.T. Skjelbred,Mgr.) WB = CellD Ba111'uE21'f147'1010t FPT149t APT98t	344·9 P44'B104'F31' FK	51·3	25·3	Xiansand Norwegian 6BHCem	T.3Cy.24",40"&66"–45" (s) 180lb 342NHP 3SB,9pf,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 4 ″ 9 23 ″ 1½	
21334 160659 GSWL	**Benwyvis** ssMdb.No.3-4,30 ssLth.No.1-34 D.F. 2Dks(Stl)	5920 5528 3751	✠100A1 ~~7,25~~ ~~11,34~~ 2,36 ✠LMC MS2,34 BS~~11,34~~ 1,36	Mdb ~~Ant~~ Lth	a†	CL ~~3,33~~ 2,36	1929 5mo	C.Connell &Co.Ld. Glasgow Lloyd's A&CP	BenLineSteamers, Ld.(W.Thomson &Co.Mgrs.) 1 Intermediate BH fwd & 1 'tween dk BH aft dispensed with CellDB372'1148t DTa31'949t APT32t	429·0 P35'B145'F48' FK	53·9	30·0	Leith British ptCem 5BH to U dk 1 ,, ,, 2nd ,,	Q4Cy24¾",35½",51"&73"–51" 220lb (s) 675NHP 3SB&1AuxSB,15cf,GS268, HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 ″ 2¾ 26 ″ 3¼	
21335 YTJG	**Beograd** ssSsk.No.3-1,36 ~~ssFiu.No.2-31~~ 1Dk&Shade dk	864 593 517	✠100A1 Shade dk withfreeboard 1,36 ~~3,34~~ BS1,36 ~~BS5,35~~ ✠LMC~~1,31~~ 3,35 For Service in the Mediterranean	Ssk	l	CL ~~7,32~~ 12,35	1922 11mo	M.U.Martinolich Lussnpiccolo Lloyd's A&CP	Jadranska Plovidba d.d. CellDBa45'uE18'f84'138t	215·0 FK	30·5	12·9	Susak YugoSlav 4BHCem	T.3Cy.18⅓",29½"&48"–33"(s) 180lb 100lb 211NHP NDB20refitted22 2SB,4cf,GS156,HS3358 FD UnitedMachineFactories, Smichow	15 ″ 0 s 1 ″ 0 14 ″ 4¾	
21336 151634 VOLF	**Beothic** (exLakeComo) ssN.Yk.No.3-5,25 Sub.Sig. ssNFL.No.2-34 1Dk(Stl) Strengthened for Navigation in Ice	1825 1633 1078	✠100A1 ~~8,34~~ 10,35 ~~BS3,35~~ ✠LMC3,34 10,35	NFL	r	CL 8,34	1918 3mo	American S.B.Co. Lorain,O. A&CP	BowringBrothers, Ld. CellDB218'532t FPT70t APT69t	262·5 P25'B64'F30' len25 FK	43·7	18·4	SJhnsNFL British 6BHCem	T.3Cy.20",33"&54"–40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 s 2 ″ 5¾ 18 ″ 1	
21337 1785 IBAE	**Beppe** (exKingarth-32,exBerwyn, exMattawa, exFranktor, exSaintHugo) ssSt.J.No.3-4,24 ssNwc.No.1-28 2Dks(Stl)	4859 4560 3031	✠ 4,34 ✠	Bry	y		1912 7mo	A M'Millan &Son,Ld. Dumbarton	G.&F.Fratelli Bozzo CellDBa117'uE&B42'f188'955t DTf27'745t FPT70t APT45t	414·2 401·0 Q36'B126'F48' FK	52·1	27·3	Genoa Italian 7BHCem	T.3Cy.27",44"&73"–48" 458NHP 3SB,9cf,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	I †
21338 10343 JLVE	**Beppu Maru** Ⓟ 2Dks	709 663 400					1907	OsakaIron Works Osaka	OsakaShosen K.K.	180·0	26·3	18·1	Osaka Japanese	T.3Cy.13½"$21\frac{1}{16}$"&$36\frac{3}{16}$"–27" 68NHP OsakaIronWorks,Osaka		
21339 LCMV	**Bera** 1Dk	771 600 430					1925	Mjellem& Karlsen Bergen	A/S Dacapo (Bachke&Co. Mgrs.)	188·1 Q63tH45tF28t	31·2	12·3	Trondheim Norwegian WB	T.3Cy.14",23¼"&38"–27" 75NHP Mjellem&Karlsen,Bergen		N
21340 LCMW	**Beran** (exDoravore-32, exStemshest) 4Mst 1Dk	1127 986 658					1918	Akers Mek.Værks. Oslo	SkibsA/S Beran (T.JentoftBerge)	226·5 F4tP41t	36·5	15·8	Oslo Norwegian WB	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
21341 FNEE	**Berbère** (exNautilus,exPetrograd, exPetersburg) 1Dk&Spar dk&Web frames	1730 — 1051			...		1891	J.Laing Sunderland	Cie.Nouvelle de Nav.Busck	244·9 B59'F30'	36·1	14·0 20·8 BK8½"	Marseilles French WB	T.3Cy.$19\frac{3}{16}$",31"&50"–36" 149NHP G.Clark,Ld.Sunderland	23 ″ 1	V †
21342 143416 GQDF	**Bereby** 2Dks	5248 4766 3197					1919	Irvine'sSB &D.D.Co.Ld. W Hartlepool	ElderDempster Lines,Ld.	400·2 P49'B113'F38'	52·3	28·5	Liverpool British WB	T.3Cy.27",44"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
21343 DODD	**Berengar** (exGeneralBotha, exBerengar) D.F. 2Dks&Shelter dk	4845 4578 3029					1911	Bremer Vulkan Vegesack	Hamburg-Süd-amerikDampfs-chifffahrtsGes.	399·2	53·7	27·6	Bremen German WB	T.3Cy.$29\frac{17}{32}$",$48\frac{7}{16}$"&$80\frac{11}{16}$"–$53\frac{3}{16}$" 472NHP BremerVulkan,Vegesack		CG
21344 144301 GBZW	**Berengaria** Ⓟ QuadSc (exImperator) ssSou.No.3-2,34 4Dks(Stl-U ws)&Shelter dk (Stl-ws)&Shadedk(Stl-ws) Sub.Sig. Ref.Mchy. 5th dk(Stl)in holds 6th dk in No. 1 hold GyC. D.F. E.S.D.	52101 36307 20574	100A1 1,35 BS11,34 LMC2,34 Fitted for oil fuel 5,22 F.P. above 150°F. Carrying oil fuel F.P. above 150°F. in deep tank forward	Sou		CL PfN4,33 Sf4,32 Pa N4,32 Sa1,35	1912	Vulcan-Werke Hamburg Lloyd's A&CP	CunardWhite Star,Ld. CellDB767'6036t DTf64'485t FW Tanks in way of tunnels 17'162t FPT117t APT118t	883·6 BonShade dk446' Promenade dk478' FK&BK4"	98·3	57·1	Liverpool British Cem 3 BH to S dk 9 ,, ,, U ,,	4 Steam Turbines (s) 228lb 14860NHP 46 Water Tube Boilers FD HS203000 Vulcan-Werke,Hamburg		BT till ~~1,36~~ 1,37

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
21345 PDAR	**Berenice** Wireless 2*Dks*	1177 973 665					1919	N.V. Lobithsche ScheepsbMy Lobith	Koninkl.Nederl. Stoomb.Maats. N.V.	256·4	37·0	13·5	Amstrdam Dutch *WB*	T.3Cy.18½″,30″&48″–36″ 138NHP Alblasserdam.Mach.Fab.		V
21346	**Beresina** (*ex*Bracondale–34, *ex*Seatonia, *ss*Hpl.No.3-11,30 *ex*WarHighway) 1*Dk*(*Stl*)	*3087* *2842* *1859*	✠ ... 1,35 ✠	Hpl	*u*		1918 5mo	J.Blumer& Co. Sunderland	Sovtorgflot *CellD*	331·8 P33′B98′F28′ FK B276′784*t FPT*105*t*	46·8	23·2	Russian 7*BHCem* *APT*122*t*	T.3Cy.25″,41″&68″–45″ 430NHP 3SB,9*cf*,GS153,HS6304 J.Dickinson&Sons,Ld.Sld	25 ″ 6	
21347 EECP	**Berga** (*ex*Barflo *ex*Berga) *ss*Bel.No.2–29 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	804 — 460	✠ — 5,33 ✠	Bel	*k*		1921 1mo	Astilleros delMedit. S.A. Barcelona	Hijo deRomulo BoschS.enC.	186·6 Q114′B12′F22′ FK *CellDBf*114′	29·5	12·4	Barcelona Spanish 4*BHCem* 176*tFPT*42*t*	T.3Cy.12″,20″&32″–24″ 84RHP 2SB,4*cf*,GS60,HS1714 AlexanderBros.Barcelona	14 ″ 7	
21348 152006 VJFK	**Bergalia** TwinSc *ss*Syd.No.2–32 *Ref.Mchy.* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	548 367 195	✠100A1 ~~5,34~~ 5,34 11,35 BS~~5,34~~ 5,35 ✠LMC5,32	Syd	*h*	OG 8,33	1925 1mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'*sA&CP*	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,*Mgr*.) *Side tanks*	153·1 P21′F29′ FK *f*18′50*tFPT*44*t*	34·6 *35·8*	8·5	Sydny NSW British 3*BHCem* *APT*50*t*	T.6Cy.10½″,16″&26″–16″ (*s*) 180lb 70RHP 1SB,3*cf*,GS70,HS2202 AilsaS.B.Co.Ld.Troon	9 ″ 6 s 1 ″ 3½ 8 ″ 4½	
21349 LCXB	**Berganger** *OilEng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk*	6826 6013 4229					1932	Nederl Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½″–47¼″ 1842NHP AlgemeineElektrizitats-Ges.		N
21350 LCMX	**Bergen** Ⓟ 2*Dks*	553 479 320					1908	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibselskab	157·6 H74*t*	25·8	18·1	Stavanger Norwegian *WB*	T.3Cy.14¾″,23½″&39″–27″ 79NHP StavangerStöberi&Dok		
21351 PDAX	**Bergendal** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	458 355 291					1931	NV.Indus-trieeleMaats. DeNoord Alblasserdam	NV.Scheepv.Maats “Bergendal”	159·6 P43′F18′	25·7	10·5	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″–20″ 70NHP Motorenfbr.“Deutz” A.G.Koln-Deutz		V
21352 OXOB	**Bergenhus** Ⓟ Wireless D.F. 2*Dks*3*tr B*	1398 1272 825					1922	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		V
21353 LFBA	**Bergensfjord** Ⓟ TwinSc *ss*Osl.No.3–1,26 *ss*Bmn.No.2–33 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in Nos.*1,2&5*holds*	11015 8654 6550	✠100A1 *Shelter dk* *withfreeboard* ~~10,35~~ ~~1,35~~ 2,36 BS1,36 ~~BS11,34~~ ✠LMC2,33 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Osl	*g*†	CL ~~x2,33~~ ~~10,35~~ 2,36	1913 9mo	Cammell Laird&Co.Ld Birkenhead *Lloyd*'*sA&CP*	DenNorske AmerikalinjeA/S *WB*=*CellDBa* 119′*uE*&*B*152′ *f*	511·8 P70′B201′F108′ FK 189′1165*tFPT*149*t*	61·2	29·5	Bergen Norwegian 8*BHCem* *APT*150*t* *DTf*7′225*t*	Q.8Cy.26″,37½″,53″&75″–51″ & 2 LP Turbines with DR gearing & hydraulic couplings 220lb (*r*) 1469NHP 8SB,32*cf*,GS590,HS23000FD CammellLaird&Co.LdBkn	32 ″ 6 s 6 ″ 8½ 26 ″ 0	
21354 226171 KGDV	**Bering** (*ex*Salatiga) *ss*S.Fo.No.3–5,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7663 7160 4155	✠100A1 *Shelter dk* *withfreeboard* 4,36~~4,34~~ BS1,35 ~~BS2,34~~ ✠LMC5,33 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	SFo	*b*†	CL ~~4,32~~ 4,36	1920 6mo A&CP	SunS.B. Co. Chester,Pa. *CellDB*370′	AlaskaPackers Association 1355*t DTa*30′ 874*t*	435·2 F41′*onShelter dk* FK *FPT*132*tAPT*76*t*	57·8	35·2	S.Frncisco Utd.States *ptCem* 3*BHtoShdk* 4 ″ ″ *U* ″	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	38 ″ 0 s10 ″ 2½ 28 ″ 2	
21355 PDBA	**Berkel** *ss*Rot.No.1–35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2130 1904 1273	✠100A1 4,36 ~~3,35~~~~10,35~~ BS~~6,34~~4,36 ✠LMC MS3,35	Rot	*s*	CL ~~3,35~~ 10,35	1930 4mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd*'*sA&CP*	N.V.Maats. “Houtvaart” (Vinke&Co.*Mgrs*.) *Cell DB*	281·5 P22′B64′F22′ FK 244′542*t FPT*	42·7	19·3	Rottrdam Dutch 4*BHCem* 62*tAPT*54*t*	T.3Cy.21″,54½″&57″–36″ 210lb (*s*) 251NHP 2SB,6*cf*,GS106,HS4137 ArnhemscheStoomsleephellingMaatsArnhem	21 ″ 4 s 3 ″ 1½ 18 ″ 3½	
21356 222831 KFIE	**Berkshire** Ⓟ D.F. *Fitted for oil fuel* Sub.Sig. 4*Dks* *Longitudinal framing*	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchnts&Miners Transportation Co.	350·7	52·1	15·2	Baltimore Utd.States *WB*	T.4Cy.24½″,42″&(2)54″–48″ HoovenOwens& 404NHP RentschlerCo.Hamilton,O.		R
21357 220173 KUVG	— (*ex*EasternTempest) D.F. GyC. 2*Dks*	4621 3852 2824			...		1920	Uraga DockCo.Ld. Uraga	BerkshireS.S.Co.	360·1 P21′B91′F35′ FK	51·2	25·9	Boston Utd.States *WB*	T.3Cy.25″,42″&70″–48″ 400NHP UragaDockCo.Ld.	28 ″ 6	R
21358 211149	— Ⓟ Pad 1*Dk*&*Shade dks*	4300 — 2918					1913	NewYork S.B.Co. Camden,N.J.	HudsonRiverNav. Corp.	422·4	50·6	12·9	NewYork Utd.States	1Cy.84″–144″ 651NHP E&B*made*08*fitted*13 W&AFletcherCo.Hoboken		
21359 DOCL	**Berlin** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. Sub.Sig. GyC. 4*Dks*	15286 9732 8988					1925	Bremer Vulkan Vegesack	Norddeutscher Lloyd	549·3 B272′	69·2	34·8	Bremen German *WB*	T.8Cy.(2)34¼″(2)56$\frac{5}{16}$″&(4) 65⅝″–59$\frac{1}{16}$″ 1317NHP BremerVulkan,Vegesack		G
21360	— TwinSc *OilEng.*	561 — 301					1928	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	228·3	36·1	10·8	Bns.Ayres Argentine	Oil Engines Soc.Anon.Ansaldo,Genoa		
21361 DAOE	— Ⓟ Wireless 1*Dk*	468 384 189					1906	Nüscke& Co. Stettin	Swinemünder Dampfschiffahrts Act.Ges.	184·0 B34′H-F17′	26·4	12·3	Swnemnde German *WB*	T.3Cy.17″,26″&43″–28″ 98NHP Schiffs.Uebigau,Dresden		G
21362 131533 VJFP	**Bermagui** TwinSc *Mchy.Aft* 1*Dk*	402 306 150			...		1912	AilsaS.B. Co.Ld. Troon	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr*.)	144·0 F27′ FK	32·1	8·2	SydnyNSW British *WB*	C.4Cy.13″&26″–16″ 56RHP AilsaS.B.Co.Ld.Troon	9 ″ 0	
21363	**Bermejo** (*ex*DoloresBarte) Pad	390 — 156					1905	.... Argentina	Cia.Argentina de Nav.Mihanovich, Ltda.	150·5	22·2	7·7	Bns.Ayres Argentine	2Cy. NB22		
21364	**Bermeo** (*ex*PepeCaragol, *ex*Palestro) 1*Dk*	321 233 150	✠ 11,23 ✠	Bos			1918 10mo	Canadian Car&F'ndry Co.Ld. Fort William,Ont.	JoseW.Leira y Garcia	135·6 Q74′F27′ BK7″ *FPT*3*t*	22·6	12·7	Nuevitas Cuban *BHCem* *APT*2*t*	T.3Cy.13″,22″&36″–24″ 95NHP 1SB,2*cf*,GS37,HS1451 FD NordbergManfg.Co. Milwaukee	13 ″ 3	
21365 LOFH	**Berna** Ⓟ PadK 1*Dk*&*Promenade dk*	1819 — 1222			...		1911	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	265·2 FK	37·1	10·4	Bns.Ayres Argentine	T.3Cy.21½″,35″&54″–66″ 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21366 FOAL	**Bernardin de Saint Pierre** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* GyC. D.F. 4*Dks*	10086 — 5616					1925	J.C.TecklenborgA.G Wesermünde-G.	Soc.desServices Contractuels des Messageries Maritimes	455·8	60·8	41·0	Marseilles French *WB*	2 DR geared Steam Turbines J.C.TecklenborgA.G. Wsm.		V
21367 DHCF	**Bernhard** 1*Dk*&*Web frames*	592 480 367					1890	H.Koch Lübeck	MathiesReed,A.G.	175·0 B43'F31'	26·2	12·6	Hamburg German *WB*	C.2Cy.21⅓"&40¼"-27½" NB09 71NHP J.W.Klawitter,Danzig		G
21368 DHCG	**Bernhard Blumenfeld** (*ex*Dalewood) *ss*Ham.No.3-4,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2879 2284 1653	✠100A1 ~~4,30~~10,35 ~~BS4,35~~ ✠LMC2,35 3,36	Ham	*l*	OG 3,33	1921 8mo *Lloyd*	Eltringham's,Ld. Willington Quay '*sA&CP* *CellD*	Bd.Blumenfeld Kom.Ges.aufAkt. *Intermediate* *BH in fore* *Ba*59'*u E*23' *f*122' *DT in N*	304·8 *Pon*Q21'Q125'B54' F25' FK *hold dispensed with* 604*t DTa* 41' 319*t* *o.1 hold* 52*t FPT*64*t*	44·1	20·5	Hamburg German *Cem* 4*BH only* *APT*116*t*	T.3Cy.23",38"&62"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS120,HS4690 Eltringham's,Ld. WillingtonQuay	23 ″ 0	
21369 6310 SIWA	**Bernicia** *ss*Mmo.No.3-5,33 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*2142* *1971* 1277	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~~~12,33~~ 3,36 BS7,35 MS5,33 ✠LMC ~~MBS5,34 7,35 DBS10,34~~ *Fitted for oil*	Got ~~Dnz~~ *fuel*7,2	*r* 0	OG ~~5,33~~ 3,36 *F.P. a*	1920 5mo *bove* 1	Oskrshmns M.V.Aktieb. Oskarshamn A&CP 50° F.	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*229' 4	274·0 FK *Collision* 51*t FPT*34*t APT*36*t*	40·9	23·5	Gothenbrg Swedish *Cem* *BH to Sh dk* 3*BH to U* „	T.3Cy.19",31½"&51½"-33" 185lb *100lb* (*s*) 226NHP 2SB,6*cf*,GS75,HS3442 FD OskarshamnsM.V.Aktieb.	26 ″ 0 s 6 ″ 8 19 ″ 5¾	
21370 PDBD	**Bernisse** 1*Dk*	951 773 478					1915	Maats. Fyenoord Rotterdam	P.A.vanEs&Co.	222·0 P&B170'F33'	34·4	15·0	Rottrdam Dutch *WB*	T.3Cy.17½",29"&46"-39" 132NHP Maats.Fyenoord,Rot.		G
21371 PKOS	**Berouw** *Mchy.Aft* 1*Dk*	756 526 322					1919	NV.Schps.&Machfab. deKlop Sliedrecht	Koninkl.Paketv. Maats.	183·8 Q103'B11'F20'	29·0	14·4	Batavia Dutch *WB*	T.3Cy.14",22"&36"-23⅜" 63NHP N.V.deKlop,Sliedrecht		V
21372 146599 MLPC	**Berriedale** (*ex*Almascos-32, *ex*RoyalRegis) *ss*Shl.No.3-1,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	614 384 270	✠100A1 10,35~~1,35~~ BS5,36 ✠LMC1,35	Shl	*h*	CL 1,35	1922 7mo *Lloyd*	JChambers Ld. Lowestoft '*sA&CP*	G.Couper&Co.Ld. *CellDB*99'1	168·0 Q108'F24' FK 38*t FPT*45*t APT*30*t*	26·5	10·4	London British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 92RHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7½ s 4 ″ 2 12 ″ 7¼	
21373 118183 MCKB	**Berryden** (*ex*Thrift) *ss*Abn.2ndNo.3-7,28 *Well deck* *ss*Abn.No.1-32 *Cargo battens not fitted* 1*Dk*(*Stl*)	506 373 209	✠100A1 ~~7,25~~ ~~5,31~~ 2,36 BS3,35 ✠LMC8,32	Abn	*h*	CL ~~8,32~~ 7,35	1904 1mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen '*sA&CP*	R.Taylor&Sons,Ld *CellDB*	168·6 Q79'B18'F23' BK7" *a*25' *f*74' 134*t FPT*	26·1	10·5	Dundee British 4*BHCem* 39*t APT*8*t*	T.3Cy.14½",23½"&38"-30"(*r*) 180lb 93RHP 1SB,3*cf*,GS51,HS1535 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s ″11¾ 13 ″ 3¾	
21374 141676 VGCR	**Berryton** (*ex*B.F.Berry) *Mchy.Aft* GyC. 1*Dk*	6221 5813 5023					1908	American S.B.Co. Lorain	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	480·0	52·0	25·6	Toronto British *WB*	T.3Cy.22½",36"&60"-42" 233NHP American S.B.Co.Clevelnd.		R
21375 3643 PJAL	**Berta** TwinSc *ss*Cco.No 2-35 ~~*ss*Cco.No.1-31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2611* *1716* *1131*	✠100A1 ~~8,05~~7,34 2,36 ~~BS7,34~~ ✠LMC~~5,31~~ *CarryingPetr* *Fitted for oil*	Cco 8,35 *oleum* *fuel*7,	*t* *in* 27	CL P8,35 S7,34 *bulk* *F.P. a*	1927 7mo *Lloyd* *bove* 1	Harland&Wolff,Ld. Belfast '*sA&CP* 50° F.	Curacaosche Sheepv.Maats.	305·0 P87'F42' *Trunk dk*176' FK *FPT*84*t APT*92*t*	50·2	15·0	Willmstad Dutch 11*BHptCem* *ptAsp*	T.6Cy.13½",23½"&36"-27"(*s*) 180lb 238NHP 2SB,4*cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 6¾ 13 ″ 7¼	
21376 4604 SDJO	**Bertha** (*ex*Ostanvik-32,*ex*Ragnar) *ss*Skm.2nd.No.3-6,32 *Well deck* (1*DkStl*)&*deep framing* *Cargo battens not fitted*	*1216* *966* *671*	✠100A1 ~~7,25~~ ~~7,34~~4,36 ~~Oso~~ BS~~7,34~~ ✠LMC6,32 5,35	Hbg	*o*	OG ~~6,32~~ 7,35	1906 5mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	RederiA/BMagnus Stenbock(E. Påhlsson,*Mgr.*) *CellDBa*69'*uE*	232·7 236·0 P14'Q74'B62'F24' FK &*B*33'*f*94'371*t FPT*	35·5	14·1	Hlsngborg Swedish 4*BHCem* 57*t APT*19*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 2½ 15 ″ 5	
21377 OYAO	— 1*Dk*	766 605 451					1915	Nüscke&Co.A.G. Stettin	Dampsk.-A/S Progress(M. Nielsen&Sön, *Mgrs.*)	202·4 B49'Q69'F25'	30·4	12·5	Copnhagn Danish *WB*	T.3Cy.14⅓",21⅝"&35⅞"-23⅝" 63NHP Christiansen&Meyer,Harburg		G
21378 119725 MCJL	— *Mchy.Aft* 2*Dks*	487 379 195					1905	GourlayBros.&Co. (Dundee),Ld. Dundee	MetalIndustries, Ld.(T.McKenzie, *Mgr.*)	175·3 Q&B82'F26'	28·1	12·4	S'thamptn British *WB*	T.3Cy.16",26"&43"-33" 93RHP GourlayBros.&Co. (Dundee),Ld.Dundee		
21379 93207 KJDJ	**Bertie M. Hanlon** Wood (*ex*Marshfield) *Mchy.Aft* 1*Dk*	409 — 257					1901	PacificS.B.Co. Marshfield Or	E.H.Stahlbaum	148·0	33·0	10·5	S.Frncisco Utd.States	C.2Cy.13½'&26"-20" 25NHP FultonCrowIronWorks		
21380 4136 SDIW	**Bertil** (*ex*Rogn,*ex*Borna,*ex*Material, *ex*Sune) *Mchy.Aft* 1*Dk*&*deep framing*	*941* *741* *495*				...	1903	GooleS.B.&Repairing Co.Ld. Goole	C.O.Malmström (A/B Hillerström& Co.*Mgrs.*)	197·2 P63'F20' FK *H*28*t*	32·2	13·8	Malmö Swedish *WB*	T.3Cy.15",25"&41"-27" 104NHP G.T.Grey,SouthShields	16 ″ 1	N †
21381 DHCH	**Bertram Rickmers** Sub.Sig. 2*Dks*	4188 3800 2546					1923	Nordd. Werft m.b.H. Wesermünde-G.	Rickmers RhedereiA.G.	367·8 P45'B120'F44'	49·7	26·1	Hamburg German *WB*	T.3Cy.24",39¾"&66⅛"-47¼" 300NHP BremerVulkan,Vegesack		G
21382 218668 KINR	**Berury** (*ex*Olen) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4924 4445 3096					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates ShippingBoard Bureau	379·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&ConstCorpn. Tacoma,Wash.		R
21383 36627	**Berville** (*ex*Bucheron) TwinSc *Mchy.Aft* 1*Dk*	968 — 552					1920	Ch.&Atel. delaGironde Bordeaux	Panamerican Transprtn.Co.	219·4 P75'F29'	34·2	12·3	Bns.Ayres Argentine *WB*	T.6Cy.12",19½"&31½"-16½" 80NHP Atel.&Ch. delaLoire,St.Denis		
21384 133085 GNZL	**Berwickshire** (*ex*ClanMacarthur) *Ref.Mchy.* D.F. 2*Dks*&*Shelter dk*	7464 5341 4622					1912	Armstrong Whitworth &Co.Ld. Newcastle	ScottishShireLine.Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	450·1	57·1	26·8	Glasgow British *WB*	T.3Cy.31½",52"&86"-60" &1LPTurbine 841NHP WllsndSlpwy.Co.Ld.Nwc.		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21385 228674 WKDC	**Berwindglen** *Mchy.Aft* D.F. 1*Dk*	4411 — 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5 P97'B11'F30'	50·1	28·3	NewYork Utd.States *WB*	T.3Cy.22",41½"&72"–48" 358NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
Wrecked 10,35 21386 161108 GTFW	**Berwindlea** *ss*Fal.No.1–35 *Cargo battens not fitted* *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed Topside Tanks* *Longitudinal framing in Topside Tanks*	5276 4553 2960	✠~~100A1~~ 7,35 ~~11,31~~ ~~BS7,35~~	NNs Fal ✠~~LMC8,29~~ ~~MS8,34~~	y	CL 7,35	1929 8mo *Lloyd*'sA&CP	Blythsw'd S.B.Co.Ld. Glasgow	BerwindmoorS.S. Co.Ld. *CellDB*337'1088*t* *Topside tanks*	391·1 P104'F31' FK 228' 728*t* *FPT*223*t*	52·2	28·5	Liverpool British 6*BHptCem* *APT*107*t*	T.3Cy.23½",39"&65"–48" (*s*) 200lb *170lb* 414NHP 2SB,6*cf*, HS5940 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 ~~s6 ″ 8½~~ ~~24 ″ 7¼~~ s6 ″ 6½ 24 ″ 7½	
21387 228882 WKDY	**Berwindvale** *Mchy.Aft* D.F. 1*Dk*	4411 3617 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5 P97'B11'F30'	50·1	28·3	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft BethlehemSBCor.Ld(Fore RiverPlant)Quincy,Mass.		R
Wrecked 8,36 21388 LCOK	**Beryl** (*ex*Toare–33,*ex*Baltique, *ex*Rörvö) 1*Dk*	1130 991 678					1916	A/S Moss Værft Moss	SkibsA/S Toare (Westergaard& Co.*Mgrs.*)	226·3 P10'B51'F27'	36·6	15·7	Oslo Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP A/S MossVærft,Moss	16 ″ 8	N
21389 147932 MNBZ	— 3Mst *ss*Ayr.No.3–1,36 ~~*ss*Trn.No.2–33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	568 391 236	✠100A1 1,36 ~~12,33~~ ~~BS1,36~~	Trn Ayr ✠LMC~~12,33~~ 1,36	h	CL ~~11,32~~ 12,35	1924 11mo *Lloyd*'sA&CP	AilsaS.B. Co.Ld. Troon	Wm.Robertson	165·2 Q94'B9'F27' BK7" *FPT*60*t*	26·6	11·3	Glasgow British 3*BHCem* *APT*6*t*	T.3Cy.13½",21"&35"–26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s4 ″ 0½ 12 ″ 10	
21390 OYGW	**Bes** (*ex*Spedit–35,*ex*Solfrid–34, *ex*Engelsberg) *Mchy.Aft* 1*Dk*	542 400 294					1917	Göteborgs NyaVerk. Gothenberg	Dampskslsk. "Bes" A/S(Oluf Svendsen)	167·0 P49'F23'H49*t*	27·3	11·1	Copnhagn Danish *WB*	T.3Cy.13⅝",22¼"&37⅞"–23⅝" 68NHP GöteborgsNyaVerk.Got.		V
21391 LETA	**Bessa** *ss*Cpn.No.3–3,29 *ss*Osl.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	7815 7422 5847	✠100A1 *Shelter dk* *with freeboard* ~~6,35~~ ~~12,33~~ 1,36 ~~BS1,35~~ *Fitted for oil fuel* 4,17 *F.P above* 150° F.	Osl BS1,36 ✠LMC12,33	a†	CL ~~12,33~~ ~~6,35~~ 1,36	1917 4mo A&CP	UnionIron WorksCo Alameda,Cal.	Wilh.Wilhelmsen	410·9 FK *CellDB*355'1213*t*	56·2	38·4	Tönsberg Norwegian 7*BHptAsp* *DTa*30'228*t*	T.3Cy.27",47"&78"–48" (*s*) 220lb 600NHP 3SB,9*cf*,GS165,HS8265 FD UnionIronWorksCo.S.Fo. *FPT*80*t*	41 ″ 0 s10 ″ 8½ 30 ″ 6	
21392 DOIE	**Bessel** (*ex*Sorrento) *CruiserStern* *OilEng.* D.F. 1*Dk*&*Shelter dk*	1878 1499 915					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7 P&B231'F35'	41·7	16·5	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.22 1/16"–39⅜" 282NHP A.G."Weser,"Bremen		G
21393 218155 KIGT	**Bessemer** *OilEng.* *Mchy.Aft* GyC. 2*Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	4762 4449 2927			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	TheAtlantic RefiningCo.	364·9 B34'F31'P95' FK	51·0	29·5	Phildlphia Utd.States *WB*	OilEngines connected to Elec.Motor&Sc.Shaft. 4S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-RandCo.N.Yk.	31 ″ 3	R †
21394 221032 KDOF	**Bessemer City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5082 3450					1920	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	441·7 P58'B&F350'	56·0	30·0	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft FederalS.B.Co.,Kearny N.J.		R
21395 LDAA	**Bessheim** Ⓟ 2*Dks*	1774 1538 1031					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	256·0 F33*t*H194*t*	36·1	22·8	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
21396 LEZV	**Bestik** (*ex*Bestik 2–35,*ex*Annik–33) *ss*Hav.No.3–11,32 1*Dk*(*Stl*)	2684 2394 1568	✠100A1 10,35 ~~12,34~~ ~~BS6,34~~ 7,35	Osl ✠LMC11,32	t	CL ~~12,34~~ 10,35	1920 4mo *Lloyd*'sA&CP	C.Hill& Sons Bristol	Skibs.A/S Manitowoc(K.Th.Einersen,*Mgr.*) *CellD*	310·8 P28'B87'F32' FK *B*265' 622*t* *FPT*90*t*	44·3	21·6	Oslo Norwegian 5*BHptCem* *APT*90*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 242NHP 2SB,6*cf*,GS111,HS4246 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 10 s3 ″ 10 20 ″ 2½	
21397 LEGA	**Bestum** (*ex*Hessa–34) 1*Dk*	2215 1989 1316			...		1919	Dominion S.B.Co.Ld. Toronto	Skibs.A/S Gröm (K.Th.Einersen, *Mgr.*)	251·6 P25'B64'F20' FK	43·9	22·3	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	N †
21398 215758 WEDB	**Beta** (*ex*Hisko) *Fitted for oil fuel* 1*Dk* *Mchy.Aft* *Fitted with cylindrical tanks for carrying petroleum*	5665 4550 3516			...		1917	Chester S.B.Co.Ld. Chester,Pa.	BetaTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	400·8 P99'B27'F50' FK	54·3	31·4	Wilmington Del. Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 628NHP WestinghouseMachineCo. EastPittsburg	32 ″ 9	R †
21399	— **Iron** (*ex*Rigel,*ex*Fez,*ex*QuebrachoArgentino, *ex*Rio) 1*Dk*	519 415 301					1889	O.A.Brodin Gefle	A/B Nordsjöfrakt O/Y	181·5 Q58'B32'F18'	27·1	10·9	Helsingfrs Finnish *WB*	C.2Cy.18"&32"–22" NB11 40NHP J&C.G.BolindersM.V.A/B		
21400 98920	— **IronTwinScSp** *Mchy.Aft* 1*Dk*	393 382 176					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5	30·4	10·7	Manchestr British	Q.8Cy.9",12",16"&25"–21½" NB05 96RHP Fleming&Ferguson,Psy.		
21400*	— *OilEng.* 1*Dk*	333 237 198					1935	N.V.Noord NederIndsch. Schpswerven Groningen	J.Tonkkes	133·2	22·9	9·5	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.10 13/16"–15¾" 68NHP MtrnWerkeMannheim AG		
21401 LITA	**Betancuria** **TwinSc** *OilEng.* *CruiserStern* 2*Dks*	2696 1998 1302					1933	A/S Akers Mek.Værks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	343·6 P96*t*H400*t*F23*t*	48·7	18·8	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 808NHP A/SAkersMek.Værks.Oslo		N
21402 LDPH	**Beth** *ss*Stv No.1–34 *OilEng.* D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	6852 5985 3960	✠100A1 11,35 DBS11,35 *CarryingPetroleum in bulk*	Rot ✠LMC	a† CS11,35 11,35	CL 9,33	1930 9mo *Lloyd*'sA&CP	W Doxford &Sons,Ld. Sunderland	A/S Bill(L.Gill-Johannessen*Mgr.*) *CellDBuE*35'157*t*	416·2 P94'B32'F40' *Trunk in wells* FK *DTf* 35'538*t* *FPT*151*t*	58·0	32·8	Oslo Norwegian 11*BHptCem* *APT*276*t*	Oil Engines 2.S.C.SA 4Cy.22 1/16"–85" 2DB*150lb* 598NHP W.Doxford&Sons,Ld.Sld.	33 ″ 0	
21403 215153 WCDR	**Bethlehem** (*ex*Midvale) D.F. *Mchy.Aft* 1*Dk*	8271 — 6564					1917	Gt.Lakes Eng.Works Ashtabula,O.	Bethlehem Transptn.Corp.	580·0	60·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"–42" Great 274NHP LakesEng.Works,Detroit		R
21404 221913 KDWW	**Bethore** **TwinSc** *Fitted for oil fuel* 1*Dk* *Mchy.Aft* *Longitudinal framing*	8257 — 4198					1922	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·7	NewYork Utd.States *WB*	T.6Cy.25",41"&68"–48" 641NHP BethlehemS.B.Corp. Sparrow'sPt.Md.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21405 EECW	**Bétis** (*ex*NuevoValencia) **Iron** *2Dks&Awng dk*	1011 674 737	✠ 5,79	Nwc	*n*		1879 4mo	A.Leslie& Co. Newcastle	JoséMorey	210·6 *WB=DBa44'&uE*	29·6	15·0 22·3 FK	Valencia Spanish 5*BHCem* *&B38'FPT*	C.2Cy.28"&54"-33" NB96 140NHP Black,Hawthorn&Co.Nwc		
21406 TUNB	**Betsiboka** (*ex*Sarron,*ex*Meknès, *ex*Guazú) *1Dk(Stl)* *Mchy.Aft*	413 312 156	✠ 7,11 ✠	Dun			1907 2mo	DundeeSB Co.Ld. Dundee	Cie.Côtière de Madagascar	165·5 F27' *Shade dk*80'	27·4	9·4 FK *FPT*20*t*	Majunga French 3*BHCem*	T.3Cy.13",21"&34"-24" 76NHP 1SB,3*pf*,GS43,HS1377 G.T.Grey,SouthShields	10 " 0	
21407 219637 KUBG	**Betterton** D.F. *Fitted for oil fuel* *2Dks&Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	7198 6593 4382			...		1920	Baltimore D.D&S.B.Co. Baltimore, Md.	AssociatedOilCo.	431·0 P105'B37'F39'	59·2	31·4 FK	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" NE25 536NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.	33 " 3	R †
21408 LCEQ	**Betty** (*ex*Hundvaagö,*ex*Kahei Maru) *1Dk*	2439 2239 1456					1919	Yoshiura ShipbldngYd Yoshiura	D/S A/S Betty (EilertLund)	290·1 P42*t*H65*t*F38*t*	41·0	22·7	Bergen Norwegian *WB*	T.3Cy.19½",32"&55"-36" 181NHP TakaoIronWorks,Kobe		N
21409 217095 WODN	— (*ex*BettyWeems, *ss*Bal.No.3-6,24 *ex*LakeAgomak) *ss*Bal.No.2-32 *Ref.Mchy.* *1Dk(Stl)2nd dk (Stl)in holds*	2339 1976 1420	✠100A1 ~~8,35~~~~11,34~~ 9,35 BS~~6,35~~3,36 ✠LMC MS4.32 ~~BS6,34~~ ✠Lloyd'sRMC~~11,34~~ 3,36~~11,35~~ for temp. 38° F.	Bal	*r*	CL 11,34	1918 10mo	Superior S.B.Co. Superior,Wis A&CP	A.H.BullS.S.Co. .Inc.(A.H.Bull &Co.Inc.*Mgrs.*) *Ce*	251·0 P25'B64'F20' *llDB*208'539*t FPT*	43·7	22·2 FK	Baltimore Utd.States 4*BHCem* 68*tAPT*77*t*	T.3Cy.19",32"&~~56~~"-36" (*s*) 180lb 56$\frac{3}{16}$" 330NHP 2SB,6*cf*,GS115,HS5467 FD NordbergMfg.Co.Milwkee	24 " 4	
21410 OZWE	— *Ref.Mchy.* Wireless D.F. *1Dk*	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2 P16'Q71'B107'F36'	39·2	15·4	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"- 31½" HS2350 164NHP A Borsig,Berlin-Tegel		G
21411 OHFL	**Betty H** (*ex*Kirktown,*ex*Broomfield) *ss*Cff.2ndNo.3-9,29 *ss*Cpn.No.1-34 *1Dk(Irn)&Web frames* *Cargo battens not fitted*	2478 — 1391	✠100A1 7,35 ~~2,34~~ ✠LMC2,34 BS~~2,35~~ 4,36	Cpn Els	*t*	~~2,34~~ 7,35	1902 5mo *Lloyd*	T Turnbull &Son Whitby '*sA&CP*	PorinLaiva O/Y (WernerHacklin, *Mgr.*)	301·7 P29'B84'F33' *DBa94'uE24'f118'*	44·0	21·8 FK	Björnebrg Finnish 6*BHCem* 626*tAPT*62*t*	T.3Cy22½",36½"&60"-39"(*s*) 160lb 224NHP 2SB,6*cf*,GS97,HS3350 Blair&Co.Ld.Stockton	23 " 0 s 3 " 6¼ 19 " 8	
21412 OXEB	**Betty Mærsk** D.F. *1Dk*	2357 2028 1423					1922	Odense Staalskibsvft Odense	Dampskibselsk af 1912 (A.P.Möller, Copenhagen,*Mgr*)	299·8 P20'B92'F34'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.21¼",33⅞"&55⅛"-39⅜" 190NHP BörsigA.Werke,Tegel		V
21413 HPBF	**Beulah** (*ex*Heiren) **TwinSc5Mst** *OilEng.* *Mchy.Aft* Wireless *ss*L.An.No.3-10,33 *1Dk(Stl)2trB*	1389 1216 1042	✠100A1 5,35~~5,34~~ DBS~~10,33~~ ✠LMC10,33 5,35	SFo		OG 10,33	1923 3mo	Randolph A/S Skibs. Fevig A&CP *Intermedi*	Carriso,Inc. (FloodBros.*Mgrs*) *ate 'tween dkBHin* *MT27'350tD*	232·6 P35'F34' *hold dispensed with* *Tf27'350tAPT30t*	37·7	20·4 BK8½"	Panama P'namanian *Cem* 2*BHto U dk* 4 „ „2*nd* „	Oil Engines 2S.C.SA 8Cy.15"-16⅛" DB14*fitted*32150*lb* 137NHP J&CGBolindersCo.Ld.Skm	22 " 0	
21414 PDBR	**Beursplein** *2Dks*	4368 4096 2780					1920	Deutsche Werft.Akt. Ges. Hamburg	NV.ScheepvMaats Millingen(G.A. Spliethoff,*Mgr.*)	389·9 P37'B111'F49'	50·1	26·9	Rotterdam Dutch *WB*	T.3Cy.27$\frac{3}{10}$",43$\frac{3}{10}$"&69$\frac{7}{10}$"- 47⅕" 345NHP OttensenerMaschf.Altona		G
21415 PDBW	**Beverwijk** (*ex*Terschelling) D.F. Sub.Sig. *1Dk*	2948 2744 1847					1909	Bonn& Mees Rotterdam	N.V.StoomvMaats S.S."Brunswijk" (Erhardt& Dekkers,*Mgrs.*)	327·0	47·3	21·8	Rotterdam Dutch *WB*	T.3Cy.23½",38"&64"-42" 265NHP Maats.deSchelde,Flushing		V
21416	**Bhadana** (*ex*Lighter) *Mchy.Aft*	320 — 219					1908	HongKong &Whampoa DockCo.Ld. HongKong	SavadSukhum Banij	134·6	26·0	13·0	Bangkok Siamese	C.2Cy.12"&24"-16" 19NHP		
21417 156048 VTCG	**Bhadravati** Ⓟ *1Dk&Shelter dk* (*Stl*-teak s)	1307 946 553	✠100A1 *Shelter dk* *withfreeboard* 9,35~~10,34~~ ✠LMC9,32 *Fitted for oil*	Bom *fuel*9,32	*p*	CL 10,34 *F.P.:a*	1932 9mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Glasgow '*sA&CP* 50°F.	BombaySteam NavigationCo.Ld. *CellDBuE*25'50*t*	230·8 F34' *FPT*55*tAPT*62*t*	38·6	14·8 FK	Bombay British 5*BHCem* (2 „ *to Sh dk* 3 „ „ *U* „)	T.3Cy.17",29"&48"-33" (*s*) 200lb 269NHP 2SB,6*cf*,GS131,HS4546 FD Harland&Wolff,Ld.Bel.	16 " 0 s " 4¼ 16 " 1	
21418 124249 GRLS	**Bhamo** Ⓟ D.F. *2Dks* *Fitted for oil fuel*	5366 4580 3401					1908	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson& Co.*Mgrs.*)	411·2 P37'B136'F48'	52·2	28·1	Glasgow British *WB*	T.3Cy.28½",46½"&76"-54" 424NHP Denny&Co.Dumbarton		C BT till ~~11,35~~ 10,36
21419 312 HSAN	**Bhanurangsi** **TwinSc** *OilEng.* *ss*Bgk.No.1-31 *1Dk(Stl)&Shadedk(Teak)*	686 504 410	✠100A1 *withfreeboard* 4,35~~12,34~~ ✠LMC9,31 *For Coasting* *MalayPenins*	Bgk *Servi* *ula &S*	*l* *ce-* *um*	CL 7,34 *Gulf o* *atra*	1927 5mo *Lloyd* *fSiam*	A/S Naks- kovSkibsvft. Nakskov '*sA&CP*	SiamSteamNav. Co. *CellDBuE*	199·9 *27'f38'112tFPT42t*	32·5	9·7 FK	Bangkok Siamese 4*BHptCem* *APT*32*t*	Oil Engines 4S.C.SA 12Cy.13"-23⅝" 196NHP Akt.Burmeistr&Wain,Cpn	11"10 s 2 " 2 9 " 8	
21420 161203 GSYL	**Bhutan** *Fitted for oil fuel* *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*	6104 5496 2912	✠ 4,32 ✠ ✠Lloyd'sRMC~~12,34~~~~5,35~~ 2,36~~10,35~~	Rot		CL	1929 3mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld. *Cell*	436·0 F34' *B368'1276tFPT68t*	57·6	29·6 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „) *APT*54*t*	Q4Cy30½",44",63½"&91"-60" LPTurbinewithDRgear- ing&hydrauliccoupling 1245NHP 5SB,15*cf*,GS HS15050 Harland&Wolff,Ld.Gls.	32 " 3	
21421 143285 GQDC	**Biafra** *ss*Bkn.No.3-9,34 *2Dks(Stl)*	5405 4782 3298	✠100A1 8,35~~9,34~~ ✠LMC9,34 BS11,35	Bkn Liv	*y*	CL 9,34	1919 6mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP*	ElderDempster Lines,Ld. *CellDB*	400·4 P50'B113'F39' 340'1051*tFPT*128*t*	52·3	28·5 FK	Liverpool British 7*BHptCem* *APT*220*t*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 " 0 s 6 " 0 25 " 3	
21422 LCER	**Bianca** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* *1Dk* *Cruiser Stern*	5688 5056 3340					1926	A.B.Göta- verken Gothenburg	RederiA/S Mascot (Arth.H.Mathie- sen,*Mgr.*)	380·7 P228*t*F72*t*H333*t*	55·2	32·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP A.B.Götaverken,Got.		N

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	
21423 DHGA	**Bianca** (*ex*Elbe-32,*ex*Bianca) 1*Dk*	1375 1149 737					1921	Hamburg ElbeSchiffsw. Hamburg	A.Kirsten	244·5|36·2|15·7 P&B186'F31'	Hamburg German *WB*	T3Cy17¾",28$\frac{1}{16}$"&47$\frac{3}{16}$"-31½" 125NHP GuteHoffnungshütte,Oberhausen		G
21424 138809 GPBT	**Biarritz** Ⓟ TwinSc 3*Dks*&*Awng dk*&*StrB* *CruiserStern*	2388 1424 936					1915	W.Denny &Bros. Dumbarton	SouthernRailway	341·2|42·1|24·0	London British *WB*	4SteamTurbinesSR geared to 2ScShafts Denny&Co.Dumbarton		
21425 LCES	— Ⓟ 4Mst 1*Dk*	1752 1263 1016					1922	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·7|39·7|16·9 P33'B83'F29'	Oslo Norwegian *WB*	T.3Cy 19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
21426 220716 KDHJ	**Bibbo** Now "Delmar," see No. 37765 in Supplement *Fitted for oil fuel* 2*Dks*	5107 4598 3115					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd. States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21427 161323 GMCJ	**Bibury** ssBry.No.1-34 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	4616 4378 2898	✠100A1 *withfreeboard* 12,30~~2,35~~ BS~~7,34~~ 12,35	Cff Rot ✠LMC MS10,34	*a*†	CL 7,34	1929 11mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	AlexanderShppng. Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDB*352'1150*t DTa*30'1150*t*	408·0|55·0|25·9 F38' FK (*CollBHtoShltr dk*,5*BHto2nd dk*) *APT*115*t*	London British 6*BHCem*	T.3Cy.25",42"&70"-48" (*s*) 200lb HS7320 489NHP 2SBFD&1AuxSB,8*cf*GS150 Rankin&BlackmoreLd. Grk.	28 ″ 5 s3 ″ 6½ 25 ″ 1½	
21428 814 IKWA	**Bice** (*ex*AntonioPadre) AuxBk *OilEng.* ssGen.No.3-7,14 ssGen.No.1-19 1*Dk*2*trB* (*See Sailing Ship Register*)	1459 1317 1098	✠ 3,24 ✠DB9,02	Gen	*s*		1902 9mo	N.Odero fùA. SestriPnente	~~PietroRessetti~~ PietroCanale	233·8|37·5|19·1 P65'F21' BK9"	Genoa Italian 2*BHCem*	Oil Engines 4S.C.SA 6Cy.15"-21¼" 131NHP NE*fitted*19 OfficineInsobri,Milan	22 ″ 1	I †
21429 KZAC	**Bicol** (*ex*Borongan) Wireless 1*Dk*	*368* *282* *185*					1901	Lobnitz& Co.Ld. Renfrew	ManilaRailroadCo.	150·2|26·0|9·5	Manila Utd. States	C.2Cy.27"&56"-46" 177NHP Lobnitz&Co.Ld.Renfrew		
21430 TSJZ	**Bidassoa** 1*Dk*	558 513 325					1901	Lobnitz& Co.Ld. Renfrew	Worms&Cie.	170·5|27·2|14·1 B40'F21'	Havre French *WB*	C.2Cy.15"&35"-24" 50NHP Lobnitz&Co.Ld.Renfrew		V
21431 220637 KESQ	**Bidwell** *OilEng.* ssPhl.No.3-6,32 *Mchy.Aft* 2*Dks*(*Stl*)& *web frames* GyC. *Longitudinal framing*	6837 6269 4185	100A1 ~~0,30~~~~12,34~~4,36 ✠NE23 ~~DBS6,34~~ *CarryingPetroleum in bulk*	Phl DBS6,35 ✠LMC6,32 ✠LMC(M)5,34	*b*†	CL N12,34	1920	Baltimore D.D.&S.B.Co Baltimore, Md. AP	SunOilCo. *CellDBuE&B*54'548*t* *DTf*40'456*t*	431·0|59·2|33·3 P105'B36'F38' FK *FPT*232*tAPT*102*t*	Philadlphia Utd. States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.22$\frac{3}{16}$"-91¼" DB200lb 640NHP SunSB.&DD.Co.ChesterPa	33 ″ 4	
21432 142625 GPSZ	**Biela** (*ex*WarMastiff) ssLiv.No.1-34 ssLiv.No.3-2,31 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5298 4853 3218	✠100A1 11,34 BS~~3,34~~6,35	Liv ✠LMC MS11,34	*y*	CL 11,34	1918 9mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	Lamport&Holt Line,Ld. *CellDB*	400·3|52·4|28·5 P49'B113'F40' FK 340'1067*t FPT*135*t*	Liverpool British 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLd Sld	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
21433 135140 MDTX	**Bienvenido** ssJck.No.2-21 1*Dk*(*Stl*)&*Shade dk*	944 732 482	✠ 8,25	Jck ✠	*m*		1912 9mo	A.Vuijk& Zonen Capelle a/d Ysel	WelcomeS.S.Co. Ld. *CellDB*	210·3|32·1|14·9 FK *a*51'*uE*13'*f*92'215*t*	London British 4*BHCem*	T.3Cy.17½",28½"&47"-30" NB27 144NHP 2SB,4*pf*,GS69,HS2406 G.T.Grey,SouthShields	17 ″ 0	
21434 7913 SDGT	**Bifrost** (*ex*Rotha-33) ssGot.No.3-8,23 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1329* *991*	✠100A1 4,36~~4,35~~ BS~~6,34~~ 8,35	Got ✠LMC7,33	*q*	CL ~~4,35~~ 4,36	1923 1mo	WoodSkinner&Co.Ld Newcastle *Lloyd*'*sA&CP*	RederiA/B Bifrost (J.R.Trapp) *CellDBa*77'*uE*18'*f*102'448*tFPT*92*t*	258·5|37·7|16·3 260·5 FK Q153'BonQ52'F29'	Gothenbrg Swedish 4*BHCem* *APT*150*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s5 ″ 7 17 ″ 2	
21435 4163 JDQB	**Bifuku Maru** Ⓟ (*ex*KosaiMaru) ssYka.No.2-07 2*Dks*&*Spar dk*(*Stl*-*teak s*)	2558 2446 1332	✠ 2,07	Yka ✠	*t*		1899 4mo	Lobnitz& Co.Ld. Renfrew	NipponGodoKosen K.K. *CellDBa*90'*uE*&	312·0|39·2|18·7 B8' 26·2 BK10" B90'*f*88'468*t FPT*	Tokio Japanese 5*BHCem* 20*tAPT*14*t*	T.3Cy.25$\frac{5}{32}$",42"&67"-48" 377NHP 2DB,6*cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
21436 136612 MLCT	Broken up **Big Ben H.** (*ex*BenHenshaw-33, *ex*Henshaw,*ex*Skaalevik) 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	308 228 133					1915	Kaldnæs Patentslip& M.V. Tönsberg	~~J.Harker,Ld.~~	130·0|23·6|11·0 P48'F24'	London British *WB*	T.3Cy.11",18"&29"-24" 41RHP BergensMekVærksBergen		C
21437 PDCR	**Bilderdijk** ssRot.No.3-10,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6856 6383 4228	✠100A1 *Shelter dk* *withfreeboard* 3,35 ~~BS6,35~~ *Fitted for oil*	Rot BS3,36 ✠LMC10,31 *fuel*	*z* 8,22	CL ~~2,34~~ 3,36 *F.P. above* 150° F.	1922 8mo	C.van der Giessen& Zonen Krimpen a/d Ysel *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325 *MT*1722*t DTa*577*t*	400·0|54·3|36·6 F50 *on Shelter dk* FK 1028*t* *Collision* *FPT*139*t APT*149*t*	Rottrdam Dutch *ptCem* *BHtoShdk* 6 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc Shaft (*s*) 215lb 648NHP 3SB,9*cf*,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0½ 30 ″ 2	
21438 DHCK	**Bille** *Mchy.Aft* Sub.Sig. 1*Dk*	665 535 344					1920	Stocks& Kolbe Kiel	Bugsier-Reed. u.Bergungs A.G.	176·0|31·3|12·3 P115'F23'	Brmrhavn German *WB*	T.3Cy.12$\frac{3}{16}$",19$\frac{11}{16}$"&32$\frac{5}{16}$"-22$\frac{7}{16}$" 49NHP C.Wollheim,Breslau		G
21439 144936 MKDW	**Bilton** ssBly.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	746 505 375	✠100A1 ~~7,35~~~~3,33~~5,36 ~~BS5,34~~ BS~~7,35~~ 5,36 *Fitted for oil*	Bly Shl ✠LMC3,33 *fuel*	8,20	CL ~~3,33~~ ~~7,35~~ 5,36 *F.P. above* 150° F.	1920 8mo	J.S.White &Co.Ld. Cowes *Lloyd*'*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBf*110'	180·6|29·3|11·5 Q111'B11'F24' FK	Middlsbro' British 3*BHCem* 166*tFPT*38*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 93RHP 1SB,3*cf*,GS49,HS2127 J.S.White&Co.Ld.Cowes	13 ″ 7 s3 ″ 8½ 13 ″ 6	
21439* LDTJ	**Binab** (*ex*CapLaHève,*ex*Serbier, *ex*LakeHuron) Now "Benito," see No. 37272 in Supplement 1*Dk*	1877 1666 1086			…		1917	Chicago S.B.Co. Chicago	Dampsk.A/S Bestum2(K.Th. Einersen,*Mgr.*)	251·4|43·8|17·7 P25'B64'F26' FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"-40" 272NH AmericanSBCoClevelnd.O	20 ″ 4	N †
21440 141895 GBMV	**Binfield** ssBom.No.3-8,27 ssCal.No.2-35 ~~ssCal.No.1-31~~ 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5180 4709 3170	✠100A1 8,35 ~~8,34~~ ~~MS10,31~~	Cal ✠LMC 8,35 ~~BS10,34~~	*z*	CL 8,34	1919 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·3|52·4|28·5 P49'B112'F39' FK 345'1122*t FPT*123*t*	Glasgow British 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
21441 109653 VLDZ	**Bingera** *OilEng.* Wireless 1*Dk* *CruiserStern*	~~930~~ 919 584 400	✠100A1 ~~8,35~~11,35 ~~(Class Contemplated)~~	Dmb Bsb ✠LMC9,35	*l*	CL	1935 9mo	WmDenny &Bros.Ld. Dumbarton *Lloyd*'*sA&CP*	Australasian UnitedSteamNav. Co.Ld.	200·2|34·1|9·0 35·9 FK P26'Q86'BonQ46' F24' *CellDB*158'267*tFPT*33*tAPT*38*t*	Bundaberg British 4*BHptCem*	Oil Engines 4S.C.SA 6Cy.19¼"-~~35~~$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 9 s4 ″ 4½ 13 ″ 1	

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom / Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Port
21442 PDDB	**Binnendijk** *ss*Rot.No.3–1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6873 6398 4240	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~1,35~~ ✠LMC MS10,34 BS~~1,35~~ 1,36 *Fitted for oil fuel* 12,21 *F.P.above* 150°F.	Rot	*z*	CL 10,34	1921 12mo	N.V.Werf deNoord Alblasserdm *Lloyd'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325' 671*tDTa*577*t*	400·4 F50'*onShelter dk* FK 1028*tMT Collision* *FPT*139*tAPT*149*t*	54·3	36·6	Rottrdam Dutch *ptCem* *BHtoShdk* 5 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 215lb 648NHP 3SB,9*cf*,GS185,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
21443 LCDB	**Binta** *ss*Bgn.No.2-36 ~~ssShl.No.1-32~~ *Mchy.Aft* *OilEng.* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5873 5433 3421	✠100A1 1,36 ~~4,35~~ ✠LMC CS1,36 1,36 DBS4,35 *Carrying Petroleum in bulk*	Bgn	*z*	CL 4,35	1928 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	A/S Binta(Per Gjerding) *CellDBuE*68'161*t* *DTf*34'347*t*	396·4 P97'B22'F35' FK *FPT*135*tAPT*121*t*	55·0	32·3	Bergen Norwegian 14*BHptCem* (9 *to Udk* 5 ,, *2nd* ,,	Oil Engines 2S.C.SA 6Cy.23⅝″–47¼″ 580NHP 2DB180lb AtlasDieselCo.Skm)	32 ″ 0	
21444 PDDI	**Bintang** *OilEng.* D.F. 3*Dks*	6496 4518 4044					1916	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0 P59'F42'	54·7	33·6	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.30″–52⅘″ NE25 940NHP SulzerBros.Winterthur		V
21445 OXEC	— TwinSc *ss*H.Kg.No.3–11,34 *OilEng.* 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	2779 2560 1725	✠100A1 *Awng dk* *withfreeboard* ~~11,34~~ ✠LMC CS4,34 10,35 10,35 ~~11,34~~	HKg	*s*	CL ~~11,34~~ s3,36 P11,34	1922 5mo	A/S Nak- skovSkibs. Nakskov *Lloyd'sA&CP*	A/S DetÖsta- siatiskeKompagni *CellDB*243'574*t*	284·8 F30'*onAwng dk* FK *Collision&afterpeak* *FPT*36*tAPT*55*t*	44·2	25·4	Copnhagn Danish *ptCem* *BHstoAdk* 2 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.19 1⁄16″–26″ 453NHP Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 9 ″ 1¾ 19 ″ 3	
21446 PKOT	**Bintoehan** 1*Dk*	1018 844 534					1921	N.V.Werf Hubertina Haarlem	Kon.Paketvaart Maats.	229·6 P25'B64'F25'	38·4	12·8	Batavia Dutch *WB*	T.3Cy.15¾″,25¾″&43″–27″ 96NHP N.V.WerfHubertina		V
21447 CBBI	**Bío-Bío** Ⓟ Damaged by Fire 3,35 *ss*Vpo.No.1–34 D.F. 1*Dk*(*Stl*-ws),2*nd dk*(*Stl*) *Ref.Mchy.* *in holds,Shade dk*(*Stl*-teak s)	4316 — 2446	✠~~100A1~~ 12,34 ✠~~LMC5,34~~ *Fitted for oil fuel* 3,30 *F.P.above* 150°F.	Vpo	*w*	CL 3,33	1930 3mo	W.Hamil- ton&Co. (1928)Ld. PortGlasgow *Lloyd'sA&CP*	CompañiaSud AmericanaDeVap. *CellDB*282'617*tFPT*	352·4 FK	51·0	21·5	Valparaiso Chilian 6*BHptCem* 59*tAPT*100*t*	Q.4Cy.22″,32″,47″&68″–45″ 220lb (*r*) 515NHP 3SB,9*cf*,GS193,HS7707 FD J.G.Kincaid&Co.Ld.Grk.	24 ″ 0 ~~s 3 ″ 5½~~ ~~21 ″ 0¾~~	
21448 147917 GKLD	**Birchbank** TwinSc *ss*Fal.No.2–32 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5151 4768 3117	✠100A1 *withfreeboard* ~~4,35~~ ~~9,34~~ 10,35 DBS10,35 ~~DBS9,34~~ ✠LMC7,32 ✠LMC(M)9,34 *Carrying vegetable oil in deep tank*	Lon ~~Shi~~ Cal	*a*†	CL ~~SN9,33~~ ~~P7,32~~ 4,35	1924 9mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *Tanks between tunnels* 115' 251*t DTf*32' 1067*t FPT*106*tAPT*132*t*	420·4 FK *Coll*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 12Cy.24 13⁄16″–37 13⁄16″ DB110lb 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
21449 157592 VJFZ	**Birchgrove Park** *ss*Syd.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	640 450 247	✠100A1 6,35 ~~11,34~~ BS~~1,35~~ ✠LMC~~11,30~~ 1,36 MS5,35	Syd	*i*	CL 1,33	1930 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	R.W.Miller&CoLd. *CellDBuE*20'*f*82'	153·4 Q67'F27' FK 163*tDTf*4'15*t* *FPT*45*tAPT*6*t*	34·1 *34·3*	10·7	SydneyNSW British 3*BH pt Cem* *ptAsp*	T.3Cy.14″,24½″&40″–27″ (*s*) 200lb 93RHP 1SB,3*cf*,GS60,HS2100 J.Lewis&SonsLd.Abn.	12 ″ 7 ~~s ″ 10½~~ ~~11 ″ 11~~ s ″ 9 11 ″ 11	
21450 140325 GVBT	**Birchol** *ss*Lon.No 3–7.30 *ss*Lon.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless *Longitudinal framing*	1115 861 747	✠100A1 *withfreeboard* 9,35 ~~9,34~~ ✠LMC9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,17 *F.P. above* 150°F. BS10,35	Lon	*n*	CL ~~7,32~~ 9,35	1917 9mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	TheAdmiralty *Middle line Bulkhead not oil tight* *CellDBuE&B*45'63*tDTf*30'245*tFPT*35*tAPT*30*t*	210·0 P62'F57' FK	34·7	15·6	London British 12*BHptCem*	T.3Cy.15½″,25½″&41½″–27″ 180lb (*s*) 87RHP 2SB,4*cf*,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
21451 147893 MLVN	**Birchton** *Mchy.Aft* *Well deck* 1*Dk*	1732 1374 1006			...		1924	A.McMil- lan&Son,Ld. Dumbarton	LakeSteamshipCo. Ld.(J.B.Foote, *Mgr.*)	250·0 Q92'F36' FK	43·2	15·5	Glasgow British *WB*	T.3Cy.15″,26″&42″–30″ 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
21452 506 SEHA	**Birger Jarl** Ⓟ Sub.Sig. 1*Dk*&*Shelterdk*	*817* *451* *479*					1893	W.Lind- bergs,Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	187·2 H72*t*	28·6	13·9 21·1	Stockholm Swedish *WB*	T.3Cy.18½″,29¾″&48¾″–29¼″ 128NHP W.Lindbergs,M.V.Skm.		
21453 OZIA	**Birgit** 1*Dk*	1971 1680 1189					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk Dania(Chr. Andresen,*Mgr.*)	280·0	40·4	8·3	Esbjerg Danish *WB*	T.3Cy. LübeckerMaschb.Ges.		G
21454 DHCL	— (*ex*Pentelikon) 1*Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReed,A.G.	139·0 B34'F21'	22·5	11·8	Hamburg German *WB*	C.2Cy.14¾″&22⅘″–15¾″ 17NHP G.Seebeck A.G. Wesermünde-G.		G
21455 7982 SKVD	**Birgitta** (*ex*Anglos–34,*ex*Neath Aubey,*ex*Vardaas, *ss*Hul.No.3–6,34 *ex*Moland) 1*Dk*(*Stl*) *Cargo battens not fitted*	*1363* *1135* *756*	✠100A1 12,34 ✠LMC MS5,34 BS~~7,34~~ 7,35	Hbg	*o*	OG 5,34	1921 2mo	Kalund- borgSkibs. A/S. Kalundborg *Lloyd'sA&CP*	RederiA/B Berget ~~(FilipOhlsson,~~ ~~*Mgr.*)~~ (Fänges& PåhlssonsReder- ier,*Mgrs.*) *CellDB*195'408*t FPT*63*t APT*73*t*	233·7 P13'B50'F29' FK	37·2	16·1	Lerberget Swedish 4*BHCem*	T.3Cy.16⅛″,25 9⁄16″&42⅛″–29½″ 185lb (*s*) 120NHP 2SB,4*cf*,GS67,HS2028 A/SSmith,Mygind& Hüttemeier.Copenhagen	18 ″ 0 s 1 ″ 11 16 ″ 2	
21456 OZIE	**Birgitte** Wireless D.F. 1*Dk*	1595 1212 934					1930	Helsingörs Jernsk&Msk Elsinore	A/SDmpselskTorm (A.Schmiegelow& A.Kampen,*Mgrs.*)	253·5 P16'Q80'B106'F32'	39·1	15·4	Copnhagn Danish *WB*	C.4Cy.(2)14¾″&(2)31½″– 31½″ HS2350 144NHP HelsingörsJernsk.&Mskb.		C
21457 LCWC	**Biri** TwinSc 1*Dk*	940 687 524					1914	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	221·0 Q64'B53'F28'	33·5	12·2	Oslo Norwegian *WB*	T.6Cy.10″,17″&28″–18″ 66NHP NylandsVærksted,Oslo		N
21458 LDDA	**Birk** 2*Dks*	3664 3359 2178					1920	R.Duncan &Co.Ld. PortGlasgow	D/S A/S Storli (A/SRederiet Odfjell,*Mgrs.*)	359·8 P73*t*H218*t*F14*t*	52·1	23·6	Bergen Norwegian *WB*	T.3Cy.25″,41″&68″-48″ 320NHP D.Rowan&Co.Ld.Gls.		N
21459 8043 SJKN	**Birkaland** *OilEng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk* ~~*Mchy.Aft*~~ *CruiserStern* *Strengthened for navigation in Ice*	~~2700~~ 2663 2215 1372	✠100A1 *withfreeboard* 5,36 ~~10,35~~ ✠LMC10,35 ✠Lloyd'sRMC10,35 for temp21°F. *Carrying oil fuel F.P. above* 150°F. *or vegetable oil in deeptanks in wing D.B. tanks in E.R.*	Got	*w*	CL	1935 10mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	Ångf.A.-B.Tirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB*247'784*tMT*24'297*t* *Tanks in way of tunnel* 167*t APT*58*t*	~~345·0~~ 353·2 ~~P37'F90'~~ FK (*Col*	50·1	19·4	Gothenbrg Swedish 7*BH* *BHtoShdk,* 6 ,, *2nd dk*)	Oil Engines 2S.C.DA 6Cy.17 11⁄16″–47¼″ 644NHP DB80lb EriksbergsMV.Aktieb.Got	22 ″ 3 s ″ 10¾ 21 ″ 6	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
21460 DIAO	**Birkenau** (*ex*Barbara-33) *OilEng.* *2Dks* GyC. *CruiserStern*	1990 1585 1028					1926	Act.Ges. "Weser" Bremen	BugsierReed.u. BergungsA.G.	284·6|43·4|16·6 P&B228'F32'	Brmrhavn German *WB*	2 Oil Engines 4S.C.SA Coupled to 1 sc. shaft by hydraulic transformers 12Cy.14$\frac{1}{16}$"-20½" 235NHP Act.Ges.Weser,Bremen		G
21461 DOHT	**Birkenfels** Sub.Sig. *2Dks*	6322 5812 3851					1922	Act.Ges. Weser, Bremen	DeutscheDampfs. Ges."Hansa"	431·6|56·5|30·3 P60'B132'F53'	Bremen German *WB*	T.3Cy.29½",47"&76⅜"-54" 430NHP Act.Ges.Weser		G
21462 221700 KDVL	**Birkenhead** *ss*Phl.No.3-12,33 *Mchy.Aft* *Dks(Stl)&Web frames* *Longitudinal framing* D.F. GyC.	6960 6398 4297	✠100A1 ~~8,35~~ ~~10,34~~ 1,36 BS~~7,34~~ 4,36 ✠LMC12,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,21 F.P. above 150° F.*	Bal NYk	*a*†	CL ~~12,32~~ 7,35	1921 10mo	MooreS.B. Co. Oakland,Cal. A&CP	OilCo.Inc. Socony-Vacuum *CellDB uE&B61'143tDT*	425·0|57·2|33·1 P106'B50'F41' FK *f35'948tAPT122t*	NewYork Utd.States 16*BH pt Asp* (9 *to U dk* 7 " *2nd* ")	T.3Cy.27½",46"&78"-51" (*s*) 220lb 680NHP 3SB,*9cf*,HS9900 FD Hooven,OwensRentschlerCo.Hamilton,O.	33 ″ 0 s5 ″ 10½ 27 ″ 4	
21463 7030 SDJR	**Birma** (*ex*Scartho-33, *ex*F.E.Webb) *ss*Got.3rdNo.3-3,29 *Well deck* *Mchy.Aft* *1Dk(Irn)*	603 463 300	✠ ... 4,34 ✠	Got			1891 10mo	R.Thompson&Sons Sunderland	A.B.Carlsson	161·7|29·9|11·9 Q50'B16'F21' FK *DBf95'164tFPT30t APT7t*	Gothenbrg Swedish 3*BHCem*	T.3Cy.15",25"&40"-27" 86NHP 1SB,*3pf*,GS40,HS1340 N.E.MarineEng.Co.Ld.Sld	14 ″ 7 s1 ″ 2½ 13 ″ 6	N †
21464 236 IBRE	**Birmania** *ss*Ven.No1-34 *OilEng.* *1Dk(Stl)&Shelter dk(Stl)* D.F. *3rd dk(Stl)in No.1 hold*	5305 4149 3065	✠100A1 *with freeboard* 6,35 ✠LMC CS12,34 12,34 ~~6,34~~ *Fitted for carrying oil 11,30 F.P.above150°F. in deep tank*	Ven Gen DBS~~9,34~~ 10,35	*a*†	CL 6,34	1930 11mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	Soc.Veneziana di Nav.aVap. *CellDB DTa*	440·7|56·2|23·6 423·1 F35' FK 340'1159t 41' 1155t *FPT133t*	Venice Italian 8*BH* (*Coll to Sh dk* 7 " *2nd* ") *APT107t*	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{1}{16}$" 1219NHP DB*100lb* Soc.An.FiatS.G.M.Turin	27 ″ 2 s3 ″ 1½ 24 ″ 2½	
21465 PDDL	**Birmingham** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 1,36 ~~11,34~~ ✠LMC11,34	Rot Ams	*f*	CL N1,36	1934 11mo	NVRotterdamDroogd. Maats. Rotterdam *Lloyd's A&CP*	Internationale KustvaartMaats. *Cell*	153·3|25·2|8·5 P34'F16' FK *DB97'148tFPT25t*	Rottrdam Dutch 3*BHCem* *APT23t*	Oil Engines 2S.C.SA 5Cy.10⅜"-18⅞" 102NHP Geb.Stork&CoNVHengelo	11 ″ 0 s1 ″ 1 9 ″ 11½	
21466 220160 KUTT	**Birmingham City** *ss*Bal.No.3-4,32 *1Dk(Stl)&Shelter dk(Stl)* GyC. *&Web frames* *Longitudinal framing*	6194 5579 3844	✠100A1 *Shelter dk* *with freeboard* 10,35 ~~1,35~~ MS4,32 ✠LMC BS~~1,35~~ 1,36 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Bal	*z*	CL 12,34	1920 6mo	Chickasaw S.B.&CarCo Chickasaw, Ala. A&CP	IsthmianS.S.Co. *CellDB*	395·5|55·0|31·4 P45'B110'F38' FK 331'1508t *FPT187t*	NewYork Utd.States *ptCem* 7*BHtoSh dk* *APT175t*	T.3Cy.24½",41½"&72"-48"(*s*) 210lb 587NHP 3SB,*9cf*,GS180,HS8919 FD Hooven,OwensRentschlerCo.Hamilton,O.	34 ″ 11 s7 ″ 10½ 27 ″ 2½	
21467 OXFA	**Birte** *1Dk*	1741 1369 1027					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·0|40·1|16·9 P15'Q77'B106'F30'	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFlydk.&Skbs.		V
21468 145523 GBLQ	**Birtley** *ss*Shl.No.3-8,33 *1Dk(Stl)* *Cargo battens not fitted*	2873 2576 1696	✠100A1 1,36 ~~2,35~~ BS~~9,34~~ 9,35 ✠LMC8,33	Shl	*u*	CL 1,35	1923 5mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's A&CP*	BurnettS.S.Co.Ld. *C*	334·3|44·6|21·6 P27'B70'F25' FK *ellDB276'793tFPT*	Newcastle British 5*BHptCem* *87tAPT230t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 337NHP 2SB,*8cf*,GS140,HS5732 N.E.MarineEng.CoLd.Sld.	24 ″ 0 s4 ″ 1½ 20 ″ 1	
21469 77 YLBB	**Biruta** (*ex*Wraymore,*ex*Pomaron) *1Dk*	1740 1595 1072					1907	Grngem'th &Greenock DockyardCo. Grngemouth	P.Danneberg	276·0|40·4|19·0	Riga Latvian *WB*	T.3Cy.20½",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld		C
21470 28721 JRUE	**Bisan Maru** *2Dks*	344 288 201					1922	Sanokawaya Yasutaro,Osaka	SetsuyoShosen K.K.	130·0|22·5|14·5	Osaka Japanese	T.3Cy.11⅛",17¾"&30"-20" OharaZosen 40NHP Tekkosho, Osaka		
21471 KZMX	**Bisayas** (*ex*Merritt) **TwinSc** *Fitted for oil fuel* *1Dk&Awng dk*	2832 — 1497					1912	HongK'ng &Whampoa DockCo.Ld. HongKong	ManilaS.S.Co. (Elizalde&Co. *Mgrs.*)	285·0|45·0|17·7	Manila Utd.States *WB*	T.6Cy.16½",27"&44"-33" 111NHP ShanghaiDck.&E.Co.Ld.		V
21472 LDNE	**Bisca** *OilEng.* *ss*Fal.No.1-35 *2Dks(Stl)&Web frames* D.F. *Mchy Aft* *Longitudinal framing*	6089 5402 3578	✠100A1 12,35 ~~1,35~~ ✠LMC CS4,35 1 DBS2,34 4,35 *Carrying Petroleum in bulk*	Fal	*z*	CL N4,35	1930 4mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *Lloyd's A&CP*	A/S Bisca (PerGjerding) *CellDBuE56'171t*	396·2|55·1|32·3 P97'B29'F36' *Trunk*238' FK *DTf34'347t FPT135t*	Bergen Norwegian 14*BHptCem* (9 *to U dk* 5 " *2nd* ") *APT121t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 2DB *180lb* 583NHP Armstrong,Whitworth &Co.(Engineers)LdNwc.	32 ″ 0 s5 ″ 5 26 ″ 10½	
21473 DIAS	**Biscaya** *OilEng.* *ss*Ham.No.2-35 *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	6369 5642 3657	✠100A1 1,36 ~~3,35~~ DBS1,36 ✠LMC CS3,35 ~~DBS3,35~~ 3,35 *Carrying Petroleum in bulk*	Ham	*z*	CL N1,34	1927 4mo	Act.Ges. "Weser" Bremen *Lloyd's A&CP*	BremerÖl-TransportG.m.b.H. (JohnT.Essberger G.m.b.H. *Mgrs.*) *CellDBuE64'142t*	412·8|55·1|32·8 P123'B28'F41' FK	Hamburg German 18*BHptCem* (6,,*to2nddk*) *DTf25'164t*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NHP 2DB(W.T.)-*200lb* 1DB-*71lb* A.G."Weser,"Bremen *FPT171tAPT151t*	32 ″ 9	
21474 LCWP	— *1Dk*	1476 1315 875					1907	Nylands Værksted Oslo	Dmpskibsinteresk. Garonne(Fearnley &Eger, *Mgrs.*)	260·0|37·2|17·1 P21*t*H58*t*F37*t*	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
21475 LCXU	**Bisp** (*ex*Norli,*ex*Normandie, *ex*TruroCity) *Well deck* *1Dk&Web frames*	1000 686 575		...			1889	Sunderlnd S.B.Co.Ld. Sunderland	D/S A/S Bisp (O.Kvilhaug)	209·2|30·1|13·6 P46*t*Q41*t*B149*t* H32*t*	Haugesnd Norwegian *WB*	T.3Cy.15½",25"&41"-27" 87NHP N.E.MarineEng.CoLdNwc	15 ″ 10	N †
21476 DHCM	**Bitterfeld** D.F. *Ref.Mchy.* Sub.Sig *2Dks*	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·5|63·2|28·4 P38'B&F429' *Upper*F41'	Hamburg German *WB*	4SRGearedSteamTurbines E*made23refitted30* Blohm&Voss,Hamburg		G
21477 143483 GBXQ	**Bittern** *ss*Brw.No.3-3,34 *1Dk(Stl)&Shelter dk(Stl)*	1899 1645 939	✠100A1 *Shelter dk* *with freeboard* 6,35 ~~3,34~~ ✠LMC3,34 BS5,35	Brw Mch	*s*	CL ~~3,34~~ 6,35	1920 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	British&ContinentalS.S.Co.Ld. *CellDB244'578t*	290·0|42·6|19·0 FK *Collision* *FPT31tAPT39t*	Liverpool British *Cem* *BHtoSh dk* 5 " " *U* "	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwe.	21 ″ 2 s1 ″ 0 20 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21478 28158 JPDD	**Biyo Maru** *ss*Kob.No.3-2,34 2*Dks*(*Stl*)	5480 4988 3922	✠100A1 1,36~~2,35~~ ✠LMC~~2,35~~ 1,36 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Kob	*z*	CL ~~1,33~~ 1,36	1921 5mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenKaisha	400·0 P33'B124'F41' FK *CellDB*334'921*t*	53·2	29·4	Yokohama Japanese 6*BHptCem* *APT*28*t*	2Turbo-ElectricMotorsSR geared to 1 Sc. Shaft (*s*) 220lb HS6152 FD 390NHP 2SB&1AuxSB,8*cf*,GS160, SvenskaTurbinfabriks, A/BLjungström,Finspong	32 ″ 0 s 6 ″ 7 25 ″ 9	
21479 EACC	**Bizkargi-Mendi** *ss*Bbo.2ndNo.3-12,34 ~~*ss*Bbo.No.3-9,22~~ D.F. ~~*ss*Bbo.No.2-20~~ 1*Dk*(*ptIrn&ptStl*)	2934 2695 1838	✠100A1 1,36 ~~4,33~~~~10,35~~ ✠LMC BS~~7,34~~8,35	Bbo MS9,34	*u*	CL 9,34	1910 11mo	CiaEuskal-dunadeCon.y Rp.deBuques Bilbao *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*)	320·0 P29'B74'F31' FK *WB*=*CellDBa*102'*uE*18'*f*133'801*tAPT*128*t*	46·6	21·5	Bilbao Spanish 5*BHCem*	T.3Cy.22½",37"&61"-42" (*s*) 180lb *80lb* 253NHP 2SB,6*cf*,GS102,HS3787 Blair&Co.Ld.Stockton	23″11 s 4 ″ 0¼ 20 ″ 1	
21480 EALJ	**Bizkaya** (*ex*JosephMagne) D.F. Sub.Sig 1*Dk*	4579 3960 2648					1923	Atel.&Ch. de laGironde Harfleur	Cia.Nav.Mundaca S.A.(José deZabal-andicoechea,*Mgr.*)	360·9 P231'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.24 1/16",39"&65"-44⅛" 280NHP Schneider&Co.Havre		C
21481 LCYD	**Bjarkö** Ⓟ 1*Dk&Awng dk*	311 271 176					1907	Trndhjms Mek.Værks Trondheim	A/S TromsFylkes Dampskibsselskab	128·0 H18*t*	21·6	15·4	Tromsö Norwegian	T.3Cy.11¼",18½"&30"-20" 40NHP TrondhjemsMek.Værks.		
21482 LDLX	**Bjerka** (*ex*Levisa) *ss*N.Yk.No.3-11,29 *ss*Osl.No.1-35 Sub.Sig. 1*Dk*(*Stl*)	1893 1671 1105	✠100A1 3,35 BS~~7,34~~ 9,35 *Fitted for oil fuel* 7,23 *F.P. above* 150°F.	Osl ✠LMC7,33	*r*	CL 5,33	1916 10mo	Detroit S.B.Co. Wyandotte A&CP	RederiA/S "Kragero" (K.Sandaas,*Mgr.*)	251·0 P28'B65'F27' FK *CellDB*212' 512*t FPT*67*t*	43·8	18·2	Kragerö Norwegian 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2 s 2 ″ 6⅛ 17 ″ 10¼	
21483 LCYG	**Bjerkli** (*ex*Mercator-33) 1*Dk*	1106 856 658					1899	FevigsJrn-skibsbyggeri Arendal	D/S A/S Östfart (E.Sannes,*Mgr.*)	235·7 Q135*t*B56*t*H11*t* F28*t*	33·0	15·1	Bodo Norwegian *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		N
21484 LCZK	**Björgvin** Ⓟ (*ex*Norge) 2*Dks*	792 701 384					1909	Fredrkstad Mek.Værks. Fredrikstad	A/SArendals Dampskibsselskab	180·8 H71*t*	28·7	20·4	Arendal Norwegian 5*BH* *WB*	T.3Cy.18",29"&49"-30" Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		N
21485 79066 SDFT	**Björkö** (*ex*PhyllisSeed-33) *ss*Osc.No.2-33 1*Dk*(*Stl*)&*Web frames* *Corrugated Sides* *Cargo battens not fitted*	*2240* *2005* *1296*	✠100A1 6,35 ~~4,34~~ MS7,33 MBS11,35	Got Skm ✠LMC ~~BS11,34~~ DBS6,35	*s*	CL N6,33	1924 12mo	NewWater-wayS.B.Co. Schiedam *Lloyd*'*sA&CP*	RederiA/B Rex (K.M.Kallström, *Mgr.*)	293·4 290 · 8 P26'B74'F28' FK *CellDB*246' 559*t FPT*53*t*	45·0	19·5	Stockholm Swedish 5*BHCem* *APT*94*t*	T.3Cy.21",34½"&57"-39" (*s*) 180lb *100lb* 249NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 ″ 6 s 3 ″ 0¾ 18 ″ 6¾	
21486 602 OHAI	**Björneborg** (*ex*Arnöy,*ex*Vestland, *ex*St.Andrew, *ex*Maria) *ss*Kel.3rdNo.3-8,33 1*Dk*(*Irn*)&*Web frames* &*ptAwng dk*(*Irn*) *Cargo battens not fitted*	2466 1813 1401	✠100A1 *ptAwng dk withfreeboard* 2,36~~8,33~~ BS~~10,34~~11,35	Kel Hpl ✠LMC8,33	*s*	CL ~~8,33~~ 2,36	1894 2mo	Ropner& Son Stockton A&CP *Intermediate BH in forward hold dispensed with*	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	295·0 P29'Q86' *ptAwngdk*180' FK *Cell DB*242' 466*t*	40·4	17·9	Helsingfrs Finnish *Cem* *APT*30*t* 4*BH*	T3Cy23⅜"36½"&62½"-39"(*s*) 160lb ~~*100lb*~~ NDB20 236NHP 2SB,6*rf*,GS99,HS3528 Blair&Co.Ld.Stockton	21 ″ 0 s 7 ″ 9 20 ″ 2	
21487 LFPE	**Björnongen** (*ex*Bjönongen) **Wood** *OilEng.* 1*Dk*	316 245 154					1912	American Car& FoundryCo. Wilmington	A/SGustavKarlsen &Co.	150·1 Q20*t*H25*t*F17*t*	24·3	10·2	Tromsö Norwegian	OilEngines 2S.C.S.A. 4Cy.14 3/16"-15½" 138NHP E*made*—*fitted*30 Skandiaverken,Lysekil		V
21488 LEFM	**Björnöy** (*ex*Juan-34) 1*Dk&Spar dk*	1440 1192 800					1908	Nylands Værksted Oslo	A/S D/S Björnöy (OlavB.Hess, *Mgr.*)	243·4 P52*t*B135*t*H19*t* F27*t*	33·7	21·7	Bergen Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP NylandsVærksted,Oslo		V
21489 939 ESTA	**Björnvik** (*ex*Britannia, *ex*Isle of Cyprus) **Iron** *ss*Skm.2ndNo.3-12,99 *ss*Osc.No.3-10,24 *Well deck* *ss*Lkr.No.2-33 1*Dk*(*Irn*)2*tr B* *Cargo battens not fitted*	1065 876 625	✠100A1 12,33 MS12,33	Lkr ✠LMC BS~~3,35~~ 2,36	*n*	OG 11,33	1883 2mo	J.Priest-man&Co. Sunderland A&CP	Mrs.O.Rass& Others(P.Rass, *Mgr.*)	225·2 Q80'B57'H40*t*F22' BK8" *DBa*65'*f*90'	33·5	15·1	Tallinn Estonian 4*BHCem* 278*tAPT*4*t*	O.2Cy.26"&52"-33" 80lb *80lb* NDB01 121NHP 1SB,3*pf*,GS54,HS1980 Wllsnd.SlpwyCo.Ld.Nwc.	16 ″ 1 s 1 ″ 2½ 15 ″ 7	
21490 LCRB	**Blaafjeld I** (*ex*Annemor) 1*Dk*	1146 980 652					1918	Trndhjms Mek.Værks. Trondheim	A/S D/S Blaafjeld (HaraldGrieg Martens,*Mgr.*)	226·3 P32*t*H51*t*F29*t*	36·5	15·7	Bergen Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V. Trondheim		N
21491 221027 KDOB	**Black Condor** (*ex*Ala-35) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5358 4971 3386				...	1921	Merchant S.B.Corp. Harriman,Pa	AmericanDiamond Lines,Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa	32″10	R †
21492 220628 KDFH	**Black Eagle** (*ex*Tomalva-32) *Fitted for oil fuel* E.S.D. 2*Dks*	5060 4598 3123					1920	American International S.B.Corp. HogIslandPa	AmericanDiamond Lines,Inc.	390·0 P39'B121'F43'	54·2	27·0	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21493 217365 KEFB	**Black Falcon** (*ex*SacCity-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*&*Web frames*	5049 4664 3114				...	1918	American International S.B.Corp. HogIslandPa	AmericanDiamond Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21494 219259 KONZ	**Black Gull** (*ex*City ofAlton-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*	5029 4598 3124					1919	American International S.B.Corp. HogIslandPa	American Diamond Lines,Inc.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21495 217693 KEPT	**Black Hawk** (*ex*Saco-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*&*Web frames*	4988 4740 3085				...	1919	American International S.B.Corp. HogIslandPa	American Diamond Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21496 217439 KESC	**Black Heron** (*ex*Sacandaga-32) *Fitted for oil fuel* 2*Dks*&*Web frames* E.S.D. D.F.	4926 4664 3051				...	1918	American International S.B.Corp. HogIslandPa	American Diamond Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †

1	2 · 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total — Sous le Pont. — Net.	Détails de Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	
21497 216012 WCDH	**Black Osprey** (exWestArrow-35) Fitted for oil fuel 2Dks	5589 — 3513			...		1918	Skinner& EddyCorp. Seattle, Wash	American Diamond Lines,Inc.	409·6 P44'B115'F47' FK	54·1	27·1	NewYork Utd.States WB	DR Geared Steam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	R †
21498 215957 WFDH	**Black Point** (exNebraskan, exFairmont) ssBos.No.3–7,30 E.S.D. D.F. 1Dk(Stl)&Web frames ssBos.No.1–34	5353 4758 3363	✠100A1 9,35 ~~9,33~~ MS9,33	N Yk Bos ✠LMC BS~~5,34~~9,35	y	CL ~~10,32~~ 9,35	1918 2mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~BlackPointS.S.Co.Inc.~~NewEngland &SouthernS.S.Co. CellDB320'1832t	368·6 P27'B72'F31' FK FPT220t APT201t	55·2	30·5	Boston Utd.States 7BHCem	T.3Cy.25",39¾"&70"–46" (r) 195lb 462NHP 3SB,9cf,GS154,HS6624 FD NewYorkS.B.Corp.	34 ″ 5 s7 ″ 10 27 ″ 0	
21499 219226 KOMP	**Black Tern** (exCoahomaCounty-32) Fitted for oil fuel D.F. E.S.D. 2Dks	5032 4598 3130					1919	American International S.B.Corp. HogIslandPa	American Diamond Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21500 146147 MKVB	**Blackcock** 3Mst ssLon.No.3–8,34 Mchy.Aft 1Dk(Stl) Well deck	492 331 226	✠100A1 11,35 ~~8,34~~ BS7,35	Lon ✠LMC8,34	h	CL ~~4,33~~ 11,35	1921 10mo Lloyd's A&CP	Day,Summers&Co.Ld. Southmpton	GeneralStm.Nav. Co.Ld. CellDB93'146t	165·5 Q95'B11'F23' FK	25·7	9·7	London British 3BHCem FPT20t	T.3Cy 13¾",22"&37"–27" (s) 180lb 72RHP 1SB,3cf,GS56,HS1602 Day,Summers&Co.Ld.Sou	12 ″ 0 s3 ″ 6½ 11 ″ 7½	
21501 132543 GRKL	**Blackheath** ssShl.No.3–11,22 E.S.D. ssShl.No.2–31 1Dk(pt Irn&pt Stl) Cargo battens not fitted Now "Martha Hendrik Fisser," see letter M.	4868 4568 2978	✠100A1 4,34 BS4,34	Hfx ✠LMC4,31	y	CL 4,34	1911 6mo Lloyd's A&CP	Ropner& Sons,Ld. Stockton Intermediate blkhd in after hold dispensed with–5BH only	BritainS.S.Co.Ld. (Watts,Watts&Co Ld.Mgrs.) WB= CellDBa126'uE30'f173'1256t	390·0 P34'B120'F41' FK	52·0	27·8	London British Cem	T.3Cy.27",44½"&73"–48" (r) 180lb 120lb 434NHP 3SB,9cf,GS192,HS7158 Blair&Co.Ld.Stockton FPT166t APT270t	30 ″ 3 s5 ″ 11½ 24 ″ 5	
21502 143123 GRSY	**Blackhill** (exWarCherry) 1Dk	2492 2267 1439					1919	Forth S.&E.Co.Ld. Alloa	ConsettIron Co.Ld. (William Dickinson&Co.Ld.Mgrs.)	303·3 P33'B80'F33'	43·0	20·8	Newcastle British WB	T.3Cy.22",36"&59"–39" Douglas& 217NHP Grant,Ld.Kirkcaldy		C
21503 102183 MQRN	**Blacksod** (exDevonshire) 3Mst ssBel.3rdNo 3-12,31 Mchy.Aft Well deck 1Dk(Stl)	500 355 199	✠100A1 9,34 ✠NB3,22 BS~~9,34~~9,35	Bel ✠LMC12,31	h	CL 9,34	1894 12mo	J.Fullerton &Co. Paisley A&CP	JohnKelly,Ld. (W.Clint,Mgr.)	175·0 (27·9) Q94'B10'F32' BK7" Cell DBf91'135t FPT45t	26·6	10·3	Belfast British 3BHCem	C.2Cy.22"&44"–30" (s) 110lb 81RHP 1SB,3cf,GS58,HS1564 Ross&Duncan,Glasgow	12 ″ 10 s4 ″ 4½ 13 ″ 2	
21504 128873 MDGP	**Blacktoft** ssGoo.2ndNo.3–5,34 1Dk(Stl) Cargo battens not fitted	1109 939 654	✠100A1 ~~6,35~~ ~~5,34~~ 4,36 BS~~5,35~~ 4,36	Goo Bly ✠LMC5,34	n	OG ~~4,34~~ ~~8,35~~ 1,36	1910 5mo Lloyd's A&CP	WoodSkinner&Co.Ld. Newcastle	~~J.H.Wetherall &Co.Ld.~~T.H.Donking&SonsLd. WB= CellDBa58'uE19'f91'286t	225·2 P16'B48'F25' FK	36·2	14·5	Goole British 4BHCem FPT45t APT3t	T.3Cy.18½",30"&50"–33" (s) 180lb 169NHP 2SB,6pf,GS88,HS2776 G.Clark,Ld.Sunderland	16 ″ 5 s2 ″ 0 14 ″ 7	
21505 123129 EIBV	**Blackwater** 3Mst ssBel.2ndNo.3–11,32 Well deck 1Dk(Stl) Mchy.Aft	678 459 259	✠100A1 11,32 BS~~3,34~~ 11,35	Bel ✠LMC11,32	j	CL 10,32	1907 11mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	S.Kelly (W.Clint,Mgr.) WB= CellDBf103'145t	185·1 Q103'B11'F34' BK7½"	27·6	11·0	Dublin British 4BHCem FPT66t APT10t	C.2Cy.21 9/16"&46"–30" (s) 180lb 87RHP 1SB,3cf,GS66,HS2133 AilsaS.B.Co.Ld.Troon	13 ″ 7 s4 ″ 8 13 ″ 10½	
21506 ~~140323~~ ~~[illegible]~~	**Blairadam** (exUbier) ssRot.No.3–9,26 D.F. ssArd.No.2–35 ~~ssGmh.No.1–30~~ 1Dk(pt Irn&pt Stl) Cargo battens not fitted Now "Yrsa," see No. 40812 in Supplement	2889 2635 1779	✠100A1 6,35 ~~8,33~~ ~~MS8,29~~	Trn Ard ✠LMC 6,35 ~~BS8,34~~	u	CL ~~8,33~~ 6,35	1914 4mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	~~NorthernNav.Co. Ld.(G.Nisbet&Co. Mgrs.)~~ CellDBa98'uE&B41'f141'817t	320·3 P25'B98'F34' FK	46·5	21·1	Finnish 5BHCem APT146t	T.3Cy.23",36½"&62"–42" (s) 180lb NDB27 100lb 288NHP 2SB,6cf,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s3 ″ 7½ 20 ″ 0	
21507 148318 GSJY	**Blairangus** (exPortregis-34) ssNwc.No.1–34 E.S.D. D.F. 1Dk(Stl)	4409 4062 2649	✠100A1 10,35 ~~1,35~~ DBS10,35	Gls ✠LMC1,34	y	CL 10,33	1930 2mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. Mgrs.) CellDBa&uE151'f153'1068t	380·3 P61'B227'F29' FK FPT150t	52·0	25·3	Glasgow British 6BHCem APT165t	T.3Cy.24½",41"&67"–45" (s) 180lb 100lb 373NHP 2SB,8cf,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 ″ 8 s3 ″ 9½ 24 ″ 1½	
21508 148875 GLNX	**Blairatholl** D.F. 1Dk(Stl) E.S.D.	3319 3026 2005	✠ 9,26	Rot ✠	v		1925 9mo	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. Mgrs.) CellDB297'954t	340·1 P29'B104'F34' FK FPT86t	48·7	22·5	Glasgow British 6BHCem APT195t	T.3Cy.22",35½"&60"–39" 298NHP 2SB,6cf,GS123,HS5126 D.Rowan&Co.Ld.Gls.	25 ″ 0	C †
21509 139197 GKYP	**Blairbeg** (exWynburn, exClifftower) ssHpl.No.3–2,30 ssShl.No.1–34 D.F. 1Dk(Stl) Cargo battens not fitted	3509 3304 2202	✠100A1 7,35 ~~1,35~~ BS~~4,34~~4,35	Shp Gls ✠LMC MS1,35	w	CL ~~1,35~~ N7,35	1917 2mo Lloyd's A&CP	J.Blumer &Co. Sunderland	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. Mgrs.) CellDB312'802t	356·3 P35'B108'F33' FK FPT67t	48·7	23·9	Glasgow British 6BHCem APT109t	T.3Cy.24",40"&66"–45" (s) 180lb 120lb 311NHP 2SB,6cf,GS122,HS4700 N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s4 ″ 3 21 ″ 10	
21510 147946 GKZQ	**Blairdevon** D.F. E.S.D. 1Dk	3282 2997 2006					1925	Napier& Miller,Ld. Glasgow	NisbetShipping Co.Ld.(G.Nisbet& Co.Mgrs.)	338·4 P29'B104'F34'	48·7	22·6	Glasgow British WB	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Gls.		C
21511 148841 GLJR	**Blairesk** D.F. 1Dk	3300 3026 2018					1925	Napier& Miller,Ld. Glasgow	NorthernNav.Co. Ld. (G.Nisbet&Co. Mgrs.)	340·4 P29'B104'F34'	48·7	22·6	Glasgow British WB	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21512 ~~[illegible]~~ ~~[illegible]~~	**Blairlogie** (exOostdijk) ssCff.No.3–8,24 ssBkn.No.2–33 Cargo battens not fitted 1Dk(Stl) Now "Agnes," see No. 37094 in Supplement	3071 2833 1919	✠100A1 ~~6,35~~ ~~2,33~~ 3,36 BS6,35 MS6,33	Bkn Shl ✠LMC ~~BS5,34~~	u	CL ~~7,32~~ 6,35	1912 2mo Lloyd's A&CP	Rotterdam Droogd.Maat Rotterdam	~~ClydesdaleNav.Co. Ld.(G.Nisbet&Co. Mgrs.)~~ CellDBa90'uE21'f150'698t	325·8 P21'B94'F31' FK	47·4	21·9	(Finnish) 5BHCem APT77t	T.3Cy 22½",37½"&62"–42"(s) 160lb 100lb NDB28 266NHP 2SB,6cf,GS120,HS4268 RotterdamDroogd.Maats.	24 ″ 2 s3 ″ 11½ 20 ″ 4	
21513 160219 GSNB	**Blairmore** D.F. 1Dk	4141 3679 2533					1928	Ayrshire Dckyd.Co.Ld Irvine	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. Mgrs.)	371·7 P32'Q122'B128' F35'	51·2	24·3	Glasgow British WB	T.3Cy.22",38"&63"–42" 257NHP D.Rowan&Co.Ld.Gls.		C
21514 161901 GPMC	**Blairnevis** D.F. E.S.D. 1Dk	4155 3690 2522					1930	Ardrossan DockyardLd. Ardrossan	NisbetShippingCo. Ld.(G.Nisbet&Co. Mgrs.)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British WB	T.3Cy.22",38"&63"–42" 257NHP J.G.Kincaid&Co.Ld.Grk.		C
21515 161892 GNZD	**Blairspey** D.F. 1Dk	4155 3690 2522					1929	Ardrossan DD&SBCoLd Ardrossan	NorthernNav.Co. Ld.(G.Nisbet&Co. Mgrs.)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British WB	T.3Cy.22",38"&63"–42" 257NHP J.G.Kincaid&Co.Ld.Grk.		C
21516 7619 SHQN	**Blåland** Oil Eng. D.F. 1Dk(Stl)&ShelterDk(Stl) Strengthened for Navigation in Ice Now "Lewant," see No. 38913 in Supplement	1942 1567 970	✠100A1 with freeboard 1,34 DBS7,34 Carrying Vegetable oil in No. 4 DB tank	Got ✠LMC4,30	t	CL 7,33	1930 4mo Lloyd's A&CP	Eriksbergs M.V.Aktieb Gothenburg	Ångf.A/B Tirfing (T.E.J.:son Broström,Mgr.) (SvenskaOrient Linien) CellDB246'646t	289·3 F26' FK APT25t	43·0	16·6	Gothenbrg Swedish 6BHptCem (Coll toShdk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 3/16" 355NHP DB80lb EriksbergsM V AktiebGot.	19 ″ 0 s ″ 4½ 18 ″ 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
21517 7642 SHVN	**Blankaholm** ssGot.No.1-33 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2845* *2467* *1553*	✠100A1 *withfreeboard* ~~11,35~~ ~~6,36~~ 1,36 ✠LMC CS8,34 BS8,34 2,34	Hfs Got	*v*	CL ~~11,33~~ 12,35	1930 5mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb Gothenburg	A/BSvenska AmerikaMexiko Linien(B.Zander, *Mgr.*)	334·2|46·9|20·2 FK *CellDB*289'877*tAPT*109*t*	Gothenbrg Swedish 7*BH pt Cem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C SA 8Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 473NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ 5¼ 21 ″ 8	
21518 YTNF	**Bled** Ⓟ (*ex*Slovenac-34,*ex*Piceno, *ex*Slovenac, *ex*Villám) ssSpt.3rdNo.3-4,34 1*Dk* *Well deck*	854 — 373	✠100A1 3,35 ✠NB1,24 ✠LMC5,34 BS4,35	Ssk	*k*	4,34	1893 9mo	Gourlay Bros.&Co. Dundee A&CP	Jadranska PlovidbaD.D.	211·0|28·5|13·1 P&B128'F32' BK7" *DBa*31'22*tDTf*15*t*	Susak Yugoslav 4*BHCem* *FPT*7*t*	T.3Cy.19",31"&51"–36" (*s*) 170lb 173NHP 1SB,3*cf*,GS53,HS2233 FD GourlayBros.&Co.Dundee	14 ″ 1 s ″10¼ 14 ″ 1¼	
21519 7535 SDKE	**Blenda** (*ex*TomI,*ex*Transport5,*ex*Bruxelles Maritime,*ex*Amstelveen) 1*Dk*	*368* *282* *178*					1919	Gebr. Zwolsman Ylst	A.B.Carlsson	133·4|23·8|11·2 P58*t*H5*t*F15*t*	Gothenbrg Swedish *WB*	C.2Cy.13"&22½"–17¾" 18NHP Gebr.Stork&Co.Hengelo		V
21520 LCEU	**Blenheim** Ⓟ D.F. 2*Dks*	1807 1528 1045					1923	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·4|36·2|23·0 H236*t*F25*t*	Oslo Norwegian *WB*	T.3Cy.22",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
21521	**Blida** (*ex*Signal,*ex*Iperia, *ex*Lynalder) Broken up ssN.Yk.2ndNo.3-3,23 ssRou.No.2-31 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	3329 3025 2028	✠~~100A1~~ *Spar dk* 10,34 ~~BS12,33~~ ✠~~LMC5,31~~	Rou	*v*	CL 2,34	1899 2mo	R.Thompson&Sons Sunderland A&CP		341·5|45·2|15·3 P29'B74'F37' 23·0 FK *CellDBa*112'*uE*22'*f*136'791*t*	Italian 6*BHCem* *APT*48*t*	T.3Cy.23",39"&65"–42" (*s*) 180lb 289NHP 2SB,8*pf*,GS120,HS4428 N.E.MarineEngCo.Ld.Sld	25 ″ 9 ~~s 4 ″ 8¼~~ ~~21 ″ 9~~	
21522 PKHO	**Blinjoe** 1*Dk*	1331 1094 716					1929	N.V.Schps. "deMaas" Slikkerveer	Konink.Paketv. Maats.	252·4|40·2|13·5 P21'B78'F36'	Batavia Dutch *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"– 31½" 93NHP StorkBrothers,Hengelo		V
21523 LEGG	**Blink** (*ex*Arlette-33) ssBdx.No.3-12,32 1*Dk*(*Stl*) *Cargo battens not fitted*	2701 2412 1579	✠100A1 10,35 ~~1,35~~ ~~BS3,34~~ ✠LMC12,32 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Lth BS5,35	*t*	CL 1,35	1920 6mo *Lloyd*'*sA&CP*	C.Hill& Sons Bristol	Skibs.A/S Manitowoc(K.Th.Einersen,*Mgr.*)	310·8|44·3|21·6 P28'B87'F32' FK *CellDBa&uE*118'*f*126'561*t FPT*	Oslo Norwegian 5*BHptCem* 90*t APT*90*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 242NHP 2SB,6*cf*,GS111,HS4246 Richardsons,Westgarth& Co.Ld.W.Hpl.	23 ″ 10 s 3 ″ 10 20 ″ 2¼	
21524 PDDS	**Blitar** *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	7073 6702 4451					1923	Maats Fyenoord Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	446·2|54·3|34·2 B68'F57'	Rottrdam Dutch	T.3Cy.27",46"&77"–54" &L.P.Turbine 436NHP Maats.Fyenoord,Rot.		V
21525 PDDV	**Bloemfontein** Ⓟ **TwinSc** *OilEng.* E.S.D. D.F. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~10075~~ ~~7829~~ ~~6155~~ 10081 7829 6160	✠100A1 ~~4,35~~ ~~10,34~~ ~~10,35~~ 3,36 ✠LMC10,34 ✠Lloyd'sRMC~~4,35~~ 3,36 ~~10,35~~	Ams Ham		CL s4,35	1934 10mo *Lloyd*'*sA&CP*	NVNederl. Schps.Maats. Amsterdam	N.V.Vereenigde Nederl.Scheep. Mij(Directie en AgentuurMaats. HollandAfrika Lijn.N.V.*Mgrs.*)	457·2|63·2|34·9 P32'B175'F35' FK *CellDBuE&f*239'6 75*t tanks in way of tunnels*	TheHague Dutch 8*BHptCem* 1127*t FPT*159*tAPT*124*t*	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 2334NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo	38 ″ 8 s 8 ″ 0½ 30 ″ 9¾	
21526 PDDX	**Blommersdijk** ssRot.No.3-1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6855 6383 4229	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~1,35~~ ✠LMC MS1,35 BS~~9,34~~ 10,35 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Rot	*z*	CL 12,34	1922 2mo *Lloyd*'*sA&CP*	N.V.C.van der Giessen &Zonen Krimpen a/d Ysel	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	400·0|54·3|36·6 F50'*on Shelter dk* FK *Collision BHto Sh dk* 6 ,, ,, *U* ,, *Cell DB*325'1028*tMT*17	*Rottrdam* Dutch *ptCem* 16*t DTa*577*t*	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 215lb 648NHP 3SB,9*rf*,GS185,HS8481 FD Harland&Wolff,Ld.Bel. *FPT*139*tAPT*149*t*	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
21527 148074 MLXQ	**Blue Galleon** ssNwc.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	712 493 337	✠100A1 1,36 ~~9,34~~ BS~~9,34~~ ✠LMC7,33 12,35	Nwc	*j*	CL ~~7,34~~ 1,36	1924 6mo *Lloyd*'*sA&CP*	Cochrane &Sons,Ld. Selby	GalleonShipping Co.Ld.(Heslop& Robson,*Mgrs.*)	180·2|29·0|11·4 |*30·2*| Q103'B11'F29' FK *CellDB*104'149*tFPT*	Newcastle British 3*BHCem* 55*tAPT*31*t*	T.3Cy.14½",24"&40"–27" (*s*) 180lb 82RHP 1SB,3*pf*,GS51,HS1800 Amos&Smith,Ld.Hull	13 ″ 6 s3 ″ 10¼ 13 ″ 2¾	
21528 110576 VOMB	**Blue Peter** (*ex*HighlandLaird) *Ref.Mchy.* 2*Dks*	4132 3830 2655	Lloyd'sRMC~~4,34~~5,35 for frozen fish				1899	R.Duncan &Co.Ld. Pt.Glasgow	JobBrothers&Co. Ld.	375·2|48·0|26·3 P38'B100'F38'	SJhns NFL British *WB*	T.3Cy.26",42"&69"–48" 330NHP Rankin&Blackmore,Grk.		C
21529 228330 WFFL	**Blue Sunoco** **TwinSc** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing*	1588 — 932					1929	SunS.B.& D.D.Co. Chester,Pa	SunOilCo.	246·5|43·0|18·5 P47'F33'	Philadlphia Utd.States	Oil Engines 4S.C.SA 12Cy.14"–18" 229NHP BessemerGasEngineCo. GroveCity,Pa.		R
21530 135482 MDYS	**Blush Rose** **3Mst** *Mchy.Aft* ssGoo.No.3-4,26 *Well deck* ~~ssHul.No.1-31~~ ssHul.No.2-35 1*Dk*(*Stl*)	645 454 281	✠100A1 5,35 ~~1,34~~ ~~BS1,34~~ ✠LMC~~9,31~~ 5,35	Bly Hul	*j*	OG ~~1,34~~ 4,35	1913 6mo *Lloyd*'*sA&CP*	NVSchpsb. DeMerwede Hardingxveld	RichardHughes& Co.(Liverpool)Ld.	178·4|28·1|11·1 Q103'B11'F22' FK *CellDBf*103'139*tFPT*45*tAPT*4*t*	Liverpool British 3*BHCem* *WB*	T.3Cy.15",25"&40"–27" (*s*) 180lb 82RHP 2SB4*pf*,GS59,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s 4 ″ 4½ 13 ″ 1¼	
21531 161048 MPYB	**Blyth** ssGoo.No.1-36 Sub.Sig. 1*Dk*(*Stl*)	1108 870 445	✠100A1 2,36 ~~1,35~~ BS2.35 ✠LMC~~1,34~~ MS2,36	Goo	*o*	OG 1,35	1931 1mo *Lloyd*'*sA&CP*	Cammell Laird&CoLd Birkenhead	LondonMidland& ScottishRailway	240·6|34·1|15·4 P38'B85'F35' FK *CellDBa&uE*73'*f*90'193*tFPT*17*tAPT*40*t*	Goole British 5*BHCem*	T.3Cy.22",36"&61"–39" (*s*) 200lb 352NHP 2SB,6*cf*,GS125,HS5220 FD CammellLaird&Co.Ld.Bkn	16 ″ 5 s1 ″ 8¾ 14 ″ 10½	
21532 146540 GJKQ	**Blythmoor** ssBly.No.3-5,35 ~~ssMdb.No.2-31~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6582 6273 4032	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~ ~~11,33~~ 12,35 ~~BS3,34~~ ✠LMC~~2,31~~	PNl ~~Bly~~Shl BS5,36 5,35	*z*	CL ~~12,31~~ 4,35	1922 3mo *Lloyd*'*sA&CP*	W.Doxford &Sons.Ld. Sunderland	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*)	420·0|54·0|34·3 FK *Intermediate bulkhead in fore hold dispensed with* *CellDB*360'1160*tFPT*105*tAPT*231*t*	London British *Cem* 1*BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44½"&75"–54"(*s*) 180lb FD 577NHP 3SB,9*cf*,GS189,HS8530 W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
21533 [illegible] GYFZ	**Boca Raton** (*ex*Marie-Horn-35) *For full particulars see No.37255 in Supplement* *OilEng.* 2*Dks* *CruiserStern*	3110 2733 1843	100A1 *withfreeboard* (*ClassContemplated*)				1925	Frd.Krupp Act.Ges. Kiel	KnollShippingCo. Ld.(E.H.Mundy& Co.Ld.*Mgrs.*)	306·6|47·7|23·5 P25'B99'F22' FK *Cell DB*256'719*tFPT*60*tAPT*36*t*	London British 5*BHptCem*	Oil Engines 2S.C.SA 4Cy.$25\frac{9}{16}$"–$51\frac{3}{16}$" 454NHP Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	G
21534 PUCR	**Bocaina** **TwinSc** 1*Dk*	*1695* *1570* *1404*					1909	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–21" 63NHP Wrkman,Clark&Co.LdBel		
21535 1131 CBBM	**Bocamaule** ssVpo.No.3-7,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*2515* *1876* *1441*	✠100A1 ~~1,35~~11,35 ✠LMC7,34 BS6,35	Vpo	*s*	CL 7,34	1922 2mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Ld. Dublin	Cia.Carbonifera y deFundicion Schwager	290·2|44·3|18·5 PonQ21'Q228'F32' FK *Intermediate BH in fore hold dispensed with* *CellDB*239' 663*t FPT*68*t*	Valparaiso Chilian *Cem* 4*BHonly* *APT*91*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Glasgow	20 ″ 6 s 5 ″ 9½ 19 ″ 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 [illegible]
21536 71 IBLE	**Boccaccio** (*ex*Tunisier-32) *ss*Ant.No.3-6,32 D.F. 2*Dks*(*Stl*)	3027 2804 1821	✠100A1 ~~7,35~~ ~~5,34~~4,36 BS~~5,34~~ ✠LMC7,32 7,35	Gen ~~Fiu~~ Nap	*u*	CL ~~7,32~~ N7,35	1919 12mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain), Ld.Glasgow '*sA&CP*	AdriaSoc.Anon. diNav.Marittima	342·0 331·0 P33'B100'F28' *CellDB*278' FK 73*bt**FPT*	46·7	23·2	Fiume Italian 6*BHCem* *APT*42*t* 95*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 359NHP 3SB,9*cf*,GS152,HS5844 D.Rowan&Co.Ld.Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 11	
21537 DHCP	**Bochum** Ⓟ *ss*Ham.No.2-30 *Well deck* 2*Dks*(*Stl*)3rd *dk* D.F. *in No.* 1 *hold*	6121 5520 3772	✠ ... 2,34 ✠	Ham			1922 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie) *CellD*	450·0 P&B366'F59' FK B405'1456*t**FPT*63*t*	58·2	27·0	Hamburg German 8*BHptCem* *ptAsp*	T3Cy.31½",52⅝"&84¼"-59⅜" &L.P.Turb.withDRgear& hydraulic coupling 820NHP 4SB,12*cf*,GS264,HS11970 A.G."Vulcan,"Hamburg	29 ″ 6	G †
21538 DOER	**Bockenheim** (*ex*Kieldrecht-32, *ex*Anboto-Mendi) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*,3rd*Dk in* *Nos.*1, 2, 3 & 4 *holds*	4902 4514 2987			...		1924	J.Read- head&Sons, Ld. S.Shields	Unterweser ReedereiA.G.	403·8 P39'F38' FK	53·6	26·2	Bremen German *WB*	T.3Cy.27",44"&73"-48" (*r*) 525NHP J.Readhead&Sons,Ld.	29 ″ 0	G †
21539 PDEJ	**Bodegraven** Ⓟ *Fitted for oil fuel* D.F. 3*Dks* *Cruiser Stern*	5541 4634 3336					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	401·1	58·3	26·4	Amstrdam Dutch *WB*	T.3Cy.27⅜",46½"&74⅜"- 51 5/16" 384NHP RotterdamDroogd.Maats. Rot.		V
21540 5595 SFWN	**Boden** *ss*Got.No.3-3,26 *ss*Got No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	*4265* *3846* *1969*	✠100A1 *Shelter dk* *with freeboard* 3,36 ~~3,34~~ ✠LMC MS6,34 BS~~4,36~~ 1,36	Got ~~Rot~~	*y*	CL ~~8,32~~ ~~5,35~~ 3,36	1914 5mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Trafikaktiebolaget Grängesberg- Oxelosund (M.Waldenström, *Mgr.*) *WB=CellDBa including Tunnel Tanks* 134' *uE*21'*f including Bow Tank in forehold*147'1811*t* *DTa*15'432*t* *DTf*21'260*t**FPT*76*t**APT*191*t*	385·0 FK	53·7	23·6	Stockholm Swedish 7*BHCem*	T.3Cy.26½",43"&72"-48"LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 507NHP 3SB,9*cf*,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s2 ″ 6½ 23 ″ 9½	
21541	**Bodia** (*ex*Aila,*ex*EleanoraMail) *ss*Got.3rdNo.3-5,29 *ss*Hfs.No.1-34 1*Dk*(*Stl*)&*deep framing*	1814 — 1017	✠100A1 1,35 BS1,36 ✠LMC MS1,34 ~~BS11,34~~	Els	*r*	CL 4,34	1899 1mo	Craig, Taylor&Co. Stockton A&CP	RederiA/B Bodia (J.V.Wennström) *Cell DBa*82'	269·0 P27'B62'F30' FK *uE&B*36'*f* 104' 441*t*	40·7	18·0	Mariehmn Finnish 4*BHCem* *APT*84*t*	T.3Cy.21",34"&56"-39" (*s*) 160lb 209NHP 2SB,6*pf*,GS126,HS3335 MacColl&Pollock,Sld.	20 ″ 6 s2 ″ 10½ 17 ″ 9¾	
21542 OYAV	**Bodil** (*ex*Mathilda) 1*Dk*	844 722 488					1922	N.V.Werf Zeeland Hansweert	J.Lauritzen	212·9 P42'Q37'B60'F28'	31·4	13·2	Esbjerg Danish *WB*	T.3Cy.14⅝",22"&35⅝"-24⅝" 63NHP NVDelftshavenMach.Rot.		G
21543 LCRD	**Bodin** Ⓟ 2*Dks*	323 288 179					1910	Mjellem& Karlsen Bergen	A/S Saltens Dampskibsselskap	129·3 H36*t*	21·2	15·1	Bodö Norwegian	C.2Cy.13½"&30"-22" 35NHP Mjellem&Karlsen,Bergen		
21544 140634 GQCY	**Bodnant** *ss*Brw.No.3-1,34 2*Dks*(*Stl*)	5342 4747 3230	✠100A1 ~~10,34~~11,35 BS11,35 ✠LMC1,34	Hul Mdb	*y*	CL 1,34	1919 7mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	ElderDempster Lines,Ld. *CellDB*	401·0 P40'B113'F49' FK 345' 1134*t* *FPT*118*t*	52·3	28·5	Liverpool British 7*BHptCem* *APT*176*t*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.Brown&Co.Ld.Glasgow	31 ″ 0 s 6 ″ 0 25 ″ 3	
21545 EEDB	**Bodon** (*ex*Mont-Sant-33) **Comp** 1*Dk*	841 677 509					1920	Astilleros deTarragona Tarragona	FedericoG.-Fierro	198·4 B38'F30'	30·4	16·4	S.Esteban Spanish	T.3Cy.12",20"&32"-24" Alexander 50NHP Hermanos,Barcelona		V
21546 PDEM	**Boekelo** *ss*Ams.No.1-35 1*Dk*(*Stl*)	2118 1858 1253	✠100A1 1,36 ~~3,35~~ ✠LMC2,35	Ams	*s*	CL ~~5,33~~ N1,36	1930 10mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	N.V.Stoomv. Maats. "Noordzee" *CellD*	281·2 P23'B62'F19' FK B242' 531*t* *FPT*50*t*	42·7	19·0	Amstrdam Dutch 4*BHCem* *APT*42*t*	T.3Cy.19",32"&52"-36" (*s*) 180lb 208NHP 2SB,4*cf*,GS77,HS3640 N.V.Verschure&Co.Ams.	21 ″ 0 s 3 ″ 0¾ 18 ″ 0½	
21547 PKHZ	**Boelongan** *Oil Eng.* 2*Dks*	1053 840 578					1915	Gebroeders Pot(Bolnes) Bolnes	Koninkl.Paketv. Maats.	230·0	38·2	12·2	Batavia Dutch	Oil Engines 6Cy.15"-27½" NederlandscheFab.Ams.		V
21548 OYAW	**Bogö** (*ex*Gallicier) *ss*Bdx.No.3-3,33 1*Dk*(*Stl*)	1214 1006 728	✠100A1 8,35 ~~5,34~~ BS~~5,34~~ ✠LMC2,33 5,35	Rot Svb	*o*	OG N5,34	1920 11mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow '*sA&CP*	D/S Baltic (Chr.Jensen,*Mgr.*) *CellD*	240·3 P27'B57'F25' FK *B*211' 386*t* *FPT*20*t*	35·7	15·1	Copnhagn Danish 4*BHCem* *APT*15*t*	T 3Cy.15",25"&40"-27" (*s*) 185lb 99NHP 2SB,4*cf*,GS48,HS1630 McKie&Baxter,Glasgow	17 ″ 3 s 1 ″ 11 15 ″ 6	
21549 219351 KORQ	**Bogota** (*ex*VintonCounty) *Fitted for oil fuel* 1*Dk*2*trB*	2627 2237 1622			...		1920	Detroit S B.Co. Wyandotte, Mich.	ColombianS.S.Co. Inc.	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 ″ 2	R †
21550 ~~1750~~ ~~ICNC~~	**Boheme** (*ex*Veniero,*ex*Monginevro) D.F. 1*Dk*2*trB*&*deep framing* &*Shelter dk*	5191 3659 3199			...		1908	Cant.Nav. Riuniti Palermo	~~I.N.S.A.(Industrie~~ ~~NavaliSoc.Anon.)~~ ItalianNavy	382·1 FK	50·7	23·4	~~Genoa~~ Italian *WB*	T.3Cy.25",41"&67"-48" 390NHP G.Clark,Ld.Sunderland	34 ″ 2	I †
21551 221408 KDTB	**Bohemian Club** *Fitted for oil fuel* GyC. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6906 — 4271					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0 P106'B40'F41'	57·2	33·1	Phildlphia Utd.States *WB*	T.3Cy.27½",46"&78"-51" 432NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
21552 KZAH	**Bohol** (*ex*Sirius,*ex*Suva) 1*Dk*(*Stl*)&*Spar dk* (*ptStl*-teaks)&*deep framing*	*2229* *1604* *1159*	✠ 3,06 ✠	Bel	*t*		1906 3mo	Workman, Clark&Co.Ld Belfast	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*) *CellDBa*65' *uE*25'	300·3 P&B197'F36' 19·7 FK *f*113' 275*t* *FPT*20*t*	41·1	11·8	Manila,P.I. Utd.States 5*BHCem* *APT*15*t*	T.3Cy.23½",39½"&67"-42" 414NHP 2SB,8*cf*,GS149,HS5946 Wrkman,Clark&Co.Ld Bel	22 ″ 0	
21553 5592 SDKM	**Bohuslän** Ⓟ 1*Dk*	*330* *166* *142*					1913	Eriksbergs M.V.Aktieb. Gothenburg	MarstrandsNya Angf.Aktieb.(E. Rutgerson,*Mgr.*)	140·7 B62'F38'	23·8	10·0	Marstrand Swedish *WB*	T.3Cy.13¾",22 7/16"&36⅝"-24" 66NHP EriksbergM.V.Aktieb.Got		
21554 FNOT	**Bois-Soleil** (*ex*Wolhandel, *ex*Andalusier, *ss*Hav.No.3-12,31 *ex*WarVigour) 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks* *Straight frames bevelled bilge*	6554 6222 4034	✠100A1 *Shelter dk* *with freeboard* 11,34 ✠LMC MS12,31 BS~~11,34~~ 10,35	Hav	*a*†	CL ~~11,34~~ 7,35	1919 12mo *Lloyd*	Furness S.B.Co.Ld. Middlesbro' '*sA&CP*	ArmamentJ.Led- detChaixS.A.R.L. (J.LeddetChaix, *Mgr.*) *Cell DB*344' 1482*t*	411·9 F40'*on Shelter dk* FK *DTa*23' 846*t* *FPT*97*t*	55·6	34·4	Havre French *ptCem* 5*BHtoShdk* 3 " " *U* " *APT*119*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb HS9636 677NHP 3WaterTubeBoilers FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	38 ″ 1 s10 ″ 1 28 ″ 2	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21555 6956 SDKO	**Bojan** (*ex*Estrid,*ex*Selandia) 1*Dk*	1046 834 609					1905	Helsingörs Jernsk&Msk. Elsinore	RederiA/BMeteor (P.M.Holm,*Mgr.*)	226·3 P12'Q59'B106'F27'	34·9	12·4	Simrishmn Swedish *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk.&Msk.		V
21556 LCRE	**Bokn** (*ex*Granheim,*ex*Blidensol,*ex*Urda) *Well deck* 1*Dk*2*trB*	697 528 393	✠ 12,93 ✠	Gls	*j*		1890 3mo	Bergens Mek.Værks. Bergen	D/S A/S"Bokn" (ErikBakkevig) *Cell*	195·0 Q46*t*B86*t*F25*t* BK7½" *DB*90'135*tFPT*30*t*	28·1	11·0	Haugesnd Norwegian 4*BHAsp* *APT*11*t*	T.3Cy.15½",25"&40"-27" 91NHP 1SB,2*cf*,GS41,HS1528 BergensMek.Verks.Bgn.	13 ″ 9	N †
21557 30256 JYFA	**Bokuyo Maru** Ⓟ **TwinSc** *ss*Kob.No.3-5,35 ~~*ss*H.Kg.No.2-32~~ 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	8619 7883 6162	✠100A1 *Shelter dk with freeboard* ~~5,35~~ ~~8,34~~ 3,36 ~~BS7,34~~ *Fitted for oil fuel* 10,24 *F.P above* 150° F.	Kob BS3,36 ✠LMC~~12,34~~ 6,35	c†	CL ~~6,32~~ ~~PN0,33~~ S5,35 P3,36	1924 10mo *Lloyd*'*sA&CP*	AsanoS.B. Co. Tsurumi	NipponYusenK.K. *CellDB*384'1652*t* 15'392*tD*	445·0 F48'*on Shelter dk* *DTa* *Tf*15'466*t FPT*84*t*	58·0	32·0 FK	Tokio Japanese *ptCem* 8*BHtoSh dk* *APT*67*t*	4 Steam Turbines DR geared to 2 Sc.Shafts 200lb (*s*) 922NHP 4SB,*12cf*,GS242,HS9844 FD MidwestEng.Co. Indianopolis	40 ″ 0 s10 ″ 6½ 30 ″ 0	
21558 142265 MJKL	**Bolbec** (*ex*Ardgirvan) *ss*Shl.No.1-35 *ss*Nwc.No.3-5,30 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1342 1029 806	✠100A1 5,35 ~~12,33~~ BS~~11,34~~ 1,36	Cff Shl ✠LMC~~5,30~~ MS5,35	*o*	CL ~~11,34~~ 5,35	1918 10mo *Lloyd*'*sA&CP*	Campbel-t'wnSBCoLd Campbelt'wn	HarriesBros.&Co. Ld. *CellDB*190'395*t*	230·0 Q79'B48'F28'	35·8	15·5 FK	Greenock British 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 3¼ 16 ″ 6	
21559 LCEW	**Bolette** Wireless 1*Dk*	1167 982 649					1920	AkersMek Verksted Oslo	A/S "Ganger Rolf"(Fred.Olsen &Co.*Mgrs.*)	226·5 P25'B58'F29'	36·6	14·7	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Verks.Oslo		N
21560 DHCQ	**Bolheim** (*ex*Arundo)	3324 3020 2059					1913	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten Wm.Miller'sNachf.	330·9 P21'F31'	48·1	22·3	Hamburg German *WB*	T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats.		V
21561	**Bolivar** **TwinSc** *ss*Cco.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) &*Web frames* *Longitudinal framing*	2651 1890 1517	✠100A1 6,35 ~~7,34~~ ~~MS4,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Cco ✠LMC 6,35 ~~BS7,34~~	*l*	CL ~~7,34~~ 6,35	1927 7mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	VenezuelanGulf OilCo. *CellDBuE&*	305·3 P69'B22'F33' *Trunk* 181' B42' 107*t FPT*194*t*	50·2	16·3 FK	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&PollockLd.Sld.	16 ″ 6 ~~s 2 ″ 4~~ ~~14 ″ 6~~ s2 ″ 0¼ 14 ″ 8	
21562 218560 KIQP	— (*ex*LakeFackler) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte, Mich.	Colombian S.S.Co.Inc.	251·0 P25'B64'F23'	43·6	26·1 FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 ″ 2	R †
21563	— (*ex*Fylgia-34) **TwinSc** *Fitted for oil fuel* 1*Dk*	1236 842 825					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana deNav.	221·5 Q64'B54'F27'	33·6	14·0	Maracaibo Venezuelan *WB*	T.6Cy.$11\frac{13}{16}$",18⅞"&$30\frac{11}{16}$"-19⅝" *E made* 16 83NHP Christiansen&Meyer, Harburg		V
21564 LIXZ	**Bolivia** Now "Björn," see No. 37251 in Supplement *ss*Cpn.No.2-29 3*Dks*(*Stl*)	5497 5025 3425	100A1 *with freeboard* 12,30 BS8,30	Cpn LMC5,29		1,35	1921	F.Schichau Danzig	RederiA/SHenneseid(ThoralfHolta,*Mgr.*) *CellDBa&uE*151'*f*	398·7 F54' 190'1192*t FPT*138*t*	55·9	29·1 33·0 FK	Porsgrunn Norwegian 6*BHptCem* (4 *to* 2*nd dk*) *APT*46*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb 493NHP 3SB,9*cf*,GS216,HS8070 F.Schichau,Elbing	33 ″ 11 s 5 ″ 1 28 ″ 0½	
21565 DHCR	**Bollan** (*ex*Bellini,*ex*LuisPidal,*ex*ThyraMenier) *ss*Dnk.No.3-10,25 Now "Lina Fisser," see No. [illegible] in Supplement *ss*Kel.No.2-33 *Arch deck* 1*Dk*(*Stl*)	1497 1288 838	✠100A1 5,34 BS2,35	Kel ✠LMC5,34	*o*	CL 4,34	1912 9mo *Lloyd*'*sA&CP*	BlythS.B. Co.Ld. Blyth	Aug.BoltenWm. Miller'sNachfolger *CellDBa*75'*uE&*	238·8 P16'F28' B31'*f* 96'354*t FPT*	36·1	20·0 FK	Hamburg German 4*BHCem* 49*t APT*55*t*	T.3Cy.$17\frac{3}{16}$",28"&46"-33"(*s*) 180lb 146NHP 2SB,4*cf*,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2	
21566 LCEX	**Bollsta** 1*Dk*	1832 1588 1075					1924	Oddens Skibs. Grimstad	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	266·6 P62*t*H117*t*F6*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
21567 365 IBOE	**Bolsena** (*ex*WarBattery) *Well deck* 1*Dk*	2384 1774 1324			...		1918	Osbourne, Graham&Co. Ld. Sunderland	LloydTriestino	285·0 P25'Q72'B66'F32'	42·0	19·1 FK	Trieste Italian *WB*	T.3Cy.25",41"&68"-45" 420NHP MacColl&PollockLd.Sld.	21 ″ 2	I †
21568 UNYK	**Bolshevik** (*ex*Neva,*ex*Bianca) Wireless 1*Dk*2*trB*	1412 1164 796					1899	Schiffsw.v. HenryKoch Lübeck	Sovtorgflot	241·2 P15'B56'F22'	36·0	16·2	Odessa Russian *WB*	T3Cy.16¾",27⅞"&$44\frac{7}{16}$"-$32\frac{7}{16}$" 113NHP OttensenerEisenwerk,Alt.		
21569 DHCT	**Boltenhagen** (*ex*Dubhe) 1*Dk*	3335 2984 2051					1912	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten, Wm.Miller's Nachf.	331·9 P25'	48·2	22·1	Hamburg German *WB*	T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats.		V
21570 135581 GPNJ	**Bolton Castle** *ss*N.Yk.No.3-6,26 *ss*Nwc.No.2-34 ~~*ss*Bal.No.1-30~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5826 5407 3689	✠100A1 ~~7,35~~ ~~6,33~~ 5,36 BS10,35 MS7,34 *Carrying oil fuel F. P. above* 150°F. *in DB*	Shi Liv ✠LMC ~~BS10,34~~	*a*†	CL ~~6,33~~ 10,35	1914 5mo *Lloyd*'*sA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *Intermediate 'Tween dk BH in No.3 hold dispensed with* *WB*=*CellDB*	424·2 P36'B145'F48' *a*124'*uE&B*43'*f*194'	53·0	29·9 FK	Liverpool British *Cem* 6*BHto Udk* 1 ,, 2*nd dk* 1231*tDTa*27	T.3Cy.28",45"&75"-51" (*s*) 180lb 568NHP 3SB,9*cf*,GS161,HS8490 FD D.Rowan&Co.Glasgow *only* '756*tFPT*64*tAPT*124*t*	32 ″ 6 s6 ″ 4¾ 26 ″ 3½	
21571 864 IBPE	**Bolzaneto** *Mchy.Aft* 1*Dk*	2220 1782 1285					1918	N.Odero& Co. Genoa	Soc.Anon.Ilva	285·4	41·0	20·8	Genoa Italian *WB*	T.3Cy.$18\frac{1}{10}$"$29\frac{1}{10}$"&47⅓"-27½" 114NHP N.Odero&Co.Genoa		CI
21572 143615 GBSV	**Boma** *ss*Shl.No.3-6,33 2*Dks*(*Stl*)	5408 4800 3313	✠100A1 11,35 ~~4,35~~ MS6,33	Gms Cff ✠LMC BS3,35	*y*	CL 5,33	1920 2mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	ElderDempster Lines,Ld. *CellDB*342'	400·6 P49'B112'F39' 1059*t FPT*127*t*	52·3	28·5 FK	Liverpool British 7*BHCem* *APT*218*t*	T.3Cy.25¾",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
Broken up 21573 625 OHAJ	**Bomarsund** (*ex*Cooee,*ex*Neumünster) *ss*Hfs.2ndNo.3-6,33 2*Dks*(*Stl*)&*deep framing lower dk in Nos.*1&3 *holds*	4337 — 2571	✠~~100A1~~ 7,33	Rot ~~✠LMC6,33~~	*y*	CL 6,32	1907 5mo *Lloyd*'*sA&CP*	Flensburger Schiffsb.Ges. Flensburg	~~A/BNaxosPrince~~ ~~(R.Mattson,*Mgr.*)~~ ~~(CurtMattson,*Mgr.*)~~	388·7 P&B315'F50'	51·0	25·2 FK	Helsingfrs Finnish 7*BHCem* *CellDBa*122'	T3Cy $27\frac{13}{16}$",46¼"&76"-48"(*s*) 180lb 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges. '*uE&B*42'*f*175'1040*t*	27 ″ 9 s 3 ″ 8¾ 24 ″ 3½	

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire, Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
21574 63 IKWD	**Bombardiere** (*ex*Collodi-34, *ex*Bombardier-34, *ss*Sld.No.3-8,20 *ex*Kilchrennan) *ss*Nwc.No.1-25 1*Dk*(*Stl*)	613 — 243	— 1,34	Shl			1918	Smith's DockCo.Ld. Middlesbro'	AnonimaPetroli Italiana	179·0 172·2 B50'	30·0	15·6 FK *CellDBu*	Ancona Italian 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"-26" 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 " 6	
21575	**Bombo** *ss*Syd.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	602 438 228	✠100A1 1,36 ~~4,35~~ ✠LMC5,34	Syd	*h*	5,34	1930 2mo *Lloyd*	H.Robb, Ld. Leith '*sA&CP*	NewSouthWales Government *CellDB*80'116*t*	154·3 Q49'B18'F22' *FPT*35*tAPT*6*t*	30·1 31·5	12·1 FK	SydnyNSW British 4*BHptCem* *ptAsp*	T.3Cy.14½",25"&40"-27" (*s*) 180lb 100NHP 1SB,3*cf*,GS63,HS2176 Plenty&Son,Ld.Newbury	14 " 2 s 1 " 1 13 " 4½	
21576 LCRG	**Bomma** (*ex*IngeborgBakkevig) 1*Dk*	805 582 461					1920	Xiansands Mek.Værks. Xiansand	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	186·0 Q57*t*H46*t*B76*t*F28*t*	31·2	12·0	Oslo Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP XiansandsM.V.Xiansand		N
21577 5469 SDKW	**Bona** (*ex*Agdir,*ex*Inna,*ex*Birgit) *Mchy.Aft* 1*Dk*	303 242 139					1913	Lindhol- mensV.A. Gothenburg	A.B.Carlsson	125·5 P40'F13*t*	22·5	9·8	Gothenbrg Swedish *WB*	C.2Cy.13"&27"-20" 29NHP LindholmensV.A.Got.		V
21578 152003 VJGC	**Bonalbo** *Ref.Mchy.* 1*Dk*	960 616 450					1925	Lithgow's Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.	205·0 Q127'F33'	34·6	12·0	SydnyNSW British *WB*	T.3Cy.17",28½"&47"-30" 121NHP D.Rowan&Sons,Glasgow		C
21579 141637 MJVX	**Bonawe** 3Mst *ss*Irv.No.1-36 *ss*Irv.No.3-12,31 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	357 247 139	✠100A1 4,35 ~~5,34~~ 4,36 ~~BS4,34~~ ✠LMC~~12,31~~ ~~4,35~~ 4,36	Gmh Irv	*f*	CL 4,34	1919 12mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.&A.Gardner& Co.Ld.	141·6 Q81'B8'F24'	23·8 25·1	10·1 BK7' *FPT*	Glasgow British 3*BHCem* 31*tAPT*12*t*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 " 0 s 3 " 4½ 11 " 3	
21580 7128 SDLE	**Bonden** (*ex*Enigheden) *Well deck*	677 495 369					1891	Burmeister &Wain Copenhagen	RederiA/B Amity (A.Nilsson,*Mgr.*)	186·4 Q62'B51'F27'H22*t*	30·1	11·7	Helsingbrg Swedish	C.2Cy.25"&44"-27" 84NHP Burmeister&Wain,Cpn.		V
21581 129741 MDCS	**Bondicar** *ss*Shl.No.3-2,24 *ss*Shl.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1441 1079 804	✠100A1 1,36 ~~11,34~~ BS12,34 ✠LMC~~12,32~~ MS1,36	Shl	*o*	CL ~~5,34~~ 1,36	1910 3mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Broomhill Steamships,Ld. *WB*=*CellDB*	240·3 Q123'B10'F22' *a*65'*uE*&*B*34'*f*103'	36·5	14·4 FK	Newcastle British 4*BHCem* 384*tFPT*36*t*	T.3Cy.18½",30"&50"-36" (*s*) 180lb *60lb* 182NHP 2SB,4*cf*,GS82,HS3060 Richardsons,Westgarth& *APT*97*t* Co.Ld.Sld.	16 " 6 s 5 " 3½ 15 " 1	
21582 PDEO	**Bondowoso** *ss*Rot.No.2-28 *Well deck* 2*Dks*(*Stl*)	5106 4796 3184	✠100A1 3,31 BS5,32 ✠LMC2,28 *Carrying oil*	Sba *fuel F.*	*z* *P.*	OG 3,32 *above* 1	1919 10mo *Lloyd* 50° F.	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP* *in DT*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*344'	400·1 P&B322'F39' 1048*tDTa*35'915*tA*	52·3	28·5 FK	Rottrdam Dutch 6*BHptCem* *PT*61*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s 4 " 8 26 " 9	
21583 143672 GCTS	**Bonheur** *ss*N.Yk.No.3-10,32 2*Dks*(*Stl*)	5327 4811 3170	✠100A1 7,35 ~~2,35~~ BS5,35 ✠LMC10,32 *Fitted for oil*	NYk Liv *fuel* 1	*y* 0,2	CL 2,35 0 *F.P.*	1920 10mo *Lloyd* *above*	Harland& Wolff,Ld. Belfast '*sA&CP* 150° F.	Lamport&Holt Line,Ld. *CellDB*335' 1051*t D*	400·4 P40'B128'F47' *Ta*26'587*tFPT*111*t*	52·4	28·4 FK	Liverpool British 6*BHCem* *APT*215*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 3SB,9*cf*,HS7668 590NHP FD Harland&Wolff,Ld.Bel.	31 " 0 s 5 " 10½ 25 " 4	
21584 149685 GNSK	**Boniface** *ss*Liv.No.1-33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4928 4453 3077	✠100A1 *with freeboard* ~~6,35~~ ~~7,34~~ 1,36 ✠LMC MS1,32 BS~~7,34~~ 7,35	Liv		CL 7,34	1928 7mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle '*sA&CP*	BoothS.S.Co.Ld. *CellDB*350'990*t* *DTa*32'712*t*	407·8 F28' *FPT*86*tAPT*32*t*	53·8	26·0 FK (	Liverpool British 8*BHptCem* *Coll to Sh dk* 6 „2*nd*„ 1 „3*rd*„)	T.3Cy.25½",43½"&73"-51" & L.P. Turbine with DR gearing & hydraulic coup- ling 215lb (*s*) 668NHP 3SB,9*cf*,GS195,HS8859 FD Hwthrn,Leslie&CoLd.Nwc	28 " 6 s 3 " 3½ 25 " 5½	
21585 LDNR	**Bonita** (*ex*Skule) *Oil Eng.* 1*Dk*	3220 2784 1884					1930	A/S Aalbrg Msk.ogSkibs. Aalborg	C.H.Sörensen& Sönner	325·6 P60*t*H328*t*	50·1	20·7	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 266NHP Akt.Burmeistr&Wain,Cpn		N
21586 LCEY	**Bonn** Wireless 1*Dk*	1265 938 487					1928	Akers Mek.Værks. Oslo	A/SJelölinjen (FredOlsen&Co. *Mgrs.*)	240·5 P59*t*H160*t*F6*t*	37·2	15·2	Oslo Norwegian *WB*	T.3Cy 22",35"&60"-42" 234NHP AkersMek.Værks.Oslo		N
21587 LDMF	**Bonneville** *Oil Eng.* D.F. 1*Dk*&*Shelter dk*	4665 4261 2794					1929	Odense Staalskibsv. Odense	SkibsA/S Stikles- tad(A.F.Klaveness &Co.A/S,*Mgrs.*)	386·3 P75*t*H310*t*F12*t*	54·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP Akt.Burmeistr&Wain,Cpn		N
21588 220681 KDGX	**Bonnie Brook** 2*Dks*&*Web frames* Sub.Sig. *Fitted for oil fuel*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44'	54·2	30·2 FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.EastPittsburg	32 " 10	R †
21589 161319 GCVT	**Bonnington Court** *Oil Eng.* *ss*Shl.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4909 4597 3012	✠100A1 *with freeboard* 2,36 ~~1,35~~ ✠LMC CS4.33 2,36 ~~1,35~~	Shl Lon	*a*† 2,36 DBS~~1,35~~	CL 1,35	1929 11mo *Lloyd*	R.Duncan &Co.Ld. Port Glasgow '*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Phillips,Ld.*Mgrs.*) *CellDB*345' 1367*tMT*25'996*t*	405·5 F40' *FPT*150*tAPT*117*t*	55·5	25·8 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 „2*nd*„)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	28 " 3 s 3 " 4½ 25 " 1½	
21590 PKEF	**Bontekoe** *Fitted for oil fuel* 3*Dks*	5033 — 3044					1922	J&KSmits Schps. Kinderdijk	Koninkl.Paketv. Maats.	383·4	49·4	26·8	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 433NHP Werkspoor,Ams.		V
21591 2021 ~~353~~ IBFN	**Bonzo** TwinSc *ss*Nap.No.3-5,35 *Oil Eng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at* D.F. *bottom&at decks* ~~*bottom & at deck*~~	8177 7648 4917	100A1 (~~*Class Contemplated*~~) 3,36 ~~5,35~~ *Carrying Petr*	Gen LMC~~5,35~~ *oleum*	*in*	CL 3,36 *bulk*	1931 *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sCP*	~~CantieriRiuniti~~ ~~dell'Adriatico~~ A.Zanchi *CellDBuE*73'208*t*	483·8 467·3 P117' *DTf*32'531*tFPT*1	60·2 B30'F56'	34·6 FK (11*BHtoUdk*,5	Genoa Italian 16*BH* ~~*WB*~~ *BHto2nd dk*) 94*tAPT*128*t*	Oil Engines 2S.C.SA 8Cy.26¾"-43 5/16" ~~1003NHP~~ Soc.An"Fiat"S.G.M.Turin 2DB*180lb* 1000NHP	34 " 6	
21592 YTBS	**Bor** (*ex*Izrada-35,*ex*Poldennis, *ex*Izrada) *ss*Spt.2ndNo.3-7,34 1*Dk*(*Stl*)	3518 3265 2210	100A1 4,35 BS6,35	Spt LMC8,34	*x*	CL 4,35	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	BrodarskoAkcio- narskoDrustvo "Oceania" *CellDBa&uE*	360·2 P26'B232'F33' 129'*f*163'854*t FPT*	50·3	21·5 FK	Susak Yugoslav 6*BHCem* 99*tAPT*20*t*	T.3Cy.26",42"&68"-42" (*s*) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 " 0 s 3 " 1¼ 21 " 0¾	
21592ª LDBO	**Bör** 1*Dk*	927 675 552					1918	Jarlsö Verft Tönsberg	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	200·4 Q63'B54'F20'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"-30" 106NHP TrondhjemsMekVærksted		N
21593 DOFL	**Borbeck** (*ex*Berwindmoor) *ss*Rot.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed Topside tanks* Sub.Sig. *Cargo battens not fitted* D.F.	6002 5767 3100	✠100A1 *Shelter dk* *with freeboard* 6,34 ✠LMC MS3,32 BS~~5,34~~ 11,35	Rot	*a*†	CL N6,34	1923 9mo *Lloyd* *Cell*	Workman, Clark&Co.Ld. Belfast '*sA&CP* *Intermediate* *DB*356'1290*tTopsid*	Fried.KruppA.G. (NV.FriedKrupp's Reed.enTransport- bedrijf,*Mgrs.*) *BHin forehold dis* *e Tanks*275'1235*t*	419·0 *pensed with* *FPT*550*tAPT*100*t*	56·3	27·6 FK *Coll*	Bremen German *ptCem ptAsp* 6*BHonly* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.27¼",45½"&76"-54" 180lb *100lb* (*s*) 636NHP 3SB,12*cf*,GS220,HS9768 FD Wrkman,Clark&Co.Ld.Bel	30 " 6 s 4 " 5 26 " 5	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21594 145167 GFMR	**Borde** ssSld.No.3-4,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2014 1548 1099	✠100A1 6,35 ~~4,34~~ ✠LMC4,34 BS6,35	Sld	*r*	CL ~~4,34~~ 6,35	1921 3mo	J.Crown&Sons,Ld. Sunderland *Lloyd'sA&CP*	Stephenson Clarke &Associated Companies,Ld. *CellDB*225'5	270·4 Q163'F28' 06*tMT*10'252*t FPT*	38·2	18·5 FK	London British 4*BHCem* 149*tAPT*77*t*	T.3Cy.19½",33"&54"-39" (*s*) 180lb 214NHP 2SB.6*pf*,GS93,HS3524 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 6 ″ 6¾ 18 ″ 10¼	
21595 TSKR	**Bordeaux** TwinSc 1*Dk*	774 650 262					1912	Atel.&Ch. delaLoire St.Nazaire	CheminsdeFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	206·7 B48'F31'	27·9	15·9	Dieppe French	T6Cy14",$22\frac{27}{32}$"&$37\frac{13}{16}$"-$29\frac{15}{16}$" 156NHP Atel.&Ch.delaLoire,Nts.		V
21596 27895 JSYA	**Bordeaux Maru** ssKob.No.3-5,35 ~~ssKob.No.2-32~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6567 6157 4104	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~9,34~~ ✠LMC~~9,34~~ 5,35 *Fitted for oil fuel* 12,23 *F.P. above* 150° F.	Kob	*z*	OG 9,34	1923 12mo	Kawasaki ZosenshoK.K Kobe *Lloyd'sA&CF*	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'767*t*	405·0 F33'*on Awng dk* *FPT*104*tAPT*36*t*	53·0	37·0 FK *Collisio*	Kobe Japanese *ptCem* *nBHtoA dk* 5 „ „*U* „	3 Steam TurbinesDR geared to 1 Sc. Shaft (*s*) 200lb 746NHP 3SB,9*cf*,GS190,HS7800 FD KawasakiDkyd.CoLd.Kob	37 ″ 0 s 8 ″ 10½ 28 ″ 5	
21597 143127 MJPC	**Border Firth** (*ex*Challacombe, *ex*WarTamar) K *ss*Abn.No.3-8,30 *Mchy.Aft* 1*Dk*(*Stl*) *ss*Abn.No.1-35	469 343 250	✠100A1 6,35 ~~6,34~~ ~~BS11,34~~ ✠LMC~~6,30~~ 6,35	Sld Abn	*g*	CL ~~9,32~~ 6,35	1919 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	BorderShipping Co.Ld.(G.T.Gillie &Blair,Ld.*Mgrs.*)	157·2 Q57'F25' *CellDBf*39'	26·1	11·0 FK	London British 3*BHCem* 53*tFPT*61*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 70RHP 1SB,2*pf*,GS33,HS1175 ShieldsEng.&D.D.Co.Ld.	12 ″ 0 s ″ 10½ 11 ″ 3	
21598 204900 KJDP	**Border King** (*ex*SanJacinto) Wood *Fitted for oil fuel* 1*Dk*	938 — 549					1908	Matthews' S.B.Co. Hoquiam	BorderLine TransportationCo.	163·7	36·9	21·4	Seattle Utd.States	C.2Cy.14"&32"-24" 42NHP UnionIronWorks,S.Fo.		
21599 141710 CYGV	**Border Prince** Ⓟ (*ex*Chilkoot-34) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	710 515 394					1919	Wallace Shipyards,Ld NorthVancouver,B.C	BorderLineNav. Co.Ld.(Dodwell& Co.Ld.*Mgrs.*)	172·6 P&B69'F19'	30·2	12·9	Vancouver British *WB*	T.3Cy.15½",26"&44"-26" 96RHP IronFoundry,Providence. RhodeIsland		C
21600 156604	**Border Queen** (*ex*Rosalie Mahony) Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	934 751 531					1913	Matthews' S.B.Co. Hoquiam	BorderLineNav. Co.Ld.(Dodwell& Co.Ld.*Mgrs.*)	201·1	41·0	14·7	Vancouver B.C. British	T.3Cy.13½",22"&36"-24" 65RHP UnitedE.WksAlameda,Cal		
21601 135430 GPQR	**Borderland** *ss*Lth.No.3-3,26 *ss*Liv.No.2-34 2*Dks*(*Stl*)	1753 1570 863	✠100A1 5,35 ~~5,34~~ ✠LMC5,34 BS6,35	Liv	*q*	CL 1,33	1912 12mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *WB=CellDBa*58'*u*	260·1 B73'F33' *E*22'*f*116'257*tFPT*	36·0	22·2 FK&BK1½"	Liverpool British 4*BHCem* 48*tAPT*25*t*	T.3Cy.19½",34"&55"-42" (*r*) 180lb HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 8 21 ″ 1	
21602 DCSF	**Bordsee** (*ex*Fehmarn) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 Q&B66'F23'	34·3	15·0	Brmrhavn German *WB*	T3Cy13",20½"&$33\frac{1}{16}$"-$22\frac{13}{16}$" J.Frerichs&Co. 52NHP AG.Osterholz-Scharmbeck		G
21603 LCGS	**Bordvik** (*ex*Dageid,*ex*Hufterö) 1*Dk*	1623 1183 935					1920	Bergens Mek.Værks. Bergen	SkibsA/S Lundegaard(Lundegaard &Sönner,*Mgrs.*)	244·5 P46*t*Q125*t*B157*t* H83*t*	37·7	15·7	Farsund Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
21604 5671 SJYA	**Bore** (*ex*Alarich,*ex*Erken,*ex*Orion, *ex*Coningsby) *ss*Got.2ndNo.3-4,24 *ss*Got.No.2-33 1*Dk*(*Irn*)2*trk* &*Webframes*3*Dk rule* Now "Poty," see No. 39618 in Supplement	*3366* *2804* *2045*	✠100A1 *Trunk dk* *withfreeboard* 8,35 ~~5,33~~ BS8,35 [illegible] ✠LMC5,33	Got	*v*	CL ~~5,33~~ N7,35	1897 8mo	Ropner&Son Stockton A&CP	Rederi.A/B Bore (G.E.Sandström, *Mgr.*) *CellDBa*108'*uE*	325·0 P31'B66'F32' &*B*38'*f*126'623*tAP*	46·0	23·2 FK	Gothenbrg Swedish 5*BHCem* *T*64*t*	T.3Cy.$23\frac{13}{16}$",38"&63"-42"(*s*) 190lb 275NHP 2SB,6*rf*,GS105,HS3888 Blair&Co.Ld.Stockton	24 ″ 9 s 3 ″ 4½ 21 ″ 7	
21605 5167 SDLG	— *ss*Skm.2ndNo.3-3,35 ~~ssSkm.No.3-4,23~~ *Well deck* ~~ssSkm.No.2-31~~ 1*Dk*(*Stl*)	*1216* *999* *700*	✠100A1 4,35 ~~8,33~~ ~~BS4,34~~ ✠LMC~~4,31~~ 3,35	Skm	*o*	CL ~~4,31~~ 1,35	1910 10mo	Campbeltn S.B.Co. C'mpbeltown *Lloyd'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB=CellD*	229·4 Q83'B50'F28' *Ba*59'*uE*&*B*33'*f*98'	35·8	15·6 FK	Stockholm Swedish 4*BHCem* 355*tAPT*85*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s 1 ″ 3¼ 16 ″ 6	
21606 1005 OHAM	**Bore I.** Ⓟ (*ex*Hebe,*ex*BoreI, *ex*Bore) *ss*Abo.3rdNo.3-11,33 1*Dk*(*Stl*)&*ptAwng dk* Wireless	771 335 294	✠100A1 *ptAwng dk* ~~5,35~~ ~~11,33~~ 5,36 LMO MS11,33 ~~BS5,34~~ BS5,36 ~~5,35~~	Abo	*i*	OG ~~10,33~~ 5,36	1898 1mo	Helsingörs Jernsk&Msk. Elsinore A&CP	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *DB*	180·7 F16' *uE* & *B*51' 21*t FPT*	29·6	13·1 BK7½"	Åbo Finnish 5*BHCem* 50*tAPT*18*t*	T.3Cy.18½",28"&47"-27" (*s*) 180lb 180NHP NB10*refitted*21 2SB,6*rf*,GS92,HS3548 HelsingörsJernsk&Mskb.	13 ″ 11 s ″ 5½ 11 ″ 1	
21607 150 OHDC	**Bore V.** Ⓟ (*ex*Ægir) Wireless 1*Dk*&*Awng dk*	769 745 457					1896	Nylands Værkstd. Oslo	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	174·0	28·0	14·5	Åbo Finnish *WB*	C.2Cy.17½"&36"-27" NB26 56NHP NylandsMek.Vrkstd.Oslo		V
21608 1056 OHGP	**Bore VI.** (*ex*Bjarke,*ex*Arkö, *ex*Ellwiron) *ss*Abo.No.3-4,32 Wireless 1*Dk*(*Stl*)	1466 — 832	✠100A1 5,35 ~~6,34~~ BS3,35 ✠LMC4,32	Hul Cpn		OG 6,34	1919 5mo	Kockums M.V.Aktieb. Malmö	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *Cell*	235·0 P17 B63'F25' *DB* 196' 396*t FPT*	37·7	16·1 FK	Åbo Finnish 4*BHCem* 44*tAPT*59*t*	T.3Cy.18⅛",28¾"&$48\frac{13}{16}$"-31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 7	
21609 981 OHGQ	**Bore VII.** (*ex*MarthaHalm, *ex*Rhenania) Wireless 1*Dk*	1080 1032 654					1923	Nüscke& Co.A.G. Stettin	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	223·9 Q64'B63'F30'	34·9	14·7	Åbo Finnish *WB*	T.3Cy.$17\frac{5}{16}$"27⅝"&$45\frac{11}{16}$"-27⅝" 109NHP A.BorsigG.m.b.H.Berlin		G
21610 990 OHAK	**Bore VIII.** (*ex*FrankSutton, *ex*Huanchaco) *ss*Kel.2ndNo.3-7,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Lower dk*(*Stl*)*inNo.1hold*	4528 4130 2708	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~7,34~~ BS10,35 ~~BS10,34~~ ✠LMC7,33	Hfs	*y*	CL ~~7,33~~ 7,35	1907 8mo	W.Beardmore&Co.Ld. Glasgow *Lloyd'sA&CP*	Angf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *CellDBa*102' *uE*&*B*	390·6 63' *f* 167'925*t FPT*	50·2	25·7 FK&BK2"	Åbo Finnish 7*BHCem* 69*tAPT*52*t*	T.3Cy.21½",42"&70"-51" (*s*) 190lb 463NHP 3SB,12*cf*,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s 3 ″ 4 25 ″ 6	
21611 1052 OHBZ	**Bore IX.** (*ex*Queensbury,*ex*Yonne, *ex*Strathan) D.F. 2*Dks*	4512 4101 2661					1910	AM'Millan &Son,Ld. Dumbarton	Angf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	377·0 P36'B100'F39'	52·2	25·5	Åbo Finnish *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
21612 LIUQ	**Boreas** (*ex*CanadianSquatter-34) 2*Dks*	2801 2520 1674					1920	British American S.B.Co. Welland,Ont.	DampskskA/S Transport(ValdemarSkoglandA/S, *Mgrs.*)	319·9 P28'B96'F31' 320·3	44·0 43·9	22·7 22·6	Haugesnd Norwegian *WB*	T.3Cy.23",38"&63"-42" 257NHP JohnInglisCo.Ld.Toronto		
21613 FNOV	**Borée** (*ex*Caennaise) Sunk by Collision 3,36 *ss*Rot.No.3-10,33 *Well deck* 1*Dk*(*Stl*)	1882 1682 1145	~~✠100A1~~ 2,35 ~~BS2,35~~ ✠~~LMC10,33~~	Rot	*s*	CL 10,33	1921 5mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*)	285·3 P25 Q84'B58'F24' *DB*240' 697*t FPT*97*t*	42·0	17·8 FK	Caen French 6*BHCem* *APT*110*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 274NHP 2SB,6*cf*,GS124,HS4642 N.E.MarineEngCoLd.Nwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. NHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21614 6515 SDTN	**Boren** ssGot.No.3-12,33 D.F. 1Dk(Stl)&Shelter dk (Stl-pt ws)	4528 4039 2704	✠100A1 Shelter dk withfreeboard ~~7,30~~ ~~8,34~~ 4,36 ~~BS11,34~~ ✠LMC12,33 Fitted for oil fuel 6,21 F.P. above 150° F.	Shl ~~Hlm~~ Got BS11,35	y	OG ~~3,33~~ 4,36	1921 7mo Lloyd's A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/B Transatlantic (G.Carlsson, Mgr.)	377·8 F38' on Shelter dk FK Collision CellDB269'1145t	54·2	24·4	Gothenbrg Swedish ptCem BHtoShdk 5 „ „ U „ APT86t	T.3Cy.27",44"&72½"-48" (s) 185lb 450NHP 3SB,9cf,GS144,HS6150 FD Akt.Lindholmen-Motala	27 " 0 s2 " 11½ 24 " 2½	
21615 LCEZ	**Borgå** TwinSc3Mst OilEng. 3Dks	4821 3259 2969					1923	Akers Mek.Værks. Oslo	A/S Borgå (PetterOlsen Mgr) (DenNorskeSyd-AmerikaLinje)	362·4 H199t	51·4	22·5 31·0	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23 5/16"-35⅝" 625NHP AkersMek.Værks.Oslo		N
21616 4330 SDLK	**Borga** (exCyrene,exSailingVessel) 1Dk	430 351 292					1904	Lödöse Varf Lödöse	A.B.Carlsson& C.A.Carlsson(A.B.Carlsson, Mgr.)	138·7 Q14'H36tF15t	25·9	12·8	Gothenbrg Swedish WB	C.2Cy.12"&28"-18" E&B fitted07 28NHP LödöseVarf,Lödöse		V
21617 LDYA	**Borgestad** TwinSc D.F. OilEng. 1Dk	3924 3488 2336					1924	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P103tH236tF9t	51·4	24·2	Porsgrunn Norwegian WB	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 449NHP A/SBurmeister&Wain,Cpn		N
21618 LCPZ	**Borgfred** (exWinroth-34,exRönnes, exKrosfond) 1Dk	2183 1956 1292					1920	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	SkibsA/SBorgholm (G.Gabrielsen, Mgr.)	285·3 P64tH111t	41·5	20·2	Farsund Norwegian WB	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
21619 384 ESDE	**Borghild** (exSvedania,exHogstad, exGro) Mchy.Aft 1Dk	959 630 490					1898	Akers Mek.Værks. Oslo	P.Rass&E.Kriisk	199·3 P216tF24t	30·1	12·8	Tallinn Estonian WB	T.3Cy.15",22"&37"-27" 71NHP AkersMek.Værks.Oslo		G
21620 LCFC	**Borgholm** Wireless D.F. 1Dk	1561 1349 899					1922	Akers Mek.Værks. Oslo	A/SBorgå (PetterOlsen, Mgr.)	255·8 P41tH84tF27t	39·7	17·0	Oslo Norwegian	T.3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
21621	— Ⓟ (exBornholm) Wireless 1Dk&ptAwng dk	518 250 218					1899	Akt.Burmeistr&Wain Copenhagen	A/SD/S Östersöen	156·4	26·8	10·3	Allinge Danish WB	T.3Cy.15",25"&40"-24" 78NHP Burmeister&Wain,Cpn.		V
21622 LCRL	**Borgila** 4Mst 1Dk	1434 1268 854					1910	Fredrkstad Mek.Værks Fredrikstad	A/S Borgå (PetterOlsen, Mgr.)	243·0 P47tH54t	38·4	17·1	Oslo Norwegian WB	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
21623 LDWA	**Borgland** TwinSc3Mst ssOsl.No.3-3,31 ssOsl.No.1-36 OilEng. 2Dks(Stl)	3636 3302 2211	✠100A1 4,36 ~~8,33~~ ~~DBS9,34~~ ~~✠LMC5,31~~ ~~✠LMC(M)8,33~~ ✠LMC4,36	Osl DBS8,35	x	CL ~~3,33~~ 4,36	1918 5mo Lloyd's A&CP	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	362·0 P32'B&F309' FK CellDB314'1021tFPT	51·5	31·0	Oslo Norwegian 6BHptCem 93tAPT40t	Oil Engines 4S.C.SA. 12Cy.21¼"-28⅜" 528NHP DB80lb AkersMek.Værks.Oslo	34 " 0	
21624 LDIJ	**Borgny** OilEng. ssBla.No.1-33 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	3015 2161 1686	✠100A1 ~~5,25~~ ~~7,34~~ 4,36 ✠LMC CS8,33 ~~DBS7,34~~ ~~6,33~~ 8,35 Carrying Petroleum in bulk	Ist DBS9,35	t	CL ~~7,32~~ 5,35	1929 3mo Lloyd's A&CP	A/SAalb'rg Skibsbyggeri Aalborg	A/S Borgå (PetterOlsen, Mgr.) CellDBuE47'50tDTf29'210tFPT	305·4 P67'B38'F31' Trunk in wells FK	50·2	18·8	Oslo Norwegian 12BHptCem 154tAPT22t	Oil Engines 4S.C.SA 6Cy.19¾"-59¼" 222NHP DB185lb Akt.Burmeistr&Wain,Cpn	19 " 0	
21625 LDID	**Borgsten** Wireless 1Dk	1569 1355 914					1922	Akers Mek.Værks. Oslo	A/S Borgå (PetterOlsen, Mgr.)	255·9 P44tH91tF9t	39·7	17·7	Oslo Norwegian WB	T 3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
21626 LCRM	**Borgund** (exTangbrand, exJerseydene,exSuzanne&Madeleine, exBarbeau) 1Dk	303 244 132					1917	Forg.&Ch. de la Médit LaSeyne	StatensKjöleanlegg	132·6 Q7tH24tF24t	24·0	10·9	Aalesund Norwegian WB	C.2Cy.18"&36"-23½" Forges&Ch.de la 52NHP Medit.LaSeyne		V
21627 263 HSAB	**Boribat** ssBgk.2ndNo.3-1,27 Well deck ssBgk.No.~~1-34~~ 2-35 1Dk(Stl-pt teak s)	563 337 352	✠90A1 ~~9,34~~10,35 ~~BS9,34~~ ✠LMC~~1,31~~ 10,35 Fitted for oil fuel 3,02 F.P. above 150°F.	Bgk	g	CL 9,34	1902 3 mo Lloyd's A&CP	Kjöbnhvns Flydk.&Skbs. Copenhagen	SiamSteamNav.Co.Ld. WB=CellDBuE12'18tFPT	166·0 P116'F25' FK	26·5	10·7	Bangkok Siamese 4BHCem 28tAPT15t	T3Cy.13",20½"&33½"-21"(s) 170lb 100lb NDB20 66NHP 1SB,2cf,GS39,HS1171 Kjbnhavns.Flydk.&Skbsv.	11 " 3 s " 3 11 " 2	
21628 OYBE	**Boringia** Ⓟ TwinSc ssCpn.No.1-35 Ref.Mchy. D.F. OilEng. 1Dk(Stl)&Shelter dk(Stl-teak s) 3rd dk(Stl) in frwd.holds	5821 4648 3606	✠100A1 withfreeboard 9,35 ~~1,35~~ ✠LMC CS4,34 8,33	Cpn DBS6,33	b†	CL 4,33	1930 4mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/S.DetOstasiatiskeKompagni CellDB372'1326t tanks in way of tunnels 100tFPT95tAPT99t	425·5 B92' FK	57·1	25·3	Copnhagn Danish 7BHptCem (Coll to Shdk 6 „ 2nd „)	Oil Engines 4S.C.SA 14Cy.24 13/16"-51 3/16" 827NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 4½ 24 " 8½	
21629 230447 KGWQ	**Borinquen** Ⓟ Fitted for oil fuel D.F. GyC. Ref.Mchy. 3Dks	7114 — 4249					1931	Bethlehem S.B.Corp.Ld. Quincy,Mass.	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co. Mgrs.)	413·7 B249'F77'	59·8	23·2	NewYork Utd.States WB	2 Steam Turbines SR Geared to 1 Sc. Shaft BethlehemS.B.Corp.		R
21630 SVHI	**Boris** (exMenapier-33,exWar Heather) ssAnt.No.3-9,30 ssRot.No.1-35 1Dk(Stl)	5166 4737 3071	✠100A1 9,35 ~~6,34~~ ✠LMC11,34 ~~MS6,30~~ BS1,36	Pir Rot ~~BS11,34~~	y	CL ~~11,33~~ 9,35	1917 12mo Lloyd's A&CP	D&WHendersn&Co.Ld Glasgow	Soc.Commerciale et d'Arménent S.A.	400·5 P49'B113'F39' FK Middle line Bulkhead	52·3	28·5	Piræus Greek 7BH pt Cem not oil-tight Cell DB345'	T.3Cy.27",44"&73½"-48"(s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D&W.Hendersn&CoLdGls 1132tFPT114tAPT177t	31 " 0 s 5 " 11¼ 25 " 3¾	
21631	**Borneo** Ⓟ (exNipsic,exBorneo) 1Dk2trB	2251 1878 1348					1902	Schiffsw.v. HenryKoch Lübeck	YauYeeHing	297·6 295·0 P41'B75'F47'	39·5	20·0	Canton Chinese WB	T.3Cy.21⅝",36¾"&53"-35½" 167NHP OttenserMaschf.Altona		
21632 21145 JCLB	**Borneo Maru** 2Dks&Awng dk	5864 5586 4264			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen K.K.	385·0 FK	51·0	36·0	Osaka Japanese WB	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 " 0	C †
21633 OYOE	**Bornholm** ssHam.No.1-35 OilEng. 1Dk(Stl) D.F.	3177 2730 1927	✠100A1 ~~2,35~~ ~~6,34~~ 4,36 ✠LMC CS10,35 DBS6,34 12,34	Cpn ~~Ham~~ Rot	v	CL ~~5,33~~ 3,35	1930 6mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/SDetDansk-FranskeDampskibsselskab(A.N.Petersen) CellDB277'824t MT156t	326·2 P25'B155'F27' Trunk in wells FK	50·1	20·8	Copnhagn Danish 5BH pt Cem APT110t	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 " 0 s 2 " 7¾ 20 " 6½	
21634 OXZE	— Ⓟ OilEng. Wireless D.F. 2Dks	1350 647 804					1930	Akt.Burmeistr&Wain Copenhagen	D/S paaBornholm af1866(T.H.Lund, Mgr.)	235·3 F on Awng dk32'	37·9	11·4	Rönne Danish WB	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn		V

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21635 141856 VGDZ	**Bornite** (*ex*CanadianRover) *Fitted for oil fuel* 2*Dks*	2422 2051 1464					1920	TheCollingwood S.B.Co.Ld. Collingwood	CoastwiseSteamship&BargeCoLd.	251·0 P24'B64'F23' *WB*	43·6	23·6	Vancouver B.C. British	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		
21636 132268 GRCW	**Borodino** Ⓟ (*CruiserStern*) *Ref.Mchy.* D.F. 2*Dks*	2004 1650 1091					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0 *WB*	42·2	17·2	Hull British	T.3Cy.22",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		C BT till 1,36
21637 142019 MKGJ	**Borthwick** 1*Dk*	1097 896 458					1920	J.Cran& SomervilleLd Leith	G.Gibson&Co.Ld.	235·2 P28'B67'F31' *WB*	34·0	15·3	Leith British	T.3Cy.18½",31"&50"-33" 144NHP J.Cran&Somerville,Ld.Lth		C
DGWC	**Borussia** TwinSc 1*Dk*	948 745 528					1912	Nüscke& Co.A.G. Stettin	Rhein-London LinieG.m.b.H.	219·8 Q63'B53'F23' *WB*	33·5	13·1	Cologne German	T.6Cy.$11\frac{4}{5}$",$18\frac{9}{10}$"&$30\frac{7}{10}$"-$18\frac{7}{10}$" 82NHP Atlas-WerkeA.G.Bremen		G
21639 565 IKWM	**Borzoli** (*ex*Nettuno,*ex*Leipzig, *ex*Astero) Iron 1*Dk&Spar dk3trB*	1167 — 714					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	224·7 F12' *WB*	30·2	19·7	Genoa Italian	C.2Cy.$26\frac{3}{10}$"&$49\frac{3}{5}$"-31½" 114NHP A.G."Vulcan,"Stettin		I
21640 YTAJ	**Bosanka** *ss*Tri.2ndNo.3-8,32 *Spar dk(Stl)2trB&deepframing*	3456 3291 2244	✠100A1 *Spar dk* *withfreeboard* ~~12,34~~12,35 ~~BS7,34~~	Spt Tri BS10,35 ✠LMC3,31	*v*	CL 11,33	1905 3mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	Dubrovacka Parobrodska Plovidba *WB=CellDB*	341·2 P30'B94'F30' 24·7 FK *a110'uE22' f154'77*	46·8	15·9	Dubrvnik Yugoslav 6*BHCem* 6*tAPT*61*t*	T.3Cy.24",40"&65"-45"(*s*) 160lb 300NHP NDB07 *refitted*27 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	27 " 4 s4 " 10 22 " 8	
21641 PDFN	**Boschdijk** *ss*Rot.No.3-8,31 2*Dks(Stl)&Shelter dk(Stl)* *ss*Rot.No.1-36	6872 6398 4240	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~1,35~~ ~~BS10,34~~ *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Rot BS10,35 ✠LMC~~8,31~~ MS4,36	*z*	CL ~~10,34~~ N4,36	1922 10mo *Lloyd'sA&CP*	N.V.Werf deNoord Alblasserdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325' *MT*671*tDTa*577*tF*	400·2 P35'F50' *on Shelter dk* FK 1028*t* *Collisio* *PT*139*tAPT*149*t*	54·3	36·6	Rottrdam Dutch *ptCem* *nBHtoShdk* 5 " " *U* "	2SteamTurbinesDRgeared to1Sc.Shaft (*s*) 215lb 648NHP 3SB,9*cf*,GS185,HS8481 FD Harland&Wolff,Ld.Bel.	39 " 0 s9 " 0¾ 30 " 2	
21642 PDFP	**Boschfontein** Ⓟ (*ex*Nieuwkerk-34) *OilEng.* *ss*Ams.No.1-32 D.F. E.S.D. 1*Dk(Stl)Shelter dk(Stl)&* *Ref.Mchy.* 3*rd dk(Stl)in holds* *CruiserStern*	~~7140~~ ~~5048~~ ~~4294~~ 7139 5048 4292	✠100A1 *withfreeboard* ~~5,35~~ 10,35 ✠NE11.34 ✠Lloyd'sRMC~~2,35~~ ~~9,35~~ 1,36	Rot Ams ✠LMC11,34 DBS~~1,34~~ 8,35	*b*†	OG N11,34	1928 10mo *Lloyd'sA&CP*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. "HollandAfrika" LijnN.V. *Mgrs.*) *CellDB*372'1099*tFPT*	453·7 P33'B134'F67' len34 FK	59·5	27·2	TheHague Dutch 8*BHCem* (2 *to Sh dk* 6 " 2*nd* ") 115*tAPT*62*t*	2Oil Engines 2S.C.SA 20Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$"withS.R. gearing & hydraulic coupling 2DB *225lb* 1705NHP NDB(WT)34-*225lb* KonMaats"DeSchelde," Flushing	31 " 0 s4 " 6 26 " 7¼	
21643 PDFS	**Boskoop** Ⓟ *ss*Ham.No.2-35 ~~*ss*Ham.No.1-31~~ 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	5538 4634 3320	✠100A1 *withfreeboard* 2,35 ~~10,34~~ ~~MS4,31~~ ~~6,35~~ *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Ham ✠LMC6,35 ~~BS10,33~~ ~~10,34~~	*a*†	CL 10,34	1927 7mo *Lloyd sA&CP*	N.V.C.van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. *CellDB*	400·6 FK (*Coll&A* 323'1175*t FPT*106*t*	58·3	26·4	Amstrdam Dutch 7*BHCem* *P to Sh dk* 5 " 2*nd* ") *APT*66*t*	C.4Cy.(2)29"&(2)47¼"-47¼" 200lb (*r*) 522NHP 3SB,9*cf*,GS165,HS8220 FD RottrdamDryDockCo.Rot.	30 " 0 s3 " 7 26 " 7	
21644 YTJK	**Bosna** Ⓟ (*ex*Bosnia) *ss*Spt.3rdNo.3-7,34 1*Dk(Stl-ws)*	542 347 263	A1 *For service in the Adriatic* 8,35 ~~1,35~~	Ssk Spt BS8,35 LMC7,34	*h*	CL 6,34	1899 *Lloyd'sA&CP*	Lloyd Austriaco Trieste	JadranskaPlovidba a.d.	162·8 P49'B39'F45' FK *CellDBa*45	24·9	11·6	Split Yugoslav 5*BHCem* '*uE*23'63*t*	T.3Cy.13⅞",22¼"&36"-24"(*s*) 170lb 94NHP 2SB,4*cf*,GS80,HS1470 FD LloydAustriaco,Trieste	12 " 5 s " 9½ 11 " 9½	
21645 160388 GNSD	**Bosnia** *ss*Liv.No.1-32 2*Dks(Stl)*	2402 2085 1209	✠100A1 8,35 ~~9,34~~ BS~~6,34~~ 8,35	Liv ✠LMC5,32	*t*	CL 9,34	1928 3mo *Lloyd'sA&CP*	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld. *CellDBa&uE*94'	292·3 B129'F28' FK *f*139'526*t FPT*43*t*	45·0	20·3	London British 5*BHptCem* *APT*23*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 " 6 s3 " 0¼ 19 " 8	
21646 LIXM	**Bosphorus** *OilEng.* 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	2111 1647 1151					1934	A/SAkers Mek.Værks. Oslo	D/S A/S Spanskelinjen(FredOlsen &Co.andOleR. Thoresen,*Mgrs.*)	323·6 P98*t*H320*t*F46*t* *WB*	44·2	16·7	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 404NHP A/SAkersMek.Værks.Oslo		N
21647 223749 WEOB	**Boston** Ⓟ TwinSc *CruiserStern* *Fitted for oil fuel* D.F. 6*Dks*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	Eastern Steamship Lines,Inc.	385·3 *WB*	72·5	20·9	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to2Sc.Shafts Bath Iron Works,Bath,Me.		R
21648 134724 GDSB	**Boston City** *ss*Brs.No.3-8,33 D.F. 2*Dks(Stl)&Shelter dk(Stl)* 3*rd dk(Stl)in fore hold*	2870 2632 1714	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~10,34~~ MS5,33 *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Brs ✠LMC BS~~10,34~~ 9,35	*u*	CL 10,34	1920 8mo *Lloyd'sA&CP*	C.Hill& Sons,Ld. Bristol	BristolCityLine ofSteamships,Ld. (C.Hill&Sons, *Mgrs.*) *CellDB*268'601*t*	316·1 FK *Collision* *FPT*88*tAPT*89*t*	43·8	23·6	Bristol British *Cem* *BHtoSh dk* 5 " " *U* "	T.3Cy.$24\frac{7}{16}$",39"&66"-45" 180lb *100lb* (*s*) 357NHP 2SB,6*cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 " 0 2 " 1½ 24 " 1¼	
21649 26358 JMCD	**Boston Maru** *ss*Nag.No.3-3,32 2*Dks(Stl)*	5477 4988 3407	✠100A1 4,35 ~~4,34~~	Kob Nag ✠LMC~~5,34~~ 4,35	*z*	CL ~~3,32~~ 4,35	1919 10mo A&CP	Asano S.B.Co. Tsurumi	IshiharaSangyo KaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'942*t*	53·2	29·4	Fuchu Japanese 6*BHCem* *APT*27*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD Ishikawajima,Tokio	32 " 0 s6 " 8 25 " 8	
21650 143043 GNSX	**Bosworth** (*ex*WarPeridot) *ss*Shl.No.3-8,31 1*Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in 'tween decks* *ss*Cff No.1-36	6672 6398 4140	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~12,34~~ BS~~12,34~~ 1,36	Shl Cff ✠LMC~~8,30~~ 12,34	*a*†	CL 12,34	1919 3mo *Lloyd'sA&CP*	JLThompson&Sons,Ld Sunderland	H.M.Thomson *CellDB*366'1362*tD*	412·5 F *on Shelter dk* 36' FK *Ta*26'997*tFPT*154*t*	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 2 " " *U* " *APT*224*t*	T.3Cy.27",45"&75"-54" (*s*) 180lb 619NHP 3SB,12*cf*,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 " 0 s8 " 9¾ 28 " 6	
21651 PKOC	**Both** 2*Dks*	2539 2034 1484					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·4 P26'B83'F19' *WB*	46·6	19·3	Batavia Dutch	C.4Cy.(2)16½"&(2)35½"-35½" 122NHP Gebr.Stork&Co.Hengelo		V
21652 OXFC	**Bothal** *ss*Els.No.3-5,33 1*Dk(Stl)&Web frames* *Mchy.Aft Well deck*	2109 1665 1223	✠100A1 5,36 ~~1,35~~ BS~~8,34~~ 11,35	Cpn Els ✠LMC5,33	*r*	CL ~~5,33~~ 4,36	1920 4mo *Lloyd'sA&CP*	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	DetDanske Kulkompagni *Cell* *Deck tank*	275·4 Q165'F30' FK 227'692*tDecktanka* *f*16' 36*tFPT*162*tA*	41·1	18·1	Copnhagn Danish 4*BHCem* 16'36*t* *PT*32*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb *100lb* 213NHP 2SB,6*cf*,GS105,HS3600 FergusonBros.(Port Glasgow),Ld.	20 " 6 s6 " 1¾ 18 " 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. [illegible]
21653 160475 GBLJ	**Bothnia** ssLiv.No.1-32 2 Dks (Stl)	2402 2085 1209	✠100A1 5,35 ~~4,34~~ BS~~4,34~~ 6,35	Liv ✠LMC6,32	*l*	CL 4,34	1928 5mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld.	292·3 45·0 20·3 B129'F28' CellDBa&uE FK 94'f139'526tFPT	London British 5BHptCem 43tAPT23t	T.3Cy.24",40"&66"-45" (s) 180lb 180lb 403NHP 2SB,8cf,FS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0¼ 19 ″ 8	
21654 6061 SDLU	— (exFreja) 1 Dk	*1343* *1144* *711*					1918	Limhamns Skeppsv.A.B. Limhamn	RederiA/B SvenskaLloyd(K. R.Bökman, *Mgr.*)	239·0 37·6 18·2 P19'B60'F30'	Gothenbrg Swedish *WB*	T.3Cy.17¼",29½"&48"-31½" 130NHP LimhamnsSkeppsv.A.B.		V
21655 DHCY	**Botilla Russ** Wireless Sub.Sig. 1 Dk	996 798 583					1922	Atlas WerkeA.G. Bremen	ErnstRuss	224·0 33·3 13·7 P15'Q79'B61'F27'	Hamburg German *WB*	T3Cy.18 1/16",29½"&48½"-29½" 129NHP AtlasWerkeA.G.Bremen		G
21656 LCRN	**Botne** 1 Dk	991 861 570					1922	Hölens Verks. Larvik	D/S A/SHenriksen &Kierulf	214·2 34·3 14·2 H59tP39t	Oslo Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP MossVærft.A/S.Moss		N
21657 LCRO	**Botnia** (exModemi) 1 Dk	1483 1183 841					1918	Bergens Mek.Værks Bergen	D/S A/S Trampfart (M.Johansen, *Mgr.*)	244·5 37·7 15·5 P34tQ106tH96t F34t	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMek.Værks		N
21658 153733	**Bou Regreg** ssCdz.No.3-11,34 *Mchy.Aft* 1 Dk	382 296 182	100A1 11,34 BS12,35 *For Coasting Service between Moroccan Coast & Lisbon Carrying Petroleum in bulk Fitted for oil fuel 24 F.P. above 150° F.*	Cdz LMC12,34	*f*	CL 11,34	1924	Philip& Son,Ld. Dartmouth	GibraltarVacuum OilCo.Ld.	140·0 30·1 8·3 *Trunk*65' FK *FPT*18t	Gibraltar British 7BHptCem *APT*28t	C.2Cy.13½"&28"-20" 150lb 32RHP 1SB,2cf,HS1081 Philip&Son,Ld.Dartmouth	9 ″ 6 s 1 ″ 3¼ 8 ″ 4¼	
21659 TTUL	**Boudjmel** (exZeus) 2 Dks	1527 1257 943					1901	Rijkee& Co. Rotterdam	L.Bérengier& Giannoni	250·7 34·6 18·5 Q78'B60'F32'	Marseilles French *WB*	T.3Cy.19",32"&51"-36" NB20 156NHP Maats.Fyenoord,Rot.		V
21660	**Boug** (exAgnesDuncan-35) (DAMAGED BY STRANDING 1,35—NOW IN PORT) 1 Dk (Stl) *Mchy.Aft* ssCff.No.3-1,25 ssCff.No.2-34	*2514* *2111* *1466*	✠ 4,31 ✠	Cff	*t*		1912 7mo	R.Duncan &Co.Ld. PortGlasgow	Sovtorgflot	306·0 43·2 20·1 P71'F38' FK *2 Intermediate BHds in main hold dispensed with* *CellD*	Russian *Cem* *3BHonly* *BuE&B52f*	T.3Cy22",36 5/16"&59"-39"(s) 263NHP 2SB,6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk. 185'715t*FPT*305t*APT*74t	22 ″ 7	
21661 FNLR	**Bougainville** *Ref.Mchy.* D.F. 3 Dks	7110 — 4363					1913	Forg.&Ch. de laMédit Havre	ChargeursRéunis	414·0 53·8 34·8 B148'	Havre French *WB*	T.3Cy.28",46"&76"-52" 416NHP Forg.&Ch.de laMédit.Hav.		V
21662 UOBD	**Boukharin** Sub.Sig. 1 Dk (Stl)	2332 2013 1296	✠ — 8,33 ✠	Len	*s*		1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	Sovtorgflot	284·8 43·1 20·5 P18'B75'F32' FK *CellDB*228'554t*FPT*	Archangel Russian 4BHptCem 51t*APT*85t	T.3Cy.17 11/16",29⅛"&48 7/16"-35 7/16" 193NHP 2SB,4cf,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
Broken up 21663 ~~[illegible]~~ ~~[illegible]~~	**Boulac** (exSt.Margaret ofScotland, exBalantia) TwinScSp 1 Dk&Shelter dk2trB *Ref.Mchy.* Sub.Sig.	2467 1859 1429					1909	Harland& Wolff,Ld. Belfast	~~KhedivialMailS.S. &GravingDockCo. Ld.(LordE. Hamilton, *Mgr.*)~~	300·7 38·2 22·9 B144'F47'	~~London~~ ~~British~~ Italian *WB*	Q8Cy13½",19½",28"&40"-28" 170NHP Harland&Wolff,Ld.Bel.		V
21664 160758 GSQD	**Boulderpool** ssShl.No.1-33 D.F. 1 Dk (Stl)	4805 4552 2992	✠100A1 ~~7,35~~ ~~4,31~~ 4,36 BS~~3,35~~ 8,36	Bry Sws ✠LMC4,33	*z*	CL N 11,33	1928 10mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*)	405·0 53·5 26·4 P30'B229'F41' FK *CellDB*352'1398t*FPT*168t	W.Hartlpl British 6BHCem *APT*159t	T.3Cy.25½",43"&71"-48" (s) 180lb 508NHP 3SB,9cf,GS169,HS7688 FD Smith'sDockCo.Ld.Mdb.	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
21665	**Bourbon** 2 Dks	*1585* *1349* *907*			...		1893	C.Connell &Co. Glasgow		271·0 35·2 19·7 P34'B98'F31' BK8"	*WB*	T.3Cy.20",33"&54"-42" 225NHP Dunsmuir&Jackson,Gls.	22 ″ 0	
21666 FNQB	**Bourbonnais** (exBaytigern, exSaintKentigern, exPort deBoulogne) 2 Dks	4484 — 2836					1914	Greenock& Grangem'th DckydCo.Ld. Greenock	NouvelleCie. HavraisePéninsulaire deNav.	375·8 52·6 25·6 P36'B99'F43'	Marseilles French *WB*	T.3Cy.25",41"&68"-48" 320NHP Rankin&Blackmore,Grk.		V
21667 LZDA	**Bourgas** (exCarniolia) 1 Dk&Spar dk	2941 2283 1674			...		1900	Lloyd Austriaco Trieste	Soc.Commerciale Bulgare deNav.à Vap.	315·3 40·8 21·5 P36'B86'F64' FK	Varna Bulgarian *WB*	T.3Cy.23½,39"&65½"-45" 356NHP LloydAustriaco,Trieste	24 ″ 3	V †
21668 FNNG	**Bourges** D.F. 1 Dk	2910 2538 1774			...		1919	ForthS.B. &E.Co.Ld. Alloa	Cie.DelmasFrères &Vieljeux	324·4 44·3 23·1 P28'B85'F33' FK	La Rochlle French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
21669 124501	**Bournemouth Queen** Ⓟ PadSp 1 Dk&Promenade dk	353 241 139					1908	AilsaS.B. Co.Ld. Troon	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld	200·1 24·1 8·0 Q10'	S'thamptn British	C.D.2Cy.23"&48"-51" 94RHP Hutson&Sons,Ld.Glasgow		BT till 3,36
21670 ~~[illegible]~~	**Boussole** Ⓟ (exSaint Eloi, exRegistan) 2TwinMst *Fitted for oil fuel* D.F. 2 Dks	5123 4030 3078			...		1921	W.Gray& Co.(1918)Ld. WHartlepool	~~Soc.desServices Contractuelsdes Messageries Maritimes~~	350·2 52·5 26·8 P30'B215'F35' FK	~~Dunkirk~~ ~~French~~ *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
	Now "Arauco," *see No.* 37066 *in Supplement*													
21671 161439 MPVS	**Bovey Tracey** ssGoo.No.1-35 Wireless 1 Dk (Stl)	1212 921 613	✠100A1 3,35	Shl ✠LMC1,35	*n*	CL 3,35	1930 6mo Lloyd's A&CP	J.Crown& Sons,Ld. Sunderland	T.&C.Wilton&Co. Ld.	222·0 35·2 14·6 P20'B49'F23' FK *CellDBa&uE*75'*f*93'276t*FPT*	London British 4BHCem 34t*APT*66t	T.3Cy.17",28"&46"-33" (s) 180lb 158NHP 2SB,4cf,GS73,HS2792 N.E.MarineEng.CoLd.Sld.	16 ″ 7 s 1 ″ 10½ 14 ″ 10½	
21672 129523 MDKN	**Bowling** (exClydemhor) 3Mst ssGmh.2ndNo.3-7,32 *Mchy.Aft* 1 Dk (Stl)	793 558 344	✠100A1 8,35 ~~8,34~~ BS~~9,34~~ 8,35	Lth Gmh ✠LMC7,32	*k*	CL ~~8,34~~ 7,35	1910 10mo Lloyd's A&CP	JFullerton &Co. Paisley	G.Gibson&Co.Ld.	199·0 30·1 11·2 Q121'F36' FK *WB=CellDBf*106'	Glasgow British 3BHCem 185t*FPT*79t	T.3Cy.17",27½"&45"-33" (s) 170lb 150NHP 2SB,4pf,GS78,HS2696 Ross&Duncan,Glasgow	13 ″ 7 s 4 ″ 7 13 ″ 1½	
21673 144931 GDWN	**Box Hill** (exGlentworth-34) ssNwe.No.3-11,34 1 Dk (Stl)&Shelter dk (Stl)	5677 5310 3501	✠100A1 *Shelter dk with freeboard* ~~4,35~~11,35 ✠NE11,34 *Fitted for oil fuel 11,20 F.P. above 150° F.*	Bly Hul ✠LMC11,34	*b*†	CL N9,34	1920 11mo Lloyd's A&CP	Hawthorn, Leslie&Co.Ld Newcastle	SurreyS.S.Co.Ld.	450·0 55·0 26·4 FK *Collision BH to S dk 6 „ „ U „* *CellDBa*150'*uE*29'*f*221'1319t*DTa*38'1445t *FPT*	London British *Cem* 133t*APT*70t	T.3Cy.24¼",40½"&68"-48" 200lb (s) 548NHP 3SB,12cf,GS214,HS8655 FD Hwthrn,Leslie&CoLdNwc	29 ″ 1 s 3 ″ 9¾ 25 ″ 6¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5, 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21674 140355	**Boxol** *ss*Mlt.No.3-10,29 *ss*Mlt.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	1115 861 747	✠100A1 *withfreeboard* 7,35 ~~7,33~~ ~~BS8,34~~ ✠LMC8,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,17*F.P.above* 150° F.	Mlt BS7,35	*n*	CL 8,34	1917 9mo	Barclay, Curle&CoLd Glasgow *Lloyd's A&CP*	TheAdmiralty *CellDBuE&B*45'6	210·0 P62'F57' FK *Middle line Bulkhead not oil tight* 3*tDTf*30'245*tFPT*	34·7	15·6	London British 12*BHptCem* 35*tAPT*30*t*	T.3Cy.15½",25½"&41½"-27" 180lb (*s*) 87RHP 2SB,4*cf*,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
21675 LCFD	**Braa** (*ex*Tosca,*ex*Evanger,*ex*Loiret) *ss*Osl.2ndNo.3-3,33 1*Dk*(*Stl*) & *deep framing* *Cargo battens not fitted*	2214 2030 1323	✠100A1 8,35 ~~4,34~~ BS ~~4,34~~ 6,35 ✠LMC3,33	Sfj Sws	*s*	~~3,33~~ 8,35	1908 10mo	Forg.&Ch. de laMédit Havre A&CP	A/S Braa (Nilssen&Sönner) *CellDBa*98'*u*	291·0 P23'B74'F35' FK *E*18'*f*120'616*tFPT*	44·0	19·0	Oslo Norwegian 6*BHCem* 62*tAPT*32*t*	T.3Cy.20⅞",33 1/16"&52"-35 7/16" 170lb (*s*) 190NHP 2SB,6*cf*,GS108,HS3234 Forg.&Ch.de laMédit.Hav.	21 ″ 4 s 2 ″ 11 18 ″ 6½	
21676 LCFF	**Brabant** Ⓟ TwinSc *CruiserStern OilEng.* D.F. 2*Dks*	2335 1650 1345					1926	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	270·5 P48'Q92'F49'	41·2	20·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝"-35 7/16" 446NHP AkersMek.Værks.Oslo		N
21677 7361 SGHN	— (*ex*Inneröy, *ex*Volendam,*ex*Narva,*ex*Alpha) *ss*Skm.3rdNo.3-6,33 1*Dk*(*Stl*)&*deep framing&ptAwng dk*(*Irn*)	*2036* *1376* *1223*	✠100A1 *ptAwng dk* *withfreeboard* 3,35 ✠LMC MS4,34 BS3,35	Skm	*r*	3,35	1897 9mo	W.Gray& Co.Ld. WHartlepool A&CP	Rederiaktieb. Brabant(Svante Svensson,*Mgr.*)	270·0 P17'Q86' *ptAwngdk*167' FK	39·2	15·9	Stockholm Swedish 4*BHCem* *CellD Ba&u*	T.3Cy.19",30½"&51"-36" (*s*) 160lb 156NHP 2SB,4*rf*,GS54,HS2330 Cen.Mar.Eng.Wrks.WHpl *E*106'*f*112'478*tAPT*69*t*	18 ″ 2 s 7 ″ 5¾ 17 ″ 10	
21678 PDGA	— *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	345 266 203					1927	Gebr.Pot Bolnes	N.V.Motorschip Brabant(T.den Hartigh,*Mgr.*)	147·9 P40'F20'	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfabrik"Deutz" A.G.Köln-Deutz		V
21679 161617 GFQS	**Bradburn** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4736 4425 2872					1930	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q.4Cy.20",28½",41½"&61"-48" 258NHP Cen.Mar.EWrks.Ld WHpl		C
21680 217769 KJDU	**Braddock** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk &Web frames* *Longitudinal framing*	6629 5895 4122			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	Newrk,NJ Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
21681 148832 GJZY	**Braddovey** D.F. 1*Dk*	3359 3080 2045					1927	Napier& Miller,Ld. Glasgow	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	340·2 P35'B104'F34'	48·7	23·2	Bideford British *WB*	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21682 148830 GKYJ	**Bradesk** D.F. 1*Dk*	3352 3080 2039					1927	Napier& Miller,Ld. Glasgow	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	340·2 P35'B104'F34'	48·7	23·2	Bideford British *WB*	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21683 148834 GFJN	**Bradfyne** *Fitted for oil fuel* D.F. 2*Dks*	4740 4421 2872					1928	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·2 F41'	54·2	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
21684 161616 GPVQ	**Bradglen** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4741 4428 2874					1930	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q.4Cy.20",28½",41½"&61"-48" 258NHP Cen.Mar.EWrks.LdWHpl		C
21685 LCRR	**Braemar** (*ex*Haybör,*ex*Bess, *ex*Bayard) Now Anna, see No. 37089 in Supplement 1*Dk*2*trB*	1009 907 592					1897	Nylands Værksted Oslo	Dpskslsk.Braemar A/S(Kr.Knudsen)	229·4 H45*t*F26*t*	32·6	14·5	Xiansand Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP NylandsVærksted,Oslo		N
21686	**Braganza** Wood *Mchy.Aft* 1*Dk*	305 260 143					1917	E.Lindstöl Lindstöl	Komsevput	118·5 Q16*t*H29*t*	28·6	13·7	Archangel Russian	C.2Cy.13⅗"&26⅘"-18 1/10" 31NHP KaldnæsM.V.Tönsberg		
21687 5192 SDJA	**Brage** (*ex*Tanke) 3Mst *Mchy.Aft* 1*Dk*	774 *501* *359*					1902	Chant.Nav Anversois Hoboken	RederiA/BStella (EjnarSjökvist, *Mgr.*)	188·3 P67'Q87'B13'H35*t* F26'	30·1	11·3	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP N.E.MarineEngCoLd.Nwc		V
21688 6340 SGIN	**Braheholm** *ss*Got.No.3-8,25 *ss*Got.No.2-34 D.F. 2*Dks*(*Stl*)	5676 *5106* *3367*	✠100A1 11,35 ~~10,34~~ ✠LMC MS3,34 ~~BS1,35~~ 3,36 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Got Mmo	*z*	CL 10,34	1920 4mo	J.Coughlan&Sons,Ld. Vancouver, B.C. A&CP *Intermediate BH in forehold & Intermediate 'tween dk BH in after hold dispensed with*	Aktieb.Svenska AmerikaMexiko Linien(B.Zander, *Mgr.*) *CellDB*	410·5 P44'B115'F47' FK 363'1239*t FPT*124*t*	54·1	27·5	Gothenbrg Swedish *ptCem* 5*BHto U dk* 1 ,, ,,2nd ,, only *APT*87*t*	T.3Cy.27",44"&73"-48" (*s*) & Exhaust turbine driving steam compressor 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	
21689 LIWU	**Brajara** *Oil Eng.* *Mchy.Aft* 1*Dk* *CruiserStern*	8116 7462 4894	✠100A1 1,36 ~~12,34~~ ✠LMC12,34 *Carrying Petroleum in bulk*	Got Yka	*c*†	CL 1,36	1934 12mo	Götaverken A/B Gothenburg *Lloyd's A&CP*	RederiA/S Freikoll (Ludv.G.Braathen *Mgr.*) *CellDBuE*75'20	455·5 P101'F59' FK 9*tDTf*22'375*tFPT*	59·2	35·9	Oslo Norwegian 10*BHptCem* 95*tAPT*152*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/8" 653NHP 2DB150lb GötaverkenA/B,Got.	35 ″ 6 s 8 ″ 1 27 ″ 8¼	
21690 LDGT	**Bra-Kar** TwinSc *OilEng.* 2*Dks*	3778 3348 2275					1928	Akers Mek.Værks. Oslo	A/SGangerRolf, Fred.Olsen&Co. (DenNorskeSyd Amerikalinje)	365·5 P193*t* F33*t*	51·8	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP AkersMek.Værks.Oslo		N
21691 DHCZ	**Brake** (*ex*Munin,*ex*Fritzöe,*ex*Atlas) *ss*Got.No.1-13 *Mchy.Aft* 1*Dk*(*Stl*)	617 508 336	✠ 12,19 ✠	Osl	*j*		1909 4mo	Thorskogs Mek.Verks. Lödöse	Reed.JohannesIck G.m.b.H. (Arthur Sommer,*Mgr.*) *CellDB*	177·8 P58'H17*t*F21' FK *f*115' 151*t FPT*22*t*	29·6	12·4	Hamburg German 3*BHCem* *APT*23*t*	C.2Cy.16"&30"-22" 46NHP 1SB,2*cf*,GS23,HS870 ThorskogsM.V.Lödöse	14 ″ 4	G †
21692 LCRS	**Brakoll** (*ex*Amund-33,*ex*Aslak, *ex*Ostee) 1*Dk* Stranded 2,35	997 779 578					1907	ClydeS.B. &E.Co.Ld. PortGlasgow	RederiA/SFreikoll (Ludv.G.Braathen *Mgr.*)	215·7 Q72*t*B85*t*H6*t*F20*t*	32·2	15·3	Oslo Norwegian *WB*	T.3Cy.17",27"&45"-30" 111NHP ClydeS.B.&E.Co.Ld.P.Gls		N

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21693 LDIL	Now "James Stove," see No. 33655 in Supplement **Bralanta** TwinSc *OilEng.* *Mchy.Aft* D.F. 1*Dk(Stl)* *Special Surveys to date from 1,32*	8215 7534 4868	✠100A1 11,34 *CarryingPetr*	Fal ✠LMC7,31 *oleum*	c† *in*	CL 11,34 *bulk*	1931 7mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	BraathensRederi A/S(Lorentzens Rederi Co.*Mgrs.*) *CellDBuE70'279tD*	451·1 P96'F37' *Tf29'470tFPT114t*	59·2	35·9 FK	Oslo Norwegian 10*BHptAsp* *APT248t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 2DB*150lb* 683NHP GotaverkenA/B,Got.	35 ″ 6	
21694 140287 GVDN	**Brambleleaf** TwinSc *ss*Mlt.No.3-3,30 *ss*Mlt.No.1-33 2*Dks(Stl)&Webframes* *Longitudinal framing*	5917 5275 2498	✠100A1 1,36 ~~1,35~~ BS1,35 *CarryingPetr* *Fitted for oil*	Mlt ✠LMC2,34 *oleum* *fuel 4,*	a† *in* 17	CL 2,34 *bulk* *F P. a*	1917 4mo *Lloyd* *bove 1*	Russell& Co. Pt.Glasgow *'sA&CP* 50° F.	TheAdmiralty *CellDB*	405·4 P36'B33'F90' *uE&B87'383t DTf*	54·5	32·6 FK	London British 20*BHptCem* (*2to2nd dk*) 48'196t *DTa*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1124NHP 6SB,*18cf*,HS17730 FD D.Rowan&Co.Gls. 20'62t*FPT*70t*APT*90t	35 ″ 2 s 6 ″ 9¼ 28 ″ 7½	
Wrecked 9,35 21695 [illegible] MLGW	**Bramhall** (*ex*ActonManor-34, *ex*Helvetier) *ss*Sld.No.3-10,33 1*Dk(Stl)* *Cargo battens not fitted*	1481 1313 783	✠~~100A1~~ 2,34 [illegible]	Npt ✠[illegible] [illegible]	p	CL 2,34	1919 5mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow *'sA&CP*	BramhallS.S.Co. Ld.(Angel,Dalling &Co.Ld.*Mgrs.*) *CellDB*	240·4 B52'F23' 198' 297t *FPT* 84t	36·1	19·1 FK	London British 4*BHCem* *APT60t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 NorthBritishDieselEng. Co.Ld.Glasgow	21 ″ 3 s2 ″ 9½ 18 ″ 7	
Wrecked 9,35 21696 DMBG	**Bramow** (*ex*Elsfleth,*ex*Hugin, *ex*Haarfagre,*ex*Alma) *ss*.Osl.No.2-14 *Mchy.Aft* 1*Dk*	571 468 275	✠ 9,19	✠			1906 5mo	Lödöse VarfAktieb Lödöse	Deutsch-Nord. Seeschiffahrts u. Viehtransp.Ges. m.b.H. D	168·3 P&B125'F23' *Bf*83' 164t *FPT*20t	27·9	12·8 BK7½'	Warne- münde German 3*BHCem* *APT24t*	C.2Cy.16½"&36"-24" 66NHP 2SB,*4cf*,GS60,HS1165 LödöseVarfAktieb.Lödöse	13 ″ 4	G †
21697 [illegible] [illegible]	**Bramwell** (*ex*LlanthonyAbbey-34, *ex*Ochilbrae, *ss*Cff.No.3-4,32 *ex*Chaldon) 1*Dk(Stl)* Now "Elpis," see No. 37969 in Supplement	1492 1333 810	✠100A1 11,34 MS4,32	Cff ✠LMC BS9,34	p	CL 11,34	1919 12mo *Lloyd*	Dundee S.B.Co.Ld. Dundee *'sA&CP*	~~BramhallS.S.Co.~~ ~~Ld.(Angel,Dalling~~ ~~&Co.Ld.Mgrs.~~) *CellDB198'295t FPT*	240·0 B52'F23'	36·2	19·2 FK	Greek 4*BHCem* 77t*APT66t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Cooper&Greig,Ld.Dundee	21 ″ 3 s 2 ″ 10 18 ″ 7	
21698 TSLB	**Brancas** *ss*Nts.No.3-9,32 1*Dk(Stl)PlatformDk(Stl) for light* *cargoes in Nos.1,2&3holds* *Longitudinal framing in DB & at Decks*	1599 1386 977	✠100A1 11,34 MS2,32	Hav ✠LMC BS8,34	q	CL 9,32	1920 1mo *Lloyd*	Grngem'th Dkyd.Co.Ld. Grangem'th *'sA&CP*	~~Soc.Anon.des~~ Chargeurs de l'Ouest	254·0 P24'B64'F26' *CellDB*198'452t	37·7	18·3 FK	Nantes French 4*BHCem* *APT47t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 192NHP 2SB,*6cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6½ 18 ″ 1	
21699 LCFG	**Brand** TwinSc *OilEng.* D.F. 2*Dks*	4819 4315 2829					1927	A/B Göta- verken Gothenburg	A/S Borgestad	380·5 P146tH298tF28t	54·7	25·7	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
21700 LCFH	**Brandanger** TwinSc *OilEng.* 2*Dks*	4624 4201 2765					1926	Akt.Bur- meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 P103tH259tF22t	53·8	25·9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39 5/16" 542NHP Akt.Burmeistr&Wain,Cpn		N
21701 129385 MDGJ	**Brandenburg** *ss*Lth.2ndNo.3-6,34 *Well deck* 1*Dk(Stl)&deepframing*	1473 1114 802	✠100A1 5,35 ~~6,34~~ BS5,35	Lth Gls ✠LMC6,34	p	OG 5,33	1910 3mo *Lloyd*	Greenock& Gr'ngemouth Dockyard Co. Gr'ngemouth *'sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *CellDBa60'uE*	234·6 P21'Q118'F26' B *on Q dk* 56' *&B34'f104'358tAP*	36·0	16·4 FK	Leith British 4*BHCem* *T82t'Tween*	T.3Cy.18",27½"&45"-33"(*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& *dk tanks*14'35t Co.Ld.Mdb.	18 ″ 4 s 5 ″ 5 17 ″ 1	
21702 DAPQ	— (*ex*Sedina) *Ref.Mchy.* Wireless 1*Dk*	1112 738 642					1899	Act.Ges. "Neptun" Rostock	RenataDmpfsch. Ges.Th GribelKom. Ges. a Akt.(Rud ChristGribel,*Mgr*)	226·8 P&B133'F26'	31·4	15·0	Stettin German *WB*	T.3Cy.20",32½"&52"-33" 155NHP A.G."Neptun,"Rostock		G
21703 140409 GDPF	**Brandon** (*ex*Bredon,*ex*Holbrook) *ss*Lth.No.3-2,30 *ss*Gls.No.1-34 1*Dk(Stl)&Shelterdk(Stl)* E.S.D. D.F. GyC.	6655 6382 4155	✠100A1 *Shelter dk* *with freeboard* 11,35 ~~7,34~~ *Carrying oil*	Gls ~~Sw~~P. BS7,35 ✠LMC7,34 *fuelF.*	z N1 *P.*	CL 6,34 *above1*	1917 11mo *Lloyd* 50° F.	JLThomp- son&Sons,Ld. Sunderland *'sA&CP* *in DB* *Cell*	SouthGeorgiaCo. Ld. (Chr.Salvesen &Co.*Mgrs.*) *DB366'1360tDTa*	412·3 27' 1090t *FPT*101t	55·5	34·4 FK	London British 7*BHCem* *APT229t*	T.3Cy.25",45"&76"-54" (*r*) 180lb FD(2aftBlrs) 600NHP 4SB,*12cf*,GS248,HS9932 Blair&Co.Ld.Stockton	37 ″ 0 s 9 ″ 4½ 27 ″ 11	
21704 207301 KJDV	— (*Self-Unloader*) *Mchy.Aft* 2*Dks*	2432 — 1431					1910	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0	43·2	27·2	Wilmgton (Del.) Utd.States	Q.4Cy.17½",25½",37"&54"- 36" 175NHP DetroitS.B.Co.Detroit		
21705 217210 WGUI	**Brandywine** *Fitted for oil fuel* 2*Dks&Webframes* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	4931 4449 3003			...		1919	Pusey& JonesCo. Gloucester City,N.J.	HillconeS.S.Co.	364·9 P94'B34'F31'	51·0	29·5 FK	S.Frncisco Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	31 ″ 3	R †
21706 132832 MBYC	**Branksome Chine** (*ex*Aurora-34, *ex*Swiftway, *ss*Cff.No.3-12,25 *ex*Arachne) *ss*Bla.No.2-34 Now "Leonidas N. Condylis," see No. 3[illegible] in Supplement *Cargo battens not fitted*	3923 3631 2484	✠100A1 3,35 ~~9,34~~	Ham Gls ✠LMC7,34	w	CL ~~9,34~~ 3,35	1912 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	ChineShippingCo. Ld. *CellD*	360·0 P27'B105'F35' *Ba117' uE25' f158*	49·1	25·6 FK	Cardiff British 5*BHCem* '925t*APT78*	T.3Cy.25",40½"&67"-45"(*s*) 180lb *80lb* 337NHP NDB19*refitted*31 (2SB,*6cf*,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 1½ 23 ″ 0½	
21707 SBTW	**Brännaren** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk(Stl)* *Strengthened for Navigation in Ice* *Part electrically welded, including deck*	552 *435* *238*	✠100A1 9,33 *CarryingPetr* ✠LMC(M)11,35	Mmo ✠LMC9,33 *oleum*	h *in*	OG *bulk*	1933 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	SwedishGovern- ment(Kungl.Mar- införvaltningen) *Cell*	168·0 P54'F18' *DBinER35'17tDT*	29·0	12·4 FK	Stockholm Swedish 9*BHptCem* *f67tFPT17t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP DB*100lb* Atlas-DieselA/B,Skm. *APT23t*	13 ″ 1 s 1 ″ 2½ 12 ″ 0½	
21708 LCFI	**Brant County** (*ex*Lennep) *Well deck* 2*Dks* D.F.	5001 4567 3054			...		1915	Akt.Ges. "Neptun" Rostock	DetBergenske Dampskibsselskab (County Line)	419·4 P83tH218tF117t	54·1	26·3 FK	Bergen Norwegian *WB*	T.3Cy.29 15/16",48¾"&80 11/16" -55⅛" 684NHP A.G."Neptun,"Rostock	28 ″ 10	N †
21709 LIYV	**Brasil** TwinSc For full particulars see No. 37260 in Supplement D.F. *Mchy.Aft* *CruiserStern*	8130 7352 4667	100A1 (*ClassContem* *CarryingPetr*	*plated*) *oleum*	*in*	*bulk*	1935	Nakskov Skibs.A/S Nakskov	TheTexasCo. (Norway)A/S (H.C.Mathiesen)	460·0 P123'B36'F54'	59·5	34·0	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
21710	— TwinSc For full particulars see No. 37252 in Supplement D.F. E.S.D. *Ref.Mchy.*	5100	100A1 *withfreeboard* (*ClassContem*	*plated*)			1935	Götaver- kenA/B Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	418·0	56·0		Stockholm Swedish	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" GotaverkenA/B,Got		
21711 OXGB	**Brasilien** (*ex*Atlanterhavet) *Fitted for oil fuel* 1*Dk&Shelter dk*	5334 5080 4084					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede Dampskibsselskab	378·0	52·2	32·6	Copnhagn Danish *WB*	DRgearedSteamTurbines A/B LavalsÅngturbin,Skm.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21712 LCFJ	**Brask** (*ex*Bogen,*ex*Orangemead, *ex*Orangemoor) *Turret deck* 1*Dk*2*trB*	4079 3434 2561					1911	W.Doxford &Sons,Ld. Sunderland	A/S Brask(Nilssen &Sönner)	350·8 P80*t*H95*t*	51·1	24·0	Oslo Norwegian *WB*	T.3Cy.26",42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		N
21713 DOGO	**Braunfels** *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7847 7308 4852					1927	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P120'B143'F90'	60·5	31·9	Bremen German *WB*	Oil Engines 2S.C.SA 6Cy.27$\frac{9}{16}$"-47¼" 794NHP A.G."Weser,"Bremen		G
21714 219062 KOGN	**Brave Coeur** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6458 5872 4710					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	402·6 P48'F42'	54·2	32·1	Seattle Utd.States *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.		R
21715 LCFL	**Bravo I** (*ex*Barfond,*ex*Bravo) Wireless 1*Dk*&*Spar dk*	1584 1315 947					1908	Fredrkstad Mek.Værks. Fredrikstad	A/SBonheur(Fred. Olsen&Co.*Mgrs.*)	241·4 P49*t*B143*t*H23*t* F17*t*	36·1	20·7	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.	21 ″ 8	N
21716 LCRX	**Bravore** (*ex*Bellbrook,*ex*Polberg, *ex*Bergvik) 1*Dk*	1458 1175 855			...		1916	Kockums M.V.Aktieb. Malmö	A/S Vore (GunsteinStray& Sönn,*Mgrs.*)	235·0 P18'B63'F26'	37·7	16·3 FK	Farsund Norwegian *WB*	T.3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½" 156NHP KockumsM.V.Akt.Malmö	18 ″ 7	N †
21717 LOHB	**Brazil** (*ex*Rio-33,*ex*Brazil) **TwinSc** *OilEng.* 2*Dks*	2388 — 1385					1914	Akers. Mek.Værks. Oslo	Cia.Argentina de Nav.Mihanovich Ltda.	308·3 P61*t*H134*t*F14'	48·1	18·4	Bns.Ayres Argentine *WB*	Oil Engines 4.S.C SA 12Cy.19$\frac{7}{16}$"-26" 452NHP Akers.Mek.Værks.Oslo		N
21718 3467 KJDW	— (*ex*Glenbrae,*ex*Brazil) (*Self-Unloader*) *Mchy.Aft* 1*Dk*2*trB*	2166 2091 1655					1890	UnionDry DockCo. Buffalo,N.Y.	MarineDredge& GravelCo.	276·0	40·0	21·3	Chicago Utd.States *WB*	T.3Cy.19½",32"&52"-45" 181NHP NB29*refitted*32 H.G.Trout,Buffalo		
21719 25457 JBZD	**Brazil Maru** *ss*Kob.No.3-4,34~~*ss*Kob.No.3-3,32~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *withfreeboard* ~~4,35~~ ~~4,34~~ 4,36	Kob ~~BS4,35~~ ✠LMC~~4,34~~ 4,36	*y*	OG 4,34	1919 6mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OnoShojiGomei Kaisha *CellDB*334'1118*t*	385·0 *FPT*126*t*APT98*t*	51·0	36·0 FK	Fuchu Japanese *Cem* *CollisionBHtoAdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
21720 TTWT	**Brazmor** (*ex*JollyNorman, *ex*Chelsham) *ss*Nwc.No.3-3,31 *Mchy.Aft* *ss*Nts.No.1-35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	355 264 144	✠100A1 5,35 ~~7,34~~ ~~BS7,34~~	Hav Nts ✠LMC~~5,31~~ 5,35	*e*	CL 7,34	1919 10mo *Lloyd*	J.&D. Morris,Ld. PelawMain- on-Tyne *'sA&CP*	~~Cie.Nantaise de~~ ~~Nav.a Vap.~~ Soc. Auxiliaire du Port de Caen	135·5 Q44'B8'F18'	23·6 *24·6*	10·0 FK *FPT*	Nantes French 3*BHCem* 35*t*APT12*t*	C.2Cy.17"&34"-24" (*s*) 130lb 62NHP 1SB,2*pf*,GS34,HS1109 ShieldsEng &DryDock Co.Ld.N.Shl.	11 ″ 0 s ″ 9¾ 10 ″ 4	
21721 136761 WHCB	**Brazos** (*ex*ElRio) *Fitted for oil fuel* 2*Dks*&*Awng dk*	4497 — 2793					1899	NwprtNws S.B.&D.D.Co. NwportNews	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	391·9	48·3	26·0 32·2	NewYork Utd.States	T.3Cy.32",52"&84"-54" NB20*fitted*30 518NHP NewportNewsSB&DD.Co.		R
21722 FNLS	**Brazza** Ⓟ (*ex*Camranh) **TwinSc** **D.F.** *OilEng.* *Ref.Mchy.* 3*Dks*	10193 — 6086					1923	Atel.&Ch. de laLoire Nantes	ChargeursRéunis	453·1 B290'F37'	59·1	36·1	Havre French *WB*	Oil Engines 2S.C.SA 8Cy.27"-47" 1002NHP SulzerBros.Winterthur		V
21723 DHDA	**Brechsee** (*ex*KapitänKross, *ex*AnnixHölken,*ex*MarieBremer, *ex*Luise) 1*Dk*	688 539 394					1901	Nüscke& Co.A.G. Stettin	W.Schuchmann	189·6 Q65'B46'F23'	29·1	12·2	Brmrhavn German *WB*	T.3Cy.13¾",21⅝"&35¾"-23⅛" 61NHP "Kette"Ges,Uebigau		G
21724 PDGH	**Breda** Ⓟ *Fitted for oil fuel* 3*Dks* *Cruiser Stern*	6906 6563 3917					1921	New Waterway S.B.Co. Schiedam	Koninkl.Nederl. Stoomb.Maats. N.V.	402·6 F32'	58·3	34·7	Amstrdam Dutch *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met-VickrsElecCoLd.Mch		V
21725 LDMA	— **3Mst** Wireless 2*Dks*	1260 1185 760					1915	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	220·3	34·7	20·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
21726 PDGM	**Breedijk** *ss*Rot.No.3-3,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6861 6385 4229	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~3,35~~ *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Rot BS2,36 ✠LMC3,35	*z*	CL 3,35	1922 2mo *Lloyd*	NVBoele's Scheepsw. Bolnes *'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325' 1028*t* *MT*67*t*	400·9 F50' *on Shelter dk* *DTa*577*t* *FPT*139*t*	54·3	36·6 FK 5 *BH to*	Rotterdam Dutch *Coll BH to* *Shelter dk* *U Dk pt Cem* *APT*149*t*	3 Steam Turbines DR geared to1 Screw Shaft (*s*) 215lb 648NHP 3SB,9*cf*,GS185,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
21727 PDGR	**Breezand** *OilEng.* 1*Dk*	301 240 234					1930	N.VNoord Nederlndsch. Schpswerven Groningen	L.Schotanus	157·6 Q33'	21·6	7·8	Groningen Dutch	Oil Engines 2S.C.SA 3Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V		V
21728 132427 ZMBW	**Breeze** Wireless *OilEng.* *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	622 419 317	✠100A1 12,35~~3,35~~	Lyt Ddn ✠LMC11,33	*j*	CL ~~10,34~~ 12,35	1933 11mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	CanterburyStm. ShippingCo.Ld. *CellD*	175·1 Q99'B11'F30' *B*115'190*t* *FPT*44*t*	30·1 *31·6*	10·3 FK	LyttltnNZ British 3*BHCem* *APT*43*t*	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 156NHP DB*100lb* BritishAuxiliaries,Ld.Gls.	12 ″ 6 s3 ″ 11 12 ″ 4¾	
21729 LCRY	**Breidablik** 1*Dk*	1116 989 650					1910	Laxevaags Msk.&Jrnskb Bergen	A/SD/SBreidablik (A.Schjelderup)	229·0 P19'B61'F25'	35·1	15·8	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn.	16 ″ 10	N
21730 LCPB	**Breiviken** (*ex*Kronstad) 1*Dk*	2669 2412 1599					1911	W.Dobson &Co. Newcastle	Wallem&Co.A/S	313·0 P61*t*H108*t*	46·5	20·6	Bergen Norwegian *WB*	T.3Cy.23",38"&62"-42" 249NHP N.E.MarineEng.CoLdNwc		N
21731 DOAH	**Bremen** Ⓟ **QuadSc** GyC. *Fitted for oil fuel* E.S.D. **D.F.** 5*Dks* Sub.Sig. *Cruiser Stern*	51656 30882 21583					1929	Akt.Ges. Weser Bremen	Norddeutscher Lloyd	898·7 B&F847'	101·9	48·2	Bremen German *WB*	SR Geared SteamTurbines Akt.Ges.Weser,Bremen		G
21732 DOID	**Bremerhaven** Sub.Sig. 2*Dks*	1617 1388 917					1920	Bremer Vulkan Vegesack	Norddeutscher Lloyd	237·8 H14'B37'F31'	35·9	19·5	Bremen German *WB*	T.3Cy16$\frac{3}{16}$"26⅝"&44$\frac{1}{16}$"-29½" 106NHP BremerVulkan,Vegesack		G
21733 LDTW	**Breñas** **TwinSc** D.F. *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	2687 1988 1300					1933	A/S Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	341·6 P96*t*H404*t*F22*t*	48·7	18·8	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.19¾"-35$\frac{7}{16}$" 808NHP A/SAkersMek.Værks,Oslo		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 [illegible]
21734 1588 IADG	**Brennero** (*Carrying oil in bulk*) D.F. 1*Dk2trB*	4925 3965 2897					1921	Soc.Eser- cizioBacini RivaTrigoso	ItalianNavy(oper- ated by Soc. An. CooperativadiNav. Garibaldi).	343·5	59·3	26·7	Genoa Italian *WB*	T.3Cy.26″,42½″&69$\frac{7}{16}$″–48″ 337NHP Soc.EsercizioBacini,Riva Trigoso		I
21735 92 IBTE	**Brenta** (*ex*BrentaII,*ex*Brenta) *ss*Tri.No.3–1,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5400 5022 3319	✠100A1 *Shelter dk* *withfreeboard* ~~6,352,35~~ 9,35 ~~BS8,34~~ ✠LMC1,33 ✠Lloyd'sRMC~~9,35~~ 12,35 ~~9,35~~	Mfl ~~Tri~~ BS9,35	*y*	CL ~~N8,34~~ 6,35	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	Nav.Libera TriestinaS.A. *CellDB*338′1296	400·6 FK *tFPT*114*tAPT*56*t*	54·1	29·0	Trieste Italian *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
21736 116264 CYMV	**Brentwood** Iron&Steel (*ex*W.D.Matthews) 1*Dk*	3965 3959 2450					1903	Collingw'd S.B.Co.Ld. CollingwdOnt	CanadaSteamship Lines,Ld.	366·5 P6*t*	48·0	28·0	Toronto British	T.3Cy.20″,33½″&55″–40″ CollingwoodS.B.& 191NHP E.Co.Ld.Collingwd,Ont.		
21737 TSLF	**Brest** TwinSc 1*Dk*	522 — 257					1900	Forges&C. delaMédit. Havre	Chemins de Fer de l'EtatFrançais (SouthernRly. *Mgrs.*)	204·0	26·0	15·0	Dieppe French	T.6Cy.11″,17½″&25½″–18″ 55NHP Forges&C.delaMédit.Hav.		V
21738 OXHB	**Bretagne** *OilEng.* *ss*Rot.No.1–33 D.F. 1*Dk*(*Stl*)	3177 2730 1931	✠100A1 3,35 ✠LMC CS4,33 1,36 ~~4,36~~	Ham DBS3,35	*v*	CL 3,35	1928 5mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	Dansk-Franske Dmpsk.(A.N. Petersen,*Mgr.*) *CellD*	326·2 P25′B155′F27′ *Trunk in wells* FK *B*277′824*t MT*212*t*	50·1	20·8	Copnhagn Danish 5*BH* *APT*110*t*	Oil Engines 4S.C.SA 6Cy.21⅝″–59$\frac{1}{16}$″ 267NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	23 ″ 0 s 2 ″ 7½ 20 ″ 6¼	
21739 OXHC	**Bretland** *Mchy.Aft* 1*Dk*	2023 1711 1235					1902	Akt.Bur- meistr&Wain Copenhagen	A/S DetDanske Kulkompagni	280·0 P75′F30′	40·3	18·8	Copnhagn Danish *WB*	T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&WainCpn		V
21740 LDAS	**Brevik** Ⓟ (*ex*Motala) Iron 1*Dk*&*Awngdk2trB*	394 368 215					1868	MotalaCo. Motala	A/SArendals Dampskibsselskab	135·4 H26*t*	25·6	16·8	Arendal Norwegian	C.2Cy.20⅜″&37½″–21⅜″ NE83 NB12 54NHP AkersMek.Værks.Oslo		N
21741 146927 MLTS	**Brian** *ss*Sld.No.2–31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1074 791 606	✠100A1 ~~10,352,35~~ 11,35 BS1,35 ✠LMC4,32	Lth ~~Sld~~	*m*	CL ~~9,34~~ 2,36	1924 1mo *Lloyd*	RThomp- son&Sons,Ld Sunderland '*sA&CP*	J.J.Robson&Son *Cel*	210·4 Q102′B9′F20′ FK *lDBf*135′244*tFPT*	33·0	13·6	Sundrland British 3*BHCem* 64*tAPT*38*t*	T.3Cy.17″,28″&46″–30″ (*s*) 180lb *100lb* 147NHP 1SB,3*cf*,GS61,HS2555 N.E.MarineEngCo.Ld.Sld.	15 ″ 8 s 1 ″ 3¼ 14 ″ 6½	
21742 144263 MLRB	**Briar** (*ex*RoyalFirth-33) *ss*Apl.No.3–11,31 *Mchy.Aft* *ss*Bel.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	411 291 173	✠100A1 2,36~~12,34~~ BS~~11,34~~ ✠LMC~~11,34~~ 8,35 MS1,36	Bel	*f*	CL ~~11,32~~ 1,36	1921 5mo *Lloyd*	Brown'sSB &D.D.Co.Ld. Hull '*sA&CP*	R.Neill&Sons,Ld. *Cell*	145·1 Q45′B11′F25′ FK *DBf*11′15*tFPT*40*t*	24·1	10·9	Belfast British 3*BHCem* *APT*9*t*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 68RHP 1SB,2*pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
21743 143669 MKYG	**Briarfield** *ss*Liv.No.3–6,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	446 318 172	✠100A1 2,36~~4,34~~ BS~~11,34~~ ✠LMC6,33 1,36	Liv	*g*	OG ~~6,32~~ 2,36	1920 9mo *Lloyd*	Lytham S.B.&ECo.Ld Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·2 Q85′B9′F21′ BK6½″ *DTf*19′48*tFPT*12*t*	26·0	11·5	Liverpool British 4*BHCem* *APT*21*t*	T.3Cy.14″,22″&38″–24″ (*s*) 180lb 88NHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
21744 129256 MDFJ	**Briarthorn** (*ex*CelticPride) *ss*Bkn.No.3–12,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	459 306 183	✠100A1 7,35~~4,34~~ ✠LMC MS12,32 BS~~2,34~~4,35	Bkn	*g*	CL 4,34	1910 1mo *Lloyd*	A.Hall& Co.Ld. Aberdeen '*sA&CP*	W.J.Ireland	155·3 Q90′B9′F19′ BK7″ *CellDBf*93′	25·2	9·8	Liverpool British 3*BHCem* 108*tFPT*20*t*	C.2Cy.17¼″&39″–27″ (*r*) 135lb 80RHP 1SB,3*pf*,GS50,HS1343 A.Hall&Co.Ld.Aberdeen	12 ″ 2 s 4 ″ 2 12 ″ 5	
21745 160733 GQYR	**Briarwood** *ss*Shl.No.1–33 E.S.D. D.F. 1*Dk*(*Stl*)	4018 3663 2463	✠100A1 11,35~~12,34~~ ✠LMC BS~~12,33~~ MS4,34 4,36	Cff	*w*	CL 10,33	1930 7mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	JosephConstan- tineS.S.Line,Ld. *CellD*	364·8 P33′B113′F28′ FK *B*318′938*t FPT*82*t*	51·0	24·9	Middlsbro' British 6*BHCem* *APT*120*t*	T.3Cy.23″,38″&65″–42″ (*s*) 210lb 411NHP 2SB(FD)&1AuxB,8*cf*, GS138,HS6207 N.E.MarineEng.CoLdNwc	27 ″ 1 s 4 ″ 8¾ 22 ″ 6½	
21745* 153111	**Bricoldoc** (*ex*JamesH.Hoyt) *Mchy.Aft* 1*Dk2trB*	4364 4160 3278					1902	Superior S.B.Co. W.Superior	PatersonSteam- ships,Ld.	410·8 F40′ len10 *WB*	50·2	23·7	FtWilliam Ont. British	T.3Cy.17″,31″&55″–40″ 191NHP SuperiorS.B.Co.		R
21746 140572 MJCF	**Brideen** (*ex*SolwayFirth, *ex*Squadron) *ss*Fal.No.3–1,31 *Mchy.Aft* *ss*Fal.No.1-35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	362 262 143	✠100A1 ~~7,3512,33~~ 11,35 BS~~6,34~~ ✠LMC 7,35 MS12,33	Shl ~~Fal~~ Bly	*e*	CL ~~1,33~~ 7,35	1918 5mo *Lloyd*	J.&D. Morris,Ld. Newcastle '*sA&CP*	A.C.Reynolds	135·3 B8′F18′Q49′ FK *FPT*	23·6	10·0	Belfast British 3*BHCem* 25*tAPT*12*t*	C.2Cy.17″&34″–24″ 130lb 48RHP 1SB,2*pf*,GS35,HS1180 G.T.Grey&Co.Ld.S.Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
21747 139232 GKFS	**Bridgepool** *ss*Shl.No.2–32 D.F. 1*Dk*(*Stl*)	4845 4618 3009	✠100A1 10,35~~3,35~~ BS~~6,34~~ ✠LMC4,32 10,35	Cff Rot	*y*	CL N7,33	1924 5mo *Lloyd*	RopnerS.B &Repairing Co(Stockton) Ld. Stockton '*sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*126′ *uE*25′*f*	390·0 P29′B221′F42′ FK 171′1059*t FPT*162*t*	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194*t*	T.3Cy.25½″,40″&72″–48″ (*s*) 180lb *100lb* 438NHP 3SB,9*cf*,GS189,HS7420 J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s 4 ″ 5 24 ″ 6½	
21748 PDGW	**Brielle** Now "Djurma," *see No.* 37756 *in Supplement* *Fitted for oil fuel* *CruiserStern* 3*Dks*	6908 6563 3924					1921	NewWater- wayS.B.Co. Schiedam	Koninkl.Nederl. Stoomb.Maats. N.V.	402·6 F33′	58·3	34·7	Amstrdam Dutch *WB*	T.3Cy.30″,48″&79″–54″ 458NHP NewWaterwayS.B.Co.		V
21749 99394 MPCW	**Brier Rose** Steel&Iron *ss*Bly.No.1-36 *ss*Hul.3rdNo.3–11,32 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Irn framing Stl plating*	503 333 196	✠100A1 4,36~~3,35~~ ✠NB2,25 ✠LMC MS4,35 BS~~10,34~~ 9,35	Hul Bly	*g*	CL ~~10,34~~ 4,36	1892 4mo *Lloyd*	J.Shearer &Son Glasgow '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	165·0 Q89′B12′F29′ BK7″ *WB*=*FPT*	25·1	10·3	Liverpool British 3*BHCem* 56*t*	C.2Cy.19″&44″–30″ (*s*) 120lb 104NHP 1SB,3*cf*,GS55,HS1790 Hutson&Corbett,Glasgow	11 ″ 6 s 4 ″ 3 11 ″ 11	
21750 128049 GWTC	**Bright Wings** (*ex*Delia–34, *ex*MiddlehamCastle) ~~*ss*Ant.No.3–4,23~~ *ss*Rot.2ndNo.3-5,35 ~~*ss*Ant.No.2–31~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4539 4175 2885	✠100A1 5,35~~8,34~~ ~~BS11,35~~ ✠LMC~~8,31~~ ✠NB28*refitted*35 5,35 BS4,36	Lon Rot	*y*	CL ~~3,33~~ 4,35	1910 6mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow '*sA&CP*	WingLine,Ld.	380·0 P35′B113′F42′ FK *CellDBa*119′*uE&B*	50·0	26·9	London British 6*BHCem* 36′*f*170′1000*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *120lb* NDB24 414NHP 2SB,6*cf*,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow *APT*27*t*	29 ″ 6 s 5 ″ 4½ 24 ″ 4	
21751 142829 GQKN	**Brightcomet** (*ex*Cairngowan–35) *ss*Bly.No.3–9,29 *ss*Shl.No.1–35 D.F. 2*Dks*(*Stl*)	5295 4844 3257	✠100A1 4,35 ✠LMC MS2,34 BS4,35	Shl	*y*	CL 3,35	1919 4mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	BrightNavigation Co.Ld. *CellDB*	400·0 P49′B113′F39′ FK 344′1128*t FPT*118*t*	52·4	28·4	London British 7*BHptCem* *APT*209*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
21752 149452 GNQV	**Brighton** *ss*Nwc.No.1–32 1*Dk*(*Stl*)	5359 4845 3237	✠100A1 8,35~~7,34~~ BS~~9,34~~ ✠LMC9,32 5,35	Shl	*z*	CL ~~7,34~~ 8,35	1928 1mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	409·6 P34′B116′F44′ FK 344′1797*t FPT*217*t*	54·0	28·2	Newcastle British 7*BHCem* *APT*290*t*	T.3Cy.22½″,39″&68″–48″ (*s*) 220lb *180lb* 380NHP 2SB,8*cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7½	
21753 160139 GQFK	— Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *CruiserStern*	2391 1914 971					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	298·1	38·6	22·7	Newhaven British *WB*	6 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 4,36

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21754 99949 GKMC	**Brighton Belle** Ⓟ Pad (*ex*LadyEvelyn) Wireless 2*Dks*	320 288 127					1900	J.Scott&Co. Kinghorn	P.&A.Campbell, Ld.	200·0 P9' len04	24·1	8·2	Bristol British	C.2Cy.~~29~~22$\frac{5}{16}$"&48"-54" NB*made*19*fitted*34 141NHP J.Scott&Co.Kinghorn		BT till 10,35
21755 119968 GJTW	**Brighton Queen** Ⓟ Pad (*ex*LadyMoyra-33,*ex*Gwalia) Wireless D.F. 2*Dks*	807 433 321					1905	J.Brown&Co.Ld. Clydebank	P.&A.Campbell, Ld.	245·0	29·0	9·7	Bristol British	C.D.2Cy.34½"&71"-60" 325NHP J.Brown&Co.Ld.Clydebnk		BT till 10,35
21756 143505 GYJV	**Brightorion** (*ex*Bolivar-35, *ex*Emlynian-33) *ss*Hul.No-3-2,32 2*Dks*(*Stl*)	5112 4743 3186	✠100A1 ~~7,35~~ ~~4,35~~ 11,35 ~~BS4,35~~ ✠LMC~~[illegible]~~ 11,35	Cff ~~Nag~~Kob	*y*	CL N1,35	1920 4mo *Lloyd's A&CP*	IrvinesS.B.&D.D.Co.Ld. W Hartlepool	BrightNavigation Co.Ld.	400·2 P49'B113'F38' *CellDB*347'1126t *FPT*117t	52·3	28·5 FK	London British 7*BHCem* *APT*178t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth&Co.Ld.Hpl.	31 ″ 0 s5 ″ 11¼ 25 ″ 3¾	
21757 162324 MJPM	**Brightside** *ss*Bly.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	476 322 189	✠100A1 ~~5,35~~ ~~5,34~~ ~~1,36~~ 3,36 ✠LMC~~6,30~~ 5,35	Bly ~~[illegible]~~	*f*	CL ~~5,34~~ ~~5,35~~ ~~1,36~~ 3,36	1930 8mo *Lloyd's A&CP*	Abdela-Mitchell Queensferry	FortisS.S.Co.Ld. (T.H.Donking&Sons,Ld.*Mgrs.*)	142·2 Q79'B9'F23' *FPT*54t*APT*28t	25·2	11·5 FK	Liverpool British 3*BHCem*	C.2Cy.18"&38"-27" (*s*) 180lb*at Eng.*130lb 69RHP 1SB,*3cf*,GS37,HS1380 Abdela-Mitchell, Brimscombe	12 ″ 7 s4 ″ 4¾ 12 ″ 3¾	
21758 141568 GWMQ	**Brightstar** (*ex*Canadian Importer-33) *ss*Kob.No.3-9,33 2*Dks*(*Stl*)	5465 4899 3400	✠100A1 6,35 ~~1,35~~ ~~BS7,34~~ ✠LMC9,35 6,35	Sea Yka	*y*	CL N1,35	1920 2mo *Lloyd's A&CP*	JCoughlan&Sons,Ld. Vancouver, B.C.	BrightNavigation Co.Ld.	400·0 P49'B113'F40' *CellDB*334'1026t*FPT*149t	52·4	28·8 FK	London British 6*BHCem* *APT*131t	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD D&WHendersn&CoLdGls.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
21759 3654 PJAN	**Brigida** TwinSc *ss*Cco.No.2-35 ~~*ss*Cco.No.1-31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2609* *1716* *1133*	✠100A1 5,35 ~~5,34~~ ~~BS5,34~~ ✠LMC~~[illegible]~~ 5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	Cco	*t*	CL PN5,34 S5,35	1927 8mo *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast	Curacaosche Scheepv.Maats.	305·0 P87'F42' *Trunk*176' *FPT*84t	50·2	15·0 FK	Willmstad Dutch 11*BHptCem ptAsp* *APT*92t	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 238NHP 2SB,*4cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 6¾ 13 ″ 7¼	
21760 DMDF	**Brigitte Raabe** WoodAux (*ex*Wanadis-33, *OilEng.* 3MstSr *ex*Sambo) 1*Dk* (*See Sailing Ship Register*)	375 323 288					1920	Gartha Vaerft Arendal	FritzRaabe (Rensk&Herrenmüller,*Mgrs.*)	137·2	28·0	13·0	Rostock German	Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"-14$\frac{3}{16}$" 44NHP NE34 Humboldt-Deutzmotoren, A.G.Koln-Deutz		N
21761 DHDC	**Brigitte Sturm** (*ex*Otto Leonhardt,*ex*Bussard) 1*Dk*& *Spar dk*	1555 1394 936					1906	Schiffsw.v.HenryKoch Lübeck	Aug.Bolten,Wm.Miller'sNachf.	245·8 P15'B63'F28'	36·2	19·3	Hamburg German *WB*	T.3Cy.19¾",32⅛"&51¼"-33½" 152NHP OttensenerMaschinenf.Alt		G
21762 159303	**Briim** (*ex*Mington,*ex*Kilmington) *Now* "Hammond Lane," *see No.* 38406 *in Supplement*	616 492 318					1919	Smith'sDockCo.Ld. Middlesbro'	HammondLane FoundryCo.Ld.	170·0	30·0	15·7	Dublin British *WB*	T.3Cy.16",24"&44"-26" 99RHP Smith'sDockCo.Ld.Mdb.		V
21763 143998 GSZW	**Brika** *ss*Fal.No.1-33 1*Dk*(*Stl*)	4412 4094 2736	✠100A1 8,35 ~~11,34~~ ~~MBS6,35~~ ✠LMC MS12,33 ~~DBS1,34~~ BS7,35	Shl	*x*	CL 11,34	1929 5mo *Lloyd's A&CP*	JReadhead&Sons,Ld. SouthShields	LaTunisienneStm.Nav.Co.Ld.(F.C.Strick&Co.Ld.*Mgrs.*)	370·6 P28'B104'F36' *CellDBa&uE*144'*f*160'1075t *FPT*135t	52·3	25·9 FK	Swansea British 6*BHCem* *APT*115t	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
21764 230338 KGWS	**Brilliant** *ss*Phl.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system*	9132 8574 5561	✠100A1 8,35~~10,34~~ ✠LMC DBS10,34 CS10,34 *Carrying Petroleum in bulk*	Phl	*e*†	CL 12,33	1930 11mo *Lloyd's A&CP*	SunS.B.&D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	480·5 *afterBridge*77' B37'F48' *CellDBuE*76'378t *FPT*186t*APT*127t	66·0	36·8 FK	NewYork Utd. States 17*BHptCem* (12 *to Udk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2W.T.DB*200lb* SunSB&DDCo.ChesterPa.	37 ″ 0	
21765 114003 MFSF	— 3Mst *ss*Bwg.2ndNo.3-5,27 *Well deck* *ss*Gls.No.2-35 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	657 450 266	✠100A1 4,35 11,35 ✠LMC BS~~11,34~~ MS3,35 ✠NB5,20*refitted*10,31	Gls		CL 3,35	1901 12mo *Lloyd's A&CP*	Scott&Sons Bowling	Wm.Robertson	185·0 Q99'B11'F35' *WB=CellDBf*104'	29·2	10·8 BK7½"	Glasgow British 3*BHCem* 160t*FPT*60t	T.3Cy.15",25"&40"-27" (*s*) 160lb 91RHP 1SB,*3pf*,GS58,HS1600 Muir&Houston,Ld.Gls.	13 ″ 0 s4 ″ 3¾ 13 ″ 4	
21766 LDKB	**Brimanger** TwinSc *OilEng.* D.F. 2*Dks* *Ref.Mchy.*	4883 4372 2999					1929	ArmstrongWhitworth&Co.Ld. Newcastle	Westfal-Larsen&Co.A/S	398·0 P70tH370tF35t	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP J.G.Kincaid&Co.Ld.Grk.		N
21767 52 IBUE	**Brindisi** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1074					1931	CantieriRiunitiDell'Adriatico Monfalcone	Cia.Adriatica di Nav.	267·4 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$"-29⅛" 654NHP Soc.An"Fiat"S.G.M.Turin		I
21768 148346 MLYF	**Brinkburn** *ss*Sld.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	1598 1361 889	✠100A1 10,34 ✠LMC MS10,31 BS10,34	Sld	*p*	CL 10,34	1924 7mo *Lloyd's A&CP*	SirJ Priestman&Co. Sunderland	BrinkburnS.S.Co.Ld.(S.Marshall&Co.*Mgrs.*)	245·2 B50'F25' *CellDB*202'417t *FPT*60t	37·1	18·2 FK	Sundrland British 4*BHptCem* *APT*142t	T.3Cy.19",31"&52"-36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s2 ″ 10½ 17 ″ 8	
21769 49 IBYD	**Brioni** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1987 — 1069					1931	Cant.Riuniti dell'Adriatico Monfalcone	Cia.Adriatica di Nav.	267·3 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$"-29⅛" 654NHP Soc.An"Fiat"S.G.M.Turin		I
21770 EAHV	**Briquetas Zorroza** (*ex*PeñaRocias-35, *ss*Bbo.3rdNo.3-10,26 *ex*Norlands) *ss*Bbo.No.1-32 1*Dk*(*Stl*)& *Webframes*	1697 1306 996	✠ … 4,34 ✠	Bbo			1889 5mo	W.Gray&Co.Ld. WHartlepool	A.Menchaca	260·0 P27'Q80'B104'F25' *DBa*82'*f*100'378t	36·6	18·3 FK	Santander Spanish 4*BHCem*	T.3Cy.19",30½"&51"-36" NDB13 156NHP 2SB,*4rf*,GS66 Cen.Mar.Eng.Wrks.WHpl	19 ″ 5	
21771 LDGD	**Bris** (*ex*Bruse-33) 4Mst E.S.D. 1*Dk*	1711 1507 1009					1911	NylandsVærksted Oslo	D/S A/S Truls (M.Thorvik, *Mgr.*)	264·8 P51tH87tF7t	40·2	18·6	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 153NHP NylandsVærksted,Oslo		N
21772 35934 JJAC	**Brisbane Maru** *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl*) *ss*Yka.No.1-35	5425 4941 3220	✠100A1 *withfreeboard* 6,35 ~~6,33~~ 6,34 ✠LMC~~6,30~~ DBS6,34 ~~[illegible]~~ ✠Lloyd'sRMC~~3,35~~ ~~6,35~~ 3,36 ~~12,35~~ ~~9,35~~	Yka		CL ~~6,32~~ 6,35	1930 5mo *Lloyd's A&CP*	YokohamaDockCo.Ld. Yokohama	OsakaShosen K.K.	380·0 B23'F43' *CellDB*317'805t*FPT*47t*APT*71t	54·5	34·2 FK	Osaka Japanese 6*BH* (*Coll to Wdk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s2 ″ 8 24 ″ 2¾	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21773 FOED	**Briseis** (*ex*Genua) 1*Dk*	2964 — 1795					1914	Akt.Ges. "Neptun" Rostock	Cie.Auxiliaire de Nav.	320·6 P31'B99'F34'	45·9	23·1	Rouen French	T.3Cy.22⅝",36⅝"&59"-37⅞" 213NHP A.G."Neptun,"Rostock		V
21774 LDGU	**Brisk** Wireless 1*Dk*	1594 1347 885					1923	AkersMek. Verksted Oslo	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	255·0 P62*t*'H111*t*'F12*t*'	39·5	17·0	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Verksted,Oslo		N
21775 134722 GDML	**Bristol City** *ss*Brs.No.3-2,30 *ss*Brs.No.1-34 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)3*rd dk*(*Stl*)*in forehold*	2858 2627 1713	✠100A1 *Shelter dk* *with freeboard* 3,36 ~~3,35~~ BS6,35 ✠LMC5,34 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Bos Brs	*u*	CL 3,35	1920 3mo	C.Hill& Sons,Ld. Bristol Lloyd's *A&CP*	BristolCityLine of Steamships,Ld.(C. Hill&Sons, *Mgrs.*) *Collision BH to Shelter dk* *CellD*	316·5 FK *B*268' 601*t* *FPT*88*t*	43·8	23·6	Bristol British *Cem* 5*BH to U dk* *APT*89*t*	T.3Cy.24½",39"&66"-45" (*s*) 180lb *100lb* 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s 2 ″ 1½ 24 ″ 1½	
21776 OHDX	**Brita** (*ex*Maid of Corfu, *ex*Mecklenburg) 2*Dks*	2606 2484 1566					1907	Akt.Ges. "Neptun" Rostock	LovisaFiskeriA/B (A/B R.Nordström &Co.O/Y, *Mgrs.*)	301·9 H72'	43·8	23·5	Lovisa Finnish *WB*	T3Cy20 5/16",35 7/16"&55¾"-37⅝" 192NHP A.G."Neptun,"Rostock		Ñ
21777 7447 SDMI	— (*ex*OdlandI,*ex*Odland) *Mchy.Aft* 1*Dk*	*1252* *1039* *702*					1908	Sunderlnd S.B.Co.Ld. Sunderland	RederiA/BVäsby (FilipOhlsson, *Mgr.*)	227·4 F43'H21*t*B15'F23'	38·1	15·3	Lerberget Swedish *WB*	T.3Cy.17½",29"&48"-33" 132NHP N.E.MarineEng.Co.Ld.Sld		V
21778	**Brita Thorden** (*ex*Gerdrun-35, *ex*Eidsbotten,*ex*Aries) 1*Dk*	*1861* *1600* *1049*					1920	A/S Sörandets Skibs. Fevig	Gust.B.Thordén	265·0 P57*t*H75*t*	42·0	17·9	Helsingfrs Finnish *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
21779 157353 CYJG	**Britamlube** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 *For Service on the Great Lakes* 3,32 ✠LMC4,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,32 *F.P. above* 150° F.	Mdb		CL	1932 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's *A&CP*	"Britamlube",Ld. *CellDBuE&*	250·0 P62'F41' *Trunk*147' FK *B*40' 112*t* *FPT*129*t*	43·2	17·9	Toronto British 11*BHptCem* *APT*47*t*	T.3Cy.17",28"&46"-36" (*r*) 180lb 188NHP 2SB,*4cf*, HS3600 N.E.MarineEngCoLd Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
21780 157359 CYJF	**Britamoco** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 6,32 ✠LMC6,32 *For Service on Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,32 *F.P. above* 150° F.	Nwc		CL	1932 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's *A&CP*	"Britamoco,"Ld. *CellDBuE&*	250·0 P62'F41' *Trunk*147' FK *B*40' 112*t* *FPT*129*t*	43·2	17·9	Toronto British 11*BHptCem* *ptAsp* *APT*47*t*	T.3Cy.17",28"&46"-36"(*r*) 180lb 188NHP 2SB,*4cf*,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
21781 157039 CYFV	**Britamoil** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For Service on the Great Lakes* 4,35 ~~3,31~~ BS4,35 ✠LMC6,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Tto		CL 4,35	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's *A&CP*	"Britamoil,"Ld. *CellDBuE&*	250·0 P62'*Trunk*147'F41' FK *B*40'112*t* *FPT*129*t*	43·2	17·9	Toronto British 11*BHptCem* *APT*47*t*	T.3Cy.17",28"&46"-36" (*r*) 180lb 176NHP 1SB,*4cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s2 ″ 3½ 16 ″ 0½	
21782 157343 CYFW	**Britamolene** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For service on the Great Lakes* 4,35 ~~7,31~~ BS4,35 ✠LMC6,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Mtl Tto		CL 4,35	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's *A&CP*	"Britamolene"Ld. *CellDBuE&*	250·0 P62'*Trunk*147'F41' FK *B*40' 112*t* *FPT*129*t*	43·2	17·9	Toronto British 11*BHptCem* *APT*47'	T.3Cy.17",28"&46"-36" (*r*) 180lb 176NHP 1SB,*4cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
21783 149915 MBKG	**Britanica** (*ex*Doon) **TwinSc** *ss*Lon.No.3-2,35 ~~*ss*B.As.No.3-1,22~~ *Ref.Mchy.* ~~*ss*Lon.No.2-31~~ 1*Dk*	1350 803 774	✠ A1 *with freeboard* ~~2,36~~ ~~2,34~~ 5,36 ✠LMC ~~MS7,30~~ ~~BS1,32~~ 2,35 Lloyd's RMC ~~2,35~~ ~~6,35~~ 3,36 ~~11,35~~ BS2,36 MS12,34 *For service between London, Brest & Hamburg*	Lon		CL ~~7,32~~ 1,35	1913 4mo	Cammell Laird&Co.Ld Birkenhead Lloyd's *A&CP*	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*) *WB*	220·0 B&F208' FK =*CellDBa*70'*f*52'3	42·1	9·9	London British 5*BHCem* 50*t* *FPT*75*t*	C.4Cy.15"&32"-19" (*s*) 140lb 181NHP 2SB,*6cf*,GS104,HS3465 FD CammellLaird&CoLdBkn.	12 ″ 7 s3 ″ 11½ 8 ″ 11½	
21784 148894 GLZN	**Britannia** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	8802 6636 5281					1926	A.Stephen &Sons,Ld. Glasgow	AnchorLine~~(HendersonBros.)Ld.~~ (1935)Ld	460·0 P53'B164'F44'	59·0	29·4	Glasgow British *WB*	Q.4Cy.29½",42¼",60⅜"&87"-54" 558NHP A.Stephen&Sons,Ld.Gls		C BT till ~~9,35~~ 8,36
21785 7544 SEMN	— Ⓟ *ss*Got.No 1-34 *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* ws) 3*rd dk*(*Stl*)*in Nos.*2,3&4 *holds* *Strengthened for Navigation in Ice*	*4216* *3258* 2422	✠100A1 *with freeboard* ~~11,35~~ ~~1,35~~ 4,36 ~~3,36~~ ~~BS4,35~~ 4,36 ✠LMC9,33	Got ~~Lon~~	*x*	CL ~~4,34~~ N11,35	1929 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's *A&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*301'468*t* *tanks in way of tunnel*42*t* *FPT*28*t*	373·5 360·0 F67' FK *Coll*	50·1 50·1	28·6 29·1	Gothenbrg Swedish 7*BHCem* *BH to W dk* *APT*54*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb FD 1043NHP 4SB,*12cf*,GS258,HS11788 ParsonsMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s12 ″ 1½ 20 ″ 4	
21786 144900 MKBT	— (*ex*Thropton, *ss*Lth.No.3-11,32 *ex*Killiney) 1*Dk*(*Stl*)	623 488 260	100A1 12,35 ~~2,35~~ ~~BS2,32~~ 12,35 LMC11,32	Lth		CL ~~1,34~~ 12,35	1918	Smith's DockCo.Ld. Middlesbro' Lloyd's *A&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*) *CellDBuE*26'20*t*	175·4 B50' FK	30·0	15·7	Leith British 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb *100lb* NDB24 94RHP 1B *3cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7½ 15 ″ 0½	
21787 102495 GFNP	— Ⓟ **PadSk** Wireless 1*Dk*	483 378 183					1896	SM'Knght &Co. Ayr	P.&A.Campbell,Ld	230·0 Q13' *Promenade dk*217'	26·6	9·6	Bristol British	C.D.2Cy.37"&67"-66" NB35 304NHP Hutson&Son,Glasgow		BT till 2,33
21788 162316 GDXF	**Britannic** Ⓟ **TwinSc** *ss*Liv.No.1-35 *OilEng.* D.F. GyC. 4*Dks*(*Stl-weather dk* ws) *Ref.Mchy* 5*th dk*(*Stl*)*in holds, except* Sub.Sig. *aftermost hold,* 6*th dk*(*Stl*) *CruiserStern* *in Nos.*1,2&3*holds*	26943 21122 16445	✠100A1 *with freeboard* 1,36 ~~1,35~~ ~~DBS11,35~~ ✠LMC CS2,34 DBS1,36 7,35 *Carrying vegetable oil in after deep tank forward*	Liv		CL ~~3,33~~ 1,36	1930 6mo	Harland& Wolff,Ld. Belfast Lloyd's *A&CP*	CunardWhiteStar, Ld. *CellDB*582'3230*t*	683·6 B325'F110' *Upper bridge*118' FK&BK2½' *DTsf*56'1756*t* *FPT*	82·4	48·6	Liverpool British 12*BHCem* 181*t* *APT*231*t*	Oil Engines 4S.C.DA 20Cy.33 1/16"-63" 4214NHP 2DB*150lb* 5DB(*upr.*)*100lb* Harland&Wolff,Ld.Bel.	52 ″ 10 s18 ″ 4½ 35 ″ 0¼	BT till ~~1,36~~ 1,37
21789 142718 GBSC	— (*ex*MumblesLight, *ss*Hpl.No.3-1,32 *ex*WarDamson) 1*Dk*(*Stl*) *CruiserStern*	2490 2246 1443	✠100A1 5,35 ~~8,33~~ BS5,35 MS1,52 ✠LMC ~~BS5,34~~	Gmh Hul	*t*	CL ~~1,32~~ 5,35	1918 12mo	C.Hill& Sons Bristol Lloyd's *A&CP*	W.H.Cockerline& Co. *Cell*	303·0 P33'B80'F33' FK *DB*252'670*t* *FPT*70	43·0	20·7	Hull British 6*BHptCem* *t* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 331NHP 2 Water Tube Boilers FD W.Simons&CoLd.Renfrew	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
21790 OHHF	— (*ex*Oceanic-33,*ex*FranzHaubuss, *ex*Ferro,*ex*Falkanger,*ex*Brynhild, *ex*Hirundo) 1*Dk*&*deep framing*	*2202* *1995* *1302*			...		1899	WoodSkinner&Co.Ld. Newcastle	A/B BritanniaS.S. Co.Ld. (A/BNielsen& ThordenO/Y, *Mgrs*)	290·2 P23'B64'F30' FK	42·4	19·2	Helsingfrs Finnish *WB*	T.3Cy.21½",35½"&58"-39" 215NHP N.E MarineEngCoLd.Nwc	21 ″ 9	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21791 100108	**Britannic** Ⓟ IronPad (*ex*Rocket) 1*Dk*	428 268 228					1866	W.Smith Sorel *reblt*91 W.C.White	Montreal& CornwallNav.Co. Ld.	150·8 H52*t*	25·6	9·2	Montreal British	1Cy.35"–96" NB21 41RHP W.Smith,Montreal		
21792 140315 GKMS	**British Admiral** *ss*Bkn.No.3-2,30 *ss*Fal.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6842 6285 4232	✠100A1 ~~5,35~~ ~~8,34~~ 2,36 ✠LMC ~~BS4,34~~5,35 MS8,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 6,17 F.P. above 150° F.*	Fal	*a*†	CL ~~6,32~~ N5,35	1917 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld.	430·1 P97'B31'F43' FK *CellDBu*	57·0	33·1	London British 18*BHptCem* (10 ,, *to Udk* 8 ,, *2nd*,,) *B32'96tDT*	T.3Cy.27",45"&74"–54" (*r*) 180lb 620NHP 3SB,*12cf*,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. *f640tFPT164tAPT60t*	33 ″ 6 s 6″ 6½ 27 ″ 2¼	
21793 146629 GJLM	**British Advocate** *ss*Fal.No.3-4,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. E.S.D. *Longitudinal framing*	6994 6549 4130	✠100A1 1,36 ~~4,35~~ BS1,36 ✠LMC ~~BS8,34~~ MS12,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 9,22 F.P. above 150° F.*	Fal	*b*†	OG 4,35	1922 9mo	Sir J.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B74'* *209tDTf45'851t*	440·3 P113'B32'F48' FK *FPT205t APT259t*	57·1	33·9	London British 17*BHptCem* (10 *to U dk* 7 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB,*12cf*, ,HS8256 FD G.Clark,Ld.Sld.	33″11 s 6″ 4¾ 27 ″ 9	
21794 147595 GJWB	**British Ambassador** *ss*Shl.No.2-32 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	6940 6449 4110	✠100A1 8,35~~12,34~~ BS5,35 ✠LMC MS11,32 ~~[illegible]~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 3,24 F.P. above 150°F.*	Fal	*b*†	CL ~~11,34~~ 8,35	1924 2mo	Sir J.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B84'387t* *DTf44'651tF*	435·0 P110'B32'F49' FK *PT204tAPT154t*	57·3	33·8	London British 16*BHCem* (11 ,, *to Udk* 5 ,, *2nd*,,)	T.3Cy.28",46"&76"–51" 180lb *120lb* 581NHP 3SB,*9cf*, ,HS8634 PalmersCo.Ld.Newcastle	33″10 s6 ″ 5¾ 27 ″ 7¾	
21795 146680 GJNP	**British Architect** *ss*Nwc,No.3-7,35 ~~*ss*Fal.No.2-30~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)	7388 6819 4394	✠100A1 7,35~~10,34~~ ✠LMC7,35 ~~MS11,30~~ ~~BS7,34~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 12,22 F.P. above 150° F.*	Bom Nwc	*b*†	CL ~~9,34~~ 7,35	1922 12mo	Blyths- woodS.B. Co.Ld. Glasgow	BritishTankerCo. Ld. *CellDBuE&B61'* *DTf48'655t*	440·4 P105'B35'F56' 183*t* FK *FPT237tAPT46t*	56·1	34·6	London British 15*BHptCem* (9 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.25",42½"&72"–54" (*s*) 215lb *180lb* 616NHP 3SB,*9cf*,GS194,HS9216 FD Dunsmuir&JacksonLd.Gls	34 ″ 2 s 6 ″ 7¾ 27 ″ 9½	
21796 160525 GKFX	**British Ardour** *ss*Hul.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. Gy.C *Longitudinal framing* E.S.D.	7124 6522 4255	✠100A1 11,35~~2,35~~ ✠LMC MS3,32 BS~~6,34~~9,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,28 F.P. above 150° F.*	Fal	*b*†	CL 9,33	1928 7mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B80'* *382tDTf41'579t*	440·6 P107'B34'F49' FK *FPT136tAPT99t*	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd*,,)	Q.4Cy.24",35",50½"&73"–51" 225lb *120lb* (*r*) 553NHP 3SB,*9cf*, ,HS7656 FD Palmers'Co.Ld.Newcastle	33″11 s 6 ″ 6½ 27 ″ 7¾	
21797 147700 GKTB	**British Aviator** *OilEng.* *ss*Nwc.No.2-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6998 6457 4136	✠100A1 10,35~~10,34~~ ✠NE2,30 ✠LMC8,32 DBS~~10,34~~10,35 *Carrying Petroleum in bulk Lloyd's A&CP*	Shl Bom	*b*†	CL ~~8,32~~ 10,35	1924 8mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE34'* *75tDT f45'224t*	439·8 P110'B33'F50' FK *FPT153t APT119t*	57·1	33·8	London British 17*BHptCem* (11 *to Udk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5⁄16" 687NHP 2DB–*150lb* W.Doxford&Sons,Ld.Sld.	33″11 s 6 ″ 6¼ 27 ″ 8¼	
21798 142670 GSBP	**British Beacon** *ss*Pts.No.3-10,30 *ss*Fal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6891 6297 4065	✠100A1 2,35 ✠LMC2,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 10,18 F.P. above 150° F.*	Fal	*a*†	CL 2,35	1918 10mo	Workman, Clark&Co.Ld Belfast	TheAdmiralty (BritishTankerCo. Ld.*Mgrs.*) *CellDBuB34'107tD*	430·1 P99'B33'F56' FK *Tf43'640t FPT164t*	57·0	33·0	London British 19*BHCem* (14 ,, *to Udk* 5 ,, *2nd*,,) *APT60t*	T.3Cy.27",45",&75"–54" (*s*) 190lb 634NHP 3SB,12*cf*,GS235,HS9666 FD Wrkman,Clark&Co.LdBel	33 ″ 7 s6 ″ 7½ 27 ″ 2	
21799 146691 GJRN	**British Captain** *ss*Fal.No.3-6,35 ~~*ss*Fal.No.2-31~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6968 6472 4073	✠100A1 ~~6,35~~ ~~10,34~~ 4,36 ✠LMC MS~~7,34~~2,34 BS~~2,35~~2,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 2,23 F.P. above 150° F.*	Bom ~~Fal~~ Bkn	*b*†	OG 2,34	1923 2mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B87'* *57t DTf47'729t*	440·0 P113'B32'F50' FK *FPT163tAPT122t*	57·1	33·8	London British 17*BHptCem* (11 *to Udk* 6 ,, *2nd* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB,*12cf*,GS204,HS8511 FD Palmers'Co.Ld.Newcastle	33″11 s6 ″ 6 27 ″ 8¼	
21800 146197 GFVN	**British Chancellor** *ss*Fal.No.1-36 *ss*Shl.No.3-8,31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D. ~~*Progressive survey of oil tanks*~~	7085 6549 4211	✠100A1 ~~7,35~~ ~~1,35~~ 4,36 DBS4,36 ✠LMC MBS9,35 MS4,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 12,21 F.P. above 150° F.*	Mch ~~Bom~~ Fal	*b*†	OG ~~12,32~~ N7,35	1921 12mo	Sir J.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B74'* *DTf45'851t*	440·3 P113'B32'F48' FK 209*t* *FPT205t APT259t*	57·1	34·0	London British 17*BHptCem* *ptAsp* (10 ,, *to Udk* 7 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB,*12cf*, ,HS8256 FD G.Clark,Ld.Sunderland	33″11 s 6 ″ 4¾ 27 ″ 9	
21801 148643 GLMC	**British Chemist** *OilEng.* *ss*Sld.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6997 6438 4129	✠100A1 1,36 ~~4,35~~ ✠NE4,30 ✠LMC10,33 DBS~~1,34~~1,36 *Carrying Petroleum in bulk Lloyd's A&CP*	Fal Bom	*b*†	CL 4,35	1925 7mo	Palmers' Co.Ld. Newcastle *CellDBuE*	BritishTankerCo. Ld. *34'75tDT f45'224t*	439·7 P110'B33'F50' FK *FPT153t APT119t*	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91¼" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33″11 s 6 ″ 6¼ 27 ″ 8¼	
21802 161198 GBXL	**British Chivalry** *ss*Fal.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	7118 6515 4238	✠100A1 12,35~~3,35~~ ✠LMC MS4,33 BS~~3,35~~3,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 2,29 F.P. above 150° F.*	Sld Fal	*b*†	CL ~~2,35~~ 11,35	1929 2mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B80'* *382tDTf41'579t*	440·8 P107'B34'F49' FK *FPT136tAPT99t*	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,,*2nd*,,)	Q.4Cy.24",35",50½"&73"–51" 225lb *120lb* (*r*) 553NHP 3SB,*9cf*, ,HS7656 FD Palmers'Co.Ld.Newcastle	33″11 s 6 ″ 6 27 ″ 8¼	
21803 162399 GWQX	**British Coast** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F. *CruiserStern*	889 687 475	✠100A1 *withfreeboard* ~~6,35~~ ~~12,34~~ ✠LMC1,34 2,36	Liv	*o*	OG	1934 1mo	H.Robb Ld. Leith *CellD*	CoastLines,Ld. *IntermediateBH* *in hold dispe* *B176'318tDTf12'5*	231·6 F28' *nsed with* FK *8tFPT18tAPT24t*	35·2 *36·7*	11·8	Liverpool British *Cem* *Coll BH to Sh dk* 2 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 10Cy.13⅜"–22 7⁄16" 312NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11	
21804 145243 GFDB	**British Colonel** *ss*Sld.No.3-12,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6999 6549 4136	✠100A1 ~~7,35~~ ~~9,34~~ 3,36 BS10,35 ✠LMC MS12,33 ~~[illegible]~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,21 F.P. above 150° F.*	Alx ~~Shl~~ Sws	*b*†	OG ~~12,33~~ 7,35	1921 7mo	Sir J.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE74'* *209tDTf45'851tF*	440·8 P113'B32'F48' FK *PT205tAPT259t*	57·1	34·0	London British 17*BHptCem* (10 ,, *to Udk* 7 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB,*12cf*, ,HS8256 FD G.Clark,Ld.Sunderland	33″11 s 6 ″ 4¾ 27 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
21805 149828 GBKW	**British Colony** ssFal.No.2-35 ~~ssNwc.No.1-32~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6917 6356 4135	✠100A1 ~~7,35~~~~10,34~~4,36 ✠LMC7,35 ~~MS1,32~~	Fal Bkn ~~BS6,34~~	b†	CL ~~2,34~~ 4,36	1927 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld.	440·2 P110'B32'F49' FK	57·0	33·7	London British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	T.3Cy.26½",44"&74"-51" (s) 200lb 120lb 584NHP 3SB,12cf, HS8634 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33′11 s 6′ 5 27′ 9¼	
			Carrying Petroleum in bulk Fitted for oil fuel 5,27 F.P. above 150° F.						CellDBuE&B83'f38' 562tDTf426tFPT158tAPT104t							
21806 146652 GJKV	**British Commander** ssShl.No.3-1,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6901 6382 4075	✠100A1 11,35 ~~1,35~~ ~~BS7,34~~11,35	Shl Fal ✠LMC MS1,34	b†	OG 1,35	1922 12mo	CaledonSB &Eng.Co.Ld. Dundee Lloyd's A&CP	BritishTankerCo. Ld.	440·0 P113'B32'F50' FK	57·0	33·8	London British 16BHptCem (10 to Up dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 643NHP 3SB,12cf HS8256 FD MetVickersElec.CoLdMch	33′11 s 6′ 5¾ 27′ 8½	
			Carrying Petroleum in bulk Fitted for oil fuel 12,22 F.P. above 150°F.						CellDBuE 38'61tDTf46'699t FPT141tAPT188t							
21807 146615 GJMS	**British Commerce** Mchy.Aft ssFal.No.3-4,35 D.F. 2Dks(Stl)	4205 3630 2303	✠100A1 ~~4,35~~10,35 BS2,36 MS4,35	Fal Shl ✠LMC ~~BS4,35~~	w	CL ~~4,35~~ 9,35	1922 8mo	W.Beardmore&Co.Ld Glasgow Lloyd's A&CP	BritishTankerCo. Ld.	351·4 P83'B40'F57' FK	49·1	27·1	London British 14BHptCem (9 to U dk 5 ,, 2nd ,,)	T.3Cy.23¾",36"&58"-42" (r) 180lb 180lb 349NHP 2SB,6cf, HS5548 FD W.Beardmore&Co.Ld.Gls.	27′0 s 4′ 1¼ 23′ 2	
			Carrying Petroleum in bulk Fitted for oil fuel 8,22 F.P. above 150° F.						CellDBuE 23'68tDTf35'394t FPT54tAPT40t							
21808 146710 GJNQ	**British Commodore** ssShl.No.3-9,28 Mchy.Aft ssFal.No.1-33 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6865 6382 4036	✠100A1 12,35~~3,35~~ BS3,36 MS4,32	Fal ✠LMC ~~[illegible]~~	b†	OG 6,34	1923 3mo	CaledonSB &Eng.Co.Ld. Dundee Lloyd's A&CP	BritishTankerCo. Ld.	440·0 P113'B32'F50' FK	57·0	33·8	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 643NHP 3SB,12cf,HS8256 FD MetVickersElecCoLd.Mch	33′11 s 6′ 5¾ 27′ 8½	
			Carrying Petroleum in bulk Fitted for oil fuel 3,23 F.P. above 150° F.						CellDBuE38'61tDTf46'699t FPT141tAPT188t							
21809 148511 GKWF	**British Consul** ssFal.No.3-12,35 ~~ssFal.No.2-33~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6940 6449 4115	✠100A1 ~~8,35~~~~10,34~~12,35 ~~[illegible]~~	Shl ~~Bkn~~ Fal ✠LMC 12,35 ~~[illegible]~~	b†	CL ~~12,33~~ 12,35	1924 11mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld.	435·0 P110'B32'F49' FK	57·3	33·8	London British 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.28",46"&76"-51" (r) 180lb 120lb 581NHP 3SB,9cf,HS8634 FD Palmers'Co.Ld.Newcastle	33′10 s 6′ 5¼ 27′ 7¾	
			Carrying Petroleum in bulk Fitted for oil fuel 12,24 F.P. above 150°F.						CellDBuE&B84'387tDTf44'651t FPT204tAPT154t							
21810 146561 GJFV	**British Corporal** ssFal.No.3-7,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6972 6472 4075	✠100A1 9,35~~11,34~~ BS~~[illegible]~~9,35	Fal ✠LMC MS11,34	b†	OG 11,34	1922 5mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	440·0 P113'B32'F50' FK	57·1	33·8	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (s) 200lb 120lb 654NHP 3SB,12cf,GS204,HS8511 FD Palmers'Co.Ld.Newcastle	33′11 s 6′ 6 27′ 8¼	
			Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.						CellDBuE&B87'57tDTf47'729t FPT163tAPT192t							
21811 146562 GJKT	**British Councillor** ssMch.No.3-4,35~~ssShl.No.2-30~~ Mchy.Aft 2Dks(Stl)& D.F. E.S.D. Webframes Longitudinal framing	7048 6549 4189	✠100A1 ~~[illegible]~~9,33 2,36 BS2,36 ~~[illegible]~~	Sld ~~Mch~~Sws ✠LMC4,35 ~~BS6,34~~	b†	OG 6,34	1922 5mo	SirJ.Laing &Son,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld.	440·3 P113'B32'F48' FK	57·1	33·9	London British 17BHCem (10 to U dk 7 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (s) 642NHP 200lb 120lb 3SB,12cf,HS8256 FD G.Clark,Ld.Sunderland	33′11 s 6′ 4¾ 27′ 9	
			Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.						CellDBuE&B74'209tDTf45'851t FPT205tAPT259t							
21812 160390 GFXP	**British Courage** ssNwc.No.2-36 OilEng. ~~ssFal.No.1-33~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6952 6487 4142	✠100A1 4,~~35~~~~8,34~~ 2,36 ✠LMC CS2,36 DBS2,36 2,36	Fal ~~Shl~~ Nwc	b†	CL ~~11,33~~ 2,36	1928 3mo	Lithgows, Ltd. Pt.Glasgow Lloyd's A&CP	BritishTankerCo. Ld.	440·5 P112'B34'F47' FK	57·0	33·8	London British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33′11 s 6′ 4 27′ 9½	
			Carrying Petroleum in bulk						CellDBuE86'f36'411t FPT178tAPT93t							
21813 148786 GFRY	**British Diplomat** TwinSc OilEng. ssNwc.No.2-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6498 5820 4521	✠100A1 10,35~~3,35~~ DBS5,35✠LMC CS6,34 12,34	Bkn Fal	a†	CL ~~11,32~~ 10,35	1926 7mo	J.Brown& Co.Ld. Clydebank Lloyd's A&CP	BritishTankerCo. Ld.	420·2 P95'B35'F47' FK	54·4	32·7	London British 18BHptCem (12 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB120lb J.Brown&Co.Ld. Clydebank	32′8 s 6′ 2 26′ 8¾	
			Carrying Petroleum in bulk						CellDBuE58'232tDTf34'388t FPT195tAPT177t							
21814 160400 GLNV	**British Dominion** OilEng. ssFal.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing Progressive Survey of Oil Tanks E.S.D.	6983 6402 4141	✠100A1 ~~2,35~~10,35 ✠LMC CS1,33 10,35~~1,35~~	Fal DBS7,35	b†	CL 9,33	1928 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld.	440·0 P104'B33'F54' FK	57·0	33·9	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-91¼" 642NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34′0 s 6′ 5½ 27′ 9½	
			Carrying Petroleum in bulk						CellDBuE77'f38' 464t FPT148t APT108t							
21815 147647 GKMD	**British Duchess** ssFal.No.3-3,36 ~~ssFal.No.2-32~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D. ~~Progressive Survey of Oil Tanks~~	5973 5494 3477	✠100A1 3,36~~4,35~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ MS3,36	Fal BS9,36	z	CL 2,36	1924 5mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld.	405·0 P104'B33'F54' FK	54·8	32·9	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	T.3Cy.28",46"&76"-51" (r) 180lb 120lb 581NHP 3SB,9cf,HS8634 FD Palmers'Co.Ld.Newcastle	33′0 s 5′ 10¾ 27′ 4¼	
			Carrying Petroleum in bulk Fitted for oil fuel 5,24 F.P. above 150° F.						CellDBuE&B79'402tDTf42'671t FPT146tAPT120t							
21816 139156 GSBN	**British Emperor** ssBom.No.3-8,29 ssNwc.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	3663 3344 2155	✠100A1 ~~2,35~~10,35 MS8,35	Fal Bom ✠LMC BS~~[illegible]~~7,35	v	CL 2,35	1916 8mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	345·0 P88'B39'F46' FK	49·1	25·6	London British 13BHptCem (8 to U dk 5 ,, 2nd ,,)	T.3Cy.23",38"&62"-42" (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLd.Nwc	25′7 s 3′ 11½ 21′ 10	
			Carrying Petroleum in bulk Fitted for oil fuel 9,16 F.P. above 150° F.						CellDBuB38'70tDTf29'314tFPT69tAPT34t							
21817 140297 GMNT	**British Empress** ssShl.No.3-5,29 ssFal.No.1-33 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6852 6293 4234	✠100A1 ~~7,35~~~~11,34~~4,36 BS12,35 MS7,33	Fal ✠LMC ~~BS11,34~~	u†	CL ~~11,34~~ 7,35	1917 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	430·1 P97'B31'F97' FK	57·0	33·1	London British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	T.3Cy.27",45"&74"-54" (r) 180lb 620NHP 3SB,12cf,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33′6 s 6′ 6½ 27′ 2¼	
			Carrying Petroleum in bulk Fitted for oil fuel 5,17 F.P above 150° F.						CellDBuB32'96tDTf43'640tFPT164tAPT60t							
21818 149914 GLCK	**British Endeavour** ssFal.No.2-36 ~~ssSld.No.1-32~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	4580 4061 2641	✠100A1 ~~6,35~~ ~~11,34~~5,36 ~~BS10,34~~✠LMC~~[illegible]~~ 11,35 MS3,36	Fal	x	CL 2,34	1927 10mo	Armstrong Whitworth &Co Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	381·2 P93'B30'F55' FK	50·4	27·6	London British 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.25",42"&70"-48" (s) 200lb 120lb 422NHP 2SB,6cf HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27′6 s 4′ 4¾ 23′ 4	
			Carrying Petroleum in bulk Fitted for oil fuel 10,27 F.P. above 150° F.						CellDBuE&B51'f31'239tDTf31'264tFPT135tAPT69t							

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
21819 162588 GLBK	**British Energy** OilEng. ssNwc.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	7209 6579 4197	✠100A1 ~~3,35~~11,35 DBS2,35 ✠LMC2,35 CarryingPetroleum in bulk	Nwc Fal	b†	CL ~~2,35~~ 10,35	1931 5mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	BritishTankerCo. Ld. CellDBuE85'f38'424tFPT195tAPT95t	440·6|59·4|32·9 P113'B43'F48' FK	London British 17BHptCem (13 to U dk 4 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛–59$\frac{1}{16}$" 653NHP 2DB150lb J.G.KincaidCo.Ld.Grk.	33 ″ 0 s5 ″ 11¾ 27 ″ 2¾	
21820 146578 GJLN	**British Engineer** ssFal.No.3-3,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6993 6533 4066	✠100A1 ~~3,35~~10,35 ✠LMC BS~~8,34~~8,35 MS3,35 CarryingPetroleum in bulk Fitted for oil fuel 6,22 F.P. above 150° F.	Fal Sld	b†	OG 3,35	1922 6mo Lloyd'sA&CP	Workman, Clark&Co.Ld Belfast	BritishTankerCo. Ld. CellDBuE&B81'42tDTf45'620t	440·4|57·0|33·9 P113'B34'F65' FK FPT165tAPT224t	London British 17BHCem (11 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 605NHP 3SB,12cf,GS209,HS8295 FD Wrkman,Clark&CoLd.Bel	33 ″ 11 s6 ″ 4¾ 27 ″ 9¼	
21821 140354 GDBR	**British Ensign** ssShl.No.3-8,29 ssFal.No.1-33 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	7048 6483 4390	✠100A1 9,35~~3,35~~ ✠LMC MS10,35 BS~~3,34~~4,36 CarryingPetroleum in bulk Fitted for oil fuel 8,17 F.P. above 150° F.	Fal Shl	a†	CL N7,34	1917 9mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuB41'89tDTf40'688tFPT111tAPT72t	430·1|57·0|33·7 P101'B32'F44' FK	London British 18BHptCem (10 to U dk 8 ,, 2nd,,)	T.3Cy.27",45"&74"–54" (r) 180lb 618NHP 3SB,12cf,GS204,HS9639 FD N.E.MarineEng.CoLdNwc	33 ″ 6 s6 ″ 5¼ 27 ″ 3¾	
Broken up 21822 146219 GFXW	**British Enterprise** ssFal.No.3-11,34 Mchy.Aft 2Dks(Stl) D.F.	4204 3630 2312	✠~~100A1~~ 8,35~~11,34~~ ~~DBS10,35~~ ✠~~LMC~~ ~~MS11,34~~ ~~BS12,35~~ CarryingPetroleum in bulk Fitted for oil fuel1,22 F.P. above 150° F.	Fal Bkn	w	CL 10,32	1921 12mo Lloyd'sA&CP	W.Beardmore&Co.Ld. Glasgow	~~BritishTankerCo. Ld.~~ CellDBuE23'68tDTf35'394t	351·4|49·1|27·1 P83'B40'F57' FK FPT54tAPT40t	London British 14BHptCem (9 ,, to U dk 5 ,, ,, 2nd,,)	T.3Cy.23",36$\frac{13}{16}$"&58"–42"(r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 ″ 0 s4 ″ 1¼ 23 ″ 2	
21823 149974 GLXQ	**British Faith** OilEng. ssNwc.No.1-32 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing E.S.D.	6955 6344 4129	✠100A1 ~~3,35~~10,35 ✠LMC CS3,35 DBS6,35 3,35 CarryingPetroleum in bulk	Bkn	b†	OG 6,34	1928 1mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	BritishTankerCo. Ld. CellDBuE85'311tDTf204t	441·8|56·9|33·7 P104'B34'F54' FK FPT183tAPT90t	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP 2DB150lb Burmeister&Wain,Cpn.	33 ″ 11 s6 ″ 6½ 27 ″ 7¾	
21824 162486 GTPD	**British Fortune** ssFal.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	4696 4089 2619	✠100A1 ~~6,35~~~~9,34~~2,36 MS6,35 BS9,34 ✠LMC CarryingPetroleum in bulk Fitted for oil fuel 9,30 F.P. above 150°F.	Fal	x	CL ~~12,33~~ 6,35	1930 9mo Lloyd'sA&CP	Lithgows Ld. Pt.Glasgow	BritishTankerCo. Ld. CellDBuE&B66'301tDTf31'359t	384·6|50·2|27·7 P94'B38'F44' FK FPT111tAPT53t	London British 17BHptCem ptAsp (13 to U dk 4 ,, 2nddk)	T.3Cy.25",42"&70"–48" (s) 200lb 150lb 430NHP 2SB,6cf,HS5732 FD Rankin&Blackmre.Ld.Grk	27 ″ 6 s4 ″ 5 23 ″ 4¼	
21825 160493 GKSM	**British Freedom** OilEng. ssBkn.No.1-33 Mchy.Aft 2Dks(Stl)&Webframes E.S.D. D.F. Longitudinal framing Progressive Survey of Oil Tanks	6985 6452 4164	✠100A1 ~~5,35~~ ~~8,34~~2,36 ✠LMC CS5,35 ~~DBS8,34~~ 5,35 DBS10,35 CarryingPetroleum in bulk	Fal ~~Bkn~~	b†	CL 8,34	1928 6mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE83'253tDTf41'254t	440·1|57·1|33·9 P107'B34'F49' FK FPT136tAPT93t	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"–91¼" 654NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 11 s6 ″ 6¼ 27 ″ 8	
21826 146692 GJRC	**British Fusilier** ssShl.No.3-5,35 ~~ssShl.No.2-31~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing E.S.D.	6943 6400 4083	✠100A1 ~~5,35~~~~8,34~~2,36 BS2,36 ✠LMC5,35 ~~[illegible]~~ ~~[illegible]~~ CarryingPetroleum in bulk Fitted for oil fuel 1,23 F.P. above 150° F.	Nwc ~~Shl~~Fal	b†	OG ~~8,32~~ 5,35	1923 1mo Lloyd'sA&CP	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE38'61tDTf46'709t	440·0|57·0|33·7 P113'B33'F49' FK FPT132tAPT230t	London British 16BHCem (10 to U dk 6 ,, 2nd,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB,12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4 27 ″ 10¼	
21827 146610 GJLB	**British General** ssSld.No.3-4,36 ~~ssNwc.No.3-12,23~~ Mchy.Aft ~~ssNwc.No.2-32~~ E.S.D. 2Dks(Stl)&Webframes D.F. Longitudinal framing	6989 6472 4102	✠100A1 ~~5,35~~ ~~9,34~~4,36 ✠LMC4,36 ~~MS2,32~~ ~~BS2,35~~ CarryingPetroleum in bulk Fitted for oil fuel 8 22 F.P. above 150° F.	Mch ~~Nwc~~ Sld	b†	OG ~~12,33~~ 5,35	1922 6mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B87'57tDTf47'729t	440·2|57·1|33·8 P113'B32'F50' FK FPT163tAPT192t	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 654NHP 3SB,12cf,GS204,HS8511 FD Palmers'Co.Ld.Nwc.	33 ″ 11 s6 ″ 6 27 ″ 8¼	
21828 160364 GLZR	**British Glory** OilEng. ssSld.No.1-32 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6993 6477 ~~4161~~ 4159	✠100A1 8,35~~10,34~~ DBS~~2,35~~ ✠LMC9,52 4,36 CarryingPetroleum in bulk	Sld Fal	b†	CL 2,34	1928 2mo Lloyd'sA&CP	SirJ.Laing &SonsLd. Sunderland	BritishTankerCo. Ld. CellDBuE80'238tDTf39'240tFPT222tAPT106t	435·0|57·3|33·8 P105'B34'F53' FK	London British 16BHptCem (10 to U dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"–91¼" 642NHP 2DB–150lb W.Doxford&SonsLd.Sld.	33 ″ 10 s6 ″ 5¾ 27 ″ 7½	
21829 149735 GKJR	**British Governor** ssFal.No.2-35 ~~ssFal.No.1-31~~ Mchy.Aft 2Dks(Stl)&Webframes D.F.E.S.D Longitudinal framing	6840 6334 4037	✠100A1 ~~5,35~~~~7,34~~ 2,36 BS2,36 ✠LMC MS~~2,30~~5,35 ~~[illegible]~~ CarryingPetroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	Fal	b†	CL ~~5,32~~ 5,35	1926 10mo Lloyd'sA&CP	Swan,Hunter&Wigham-Richardson, LdNewcastle	BritishTankerCo. Ld. CellDBuE&B83'f49'668tDTf603tFPT158tAPT104t	440·2|57·0|33·7 P100'B32'F50' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	T.3Cy.26½",44"&74"–51" (s) 200lb 120lb 584NHP 3SB,12cf,HS8634 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4½ 27 ″ 9¾	
21830 146591 GFST	**British Grenadier** ssNwc.No.3-10,34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6857 6368 4020	✠100A1 ~~7,35~~~~10,34~~4,36 BS12,35 ✠LMC MS8,33 ~~[illegible]~~ CarryingPetroleum in bulk Fitted for oil fuel 7,22 F.P. above 150°F.	Nwc ~~Bom~~ Sws	b†	OG ~~6,33~~ 4,36	1922 7mo Lloyd'sA&CP	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBaE38'61tDTf46'709t	440·0|57·0|33·7 P113'B35'F49' FK FPT132tAPT223t	London British 16BHptCem (10 to U dk 6 ,, 2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB,12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 6½ 27 ″ 7¼	
21831 146639 GFSV	**British Gunner** ssFal.No.3-8,35 ~~ssShl.No.2-31~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6894 6368 4063	✠100A1 ~~8,35~~ ~~1,34~~ 5,36 BS~~7,35~~ ✠LMC~~[illegible]~~ 5,36 MS8,35 CarryingPetroleum in bulk Fitted for oil fuel 9,22 F.P. above 150° F.	Fal Sws	b†	OG 1,34	1922 9mo Lloyd'sA&CP	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE38'61tDTf46'709tFPT132tAPT223t	440·0|57·0|33·7 P113'B35'F49' FK	London British 16BHptCem (10 to U dk 6 ,, 2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB,12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 6½ 27 ″ 7¼	
21832 160530 GDZS	**British Honour** OilEng. ssNwc No.1-32 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D. ProgressiveSurvey of OilTanks	6991 6458 4174	✠100A1 ~~7,35~~ ~~5,34~~ 3,36 DBS7,35 ✠LMC CS~~12,32~~ 3,36 ~~7,35~~3,36 CarryingPetroleum in bulk	Fal	b†	CL ~~5,34~~ 7,35	1928 7mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE83'253tDTf41'254t	440·5|57·1|33·9 P107'B34'F49' FK FPT136tAPT93t.	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP 2DB150lb SulzerBros.Winterthur	33 ″ 11 s6 ″ 6½ 27 ″ 7¾	
21833 160382 GNTK	**British Hope** ssFal.No.2-36 OilEng. ~~ssShl.No.1-32~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6951 6344 4176	✠100A1 ~~6,35~~ ~~8,34~~1,36 DBS~~6,34~~ ~~✠LMC~~ 5,35 ~~[illegible]~~ CarryingPetroleum in bulk ✠LMC CS5~~,33~~1,36 1,36~~5,35~~	Fal	b†	OG ~~N5,33~~ 1,36	1928 3mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	BritishTankerCo. Ld. CellDBuE85'381tDTf36'204tFPT183tAPT90t	441·8|56·9|33·7 P103'B34'F54' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP 2DB–150lb Burmeister&Wain,Cpn.	33 ″ 11 s6 ″ 7¾ 27 ″ 7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
21834 147544 GJVR	**British Hussar** *Mchy.Aft* D.F.	ssFal.No.2-32 *2Dks(Stl)&Web frames* *Longitudinal framing*	6944 6401 4098	✠100A1 9,35 ~~1,35~~ BS2,36 ✠LMC MS3,32 ~~BS1,34~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 10,23 F.P. above 150 F.*	Fal	*b*†	OG 1,35	1923 10mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	BritishTankerCo. Ld. *CellDBuE38'61tDTf46'709tFPT132tAPT230t*	440·2 P113'B32'F49'	57·0	33·7 FK	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb *120lb* (*s*) 642NHP 3SB,*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	33 „ 11 s 6 „ 4 27 „ 10¼	
21835 149836 GCPL	**British Industry** *Mchy.Aft* E.S.D. D.F.	ssFal.No.2-35 *2Dks(Stl)&Web frames* *Longitudinal framing*	4297 3789 2425	✠100A1 1,36 ~~1,35~~ BS9,35 ✠LMC MS4,35 ~~BS7,34~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 5,27 F.P. above 150° F.*	Fal Sld	*w*	CL ~~1,35~~ 12,35	1927 5mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE28'f30'153tDTf30'227tFPT95tAPT121t*	366·2 P91'B31'F60'	49·2	27·2 FK	London British 15*BHptCem* 5 „ *to2nddk*	T.3Cy.28",39"&66"-45" (*r*) 200lb *120lb* 407NHP 2SB,*6cf*,HS5772 FD Palmers'Co.Ld.Newcastle	27 „ 3 s 4 „ 2 23 „ 3¾	
21836 148785 GMKQ	**British Inventor** *Mchy.Aft* E.S.D. D.F.	ssFal.No.2-34 *2Dks(Stl)&Web frames* *Longitudinal framing-bracketless system*	7101 6560 4226	✠100A1 ~~5,35~~ ~~9,34~~ 1,36 BS11,35 ✠LMC9,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,26 F.P. above 150° F.*	Fal Nwc	*b*†	CL 1,36	1926 7mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B71'263tDTf34'523tFPT134tAPT225t*	430·0 P103'B32'F47'	58·1	34·0 FK	London British 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.28",46"&76"-51" (*s*) 180lb *120lb* 567NHP 3SB,*9cf*,HS8317 FD Palmers'Co.Ld.Newcastle	34 „ 3 s 6 „ 8 27 „ 10¼	
21837 140406 GMNR	**British Isles** *Mchy.Aft* D.F.	ssShl.No.3-10,29 ssShl.No.1-34 *2Dks(Stl)&Webframes* *Longitudinal framing*	7108 6483 4411	✠100A1 9,35 ~~1,35~~ ~~BS4,35~~ ✠LMC4,34 4,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 10,17 F.P. above 150° F.*	Fal Shl	*a*†	CL ~~11,32~~ 9,35	1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuB41'89tDTf40'688tFPT111tAPT72t*	430·2 P101'B32'F44'	57·0	33·7 FK	London British 19*BHCem* (14 *to U dk* 8 „ *2nd* „)	T.3Cy.27",45"&74"-54" (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD N.E.MarineEngCoLd.Nwc	33 „ 6 s 6 „ 5½ 27 „ 3½	
21838 146208 GFVP	**British Judge** *Mchy.Aft* E.S.D. D.F.	ssNwc.No.3-12,32 *2Dks(Stl)&Webframes* *Longitudinal framing*	6735 6210 4011	✠100A1 9,35 ~~12,34~~ ✠LMC MS12.32 BS4,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 12,21 F.P. above 150° F.*	Sld Bom	*a*†	CL 8,33	1921 12mo	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B71'255tDTf36'649tFPT227tAPT156t*	420·5 P99'B35'F55'	56·4	33·4 FK	London British 15*BHptCem* (9 *to U dk* 6 „ *2nd* „)	T.3Cy.28",46"&75"-51" (*s*) 180lb *120lb* 560NHP 3SB,*9cf*,HS8277 FD G.Clark,Ld.Sunderland	33 „ 6 s 6 „ 1½ 27 „ 7¾	
21839 160548 GCWR	**British Justice** *Mchy.Aft* D.F.	*OilEng.* ssSld.No.1-32 *2Dks(Stl)&Web frames* *Longitudinal framing*	6982 6458 4122	✠100A1 ~~7,35~~ ~~1,35~~ 4,36 DBS11,35 ✠LMC CS11,32 1,35 *Carrying Petroleum in bulk Lloyd's A&CP*	Bom	*b*†	CL ~~8,33~~ 7,35	1928 8mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE83'253tDTf41'254tFPT136tAPT93t*	440·7 P107'B34'F49'	57·1	33·9 FK	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „	Oil Engines 2S.C.SA 4Cy.22⅛"-45⅝" 654NHP 2DB*150lb* Richardsons,Westgarth&Co.Ld.Hpl.	33 „ 11 s 6 „ 5¾ 27 „ 8½	
21840 146698 GJSF	**British Lady** *Mchy.Aft* E.S.D. D.F.	ssFal.No.3-5,35 ~~ssNwc.No.2-31~~ *2Dks(Stl)&Web frames* *Longitudinal framing* ~~*Progressive Survey of Oil tanks*~~	6098 5629 3520	✠100A1 ~~5,35~~ ~~9,34~~ 4,36 BS4,36 ✠LMC 5,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 2,23 F.P. above 150° F.*	Sld Bkn	*a*†	OG ~~11,33~~ 4,36	1923 2mo	JLThompson&Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B82'232tDTf40'624tFPT148tAPT255*	412·0 P114'B35'F53'	54·8	32·9 FK	London British 16*BHptCem* (11*BHtoUdk* 5 „ „*2nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *180lb* 644NHP 3SB,*12cf*,HS8265 FD Met.VickersElecCoLdMch	33 „ 0 s 5 „ 10¾ 27 „ 4½	
21841 142604 GLDF	**British Lantern** *Mchy.Aft* D.F.	ssPts.No.3-6,31 *2Dks(Stl)&Web frames* *Longitudinal framing* ssFal.No.1-35	6897 6297 4067	✠100A1 7,35 ~~9,34~~ ✠LMC 2,36 MS7,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 8,18 F.P. above 150° F.*	Ply Fal	*a*†	CL ~~1,33~~ 7,35	1918 8mo	Workman, Clark&Co.Ld Belfast	TheAdmiralty (British TankerCo. Ld.*Mgrs.*) *CellDBuB35'107tDTf43'640tFPT164tAPT60t*	430·1 P99'B33'F56'	57·0	33·0 FK	London British 19*BHptCem* (14*BHtoUdk* 5 „*2nd*„)	T.3Cy.27½",45"&75"-54" (*s*) 190lb 634NHP 3SB,*12cf*,GS237,HS9666 FD WorkmanClark&CoLdBel	33 „ 7 s 6 „ 7½ 27 „ 2	
21842 140449 GLDB	**British Light** *Mchy.Aft*	ssPts.No.3-6,30 ssShl.No.1-34 *2Dks(Stl)&Web frames* *Longitudinal framing*	6470 5854 3885	✠100A1 3,36 ~~11,34~~ 12,35 ✠LMC MS11,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 12,17 F.P above 150° F.*	Shl	*a*†	CL 11,34	1917 12mo	Palmers' Co.Ld. Newcastle	TheAdmiralty (British TankerCo. Ld.*Mgrs.*) *CellDBuE&B80'176tDTf56'534tFPT102tAPT36t*	419·7 P104'B25'F49'	54·3	32·4 FK	London British 16*BHptCem* (13 *to U dk* 3 „ *2nd* „)	T.3Cy.28",46"&76"-51" (*s*) 180lb *180lb* 586NHP 3SB,*9cf*,GS198,HS8760 FD Palmers'Co.Ld.Newcastle	32 „ 8 s 5 „ 11½ 26 „ 11¾	
21843 146658 GJNV	**British Lord** *Mchy.Aft* D.F.	ssFal.No.3-7,34 *2Dks(Stl)&Web frames* *Longitudinal framing*	6098 5629 3520	✠100A1 10,35 ~~1,35~~ ✠LMC MS7,34 1,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 11,22 F.P. above 150F.*	Fal Alx	*a*†	OG 1,35	1922 11mo	JLThompson&Sons,Ld Sunderland	BritishTankerCo. Ld. *CellDBuE&B82'232tDTf40'624tFPT148tAPT255t*	412·0 P114'B35'F53'	54·8	32·9 FK	London British 16*BHptCem* (11 *to Udk* 5 „ *2nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *180lb* 644NHP 3SB,*12cf*,HS8265 FD Met.VickersElecCoLdMch	33 „ 0 s 5 „ 10¾ 27 „ 4½	
21844 149977 GLFR	**British Loyalty** *Mchy.Aft* E.S.D. D.F.	*OilEng.* ssNwc.No.1-32 *2Dks(Stl)&Web frames* *Longitudinal framing*	6993 6458 4140	✠100A1 7,35 ~~8,34~~ ✠LMC11,31 7,35 *Carrying Petroleum in bulk Lloyd's A&CP*	Nwc Fal	*b*†	CL ~~7,32~~ 7,35	1928 1mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE83'253tDTf41'254tFPT136tAPT93t*	440·7 P107'B34'F49'	57·1	33·9 FK	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP 2DB*150lb* SulzerBros.Winterther	33 „ 11 s 6 „ 6¾ 27 „ 8	
21845 146530 GJFW	**British Mariner** *Mchy.Aft* D.F.	ssFal.No.3-1,35 *2Dks(Stl)&Webframes* *Longitudinal framing* ~~*Progressive Survey of Oil tanks*~~	6996 6472 4079	✠100A1 9,35 ~~1,35~~ ✠LMC 9,35 MS1,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 3,22 F.P. above 150° F.*	Fal	*b*†	OG ~~3,34~~ 8,35	1922 3mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B87'57tDTf47'729tFPT163tAPT192t*	440·2 P113'B32'F50'	57·1	33·8 FK	London British 17*BHptCem* (11 *to Udk* 6 „ *2nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB,*12cf*,GS204,HS8511 FD Palmer'sCo.Ld.Newcastle	33 „ 11 s 6 „ 6 27 „ 8½	
21846 146655 GFWN	**British Merchant** *Mchy.Aft* E.S.D. D.F.	ssShl.No.3-3,35 *2Dks(Stl)*	6994 6471 4015	✠100A1 12,35 ~~3,35~~ BS4,36 ✠LMC MS10,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 10,22 F.P. above 150° F.*	Shl Fal	*b*†	OG ~~3,35~~ 11,35	1922 11mo	W.Beardmore& Co.Ld. Glasgow	BritishTankerCo. Ld. *CellDBuE&B67'248tDTf45t701tFPT168tAPT240t*	440·7 P116'B35'F49'	57·2	34·1 FK	London British *ptCem* 10*BHtoUdk* 6 „ „*2nd*„	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb *180lb* 673NHP 3SB,*12cf*,HS8670 FD W.Beardmore&Co.Ld.Gls.	33 „ 11 s 6 „ 5½ 27 „ 7¾	
21847 146326 GBVR	**British Monarch**	*Fitted for oil fuel* *2Dks*	5661 5302 3532					1923	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vèrel,Ld.*Mgrs.*)	420·6 P48'B129'F46'	54·2	29·1 *WB*	Glasgow British	T.3Cy.26",43",&73"-48" *Emade&fitted29* 269NHP D&W.Hendersn&CoLdGls		C
21848 148491 GKVM	**British Motorist** *Mchy.Aft* D.F.	*OilEng.* ssNwc.No.2-33 *2Dks(Stl)&Web frames* *Longitudinal framing*	6891 6337 4088	✠100A1 ~~2,35~~ 10,35 6,35 *Carrying Petroleum in bulk Lloyd's A&CP* ✠LMC CS7,33 2,35	Fal Bkn	*b*†	CL ~~10,32~~ 10,35	1924 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishTankerCo. Ld. *CellDBuE15'f45'289tFPT160tAPT104t*	440·2 P106'B33'F49'	57·0	33·8 FK	London British 17*BHptCem* (10 *to U dk* 7 „ *2nd*„)	Oil Engines 2S.C.SA 8Cy.24"-50" 796NHP 2DB*150lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 „ 11 s 6 „ 4½ 27 „ 9¼	

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21849 146646 GJLR	**British Officer** ssSld.No.3-6,35 ~~ssSld.No.2-31~~ 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. ~~*Progressive Survey of Oil tanks*~~ E.S.D.	6990 6478 4078	✠100A1 ~~6,35~~ ~~2,34~~ 3,36 ~~MS11,31~~ ✠LMC MBS~~7,34~~6,35 DBS~~4,33~~,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,22 F.P. above 150° F.*	Sws ~~Sld~~ MS6,35	*b*†	OG 2,34	1922 9mo	Palmers' Co.Ld. Newcastle Lloyd's*A&CP*	BritishTanker Co. Ld. *CellDBuE&B87'57tDTf47'729t*	440·2|57·1|33·8 P113'B32'F50' FK *FPT163tAPT192t*	London British 17*BHptCem* (11 *to Udk* 6 ,, *2nd* ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB,*12cf*,GS204,HS8511 FD Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ $8\frac{3}{4}$	
21850 148676 GLNJ	**British Petrol** *OilEng.* *Mchy.Aft* ssNwc.No.2-34 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6906 6392 4113	✠100A1 ~~7,35~~ ~~10,34~~ 5,36 DBS~~10,34~~ ✠LMC6,35 9,35 *Carrying Petroleum in bulk*	Fal ~~Sld~~ Nwc	*b*†	CL ~~N10,34~~ ~~6,35~~ 4,36	1925 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE15'f45'289t*	440·2|57·0|33·8 P106'B33'F49' FK *FPT160tAPT104t*	London British 17*BHptCem* (10 *to U dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.24"-50" 796NHP 2DB*150lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ $4\frac{1}{2}$ 27 ″ $9\frac{3}{4}$	
21851 143990 GJNC	**British Pluck** *OilEng.* *Mchy.Aft* ssFal.No.1-33 1*Dk(Stl)&Web frames* D.F. *Longitudinal framing*	1025 748 514	✠100A1 ~~5,35~~ ~~8,34~~ 2,36 ✠LMC CS7,33 DBS~~8,34~~8,35 ~~5,35~~ 2,36 *Carrying Petroleum in bulk*	Sws ~~Gmh~~	*n*	CL ~~6,33~~ 2,36	1928 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld.	230·0|32·7|13·8 P79'*Trunk*104'F38' FK *CellDBuE22t*	Swansea British 12*BHptCem* *APT31t*	Oil Engines 2S.C.SA 6Cy.$16\frac{9}{16}$"-$28\frac{3}{8}$" 286NHP NDB4,29 *125lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	13 ″ 9 s 1 ″ $0\frac{1}{2}$ 12 ″ $10\frac{1}{2}$	
21852 146684 GJQM	**British Premier** ssShl.No.3-1,36 ~~ssBkn.No.2-30~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing* D.F. E.S.D.	5872 5395 3377	✠100A1 1,36 ~~4,34~~ ✠LMC MS~~9,30~~1,36 BS~~7,34~~7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,22 F.P. above 150° F.*	Bom Shl	*z*	OG ~~3,32~~ 12,35	1922 12mo	Palmers' Co.Ld. Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE33'44t*	400·6|53·7|32·7 P107'B34'F49' FK *DTf40'560t* *FPT130tAPT80t*	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 523NHP 3SB,*9cf*,HS7737 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ $9\frac{3}{4}$ 27 ″ 5	
21853 162553 GMBF	**British Prestige** ssFal.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing* D.F.	7106 6526 4180	✠100A1 11,35 ~~9,35~~ ✠LMC CS11,35 DBS3,35 6,34 *Carrying Petroleum in bulk*	Fal	*b*†	CL 2,35	1931 3mo	Lithgows, Ld. PortGlasgow Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE85'f38'470t*	440·6|59·5|33·0 P113'B43'F48' FK *FPT172tAPT83t*	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s6 ″ $0\frac{1}{4}$ 27 ″ $2\frac{1}{2}$	
21854 162533 GLYT	**British Pride** ssNwc.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	7106 6526 4180	✠100A1 9,35 ~~1,35~~ ✠LMC CS9,35 DBS1,35 9,35 *Carrying Petroleum in bulk*	Fal Nwc	*b*†	CL 9,33	1931 1mo	Lithgows, Ld. PortGlasgow Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE85'f38'470t*	440·6|59·5|33·0 P113'B43'F48' FK *FPT172tAPT83t*	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s 6 ″ $0\frac{1}{4}$ 27 ″ $2\frac{1}{2}$	
21855 147474 GJQD	**British Prince** (*ex*London Shipper) ssLon.No.2-30 2*Dks(Stl)&Shelter dk(Stl)* D.F. GyC. *Cruiser Stern* *Now* "Statesman," *see No.* 40001 *in Supplement*	7939 7368 4947	✠100A1 *Shelter dk with freeboard* 2,35 BS2,35 ✠LMC12,30 *Fitted for oil fuel 8,23 F.P. above 150° F.* *Fitted for carrying oil 4,29 F.P. above 150°F. in after deep tank.*	Lon	*c*†	CL 2,35	1923 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's*A&CP*	Norfolk&N.American S.Shppg.Co.Ld (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in Boiler space&forward154'* *CellDB366' 1568t DTf33'967t DTa33' 797t FPT68t APT82t*	450·4|58·0|38·3 F42' *on Shelter dk* FK *Collision BH to Sh dk*	London British *ptCem* 6 ,, ,, *U* ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft 190lb (*s*) 1004NHP 4SB,*16cf*,GS325,HS13168FD Richardsons,Westgarth& Co.Ld.Mdb.	41 ″ 0 s11 ″ $1\frac{1}{4}$ 30 ″ 2	
21856 140298 GBMD	**British Princess** ssFal.No.3-9,29 ssBkn.No.1-34 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7052 6477 4365	✠100A1 1,36 ~~3,35~~ ✠LMC MS4,33 BS~~3,35~~3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,17 F.P. above 150° F.*	Fal Shl	*a*†	CL 3,35	1917 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuB41'89tDTf40'688t*	430·0|57·0|33·7 P101'B32'F44' FK *FPT111tAPT72t*	London British 18*BHptCem* (10 ,, *to Udk* 8 ,, *2nd*,,)	T.3Cy.27",45"&74"-54" (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD NEMarineEng.Co.Ld.Nwc	33 ″ 6 s 6 ″ $5\frac{1}{4}$ 27 ″ $3\frac{1}{2}$	
21857 149926 GKPV	**British Progress** ssNwc.No.2-36 ~~ssShl.No.1-31~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing* ~~*Progressive Survey of Oil tanks*~~	4581 4061 2639	✠100A1 ~~6,35~~ ~~9,34~~ 3,36 MBS3,36 ✠LMC DBS6,35 MS3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,27 F.P. above 150° F.*	Sws ~~Fal~~ Nwc	*x*	CL ~~9,34~~ ~~6,35~~ 3,36	1927 11mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE&B51'f31'239t DTf31'264t FPT135tAPT69t*	381·2|50·4|27·6 P93'B30'F55' FK	London British 16*BHptCem* (11 ,, *to Udk* 5 ,, *2nd*,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb *120lb* 422NHP 2SB,*6cf*, HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27 ″ 6 s 4 ″ $4\frac{3}{4}$ 23 ″ 4	
21858 160357 GNSF	**British Reliance** ssShl.No.1-32 Sub.Sig. *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing* *Progressive Survey of Oil tanks*	7000 6521 4132	✠100A1 ~~6,35~~ ~~10,34~~ 9,35 DBS~~7,34~~ ✠LMC12,31 6,35 *Carrying Petroleum in bulk*	Nwc Sld	*b*†	CL ~~10,34~~ 6,35	1928 2mo	Greenock Dkyd.Co.Ld. Greenock Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE86'166t DTf36'226tFPT*	440·3|57·0|33·8 P111'B41'F53' FK *180tAPT97t*	London British 17*BHptCem* (10 ,, *to Udk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ $3\frac{3}{4}$ 27 ″ 10	
21859 160397 GCRF	**British Renown** ssMch.No.1-32 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* ~~*Progressive Survey of Oil tanks*~~	6997 6478 4143	✠100A1 9,35 ~~1,35~~ DBS~~5,34~~ ✠LMC4,32 7,35 *Carrying Petroleum in bulk*	Fal	*b*†	CL ~~1,35~~ 9,35	1928 4mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE80'238t DTf30'235t*	435·0|57·3|33·8 P105'B34'F53' FK *FPT222tAPT106t*	London British 16*BHptCem* (10 *to Udk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"-$91\frac{1}{4}$" 642NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 10 s 6 ″ $5\frac{3}{4}$ 27 ″ $7\frac{1}{2}$	
21860 162547 GKZB	**British Resource** ssFal.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7209 6579 4197	✠100A1 9,35 ~~1,35~~ ✠LMC CS9,35 9,35 *Carrying Petroleum in bulk*	Fal DBS6,35	*b*†	CL 12,34	1931 3mo	Greenock Dkyd.Co.Ld. Greenock Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE85'f38'424tF*	440·6|59·4|32·9 P113'B43'F48' FK *PT195tAPT95t*	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s 5 ″ $11\frac{3}{4}$ 27 ″ $2\frac{3}{4}$	
21861 142723 GSBQ	**British Sailor** (*ex*WarRajah) ssBom.No.1-36 ssFal.No.3-4,31 1*Dk(Stl)2trB & Web frames* *Longitudinal framing*	5576 4706 3444	✠100A1 1,36 ~~3,35~~ ✠LMC MS~~4,34~~ 1,36 BS~~6,34~~ 6,35 *Carrying oil fuel in bulk F.P. above 150°F.* *Fitted for oil fuel 12,18 F.P. above 150° F.*	Bom	*z*	CL 3,35	1918 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE&B59'240tf50'65t FPT95t*	400·0|52·3|28·4 P49'B121'F39' FK	London British 11*BHptCem* *APT80t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ $7\frac{3}{4}$ 25 ″ 7	
21862 162532 GFCJ	**British Science** ssSld.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks(Stl)* D.F. E.S.D. GyC. *& Web frames* *Longitudinal framing*	7138 6391 4172	✠100A1 ~~1,35~~ ~~9,34~~ 1,36 DBS1,35 ~~✠LMC1,34~~ *Carrying Petroleum in bulk* ✠LMC1,35	Bkn ~~Sld~~ Fal	*b*†	CL 1,36	1931 1mo	Palmers' Co.Ld. Newcastle Lloyd's*A&CP*	BritishTankerCo. Ld. *CellDBuE79'283t DTf39'227t*	441·2|59·7|33·0 P108'B42'F49' FK *FPT149tAPT89t*	London British 17*BHptCem* (13 ,, *to Udk* 4 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 687NHP 2DB(P)*120lb*(S)*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0 s 6 ″ $1\frac{3}{4}$ 27 ″ $0\frac{3}{4}$	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés [illegible]	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pcs.	15 Registres [illegible]
21863 143979 GJKD	**British Scout** ssShl.No.3-8,35 ~~ssGmh.No.2-30~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing ~~Progressive Survey of Oil tanks~~	1507 1294 836	✠100A1 ~~8,3510,34~~4,36 ✠LMC 8,35 ~~MS10,30~~ ~~BS[illegible]~~ Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 10,22 F.P. above 150° F.	Shl Sws	p	CL ~~10,34~~ N4,36	1922 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishTankerCo. Ld. CellDBuE22'23t FPT15t APT25t	245·0 P67'B20'F26' FK	37·2	19·8	Swansea British 11BHptCem (9 „ to Udk 2 „ 2nd „)	T.3Cy.17½",29"&48"-33" (r) 180lb 182NHP 2SB,4cf,HS2664 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 0 s 2 ″ 4 17 ″ 10	
21864 146647 GJLQ	**British Sergeant** ssShl.No.3-11,34 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing	5868 5389 3387	✠100A1 8,35~~11,34~~ BS12,35 ✠LMC11,34 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 10,22 F.P. above 150° F.	Shl Bom	z	OG 11,34	1922 8mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE33'41t DTf40'560t FPT130t APT80t	400·6 P122'B34'F49' FK	54·2	32·7	London British 16BHptCem (10 „ to Udk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 593NHP 3SB,9cf,HS7787 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 10 27 ″ 5½	
21865 142707 GSBT	**British Soldier** (exWarSikh) ssBom.No.1-35 ssFal.No.3-10,30 1Dk(Stl)2trB&Webframes Longitudinal framing	5564 4712 3503	✠100A1 8,35~~4,34~~ 6,35 ✠LMC MS~~[illegible]~~ BS~~[illegible]~~10,35 Lloyd's A&CP Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 11,18 F.P. above 150° F.	Bom	z	CL 8,33	1918 11mo	W.Gray&Co.Ld. WHartlepool	BritishTankerCo. Ld. Middle line Bulkhead not oil-tight CellDBuE&B65' 262t f50'65t	400·0 P49'B121'F39' FK	52·3	28·4	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.WrksW.Hpl	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
21866 140319 GSDY	**British Sovereign** ssShl.No.1-35 ssShl.No.3-8,30 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	3657 3337 2176	✠100A1 ~~8,353,34~~4,36 BS~~[illegible]~~ ✠~~LMC[illegible]~~ 2,36 MS8,35 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 5,17 F.P. above 150° F.	Bom ~~Shl~~	v	CL ~~6,33~~ 4,36	1917 7mo	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuB38'70t DTf29'314t FPT69t APT34t	345·2 P88'B39'F46' FK	49·1	25·6	London British 13BHptCem (8 to U dk 5 „ 2nd „)	T.3Cy.23",38"&62"-42" (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLdNwc	25 ″ 7 s 3 ″ 11½ 21 ″ 9½	
21867 162546 GFKM	**British Splendour** ssMch.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing	7138 6391 4172	✠100A1 ~~5,308,34~~ 1,36 DBS3,36 ~~✠LMC[illegible]~~ Carrying Petroleum in bulk Lloyd's A&CP ✠LMC CS5,35 5,35	Fal ~~Mch~~Nwc	b†	CL ~~12,33~~ N2,36	1931 2mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE79'283t DTf39' 227tFPT149tAPT89t	441·2 P108'B42'F49' FK	59·7	33·0	London British 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0 s 6 ″ 1½ 27 ″ 1	
21868 142337 GLDC	**British Star** ssFal.No.1-35 ssFal.No.3-5,31 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6888 6285 4080	✠100A1 9,35~~10,34~~ ✠LMC9,35 ~~MS[illegible]~~ ~~BS[illegible]~~ Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel F.P. above 150 °F.	Mch Fal	ā†	CL ~~5,34~~ 8,35	1918 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	TheAdmiralty (BritishTanker Co.Ld.Mgrs.) CellDBuB35' 107t DTf43'640tFPT164tAPT60t	430·0 P99'B33'F60' FK	57·0	33·1	London British 19BHptCem (14 „ to U dk 5 „ „ 2nd „)	T.3Cy.27",45"&74"-54" (r) 180lb 620NHP 3SB,12cf,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 6 s 6 ″ 6 27 ″ 3¼	
21869 146686 GJNR	**British Statesman** ssFal.No.3-4,35 ~~ssNwc.No.2-31~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing ~~ProgressiveSurvey of oil tanks~~	6991 6549 4150	✠100A1 ~~[illegible]7,34~~11,35 2,35 ✠LMC MS~~[illegible]~~ BS~~[illegible]~~11,35 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 1,23 F.P. above 150° F.	Bkn ~~Fal~~ Mch	b†	OG ~~1,33~~ 11,35	1923 1mo	Sir J.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE&B74' 209tDTf45'851t FPT205tAPT259t	440·3 P113'B32'F48' FK	57·1	33·9	London British 17BHCem (10 „ to Udk 7 „ „2nd„)	2SteamTurbinesDRgeared to 1Sc.Shaft (s) 200lb 120lb 642NHP 3SB,12cf,HS8256 FD G.Clark,Ld.Sunderland	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
21870 162575 GFLK	**British Strength** ssSld.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing E.S.D.	7139 6391 4169	✠100A1 ~~7,2511,34~~ 2,36 DBS6,35 ~~[illegible]~~ Carrying Petroleum in bulk Lloyd's A&CP ✠LMC CS7,35 ~~11,34~~2,36	Fal ~~Sld~~ Bkn	b†	CL ~~11,32~~ 2,36	1931 4mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE79' 283t DTf39' 227tFPT149tAPT89t	441·2 P108'B42'F49' FK	59·7	33·0	London British 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 0 s 6 ″ 1½ 27 ″ 1½	
21871 143971 GFQL	**British Tommy** ssShl.No.3-9,33 Mchy.Aft 2Dks(Stl)&Web frames Wireless D.F. Longitudinal framing	1411 1158 805	✠100A1 ~~5,359,34~~ ~~9,35~~ 4,36 ✠LMC MS6,34 BS~~[illegible]~~3,36 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 8,21 F.P. above 150° F.	Gmh	o	CL ~~9,34~~ 3,36	1921 8mo	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. CellDB23'19t FPT38tAPT22t	229·9 P65'B22'F29' FK	36·2	19·0	Swansea British 11BHCem (9 to U dk 2 „ 2nd „)	T.3Cy.17½",28"&47"-33" (r) 180lb 161NHP 2SB,6cf,GS99,HS2800 Rankin&Blackmore,Ld. Greenock	19 ″ 3 s1 ″ 10½ 17 ″ 6½	
21872 146163 GFVQ	**British Trader** ssFal.No.3-12,33 Mchy.Aft 2Dks(Stl) D.F.	4204 3630 2314	✠100A1 ~~5,357,34~~12,35 BS10,35 ✠LMC MS12,33 ~~[illegible]~~ Lloyd's A&CP Carrying Petroleum in bulk Fitted for oil fuel 11,21 F.P. above 150° F.	Fal ~~Bom~~	w	CL ~~12,33~~ N12,35	1921 11mo	W.Beardmore&Co.Ld. Glasgow	BritishTankerCo. Ld. CellDBuE23' 68tDTf35'394tFPT54tAPT40t	351·4 P82'B40'F57' FK	49·1	27·1	London British 14BHptCem (9 „ to Udk 5 „ „2nd„)	T.3Cy.23",36½"&58"-42" (r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 ″ 0 s 4 ″ 1½ 23 ″ 2	
21873 149943 GKWD	**British Union** ssFal.No.2-35 OilEng. ~~ssNwc.No.1-32~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D. ~~Progressive Survey of oil tanks~~	6987 6402 4157	✠100A1 ~~4,35~~11,35 ✠LMC CS11,35 DBS11,35 ~~4,35~~4,36 Carrying Petroleum in bulk Lloyd's A&CP	Nwc Fal	b†	CL 3,35	1927 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE71'f38'466t FPT148t APT108t	440·1 P104'B33'F54' FK	57·0	33·9	London British 17BHCem 6 „ to 2nd dk	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB150lb WllsndSlpwy.Co.Ld.Nwc.	34 ″ 0 s 6 ″ 5¾ 27 ″ 9½	
21874 149945 GJMY	**British Valour** ssNwc.No.2-35 OilEng. ~~ssNwc.No.1-32~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing ~~ProgressiveSurvey of oil tanks~~	6952 6487 4176	✠100A1 ~~7,3510,34~~4,36 ✠LMC CS4,36 DBS4,36 4,36 Carrying Petroleum in bulk Lloyd's A&CP	Fal ~~Nwc~~	b†	CL ~~1,34~~ N7,35	1927 11mo	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. CellDBuE86'f36'411t FPT178tAPT93t	440·5 P112'B34'F47' FK	57·0	33·8	London British 18BH~~pt~~Cem (10 to U dk 8 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ 4 27 ″ 9¾	
21875 162502 GTPF	**British Venture** ssFal.No.1-34 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing	4696 4089 2619	✠100A1 ~~3,35~~ ~~10,34~~4,36 ✠LMC10,34 Lloyd's A&CP Carrying Petroleum in bulk Fitted for oil fuel 11,30 F.P. above 150° F.	Fal ~~Shl~~ Bkn	x	CL ~~10,34~~ 4,36	1930 11mo	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. CellDBuE&B66' 301tDTf31'359t FPT111tAPT53t	384·6 P95'B38'F44' FK	50·2	27·7	London British 17BHptCem ptAsp (13 to U dk 4 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 150lb 430NHP 2SB,6cf,HS5782 FD Rankin&Blackmre,Ld.Grk	27 ″ 6 s4 ″ 4¾ 23 ″ 4½	
21876 145236 GFDY	**British Viscount** ssFal.No.3-2,34 Mchy.Aft 2Dks(Stl)& D.F. E.S.D. Webframes Longitudinal framing	6895 6363 4073	✠100A1 ~~4,358,34~~1,36 1,36~~10,34~~ ✠LMC ~~BS[illegible]~~ MS2,34 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 8,21 F.P. above 150° F.	Shl ~~Bom~~Sld	b†	OG 8,34	1921 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE38'61tDTf46'709t FPT132t APT223t	440·0 P113'B32'F49' FK	57·0	33·7	London British 17BHptCem (11 to U dk 6 „2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 644NHP 3SB,12cf,GS—,HS8280 FD Swan,Hunter&Wigham-RichardsonLd.Nwc.	33 ″ 11 s 6 ″ 6¾ 27 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21877 146550 GJFX	**British Workman** ssShl.No.3-5,34 Mchy.Aft 2Dks(Stl)& D.F. Webframes E.S.D. Longitudinal framing	6994 6533 4066	✠100A1 10,35 ~~11,34~~ BS10,35 MS5,34 CarryingPetroleum in bulk Fitted for oil fuel 4,22 F.P. above 150° F.	Fal Nwc ✠LMC ~~[illegible]~~	b†	OG ~~5,34~~ 10,35	1922 4mo Lloyd	Workman Clark&Co.Ld. Belfast 'sA&CP CellD	BritishTankerCo. Ld. BuE&B 81'42t DTf45' 620t	440·4 P113'B34'F65' FK FPT165t APT224t	57·0	33·9	London British 17BHptCem (11 to U dk 6 „2nd„)	2SteamTurbinesDRgeared to1Sc.Shaft (s) 200lb 120lb 605NHP 3SB,12cf,GS209,HS8295 FD Wrkman,Clark&CoLd.Bel	33″11 s6″4¾ 27″9¼	
21878 147491 GJVQ	**British Yeoman** ssFal.No.3-2,36 ~~ssFal.No.2-31~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6990 6479 4092	✠100A1 ~~5,35~~ ~~9,34~~ 2,36 BS10,35 ~~[illegible]~~ CarryingPetroleum in bulk Fitted for oil fuel 6,23 F.P. above 150° F.	Fal MS5,35 ✠LMC ~~[illegible]~~	b†	OG ~~7,32~~ 5,35	1923 6mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	BritishTankerCo. Ld. CellDBuE&B87' 57tDTf47'729t	440·0 P113'B32'F50' FK FPT163tAPT192t	57·1	33·8	London British 17BHptCem (11 „ to Udk 6 „ „2nd„)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 654NHP 3SB,12cf,GS204,HS8511 FD Palmers'Co.Ld.Newcastle	33″11 s6″6 27″8¼	
21879 PDGZ	**Britsum** ssRot.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	5273 4902 3227	✠100A1 withfreeboard ~~7,35~~ ~~4,35~~ 4,36 ~~BS4,35~~ 4,36 Fitted for oil fuel 2,32 F.P. above 150° F.	Ams Rot ✠LMC4,33	a†	CL 4,35	1929 5mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	Stoomv.Maats. Oostzee(Vinke& Co.Mgrs.) 1 Intermediate BH dispensed with 5 BH & 1 oil fuel tank BH to 2nd dk CellDB360'1286tDTf18'683tFPT78t	F32' FK	56·2	26·4	Amstrdam Dutch Cem Coll BH to Sh dk APT101t	Q.4Cy.24",34",49"&71"-48" 220lb (s) 549NHP 3SB,9cf,GS154,HS8004 FD N.E.MarineEngCoLd.Nwc	29″0 s3″8 25″5½	
21880 6735 SFNE	**Britt** (exMinna-35) 1Dk	*1544* *1341* *911*					1922	Nylands Værksted Oslo	KalmarRederiA/B (H.Jeansson, Mgr.)	252·8 P24'B64'F24'	39·2	16·6	Kalmar Swedish WB	T.3Cy.19",31"&51½"-33" 153NHP NylandsVærksted,Oslo		N
21881 7180 SGCA	**Britt-Marie** (exOlson, exEleniStathatos) ssPir.No.3-10,20 ssHam.No.1-24 1Dk(Stl)&deep framing Sunk after Explosion 12,35	2915 2655 1712	✠ 7,28 ✠ ✠N AuxB8,18 refitted8,26	Osc	v		1907 7mo	R.Craggs& Sons,Ld. Middlesbro'	RederiA/B Britt (R.Hedberg,Mgr.) Cell DB a106'u	336·1 P36'B188'F37' FK E24'f142'941tFPT	47·0	21·8	Gothenbrg Swedish 6BHCem 86tAPT108t	T.3Cy.23",39"&65"-42" HS5350 327NHP 2SB&1AuxSB,10pf,GS173, Richardsons,Westgarth& Co.Ld.Mdb.	23″0	V †
21882 LCGB	**Britta** TwinSc CarryingPetroleum in bulk OilEng. Mchy.Aft CruiserStern 1Dk	6214 5571 3609					1928	Helsingörs Jernsk.&Msk Helsingör	RederiA/SMascot (Arth.H.Mathie- sen,Mgr)	407·8 P208tH435tF85t	54·7	32·5	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP Akt.Burmeistr&Wain,Cpn		N
21883 OYAY	— 1Dk	1146 929 673					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	J.Lauritzen	231·5 P21'B56'F28'	34·6	14·1	Esbjerg Danish WB	C.4Cy.(2)12¾"&(2)27½"- 27½" NE30 66NHP Christiansen&Meyer,Hrbg		G
21884 149681 GSNC	**Brittany** OilEng. D.F. 2Dks&Shelter dk	4772 4178 2849					1928	A.McMil- lan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	400·4 P38'F36'	55·2	25·7	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛"-72¾" 646NHP Harland&Wolff,Ld.Gls.		C
21885 163616 MBDQ	— Ⓟ TwinSc Fitted for oil fuel Wireless 3Dks E.S.D. CruiserStern	1445 933 554					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	249·8	39·1	14·0	S'thamptn British WB	4SteamTurbinesSRgeared to2ScrewShafts W.Denny&Bros.Ld.Dmb.		BT till ~~5,35~~ 5,36
21886 6642 SDMO	**Britte** (exHiramII.) Now "Selvik," see No. 40057 in Supplement 1Dk	*1541* *1354* *905*					1920	Akers Mek.Værks. Oslo	TrelleborgsÅngf. NyaAktieb. (Jarl Malmros,Mgr.)	255·6 P22'B64'F25'	39·8	17·6	Trelleborg Swedish WB	T.3Cy.19",31"&53"-36" 506NHP AkersMek.Værks.Oslo		N
21887 149882 MNWC	**Brixton** ssShl.No.1-31 Sub.Sig. 1Dk(Stl) Well deck Cargo battens not fitted	1557 1300 878	✠100A1 7,35 ~~6,34~~ ~~BS11,34~~ 7,35	Hpl Shl ✠LMC7,31	p	OG 6,34	1927 8mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	SouthMetropoli- tanGasCo. CellDB176'347t Tank at sides	244·3 Q96'B51'F24' FK of tunnel109tFPT	36·7	18·4	London British 4BHptCem 84tAPT68t	T.3Cy.18",30"&49"-36" (s) 180lb 185NHP 2SB,6cf,GS94,HS3260 N.E.MarineEng CoLdNwc	20″6 s2″4½ 18″3¾	
21888 LDBB	**Bro** (exBarbro) 3Mst Mchy.Aft 1Dk	908 619 408					1901	Framnes Mek.Værks. Sandefjord	D/S A/SFrithjof Eide(B.Pedersen& Sön,Mgrs.)	200·5 P209tH20t	30·1	13·0	Haugesnd Norwegian WB	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks. Oslo		N
21889 215988 WSCJ	**Broad Arrow** ssPhl.No.3-5,29 ssBal.No.1-33 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Webframes D.F. Longitudinal framing	7718 7210 4714	✠100A1 Shelter dk withfreeboard 4,36 ~~9,34~~ CarryingPetroleum in bulk Fitted for oil fuel 3,18 F.P. above 150° F.	NYk ~~Phl~~Bal ~~BS7,35~~ ✠LMC12,35	d†	CL ~~N12,33~~ N4,36 BS4,36	1918 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. CellDBa23'uE&	467·6 FK B76'463tDT	62·7	32·0	NewYork Utd.States 16BHptCem 10 to U dk 6 „2nd „	Q.4Cy.24",35",51"&75"-51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYk.SBCorCamdenNJ f40'440tFPT229tAPT131t	32″0 s4″2 28″0½	
21890 111430 KJEA	**Broadway** Ⓟ WoodPad (exRansomB.Fuller) 1Dk Broken up	2329 — 1617					1902	New EnglandCo. Bath,Me.	Boston,NewYork& SouthernS.S.Co. Inc.	317·5 Jen10	40·1	14·0	Boston Utd. States	B.1Cy.63"-132" W.&A.Fletcher, 351NHP Co.Hoboken,N.J.		
21891 145702 VJNS	— 3Mst (exDurleyHill, ssAdl.No.3-7,32 exLygia) Wireless 1Dk(Stl) Mchy.Aft Cargo battens not fitted	722 568 375	✠100A1 12,35 ~~1,35~~ BS12,35 MS7,32	Adl LMC ~~[illegible]~~	j	OG ~~N4,32~~ 12,35	1921 10mo Lloyd	Limhamns Skeppsv.AB. Limhamn 'sA&CP	TheAdelaide SteamshipCo.Ld. CellD	178·2 P56'F20' FK B144' 192t FPT56t	30·6	12·6	Melbourne British 3BHCem APT26t	T.3Cy.16",26"&43"-30" (s) 180lb 100lb 119NHP 1SB,3cf,GS48,HS1958 N.E.MarineEng.Co.Ld.Sld	15″0 s1″8 13″7	
21892 145012 MKDV	**Brockley** ssShl.No.3-5,33 Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1564 1336 820	✠100A1 6,35 ~~10,34~~ ~~BS6,34~~ 6,35	Shl ✠LMC5,33	p	CL ~~6,34~~ 6,35	1920 9mo Lloyd	Dublin Dkyd.Co.Ld. Dublin 'sA&CP	SouthMetro- politanGasCo. CellDB171'306tD	240·2 B52'F23' FK Ta29'121tFPT80t	36·2	19·1	London British 6BHCem APT38t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21″4 s2″9½ 18″8	
21893 145870 MKSY	**Brockley Combe** (exRedesmere) ssApl.No.3-8,34 Mchy.Aft 1Dk(Stl) Well deck	345 221 133	✠100A1 8,34 BS8,35	Apl ✠LMC7,34	e	CL 8,34	1921 9mo Lloyd	Cook,Wel- t'n&Gemmell Ld. Beverley 'sA&CP	AldShippg.Co.Ld.	135·0 Q50'B9'F21' FK FPT38t	23·1 24·2	9·0	Bristol British 3BHCem APT1t	T.3Cy.12",21"&34"-24" (s) 180lb 73RHP 1SB,2pf,GS34,HS1271 C.D.Holmes&Co.Ld.Hull	10″3 s ″6½ 9″10	
21894 204944 KJEB	**Brockton** (exValdez, exBennington) Mchy.Aft Fitted for oil fuel 2Dks 3trB	2308 — 1729					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	244·0 WB	43·2	27·0	Wilmgton (Del.) Utd. States	Q.4Cy.16¾",24",35"&51"-36" 156NHP Gt.LakesEng.Wks.Detroit		
21895 163448 GWPF	**Brodwal** (exKaterina-33, exImmacolota) ssPla.2ndNo 3-10,23 ssIst.No.2-32 1Dk(Irn)2tr B&deepframing 3Dk rule	3385 3150 2152	✠100A1 3,35 ~~BS[illegible]~~ 7,35	Pir ✠LMC1,32	v	CL N2,33	1900 8mo	R.Thomp- son&Sons Sunderland A&CP	BrodwalS.S.Co.Ld. CellDBa100'uE24	326·0 P31'B102'F36' FK 'f134'794tFPT86t	48·0	23·7	London British 5BHCem APT169t	T.3Cy.24",39"&64"-42" (s) ~~120 160lb~~ 160lb 285NHP NDBmade92refitted23 2SB,6pf,GS122,HS4574 G.Clark,Ld.Sunderland	26″4 s4″3 22″3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21896 OYBB	**Broholm** 1Dk&ptAwng dk	1399 1152 814					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede Dampskibs.Selsk.	254·6|37·7|16·0	Copnhagn Danish WB	C.4Cy.(2)14¾"&(2)31½"–$35\frac{7}{8}$" 99NHP SvendborgMsk.Svendborg		V
21897 133551 GFXV	**Brompton Manor** (exWarszawa, exAydon,exCharity, exJet,exAydon) ssCff.No.3-4,26 ~~ssCff.No.1-29~~ Mchy.Aft 1Dk(ptIrn ptStl) Well deck ssBly.No.2-35	1735 1293 1021	✠100A1 2,35 2,32 BS9,35 12,31	Npt Bly ✠LMC8,30 MS2,35	q	OG ~~2,32~~ 1,35	1914 4mo	BlythS.B. &D.D.Co.Ld Blyth Lloyd'sA&CP	DrakelowS.S.Co. Ld.(P.E.Bethell &Co.Ld.Mgrs.) CellDBuE&B41'	255·0|38·3|17·0 PonQ61'Q144'B14' F29' FK f172'482tFPT130t	London British 4BHCem APT25t	T.3Cy.19",33"&54"–36" (s) 180lb 224NHP 2SB,6pf,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s 5 ″ 1 18 ″ 2	
21898	**Bromsgrove** "Alev," see No. 37013 in Supplement ssShl.No.3-2,22 Well deck ssNwc.No.2-31 1Dk(Stl)&deep framing Cargo battens not fitted	1445 1127 833	✠100A1 6,33 BS1,35	Nwc ✠LMC4,31	o	CL N5,33	1909 11mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	TallinnShipping Co Ld.	239·5|36·0|15·7 P24'Q59'B50'F26' FK WB=CellD	Estonian 4BHCem Ba65'uE17	T.3Cy.19",31"&51"–36" (s) 180lb 90lb 174NHP 1SB,4pf,GS66,HS2743 N.E.MarineEng.CoLd.Sld. f104'349tFPT53tAPT92t	17 ″ 9 s 1 ″ 9½ 16 ″ 4	
21899 LCFQ	**Brönnöy** TwinSc OilEng. D.F. 1Dk	4791 4315 2864					1926	A/B Göta-verken Gothenburg	A/S Borgestad	380·5|54·7|25·7 P123tH269tF43t	Porsgrunn Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.		N
21900 140623 GCPZ	**Bronte** ssGls.No.3-6,29 D.F. ssLiv.No.1-34 2Dks(Stl)	5317 4759 3229	✠100A1 11,35 ~~5,35~~ BS4,35	Gls Liv ✠LMC2,34	z	CL 5,35	1919 6mo	A.McMil-lan&Son,Ld. Dumbarton Lloyd'sA&CP	Lamport&Holt Line,Ld. CellDB	400·5|52·2|28·5 P49'B113'F39' FK 347'1062tFPT126t	Liverpool British 7BHptCem APT224t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&BlackmoreLdGrk	31 ″ 0 s 6 ″ 0 25 ″ 3	
21901 LDJE	**Bronxville** OilEng. D.F. 1Dk&Shelter dk	4663 4261 2793					1929	Odense Staalskibs. Odense.	SkibsA/S Stikle-stad(A/S A.F. Klaveness&Co. Mgrs.)	386·3|54·2|25·7 P121tH316tF25t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29½"–59" 487NHP AktBurmeistr&Wain,Cpn.		N
21902 102687 MQPB	**Bronzite** (exPrincessThyra, exCitrine) 3Mst ssBwg.3rdNo.3-11,32 Well deck Mchy.Aft 1Dk(Irn) Cargo battens not fitted	602 434 237	✠100A1 ~~10,33,35~~12,35 ✠NB3,28 MS11,32	Bly ~~Gls~~Grk ✠LMC ~~BS1,35~~12,35	i	CL 1,35.	1894 5mo	Scott& Sons Bowling A&CP	Wm.Robertson	180·0|29·1|10·6 Q90'B11'F37' BK7½" WB=CellDB95'	Glasgow British 3BHCem 140tFPT22t	T.3Cy.17⅛",27⅛"&44"–30" 160lb (s) 108NHP 1SB,3cf,GS53,HS1700 Muir&Houston,Glasgow	13 ″ 0 s ″ 4½ 13 ″ 3½	
21903 DHDD	**Brook** 1Dk	1225 1074 690					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5|37·8|14·4 P&B188'F27'	Hamburg German WB	T.3Cy.$17\frac{11}{16}$",28⅝"&$45\frac{11}{16}$"–$33\frac{7}{16}$" 121NHP StettinerOderwerkeStettin		G
21904 217298 WNUO	**Brookdale** WoodTwinSc Fitted for oil fuel 2Dks	2935 2437 1730			...		1918	GraysHarb MotorS.Corp. Abrdeen,Wsh	~~McCormickS.S.Co.~~ GardeniaPacking Co.Inc.	272·5|49·1|25·8 P22'B62'F34'	S.Frncisco Utd.States	T.6Cy.15½",26"&44"–26" 198NHP MurrayIWBurlingtnIowa	28 ″ 6	
21905 217978 WXOA	**Brookings** (exCowiche) Fitted for oil fuel Mchy.Aft 1Dk	2327 — 1388					1919	Gt.Lakes Eng.Works Ashtabula,O.	McCormickS.S.Co.	253·4|43·6|25·1	S.Frncisco Utd.States WB	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
21906 111855	**Brookton** (exDornoch,exColorado, exTheIroquois,exTadenac) 1Dk	2286 2022 1694					1902	BertramE. WorksCo.Ld. Toronto	ColonialSteam-ships,Ld.(R.Scott Misener,Mgr.)	252·5|43·2|22·3	Toronto British WB	T.3Cy.16½",28"&45"–36" 127NHP BertramE.W.Co.Ld.Trnto.		
21907 160724 GSZY	**Brookwood** ssShl.No.1-32 D.F. E.S.D. 1Dk(Stl)	5100 4631 3138	✠100A1 4,35 BS4,35	Shl ✠LMC6,33	z	CL 7,34	1929 5mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	JosephConstan-tineS.S.Line,Ld. CellDB	408·2|53·5|26·3 P34'B263'F34' FK 361'1117tFPT156t	Middlsbro' British 7BHCem APT141t	T.3Cy.24½",37½"&68"–45" & exhaust turbine driving steam compressor 200lb (s) 507NHP 2SB(FD)&1AuxSB,8cf, GS170,HS7363 Cen.Mar.EWrks.LdWHpl	28 ″ 11 s 4 ″ 2 24 ″ 11¾	
21908 160293 MBWS	**Broom** Mchy.Aft 1Dk Cargo battens not fitted	347 253 121	✠100A1 6,34	Bwg ✠LMC6,34	f	CL	1934 6mo	Scott& Sons Bowling Lloyd'sA&CP	FrontierTown S.S.Co.Ld. (J.Fisher&Sons, Ld.Mgrs.)	142·7|23·6|10·5 Q81'B7'F20' BK6" FPT54t	Newry British 3BHCem APT39t	T.3Cy.11¼",20"&32"–24" (s) 205lb 62RHP 1SB,3cf,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
21909 145094 MKGX	**Broomlands** (exAlfredHarrison) ssShl.No.3-11,32 Mchy.Aft 1Dk(Stl) Well dk Cargo battens not fitted	518 379 284	✠100A1 10,35 ~~10,34~~ MS11,32	Hpl Nwc ✠LMC BS1,35	g	CL 10,34	1920 11mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	A.Chester	157·7|26·2|12·1 Q104'F21' FK CellDBf40'52t	Middlsbro' British 3BHCem FPT70t	T.3Cy.12",20"&34"–23" (s) 180lb 77RHP 1SB,3cf,GS46,HS1415 W.Beardmore&Co.Ld.Gls.	13 ″ 0 s 3 ″ 4½ 12 ″ 6	
21910 147895 MLVY	**Brora** 2Dks	1024 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2|34·2|16·0 P&B148'F43'	Glasgow British WB	T.3Cy.18",28¾"&50"–42" 162NHP AilsaS.B.Co.Ld.Troon		C
21911 DTBS	**Brösen** 1Dk Carrying Petroleum in bulk	1268 1067 725					1915	Howaldts-werke Kiel	GermanGovern-ment(Operated by J.T.Essberger G.m.b.H.)	232·9|34·6|16·4 Q67'F39' WB	Wilhelms-haven German	T.3Cy.$11\frac{4}{5}$",19¼"&31½"–$18\frac{1}{16}$" 42NHP Howaldtswerke,Kiel		
21912 OYUA	**Brosund** (exDanevirke, exWinneconne, exAslaug, exGeneralWergeland,exYesakiMaru) ssEls.No.3-10,27 2Dks(Stl)&Web frames D.F. Longitudinal framing	2939 2703 1828	✠ —— 12,32 ✠	Cpn	l		1916 5mo	OsakaIron Works,Ld. Osaka	D/S HafniaA/S (T.C.Christensen, Mgr.) Cell	305·0|43·7|27·2 P19'B82'F32' FK DB255'519tFPT	Frdrkshvn Danish 5BHCem 76tAPT20t	T.3Cy.22",37"&61"–42" 288NHP 2SB,6cf,GS90,HS3824 OsakaIronWrks,Ld.Osaka	27 ″ 3	V †
21913 144705 MKVF	**Broughty** ssLth.No.3-12,27 ssShl.No.1-33 Mchy.Aft Well deck 1Dk(Stl)	504 328 200	✠100A1 7,35 ~~7,34~~ ~~BS7,34~~ 7,35	Hul ✠LMC1,33	h	CL ~~7,33~~ 7,35	1921 10mo	LarneS.B. Co.Ld. Larne Completed by Scott&Sons. Bowling Lloyd'sA&CP	Dundee,Perth& LondonShipping Co.Ld.	166·1|25·3|9·6 Q96'B11'F23' FK	Dundee British 6BHCem	T.3Cy.13",21"&35"–24" (s) 180lb 84RHP 1SB,3cf,GS51,HS1566 W.Beardmore&Co.Ld.Gls	11 ″ 9 s 3 ″ 8 11 ″ 8	
			Carrying bean or similar oil in DT					CellDB/	97'104t Deep tanks	f36'287t FPT36t	APT2t			
21914 160721 MPKG	**Brown Beaver** (exFulton-32) Mchy.Aft 1Dk D.F.	1892 1705 1190					1929	Smith's DockCo Ld. Middlesbro'	UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch,Mgr.)	253·0|44·1|18·6 F33'	Middlsbro' British WB	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21915 140646 GCBL	**Browning** *ss*Sld.No.3–10,34 D.F. 2*Dks*(*Stl*)	5332 4784 3150	✠100A1 ~~10,34~~10,35 ✠LMC10,34 BS2,36	Sld Gls	*y*	CL 10,34	1919 9mo *Lloyd's A&CP*	A.McMillan&Son,Ld. Dumbarton	Lamport&Holt LineLd.	400·8|52·2|28·5 P49'B113'F39' *CellDB* FK 345'1061*tFPT*126*t APT*224*t*	Liverpool British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
21916 189 YLFE	**Bru** (*ex*Öiekast,*ex*Os) Wood *OilEng.* 1*Dk*	572 438 322					1919	A/SRakkevik Rakkevik	ViktorsKalnins	154·6|30·5|15·2 Q36*t*B42*t*H19*t*F21*t*	Riga Latvian	Oil Engines 2S.C.SA 4Cy.16½"–19$\frac{1}{10}$" 192NHP J&CGBolinder'sCoLdSkm		V
21917 TFUA	**Bruarfoss** Wireless D.F. *Ref.Mchy.* 3*Dks*	1580 859 970					1927	KjöbnhvnsFlydk&Skbs. Copenhagen	H/FEimskipafjelag Islands	236·8|36·3|21·1 F37'	Reykjavik Icelandic *WB*	T.3Cy.20¼",32½"&53¾"–36" 172NHP KjbnhavnsFlydk.&Skbsv.		V
21918 OSYA	**Bruges** (*ex*Kybfels) *ss*Ant.No.3–7,23 *ss*Ant.No.2–32 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*deepframing*	*4984* *4713* *3103*	✠100A1 *Spar dk* 6,34 ✠LMC MS11,32 BS3,35	Ant	*z*	CL ~~N11,32~~ 12,35	1904 9mo *Lloyd's A&CP*	J.C.TecklenborgA.G. Wesermünde-G.	ArmementDeppe	400·9|52·2|20·2 P50'B117'F50' 28·2 FK&BK2" *CellDBa*110'*uE*25'*f*177'952*t* *'Tween dk tanks a*44'426*t f*38' 387*tFPT*95*t*	Antwerp Belgian 6*BHCem*	Q.4Cy.24",34⅝",50"&72$\frac{13}{16}$"–53$\frac{3}{16}$"213lb *120lb*(*s*)505NHP 3SB,*9cf*,GS155,HS6669 FD J.C.TecklenborgA.G.Wsm	31 ″ 0 s 5 ″11 25 ″ 4¾	
21919 131908 GDWJ	— Ⓟ TwinSc 2*Dks*&*Shelter dk* Sub.Sig. *CruiserStern*	2949 2373 1268			...		1920	J.Brown&Co.Ld. Glasgow	London&North EasternRly.	321·6|43·1|17·9 F131'*on Shelter dk* FK	Harwich British *WB*	4SteamTurbinesSRgeared to 2 Screw Shafts 1462NHP J.Brown&Co.Ld.Glasgow	26 ″ 6	BT till ~~12,35~~ 1,37
21920 148087	**Brulin** *ss*Mtl.No.2–33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2241 2005 1576	✠100A1 *withfreeboard* 5,35 ~~4,33~~ BS12,34 ~~BS5,34~~ ✠LMC4,35 *For service on the Great Lakes & River St. Lawrence & to Sydney, C.B. from April to close of navigation*	Mtl		CL 12,32	1924 8mo *Lloyd's A&CP*	Palmers'.Co.Ld. Newcastle	BruceLindsayBros Ld.(R.A.Carter *Mgr.*)	248·0|43·0|22·8 F42' FK *also 2 intermediate BH in holds (lower part WT)* *CellDB*220'610*tFPT*143*tAPT*9*t*	Montreal British 3*WTBHds*	T.3Cy.18",30"&49"–36" (*s*) 180lb 180NHP 2SB,*6cf*,GS89,HS3112 MacColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″10 19 ″ 6	
21921 FOTP	**Brumaire** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	7638 6726 4349					1930	Ch.etAtel. deSt.Nazaire (Penhoët) Gnd.Quevilly	Soc.Anon. des Chantier&Atel. deSt.Nazaire Penhoët	427·3|58·7|33·8 P102'B34'F41'	Rouen French *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"–43$\frac{5}{16}$" 206NHP DeutscheWerft,Hamburg		V
21922 29 IKXT	**Brundusium** (*ex*Deneb–34, *ex*Ulefos) 1*Dk*&*pt Awng dk*	1237 805 717					1906	NylandsVærksted Oslo	MarittimaCommercialeBrindisina	230·6|34·2|13·2 Q74*t*H37*t*F289*t*	Brindisi Italian *WB*	T.3Cy.16½",27"&44"–30" 106NHP NylandsVærksted,Oslo		I
21923 TTWW	**Bruni** *Carrying Petroleum in bulk* *OilEng.* 1*Dk*	352 333 189					1930	Soc.Anon. desChantiers Generaux Sete	Cie.desProduits Chimiques& Raffineries de Berre	142·5|27·9| B13'	Martigues French	Oil Engines 4S.C.SA 3Cy.11"–17¾" 35NHP Motorenf."Deutz"A.G. Koln-Deutz		V
21924 LDBD	**Brunla** *Mchy.Aft* 1*Dk*	750 573 395					1909	AkersMek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	198·9|29·2|12·3 P68*t*H35*t*F16*t*	Oslo Norwegian	T.3Cy.16",25½"&43"–30" 101NHP AkersMek.Værks.Oslo		N
21925 HPAP	**Brunswick** *ss*L.An.No.1–32 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	*8947* *8326* *5651*	✠100A1 5,35 ~~8,34~~ DBS8,34 ✠LMC1,32 ✠LMC(M)11,35 *CarryingPetroleum in bulk* DBS(*f*)5,35	Ham	*d*†	CL 11,33	1928 8mo *Lloyd's A&CP*	Scott'sS.B.&E.Co.Ld. Greenock	AtlanticOilShppng Co.	471·1|63·3|36·7 P109'F40' FK *CellDBuE*65'221*t FPT*218*tAPT*111*t*	Panama Pnamanian 16*BHptCem* (11 *to U dk* 5 „*2nd* „)	4 OilEngines connected to Elec.Motor&ScShaft 4S.C.SA 888NHP 24Cy.19½"–24" DB*25lb* NDB(*a*)34–*120lb* Soc.d'Elec.deMec.Proc. Thomson-HoustonCarels,Ghent	36 ″ 9 s8 ″ 9¾ 28 ″ 2	
21926 3749 KJED	— Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	532 — 283					$\frac{1898}{1903}$	A.M.Simpson NrthBend,Or	Hammond&Little RiverRedwoodCo. Ld. Rebuilt by Hay & Wright,Alameda.	161·3|34·4|12·2	S.Frncisco Utd.States	T.3Cy.14",22½"&36"–24" NB10 63NHP GldnState&MinrsI.W.SFo		
21927 LITH	**Bruse** *CruiserStern* E.S.D. D.F. *Mchy.Aft* 1*Dk*	2205 1677 1096					1933	NylandsVærksted Oslo	NorgesStatsbaner (Fred.Olsen&Co. *Mgrs.*)	277·0|40·2|19·0 P62*t*Q211*t*H194*t*	Oslo Norwegian *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)29$\frac{15}{16}$"–27$\frac{9}{16}$"&L.P.Turbine NylandsVærksted,Oslo		N
21928 LCFO	**Bruse Jarl** D.F. 1*Dk*	1890 1664 1079					1923	TrndhjmsMek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·8|42·2|17·9 P67*t*H96*t*	Tr'ndheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.V. Trondheim		N
21929 LOFI	**Bruselas** PadK 1*Dk*&*Promenade dk*	1819 1565 1222			...		1911	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	265·2|37·1|10·4 FK	Bns.Ayres Argentine	T.3Cy.21½",35"&54"–66" 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
21930 218200 KIJM	**Brush** (*ex*Schroon) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5114 4740 3102			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0|54·2|27·6 P39'B122'F43' FK	Phildlphia Utd. States *WB*	DRGearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21931 TUAJ	**Brutus** K 1*Dk*	325 260 143			...		1906	Earle'sCo. Ld. Hull	Soc.d'Approvisionnement du "Senegal"	148·4|23·0|11·2 Q64'F24' BK9"	Dakar French	T.3Cy.14",23"&38"–27" 96NHP Amos&Smith,Hull	11 ″ 9	
21932 ORUA	**Bruxelles** (*ex*Southern) 2*Dks*	*5085* *4788* *3127*					1919	Bartram&Sons,Ld. Sunderland	ArmementDeppe	400·3|52·3|28·5 P49'B112'F39'	Antwerp Belgian *WB*	T.3Cy.27",44"&73"–48" 369NHP J.Dickinson&Sons,Ld.Sld.		C
21933 143601 GCBM	**Bruyère** *ss*Liv.No.3–10,31 D.F. 2*Dks*(*Stl*)	5335 4789 3156	✠100A1 9,35 ~~8,34~~ ~~BS8,34~~ 9,35 ✠LMC8,35	Liv	*y*	CL 8,34	1919 10mo *Lloyd's A&CP*	A.McMillan&Son Dumbarton	Lamport&Holt LineLd.	400·9|52·3|28·5 P49'B113'F39' FK *CellDB*345' 1061*t FPT*126*tAPT*224*t*	Liverpool British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
21934 99878	**Brynawel** (*ex*Jedford, *ex*Ferguslie) 3Mst *Well deck* *ss*Brs.2ndNo.3–6,17 *ss*Liv.No.2–26 *Mchy.Aft* 1*Dk*(*Irn*) *Floors&Reverseframes Irn*	410 292 163	✠ — 4,31 ✠ ✠NB13*refitted*1,25	Mdb			1893 1mo	J.McArthur&Co. Paisley	(G.Canning,*Mgr.*)	142·5|25·1|11·0 Q77'B9'F22' BK7" *WB=FPT*38*tAPT*5*t*	Glasgow British 3*BHCem*	C.2Cy.17⅞"&35"–24" 51RHP 1SB,*3pf*,GS47,HS1595 Bow,McLachlan&Co.Psy.	12 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
21935 OXIA	**Brynhild** (*ex*Leif) *ss*Cpn.2ndNo.3–6,33 1*Dk*(*Stl*)&*deep framing*	2195 1959 1345	✠100A1 1,35 ✠LMC MS6,33 BS~~[illegible]~~2,36	Cpn	*s*	CL 6,33	1907 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP* *WB*	DetForenede Dampskibs.Selsk. =*CellDBa*92'*uE&*	285·0 P24'B78'F29' FK *B*34'*f*120'599*tFPT*	43·6	18·9	Holsingör Danish 5*BH Cem* 72*t APT*79*t*	T.3Cy.22",36½"&60"–39" (*z*) 180lb *100lb* 237NHP 2SB,*6cf*,GS96,HS3506 N.E.MarineEng.Co.Ld.Sld	21 ″ 3 s2 ″ 11¾ 18 ″ 5	
21936 LDBF	**Brynilen** Ⓟ 2*Dks*	316 291 175					1912	Mjellem& Karlsen Bergen	Finmarks Fylkesrederi	128·4	21·5	15·6	Hammrfst Norwegian	T.3Cy.12",20"&33"–21" 50NHP Mjellem&Karlsen,Bergen		
21937 LCFP	**Brynje** TwinSc3Mst *OilEng.* 1*Dk*	3916 3488 2328					1926	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P104*t*H246*t*F9*t*	51·4	24·2	Porsgrunn Norwegian *WB*	OilEngines 4S.C.SA 12Cy.19⅜"–35⅛" 455NHP Burmeister&Wain,Cpn.		N
21938 ~~122861~~	**Brynmel** (*ex*Bradburn, *ex*AtlanticCity)	4707 4456 2934					1912	Ropner& Sons,Ld. Stockton	~~BrynymorS.S.Co.~~ ~~Ld.~~	378·5 P38'B126'F39'	51·5	27·5	~~Bideford~~ ~~British~~ Greek *WB*	T.3Cy.26",42"&70"–48" 339NHP Blair&Co.Ld.Stockton		C
	[illegible]ria L.,” *see No.* 39057 *in Supplement*															
21939 136147 GKWX	**Bryntawe** *ss*Cff.No.3–9,28 D.F. *ss*Cff.No.1–33	3364 3082 2094	✠100A1 ~~8,25~~~~10,34~~11,35 ✠LMC12,35 BS5,35	Cff ~~Rot~~Npt	*v*	CL ~~10,34~~ 11,35	1917 12mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	~~BarryShippingCo.~~ ~~Ld.~~ ChineShippingCo.Ld. *CellDBa*	345·1 P29'B100'F33' FK 118'*uE*22'*f*149'854*t*	47·8	22·3	Swansea British 6*BH Cem* *APT*104*t*	T.3Cy.24⁵⁄₁₆",40"&65"–42" 180lb ~~80lb~~ 308NHP 2SB,*6cf*,GS115,HS4900 Blair&Co.Ld.Stockton	24 ″ 7 s4 ″ 1¼ 20 ″ 9	
	“Canford Chine,” *see No.* 37567 *in Supplement*															
21940 1916 IBME	**Buccari** (*ex*Lawbeath-33) *ss*Gen.No.2–34 2*Dks*(*Stl*)	4543 4286 2912	✠100A1 12,35~~3,35~~ MS6,34 ✠LMC DBS~~6,34~~7,35 MBS~~[illegible]~~ 11,35	Pal Gen	*y*	CL ~~11,33~~ 12,35	1925 2mo *Lloyd* *CellDB* 331' 1012*t DT a*30'760*t APT*26*t*	Lithgows Ld. PortGlasgow '*sA&CP*	“Corrado”Soc. Anon.diNav. *Intermediate 'tween dkBHin after hold dispensed with*	397·5 385·0 P33'B112'F44' FK	52·0	26·6	Genoa Italian *Cem* 5*BH to U Dk* 1 ,, ,,2*nd* ,,	T.3Cy.26",42"&70"–48" (*s*) 180lb *100lb* 437NHP 2SB,*8cf*,GS147,HS6152 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 3¼ 23 ″ 11½	
21941 LDQN	**Buccinum** (*ex*Berwindmoor) *ss*Rot.2ndNo.3–1,36 ~~*ss*Sng.No.3–4,29~~ ~~*ss*Sba.No.2–31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed Topside tanks*	*5237* *4797* *3082*	✠100A1 1,36~~2,34~~ ~~BS4,34~~ ✠LMC~~4,34~~ ~~7,35~~ 1,36 *Fitted for oil fuel* 2,17 *F.P. above* 150° F. *Fitted for Carrying fuel oil F.P. above* 150° F. *in Cylindrical tanks and other spaces*	Shi Rot	*z*	CL ~~12,34~~ ~~N6,35~~ 12,35	1910 9mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	CarlOlsensTank- rederiA/S *CellDBuE* &*B*69'*f*272'1163*t* *Topside Tanks* 269' 1130*t FPT* 57*t APT*60*t*	405·0 P247'F42' FK	54·2	26·4	Arendal Norwegian 6*BH Cem*	T.3Cy.28⅝",46"&77"–48" (*s*) 180lb 542NHP 3SB,*9cf*,GS188,HS7743 FD Richardsons,Westgarth &Co.Ld.Hpl.	29 ″ 3	
21942 YQSG	**Bucegi** 2*Dks*	4330 4055 2952					1913	Greenock& Grngemouth DockyardCo. Greenock	RoumanianState MaritimeService	375·8 P36'B100'F41'	52·2	25·5	Braila Roumanian *WB*	T.3Cy.25",41"&68"–48" 321NHP J.G.Kincaid&Co.Ld.Grk.		V
21943 FOBO	**Bucephale** (*ex*SaintAndré-32) Wireless 2*Dks*	903 — 434					1925	Antwerp Eng.Co.Ld Hoboken	Soc.desServices Contractuels des Messageries Maritimes	170·6	31·2	18·3	Papeete French *WB*	T.3Cy.14½",23"&38"–27" 75NHP N.E.MarineEng.Co.Ld.Sld		V
21944 243 IKYO	**Bucintoro** (*ex*Fernande-32) *ss*Cff.No.3–6,19 *ss*Goo.No.2–27 *Well deck* 1*Dk*(*Stl*)&*deepframing*	1273 950 686	✠ 2,32	Hul	*o*		1909 4mo	J.Priest- man&Co. Sunderland	SalvagnoAnonima Navigazione *CellDBa*66'*uE&B*	247·3 238·0 Q91'B56'F20' FK 40'*f*86'329*tFPT*61*t*	34·0	14·3	Venice Italian 4*BH Cem* *APT*104*t*	T.3Cy.18",30"&49"–36" 177NHP 2SB,*4pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	I †
21945 229778	**Buckeye State** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Cargo battens not fitted* *ss*OgdensburgN.Y.No.1–35	1473 — 1180	✠ A1 *with freeboard* 4,36~~3,33~~ ✠LMC4,35 *For Service between New York, Chicago & Quebec via Canals, also between Boston, Mass., & Norfolk, Va.*	Ogdensburg N.Y.		CL S3,35 PN7,35	1930 6mo *Lloyd*	St.Law- renceMarine RepairDock Corp. Ogdensburg, N.Y. '*sA&CP*	FederalMotorship Corp.(Geo.D. MacDonald,*Mgr.*) *Side ballast tanks*	246·3 Q39' FK 156' 358*t FPT* 145*t*	43·6	16·8	Buffalo, N.Y. Utd.States 7*BH* *APT*47*t*	Oil Engines 2S.C.SA 12Cy.14"–17" 413NHP FairbanksMorse&Co.Ld. Beloit,Wis.	18 ″ 0 s5 ″ 10¼ 12 ″ 7	
21946 YQSB	**Bucuresti** 2*Dks*	2499 2088 1642					1897	R.Napier& Sons,Ld. Glasgow	RoumanianState MaritimeService	300·0 P22'B92'F28'	39·7	22·1	Braila Roumanian *WB*	T.3Cy.22",35"&58"–39" 210NHP R.Napier&Sons,Ld.Gls.		
21947 HAAP	**Budapest** TwinSc *OilEng.* 1*Dk*	465 370 247					1934	Ganz&Co. Ld. Budapest	RoyalHungarian River&SeaNav.	177·1 F56'	27·9	9·8	Budapest Hungarian *WB*	Oil Engines connected to Elec. Motors & Sc. Shafts 12Cy 6¹¹⁄₁₆"–8¹¹⁄₁₆" Ganz&Co.Ld.Budapest		V
21948 LCFV	**Buena Vista** D.F. 2*Dks*	2000 1629 1037					1925	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	303·0 P32'B&F250'	42·2	17·1	Oslo Norwegian *WB*	T.3Cy.22",35"&60"–42" 233NHP AkersMek.Værks.Oslo		N
21949 219188 KOMC	**Buenaventura** (*ex*LakeFlattery) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*tr B*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn	PanamaRailRoad Co. Inc.	251·0 P25'B64'F20' FK	43·7	25·8	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
21950 6212 SIUA	**Buenos Aires** Ⓟ TwinSc3Mst *OilEng.* *ss*Got.No.3–5,32 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	*5614* *4977* *3446*	✠100A1 *Shelter dk* *with freeboard* 5,36 ~~1,35~~ ~~1,36~~ DBS9,35 ~~DBS[illegible]~~ ✠LMC5,32	Got Skm	*a*†	OG P1,35 S9,35	1920 2mo	Akt.Göta- verken Gothenburg A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB*368'1506*t* *Wing tanks aft*340*t FPT*94*t APT*72*t*	426·9 FK *Collision BH to S dk*	56·2	26·1	Stockholm Swedish *Cem* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24⅜"–37⅜" 717NHP DB*80lb* Akt.Götaverken,Got.	30 ″ 0 s3 ″ 11½ 26 ″ 3¼	
21951 EACD	**—** Ⓟ *ss*Cdz.3rdNo.3–8,19 D.F. *ss*Bcl.No.2–28 3*Dks*(2*Stl-Uws*)	5205 4147 3226	✠100A1 12,30 ✠LMC7,31	Bcl	*z*	10,31	1887 11mo *Lloyd*	W.Denny &Brs. Dumbarton '*sA&CP*	CompañiaTras- atlantica	410·6 P42'B164'F48' 30·5 BK11" *WB*=	48·2	22·4	Barcelona Spanish 6*BH Cem* *DB*346'902*t*	Q4Cy32",46½",64½"&92"–60" 170lb (*s*) 738NHP 3DB,*18cf*,GS342,HS9630 FD Denny&Co.Dumbarton	32 ″ 3 s7 ″ 1 26 ″ 7	
21952 LOFJ	**—** Ⓟ (*ex*Camarones,*ex*Taquary) 2*Dks*	2844 2432 1621					1896	SirRaylton Dixon&Co. Middlesbro'	ArgentinaCia. General deNav. S.A.(A.M.Delfino yCia.*Mgrs.*)	298·8 P31'B96'F39'	41·2	23·6	Bns.Ayres Argentine *WB*	T.3Cy.20",33"&57"–45" 218NHP T.Richardson&Sns,Ld.Hpl		G
21953 35178 JIAC	**Buenos Aires Maru** Ⓟ TwinSc *ss*Kob.No.1–33 *OilEng.* 3*Dks*(*Stl-Weather dk-ws*) *Ref.Mchy.* *CruiserStern* GyC.	9626 7975 5829	✠100A1 *with freeboard* 7,35 ~~9,34~~ ~~DBS9,34~~ ✠LMC12,32 ✠Lloyd'sRMC~~7,35~~ DBS7,35 11,35	Kob	*e*†	CL 9,34	1929 10mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki '*sA&CP*	OsakaShosenK.K. *CellDB*375'1449*t* *tanks in way of tunnels*340*t FPT*144*t APT*119*t*	461·3 B80'F51' FK	62·0	39·5	Osaka Japanese 7*BH*	Oil Engines 2S.C.SA 12Cy.26⅝"–39⅝" 1503NHP DB*120lb* MitsubishiZosenKaisha Ld	39 ″ 6 s13 ″ 11½ 26 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21954 LCFS	**Buesten** ssRot.No.2-36 OilEng. ~~ssRot.No.1-32~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5187 4597 3041	✠100A1 ~~7,35~~10,34 4,36 ✠LMC CS4,36 DBS7,35 Carrying Petr	Fal ~~Nwc~~ Rot 7,35 oleum	y in	CL ~~11,33~~ 4,36 bulk	1927 11mo Lloyd	Barclay, Curle&Co. Ld. Glasgow 'sA&CP	TönsbergsRederi A/S(Rafen& Loennechen, Mgrs) CellDBuE64' 220tDTf46'589t	388·1 P85'B27'F43' FPT56tAPT27t	52·7	29·0 FK	Tönsberg Norwegian 14BHptCem (10 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.$22\frac{7}{8}$"–$91\frac{3}{8}$" 482NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
21955 218821 KJEF	**Buffalo Bridge** Fitted for oil fuel 1Dk2trB in fore & after holds & Web frames	3279 3005 2026			...		1919	Submarine BoatCorp Newark,N.J.	TheCharlesNelson Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States WB	DR GearedSteamTurbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
21956 DHDH	**Bugsee** (exSwinemünde) 1Dk	2307 1771 1322					1927	Nüscke& Co.A.G. Stettin	W.Schuchmann	270·4 P31'B82'F34'	42·8	18·6	Hamburg German WB	T 3Cy.$19\frac{11}{16}$",$31\frac{1}{2}$",&$51\frac{3}{16}$"–$35\frac{7}{16}$" 156NHP A.BorsigG.m.b.H.Berlin		G
21957 PDHL	**Buitenzorg** Cruiser Stern 3Dks	7098 6725 4520					1916	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen, Mgrs.)	445·7 B59'F56'	54·0	37·0	Rottrdam Dutch WB	T.3Cy.29",48"&$82\frac{1}{2}$"–54" 500NHP Maats.deSchelde,Flushing		V
21958 310 JPRC	**Bujun Maru** ssDrn.No.1,34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	4804 3979 2730	✠100A1 ~~4,35~~ ~~4,34~~ 4,36 ✠LMC~~4,34~~	Drn 4,36 ~~4,35~~	x	OG ~~8,33~~ 4,36	1929 2mo Lloyd	OsakaIron Works Osaka 'sA&CP	DairenKisenK.K. CellDB295',1004t	371·0 P96'B19'F47' FPT529tAPT232t	51·0	29·0 FK	Dairen Japanese 6BHptCem	T.3Cy.22",37"&61"–42" (s) 200lb 346NHP 2SB6cf,GS115,HS5002 FD OsakaIronWorks,Osaka	29 ″ 0	
21959 236	— TwinSc 1Dk	800 699 374					1924	A.F.Smulders Schiedam	Minamimanshu TetsudoK.K.	145·1	39·3	21·4	Dairen Japanese	C.4Cy.15"&$29\frac{9}{10}$"–$15\frac{3}{4}$" 60NHP A.F.Smulders,Schiedam		
21960 147900 MLXC	**Bulan** Fitted for oil fuel 2Dks(Weather dk Teak, 2nd dk Stl ws)	1048 751 442	✠ 8,27 ✠	Sng	o		1924 6mo	A.Stephen &Sons,Ld. Glasgow		220·3 FK Collision Cell DB176'248t FPT	35·1	13·1	Glasgow British 5BHptCem nBHtoWdk 14tAPT27t	T.3Cy.$17\frac{1}{2}$",29"&47"–30" 165NHP 2SB,6cf,GS89,HS3083 A.Stephen&Sons,Ld.Gls.	15 ″ 1	
21961 TCAR	**Bulent** Ⓟ (exTesvikiye, exTechvikie,exMihail Arhangel,exCephalonia, exBratiaParamonovi, exRazetoB.,exEuripides) Iron ssLiv.No.3-10,96 ssHpl.No.2-04 2Dks(1Irn)	1742 1489 994	✠ 3,10				1883 5mo	Caird Purdie&Co. Barrow	VapurculukTurk AnonimSirketi	250·7 P37'B53'F37' FPT32tMT24'208t	35·1	21·8 FK	Istanbul Turkish 4BHCem DTa34'283t	C.2Cy.31"&60"–42" 195NHP W.Kemp,Glasgow	23 ″ 3	
21962 LZDC	**Bulgaria** ssCpl.2ndNo.3-6,21 Wireless ssIst.No.2-30 1Dk&Spar dk(ptStl-ws)&deep framing	1108 945 753	✠ ... 11,33 ✠	Varna			1894 8mo	Wigham Richrdsn&Co Newcastle	Soc.Commerciale BulgaredeNav. à Vap. WB	240·5 P48'B35'F35' = Cell DBa64'f73'	33·5	11·1 18·6 BK$7\frac{1}{2}$"	Varna Bulgarian 4BHCem 105tAPT10t	T.3Cy.20",32"&53"–36 NDB09 196NHP 2SB,6cf,GS114,HS3366 WighmRichrdsn&Co.Nwc	20 ″ 9	V †
21963 143434 GBYV	Broken up **Bulgarian** (exOttoKalthoff, exMarieMenzell) ssHul.2nd.No.3-12,30 1Dk(Stl)	2064 1874 1268	~~100A1~~ 4,34 ~~BS4,34~~ ~~5,35~~ ~~LMC12,30~~	Lon	s	CL 1,33	1904 Lloyd	Flensburger Schiffsb.Ges. Flensburg 'sA&CP	~~Westcott& Laurance Line, Ld.~~ IntermediateBHin	292·5 P17'B174'F34' forward hold dispensed with Cell	41·2	18·8 FK	London British Cem 4BHonly DB250' 696t	T.3Cy.$20\frac{3}{4}$",$35\frac{1}{2}$"&55"–$35\frac{7}{16}$" 170lb (s) 200NHP 2SB,4cf,GS71,HS2567 FD FlensburgerSchiffsb.Ges. FPT75tAPT15t	21 ″ 7 s 2 ″ $1\frac{1}{2}$ 19 ″ $7\frac{1}{4}$	
21964 160726 VGCW	**Bulkarier** (Self-Unloader) Mchy Aft 1Dk	2376 2156 1392					1929	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement TransportLd.	253·0 F35'	43·3	23·9	Montreal British WB	T.3Cy.18",30"&50"–36" 150NHP Earle'sCo.Ld.Hull		C
21965 319 HSAT	**Bull** ssBgk.2ndNo.3-1,35 ~~ssBgk.No.3-1,32~~ Mchy.Aft ~~ssBgk.No.2-31~~ 1Dk(Stl)	452 373 303	✠100A1 ~~7,35~~ ~~1,35~~ 1,36 ✠LMC12,34 BS8,35	Bgk	g	CL 1,34	1907 1mo Lloyd	G.Brown& Co. Greenock 'sA&CP	A/S DetÖstasiatiskeKompagni	160·0 B7'F21' WB=FPT	26·1	11·4 FK	Bangkok Siamese 3BHCem 53tAPT17t	C.2Cy.$14\frac{1}{2}$"&30"–21" (s) 130lb 50NHP 1SB,2pf,GS34,HS984 White&Hemphill,Grk.	12 ″ 3 s 1 ″ $6\frac{1}{2}$ 10 ″ 10	
21966 6002 SHNA	**Bullaren** TwinSc OilEng. ssGot.No.3-8,29 D.F. ssGot.No.1-33 1Dk(Stl)&Shelter dk(Stl) 2dks(Stl)inNos.1,2,3&4holds CruiserStern	5722 5136 3428	✠100A1 Shelter dk with freeboard 3,36 ~~2,35~~ ✠LMC CS3,33 DBS~~8,31~~9,35 DB Fitted for	Got 3,34 oilfuel	a† 6.	OG P2,34 S8,34 18F.P	1918 5mo above	Aktieb. Götaverken Gothenburg 150° F.	Rederiaktieb. Transatlantic (G.Carlsson,Mgr) Col CellDB	436·8 F36'onShelter dk lisionBHtoShltrdk 372' 1188t FPT89t	56·2	26·9 FK	Gothenbrg Swedish Cem 6BHtoU dk APT31t	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$43\frac{5}{16}$" 988NHP DB80lb Aktieb.Götaverken,Got	30 ″ 0 s3 ″ $11\frac{3}{4}$ 26 ″ 3	
21967 149877 GMXT	**Bullmouth** ssAms.No.2-36 OilEng. ~~ssNwc.No.1-32~~ D.F. E.S.D. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	7519 6850 4340	✠100A1 3,36 ✠LMC CS3,36 DBS3,36 Carrying Petr	Ams 3,36 oleum	 in	CL ~~2,33~~ 2,36 bulk	1927 10mo Lloyd	Hawthorn Leslie&Co.Ld Newcastle 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE73' 406t	440·3 P99'B41'F63' DTf32'367tFPT20	59·5	32·7 FK	London British 15BHptCem 9tAPT73t	Oil Engines 4S.C.~~DA~~SA 6Cy.$32\frac{1}{4}$"–$59\frac{1}{16}$" ~~1204NHP~~ 2DB-180lb 602NHP Hwthrn,Leslie&CoLd.Nwc	32 ″ 9 s 6 ″ $3\frac{3}{4}$ 26 ″ $8\frac{3}{4}$	
21968	**Bulusan** (exDomingaA.-33, exVanVollenhoven) Now "Yuan Hsing," see No. 40809 in Supplement Wireless 1Dk	1191 609					1922	At.Mar.de Haïphong Haïphong	YuanHsing SteamshipCo.	226·6 P20'B59'F26'	32·8	16·5	Shanghai Chinese	T.3Cy.$16\frac{1}{2}$",27"&$43\frac{1}{2}$"–$31\frac{1}{2}$" 106NHP At.&Ch.deBretagneNantes		
21969 149818 GJBW	**Bulysses** ssAms.No.2-35 OilEng. ~~ssNwc.No.1-32~~ D.F. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck CruiserStern	7519 6850 4342	✠100A1 ~~5,25~~ ~~8,34~~3,36 DBS~~8,34~~ ✠LMC~~5,32~~ 5,35 CarryingPetr	Rot ~~Ams~~ Nwc 5,35 oleum	 in	CL ~~5,32~~ 5,35 bulk	1927 5mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBuE73' 406t DT	440·3 P99'B41'F63' f32'367t FPT209t	59·5	32·7 FK	London British 15BHptCem APT73t	Oil Engines 4S.C.~~DA~~SA 6Cy.$32\frac{1}{4}$"–$59\frac{1}{16}$" ~~1204NHP~~ 2DB–180lb 602NHP Hwthrn,Leslie&C.Ld.Nwc	32 ″ 9 s 6 ″ $3\frac{3}{4}$ 26 ″ $8\frac{3}{4}$	
21970 7396 SDNE	**Bungenäs** (exGreteLarsen, exHorstHamelmann, exEllen,exNederwaard) 1Dk Mchy.Aft	611 450 291					1920	J.Koster, Hzn. Groningen	A/B Bungenäs Kalkbrott (E. Lilljequist,Mgr.)	166·0 P65'H31tF19'	27·8	11·2	Malmö Swedish WB	T.3Cy.$11\frac{1}{4}$",$17\frac{1}{3}$"&$28\frac{3}{8}$"–$20\frac{9}{10}$" 37NHP NV.vorheenSchipper&van Dongen,Geertruidenberg		G
21971 145211 MPTS	**Buoyant** (exQueenGnat, exSailingVessel) OilEng. 1Dk	300 205 129					1917	Montrose S.B.Co. Montrose	B.W.Steamship. Tug&LighterCo. Ld.&W.Scott	128·5	25·2	8·0	Hull British WB	Oil Engines 4S C.SA 4Cy.11"–$17\frac{3}{4}$" 47NHP Emade&fitted30 Motorenfabr."Deutz" A.G.Koln-Deutz		C
21972 LCFT	**Bur** (exSedbergh) ssN.Yk.No.3-10,29 ssBgn No.1-34 1Dk(Stl)	4343 3915 2618	✠100A1 ~~7,35~~ ~~10,34~~5,36 ✠LMC10,34 BS10,35	Bgn ~~Rot~~	x	~~8,33~~ CL N5,36	1917 11mo Lloyd	Ropner& Sons,Ld. Stockton 'sA&CP	A/SBur(O.Grolle Olsen&I.Hysing Olsen) CellDBa115'uE26'	360·0 P23'B102'F38' 'f159'919tFPT140	52·2	25·6	Bergen Norwegian 6BHCem tAPT158t	T.3Cy.25",42"&68"–45" (s) 180lb 100lb 332NHP 2SB,6cf,GS127,HS5050 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 1 23 ″ $1\frac{3}{4}$	

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Termes assignés maintenant expirés. Lettre d'Équipement	7ª Date de la dernière visite de l'arbre porte-hélice	8 Construit Quand Navire Mach.	Par qui Où	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur | Creux	12 Port d'Armement Pavillon	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant pds. ps.	15
21973 6967 SLAN	**Bur** (exRisver) 1Dk	1963 1673 1096					1919	Shanghai Dk.&E.Co.Ld. Shanghai	Rederi A/B Bur (O.Brodin, Mgr.)	265·1|42·2|17·8 P34'B72'F30'	Stockholm Swedish WB	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&E.Co.Ld.		N
21974 160550 GKFQ	**Burdwan** 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. Cruiser Stern D.F. Fitted for oil fuel	6069 5488 2879	✠ 5,32 ✠ ✠Lloyd'sRMC~~[illegible]~~	Rot 4,36 ~~1,35~~			1928 9mo	Barclay, Curle&Co.Ld. Glasgow	HainS.S.Co.Ld. Cell DB373'1197t	436·0|57·5|29·8 F34' FK FPT89t APT55t	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Q.4Cy.30½",44",63½"&91"-57"&L.P.TurbinewithD.R. gearing & hydraulic coupling 1237NHP 5SB,20cf,GS366,HS15165 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
21975 UPAR	**Bureia** (exLettonia-34,exMemel, exBorussia,exJohnSauber) Sub.Sig. 1Dk	2723 2439 1621					1908	Schiffsw.v. H.KochA.G. Lübeck	Sovtorgflot	306·0|42·2|17·9 P15'B76'F32'	Leningrad Russian WB	T.3Cy.22½",35⅝"&59"-35½" 207NHP OttensenerMasch.Fab.Alt.		G
21976 DIAV	**Burgenland** (P) Oil Eng. Sub.Sig. 2Dks D.F.	7320 6023 4321					1928	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·6|61·2|25·3 P30'B&F423'	Hamburg German WB	Oil Engine 2S.C.DA 6Cy.27⅛"-47¼" 790NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
21977 PDHQ	**Burgerdijk** ssRot.No.3-6,34 2Dks(Stl)&Shelter dk(Stl)	6853 6383 4230	✠100A1 Shelter dk with freeboard ~~5,35~~ ~~6,34~~ 5,36 Fitted for oil	Rot 5,36 BS~~5,34~~ ✠LMC6,34 fuel 6,	z 2'	CL 6,34 F.P. a	1921 4mo Lloyd bove 1	C.v.d.Giessen&Zonen Krimpen a/dYssel 'sA&CP 50°F. CellDB	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 325'1028t MT671t	400·0|54·3|36·6 F50' on Shelter dk FK Collision DTa577t FPT139t	Rottrdam Dutch ptCem BH to Sh dk 5 ,, ,, U ,, APT149t	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 215lb 648NHP 3SB,9cf,GS185,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s 0 ″ 0⅞ 30 ″ 2	
21978 LCFU	**Burgos** (exBrabant) 2Dks Cruiser Stern	3220 3007 1926					1920	Nylands Værksted Oslo	A/S GangerRolf (FredOlsen&Co. Mgrs.)	310·7|45·2|27·7 B113tH54t	Oslo Norwegian WB	2SteamTurbinesSR geared to 1 Sc.Shaft SvenskaTurbinfabriks, A/BLiungströmFinspong		N
21979 6391 SDYA	**Burgundia** (P) ssGot.No.3-4,33 1Dk(Stl)	1668 1301 944	✠100A1 ~~5,33~~ ~~4,34~~ ~~10,35~~ 3,36 MS2,33 Fitted for oil	Got BS3,36 ✠LMC ~~BS7,34~~ fuel 12	q ,20	OG ~~2,32~~ 4,35 F.P. a	1920 12mo Lloyd bove 1	Kockums M.V.Aktieb. Malmö 'sA&CP 50° F.	FörnyadeÅngfartygsA.B.Götha (F.Sternhagen, Mgr.) CellD	256·0|38·3|16·4 P20'B70'F25' FK B215'450t FPT48t	Gothenbrg Swedish 4BHCem APT73t	T.3Cy.18⅛",28¾"&48⅜"-31½" 185lb (s) 160NHP 2SB,4cf,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 10 s 2 ″ 4¾ 16 ″ 7	
21980 678 TCAO	**Burhaniye** (exMariaP.Xila-33, 4Mst exOthonStathatos) ssNwc.2ndNo.3-1,27 ssBla.No.1-31 1Dk(ptIrnptStl)2trB& deep framing3Dk rule	3254 2840 1958	✠ [illegible] 2,36 with freeboard ~~BS5,34~~	Ist ✠~~LMC4,31~~	r	CL 5,33	1902 5mo Lloyd	JReadhead &Sons S.Shields 'sA&CP	KadirHantalZadé &D.A.Demetriades (KadirHantal Zade,Mgr.) CellDBa110'uE&	326·0|46·1|23·5 P11'B150'F30' FK B40'f140'760tDTa	Istanbul Turkish 6BHCem 40'426tFPT	T.3Cy.24½",40"&66"-45" (r) 150lb NDB23 130lb 310NHP 2SB,6rf,GS121,HS4940 J.Readhead&Sons,S.Shl. 72tAPT29t	26 ″ 0 ~~s 4 ″ 1½~~ ~~22 ″ 2~~	
21981 UOGK	**Buriat** (exLakeFarley-32) Fitted for oil fuel Sub.Sig. 1Dk2trB	2960 1990 1620			...		1919	American S.B.Co. Cleveland,O.	Sovtorgflot	251·8|43·3|26·1 P25'B64'F23' FK	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO.	28 ″ 2	
21982 93769 KJEG	**Burlington** (exRamonMarimon, exMinneapolis) (Self-Unloader) Mchy.Aft 2Dks	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	238·0|42·2|22·2 WB	Wilmgton (Del.) Utd.States	T.3Cy.17",29"&47"-36" 132NHP ClevelandS.B.Co.Clevelnd.		R
21983 136333 GRLV	**Burma** (P) Fitted for oil fuel D.F. 2Dks	7821 6486 4955					1914	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co. Mgrs.)	466·5|58·1|30·6 P64'B156'F44'	Glasgow British WB	T.3Cy.29½",50"&84"-60" 546NHP Denny&Co.Dumbarton		C BT till ~~8,35~~ 7,36
21984 30 IBZE	— ssFiu.2ndNo.3-8,34 2Dks(UptIrnptStl&2nddkStl) D.F.	4675 4302 2896	✠100A1 2,36 ~~3,35~~ BS8,35	Gen Mfl ✠LMC8,34	y	CL ~~8,34~~ 2,36	1912 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP W	Soc.Anon. diArmamento Maritt."Oriente" B=CellDBa138'u	400·0|52·2|25·0 P29'B228'F36' FK E&B43'f177'1296t	Fiume Italian 6BHCem DTf34'770t	T.3Cy.26",42"&70"-48" (s) 180lb HS7461 FD 493NHP 2SB&1Aux.SB,8cf,GS159 Cen.Mar.Eng.Wrks.WHpl FPT98tAPT134t	27 ″ 7 s 4 ″ 2½ 23 ″ 7½	
21985 19893 JYYD	**Burma Maru** (P) 2Dks&Shelter dk	4585 4201 2822			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	~~OsakaShosen K.K.~~NanyoKaiun K.K.	385·0|51·0|28·0 FK	Osaka Japanese WB	T.3Cy.26",43½"&72"-48" 391NHP KawasakiDkydCoLdKobe	28 ″ 0	C †
21986 130317 VWDT	**Burmestan** (P) (exChakdara-33) Foundered after stranding 7.35 ssCal.No.3-5,28 ssCal.No.1-32 2Dks(Stl-Uws)& Shade dk(Stl-teaks)	3035 2389 1581	✠~~100A1~~ Shade dk 6,35 ~~6,34~~ ~~BS7,34~~ ~~6,35~~	Cal ✠~~LMC7,32~~	v	CL ~~7,33~~ 6,35	1914 8mo Lloyd	Ramage& Ferguson,Ld. Leith 'sA&CP	ScindiaStm.Nav. Co.Ld. CellDBa86'uE&B	330·7|46·1|22·1 F36'on Shade dk FK 71'f127'526tFPT	Bombay British 5BHCem 37tAPT15t	T.3Cy.24",41"&70"-48" (s) 215lb 668NHP 4SB,16cf,GS271HS10870 FD Ramage&Fergusn,Ld.Lth	24 ″ 6 s 3 ″ 5¾ 21 ″ 5	
21987 129636 MDLB	**Burrington Combe** 3Mst (exWheatvale, exBellavale) ssApl.2ndNo.3-3,35 1Dk(ptStl) Well deck Mchy.Aft	448 306 176	✠100A1 2,36 ~~3,35~~ BS2,36	Apl Brs ✠LMC3,35	h	CL 8,34	1910 1mo Lloyd	Mackie& Thomson,Ld Glasgow 'sA&CP	AldShippingCo.Ld	160·6|25·0|9·4 26·5 Q88'B9'F34' BK7" DBf88'105tFPT	Bristol British 3BHCem T36tAPT5t	C.2Cy.19½"&42"-30" (s) 130lb 71RHP 1SB,3pf,GS54,HS1716 Muir&Houston,Ld.Gls.	12 ″ 0 s 3 ″ 11½ 12 ″ 4½	
21988 TCAQ	**Bursa** (exLubiana,exLjubljana, exHegediisSandor) ssFiu.2ndNo.3-5,25 ssMlt.No.3-3,28 1Dk(Stl-ws)&Shade dk	929 — 450	✠ — 4,31 ✠	Mlt	l		1900 7mo	Oderwerke Mas.Sch.A.G. Grabow,a/O	MustafaCemal veAhmetFerit Beyler	210·6|30·0|20·1 FK CellDBa40'f70'93t	Istanbul Turkish 5BHCem FPT17t	T.3Cy.19 1/16",31½"&51 5/16"-35 7/16" 202NHP 2SB,6cf,GS114,HS3661 OderwerkeGrabow.a/O	14 ″ 0	
21989 120749 VJBW	**Burwah** ssSyd.2ndNo.3-4,34 1Dk(Stl)&Spardk(Stl)&deep framing Cargo battens not fitted	2317 1961 1070	✠100A1 Spar dk with freeboard 6,35 ~~6,34~~ ~~BS6,34~~	Syd BS6,35 ✠LMC9,32	s	CL 6,34	1908 7mo Lloyd	J.Priestman&Co. Sunderland 'sA&CP WB	AustralianSteamshipsProprietary, Ld.(Man.Agents, HowardSmithLd) =CellDBa80'uE&	275·5|42·7|12·9 B75'F33' 20·8 FK B38'f110'455tFPT	Melbourne British 4BHCem 87tAPT107t	T.3Cy.24",40"&64"-45" (s) 180lb 339NHP 3SB,9cf,GS176,HS5794 G.Clark,Ld.Sunderland	23 ″ 1 ~~s 0 ″ 7~~ ~~18 ″ 10~~ s3 ″ 5½ 19 ″ 10	
21990 132093 GRNM	**Bury** (P) ssGms.2ndNo.3-8,35 ~~ssGms.No.3-6,33~~ ~~ssGms.No.2-31~~ Sub.Sig. 1Dk(Stl-ws)&pt deep framing Lower dk in Nos.1&3holds	1691 1698 922	✠100A1 1,36 ~~7,34~~ ~~BS3,34~~	Gms ✠LMC~~10,34~~ 8,35	q	CL ~~7,33~~ 7,35	1911 1mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	London&North-EasternRly. WB=	265·0|36·0|17·4 P41'B115'F32' BK9" DBa54'uE21'f111'	Grimsby British 5BHCem 295tAPT33t	T.3Cy.22",36"&60"-42" 180lb 100lb 309NHP 2SB,6cf,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 0½ 18 ″ 0	BT till ~~7,35~~ ~~8,35~~ 12,36
21991 139622 GWXT	**Bury Hill** (exPensylvanie-34,ex Cardigan) ssHav.No.3-11,30 1Dk(Stl)&Shelter dk(Stl) ssNpt.No.1-35 ~~ssNpt.No.1-35~~	4542 4233 2767	✠100A1 Shelter dk with freeboard 5,35 ~~3,34~~ MS~~10,30~~ 5,35	Npt ✠LMC BS~~7,34~~ 9,35	y	CL 8,34	1917 10mo Lloyd	Richards'n Duck&Co.Ld. Stockton 'sA&CP	SussexS.S.Co.Ld. CellDB351'1345t	400·0|52·0|24·3 FK FPT111tAPT120t	London British 6BHCem (Coll to Sh dk 5 ,, U ,,)	T.3Cy.26",43"&71"-48" (r) 180lb 100lb 425NHP 3SB,9cf,GS192,HS7171 Blair&Co.Ld.Stockton	27 ″ 0 s 2 ″ 10½ 24 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of E. of Trade Cert.
21992 Broken up LCFW	**Busen** (*ex*BritishVine,*ex*Vineleaf, *ex*Patrician) *ss*Liv.No.3–9,13 2*Dks*(*Stl*)& D.F. *deepframing&Webframes* *Carrying whale oil in cylindrical tanks*	7878 6785 4643	✠ 9,14 ✠	Liv	*c*†		1901 4mo	C.S.Swan& Hunter,Ld. Newcastle	A/STönsberg Hvalfangeri (H.Borge,*Mgr.*) *CellDBa143'uE&B61'f204'*	470·0|56·2|31·8 P37'B162'F44' FK	Tönsberg Norwegian 9*BHCem* 1544*tDTa*	T.3Cy.27½",45½"&75"–60" 592NHP 2D&1SB*15cf*GS315HS10787 WllsndSlpwy.Co.Ld.Nwc 30'937*tFPT*117*tAPT*30*t*	34″10	N †
21993 27480 JCSB	**Busho Maru** Ⓟ 2*Dks*	2569 2009 1575			...		1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5|42·5|23·0 P45'B100'F34' FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks.Ld.Osaka	23″0	
21994 22297 JCZE	**Bushu Maru** (*ex*WakabaMaru) *Mchy.Aft.* 1*Dk*	1219 1032 672					1918	Asano Zosensho Tsurumi	HinodeKisenK.K.	217·0|34·0|18·5	Tokio Japanese	T.3Cy.16½",27½"&45½"–30" Hashimoto 114NHP Tekkosho,Osaka		
21995 161350 GKRB	**Bushwood** *ss*Shl.No.1–35 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	2314 1783 1297	✠100A1 2,36 ~~1,25~~ ✠LMC1,35 BS2,36	Shl Sld	*s*	CL ~~12,33~~ 2,36	1930 1mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	W.France.Fenwick &Co.Ld. *CellDB228'510tMT8'255tFPT180t*	283·0|41·5|18·9 Q163'F32' FK	London British 5*BHCem* *APT45t*	T.3Cy.18½",31"&52"–39" (*s*) 200lb 204NHP 2SB,*6cf*,GS88,HS3280 N.E.MarineEng.Co.Ld.Sld	21″0 s6″7 19″0¼	
21996 160272 MPNQ	**Busiris** *Mchy.Aft* *ss*Gls.No.1–32 *Well deck* 1*Dk*(*Stl*)	943 634 438	✠100A1 2,35 BS~~1,35~~ 4,36 ✠LMC7,32	Gls	*m*	CL 11,34	1929 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	MossHutchison Line,Ld. *CellDBuE21'f135'191tFPT22t*	215·7|32·1|12·3 Q117'B11'F27' FK	Glasgow British 3*BHCem* *APT5t*	T.3Cy.16",26½"&43"–33" (*s*) 200lb 154NHP 2SB,*4cf*,GS83,HS2800 AilsaS.B.Co.Ld.Troon	14″6 s4″8¼ 13″11¼	
21997 MGCY	**Busk** 3Mst *ss*Nwc.2ndNo.3–10,31 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	367 243 142	✠100A1 10,35 ~~2,35~~ ✠LMC MS10,31 BS~~1,35~~ 4,36	Nwc	*f*	CL ~~10,34~~ 10,35	1906 6mo *Lloyd*	Smith's DockCo.Ld NorthShields '*sA&CP*	J.S.Cole	144·0|24·1|10·4 Q81'B11'F27' BK7" *WB=FPT*	Hull British 3*BHCem* *28tAPT3t*	O.2Cy.17"&36"–27" (*s*) 140lb 85RHP 1SB,*3cf*,GS51,HS1600 ShieldsEng.Co.Ld.N.Shl.	11″5 s4″1 11″10	
21998 DODQ	**Bussard** (*ex*Siegen) Sub.Sig. Wireless 1*Dk*	986 824 568					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ArgoReed.A.G.	215·5|34·5|13·6 P13'Q58'B65'F22'	Bremen German *WB*	T.3Cy.16 3/16",26"&41 3/16"–25⅜" 86NHP A.Borsig,Berlin-Tegel		G
21999 PDHV	**Bussum** *ss*Ams.No.1–35 *ss*Ams.No.3–2,30 1*Dk*(*Stl*)	3637 3315 2244	✠100A1 ~~4,35~~ ~~1,34~~ 11,35 ✠LMC MS1,34 BS~~9,34~~ ~~4,35~~ 2,36	Rot ~~Ams~~	*w*	CL ~~1,34~~ 11,35	1917 3mo	L.Vuijk& Zonen,Cap- elle a/dYsel *Intermediate* A&CP	Stoomv.Maats. "Oostzee" (Vinke&Co.*Mgrs.*) *Bulkhead in after hold dispensed with* *CellDB310'966tFPT74t*	360·0|48·2|22·8 P27'B101'F27' FK	Amstrdam Dutch *ptCemptAsp* 5*BHonly* *APT81t*	T.3Cy.24½",40"&67"–45" (*s*) 180lb 342NHP 3SB,*6cf*,GS144,HS5490 Maats.deSchelde,Flushing	25″3 s4″6¼ 20″11	
22000 133053 GNZP	**Buteshire** (*ex*ClanMacewen) D.F. 2*Dks*&*Shelter dk3trB* *Ref.Mchy.*	6590 4736 4066					1912	Palmers' Co.Ld. Newcastle	British&South AmericanStmNav CoLd(HoustonLine (London)Ld*Mgrs*)	430·5|53·6|26·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60"& L.P.Turbine with DR gear- ing & hydraulic coupling 746NHP Palmers'Co.Ld.Newcastle		C
22001 PUMA	**Butiá** (*ex*Fluminense–32, *ex*Meisonnier, *Fitted for oil fuel* *ex*Nanquitt) 1*Dk* Sub.Sig.	3514 — 2003					1920	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabeth,NJ	Cia.Carbonifera RioGrandense	328·0|46·2|22·9 P53'B110'F37'	R.Janeiro Brazilian	T.3Cy.22",37½"&60"–42" 233NHP Harlan&HollingworthCo. Wilmington,Del		V
22002 DHDJ	**Butt** (*ex*LudwigStahl,*ex*Webburn, *ss*Bmn.2ndNo.3–6,33 Sub.Sig. 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	736 590 408	✠100A1 6,35 ~~8,34~~ BS9,35 ~~BS11,34~~ ✠LMC6,33 ✠NB02*fitted*35	Ant	*k*	OG 7,34	1909 5mo	W.Harkess &Son,Ld. Middlesbro'	ArgoReedereiA.G. *CellDBa40'uE&B31'f83'188tFPT*	190·0|30·0|13·0 Q98'B17'F22' FK	Bremen German 4*BHCem* *18tAPT24t*	T.3Cy.15½",26"&44"–30" (*s*) 180lb *100lb* 124NHP 1SB,*3cf*,GS51,HS2100 Richardsons,Westgarth& Co.Ld.Mdb.	15″0	
22003 1798 IBXE	**Butterfly** (*ex*Suevier–32) *ss*Gen.No.3–6,33 D.F. 2*Dks*(*Stl*)	5127 4810 3176	✠[illegible] 9,35 ~~BS5,34~~ ✠~~LMC6,33~~	Gen	*y*	CL ~~9,32~~ 5,35	1920 9mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	I.N.S.A.-Industrie NavaliSoc.Anon. *CellDB119'uE26'f176'1050tFPT135t*	412·9|52·3|28·5 400·0 P36'B117'F39' FK	Genoa Italian 7*BHCem* *APT220t*	T.3Cy.27½",45"&75"–48" (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31″0 ~~s6″0¼~~ ~~25″2~~	
22004 24999 JPXD	**Buyo Maru** *ss*Kob.No.3–4,31 2*Dks*(*Stl*)	5447 4996 3407	✠100A1 10,34 ✠LMC~~10,34~~ 9,35	Kob	*z*	CL 9,33	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TamaiShosenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB342'844t*	Hashidate Japanese 6*BHCem* *APT28t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaS.&E.Co. Ld.Tokio	32″0 s6″5¼ 25″9	
22005 PKOU	**Buyskes** *Fitted for oil fuel* 2*Dks*	1800 — 984					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3|40·2|16·9 P32'B82'F33'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
22006 213834 KSOU	**Bylayl** D.F. *ss*N.Ns.No.3–6,28 *Mchy.Aft* *ss*N.Ns.No.1–33 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~7,35~~ ~~3,35~~ 10,35 NNs BS~~11,34~~ ✠LMC1,33 10,35	Bos	*v*	CL 6,34	1916 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDBuE&B53'f216'1254tDT13'412tFPT*	318·5|49·5|24·2 P79'B18'F31' FK	Wilmgton (Del.) Utd.States 7*BHCem* *293tAPT92t*	T.3Cy.21",~~35"~~ 33¾"&58"–42" (*r*) 200lb 318NHP 2SB,*6cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27″6 s5″6 22″4	
22007 SVAG	**Byron** Ⓟ (*ex*Megali TwinSc Hellas,*ex*Vasilefs *ss*Pir.No.3–3,27 Constantinos) *ss*Pir.No.1–32 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–teak s)	9272 *6627* *4869*	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS3,35 ✠LMC3,32	Pir	*d*†	CL 2,33	1914 12mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	NationalSteam NavigationCo.Ld. ofGreece *CellDBa71'uE&B148'f166'1129tFPT*	470·0|58·1|32·7 P45'B272'F100' FK	Andros Greek 9*BHCem* *38tAPT70t*	Q.8Cy.27¾",39",56"&80"–54" 220lb *140lb* (*s*) 1759NHP 8SB(FD)&1AuxSB,*34cf*, GS646,HS28076 CammellLaird&Co.LdBkn	35″6 s11″8¼ 24″2	
22008 221861 KDWN	**Byron D. Benson** *ss*N.Yk.No.3–10,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing*	7953 7661 4932	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~3,35~~ ✠LMC MS9,33 BS4,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	NYk Bal	*c*†	CL 9,34	1922 1mo	Oscar DanielsCo. Tampa,Fla. A&CP	TideWater AssociatedTrans- portCorp. *CellDB in way of oil bunker 17'uE&B71'328tDTf50'694'FPT177tAPT26t*	465·4|60·2|36·0 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ *2nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 596NHP 3SB,*9cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36″3 s8″10½ 27″7½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7'' Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où est classé si ce n'est dans le L. R. Durée Cert. B. of Trade
22009 7459 SFWA	**C. A. Banck** (*ex*Kapolna, *ex*Gogsjö, *ex*Libra) 4Mst 1*Dk*	*1825* *1597* *1063*					1913	Sörlandets Skibsbyggeri Fevig	ChristerBanck	263·7 P50*t*H56*t*F29'	42·1	17·7	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&56"–36" 219NHP FredrikstadM.V.Frdstad.		V
22010 212628 WPCA	**C. A. Canfield** *ss*N.Yk.No.3–5,25 *ss*Mob.No.2–33 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	~~6156~~ ~~6709~~ ~~3698~~ 6129 5769 3764	✠100A1 ~~5,35~~ ~~10,34~~ 2,36 ~~BS10,34~~ 10,35 *Carrying Petr* *Fitted for oil*	NYk Gal ✠LMC9,33 *oleum* *fuel* 4,	z *in* 13	CL ~~8,30~~ 10,35 *bulk* *F.P. a*	1913 4mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50°F.	~~Pan-American ForeignCorp.~~ Standard Oil Co. of New Jersey *WB=CellDBu*	405·0 P99'B25'F41' B25'60*t*DT*f*45'547*t* *FPT*80*tAPT*41*t*	55·0	33·9 FK	Wilmgton (Del.) Utd.States 15*BHCem* (9 *to U dk* 6 *to M dk*)	T.3Cy.27",44½"&75"–51" (*s*) 180lb 459NHP 2SB,6*cf*,GS189,HS5920 FD Wllsnd Slpwy.Co.Ld.Nwc	32 ″ 10 s 6 ″ 1 26 ″ 11½	
22011 LCGD	**C. A. Larsen** (*ex*SanGregorio) *ss*Lon.No.3–4,26 *ss*Sfj.No.2–33 *Mchy Aft* D.F. GyC. 3*Dks*(*Stl*) &*Web frames* *Longitudinal framing* *Tonnage opening closed* 1918	13246 11807 9614	✠100A1 *Shelter dk with freeboard* 8,35 ~~12,34~~ MS5,34 PrBS5,34 *Carrying Wh* *Fitted for oil*	Sfj BS10,35 ✠LMC ~~DBS6,34~~ ~~MBS12,34~~ *ale o* *fuel*	g† *in* ,18	CL 11,34 *bulk* *F.P. a*	1913 7mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP* *Cell* 50° F.	Hvalfanger A/S Rosshavet(J. Rasmussen&M. Konow, *Mgrs.*) *DB u B*46'194*t*DT	527·2 F50' *f*54'635*t FPT*208*t*	66·6	33·9 FK	Sandefjord Norwegian 20*BHCem* 10*BHtoUdk* 10 „ *to2nd* „ *APT*46*t*	Q.4Cy.28½",41",58"&84"–54" 220lb *200lb* (*r*) 787NHP NDB26 32PrB–*60lb* 2PrB–*43lb* 4SB,16*cf*,GS288,HS11290FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0 s 9 ″ 9 32 ″ 5½	
22012 208989 WEDI	**C. B. Watson** (*ex*Bulko, *ex*Perfection) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*tr*B *Carrying Petroleum in bulk* *Now* "Giuseppe Ercoli" *see No.* 33286 *in Supplement*	2209 — 1151					1911	American S.B.Co. Cleveland,O.	~~SabineTranspn.Co. Inc.(M.T.Ball, Mgr.)~~ P.Keelan	250·0 P92'F52'	43·0	23·0	Baltimore Utd.States *WB*	T.3Cy.19",31"&54"–42" 189NHP AmericanSB.Co.Cleveland		
22013 OYBD	**C. Bom** (*ex*Otso, *ex*Dagrun) 1*Dk*	1080 954 633					1905	Fredrkstad Mek.Værks. Fredrikstad	A/S RederietBom (A.I.Jörgensen, *Mgr.*)	230·1 P10*t*H67*t*F34*t*	35·1	14·5	Thurö Danish *WB*	T.3Cy.16½",27"&44"–32" 104NHP FredrikstadM.V.Frdstad.		V
22014 6360 SLUA	**C. F. Liljevalch** *ss*Got.No.3–6,32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted above lower stringer*	*5492* *5119* *2928*	✠100A1 *Shelter dk with freeboard* 7,35 ~~8,31~~ ~~BS2,31~~ ~~BS7,35~~ 2,36	Rot Got ✠LMC6,32	y	OG 8,33	1920 9mo *Lloyd*	Aktieb. Götaverken Gothenburg '*sA&CP*	Trafikaktieb. Grängesberg Oxelösund (M.Waldenström *Mgr.*) *Cell D*	394·4 *B at sides of tunnel*	52·2	30·8 FK *Collision*	Stockholm Swedish *pt Cempt Asp BH to Sh dk* 5 „ „ *U* „ 58'520*t DT*	T.3Cy.28",42½"&72 1/16"–48" 185lb (*s*) 430NHP 3SB,9*cf*,GS135,HS5664 FD LindholmensMotalaVerks. *f*66' 645*tFPT*55*tAPT*202*t*	34 ″ 1 s 8 ″ 8 25 ″ 7½	
22015 OZED	**C. F. Tietgen** Ⓟ *OilEng.* *Cruiser Stern* 1*Dk*&*Awng dk*	1850 926 1036					1928	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	271·2	41·1	14·0	Aarhus Danish *WB*	Oil Engines 4S.C.SA 8Cy.21⅝"–39⅜" 361NHP Akt.Burmeistr&Wain,Cpn		V
22016 149494	**C. H. Houson** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener, *Mgr.*)	252·8	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
22017 204499	**C. H. McCullough, Jr.** (*ex*WardAmes) GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0	56·0	30·1 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"–42" 282NHP SuperiorS.B.Co.Superior		R
22018	**C.I.A.E. No. 3** TwinSc *OilEng.* *Carrying oil fuel in bulk* *Mchy.Aft* 1*Dk*&*Webframes* *Longitudinal framing*	999 — 838			...		1922	Alley& MacLellan, Ld. Glasgow	Cia.General de Combustibles	330·0	38·0	9·5 FK	Bns.Ayres Argentine *WB*	Oil Engines 2S.C.SA 8Cy.11¾"–14" 194NHP W.Beardmore&Co.Ld.Gls.	10 ″ 6	
22019 FNFB	**C. I. P.** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying petroleum in bulk*	6587 — 3641					1921	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports (Cie de Nav.Mixte, *Mgrs.*)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French *WB*	T.3Cy.27½",44½"&75"–51" 402NHP Ch.&Atel.deSt.Nazaire, Penhoët		V
22020 215635 WPCD	**C. J. Barkdull** (*ex*FredericEwing, *ex*WilhelmJebsen) *ss*N.Yk.No.3–4,30 *ss*Mob.No.1,34 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6773 6416 4157	✠100A1 ~~3,35~~ ~~3,35~~ 4,36 BS9,35 ✠NE18*refitted*8,30 *CarryingPetr* *Fitted for oil*	Gal NYk ✠LMC8,34 *oleum* *fuel* 9,	*in* 17	CL 3,35 *bulk* *F.P. a*	1917 10mo *bove* 1	UnionIron WorksCo. SanFrancisco A&CP 50° F.	~~Pan-American ForeignCorp.~~ Standard Oil Co. of New Jersey *CellDBuE&B*64' 197*tDTf*56'1038*t*	435·0 P134'B50'F42' *FPT*97*tAPT*74*t*	56·0	32·0 FK	Wilmgton (Del.) Utd. States 15*BHpt Asp* (11 „ *to Udk* 4 „ „ 2*nd*„)	1DRGearedSteamTurbine 220lb (*s*) 606NHP 3SB9*cf*. HS8265 FD GeneralElectricCo. Schenectady,N.Y.	33 ″ 6 s6 ″ 4½ 27 ″ 4	
22021 160498 GTDY	**C. O. Stillman** TwinSc *Mchy.Aft* *OilEng.* *ss*N.Ns.No.1–32 Sub.Sig. GyC. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing–bracketless system*	16436 15665 9182	✠100A1 ~~4,35~~10,35 DBS~~7,34~~ 10,35 *CarryingPetr*	NNs Boa ✠LMC7,31 *oleum*	k† *in*	CL 7,34 *bulk*	1928 2mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *Cel*	International PetroleumCo.Ld. (H.J.Rahlves, *Mgr.*) *lDBuE*74'431*t DT*	565·7 B40'F45' *f*68'1040*t FPT*444*t*	75·6	44·5 FK	London British 17*BHptAsp* 4 „ *to* 2*nd dk* *APT*337*t*	Oil Engines 2S.C.SA 12Cy.27 9/16"–47¼" 1595NHP 2 WaterTubeDB*250lb* BremerVulkan,Vegesack	44 ″ 6 s10 ″ 10¼ 33 ″ 10½	
22022 OYEA	**C. P. A. Koch** Ⓟ Wireless 1*Dk*&*Awng dk*3*tr*B	1052 660 535					1893	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	228·6	31·5	14·7 22·6	Aalborg Danish *WB*	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Renfrew		V
22023 203582	**C. Russell Hubbard** (*ex*HenryA. Hawgood) *Mchy.Aft* 1*Dk*	6839 — 5389					1906	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	532·0	56·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.BCo.Cleveland		R
22024 202873	**C. S. Robinson** (*ex*LofusCuddy) D.F. *Mchy.Aft* GyC. 1*Dk*	6829 — 5361					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	525·0 F46'	55·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanSB Co.Cleveland		R
22025 93322	**C. T. Jaffray** (*ex*Muncy) *Mchy.Aft* 2*Dks*	4055 — 2946					1902	Detroit S.B.Co. Wyandotte	GreatLakesTransitCorporation	350·0 F32'	46·0	30·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitS.B.Co.Detroit		
22026 138579	**C. W. Cadwell** (*Self-Unloader*) 1*Dk*	564 429 219					1911	Superior S.B.Co., Superior,Wis.	TeesTransitCo. (T.A.Tees, *Mgr.*)	154·8	37·1	9·1	WndsrOnt. British *WB*	C.2Cy.16"&30"–26" E*made*91*refitted*11 27NHP B*made*96*fitted*34 MontagueI.W.Milwaukee		
22027 147423 MPYZ	**C. W. S. Progress** *ss*Mch.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	967 654 514	✠100A1 7,35~~12,34~~	Mch ✠LMC~~2,34~~ 7,35	m	CL 4,34	1931 2mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle '*sA&CP*	Co-operative WholesaleSociety, Ld. *CellD*	213·2 B19'Q109'F44' B135'219*t FPT*35*t*	32·3	12·5 FK	Manchestr British 4*BHptAsp* *APT*7*t*	T.3Cy.16½",28"&47"–33"(*s*) 200lb 174NHP 2SB,6*cf*.GS100,HS3050 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	14 ″ 9 s 4 ″ 6¾ 14 ″ 3¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
22028 132455 GJRP	**Cabarita** (*ex*Chronos) *ss*Mel.No.3-8,27 *ss*Cal.No.2-35 ~~*ss*Bel.No.1-32~~ 2*Dks*(*Stl*) *Cargo battens not fitted*	4364 3954 2612	✠100A1 ~~4,35~~ 10,34 11,35 ~~BS10,34~~ ✠LMC~~9,34~~ 11,35	Bel Cal	*x*	CL ~~6,33~~ 4,35	1915 4mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's A&CP*	BankLineLd.(A. Weir&Co. *Mgrs.*)	364·7|51·4|26·0 P30′B81′F33′ FK *CellDBa*123′*uE&B*60′*f*135′1049*tFPT*91*tAPT*212*t*	Glasgow British 6*BHCem*	T.3Cy.24⅜″,42″&70″-48″ (*s*) 180lb 421NHP 3SB,9*cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s 5 ″ 3¾ 23 ″ 5	
22029 PUAN	**Cabedello** (*ex*Prussia) 1*Dk*&*Shelter dk*	3557 3277 2180					1912	Flensburgr Schiffsb.Ges Flensburg	LloydBrasileiro	364·3|51·0|22·0 H25′ —	R.Janeiro Brazilian	T.3Cy.24¾″,40⅞″&67¾″-48″ 318NHP FlensburgerSchiffsb.Ges.		V
22030	**Cabimas** *ss*N.Yk.No.1-29 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	*1976* *1539* *1111*	✠ — 7,34 ✠	NYk	*s*		1924 12mo	Palmers' Co.Ld. Newcastle	Colombian Government	279·8|47·2|16·2 P69′B22′F31′ FK *CellDBuE&B*43′ 83*t FPT*149*t*	Cartagena Colombian 10*BHptCem* *APT*58*t*	T.3Cy.19¼″,30″&49″-36″ 186NHP 2SB,4*cf*,HS3279 MacColl&Pollock,Ld.Sld.	16 ″ 6	
22031 147639 GBZF	**Cable Enterprise** (*Cable Vessel*) *ss*Rio.No.2-32 2*Dks*(*Weather dk-ptStl teak s*)&2*nd dk*(*Stl-ws*) Wireless *Cruiser Stern*	943 872 357	✠100A1 *withfreeboard* 6,32 ✠LMC MS6,32 BS2,35 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Rio	*l*	CL 6,33	1924 5mo	A&J.Inglis Ld. Glasgow *Lloyd's A&CP*	WesternTelegraph Co.Ld.	198·9|30·1|19·4 B40′ FK *CellDBuE*26′*f* 100′151*t FPT*12*t*	London British 5*BHCem* 2 „ *to2nd dk* *APT*18*t*	T.3Cy 16½″,27″&45″-33″ (*s*) 180lb 145NHP 2SB,4*cf*,GS60,HS1990 FD A.&J.Inglis,Ld.Glasgow	21 ″ 4 s 7 ″ 5¼ 14 ″ 2½	
22032 EACF	**Cabo Blanco** *ss*Bbo.2ndNo.3-8,33 2*Dks*(*MStl*)&*Awngdk*(*Irn*)	2163 2025 1325	✠100A1 *Awng dk* *withfreeboard* 4,36 ~~3,35~~ BS9,35 ~~BS7,34~~ ✠LMC8,35	Bbo	*r*	CL ~~2,33~~ 4,36	1909 4mo	Cia.Euskalduna deConst Bilbao *Lloyd's A&CP*	Ybarra&Co.	265·5|38·6|24·0 B56′ 23·8 FK *WB=CellDBa*84′*uE*16′*f*106′346*tAPT*33*t*	Seville Spanish 5*BHCem*	T.3Cy.19½″,32½″&52½″-36″ 180lb *100lb* (*s*) 187NHP 2SB,4*rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ 2 21 ″ 5	
22033 EACG	**Cabo Carvoeiro** *ss*Bbo.2ndNo.3-4,33 1*Dk*(*Stl*)&*Awng dk*(*Irn*)2*trB*	1993 1920 1329	✠100A1 *Awng dk* *withfreeboard* BS5,36 ~~6,35~~ ~~3,34~~ 1,36 ~~BS0,35~~ ~~[illegible]~~ ✠LMC4,35	Bbo	*r*	CL ~~3,32~~ 5,35	1909 2mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	Ybarra&Co.	265·8|38·5|16·0 B50′ 23·8 FK *WB=CellDBa*84′*uE&B*36′*f*106′371*tAPT*24*t*	Seville Spanish 5*BHCem*	T3Cy19½″,32½″&52½″-36″(*s*) 180lb *100lb* NDB21 187NHP 2SB,4*rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s 5 ″ 1½ 21 ″ 2	
22034 EACH	**Cabo Cervera** *ss*Bbo.No.3-3,25 *ss*Bbo.No.2-33 2*Dks*(*UStl*)&*Awng dk*(*Irn*)	2164 2033 1499	✠100A1 *Awng dk* *withfreeboard* ~~5,35~~ ~~3,34~~ 5,36 BS~~5,35~~ 5,36 ~~BS3,34~~ ✠LMC4,35	Bbo	*r*	CL ~~1,32~~ 5,36	1912 12mo	CiaEuskalduna deCon.y Rp.deBuques Bilbao *Lloyd's A&CP*	Ybarra&Co.	265·5|38·7|24·1 B56′ FK *WB=CellDBa*82′*uE*18′ *f*106′338*tAPT*33*t*	Seville Spanish 5*BHCem*	T.3Cy.19½″,32½″&52½″-36″ 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s 4 ″ 10½ 21 ″ 9	
22035 EACI	**Cabo Corona** *ss*Bbo.2ndNo.3-9,28 *ss*Bbo.No 1-33 Wireless 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)	1531 1480 1002	✠100A1 *Awng dk* *withfreeboard* 5,34 BS4,34 ✠LMC2,35	Bbo	*o*	CL 2,33	1903 12mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd's A&CP*	Ybarra&Co.	237·5|34·6|14·9 B52′ 22·6 BK8¼″ *WB=CellDBa*61′ *uE&B*33′ *f*94′318*tAPT*11*t*	Seville Spanish 5*BHCem*	T.3Cy.18″,29½″&48½″-33″(*s*) 160lb *90lb* 133NHP 2SB,4*rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 4¼ 21 ″ 2¾	
22036 EACJ	**Cabo Creux** *ss*Bbo.No.1-35 *ss*Bbo.No.3-7,31 1*Dk*(*Stl*)2*ndDkStl in holds*	3717 2923 2343	✠100A- 9,35 ~~11,34~~ BS11,34 ✠LMC~~9,34~~ ✠Aux.NB5,21 MS9,35	Bbo		CL 9,34	1919 4mo	Soc.Anon Astilleros delNervion Bilbao	Ybarra&Co.	325·7|47·1|22·0 P28′B100′F45′ FK *CellDB*279′ 803*t FPT*58*t*	Seville Spanish 5*BHCem* *APT*98*t*	T.3Cy.24″,40″&65″-45″ (*s*) 180lb *60lb* 336NHP 2SB&1AuxSB,8*cf*, GS159,HS5592 Soc.Anon.Astilleros del Nervion,Bilbao	24 ″ 10 ~~s 4 ″ 3½~~ ~~20 ″ 11~~ s4 ″ 0½ 21 ″ 0¼	
22037 EADN	**Cabo Cullera** Iron (*ex*YbarraNo.4) *ss*Bbo.4thNo.3-3,31 1*Dk*(*Irn*)&*Awng dk*3*trB*	2246 2228 1506	✠100A1 *Awng dk* *withfreeboard* 3,31 ✠LMC3,31 ✠NB98*refitted*3,31	Bbo	*s*	3,31	1882 12mo	R.Dixon& Co. Middlesbro' *Lloyd's A&CP*	Ybarra&Co.	270·4|39·3|25·9 *Awng.dk.* s10 BK9½″ *WB=CellDB*226′465*tFPT*71*tAPT*68*t*	Seville Spanish 4*BHCem*	T.3Cy·21⅝″,38″&71″-45″ 160lb NDB09 323NHP 2SB,6*cf*,GS122,HS4640 Blair&Co.Ld.Stockton	28 ″ 3 s 9 ″ 8½ 19 ″ 10	
22038 EACK	**Cabo Espartel** *ss*Bbo.No.3-4,32 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in holds*&*Webframes* *Longitudinal framing*	3712 3094 2478	✠100A1 *withfreeboard* 11,35 ~~8,34~~ ✠LMC MS5,32 BS~~5,34~~ 5,35 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Bbo	*v*	CL 8,34	1920 3mo	Echevarrieta&Larrinaga Cadiz *Lloyd's A&CP*	Ybarra&Co.	330·1|48·0|22·9 FK *CellDB*284′ 870*t FPT*63*t*	Seville Spanish 5*BHCem* *APT*175*t*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb *100lb* 417NHP 2SB,8*cf*,GS147,HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s10 ″ 0½ 23 ″ 9	
22039 EACL	**Cabo Huertas** *ss*Bbo.No.3-4,34 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2*nd dk in holds* *Longitudinal framing in DB*	2776 2312 1531	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~4,34~~ ✠LMC7,34 BS8,35 *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Bbo	*s*	CL 4,34	1922 8mo	Soc.Espanola deConst. Naval Bilbao *Lloyd's A&CP*	Ybarra&Co.	280·0|42·0|25·7 P22′B68′F26′ FK *CellDB*246′559*t*	Seville Spanish *Cem* 5*BHto Adk* *APT*18*t*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS120,HS4120 Blair&Co,Ld.Stockton	26 ″ 9 s 4 ″ 8½ 22 ″ 5	
22040 EACM	**Cabo La Plata** *ss*Bbo.2ndNo.3-5,33 2*Dks*(*M-Stl*) &*Awng dk*(*Irn-ptws*)	2002 1926 1323	✠100A1 *Awng dk* *withfreeboard* 4,35 ✠LMC MS5,33 BS4,35	Bbo	*r*	CL 11,33	1908 11mo	Greenock&Grangem'th Dckyd.Co.Ld Grngemouth *Lloyd's A&CP*	Ybarra&Co.	265·1|38·6|16·0 *Boat dk*50′ 23·0 FK *WB=CellDBa* 86′*uE&B*36′*f*106′419*tAPT*18*t*	Seville Spanish 5*BHCem*	T3Cy19½″32½″&52½″-36″(*s*) 180lb *100lb* NDB22 187NHP 2SB,4*rf*,GS69,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s4 ″ 11½ 21 ″ 3	
22041 EACN	**Cabo Menor** *ss*Bbo.No.3-2,25 *ss*Bbo.No.2-33 2*Dks*(*U Stl*)&*Awng dk*(*Irn*)	2043 1962 1251	✠100A1 *Awng dk* *withfreeboard* 7,35 ~~5,34~~ BS7,35 ~~BS5,34~~ ✠LMC3,33	Bbo	*r*	CL 3,33	1912 10mo	Greenock&Grngemouth Dckyd.Co.Ld Grngemouth *Lloyd's A&CP*	Ybarra&Co.	265·2|38·5|23·7 B52′ FK *WB=CellDBa*88′*uE&B*34′*f*106′407*tAPT*32*t*	Seville Spanish 5*BHCem*	T.3Cy.19½″,32½″&52½″-36″ 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 0 s 4 ″ 10 21 ″ 6	
22042 EACP	**Cabo Ortegal** *ss*Bbo.No.1-35 *ss*Bbo.No.3-5,31 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*	3660 2923 2296	✠100A1 7,35 ~~9,34~~ MS8,35 ~~BS1,35~~ ✠LMC~~10,34~~ ✠NB(Aux.)7,20 BS1,36	Bbo	*u*	CL 4,34	1919 12mo	Soc.Anon. Astilleros del Nervion Bilbao A&CP	Ybarra&Co.	325·7|47·1|22·0 P28′B100′F45′ FK *CellDB*279′743*tAPT*98*t*	Seville Spanish 5*BHCem*	T.3Cy.24″,40″&65″-45″ (*s*) 180lb 346NHP 2SB&1Aux.SB,8*cf*,GS164, HS5856 J.G.Kincaid&Co.Ld.Grk.	24 ″ 10 ~~s4 ″ 3½~~ ~~20 ″ 11~~ s3 ″ 11¼ 21 ″ 1	
22043 EEEE	**Cabo Paez** (*ex*Malvarrosa, Iron *ex*AntoniaGarcia, *ss*Gls.No.3-4,95 *ex*Teneriffe,*ex*Nigel) *Mchy.Aft* *Well deck* 1*Dk*	301 — 111	✠ 10,95 ✠	Gls	*e*		1886 2mo	Scott&Co. Bowling	M.yJ.Cabo Martinez	135·6|22·3|10·3 Q52′B12′F20′ BK7″	Malaga Spanish 3*BHCem* *FPT*23*t*	C.2Cy.21″&42″-30″ NB08 80NHP 1SB,2*cf*,GS40 Muir&Houston,Glasgow	11 ″ 1	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
22044 EADI	**Cabo Palos** Ⓟ ssGen.No.1-31 *Ref.Mchy.* *OilEng.* D.F. *3Dks(Stl)*	6342 5314 3798	✠100A1 *withfreeboard* 10,34 DBS2,36 ~~DBS12,34~~ ✠LMC11,35 ✠Lloyd'sRMC 2,36 ~~7,35~~	Gen	*z*	CL ~~7,33~~ 5,36	1927 1mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *Intermediate 'tween dkBH in after hold dispensed with* *CellDB*310'842t	397·0|53·2|31·5 F41' FK *APT17t*	Seville Spanish *ptCem* *5BH to U dk* *2 ,, 2nd ,,*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-$55\frac{1}{8}$" 438NHP DB*85lb* Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0 s 8 ″ $7\frac{3}{4}$ 25 ″ 7	
22045 EAPD	**Cabo Prior** (*ex*RioTajo-35, *ex*MarTirreno) ssBel.No.3-10,28 ssBel.No.1-33 *1Dk(Stl)&Awng dk(Stl)2nd dk in holds*	3367 3175 1896	✠100A1 *Awng dk* *withfreeboard* 4,35 ~~1,35~~ BS5,35 BS12,33 ✠LMC2,33	Bel Bbo	*u*	CL ~~2,33~~ 4,35	1917 1mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellD*	FK *B268'623tFPT123t*	Seville Spanish *6BHCem* *APT124t*	T.3Cy.23",$36\frac{1}{2}$"&62"-42"(*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 7 ″ 10 22 ″ 1	
22046 EACS	**Cabo Quilates** Ⓟ ssGen.No.1-31 *Ref.Mchy* *OilEng.* D.F. *3Dks(Stl)* *CruiserStern*	6629 5314 3992	✠100A1 *withfreeboard* 11,34 ✠LMC DBS1,35 CS5,32 ✠Lloyd'sRMC~~11,34~~ 8,35	Gen	*z*	OG 1,33	1927 3mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *Intermediate 'tween dk BH in after hold dispensed with* *CellD*	397·0|53·2|31·5 F41' FK *B310'842tAPT17t*	Seville Spanish *ptCem* *5BH to U dk* *2 ,, 2nd ,,*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-$55\frac{1}{8}$" 438NHP DB*85lb* Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0 s8 ″ $7\frac{3}{4}$ 25 ″ $6\frac{3}{4}$	
22047 EAHH	**Cabo Quintres** (*ex*Mouro) ssBbo.No.3-4,28 ssBbo.No.1-32 *1Dk(ptIrn ptStl) &2ndDk(Stl) in holds*	2905 2382 1639	✠100A1 12,35 ~~12,34~~ BS~~6,34~~ ✠LMC3,32 5,35	Bbo	*t*	CL 12,34	1916 8mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellD*	306·0|44·2|21·8 P33'B70'F35' FK *B260'633tFPT150t*	Seville Spanish *5BHCem* *APT163t*	T.3Cy.23",$36\frac{1}{2}$"&62"-42"(*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
22048 EACT	**Cabo Razo** ssBbo.No.2-34 *1Dk(Stl)2nd dk(Stl) in holds 3rd dk in holds*	2879 2384 1663	✠100A1 2,35 BS~~4,35~~ ✠LMC3,34 5,36	Bbo		CL 2,35	1926 3mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *Ce*	300·0|43·2|24·7 P30'B78'F30' FK *llDBa&uE88'f132'*	Seville Spanish *6BHCem* *1 ,, to2nd dk* *465tAPT48t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS180,HS4120 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 1 23 ″ $0\frac{3}{4}$	
22049 EACV	**Cabo Roche** ssBbo.No.3-6,33 *1Dk(Stl)&Awng dk(Stl) 2nd dk in holds* *Longitudinal framing inDB*	2776 2312 1531	✠100A1 *Awng dk* *withfreeboard* BS6,35 6,35 ~~6,34~~ ✠LMC6,34 *Fitted for oil*	Bbo *fuel* 6,22	*s*	CL 6,33 *F.P. a*	1922 6mo *bove* 1	Soc.Española deConst. Naval Bilbao *Lloyd*'sA&CP 50° F.	Ybarra&Co.	280·0|42·0|24·5 P22'B68'F26' FK *CellDB246'559t*	Seville Spanish *Cem* *5BH to A dk* *APT18t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS120,HS4120 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ $8\frac{1}{2}$ 22 ″ 5	
22050 EADG	**Cabo Sacratif** ssBbo.2ndNo.3-6,34 *2Dks(MStl)&Awng dk(Irn)*	2174 2030 1332	✠100A1 *Awng dk* *withfreeboard* 3,35 BS3,35 ✠LMC2,34	Bbo	*r*	CL 2,34	1909 9mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *Cell*	265·5|38·6|24·0 B56' FK *DBa82'uE18'f106'*	Seville Spanish *5BHCem* *346tAPT33t*	T3Cy$19\frac{1}{2}$",$32\frac{1}{2}$"&$52\frac{1}{2}$"-36"(*s*) 180lb *100lb* 187NHP 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ $0\frac{1}{2}$ 21 ″ 5	
22051 EAND	**Cabo San Agustin** Ⓟ TwinSc *OilEng.* D.F. *2Dks(Stl-Weather dk pt ws) 3rd dk(Stl) in forward holds*	12589 8539 7521	✠100A1 *withfreeboard* 6,35 ~~11,34~~ ~~[illegible]~~ ✠LMC CS8,35 9,34	Gen	*f*†	OG P7,34 S6,35	1931 9mo	Soc.Española deConst. Naval Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellDB418'1790t*	482·5|63·3|34·3 B270'F54' FK *Tanks in way of tu*	Seville Spanish *9BHptCem* (*3 ,, to 2nd dk*) *nnels 651t*	Oil Engines 2S.C.DA 14Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 2730NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s11 ″ $10\frac{3}{4}$ 25 ″ 4	
22052 EALD	**Cabo San Antonio** Ⓟ TwinSc ssGen.No.1-34 *OilEng.* E.S.D. *2Dks(Stl.Wthr.dk-ptws)* D.F. *3rd dk(Stl) in forward holds*	12275 8526 7596	✠100A1 *withfreeboard* 1,36 ~~2,35~~ ~~✠LMC~~ DBS6,34 ~~CS2,35~~ ✠LMC CS2,35 2,34	Gen	*f*†	OG ~~2,35~~ N1,36	1930 4mo	Soc.Española deConst. Naval Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellDB430'14*	482·5|63·4|33·4 B261'F48' FK *61t Tanks in way of*	Seville Spanish *9BHptCem* *tunnels600t*	Oil Engines 4S.C.SA 18Cy.$28\frac{3}{8}$"-$55\frac{1}{8}$" 1392NHP DB*50lb* Maschfbk.Augsburg-Nürnberg,Augsburg	37 ″ 0 s11 ″ $10\frac{3}{4}$ 25 ″ 4	
22053 EACX	**Cabo San Sebastian** ssBbo.2ndNo.3-11,19 Wireless ssBbo.No.2-27 *2Dks(1Stl)&Awng dk(Irn)3trB*	1583 1491 1179	✠ — 4,35 ✠	Bbo	*o*		1893 2mo	JLThompson&Sons Sunderland	Ybarra&Co.	237·0|34·5|14·9 22·6 BK$7\frac{1}{2}$" *CellDB 195'287t*	Seville Spanish *5BHCem* *APT15t*	T.3Cy.18",$29\frac{1}{2}$"&$48\frac{1}{2}$"-33" 132NHP 2SB,*4cf*,GS56,HS1947 Blair&Co.Ld.Stockton	24 ″ 10	
22054 EANE	**Cabo Santo Tome** Ⓟ TwinSc *OilEng.* Sub.Sig. *2Dks (Stl-weather dk pt ws)* D.F. *3rd dk(Stl) in forward holds*	12589 8539 7521	✠100A1 *withfreeboard* 7,35 ~~8,34~~ ~~✠LMC12,31~~ ✠LMC CS11,35 ~~11,35~~ 1,35	Gen	/†	OG 8,34	1931 12mo	Soc.Española deConst. Naval Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellDB419'1790t*	482·5|63·3|34·3 B270'F35' FK *Tanks in way of tu*	Seville Spanish *9BHptCem* *nnels651t*	Oil Engines 2S.C.DA 14Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 2731NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s 11 ″ $10\frac{3}{4}$ 25 ″ 4	
22055 EACZ	**Cabo Toriñana** ssBbo.2ndNo.3-7,28 Wireless *2Dks(1Stl)&Awng dk(Irn)*	1506 1471 799	✠100A1 *Awng dk* *withfreeboard* 2,30 BS10,30 ✠LMC7,28	Bbo	*o*	CL 4,30	1903 11mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd*'sA&CP	Ybarra&Co.	236·9|34·6|14·8 B52' 22·6 BK$8\frac{3}{4}$" *WB=*	Seville Spanish *5BHCem* *CellDBa 61'*	T.3Cy18",$29\frac{1}{2}$"&$48\frac{1}{2}$"-33"(*s*) 160lb *80lb* 133NHP 2SB,*4rf*,GS53,HS1952 Blair&Co.Ld.Stockton *uE&B33' f94'318tAPT11t*	24 ″ 10 s 5 ″ 2 20 ″ 6	
22056 EADA	**Cabo Tres Forcas** ssBbo.No.3-6,26 ssBbo.No.2-31 *2Dks(1Stl)&Awng dk(Irn)*	2265 2135 1600	✠100A1 *Awng dk* *withfreeboard* 3,36 ~~1,35~~ ✠LMC BS~~1,35~~3,36 MS5,34	Bbo	*r*	CL ~~1,34~~ 3,36	1914 1mo	CiaEuskal-duna deConst Bilbao *Lloyd*'sA&CP	Ybarra&Co. *CellDBa*	273·5|38·7|24·1 B *onAwng dk*56' FK 110'*uE*18' *f*86' 366*t*	Seville Spanish *5BHCem* *APT33t*	T.3Cy.$19\frac{1}{2}$",$32\frac{1}{2}$"&$52\frac{1}{2}$"-36" 180lb *100lb* (*s*) 188NHP 2SB,*4cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s 5 ″ $2\frac{3}{4}$ 21 ″ $2\frac{3}{4}$	
22057 CSAK	**Cabo Verde** Ⓟ (*ex*SaoThiago, *ex*SantaBarbara) *1Dk*	4696 3398 2950					1908	Akt.Ges. "Neptun" Rostock	Cia.Nacional de Nav.	353·2|50·2|23·4 P24'B216'F43'	Lisbon Portuguese *WB*	T.3Cy.$22\frac{1}{16}$",$36\frac{5}{8}$"&$60\frac{1}{4}$"-$41\frac{3}{8}$" 231NHP A.G "Neptun," Rostock		
22058 EADB	**Cabo Villano** ssBbo.No.3-6,32 *1Dk(Stl)2nd dk(Stl)in holds& Web frames* *Longitudinal framing*	3754 3094 2523	✠100A1 *withfreeboard* 7,35 ~~8,34~~ ✠LMC MS5,32 BS~~8,34~~ 9,35 *Fitted for oil*	Bbo *fuel* 8,20	*v*	CL 8,34 *F.P. a*	1920 8mo *bove* 1	Echevarrieta y Larrinaga Cadiz *Lloyd*'sA&CP 50° F.	Ybarra&Co. *CellD*	330·1|48·0|22·9 P31'B91'F32' FK *B284' 870t FPT63t*	Seville Spanish *5BHCem* *APT175t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* 417NHP 2SB,*8cf*,GS147,HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s10 ″ $0\frac{1}{2}$ 23 ″ 9	
22059 133 IBOF	**Caboto** (*ex*WarCelt) ssVen.No.3-12,32 D.F. *1Dk(Stl)*	5225 4878 3147	✠100A1 12,33 ~~4,31~~ BS1,35 ✠LMC2,32	Rot Pal	*y*	CL 4,33	1919 2mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd*'sA&CP	Soc.Veneziana di Nav.a Vap. *CellDB34*	400·5|52·3|28·5 P49'B113'F39' FK *5'1131tDTa*	Venice Italian *8BHptCem* *28'1182tFPT120tAPT176t*	T.3Cy ~~27"~~ 44"&73"-48" (*s*) 180lb $27\frac{5}{16}$" 517NHP 3SB,*9cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11 25 ″ $3\frac{3}{4}$	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer.
22060 FOMN	**Cabourg** (exSierraMadre, exWarFife) D.F *Well deck* 1*Dk*	2423 — 1263			…		1918	S.P.Austin &Son,Ld. Sunderland	Soc.Maritime Nationale	285·9 P25'Q72'B66'F32' FK	41·9	18·9	Havre French *WB*	T.3Cy.25",41"&68"-45" 410NHP CenMarEngWksLd.WHpl	21 ″ 2	V †
22061 201058 WADK	**Cabrillo** Ⓟ Wood Wireless 1*Dk*	611 — 387					1904	W.Muller SanPedro,Ca.	Wilmington TransportationCo	182·0	32·0	13·5	LosAngeles,Cal. Utd. States	T.4Cy 18½",32"&(2)38"-26" 7NHP Utd.Eng.Works,SanFsco.		
22062	**Cachoeira** Ⓟ TwinSc 1*Dk*	*317* *231* *165*					1914	Murdoch & Murray,Ld. Pt.Glasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12"&24"-18" 40NHP J.G.Kincaid&Co.Ld.Grk.		
22063 247 IKZY	**Cadamosto** (exDictator-32) 1*Dk*	1010 874 595					1905	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·1 P11tH46tF30t	33·1	15·1	Venice Italian *WB*	T 3Cy.17",28"&47"-33" 127NHP StavangerStöberi&Dok		I
22064 217153 WLOO	**Cadaretta** *Fitted for oil fuel* 1*Dk*	2648 — 1621					1918	Albina E.&M.Wrks. Astoria,Or.	TheCharlesNelson Co.	289·0	44·1	19·2	S.Frncisco Utd. States	T.3Cy.22",36½"&60"-42" AlbinaEng.& 233NHP Mach.Wks.Astoria,Or.		R
22065 217293 WPUE	**Caddopeak** *Fitted for oil fuel* 1*Dk*	2865 — 1769					1918	Albina E.&M.Wrks. Astoria,Or.	TheCharlesNelson Co.	289·0	44·1	19·2	S.Frncisco Utd. States *WB*	T.3Cy.22",36½"&60"-42" AlbinaEng.& 233NHP Mach.Wks.Astoria,Or.		R
22066 140703 GQDX	**Cadillac** ssNwc.No.3-5,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. ssNwc.No.1-34 *Web frames* *Longitudinal framing* D.F. *Tonnage opening closed* 1917	12076 9024 7413	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~2,33~~ BS4,35 ✠LMC 7,34 ~~BS0,33~~ ~~MS7,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*12,17 *F.P. above* 150° F.	Nwc	gt†	CL 6,34	1917 12mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *Midship portion (cargo tanks) renewed* 1930	530·2 FK *CellDBuE&B*91' 353t*DT* f49' 910t*FPT*203t*APT*141t	66·3	33·8	Newcastle British 23*BHptCem*	Q4Cy.28½",41",58"&84"-54" 220lb (s) 793NHP 4SB,*16cf*GS296HS11392 FD Palmers'Co.Ld.Newcastle	42 ″ 1 s12 ″ 2¼ 30 ″ 2¼	
22067 117134 KFNN	— (exSteelKing) D.F. *Mchy.Aft* 1*Dk*2*trB*	3586 — 2855					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgrs*)	380·0 *WB*	50·0	24·0	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"-40" 231NHP AmericanS.B.Co.Clevelnd.		R
22068 LCGC	**Cadmus** *Fitted for oil fuel* 3*Dks*	1855 1013 1066					1926	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Bananfart (L.HarboeJensen &Co.*Mgrs.*)	267·3 P63tH150tF44t	39·2	22·0	Oslo Norwegian *WB*	T.3Cy 22½",36½"&61"-39" 232NHP KjbnhvnsFlydk.&Skbsv.		N
22069 149447 GKBD	**Caduceus** ssShl.No.1-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4364 4105 2645	✠100A1 *withfreeboard* 1,35 ✠LMC MS8,31 BS~~8,34~~ 5,35	Bry	z	CL ~~12,33~~ 12,35	1927 11mo *Lloyd*	Wm.Dobson&Co. Newcastle 'sA&CP	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB*348'1188t	400·4 F39' FK *FPT*120t*APT*198t	53·0	25·3	Newcastle British 6*BHCem* (*Coll toSh dk* 5 ,, *2nd* ,,)	T.3Cy.25½",42"&70"-48" (s) 180lb 410NHP 3SB,*9cf*,GS178,HS6900 N.E.MarineEngCoLd Nwc	27 ″ 10 s 3 ″ 3 24 ″ 10	
22070 386 IBPF	**Caffaro** *Fitted for oil fuel* D.F. 3*Dks*	6476 4703 3908					1924	Soc.Anon. Ansaldo SestriP'nente	"Tirrenia"(Flotte RiuniteFlorio-Citra)	408·8 B90'	53·7	28·2	Naples Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon.Ansaldo, Sampierdarena		I
22071 28 IBQF	**Cagliari** Ⓟ D.F. 2*Dks*&*Shade dk*3*trB*	2322 2068 1408					1907	N.Odero fu A.&Co. SestriP'nente	"Tirrenia"(Flotte RiuniteFlorio-Citra)	300·5 P15'B122'	38·5	17·2	Palermo Italian *WB*	T.3Cy.19⅜",32$\frac{11}{16}$"&55⅛"-39⅜" 190NHP N.OderofuA.&Co.		I
22072 FOMO	**Caid** (exAurélienScholl) Broken up 2*Dks*3*trB*	1603 — 1000					1905	DelaBrosse &Fouché Nantes	Soc.Mar.Nationale	247·5 H—F31' *WB*	35·3	21·9	Marseilles French	T.3Cy.18⅛",29½"&47¼"-35$\frac{7}{16}$" 133NHP DeLaBrosse&Fouché,Nts.		V
22073 TWBX	**Caïd Fasi** (exRebia,exWyoming) *Well deck* 1*Dk*	598 469 350			…		1907	R.Thompson&Sons,Ld Sunderland	Union d'EntreprisesMarocaines	176·0 Q85'B17'F23'	29·8	13·0	Kénitra Moroccan *WB*	T.3Cy.15½",25"&41"-27" Richardsons, 87NHP Westgarth&Co.Ld.Mdb.	13 ″ 0	V †
22074 TWCF	**Caïd Hassan** Iron&Steel (exLaCorse,exHermes,exLoukkos, exOlive) 1*DkIrn framingStl plating*	477 434 248			…		1893	W.Harkess &Son Middlesbro'	Union d'EntreprisesMarocaines	173·1 P23'F21' FK	26·6	11·9	Kénitra Moroccan *WB*	T.3Cy.15½",25"&41"-27" 92NHP Wstgrth,Englsh&Co.Mdb.	12 ″ 9	V †
22075 149412 GMKR	**Cairnesk** ssLth.No.2-35 ~~ssLth.No.1-30~~ *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	5007 4487 3015	✠100A1 *withfreeboard* 5,35 ~~5,32~~ MS5,35 BS9,35 ✠LMC~~3,31~~ ✠Lloyd'sRMC~~2,35 9,35~~ 4,36	Lth	z	CL ~~5,33~~ 5,35	1926 7mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland 'sA&CP	CairnLine ofStmships,Ld.(Cairns, Noble&Co.*Mgrs.*) *CellDB*343'1331t *DTa*34'863t	401·8 F49' FK *FPT*107t*APT*52t	55·3	26·3	Newcastle British 7*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,, 1 ,, *3rd*,,)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) 530NHP 3SB,*9cf*,GS150,HS6645 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3¾ 25 ″ 8	
22076 149417 GBKQ	**Cairnglen** ssShl.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	5019 4493 3024	✠100A1 *withfreeboard* 3,36 ~~8,34~~ ✠LMC8,34 ✠Lloyd'sRMC~~2,35 9,35~~ BS8,35 3,36	Shl Lth	z	CL ~~8,34~~ 3,36	1926 9mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland 'sA&CP	CairnLine of Stmships,Ld.(Cairns, Noble&Co.*Mgrs.*) *CellDB*343'1331t	401·8 F46' FK *DTa*34'863t *FPT*107t*APT*52t	55·3	26·3	Newcastle British 7*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,, 1 ,, *3rd* ,,)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) 530NHP 3SB,*9cf*,GS150,HS6645 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3¾ 25 ″ 8	
22077 119113 MGRM	**Cairngorm** ssBwg.2ndNo.3-12,23 *Mchy.Aft* ssAyr.No.2-32 *Well deck* 1*Dk*(*Irn*)	401 281 156	✠100A1 6,34 BS12,34 ✠LMC6,32	Ayr	g	CL 12,32	1904 4mo *Lloyd*	J.Shearer& Sons Glasgow 'sA&CP	Wm.Robertson	141·7 Q70'B9'F26' BK7" *WB*=	26·1	10·9	Glasgow British 3*BHCem* *FPT*45t	C.2Cy.18"&40"-27" (s) 130lb 91RHP 1SB,*3pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	12 ″ 3 s ″ 5½ 12 ″ 5	
22078 148865 GLPY	**Cairnhill** (exNitedal) ssHpl.No.3-6,25 ssCff.No.1-29 1*Dk*(*Stl*) Now "Ashbury," *see No.* 37050 *in Supplement*	3901 3600 2363	100A1 8,31 BS2,31 LMC10,29	Cff	w	CL 6,34	1924 *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	EastwoodS.S.Co. Ld.(W.A.Young &Co.*Mgrs.*) *CellDB*313'989t*FPT*118t*APT*84t	356·5 P30'B108'F35' FK	50·0	24·7	Glasgow British 6*BHCem*	T.3Cy.25",40½"&67"-45" (s) 180lb 415NHP 2SB(FD)&1AuxSB,*8cf*, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 4 ″ 8¾ 22 ″ 8¼	
22079 140707 GQKL	**Cairnmona** ssLth.No.3-4,30 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) ssNwc.No.1-35	4666 4223 2806	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~9,33~~ 9,34 ~~BS0,34~~ ✠LMC4,30 ✠Lloyd'sRMC~~8,34 7,35~~ BS10,35 4,36	Bly Shl	y	CL ~~8,34~~ 8,35	1918 3mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	CairnLine of Stmships,Ld. (Cairns, Noble&Co.*Mgrs.*) *CellDB*341'1160t*FPT*102t*APT*164t	390·2 FK	53·1	33·7	Newcastle British 6*BHCem*	T.3Cy.28",46"&75"-51" (s) 180lb 550NHP 3SB,*9cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 0¼ 25 ″ 0	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex.pard. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade
22080 145449 GFYX	**Cairnross** ssLth.No.3-2,34 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	5494 4926 3316	✠100A1 *Shelter dk* *with freeboard* 11,35 ~~3,33~~ ✠LMC MS2,34 BS~~6,34~~6,35 ✠Lloyd's RMC~~[illegible]~~10,35 5,35 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Lth	*a*†	CL ~~1,34~~ 11,35	1921 6mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	CairnLine of Stmships,Ld. (Cairns, Noble&Co. *Mgrs.*)	425·0 F49' *on Shelter dk* FK *Collision BHtoSh dk* 7 ,, ,, *U* ,, *Cell DB*366' 1301*t DTa*26' 959*t FPT*185*t APT*81*t*	55·0	26·6	Newcastle British *Cem*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 622NHP 3SB,9*cf*,HS7863 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6½ 26 ″ 8¼	
22081 140718 GQKM	**Cairnvalona** ssLth.No.3-3,30 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) ssShl.No.1-35	4929 4487 2971	✠100A1 *Shelter dk* *with freeboard* 5,35 ~~8,33~~ ✠LMC2,35 ✠Lloyd's RMC~~5,34~~ ~~[illegible]~~ BS3,36 4,36	Shl	*z*	CL 1,35	1918 8mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	CairnLine of Stmships,Ld.(Cairns, Noble&Co. *Mgrs.*)	415·2 FK *Collision BH to Shelter dk* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *only* *Cell DB* 365' 1250*t FPT*108*t APT*155*t*	53·1	25·2	Newcastle British *Cem*	T.3Cy.28",46"&75"-51" (*s*) 180lb 550NHP 3SB,9*cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 2¼ 24 ″ 10	
22082 DOQF	**Cairo**, Now "Memel," see No. 39078 in Supplement *OilEng.* 2*Dks* *CruiserStern*	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'F314'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each6Cy.$20\frac{7}{16}$"-27½" geared to 1 Sc. Shaft 870NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
22083 129183 GQCL	**Cairo City** (*ex*Iphigenia-33, *ex*Elmina,*ex*Albertville) 2*Dks*& *Shelter dk*	4792 4249 2997					1906	A.Stephen &Sons,Ld. Glasgow	FentonS.S.Co.Ld.	380·4	47·4	22·9	London British *WB*	T.3Cy.29",46"&77"-51" 424NHP A.Stephen&Sons,Ld.Gls.		V
22084 142711 GTBC	**Caithness** (*ex*Koolonga, *ex*Southmead, *ex*Sutherland) ssBly.No.3-3,31 1*Dk*(*Stl*) Now "David Dawson," see No. 37769 in Supplement	5286 4822 3203	✠100A1 11,34 BS11,34 ✠LMC5,31	Nwc	*y*	CL 11,34	1918 11mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	B.J.Sutherland& Co.Ld.	400·3 P49'B113'F39' FK *CellDB* 340' 1128*t FPT*133*t APT*204*t*	52·4	28·5	Newcastle British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11¾ 25 ″ 5¾	
22085 164255 VRXC	**Calabar** Ⓟ *OilEng.* *Cruiser Stern* 1*Dk*	1932 1270 1097					1935	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	249·4 P39'B96'F35'	41·2	16·3	Lagos British *WB*	Oil Engines 2S.C SA 5Cy.19⅝"-35⅜" 404NHP Harland&Wolff.Ld.Bel.		BT till 2,36
22086 5803 SMVA	**Calabria** ssAbg.No.3-10,29 ssSbg.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1277* *1097* *709*	✠100A1 *Shelter dk* *with freeboard* 2,36 ~~2,34~~ BS8,35 ✠LMC MS11,35 ~~BS7,34~~	Sbg ~~Skm~~ Got	*p*	OG ~~9,32~~ 8,35	1916 6mo *Lloyd's A&CP*	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb Svenska Lloyd (K.R.Bökman, *Mgr.*)	236·2 16·0 FK *CellDB* 203' 347*t FPT* 22*t APT*21*t*	37·7	24·0	Gothenbrg Swedish 4*BHCem*	T3Cy.$19\frac{3}{16}$",31½"&51½"-33" 185lb 204NHP 2SB,6*cf*,GS87,HS3636 (*s*) OskarshamnsM.V.Aktieb.	17 ″ 9 s ″ 2 17 ″ 9	
22087 200 SWGU	**Calafatis** (*ex*Syria,*ex*WarSyren) ssBdx.No.3-4,30 ssPir.No.1-35 2*Dks*(*Stl*)	4443 4091 2831	✠100A1 7,35 ~~4,34~~ ✠LMC MS4,34 BS~~7,34~~7,35	Sws Pir	*x*	CL 3,34	1917 8mo A&CP	Uraga DockCo.Ld. Uraga	*Exors. of the late* C.D.Calafatis (PetrosM.NomikosLd. *Mgrs.*)	360·0 P33'B91'F33' FK *CellBD*291' 934*t FPT* 143*t APT*53*t*	51·0	24·6	Syra Greek 6*BHCem*	T3Cy.24¼",40½"&67"-48"(*s*) 180lb 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 3 s 5 ″ 5¾ 23 ″ 0	
22088 212654 KDAW	**Calamares** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*ptDks* D.F. GyC. E.S.D.	7233 5891 3811					1913	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo. *Mgrs.*)	470·4 P48'B245'F47'	55·3	30·8	NewYork Utd.States *WB*	Q8Cy23½"33½"47½"&68"-45" 620NHP Workman,Clark&Co.Ld.		C
22089 PDIK	**Calandplein** (*ex*Lesreaulx, *ex*Pinemore, *ex*Den of Ewnie) ssRot.No.3-3,27 1*Dk*(*Stl*)&*Shelter* Now "Konstantinos Hadjipateras," see No. 38772 in Supplement	4684 4346 2842	✠100A1 *Shelter dk* *with freeboard* [illegible] BS6,31 ✠LMC5,27	Rot	*y*	CL N9,30	1913 11mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	NV.Scheepv.Maats Millingen(G.A. Spliethoff, *Mgr.*)	388·5 FK *Cell D Ba*136' *uE&B*41*f*167' 1214*t FPT*106*t APT*219*t*	54·1	26·0	Rottrdam Dutch 6*BHCem*	T3Cy.27½",44½"&74"-48" (*s*) 180lb 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 6½ 25 ″ 5	
22090 128969 MDKT	**Calcaria** **3Mst** *Mchy.Aft* *Well deck* 1*Dk*	569 389 224			...		1910	R.William-son&Son Workington	CalcariaS.S.Co.Ld (AlfredJ.Smith, Ld.)	164·8 Q95'B11'F21' FK	26·6	11·0	Workngtn British *WB*	T.3Cy.13",21½"&35"-27" 88RHP Ross&Duncan,Glasgow	13 ″ 2	C †
22091 143742 GDPT	**Calchas** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	10305 9303 6329					1921	Workman. Clark&Co.Ld Belfast	OceanS.S.Co Ld. (A.Holt&Co. *Mgrs.*)	490·8 P67'B121'F58'	62·4	39·6	Liverpool British *WB*	2SteamTurbinesDRgeared to2Sc.Shafts NE29 CammellLaird&Co.Bkn.		BT till ~~10,35~~ 10,36
22092 209763 KDZN	**Calcite** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	3996 — 2459					1912	Detroit S.B.Co. Wyandotte	BradleyTransptn. Co.	416·0 F49' *WB*	54·2	29·0	Rogers City,Mich. Utd.States	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitSB CoDetroitMich.		
22093 140563 MJBL	**Calcium** ssLiv.No.3-3,30 *Mchy.Aft* *Well deck* ssBkn.No.1-34 *Cargo battens not fitted* 1*Dk*(*Stl*)	613 448 280	✠100A1 ~~10,35~~ ~~2,36~~ 2,36 ✠LMC MS1,31 BS~~[illegible]~~,36	Bkn	*i*	CL ~~8,34~~ 10,35	1918 3mo *Lloyd's A&CP*	G.Brown& Co. Greenock	~~I.C.I.(General Chemicals),Ld.~~ I.C.I.(Alkali)Ld. *CellDBf* 105' 162*t*	180·4 B9'Q52'F27' FK *FPT*62*t APT*38*t*	28·1	10·8	Liverpool British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 81RHP 1SB,3*cf*,GS67,HS1798 McKie&Baxter,Glasgow	12 ″ 9 s 1 ″ 3½ 11 ″ 7	
22094	**Calcut** Ⓟ (*ex*City of Calcutta-35) Broken up	7679 *6637* *4899*					1903	Workman, Clark&Co.Ld Belfast		471·7 P86'B156'F91'	56·2	31·9	Japanese *WB*	T.3Cy.30",50½"&84"-60" 546NHP Wrkman.Clark&Co.Ld.Bel		C
22095 20373 JBCD	**Calcutta Maru** 2*Dks*	5339 4826 3214			...		1917	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K.	400·0 P39'B121'F40' FK	54·5	30·0	Tokio Japanese *WB*	T.3Cy.26½",44½"&75"-48" 490NHP MitsuBishiD.&E.Wks.Nag	30 ″ 0	C †
22096 140618 VJGV	**Caldare** **TwinSc** ssSyd.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Cruiser Stern*	760 551 281	✠100A1 1,36 ~~11,34~~ ~~[illegible]~~ ✠LMC ~~[illegible]~~ 11,34	Syd	*j*	CL 3,34	1930 12mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmithLd.) *CellDBuE7'f*86'	165·5 P35'F32' FK 166*tDTf*13' 65*t FPT* s44*t APT*48*t*	36·6	11·2	SydneyNSW British 4*BHCem*	T.6Cy.12",21"&34"-24" (*s*) 180lb 175NHP 2SB,4*cf*,GS83,HS3406 J.Lewis&Sons,Ld.Abn.	13 ″ 3 ~~s 1 ″ 0~~ ~~12 ″ 0~~ s1 ″ 4½ 12 ″ 0¾	
22097 282 IBTI	**Caldea** *OilEng* D.F. 2*Dks*	2703 1863 1622					1927	Cant.San RoccoS.A. SanRocco	LloydTriestino	308·2 P&B185'F35'	41·8	20·2	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 357NHP StabilimentoTecnico,Tri.		I
22098 143442 GBWZ	**Calderon** Wireless 1*Dk*&*Shelter dk*2*trB*	1374 1094 540					1919	CaledonSB &E.Co.Ld. Dundee	MacAndrews& Co. Ld.	270·6	38·1	16·2	London British *WB*	T.3Cy.21",34"&56"-39" 277NHP CaledonS.B.&E.Co.Ld.		C
22099 155314 VJGX	**Caledon** ssSyd.No.1-31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1063 739 580	✠100A1 7,35 ~~7,34~~ BS~~8,31~~ ✠LMC8,31 3,35	Syd	*m*	CL 7,34	1927 7mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmithLd.)	215·3 B11'Q132'F28' *CellDBu* FK *B&f*152' 232*t FPT* 70*t APT*58*t*	32·4	13·3	SydneyNSW British 3*BHCem*	T.3Cy.16",26"&43"-33" (*s*) 180lb 154NHP 2SB,4*cf*,GS67,HS2904 D.Rowan&Co.Ld.Glasgow	15 ″ 6 s 4 ″ 6 14 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22100 148878 GFJY	**Caledonia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy* E.S.D. *4Dks* D.F. Sub.Sig. GyC. *CruiserStern*	17046 12105 10036					1925	A.Stephen &Sons,Ld. Glasgow	AnchorLine~~(HendersonBros.)Ld~~ (1935)Ld.	553·0|70·4|38·7 B&F455′	Glasgow British *WB*	6SteamTurbinesDRgeared to2Sc.Shafts A.Stephen&Sons,Ld.Gls.		C BT till ~~11,36~~ ~~12,35~~ 12,36
22101 5545 SMRA	— (*ex*Orvar) *ss*Got.No.3-8,25 *ss*Sbg.No.2-34 *1Dk(Stl)&Shelter dk(Stl)*	*1268* *1061* *663*	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~9,34~~ MS6,33	Sbg Skm BS3,36 ✠LMC ~~BS9,34,7,35~~	*p*	OG 8,34	1913 12mo	Oskrshmns M.V.Aktieb. Oskarshamn *Lloyd*'*sAP*	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDBa66′uE&*	227·7|36·7|16·0 B *on Shelter dk* 30′ H105*t* FK *B33′f 93′346t FPT*	Gothenbrg Swedish *4BHCem* *37tAPT33t*	T3Cy.19″,31½″&51½″-33″(*s*) 185lb 204NHP 2SB,*6cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	18 ″ 0 s ″3¾ 17 ″10¼	
22102 161981	— Ⓟ **Pad** *CruiserStern* *2Dks*	624 437 282					1934	W.Denny &Bros.Ld. Dumbarton	London,Midland& ScottishRly.	223·6|30·1| 9·4 Q14′B114′	Glasgow British	T.3Cy.20″,31½″&50″-60″ 193NHP W.Denny&Bros.Ld.Dmb.		BT till ~~2,36~~ 1,37
22103 160195 GBNR	**Caledonian Monarch** *1Dk*	5851 5441 3646					1928	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vérel,Ld.*Mgrs.*)	430·6|56·2|28·0 P49′B131′F45′	Glasgow British *WB*	Q.4Cy.25″,35½″,51″&72″-51″ 370NHP J.Brown&Co.Ld.Glasgow		C
22104 126863	**Calgadoc** (*ex*ThomasJ.Drummond) *Mchy.Aft* *1Dk*	2201 1980 1664					1910	A.McMil- lan&Sons,Ld. Dumbarton	PatersonSteam- ships,Ld.	247·8|43·7|22·8 F39′ *WB*	Ft.William Ont. British	T.3Cy.20½″,33″&54″-36″ 175NHP Muir&Houston,Ld.Gls.		C
22105 112205 CYMS	**Calgarian** (*ex*Glenellah) *Mchy.Aft* *2Dks*	2272 2041 1454					1905	CaledonS. B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0|43·2|23·5 F37′	Hamiltn,O British *WB*	T.3Cy.19½″,33″&54″-36″ 175NHP CaledonSB.&E.Co.Ld.Dun		C
22106 160725 VGCB	**Calgarolite** **TwinSc** *OilEng.* *ss*Hfx.No.1-33 *2Dks(Stl)&Webframes* *Mchy.Aft* D.F. GyC. *CruiserStern* *Longitudinalframing-bracketless system*	11941 11333 6270	✠100A1 3,36 ✠LMC CS7,34 3,36 DBS(WTB)8,35 *CarryingPetroleum in bulk*	Hfx Bel	*h*†	CL 7,34	1929 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*) *CellDBuE65′163t* *DTf44′1314tFP*	521·5|70·4|38·7 B37′F41′ *After*B37′ FK *T245tAPT196t* 4	Montreal British *17BHptCen* *ptAsp* *BHto2nddk*	Oil Engines 2S.C.SA 12Cy.26¾″-51 3/16″ 1496NHP 2 Water Tube DB *270lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 8¼ 30 ″ 4½	
22107 143707 GFJT	**Calgary** *ss*P.Nl.No.3-4,33 D.F. *Ref.Mchy.* *2Dks(Stl)*	7206 6582 4486	✠100A1 9,35 ~~12,34~~ BS9,35	PNl Shl ✠LMC5,34	*b*†	CL 3,34	1921 2mo	J.Brown& Co.Ld. Clydebank *Lloyd*'*sA&CP*	ElderDempster Lines,Ld.	440·1|59·2|31·1 P37′B188′F49′ *CellDB378′1299t* *FPT142tAPT40t* FK	Liverpool British *7BHCem*	3 Steam Turbines DR geared to1 Screw Shaft (*s*) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33 ″ 11 s 7 ″ 3¼ 26 ″ 9¾	
22108 DHDK	**Cali** (*ex*Fredenhagen) Wireless *1Dk*	1023 710 616					1915	Schiffsw.v. H.KochA.G. Lübeck	Norddeutscher Lloyd	216·5|32·9|13·0 P114′F27′	Bremen German *WB*	T3Cy17 9/10″,29½″&45 7/10″-29½″ 113NHP OttensenerMaschf.Altona		G
22109 215976 WQBR	**Caliche** (*ex*ChestnutHill) *OilEng.* *Mchy.Aft* *2Dks&Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	4767 4449 2923			...		1918	Pennsyl- vaniaS.B.Co. Gloucester, N.J.	Motorship "Caliche"Corp.	364·9|51·0|29·5 P95′B34′F31′ FK	NewYork Utd.States *Wb*	Oil Engines 4S.C.SA 4Cy.29″-48″ NE28 326NHP McIntosh&SeymourCorp. Auburn,N.Y.	31 ″ 3	R †
22110 227115 WMCM	**California** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* *5Dks* GyC. Sub.Sig. *Cruiser Stern*	17833 — 9511					1928	NwprtNws S.B.&D.D.Co NewprtNews	AmericanLineS.S. Corp.	574·4|80·3|20·5 B313′F57′ | 52·0	NewYork Utd.States *WB*	2 Steam Turbines connec- ted to Electric Motors & Sc Shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
22111 147871 GDJZ	— Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* *3Dks* GyC. Sub.Sig. *Cruiser Stern*	16792 12093 9930					1923	A.Stephen &Sons,Ld. Glasgow	AnchorLine~~(HendersonBros.)Ld~~ (1935)Ld.	553·0|70·4|38·8 B270′B&F457′	Glasgow British *WB*	6 DR Geared Steam Tur- bines A.Stephen&Sons,Ld.Gls.		C BT till ~~2,36~~ 12,36
22112 306 ICPO	— Ⓟ **TwinSc4Mst** (*ex*Albania) *ss*Tri.No.3-12,30 *Ref.Mchy.* *2Dks(Stl)&Shelter dk* *(Stl-ws)3rd dk(Stl)in No.1 hold* D.F. GyC. *ss*Gen.No 1-35	~~12951~~ ~~11776~~ ~~8025~~ 13060 11776 7519	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~9,34~~ MS~~4,30~~2,34 Lloyd'sRMC1,35	Gen ✠LMC BS~~9,34~~7,35	*h*†	CL s4,33 P1,35	1920 12mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd*'*sA&CP*	Nav.Libera TriestinaS.A. *CellDB446′2054t* *1031tDTa43′1395t*	539·0|64·0|43·9 523·1 F *on Shltr dk*86′ FK *DTf25′ Collision* *FPT139t APT63t*	Trieste Italian *ptCem* *BH to S dk* *8 ,, ,, U ,,*	4 Steam Turbines DR geared to2 Screw Shafts 200lb (*r*) 1458NHP 1Aux.B*made*10*refitted*30 3DB,1Aux.B,*21cf*,GS449, HS19743 FD Scotts'S.B.&E.Co.Ld.Grk.	46 ″ 9 s15 ″ 7½ 31 ″ 9	
			Fitted for oil fuel 12,20			*F.P. above* 150°F.								
22113 221170 KDRC	— **TwinSc** (*ex*HelenVinmont, *Fitted for oil fuel* *ex*Agwismith) *3Dks* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. *Longitudinal framing*	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co NewprtNews	TheTexas Company	500·0|68·2|29·3	Wilmgton (Del.) Utd.States *WB*	T.6Cy.20½″,35″&60″-42″ 457NHP NewportNewsSB&DD.Co.		R
22114 219775 KUKV	— (*ex*WestHixton) *Fitted for oil fuel* *2Dks*	5441 3386					1920	Ls.Angeles S B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0|54·4|27·2 P43′B115′F47′	Portlnd,Or Utd.States *WB*	T.3Cy.28½″,47″&78″-48″ LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
22115 OYCB	— **TwinSc** *OilEng.* *1Dk&Awng dk*	4576 4011 2831					1913	Akt.Bur- meistr&Wain Copenhagen	DetForenede Dampskibsselsk.	405·4|54·2|31·6 P47′B86′F45′ 34·96	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 16Cy.21¼″-28¾″ 704NHP Akt.Burmeistr&Wain,Cpn		V
22116 209117 KMWP	— Ⓟ **Wood** (*ex*Willamette-32) *Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk*	953 — 475					1911	H.D.Ben- dixsen Fairhaven	California Whaling Co.	194·7|40·0|15·2	S.Frncisco Utd.States	T.3Cy.13½″,23″&40″-30″ Moore&Scott 88NHP I.Wks.Oakland,Cal.		
22117 LFDP	**California Express** **TwinSc** *OilEng.* *Ref.Mchy.* *2Dks(Stl-Weather dk ws)* Sub.Sig. *3rd dk in forward holds* D.F. *CruiserStern*	3649 2956 2219	✠100A1 *withfreeboard* ~~Bet~~ ~~1,36~~ 1,36 ✠Lloyd'sRMC~~1,35 7,35~~ 1,36 for temp. 55°F.	Gls ✠LMC1,34	*v*	CL ~~7,35~~ ~~P1,36~~ 4,36	1934 1mo	Götaver- kenA/B Gothenburg *Lloyd*'*sA&CP*	Skibs.A/S Wenoka (S.Herlofsen&Co. A/S,*Mgrs.*) *CellDBuE&f158′* *DTsa695t*	338·4|47·2|27·1 334·4 F154′ FK 427*t* (*FPT35tAPT60t*	Oslo Norwegian *5BHptCem* *Coll to Wdk* *4 ,, 2nd,,)*	Oil Engines 4S.C.SA 16Cy.21⅝″-39⅜″ 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7 21 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres en vertu et sous la L. R. Durée Cert. Refrig.
22118 ~~[illegible]~~ ~~[illegible]~~ HPGA	**California Standard** TwinSc *Mchy.Aft* *OilEng.* ssS.Fo.No.1-33 1*Dk(Stl)*2nd*Dk(Stl)in fore hold* 2nd&3rd*Dk(Stl)aft& Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system*	11246 10862 6953	✠100A1 ~~[illegible]~~ ~~[illegible]~~ 2,36 DBS~~[illegible]~~ 5,35 ✠LMC12,33 ✠LMC(M)2,36 *Carrying Petroleum in bulk*	LAn Fal	*g*†	CL ~~10,32~~ 2,36	1929 4mo *Lloyd's A&CP*	Frd.Krupp Akt Ges. Kiel	ForeignTankship Corporation *CellDBu E81'329tDT*	513·5 | 68·1 | 39·5 B39'F44' FK *f49'695t FPT285t*	Panama Panamanian 12*BHptCem ptAsp* *APT185t*	Oil Engines 2S.C.SA 8Cy.26$\frac{5}{8}$"-51$\frac{3}{16}$" 995NHP 2 Water Tube DB *200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 " 5 s9 " 10½ ~~29 " 10~~ 29 " 10¼	
22119 222054 WACB	**Californian** TwinSc *OilEng.* ssS.Fo.No.2-30 1*Dk(Stl)& Shelter dk(Stl)* 2nd *dk* D.F. GyC. *(Stl)in forward holds*	5908 5469 3651	✠ ... 3,34 ✠	SFo			1922 5mo	Merchant S.B.Corp. Chester,Pa.	American-HawaiianS.S.Co. *CellDB380'1493t*	445·1 | 59·8 | 27·1 FK *Coll* *FPT231t APT185t*	NewYork Utd.States *ptCem BHtoShdk* 6 " " *U* " 1 " " 2nd "	Oil Engines 4S.C.SA 12Cy.29½"-45¼" 987NHP Wm.Cramp&SonsS.&E.B.Co.Philadelphia	31 " 0	R †
22120 204629 KJEN	**Calistoga** Ⓟ (*ex*Florida) 2*Dks*	2680 — 1516					1907	Maryland SteelCo. Sparro'Pt.Md	SouthernPacific GoldenGate Ferries,Ld.	298·0 | 45·0 | 16·1	S.Frncisco Utd.States	T.4Cy.24½",40"&(2)47"-42" NB22 286NHP MarylandStl.Co.Sparr'Pt.		
22121 342 IBPI	**Calitea** Ⓟ TwinSc *OilEng.* 2*Dks* *Cruiser Stern*	4013 — 2086					1933	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino	334·1 | 49·8 | 31·5 B62'	Trieste Italian *WB*	Oil Engines 2S.C.SA 14Cy.20½"-32$\frac{5}{16}$" 1024NHP Soc.An"Fiat"S.G.M.Turin		I
22122 ~~[illegible]~~ HPFA	**Calliope** TwinSc *OilEng.* ssBmn.No.2-34 *Mchy.Aft* 1*Dk(Stl)& Shelter dk(Stl)&* D.F. Sub.Sig. *Web frames* *Longitudinal framing*	8745 8417 4944	✠100A1 *Shelter dk with freeboard* 1,36 ~~5,35~~ ✠LMC CS3,34 1,36 DBS1,36 ~~DBS5,35~~ *Carrying Petroleum in bulk*	Bmn ~~Ham~~	*d*†	CL ~~SN~~ ~~10,32~~ ~~FN6,35~~ 1,36	1926 8mo *Lloyd's A&CP*	Howaldts-werke Kiel	PanamaTransportCo. ~~Ges.m.b.H.~~ (WariedTankschiffRhedereiG.m.b.H.*Mgrs.*) *CellDBa&uE93'*	470·2 | 63·2 | 35·3 B34'F39' FK *287tDTf36'275t FPT182tAPT72t*	Panama Panmanian 18*BHptCem ptAsp* *(18 to U dk)*	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{8}$"-41$\frac{3}{4}$" 776NHP 3DB70*lb* 2 Water Tube DB-*200lb* Howaldtswerke,Kiel	35 " 6 s8 " 6 27 " 4	
22123 Broken up ZMKB	**Calm** (*ex*Cuyaba,*ex*Skell) *Well deck* 1*Dk*	892 653 523			...		1909	Short Bros. Ld. Sunderland	~~CanterburySteam ShippingCo.Ld.~~	205·0 | 33·0 | 11·4 P15'Q51'F25' FK	LyttltnNZ British *WB*	T.3Cy.16",28"&46"-30" 143NHP G.Clark,Ld.Sunderland	13 " 10	
22124 220425 KDBY	**Calmar** (*ex*AlbertJeffress, *ex*EasternImporter) *Fitted for oil fuel* D.F. 2*Dks& Awng dk*	5787 4123 3586			...		1920	MitsuiBussanKaisha Ld TamaDkyd.	CalmarS.S.Corp.	385·0 | 51·0 | 33·7 FK	NewYork Utd.States *WB*	T.3Cy.26",43½"&72"-48" 554NHP KobeSteelWorks,Ld.Kobe	36 " 0	R †
22125 212642 WKCP	**Caloria** (*ex*Chatham) ssN.Os.2ndNo.3-10,31 1*Dk(Stl)&deep framing& Shelter dk(Irn)* ssN.Os.No.1-36	4095 3281 2543	✠100A1 *Shelter dk with freeboard* 2,36 ✠LMC MS2,36 BS1,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,12 *F.P.above* 150° F.	NOs	*c*	CL ~~4,32~~ 10,35	1906 3mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *WB=CellDBuE24'90t*	370·4 | 51·0 | 22·4 FK *FPT 105t*	N.Orleans Utd.States 14*BHCem* *APT91t*	T.3Cy.26½",44"&72"-48" (*r*) 180lb 458NHP 3SB.1AuxSB,9*rf*,2*pf*GS209 138lb(AuxB) HS8009 Blair&Co.Ld.Stockton	32 " 11 s9 " 1½ 24 " 3	
22126 147204 GCJV	**Calumet** ssMtl.No.2-31 *Ref.Mchy.* 2*Dks(Stl)* D.F.	7268 6629 4462	✠100A1 7,31 ~~BS7,34~~ BS9,35 ✠LMC8,30 ✠Lloyd'sRMC~~7,34~~5,35 for temp. 25° F.	Liv	*b*†	CL 6,34	1923 3mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	ElderDempster Lines,Ld. *Cell*	440·2 | 59·2 | 31·1 P37'B188'F49' FK *DB378' 1421tFPT*	Liverpool British 7*BHCem* *163tAPT34t*	3SteamTurbinesDR geared to 1Sc.Shaft (*s*) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.	33 " 11 s7 " 8½ 26 " 9¾	
22127 204447	— GyC. *Mchy.Aft* 1*Dk*	4641 — 3385					1907	DetroitS. B.Co. Wyandotte,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0 | 52·2 | 29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		
22128 127606 KJEO	**Calvert** 1*Dk*	889 — 604					1902	Neafie& Levy Philadelphia	SoundS.S.Lines	180·0 | 40·0 | 10·3	Baltimore Utd.States	C.2Cy.24"&40"-48" Neafie & 92NHP Levy,Philadelphia,Pa.		
22129 143069 GBFM	**Calypso** Ⓟ (*ex*Alexandra Woermann,*ex*Bruxellesville) 2*Dks& deep framing* Sub.Sig.	3820 2843 2333			...		1898	SirRaylton Dixon&Co Ld Middlesbro'	Ellerman'sWilson Line,Ld.	353·6 | 44·2 | 23·4 P&B248'F44' FK	Hull British *WB*	T.3Cy.27",43"&72"-48" 432NHP T.Richardsn&Sns.Ld.Hpl	26 " 0	C † ST till ~~4,35~~ 5,36
22130 PDIU	— *Fitted for oil fuel* 2*Dks* *Ref.Mchy.* *Longitudinal framing*	2258 1653 1415					1911	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 | 42·0 | 19·2 Q107'B77'F42'	Amstrdam Dutch *WB*	T.3Cy.21",35"&56"-39" 196NHP NedFb.v.Wrk&Spoor,Ams		V
22131	**Camagüey** ssHna.No.1-35 1*Dk* *Welldk*	*1399* *899* *815*	✠100A1 *withfreeboard* 7,35 ~~4,31~~ ✠LMC~~4,31~~ 7,35 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	Hul Hna	*o*	CL 11,34	1931 4mo *Lloyd's A&CP*	Earle'sS.B. &E.Co.Ld. Hull	EmpresaNav.de Cuba,S.A. *Cell*	240·6 | 37·1 | 12·6 P&B143'F30' FK *DB201'295t FPT*	Havana Cuban 4*BHptCem* *49tAPT41t*	T.3Cy.18",30"&50"-36" (*s*) 180lb 195NHP 2SB.6*cf*, ,HS3450 Earle'sS.B.&E.Co.Ld.Hull	14 " 6 s2 " 10½ 12 " 1¾	
22132 PUAO	**Camamú** (*ex*Steiermark) Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* 2*Dks*	5546 — *3510*					1911	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	399·8 | 52·7 | 24·4 F33'	R.Janeiro Brazilian	Q.4Cy.23",31½"47"&71"-47" NB30 345NHP A.G."Vulcan,"Stettin		V
22133	**Camaragibe** (*ex*Mirabella, *ex*Enare,*ex*B.G.Kronberg) 1*Dk*	1848 1638 1117					1915	Sörlandets Skibsbyggeri Fevig	Cia.Commercio e Navegação	265·0 | 42·1 | 17·9 P22'B71'H147*t* F29'	R.Janeiro Brazilian *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
22134 139631 VTDP	**Cambay Prince** (*ex*JollyIris-32, *ex*HaniIII, *ex*B.A.H.W.No.16) ssBom.2ndNo.3-10,34 1*Dk* *Mchy.Aft*	455 342 249	✠ A- *withfreeboard* 11,35 BS11,35 ✠LMC10,34 *For Service between Calcutta& Chandbali*	Bom		CL 9,34	1913 6mo	C.H.Walker&Co.Ld. Sudbrook	Suleman Tarmohamed	158·0 | 29·7 | 8·3 P55'*BonQdk*13' F20' FK *FPT38tAPT8t*	Bombay British 3*BHCem*	C.2Cy.15¼"&30"-20" (*s*) 125lb 52RHP 1SB,2*pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 " 4 s " 11 8 " 6	
22135 145571 VTDR	**Cambay Star** (*ex*JollyCharles-32, *ex*Wynstone) ssGms.No.3-9,32 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	637 431 320	✠100A1 1,36 ~~10,31~~ ✠NB5,51 ✠LMC9,32 BS~~10,31~~1,36	Bom	*i*	CL ~~9,32~~ 12,35	1920 11mo *Lloyd's A&CP*	J.Chambers,Ld. Lowestoft	CambayState (PortDevelopment Committee) *CellD*	168·0 | 27·5 | 11·0 Q69'F24' FK *Bf95' 160t FPT85t*	Bombay British 3*BHCem* *APT34t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 111NHP 1SB,3*cf*,GS61,HS1940 G.T.Grey&CoLd.S.Shields	13 " 4 s1 " 2 12 " 3	
22136 147619 MLVR	**Camberwell** ssShl.No.2-32 *Well deck* 1*Dk(Stl)* Sub.Sig. *Cargo battens not fitted*	1577 1309 906	✠100A1 5,35 ~~7,31~~ ✠LMC MS7,32 BS~~7,31~~ 5,35	Shl	*p*	CL ~~7,34~~ 5,35	1924 4mo *Lloyd's A&CP*	TyneI.S.B. Co.Ld. Newcastle	SouthMetropolitanGasCo. *CellDB175'352t DT29'105t at sides of tunnel*	244·1 | 36·7 | 18·5 Q96'B51'F22' FK *FPT86t*	London British 6*BHptCem* *APT45t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 182NHP 2SB,6*cf*,GS90,HS3260 N.E.MarineEng.CoLdNwc	20 " 6 s2 " 4½ 18 " 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22137 133529 PUNA	**Camboinhas** (*ex*Tiara-33) ssShl.No.3-12,25 *Cargo battens not fitted* ssRio.No.2-34 1*Dk*(*pt Irn pt Stl*)	4068 3747 2557	✠100A1 4,36~~2,35~~ MS3,34	Rio ✠LMC BS~~7,34~~ 4,36	*w*	CL ~~1,33~~ 2,36	1913 4mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	Cia.deCabotagem dePernambuco *CellDBa119'uE&B4*	364·0|50·8|24·2 P29'B105'F34' FK *0'f158'900t FPT9*	Prnmbuco Brazilian 6*BHCem* *7tAPT158t*	T.3Cy.25",42"&68"-45" (*r*) 180lb ~~85lb~~ 341NHP 2SB,6*cf*,GS121,HS5312 N.E.MarineEng.Co.Ld.Sld	26 ″ 8 s 4 ″ 8¾ 22 ″ 2	
22138 FNWC	**Cambraisien** 2*Dks*	3151 2919 1964			...		1921	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	Cie.desBateaux àVap.duNord	331·4|47·3|22·1 P29'B170'F39' FK	Dunkirk French *WB*	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
22139 207568 WDDY	**Cambria** (*ex*E.H.Utley) D.F. *Mchy.Aft* 1*Dk*	6287 — 4861					1910	Detroit S.B.Co. Wyandotte	Bethlehem Transptn.Corp.	504·0|54·2|31·0 F44' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitSBCo.Detroit		
22140 144971 EIBD	— Ⓟ **TwinSc** *Shelter dk* Sub Sig.	3462 1818 1396			...		1921	W.Denny& Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6|45·2|17·2 BK7"	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
22141 120495 GQXZ	— **TwinSc** *Cable Vessel* ssPly.2ndNo.3-1,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teaks) &*pt lower dk*(*Stl*)*in holds*	1959 1817 1004	✠100A1 *Spar dk* 7,35~~9,34~~ BS3,35	Ply Fal ✠LMC1,33	*s*	CL 12,32	1905 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	Eastern Telegraph Co.Ld. *WB= CellDBa52'* *between & at sides o*	283·0|37·1|16·2 B84' 23·8 FK&BK2" *uE20'f122'Tanks* *f tunnels266t FPT*	London British 5*BHCem* *35tAPT70t*	T.6Cy.16",26"&44"-33" (*r*) 190lb *110lb* 294NHP 2SB,6*cf*,GS109,HS4112 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s 4 ″ 6½ 22 ″ 3	
22142 102489 MNSB	— Ⓟ **PadSp** (*ex*Cambridge,*ex*Cambria) 1*Dk*	420 333 159					1895	H. Mc- Intyre&Co. Alloa	P.&A.Campbell Ld	225·0|26·1| 9·4 Q10*t*H20*t*	Bristol British	C.2Cy.37"&67"-66" NB12 304NHP Hutson&Son,Glasgow		
22143 146282 MLCZ	**Cambrian Coast** (*ex*Kinsale-33, *ex*CumberlandCoast, ssBrs.No.3-3,34 *ex*Gorilla) 1*Dk*(*Stl*) *Mchy.Aft*	763 594 343	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~3,34~~	Brs Nwc BS5,35 ✠LMC3,34	*k*	CL ~~2,34~~ 5,35	1922 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	CoastLines,Ld. *CellDBu*	200·2|31·1|11·9 FK *E21'f120'193tFPT*	Liverpool British 3*BHCem* *28tAPT4t*	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0¼	
22144 144589 GDFR	**Cambridge** (*ex*Vogtland) **TwinSc** ssFal.No.3-11,34 D.F. 3*Dks*(*Stl*)4*th dk*(*Stl*) *Ref.Mchy.* *in No. 1 hold*	10846 10265 6678	100A1 *withfreeboard* ~~3,35~~11,35 MS11,34 ✠NB(CF)11,18*refitted*12,23 ✠Lloyd'sRMC~~3,35~~ 11,35 *Fitted for oil fuel* 11,25 *F.P. above* 150° F.	Gls Fal LMC BS3,35		CL 10,34	1916	J.C.Teck- lenborgA.G. Weser- münde-G.	FederalStm.Nav Co.Ld. *CellDB*	524·5|65·7|37·3 P67'B140'F45' FK *482'2198t FPT129t*	London British 9*BHptCem* *APT121t*	T.6Cy.28⅛",45½"&74"-51¼" 200lb (*s*) 1106NHP 6SB,18*cf*,GS348,HS15825FD J.C.TecklenborgA.G.Wsm	40 ″ 5 s10 ″ 9½ 29 ″ 11	
22145 107216 WBCE	— Ⓟ (*ex*Atlanta) 2*Dks*	2094 — 1399					1896	W.Cramp &Sons Philadelphia	ColonialNav.Co.	225·3|42·1|14·2	NewYork Utd.States	T.3Cy.24",38"&62"-36" 231NHP W.Cramp&Sons,Phl.		
22146 126668	— Ⓟ **Comp**	834 — 692					1890	Wm.E. Woodall&Co. Baltimore	Estate of Wm.M.Mills	165·3|37·5|10·1	NewYork Utd.States	C.2Cy.20"&36"-26" 55NHP		
22147 FOLB	**Cambronne** ssNts.No 3-3,32 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in Nos.*1,2&3 *holds* *Longitudinal framing in DB & at decks*	3059 2803 1904	✠100A1 6,35~~4,34~~ BS~~8,34~~ 8,35	Nts ✠LMC6,31	*u*	CL ~~3,32~~ 6,35	1919 6mo *Lloyd*	Grangemth Dkyd.Co.Ld. Gr'ngemouth '*sA&CP*	~~Soc.Anon.~~Char- geursdel'Ouest	331·4|46·7|23·2 P33'B97'F28' FK *CellDB276'833t FPT*	Nantes French 7*BHCem* *113tAPT36t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD D.Rowan&Co.Ld.Glasgow	25 ″ 7 s 4 ″ 0½ 21 ″ 9	
22148 220909 KDKL	**Camden** ssMob.No.2-28 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *CarryingPetroleum in* *bulk. Fitted for oil fuel*	6653 6125 4153			...		1921	NewYork S.B.Corp. Camden, N.J.	CamdenTankers, Inc.(Pennsylvania Shipping Co.*Mgrs*)	419·5|56·5|33·3 P101'B36'F34' FK	NewYork Utd.States *WB*	T.3Cy.$27\frac{7}{16}$",45"&75"-51" 601NHP NewYorkS.B.Corp.	33 ″ 4	R †
22149 204087 WECD	— Ⓟ **TrpSc** *Fitted for oil fuel* 1*Dk*	2153 — 1143					1907	BathIron Works,Ld. Bath,Me.	EasternSteamship Lines,Inc.	320·5|40·0|16·1	Portsmth, N.H. Utd.States	3SteamTurbines BathIron Works,Ld.Bath,Me.		
22150 136736 MFRJ	— (*ex*Edenor) ssShl.No.3-7,23 ssSld.No.2-32 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1449 1261 810	✠100A1 6,35 ~~8,34~~ BS~~8,34~~ 8,35	Gmh ✠LMC7,32	*n*	CL 8,34	1911 4mo *Lloyd*	Osbourne, Graham&Co. Sunderland '*sA&CP* *WB*	CharringtonSSCo. Ld.(Charrington. Gardner,Locket& Co.Ld.*Mgrs*) *= CellDBa77'uE&*	240·2|34·2|20·1 P18'F23' FK *B29'f96'322tFPT4*	London British 4*BHCem* *8tAPT65t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 148NHP 2SB,4*pf*,GS68,HS2366 MacColl&Pollock,Ld.Sld.	22 ″ 2 s 6 ″ 1¼ 16 ″ 3¼	
22151 144002 GMNV	**Camerata** ssHpl.No.1-35 1*Dk*(*Stl*)	4875 4559 3006	✠100A1 ~~3,35~~12,35 BS5,35	Hpl Mdb ✠LMC~~5,34~~ MS9,35	*y*	CL ~~7,33~~ 12,35	1931 5mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	LaTunisienneStm. NavigationCo.Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE147'f*	393·4|53·8|26·6 P30'B117'F39' FK 175'1133*tFPT*142*t*	Swansea British 6*BHCem* *APT155t*	T.3Cy.25",42⅛"&69"-48" (*r*) 200lb *120lb* 427NHP 2SB,6*cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.SShl	29 ″ 0 s 5 ″ 7¼ 23 ″ 7½	
22152 144242 GDXS	**Cameronia** Ⓟ **TwinSc** ssGls.No.3-8,33 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl-ptws*)3*rd dk*(*Stl*)*in holds* Sub.Sig. *Ref.Mchy* *CruiserStern* GyC.	16297 12067 9607	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~1,34~~ ~~BS11,33~~ ✠Lloyd'sRMC8,34 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Gls BS10,35 ✠LMC1,32		CL 1,34	1920 9mo *Lloyd*	W.Beard- more&Co.Ld Glasgow '*sA&CP*	AnchorLine ~~(HendersonBros.~~ ~~Ld.)~~ (1935)Ld. *CellDBa&u* *Nos* 1,3&4 *holds* 3451	552·4|70·4|38·8 B&F455'*onShelter* *dk* FK *E&B258'f143'2035t* *t F.W. tanks at sid*	Glasgow British *ptCem* 10*BHtoS dk* *DT's in* *es of tunnels*	6SteamTurbinesDR gearedto2Sc.Shafts (*s*) 220lb HS29164 2550NHP 3DB&3SB36*cf*,GS744 FD W.Beardmore&Co.Ld. 80'421*tFPT*98*tAPT*102*t*	42 ″ 9 s12 ″ 3½ 30 ″ 9¾	BT till 9,36
22153	**Camina** (*ex*KatharineR.,*ex* **TwinSc** Yacht,*ex*Emeline, ssN.Yk.No.3-6,12 *ex*Riviera,*ex*Katoomba) 2*Dks* *OilEng.*	398 — 212	✠ 4,16				1898 12mo	AilsaSB.Co Troon	L.Ellson	175·3|24·1|13·3	Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.9"-13" NE23 113NHP SouthwarkHarris		
22154 137796 GQYX	**Camito** Ⓟ **TwinSc** Sub.Sig. D.F. *Ref.Mchy* E.S.D. 4*Dks*	6828 5204 3979					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3|54·2| 30·4 P40'B195'F47'	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~7,35~~ 1,37

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exparé. Lettre d'Équipement	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 [illegible]
22155 230607 KDEW	**Camor** (*ex*Paco,*ex*Philip Publicker) *ss*Bal.No.3–8,31 D.F. 1*Dk*(*Stl*) *ss*NYk.No.1–35	2398 1988 1439	✠100A1 ~~4,25~~~~11,34~~ 1,36 ~~BS8,31~~ 8,35 ✠LMC~~8,34~~ MS4,35 *Carrying oil fuel F.P. above 150° F. or Molasses in bulk* *Fitted for oil fuel 9,20 F.P. above 150° F.*	NYk	*r*	CL 6,34	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP	Proctor&Gamble Transportation Co.	251·0 P25'B64'F22' FK *CellD B206'537t FPT60t APT82t*	43·7	22·2	Cincinnati Utd.States 10*BH*	T.3Cy.19",32½"&54"–40" (*s*) 190lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s 3 ″ 2¾ 21 ″ 2¼	
22156 121204 CYGQ	**Camosun** *ss*Vcr.2ndNo.3–3,30 1*Dk*(*Stl*-ws)&*Webframes*& *pt Awngdk*	1369 692 794	✠100A1 *pt Awng dk with freeboard* 1,31 BS1,31 ✠LMC5,30 *Fitted for oil fuel 9,19 F.P. above 150° F.*	Vcr	*n*	CL N3,30	1905 2mo	Bow,McLachlan&Co. Ld. Paisley *Lloyd'sA&CP*	UnionSteamships Ld.	192·7 *pt Awngdk*144' BK8' *WB=CellDBa40'uE&B35'f75'184tFPT32tAPT9t*	35·2	14·9	Vancouver B.C. British 5*BHCem*	T.3Cy.18½",30"&50"–36" (*s*) 170lb 224NHP 2SB,6*cf*,GS148,HS4296 Bow,McLachln&CoLdPsy	17 ″ 3 s 1 ″ 9½ 16 ″ 6	
22157 EEGP	**Campalans** TwinSc 1*Dk* *Mchy.Aft* *Longitudinal framing–bracketless system*	1060 874 498	✠100A1 ~~8,34~~ 11,35 ✠LMC8,34 *Carrying oil in bulk F.P. above 150°F.* *Fitted for oil fuel 8,34 F.P. above 150°F.*	Vigo Bcl		CL	1934 8mo	HijosdeJ. BarrerasS.A. Vigo *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	180·1 Q56'F34' *Trunk*90' FK *CellD BuE19'20tFPT42t APT31t*	35·1	13·4	Barcelona Spanish 7*BHptCem pt.Asp*	C.4Cy.13½"&27"–18" 125lb (*s*) 94NHP 2B,2*f*, HS1700 FD HijosdeJ.BarrerasSAVigo	13 ″ 6 s ″ 9¾ 12 ″ 9¾	
22158 FNBA	**Campana** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 5*Dks* *Cruiser Stern*	10816 7447 6463					1929	Swan,Hunter&Wigham Richardson Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	510·6 P50'B233'F82'	67·0	32·1	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		CIV
22159 890 IBRF	**Campania** (*ex*WarBracken) D.F. 1*Dk*	5247 4740 3184			…		1918	Caird&Co. Ld Greenock	DittaLuigiPittalugaVapori	400·5 P50'B113'F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 490NHP Caird&Co.Ld.Greenock	31 ″ 0	I †
22160 EAFA	**Campas** TwinSc D.F. *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	6276 5343 3748	✠100A1 12,35 ~~1,35~~ DBS12,35 ✠LMC3,32 *Carrying Petroleum in bulk*	Bcl Bbo	*z*	CL 12,35	1932 3mo	Echevarrieta y Larrinaga Cadiz *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	405·5 P102'B26'F35' FK *CellDBu E79'464t FPT109t APT229t*	57·8	30·1	Barcelona Spanish 17*BH*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 2 s 5 ″ 3 25 ″ 2	
22161 EAFO	**Campeador** TwinSc D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of cargo tanks Web frames* *Longitudinal framing–bracketless system*	7932 6912 4412	✠100A1 ~~4,35~~ 10,35 ✠LMC7,32 *Carrying Petroleum in bulk*	Bcl	*c*†	CL 10,35	1932 7mo	Cia Euskalduna deConst Bilbao *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	455·0 P113'B34'F46' FK *CellDBu E79' 293t FPT159t APT224t*	59·0	34·0	Santander Spanish 19*BHptAsp*	Oil Engines 4S.C.SA 14Cy.23⅝"–43$\frac{5}{16}$" 755NHP 2DB150*lb* Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s 7 ″ 4½ 26 ″ 10¾	
22162 EACR	**Campeche** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk*&2nd *dk clear of cargo tanks* *Longitudinal framing–bracketless system*	6382 5477 3692	✠100A1 1,36~~3,35~~ ✠LMC4,34 *Carrying Petroleum in bulk*	Bbo Cdz	*z*	CL	1934 4mo	Soc.Española deConst. Naval Cadiz *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	412·5 405·5 P102'B26'F35' FK *CellDB uE79'223tFPT110t APT236t*	57·7	30·2	Tarragona Spanish 17*BH*	Oil Engines 2S.C.SA 8Cy.23⅝"–40$\frac{15}{16}$" 776NHP 2DB150*lb* SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 3 25 ″ 2	
22163 PUUF	**Campeiro** TwinSc *ss*Rio.No.3–1,24 *ss*Rio.No.2–32 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	*2687* *2545* *1605*	✠100A1 *Awng dk with freeboard* 4,34 ✠LMC11,32 ✠NB5,29 BS~~12,31~~3,36	Rio	*s*	OG 11,32	1912 2mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	LloydNacional Soc.Anon.	295·3 FK *WB=CellDB a&uE90'215tFPT112tAPT94t*	43·7	23·4	R.Janeiro Brazilian 5*BHCem*	T.6Cy.15",25"&41"–27" (*s*) 180lb 244NHP 2SB,6*cf*,GS131,HS4506 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 0 s 5 ″ 3 20 ″ 4	
22164 EACY	**Campero** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk*&2nd *dk clear of cargo tanks* *Longitudinal framing–bracketless system*	6382 5477 3692	✠100A1 ~~4,25~~~~9,34~~ 1,36 ✠LMC5,34 *Carrying Petroleum in bulk*	Cdz Bbo	*z*	CL	1934 5mo	Echevarrieta y Larrinaga Cadiz *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	412·5 405·5 P102'B26'F35' FK *CellDB uE79'234tFPT107t APT225t*	57·7	30·2	Malaga Spanish 17*BH*	Oil Engines 2S.C.SA 8Cy.23⅝"–40$\frac{15}{16}$" 776NHP 2DB150*lb* SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 2¾ 25 ″ 2	
22165 PKER	**Camphuijs** *Fitted for oil fuel* 2*Dks*&*Awng dk*	2380 — 1492					1903	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	315·3 P67'F74'	41·4	21·8	Batavia Dutch *WB*	T.3Cy.23⅝",37"&63"–43$\frac{5}{16}$" 261NHP NedFb.v.Wrk&SpoorAms		V
22166 131 IBSF	**Campidano** Ⓟ (*ex*Zanzibar) Wireless 1*Dk*&*Spar dk*	1268 1091 729					1899	J.C.TecklenborgA.G. Wesermünde-G.	“Tirrenia”(Flotte RiuniteFlorio-Citra)	233·2 P33'B80'F31'	32·1	19·9	Palermo Italian *WB*	T3Cy14$\frac{3}{16}$",24¾"&39½"–33$\frac{1}{16}$" 90NHP J.C.TecklenborgA.G.Wsm		I
22167 26 IBRN	**Campidoglio** Ⓟ (*ex*Gastein–35) 1*Dk*&*Awng dk* D.F. 3*trB*	3702 3090 2187			…		1910	Lloyd Austriaco Trieste	LloydTriestino	344·2 B160' FK	45·5	25·2	Trieste Italian *WB*	T.3Cy.23¼",37"&66"–48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
22168 1705 ILAQ	— (*ex*Active,*ex*Ameise, *ex*HellaDaitz,*ex*Peter) *OilEng.* 1*Dk*	399 — 204						AH.Arnold Germany	LaLigureRomana Soc.Anon.diNav. Marittima e Fluviale	155·9 H13'	28·1	9·2	Genoa Italian	Oil Engines 4S.C.SA 6Cy.10¼"-14½" 60NHP *E made*20 *fitted*23 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		Cl
22169 EEGM	**Campilo** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing–bracketless system*	3971 3074 2059	✠100A1 1,35 ✠LMC6,34 *Carrying Petroleum in bulk*	Val	*v*	CL P11,34	1934 6mo	UnionNav. deLevanteSA Valencia *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	329·9 P94'B33'F31' FK *CellDBuE67'214tDTf18'145tFPT46tAPT94t*	54·1	23·0	Seville Spanish 14*BH*	Oil Engines 4S.C.SA 12Cy.21⅝"–38⅝" 543NHP 2DB150*lb* MaquinistaTerrestre y Maritima,Bcl.	23 ″ 0 s 3 ″ 8 19 ″ 6½	
22170 PUUG	**Campinas** (*ex*Posteiro) TwinSc *ss*Rio.2ndNo.3–4,33 1*Dk*(*Stl*)	*2306* *1604* *1390*	✠100A1 5,35 ~~2,34~~ ~~BS6,34~~ ✠LMC4,35 5,35	Rio	*r*	CL ~~B6,32~~ ~~S1,34~~ 4,35	1909 11mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sAP*	LloydNacional Soc.Anon.	275·0 P26'B161'F30' FK *CellDBa68'uE16 160tFPT86t APT110t*	43·5	16·0	R.Janeiro Brazilian 5*BHCem*	T.6Cy.15¼",25⅝"&41⅝"–27" 180lb (*r*) 232NHP 2SB,6*cf*,GS122,HS4160 Richardsons,Westgarth& Co.Ld.Mdb.	17 ″ 6 s 1 ″ 6½ 16 ″ 4	
22171 EAAH	**Campoamor** TwinSc D.F. *ss*Bcl.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	7873 6912 4445	✠100A1 ~~7,35~~~~9,34~~ 4,36 DBS7,35 ~~[illegible]~~ *Carrying Petroleum in bulk* ✠LMC CS7,35 4,36 ~~7,35~~	Bbo Bcl	*c*†	CL 1,34	1931 2mo	CiaEuskalduna deConst Bilbao *Lloyd'sA&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	455·0 P113'B31'F34' FK *CellD BuE79' 293tFPT159tAPT224t*	59·0	34·0	Bilbao Spanish 19*BHptCem*	Oil Engines 4S.C.SA 14Cy.23⅝"–43$\frac{5}{16}$" 754NHP 2DB–150*lb* Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0 s 7 ″ 4½ 26 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22172 EAEC	**Campomanes** TwinSc D.F. *OilEng.* *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)* *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	6276 5343 3748	✠100A1 ~~2,35~~12,35 DBS2,35 ✠LMC3,32 *Carrying Petroleum in bulk*	Bcl	*z*	CL 12,35	1932 3mo	Soc.Española deConst. Naval Cadiz *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A.	405·5 P102'B26'F35' FK *CellDBuE*79' 464*t FPT*109*t APT*229*t*	57·9	30·2	Cadiz Spanish *17BH*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB–*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 2 s 5 ″ 3 25 ″ 1¾	
22173 PUAP	**Campos** (*ex*Asuncion) *2Dks3trB*	4663 3824 3018					1894	Blohm& Voss Hamburg	LloydBrasileiro	376·1 P&B226'F54'	46·1	27·2	R.Janeiro Brazilian	Q4Cy21½",31½",46"&66"–48" 302NHP Blohm&Voss,Hamburg		
22174 PUAQ	**Campos Salles** Ⓟ (*ex*Alfenas, *ex*SanNicolas) *Fitted for oil fuel* *2Dks3trB*	4739 3845 3041					1897	Blohm& Voss Hamburg	LloydBrasileiro	375·8 P&B226'F54'	46·3	27·5	R.Janeiro Brazilian *WB*	Q.4Cy.21⅓",31⅓",46"&66½"–50¾" 314NHP Blohm&Voss,Hamburg		C
22175 EAXA	**Camprodon** TwinSc *Mchy.Aft* *1Dk* *Longitudinal framing–bracketless system*	1060 919 498	✠100A1 ~~2,35~~11,35 ✠LMC5,34 *Carrying oil in bulk F.P. above 150°F.* *Fitted for oil fuel* 5,34 *F.P. above* 150°F.	Bcl	*k*	CL	1934 5mo	Corcho HijosS.A. Santander *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosSA.	180·1 Q56'F34' FK *Trunk*90' *CellDBuE*19' 20*t FPT*42*t APT*31*t*	35·1 *36·5*	13·4	Barcelona Spanish *7BHptCem* *ptAsp*	C.4Cy.13½"&27"–18" (*s*) 125lb 94NHP 2B,*2f*,HS1700 FD Hijos deJ.BarrerasSA Vigo	13 ″ 6 s ″ 9¾ 12 ″ 9½	
22176 148282 GBJW	**Campus** *ss*Lth.No.3–3,35 *1Dk(Stl)*	3667 3403 2250	✠100A1 1,36 ~~3,35~~ ✠LMC3,35	Lth Bry	*w*	CL 3,35	1925 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	TempusShipping Co.Ld(W.H.Seager &Co.Ld.*Mgrs.*)	362·5 P33'B221'F30' FK *CellDB*317'1042*tFPT*80*t APT*100*t*	50·9	22·5	Cardiff British *6BHCem*	T.3Cy.25",41"&68"–45" (*r*) 180lb 369NHP 3SB,*9cf*,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 8 s 3 ″ 0 21 ″ 10¾	
22177 EADS	**Campuzano** TwinSc *OilEng.* *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)* D.F. *clear of cargo tanks Web frames* *Longitudinal framing–bracketless system*	6320 5471 3635	✠100A1 ~~5,35~~ ~~7,34~~ 2,36 ✠LMC9,31 *Carrying Petroleum in bulk*	Bcl	*z*	CL 2,36	1932 9mo	UnionNav. deLevanteSA Valencia *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A.	414·0 P103'B31'F34' FK *CellDBuE*79' 333*tFPT*109*t APT*224*t*	57·5	31·0	Valencia Spanish *17BH*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 2 s 5 ″ 3½ 25 ″ 1¼	
22178 145464 CYKQ	**Camrose** (*ex*Glenarm,*ex*Veulettes, *ex*S.N.Parent) *Mchy.Aft* *1Dk*	1564 1331 1005					1903	DetroitS.B Co. Wyandotte	CanadaSteamship Lines,Ld.	245·8 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"–30" 97RHP DetroitS.B.Co.Detroit		
22179 163555 MBCC	**Camroux I** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	323 235 184	✠100A1 8,35 ~~4,35~~ ✠LMC12,34	Shl	*e*	OG	1934 12mo	J.Pollock Sons&Co.Ld. Faversham *Lloyd's A&CP*	NewcastleCoal& ShippingCo.Ld.	130·0 P37'F19' FK *CellDB*77'113*t FPT*51*t APT*25*t*	25·1	8·7	London British *3BHptCem* *ptAsp*	Oil Engines SR geared 4S.C.SA 3Cy.12 13/16"–14 9/16" 48NHP WHAllen,Sons&CoLd.Bed	10 ″ 9 s 1 ″ 0¾ 9 ″ 9½	
22180 163567	**Camroux II** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	323 235 184	✠100A1 ~~9,35~~ ~~2,35~~ ~~11,35~~ 2,36 ✠LMC2,35	Lon Shl	*e*	OG	1935 2mo	J.Pollock Sons&Co.Ld. Faversham *Lloyd's A&CP*	NewcastleCoal& ShippingCo.Ld.	130·0 P37'F19' FK *CellDB*77'113*tFPT*51*tAPT*25*t*	25·1	8·7	London British *3BHptCem* *ptAsp*	Oil Engines SR geared 4S.C.SA 3Cy.12 13/16"–14 9/16" 48NHP WHAllenSons&CoLdBed.	10 ″ 9 s 1 ″ 0¾ 9 ″ 9½	
22181 FOHB	**Canada** Ⓟ TwinSc *Ref.Mchy.* D.F. *6Dks*	9684 8286 5668					1912	Forg.&Ch. de la Médit. LaSeyne	CieGénérale de Nav.àVap (FabreLine)	476·0 B207'	56·5	33·8	Marseilles French *WB*	T6.Cy.30 4/16",49 12/20"&79 11/20"–51 3/16" 900NHP Forg.&Ch.delaMédit.Msl.		V
22182 6413 SDQN	— Ⓟ TwinSc3Mst *OilEng.* *ss*Mmo.No.3–6,33 D.F. *2Dks(Stl)&Shelter dk(Stl)*	5527 4977 3412	✠100A1 *Shelter dk withfreeboard* ~~6,35~~ ~~10,34~~2,36 DBS6,35 ~~DBS6,34~~ ✠LMC6,33	Got ~~Skm~~ Skm	*a*†	OG ~~P3,32~~ S5,33 P10,35	1921 2mo	Aktieb. Götaverken Gothenburg *Lloyd's A&CP*	RederiAktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	426·9 FK *Collision* *CellDB*368'1500*t Wing tank a*336*t FPT*94*t APT*72*t*	56·2	26·1	Stockholm Swedish *Cem* *BH to Sh dk* 6 „ „ *L* „	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" DB–*80lb* 717NHP Aktieb.Götaverken,Got.	30 ″ 0 s3 ″ 11½ 26 ″ 3¼	
22183 13690 JCDD	**Canada Maru** Ⓟ TwinSc *ss*Osa 2ndNo.3–8,34 *2Dks(UptIrn&ptStlM–Stl)&deep framing Lower dk(Stl)in forehold*	5781 4881 3553	✠100A1 ~~8,35~~ ~~8,34~~ 11,35 ✠LMC~~5,34~~ 11,35	Osa Yka	*z*	CL ~~8,32~~ P7,33 S11,35	1911 4mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	~~OsakaShosenK.K.~~ NanyoKaiunK.K	407·9 P34'B152'F44' FK *CellDBa*131'*uE&B*79'*f*137'1070*tFPT*122*tAPT*39*t*	49·7	29·8	Osaka Japanese *7BHCem*	T.6Cy.19¼",32"&54"–48" (*s*) 200lb 578NHP 3SB,*9cf*,GS198,HS8344 FD MitsuBishi D.&EWks.Nag	32 ″ 5 s 6 ″ 10½ 26 ″ 0	
22184 6314 SDNO	**Canadia** *1Dk*	*1381* *1190* *730*					1920	Limhamns Skeppsv.A/B Limhamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	240·1 P&B185'F25'	38·1	16·0	Gothenbrg Swedish *WB*	T.3Cy.18",29½"&40"–31½" 128NHP LimhamnsSkeppsvarvA.B.		V
22185 125427 CYBJ	**Canadian** *Mchy.Aft* *2Dks*	2214 2068 1444					1907	W.Dobson &Co. Newcastle	CanadaSteamship Lines,Ld.	248·3 F43'	43·0	22·8	Montreal British *WB*	T.3Cy.19",32"&52"–36" 162NHP WllsndSlpwy.Co.Ld.Nwc.		C
22186 150578 VGLT	**Canadian Britisher** Ⓟ *Ref.Mchy.* *2Dks*	5370 4879 3244					1921	Prince RupertD.D. &Eng.Co. PrinceRupert	CanadianBritisher Ld.(Canadian NationalSteamships,*Mgrs.*)	400·0 P49'B113'F40'	52·0	28·5	Prince Rupert,BC British *WB*	T.3Cy.27",44"&73"–48" 369NHP J.Inglis&Sons,Ld.Toronto		C
22187 150366 VGLY	**Canadian Challenger** Ⓟ *ss*Mtl.No.3–9,33 *2Dks(Stl)*	5439 4866 3331	✠100A1 ~~3,34~~10,35 BS2,36 ✠LMC MS4,33 ~~BS2,35~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Syd Mtl	*y*	CL ~~3,32~~ 10,35	1921 11mo	DavieS.B. &Rpg.Co.Ld. Levis,P.Q. *Lloyd's A&CP*	CanadianChallengerLd.(Canadian NationalSteamships,*Mgrs.*)	400·1 P49'B113'F40' FK *CellDB*330'978*tFPT*131*tAPT*136*t*	52·2	28·3	Montreal British *6BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 522NHP 3SB,*9cf*,GS198,HS7776 FD TidewaterShipbuilders,Ld. ThreeRivers,P.Q.	31 ″ 2 s5 ″ 11⅜ 25 ″ 5¼	
22188 141831 VGLX	**Canadian Conqueror** Ⓟ *ss*Mtl.No.3–4,33 *Ref.Mchy.* *2Dks(Stl)*	5448 4865 3336	✠100A1 1,36 ~~12,34~~ ~~BS12,34~~ ✠LMC MS4,33 ~~BS2,34~~ BS1,36 ✠Lloyd'sRMC~~4,35~~ ~~3,35~~ 1,36	Mtl Hfx	*y*	CL 11,34	1920 10mo	Canadian Vickers,Ld. Montreal A&CP	CanadianConqueror,Ld.(CanadianNational Steamships,*Mgrs*)	400·4 P49'B120'F41' FK *CellDB*333'1025*tFPT*149*tAPT*133*t*	52·3	28·5	Montreal British *6BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s5 ″ 11¼ 25 ″ 4½	
22189 150465 VGLZ	**Canadian Constructor** Ⓟ ~~*ss*Mtl.No.2–30~~ *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* *ss*Hfx.No.3–1,31	7178 6664 4413	✠100A1 *Shelter dk withfreeboard* 11,35~~2,33~~ ✠LMC MS5,33 BS~~2,35~~3,36 ✠Lloyd'sRMC~~2,35~~ ~~6,35~~ 3,36 ~~11,35~~ *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Mtl	*b*†	CL 10,34	1922 1mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	CanadianConstructor,Ld(CanadianNational Steamships, *Mgrs*)	430·0 P46'F45'*on Shelter dk* FK *CellDB*360'1159*t DTa*24' 625*t FPT*132*tAPT*128*t*	56·2	34·8	HalifaxNS British *ptCem* *2BH to S dk* 5 „ „ *U* „	T.3Cy.29½",50"&80"–54" (*s*) 180lb 705NHP 4SB,*12cf*,GS264,HS10848 FD TidewaterShipbuilders,Ld. ThreeRivers,P.Q.	38 ″ 0 s 9 ″ 2½ ~~29 ″ 2~~ 29 ″ 0¼	

1 Numéro d'Ordre — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes [illegible] maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
22190 150463 VGNB	**Canadian Cruiser** Ⓟ ssMtl.No.3-8,35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7178 6664 4413	✠100A1 *Shelter dk* *with freeboard* 8,35 ~~12,31~~ BS8,35 ~~BS5,31~~ ✠LMC8,33 ✠Lloyd'sRMC~~12,33~~ 12,33 ~~10,30~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Hfx Mtl	*b*†	CL ~~4,33~~ 8,35	1921 11mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	CanadianCruiser, Ld.(Canadian NationalSteamships, *Mgrs.*) *Cell DB*360′ 1159*t DTa*24′625*t FPT*132*t APT*128*t*	430·0 P46′F45′*on Shelter dk* FK	56·2	34·8	HalifaxNS British *ptCem* 2*BH to S dk* 5 „ „ *U* „	T.3Cy.29½″,50″&80″-54″ (*s*) 180lb 705NHP 4SB,*12cf*,GS264,HS10848 FD TidewaterShipbuilders, ThreeRivers,Qbc.	38 ″ 0 s 9 ″ 2½ 29 ″ 2	
22191 150265 VGDC	**Canadian Highlander** Ⓟ ssMtl.No.3-6,33 *Ref.Mchy.* 2*Dks*(*Stl*)	5370 4874 3260	✠100A1 3,36 ~~2,33~~ BS3,36 ✠LMC2,33 ✠Lloyd'sRMC~~3,33~~ 3,36 ~~10,30 3,33~~ *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	NYk Hfx	*y*	CL 2,35	1921 1mo	WallaceSB &D.D.Co.Ld. N.Vancouver B.C. *Lloyd'sA&CP*	CanadianHighlander,Ld.(Canadian NationalSteamships, *Mgrs.*) *CellDB*329′920*t FPT*146*t APT*123*t*	400·0 P49′B113′F41′ FK	52·4	28·8	Montreal British 6*BHCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld. N.Vancouver	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	
22192 141833 VGJX	**Canadian Leader** Ⓟ ssMtl.No.3-10,32 *Ref.Mchy.* 2*Dks*(*Stl*)	5492 4858 3342	✠100A1 4,34 BS8,34 ✠LMC10,32 ✠Lloyd'sRMC9,34	Hfx	*y*	CL 7,33	1921 5mo	Canadian Vickers,Ld. Montreal A&CP	CanadianLeader, Ld.(Canadian NationalSteamships, *Mgrs.*) *CellDB*333′1025*t FPT*149*t APT*133*t*	400·3 P49′B120′F41′ FK	52·4	28·5	Montreal British 6*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s 5 ″ 11½ 25 ″ 1½	
22193 141482 VGPB	**Canadian Planter** ssMtl.No.3-4,35 ~~ssSt.J.No.2-29~~ 2*Dks*(*Stl*)	5399 4863 3333	✠100A1 4,35 ~~1,31~~ ~~BS8,31~~ ✠LMC~~7,28~~ 4,35	StJ Mtl	*y*	CL ~~1,31~~ N4,35	1920 1mo	Canadian Vickers,Ld. Montreal *Lloyd'sA&CP*	CanadianPlanter, Ld.(Canadian NationalSteamships, *Mgrs*) *CellDB*333′ 1025*t FPT*149*t APT*133*t*	400·3 P49′B113′F39′ FK	52·4	28·6	Montreal British 6*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s6 ″ 0¼ 25 ″ 3	
22194 150573 VGDK	**Canadian Scottish** Ⓟ *Ref.Mchy.* 2*Dks*	5334 4864 3242					1921	Wallace S.B.&D.D. Co.Ld. PrinceRupert	CanadianScottish Ld.(Canadian NationalSteamships, *Mgrs.*)	399·9 P49′B113′F40′	52·2	28·5	Prince Rupert,BC British *WB*	T.3Cy.27″,44″&73″-48″ 369NHP JohnInglisCo.Ld.Toronto		C
22195 141765 VGBP	**Canadian Victor** Ⓟ ssMtl.No.3-7,33 *Ref.Mchy.* 2*Dks*(*Stl*)	5454 4865 3340	✠100A1 3,36 ~~2,35~~ BS8,36 ~~BS5,34~~ ✠LMC12,32 ✠Lloyd'sRMC~~2,35~~ 3,36 ~~10,33,35~~	Hfx	*y*	CL ~~N7,33~~ 2,36	1920 8mo	Canadian Vickers,Ld. Montreal A&CP	CanadianVictor Ld.(Canadian NationalSteamships, *Mgrs.*) *CellDB*333′1025*t FPT*149*t APT*123*t*	400·0 P50′B120 F51′ FK	52·4	28·5	Montreal British 6*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s 6 ″ 2 25 ″ 5	
22196 207479	**Canadiana** Ⓟ 2*Dks*	974 — 427					1910	Buffalo DryDockCo. Buffalo,N.Y.	Buffalo&Crystal BeachCorp.	209·7	45·0	15·8	Buffalo NY Utd.States	T.3Cy.20″,32″&50″-36″ 150NHP DetroitS.B.Co.Detroit		
22197 116576	**Canadoc** (*ex*Mars,*ex*E.A.S.Clarke, *ex*H.C.Frick) *Mchy.Aft* 1*Dk*2*trB*	4580 4340 2894					1899	American S.B.Co. Cleveland,O.	PatersonSteamshipsLd.	421·9 *WB*	50·2	23·9	Ft.William Ont. British	T.3Cy.20⅞″,37½″&63″-42″ 257NHP AmericanSB.Co.Cleveland		R
22198 152787 VGDN	**Canadolite** TwinSc D.F. *OilEng.* ssN.Yk.No.2-34 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk* *with freeboard* 12,35 ~~5,35~~ ✠LMC CS4,34 DBS5,35 4,34 *Carrying Petroleum in bulk*	Hfx ~~St.J~~	*f*†	CL s5,35 P9,33	1926 4mo	Frd.Krupp Act.Ges. Kiel *Lloyd'sA&CP*	ImperialOilLd. (H.J.Rahlves, *Mgr.*) *CellDBuE*45′175*t DTa*18′ 133*tDTf*37′321*t FPT*292*t APT*205*t*	510·9 B34′F42′ FK	68·2	37·9	Montreal British 21*BHptCem* *ptAsp* 20*BHtoS dk* 1 „ „ *U* „	Oil Engines 2S.C.SA 8Cy.$25\frac{5}{16}$″-$51\frac{3}{16}$″ 905NHP 2 Water Tube DB-*200lb* Frd.KruppA.G.Kiel	38 ″ 0 s 9 ″ 1½ 29 ″ 2½	
22199 TCAY	**Canakkale** Ⓟ (*ex*Chanak-Kale, *ex*Lizard) 2*Dks*	1332 — 634					1895	WBThompson&Co.Ld. Dundee	DenizYollari Idaresi	246·5 P150′F52′	33·7	16·2	Istanbul Turkish *WB*	T.3Cy.23″,38″&61″-48″ 258NHP W.B.Thompson&Co.Ld.		
22200 220388 KDBN	**Cananova** ssNOs.No.3-11,32 ~~ssN.Yk.No.2-28~~ 1*Dk*(*Stl*-ws)& *Shelter dk*(*Stl*-ws)3*trB*	1926 1737 1055	✠100A1 *Shelter dk* *with freeboard* 9,35 ~~2,32~~ ✠LMC MS11,32 BS4,35 *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	NYk N.Os	*q*	CL ~~2,35~~ 8,35	1920 7mo	Manitowoc S.B.Co. Manitowoc. Wis. A&CP	~~RecordS.S.Line, Inc.~~BirecordS.S. Corp. *CellDB*194′475*t FPT*38*t APT*36*t*	249·8 FK	37·7	22·8	New York Utd.States *ptCem* 3*BHtoSh dk* 1 „ „ *U* „	T.3Cy.23″,37″&63″-39″ (*s*) 190lb 357NHP 2SB,*6cf*,GS124,HS5258 FD ManitowocS.B.Co.	25 ″ 0 s 5 ″ 9½ 19 ″ 8	
22201 141478 CYGK	**Canatco** (*ex*CanadianGunner) 2*Dks*	2415 2044 1455					1919	TheCollingwoodSBCoLd Collingwood	CanadaAtlantic TransitCo.(C.H. Nicholson,*Mgr.*)	251·0 P24′B64′F23′	43·0	23·6	Montreal British *WB*	T.3Cy.18″,30″&50″-36″ 150NHP CollingwoodS.B.Co.Ld.		R
22202 132441 VJBX	**Canberra** Ⓟ TwinSc ssSyd.No.3-5,26 ssSyd.No.2-34 ~~ssSyd.No.1-30~~ *Ref.Mchy.* 2*Dks*(*U Stl*-ws,2*nd pt Stl*)& *Shelter dk*(*Stl*-ws)&*Shade dk* (*Stl*-teak s)	7710 6665 4257	✠100A1 *Shelter dk* *with freeboard* ~~5,33~~ 3,36 ~~BS5,34~~ ✠LMC~~5,36~~ BS~~5,35~~3,36 5,34	Syd	*b*†	CL ~~5,33~~ P9,34 S3,36	1913 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmithLd) *WB = CellDBa*88′*uE&B*97′*f*140′949*t FPT*70*t APT*70*t*	410·0 FK	57·2	38·4	Melbourne British 7*BHCem*	Q.8Cy.24½″,35″,50″&70″-48″ 215lb (*s*) FD 1202NHP 6SB,*24cf*,GS465,HS18808 A.Stephen&Sons,Ld.Gls.	41 ″ 7 s18 ″ 8 23 ″ 6	
22203 EADL	**Candina** (*ex*FranciscaUravain, *ex*Petingaudet, ssBbo.2ndNo.3-6,28 *ex*Gloxinia) ssBbo.No.1-32 D.F. 1*Dk*(*Irn*)&*deep framing*	2587 2365 1616	✠100A1 6,35 ~~1,34~~ BS~~4,34~~6,35 LMC12,32	Bbo	*l*	OG 1,34	1897 1mo	TyneI.S.B.Co. Newcastle A&CP	CiaNav.Bidasoa (A.Candina,*Mgr.*) *CellDBa*100′*uE&B*38′*f*126′679*t APT*21*t*	313·0 P28′B72′F33′ FK	45·0	20·7	Bilbao Spanish 6*BHCem*	T.3Cy.23″,38″&61″-39″ (*r*) 180lb *90lb* NDB09 258NHP 2SB,*6cf*,GS90,HS4088 N.E.MarineEng.CoLdNwc	23 ″ 1 s3 ″ 9 19 ″ 6	
22204 CBCA	**Canelos** (*ex*WilhelmOelssner) 1*Dk*	2003 1254 1483					1914	Stettiner Oderwerke Stettin	Haverbeck& Skalweit	255·6 P&B201′F30′	37·9	15·6	Valdivia Chilian *WB*	T.3Cy $20\frac{7}{10}$″,31½″&51½″-35⅜″ 156NHP StettinerOderwerke		G
22205 LFSG	**Canis** (*ex*SophusMagdalon, *ex*SailingVesselOlga, *ex*AndrewWelch) IronBk *OilEng.* ssS.Fo.2ndNo.3-8,15 *Mchy.Aft* 1*Dk*2*trB*	934 796 546	✠ 10,17	Got	*p*		1888 9mo	Russell& Co. PortGlasgow	DetBergenske Dampskibsselskab	185·6 P97*t*H30*t* BK10″	36·1	17·5	Bergen Norwegian 1*BHCem*	Oil Engines 2S.C.SA. 4Cy.15¾″-$28\frac{1}{8}$″ 172NHP NDB08 A/B AtlasDiesel,Skm	20 ″ 4	N †
22206 145462 CYKR	**Canmore** (*ex*Glenfarn,*ex*Paramé, *ex*J.S.Keefe) *Mchy.Aft* 1*Dk*	1558 1326 1000					1903	BuffaloDry DockCo. Buffalo,N.Y.	CanadaSteamship Lines,Ld.	246·1 Q60′F36′	41·0	15·2	Montreal British *WB*	T.3Cy.15″,25″&42″-30″ 97RHP DetroitS.B.Co.Detroit		
22207 PUYA	**Cannaveiras** Ⓟ TwinSc Wireless 1*Dk*(*Teak*)&*Shade dk*(*Teak*)	760 482 395	✠ 9,13 ✠	Trn	*l*		1910 9mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana *WB=FPT*15*t APT*36*t*	200·2 FK	32·1	11·1	Bahia Brazilian 4*BHCem*	T.6Cy.13½″,22″&36″-24″ 152NHP 1SB,3cf,GS64,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R of Trade Cert.
22208 144547 GDFC	**Cano** (*ex*Melilla) *ss*Ant.2ndNo.3–8,33 1*Dk*(*Stl*)	1759 1536 1014	100A1 *withfreeboard* 10,35 ~~3,35~~ MS5,33	Ham Ant LMC BS~~10,34~~10,35		OG 4,34	1911	Schiffsw. v. HenryKoch Lübeck	MacAndrews&Co. Ld. *CellDBa82'u*	278·0 P&B222'F35' FK *E18'f112'390tFPT*	39·2	17·9	London British 4*BHCem* 78*tAPT*14*t*	T3Cy.22$\frac{1}{16}$",35$\frac{1}{2}$"&56$\frac{1}{8}$"–33$\frac{1}{2}$" 185lb (*s*) 209NHP 2SB,4*cf*,GS90,HS3360 OttenserMsch.Fab.Altona	20 ″ 0 s1 ″ 7 18 ″ 7	
22209 125242 VJJC	**Canonbar** 1*Dk*	708 511 363					1910	Ardrossan DD&E.CoLd. Ardrossan	JohnBurke,Ld.	185·8 Q93'B12'F20'	32·1	11·0	Brisbane British	T.3Cy.15",25"&40"–27" 83NHP D.Rowan&Co.Glasgow		C
22210 143660 GCKM	**Canonesa** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *CruiserStern*	8286 5941 5102					1920	Workman, Clark&Co.Ld Belfast	Furness,Houlder ArgentineLinesLd	450·2 P35'F44'	58·3	37·1	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Wrkman,Clark&Co.Ld.Bel		C
22211 202149	**Canopus** (*ex*GeorgeH.Russel) *Mchy.Aft* GyC. 1*Dk*	4978 — 3770					1905	Gt.Lakes Eng.Works St.Clair, Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0 *WB*	50·0	24·0	Wilmgton (Del.) Utd. States	T.3Cy.22",36"&60"–40" 228NHP GreatLakesEng.Wks.Det.		
22212 101490 ZMCL	**—** 3Mst *Mchy.Aft* *Well deck* Wireless 1*Dk&deep framing*	1337 1063 835			...		1903	C.S.Swan& Hunter,Ld Newcastle	WestportCoalCo. Ld.	250·4 Q144'F28' FK	35·1	15·7	Dunedin British *WB*	T.3Cy.21",35"&56"–39" 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 5	
22213 FNRH	**Cantal** (*ex*UnkaiMaruNo 6) *ss*Hav.No.3–9,28 D.F. *ss*Hav.No.1–33 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	3113 2683 1984	✠100A1 11,35 ~~3,33~~ MS3,33	Hav ✠LMC BS~~6,34~~8,35	*t*	CL ~~3,33~~ 11,35	1916 7mo	OsakaIron Works,Ld. Osaka A&CP	Cie.Gén.Trans- atlantique *Cell*	305·0 P19'B82'F32' FK *DB*255'519*t FPT*	43·7	27·2	Havre French 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 ″ 3 s4 ″ 3 23 ″ 2	
22214 TSLV	**Cantenac** (*ex*Glenarm) *ss*Hav.4thNo.3–5,33 *Well deck* 1*Dk*(*Stl*)	645 508 283	✠100A1 7,35 ~~2,35~~ ✠NB7,10 BS2,35	Hav Gmh ✠LMC5,33	*j*	OG N4,33	1890 7mo *Lloyd*	McIlwaine &McColl,Ld. Belfast 'sA&CP	Worms&Co. *WB=C*	205·5 Q93'B53'F27' len95 BK7$\frac{1}{2}$" *ell DBa*53'66*t FPT*	27·6	12·6	Havre French 4*BHCem* 26*tAPT*18*t*	T3Cy16$\frac{1}{4}$"27$\frac{9}{16}$"&44$\frac{3}{4}$"–30"(*s*) 160lb 110NHP 1SB,2*cf*,GS32,HS1313 FD McIlwaine&McColl,L.Bel	13 ″ 8 s1 ″ 2$\frac{1}{2}$ 13 ″ 2	
22215 161199 GSXR	**Canterbury** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*3*trB*	2910 1678 1153					1929	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	329·6	47·1	16·9	London British *WB*	4 Steam Turbines SR geared to 2Sc Shafts W.Denny&Bros.Dumbrtn.		BT till ~~2,36~~ 2,37
22216 6698 SGBN	**Canton** TwinSc3Mst *OilEng.* *ss*Cpn.No.3–8,32 D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*–ws) 2*nd dk*(*Stl*)*except in after hold* *Cruiser Stern*	*5779* *5144* *3432*	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~12,34~~ 12,35 ~~DBS1,34~~	Got DBS6,35 ✠LMC8,32	*a*†	CL ~~3,32~~ 12,35	1922 1mo	A/BÖre- sundsvarvet Landskrona A&CP	A/BSvenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*) *CellDB*37	436·0 F36' *on Shelter dk* FK *Collision* 2'1224*t Tanks at sid*	56·2	34·9	Gothenbrg Swedish *pt Cem* *BH to Sh dk* 6 „ „ *U* „ *es of tunnels*	Oil Engines 4S.C.SA 12Cy.29$\frac{3}{8}$"–43$\frac{5}{16}$" NDB30–*80lb* 988NHP A/BGötaverken,Got. 49'259*tFPT*87*t APT*60*t*	30 ″ 0 s3 ″ 11$\frac{1}{4}$ 26 ″ 3	
22217 FPDC	**—** (*ex*KongRing,*ex*Condor) 2*Dks*	1581 — 976					1915	G.Seebeck Akt.Ges. Weser- münde-G.	Cie.Indochinoise deNavigation	241·6 P77*t*B150*t*H86*t* F30*t*	36·1	19·3	Haiphong French *WB*	T.3Cy.23$\frac{3}{8}$",37$\frac{7}{8}$"&59"–39$\frac{3}{8}$" 218NHP G.SeebeckA.G.Wsm.		V
22218 33608 JFCA	**Canton Maru** Ⓟ *ss*Kob.No.1–32 2*Dks*(*Stl–Weather dk* ws)	2820 2179 1614	✠ ... 1,35	Kob ✠	*t*		1928 10mo	Uraga DockCo.Ld. Uraga	OsakaShosenK.K. *CellDB*257'559*t*	300·0 P30'B108'F36' FK *DTa*16'54*tFPT*29*t*	45·0	24·7	Osaka Japanese 6*BHCem* *APT*17*t*	T.3Cy.23",38$\frac{1}{2}$"&64"–39" 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga	24 ″ 9	
22219 DHDL	**Cap Arcona** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. *CruiserStern* 5*Dks* D.F. E.S.D. GyC.	27561 17665 15011					1927	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	643·6 *Promenade dk* 560'	84·6	41·9	Hamburg German *WB*	8 Steam Turbines S.R. geared to two Sc. Shafts Blohm&Voss,Hamburg		G
22220 FOZT	**Cap Blanc** D.F. 1*Dk*	3317 2725 1764					1932	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B105'F30'	46·1	24·0	Rouen French *WB*	T3Cy.21$\frac{5}{8}$",35$\frac{13}{16}$"&59$\frac{1}{8}$"–41$\frac{3}{4}$" 225NHP Atel.&Ch.delaSeine MaritimeWormsetCie.		V
22221 FOZU	**Cap Cantin** D.F. 1*Dk*	3317 2725 1764					1933	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B107'F31'	46·1	24·0	Dunkirk French *WB*	T.3Cy.21$\frac{5}{8}$",35$\frac{13}{16}$"&59$\frac{1}{16}$"– 41$\frac{3}{4}$" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
22222 FOOQ	**Cap Corse** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*3*trB*	2444 1657 1146					1929	Atel.&Ch. deBretagne Nantes	Cie.deNavigation Fraissinet	269·0 P33'B102'F41'	41·0	22·7	Marseilles French *WB*	T.3Cy.24$\frac{7}{16}$",39$\frac{3}{16}$"&64$\frac{1}{2}$" –39$\frac{3}{16}$" 260NHP Atel.&Ch.deBretagne,Nts.		V
22223 FNEX	**Cap Falcon** (*ex*IngridSturm) *CruiserStern* 1*Dk*	1778 1151 1052					1924	Intrnationl SB.&E.Co.Ld Danzig	Armement L.Mazzella&Cie	243·6 P24'Q69'	36·0	23·4	Oran French *WB*	T.3Cy.17$\frac{5}{16}$",27$\frac{5}{8}$"&44$\frac{1}{4}$"–31$\frac{1}{2}$" International 110NHP S.B.&E.Co.Ld.		V
22224 TUNQ	**Cap Ferrat** (*ex*Lieselotte,*ex*Turnus, *ex*Tarset,*ex*Kilburn) 1*Dk*	643 — 277			...		1918	Hall,Rus- sell&Co.Ld. Aberdeen	Cie.deNav.Sicard	172·5 B54'	30·0	15·7	Marseilles French *WB*	T.3Cy.16",26"&44"–26" 99NHP Hall,Russell&Co.Ld.Abn.	16 ″ 6	V †
22225 FOZV	**Cap Figalo** (*ex*Delta–33) 1*Dk&Shelter dk*	2811 2641 1756					1905	Akt.Ges. "Neptun" Rostock	Armement L.Mazzella&Cie	292·1 H18'	41·3	18·5 25·7	Oran French *WB*	T.3Cy.20$\frac{9}{10}$",35$\frac{4}{10}$"&55$\frac{1}{10}$"– 35$\frac{4}{10}$" 181NHP A.G."Neptun,"Rostock		V
22226 FNXO	**Cap Lopez** (*ex*Nicolas TwinSc Toussaint,*ex*Paso deTenelero, *ex*Sajonia,*ex*Mercurio, 1*Dk&Awngdk* *ex*Francisco deIbarra) Wireless	1422 1151 787			...		1906	J.Frerichs &Co.A.G. Einswarden	Soc.Commerciale Industrielle& Agricole duHaut- Ogooué	236·4 B80'F25' FK	36·1	18·4	Dakar French *WB*	T.6Cy.11$\frac{3}{8}$",17$\frac{3}{4}$"&30"–22" 122NHP J.Frerichs&Co.Osterholz	19 ″ 2	V †
22227																

1 Numero d'Ordre. Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
22228 DHDM	**Cap Norte** Ⓟ (*ex*Sierra **TwinSc** Salvada–34, *ex*Cap *Fitted for oil fuel* Norte–32) D.F. GyC. 4*Dks* Sub.Sig. *CruiserStern*	13615 10179 8027					1922	Vulcan Werke Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	499·5 B&F402'	64·0	38·7	Hamburg German *WB*	T.6Cy.$26\frac{7}{16}$", $43\frac{5}{16}$"&71"–$51\frac{3}{16}$" & 2 LP Turbines 1200NHP VulcanWerkeA.G.Ham.		G
22229 FNLV	**Cap Padaran** Ⓟ (*ex*D'Iberville) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	417·7 B149'F45'	55·1	34·4	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire StNaz		V
22230 Broken up DHDN	**Cap Polonio** Ⓟ **TrpSc** *Fitted for oil fuel* *Ref.Mchy.* GyC. 3*Dks* Sub.Sig. D.F. *Corrugated sides*	21011 — 10039					1914	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	637·8	72·4 80·0	39·5	Hamburg German *WB*	T.8Cy.(2)$33\frac{3}{10}$"(2)$54\frac{3}{10}$", &(4)$58\frac{7}{10}$"–61" 1 Steam Turbine Blohm&Voss,Hamburg		G
22231 FNLW	**Cap St. Jacques** Ⓟ (*ex*Guichen) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B148'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22232 FNXP	**Cap Tarifa** (*ex*MauriceBernard, *ex*DéputéMauriceBernard) 1*Dk*	2177 1709 1187					1920	Government Yard Lorient	Société Calédonickel	270·3 P28'B54'F23'	39·5	19·6	Dunkirk French *WB*	T.3Cy.$18\frac{1}{10}$",$29\frac{3}{10}$"&$49\frac{1}{2}$"–$37\frac{1}{2}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
22233 FNLX	**Cap Tourane** Ⓟ (*ex*Jouffroy D'Abbans) D.F. 3*Dks*	8009 — 4891					1923	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B149'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22234 FNLY	**Cap Varella** Ⓟ (*ex*Kersaint) D.F. 3*Dks*	8009 — 4891					1921	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B148'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22235 219209 KOMD	**Capac** (*ex*Deuel) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5586 5113 3465					1919	J.F.Duthie &Co. Seattle,Wash	GraceS.S.Co.Inc.	410·3 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.$24\frac{5}{8}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
22236 959 IBZB	**Capacitas** (*ex*AnsaldoSanGiorgio Quarto) *Mchy.Aft* D.F. 2*Dks*	5371 4566 2933					1920	Ansaldo SanGiorgio Spezia	MareNostrum Soc.Anon.diNav.	393·2	51·8	28·1	Genoa Italian *WB*	3 SteamTurbinesSRgeared to1Sc.Shaft G.Ansaldo&Co.Smprdrna		CI
22237 SWKS	**Cape Corso** *ss*Pir.2ndNo.3–9,30 *ss*Pir.No.1–35 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	*3890* *3716* *2510*	✠100A1 *Spar dk* 4,35 ✠NB(C)4,19 BS11,35 ✠LMC11,34	Pir	*x*	CL 11,34	1905 9mo *Lloyd*'*sA&CP*	Russell& Co Pt.Glasgow	Ath.Coulouras *WB=Cell DBa114'uE&B40'f164'925tDTa36'800tAPT28t*	369·7 P32'B200'F40' 25·5 FK	49·0	17·6	Hydra Greek *6BHCem*	T.3Cy.25",42"&68"–48" (*s*) 180lb 384NHP 3SB,9*cf*,GS150,HS6517 D.Rowan&Co.Glasgow	28 ″ 1 s 4 ″ 1½ 24 ″ 1½	
22238 145654 GCTF	— (*ex*Knight of St. George–34) D.F. *ss*Npt No 1–34 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 11,34 ✠LMC4,34 BS12,35	Cff	*w*	CL 4,34	1929 8mo *Lloyd*'*sA&CP*	Lithgows, Ld. Port Glasgow	LyleShippingCo. Ld. *CellDBa&uE133'f155'849tFPT87tAPT88t*	352·5 P34'B108'F38' FK	50·5	25·0	Glasgow British *6BHptCem*	T3Cy.24"40"&66"–45" (*s*) 180lb 389NHP 2SB(FD),1AuxSB.8*cf*, GS143,HS5588 DRowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
22239 141863	**Cape Eternity** Ⓟ **TwinSc** (*ex*Rochester) Now "Georgian," see No. 38251 in Supplement	2484 1949 1407					1910	Detroit S.B Co. Wyandotte	Canada Steamship Lines,Ld.	246·8	42·3	15·9	Montreal British *WB*	T.8Cy.16"25"(2)&31"–22" 180NHP DetroitS.B.Co.Detroit		
22240 160250 GTDJ	**Cape Horn** *ss*Gls.No.1–33 *OilEng.* D.F. 2*Dks*(*Stl*)	5643 5374 3615	✠100A1 3,36 ~~2,35~~ DBS7.35 ✠LMC CS5,34 6,33	Msl Rot	*a*†	CL ~~2,35~~ 3,36	1929 5mo *Lloyd*'*sA&CP*	Lithgows, Ld PortGlasgow	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) *1 IntermediateBHforwd.end 5BH to Udk* *1'tween dk BHaft dispensed with 1 ,, ,,2nd ,,* *CellDB359'1345tDTa33'975tFPT170tAPT35t*	425·0 P38'B121'F37' FK	56·0	28·9	Glasgow British *ptCem*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{3}$"–$59\frac{1}{16}$" 653NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 s 6 ″ 3 25 ″ 6½	
22241 145660 GBCZ	**Cape Howe** (*ex*KnightAlmoner–34) *ss*Npt.No.1–34 E.S.D. D.F. 1*Dk*(*Stl*)2nd*Dk*(*Stl*)*in holds*	4443 4105 2738	✠100A1 2,34 ✠LMC2,34	Npt	*x*	CL 1,34	1930 7mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	LyleShippingCo. Ld. *CellDB324'968tFPT97tAPT95t*	375·0 P34'B108'F39' FK	53·0	25·6	Glasgow British *6BHptCem*	T.3Cy 25",41"&68"–48" (*s*) 180lb HS6058 413NHP 2SB(FD)&1AuxB8*cf* GS138 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2¾ 22 ″ 11	
22242 152010 VJBY	**Cape Leeuwin** Ⓟ *Fitted for oil fuel* Wireless 2*Dks* *CruiserStern*	1406 1165 495			...		1925	Australian Commonwlth Shippg.Board Sydney	Commonwealth of Australia(Dept.of Commerce)	225·0 B90' FK&BK1½"	35·0	20·3	SydnyNSW British *WB*	T.3Cy.$18\frac{1}{4}$",30"&49"–36" 226NHP AustralianCommonwealth ShippingBoard	22 ″ 6	
22243 145656 GJYS	**Cape Nelson** (*ex* Knight of St. Michael–34) *ss*Npt.No.1–34 D.F. 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 6,35 ~~11,34~~ ✠LMC3,34	Grk Npt	*w*	CL ~~2,34~~ 6,35	1929 10mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	LyleShippingCo. Ld. *CellDBa&uE133'f155'849tFPT87tAPT88t*	352·5 P34'B108'F38' FK	50·5	25·0	Glasgow British *6BHptCem*	T.3Cy.24",40"&66"–45" (*s*) 180lb 389NHP 2SB(FD)1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
22244 129539 GRPM	**Cape Ortegal** *ss*Shl.No.3–5,30 2*Dks*(*Stl*)	4896 4683 3136	✠100A1 8,33 BS9,34 ✠LMC5,30	Grk	*y*	CL 9,34	1911 2mo *Lloyd*'*sA&CP*	Russell& Co. Pt.Glasgow	HestonShipping Co.Ld. (J.C Radcliffe, *Mgr.*) *WB=CellDBa121'uE24'f184'1131tDTa30'804tAPT28t*	405·0 P41'B124'F46' FK	52·4	27·4	Glasgow British *Cem* *5BH to Udk* *1 ,, ,,2nd,,*	T.3Cy.27",44"&73"–48" (*s*) 180lb *60lb* 480NHP 3SB,9*cf*,GS156,HS6783 FD Rankin&Blackmore,Grk.	30 ″ 0 s 5 ″ 8 24 ″ 6	
22245 157597 VJPK	**Cape Otway** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	996 626 341			...		1931	CommonwealthShippingBoard Sydney	Commonwealth of Australia(Dept.of Commerce)	197·1 P29'B96'F27' FK&BK1"	34·1	15·1	SydnyNSW British *WB*	T.3Cy.$14\frac{1}{4}$",$23\frac{3}{4}$"&$39\frac{1}{2}$"–24" 93RHP CommnwlthShppngBoard	17 ″ 0	
22246 145658 GSJM	**Cape Race** (*ex*Knight of St.John–34) *ss*Npt.No.1–34 D.F. 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 ~~6,35~~ ~~11,34~~ 2,36 ✠LMC2,34	Sld Rot	*w*	CL 2,34	1930 2mo *Lloyd*'*sA&CP*	Lithgows, Ld. Port Glasgow	LyleShippingCo. Ld. *CellDBa&uE133'f155'849tFPT87tAPT88t*	352·5 P34'B108'F38' FK	50·5	25·0	Glasgow British *6BHptCem*	T.3Cy.24",40"&66"–45" (*s*) 180lb GS143,HS5588 389NHP 2SB(FD),1AuxSB,8*cf*, D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
22247 142619 GMCW	**Cape St. Agnes** (*ex*Titan, *ex*WarBriton) *ss*Msl.No.3–12,29 *ss*Bly.No.1–34 1*Dk*(*Stl*)	5193 4777 3243	✠100A1 8,34 ✠LMC8,34 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 1,26 F.P. above 150° F.*	Bly	*y*	CL 7,34	1918 8mo *Lloyd*'*sA&CP*	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	SunShippingCo. Ld.(MitchellCotts &Co.Ld. *Mgrs.*) *Middle line bulkhead not oiltight* *CellDB345'1122tAPT150t*	400·0 P50'B113'F39' FK	52·3	28·5	London British *11BHptCem*	T.3Cy.$25\frac{1}{2}$",44"&73"–48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22248 160385 GNSV	**Cape St. Andrew** *ss*P.Nl.No.2-35 ~~*ss*H.Kg.No.1-32~~ 2*Dks*(*Stl*)	5094 4771 3163	✠100A1 ~~8,33~~12,35 BS~~4,34~~ ✠LMC~~4,32~~ 6,35 MS12,35	HKg PNl	*z*	CL ~~8,33~~ 12,35	1928 3mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*) *CellDB*	407·0 P37'B241'F34' FK 351'1240*tAPT*197*t*	53·5	26·7	London British 6*BHCem*	T.3Cy.26",44"&73"-48" (*s*) 200lb 545NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4¾ 24 ″ 10	
22249 125702 VPFF	**Cape St. Francis** ~~Ⓟ~~ (*ex*Sutlej) *ss*H.Kg.2ndNo.3-4,32 1*Dk*(*Stl*-ws)&*deep framing* & *Awng dk*(*Stl*-ws)*lower dk in fore hold*	3549 3313 2170	✠100A1 *Awng dk* *withfreeboard* 1,35 ~~BS1,35~~ ✠LMC~~4,32~~	HKg 3,36	*v*	CL ~~1,35~~ 1,36	1908 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	Peters&Co.Ld. *CellDBa*106'*uE*&	349·1 P41'F45' FK *B*68'*f*126'690*tFPT*	44·2	19·5 27·5	HongKong British 6*BHCem* 49*tAPT*36*t*	T.3Cy.24½",40"&68"-45" (*s*) 200lb 426NHP 2SB,*6cf*,GS124,HS6000 FD D.Rowan&Co.Glasgow	30 ″ 0 s 6 ″ 6 24 ″ 1	
22250 160514 GNSW	**Cape St. George** *ss*H.Kg.No.1-32 2*Dks*(*Stl*)	5112 4789 3175	✠100A1 11,35~~1,34~~ BS~~10,34~~ ✠LMC9,32 11,35	Nwc PNl	*z*	CL ~~9,33~~ 11,35	1928 6mo *Lloyd*	R.Duncan &Co.Ld Pt.Glasgow '*sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*) *CellDB*351'12	407·0 P37'B241'F34' FK	53·5	26·7	London British 6*BHCem* 40*tAPT*197*t*	T.3Cy.26",44"&73"-48" (*s*) 200lb 545NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 4 ″ 4¾ 24 ″ 10	
22251 25492 JBED	**Cape Town Maru** *ss*Yka.No.3-6,34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5827 5590 4228	✠100A1 *Awng dk* *withfreeboard* 10,35~~6,34~~ ✠LMC~~6,34~~ *Fitted for oil*	Yka Kob 10,35 *fuel*4,	*y* 23	OG ~~7,33~~ 10,35 *F.P.a*	1919 9mo *bove* 1	Kawasaki Dkyd.Co.Ld Kobe A&CP 50° F.	~~KokusaiKisen~~ ~~K.K.TochigiShoji~~ ~~K.K.~~TochikiShoji K.K. *Coll* *CellDB*	385·0 FK *ision BH to Awng dk* 334'1118*t FPT* 126*t*	51·0	36·0	Kobe Japanese *ptCem* 5*BH to Udk* *APT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22252 111964 VGBF	**Cape Trinity** Ⓟ **TwinSc** (*ex*Syracuse,*ex*Geronia) 2*Dks* *Longitudinal framing*	2105 2105 1469					1911	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	219·6	42·0	10·4	Montreal British	Q.8Cy.12½",18",26"&40"-18" NB14 136NHP CollingwoodS.B.Co.Ld.		
22253 ~~142423~~ ~~GJXK~~	**Cape Verde** (*ex*Balfour,*ex*Bedwyn, *ex*Montezuma) *ss*Shl.No.3-3,31 Sub.Sig. D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks* Now "Shan-Ho," See No. 40012 in Supplement	5038 4770 3187	✠100A1 1,35 BS8,34 ✠LMC5,30	Sng	*z*	CL 6,34	1918 5mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	~~LyleShippingCo.~~ ~~Ld.~~ *CellDBa*1	405·3 P43'B126'F46' FK 30'*uE*24'*f*184'1233*t*	53·0	27·4	Japanese 6*BHCem* *APT*25*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 7¼ 24 ″ 8	
22254 148897 GMFZ	**Cape York** **TwinSc** *OilEng.* D.F. E.S.D. *ss*Shl.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5027 4762 3117	✠100A1 *withfreeboard* 1,36 ~~1,35~~ ✠LMC CS8,34 8,34	Shl Vcr DBS8,35	*a*†	CL 8,34	1926 3mo *Lloyd*	Lithgow s Ld. PortGlasgow '*sA&CP* *CellDB*340'	CapeYorkMotor- shipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 1068*tDTf*39'1627*t*	410·0 FK *Coll* *FPT*212*tAPT*44*t*	54·0	27·0	Glasgow British 7*BHptCem* *BHto Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 12Cy.22 1/16"-39⅜" 563NHP DB*100lb* Hwthrn,Leslie&C.Ld.Nwc	29 ″ 6 s 3 ″ 6¼ 26 ″ 2¾	
22255 152017 VJBZ	— Ⓟ *Fitted for oil fuel* Wireless 2*Dks* *Cruiser Stern*	1406 1165 497			...		1925	Australian Commonwlth ShppgBoard Sydney,NSW	Commonwealth of Australia(Dept.of Commerce)	225·0 B90' FK&BK1½"	35·0	20·1	Sydney NSW British *WB*	T.3Cy.18¼",30"&49"-36" 225NHP AustralianCommonwealth ShippingBoard,Sydney	22 ″ 6	
22256 148862 GLBD	**Cape of Good Hope** *OilEng.* *ss*Liv.No.2-34 D.F. E.S.D. 2*Dks*(*Stl*)	4963 4571 3157	✠100A1 ~~9,356,34~~ 1,36 ✠LMC CS6,34 DBS~~2,35~~1,369,35 *Carrying oil* *in after deep*	Liv ~~Ant~~ Gls *F.P.a* *tank*	*y* *bov*	CL ~~7,33~~ 7,35 *e* 150°	1925 6mo *Lloyd* F. *In*	Lithgows, Ld. PortGlasgow '*sA&CP* *termediate'tw* *CellDB*341'	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*) *een dk BH in after* 1062*tDTf*44'1266*t*	405·0 P39'B124'F44' FK *hold dispensed with* *DTa* 35' 922*t FPT*	52·2	27·5	Glasgow British *ptAsp ptCem* 5*BH to Udk* 2 ,, ,,*2nd* ,, 111*tAPT*19*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-57 1/16" 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 0 s 5 ″ 7¼ 24 ″ 8	
22257 7670 SIDN	**Capella** **TwinSc** *ss*Got.No.1-34 *Mchy.Aft* D.F. *OilEng.* *CruiserStern* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	9683 8911 5621	✠100A1 3,36~~11,34~~ ✠LMC CS4,34 1,35 *CarryingPetr*	Yka DBS4,34 *oleum*	*e*† *in*	CL ~~PN4,32~~ S4,34 P7,35 *bulk*	1930 9mo *Lloyd*	Eriksberg M V.Aktieb Gothenburg '*sA&CP* *CellDBuE*68	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) ' 226*tDTf*31'555*t*	487·7 P101'F42' FK *FPT*222*tAPT*243*t*	64·2	36·7	Trelleborg Swedish 16*BHptCem* (11 ,, *to Udk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 ″ 0 s 8 ″ 10½ 28 ″ 4	
22258 7559 SFHA	— (*ex*JohnBakke) 1*Dk*	*1880* *1639* *1068*					1922	Bergens Mek,Værks. Bergen	Banck&Co. (S.Banck,*Mgr.*)	265·8 P36'B59'F11'	42·2	17·9	Hlsngborg Swedish *WB*	T.3Cy.19½",30"&52"-36" 162NHP BergensMekVærksBergen		N
22259 10 OHCF	— Ⓟ Wireless D.F. 1*Dk*&*Spardk*	1103 937 607					1888	H.Koch Lübeck	FinskaÅngfAktieb	196·8	29·7	12·8	Helsingfrs Finnish *WB*	T.3Cy.18",28"&44"-27½" NB99 102NHP HPaucksch,Landsburga/w		V
22260 LDBQ	— **Iron&Steel** 1*Dk*&*Awng dk*3*trB* *plating pt Stl*	877 844 465	✠ 12,85	Bgn	*m*		1885 8mo	Martens, Olsen&Co. Bergen	DetBergenske Dampskibsselskab	191·9 H29*t* BK7½" *WB*=*CellDB*	28·8	14·7 20·3	Bergen Norwegian 4*BHCem* 143'124*t*	T.3Cy.13½",23"&37"-26" NB01 69NHP E*made*19,*fitted*— Lobnitz,Renfrew		
22261 141709 CYGL	**Capilano** Ⓟ **Wood** 3*Dks*	374 173 200					1920	B.C. Marine,Ld. Vancouver	UnionSteamships Ld.	135·0	26·9	8·2	Vancouver B.C. British	T.3Cy.12",19"&32"-16" 51RHP HuttonMach.Wks.Seattle		C
22262 219904 KUPN	**Capillo** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5135 4598 3127					1920	American International Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B121'F42'	54·2	27·8	Phildlphia Utd.States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22263 FNGA	**Capitaine Augustin** *Well deck* 1*Dk* D.F.	3137 — 1635			...		1922	Ch.Navals Français Caen	UnionIndustrielle &Mar.Soc.Fran- çaise d'Arm.	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Havre French *WB*	T3Cy18⅛",29 15/16"&50⅜"-37 13/16" 235NHP Soc.MoteursChallassière, St.Etienne	23 ″ 0	V †
22264 FNGB	**Capitaine Bonelli** D.F. 1*Dk*	3105 2445 1664					1921	Atel.&Ch. de laSeine Marit. LeTrait	Soc.Anon.deNav. "LesArmateurs Français"(Union Industrielle&Mar. Soc.Française d'Arm.*Mgrs.*)	313·6 P164'F29'	46·3	20·2	Havre French *WB*	T.3Cy.21⅝",36"&59"-42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
22265 FNZB	**Capitaine Coullon** (*ex*WarWasp) Broken up *ss*Bdx.No.3-10,29 Wireless 1*Dk*(*Stl*)	1325 1118 799	✠ ... 11,33 ✠NE8,27 ✠	Bdx			1917 11mo	Nova ScotiaSteel& CoalCo.Ld. NewGlasgow	Cie.Générale Transatlantique *CellDB*183'366*t*	220·0 B58'F25' FK	35·1	17·8	Marseilles French 4*BHptCem* *FPT*104*t*	1DRGearedSteamTurbine 177NHP 2SB,*4cf*,GS88,HS3260 Chant.etAtel de St Nazaire	20 ″ 0	
22266 FNFA	**Capitaine Damiani** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing* D.F. *CarryingPetroleum in bulk*	4854 4049 2689			...		1921 *Co*	National S.B Corp. ThreeRivers, P.Q. *mpletedby*Soc.	Soc.Anon.Mazout- Transports(Cie. de Nav.Mixte, *Mgrs.*) NaphtesTransport	380·7 P101'B35'F44' FK	51·8	28·2	Marseilles French *WB*	T.3Cy.27",43⅜"&73"-48" 517NHP CanadianAllis-Chalmers, Ld.Toronto,Ont.	28 ″ 4	V †

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
22267 FOGF	**Capitaine Edmond Laborie** 1*Dk*	3087 — 1594					1923	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Ets.O.deLubersac	313·6|46·4|20·1 P164'F29'	Havre French *WB*	T.3Cy.$18\frac{1}{8}$",30"&$49\frac{1}{4}$"–$37\frac{13}{16}$" 149NHP Soc.MoteursChallassière, St.Etienne		V
22268 FNYB	**Capitaine Faure** TwinSc D.F. 2*Dks&Shelter dk*	8055 7771 5059			...		1918	AsanoS.B. Co.Ld. Tsurumi	Cie.desMessageriesMaritime	445·0|58·0|40·0 FK	Dunkirk French *WB*	T.6Cy.22",36½"&61"–48" 703NHP KobeSteelWorks,Kobe	40 ″ 1	V †
22269 FNXN	**Capitaine Illiaquer** 1*Dk*	2138 1707 1168			...		1921	Anciens Chantiers Dubigeon Nantes	"Calédonickel" Soc.Anon.	270·3|39·5|19·6 P20'B57'F25' FK	Nouméa French *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$49\frac{3}{16}$"– $37\frac{13}{16}$" 187NHP Atel.&Ch.de laLoire,Nts.	23 ″ 0	V †
22270 FOMP	**Capitaine Le Bastard** D.F. 1*Dk*	3176 — 1661					1923	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt.(Soc. Mar.Nationale, *Mgrs.*)	313·6|45·9|20·5 P&B164'F29'	Havre French	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$50\frac{3}{8}$"–$46\frac{1}{8}$" 173NHP Schneider&Co.Havre		V
22271 FOGG	**Capitaine Le Diabat** 3Mst D.F. 1*Dk*	3107 — 1613					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8|45·9|23·6 P164'F29'	Havre French *WB*	T.3Cy $21\frac{5}{8}$",36"&59"–42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
22272 FOGI	**Capitaine Luigi** D.F. *Well deck* 1*Dk*	3176 — 1661			...		1922	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt(Soc. Mar.Nationale, *Mgrs.*)	313·6|45·9|20·5 P15'Q90'B59'F29' FK	Havre French *WB*	T3Cy$18\frac{1}{8}$",$29\frac{15}{16}$"&$50\frac{3}{8}$"–$37\frac{13}{16}$" 235NHP Atel.&Chant.de laLoire, St.Denis	23 ″ 0	V †
22273 FNBD	**Capitaine Paul Lemerle**	4945 — 3120					1921	Atel.&Ch. duSud-Ouest Bordeaux	Soc.Générale de Transp.Mar.àVap.	386·0|52·5|25·5 P35'B110'F46'	Marseilles French	T.3Cy.26",42"&70"–48" 340NHP J.G.Kincaid&Co.Ld.Grk.		V
22274 FNGD	**Capitaine Prieur** 3Mst D.F. 1*Dk*	3087 — 1599					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8|45·9|23·6 P164'F29'	Havre French *WB*	T.3Cy.$18\frac{1}{8}$",30"&$49\frac{1}{4}$"–$37\frac{13}{16}$" 148NHP Schneider&Co.Havre		V
22275 EAOH	**Capitan Segarra** Ⓟ 3*Dks*	2252 1791 1040					1918	CiaEuskaldunadeConst Bilbao	Cia.Trasmediterranea	265·0|36·5|23·9 P30'B76'F44'	Valencia Spanish *WB*	T.3Cy.$22\frac{3}{8}$",$36\frac{1}{2}$"&$61\frac{1}{2}$"–42" 248NHP Cen.Mar.Eng.Wrks.WHpl		V
22276 1973 IBLK	**Capitano A. Cecchi** TwinSc *OilEng.* 2*Dks*(*Stl–Weather dk ws*) *Ref.Mchy.* ~~*Cargo battens not fitted in No. 1 hold & 'tween dk*~~ *CruiserStern*	2321 2048 1396	✠ ... 2,36 *withfreeboard* ~~✠LMC1,34~~ ~~✠Lloyd'sRMC2,[illegible]~~ ~~for temp. 32° F.~~	Gen	*t*	CL	1934 1mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP* *CellDB*218'	ItalianGovernment(Regia AziendaMonopolioBanane) 503*tFPT*23*t APT*	312·8|40·7|24·6 298·6 B80'F46' FK 60*t Tanks in way of*	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 „ *2nd* „) *tunnels* 251*t*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP DB*80lb* EriksbergM.V.Aktieb.Got	26 ″ 9 ~~s 9 ″ 0~~ ~~18 ″ 1½~~	
22277 1906 IBDL	**Capitano Bottego** TwinSc *OilEng.* 2*Dks*(*Stl–Wthr dk ws*) *Ref.Mchy.* ~~*Cargo battens not fitted in No.1 hold & 'tween dk*~~ D.F. *Cruiser Stern*	2316 2042 1401	✠ ... 2,36 *withfreeboard* ~~✠LMC10,33~~ ~~✠Lloyd'sRMC11,34~~ ~~6,35~~ ~~for temp. 32° F.~~	Gen	*t*	CL	1933 10mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	ItalianGovernment(Regia AziendaMonopolioBanane) *CellDB*218'503*tF* *APT*60*tTanks in*	312·8|40·7|24·6 298·6 B80'F46' FK *PT*23*t* *way of tunnels*251*t*	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 „*2nd*„)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP DB*80lb* EriksbergM.V.Aktieb.Got	26 ″ 9 ~~s 9 ″ 0~~ ~~18 ″ 1½~~	
22278 PUQD	**Capivary** (*ex*Cometa, *ex*Candelaria) TwinSc *ss*Rio.2ndNo.3–12,34 Wireless 1*Dk*(*Stl*)	*897* *678* *449*	✠ A1 *BrazilianCoasting* ~~10,35~~ ~~12,34~~ 1,36 ✠LMC8,34 BS10,35	Rio	*m*	~~11,34~~ ~~10,35~~ N1,36	1913 4mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	Cia.Commercio e Navegação *CellDBa&*	205·0|40·0|10·5 P17'Q86'F26' FK *uE*66' 110*t FPT*54*t*	R.Janeiro Brazilian 4*BHCem* *APT*18*t*	T.6Cy.$11\frac{1}{16}$",$17\frac{1}{16}$"&$38\frac{1}{16}$"– 21" 180lb *100lb* (*s*) 115NHP 1SB,3*cf*,GS60,HS2298 MacColl&Pollock,Ld.Sld.	11 ″ 3	
22279 1848 IBWC	**Capo Arma** (*ex*Assunzione–33, *ex*Chama) *Fitted for oil fuel* 1*Dk & Shelter dk*	3195 2791 1948			...		1905	Palmers' Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A.	363·3|48·3|20·8 350·0 F45' FK *Shade dk*96'	Genoa Italian *WB*	T.3Cy.25",42"&70"–45" 478NHP Palmers'Co.Ld.Newcastle	31 ″ 9	I †
22280 1639 IGAY	**Capo Faro** (*ex*Patani) 2*Dks & Shelter dk*	3476 3089 2134					1905	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.a Vap.S.A.	384·7|49·3|21·8 370·3| |30·3 B98'F48'	Genoa Italian *WB*	T.3Cy.26",44"&74"–48" 379NHP Wrkman,Clark&Co.LdBel		I
22281 1404 IBYF	**Capo Mele** (*ex*Francisca, *ex*Asp) 1*Dk*	2349 1860 1413					1918	PolsonIron WorksCo.Ld. Toronto	Cia.Genovese di Nav.aVap.S.A.	261·8|43·6|21·1	Genoa Italian *WB*	T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		I
22282 1403 IBZF	**Capo Noli** (*ex*Franquette, *ex*Baffin, *ex*WarHydra) 1*Dk*	2180 — 1303					1918	PolsonIron WorksCo.Ld. Toronto	Cia.Genovese di Nav.aVap.S.A.	252·4|43·6|21·0 P25'B28'F20'	Genoa Italian *WB*	T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		I
22283 1640 IBNE	**Capo Pino** Ⓟ (*ex*Benue) 2*Dks & Shelter dk*	3209 2743 1902					1905	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cia.Genovese di Nav.a Vap.S.A.	359·8|48·4|20·8 350·0 B98'F45'	Genoa Italian *WB*	T.3Cy.25",41"&68"–48" 320NHP WllsndSlpwy.Co Ld.Nwc.		I
22284 1469 IBAG	**Capo Vado** (*ex*Alderney, *ex*Dochra) *Fitted for oil fuel* 1*Dk & Spar dk & deep framing*	4391 4028 2713			...		1906	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Genovese di Nav.aVap.S.A.	376·0|51·0|17·7 P33'B114'F38' 25·7 FK	Genoa Italian *WB*	T.3Cy.25",41"&68"–45" 379NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 2	I †
22285 162602 GPMZ	**Caprella** *ss*Rot.No.1–35 TwinSc *OilEng.* *Mchy.Aft* D.F. 1*Dk*(*Stl*) E.S.D. 2*nd dk*(*Stl*)*clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8230 7483 4828	✠100A1 11,35 ✠LMC CS5,35 DBS5,35 5,35 *Carrying Petroleum in bulk*	Rot	*c*†	CL P11,35 SN10,35	1931 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64' 239*tD*	451·3|62·0|34·1 P103'B35'F42' FK *T*/32'365*tFPT*222*t*	London British 14*BH* *APT*62*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 7¾ 27 ″ 7¼	
22286	**Caprera** (*ex*WarSword) (*STRANDED 6,32—REFLOATED—NOW IN PORT*) *Fitted for oil fuel* *ss*Gen.No.3–11,23 D.F. *ss*Gen.No.2–32 2*Dks*(*Stl*)*& Shelter dk*(*Stl*)*& Web frames* *Longitudinal framing*	7874 7401 6019	✠ 5,32 ✠	Gen	*a*†		1917 9mo	Union Iron WorksCo. Alameda,Cal.	PedroBrandão	410·0|56·0|38·0 FK *CellDB*355'1306*tM*	 Brazilian 7*BHptAsp* *T*25'798*tDT*	T.3Cy.27",47"&78"–48" 609NHP 3SB,9*cf*,GS165,HS8490 UnionIronWorksCo.S.Fo. *a*30'228*tFPT*80*tAPT*195*t*	41 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in LR. Date of B. of Trade Cert.
22287 DHDO	**Capri** D.F. 1*Dk*	1846 1577 1037					1927	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·9 P&B227'F33'	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅞"-37⅜" 190NHP A.G."Neptun,"Rostock		G
22288 368 ILCH	— Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks*	630 444 309					1930	S.A.Bacini e Scali Napoletani Naples	Soc."Partenopea" Anon.diNavigazione	190·5 Q37'	29·6	13·6	Naples Italian	T6Cy.15¾"26⅜"&$43\frac{5}{16}$"-$27\frac{9}{16}$" Offic.Mec.& 197NHP Navali diNapoli,Naples		I
22289 162649 GPRY	**Capsa** **TwinSc** ssShl.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8229 7483 4826	✠100A1 ~~1,35~~10,35 DBS10,35 ~~✠LMC10,31~~ *Carrying Petroleum in bulk* ✠LMC CS10,35 1,35	Shl	*c*†	CL P10,35 S1,35	1931 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'239*t*	451·3 P103'B35'F42' *DTf* 32'365*t*	62·0	34·1 FK *FPT*	London British 14*BH* 222*tAPT*62*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150℔ Hwthrn,Leslie&CoLd.Nwc	34 " 0 s6 " 7¾ 27 " 7¼	
22290 201645 KJET	**Captain A. F. Lucas** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	4188 — 3257					1904	W.R.Trigg Co. RichmondVa	StandardOilCo.of California	360·0	50·0	28·5	S.Frncisco Utd States *WB*	T.3Cy.25",41"&68"-42' 300NHP W.R.TriggCo.Rchmnd,Va		R
22291 127489	**Capt. Thomas Wilson** *Mchy.Aft* GyC. 1*Dk*2*trB*	4318 — 3091					1900	JenksS.B. Co. PortHuron	TheWilsonTransit Co.	420·5	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-40" NB15 251NHP JenksS.B.Co.		R
22292 162337 GMJR	**Capulet** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8190 7272 5005	✠100A1 ~~7,35~~~~12,34~~1,36 ✠LMC11,32 *Carrying Petroleum in bulk*	Fal	*c*†	CL 4,34	1932 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	BearCreekOil& ShippingCo.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*) *CellD* 435*t*	460·4 P112'B30'F57' FK *Trunk in after well* *BuE*81'197*tDTf*41' *FPT*161*tAPT*128*t*	59·5	34·1	Liverpool British 18*BHptCem* (10 *to Udk* 8 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP 2DB180℔ J.G.Kincaid&Co.Ld.Grk.	34 " 1 s 6 " 1½ 28 " 2¼	
22293 220257 KUZR	**Capulin** Sub.Sig. *Fitted for oil fuel* 2*Dks*	4977 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22294 160244 GSZJ	**Cara** 1*Dk*	1760 1618 1078					1929	Burntislnd S.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. *Mgrs.*)	271·5 P17'B67'F29'	39·7	21·0	Glasgow British *WB*	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Co.Ld.Gls.		C
22295 223478 WQCH	**Carabobo** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2916 — 1718					1923	NewYork S.B.Corpn. Camden, N.J.	Atlantic&Caribbean Stm.Nav.Co.	305·2 P52'B117'F37'	48·2	19·9	Wilmgton (Del.) Utd. States *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts W.&A.FletcherCo. Hoboken,N.J.		R
22296 226878 WQCA	**Caracas** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	3365 — 1961					1927	NwprtNws S.B.&D.D.Co. NewprtNews	Atlantic&Caribbean Stm.Nav.Co.	323·0 P51'B137'F36'	51·0	22·0 *WB*	Wilmgton (Del.) Utd.States	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB.&DDCo		R
22297 400 IBYI	**Caralis** Ⓟ **TwinSc** *OilEng.* 3*Dks*4*trB*	3510 — 2033					1928	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"(Flotte RiuniteFlorio- Citra)	314·5 B179'	43·8	21·1	Naples Italian *WB*	Oil Engines 4S.C.SA 12Cy.20½"-38⅜" 486NHP FrancoTosiS.A.Legnano		I
22298 EEFS	**Caranza** (*ex*Ouse HopperNo.2) **Iron&Steel** *ss*Bbo.4thNo.3-9,29 *ss*Bbo.No.1-33 1*Dk*(*Irn*)	524 — 332	✠100A1 10,35~~12,34~~ ✠NB2,23 ✠LMC10,33 BS~~12,34~~2,36	Cdz		~~9,30~~ 10,35	1885 10mo	W.Dobson &Co. Newcastle *Lloyd'sA&CP*	Sociedad de ServiciosMaritimos	158·6	28·6	12·3 BK6'	Bilbao Spanish 5*BHCem*	C.2Cy.22"&44"-30" (*s*) 90℔ 97NHP 1SB,3*pf*,GS49,HS1808 N.E.MarineEng.CoLdNwc	13 " 1	
22299 147345 GMBN	**Carare** Ⓟ **TwinSc** D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 4*Dks*	6878 5326 4194					1925	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	425·2 P42'B194'F49'	55·1	29·9	Liverpool British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP CammellLaird&Co.Ld.		C BT till ~~11,35~~ 11,36
22300 FNGW	**Caravelle** (*ex*Helga-35) Wireless D.F. *Fitted for oil fuel* *Ref.Mchy.* 1*Dk* *CruiserStern*	1370 1201 769					1933	Helsingörs Jernsk&Msk Elsinore	Cie.Générale d'Armements Maritimes	258·2 P&B195'F35'	39·7	15·5	Havre French *WB*	C4Cy(2)14¾"&(2)31½"-31½" & Elec.drive from LP Turb. HS2520 192NHP HelsingörsJernsk.&Mskb.		VG
22301 FNRL	**Carbet** D.F. 2*Dks*	3689 — 2326					1920	Napier& Miller Glasgow	Cie.Générale Transatlantique	365·0 P&B219'F47'	49·0	24·6	Havre French *WB*	T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,LdGls		V
22302 150977 VGFN	**Cardena** Ⓟ **TwinSc** *Fitted for oil fuel* Wireless 3*Dks*	1559 1134 842					1923	Napier& Miller Glasgow	UnionSteamships Ld.	226·8	37·1	18·4 *WB*	Vancouver B.C. British	T.6Cy.16",26½"&43"-30" 202NHP D.Rowan&Co.Ld.Gls.		C
22303	**Cardiff** Ⓟ **TwinSc** *OilEng.* 1*Dk*	975 — 341					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.		
22304 132894 MFQK	**Cardigan Coast** **3Mst** (*ex*Patricia) *ss*Dub.No.3-5,26 *ss*Bkn.No.2-34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	781 557 342	✠100A1 5,35~~11,34~~ ✠LMC11,34 BS12,35	Bkn Lon	*k*	CL 11,34	1913 10mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd'sA&CP*	CoastLines,Ld. *Cell*	192·7 Q115'B9'F29' *DBf*113'148*t FPT*	30·6	12·5 BK7"	Liverpool British 3*BHCem* 52*tAPT*13*t*	C.2Cy.21½"&46"-30" (*s*) 135℔ 90℔ 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 " 9 s4 " 4¾ 14 " 11½	
22305 162633 GPWQ	**Cardita** **TwinSc** *ss*Rct.No.1-36 *OilEng.* D.F. E.S.D. 1*Dk*(*Stl*)2nd *dk*(*Stl*) *Mchy.Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7483 4821	✠100A1 2,36 ✠LMC CS2,36 DBS2,36 5,35 *Carrying Petroleum in bulk*	Nwc Rot	*c*†	CL P5,35 SN5,35	1931 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'	451·3 P103'B35'F42' 244*tDTf*32' 365*tFPT*213*t*	62·0	34·0 FK	London British 14*BH* *APT*55*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150℔ Hwthrn,Leslie&CoLd.Nwc	34 " 0 s 6 " 7¾ 27 " 7¼	
22306 162664 GPWS	**Cardium** **TwinSc** *ss*Shl.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8236 7483 4828	✠100A1 2,36 ~~2,35~~ DBS2,36 ✠LMC CS2,36 2,36 *Carrying Petroleum in bulk*	Sng Shl	*c*†	CL 11.33	1931 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'24	451·3 P103'B35'F42' 4*t DTf*32'365*tFPT*	62·0	34·0 FK	London British 14*BH* 213*tAPT*55*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150℔ Hwthrn,Leslie&CoLd.Nwc	34 " 0 s6 " 7¾ 27 " 7¼	
22307 220186 KUVV	**Cardonia** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5104 4598 3106					1920	American International S.B.Corp. HogIslandPa	LykesBros.- RipleyS.S.Co.Inc.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
22308 [illegible] VJPL	**Cardross** Now "Bidelia," see No. 37273 in Supplement Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1364 907 775	✠100A1 1,35 BS2,35 ✠LMC12,3	Syd	*o*	CL N1,35	1927 9mo	J.Lewis& Sons,Ld. Aberdeen Lloyd's*A&CP*	J.Patrick&Co.Ld. *CellDBa&uE54'f92'244t*	227·2 | 34·9 | 14·8 Q85'B96'F27' FK *DTa21'70tFPT32t*	Melbourne British 4*BHCem* *APT14t*	T.3Cy.17¼",28½"&48¾"-33" 200lb (*s*) 179NHP 2SB,6*pf*,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 ″ 9 s ″ 9 16 ″ 3¼	
22309 13 IBCG	**Carducci** (*ex*Kolozsvar) *ss*Fiu.2ndNo.3-11,26 D.F. *ss*Ant.No.1-31 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	2028 1798 1236	✠ 8,35 *Spar dk* *withfreeboard* ~~MS8,30~~ ✠LMC ~~BS12,34~~	Gen	*s*	CL 1,35	1902 3mo	W.Dobson &Co. Newcastle Lloyd's*A&CP*	AdriaSoc.Anon.di Nav.Marittima *CellDBa92'uE&*	285·8 | 37·5 | 20·3 280·3 39·1 21·0 P33'B90'F35' FK *B33'f121'425tFPT*	Fiume Italian 6*BHCem* 41*tAPT15t*	T.3Cy.19½",34"&57"-39" (*r*) 200lb *90lb* 280NHP 2NDB13*refitted*25 2SB,4*rf*,GS105,HS3500 N.E.MarineEng.CoLdNwc	23 ″ 3 ~~s 3 ″ 9~~ ~~20 ″ 2¼~~	
22310 564 OHGF	**Carelia** Wireless 1*Dk*	1123 841 631					1921	Maskinoch Brobyg.Akt Helsingfors	FinskaÅngfartygsA/B	217·0 | 34·5 | 14·0 P23'B62'F29'	Helsingfrs Finnish *WB*	T.3Cy.15⅝",26"&41⅜"-27½" Msk&Brbyggnads 89NHP A/B Helsingfors		N
22311 DJLP	**Caribia** Ⓟ TwinSc *OilEng.* GyC. D.F. 5*Dks* Sub.Sig. *CruiserStern*	12049 8979 6989					1932	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	497·8 | 65·8 | 27·9 B&F334'	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"-35$\frac{7}{16}$" 3122NHP Blohm&Voss,K.a.A.Ham.		G
22312 151660 VOLQ	**Caribou** Ⓟ *ss*NFL.No.2-34 2*Dks*(*Stl*-ws)3*rd dk*(*Stl*) *in holds* D.F. *Strengthened for Navigation in ice*	2222 1850 1362	✠100A1 *withfreeboard* 5,35 ~~3,35~~ ✠LMC5,34 MS5,35	NFL		CL 10,34	1925 10mo	NewWaterwayS.B.Co. Schiedam Lloyd's*A&CP*	Newfoundland Government (Newfoundland Railway—SteamshipDept.) *CellDB206'373tFPT*	266·0 | 41·3 | 23·4 F37' FK	SJhnsNFL British 5*BHCem* 38*tAPT39t*	T.4Cy.23½",40"&(2)46"-42" 200lb (*r*) 456NHP 2SB,8*cf*,GS137,HS7111 FD NewWaterwayS.B.Co.	25 ″ 6 s 7 ″ 7¾ 18 ″ 6	
22313 YTAL	**Carica Milica** *ss*Rot.No.2-36 ~~Rot.No.1-32~~ 2*Dks*(*Stl*)	*6371* *5860* *3927*	✠100A1 ~~4,35~~ ~~5,34~~ 4,36 BS~~4,34~~ 11,35 ✠LMC~~4,32~~ MS4,36	Rot ~~Shi~~	*a*†	CL 5,34	1928 2mo	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	Jugoslavenski Lloyd a.d. *CellDBa&uE* *150'f196'1207tDT*	425·0 | 56·1 | 29·3 P35'B143'F35' FK *a34'1083tFPT147t*	Dubrovnik Yugoslav 8*BHCem* 1 ,, *to 2nd dk* *APT61t*	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB,9*cf*,GS179,HS8491 FD Richardsons,Westgarth& Co.Ld Sld.	31 ″ 10 s 6 ″ 5¾ 25 ″ 6¾	
22314 27 IBMF	**Cariddi** Ⓟ TwinSc *OilEng.* (*TrainFerry*) 2*Dks*	2809 — 973					1931	Cantieri RiunitiDell' Adriatico	ItalianState Railway	365·4 | 56·7 | 17·5 B172'	Messina Italian *WB*	3 Oil Engines connected to 2Elec.Motors&Sc.Shafts 4S.C.SA 985NHP 24Cy 20½"-21⅝" StabilimentoTecnico,Tri.		I
22315 317 IBDG	**Carignano** Ⓟ (*ex*WarPigeon) *ss*Tri.No.3-4,31 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5359 4802 3230	✠100A1 3,35 ~~MS4,31~~ ✠LMC7,35 ~~BS7,34~~ *Adapted for oil fuel 11,28 F.P above 150° F.*	Tri	*y*	CL N1,34	1918 9mo	Ropner& Sons,Ld. Stockton Lloyd's*A&CP*	LloydTriestino *CellD*	411·7 | 52·4 | 25·2 400·0 P49'B113'F40' FK *B340'1072tFPT131t*	Trieste Italian 7*BHptCem* *APT214t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 10½ 25 ″ 4½	
22316 FNRM	**Carimaré** Ⓟ (*ex*SaintAygulf) D.F. 2*Dks*	4459 — 2667					1920	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique	364·6 | 49·1 | 24·1 F36'	Havre French *WB*	T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,LdGls		V
22317 7696 SIJN	**Carina** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk*(*Stl*) Sub.Sig. *CruiserStern* *Special Surveys to date from* 12,31	*6303* *5720* *3610*	✠100A1 1,35 ~~12,34~~ DBS4,35 ✠LMC1,31 *Carrying Petroleum in bulk*	Ham Got	*z*	CL 12,34	1931 1mo	GötaverkenA/B Gothenburg Lloyd's*A&CP*	Rederiaktieb. Castella(Per Waller,*Mgr.*) *CellDBuE*	419·4 | 55·2 | 33·9 P98'F36' FK *63'260tDTf17'221t*	Gothenbrg Swedish 10*BHptCem* *APT429t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB*150lb* GotaverkenA/B,Got.	33 ″ 7 s 7 ″ 2¾ 26 ″ 6½	
22318 6691 SDNU	**Caring** (*ex*Vigdis,*ex*Heinrich, *ex*Ecossaise) *ss*Got.4thNo.3-8,33 *Well deck* 1*Dk*(*Irn*)	*861* *664* *518*	✠100A1 ~~9,35~~ ~~8,33~~ 12,35 ✠NB8,03 ✠LMC8,33 BS9,35	Got Dnz	*m*	CL ~~5,33~~ 9,35	1883 3mo	Ramage& Ferguson Leith Lloyd's*A&CP*	Angf.A/B Caring (H.Bergelin) *CellDB180'200t*	210·5 | 30·2 | 13·3 Q70'B57'F23' FK	Gothenbrg Swedish 4*BHCem* *APT12t*	C.2Cy.27"&50"-30" (*s*) 87lb NDB02 ~~70lb~~ 116NHP 1SB,3*cf*,GS58,HS2034 *60lb* Ramage&Ferguson,Lth.	16 ″ 0 s ″ 11¾ 15 ″ 1½	
22319 147318 GLKY	**Carinthia** Ⓟ TwinSc *ss*Liv.No 2-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. Sub.Sig. (*Stl-ptws*)&*Shade dk* E.S.D. GyC. (*Stl-ptws*)3*rd dk*(*Stl*)*in holds, except No.* 4	20277 14281 12088	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~1,35~~ BS1,36 ~~BS11,34~~ ✠LMC12,32 ✠Lloyd'sRMC~~1,35~~ ~~9,35~~ 1,36 *Fitted for oil fuel 8,25 F.P. above 150° F.*	Lon Liv	*n*†	CL ~~5,32~~ 12,35	1925 8mo	Vickers, Ld. Barrow Lloyd's*A&CP*	CunardWhite Star,Ld. *CellD*	600·7 | 73·8 | 40·7 *Promenade dk397'* FK *CollBH* *B520'2578tDTf47'1640tTanks at sides&between tunnels612tFPT*	Liverpool British 10*BHCem* *to Shade dk* 9 ,, *Shelter* ,, 112*tAPT80t*	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 2437NHP 3D&3SB,36*cf*,GS769, FD HS29164 Vickers,Ld.Barrow	45 ″ 0 s 12 ″ 9½ 32 ″ 8	BT till ~~1,36~~ 1,37
22320	**Caripiteño** *OilEng.* Wireless 1*Dk*(*Stl*-ws) *Cargo battens not fitted in after hold*	475 265 225	✠100A1 *withfreeboard* ~~5,35~~ ~~5,34~~ 6,36 ✠LMC5,34 *For Venezuelan Coasting Service*	Ham Oco	*g*	3,36	1934 5mo	Schiffsw. MemelLindenau&Cie. Memel Lloyd's*A&CP*	StandardOilCo.of Venezuela *CellDBf11'10tTanks at sides of Tunnel13'15t*	150·9 | 24·9 | F63' FK	Cristobal Colon Venezuelan 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"-18⅛" 212NHP SulzerBros.Winterthur	11 ″ 10 s 2 ″ 7¾ 9 ″ 5¼	
22321 209871 KJEV	**Carisco** (*ex*Baltimorean, *ex*AtlanticCity) 2*Dks*	927 — 630					1912	StatenIsld. S.B.Co. Pt.Richmond N.Y.	ThamesRiverLine Inc.	180·1 | 28·4 | 12·5	NewYork Utd.States	T.3Cy.15¼",23¾"&37½"-26". *Emade84fitted12* 72NHP GossMarineWks.Bath,Me.		
22322	**Carl** (*ex*Artensis-34,*ex*GustavFischer) Now "Siggy," see No. 40040 in Supplement 1*Dk*	1767 1542 1043					1921	Nüscke& Co.A.G. Stettin	RederiA/B Carl (G.B.Thorden)	267·5 | 42·2 | 17·9 P57*t*H84*t*F21*t*	Brandö Finnish *WB*	T.3Cy.20$\frac{7}{16}$",32¼"&51½"-35⅜" Görlitzer 155NHP MaschinenbauA.G.Gorlitz		N
22323 OUPU	— *OilEng.* *Mchy.Aft* 1*Dk*	318 254 165					1924	A/S Rödbyhavns Dok og Skibsværft RödbyHavn	DeDanskeSukkerfabrikker	131·0 | 24·6 | 10·0 B34'F19'	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 4Cy.12$\frac{9}{16}$"-18½" 111NHP A/S Atlas,Stockholm		V
22324 DMAH	**Carl Cords** *Mchy.Aft* 1*Dk*	903 773 498					1910	Akt.Ges. "Neptun" Rostock	Dampfsch.Ges. Aug.Cords G.m.b.H	231·4 | 33·8 | 12·0 P&B177'F25'	Rostock German *WB*	T.3Cy.14⅜",24$\frac{7}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun."Rostock		G
22325 226776 WOBK	**Carl D. Bradley** *ss*Clv.No.1-34 (*Self-Unloader*) *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at deck*	10028 8162 7706	✠100A1 *For Service on the Great Lakes* 5,34 ✠LMC5,34 BS~~1,36~~ 12,35	Clv		OG	1927 7mo	American S.B.Co. Lorain,O. Lloyd's*A&CP*	BradleyTransportationCo *CellDB&SideTanks8679tFPT347t*	623·2 | 65·2 | 30·2 FK	Duluth Utd.States 3*BH* *APT121t*	1SteamTurbine connected toElec.Mot.&Sc.Shaft 325lb HS11260 985NHP 2WaterTubeBoilers FD GeneralElectricCo. Lynn,Mass.	33 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22326 6981 SETK	**Carl Henckel** Iron (*ex*Harrisborg–34, *ss*Hfs.3rdNo.3–2,25 *ex*Severini,*ex*Leila, *ss*Sbg.No.2–34 *ex*Henrietta) *Well deck* 1*Dk* *Cargo battens not fitted*	*1352* *1114* *769*	✠100A1 3,35 BS5,35	Sbg ✠LMC6,34	*o*	7,34	1882 10mo	T Turnbull &Son Whitby A&CP	RederiA/B Henal ~~RederiA/B Henel~~ (P.Trolle-Henckel, *Mgr.*)	242·5|34·1|18·1 Q88′B56′F33′ FK *DB*	Hlsngborg Swedish 4*BHCem* *a*65′*f*92′267*t*	C.2Cy.30″&55″–36″ 80lb 143NHP 2SB,4*pf*,GS52,HS2391 Blair&Co.Ld.Stockton	19 ″ 6 s 2 ″ 0½ 17 ″ 11	
22327 PUZB	**Carl Hoepcke** Ⓟ TwinSc Wireless	1249 1063 653					1927	F Schichau Elbing	EmprezaNacional deNavegação "Hoepcke"	205·8|36·0|17·8	Florian- opolis Brazilian	C.8Cy.(4)12⅘″&(4)27 9/16″– 27 9/16″ 133NHP F.Schichau,Elbing		G
22328 DCRO	**Carl Rehder** (*ex*Stubnitz, *ex*FridaHorn) 1*Dk*	559 442 262					1920	Union- GiessereiA.G Königsberg	CarstenRehder	166·0|28·8|11·9 P&B112′F21′	Altona German *WB*	T.3Cy.13″,20¼″&33″–22⅘″ Union- 52NHP GiessereiA.G.Königsberg		G
22329 DONZ	**Carl Vinnen** Aux5MstSr *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1827 1537 1524					1922	Frd. Krupp Akt.Ges. Kiel	C.R.H.Vinnen (F.A.Vinnen& Co.*Mgrs.*)	261·8|44·3|19·1 Q82′F55′	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.15¾″–21⅘″ 97NHP Frd.KruppA.G.Kiel		G
22330 441 SDOG	**Carl von Linné** Ⓟ 1*Dk*	*409* *221* *248*					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	144·7|24·5|10·3 P47′ H109*t* F32′	Stockholm Swedish	C.2Cy.24″&43″–24″ NB04 75NHP MotalaCo.,Motala		
22331 2360 SDNW	**Carl XV.** Ⓟ Iron 1*Dk*&*AwngDk*	*547* *256* *369*					1873	Bergsunds Mek.Verks. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	162·1|24·6|11·5 H61*t* 18·7	Stockholm Swedish	C.2Cy.26″&47″–27″ 96NHP W.LindbergsM.V.Skm.		
22332 147934 GKWM	**Carlbeath** *ss*Hul.No.2–33 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	2117 1904 1256	✠100A1 *withfreeboard* 2,35 ~~BS4,34~~	Cff BS6,35 ✠LMC2,53	*r*	CL 1,35	1924 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* *Cell*	GrahamstonShppg Co.Ld.(T.L.Duff& Co.*Mgrs.*) *DB*231′592*tDT in*	274·5|39·9|23·3 P19′F19′ FK *ER*13′139*t FPT*90*t*	Glasgow British 4*BHptCem* *APT*101*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9¾ 18 ″ 9¼	
22333 204701	**Carle C. Conway** (*ex*R.L.Agassiz–34, *ex*WilliamA.Hawgood) 1*Dk* *Mchy.Aft* GyC.	6530 — 4910					1907	Chicago S.B.Co. Chicago	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	532·0|56·2|31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanSB.Co.Cleveland		R
22334 ONIA	**Carlier** Ⓟ (*ex*Itauri) *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*&*Shelter dk*	*7217* — *4398*					1915	Flensburgr Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime InternationaleS.A. *Mgrs.*)	471·1|60·9|28·6 H36′F54′ 36·5	Antwerp Belgian	T.3Cy.31 1/10″50⅘″&84″–53 9/10″ 518NHP FlensburgerSchiffsb.Ges.		V
22335 126961 MBVR	**Carlingford** K *ss*Lan.2ndNo.3–5,34 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	345 274 131	✠100A1 11,35 ~~5,34~~ BS8,35	Lan ✠LMC5,34	*f*	CL ~~4,34~~ 11,35	1908 1mo *Lloyd*	Dublin DockyardCo. Dublin '*sA&CP*	RibbleShippingCo. Ld.(J.S.Sellers& Co.*Mgrs.*)	145·6|24·1|10·4 25·6 Q51′B12′F24′ BK7″ *WB = FPT*41*t*	Liverpool British 3*BHCem* *APT*2*t*	C.2Cy.18 5/16″&38″–27″ (*s*) 130lb 80RHP 1SB,2*pf*,GS40,HS1477 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 5	
22336 135725 VLDB	**Carlisle** (*ex*Merganser–34) *ss*Mch.No.3–2,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1881 1638 934	✠100A1 *Shelter dk* *withfreeboard* 10,34 ~~BS4,34~~	Syd BS7,35 ✠LMC2,32	*s*	CL 3,34	1919 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd '*sA&CP*	J.Patrick&Co.Ld. *CellDB*248′450	290·0|42·5|18·8 FK *Coll* *tFPT*31*tAPT*39*t*	SydneyNSW British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½″,34″&56″–42″ (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1¼ 20 ″ 2½	
22337 143279 GBVM	**Carlo** (*ex*LasPalmas) 1*Dk*	1737 1538 985					1911	Schiffsw.v. H.KochA.G Lübeck	Ellerman'sWilson Line,Ld.	277·7|~~39·2~~|17·9 P&B220′F35′	Hull British *WB*	T.3Cy.22 1/10″,35⅗″&56 1/10″– 33½″ 163NHP Schiffs.v.H.Koch.A.G.		C
22338 237 ILEO	**Carlo Martinolich** (*ex*Carlo, *ex*StellaCapella, *ss*Tri.No.3–11,32 *ex*Maasveer,*ex*Yselmonde) 1*Dk*(*Stl*) Now "Galiola," see No. 38261 in Supplement	1428 1142 814	100A1 5,35 ~~9,34~~ MS3,33	Tri LMC BS1,35	*o*	CL ~~11,32~~ 5,35	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l *CellDBa*&	247·7|36·9|15·6 P28′B56′F20′ FK *uE*81′*f*88′333*tFPT*	Trieste Italian 4*BHCem* 41*tAPT*65*t*	T.3Cy.18″,29″&46⅛″–36″ (*s*) 180lb 181NHP 2SB,4*cf*,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s 2 ″ 2 15 ″ 11½	
22339 254 ILFD	**Carlo Zeno** (*ex*HenriDelmas–33, *ex*Klio) *Well deck* 1*Dk*&*deep framing*	1446 1144 869				...	1906	Mackay Bros. Alloa	SalvagnoAnonima Navigazione	244·6|35·9|16·4 234·8 Q87′B56′F29′ FK	Venice Italian *WB*	T.3Cy.18″,29″&48″–33″ 146NHP MacColl&Pollock,Ld.Sld.	18 ″ 6	I †
22340 205805 KJEX	**Carlos** Wood3Mst *Mchy.Aft* *Fitted for oil fuel* 1*Dk*	865 702 541					1908	Stone& VanBergen SanFrancisco	DonovanS.S.Co.	198·4|39·2|14·8	S.Frncisco Utd.States	T.3Cy.14″,22″&36″–24″ FultonIronWorks, 64NHP SanFrancisco,Cal.		
22341 PJAW	**Carlota** TwinSc *ss*Cco.No.2–32 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2696 1798 1481	✠100A1 ~~4,35~~10,34 11,35 ~~BS10,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 9,24 F.P. above 150° F.*	Cco BS11,35 ✠LMC6,32	*t*	CL SN11.35 P4,35	1924 9mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow '*sA&CP*	Curacaosche Scheepv.Maats.	305·0|50·2|15·0 Q87′*Trunk dk*176′ F42′ FK *FPT*109*t*	Willemst'd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14″,23″&38″–27″ (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld.	15 ″ 0 s 1 ″ 7 13 ″ 6¾	
22342 64 ILFP	**Carlotta** (*ex*Kopernik–34, *ex*Yorkdale,*ex*Ardgour) *Mchy.Aft* 1*Dk*	742 571 427					1914	G.Brown &Co. Greenock	OnofrioJacomino	207·6|29·1|12·8 200·0 Q87′F25′ *WB*	Torre del Greco Italian	T.3Cy.16″,26″&44″–33″ 111NHP Ross&Duncan,Glasgow		CI
22343	**Carlovassi** (*ex*Bourgneuf–34, *ex*Heerenveen) *Mchy.Aft* 1*Dk*	707 — 347					1920	DeGroot& vanVliet Slikkerveer	D.InglessiFilsS.A. Nav.deSamos	180·8|28·3|12·4 Q112′B12′F20′	Samos Greek *WB*	T.3Cy.15″,24″&40″–24″ Overschiesche 78NHP Motorenfabrik.Overschie		
22344 3945 SDOI	**Carlsten** (*ex*Oder,*ex*CarboII, *ex*Bylgia) *ss*Skm No.3–9,12 1*Dk*(*Stl*)&*deep framing* Now "Atlas," see No.37053 in Supplement	*1103* *950* *582*	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	RederiA/B Thor (R.Hedberg,*Mgr.*) *CellDB*	232·2|34·0|14·4 P16′B61′F22′ FK *a*52′*uE*27′ *f*94′296*t*	Gothenbrg Swedish 4*BHCem* *APT*40*t*	T.3Cy.16½″,27″&44″–30″ 118NHP 1SB,3*rf*,GS38,HS2035 NE&B*made*98*refitted*01 NylandsVærksted,Oslo	16 ″ 9	V †
22345 148059 GKPQ	**Carlton** *ss*Nwc.No.2–32 1*Dk*(*Stl*)	5162 4750 3205	✠100A1 6,35 ~~6,34~~ MS9,32	Nwc NYk ✠LMC BS~~9,34~~ 12,35	*y*	CL 6,34	1924 4mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	R.Chapman&Son *CellDB*342′1524	390·0|53·5|28·6 P33′B113′F41′ FK *tFPT*128*tAPT*167*t*	Newcastle British 6*BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *180lb* 363NHP 2SB,8*cf*,GS155,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
22346 220550 KDDK	**Carlton** *Fitted for oil fuel* 2*Dks*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22347 147175 MLGT	**Carmarthen Coast** (*ex*Nova, *ex*Langfjord) *ss*Lth.No.3–7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	961 713 468	✠100A1 *Shelter dk* *with freeboard* 7,35 ~~7,34~~ BS7,35	Lth Lon ✠LMC7,34	*n*	CL 7,34	1921 12mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*174'240*t*	212·5 F34' *on Shelter dk* FK *Collisio* *FPT*49*tAPT*26*t*	33·7	12·5	Liverpool British *Cem* *nBHtoShdk* 3 „ „ *U* „	T.3Cy.16½",27"&44"–30" (*s*) 180lb 142NHP 2SB,4*cf*,GS82,HS2558 Plenty&Son,Ld.Newbury	14 ″ 6 s ″ 2 14 ″ 6	
22348 66 ILFV	**Carmela** (*ex*KathleenC.–33, *ex*AlbertKasimir, *ex*Volga, *ex*Arshaluis,*ex*Otterburn) 1*Dk*	981 771 561	✠ 2,98			–	1892 9mo	J.Laing Sunderland	CarmineVitiello	212·7 204·0 FK	30·9 30·8	14·4 14·1	Torre del Greco Italian	T.3Cy.17½",28"&46"–30" 116NHP W.Allan&Co.Sunderland		IV †
22349 LOGY	**Carmelo** Ⓟ TwinSc Wireless	496 — 198					1919	…………… Germany	Cia.Uruguaya de Nav.Lda.	180·7	23·2	10·2	Bns.Ayres Argentine	T6Cy13⅞"19 7/16"&30 7/16"–17 7/16" 80NHP		
22350 16 ILGW	**Carmen** 1*Dk*	1434 — 835					1925	Cant.Nav. ScoglioOlivi Pola	Soc.Anon.diNav. M.U.Martinolich	223·0 Q24'B50'F31'	38·0	19·4	Lussin- piccolo Italian *WB*	T.3Cy.15",24"&39"–25½" N.Odero fu 77NHP Aless&Co.SestriPonente		I
22351 OYBJ	— (*ex*Catalonier) *ss*Els.No.3–2,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1234 999 753	✠100A1 1,34 MS2,33	Cpn ✠LMC BS2,35	*o*	OG N1,34	1920 10mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow '*sA&CP*	J.Lauritzen	240·0 P27'B57'F25' FK *Cell*	35·7	15·3	Esbjerg Danish 4*BHCem* *DB*211' 386*t*	T.3Cy.15",25"&40"–27" (*s*) 185lb 99NHP 2SB,4*cf*,GS48,HS1630 McKie&Baxter,Glasgow *FPT*21*tAPT*15*t*	17 ″ 3 s 1 ″ 11 15 ″ 6	
22352 EEGA	— (*ex*Peveril) *Well deck* *Mchy.Aft* 1*Dk*	322 — 127			…		1895	Scott& Sons Bowling	M.yJ.Cabo Martinez	135·0 Q59'B10'F25' BK7"	23·1	10·3	Malaga Spanish *WB*	C.2Cy.17½"&40"–27" 80NHP Muir&Houston,Glasgow	11 ″ 0	
22353	**Carmen Avellaneda** TwinSc *OilEng.* (*Train Ferry*) 1*Dk*	2100 — 1525			…		1929	A&JInglis Ld. Glasgow	EntreRiosRail- waysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
22354 215614	**Carmi A. Thompson** 1*Dk*& *Web frames* *Mchy.Aft* *Longitudinal framing* GyC.	7039 6833 5658			…		1917	American S.B.Co. Lorain,O.	ButlerBros. (MidlandS.S.Co. *Mgrs.*)	525·0 F48' FK	58·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"–42" 376NHP AmericanS.B.Co.Lorain,O	32 ″ 0	R †
22355 1231 IBZI	**Carmine Filomena** (*ex*Operosità, *ex*Urlana) *ss*Gen.2ndNo.3–5,24 *ss*Gen.No.1–28 2*Dks*(*Stl-Uteaks*)3*trB* D.F. & *Web frames*	5287 4917 3179	✠ — 8,33 ✠	Gen	*z*		1899 10mo	A&J.Inglis Glasgow	Soc.Anon.Marit- tima "SanPietro" *CellDBa* *B*43'*f*195'1208*tM*	420·2 B95'F62' 123'*uE&* FK *T*30'922*t* *FPT*184*t*	50·7	28·7	Genoa Italian 6*BHCem* *APT*112*t*	T.3Cy.26 1/16",42"&66½"–51" 387NHP 2SB,6*cf*,GS123,HS5500 A.&J.Inglis,Glasgow	32 ″ 0	I †
22356 132028 MDYG	**Carnalea** *ss*Bel.No.3–2,25 *Well deck* *ss*Bel.No.2–34 *Mchy.Aft* 1*Dk*(*ptStl*)	579 423 233	✠100A1 2,36 ~~2,34~~ BS2,36 ~~[illegible]~~	Bel ✠LMC3,34	*j*	CL ~~3,34~~ 2,36	1913 1mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB = Cell*	178·6 Q101'B9'F33' BK7½" *DBf*101' 154*t* *FPT*	28·1	10·5	Belfast British 3*BHCem* 45*tAPT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 ″ 0 s 4 ″ 4¼ 13 ″ 3¼	
22357 223 IBIG	**Carnaro** Ⓟ (*ex*FerenczJózsef Király) *ss*Tri.No.3–6,25 *ss*Tri.No.2–33 2*Dks*(*Stl–Uws*)	3678 2473 2014	✠100A1 8,35 ~~3,35~~ ~~BS6,34~~ 7,36 *Fitted for oil*	Tri ✠LMC7,33 *fuel* 1	*v* 2,3	CL 3,35 0 *F.P.*	1913 12mo *Lloyd* *above*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP* 150° F.	LloydTriestino *CellDBa*110'	349·2 335·0 P50'B178'F40' FK *uE&B*59' *f*128'570*t*	45·9 46·4	23·1 22·6	Trieste Italian 6*BHCem* *APT*16*t*	Q.4Cy.22½",32",47"&68"–48" 225lb (*r*) 492NHP 4SB,12*cf*,GS210,HS7016 FD ClydeSB&EngCo.Ld.PGls	25 ″ 0 s3 ″ 3¼ 22 ″ 1	
22358 148766 GJSL	**Carnarvon Castle** Ⓟ TwinSc *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 6*Dks*	20063 12124 12194					1926	Harland& Wolff,Ld. Belfast	UnionCastleMail S.S.Co.Ld.	630·7 P100'B336'F106'	73·5	41·5	London British *WB*	Oil Engines 4S.C.DA 16Cy.33"–59" 3364NHP Harland&Wolff Ld.Belfast		BT till ~~[illegible]~~ 5,36
To be Broken up 22359 ~~132045~~ ~~GQVR~~	**Carnarvonshire** TwinSc *ss*Ham.No.3–4,26 *Ref.Mchy.* *ss*Ham.No.1–30 2*Dks*(*Stl*)	9385 8760 5886	~~✠100A1~~ 1,34 ~~Lloyd'sRMC5,35~~ *Fitted for oil*	Mdb ~~✠LMC5,34~~ *fuelF. P.*	*f*†	CL 10,34 *above*1	1914 3mo *Lloyd* 50° F.	Workman, Clark&Co.Ld Belfast *WB* '*sA&CP*	~~GlenLine,Ld.~~ = *CellDBa*137'*uE* & *B*102'*f*200'2095*t*	500·3 P107'B180'F88' FK *DTa*30'1030*t* *FPT*	62·4	34·6	Japanese 8*BHCem* 80*tAPT*75*t*	T.6Cy 24",40½"&68"–48" (*s*) ~~160lb~~ HS14600 977NHP 2D&2SB,18*cf*,GS354 FD Wrkman,Clark&Co.LdBel	37 ″ 7 s 8 ″ 1 29 ″ 11¼	
22360 117 IBJG	**Carnia** *ss*Tri.No.3-3,35~~*ss*Gen.No.2–31~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5451 4984 3378	✠100A1 *Shelter dk* *with freeboard* 3,36 ~~9,34~~ ~~MS3,31~~ ✠Lloyd'sRMC~~7,35~~	Tri BS3,36 ✠LMC3,35 ~~BS2,34~~ ~~9,35~~ 3,36	*y*	CL N3,35	1923 1mo	Cant.San RoccoS.A. Trieste A&CP *CellDB*338'	Nav.Libera TriestinaS.A. 1339*t* *DTa*35' 980*t*	404·2 B125'*on Shltr dk* FK *FPT*114*t* *APT*244*t*	54·0	29·6	Trieste Italian 7*BHCem* (2 „ *to S dk* 5 „ „ *U* „)	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico Triestino,Tri.	32 ″ 0 s6 ″ 11½ 25 ″ 3	
22361 123188 GFJL	**Carol Dorian** (*ex*Carol, *ex*Helmsdale) *ss*Ist.2ndNo.3–10,32 *Spar dk*(*Stl*)2*trB*& *deep* *framing Main dk in Nos.*1&4*holds*	3165 2991 2027	✠100A1 *Spar dk* *with freeboard* ~~6,35~~ ~~12,31~~1,36 BS10,34	Ist Ant ✠LMC10,32	*v*	CL ~~10,32~~ 1,36	1907 10mo *Lloyd*	A.Rodger &Co. PortGlasgow '*sA&CP*	EuxineShipping Co.Ld. *Cell*	330·5 P21'B92'F35' FK *DBa&u E*126'*f*146'	49·0	14·4 22·3	London British 5*BHCem* 846*tAPT*69*t*	T.3Cy.24",40"&65"–42" (*s*) 170lb *120lb* NDB24 305NHP 2SB,6*cf*,GS128,HS4786 A.Rodger&Co.Glasgow	24 ″ 9 ~~[illegible]~~ ~~21 ″ 0~~ s3 ″ 11¼ 21 ″ 0	
Now "Maceio" see No. 39076 in Supplement 22362	**Carolina** (*ex*Bollwerk,*ex*Carolina, *ex*Opland, *ss*Got.[illegible]22 *ex*Bishopsgate) *ss*Got.No.3–6,28 *Well deck* *ss*Got.No.1–33 1*Dk*(*Stl*)&*Web frames*	*2294* *1801* *1434*	✠100A1 1,35 BS5,34	MVo ✠LMC3,33	*s*	CL 1,35	1888 12mo	JLThomp- son&Sons Sunderland A&CP	Cia.Carbonifera Rio-Grandense	290·0 P29'Q80'B122'F33' BK10" *DBa*88'*f*64'	38·7	20·9	R.Janeiro Brazilian 6*BHCem* 314*tAPT*25*t*	T3Cy.22½",37 3/32"&60"–39" (*s*) 150lb NDB02 232NHP 2SB,6*cf*,GS92,HS3600 J.Dickinson,Sunderland	22 ″ 3 s 1 ″ 10 21 ″ 8½	
22363 96172 WPCV	— Ⓟ IronTwinSc (*ex*CharlesH.Hackley, *ex*U.S.N.Terry,*ex*Hartford) 1*Dk*& *Saloon dk*	1304 — 887					1892	Neafie& Levy Philadelphia	ChriscaralaCorp.	220·0	40·0	13·0	Duluth, Minn. Utd.States	C.4Cy.20"&40"–26" 136NHP Neafie&Levy,Philadelphia		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Now "Regulus," see No. 39853 in Supplement 22364 441 ESDG	**Caroline** (*ex*MildredPowell, *ex*Redhall) *ss*Lib.2nd.No.3-11,27 *ss*Tln.No.1-32 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	893 748 365	✠100A1 3,35 BS1,35 LMC4,32	Lon	*l*	CL 3,35	1902 1mo	Mackie& Thomson Glasgow *Lloyd'sA&CP*	PärnuLaevaA/S *CellD*	205·1 Q113'B18'F23' FK *Ba53'f75'161tFPT*	30·5	14·6	Pernau Estonian 4*BHCem* 50t*APT*50t	T.3Cy.16½",27"&44"-30" (*s*) 160lb *80lb* 145NHP NB08*refitted*3,23 1SB,3*cf*,GS65,HS2776 McKie&Baxter,Glasgow	15 ″ 4 s 4 ″ 7 14 ″ 4	
22365 OXTB	**Caroline Mærsk** TwinSc *OilEng.* *ss*Rot.No.1-32 *1Dk(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing* *bracketless system*	7691 7232 4713	✠100A1 ~~7,36~~ ~~8,34~~ 4,36 ✠LMC CS12,32 DBS12,35 10,34 *CarryingPetroleum in bulk*	Bkn Fal	*c*†	CL ~~P9,33~~ SN9,33 P7,35	1928 11mo	Odense Staalskibsvft Odense *Lloyd'sA&CP*	D/S A/S Svendborg og A/S D/S af1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*68'	456·8 P101'B38'F36' FK	59·7	33·7	Fredericia Danish 11*BHptCem* 201t*DTf*34'	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn 605t*FPT*225t*APT*120t	35 ″ 9 s 8 ″ 10¼ 27 ″ 2	
22366 OHHJ	**Carolus** *1Dk* *CruiserStern*	*2218* *1945* *1341*					1919	Osbourne, Graham&Co. Ld Sunderlnd	A/B OhlsonS.S. Co.O/Y(A/B Nielsen&Thordén O/Y.*Mgrs.*)	285·0 P35'B70'F33'	43·5	19·1	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"-39" 156NHP MacColl&Pollock,Ld.Sld.		C
22367 210278 WKCA	**Carolyn** *ss*N.Yk.No.3-5,25 *ss*N.Yk.No.2-33 Sub.Sig. *2Dks(Stl)&Webframes* *Longitudinal framing*	3209 2759 2389	✠100A1 ~~6,35~~ ~~2,35~~ 2,36 BS11,35 ✠LMC MS2,33 ~~BS10,34~~ *Fitted for oil fuel*9,22 *F.P. above* 150° F.	Bal	*u*	CL ~~2,33~~ 2,36	1912 7mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP *WB=*	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co. Inc.*Mgrs.*) *CellDBa*100'*uE*20'	313·5 P36'B94'F31' FK *f*136' 679t *FPT*78t	46·0	22·7	NewYork Utd.States 5*BHCem* *APT*248t	T.3Cy.22",37"&60"-42" (*s*) 180lb 279NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 ″ 6 s4 ″ 5½ 21 ″ 3	
22368	**Caroni** TwinSc *ss*Cco.No.1-32 *Mchy.Aft* *1Dk(Stl)&Web frames* *Longitudinal framing-bracketless system*	*3164* *2298* *1671*	✠100A1 8,35 ~~11,34~~ ~~BS11,34~~ ✠LMC10,32 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Cco BS8,35	P	CL N11,33 S8,35	1928 5mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	VenezuelaGulfOil Co. *CellDBuE&B*50'	325·0 P73'B22'F40' *Trunk in wells* FK 149t *side tanks* 180' *FPT*207t	55·2	16·4	Maracaibo Venezuelan 8*BHptCem* 2115t *APT*126t	T.6Cy.14½"24"&39½"-27"(*s*) 180lb 248NHP 2SB,6*cf*,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 ~~s 2 ″ 6~~ ~~14 ″ 4¼~~ s2 ″ 0¼ 14 ″ 8¼	
22369 160592 GSNV	**Caroni River** *OilEng.* *ss*Sng.No.1-32 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7807 7157 4844	✠100A1 ~~6,35~~ ~~11,34~~ 2,36 ✠LMC CS7,33 ~~DBS11,34~~ 6,35 *CarryingPetroleum in bulk* DBS2,36	Fal Bom	*b*†	CL ~~1,33~~ 2,36	1928 10mo	Blyths- woodS.B. Co.Ld. Glasgow *Lloyd'sA&CP*	BritishEmpire SteamNav.Co.Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *CellDBuE*55' 276t*DT*	456·0 P94'B30'F38' FK *f*38'432t *FPT*183t	59·0	33·9	London British 16*BH* (10 *to U dk* 6 „ *2nd* „) *APT*64t	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 9 s7 ″ 10¾ 26 ″ 1	
22370 YQST	**Carpati** *2Dks*	4336 4056 2799				-	1913	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	RoumanianState MaritimeService	375·8 P36'B100'F41'	52·2	25·5	Constntza Roumanian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		V
22371 139257 GSLQ	**Carperby** *ss*Hpl.No.1-32 D.F. *1Dk(Stl)*	4890 4616 ~~3018~~ 3033	✠100A1 ~~4,35~~ 12,35 ~~BS9,34~~ ✠LMC4,32 10,35	Sws Bry	*z*	CL 9,34	1928 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	RopnerShipping Co.Ld. *CellDB*	405·0 P30'B229'F41' FK 359'1402t *FPT*188t	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190t	T.3Cy.25½",41"&71"-48" (*s*) 180lb 505NHP 3SB,9*cf*,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
22372 146158 GFQZ	**Carpio** *ss*Lon.No.3-1,34 *1Dk(Stl)&Shelter dk(Stl)*	1847 1548 893	✠100A1 *Shelter dk withfreeboard* 4,35 ~~6,34~~ BS~~4,35~~3,36 ~~BS3,34~~ ✠LMC2,33 *Fitted for oil fuel*10,21 *F.P. above* 150° F.	Ham	*r*	CL 2,33	1921 8mo	H.&C. Grayson Liverpool *Lloyd'sA&CP*	MacAndrews&Co. Ld. *CellDB*222'4	264·8 FK *Collision* 14t*FPT*63t*APT*18t	41·2	18·8	London British *Cem* *BH to Sh dk* 3 „ „ *U* „	T.3Cy.21",34"&56"-36" (*s*) 180lb HS5370 280NHP 2SB&1AuxB,8*cf*,GS145, McKie&Baxter,Glasgow	21 ″ 0 s ″ 10½ 20 ″ 3¼	
22373 220598 KDES	**Carplaka** *Fitted for oil fuel* D.F. Sub.Sig. *2Dks* E.S.D. GyC.	5104 4598 3113					1920	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo.Inc. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR gearedSteam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22374 220597 KDER	**Carrabulle** *Fitted for oil fuel* D.F. *Carrying petroleum in bulk* *2Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22375 SVQT	**Carras** (*ex*Kinross-34,*ex*Taxandrier, *ex*WarSpartan) *ss*Nwc.No.3-2,31 *1Dk(Stl)* *ss*Pir.No.1-35	*5234* *4750* *3166*	✠100A1 5,35 ~~3,34~~ ~~BS3,34~~ ✠LMC~~4,31~~ 5,35	Liv Pir	*y*	CL 3,34	1918 10mo	SirRDixon &Co.Ltd. Middlesbro' *Lloyd'sA&CP*	CarrasBros. *CellDB*	400·0 P49'B113'F39' FK 335'1122t*DTa*28'11 *FPT*123t	52·3	28·5	Chios Greek 7*BHCem* 20t *APT*177t	T.3Cy.25",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
22376 162409 MBXL	**Carrick Coast** *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk*	369 247 193					1934	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5 B9'Q91'F19'	25·1	9·4	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP Atlas-DieselA/B,Skm.		C
Sunk 10.35 22377 101890 MCKV	**Carricklee** *ss*Apl.No.1-35 *ss*Bel.2ndNo.3-11,31 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	334 227 131	~~✠100A1~~ 1,35 ~~9,32~~ ~~BS9,33~~ ~~✠LMC11,34~~	Bel Apl	*e*	CL ~~9,33~~ 1,35	1904 11mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd'sA&CP*	T.G.Irving,Ld.	141·5 Q81'B7'F27' BK7" *WB=FPT*	24·0	9·8	Sunderlnd British 3*BHCem* 36t*APT*3t	C.2Cy.18"&40"-27" (*s*) 130lb 64RHP 1SB,3*pf*,GS57,HS1560 RenfrewBros.&Co.Irvine	10 ″ 11 s 4 ″ 2 11 ″ 4½	
22378 142744 MPSF	**Carrickmacross** (*ex*Olivine, *ex*CatherineAïda) *ss*Gmh.No.3-10,29 *ss*Bel.No.1-34 *Well deck* *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	754 517 337	✠100A1 2,36 ~~12,34~~ ✠LMC8,34 BS2,36	Bel Sws	*j*	CL ~~12,34~~ 2,36	1918 12mo	ForthS.B. &Eng.Co.Ld. Alloa *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	190·9 Q105'B8'F33' BK7½" *Bf*114'173t*FPT*50t	29·2	11·5	Glasgow British 3*BHCem* *APT*37t	T.3Cy.16",26½"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthS.B.&E.Co.Ld.Alloa	13 ″ 8 s 4 ″ 2½ 13 ″ 10	
22379 148144 MNFK	**Carrickmore** *ss*Bel.No.2-32 *Well deck* *Mchy.Aft* *1Dk(Stl)*	581 400 269	✠100A1 5,35 ~~12,32~~ BS~~1,34~~ ✠LMC12,32 3,35	Bel	*h*	CL ~~11,32~~ 5,35	1925 4mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·0 Q94'B11'F28' FK *Bf*97'125t*FPT*44t	27·0	11·1	Belfast British 3*BHCem* *APT*7t	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2¾	
22380 Now "Kwen Lee," see No. 38789 in Supplement LIWL	**Carrier** (*ex*CanadianCarrier-34, *ex*Champlain-32,*ex*CanadianCarrier) *2Dks*	2829 2520 1696					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	D/S A/S Carrier (ValdemarSkog- landA/S)	320·3 P41'B97'F34'	44·1	22·6	Haugesnd Norwegian *WB*	T.3Cy.23",38"&63"-42" 182NHP PortArthurS.B.Co.		N
22381 212652 KDAE	**Carrillo** Ⓟ D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* *2Dks&2pt dks4trB*	4593 3894 2590					1911	Workman, Clark&CoLd. Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B160'F42'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 412NHP Wrkman,Clark&Co.Ld Bel		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
22382 217374 WJUO	**Carriso** (*ex*Magunkook) TwinSc *OilEng.* 2*Dks*	3894 — 2429					1918	LongBeach S.B.Co. Long Beach,Cal.	~~CarrisoInc.~~ ~~(FloodBros,*Mgrs*)~~ GriffithsS.S.Co	340·5	48·0	24·7	Wlmgtn.Del ~~S.Frncisco~~ Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.20$\frac{7}{16}$"-35$\frac{7}{16}$" 488NHP *Emade*19*fitted*23 PacificDieselEng.Co. Oakland,Cal.		R
22383 102662 MQNT	**Carron** (*ex*Glasgow) 2*Dks*	1017 854 426			...		1894	WBThmp-son&Co.Ld. Dundee	CarronCo.	240·0 P43'B76'F57' BK8"	32·0	16·1	Grngemth British *WB*	T.3Cy.21½",34½"&56"-42" NB30 228NHP W.B.Thompson&Co.Ld	16 ″ 10	C †
22384 132047 MFRD	**Carrowdore** *ss*Liv.No.3-10,25 *Ref.Mchy.* *ss*Bkn.No.2-33 *Well deck* *Mchy.Aft* 1*Dk*(*ptStl*)	599 434 226	✠100A1 ~~11,35~~~~10,34~~1,36 BS~~10,34~~ ✠LMC11,33 11,35	Bkn	*j*	CL ~~10,32~~ ~~11,35~~ 1,36	1914 2mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	A.Guinness,Son& Co.Ld. *WB=CellD*	180·2 Q103'B9'F33' BK7¾" *Bf*103'162*tFPT*48*t*	29·1	10·4	Belfast British 3*BHCem* *APT*24*t*	T.3Cy.14",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS2034 Aitchison,Blair&Co.LdGls	13 ″ 0 s 4 ″ 4½ 13 ″ 3	
22385 116 IBMG	**Carso** *ss*Tri No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6275 5224 3955	✠100A1 *Shelter dk* *withfreeboard* 7,34 BS5,36 ~~BS2,35~~ ✠LMC12,30	Gen	*z*	CL ~~1,33~~ 4,35	1923 1mo	Stabilmnto Tecnico Trieste A&CP	Nav.Libera TriestinaS.A. *CellDBa*132'*uE*& *DTa*40'1096*t*	419·0 B130'F35' *on* *Shelter dk* FK *B*55'*f*163'1542*t* *FPT*99*tAPT*185*t*	54·0	30·1	Trieste Italian 7*BHCem* (6 *to Sh dk* 1 „ *U* „)	T.3Cy.26$\frac{3}{8}$",42$\frac{5}{8}$"&70$\frac{1}{16}$"-48" 180lb (*s*) 483NHP 3SB,9*cf*,GS148,HS7221 FD UnitedMachineFactories, Smichow	33 ″ 3 s 8 ″ 1$\frac{3}{4}$ 25 ″ 4	
22386 DHDT	**Carsten Russ** Wireless 1*Dk*	994 787 576					1910	Stettiner Oderwerke Stettin	ErnstRuss	210·7 P12'Q36'B55'F19'	33·9	13·3	Hamburg German *WB*	T.3Cy15$\frac{7}{10}$"25$\frac{1}{2}$"&41$\frac{3}{16}$"-29$\frac{1}{2}$" 93NHP StettinerOderwerke		G
22387 DHDU	**Cartagena** *CruiserStern* D.F. 1*Dk*	2643 2333 1534					1927	Frerichs-werftAktGes Einswarden	Rob.M.Sloman,jr.	326·9 P275'F43'	46·1	19·7	Hamburg German *WB*	T.3Cy.23$\frac{5}{8}$",38$\frac{3}{16}$"&62$\frac{7}{16}$"-41$\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
22388 140288 MGRC	**Carterside** (*ex*Sunnycroft, *ex*Ennistown) *ss*Shl.No.3-6,29 *Mchy.Aft* *ss*Sld.No.1-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 582 380	✠100A1 ~~3,35~~11,35 ✠LMC BS5,35 MS5,34	Sld Nwc	*k*	CL ~~2,35~~ 9,35	1917 4mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	TheSideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*) *CellD*	195·0 Q94'B11'F20' *Bf*120'166*tFPT*49*t*	30·0	12·0	Newcastle British 3*BHCem* *APT*28*t*	T.3Cy.16",26"&43"-27" (*s*) 180lb *100lb* 119NHP 1SB,3*pf*,GS53,HS2028 J.Dickinson&Sons,Ld.Sld	14 ″ 0 s ″ 10$\frac{3}{4}$ 13 ″ 3	
22389 162658 GRNX	**Carthage** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	14182 11383 7688	✠100A1 *withfreeboard* ~~5,35~~~~1,35~~10,35 MBS1,35 ~~MBS2,34~~ ✠LMC11,31 ✠Lloyd'sRMC~~1,355,35~~ 2,36 ~~[illegible]~~ *Fitted for oil fuel* 11,31 *F.P. above* 150° F.	Lon	*j*†	CL 2,36	1931 11mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	P.&O.Stm.Nav.Co. *Cell*	522·5 B246'F76' FK *DB*448'2568*tFPT*7	71·4	33·1	London British 9 *BHptCem* *Coll*,,*to Wdk* 0*tAPT*140*t*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2997NHP 4WaterTubeBoilers 425lb 2DB*230lb* HS25200 FD A.Stephen&Sons,Ld.Gls	46 ″ 1 s16 ″ 8$\frac{1}{2}$ 29 ″ 8$\frac{3}{4}$	BT till ~~9,35~~ 9,36
22390 129745 CGFP	**Cartier** Ⓟ TwinSc GyC. Wireless 2*Dks*(*Stl–U* ws)	556 432 234	✠ 3,10 ✠	Nwc	*i*		1910 3mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	CanadianGovern-ment(Department ofMarine& Fisheries)	164·0 F40' FK *WB=CellDBuE*& 79*tDTf*13'37*tFPT*	29·2	13·1	Ottawa British 7*BHAsp* *B*&*B nkr*62' 8*tAPT*9*t*	T.6Cy.11½",18"&31"-24" 142NHP 2SB,4*cf*,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0	
22391 149455	**Cartierdoc** *Mchy.Aft* 1*Dk*	1919 1629 1142					1928	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	PatersonSteam-ships,Ld.	252·8 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
22392 EEGV	**Caruso** (*ex*Aitor,*ex*Saturnus) *Well deck* 2*Dks*	1022 — 567			...		1883	Maats de Maas Delfshaven	V.Fernandez Balsera(A.Alvarez S.en.C.*Mgrs.*)	209·5 Q67'B47'F22'	29·6	14·8	Aviles Spanish *WB*	C.2Cy.27"&50"-36" 125NHP Maats deMaas.Delfshaven		
22393 CSBU	**Carvalho Araujo** Ⓟ TwinSc *ss*Lis.No.1-34 2*Dks*(*Stl–U* teak s)3*rdDk* (*Stl*)*inNos.*1&2*holds* *CruiserStern*	4560 3575 2649	✠100A1 3,35 ✠LMC1,34 BS1,36	Lis	*w*	CL 9,33	1930 3mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*) *Cell*	346·5 P30'B128'F65' *afterB.*32' FK *DB*275' 912*t FPT*6	50·2	26·6	Lisbon Portuguese 6*BHCem* 4*t APT*135*t*	T.6Cy.21",36½"&60"-39" 210lb (*r*) FD 735NHP 4SB,*12cf*,GS258,HS11164 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 7$\frac{3}{4}$ 23 ″ 9	
22394 FNMA	**Casamance** *Ref.Mchy.* 2*Dks*	5817 — 3455					1921	Atel.&Ch. de laLoire St.Nazaire	ChargeursRéunis	390·6 P57'B124'F54'	55·9	29·0	Havre French *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Atl.&Ch.delaLoire,StDenis		V
22395 147295 GKWZ	**Casanare** D.F. E.S.D. Sub.Sig. *Ref.Mchy.* 4*Dks*	5376 4678 3297					1924	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·3 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
22396 3407 PJAX	**Casandra** TwinSc *ss*Cco.No.2-33 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*2701* *1800* *1482*	✠100A1 ~~8,35~~~~8,24~~3,36 BS8,35 ~~BS8,34~~ ✠LMC9,32 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,24 *F.P. above* 150° F.	Cco	*t*	CL S8,34 PN8,35	1924 12mo *Lloyd*	W.Beard-more&Co.Ld. Glasgow '*sA&CP*	Curaçaosche Scheep.Maats.	305·0 Q87'F42' *Trunkdk*176' FK *FPT*109*t*	50·2	15·0	Willemstd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 7 13 ″ 6$\frac{3}{4}$	
22397 385 IBNG	**Casaregis** *Fitted for oil fuel* D.F. 3*Dks*	6485 — 3908					1924	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"(Flotte RiuniteFlorio- Citra)	408·8	53·7	28·2	Naples Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon. Ansaldo,Sampierdarena		CI
22398 215796 KDIS	**Cascade** (*ex*Lakebridge,*ex*War Rifle) *Fitted for oil fuel* 1*Dk*	1853 1631 1109			...		1917	Toledo S.B.Co. Toledo	E.K.WoodLumber Co.	251·0 P21'B64'F30' FK	43·8	18·9	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	R †
22399 160046	**Casco** *Mchy.Aft* 1*Dk*	1831 1595 1153					1927	Earle'sCo. Ld. Hull	Lakes&St.Law-renceNav.Co.Ld.	252·7 Q94'F35'	43·2	17·8	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
22400 200856 KJEY	**Caspar** (*ex*Nushagak) *ss*S.Fo.2ndNo.3-7,29 *ss*SFo.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	739 584 479	✠100A1 3,35 BS5,35 ✠LMC6,34 *Fitted for oil fuel* 3,07 *F.P. above* 150° F.	SFo		CL N6,34	1904 5mo	United Eng.Works SanFrancisco A&CP	RemcoS.S.Co.Inc. *CellDB*140'223*t*	175·5 P43'F38' FK *uE*&*B*50'62*t FPT*	34·0	14·5	S.Frncisco Utd.States 3*BH* 75*tAPT*27*t*	T.3Cy.14",22"&38"-30" (*s*) 180lb *120lb* 118NHP 2SB,4*cf*,GS60,HS2320 UnitedEng.Works.S.Fo.		
22401																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22402 204919 KJEZ	**Caspar** Wood (*ex*Capastrano) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	648 — 362					1907	J Lindstrm Aberdeen, Wash.	A.G.Rehnstrom	175·1	38·3	12·4	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP Willamette I.Wks. Portland,Ore.		
22403 160551 GSMK	**Caspia** *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6018 5520 3720	✠100A1 9,31 *CarryingPetr* *Fitted for oil*	Fal ✠LMC8,28 *oleum* *fuel* 8,	*z* *in* 28	CL *bulk* *F.P a*	1928 8mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	OverseasOil& TransportCo.Ld. *CellDBuB*40'64*t*	412·0 P108'B28'F46' *DTf*38' 338*t* *FPT*	53·4	31·6 FK	London British 17*BHptCem* (10 *to U dk* 7 ,, *2nd* ,,) 66*tAPT*59*t*	T.3Cy.27",45"&75"–48" (*s*) 180lb *120lb* 533NHP 3SB,9*cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc	31 ″ 6 s 6 ″ 8 25 ″ 3	
22404 TSMH	**Cassard** *ss*Nts.No.3–4,34 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1596 1388 933	✠100A1 2,361,~~35~~ BS~~4,35~~4,36	Lis Rot ✠LMC4,34	*q*	CL 3,34	1920 2mo *Lloyd*	Grangemth Dkyd.Co.Ld Grngemouth '*sA&CP*	Chargeurs de l'Ouest	253·4 P27'B63'F26' *CellDB*198'452*t*	37·4	18·4 FK	Nantes French 4*BHCem* *APT*47*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 192NHP 2SB,6*cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6½ 18 ″ 1	
22405 DHDV	**Cassel** *ss*Ham.No.2–30 *Well deck* 2*Dks*(*Stl*)3*rd dk in No.1 hold* D.F.	6047 5389 3672	✠ … 5,34	Ham	*b*†		1922 5mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Line) *CellD*	450·0 P&B366'F59' *B*389'1560*tFPT*60*t*	58·2	27·0 FK	Hamburg German 8*BHptCem* *ptAsp* *APT*11*t*	4SteamTurbinesSRgeared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
22406 CSAL	**Cassequel** (*ex*Pangim,*ex*Numantia) (*DAMAGED BY FIRE, 12,33*)— *NOW IN PORT* *ss*Rot.2nd No.3–4,26 *ss*Rot.No 1–31 2*Dks*(1*Stl*&*Ulrn*) *Cell side tanks amidships,* *deep framing at ends*	4751 4051 3325	✠ 5,33	Lis ✠	*x*		1901 4mo	W.Gray& Co.Ld. WHartlepool	Cia.Colonial de Navegaçao *CellD*	384·5 P40'B145'F40' *Ba*126' *uE* 26'*f*172'	52·1	25·6 FK	Lisbon Portuguese 6*BHCem* 1008*t Cell si*	T.3Cy.27",43"&72"–45" 369NHP 3SB,9*cf*,GS157,HS5592 Cen.Mar.Eng.Wrks.WHpl *de tanks*217'850*tAPT*55*t*	28 ″ 4	
22407 220574 KDDZ	**Cassimir** *Fitted for oil fuel* *Carrying petroleum in bulk* D.F. 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22408 124140 GJZC	**Castalia** Ⓟ *Fitted for oil fuel* 2*Dks*	6601 5583 4171					1906	Barclay, Curle&Co.Ld. Glasgow	~~AnchorLine(Hen-~~ ~~dersonBros.)Ld.~~ AnchorLine (1935)Ld.	440·5 P48'B153'F49' *Promenade dk* 153'	53·2	29·8	Glasgow British *WB*	T.3Cy.29½",49"&81"–54" 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till ~~7,35~~ 8,36
22409 220630 KDFF	**Castana** *Fitted for oil fuel* *Carrying petroleum in bulk* 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	SteamerCastana Corpn.Inc	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22410 144596 GDJM	**Castelar** (*ex*Orotava) *ss*Ham.No.3–8,25 *ss*Ant.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)	1989 1586 1158	100A1 5,36 ~~3,35~~ BS7,35	Ham Lon LMC6,34	*s*	OG 3,35	1914 *Lloyd*	Schiffsw.v. HenryKoch Lübeck '*sA&CP*	Macandrews&Co. Ld. 1*BH in fore hold* *CellDB*245'765*t*	291·3 P&B107'F81' *omitted* *FPT*180*tAPT*37*t*	41·1	16·6 FK	London British *Cem* 4*BHonly*	T.3Cy.23¼",37½"&57"–$35\frac{7}{16}$" 185lb (*s*) 252NHP 2SB,4*cf*,GS82,HS3552 FD OttensenerMaschf.Altona	20 ″ 0 s 2 ″ 3¼ 17 ″ 11	
22411 143384 GBVX	**Castilian** 2*Dks*	3067 2836 1849					1919	SirRaylton Dixon&CoLd Middlesbro'	Westcott& LauranceLine,Ld.	331·3 P33'B98'F29'	46·8	23·2	London British *WB*	T.3Cy.25",41"&68"–45" 310NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
22412 HRAH	**Castilla** Ⓟ *Fitted for oil fuel* 2*Dks*4*trB*	4087 3252 2159					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"–45" 406NHP Wrkman,Clark&Co LdBel		C
22413 CBCS	— (*ex*Gazelle,*ex*Wilhelmine,*ex*B.W.III.) *Mchy.Aft* Wireless 1*Dk*	361 264 174					1920	Werf Noordster Groningen	V.Martinez	130·5 P38'Q44'F22'	23·1	11·5	Valparaiso Chilian *WB*	T.3Cy.$10\frac{3}{5}$",$17\frac{3}{10}$"&28"–$17\frac{3}{10}$" Boon,Molema& 33NHP DeCock,Hoogezand		G
22414 156175 VQJK	**Castle Harbour** TwinSc (*ex*Mid-Ocean) *ss*BermudaNo.1–34 1*Dk*(*Stl*–ws)2*nd dk*(*Stl*–ws) Wireless *in fore hold*	730 548 294	✠100A1 *withfreeboard* 12,34 MS8,34 *Fitted for oil*	Ber- muda ✠LMC BS~~12,34~~1,36 *fuel* 10	,29	12,34 *F.P. a*	1929 10mo *Lloyd* *bove* 1	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* 50° F.	Bermuda&West IndiesS.S.Co.Ld. *CellDBuE*21'36*t* *DTa above tu*	176·3 F68' *DTsf*9'110*t* *nnel* 19'103*t* *FPT*9*t*	33·7	15·0 FK	Bermuda British 6*BHCem* *APT*12*t*	T.6Cy.14",23"&38"–27" (*s*) 180lb 279NHP HS4700 FD 2 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk	16 ″ 0 s 3 ″ 9½ 12 ″ 6¾	
22415 217860 KJFB	**Castle Town** *Fitted for oil fuel* 1*Dk*	3321 2750 2029			…		1919	Pusey& JonesCo. Gloucester City,N.J	TheCharlesNelson Co.	321·7 P37'B82'F31'	50·0	21·6 FK	S.Frncisco Utd.States *WB*	T.3Cy.19¾",31½"&54¼"–36" NB21 332NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
22416 ~~115306~~ ~~MBSZ~~	**Castlegreen** (*ex*Toivo–34, *ex*Hoffnung–32, *ss*Ham.2ndNo.3–2,28 *ex*Niels,*ex*Cabo *ss*Kel.No.1–32 Corrientes,*ex*WestCoast, 1*Dk*(*Stl*) *ex*RiverTay) *Well deck* *Mchy.Aft* Now "Kaida" see No. 38799 in Supplement	510 354 224	✠100A1 12,35 ~~1,34~~ BS~~9,33~~ 1,35	Shl ✠LMC8,32		CL ~~8,32~~ 8,35	1902 7mo *Lloyd*	Ardrossan D.D.&S.B.Co Ld.Ardrossan '*sA&CP*	~~W.G.James(W.G.~~ ~~James&Sons,~~ ~~*Mgrs.*)~~ ~~BritishIsles~~ ~~Coasters,Ld.~~ E.Bergmann	165·8 Q91'B10'F19'	25·8	10·2 FK *FPT*50*t*	Estonian 3*BHCem* *APT*5*t*	C.2Cy.16"&40"–20" 125lb 89RHP 1SB,3*pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 ″ 3 s 3 ″ 10 11 ″ 0½	
22417 142504 MKNT	**Castlehill** *ss*Bel.No.3–6,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	690 467 280	✠100A1 1,36 ~~6,33~~ ~~BS7,34~~ ~~7,35~~	Bel ✠LMC6,33 BS1,36	*j*	CL ~~6,33~~ 1,36	1920 11mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	187·4 Q107'B9'F33' *Bf*110'172*tFPT*46*t*	28·7	11·0 BK7¼"	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS58,HS1938 AitchisonBlair,LdCldebnk	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
22418 146613 GJKW	**Castlemoor** *ss*Bly.No.3–9,35 ~~*ss*Bly.No.2–29~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6574 6275 4078	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~3,34~~ ~~BS8,34~~	Shl Bly ✠LMC~~5,29~~ 9,35	*z*	CL 3,34	1922 8mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *Inter*	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *mediate BH in fore* *CellDB*364'1181*t*	420·0 *hold dispensed with* *FPT*105*tAPT*127*t*	54·0	34·3 FK	London British *Cem* 1*BHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27",44½"&75"–54" (*s*) 180lb 577NHP 3SB,9*cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
22419																

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
22420 7458 SFXA	**Castor** TwinSc *OilEng.* ssGot.No.1-31 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	*8714* *7950* *4851*	✠100A1 4,36 ✠LMC CS4,36 DBS7,34 5,35 *CarryingPetroleum in bulk*	Rot Fal	*d*†	CL 7,34	1928 6mo *Lloyd*'sA&CP	Kockums M.V.Aktieb. Malmö *CellDBuE*60'	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) 249*t* *DTf*38' 298*t*	482·3 P97'B36'F40' FK *FPT*152*tAPT*190*t*	61·8	36·1	Trelleborg Swedish 17*BHptCem* (12 *to Udk* 5 „2nd „	Oil Engines 4S.C.SA 12Cy.22 7/16"-39⅜" 584NHP 2DB170*lb* 1DB(*aft*)100*lb* KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 27 ″ 3¼	
22421 LCGE	— (*ex*Rödfaxe) *Well deck* 1*Dk*	1683 1177 1039					1920	Helsingörs Jernsk.&Msk. Elsinore	DetBergenske Dampskibsselskab	249·8 P38*t* Q104*t* B242*t* F31*t*H50*t*	38·3	15·4	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJrnsk.&Mskb.		N
22422 366 OHGG	— (*ex*Cettois,*ex*Saga) ssAbo.2ndNo.3-4,31 Wireless ssAbo.No.1-35 1*Dk(Stl)&deep framing*	1225 974 659	✠100A1 ~~9,35 1,35~~ 4,36 BS4,36 ✠LMC4,35	Abo ~~Hfs~~	*n*	OG 6,34	1906 8mo *Lloyd*'sA&CP *WB*=	Laxevaags Msk.&Jrnsk. Bergen	FinskaÅngf. Aktieb. *Cell DBa* 63' *f*119'	225·9 P19'B61'F25' FK 285*t FPT*40*t APT*	33·4	15·8	Helsingfrs Finnish 4*BHptCem* 51*t* *ptAsp*	T.3Cy.16",25½"&43"-30" (*s*) 175lb 80*lb* 113NHP 1SB,3*pf*,GS55,HS1824 LaxevaagsMsk.&Jrns.Bgn	16 ″ 10 s 1 ″ 10½ 15 ″ 1	
22423 DOMA	— 1*Dk&ptAwngdk*	519 289 320					1896	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	163·0 Q16'F16' *ptAwngdk*130'	24·1	9·6	Bremen German *WB*	C.2Cy.16 5/16"&30 11/16"-20½" 36NHP A.G."Weser,"Bremen		G
22424 822 ILIL	**Castore** *Mchy.Aft* 1*Dk*	1016 806 599					1917	N.Odero& Co. Foce, Genoa	Soc.Anon.Ilva	203·9	31·9	16·6	Genoa Italian	T.3Cy.15½",24⅝"&39⅝"-25⅝" 79NHP N.Odero&Co.		CI
22425 Sunk 1,36 491 CBCT	**Castro** (*ex*Harrogate,*ex*Kilchreest) ssVpo.No.3-10,33 Wireless 1*Dk(Stl)* *Cargo battens not fitted*	644 491 450	~~100A1~~ 12,35~~10,34~~ ~~BS10,34~~ ~~10,35~~	Vpo ~~LMC10,33~~		CL 10,34	1918 *Lloyd*'sA&CP	Smith's DockCo.Ld. Middlesbro'	Tyrer&Co.Ld.	175·4 B50' FK *CellDBuE*26'20*t*	30·0	15·7	Valparaiso Chilian 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 132NHP 1SB,3*cf*,GS51,HS1825 FD Smith'sDockCo.Ld Mdb	16 ″ 6 s1 ″ 10 14 ″ 11	
22426 EEGZ	**Castro-Alen** 1*Dk&deep framing*	1360 1192 770			...		1901	Grngem'th &Greenock DockyardCo. Greenock	Cia.deNav.Vasco Asturiana (R.Caso de losCobos,*Mgr.*)	239·7 B68'F25 FK	36·7	16·4	Gijon Spanish *WB*	T.3Cy.19",30½"&50"-36" 157NHP Dunsmuir&Jackson,LdGls	18 ″ 5	
22427 220629 KDFG	**Catahoula** *Fitted for oil fuel* D.F. *Carrying petroleum in bulk* 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22428 152822 VGNY	**Catala** Ⓟ TwinSc *Ref.Mchy.* Wireless *Fitted for oil fuel* *CruiserStern* 2*Dks*	1476 1065 851					1925	CoasterCon -structnCoLd Montrose	UnionSteamships Ld.	217·9 B120'	37·1	18·4	Vancouver British	T.6Cy.16",26"&44"-26" 200NHP E*made*19*rebuilt&fitted*25 Campbell&CalderwoodPsy		C
22429 59 IBHG	**Catalani** Ⓟ *OilEng.* ssFiu.No.1-33 2*Dks(Stl)*	2429 1838 1422	✠100A1 3,36 ✠LMC CS6,33 2,36 DBS1,36	Fiu	*s*	CL 11,34	1929 1mo *Lloyd*'sA&CP	Cant.Nav. Triestino Monfalcone	AdriaSoc.Anon.di Nav.Marittima *CellDB*213'40	294·0 281·3 P29'B84'F36' FK 4*tFPT*58*tAPT*57*t*	40·2 40·1	21·1 21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24 13/16"-43 5/16" 357NHP DB100*lb* StabilimentoTecnico,Tri.	23 ″ 4 s3 ″ 1⅜ 20 ″ 5⅝	
22430 223907 KFTP	**Catalina** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*	1766 — 1161					1924	Ls.Angeles SB&DDCorp. SanPedroCal	Wilmington TransportationCo. Inc.	285·2	52·1	18·8	Ls.Angeles Utd.States *WB*	T.6Cy.20½",35"&60"-36" Hooven,Owens& 432NHP RentschlerCo.Hamilton,O.		
22431 CSBY	— (*ex*Falconer, ssLis.No.3-5,32 *ex*Kilkeel) Wireless *Cargo battens not fitted* 1*Dk(Stl)*	632 487 322	100A1 8,35~~2,34~~ BS8,35 MS4,32	Lis LMC ~~BS3,34~~		CL ~~5,32~~ 8,35	1918 *Lloyd*'sA&CP	Smith's DockCo Ld. Middlesbro'	C.A.Moreira&Cia. Ltda.	175·0 B50' FK *CellDBuE*26'20*t*	30·0	15·7	Oporto Portuguese 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7¼ 15 ″ 0¼	
22432 77698	**Cataract** Comp 1*Dk*	839 657 451					1882 *Rebuilt* 1918	A.M. Robertson HamiltonOnt MontrealD.D.&ShipRepairingCo.Ld.	SorelSandCo.Ld.	174·6	33·2	15·0	Montreal British	C.2Cy.20"&40"-36" NE04 B*made*90 67RHP J.Inglis&Co.Toronto,Ont.		
22433	**Catatumbo** TwinSc ssCco.No.1-32 *Mchy.Aft* 1*Dk(Stl)&Webframes* *Longitudinal framing-bracketless system*	*3163* *2298* *1671*	✠100A1 7,35~~8,34~~ ~~BS8,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Cco BS7,35 ✠LMC8,32	*u*	CL s8,34 P7,35	1928 4mo *Lloyd*'sA&CP	Palmers' Co.Ld. Newcastle	VenezuelaGulf OilCo. *CellDBuE&B50'* 149*t side tanks*	325·0 P73'B22'F40' *Trunk in Wells* FK 180' 2115*t* *FPT*207*t*	55·2	16·4	Maracaibo Venezuelan 8*BHptCem* *APT*126*t*	T.6Cy.14½",24"&39½"-27" 180lb (*s*) 248NHP 2SB,6*cf*, HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 ~~s 2 ″ 6~~ ~~14 ″ 4½~~ s2 ″ 0½ 14 ″ 8¼	
22434 ~~[illegible]~~	**Caterina** (*ex*Luisa Aux4MstSr Verderame) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*) Now "San Luis" see No. 40093 in Supplement	607 597 479					1920	Wortelboer &Co. Westerbroek	~~CaterinaShipping Co.Ld.~~ ~~W.Wrightson~~ L.Garcia	167·3 P42'F33'	28·6	12·4	Honduran *WB*	Oil Engine 2S.C.SA 4Cy.13 3/16"-13¾" 123NHP D.GoedkoopKromhout, Motorenfabriek,Ams.		
22435 1724 ILJD	**Caterina Dani** (*ex*Quartz, *ex*B.A.H.W.No.10) *Mchy.Aft* 1*Dk(Stl)* Now "Drener" see No. 37781 in Supplement	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Wal- ker&Co.Ld Sudbrook	Dani&Co.	171·0 Q62'F24' FK B *on Quarter dk* 17' *FPT*46*t*	30·0	11·1	Genoa Italian 4*BHCem* *MT*6'66*t*	T.3Cy.13",22"&34"-22½" 75NHP 1SB,3*pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
22436 156~~79~~ IBRG	**Caterina Gerolimich** ssGen.No.3-3,32 D.F. 2*Dks(Stl)*	5430 4158 3326	✠ ... 5,36 ~~BS7,34~~ ~~6,35~~	Gen ✠~~LMC8,34~~	*y*	CL 6,34	1912 12mo *Lloyd*'sA&CP	Cantiere SanRocco Trieste	I.N.C.S.A. (ImpreseNavCom mercialeSocAnon) *CellDBa&uE*145'	396·3 380·0 P31'B247'F41' FK *f*159'1008*tAPT*37*t*	52·2	25·5	Rome Italian 6*BHCem* *DTa*35'824*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb ~~100lb~~ 411NHP 2SB,6*cf*,GS118,HS5534 FD ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 10 ~~s3 ″ 0~~ ~~21 ″ 11~~	
22437 1145 IBSG	**Caterina Madre** (*ex*Valnoce, *ex*Iddesleigh) ssBry.No.3-6,17 ssGen.No.1-23 D.F. 1*Dk(ptIrn&ptStl)2trB* *&deep framing3Dk rule*	4019 3778 2427	✠ 8,27 ✠	Gen	*x*		1904 7mo	Richardsn, Duck&Co Stockton	"Corrado"Soc. Anon. diNav. *CellD*	355·0 P35'B213'F34' FK *Ba*113' *uE*20' *f*158'	48·7	25·9	Genoa Italian 7*BHCem* 915*tDTf*21'	T.3Cy.26",42½"&69½"-45" 349NHP 2SB,6*cf*,GS129,HS5620 Blair&Co.Ld.Stockton 726*tFPT*137*tAPT*168*t*	28 ″ 5	I †
22438 ~~143334~~ ~~MJQV~~ 143334 MJQV	**Catford** ssShl.No.1-35 ssShl.No.3-7,31 Sub.Sig. 1*Dk(Stl)* *Cargo battens not fitted*	1568 1345 829	✠100A1 ~~7,35~~ ~~6,34~~11,35 BS~~6,34~~ 7,35	Shl Hpl ✠LMC~~7,34~~ MS11,35	*p*	CL ~~6,34~~ 7,35	1919 7mo *Lloyd*'sA&CP	Dublin Dckyd.Co.Ld Dublin	SouthMetro- politanGasCo. *CellDB*171'306*t*	240·2 B52'F23' FK *DTa*29'118*tFPT*80	36·3	19·1	London British 6*BHCem* *tAPT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 9½ 18 ″ 8	
22439																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
22440 148843 GCDF	**Cathay** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk–pt* teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* E.S.D. D.F. *CruiserStern* *Fitted for oil fuel*	15225 12242 8746	✠ 8,28 ✠ ✠Lloyd'sRMC~~1,35~~ ~~5,35~~ 4,36~~12,35~~ ~~8,35~~	Lon	*j*†		1925 3mo	Barclay, Curle&Co.Ld. Glasgow	Peninsular& OrientalStm.Nav. Co.	523·5|70·2|42·3 B255'F92' FK *CellDB*443'1683*t Tanks* *CollB* *at sides of tunnels*69'580*tFPT*171*t*	Glasgow British 9*BHptCem* *HtoWthr dk* *APT*117*t*	Q.8Cy.29½",42¼",60¾"&87"–54" 1905NHP 3D&4SB,40*cf*, ,HS29298 Barclay,Curle&Co.Ld.Gls.	46 ″ 0	BT till ~~6,35~~ 5,36
22441 141769 VGBX	**Cathcart** (*ex*CanadianHunter) *ss*Hfx.No.3–2,33 *Well deck* 1*Dk*(*Stl*)2*nd dk* *Ref.Mchy.* (*Stl*)&*platform dk in holds*	3708 2915 2217	✠100A1 ~~5,25 8,34~~ 9,35 ~~BS3,34~~ ✠Lloyd'sRMC~~12,34~~ 1,36 ~~4,35~~ for temp. 20° F. BS4,36 *Adapted for oil fuel* 4,29 *F.P. above* 150° F.	Mtl ~~BS4,30~~ ✠LMC3,32	*v*	CL ~~3,32~~ ~~5,35~~ 9,35	1920 8mo *Lloyd'sA&CP*	DavieS.B. &Repg.Co.Ld Lauzon,P.Q.	CanadianHunter, Ld.(Canadian NationalSteamships,*Mgrs.*)	331·1|46·7|23·2 P&B215'F33' FK *CellDB*266'674*t FPT*	Montreal British 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders, Ld.ThreeRivers,P.Q.	25 ″ 6 s7 ″ 2¾ 18 ″ 6	
22442 216616 KTOI	**Catherine** Ⓟ (*ex*LakeGreenwood) *ss*N.Yk.No.3–7,30 *ss*Jck.No.1–34 1*Dk*(*Stl*) *Cargo battens not fitted*	2121 1766 1278	✠100A1 ~~7,951,35~~ 1,36 BS7,35 MS1,34 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Jck ✠LMC ~~BS7,34~~	*r*	CL ~~N10,32~~ 7,35	1918 7mo	Manitowoc S.B.Co. Manitowoc, Wis. A&CP	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	250·5|43·7|20·4 P27'B64'F26' FK *CellD*B212' 637*t FPT*54*t*	NewYork Utd.States 6*BHCem* *APT*51*t*	T.3Cy.21",35"&59$\frac{3}{16}$"–42"(*s*) 190lb 307NHP 2SB,6*cf*,GS138,HS5486 NordbergMfg.Co. Milwaukee,Wis	23 ″ 1	
22443 216216 KMAI	**Catherine D.** Ⓟ WoodTwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks*	2224 — 1624					1918	Pacif.Amr. FisheriesCo. Bellingham	PacificAmerican Fisheries	242·0|41·6|24·4 P50'	Bellngham Utd.States	T.6Cy.13",21"&35"–27" 126NHP SeattleMach.Works,Sea.		R
22444 204835 KFKR	**Catherine G. Sudden** 3Mst (*ex*Thorbjörg,*ex*GeorgeW.Fenwick) *Mchy.Aft* 1*Dk*	2052 1770 1218					1907	NwprtNws S.B.&DD.Co. Newprt News	Sudden& Christenson	277·0|43·0|17·3 P50'B27'F31'	S.Frncisco Utd.States *WB*	T.3Cy.19",36"&52"–40" 171NHP NewportNewsSB.&DD.Co		
22445 FNWY	**Catherine Schiaffino** *Fitted for oil fuel* Wireless 1*Dk*	1591 1284 813					1930	Howaldtswerke A.G. Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	243·9|38·0|18·5 P&B133'F30'	Algiers French *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&49¼"–33½" 140NHP Howaldtswerke.Kiel		V
22446 219196 KOLP	**Cathlamet** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5869 5113 3635					1919	AmesS.B. &DrydockCo Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines, Inc.*Mgrs.*)	409·8|54·2|29·2 P44'B119'F47'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AllisChalmers,Milwaukee		R
22447 219956 KURC	**Cathwood** *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying petroleum in bulk* D.F. *Longitudinalframing*	7072 — 4360					1920	Bethlehem S.B.Corp. Ld. Alameda,Cal.	UnionOilCo.of California	435·0|56·0|32·0 P123'B50'F33'	L.Angeles Cal. Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp. S.Francisco		R
22448 144691 MKCL	**Cato** (*ex*Fink) 1*Dk*	1436 1007 855					1913	Stettiner Oderwerke Stettin	Ellerman'sWilson Line,Ld.	230·9|36·4|15·0 Q75'B101'F29'	Hull British *WB*	T3Cy16$\frac{9}{10}$",27⅗"&43$\frac{3}{10}$"–31½" 105NHP StettinerOderwerke		C
22449 134703 MFDZ	— *ss*Brs.No.3–5,27 *ss*Shl.No.2–36 ~~*ss*Brs.No.1–31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in forward holds*	710 577 291	✠100A1 *Shelter dk* *with freeboard* 4,36 ~~1,31~~ ~~BS11,34~~	Brs Shl MS4,36 BS1,36 ✠LMC~~5,34~~	*n*	CL ~~N4,34~~ 4,36	1914 6mo *Lloyd'sA&CP*	Campbeltown S.B.Co. Campbeltwn	BristolStm.Nav. Co.Ld.	231·0|30·9|19·0 32·6 FK *WB=CellD* Ba53'*uE&B*33'*f*92'	Bristol British 4*BHCem* 213*tAPT*18*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	14 ″ 0 s ″ 9¼ 13 ″ 4	
22450 1531 IBTG	**Caucaso** (*ex*Ostpreussen) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	2065 1815 1272					1921	Frd.Krupp Akt.Ges. Kiel	NereideSoc.Anon. diNav.	276·0|40·5|23·4 F42'	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"–16$\frac{11}{20}$" 371NHP Maschf.Augsburg- NürnbergA G.Augsburg		I
22451 FNCT	**Caudebec** (*ex*Oldenburg) *ss*Hav.2ndNo.3–11,34 Wireless *Well deck* 1*Dk*(*Stl*)	1471 1125 796	✠100A1 1,36~~11,34~~ BS~~5,34~~8,35	Hav ✠LMC MS11,34	*p*	OG 10,34	1910 5mo *Lloyd'sA&CP*	Greenock& Grangem'uth DockyardCo. Grngemouth	Worms&Co.	235·2|36·0|16·4 P21'Q118'F26' B*on*Qdk56' FK *CellDBa*60' *uE&B*34' *f*104'366*t APT* 82*t* '*tweendk*	Havre French 4*BHCem* *tanks*14'34*t*	T.3Cy.18",27½"&45"–33"(*r*) 180lb 143NHP 2SB,4*cf*,GS80,HS2440 Richardsons,Westgarth& Co.Ld.Mdb.	18 ″ 4 s1 ″ 5½ 17 ″ 1	
22452 Wrecked 1,36 CBCC	**Cautin** Ⓟ *ss* Vpo.No.1–34 *Ref.Mchy.* 1*Dk*(*Stl–ws*)2*nd dk*(*Stl*) *in holds Shade dk*(*Stl*–teak s)	4316 — 2446	✠~~100A1~~ ~~6,34~~11,35 ~~BS6,35~~ *Fitted for oil fuel* 5,30 *F.P. above* 150° F.	Vpo ✠~~LMC6,34~~	*w*	CL ~~6,33~~ N11,35	1930 5mo *Lloyd'sA&CP*	W.Hamilton&Co. (1928)Ld. PortGlasgow	CompañiaSud AmericanaDe Vapores	352·4|51·0|21·5 FK *CellDB*282'617*tFPT*	Valparaiso Chilian 6*BHptCem* 59*tAPT*100*t*	Q.4Cy.22",32",47"&68"–45" 220lb (*r*) 515NHP 3SB,9*cf*,GS193,HS7707 FD J.G.Kincaid&Co.Ld.Grk.	24 ″ 0 s3 ″ 5½ 21 ″ 0¾	
22453 214559 WECU	**Cauto** *Ref.Mchy.* 2*Dks* *Fitted for oil fuel*	3571 3161 2160			…		1916	Seattle Construction &DryDk.Co. Seattle,Wash	NewYork&Cuba MailS.S.Co. (WardLine)	351·0|47·9|24·7 P44'B90'F38' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleCon.&DryDockCo.	27 ″ 3	R †
22454 DOCR	**Cavalla** (*ex*Frankfurt) Wireless 2*Dks*	1570 1413 954					1912	Bremer Vulkan Vegesack	AtlasLevante- LinieA.G.(DeutscheLevante-Linie G.m.b.H.*Mgrs.*)	260·5|37·1|19·5 B69'F33'	Bremen German *WB*	T.3Cy.23⅗",38⅕"&61⅘"–41$\frac{3}{10}$" 245NHP BremerVulkan,Vegesack		G
22455 146461 GDNS	**Cavallo** *CruiserStern* 2*Dks*	2268 2039 1304					1922	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	312·0|44·7|18·7	Hull British *WB*	T.3Cy.20½",35"&60"–42" 233NHP Earle'sCo.Ld.Hull		C
22456 141547 VGKF	**Cavelier** (*ex*CanadianAviator) *ss*Hfx.No.3–3,33 *Well deck* 2*Dks*(*Stl*)& *Ref.Mchy* *platform dk in holds*	3663 2878 2213	✠100A1 5,35 ~~8,34~~ ~~BS3,35~~ ✠Lloyd'sRMC~~11,34~~ ~~5,35~~ 11,35 for temp. 20° F *Adapted for oil fuel* 4,29 *F.P. above* 150° F.	Mtl BS3,36 ✠LMC3,32	*v*	CL ~~N4,32~~ 5,35	1919 11mo *Lloyd'sA&CP*	Wallace Shipyards,Ld Vancouver, B.C.	CanadianAviator, Ld.(Canadian NationalSteamships,*Mgrs.*)	331·0|46·7|23·2 P&B215'F33' FK *CellDB*270'674*t FPT*	Montreal British 7*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD WallaceShipyards,Ld.	25 ″ 6 s7 ″ 2¾ 18 ″ 6	
22457														

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15 Registres où cote en est dans le L. R. Durée Cert. [illegible]
22458 147896 GKFV	**Cavina** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	6907 5243 4016					1924	A.Stephen &Sons,Ld. Govan	Elders&Fyffes,Ld.	425·2 P42'B195'F48'	54·1	30·3	Glasgow British *WB*	T.6Cy.23½″,39½&67″–48″ 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~11,36~~
22459 PUAS	**Caxambú** (*ex*Minneburg) *ss*Rio.No.3–6,18 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4748 4434 2999	✠ 11,26 ✠	Nts	*y*		1909 5mo	J.C.Tecklenborg A.G. Wesermünde-G	LloydBrasileiro *CellDBa*132'*uE*22'*f*180'1225*tFPT*70*tAPT*47*t*	399·3 P48'B116'F48'25·0 FK	54·2	17·0	R.Janeiro Brazilian 6*BHCem*	T.3Cy.26″,42½″&70″–48″ 427NHP 2SB,6*cf*,GS123,HS5852 J.C.TecklenborgA.G.Wsm	27 ″ 6	C †
22460 PUZZ	**Caxias** (*ex*Caruarú–34,*ex*Ines–33, *ex*Mercuria, *ss*Shl.2ndNo.3–1,26 *ex*Kelvingrove) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	*3106* *2937* *1957*	✠ 3,31 ✠	Rio	*v*		1899 10mo	A.McMillan&Son,Ld. Dumbarton	Cia.Carbonifera RioGrandense *CellDBa*104'*f*140' 742*t FPT*156*tAPT*56*t*	333·0 P28'B106'F38'23·9 FK	45·0	15·9	R.Janeiro Brazilian 6*BHCem*	T.3Cy.25″,42″&68″–45″ NDB13 343NHP 2SB,6*cf*,GS107,HS4308 D.Rowan&Co.Glasgow	26 ″ 6	
22461 230287 KUZZ	**Cayo Mambi** *ss*N.Os.No.3–11,32 ~~*ss*N.Yk.No.2–28~~ 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)3*trB*	1925 1737 1055	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~~~2,32~~ 4,36 ~~BS[illegible]~~ ✠LMC~~[illegible]~~ *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	NYk N.Os BS7,35 MS11,32	*q*	CL ~~N2,32~~ 5,35	1920 6mo	Manitowoc S.B.Co. Manitowoc A&CP	~~Tri-RecordS.S.~~ ~~Corp~~Weinberger BananaCo. *CellDB*194'475*t FPT*38*tAPT*36*t*	249·8 FK	37·7	14·8	NewYork Utd.States *ptCem* 3 *BHtoSdk* 1 ,, ,, *U* ,,	T.3Cy.23″,37″&63″–39″ (*s*) 190lb ~~125lb~~ 357NHP 2SB,6*cf*,GS123,HS5258 FD ManitowocS.B.Co.	25 ″ 0 s 5 ″ 9½ 19 ″ 8	
22462 220781 KJFD	**Cayuga** *Fitted for oil fuel* 1*Dk*(*Stl*)	2310 1949 1440	✠ 6,27 ✠	Wyandotte	*r*		1920 8mo	DetroitS.B. Co. Wyandotte	O.W.Blodgett *CellDB*204'531*t FPT*58*t APT*89*t*	251·0 P27'B64'F26' FK	43·6	22·2	Detroit, Mich. Utd.States 4*BHptCem*	T.3Cy.20″,33″&54″–40″ 265NHP 2SB,4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	
22463 122219 VGNQ	— Ⓟ TwinSc 2*Dks*	2196 1673 1168					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	305·0	36·6	14·2	Toronto British *WB*	Q.8Cy.17½″,25″,36″&52″–30″ 296NHP CanadianS.B.Co.Ld.Tto.		
22464 KZAX	**Cebu** Ⓟ (*ex*NuenTung) TwinSc Wireless 2*Dks*	1408 — 804					1900	G.Seebeck A.G. Bremerhaven	Cia.Maritima (Fernandez Hnos.Inc.*Mgrs.*)	250·8 H41'	34·1	18·5	Manila Utd.States *WB*	T.6Cy.14$\frac{5}{16}$″,22$\frac{1}{16}$″&31$\frac{1}{16}$″– 23$\frac{5}{8}$″ 94NHP G.SeebeckA.G.Bhn.		
22465 147618 MLXK	**Cecile Mapleson** TwinSc (*ex*Halal–32) *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	344 245 187					1924	Bow,McLachlan&Co. Ld. Paisley	AfricanCoasters (Pty.)Ld.(GrindrodGersigny&Co (Pty.)Ld.*Mgrs.*)	142·5	26·8	9·3	London British *WB*	Oil Engines 4S.C.SA 8Cy.11$\frac{13}{16}$″–16½″ 108NHP HolebyDieselWorks,Ld. Holeby		C
22466 147929 GKLF	**Cedarbank** TwinSc *OilEng.* ~~*ss*Shl.No.2–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) *ss*Cff.No.3-3,36	5159 4768 3117	✠100A1 *withfreeboard* 3,36 DBS3,36 ✠LMC3,36 *Carrying vegetable oil in deep tank*	Bal Cff	*a*†	CL ~~1,35~~ ~~PN1,35~~ 1,36	1924 10mo *Lloyd*'*sA&CP*	Harland&Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*357'1121*tDTf*32'1067*t* *Tanks between tunnels*115'251*tFPT*106*tAPT*132*t*	420·4 FK *Coll*	53·9	26·5	Glasgow British 7*BHptCem* *BHtoShdk* 6 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
22467 150835	**Cedarbay** (*ex*Vernon, TwinSc3Mst *ex*Charpentier) *Mchy.Aft* 1*Dk*	1239 816 640					1919	Forg.&Ch. de laMedit. LaSeyne	CedarbayS.S.Co. Ld.(TreeLineNav. Co.Ld.)	218·8 P75'F29'	34·3	12·4	Montreal British *WB*	T.6Cy.12½″,19½″&31½″–16″ 79NHP Forg.&Ch. de laMedit.Msl.		V
22468 147891 MLVF	**Cedarton** *Mchy.Aft* *Well deck* 1*Dk*	1732 1373 1005			...		1924	A.McMillan&Son,Ld Dumbarton	LakeSteamship Co.Ld.(J.B. Foote,*Mgr.*)	250·1 Q92'F36' FK	43·2	15·5	Glasgow British *WB*	T.3Cy.15″,26″&42″–30″ 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
22469 160419 MNZT	**Cedartree** *ss*Sld.No.1–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1557 1154 824	✠100A1 10,35~~1,35~~ ~~BS10,34~~ ✠LMC11,33 12,35	Sld	*p*	CL 12,33	1928 5mo *Lloyd*'*sA&CP*	J.Crown& Sons,Ld. Sunderland	(F.W.C.Common, *Mgr.*) *CellDB*202' 430*t FPT*127*t APT*158*t*	245·0 Q147'F27' FK	36·6	16·0	London British 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 193NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 1 s 5 ″ 5½ 16 ″ 8½	
22470 160737 MBDN	**Cedarwood** *Mchy.Aft* *CruiserStern* 1*Dk*	899 612 498					1933	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.Line.Ld.	193·1 Q115'B10'F25'	32·2	12·5	Middlsbro' British *WB*	T.3Cy.13″,22″&36″–27″ 98RHP N.E.MarineEng.Co.Ld.Sld		C
22471 142323 GLBF	**Cedrington Court** (*ex*Cabotia, *ex*WarViper) *ss*Cff.No.3–12,30 *ss*Cff.No.1–35 2*Dks*(*Stl*)	5160 4739 3122	✠100A1 7,35~~12,30~~ ✠LMC~~10,30~~ 7,35 *Fitted for oil fuel F.P. above* 150° F.	Cff	*y*	CL ~~10,30~~ 7,35	1918 3mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.*Mgrs.*)	400·4 P49'B113'F40' FK *CellDB*345' 1123*t FPT* 122*t APT*181*t*	52·3	28·4	London British 7*BHptCem*	T.3Cy.~~27~~″,44″&73″–48″ (*s*) 180lb 27½″ 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 ~~s 6 ″ 1½~~ ~~25 ″ 3~~ s5 ″ 11½ 25 ″ 3¼	
22472 HRBF	**Cefalu** Ⓟ *ss*N.Os.No.1–34 *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* teaks) 3*rd*&4*th dks*(*Stl*)*in holds*	*5221* *4269* *3270*	✠100A1 *withfreeboard* 10,35~~2,35~~ ~~BS2,35~~ ✠LMC1,34 ✠Lloyd'sRMC~~10,34~~ ~~7,35~~ 3,36 for temp. 20° F. *Three lower decks for Fruit Cargoes* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	NOs Sou BS3,36	*y*	OG ~~6,32~~ 10,35	1930 4mo *Lloyd*'*sA&CP*	Workman Clark(1928) Ld. Belfast	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) *IntermediateBH in forward & after holds dispensed with* *CellDB*308'734*t* *Tanks in way of tunnel* 289*t FPT*48*t APT*30*t*	380·7 P37'B138'F40' FK	53·4	29·6	Ceiba Honduran *ptCem* 3*BHtoWdk* 1 ,, ,, 2*nd* ,,	Q.4Cy.25½″,37″,54″&78″– –48″ 260lb (*s*) 867NHP 4SB,16*cf*, HS13300 FD WorkmanClark(1928)Ld.	33 ″ 3 s 9 ″ 6¼ 23 ″ 10	
22473 HRBE	**Ceiba** *ss*N.Os.2ndNo.3–9,35~~*ss*N.Os.No.3–12,28~~ *Ref.Mchy.* ~~*ss*N.Os.No.2–32~~ 1*Dk*(*Stl*)2*trB*&*Shelterdk*(*Stl*-teaks)	1698 1490 1054	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~~~12,34~~4,36 ~~BS12,34~~ ✠LMC~~2,32~~ 9,35 *Fitted for oil fuel* 3,20 *F.P. above* 150° F. ✠Lloyd'sRMC~~9,35~~ 4,36 for temp. 50°F	NYk ~~NOs~~ Phl	*r*	OG 8,34	1911 4mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *WB*= *CellDBa*41'*uE*20'*f*180'342*tFPT*12*tAPT*30*t*	309·6 len15 FK	39·2	16·6	Ceiba Honduran 4*BHCem*	T.3Cy.23″,39″&66″–42″ (*r*) 195lb *100lb* 347NHP 2SB,8*cf*,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 11 s 1 ″ 3½ 17 ″ 9	
22474																
22475																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22476 21395 JCED	**Celebes Maru** ssKob.No.3-11,29 ssOsaNo.1-33 *2Dks(Stl)&Awng dk(Stl)*	5863 5586 4262	✠100A1 *Awng dk* *withfreeboard* 11,35 ~~10,34~~ ✠LMC~~10,34~~ 11,35	Kob Osa	*y*	OG 10,34	1917 12mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	OsakaShosen K.K. *CellDB*	385·0 334'1118t *FPT*126t	51·0	36·0 FK	Osaka Japanese 6*BHCem* *APT*93t	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22477 1544 IBWI	**Celeno** (*ex*Saxoleine) 3Mst *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	3741 3376 2329					1899	Armstrong Whitworth &Co.Ld. Newcastle	Soc. Anon.diNav. "Cisterne Italiane"	335·7 P82'B23'F41'	45·0	28·5	Genoa Italian *WB*	T.3Cy.24",40"&64"-48" 275NHP WllsndSlpwy.Co.Ld.Nwc.		I
22478 140348 GVFY	**Celerol** ssGmh.2ndNo.3-10,35 ~~ssLth.No.3-11,21~~ *2Dks(Stl)&Webframes* *Longitudinal framing* *Cruiser Stern*	2649 2230 1136	✠100A1 ~~11,21~~ 10,35 ✠LMC10,35 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel 9,17F.P.above150° F.*	Lth Gmh		CL 7,34	1917 9mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	TheAdmiralty *CellDBuE&B*68'1	320·0 P46'B107'F39' 48t*DTf*24'98t*FPT*	41·5	23·2 FK	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,) 48t*APT*39t	T.3Cy.26",42½"&70"-45" (*s*) 200lb 543NHP 3SB,9*cf*,HS8430 FD G.Clark,Ld.Sunderland	25 ″ 6 ~~s 5 ″ 4~~ ~~20 ″ 6~~ s3 ″ 3¾ 22 ″ 4¾	
22479	**Celeste** (*ex*Homedale,*ex*Celtic Warrior,*ex*HaniII,*ex*Britannia) *Mchy.Aft* 1*Dk* *Now* "Arapuá," *see No.* 37034 *in Supplement*	525 436 245				...	1907	J.Fullerton&Co. Paisley	Soc.Brazileira de CabotagemLtda.	175·0 F17'	34·1	9·2 FK	R.Janeiro Brazilian *WB*	C.2Cy.15"&32"-22" 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	C †
22480 211948 WCDU	**Celilo** Ⓟ **Wood** *Mchy.Aft* Wireless 1*Dk*	943 789 576					1913	J.H.Price St.Helen's,O.	CharlesA.Gillespie	202·3	40·2	14·7	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP MainStreetIronWrks.S.Fo		
22481 ~~TOEW~~	**Célimène** *Now* "Tan," *see No.* 40259 *in Supplement* *Fitted for oil fuel* 1*Dk*	2298 — 1380					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	~~Compagnie Africaine d'Armement~~ Yelkenci LutfiBey	288·1 P22'B79'F34'	42·5	20·2	Istanbul ~~Rouen~~ ~~French~~ Turkish *WB*	T.3Cy.18",$29\frac{9}{10}$"&$49\frac{1}{5}$"-$37\frac{4}{5}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
22482 1740 IBVG	**Celio** Ⓟ (*ex*Bruenn) D.F. 1*Dk&Spar dk&deep framing*	3872 2822 2297				...	1908	Lloyd Austriaco Trieste	LloydTriestino	356·3 P&B246'F65'	42·3	23·0 FK	Genoa Italian *WB*	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
22483 191 IBXG	**Cellina** Ⓟ ssTri.No.2-35 ~~ssTri.No.1-30~~ *Ref.Mchy.* *OilEng.* D.F. 2*Dks(Stl)&Shelterdk(Stl)*	6080 5353 3757	✠100A1 *withfreeboard* 4,36 ~~8,35~~ ✠LMC CS~~6,33~~ 8,35 DBS8,35 ✠Lloyd'sRMC~~1,35~~ ~~8,35~~ 5,36 ~~10,35~~	Mfl ~~Ven~~ Tri		CL ~~5,33~~ 4,36	1926 5mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	Nav.Libera Triestina,S.A. *CellDB*377'1245t *DTa*42'981t	448·5 430·8 *FPT*121t	55·4 55·4	27·3 27·6 FK (*Coll*	Venice Italian 8*BHptCem* *BHtoSh dk* 6 ,, *2nd*,, 1 ,, *3rd*,,) *APT*40t	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB100*lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
22484 EEHH	**Celta** ssVal.No.2-32 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1194* *975* *721*	✠100A1 5,35 ~~5,34~~ BS~~5,34~~ ✠LMC5,32 6,35	Val Gen	*n*	CL 5,34	1924 4mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	M.M.DePinillos	220·0 P13'Q50'B62' F24' *CellDB*180'	34·7	13·4 15·7 ~~FK~~	Cadiz Spanish 4*BHptCem* 285t*APT*40t	T.3Cy.16",27"&44"-30" (*s*) 180lb 100*lb* 140NHP 1SB,3*cf*,GS63,HS2505 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ 7 16 ″ 2½	
22485 FOIC	**Celte** Wireless 2*Dks*	908 — 535					1893	Sundrland S.B.Co.Ld. Sunderland	LaMorueFrançaise	210·0 Q75'	31·0 B52'	15·5 F27'	Brest French *WB*	T.3Cy.18½",30"&49"-33" NB20 138NHP N.E.MarineEng.CoLd.Sld.		V
22486 160233 GSRF	**Celtic Monarch** 1*Dk*	5824 5412 3682					1929	D&WHendersn&Co.Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*)	430·0 P49'B131'F35'	56·2	28·1	Glasgow British *WB*	Q.4Cy.25",35½",51"&72"-51" 370NHP D&WHendersn&CoLd.Gls		C
22487 142437 GNXD	**Celtic Star** (*ex*Celticstar, *ex*Camana) ssNwc.No.3-10,30 *Ref.Mchy.* 2*Dks(Stl)&Awng dk(Stl)* *Cruiser Stern* ssNwc.No.1-35	5574 3761 3466	✠100A1 *Awng dk* *withfreeboard* ~~2,35~~ ~~12,33~~ 4,36 BS4,36 ~~2,35~~ ~~BS7,34~~ ✠LMC~~10,30~~ ✠Lloyd'sRMC~~2,35~~ ~~6,35~~ 4,36 ~~12,35~~ ~~9,35~~ *Fitted for oil fuel 9,27 F.P. above 150° F*	Shl Nwc	*y*	CL ~~5,33~~ 4,36	1918 6mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *CellDBa*128'*u*	390·7 F50'*onAwng dk* *E*21'*f*172'973t*FPT*	53·2	32·9 FK	London British 6*BHCem* 32t*APT*9t	T.3Cy.25",41½"&70"-48" 200lb (*r*) 552NHP 3SB,9*cf*,GS150,HS8535 FD DunlopBremnr&CoLdPGl	36 ″ 0 s 9 ″ 1¼ 27 ″ 1¼	
22488 148354 GMZC	**Cemenco** (*ex*Baytree-34,*ex*Byrness) ssBkn.No.2-35 ~~ssCff.No.1-31~~ *Well deck* 1*Dk(Stl)*	1887 1496 1109	✠100A1 12,35 ~~11,34~~ BS~~11,34~~ ✠LMC~~4,31~~ 12,35 11,34	Liv Bkn	*q*	CL 11,34	1927 2mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	MerchantsLine, Ld. *CellDB*229'	270·8 P21'Q126'B12'F22' 523t *MTs*109t *FPT*	38·0	18·0 FK	Sunderlnd British 4*BHCem* 47t*APT*99t	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s 6 ″ 1¾ 18 ″ 4¾	
22489 160732	**Cementkarrier** (*Self-Unloader*) *OilEng.* 1*Dk*	1971 1665 1127					1930	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement Transport,Ld.	253·0	43·4	18·6	Montreal British *WB*	2 Oil Engines connected to Elec. Motor & Sc. Shaft 2S.C.SA 250NHP 8Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" AtlasDieselCo.Skm.		C
22490 EARL	**Cementos Rezola No. 1** **Iron** (*ex*Añorga,*ex*Aleson, *ex*RuiPerez,*ex*River Derwent,*ex*KatherineClark) ssLon.No.3-4,95 ssSws.No.2-03 1*Dk(Irn)2trB*	832 — 460	✠ 6,05 ✠	Cff	*l*		1882 4mo	R.Duncan &Co. PortGlasgow	CementosRezola S.A.	207·8 Q114'F27' *DBa*59'131t*FPT*	28·9	13·9 BK7"	S.Sebast'n Spanish 4*BHCem* 42t*APT*16t	C.2Cy.24"&48"-36" NDB96 106NHP 1SB,3*pf*,GS54,HS1714 Kincaid&Co.Greenock	14 ″ 9	V †
22491 EEHI	**Cementos Rezola No. 2** (*ex*AmatxuBegoñakoa, *ex*MariaElena) ssBbo.No.3-8,31 1*Dk(Stl)* *Well deck*	551 446 208	✠100A1 1,35 BS1,35 ✠LMC8,31 ✠NE1,81*fitted*6,19 ✠NB3,97*fitted*6,19	Bbo	*h*	1,35	1919 4mo *Lloyd*	Soc.Anon. Astilleros Ardanaz Bilbao '*sA&CP*	CementosRezola S.A. *Ce*	*llDB*118'164t*FPT* Q86'B16'F24'	26·1	11·0 FK	S.Sebast'n Spanish 4*BHCem* 38t*APT*13t	C.2Cy.19"&38"-24" 75lb 57NHP 1SB,GS46,HS867 D.&W.Henderson,Gls.	13 ″ 0 s 3 ″ 11 12 ″ 9	
22492 FNDT	**Cens** ssNts.No.2-35 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	2384 1775 1262	✠100A1 2,36 ~~1,35~~ ✠NB6,26 LMC1,35 BS3,36	Nts Rot	*s*	12,34	1926 6mo *Lloyd*	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire '*sA&CP* *CellD*	Cie.Nantaise de Navigation à Vapeur *Ba&uE*84'*f*99'392t	269·4 Q&B162'F25' *Tanks at sides of tu*	42·0	19·6 FK	Nantes French 4*BHCem* *nnel* 64' 360t	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$49\frac{9}{16}$"-$37\frac{13}{16}$" 185lb (*s*) 198NHP 2SB,6*cf*,GS117,HS3498 EtabNational de laMarine, Loire *FPT*72t	21 ″ 10 s 2 ″ 2 19 ″ 9¼	
22493 147275 GMQP	**Centaur** *OilEng.* *Ref.Mchy.* 2*Dks&Shade dk*	3066 2469 1800					1924	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	315·7	48·2	21·5	Liverpool British *WB*	Oil Engines 4S.C.SA 6Cy $24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP Burmeister&Wain,Cpn.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. BofTrade
22494 CXAB	**Centenario** Ⓟ (*ex*Fortuna, *ex*France) **TwinSc** 1*Dk*	658					1899	Forges&C. de la Médit. Havre	Cia. Argentina-Uruguaya de Nav. Centenario, S.A.	264·0 B160′F68′	29·5	15·1	M.Video Uruguayan	T.6Cy24⅝″35⅜″&53⅜″–25 9/16″ 285NHP Forges&C.de laMédit.Hav		
22495	**Centralia** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	487 — 324					1902	J.Dickie Alameda,Cal	F.C.Hill	160·5	36·0	12·5	Panama P'namanian	T.3Cy.11″,18½″&32″–24″ GoldenState& 50NHP Miners'IronWks.S.Fo.		
22496 ~~POAM~~	**Céphée** Ⓟ (*ex*BuenosAires) **TwinSc** *Ref.Mchy.* 3*Dks* D.F.	9680 — 6093					1912	Bremer Vulcan Vegesack	~~Soc.desServices Contractuels des Messageries Maritimes~~	491·8 B124′F103′	59·0	35·0	~~Marseilles~~ ~~French~~ British *WB*	T.6Cy.24″,39½″&66 1/16″–77½″ 600NHP BremerVulcan,Vegesack		V
22497 143048 GDTQ	**Cepolis** (*ex*WarJandoli) *ss*Nag.No.3-8,31 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5578 4701 3365	✠100A1 8,35 ~~1,35~~ ~~BS3,34~~ ✠LMC4,31 ~~BS3,35~~4,36 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Yka Sng	*z*	CL ~~2,33~~ 4,36	1919 3mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	HadleyShipping Co.Ld.	400·0 P49′B121′F39′ FK *Middle line Bulkhead not oil tight* *Cell DB uE&B65′ 264t DTa 50′ 197t DTf 50′ 278t FPT95t APT72t*	52·3	28·4	London British 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
22498 135474 GLST	**Ceramic** Ⓟ **TrpSc4Mst** *Ref.Mchy.* 3*Dks*&2*pt dks*4*trB* D.F.	18495 16358 11718	✠Lloyd'sRMC~~3,35~~ 1,36				1913	Harland&Wolff,Ld. Belfast	ShawSavill& AlbionCo.Ld.	655·1 B371′	69·4	43·8	S'thamptn British *WB*	T.8Cy.(2)26½″,(2)42″&(4)47½″–51″ 1LowPressureTurbine Harland&WolffLd.Belfast		BT till ~~3,35~~ 3,36
22499 DCCL	**Cereal** (*ex*Rhenus-25) 1*Dk*	555 527 310					1909	P.Smit,jr. Rotterdam	Ivers-Linie, KommanditGes. (Paulsen&Ivers, *Mgrs.*)	188·5	23·1	13·2	Kiel German *WB*	C.2Cy.13″&28″–12″ 22NHP P.Smit,jr.Rotterdam		G
22500 118 ILKN	**Cerere** (*ex*Cambridge, *ex*Elbeuf,*ex*Debardeur) **TwinSc** 1*Dk* *Mchy.Aft*	1198 — 590					1920	Soc.Anon. deTravaux Dyle&Bacalan Bordeaux	Soc.Anon.Sbarchi, Imbarchi e Trasporti	229·6 P75′F29′	34·3	12·7	Rome Italian *WB*	T.6Cy.12″,20″&31½″–16½″ 79NHP Soc.Anon.deTravaux Dyle&Bacalan		CI
22501 FNCA	**Ceres** 2*Dks*	3073 2963 1887			...		1918	Jos.T.Eltringham& Co.Ld. WillingtonQuay	Cie.desAffrêteurs Français (Heuzey& Chastellain,*Mgrs*)	330·6 P33′B116′F40′ FK	47·7	22·7	Rouen French *WB*	T.3Cy.24″,39″&65″–42″ 289NHP Jos.T.Eltringham&Co.Ld.	24″10	V †
22502 PDJT	— Ⓟ *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Cruiser stern*	2680 2319 1561					1919	J.&K. SmitsSchps. Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	348·0	48·2	18·3	Amstrdam Dutch *WB*	T.3Cy.23″,37″&61″–45″ 250NHP Mach.fab.Kinderdijk		V
22503 70 OHGH	— *ss*Abo.4thNo.3-3,31 *Well deck* *ss*Hfs.No.1-35 Wireless 1*Dk*(*Irn*)&*Web frames*	996 796 575	✠100A1 ~~5,35,32~~ 5,36 ✠NB11,19 ✠LMC~~3,31~~ 5,35 ~~BS4,34~~ BS5,36	Hfs	*m*	CL ~~5,32~~ 5,35	1889 8mo *Lloyd's*A&CP	TyneI.S.B. Co.Ld. Newcastle	FinskaÅngfAktieb *WB=DB*	210·5 Q77′B60′F23′ FK *a*64′*f*49′&*uE*&*B*35′	31·2	15·3	Helsingfrs Finnish 4*BHCem* 291*t APT*15*t*	T.3Cy.17″,~~26″&46″~~ 25½″&40 5/16″–30″ (*s*) 150lb *100lb* NDB19 114NHP 1SB,3*pf*,GS57,HS1753 NEMarineE.C.Ld.Nwc.	16 ″ 1 s 1 ″ 0½ 15 ″ 2¼	
22504 LDTB	— Broken up (*ex*Lerfos,*ex*Cleves) Wireless *Well deck* 1*Dk*	658 502 305			...		1895	Sunderlnd S.B.Co.Ld. Sunderland	DetBergenske Dampskibsselskab	175·6 Q84′B15′F26′ FK	29·0	14·2	Bergen Norwegian *WB*	T.3Cy.15½″,25″&41″–27″ NB14 92NHP Wstgrth,English&Co.Mdb	15 ″ 2	N †
22505 DHDY	**Cerigo** Wireless Sub.Sig. 2*Dks*	1120 877 522					1922	Schiffb.Ges Unterweser m.b.H. Weser-münde-L	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	227·2 F29′	34·4	12·4	Hamburg German *WB*	T.3Cy.15¾″,27½″&45⅝″–27½″ 110NHP A.Borsig G.m.b.H Berlin		G
22506 162481 GTNX	**Cerinthus** *ss*Nwc.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *in forehold*&*Web frames* D.F. *Longitudinal framing* *Rudder electrically welded*	3878 3146 2318	✠100A1 ~~9,35~~ ~~3,34~~12,35 ~~MS11,34~~ ✠LMC~~9,30~~ *CarryingPetroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 9,30	Gen ~~Shl~~ 11,34	*v*	CL 6,33	1930 9mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	HadleyShipping Co.Ld.	336·0 P88′F49′ *Trunk*198′ FK *CellDBuE&B*54′ 83*t DTf*26′ 426*t FPT*89*t APT*105*t*	48·8	25·6	London British 13*BHptCem*	T.3Cy.20″,33″&55″–39″ (*s*) 200lb 385NHP 2SB,6*cf*,HS6510 FD Hwthrn,Leslie&CoLdNwc	25 ″ 6 s 3 ″ 1 22 ″ 7½	
22507 147672 MLXV	**Cerne** (*ex*Woodcote-34) *ss*Shl.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1257 990 670	✠100A1 *with freeboard* ~~10,35~~~~11,34~~ 4,36 ~~BS6,34~~ ✠LMC6,32 10,35	Sld Shl	*n*	CL ~~5,34~~ ~~7,35~~ 4,36	1924 5mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	StephensonClarke &AssociatedCompanies,Ld.	220·7 Q140′F23′ FK *Cell DBuE*18′*f*138′485*t*	34·9	16·4	London British 4*BHptCem* *FPT*160*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 164NHP 1SB,3*cf*,GS56,HS2368 FD N.E.MarineEng CoLdNwc	18 ″ 6 s 7 ″ 0¾ 15 ″ 7½	
22508 TYQR	**Cerons** *Mchy.Aft* 1*Dk*	1049 644 411					1923	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Worms&Cie.	216·0 P&B126′F57′	30·7	12·7	Havre French *WB*	T.3Cy.18″,30″&50″–33″ 144NHP Atel.&Ch.de laSeineMarit.		V
22509 221144 KDQY	**Cerro-Azul** **3Mst** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Shelter dk*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	9059 8572 5665			...		1921	SunS.B. Co. Chester,Pa.	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey.	480·5 F44′*on Shelter dk* FK	66·0	36·8	Wlmngton (Del.) Utd. States *WB*	Q.4Cy.26″,38¼″,56″&82″–54″ 819NHP SunS.B.Co.Chester,Pa.	37 ″ 0	R †
22510 221129 KDQS	**Cerro-Ebano** **3Mst** *Fitted for oil fuel* *Mchy.Aft* D.F. 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	8880 8572 5543			...		1921	SunS.B. Co. Chester,Pa.	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey.	480·5 F44′*on Shelter dk* FK	66·0	36·8	Wlmngton (Del.) Utd. States *WB*	Q.4Cy.26″,38¼″,56″&82″–54″ 819NHP SunS.B Co.Chester,Pa.	37 ″ 0	R †
22511 LCTB	**Certo** (*ex*Saga,*ex*GeneralWilliams) Now "Krasnoarmeets," see No. 38776 in Supplement 1*Dk*	2222 1695 1339			...		1919	Dominion S.B.Co.Ld. Toronto	D/S A/S Certo (LarsFostenes& O.A.Knutsen)	251·0 P25′B64′F20′ FK	43·6	21·5	Haugesund Norwegian *WB*	T.3Cy.20″,33″&54″–40″ 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	N †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
22512 143327 GBXC	**Cervantes** ssGls.No.3-5,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1810 1561 991	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~8,34~~ ~~BS4,34~~ ✠LMC12,31	Bkn BS5,36	*r*	CL 6,33	1919 7mo *Lloyd*	H.&C. Grayson,Ld. Garston '*sA&CP*	MacAndrews&Co. Ld. *Colli* *CellD*	265·0|41·2|18·8 FK *sionBHtoShelter dk* *B* 224'408*t FPT*63*t*	London British *Cem* 3*BH to U dk* *APT*18*t*	T.3Cy.21",34"&56"-36" (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 ″ 0 s ″ 10 20 ″ 4¼	
22513 EEHM	**Cervera** *Mchy.Aft* 1*Dk*	857 — 682					1919	Astilleros Cardona(SA) Barcelona	Hijo deRomulo Bosch,S.enC.	187·0|32·8|12·9 B12'F25'	Barcelona Spanish	T.3Cy.12",20"&32"-24" 50NHP AlexanderHnos,Barcelona		V
22514 1115 IBZG	**Cervino** (*ex*Tatra) D.F. 1*Dk* 2*ndDkBeamsinNos.*1&4*holds*	4363 4032 2599			...		1913	J.Priest-man&Co. Sunderland	A.Zanchi	379·1|53·0|23·3 P32'B234'F39' FK	Genoa Italian *WB*	T.3Cy.24",39"&66"-45" 353NHP Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 8	I †
22515 16 SUBH	**Cesar Mabro** (*ex*Rounton) ssAlx.3rdNo.3-3,32 1*Dk*(*Irn*)&*Web frames*& *ptAwng dk*(*Irn*)	2646 1972 1655	✠100A1 *pt Awng dk* *withfreeboard* 12,35 ~~11,33~~ ~~BS2,34~~ ✠LMC3,32	Gtz BS4,35		CL 11,33	1894 3mo	W.Gray& Co.Ld. WHartlepool A&CP	G.&T.Mabro	304·5|42·0|18·3 P29'Q88' *ptAwng dk*183' FK *CellDB*238'643*t*	Alexndria Egyptian 5*BH Cem* *APT*32*t*	T.3Cy.23",36½"&62"-39" (*s*) 160lb *100lb* NDB11 239NHP 2SB,6*rf*,GS88,HS3580 Cen.Mar.Eng.Wks.W.Hpl	20 ″ 10 ~~s 8 ″ 1~~ ~~20 ″ 1~~ s7 ″ 11½ 20 ″ 1	
22516 1092 IBAH	**Cesare Battisti** Ⓟ TwinSc D.F. 3*Dks*	8331 4644 4505					1920	G.Ansaldo &Co.S.A.Ital. SestriPonente	"Tirrenia" (FlotteRiunite Florio-Citra)	434·5|52·7|27·7	Genoa Italian *WB*	6SteamTurbinesDRgeared to 2 Screw Shafts G.Ansaldo&Co. Sampierdarena		IC
22517 52 ILMJ	**Cesario Console** (*ex*LeaS,*ex*Lea, *ex*Ariadne) 1*Dk*	883 718 536					1899	Act.Ges. "Neptun" Rostock	Pappalardo, Garofalo,Capano& Co.	215·2|32·2|12·8 Q77'B54'F27'	Torre del Greco Italian *WB*	T.3Cy.16⅝",25$\frac{1}{16}$"&41⅝"-28¾" 93NHP A.G."Neptun,"Rostock		I
22518 200374	**Cetus** (*ex*SamuelH.Squire,*ex*Cetus, *ex*HenryS.Sill) *Mchy.Aft* GyC. 1*Dk*2*trB*	4390 — 2952					1903	Superior S.B.Co. W.Superior	InterlakeSteam-shipCo.	416·0|50·0|28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP SuperiorS.B.Co.		
22519 181286 KZCS	— (*ex*Inga) Wireless *Well deck* 1*Dk*&*deep framing*	948 714 570			...		1904	A.Vuijk Capelle a/d Ysel	Madrigal&Co.	215·3|31·5|14·6 Q73'B57'F25' FK	Manila P.I. Utd.States *WB*	T.3Cy.15¼",25"&42"-30" 160NHP G.T.Grey&Co.S.Shl.	15 ″ 6	
22520 YTAN	**Cetvrti** (*ex*Admiral, *exDepot vessel*Siegfried, *exSteamer*Hungarian) 2*Dks*3*trB*	1937 1846 1217					1884	Reiherst'g Schiffsw. Hamburg	PrvoDalmatinsko TrgovackoDrustvo	291·2|35·4|22·3 P44'B71'F38'	Dubrovnik YugoSlav *WB*	T.3Cy.17$\frac{7}{10}$",28$\frac{7}{10}$"&46$\frac{1}{10}$"-32½" NE&B18 121NHP DresdnerMascht&Schiffsw "Ubigau"Dresden		G
22521 DNAH	**Ceuta** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	2719 2304 1603					1929	Deutsche WerftA.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	283·3|45·9|22·9 P21'B72'F32'	Oldenburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"-39⅜" 162NHP DeutscheWerftA.G.Ham.		G
22522 FOCE	**Cevennes** 1*Dk*	2509 — 1499					1921	Atel.&Ch. deBretagne Nantes	Cie.Delmas frères et Vieljeux	290·0|43·3|22·0 Q111'B57'F52'	La Rochlle French *WB*	DRGeared SteamTurbine Atel.&Ch.deBretagne,Nts		V
22523 5244 SGYA	**Ceylon** ssGot.No.3-7,24 *Well deck* ssGot.No.2-32 D.F. 2*Dks*(*Stl-Uws*)	5235 4907 3267	✠100A1 ~~3,35~~ ~~3,35~~11,35 BS~~3,35~~ 2,36 ✠LMC4,32	Got Nag	*a*†	CL ~~4,33~~ 11,35	1911 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* *W*	A/B Svenska OstasiatiskaKomp (G.Borin, *Mgr.*) *B=CellDBa*122 *u*	425·0|54·1|26·9 P&B349'F44' FK *E*29'*f*212'990*t FPT*	Gothenbrg Swedish 7*BHCem* 82*tAPT*25*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb 544NHP 3SB9*cf*,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s 4 ″ 3¼ 25 ″ 5	
22524 8914 JDWD	**Ceylon Maru** 2*Dks*&*deep framing*	4905 4065 2996			...		1904	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	385·0|48·6|27·0 P44'B125'F48' FK	Tokio Japanese *WB*	T.3Cy.26½",43"&72"-48" 442NHP MitsuBishiD.&E.Wks.Nag	29 ″ 9	
22525 DGUQ	**Ch. N. Kahan** (*ex*Limicana, *ex*Beechleaf) ssKel.No.3-9,29 ssKel.No.1-34 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Mchy.Aft*	5942 5490 3452	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~4,34~~ ✠LMC4,34 *CarryingPetr*	Kel Bom BS6,35 *oleum*	*y* *in*	CL 3,34 *bulk*	1917 3mo *Lloyd*	Richardsn, Duck&CoLd Stockton '*sA&CP* *CellD*	Europäische Tanklager-und Transport-Aktien-gesellschaft *BuE&B*79' 239*t D*	380·9|51·0|32·7 P98'B27'F49' FK *Tf*36'465*tFPT* 136	Wilhlmshvn German 15*BHptCem* *tAPT*102*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 395NHP 3SB,9*cf*,HS6435 Blair&Co.Ld.Stockton	35 ″ 4 s 7 ″ 2¾ 28 ″ 4	
			Fitted for oil	*fuel* 3,	17	*F.P. a*	*bove* 1	50°F.						
22526 LOBW	**Chaco** (*ex*RioClaro) *Fitted for oil fuel* 2*Dks* *CruiserStern*	2162 1776 1268					1923	Danziger Werft Danzig	Argentine Government	260·8|37·9|22·0 F28'	Bns.Ayres Argentine *WB*	T.3Cy.22",35"&59"-42" 225NHP DanzigerWerft,Danzig		
22527	— Sk (*ex*Zayda) 1*Dk*(*Stl*) *Mchy.Aft*	*604* *507* *353*	✠ 4,07 ✠	Grk			1907 4mo	G.Brown &Co. Greenock	Cia.Argentina de Nav.Mihanovich, Ltda.	185·1|34·1| 9·4 B22'F25' FK *WB=*	Bns. Ayres Argentine 3*BHCem* *FPT*28*t*	C.2Cy.14½"&30"-21" 47NHP 1SB,2*cf*,GS31,HS872 White&Hemphill,Ld.Grk.	10 ″ 0	
22528 160192 GNRK	**Chagres** D.F. E.S.D. Sub.Sig. *Ref.Mchy.* 2*Dks*	5406 4674 3319					1927	Stephen& Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·6|51·2|30·1 P42'B155'F41'	Glasgow British *WB*	T.3Cy.27½,"46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
22529 139575 VPDT	**Chak Sang** ssH.Kg.No.3-12,29 ssH.Kg.No.1-34 2*Dks*(*Stl-U* teak s)	2358 2125 1470	✠100A1 4,36 ~~3,35~~ BS~~3,35~~ 3,36 ✠LMC1,34	HKg	*s*	CL ~~1,34~~ 3,36	1917 11mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDB*238'447*t*	290·6|42·1|22·7 P29'B70'F33' FK *DT a* 24'400*t FPT*	HongKong British 5*BHCem* 60*tAPT*26*t*	T.3Cy.21",34"&56"-42" (*s*) 180lb *100lb* 256NHP 2SB,6*cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s 3 ″ 9 21 ″ 8	
22530 136340 GRZB	**Chakdina** Ⓟ ssCal.No.3-3,27 ssCal.No.2-34 2*Dks*(*Stl-Uws*)& *Shadedk*(*Stl*-teaks)	3033 2387 1580	✠100A1 *Shadedk* 9,35 ~~9,34~~ ✠LMC9,34 BS10,35	Cal	*v*	CL 9,34	1914 12mo *Lloyd*	Ramage& Ferguson,Ld Leith '*sA&CP* *WB*	BritishIndiaStm. Nav.Co.Ld. *=CellDBa*86'*uE&*	330·7|46·1|22·1 F36'*onShadedk* FK *B*72'*f*127'526*t FPT*	Glasgow British 5*BHCem* 37*tAPT*15*t*	T.3Cy.24",41"&70"-48" (*s*) 215lb 668NHP 4SB,16*cf*,GS271,HS10870 FD Ramage&Fergusn,Ld.Lth.	24 ″ 6 s 3 ″ 5¾ 21 ″ 5	
22531 137781 GRYZ	**Chakla** Ⓟ ssBom.No.3-9,27 ssCal.No.2-35 ~~ssCal.No.1-31~~ 2*Dks*(*Stl-Uws*)&*Shadedk*(*Stl*-teaks)	3081 2371 1727	✠100A1 *Shade dk* 11,35 ~~6,34~~ ~~BS10,34~~ ✠LMC~~11,31~~ 11,35	Cbo Cal	*v*	CL 10,33	1914 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB=Cell DBa*76'*uE&*	330·5|46·2|22·3 F44' *on Shade dk* FK *B*65'*f* 145'513*tFPT*	Glasgow British 5*BHCem* 31*tAPT*15*t*	T.3Cy.24",41"&70"-48" (*s*) 215lb 653NHP 4SB,16*cf*,GS271,HS10572 FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s 3 ″ 1¼ 21 ″ 9	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
22532 217003	**Challenger** ssPhl.No.1-35 OilEng. ssPhl.No.3-6,31 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	5975 — 3730	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~6,31~~ ✠NE1,24	Phl 11,35 ✠LMC~~6,31~~ DBS~~6,31~~11,35	*a*†	CL 9,34	1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal A&CP	SunShipbuilding& DryDockCo. *CellDB*325'1192*t*	410·0 FK *DTa*30'228*tFPT*80	56·0	29·0	Phildlphia Utd.States 7*BHptAsp* *tAPT*195*t*	Oil Engines 2S.C.SA 4Cy.22⅜″-91¼″ 640NHP NDB24 *150lb* NDB26 *125lb* SunS.B.&D.D.Co.ChestrPa	32 ″ 0 s 4 ″ 3¼ 27 ″ 10½	
22533 151391 VTCJ	**Champavati** Ⓟ TwinSc (*ex*Bradfield) *Fitted for oil fuel* 2*Dks*	769 693 321			...		1918	Ayrshire Dkyd.Co.Ld. Irvine	BombayStm.Nav. Co.Ld.	219·5 FK	28·6	15·5	Bombay British *WB*	T.6Cy.13¼″,21¼″&34″-21″ 387NHP D.Rowan&Co.Ld.Gls.	16 ″ 3	
22534 103975	**Champion** Ⓟ IronPad 2*Dks*	482 343 304					1897	J.L.Davie Levis,Quebec	ThousandIsland Nav.Co.Ld.	143·5	25·6	7·8	Kingston, Ont. British	C.2Cy.18″,36″&32″-40″ NB13 NE10 30RHP F.X.Drolet,Quebec		
22535 127335	— WoodTwinSc 1*Dk*	342 — 159					1899	A.C.Brown &Sons Tottnvlle NY	Merritt-Chapman &ScottCorporation	122·7	35·2	11·1	NewYork Utd.States	T.6Cy.11″,17″&27″-20″ 65NHP J.W.Sullivan,NewYork		
22536 FNUN	**Champlain** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 4*Dks*	28124 17220 15696					1932	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	606·5 B525′	83·0	46·0	Havre French *WB*	6SteamTurbinesSRgeared to 2 Sc.Shafts Ch.&Atel.deSt.Nazaire		V
22537 116999 VGZC	— 1*Dk*(*Stl*–ws)&*Awngdk*(*Stl*–ws) Wireless	522 469 235	✠ 7,05 ✠	Qbc	*f*		1904 10mo	Fleming& Ferguson,Ld. Paisley	*WB*	120·0 =*DTa*14'58*tDTf*5'	30·3	9·8 17·6 BK7″	Montreal British 6*BHCem* 12*tFPT*29*t*	C.2Cy.22″&46″-24″ 87RHP 1SB,4*cf*,GS75,HS2934 Fleming&Fergusn,Ld.Psy	18 ″ 0	
22538 FOAO	**Champollion** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 7*Dks*	12546 9881 7391					1924	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	495·1 B20′ 531·3|len.35	62·7	40·5	Marseilles French *WB*	T.6Cy.29 15/16″,49⅝″&85″-53″ 1025NHP Soc.ProvençaledeConst. Navales,LaCiotat		V
22539 137822 GQPF	**Chancellor** (*ex*Crown of Cadiz) *ss*Liv.No.3-2,29 *ss*Liv.No.1-33 2*Dks*(*Stl*)	4607 4322 2942	✠100A1 ~~7,33~~ ~~9,34~~ 4,36 BS4,36 MS10,33	Liv ~~Mch~~Mdb ✠LMC ~~BS4,35~~	*y*	CL ~~12,32~~ 7,35	1916 10mo	Russell& Co. PortGlasgow *Lloyd*'*sA&CP*	CharenteSSCo.Ld. (T.&J.Harrison, *Mgrs.*)	385·0 P34′B121′F49′ FK *CellDB*334'1018*t*	52·0	26·5	Liverpool British 6*BHCem* *APT*24*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 502NHP 3SB,9*cf*,GS177,HS7299 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 2¾ 24 ″ 0	
22540 138907 VTDS	**Chandbali** Ⓟ (*ex*Trawler-32) 1*Dk*	362 291 148					1919	Pt.Arthur S.B.Co.Ld. P.Arthur,Ont	ChandbaliSteamer ServiceCo.Ld.	145·3 len32	23·4	11·8	Calcutta British	T.3Cy.12¾″,21½″,&35″-24″ 67RHP PortArthurS.B.Co.Ld.		C
22541 145463 CYKT	**Chandler** (*ex*Glendowan, *ex*Tregastel,*ex*RobertWallace) *Mchy.Aft* 1*Dk*	1563 1331 1005					1903	BuffaloDry DockCo. Buffalo,N.Y.	CanadaSteamship Lines,Ld.	246·0 Q88′F36′	41·0	15·2	Montreal British *WB*	T.3Cy.18″,25″&42″-30″ 97RHP DetroitS.B.Co.Detroit		
22542 157573 VTFD	**Chandravati** Ⓟ TwinSc 1*Dk* *Cruiser Stern*	556 474 205	✠ A1 *withfreeboard* 2,35 *For Coasting Service* *Bombay& Goa* *Fitted for oil fuel* 8,33 *F.P. above* 150° F.	Bom ✠LMC8,33		OG	1933 9mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	BombaySteam Nav.Co.Ld. *CellD*	199·7 *Shade dk* FK *BuE*18'37*t FPT*14*t*	34·1	10·9	Bombay British 8*BHptCem* *ptAsp* *APT*23*t*	T.6Cy.11½″,20″&34″-24″ (*s*) 200lb 260NHP 1DB,6*cf*,GS121,HS4563 FD Harland&Wolff,Ld.Bel.	11 ″ 6 s 2 ″ 11¼ 8 ″ 10	
22543	**Chang-Hsing** (*ex*Heung-Shan) TwinSc 2*Dks*&*Shade dk*	3412 — 2121					1890	Ramage& Ferguson Leith	HoongOnS.Nav.Co. Ld.	290·0 B240*t*H688*t*F66*t*	54·0	10·0	Shanghai Chinese	T.6Cy.20″,31″&49″-27″ NB10 249NHP Ramage&Ferguson,Leith		
22544	**Chang On** TwinSc	1660 710 1306					1890	S.C.Farnham&Co. Shanghai	HoongOnS.Nav.Co. Ld.	244·8 H764*t* F36*t* len04	30·6	12·0	Shanghai Chinese	C.4Cy.16″&32″-24″ 42NHP S.C.Farnham&Co.Shi.		
22545	**Chang Tai** (*ex*WoSang) 2*Dks*	1794 — 1115					1891	Lon.&Gls. Co.Ld. Glasgow	AnTaiStm.Nav.Co.	260·0 B64′	36·1	22·0	Shanghai Chinese *WB*	T.3Cy.20″,32″&52″-39″ 181NHP Lon.&Gls.Co.Ld,Glasgow		
22546 28542 JBME	**Chang Yang Maru** Ⓟ TwinSc (*ex*GyochiMaru) 1*Dk*	1033 438 568					1922	Kiangnan Dk&EngWks Shanghai	NisshinKisenK.K.	197·0 B92′F86′	31·0	10·0	Tokio Japanese	T.6Cy.15″,22″&34″-18″ 98NHP KiangnanDk.&Eng.Wks.		
22547 154093 VPFX	**Changon** (*ex*Morava-34, *ex*Kouroussa-33,*ex*LuluBohlen) 2*Dks*	3619 2702 2235					1911	Reiherst'g Schiffsw. Hamburg	ChangonSteamshipCo.Ld.(Peters &Co.Ld.*Mgrs.*)	332·7 P&B215′F49′	44·7	23·1	HongKong British *WB*	Q4Cy.19⅞″29⅛″42¾″&61 11/16″-42½″ 249NHP Reiherst.Maschinenf.Ham.		V
22548 151438 MCMW	**Changsha** (*ex*ChangSha) TwinSc 2*Dks*	2482 2017 1474					1922	TaikooDkyd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	290·1	46·0	17·3	London British *WB*	T.6Cy.13″,21″&35″-24″ 120NHP TaikooDkyd&Eng.Co.Ld.		
22549 153594 VPFK	**Changte** Ⓟ *ss*H.Kg.No.2-33 *Ref.Mchy* 2*Dks*(*Stl-Upper dk* teak s)	4324 2946 2579	✠100A1 ~~6,33~~ ~~10,34~~ 10,35 ~~BS4,34~~ ✠Lloyd'sRMC~~1,35~~ ~~1,36~~ 1,36 *Fitted for oil fuel* 9,25 *F.P. above* 150° F.	HKg BS4,34 ✠LMC4,33	*w*	CL ~~6,34~~ 6,35	1925 9mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	Australian OrientalLine,Ld. *CellDB*297'596*t* *tanks at sides of tunnel*74*tFPT*	352·3 P&B225′F87′ FK	48·2	23·7	Hong Kong British 7*BHCem* 1 ,, *to2nd dk* 55*tAPT*34*t*	T.3Cy.27 7/16″,46″&77″-48″ (*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 2 ″ 9½ 23 ″ 6½	
22550 146138 MKTS	**Channel Queen** *ss*Shl.No.3-6,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	710 490 320	✠100A1 6,34 BS11,35	Shl ✠LMC6,34	*j*	CL 6,34	1921 10mo	C.Rennoldson&Co. SouthShields *Lloyd*'*sA&CP*	London&Channel IslandsS.S.Co.Ld. (Cheesewright& Ford,*Mgrs.*) *Cel*	180·4 Q105′B11′F24′ FK *lDBf*103'155*tFPT*	28·0	12·1	London British 3*BHCem* 63*tAPT*30*t*	T.3Cy.13¼″,22″&37″-27″ (*s*) 180lb 102NHP 2SB,4*pf*,GS62,HS1900 Day,Summers&Co.Ld.Sou.	14 ″ 6 s 4 ″ 5¼ 14 ″ 2¼	
22551 144216 GDNC	**Chantala** Ⓟ *ss*Cal.No.3-2,27 *ss*Cal.No.2-34 2*Dks*(*Stl U*-ws)&*Shade dk* (*Stl*-teak s)	3129 2399 1428	✠100A1 *Shade dk* 7,35 ~~7,34~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Cal ✠LMC7,34 BS7,35	*v*	CL ~~7,34~~ 7,35	1920 8mo	Barclay, Curle&Co.Ld Glasgow *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*269'569*t*	330·2 F *on Shade dk* 37′ FK *DTa*9' 56*t FPT*39*t*	46·0	22·2	Glasgow British 8*BHCem* *APT*21*t*	T.3Cy.24″,41″&70″-48″ (*s*) 215lb 678NHP 4SB,16*cf*,GS271,HS11084 FD Barclay,Curle&Co.Ld.Gls	24 ″ 6 s 3 ″ 2¼ 21 ″ 9	
22552	**Chantecler** (*ex*Petrel) 2*Dks*	498 — 181					1915	Staten Isl'd S.B.Co.Pt. Richmnd, NY	N.V.Koninklijke HollandscheLloyd	123·7	26·3	15·3	Amstrdam Dutch	T.3Cy.13″,22″&36″-28″ 65NHP StatenIslandS.B.Co.		

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7ª Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22553 FOAP	**Chantilly** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9986 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5 B355'F55'	59·2	27·3	Marseilles French *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts 966NHP Atel&Ch. de la Loire,St.N		V
22554	**Chapaev** (*ex*Tiba-35) Now "Pavlin Vinogradov," *see No* 83604 *in Supplement* 1*Dk*(*Stl*)	2864 [illegible] 1734	✠100A1 3,35 ✠LMC8,33	Rot	*u*	CL 2,35	1929 6mo *Lloyd's A&CP*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Sovtorgflot *CellD*	310·6 P23'B94'F25' FK *B269' 687t FPT60t*	45·9	22·6	Archangel Russian 5*BHCem* *APT101t*	T.3Cy.24",37"&63"-39⅜" (*s*) 190lb 335NHP 2SB,6*cf*,GS110,HS4736 FD N.V.Mch.&Scheepswerf van.P.Smit,Jr.Rot.	25 // 0 s 3 // 11¾ 21 // 1¾	
22555 145461 CYKS	**Chapleau** (*ex*Glenealy,*ex*Cabourg, *ex*GeorgeC.Howe) *Mchy.Aft* 1*Dk2trB*	1560 1330 1002					1903	Chicago S.B.Co. Chicago	Canada Steamship Lines,Ld.	245·8 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"-30" NB10 97RHP ChicagoS.B.Co.Chicago		
22556 214913 KJFF	**Chapman Bros.** 1*Dk*	472 — 321					1917	J.W.Sullivan Co.Elizabethport N.J.	Merritt-Chapman &ScottCorporation	135·8	35·6	12·6	NewYork Utd.States	C.2Cy.18"&40"-28" 71NHP J.W SullivanCo.NewYork		
22557 SVJS	**Charalambos** (*ex*Athena, *ex*Hermiston) 1*Dk*&*Spar dk*&*deep framing*	4389 4206 2831			...		1901	R.Duncan &Co.Ld. PortGlasgow	Ant.G.Yannou-latosSons	374·7 P31'B90'F33' FK	48·1	27·9	Piræus Greek *WB*	T.3Cy.26$\frac{11}{16}$",42"&70"-48" 360NHP D.Rowan&Co.Glasgow	30 // 10	
22558 218732 KITZ	**Charcas** (*ex*WestInskip) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5555 — 3457					1919	S.Western S.B.Co. SanPedro.Cal	GraceS.S.Co.Inc.	410·5 P43'B114'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron Works,LosAngeles,Cal. 359NHP		R
22559 LJAE	**Charente** WirelessD.F. E.S.D. 2*Dks* *CruiserStern*	~~1300~~ 1282 976 715					1935	Porsgrund Mek. Værks. Porsgrunn	Dampskibsselskapet"Garonne" (Fearnley&Eger, *Mgrs.*)	249·4	37·7	15·2	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"-31½"&LP Turbine withD.R.gearing 102NHP PorsgrundM.V.Porsgrunn		
22560 OYBL	**Charkow** 1*Dk*&*Awng dk*	1026 841 525					1913	Helsingörs Jernsk &Msk. Elsinore	DetForenede DampskibsSelsk.	236·1	35·6	21·2	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 161NHP HelsingörsJernsk.&Mskb.		V
22561 Broken up ~~GBSN~~	**Charlbury** (*ex*Sakkarah) *ss*Rot.2ndNo.3-7,30 2*Dks*(*Stl*)&*deepframing*& *Shelterdk*(*Stl*-ws)	6030 4448 3902	~~✠100A1~~ *Shelter dk withfreeboard* 12,33 ~~BS7,34~~ ~~✠LMC7,30~~	Bry	*z*	CL 12,33	1906 9mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	~~St.QuentinShippingCo.Ld.(B.&S.Shipping Co.Ld. Mgrs.)~~ *CellD*	400·0 FK *Ba129' uE27' f154'*	52·0	27·0	Japanese 6*BHCem* *891tAPT30t*	T.3Cy.26",45"&75"-48" (*s*) 180lb 478NHP 3S&1Aux.SB,11*cf*, GS202,HS7311 FD WllsndSlpwy.Co.Ld.Nwc.	29 // 9 ~~s 3 // 0½~~ ~~26 // 2¾~~	
22562 ONFC	**Charles** (*ex*Scheldesop,*ex*Harley, *ex*Bromley)	516 450 334			...		1904	W.Dobson &Co. Newcastle	ArmementL. Hermans,Soc. Anon.	165·0 B29'F16' FK	30·0	13·6	Bruges Belgian *WB*	T.3Cy.15½",25"&41"-27" 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 // 6	G †
22563 225066 KFXK	**Charles C. West** TwinSc (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6644 — 5004					1925	Manitowoc S.B.Corp. Manitowoc, Wis.	RockportS.S.Co.	456·2 F72'	60·1	29·1	Wilmgton (Del.) Utd.States *WB*	T.6Cy.17½",28½"&48"-36" 276NHP ManitowocS.B.Corp. Manitowoc, Wis.		R
22564 218628 KINP	**Charles Christenson** (*ex*West Hepburn) *Fitted for oil fuel* 2*Dks*	5630 5243 3495					1919	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S.Co. Inc.	409·7 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
22565 141678	**Charles Dick** 1*Dk*	2015 1735 651					1922	TheCollingwood S.B.Co.Ld. CollngwdOnt	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	244·0	43·2	18·9	Toronto British *WB*	T.3Cy.19",32"&56"-36" E*made*18*fitted*22 188NHP PrescottCo.Menominee, Mich.		C
22566 145786	**Charles Donnelly** (*ex*Troy) *Mchy.Aft* 1*Dk*&*Spar dk*	3765 — 2966					1898	Detroit DryDockCo Wyandotte	GreatLakesTransitCorporation	398·4	47·0	28·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitDryDockCoDetroit		
22567 220453	**Charles E. Dunlap** (*ex*L.M.Bowers-35) *Mchy.Aft* *pt Longitudinal framing* 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	ContinentalS.S.Co. (G.A.Tomlinson, *Mgr*)	580·0 *WB*	60·2	27·8	Duluth, Minn. Utd.States	T3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain, O		R
22568 226114 KGDD	**Charles G. Black** TwinSc (*ex*G.Harrison Smith) *ss*N.Yk.No.3-11,26 *ss*N.Yk.No 2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* D.F. E.S.D. GyC.	14305 13434 9161	100A1 ~~7,35 12,34 1,36~~ 3,36 BS1,36 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 1921	NYk LMC12,34	/†	CL 3,36	1921	Bethlehem S.B.Corp.Ld. Sparrows Point,Md.	~~Standard Shipping Co.~~ StandardOil Co.ofNewJersey *CellDBuE*&*B*73'	550·3 P119'F51' FK 346*tDTf*27'1010*tF*	72·2	43·7	Wilmgton (Del.) Utd.States 7*BHptCem* (16*BH in wings*) *PT* 720*t AP T*322*t*	T.6Cy.25",41"&68"-48" (*s*) 200lb 928NHP 3SB12*cf*, ,HS13491 FD BethlehemS.B.Corp.Ld.	44 // 0	
22569 220711 KDHH	**Charles H. Cramp** *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Longitudinal framing*	6220 5850 3812			...		1920	W Cramp& SonsS&EBCo Philadelphia	ArgonautLine, Inc.	404·6 F31'*onShelter dk* FK	53·9	34·2	NewYork Utd. States *WB*	Q.4Cy.25½",37",52½"&76"-54" 633NHP W.Cramp&SonsS&EBCo.	36 // 9	R †
22570 153529	**Charles Hardouin** TwinSc (*ex*Wei-Shun,*ex*CharlesHardouin) 2*Dks*&*Awng dk*	1665 1144 1054					1903	Cie.Française deNav. Nantes	TungOnS.S.Co.Ld.	222·2 H—	38·1	12·3	HongKong British	T.6Cy.14",21$\frac{21}{32}$"&35$\frac{7}{16}$"-21$\frac{21}{32}$" 118NHP Cie.Franç.deNav.Lyons		
22571 203918	**Charles Hubbard** *Mchy.Aft* 1*Dk*	4846 — 4287					1907	ToledoS.B. Co. Toledo	GreatLakesS.S.Co Inc.	438·7 *WB*	52·0	23·9	Oswego, N.Y. Utd.States	Q.4Cy.16½",24",35"&50"-42" 162NHP ToledoS.B.Co.Toledo		
22572 216368 KKAU	**Chas. Kurz** (*ex*TracyBrothers-33, *ex*Avondale) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511			...		1918	Chester S.B.Co. Chester,Pa	Pennsylvania Tankers,Inc. (Pennsylvania ShippingCo *Mgrs.*)	400·8 P99'B27'F50' FK	54·3	31·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseMach.Co. E.Pittsburgh	32 // 9	R †
22573 FOQC	**Charles L. D.** Sub.Sig. *OilEng.* D.F. *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaverken A/B Gothenburg	LouisDreyfus&Cie.	428·2 F35'	56·6	25·7	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29⅓"-59$\frac{1}{16}$" 653NHP GötaverkenA/B,Got.		V
22574																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R.
22575 214499 WMIU	**Charles L. Hutchinson** (*ex*SirTrevorDawson,*ex*WilliamC. Moreland) *Mchy.Aft* D.F. GyC.	7215 — 5505					1910	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	580·0 F49' *new fore end*16	58·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
22576 217203 WMEA	**Charles L. O'Connor** (*ex*Costilla) *Mchy.Aft* Sub.Sig. 2*Dks*	2351 — 1433					1918	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·5 P115'F25'	43·5	25·1	NewYork Utd.States *WB*	T.3Cy.19½",34½"&51"-42" 211NHP Gt.LakesEng.Wks.Detroit		R
22577 216656 KPAA	**Charles L. Wheeler, Jr.** (*ex*PointJudith) *Fitted for oil fuel* 1*Dk*	2205 1945 1348			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	Chas.R. McCormick LumberCo.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 " 6	R †
22578 FNGY	**Charles Le Borgne** (*ex*Gladys-34, *ex*Terne-33,*ex*Tosto) *Fitted for oil fuel* Wireless 1*Dk*	1438 1232 753					1920	SödraVarf- vetsAktieb. Stockholm	C.LeBorgne	246·3 P71*t*H81*t*F13*t*	38·4	15·6	Havre French	T.3Cy.18",30"&49"-33" 138NHP LindholmensV.A.Got.		V
22579 163562 MBBZ	**Charles M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	403 299 195	✠100A1 8,35 ~~4,35~~ ✠LMC1,35	Lth Gms	*f*	OG	1935 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	~~T.J.Metcalf~~ T.J.Metcalf	141·5 Q83'F19' FK *DTa*4'42*t* *FPT*55*t*	27·4	9·8	London British 3*BH* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11"-17¼" 71NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	10 " 9 s 3 " 5 10 " 5½	
22580 223200 WPBD	**Charles M. Schwab** D.F. GyC. *Mchy.Aft* 1*Dk*	7935 7573 6206					1923	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·3 *WB*	60·2	28·0	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"-42" American 274NHP S.B.Co.Cleveland,O.		
22581 126621	**Charles Macalester** Ⓟ IronPad 1*Dk*	625 — 463					1890	Harlan& Hollingwrth WlmngtnDel	MountVernon& MarshallHall SteamboatCo.Inc.	195·0	30·0	10·6	Washngtn D.C. Utd.States	1Cy.44"-120" NB07 163NHP Harlan&HollingsworthCo.		
22582 220600 KJFH	**Charles Nelson** (*ex*Commercial Spirite,*ex*Hoboken) *ss*S.Fo.No.3-11,32 2*Dks*(*Stl*)&*Web frames* *Now "Point Vincente," see No. 39633 in Supplement*	4633 4274 2905	✠100A1 3,35 ✠LMC MS11,32 BS1,35 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	SFo	*y*	CL 3,35	1920 9mo	ToddD.D. &Const Corp. TacomaWash	JohnRosenfeld's Sons(TheCharles NelsonCo.*Mgrs.*) *CellDB*328'1069*t*	380·4 P38'B102'F42' FK *MT*24'666*t* *FPT*91*t*	53·1	27·0	S.Frncisco Utd.States 6*BHptCem* *APT*318*t*	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 " 4 s 5 " 10 28 " 9	
22583 204306	**Charles O. Jenkins** 1*Dk*	6285 — 4827					1907	Detroit S.B.Co. Wyandotte	JenkinsS.S.Co. (C.O.Jenkins*Mgr*)	504·0	54·2	31·0	Fairport,O Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
22584 213899 WOCM	**Charles Pratt** TwinSc3Mst *ss*N.Yk.No.3-8,28 *ss*N.Ns.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8983 7159 5644	✠100A1 *Shelter dk* *with freeboard* 3,36 ~~3,35~~ ✠LMC MS7,33 BS~~1,35~~3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,16 *F.P. above* 150° F.	NYk	*f*†	CL ~~S2,33~~ ~~F6,33~~ 3,36	1916 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey *CellDBuE&B*57*t* *DTf*54'673*t*	500·0 FK *f*17'255*t* *FPT*243*t* *APT*127*t*	68·0	35·5	Wilmgton (Del.) Utd.States 19*BHCem* 15 „ *toUdk* 4 „ „*2nd*„	T.6Cy.20⅝",35"&60"-42" (*s*) 200lb 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNwsSB&D.D.Co.	38 " 3 s10 " 0½ 28 " 6	
22585 148898	**Charles R. Huntley** *Mchy.Aft* 1*Dk*	1760 1604 1304					1926	Napier& Miller,Ld Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr*)	253·1 F36'	43·2	17·9	SCathrnes Ont. British *WB*	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
22586 220434 KDBZ	**Charles R. McCormick** (*ex*Apus) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6027 5632 3782			...		1920	GMStandi- ferConstCorp Vancouver, Wash.	ChasR.McCormick LumberCo.	401·4 P34'B114'F38' *on* *Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 " 7	R †
22587 FNRO	**Charles Roux** TrpSc D.F	4145 2025 1309					1908	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	385·5 P15'Q118'H— F45'	45·6	26·1	Marseilles French *WB*	3 Steam Turbines Soc.Electro- Mécanique,Bourget		V
22588 202889	**Charles S. Hebard** GyC. *Mchy.Aft* 1*Dk*	6291 — 4854					1906	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
22589 FNWV	**Charles Schiaffino** *Fitted for oil fuel* 2*Dks*	3664 3352 2158					1930	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schi- affino&Cie.*Mgrs.*)	363·6 P33'B106'F38'	51·6	22·9	Algiers French *WB*	T.3Cy.24",40"&64⅝"-45¼" 284NHP Atel.&Ch.de la Seine, Maritime,LeTrait		V
22590 220856 KLES	**Charlie Watson** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying petroleum in bulk*	1769 — 1013					1920	Union Const.Co. Oakland,Cal.	StandardOilCo.of California	250·0 P78'B30'F48'	37·0	21·0	S.Frncisco Utd.States	Oil Engine 4S.C.SA 12Cy.16⅝"-29½" 229NHP SkandiaPacificOilEng.Co. SanFrancisco		R
22591	**Charlotte** TwinSc *Mchy.Aft* 1*Dk*	822 708 449					1910	Forg.&Ch. de laMédit. LaSeyne	Herran,Decia& Muller	235·0 P59'B34'F29'	32·3	13·4	Mntevideo Uruguayan *WB*	C.4Cy.14⅝"&25⅝"-15¾" 44NHP Forg.&Ch.delaMédit.Msl.		
22592 DIAX	— *OilEng.* 1*Dk*	435 328 245					1915	H.Paucksch Akt.Ges. Landsberg	A.Bernstein	137·9	29·6	10·1	Hamburg German	Oil Engines 4S.C.SA 6Cy.8½"-13⅜" 42NHP M.A.N.Augsburg		G
22593 DMAE	**Charlotte Cords** 1*Dk*	1779 1478 1049					1923	Act.Ges. "Neptun" Rostock	Dampfsch.Ges. Aug.Cords G.m.b.H.	266·3 Q102'B76'F31'	40·2	16·9	Rostock German *WB*	T.3Cy.19 5/16",31½"&51 3/16"-35" 156NHP A.G."Neptun,"Rostock		G
22594 DMBD	**Charlotte Schröder** (*ex*Liesbeth Zelck,*ex*LenaLarsen,*ex*EricaFischer, *ex*MarieGartz) 1*Dk*	922 741 565					1901	Schömer& Jensen Tönning	R.Schröder	211·4 Q79'B55'F17'	32·4	13·3	Rostock German *WB*	T.3Cy.15",24⅞"&40½"-28" NB26 85NHP Schömer&Jensen,Tönning		G
22595 154887 VGRS	**Charlottetown** Ⓟ TrpSc (*IceBreakingTrainFerry*) 2*Screws aft*&1*fwd.* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of mchy. space* *Web frames* *Fitted for oil fuel*	5889 5117 3385	✠ ... 11,34 ✠	Qbc	*x*		1931 7mo	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadianGovern- ment(Dept.ofRail- ways&Canals) *CellD*	309·0 *Promenade dk* FK *B*231'569*t* *FPT*263*t*	59·3	22·0	Charlotte- townP.E.I. British 7*BH* *APT*114*t*	T.9Cy.26",41"&66"-36" 1261NHP 8SB,24*cf*,HS20096 CanadianVickers,Ld.Mtl.	25 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
22596 139636 MKFX	**Charlus** (exPrincenhageII) Sp Mchy.Aft 1Dk	373 261 177					1917	N.V.Kuy&Ree'sMch.&Schpsw. Rotterdam	J.M.Piggins	132·3|23·1|10·9 Q59'B9'F15'	Montrose British	T.3Cy.10⅛",16¼"&27⅝"–20" 32NHP N.V.Kuy&Ree'sMch.&Schpsw.Rot.		V
22597 136049 MFCL	**Charlwood** (exStreatham) 3Mst ssApl.No.3–7,27 Mchy.Aft ssShl.No.1–32 Well deck 1Dk(ptIrn ptStl) Cargo battens not fitted	1207 934 600	✠100A1 12,34 ~~MS7,32~~ DBS~~1,35~~4,36 MS12,35	Ant ✠LMC MBS~~5,34~~ 7,35	n	CL ~~11,34~~ 11,35 Lloyd	1914 3mo	Dublin Dkyrd Co.Ld. Dublin 'sA&CP	LavertonS.S.Co.Ld.(AllianceMarineTransportCo.Ld.Mgrs.) CellD	226·2|35·5|14·4 Q68'B13'F28' FK Bf140'246tFPT12	London British 4BHCem 5tAPT37t	T.3Cy.17½",27½"&45"–33" 180lb 90lb (s) 138NHP 1SB,3cf,GS69,HS2298 Ross&Duncan,Glasgow	16 ″ 7 s 1 ″ 5¾ 15 ″ 6¾	
22598 146145 GJBC	**Chartered** ssSld.No.3–9,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	2021 1555 1106	✠100A1 9,35 ~~9,34~~ BS9,35	Sld Shl ✠LMC9,34	r	CL ~~9,34~~ 9,35 Lloyd	1921 10mo	J.Crown&Sons,Ld. Sunderland 'sA&CP	GasLight&CokeCo.(StephensonClarke&Associat'dCompanies,Ld.Mgrs.) CellDB	270·4|38·2|18·5 Q163'F28' FK 225'506tMT10'252	London British 4BHCem tFPT149tA	T.3Cy.19½",33"&54"–39" (s) 180lb 214NHP 2SB,6pf,GS92,HS3524 N.E.MarineEng.Co.Ld.Sld PT77t	20 ″ 6 s 6 ″ 6¼ 18 ″ 10¼	
22599 822 OHDI	**Charterhague** (exSilverway, exWarFig) ssHfs.No.3–9,32 1Dk(Stl) Cruiser Stern Cargo battens not fitted	2522 2248 1348	✠100A1 10,34 ✠NB5,27 ✠NE3,29	Skm ✠LMC9,32 BS~~9,34~~ 8,35	t	CL 6,33 Lloyd	1920 11mo	Monmouth S.B.Co.Ld. Chepstow, 'sA&CP Mon	AngfartygsAktiebolaget"Alfa"(H.Lundqvist,Mgr.) CellD	303·0|43·0|20·7 P33'B80'F33' FK B260'677t FPT87t	Marieh'mn Finnish 5BHptCem APT193t	T.3Cy.22",36"&59–39" ~~195lb~~ 185lb 271 ~~275~~NHP 2SB,6cf.GS114,HS4616 G.Fletcher&Co.Ld.Derby	23 ″ 0 s 3 ″ 4¾ 19″ 10	
22600 146336 MLBQ	**Chasmoor** (exPoortvliet, exZeeraaf) 3Mst Mchy.Aft 1Dk	706 499 325					1917	J.&K. Smit'sSchps. Krimpen a/d Lek	JohnKelly,Ld.(W.Clint,Mgr.)	180·7|28·1|11·7 Q105'B11'F23'	Belfast British WB	T.3Cy.15",25"&40"–27" 83RHP Machinefab.Kinderdijk		C
22601 — OYIA	**Chastine Mærsk** TwinSc3Mst OilEng. ~~ssRot.No.2–31~~ 1Dk(Stl)&Shelter dk(Stl) ssCpn.No.3–2,36	5177 4803 3199	✠100A1 Shelter dk withfreeboard 2,36 DBS2,36	StJ Cpn ✠LMC CS2,36 2,36	x	OG ~~P8,33~~ s12,34 P10,35 CellD	1923 7mo	Odense Staalskibs. Odense A&CP B332'1116tTa	A/S D/S Svendborg(A.P.Möller, Copenhagen, Mgr) nk'tween tunnels92	378·0|50·2|31·7 F33'on Shelter dk FK Collision tFPT74t APT85t	Svendborg Danish ptCem BHto Shdk 5 „ „ U „	Oil Engines 4S.C.SA 12Cy.19 1⁄16"–35 7⁄16" DB50lb 450NHP Akt.Burmeistr&Wain,Cpn	34 ″ 5 s 9 ″ 0½ 25 ″ 6¾	
22602 FOPI	**Chateau Larose** 2Dks	2047 1677 903					1930	D&WHendersn&Co.Ld. Glasgow	Worms&Cie.	274·7|39·1|20·9 P38'B96'F31'	Havre French WB	T.3Cy.20½",34"&56"–42" 203NHP D&W.Hendersn&CoLdGls		V
22603 FOPB	**Château Latour** 2Dks	1912 1763 824					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	274·0|38·0|23·0 P36'B97'F31'	Havre French WB	T.3Cy.21⅜",35⅘"&59"–41 7⁄10" 224NHP Atel.&Ch.delaLoire,Nts.		V
22604 FOPC	**Château Palmer** 2Dks	1912 1763 823					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	280·3|38·1|21·4 P36'B97'F31'	Havre French WB	T.3Cy.21⅜",35⅘"&59"–41 7⁄10" 224NHP Atel.&Ch.delaLoire,Nts.		V
22605 FOPJ	**Chateau Pavie** 2Dks	2047 1677 903					1930	D&WHendersn&Co.Ld. Glasgow	Worms&Cie.	274·7|39·1|20·9 P38'B96'F32'	Havre French WB	T.3Cy.20½",34"&56"–42" 203NHP D&W.Hendersn&CoLdGls		V
22606 FOPD	**Chateau Yquem** D.F. 2Dks	2536 — 1290					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Worms&Cie.	279·8|39·5|19·7 P165'F31'	Havre French WB	T.3Cy.21⅝",36"&59"–42" 225NHP Atel.&Ch.delaSeine Maritime,LeTrait		V
22607 FNNH	**Chateauroux** Fitted for oil fuel 1Dk Well deck	4185 — 2546			...		1921	TyneIron S.B.Co.Ld Newcastle	Cie.DelmasFrères&Vieljeux	364·1|52·8|24·5 P18'Q128'B68'F29' FK	LaRochlle French 6BHCem WB	T.3Cy.23½",38"&64"–42" 347NHP ArmstrongWhitworth&Co.Ld.Newcastle	26 ″ 8	V †
22608 225471 KGAN	**Chatham** Ⓟ Ref.Mchy. D.F. GyC. Fitted for oil fuel Sub.Sig. Longitudinal framing 4Dks	5649 — 3456					1926	NwprtNws S.B.&D.D.Co. NewprtNews	Merchnts&MinersTransportationCo.	350·0|52·0|36·0	Baltimore Utd.States WB	T.4Cy.25",42½"&(2)54"–48" 404NHP NewportNewsSB&DD.Co.		R
22609 145465 CYKV	**Chatsworth** (exGlendochart, exCorseulles,exH.G.Dalton) Mchy Aft 1Dk2trB	1573 1331 1170					1903	Superior S.B.Co. W.Superior	CanadaSteamshipLines,Ld.	246·0|41·0|15·3 Q88'F36'	Montreal British WB	T.3Cy.18",25"&42"–30" NB22 97RHP SuperiorS.B.Co.		
22610 221643 KDUW	**Chattanooga City** Fitted for oil fuel GyC. 2Dks3trB	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350' WB	NewYork Utd.States Turbines	2 Steam Turbines DR geared to 1 Sc. Shaft W&AFletcherHobokenNJ		R
22611 161249 GSWX	**Chatwood** ssShl.No.1–34 Mchy.Aft D.F. 1Dk(Stl) Well deck Cargo battens not fitted	2768 2116 1557	✠100A1 7,35 ~~5,34~~ BS7,35	Shl ✠LMC5,34	t	OG ~~5,34~~ 6,35 Lloyd	1929 6mo	S.P.Austin &Son,Ld. Sunderland 'sA&CP	W.France,Fenwick&Co.Ld. CellDB250t	306·0|44·0|19·3 Q177'F34' FK 623tMT8'285tFPT7	London British 6BHCem 211tAPT44t	T.3Cy.19¼",33"&54"–39" (s) 200lb 220NHP 2SB,6cf,GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 7 ″ 1½ 19 ″ 3½	
22612 161227 GSZC	**Chaucer** ssCff.No.1–34 D.F. 2Dks(Stl)	5792 5466 3629	✠100A1 12,35 ~~2,35~~ BS~~7,35~~9,35	Cff ✠LMC MS1,34	a†	CL 7,33 Lloyd	1929 4mo	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	ShakespearShippingCo.Ld.(Glover Bros.~~Mgrs.~~)(London)Ld.Mgrs.)	420·0|57·0|28·2 P37'B260'F44' FK CellDB360'133	London British 7BHCem 5tAPT225t	T.3Cy.27",45"&74"–51" (s) 180lb 557NHP 3SB,9cf,GS184,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″ 9¼ 25 ″ 11¼	
22613 RACT	**Chaumian**(exLadyElinor,exLoutsch) Carrying Petroleum in bulk 1Dk2trB Well deck Mchy.Aft	1624 1255 923			...		1886	Hawthorn, Leslie&Co.Ld Newcastle	Sovtorgflot	254·8|34·0|17·9 P72'F29'B97' FK	Odessa Russian WB	T.3Cy.20",32"&53"–36" NB08 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 ″ 0	
22614 211290 KJFL	**Chauncey M. Depew** Ⓟ (exRangeley) 1Dk	652 — 282					1913	BathIron Works Bath,Me.	HudsonRiverDayLine	185·1|35·6|13·5	New York Utd.States	T.4Cy.16",26"&(2)30"–24" 88NHP BathIrn.Wks.Bath,Me.		
22615 130309 CYGP	**Cheakamus** (exCheslakee) 2Dks	689 479 403					1910	Dublin DockyardCo Dublin	UnionSteamshipsLd.	145·3|28·1|10·0 WB	Vancouver B.C. British	T.3Cy.13½",22"&36"–20" 58RHP McColl&Co.Ld.Belfast		C
22616 127785 MKXG	**Chedabucto** Ⓟ (exEllinis,exFogota) ssSld No.3–12,21 ssHfx.No.2–29 1Dk & Shelter dk	509 458 269	✠ ... 8,33	Hfx ✠			1910 6mo	Dundee S.B.Co.Ld Dundee	Halifax&CansoS.S.Co.Ld.(R.A.Corbett&Co.Ld.Mgrs.)	145·0|24·5|9·1 FK FPT12t	Halifax,NS British 4BHCem APT11t	C.2Cy.18"&40"–27" 69RHP 1SB,3pf,GS54,HS1778 J.Abernethy&Co.Abn.	10 ″ 6	

Numero l'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Official. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
22617 FOJF	**Chef Mécanicien Armand Blanc** D.F. 1*Dk*	3070 — 1586					1922	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	UnionIndustrielle &Mar.Sté.Française d'Armement	313·6|46·4|20·2 P164'F29'	Havre French *WB*	T.3Cy.21⅝",35⅜"&59"–41⅜" 223NHP At.&Ch.de la Loire,StDenis		V
22618 FNYC	**Chef Mécanicien Mailhol** *Now* "Maleas," *see No. 53105 in Supplement* (exWarAdmiral) D.F. 2*Dks&Awng dk*	5709 — 4282			…		1917	Kawasaki Dkyd.Co.Ld. Kobe	CiedesMessageries Maritimes	385·3|51·2|33·5 FK	Marseilles French *WB*	T.3Cy.26",43"&72"–48" 440NHP KawasakiDkyd.Co.Ld.	36 ″ 0	V †
22619 JKCD	**Chefoo Maru** Ⓟ *Now* "Shibazono Maru," *see No. 40926 in Supplement* 1*Dk&Spardk(Stl–teaks)* *&deep framing*	1829 1090	✠ 1,07 ✠	Nag	*r*		1903 3mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K. *WB=Cell* *DBa59'uE&B54'*	256·0|36·5|14·3 P27'B81'F40' 23·7 FK *f94' 361t FPT40t*	Tokio Japanese *5BHCem* *APT26t*	T.3Cy.21",35"&58"–36" HS4174 248NHP 2SB&1Aux.SB,*8cf*,GS122 MitsuBishiD.&E.Wks. Nag.	23 ″ 10	
22620 137675 GKYN	**Chekiang** 2*Dks*	2172 1967 1313					1914	Taikoo Dckyrd&Eng Co.ofHKg Ld HongKong	ChinaNav.Co.Ld.	285·0|44·1|19·1	London British *WB*	T.3Cy.19",31"&53"–36" 169NHP TaikooDkyrd&Eng.Co. ofHongKong,Ld.		
22621 159 SVDB	**Chelatros** (exMagdala) ssRot.No.3–6,27 ssPir.No.2–35 ~~ssMsl.No.1–32~~ 1*Dk(Stl)&Shelter* *dk(Stl)*	3489 3330 2214	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~1,35~~ ✠LMC10,35 ~~MS3,31~~ ~~BS10,31~~	Hul Pir	*x*	CL ~~7,32~~ 9,35	1914 4mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld Newcastle	KassosStm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, *Mgrs*)	360·0|52·0|23·6 FK *Cell DBa118'uE23'*	Syra Greek *6BHCem* *f153'996tA*	T.3Cy.25",41"&69"–48" (*s*) 180lb 365NHP 3SB,*9cf*,GS141,HS5700 Richardsons,Westgarth& *PT45t* Co.Ld.Hpl	26 ″ 0 s 2 ″ 5 23 ″ 9½	
22622 148121 GKRF	**Cheldale** ssHul.No.2–34 1*Dk(Stl)&Shelter* D.F. *Dk(Stl)*	4218 3942 2536	✠100A1 *withfreeboard* 8,35 ~~1,35~~ ✠LMC MS4,34 BS1,35	Hul	*x*	CL 4,34	1925 3mo *Lloyd's A&CP*	SirJPriestman&Co. Sunderland	MorrisonS.S. Co.Ld.(J.Morrison &Son, *Mgrs.*) *CellDB315'994t*	365·0|51·5|25·1 F35' FK *Coll* *FPT125tAPT247t*	Newcastle British *6BHCem* *BH to Sh dk* *5 ,, ,, 2nd ,,*	T.3Cy.25",41"&69"–48" (*s*) 180lb 318NHP 3SB,*9cf*,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 6 s2 10 24 ″ 10½	
22623 FNHL	**Chellah** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* 4*Dks*	8920 5972 3860					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Paquet	433·1|62·1|33·6 B193'F106'	Marseilles French *WB*	6SteamTurbinesSRgeared to2Sc.Shafts 2383NHP Forg.&Ch.de la Médit.S.A.		V.
22624 FOHC	**Chelma** (exBacchus) ssMsl.No.3–7,33 2*Dks(Stl)*	4968 4091 3106	✠100A1 ~~8,33~~ ~~4,35~~ 6,36 BS~~7,34~~ 8,35 ✠LMC7,33 *Fitted for carrying oil 5,28 F.P. above 150° in deep tank* *Carrying vegetable oil in forward deep tanks*	Msl	*y*	CL 7,33	1920 9mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	Cie.Générale de Nav.àVap. (Fabre Line) *CellDB327'848t*	386·4|52·5|26·3 P36'*AftB21'* B113'*For'dB21'* FK F42' *DTsf53'1850tFPT*	Marseilles French *8BHptCem* *97tAPT20t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 453NHP 3SB,*9cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 s 5 ″ 5¼ 23 ″ 4	
22625 130805 VGKY	**Chelohsin** Ⓟ TwinSc Wireless 1*Dk&Awng dk*	1134 525 597					1911	Dublin DockyardCo. Dublin	UnionSteamships Ld.	175·5|35·1|14·0	Vancouver British *WB*	T.6Cy.13½",22"&36"–24" 127NHP MacColl&Co.Ld.Belfast		C
22626 149027 GLWX	**Chelsea** ssNwc.No.2–34 1*Dk(Stl)*	4804 4533 3032	✠100A1 ~~6,35~~ ~~10,34~~ 3,36 ✠LMC MS3,34 BS~~9,34~~ 3,36	Ant ~~Shl~~Bry	*y*	CL ~~2,34~~ 6,35	1925 11mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	SeaS.S.Co.Ld.(W. Brown,Atkinson& Co.Ld.*Mgrs.*) *CellDBa133'uE23'f*	396·1|52·8|27·2 P45'B119'F35' FK 171'1196t *FPT*131t	Hull British *6BHCem* *APT152t*	T.3Cy.25",41"&69"–48" (*s*) 180lb HS6459 390NHP 2SB&1AuxSB,*9cf*,GS171 N.E.MarineEngCoLd.Nwc	29 ″ 8 s 5 ″ 6¾ 24 ″ 3¾	
22627 160583 GSNT	**Chelwood** *Mchy.Aft* ssShl No.1–33 *Well deck* 1*Dk(Stl)* D.F. *Cargo battens not fitted*	2742 2116 1543	✠100A1 ~~1,36~~ ~~1,35~~ 4,36 BS~~10,34~~ 12,35 ✠LMC~~2,35~~ MS4,36	Shl ~~Shl~~	*t*	OG ~~1,35~~ 4,36	1928 9mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	W.France, Fenwick&Co.Ld. *CellDB250'*	306·0|44·0|19·3 Q177'F34' FK 623t*MT8'*273t*FPT*	London British *6BHCem* 211t*APT44t*	T.3Cy.20",33"&54"–39" (*s*) 200lb 211NHP 2SB,*6cf*,GS88,HS3280 N.E.MarineEng.CoLd.Sld	21 ″ 6 s 7 ″ 1¼ 19 ″ 3¾	
22628 DOIQ	**Chemnitz** D.F. Sub.Sig. 2*Dks*	5522 4918 3310					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6|56·2|25·9 B&F405'	Bremen German *WB*	T.3Cy.29⅞",48⅜"&78"–55⅛" &1LPTurbine 646NHP BremerVulkan,Vegesack		G
22629 148073	**Chemong** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	HuronSteamships Ld.	252·0|42·6|18·0 Q100'F36'	Montreal British *WB*	T.3Cy.16",27"&44"–33" 111NHP J.G.Kincaid&Co.Ld.Grk.		C
22630 XNCP	**Chenglee** (exMikakiMaru) Wireless 1*Dk*	1200 — 841					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·0|33·5|18·5	Chefoo Chinese			
22631 136659 GKNZ	**Chêngtu** Ⓟ 2*Dks*	2219 1888 1338					1914	Dunlop, Bremner& Co.Ld. Pt.Glasgow	ChinaNav.Co.Ld.	285·4|44·1|19·1 B65'F36'	London British *WB*	T.3Cy.19",31½"&53"–39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
22632 FOAQ	**Chenonceaux** Ⓟ TwinSc (exAramis) *Fitted for oil fuel* D.F. 4*Dks* *Ref.Mchy.*	14825 — 8389					1922	Ch.etAtel. de laGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	543·4|65·1|41·1	Marseilles French *WB*	T.6Cy.29⅝",48 13/16"&79 13/16"– 44⅞" NE26 858NHP Ch.et.Atel.de la Gironde		V
22633	**Cheong On** Ⓟ (exMondego, exStandard) 1*Dk&Spar dk*	1492 1324 882					1905	Framnes Mek.Værks Sandefjord	LeeKeeS.S.Co. Ld.	231·5|35·5|19·4 H111*t*F31*t*	Shanghai Chinese *WB*	T.3Cy.18",29"&48"–33" 132NHP Akers.Mek.Værks,Oslo		
22634 219022	**Chepadoa** *Fitted for oil fuel* 1*Dk2trB* *Longitudinal framing*	6035 5600 4475					1919	SeattleN. PacificS.B.Co Seattle,Wash	UnitedStates ShippingBoard Bureau	402·4|53·1|32·0 P34'F38'	Seattle Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.A.Fletcher, Hoboken,N.J.		
22635 3413 PJAY	**Chepita** TwinSc ssMob.No.3–8,28 *Mchy.Aft* ssCco.No.1–32 1*Dk(Stl)* *Longitudinal framing at bottom and at deck*	*2702* *1800* *1482*	✠100A1 12,35 ~~1,35~~ BS12,35 ~~BS1,33~~ ✠LMC12,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,25 F.P. above 150° F.*	Cco	*t*	CL PN1,34 s12,35	1925 2mo *Lloyd's A&CP*	W.Beardmore&Co.Ld. Glasgow	Curaçaosche Scheepv.Maats.	305·0|50·2|15·0 Q87'F42' *Trunk* *dk176'* FK *FPT109t*	Willemstd Dutch *8BHptCem* *APT87t*	T.6Cy.14",23"&38"–27" (*s*) 180lb 252NHP 2SB,*4cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
22636 TTZF	**Cherbourg** (exHarlawPlain) ssHav.No.3–6,33 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	448 — 148	✠100A1 6,35 ~~8,34~~ BS~~8,34~~ 6,35 ✠LMC6,33	Hav	*g*	CL ~~5,33~~ 6,35	1921 1mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	Soc.Havraise de Transport&de Transit *CellDB*	150·1|25·2|10·0 *26·3* Q86'B11'F24' FK *f84'104t FPT10t A*	Havre French *3BHCem* *PT17t*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 83NHP 1SB,*3pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8¼ 12 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22637 90 IBCH	**Cherca** ssTri.No.3-4,32 D.F. 1Dk(Stl)&Shelterdk(Stl) Ref.Mchy.	5400 5022 3319	✠100A1 Shelter dk withfreeboard ~~5,35~~~~11,34~~11,35 ~~BS5,34~~ ✠Lloyd'sRMC~~11,34~~~~5,35~~	Tri BS5,35 ✠LMC4,32	y	CL N5,34 11,35	1920 6mo	Stabilmnto Tecnico Trieste A&CP	Nav.Libera TriestinaS.A. CellDB337'1300t	400·6 FPT114t APT56t	52·1	29·0 FK	Trieste Italian Cem 2BHtoSh dk 4 ,, ,, U ,,	T.3Cy.27",42"&68"-48" (s) 180lb 465NHP 3SB,9cf,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
22638 26828 JCWD	**Cheribon Maru** Ⓟ ssOsa.No.3-11,35 ~~ssOsa.No.3-12,33~~ 2Dks(Stl-Uptws)	4041 3476 2519	✠100A1 ~~12,34~~11,35	Kob Osa ✠LMC~~12,34~~ 11,35	w	OG 12,34	1921 2mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	~~NanyoYusenK.K.~~ NanyoKaiunK.K. CellD	345·0 P33'B74'F40' Ba107'uB30'f135'7	50·0	26·7 FK	Kobe Japanese 6BHCem 02tAPT27t	T.3Cy.23",38"&64"-48" (s) 200lb 342NHP 2SB,6cf,GS109,HS4394 FD MitsubishiZosenKaisha,Ld	29 ″ 1 s5 ″ 7½ 24 ″ 0	
22639 224642 WTCI	**Cherokee** Ⓟ Fitted for oil fuel Ref.Mchy. 1Dk&2nd dk in holds D.F. &Promenade dks	5896 — 3514			...		1925	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee&Semi-noleS.S.Co.(Clyde-MalloryLines, Mgrs.)	387·5 P&B322'F53'	54·3	20·0 FK	NewYork Utd.States WB	2SteamTurbinesSR geared to 1 Sc. Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
22640 140278 GVGL	**Cherryleaf** TwinSc ssPly.No.3-5,29 ssMlt.No.1-33 2Dks(Stl)&Web frames Longitudinal framing	5934 5283 2588	✠100A1 3,36~~11,33~~ BS3,36 MS11,33 CarryingPetroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	Mlt ✠LMC ~~BS5,34~~	a†	CL ~~10,32~~ 3,36	1917 4mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	TheAdmiralty CellDBuE&B87'405t DTf48' 218t FPT70tAPT174t	405·3 P36'B32'F90'	54·5	32·5 FK	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1082NHP 6SB,18cf,HS16800 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 2 s 6 ″ 9¾ 28 ″ 7½	
22641 148155 GNMY	**Chesapeake** OilEng. Mchy.Aft ssBel.No.1-32 D.F. 2Dks(Stl)&Web frames Longitudinal framing	8955 8155 5422	✠100A1 ~~8,35~~~~10,34~~11,35 DBS~~10,34~~ 8,35 CarryingPetroleum in bulk	Fal ~~Bel~~ Gal ✠LMC11,32	d†	OG ~~2,33~~ 8,35	1928 1mo	Workman, Clark&Co Ld Belfast Lloyd'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.) CellDBuE53'160t DTf36'492t	476·8 P101'B33'F49' FPT227tAPT30t	63·8	35·1 FK	Belfast British 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" 997NHP 2DB150lb Wrkman,Clark&Co.Ld Bel	34 ″ 10 s 6 ″ 9¾ 28 ″ 3	
22642 149625 GLXV	**Cheshire** Ⓟ TwinSc OilEng. ssBkn.No.2-35 ~~ssLiv.No.1-31~~ Sub.Sig. 3Dks(Stl-Udk ws) D.F. CruiserStern	10520 7735 6591	✠100A1 ~~12,34~~10,35 ~~DBS12,34~~ ✠LMC CS1,36 12,34	Bkn DBS1,36 ~~✠LMC8,30~~	e†	CL s12,34 P2,34	1927 7mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.) CellDB417' 1724t FPT	483·6 P51'B265'F78'	60·3	31·8 FK	Liverpool British 8BHptCem 54tAPT113t	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB120lb FairfieldCo.Ld.Glasgow	36 ″ 3 s 6 ″ 10¾ 29 ″ 8½	BT till ~~6,35~~ ~~12,35~~ 4,36
22643 137790 MFTV	**Cheshire Coast** 3Mst (exPrincessIrma) Mchy.Aft 1Dk&Shelter dk	1122 865 468					1915	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	240·0	34·9	14·3	Liverpool British WB	T.3Cy.19",31"&52"-36" 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
22644 230959	**Chester** TwinSc ssClv.No.1-35 Mchy.Aft 1Dk(Stl)&Web frames GyC.	1819 1819 1129	✠100A1 withfreeboard 12,35~~11,34~~ ~~BS2,35~~ ForService between New York & Great Lakes via New York State BargeCanal, also between New York, Norfolk& Boston via Long Island Sound & Cape Cod Canal Fitted for oil fuel 8,31 F.P. above 150° F.	Det 12,35 ✠LMC~~8,31~~		CL ~~11,34~~ PN12,35 s12,35	1931 8mo	Gt.Lakes Eng.Works Ecorse,Mich. Lloyd'sA&CP	FordMotorCo. CellDB234' 780t FPT	292·0	43·0	20·0 FK	Dearborn ~~Detroit~~ Utd.States 5BH 223tAPT49t	6 Steam Turbines DR (s) geared to 2 Sc. Shafts 425lb 376NHP 2WTB HS3480 FD WestinghouseElec.&Mfg. Co.Phl.	20 ″ 0 s 7 ″ 8 12 ″ 6	
22645 227802 WRBK	**Chester O. Swain** (exAlbertolite) ssNYk.No.3-7,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Web frames GyC. Longitudinal framing	8146 6053 5101	✠100A1 Shelter dk withfreeboard ~~8,35~~ ~~2,35~~2,36 ~~BS7,34~~ CarryingPetroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	NOs NYk BS8,35 ✠LMC7,33-	c†	CL 2,35	1921 5mo	GMStandi-ferCnst.Corp. Vancouver, Wash. A&CP CellDBuE&	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. B & bunker 86'280t dk tanks a 9'67t	463·2 DTf50' 335t 'tween FPT179tAPT103t	60·2	36·7 FK	Wilmgton (Del.) Utd.States 18BHptCem (3 to Sh dk 11 ,, U ,, 4 ,, 2nd ,,)	Q.4Cy.24",35¼",51"&75"-51" 220lb (r) 581NHP 3SB,9cf,HS8086 Hooven.Owens&Rent-schlerCo.Hamilton,O.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
22646 229362 KGMV	**Chester Sun** OilEng. ssPhl.No.1-34 Mchy.Aft 2Dks(Stl)&Web frames GyC. Longitudinalframing-bracketless system	9097 8521 5523	✠100A1 ~~5,35~~~~10,34~~3,36 DBS~~2,35~~ 2,36 CarryingPetroleum in bulk	Phl ✠LMC5,34 ✠LMC(M)3,36	e†	CL ~~N5,34~~ 10,35	1930 2mo	SunS.B.& DryDock Co. Chester,Pa. Lloyd'sA&CP	MotorTankship Corporation CellDBuE76' f40'488t	480·6 P79'F48' FPT186tAPT84t	66·0	36·8 FK	Phildlphia Utd.States 17BHptCem (13 to U dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2 Water Tube DB200lb SunS.B.&DryDockCo.	37 ″ 0	
22647 219407 KOST	**Chester Valley** Fitted for oil fuel Sub.Sig. 2Dks	5078 4598 3110					1919	American International S.B.Corp. HogIslandPa	LykesBros.Ripley S.S.Co.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22648 127379 WRCQ	**Chester W. Chapin** TwinSc 2Dks	2868 — 1822					1899	Maryland SteelCo. Sparrow'sPt. Md.	NewEnglandS.S. Co.	312·0	64·0	16·9	N.LndnCn Utd.States WB	T.6Cy.24",38"&60"-30" 394NHP MarylandStl Co.Baltimore		
22649 217623 KJFP	**Chetopa** Fitted for oil fuel 1Dk2trB in fore& after holds&Web frames	3252 3005 1989			...		1919	Submarine BoatCorp. Newark,N.J.	TheCharlesNelson Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States WB	DR GearedSteamTurbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
22650	**Cheung Hing** (exVatie-33, Iron exWahTai,exSagara ssNag.No.3-2,98 Maru,exMikageMaru ssYka.No.2-06 No.6,exFushikiMaru) 1Dk(Irn)2trB	1806 1553 1098	✠ 9,07	Yka ✠	r		1885 4mo	TyneI.S.B. Co.Ld. Newcastle DBa84'f56'	CheungHingCo. 256t FPT36t APT	275·0 P29'B60'F30' ptND04 12tMT30'320t	37·5	20·4 FK	Shanghai Chinese 5BHCem	C.2Cy.35"&68"-45" 258NHP 2SB,6pf,GS115 HwthrnLeslie&Co.Ld.Nwc	21 ″ 7	
22651 145524 GCWF	**Chevington** ssShl.No.3-11,35 ~~ssShl.No.2-31~~ Wireless 1Dk(Stl) Cargo battens not fitted	1537 1260 920	✠100A1 12,35~~3,34~~ MS~~3,32~~ 11,35	Shl ✠LMC ~~BS2,34~~ 6,35	p	CL ~~2,34~~ 11,35	1923 5mo	Furness S B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Broomhill Steamships,Ld. CellDB207'504tFPT51tAPT103t	244·8 P19'B43'F23'	38·0	17·5 FK	Newcastle British 4BHptCem	T.3Cy.17",28"&46"-33" (s) 180lb 150NHP 2SB,6cf,GS90,HS2570 Earle'sCo.Ld.Hull.	19 ″ 7 s 3 ″ 0½ 16 ″ 8	
22652 149418 GDSR	**Chevychase** ssShl.No.2-35 ~~ssShl.No.1-30~~ 1Dk(Stl) Cargo battens not fitted	2719 2353 1642	✠100A1 11,35~~5,34~~ BS~~5,34~~ 6,35	Hpl Shl ✠LMC~~10,30~~ MS11,35	t	CL ~~5,34~~ 11,35	1926 10mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	HillStm.Shppg.Co. Ld. (Witherington &Everett,Mgrs.) CellDB	305·0 P23'B50'F28' 261' 713t FPT106t	45·5	21·3 FK	Newcastle British 6BHptCem APT101t	T.3Cy.21",35"&57½"-42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] dans le L.R. [illegible]
22653 161559 GTRL	**Cheyenne** OilEng. ssBel.No.1-35 D.F. 1Dk(Stl)2nd dk(Stl) clear of cargo tanks & Web frames Longitudinal framing at bottom, at deck & at longitudinal bulkheads Mchy.Aft Rudder electrically welded	8825 8084 5267	✠100A1 ~~2,35~~12,35 DBS3,35 Carrying Petroleum in bulk ✠LMC CS3,35 3,35	Bel Nwc ~~✠LMC~~ ~~CS3,35~~	d†	OG ~~11,32~~ 12,35	1930 11mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*) Cell DBuE51'151t DT f41' 616t FPT276t APT48t	477·0|63·8|34·8 P105'B27'F41 FK	Newcastle British 17BHptCem	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"–97$\frac{3}{8}$" 785NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 6 " 10 28 " 2¾	
22654 149498	— (exPhenicia) Mchy.Aft 1Dk	1938 1638 1157					1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	St.Lawrence Steamships,Ld.	252·8|43·4|17·8 Q100'F35'	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP MacColl&Pollock,Ld.Sld.		C
22655 33095 JBNE	**Chialing Maru** TwinSc OilEng. 1Dk	366 155 198					1927	Shanghai D.&E.Co. Shanghai	NisshinKisenK.K.	130·0|24·0|6·5 B—F—	Tokio Japanese	Oil Engine		
22656 XNBP	**Chian Lee** (exAlexanderKielland, exLisgarCounty, exAlexanderKielland, exSamui) 1Dk&deep framing& Awng dk	2913 2680 1839			...		1907	Akt.Burmeistr&Wain Copenhagen	ChingKeeS.N.Co. Ld.	310·0|44·2|17·5 RFD33' 25·2 FK	Chefoo Chinese WB	T.3Cy.21$\frac{11}{16}$",34½"&60"–39" 252NHP AktBurmeistr&Wain,Cpn.	27 " 8	C †
22657 13069 JCOD	**Chicago Maru** Ⓟ TwinSc ssOsa.2ndNo.3-11,33 2Dks(Stl)&deep framing Lower dk(Stl)inNo.1hold	5859 5125 3639	✠100A1 12,35 ~~11,34~~ ✠LMC ~~11,34~~ 12,35	Kob Osa	z	CL ~~12,32~~ N12,35	1910 3mo Lloyd's A&CP	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen K.K. CellDBa127'u E&B63'/167'1175t FPT106t APT26t	419·7|49·5|29·9 P26'B158'F42' FK	Osaka Japanese 7BHCem.	T.6Cy19½",32¾"&55"–46"(s) 200lb 544NHP 3SB,9cf,GS181,HS7498 FD KawasakiDkydCoLdKobe	32 " 6 s 7 " 3½ 25 " 7	
22658 16088 VGDR	**Chicago Tribune** (exThorold-33) OilEng. Mchy.Aft 1Dk&Trunk dk Cruiser Stern	2960 1985 2344					1930	Earle'sCo. Ld. Hull	Quebec&Ontario Transportation Co.Ld.	253·2|43·6|21·1 P56'Trunk164' F37'	Montreal British WB	Oil Engines 2S.C.SA 4Cy.18½"–32$\frac{5}{16}$" 238NHP SulzerBros.Winterthur		C
22659	**Chicherin** Ⓟ (exPrincessEugenie of Oldenburg) 2Dks&Awng dk	1852 1099 1085			...		1903	Howaldtswerke Kiel	Sovtorgflot	266·0|36·0|18·4 FK	Odessa Russian WB	T.3Cy.22$\frac{13}{16}$",34⅞"&56½" –39⅜" 201NHP Howaldtswerke,Kiel	25 " 1	
22660 35367 JFZC	**Chichibu Maru** Ⓟ TwinSc ssYka.No.1-34 Ref.Mchy. OilEng. D.F. GyC. 3Dks(Stl-Wther dk pt teaks) 4th dk(Stl)inNos.1,2&3holds CruiserStern	17498 11586 10287	✠100A1 with freeboard 2,36 ~~2,35~~ DBS~~2,35~~ 2,36 ✠LMC CS1,34 9,35 ~~1,34~~ ✠Lloyd'sRMC~~6,35~~10,35 Fitted for carrying oil 3,30 F.P. above 150° F. in deep tanks	HKg	l†	CL 81,34 PN1,36	1930 3mo Lloyd's A&CP	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K. CellDB455'2131t DTsa40'74t DTf11'627t FPT106t APT276t	560·0|74·0|42·5 B&F479' Upperbridge343' FK	Tokio Japanese 10BHptCem	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$"–59$\frac{1}{16}$" 2DB120lb 3380NHP Akt.Burmeistr&Wain,Cpn	42 " 6 s14 " 3 28 " 6	
22661 29395 JNVA	— Wireless Fitted for oil fuel Ref.Mchy. Mchy.Aft 1Dk	1462 1159 833					1923	Yokohama Dock Co. Yokohama	NichiroGyogyo K.K.	250·0|37·0|19·0 P56'B60'F38'	Yokohama Japanese WB	T.3Cy.17",28½"&48"–30" 126NHP YokohamaDockCo.Yka.		C
22662 219875 KUNZ	**Chickasaw City** ssBal.No.3-4,32 GyC. 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	6196 5579 3849	✠100A1 Shelter dk with freeboard ~~3,35~~11,35 BS3,35 ✠LMC4,32 Fitted for oil fuel 7,24 F.P. above 150°F.	Bal	z	CL 3,35	1920 5mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co. CellDB331'1508t FPT187t APT175t	395·5|55·0|31·4 P45'B110'F38'on Shelter dk FK	NewYork Utd.States ptCem 7BHtoSh dk	T.3Cy.24½",41½"&72"–48" 210lb (s) 587NHP 3SB,9cf,GS181,HS8919 FD Hooven,Owens&RentschlerCo.Hamilton,O.	34 " 11 s 7 " 10⅝ 27 " 3	
22663 14516 VPCV	**Chief Capilano** TwinSc4Mst (exRobertDollar, ssVcr.No.2-29 exKurland) 2Dks(Stl)&Awng dk(Stl) &3rdDk(Stl)inNo.1hold	10893 10044 6791	100A1 Awng dk with freeboard 11,31 MS7,29 Fitted for oil fuel 11, 2 F.P. above 150° F.	Kob LMC BS6,31	g†	CL 12,30	1920	J.C.TecklenborgA.G. Wesermünde-G.	CapilanoS.S.Co.Ld. CellDB FPT APT	523·5|65·7|37·5 P64'B14'F44' FK	Hong Kong British ptCem 8BHto A dk 1 " " 3rd "	T.6Cy.28",45¼"&74"–51¼" 200lb 1020NHP 5SB,15cf,GS296,HS13993FD J.C.TecklenborgA.G.Wsm	40 " 8 s10 " 7½ 30 " 1	
22664 24087 JHZD	**Chifuku Maru** ssKob.No.1-36 ssKob.No 3-5,31 2Dks(Stl)&Awng dk(Stl)	5857 5586 4259	✠100A1 Awng dk with freeboard 1,36 ~~1,35~~ ✠LMC~~1,36~~ 1,36	Yka Kob	y	~~OG~~ ~~3,34~~ CL 1,36	1919 1mo	Kawasaki DkydCo.Ld. Kobe A&CP	KaiyoKisenK.K. Collision BH to Awn dk CellDB334'1118t FPT126t APT93t	385·0|51·0|36·0 FK	Hashidate Japanese Cem 5BHtoUdk	T.3Cy.26",43½"&72"–48" (s) 200lb 436NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCo.Ld.Kob	36 " 0 s 9 " 1¾ 27 " 1¾	
22665 24466 JBPC	**Chihaya Maru** Wireless 1Dk	1153 973 667					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5|33·0|18·7	Fuchu Japanese WB	T.3Cy.14",24⅜"&39"–28" Ishikawajima 81NHP Zosensho,Tokio		
22666 Dismantled	**Chihuahua** (exMontbretia) Fitted for oil fuel ssS Fo.No.2-25 1Dk(Stl-ws)2nd dk(Stl) inNos.1&3holds	1471 844 849	✠ — 1,31 ✠	SFo			1917 12mo	Irvine'sSB &D.D.Co.Ld W Hartlepool	PacificDeepSea FishingCorp. CellDBuB11'f11'22t DTf21t FPT9t APT16t	254·4|35·1|17·3 P16'B165'F32' FK	Mazatlan Mexican 8BHptCem	T.4Cy.22",35"&(2)40"–30" NDB21 236NHP 1SB,3cf,GS77,HS3447 Richardsons, Westgarth&Co.Ld.Hpl.	18 " 2	
22667 23744	**Chika Maru** 1Dk	1146 976 652					1919	Tochigi Shipyard Yawata	TochikiShojiK.K.	209·7|31·0|19·2 P14'B51'F35' WB	Wakamatsu Japanese	T.3Cy.16$\frac{1}{16}$",26⅜"&42"–30" 97NHP KokuraKosakushoK.K.		
22668 11045 JCUA	**Chikugo Maru** Ⓟ 1Dk(Stl)&Spar dk(Stl-teaks) &deep framing	2444 2156 1436	✠ 6,08 ✠	Yka			1907 6mo	D&WHendersn&Co.Ld. Glasgow WB	NipponYusenK.K. =CellDBa92'uE&B52'f114'500t FPT34t APT24t	310·0|40·0|16·5 P33'B90'F39' 26·5 FK	Tokio Japanese 6BHCem	T.3Cy.25",41"&68"–48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 " 6	
22669 10837 JDKD	**Chikuzen Maru** Ⓟ 1Dk(Stl)&Spar dk(Stl) &deep framing	2449 2159 1442	✠ 8,07 ✠	Yka	u		1907 4mo	D&WHendersn&Co.Ld. Glasgow WB	KinkaiYusenK.K. =CellDBa92'uE&B52'f114'500t FPT34t APT24t	310·3|40·2|16·5 P33'B90'F39' 24·0 FK	Tokio Japanese 6BHCem	T.3Cy.25",41"&68"–48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 " 6	
22670 217676 KENS	**Chilbar** (exCabrille) Carrying Petroleum in bulk Mchy.Aft GyC. Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	5030 — 3690					1919	Bethlehem S.B.Corp.Ld. Wlmgtn,Del.	Pennsylvania ShippingCo.	391·8|51·3|28·8 P99'B34'F44'	Phildlphia Utd.States WB	T.3Cy.27",45"&75"–48" 390NHP BethlehemS.B.Corp.Ld.		R

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.)	Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. (Length. Breadth. Depth.)	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
22671 87034 CYGT	Now "Lady Pam," see No. 38908 in Supplement **Chilco** (exSantaMaria,exYacht) 1Dk	309 227 197					1883	J.Elder&Co. Glasgow	UnionSteamships,Ld.	154·0|22·0|12·4	Vancvr,BC British	C.2Cy.18"&36"-21" NB01 80RHP J.Elder&Co.Glasgow		
22672 226870 KGGE	**Chilcop** (exMargaretCoughlan) ssN.Yk.No.3-6,34 D.F. 2Dks(Stl)	5391 5131 3368	✠100A1 9,34 BS1,36 ✠LMC6,34 Fitted for oil fuel 6,20 F.P. above 150° F.	NYk	z	CL 9,34	1920 6mo	J Coughlan &Sons,Ld. Vancouver, B.C. A&CP	ChileS.S.Co.Inc. Intermediate Bulkhead in fore &afterholds dispensed with 5BH only	411·5|54·1|27·5 P44'B115'F47' FK CellDB361'1287t DT25'511tFPT131tAPT87t	NewYork Utd.States ptCem	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s5 ″ 9¾ 24 ″ 3	
22673 LCGG NOW	**Childar** Now "Akre," see No. 37029 in Supplement ssSea.No.1-29 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) (DAMAGED BY STRANDING 5,34—NOW TRADING) ~~NOW IN PORT)~~	4138 3709 2336	✠ 8,33 ✠	Abg	y		1926 2mo	Kockums M.V.Aktieb. Malmö	Wiel&AmundsensRederiA/S (Wiel&Amundsen,Mgrs.)	377·6|54·0|26·7 F38' FK (Coll.BHto Shltr dk 5BH,,2nd,,) CellDB313' 1028t Tanks at sides of tunnel 255t DTa10' 101t FPT208tAPT100t	Halden Norwegian 6BHptCem	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55$\frac{1}{8}$" 438NHP KockumsM.V.Akt.Mälmo	26 ″ 7	
22674 OZVB	**Chile** TwinSc ssCpn.No.3-6,28 Oil Eng. ssCpn.No.1-31 2Dks(Stl)&Shelter dk(Stl)	6956 5045 4433	✠100A1 Shelter dk withfreeboard 10,35 ~~10,34~~ ✠LMC CS12.32 DBS ~~5,34~~ 6,35 9,32	Cpn	a†	CL P10,35 S5,33	1915 12mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	A/S DetÖstasiatiskeKompagni	425·3|55·2|27·5 FK WB=CellDBa135' uE42'f201'1266tFPT93tAPT73t	Copnhagn Danish 7BHCem	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB -100lb 717NHP Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 11″0¼ 28 ″ 0	
22675 CBCI	— Ⓟ TwinSc (exQuillota) ssLon.No.3-3,20 ssVpo.No.2-28 2Dks(StlU-teak s)pt deep framing &pt Web frames	3692 2856 1965	✠ 9,35 ~~BS4,31~~ ✠~~LMC10,28~~	Vpo	x	CL 4,31	1907 2mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	SocAnonMaritimaChilena	361·4|46·2|22·2 P41'F55' FK&BK2" CellDBa81'uE&B59'f153'634tFPT65tAPT31t	Valp'raiso Chilian 7BHCem	T.6Cy.20",33"&55"-40" (s) 160lb 550NHP 4SB,12cf,GS270,HS10160 W.Beardmore&Co.Ld.Gls.	25 ″ 0 ~~s 5 ″ 3~~ ~~20 ″ 6~~	
22676 25451 JKED	**Chile Maru** ssKob.No.3-3,34 2Dks(Stl)&Awng dk(Stl)	5860 5586 4260	✠100A1 Awng dk withfreeboard 3,36 ~~3,35~~ ✠LMC ~~3,35~~ 3,36	Kob	y	OG 3,34	1919 5mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	~~KounKisenK.K.~~ TaiheiyoGyogyoK.K.	385·0|51·0|36·0 FK CollisionBHto A dk 5 ,, ,, U ,, CellDB334'1118tFPT126tAPT93t	~~Fushu~~ Tokio Japanese Cem	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDykdCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22677 146280 GDNJ	**Chilka** Ⓟ TwinSc ssCal.No.3-3,30 ssCal.No.1-34 2Dks(UStl-ws) &Shade dk(Stl-teak s)	4360 3368 2209	✠100A1 Shade dk 10,35 ~~10,34~~ ✠LMC11,34 BS10,35 Fitted for oil fuel 2,22 F.P. above 150° F.	Cal	y	CL 2,34	1922 1mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP	BritishIndiaSteamNav.Co.Ld.	390·0|52·7|23·2 F56'onShade dk FK CollisionBH to S dk 8 ,, ,, U ,, CellDB342'752t Tanks between tunnels47'74t Tanks at sides of tunnels23'68t FPT60tAPT63t	Glasgow British Cem	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 215lb HS10032 FD 762NHP 3SB&1AuxSB,11cf,GS242, W.Denny&Bros.Ld.Dmb.	26 ″ 0 s 4 ″ 6½ 21 ″ 10	
22678 137049 VGYN	**Chilliwack** Ⓟ (exArdgarvel) ssVcr.No.3-5,29 Mchy.Aft ssVcr.No.1-33 Well deck 1Dk(Stl)&Web frames Cargo battens not fitted	834 592 397	✠100A1 6,34 BS6,34 ✠LMC6,33 Fitted for oil fuel 3,27 F.P. above 150° F.	Vcr	l	CL 6,33	1917 1mo	Ferguson Bros.(Port Glasgow)Ld PortGlasgow Lloyd'sA&CP	UnionSteamships,Ld.	200·2|30·2|12·8 |32·6| Q111'F26' FK CellDBf123'241tFPT60tAPT49t	Vancouver British 3BHCem	T.3Cy.16",26"&42"-27" (s) 180lb 90RHP 1SB,3cf,GS60,HS1960 FergusonBros.(Port Glasgow)Ld.Pt.Gl.	15 ″ 0 s1 ″ 2 14 ″ 1	
22679 335 CBCH	**Chiloé** Ⓟ ssVpo.2ndNo.3-5,35 ~~ssTal.No.3-10,22~~ ~~ssVpo.No.2-31~~ 2Dks(Stl-Uws)	1846 1409 1164	✠100A1 5,35 ~~6,31~~ ~~BS3,34~~ ✠LMC ~~5,30~~ 3,34 BS ~~5,35~~ 4,36	Vpo	r	CL 6,33	1909 11mo	A.Rodger &Co. Pt.Glasgow Lloyd'sA&CP	Soc.Anon.ComercialBraun&Blanchard	270·0|37·4|18·7 P29'B88'F41' FK WB=CellDBa54'uE28'f124'300tAPT46t	Valparaiso Chilian 4BHCem	T.3Cy.20",33"&54"-36" (s) 180lb 236NHP 2SB,6cf,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
22680 219919 KUPV	**Chiloil** (exKehuku) Fitted for oil fuel 2Dks Mchy.Aft Carrying Petroleum in bulk GyC. Longitudinal framing	5228 — 3203					1920	Bethlehem S.B.Corp.Ld. WlmngtnDel	AmericanTankersCorp.ofDelaware	391·6|51·2|28·6 P89'B33'F43'	Wilmgton (Del.) Utd.States WB	T.3Cy.27",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld.		R
22681 223031 KFIW	**Chilore** TwinSc Fitted for oil fuel Mchy.Aft 1Dk Longitudinal framing	8310 — 4565					1922	Bethlehem S.B.Corp.Ld. AlamedaCal.	OreS.S.Corp.	549·6|72·2|40·5 P118'F50'	NewYork Utd. States	2 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp.		R
22682 220732 KDHU	**Chilsco** (exLilmae) Now "Munger T. Ball," see No. 39068 in Supplement Carrying Petroleum in bulk Mchy.Aft Fitted for oil fuel D.F. GyC. 2Dks&Web frames Longitudinal framing	5104 4522 3126				...	1920	TerryS.B. Corp. Savannah,Ga	SabineTransportationCo.Inc. (M.T.Ball,Mgr.)	391·9|51·2|30·0 P99'B34'F44' FK	Baltimore Utd.States WB	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
22683	**Chin Kwang** TwinSc Fitted for oil fuel 2Dks&Shade dk	520 276 198					1925	NewEng.& S.B.Works Shanghai	Indo-ChinaSteamNavCo.Ld.	143·0|28·0|8·9	~~Chinese~~ British	T.3Cy.14½",21"&32"-16" 82NHP NewEng.&S.B.Works,Ld.		C
22684	**Chin Yuen** (~~exChingYuen-35~~,exNewBrighton-34) ssN.Yk.No.3-2,32 1Dk(Stl)&Shelter dk(Stl)& 2nd dk(Stl)in forward holds & after main hold Straight frames & bevelled bilge Cruiser Stern Cargo battens not fitted in Shltr'tween dks	6538 6224 4023	✠100A1 Shelter dk withfreeboard 3,35 ✠LMC MS6,31 BS3,35	Kob		CL 11,33	1920 1mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	T.K.King	412·6|55·8|34·4 F40' on Shelter dk FK CellDB343'1571tDTa23'858tFPT91tAPT126t	Shanghai Chinese Cem 6BHtoShdk 2 ,, ,, U ,,	2 Steam Turbines DR geared to1 Sc Shaft (s) 200lb HS9636 678NHP 3 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0½ 28 ″ 3	
22685 220680 KDGW	**China Arrow** ssBal.No.3-7,34 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. & Web frames Longitudinal framing	8403 7543 5228	✠100A1 Shelter dk withfreeboard 1,36 ~~4,35~~ BS1,36 ~~BS7,34~~ ✠LMC7,33 CarryingPetroleum in bulk Fitted for oil fuel10,20 F.P. above 150° F.	Bal NYk	d†	CL ~~7,33~~ N1,36	1920 10mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-VacuumOilCo.Inc.	468·3|62·7|32·0 FK CellDBuE&B80'285tDTf40'518tFPT270tAPT131t	NewYork Utd.States 17BHptCem (1 to Sh dk 10 ,, U ,, 6 ,, 2nd,,)	Q.4Cy.24",35",51"&75"-51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
22686	**China Exporter** (exCowdenLaw-33,exScottishMonarch) D.F. 2Dks	6042 5298 3799					1918	Napier& Miller Glasgow	ChinaTradingCorporation	419·6|54·5|29·0 P48'B129'F46'	Shanghai Chinese WB	T.3Cy.26½"44"&73"-51" 381NHP Dunsmuir&Jackson,LdGls		C
22687	**China Importer** (exMineric-33) ssKob.2ndNo.3-6,34 2Dks(Stl)&deep framing &Shelter dk(Stl-ws)	4713 4279 2977	✠100A1 Shelter dk withfreeboard ~~7,35~~ 6,34 ✠LMC6,34 3,36 BS7,35	Kob	z	CL ~~5,34~~ 3,36	1909 11mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	ChinaTradingCorporation	405·0|52·0|25·7 FK CellDBa134'uE24'f173'1146tAPT25t	Shanghai Chinese Cem 1BHto M dk 5 ,, ,, U ,, only	T.3Cy.27",44"&73"-48" (s) 180lb 479NHP 2SB,8cf,GS136,HS6764 FD Rankin&Blackmore,Grk.	28 ″ 5 s 3 ″ 3 25 ″ 4½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. RefTrade.
22688 26215 JCJD	**China Maru** ssKob.No.3-11,31 2Dks(Stl)&Awng dk(Stl)	5870 5590 4266	✠100A1 Awng dk withfreeboard 4,35~~3,34~~ ✠LMC~~3,34~~ 4,36~~4,33~~	Nag	y	OG ~~1,33~~ 4,35	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. Collision CellDB334'1118t	385·0 FK FPT126tAPT93t	51·0	36·0	Kobe Japanese Cem BHtoAwndk 5 „ U „	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22689	**China Trader** (exCommandant Destremau-33, exSaintPaul,exSierraMorena, exWarMaxim) ssNoumeaNo.2-27 1Dk(Stl) Well deck	2275 1771 1375	✠ 5,32 ✠	Syd	s		1918 8mo	Swan,Hunter&Wigham Richardson, LdSunderlnd	ChinaTrading Corporation CellD	285·0 P25'Q71'B66'F32' FK B228'553tFPT100t	42·1	19·1	Shanghai Chinese 7BHptCem APT224t	T.3Cy.25",41"&68"-45" 417NHP 2SB,8cf,GS130,HS6022 Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2	V †
22690 212802 WCCE	**Chincha** Fitted for oil fuel 2Dks&Shelterdk Longitudinal framing	6348 4574 3983			...		1912	JLThompson&Sons,Ld Sunderland	AmericanSouth AfricanLine,Inc.	403·0 FK	52·3	26·8	NewYork Utd.States WB	Q.4Cy.24",34½",49"&71"-48" 480NHP N.E.MarineEngCoLd.Nwc	37 ″ 1	R †
22691 CSAQ	**Chinde** TwinSc Wireless 1Dk&Awng dk	1470 — 910			...		1911	Russell&Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P40'F43' FF	33·5	19·2	Lisbon Portuguese WB	T.6Cy.12",20"&32"-27" 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
22692 129521 GRLP	**Chindwin** Ⓟ Fitted for oil fuel D.F. 2Dks	6369 5445 4103					1910	W.Denny &Bros Dumbarton	Brit.&BurmeseSN Co.Ld.(P.Henderson&Co.Mgrs.)	445·5 P61'B149'F42'	55·2	28·6	Glasgow British WB	T.3Cy.28½",46½"&76"-60" 447NHP Denny&Co.Dumbarton		C BT till 5,36
22693 148782 GJSN	**Chinese Prince** TwinSc ssHKg.No.2-34 Sub.Sig. OilEng. D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6734 5800 3656	✠100A1 withfreeboard 2,36~~9,35~~ ✠LMC CS6,34 DBS9,35 10,35~~10,33~~ Carrying Veg Fitted for car	HKg Yka etable rying	d† oil oil	CL ~~F9,32~~ S11,34 F2,36 in fore (1926)	1926 6mo Lloyd &afte F.P.a	Deutsche WerftA.G. Hamburg 'sA&CP Duct r peak tanks bove 150° F.in	RioCapeLine,Ld. (Furness,Withy&Co.Ld.Mgrs.) keel forward of ma CellDB367'1386t deep tanks 1466t	441·6 F42' FK chinery space 159' MTs42' Coll FPT130tAPT156t	60·3	29·2	London British 8BHptCem ptAsp BH to Sh dk 7 „ 2nd „	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1313NHP DB100lb DB43lb AllgemeineElecGes.Berlin	32 ″ 3 s 4 ″ 6¼ 27 ″ 10¾	
22694	**Ching An** (exSikiang) 2Dks	1840 1359 1015					1907	Schiffsw.v H.KochA.G. Lübeck	SanPehS.N.Co.Ld.	260·8 B168'F36'	40·3	16·2	Shanghai Chinese WB	T.3Cy.21¼",34½"&55½"-33½" 177NHP J.F.Ahrens,Altona		
22695 XNDS	**Ching Ning** (exChinNing-34, exChi-Tung, exOslo,exFiol, exTalisman) ssN.Yk.2ndNo.3-1,19 ssOsl.No.1-23 1Dk(Stl)2trB&pt Awng dk(Irn)	1878 — 1414	✠ 9,27 ✠	Bgk	r		1896 3mo	Ropner&Son Stockton	HwaNingSteamshipCo. CellDB	270·0 P27'Q82' ptAwng dk 161' FK a94'uE&B30'f100'	39·5	14·4	Shanghai Chinese 4BHCem 479tAPT34t	T.3Cy.19½",32½"&52½"-36" 163NHP 2SB,4rf,GS60,HS2400 Blair&Co.Ld.Stockton	17 ″ 6	
22696 XNAX	**Ching Pu** (exWai-Shing-32) 1Dk(Stl)&Spardk(Stl-teak s)&deepframing	*1865* *1713* *1170*	✠ 5,03 ✠	Nwc	r		1903 5mo	Wigham-Richrdsn&Co Ld.Newcastle	SanPehSteamNav. Co.Ld. WB=CellDBa83' 371tDTf15'190t	275·3 B68'F33' 20·1 uE21'f107' FK DTa 19' 265t FPT	40·0	12·9	Shanghai Chinese 5BHCem 30tAPT17t	T.3Cy.21",34"&56"-42" 226NHP 1SB,4rf,GS76,HS2913 WghmRchrdsn&C.LdNwc	22 ″ 3	
22697 128943 GRMY	**Chinkoa** (exArabistan) ssCal.No.3-11,26 ssCal.No.2-34 2Dks(Stl)	5222 4828 3295	✠100A1 2,36 ~~2,35~~ BS9,35 ✠LMC9,34	Bom	y	CL N8,34	1913 8mo Lloyd	W.Gray&Co.Ld. WHartlepool 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa1	400·2 P30'B124'F39' FK 32'uE26'f176'1184t	53·6	27·2	Glasgow British 6BHCem APT33t	T.3Cy.28",46"&77"-48" (s) 180lb 588NHP 3SB,12cf,GS213,HS8813 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 5 ″ 9¾ 24 ″ 0	
22698 DHDZ	**Chios** (exCeuta) *Well deck* 1Dk	1731 1542 980			...		1912	Schiffsw.v. HenryKoch Lübeck	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	277·7 P&B224'F31' FK	39·2	17·9	Hamburg German WB	T.3Cy.22",35 7/16"&56⅝"-33 7/16" 210NHP OttenserMaschFab.Altona	20 ″ 0	G †
22699	— (exSalonica, exBengtsholm, exG.E.Broms, exH.C.Andersen, exDunmore, exPropel,exDunmore) ssPir.3rdNo.3-4,29 ssPir.No.1-34 1Dk(Irn)2trB Well deck Inner bottom plating Irn	1356 1022 786	✠100A1 6,34 ✠LMC6,34 BS7,35	Pir	o	OG 6,34	1888 11mo Lloyd	S.M'Knght &Co. Ayr 'sA&CP	S.D.Perris&D.A. Tsatsaronis	245·0 Q85'B73'F33' BK9' CellDB197'	34·1	15·7	Chios Greek 4BHCem 220tAPT17t	T.3Cy.18 5/16",30"&48"-36" (s) 160lb ~~80lb~~ NDB01 136NHP 1SB,2rf&2pf.GS62,HS2007 Hutson&Corbett,Glasgow	18 ″ 0 s 1 ″ 3 17 ″ 7	
22700 SVCK	— Ⓟ (exArcadia-33, exSparrow,exDuke ofFife) ssDub.No.3-4,04 ssPir.No.2-13 Wireless 2Dks(UStl-ws)	1121 753 431	✠ 1,20 ✠	Pir	n		1892 4mo	AilsaS.B.Co. Troon	HellenicCoast LinesCo.Ld.	244·0 P59'B88'F59' DS04 BK8"	31·8	15·5	Piræus Greek 5BHCem	T.3Cy.26",41"&66"-42" 332NHP 2DB,12cf,GS222,HS5741 Dunsmuir&Jackson,Gls.	16 ″ 1	
Broken up 22701 ~~[illegible]~~ ~~VPDM~~	**Chip Shing** 2Dks	1984 1794 1199					1906	Hall,Russell&Co.Ld. Aberdeen	~~Indo-ChinaSteam Nav.Co.Ld.~~	265·0 B64'F38'	40·2	21·0	Japanese WB	T.3Cy.20",33"&54"-39" 182NHP Hall,Russell&Co.Ld.Abn.		
22702 CBIP	**Chipana** (exCorapeak) ssN.Yk.No.3-12,29 ssVpo.No.1-34 1Dk(Stl)	2159 1753 1280	✠100A1 7,35 ~~8,34~~ ✠LMC8,34 BS7,35	Vpo	r	CL 8,34	1919 5mo	Manitowoc S.B.Corp. Manitowoc, Wis. CP	Cia.Naviera Estrella de Chile CellDB212'63	250·5 P27'B64'F26' FK 7tFPT54tAPT51t	43·7	20·1	Santiago Chilian 4BHCem	T.3Cy 20",33"&54"-40" (s) 190lb 269NHP 2SB,4cf,GS88,HS3992 FD ManitowocS.B.Corp.	23 ″ 0	
22703 220783 KDJS	**Chippewa** Fitted for oil fuel 1Dk(Stl)	2310 1949 1440	✠ 6,27 ✠	Qbc	r		1920 8mo	Detroit S.B.Co. Wyandotte	StandardDredging Co.	251·0 P27'B64'F26' FK CellDB204'531tFPT	43·6	22·2	NewYork Utd.States 4BHptCem 58tAPT89t	T.3Cy.20",33"&54"-40" 265NHP 2SB,4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	R †
22704 100753 VGQC	— Ⓟ Pad Wireless 3Dks	1514 892 764					1893	Hamilton BridgeCo. HamiltonOnt	Canada Steamship Lines,Ld.	308·5	36·3	12·5	Toronto British	B.1Cy.66¼"-132" 476NHP W.R.Fletcher&Co.Hobkn.		
22705 206249	— Ⓟ IronPad (exWm.P.Fessendon) 2Dks	452 — 285					1884	Hamilton BridgeCo. HamiltonOnt	Sandusky&IslandsSteamboat Co.	198·0	28·0	10·0	Toledo,O. Utd.States	B.1Cy.40"-108" Fletcher& NB09 128NHP Harrison,Hobkn.N.J.		
22706 204955 WMCC	**Chirikof** (exLurline) 3Mst ssS.Fo.2ndNo.3-5,33 *Mchy.Aft* *Well deck* 2Dks(Stl)&Web frames D.F. Lower dk(Stl)inforehold	6566 5332 3474	✠100A1 4,36 ~~3,35~~ BS1,36 ✠LMC MS5,33 ~~BS5,35~~ Fitted for oil	SFo fuel	a† 3,08	CL ~~4,33~~ 4,36 F.P.a	1908 3mo bove 1	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 50°F.	AlaskaPackers Association	412·8 P&B324'F43' FK CellDBuE&B63'f2	53·1	29·2	S.Frncisco Utd.States 7BH 86'1353tDT	T.3Cy.31",50"&84"-54" 180lb 640NHP 4SB,16cf,GS312,HS10928 NewportNewsSB&DD.Co f43'1144tFPT79tAPT64t	33 ″ 6 s 8 ″ 3½ 25 ″ 7	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
22707 231468 KDCH	**Chiriqui** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks D.F. E.S.D. GyC.	6963 — 3184					1932	NwprtNws S.B&D.D.Co. NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. Mgrs.)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd. States WB	2SteamTurbines connect'd toElectricMotor&ScShafts GeneralElectricCo. Schenectady,N.Y.		R
22708 142498 GDCT	**Chirripo** Ref.Mchy. Sub.Sig. D.F. E.S.D. 2Dks&2pt dks Now "Wesermunde," see No. 40668 in Supplement	5357 4679 3273					1920	Workman Clark&Co.Ld Belfast	Elders&Fyffes,Ld.	400·0 P42'B155'F41'	51·3	30·0	Belfast British WB	T.3Cy.27½",46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld Bel		C
22709 7648 JZIB	**Chishima Maru** Iron (exSkramstad.exGeneralBoyd) Well deck Wireless 1Dk&Web frames	1366 1086 840			...		1891	W.Gray& Co.Ld. WHartlepool	KwonanKisen Kaisha(Hinode KisenKaisha, Mgrs.)	245·1 Q79'B71'F28' BK8½"	34·6	17·5	Tokio Japanese WB	C.2Cy.31"&58"-36" NDB06 157NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 4	
22710 1759 IBRI	**Chisone** (exValtellina,exBagnoliI) OilEng. Mchy.Aft 1Dk&Awng dk D.F. 3rd dk in No.1hold	6168 5952 3692			...		1922	Cant.Nav. "Ilva" Naples	Soc.Commerciale diNav.	394·3 FK	51·7	34·8	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.29½"-49$\frac{3}{16}$" 610NHP NE28 FiatS.G.M.Turin	37 ″ 9	I †
22711 28115 JCEA	**Chitose Maru** Ⓟ 1Dk&Shelter dk2trB	2669 2152 1520					1921	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	300·0 P40'B98'F42'	43·0	25·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		
22712 148861 GLKN	**Chitral** Ⓟ TwinSc D.F. 3Dks(Stl) Wthr dk (pt teak s) Ref.Mchy. 4th dk(Stl)in forward holds Fitted for oil fuel CruiserStern	15346 12305 8773	✠ 4,29 ✠ ✠Lloyd'sRMC~~4,35~~ 8,35 8,36~~1,35~~	Lon			1925 6mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. CellDB456'1752t Tanks at sides of Tunnels 302tFPT177tAPT121t	526·3 B255'F89' FK	70·3	42·3	Glasgow British 9BHptCem Coll BH to W dk	Q8Cy29½"42¼"60¾"&87"-54" &L.P.Turbines 2075NHP 3D&4SB,40cf,GS715, HS29376 A.Stephen&Sons,Ld.Gls.	45 ″ 11	BT till ~~9,35~~ 8,36
22713 27234 JXBB	**Chizu Maru** 1Dk2trB	2297 1940 1391					1920	Tochigi Shipyard Wakamatsu	TochigiShojiK.K.	270·0 P16'B62'F28' WB	40·0	24·0	Waka-matsu Japanese	T.3Cy.18¼",30½"&57½"-42" 215NHP TochigiShpyd,Wakamatsu		
22714 SVJU	**Chloe** (exRioDiamante-33) ssShl.No.1-32 D.F. 1Dk(Stl)&Shelter dk(Stl)& Web frames Corrugated sides	4641 4324 2815	✠100A1 with freeboard 1,35 BS8,35 ~~BS9,34~~ ✠LMC8,33	Rot	z	CL N1,35	1928 5mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	N.D.Lykiardopulo CellDB347'1501t FPT102tAPT142t	400·0 FK	56·2	24·9	Argostoli Greek 6BHCem (Coll to Sh dk 5 ,, 2nd,,)	Q4Cy20",28½",41½"&61"-48" 260lb (s) 394NHP 3SB,9cf,GS142,HS5259 FD Cen.Mar.Eng.Wks.WHpl.	28 ″ 1 s3 ″ 1½ 25 ″ 2¾	
22715 31572 JTCB	**Choan Maru** Ⓟ Ref.Mchy. ssKob.No.1-32 OilEng. Mchy.Aft 2Dks(Stl-Uws)	2612 1899 1404	✠100A1 12,34 ~~DBS12,33~~ ✠LMC1,31 ✠LMC(M)12,32 DBS~~6,35~~12,35	Osa	t	CL 12,34	1927 4mo Lloyd's A&CP	KobeSteel Works Harima	OsakaShosenK.K. Cell DB232'464t Side tanks in ER73t FPT24tAPT14t	284·8 P29'B100'F37' FK	45·5	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB100lb KobeSteelWorks,Kobe	23 ″ 0	
22716 216707 KLET	**Choctaw** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	350 — 269					1918	Merrill- StevensS.B. Corp. Jack- sonville,Fla.	~~GulfRefiningCo~~ GulfOilCorp.of Pennsylvania	145·0	23·3	12·0	NewYork Utd. States	Oil Engine 4S.C.SA 6Cy. StandardMotorCo. JerseyCity,N.J.		
22717 31378 JEDB	**Chofuku Maru** Ⓟ Wireless 1Dk	527 395 324					1926	Mitsubishi ZosenKaisha, Ld. Nagasaki	KyushuShosen K.K.	160·2 F24'	27·0	15·5	Nagasaki Japanese	T.3Cy.12",20"&33"-21" MitsubishiZosen 50NHP Kaisha,Ld.Nagasak		
22718 30047 JLHB	**Chohaku Maru** Ⓟ (exTakaoka Maru,exVestnorge,exJolanda diGiorgio) Wireless 1Dk&Awng dk	1283 1129 791					1908	Bergens Mek.Værks Bergen	KawasakiKisen K.K.	230·5 H109t	31·6	21·4	Kobe Japanese WB	T.3Cy.21",34"&57"-36" 195NHP BergensMekVærksBergen		
22719 1278 JQSB	**Chohakusan Maru** Ⓟ 2Dks	2120 1900 1243					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Gensan Japanese WB	T.3Cy.18",29½"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
22720 147 JKPA	**Chohei Maru** Ⓟ 2Dks	1718 1278 958					1920	Fujinagata Zosensho Osaka	DairenKisenK.K	260·0 P44'B92'F41'	38·5	19·2	Dairen Japanese WB	T.3Cy.21½",36"&60"-39" 225NHP FujinagataZosenshoOsaka		
22721 31554 JTYH	**Choho Maru** 1Dk	408 287 189					~~1911~~ 1921	Mitsubishi Shipyard Hikoshima	KyushuShosen K.K.	147·6	23·0	13·2	Osaka Japanese	T.3Cy.		
22722 31568 JTBB	**Chojo Maru** Ⓟ 2TwinMst ssKob.No 2-35 ~~ssKob.No.1-32~~ OilEng. Ref. Mchy. 2Dks(Stl-Weather dk ws)	2594 1898 1391	✠100A1 ~~2,33~~ ~~1,25~~ 3,36 DBS2,36 ✠LMC CS2,36 2,36	Kob ~~Osa~~	t	CL ~~1,34~~ 2,36	1927 3mo Lloyd's A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaShosenK.K. Cell DB234'438t wing tanks in E.R. 38t FPT 25tAPT14t	284·5 P29'B100'F36' FK	45·5	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" DB100lb 582NHP MitsubishiZosenKaisha,Ld	23 ″ 0	
22723 141 JGBB	**Chojun Maru** 1Dk	2246 1897 1281			...		1918	Fujinagata Dkyd.Co. Osaka	DairenKisenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Dairen Japanese WB	T.3Cy.18½",30½"&51½"-36" 189NHP FujinagataDkydCoOsaka	24 ″ 2	
22724 1322 JRKB	**Chojusan Maru** Ⓟ 1Dk	2200					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Keijo Japanese WB	T.3Cy.18",29"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
22725 37464 JKHC	**Chokai Maru** Ⓟ OilEng. 2Dks	2682 — 1617					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen Kaisha,Ld.	300·0 P23'B82'F36'	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama		
22726 25351 JLSE	— Wireless 1Dk	1282 1112 723					1919	Ishikawaji- maS.B.&E.Co Ld.Tokio	SettsuShosenK.K.	230·0 P25'B51'F24'	33·0	19·5	Fuchu Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.CoLd		
22727 25356 JMJE	**Chokai Maru No. 2** Wireless 1Dk	1288 1112 720					1919	Ishikawaji- maS.B.&E.Co Ld.Tokio	SettsuShosenK.K.	230·0 P25'B51'F24'	33·0	19·5	Fuchu Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B&E.CoLd		
22728 32737 JTWB	**Choko Maru** Ⓟ ssOsa.No.2-35 ~~ssKob.No.1-32~~ OilEng. Ref Mchy. 2Dks(Stl-Uws)	2613 1905 1375	✠100A1 1,36~~2,33~~ ~~DBS2,33~~ ~~✠LMC2,31~~ ~~✠LMC(M)1,33~~ DBS1,36✠LMC CS2,35 1,36	Osa	t	CL 2,35	1927 6mo Lloyd's A&CP	OsakaIron Works,Ld. Osaka	OsakaShosenK.K. Cell DB234'378t Side tanks in ER75t FPT24tAPT12t	284·5 P29'B102'F36' FK	45·6	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB100lb KobeSteelWorks,Ld.Kobe	23 ″ 0 s3 ″ 4¼ 20 ″ 0¼	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
22729 22670 JOSA	**Choko Maru** *Ref.Mchy.* *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	1790 1187 965					1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	NichiroGyogyo K.K.	250·0|39·0|19·0 P101′B74′F40′	Yokohama Japanese *WB*	T.3Cy.17″,28½″&48″–36″ 138NHP MitsubishiZosenKaisha,Ld		C
22730 26820 JALA	**Chokoh Maru** (*ex*SeineMaru) *ss*Kob.No.3–9,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Yka No.1–35	6783 6475 4988	✠100A1 *Shelter dk with freeboard* 12,35 ~~11,34~~ ✠LMC ~~11,34~~ 12,35 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Kob Yka	*a*†	CL 11,34	1920 8mo	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K. *Cell DB*336′1153*t* *D Ta*39′936*t*	425·0|53·6|34·9 FK *FPT*153*t* *APT*72*t*	Kobe Japanese *ptCem* *Collision BH to S dk* 6 ,, ,, *U* ,,	T.3Cy.28″,47″&79″–51″ (*s*) 200lb NDB23 584NHP 3SB,*9cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
22731 [illegible] JHDA	**Chokyu Maru** (*ex*SouthAmerican) Now "Hokusen Maru," see No. 38416 in Supplement 1*Dk*	2096 [illegible] 1217			…		1920	Canadian Allis-Chalmers,Ld. Bridgeburg, Ont.	HinodeKisenK.K.	252·0|43·6|20·5 P27′B64′F24′ FK	Tokio Japanese *WB*	T.3Cy.20″,33″&54″–40″ 274NHP CanadianAllis-Chalmers Ld.Toronto	23 ″ 0	C †
22732 156133	**Cholet** (*ex*SailingVessel) **TwinSc** *OilEng.* 1*Dk*	759 679 540					1917	E.Finch& Co.Ld. Chepstow	TrinidadLeaseholds,Ld.	180·1|30·9|13·0	KingstnJa British *WB*	Oil Engines 2S.C.SA 6Cy. KromhoutMotorenfb. Ams		V
22733 233737 WLFZ	**Choluteca** Ⓟ **TwinSc** *ss*N.Os.No.3–9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*)	2499 1374 1532	✠100A1 *Shelter dk with freeboard* 4,36 ~~1,33~~ ✠LMC MS9,33 BS ~~1,33~~ 4,36 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Gal Mob	*s*	CL 4,35	1921 3mo	Newburgh Shipyard,Inc. Newburgh, N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) *CellDB*256′391*t*	301·3|42·3|22·6 FK *FPT*22*t* *APT*34*t*	NewYork Utd.States *Asp* 3*BHtoSh dk* 2 ,, ,, *U* ,,	T.6Cy.18″,30″&48$\frac{3}{16}$″–33″(*s*) 185lb 492NHP 3SB.*9cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J.	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
22734 150593 VGDF	**Chomedy** Ⓟ (*ex*Canadian Pathfinder–32, *ex*CanadianFreighter) *Fitted for oil fuel* 2*Dks* *Ref.Mchy.*	6136 4895 3828					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianPathfinder,Ld.(CanadianNational Steamships, *Mgrs.*)	400·0|52·4|28·7 P49′B113′F40′	Vancouver British *WB*	T.3Cy.27″,44″&73″–48″ 370NHP JohnInglisCo.Toronto		C
22735 XNFL	**Chonglee** (*ex*ChoseiMaru, *ex*Phan-Samud,*ex*Pitsanulok) 2*Dks*	2080 1865 1249					1901	G.Seebeck Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	290·0|39·0|22·3 P13′B82′H31′F43′	Shanghai Chinese	T.3Cy.20½″,34¼″&55⅝″–35$\frac{7}{16}$″ 180NHP G.SeebeckA.G.Bremerhvn		
22736 PBHZ	**Chorzow** (*ex*Helga) 1*Dk*	845 722 489					1921	N.V.Werf Zeeland Hansweert	"ZeglugaPolska" SpolkaAkcyjna	212·9|31·4|13·2 P30′B60′F23′	Gdynia Polish *WB*	T3Cy14⅝″,22$\frac{1}{16}$″&35$\frac{1}{16}$″–23⅝″ 60NHP Mach.Delftshaven,Rot.		V
22737 28075 JHYA	**Chosa Maru** Ⓟ 1*Dk*	2538 2009 1555			…		1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5|42·5|23·0 P41′B100′F34′ FK	Osaka Japanese *WB*	T.3Cy.21″,35″&58″–39″ 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
22738 29711 JBSC	**Chosan Maru** Ⓟ Wireless 1*Dk*	1162 943 661					1924	OnoIron Wks&Shipyd Osaka	AwanokuniKyodo KisenK.K.	220·0|32·0|18·0 P26′B49′F22′	Mikage Japanese *WB*	T.3Cy.14⅝″,24¼″&40″–30″ 88NHP HamadaIronWorks,Kobe		
22739 22518 JOLB	**Chosei Maru** (*ex*TaiheiMaru) 1*Dk*	1726 1411 1015					1920	Hakodate SenkyoK.K Hakodate	ShimataniKisen K.K.	242·0|36·0|21·5	Otaru Japanese *WB*	T.3Cy.18″,29″&49″–33″ Hakodate 138NHP SenkyoK.K.Hakodate		
22740 14458 JPVD	**Chosen Maru** 2*Dks*&*Web frames* *Longitudinal framing*	3111 2755 1935			…		1911	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·1|44·1|24·9 P19′B85′F32′ FK	Osaka Japanese *WB*	T.3Cy.22″,37″&61″–42″ 279NHP N.E.MarineEng.CoLdNwc	27 ″ 3	C †
22741	**Choukotka** **WoodAux3Mst** (*ex*CharlesBrower, *ex*CarolynFrancis) *OilEng.* 1*Dk* Wireless (*See Sailing Ship Register*)	569 415 325			…		1918	Barnes& Tibbitts Alameda,Cal.	KamchatkaCo.Ld.	146·0|38·0|13·7 P40′F34′	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12″–18″ NE20 84NHP DB18 McIntosh&Seymour Corp.Auburn,N.Y.	14 ″ 6	
22742 25595 JOYD	**Choyo Maru** *ss*Kob.No.1–34 *ss*Kob.No.3–12,30 2*Dks*(*Stl*)	5455 4996 3302	✠100A1 11,35 ~~9,34~~ ~~BS9,34~~ ✠LMC ~~9,33~~ 11,35 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Kob	*z*	CL 9,34	1919 5mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·0|32·0 P33′B124′F41′ FK *CellDB*342′	Yokohama Japanese 6*BHCem* 844*t* *APT*28*t*	T.3Cy.26″,43½″&72$\frac{11}{16}$″–48″ 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaS.B.&E.Co. Ld.Tokio	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
22743 480 JTHE	— (*ex*Canadian Mariner–33) *ss*Drn.No.3–10,33 2*Dks*(*Stl*)	*5384* *4821* *3311*	✠100A1 ~~10,34~~ 10,35 ✠LMC ~~10,34~~ 10,35	Kob Drn	*y*	CL 10,33	1920 11mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	DairenKisenK.K. *CellDB*	399·3|52·3|28·4 P49′B113′F39′ FK 334′1027*t* *FPT*147*t*	Dairen Japanese 6*BHCem* *APT*133*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 555NHP 3SB,*9cf*,GS224,HS8565 FD RobbEngineWorks,Ld. Amherst,N.S.	31 ″ 0 s 6 ″ 0¾ 26 ″ 1½	
22744 32742 JURB	— (*ex*Braaland,*ex*GeneralCurrie) 1*Dk*	2220 1989 1333			…		1919	Dominion S.B Co.Ld. Toronto	OnoShojiGomei Kaisha	251·1|43·6|21·2 P25′B64′F20′ FK	Fuchu Japanese *WB*	T.3Cy.20″,33″&54″–40″ 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	
22745 OZPA	**Chr. J. Kampmann** 1*Dk*	2281 2036 1367					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S Vendila (Svendsen& Christensen *Mgrs*)	305·6|45·4|18·6 P23′B180′F35′	Copnhagn Danish *WB*	T.3Cy.22½″,35½″&58½″–36″ 206NHP KjbnhavnsFlydk.& Skbsv.		C
22746 LCGH	**Chr. Knudsen** **TwinSc** *OilEng.* D.F. 1*Dk*	4904 4428 2939					1925	Akt.Burmeistr&Wain Copenhagen	A/S Borgestad	381·2|54·7|25·9 P382*t*H222*t*F8*t*	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝″–35⅝″ 446NHP Burmeister&Wain,Cpn.		N
22747 7051 SHEA	**Chr. Matthiessen** (*ex*Phaliron, *ex*Thora) Wireless 1*Dk*&*Spardk*	*1056* *891* *531*					1907	A.Vuijk& Zonen Capelle/Ysel	A/B Banantransport (SvenSalén, *Mgr.*)	216·2|30·2|18·8 H94*t*	Stockholm Swedish *WB*	T.3Cy.17½″,28½″&47″–33″ 127NHP G.T.Grey,SouthShields		V
22748 OZAE	**Chr. Sass** **TwinSc** *ss*Cpn.No.1–35 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3812 3510 2319	✠100A1 *with freeboard* ~~1,34~~ 11,35 DBS9,34 ~~✠LMC1,34~~ ✠LMC CS11,35 12,33	Msl Cpn	*y*	CL ~~3,35~~ 11,35	1931 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's* A&CP	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *CellDB*319′1002*t*	365·5|53·6|23·3 F34′ FK (*FPT*98*t* *APT*118*t*	Copnhagn Danish 6*BH* *Coll to Sh dk* 5 ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ DB*100lb* 541NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3½ 23 ″ 3¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22749 LDNN	Chr. Th. Boe TwinSc Mchy.Aft OilEng. D.F. CruiserStern 1Dk CarryingPetroleum in bulk	6192 5545 3670					1930	Akt.Göta-verken Gothenburg	Skibs.A/S Truma (OlafBoe,Mgr.)	408·3|55·3|32·3 P97'F39'	Arendal Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Götaverken, Gothenburg		N
22750 DOMP	Christel Vinnen OilEng. Mchy.Aft Sub.Sig. 2Dks	1874 1542 1313					1922	Frd.Krupp Act.Ges. Kiel	F.A.Vinnen (F.A.Vinnen&Co., Mgrs.)	256·3|44·4|19·0 Q101'F55'	Bremen German WB	Oil Engines 4S.C.SA 6Cy.18⅛"-30 1/16" 190NHP NE34 Frd.KruppA.G.Kiel		G
22751 PDKD	Christiaan Huygens Ⓟ TwinSc D.F. OilEng. Ref.Mchy. CruiserStern 3Dks	15704 10677 9319					1927	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	551·4|68·8|36·2 P62'B379'F87'	Amstrdam Dutch WB	Oil Engines 2S.C.SA 20Cy.26¾"-47¼" 2490NHP SulzerBros.Winterthur		V
22752 DAKH	Christian 1Dk	932 719 578					1894	Akt.Ges. "Neptun" Rostock	RenataDmpfsch. Ges.ThGribelKom. -Ges.a.Akt.(Rud ChristGribel,Mgr)	206·3|31·2|13·9 Q63'B52'F26'	Stettin German WB	T.3Cy.13¾",22½"&36½"-27½" NB15 70NHP A.G."Neptun,"Rostock		G
22753 OXCS	Christian IX. Ⓟ TwinSc (Ferry) Wireless 1Dk&Spar dk	1504 1395 598					1908	Akt.Bur-meistr&Wain Copenhagen	DeDanskeStats-baner	290·0|48·6|17·2	Korsör Danish WB	T.6Cy.17",28"&45"-24" 198NHP Akt.Burmeistr&Wain,Cpn		
22754 LDUA	Christian Börs 1Dk&Spar dk &deepframing	4306 4019 2788			...		1905	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	A/S D/S Christian Börs(V. Torkildsen)	375·5|51·0|25·5 P33'B110'F37' FK	Bergen Norwegian WB	T.3Cy.25",41"&67"-45" 373NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 „ 0	N †
22755 OXIB	Christian Holm TwinSc (exChristian) Oil Eng. ssShl.No.2-36~~ssCpn.No.1-32~~ D.F. Mchy.Aft 2Dks(Stl)&Webframes CruiserStern Longitudinalframing-bracketless system	9119 8441 5605	✠100A1 ~~4,353,34~~ 3,36 ✠LMC CS3,36 DBS3,36 3,36 CarryingPetroleum in bulk	Cpn Shl	d†	CL 3,36	1927 8mo Lloyd	Akt.Bur-meistr&Wain Copenhagen 'sA&CP	DetDanske PetroleumsA/S (C.F.Holm, Mgr.) CellDB uE71'310tDT	471·1|64·3|33·2 P121'B30'F38' FK f43'600tFPT250t	Nyborg Danish 16BHptCem 4 „ to2nd dk APT165t	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 „ 0 s7 „ 5½ 27 „ 10	
22756 LCGI	Christian Krohg 1Dk	1992 1729 1134					1917	A.F.Smul-ders Schiedam	ÖrvigsD/S A/S (O.Orvig,Mgr.)	269·2|42·2|18·0 P28'B74'F28'	Bergen Norwegian WB	T.3Cy.20",32"&52"-39" 169NHP A.F.Smulders,Schiedam		V
22757 DHEA	Christian Russ Wireless 1Dk	975 743 547					1907	Stettiner Oderwerke Stettin	ErnstRuss	211·0|33·0|13·3 Q75'B54'F25'	Hamburg German WB	T.3Cy.16",25"&41"-30" 92NHP StettinerOderwerke		G
22758 LDCQ	Christiania Ⓟ 1Dk&Awng dk3trB	727 632 376					1895	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Damoskibsselskab	180·5|27·4|12·7 H77t 19·8	Stavanger Norwegian WB	T.3Cy.18½",28"&47"-27" 115NHP HelsingörsJernsk.&Mskb.		N
22759 OXIC	Christiansborg ssRot.No.3-7,35 ~~ssEls.No.2-30~~ 1Dk(Stl)	3270 2896 1929	✠100A1 7,35 ~~1,34~~ BS~~1,34~~ 3,35 ✠LMC~~6,30~~ MS7,35 Fitted for oil fuel 1,22 F.P. above 150° F.	Cpn Rot	v	OG ~~7,34~~ 6,35	1922 2mo Lloyd	Schpw.v. JanSmit,Czn. Alblasserdm 'sA&CP	Akt.Dampskibs. Dannebrog(C.K. Hansen,Mgr.) CellDB	332·2|48·7|22·2 P30'B212'F24' FK 284'876tFPT91tA	Copnhagn Danish 5BHCem PT155t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 356NHP 3SB,6cf,GS132,HS5418 FD ParsonsMarineSteam TurbineCo.Ld.Wallsend	24 „ 6 s2 „ 6¼ 22 „ 2	
22760 145720 GWPW	Christine Marie (exChristine-34, exColumbier,exGranhandel, exTinternAbbey) 1Dk	1883 1730 1173					1910	Irvine'sSB &D.D.Co.Ld. W Hartlepool	EuxineShipping Co.Ld.	279·3|40·1|18·3 P25'B66'F29'	London British WB	T.3Cy.20½",33½"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
22761 126952 WPCW	Christopher Columbus Ⓟ 4Dks Whaleback	1511 — 946					1893	American Stl.BargeCo. Superior,Wis	ChriscaralaCorp.	362·0|42·0|24·0 WB	Duluth, Minn. Utd. States	T.3Cy.28",42"&70"-42" 318NHP S.F.Hodge&Co.Detroit		
22762 227520 WRBM	Christy Payne (exCalgarolite) ssBal.No.3-6,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) GyC. D.F. &Webframes Longitudinalframing	8156 6238 5083	✠100A1 Shelter dk withfreeboard 1,36 ~~4,35~~ MS6,33 BS7,35 ✠LMC ~~BS7,34~~ CarryingPetroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	NYk	c†	CL 8,34	1921 5mo	GMStandi-ferConstCorp Vancouver, Wash. A&CP CellDBuE&	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey, B&bunker 86' 280t dk tanks a 9'67t	463·3|60·2|36·6 FK DTf50'335t'tween FPT179tAPT103t	Wilmgton (Del.) Utd.States 18BHptCem (3 to Sh dk 11 „ U „ 4 „ 2nd „)	Q.4Cy.24",35",51"&75"-51" 220lb (r) 581NHP 3SB,9cf, HS8086 FD LlewellynIronWorks, LosAngeles,Cal.	37 „ 3 s10 „ 3¼ 27 „ 3	
22763 5	Chryssalis (exNauplion) Iron 1Dk	559 441 288	✠ 6,82	Cly	i		1882 5mo	HM'Intyre &Co. Paisley	HellenicCoast LinesCo.Ld.	185·6|26·2|13·7 B29'F24'	Piræus Greek 4BHCem	C.2Cy.24"&48"-33" NB98 110NHP Hutson&Corbett,Glasgow		
22764 SVNO	Chryssi (exSilvioPellico,exSpuma) ssTri.No.3-6,26 ssPir.No.2-35~~ssIst.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)	5367 4960 3453	✠100A1 Shelter dk withfreeboard 10,35~~6,34~~ ✠LMC 10,35 ~~MS[illegible]~~ ~~BS[illegible]~~	Pir	y	CL 2,33	1913 8mo Lloyd	Cant.Nav. Triestino Trieste 'sA&CP	Heirs of the late P.J.Goulandris (GoulandrisBros., Mgrs.)	400·1|54·0|28·8 52·3 FK CellDBa130' uE22'	Andros Greek 6BHCem f165'1203t	T.3Cy.26",42"&70"-48" (s) 180lb 499NHP 3SB,9cf,GS148,HS7590 FD ClydeS.B.&E.Co.Pt.Gl.	32 „ 0 s7 „ 5¼ 24 „ 9	
22765 154018	Chuen Chow Ⓟ TwinSc 2Dks	1088 425 670					1928	Kwong FookCheong HongKong	ChuenOnSteam BoatCo.Ld.	177·8|33·1|9·9	Hong Kong British WB	T.6Cy.11",19"&30"-21" Kwong 96RHP FookCheong,H.Kg.		
22766 25096 JSQA	Chukwa Maru Ⓟ 2Dks	2186 1810 1279					1920	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	280·0|43·2|21·0 P34'B73'F37'	Osaka Japanese WB	T.3Cy.18",29½"&50"-39" 156NHP KubotaIronWorks,Osaka		C
22767	Chun Hwa (exFrancesco Vazzana-34,exLotharBohlen) 1Dk&Spar dk3trB	2223 2059 1388					1898	Blohm& Voss Hamburg	HsingHwaSteam ShipCo.	303·4|38·3|23·0 P80'F35'	Chefoo Chinese	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		I
22768 XNBO	Chun Lee Wireless 2Dks	1176 — 665					1919	MatsuoIrn Wrks&Dkyd. Nagasaki	ChingKeeS.N.Co. Ld.	200·0|33·0|20·0 P20'B53'F25'	Chefoo Chinese WB	T.3Cy.14½",24½"&40"-30" 88NHP MatsuoIrn.Wrks.&Dkyd.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc.	3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
22769 427 XNEH	**Chung Hsing** (exMoviken-34, exBellasco-33)	~~ssGls.No.2-31~~ ssShi.No.3-1,35 1Dk(Stl)	2494 2229 1466	✠100A1 6,35 ~~2,24~~ Fitted for oil fuel 1,22 F.P. above 150° F.	Shi ✠LMC1,35	t	CL ~~1,35~~ 6,35	1922 2mo Lloyd's A&CP	J.I.Thornycroft&Co.Ld. Southampton	ChungHsingCoal MiningCo.Ld. (YoungWong, Mgr.) CellDB 251' 602t FPT101t APT108t	300·5 P28'B83'F33' FK	43·7	22·2	Shanghai Chinese 5BHCem	T.3Cy.21",34"&57"-36" (s) 180lb 240NHP 2SB,6cf,GS224,HS4102 J.I.Thornycroft&CoLdSou	24 ″ 5 s 4 ″ 3½ 20 ″ 4½	
22770 XNBS	**Chung Hwah** (exHwahJah, exChina)	ssTri.No.3-5,14 ssShi.No.1-17 1Dk(Stl)&Spar dk(Stl-ptws)3trB	6021 5244 3858	✠ 4,23	HKg ✠	z		1900 4mo	Wigham Richrdsn&Co LdNewcastle	HaiWuehMaoYi S.S.Co. CellDBa 133' uE38' f175' 1125t APT50t	417·0 P40'B120'F48' 20·3 FK	52·6	28·5	Chefoo Chinese 6BHCem	Q.4Cy.24",34",51"&74"-54" 495NHP 3SB,9cf,GS159,HS6309 FD WghmRchrdsn&C.LdNwc	31 ″ 4	C †
22771 116036	**Chung On** Ⓟ (exLinTan) TwinSc	1Dk&Shade dk	968 727 727					1904	Hong K'ng &Whampoa DockCo.Ld. HongKong	LauWaPing	175·0	32·0	8·6	HongKong British	C.4Cy.14"&33"-18" 86RHP HongKong&Whampoa DockCo.Ld.HongKong		
22772 XNBD	**Chung Woo** (exPentaff,exJenny)	1Dk&deep framing	2032 — 1234			...		1904	Craig, Taylor&Co. Stockton	WooFoongSing KeeS.S.Co.Ld.	279·3 P26'B72'F28' FK	38·3	18·4	Shanghai Chinese WB	T.3Cy.18¾",30½"&50½"-32½" 167NHP N.E.MarineEng.Co.Ld.Sld	20 ″ 7	
22773	**Chungchow** (exSkule,exBygdö)	1Dk	1333 — 803					1906	Akers Mek.Værks. Oslo	ChinaUnitedNav. Co.Ld.(N.Tsu, Mgr.)	235·4 P28tH52tF27t	35·2	14·8	Shanghai Chinese WB	T.3Cy.16½",27"&44"-33" 111NHP Akers.Mek.Værks,Oslo		
22774 137671 GMPV	**Chungking**	1Dk	2171 1967 1311					1914	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British WB	T.3Cy.19",31"&53"-36" 169NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
22775 146187 GFRB	**Churruca**	ssGls.No.3-10,33 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk withfreeboard ~~9,35~~ ~~3,34~~ 2,36 ~~BS6,34~~ Fitted for oil fuel 11,21 F.P. above 150° F.	Ant Lon BS9,35 ✠LMC8,35	r	CL 8,33	1921 9mo Lloyd's A&CP	H.&C. Grayson,Ld. Liverpool	MacAndrews& Co.Ld. CellDB222' 414t FPT63t APT18t	264·8 FK Collision BH to S dk 3 „ „ U „	41·2	18·8	London British ptCem	T.3Cy.21",34"&56"-36" (s) 180lb *180lb* 252NHP 2SB,6cf,GS118,HS4550 MacKie&Baxter,Ld.Gls.	21 ″ 0 s ″ 10½ 20 ″ 3½	
22776	— Iron	ssLiv.No.3-3,90 ssMan.No.1-95 2Dks(1Irn)	788 582 404	✠ 3,97 ✠NE&B90✠	Man	j		1878 11mo	A.Leslie &Co. Newcastle	TyCamcoSobrino	190·0 ND90 BK7½" WB=DBa 44' f18' FPT	26·2	16·0	Manila Utd.States 4BHCem	T.3Cy.18",29"&46"-30" NDB90 128NHP 1SB,4rf,GS66,HS2090 D.Rollo&Sons,Liverpool		
22777 PUMB	**Chuy** (exArana)	ssLon.No.3-8,32 CruiserStern 2Dks(Stl)	2504 2272 1457	✠100A1 4,35 ~~3,33~~ BS4,35 MS3,32	Npt Rio ✠LMC ~~BS6,34~~	t	CL 2,33	1919 12mo Lloyd's A&CP	A.&J. Inglis,Ld. Glasgow	Cia.Carbonifera Rio-Grandense CellDB 260' 661t FPT 69t APT180t	303·4 P33'B81'F32' FK	43·0	20·7	R.Janeiro Brazilian 6BHptCem	T.3Cy.22",36"&59"-39" (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
22778 124171 GRYV	**Chyebassa**	ssCal.No.1-36 ssCal.2ndNo.3-11,31 2Dks(Stl)3trB&deep framing	6317 5910 4022	✠100A1 ~~6,30~~ ~~6,34~~ 2,36 2,36 ~~MS11,31~~ Fitted for oil fuel 3,20 F.P. above 150°F.	Cal ✠LMC BS~~8,34~~7,35	a†	CL ~~11,31~~ N5,35	1907 3mo Lloyd's A&CP	Workman, Clark&Co Ld. Belfast	BritishIndiaStm. Nav.Co.Ld. CellDBa130' uE&B 67' f156' 1110t FPT 95t APT20t	430·2 P39'B82'F43' FK	54·3	32·0	Glasgow British 7BHptCem	T.3Cy.33",53½"&86"-60" (s) 180lb FD 757NHP 4SB,12cf,GS270,HS10952 Wrkman,Clark&CoLdBel.	34 ″ 10 s 8 ″ 0¾ 27 ″ 3	
22779 EAHZ	**Ciaño** (exVicen-34,exPuraRasilla, exCraonne, exTurnwell, exQueenAlexandra)	ssBbo.3rdNo.3-7,34 1Dk(Stl)&Spar dk (Stl)&Web frames	4264 4132 2778	✠100A1 Spar dk 10,35 ~~7,34~~	Bbo ✠LMC7,34 BS7,35	x	CL 7,34	1901 7mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	Soc.Metalurgica Duro-Felguera CellDBa&uE138' f154' 757t APT65t	360·0 P32'B90'F33' 28·1 FK	48·0	20·2	Gijon Spanish 6BHCem	T.3Cy.24½",40"&68"-48" (s) 180lb 356NHP 3SB,9cf,GS174,HS5630 N.E.MarineEngCoLd.Nwc	30 ″ 10 s 5 ″ 11¾ 25 ″ 1½	
22780 EABM	— (exArraiz,exRoseCastle) Now "Axpe," see No. 37045 in Supplement	[illegible],20 ssBbo.No.2-28 1Dk(Stl)&deep framing&pt Awg dk(Stl)	2815 2116 1721	✠ ~~—~~ 4,33	Bbo ✠	t		1895 1mo	W.Pickersgill&Sons Sunderland	Cia.Naviera Amaya CellDBa96' uE&B44' f120' 647t APT66t	310·0 Q77' ptAwngdk233' FK	42·9	19·2	Bilbao Spanish 6BHCem	T.3Cy.22½",37"&61"-42" NDB12 249NHP 2SB,6pf,GS108,HS3857 G.Clark,Ld.Sunderland	21 ″ 9	
22781 146566 GJMF	**Cid**	ssHam.No.3-7,34 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk withfreeboard 4,36 ~~2,35~~ MS5,34 Fitted for oil fuel 5,22 F.P. above 150° F.	Ant Lon BS2,36 ✠LMC ~~BS11,34~~	r	CL 2,35	1922 4mo Lloyd's A&CP	H.&C. Grayson,Ld. Garston	MacAndrews&Co. Ld. CellDB a&uE94' f96' 365t FPT63t APT18t	264·8 FK Collision BH to Sh dk 3 „ „ U „	41·2	18·8	London British ptCem	T.3Cy.21",34"&56"-36" (s) 180lb *100lb* 252NHP 2SB,6cf,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
22782	**Cidade do Pará**		363 — 263					1889	……………… England	HiggsonBrooks &Cia.	193·5	29·2	13·8	Para Brazilian			
22783 TCAU	**Cide** (exTekirda,exGazanfer, exL'Ailette,exSophia,exJakobstad) Iron	2Dks	520 — 281					1876	Bergsunds M.V.Aktieb. Stockholm	Muratzade MahmutNadimBey	174·4	25·7		Istanbul Turkish WB	C.2Cy.19¾"&38"-26½" NB91 62NHP BergsundsM.V.Aktb.Skm		
22784	**Cienfuegos** (exSebou, exMarin) TwinSc	Fitted for oil fuel 1Dk	1033 — 582					1919	Atel.&Ch. de laLoire St.Nazaire	EmpresaNaviera deCubaS.A.	216·6	34·2	13·1	Havana Cuban WB	C.4Cy.16"&30"-19½" Ch.&At.de 66NHP Penhoët,St.Nazaire		
22785 SPAL	**Cieszyn** Wireless	CruiserStern 1Dk(Stl)2nd dk(Stl) inNos.1&2holds Strengthened for Navigation in Ice	1386 1096 734	✠100A1 withfreeboard 6,35 ~~5,34~~	Hfs ✠LMC5,34	o	CL 4,34	1932 2mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov	"ZeglugaPolska" SpolkaAkcyjna CellDB196'3 32t Tank in way of tunnels 27t FPT21t APT33t	232·5 P28'B60'F23' FK	35·8	17·9	Gdynia Polish 4BHCem	C.4Cy.(2)16 3/16"&(2)35 7/16"-35 7/16" 206lb (s) 218NHP 2SB,4cf,GS75,HS3122 FD A.Borsig,G.m.b.H. Berlin-Tegel	20 ″ 4 s 4 ″ 6½ 15 ″ 10½	
22786 TCAV	**Cihat** (exAydin-33,exAidin, exIhsanié,exFauvette,exChrysalis, exHonfleur) Iron	Well deck	499 — 179			...		1873	Aitken& Mansel Glasgow	Muratzade MahmutNadim Bey	176·4 Q91'B11'F25'	24·1	12·3	Istanbul Turkish	T.3Cy.19½",31"&51"-33" NE88NB94*fitted*07 149NHP J.&J.Thomson,Glasgow		
22787 278 ICAN	**Cilicia** (exPalestina-35)	OilEng. 2Dks	2747 1876 1613					1927	Cant.Nav. ScoglioOlivi Pola	LloydTriestino	327·4 P&B181'F40'	42·3	21·6	Trieste Italian WB	Oil Engines 4S.C.SA 6Cy.24 1/16"-43 5/16" 356NHP StabilimentoTecnico,Tri.		I
22788																	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22789 203 YLFT	**Ciltvaira** (exTwyford-35, exVironia-34, exTwyford-32, exPresident Bunge, exEndsleigh) ssTln.2ndNo.3 6,33 1Dk(ptIrn&ptStl)2trB deep framing & Web frames3Dk rule	3779 3461 2372	✠100A1 9,34 BS~~9,34~~ 11,35 ✠LMC5,35	Shl	w	CL 9,34	1905 3mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	J.Freyman,J. Zalcmanis&K. Jansons(Latvian ShippingCo. Mgrs) CellD Ba119' uE21' f146' 843t APT94t	346·7 P23'B94'F31' FK	50·8	23·0	Riga Latvian 6BHCem	T.3Cy.23",40"&66"-45" (s) 180lb ~~100lb~~ NDB28 317NHP 2SB,6rf,GS138,HS4870 G.Clark,Ld.Sunderland	25 " 6 s 4 " 4 21 " 5	
22790 EAKI	**Cilurnum** ssHul.No.3-3,29 D.F. 1Dk(Stl)	3077 2844 1848	— 8,34	Gms			1919	Sir Raylton Dixon&CoLd Middlesbro'	A.Menchaca CellDB284'736t FPT112t APT112t	331·4 P33'B98'F29' FK	46·8	23·2	Bilbao Spanish 5BHCem	T.3Cy.25",41"&68"-45" 362NHP 3SB,9cf,GS155,HS5925 Richardsons,Westgarth&Co.Ld.Mdb.	25 " 6	C †
22791 OXWD	**Cimbria** Ⓟ Wireless 1Dk&Awng dk	1056 655 540					1897	Lobnitz&Co.,Ld. Renfrew	DetForenede Dampskibsselsk.	214·8	32·1	22·3	Randers Danish WB	T.3Cy.19",32"&51"-39" 162NHP Lobnitz&Co.Ld.Renfrew		V
22792 5509 SDPG	— (exAlster) 2Dks	567 489 290					1896	J.C.TecklenborgA.G. Wesermünde-G.	RederiAktieb. "Teutonia" (E.Roberg, Mgr.)	188·7 P107'H13tF19'	26·1	11·7	Gothenbrg Swedish WB	C.2Cy.19"&37"-26¾" 59NHP J.C.Tecklenborg,Wsm.		
22793 161263 GTFX	**Cingalese Prince** TwinSc OilEng. ssBal.No.1-33 2Dks(Stl)&Shelter dk(Stl) Sub.Sig. D.F. CruiserStern	6625 5692 3834	✠100A1 withfreeboard 7,35 ~~1,35~~ ✠LMC CS8,33 7,34 ~~DBS6,33~~ Fitted for carrying oil 7,29 F.P. above 150° F. in D Ts&PTs DBS7,35	Phl Kob	d†	CL 6,34	1929 7mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	RioCapeLine,Ld. (Furness,Withy&Co.Ld. Mgrs) Duct keel fwd. of mchy. space CellDB368'1477t MTs42' 1431t FPT 108t APT166t	441·5 F44' FK	60·3	28·2	London British 8BHptCem (Coll to Sh dk 7 " 2nd ")	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1350NHP 2DB 125lb Richardsons,Westgarth&Co.Ld.Hpl.	32 " 5 s 4 " 7 28 " 0¼	
22794 421 IBHH	**Cipro** (exPortsea-33,exBarbara Marie) D.F. 1Dk&Shelter dk	4272 4006 2587					1923	J.Priestman&Co. Sunderland	"Nivose"Soc.di Nav.(A.Scinicariello, Mgr.)	378·0 365·0	49·8	25·5	Naples Italian WB	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland.		CI
22795 FOPQ	**Circe** ssRot.No.2-35 ~~ssRot.No.1-31~~ 1Dk(Stl) Well deck Cargo battens not fitted	2031 — 1110	✠100A1 5,35 ~~2,34~~ ~~BS2,34~~ LMC~~9,31~~ 5,35	Rot	r	CL 2,34	1926 11mo Lloyd	Chant.Nav Français Caen 'sCP	SociétéNavale Caennaise(G. Lamy&Cie. Mgs.) CellDB191'185t Deep tanks aft 34'205t FPT77t APT22t	269·3 P22'Q87'B50'F23' FK	39·7	17·5	Caen French 4BHCem	T3Cy18⅛",29¹⁵⁄₁₆"&50⅜"-37¹³⁄₁₆" 185lb (s) 192NHP 2SB,4cf,GS95,HS3247 Atel.&Ch.delaLoire	19 " 10 s1 " 11½ 18 " 0¼	
22796 128715 VPKW	— 1Dk&Prom.dk2trB	778 561 314					1912	TaikooDkyd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7	31·6	12·4	Singapore British WB	T.3Cy.15",25"&42"-30" 97NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
22797 162641 GRDS	**Circe Shell** TwinSc D.F. ssRot.No.1-36 OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8207 7463 4817	✠100A1 ~~5,35 7,31~~ 2,36 DBS2,36 ~~✠LMC10,31~~ Carrying Petroleum in bulk ✠LMC CS2,36 5,35	Bkn ~~Cff~~Rot	c†	CL PN2,36 S2,36	1931 10mo Lloyd	HowaldtswerkeA.G. Hamburg 'sA&CP	AngloSaxon PetroleumCo.Ld. CellDBuE64'260t DTf32'335t FPT 225t APT41t	451·2 P103'B35'F43' FK	62·1	34·1	London British 14BH	Oil Engines 4S.C.SA 12Cy.24¹³⁄₁₆"-43⁵⁄₁₆" 713NHP 2DB150lb NVBurgerhout'sM&S,Rot.	34 " 0 s6 " 8 27 " 6¾	
22798 143855 GCKB	**Ciscar** ssAnt.No.3-3,32 1Dk(Stl)&Shltr dk(Stl)	1809 1551 986	✠100A1 Shelter dk withfreeboard 6,35 ~~9,34~~ ✠LMC MS3,32 BS~~9,34~~ 8,35	Liv	r	CL ~~3,32~~ 6,35	1919 12mo Lloyd	H.&C. Grayson,Ld. Liverpool 'sA&CP	MacAndrews&Co. Ld. CollisionBHtoShltrdk CellDB224'408t FPT63t APT18t	265·0 FK	41·2	18·9	London British Cem 3BH to Udk	T.3Cy.21",34"&56"-36" (s) 180lb 271NHP 2SB,6cf,GS138,HS5112 D.Rollo&Sons,Liverpool	21 " 0 s " 10 20 " 4¼	
22799 176 OHAL	**Cisil** (exSicilia) ssOsc.3rdNo.3-8,26 ssEls.No.2-35 ~~ssHbg.No.1-31~~ Well deck 1Dk(Irn)2trB Cargo battens not fitted	1848 1663 1038	✠100A1 ~~1,35~~ ~~12,33~~ 10,35 ✠NB3,05 ✠LMC MS~~10,30~~ 10,34 BS~~6,33~~ 7,35 ~~8,34~~	Bly ~~Efs~~ Gms	r	~~CL~~ ~~8,31~~ ~~1,35~~ 10,35	1889 11mo	W.Pickersgill&Sons Sunderland A&CP	RederiA/B Steam (G.B.Thordén, Mgr.) CellDB222'323t APT45t	269·8 P29'Q80'B100'F32' FK	37·1	17·1	Helsingfrs Finnish 4BHCem	T.3Cy.21⁹⁄₁₆",34"&56"-39"(r) 160lb 198NHP 2SB,6cf,GS100,HS2990 G.Clark(Lim.),Sunderland	19 " 8 s1 " 3½ 18 " 6½	
22800 148733 GMDT	**Cisneros** ssLiv.No.2-34 1Dk(Stl)&Shltr dk(Stl)	1886 1698 1079	✠100A1 Shelter dk withfreeboard 8,35 ~~9,34~~ ✠LMC BS~~2,34~~ 5,35 MS9,34	Liv	s	CL ~~8,32~~ 8,35	1926 3mo Lloyd	Antwerp Eng.Co.S.A. Hoboken 'sA&CP	MacAndrews&Co. Ld. CellDBa&uE 108'f113'555t FPT46t APT68t	281·8 FK Coll	40·2	18·5	London British 4BHCem BH to Sh dk 3 " " U "	T.3Cy.20",33"&54"-36" (s) 180lb 222NHP 2SB,6cf,GS102,HS3874 N.E.MarineEng.Co.Ld.Sld	20 " 7 s " 11¾ 19 " 9¾	
22801 LDDY	**Ciss** 1Dk	1159 988 671					1925	Trndhjms Mek.Værks. Trondheim	Th.Brövig	226·3 P35tH55tF27t	36·5	15·7	Farsund Norwegian WB	T.3Cy.17",27½"&46"-30" 116NHP Trondhjems MV.Trndheim		N
22802 LCGL	**Cissy** 2Dks	2166 1931 1297					1920	Framnes Mek.Værks. Sandefjord	A/S Sjöfart (SverreSturlung, Mgr.)	289·5 P76tH129tF9t	44·2	19·4	Bergen Norwegian WB	T.3Cy.22",35"&61"-36" 223NHP Trondhjems MV.Trndheim		N
22803 TSNN	**Cité d'Athènes** (exGardon) OilEng. 1Dk	410 — 185					1918	Ch.&Atel. Aug.Normnd Havre	A.Puech	147·6	25·1	9·7	LaRochlle French WB	Oil Engines 6Cy.16"-22" 120NHP Ch.&Atel.Aug.Normand		V
22804 221491 KFKP	**Cities Service Boston** 3Mst (exAgwipond) ssN.Yk.No.3-7,32 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Web frames Longitudinal framing	9348 7062 6785	✠100A1 Shelter dk withfreeboard 5,35 ~~7,34~~ BS5,35 ~~BS2,34~~ ✠LMC7,32 Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	NYk	a†	CL ~~7,32~~ 5,35	1921 4mo	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md. A&CP	CitiesService TransportationCo. CellDBuE&B80'280t DTf40'518t FPT270t APT181t	468·3 FK	62·7	32·0	NewYork Utd. States 17BHptCem (3 to Sh dk 8 " U " 6 " 2nd ")	Q.4Cy.25",35",51",&75"-51" 220lb (s) 636NHP 3SB,9cf, HS9315 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	39 " 6 s 10 " 3½ 29 " 5¾	
22805 221002 KDNN	**Cities Service Denver** (exAgwilake) Fitted for oil fuel Mchy.Aft 3Dks D.F. Carrying petroleum in bulk Longitudinal framing	9316 7058 6707					1921	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	CitiesService Transportation Co.	468·3	62·7	32·0	NewYork Utd. States	Q.4Cy.24",35",51"&75"-51" 402NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
22806 216233 KMAU	**Cities Service Empire** (exAmpetco) ssN.Yk.No.3-8,28 Mchy.Aft ssN.Yk.No.1-33 D.F. 2Dks(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing	8103 8040 5020	✠100A1 Shelter dk withfreeboard ~~4,35~~ ~~4,34~~ 12,35 BS~~4,35~~ 12,35 ~~BS4,34~~ ✠LMC1,33 Carrying Petroleum in bulk Fitted for oil fuel 5,18 F.P. above 150° F.	Mob NYk	c†	CL ~~4,34~~ 12,35	1918 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. A&CP	CitiesService TransportationCo. CellDBa88'351t DTf50'724t FPT175t APT28t	464·7 FK	60·2	33·3	NewYork Utd.States 18BHptCem (14 to U dk 4 " 2nd ")	Q.4Cy.24",35",51"&75"-51" 220lb ~~180lb~~ (s) 560NHP 3SB,9cf,GS180,HS7641 FD BethlehemS.B.Corp.	36 " 3 s 9 " 0 27 " 5½	

1 Numéro d'Ordre Numéro Officiel [illegible]	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	6' Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réfrig.
22807 214130 WHCP	**Cities Service Fuel** (*ex*Sucrosa) *ss*N.Yk.No.3–7,27 *Mchy.Aft* *ss*Phl.No.1–31 D.F. 2*Dks*(*Stl*)&*Web frames*	5343 5141 3296	✠100A1 4,35 ~~5,34~~ ~~BS5,34~~ ✠LMC10,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,26 *F.P. above* 150°F.	Mob ~~N Yk~~ BS 1,36		CL 11,33	1916 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	CitiesService TransportationCo.	389·0 P106'B28'F28' *Cell DB uE&Bf*329' 1782*t FPT*217*t APT*78*t*	54·7	29·3 FK	NewYork Utd.States 18*BHCem* (6 *to U dk* 7 „ 2*nd*„)	1DR GearedSteamTurbine 190lb (*s*) 517NHP 3SB,9*cf*,GS165,HS7407 GeneralElectricCo. Schenectady,N.Y.	32 ″ 6 s 6 ″ 9½ 25 ″ 10½	
22808 220259 KERZ	**Cities Service Kansas** (*ex*CecilCounty) *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* D.F. *Mchy.Aft* *Longitudinal framing*	7641 — 4678					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesService TransportationCo.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22809 216788 WGAO	**Cities Service Koolmotor** (*ex*Shreveport, *Fitted for oil fuel* *ex*W.S.Rheem) 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6762 6444 4186				...	1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesService TransportationCo	435·0 P101'B50'F42'	56·0	32·0 FK	NewYork Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 600NHP BethlehemS.B.Corp.Ld. S.Fo.	33 ″ 6	R †
22810 220733 KDGO	**Cities Service Missouri** (*ex*ClementSmith) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7506 — 4612					1920	Baltimore D.D.&SB.Co. BaltimoreMd	CitiesService TransportationCo.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22811 221127 KDPQ	**Cities Service Ohio** (*ex*Herman Falk,*ex*Tuxpanoil) *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7245 — 4398					1921	Baltimore D.D.&S.B.Co BaltimoreMd	CitiesService TransportationCo.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States	2 Oil Engines 4S.C.SA geared to 1 Sc. Shaft 16Cy.18″–22½″ 506NHP NE21 *fitted*27 FalkCorp.Milwaukee,Wis.		R
22812 220925 KESR	**Cities Service Oklahoma** (*ex*HamptonRoads) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7529 — 4623					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesService TransportationCo.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22813 216608 WOCS	**Cities Service Toledo** (*ex*J.A.Bostwick) *ss*N.Yk.No.3–3,29 *Mchy.Aft* *ss*Mob.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8192 7667 5128	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~1,34~~ ✠LMC MS11,32 BS~~9,34~~1,36 *Carrying Petroleum, in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150° F.	NYk Mob	*c* †	CL ~~1,33~~ 1,36	1918 7mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	CitiesService TransportationCo. *Cell DB*88'351*t DT*	465·2 *f*50'223*t FPT*175*t*	60·0	26·4 34·2 FK	NewYork Utd.States 18*BHptCem* (14 *to U dk* 4 „ 2*nd* „) *APT*28*t*	Q4Cy.24¼″,35″,51″&75″–51″ 220lb (*r*) 557NHP 3SB,9*cf*,GS531,HS7553 FD BethlehemS.B.Corp.Ld.	36 ″ 3 s 9 ″ 0 27 ″ 5½	
22814 146441 MKYL	**Cito** *ss*Hul.No.2–30 *Well deck* 1*Dk*(*Stl*)	692 504 369	✠100A1 3,32 ✠LMC MS2,30 BS5,33	Lon	*i*	CL 4,34	1922 2mo *Lloyd*'*s A&CP*	Swan,Hun-t'r&Wigham RichardsnLd Sunderland	Ellerman'sWilson Line,Ld. *Cell*	173·5 Q86'B15'F25' *DBa*40'42*t FPT*47*t*	28·1	12·9 FK	Hull British 4*BHCem* *APT*11*t*	T.3Cy.18½″,22″&36″–30″ (*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS1775 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 0 s ″ 7½ 13 ″ 6½	
22815 156 ICQC	**Città di Agrigento** Ⓟ *OilEng.* 2*Dks* *Cruiser Stern*	2480 1610 1432					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	305·1 P&B191'F53'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝″–38⅝″ 348NHP Soc.Anon.FrancoTosi Legnano		I
22816 155 ICQA	**Città di Alessandria** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	2498 — 1427					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"(Flotte RiuniteFlorio-Citra)	303·1 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝″–38⅝″ 348NHP Soc.Anon.FrancoTosi Legnano		I
22817 41 IBAL	**Citta di Bari** Ⓟ (*ex*Egeo–34) *Oil Eng.* 2*Dks*	3220 2191 1882					1927	Stabilmnto Tecnico Trieste	Cia.Adriatica diNav.	317·2 P&B222'F64'	44·8	21·3	Bari Italian *WB*	Oil Engines 4S.C.SA 6Cy.29½″–47¼″ 494NHP StabilimentoTecnico,Tri.		I
22818 12 ILNZ	**Città di Barletta** (*ex*Orsola, Casubolo,*ex*Grebe) Now "Anna Zizzitelli," *see No.* 37052 *in Supplement* *Well deck* 1*Dk*2*trB*	1019 663 562				...	1887	Gourlay Bros.&Co. Dundee	LuigiGarribba di Pasquale	218·5 210·0 P153'F31'	30·0 30·1	14·8 15·0 BK7″	Molfetta Italian *WB*	T.3Cy.19″,29″&48″–33″ 112NHP Gourlay Bros.&Co.Dundee	15 ″ 10	I †
22819 153 ICQB	**Città di Bastia** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	2499 1606 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"(Flotte RiuniteFlorio-Citra)	303·1 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝″–38⅝″ 348NHP Soc.Anon.FrancoTosi Legnano		I
22820 388 IBFH	**Città di Bengasi** Ⓟ 2*Dks*	2813 — 1523					1917	Cant.Nav. Riuniti Ancona	"Tirrenia"(Flotte RiuniteFlorio-Citra)	316·6 P16'B215'F41'	41·5	23·7	Naples Italian *WB*	T.3Cy.19⅝″,32$\frac{7}{16}$″&55″–39⅜″ 189NHP Cant.Nav.Riuniti,Ancona		I
22821 1949 IBGE	**Citta di Bergamo** (*ex*Imber–34) Ⓟ *ss*Mch.No.3–4,27 *ss*Brw.No.2–34 1*Dk*(*pt Irn pt Stl*) 2*nd dk*(*Stl*)*in No.*1*hold*	2163 1828 1187	✠100A1 3,36 ~~1,34~~ ✠LMC6,34 BS8,35	Gen	*s*	CL 3,34	1914 3mo *Lloyd*'*s A&CP*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	G.Angeloni *Cell DBa*75'*uE*3	310·5 300·0 P&B174'F76' 4'*f*128'495*t FPT*61*t*	40·0	20·8 FK	Genoa Italian 5*BHCem* *APT*36*t*	T.3Cy.22½″,37″&62″–42″ (*r*) 180lb ~~80lb~~ 370NHP 2SB,6*cf*,GS136,HS5640 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	22 ″ 3 s 2 ″ 2½ 20 ″ 3	
22822 43 IBIH	**Città di Catania** Ⓟ TrpSc 2*Dks*&*Awng dk*	3397 — 1111					1910	Ansaldo, Armstrong& CoSestriPnte	"Tirrenia"(Flotte RiuniteFlorio-Citra)	363·5 F39'	42·1	18·8	Palermo Italian *WB*	3 Steam Turbines Ansaldo, Armstrong&Co.Smp.		I
22823 154 IBSH	**Città di Genova** Ⓟ TwinSc *OilEng.* 3*Dks* D.F. *CruiserStern*	5413 — 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	411·7	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½″–49$\frac{3}{16}$″ 1815NHP Soc.Anon.FrancoTosi Legnano		I
22824 150 IBZH	**Città di Livorno** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2471 1602 1419					1930	Cant.ed Officine Meridionali Baia	"Tirrenia"(Flotte RiuniteFlorio-Citra)	304·2 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝″–38⅝″ 348NHP S.A.FrancoTosi,Legnano		I
22825 146 IBFF	**Città di Marsala** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2480 1610 1433					1929	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	305·1 P66'B94'F73'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝″–38⅝″ 348NHP S.A.FrancoTosi,Legnano		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail sh.t last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22826 145 IBJH	**Città di Messina** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2472 1603 1419					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"(Flotte RiuniteFlorio-Citra)	304·2 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
22827 151 IBWG	**Città di Napoli** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 3*Dks*	5418 — 2922					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"(Flotte RiuniteFlorio-Citra)	410·6 B118'F52'	50·9	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49¼" 1820NHP S.A.FrancoTosi,Legnano		I
22828 158 IBEF	**Città di Palermo** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern* 3*Dks*	5413 2807 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	411·7	51·1	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49 3/16" 1816NHP S.A.FrancoTosi,Legnano		I
22829 147 IBGF	**Città di Savona** Ⓟ *Ref.Mchy* *OilEng.* *CruiserStern* 2*Dks*	2500 — 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"(Flotte RiuniteFlorio-Citra)	303·1 P49'B94'F52'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
22830 142 IBUH	**Città di Spezia** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2474 1607 1421					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"(Flotte RiuniteFlorio-Citra)	304·3 P190'F53'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
22831 141 IBVI	**Città di Trapani** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2467 1607 1422					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"(Flotte RiuniteFlorio-Citra)	304·3 P&B204'F55'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 7/16"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
22832 389 IBOH	**Città di Trieste** Ⓟ TwinSc *Ref.Mchy.* 3*Dks*	4658 — 2674					1915	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio-Citra)	361·9	46·1	23·3	Naples Italian *WB*	T.6Cy.21¼",34¼"&59⅔"–41⅓" 452NHP Cant.Nav.Riuniti,Ancona		I
22833 392 IBPH	**Città di Tripoli** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*	3044 — 1591					1915	Cant.Nav. Riuniti Ancona	"Tirrenia"(Flotte RiuniteFlorio-Citra)	316·6	41·5	21·1	Naples Italian *WB*	T.6Cy.19⅜",33⅔"&55 1/10"–39⅜" 378NHP Cant.Nav.Riuniti,Ancona		I
22834 152 IBHF	**Città di Tunisi** Ⓟ TwinSc D.F. *OilEng.* *CruiserStern* 3*Dks*	5419 — 2923					1929	Cantieri delTirreno RivaTrigoso	"Tirrenia"(Flotte RiuniteFlorio-Citra)	410·6 B118'F52'	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49 3/16" 1815NHP Soc.Anon.FrancoTosi,Lgn		I
22835 143683 GDPX	**City of Adelaide** *ss*Liv.No.3–6,33 D.F. 2*Dks*(*Stl*) *CruiserStern*	6589 6210 4178	✠100A1 7,35 ~~8,34~~ MS5,35 ✠LMC BS~~12,34~~ 4,36 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Liv	*b*†	CL 8,34	1920 11mo *Lloyd's A&CP*	WearShip-yardofW. Gray&Co. (1918),Ld. Sunderland	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 P89'B&F308' FK *CellDB*385'1468*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa*27'778*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 767NHP 3SB,*12cf*,GS230,HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32″10 s5″0 28″0¾	
22836 219571 KUBP	**City of Alma** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5446 4971 3344			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
22837 148152 EIKC	**City of Antwerp** (*ex*General Leman,*ex*Minna) 1*Dk2trB*	947 728 555					1896	J.W.Kla-witter Danzig	Saorstat&ContinentalS.S.Co.Ld.	218·3 Q71'B54'F23'	30·9	13·0	Dublin British *WB*	T.3Cy.17¼",27⅜"&42"–27⅜" NB07 91RHP J.W.Klawitter,Danzig		C
22838 147227 GJVC	**City of Athens** *ss*Liv No.2–31 2*Dks*(*Stl*) E.S.D. D.F. *CruiserStern*	6558 6243 4187	✠100A1 3,35 BS~~10,34~~ 10,35 ✠LMC9,31 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Hpl	*b*†	CL 3,35	1923 7mo *Lloyd's A&CP*	W.Gray& Co.Ld. Sunderland	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 P89'B&F308' FK *CellDB*379'1469*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa*27'700*t*	T.3Cy.26",45"&78"–54" (*s*) &LP.TurbinewithDRgearing&hydraulic coupling 230lb 778NHP 3SB,*12cf*,GS236,HS9255 FD Cen.Mar.Eng.WrksW.Hpl	32″10 s5″0 28″0¾	
22839 201103 WFCJ	**City of Atlanta** Ⓟ D.F. 3*Dks*	5269 — 2874					1904	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	377·5	49·0	15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28",46"&75"–48" 390NHP DelawareRiverCo.Chester		R
22840 143083 GBDK	**City of Auckland** (*ex*Weissenfels) *ss*Nwc.No.3–6,33 2*Dks*(*Stl–U* teak s)& *Web frames* Sub.Sig.	8336 7835 5288	100A1 *withfreeboard* ~~4,35~~ ~~11,34~~ 12,35 BS~~8,34~~ 8,35 LMC6,35	NYk ~~Hpl~~	*e*† Sws	CL ~~6,33~~ 4,35	1914	Akt.Ges. "Weser" Bremen	Montgomerie& Workman(1920) Ld.(HallLine,Ld. *Mgrs.*) *Intermediate BH in fore&after holds dispensed with 6BHonly* *Cell DBa*155'*uE*33'*f*179'1458*t 'tween dk tanks f*717*t a*720*tFPT*87*tAPT*82*t*	478·6 P45'B140'F59' FK	62·2	33·0	Liverpool British *Cem*	Q.4Cy.29¼",40½",58¼"&85⅜"–55" 213lb (*s*) 845NHP 4SB,*12cf*,GS238,HS10320FD Akt.Ges."Weser,"Bremen	35″8 s8″2½ 27″8¼	
22841 144643 GDKQ	**City of Bagdad** (*ex*Geierfels) *ss*Hul.No.3–6,34 D.F. 2*Dks*(*Stl*)	7506 7073 4713	100A1 ~~5,25~~ ~~1,35~~ ~~8,35~~ 12,35 BS8,35	Syd LMC6,34	*c*†	CL ~~7,34~~ 8,35	1919	J.C.Teck-lenborgA.G. Weser-münde-G.	Montgomerie& Workman(1920), Ld.(W.S.Workman *Mgr.*)	470·3 P67'B138'F59' 1*BHin fore hold dispensed with* FK *Cell DBa*156'*uE*28'*f*184'1394*t 'tween dk tanks a*46' 644*t f*46'	58·2	32·3	Glasgow British *Cem* 6*BHonly* 714*tFPT*88*t*	T.3Cy.27¾",50 13/16"&82⅞"–55" LP.Turbine withDRgearing&hydraulic coupling 200lb (*s*) 819NHP 4SB,*12cf*,GS204,HS10039FD J.C.TecklenborgA.G.Wsm	35″0 s7″11 27″4¼	
22842 217921 WDEO	**City of Baltimore** Ⓟ (*ex*Steadfast) *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk& Shelter dk & Web frames* *Ref.Mchy.* *Longitudinal framing*	8424 7553 5222			...		1919	Bethlehem S.B.Corp. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5 len31 FK	56·0	35·2	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38″0	R †
22843 208378 KJWP	— Ⓟ 2*Dks*	2378 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5	46·5	16·2	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"–42" 287NHP MarylandStl.Co.Sparr'Pt.		R
22844 161151 GTKR	**City of Barcelona** *ss*Bkn.No.1–34 GyC. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) E.S.D.	5787 5355 3524	✠100A1 *withfreeboard* 11,35 ~~7,34~~ BS5,34 ✠LMC MS8,34 *Fitted for carrying oil in deep tank and forward peak tank* 5,30 *F.P. above* 150°F.	Bkn ~~Mch~~ Liv	*b*†	CL 7,34	1930 5mo *Lloyd's A&CP*	Barclay, Curle&CoLd. Glasgow	EllermanLinesLd. (HallLine,Ld. *Mgrs.*)	428·0 F34' FK *CellDB*371'1267*tDT a*32'789*t FPT*	58·2	27·3	Liverpool British 7*BHCem* (*Coll toSh dk* 6 „*2nd*„) 129*tAPT*35*t*	T4Cy.23½",40½"&(2)50"–48" & elec. drive from LP (*s*) Turbine 265lb 638NHP 2SB&1AuxB,*10cf*,GS178, HS7276 FD Barclay,Curle&Co.Ld.Gls.	29″9 s3″7¾ 26″4	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
22845 140594 GRCK	**City of Baroda** Ⓟ Fitted for oil fuel D.F. 2Dks Cruiser Stern	7129 6084 4500					1918	Barclay, Curle&Co.Ld. Glasgow	HallLine,Ld.	433·4 P90'B171'F85'	57·2	30·6	Liverpool British WB	T.3Cy.26",44¾"&78"–54" 447NHP Barclay,Curle&Co.Ld.Gls		C BT till ~~7,35~~ 7,36
22846 143224 GBRP	**City of Batavia** (exGanelon) ssHpl.2ndNo.3–4,34 2Dks(Stl)&deepframing	5655 5299 3572	✠100A1 ~~[illegible]~~ ~~5,35~~ 5,36 BS9,35 ✠LMC5,34	Liv Gls	a†	CL ~~3,35~~ 5,36	1907 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Ellerman&BucknallS.S.Co.Ld. CellDBa150'uE23'f181'1049tFPT 88tAPT25t	425·5 P37'B181'F44' FK	53·1	29·3	London British 7BHCem	T.3Cy.28¼",46"&77"–54" (s) 180lb 556NHP 3SB,9cf,GS191,HS7785 FD WallsndSlpwyCo.Ld.Nwc	32 ″ 0 s 6 ″ 2½ 26 ″ 0	
22847 147370 GMPY	**City of Bath** ssHpl.No.2–34 2Dks(Stl) Special Quality Steel Cruiser Stern	5079 4788 3154	✠100A1 ~~5,35~~ ~~9,34~~ 12,35 ✠LMC5,34 BS~~5,36~~ 5,36 Fitted for carrying oil 6,26 F.P. above 150° F. in DT	Shi ~~Mch~~ Liv	z	CL ~~8,34~~ N5,35	1926 6mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB345'1074t DTa30' 705t FPT 132tAPT49t	393·2 P38'B&F310' FK	52·2	28·2	Liverpool British 7BHCem (2 to 2nd dk)	Q.4Cy.21¼"30½"45"&66"–48" 265lb (s) 532NHP 3SB,9cf,GS168,HS7572 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 8 s 4 ″ 3½ 26 ″ 7½	
22848 147284 GKVY	**City of Bedford** ssShl.No.2–32 2Dks(Stl) Cruiser Stern E.S.D. D.F.	6402 6136 4100	✠100A1 ~~6,35~~ ~~9,35~~ 2,36 BS~~10,34~~ 9,35 ✠LMC10,32 Fitted for oil fuel 10,24 F.P. above 150° F.	Syd Liv	a†	CL N3,34	1924 10mo	W.Gray &Co.Ld. Sunderland Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB376'1308t DTa27'712t	430·0 P89'B162'F42' FK	55·1	31·1	Liverpool British 8BHptCem 1 ,, to2nddk	Q.4Cy.24",35",51"&74"–51" & L.P. Turbine with DR gearing & hydraulic coupling (s) 844NHP 250lb HS10913 FD 3SB&1AuxSB,14cf,GS245 Cen.Mar.Eng.Wrks.WHpl	33 ″ 9 s 6 ″ 3½ 27 ″ 8½	
22849 200919 WPCX	**City of Benton Harbor** Ⓟ Pad Wireless 1Dk	1286 — 811					1904	CraigS.B. Co. Toledo,Ohio	GoodrichTransit Co.	251·8	36·5	14·4	Michigan City, Ind. Utd. States	C.3Cy.38"&(2)55"–78" 445NHP CraigS.B.Co.Toledo		
22850 223293 WFCK	**City of Birmingham** Ⓟ D.F. 4Dks	5861 — 4343					1923	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States WB	T.3Cy.26",44"&76"–48" 398NHP NewportNewsSB&DD.Co.		R
22851 137857 GRQP	— ssMch.No.3–5,30 E.S.D. ssGls.No.1–35 2Dks(Stl) Cruiser Stern	5309 5086 3408	✠100A1 ~~7,35~~ ~~1,35~~ 4,36 ✠LMC1,35 BS2,36	Gls Cal	z	CL 12,34	1917 9mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (CityLineLd. Mgrs.) Cell DB347' 1271t DTa 25'709t	391·0 P48'B&F274' FK	54·2	28·9	Glasgow British 7BHCem	T.3Cy.24½",42½"&73"–51" 220lb (s) 581NHP 2SB&1AuxSB,11cf,GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4½ 27 ″ 3½	
22852 118913 MCXZ	**City of Bradford** ssGms.2ndNo.3–1,29 Sub.Sig. ssGms.No.1–33 1Dk(Stl–ws)lower dk fore&after holds deep framing main hold	1360 967 677	✠100A1 1,35 ✠NB12,20 ✠LMC1,35 BS1,35	Gms	p	CL 1,35	1903 9mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	London&North EasternRly. WB= DBa48'uE21'f114' 254tAPT6t	256·5 P61'B75'F39' BK9'	34·5	15·7	Grimsby British 5BHCem	T.3Cy.24½",38"&64"–42" 180lb (r) 356NHP 2SB,6rf,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 ″ 7 s 1 ″ 9¾ 17 ″ 10½	
22853 106276 EIKG	**City of Bremen** (exTeelinHead–34, exAudierne,exDoonass,exWhimbrel) 1Dk	903 763 370					1897	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&ContinentalS.S.Co.Ld.	230·0 P&B123'F59'	32·0	15·3	Dublin British WB	T.3Cy.19",31"&50"–33" 144NH CaledonSB&E.Co.Ld.Dun		C
22854 93135	**City of Bremerton** Ⓟ Wood (exWhatcom,exMajestic)	510 — 346					1901	E.W.Heath EverettWash	PugetSoundNav. Co.(A.M.Peabody, Mgr.)	167·4	48·0	13·7	Seattle, Wash. Utd. States	T.3Cy.18",30½"&51"–28" NB23 138NHP DetroitS.B.Co.Detroit		
22855 143641 GDNX	**City of Brisbane** ssNwc.No.3–7,33 Ref.Mchy. 2Dks(Stl)3rd tr Bin forehold D.F. E.S.D. Cruiser Stern	8006 6822 5062	✠100A1 ~~9,35~~ ~~9,35~~ 2,36 BS4,35 ✠LMC8,32 ✠Lloyd'sRMC~~5,35~~ ~~9,35~~ 2,36 Fitted for oil fuel 6,20 F.P. above 150° F	Bkn ~~Mch~~ Liv	c†	CL N6,33	1920 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	EllermanLines, Ld.(HallLine,Ld. Mgrs.) CellDB414'1388t DTa30' 1147t FPT108t APT52t	463·6 P98'B&F332' FK	58·8	30·9	Liverpool British 7BHptCem	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 3SB&1AuxSB,14cf,GS270, 225lb HS10718 885NHP FD WallsendSlpway&E.CoLd	33 ″ 5 s 5 ″ 7½ 28 ″ 0½	
22856 135427 GCPF	**City of Bristol** 2Dks	6741 6429 4345					1912	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld (HallLine,Ld. Mgrs.)	452·0 P92'B165'F86'	56·6	31·6	Liverpool British WB	T.3Cy.26",44¾"&78"–54" 447NHP WallsendSlpway&E CoLd		C
22857 148707 MNLW	**City of Brussels** ssLon.No.2–34 Mchy.Aft 1Dk(Stl)pt2nd dk(Stl) Cargo battens not fitted in holds	629 564 357	✠100A1 with freeboard 3,35 MS3,34 ✠LMC BS~~3,36~~ 4,36	Lon	j	OG 3,35	1925 11mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	BrusselsS.S.Co.Ld. CellDBf70' 116tFPT54t APT26t	175·1 B14'F21' FK	28·6	15·9	London British 3BHptCem	T.3Cy.15",25"&40"–27" (s) 180lb 88RHP 1SB,3cf,GS63,HS2030 W.Beardmore&Co.Ld.Gls.	17 ″ 0 s 3 ″ 10 13 ″ 3½	
22858 127132 WTCR	**City of Buffalo** Ⓟ Pad 3Dks	2940 — 1604					1896	Detroit DryDockCo. Wyandotte	Cleveland& BuffaloTransitCo.	340·3 len04	43·7	17·0	Wilmgton (Del.) Utd.States	B.C.2Cy.52"–96"&80"–144" NB21 640NHP W&A.FletcherCo.Hobkn.		R
22859 137423 GQZY	**City of Cairo** Ⓟ ssBkn.No.3–8,26 D.F. E.S.D. ssGls.No.2–34 2Dks(Stl–Uws) Cruiser Stern	8034 6263 5088	✠100A1 ~~5,35~~ ~~10,34~~ ~~9,35~~ 4,36 ✠LMC10,34 BS9,35	Gls	c†	CL 10,33	1915 1mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	EllermanLines,Ld (HallLine,Ld. Mgrs.) WB=CellDBa141'uE&B84'f179' 1277t DTa33'937t	449·9 P94'B191'F86' FK	55·7	31·3	Liverpool British 7BHCem	Q.4Cy.26½",38",55"&80"–54" 225lb (s) 774NHP 3SB&1AuxSB,15cf,GS285, HS14040 FD Earle'sCo.Ld.Hull	33 ″ 11 s 6 ″ 1 28 ″ 1½	BT till ~~9,35~~ 9,36
22860 149651 GNLD	**City of Canberra** ssNpt.No.1–32 (Special quality steel) Ref.Mchy. 2Dks(Stl) E.S.D. D.F. Cruiser Stern	7485 6857 4689	✠100A1 8,35 ~~1,35~~ ~~BS12,34~~ ✠LMC1,32 ✠Lloyd'sRMC~~1,35~~ ~~8,35~~ 2,36 BS2,36 Fitted for oil fuel 12,27 F.P. above 150° F. Fitted for carrying oil 12,27 F.P. above 150° F. in DT & FP	NYk Bkn	c†	CL N7,33	1927 12mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (Ellerman&BucknallS.S.Co.Ld. Mgrs.) Duct keel 144' fwd. of boiler space CellDB395'1400t DTa35' 1037t FPT 125tAPT72t	453·2 P83'B162'F89' FK	57·8	31·9	Liverpool British 7BHptCem	Q.4Cy.25¾",37½",54"&78½"–54"Elec.drive from L.P. Turbine 265lb. (s)984NHP 4SB,16cf,GS277,HS12052 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s 6 ″ 4½ 28 ″ 4½	
22861 146325 GJQZ	**City of Canterbury** Ⓟ 2Dks D.F. Cruiser Stern	8331 6415 5290					1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	CityLine,Ld.	448·4 P&B295'F103'	56·4	31·4	Glasgow British WB	Q.4Cy.26¾",38½",55½"&80"–51"&Elec.Drive from L.P. Turbine 673NHP WallsendSlpway&E.CoLd		C BT till ~~[illegible]~~ 6,36
22862 137520 GRBJ	**City of Canton** ssSws.No.3–12,28 ssHpl.No.1–33 2Dks(Stl)	6692 6373 4271	✠100A1 ~~11,35~~ ~~9,35~~ MS1,33 ✠LMC BS~~1,34~~ 6,35	Liv	b†	CL ~~6,35~~ 11,35	1916 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	EllermanLines,Ld (HallLine,Ld. Mgrs.) CellDB403'1312t DTa39'1068tFPT87t APT40t	450·7 P89'B192'F89' FK	56·9	31·1	Liverpool British 7BHCem	2 Steam Turbines SR geared to 1 Screw Shaft 190lb (s) 751NHP 3SB,12cf,GS228,HS8940 FD WallsendSlpway&E.CoLd	33 ″ 5 5 ″ 11½ 27 ″ 8¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 16 Registers in which classed, if not L.R. Date of B. of Trade
22863 140556 GMXP	**City of Cardiff** (exLangtonHall) ssLiv.No.3-7,30 ssGls.No.1-34 2Dks(Stl) CruiserStern	5661 5383 3601	✠100A1 ~~7,35~~ ~~11,34~~ 12,35 BS~~1,35~~ 12,35	Gls ~~Hul~~ Mch ✠LMC1,34	z	CL ~~11,33~~ 12,35	1918 1mo	Craig, Taylor&Co.Ld. Stockton Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	403·5 P88'B153'F85' CellDB343'1240t DTa30'746t	54·4	29·8 FK	Liverpool British 7BHCem	T3Cy.24½",42¼"&73"-51"(s) 220lb HS7705 FD 552NHP 2SB&1AuxSB,11cf,GS185, NE.MarineEng.CoLdNwc	32 ″ 3 s 5 ″ 1¾ 27 ″ 4	
22864 223221 WFCL	**City of Chattanooga** Ⓟ D.F. 4Dks	5861 — 4343					1923	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States	T.3Cy.26",44"&76"-48" 398NHP NewportNewsSB&DD.Co.		R
22865 143088 GBDY	**City of Christchurch** (exLorenzo, exAschenburg) ssNwc.No.3-6,28 ssHpl.No.1-32 1Dk(Stl)2nddk(Stl)in No.1hold	6009 5659 3753	✠100A1 ~~8,35~~ ~~1,35~~ 4,36 BS~~6,34~~ 6,35	Cal ~~Liv~~ NYk ✠LMC11,52	d†	CL ~~11,33~~ 6,35	1915 7mo	J.C.Tecklenborg, A.G. Wesermünde-G.	Ellerman&BucknallS.S.Co.Ld.	470·5 P62'UpperF52' B&F394' CellDBa160'uE40f202' 1612t FPT120tAPT81t	62·1	25·3 FK	London British 7BHCem	Q.4Cy.$27\frac{5}{16}$"$39\frac{5}{16}$"$55\frac{7}{8}$"&$82\frac{11}{16}$" -$55\frac{1}{16}$" 213lb (r) 725NHP 4SB,12cf,GS225,HS10120FD J.C.TecklenborgA.G.Wsm	28 ″ 0 s 3 ″ 10 24 ″ 5	
22866 145882 GFMV	**City of Christiania** ssLon.No.3-10,33 2Dks(Stl) CruiserStern	4940 4627 3031	✠100A1 ~~11,35~~ ~~9,34~~ 4,36 BS11,35 MS5,34 Fitted for oil fuel 10,21 F.P. above 150° F.	Sws Cff ✠LMC ~~BS9,34~~	y	CL ~~4,33~~ 11,35	1921 8mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	EllermanLines,Ld. (HallLines,Ld. Mgrs.)	380·1 P85'B&F266' CellDB320'965tDTa27' 660t FPT72tAPT69t	53·0	28·5 FK	Liverpool British 6BHptCem	T.3Cy.24",41"&71"-48" (s) 225lb 550NHP 3SB,9cf,GS184,HS7960 FD Earle'sCo.Ld.Hull	30 ″ 9 s 4 ″ 0 26 ″ 11¾	
22867 204080 WNCM	**City of Cleveland III** Ⓟ Pad (exCity of Cleveland) D.F. GyC. 4Dks	4568 — 2403					1907	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	390·0	54·2	22·3 WB	Detroit, Mich. Utd. States	C.3Cy.54"&(2)84"-96" 1152NHP DetroitS.B.Co.Detroit		
Broken up 22868	**City of Columbus** Ⓟ 3Dks	5433 — 4111					1904	Delaware RiverCo. Chester,Pa.	CantieriRiuniti dell'Adriatico	377·5	49·0	27·0	Trieste Italian WB	T.3Cy.28",46"&75"-48" 390NHP DelawareRiverCo.Chester		R
22869 140555 GRBL	**City of Corinth** ssNwc.No.3-2,30 ssGls.No.1-34 2Dks(Stl) CruiserStern	5318 5085 3424	✠100A1 11,35 ~~2,35~~ BS~~6,35~~ 4,36 Carrying oil fuel F.P. above 150°F. in DB Fitted for oil fuel 5,19 F.P. above 150° F.	NYk Hpl ✠LMC5,34	z	CL 6,34	1918 1mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	Ellerman Lines,Ld (HallLine,Ld. Mgrs.)	391·0 P84'B&F274' CellDB347'1271tDTa25'709t	54·2	28·9 FK	Liverpool British 7BHCem	T.3Cy.25½",42¾"&73"-51" 220lb (s) 581NHP 2SB&1AuxSB,11cf,GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4¼ 27 ″ 3½	
22870 82018 EIJV	**City of Cork** (exMerannio) Iron Well deck 1Dk3trB	939 756 563			...		1881	W.Gray&Co. Hartlepool	Saorstat&ContinentalS.S.Co.Ld.	216·0 P26'Q48'B60'F26'	31·2	13·7 BK7"	Dublin British WB	C.2Cy.27"&50½"-33" NB00 99RHP Blair&Co.(Lim.),Stockton	16 ″ 2	C †
22871 221006 KDNP	**City of Dalhart** Sub.Sig. OilEng. GyC. 2Dks Longitudinal framing	5878 — 3689					1921	Oscar DanielsCo. Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9 P34'B118'F38'	54·2	31·3	Tampa,Fla Utd. States WB	Oil Engines 2S.C.SA 6Cy.30"-52" 938NHP Busch-SulzerDiesel Eng.Co.St.Louis,Mo.		R
22872 219277 KOPV	**City of Dallas** (exLakeFillion) Fitted for oil fuel Sub.Sig. 1Dk2trB	2559 2203 1586			...		1919	Toledo S.B.Co. Toledo,O.	SouthernS.S.Co.	251·0 P25'B64'F23'	43·6	25·8 FK	Phildlphia Utd. States WB	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
22873 148871 GLBW	**City of Delhi** ssLiv.No.2-33 Ref.Mchy. 2Dks(Stl) E.S.D. CruiserStern D.F.	7443 7127 4731	✠100A1 ~~6,35~~ ~~2,35~~ 9,35 MS2,33 Lloyd'sRMC~~2,35~~ ~~8,35~~ 4,36 Fitted for oil fuel 7,25 F.P.above 150° F.	Bkn ~~Mel~~ Mch ✠LMC BS2,35	c†	CL ~~2,34~~ ~~5,35~~ 8,35	1925 7mo	WearShipyard of W. Gray&Co.Ld. Sunderland Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.)	450·5 P74'B&F317' CellDB396'1471tDTa30'845t	58·6	32·1 FK	Glasgow British 8BHptCem 1 ,, to2nd dk	Q.4Cy.24",35",51"&74"-51" &L.P.Turbine withD.R. gearing&hydrauliccouplng 250lb (s) 845NHP 4SB,12cf,GS230,HS10960FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9 s 5 ″ 11¼ 29 ″ 0¾	
22874 146175 GFWC	**City of Derby** (exKaronga) ssNwc.No.3-5,34 2Dks(Stl) E.S.D. CruiserStern	6616 6246 4190	✠100A1 ~~3,35~~ ~~12,34~~ 12,35 MS5,34 Fitted for oil fuel 11,21 F.P. above 150° F.	NYk ~~Nwc~~ ✠LMC BS~~2,34~~ 10,35	b†	CL N5,34	1921 11mo	W.Gray&Co.(1918) Ld. Sunderland Lloyd'sA&CP	Ellerman&BucknallS.S.Co.Ld.	433·0 P89'B&F308' CellDB385'1468tDTa27'778t	57·4	30·2 FK	London British 7BHptCem	2SteamTurbinesDRgeared to1Sc.Shaft 225lb (s) 767NHP 3SB,12cf,GS231,HS8946 FD CenMarE.Wrks.Ld.W.Hpl	32 ″ 10 s 5 ″ 0 28 ″ 0¾	
22875 209571 WNCN	**City of Detroit III** Ⓟ Pad D.F. GyC. 1Dk2trB	6061 — 3328					1912	DetroitS.B Co. Wyandotte	Detroit and ClevelandNav.Co.	455·8	55·5	22·5 WB	Detroit, Mich. Utd. States	C.3Cy.62"&(2)92"-102" 1425NHP DetroitSB.Co.Detroit Mich		
22876 160254 GSVQ	**City of Dieppe** ssMch.No.1-33 Ref.Mchy. 2Dks(Stl) E.S.D. D.F. CruiserStern	8001 7215 5000	✠100A1 ~~5,36~~ ~~12,34~~ 12,35 MS12,33 ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 12,35 Fitted for carrying oil (6,29) F.P.above 150° F. in deep tank,forepeak tank&afterpeak tank Fitted for oil fuel 6,29 F.P.above 150°F	Bkn Mch ✠LMC BS~~8,34~~ 12,35		CL 8,34	1929 6mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.)	501·8 P84'B180'F107' len34 IntermediateBHdispensedwith fwd. of mchy. space Duct keel CellDB403' 1455t DTa35'943t FPT394tAPT93t	58·2	32·2 FK	Glasgow British 7BHCem	Q.4Cy.26¼",38",54½"&79½" -54"&LP Turbine with DR gearing & hydraulic coupling 255lb (s) 1088NHP 4SB,16cf,GS291,HS12792 FD Cen.Mar.EWrksLd.WHpl	35 ″ 0 s 6 ″ 4¼ 28 ″ 11½	
22877 85157 EIJY	**City of Dublin** (exMallard) Iron Well deck 2Dks	1095 954 667			...		1882	Gourlay Bros.&Co. Dundee	Saorstat&ContinentalS.S.Co.Ld.	225·0 P130'F36'	33·1	17·4 BK8"	Dublin British WB	C.2Cy.30"&54"-36" NB07 130NHP GourlayBros.&Co.Dundee	19 ″ 6	C †
22878 143734 GDPY	**City of Dundee** (exSandonHall) ssAnt.No.3-7,33 2Dks(Stl) CruiserStern	5273 4999 3309	✠100A1 8,35 ~~11,34~~ BS11,35 MS7,33 Fitted for oil fuel 5,21 F.P. above 150° F.	Gls Liv ✠LMC ~~BS11,34~~	z	CL ~~8,32~~ 8,35	1921 3mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	406·0 P80'B147'F78' CellDB349'1115tDTa27'668t	52·1	29·2 FK	Liverpool British 8BHptCem	2SteamTurbinesDRgeared to1Sc.Shaft (s) 609NHP 220lb HS7978 FD 2SB&1AuxSB,10cf,GS202, Palmers'Co.Ld.Newcastle	31 ″ 8 s 5 ″ 2¾ 26 ″ 8	
22879 131464 GQZT	**City of Dunkirk** Fitted for oil fuel 2Dks	5861 5537 3759					1912	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	420·7 P82'B150'F41'	54·2	30·3	Liverpool British WB	T.3Cy.24½",42¼"&74"-48" 379NHP Barclay,Curle&Co.Ld.Gls.		C
22880 145892 GDSN	**City of Durban** ssCal.No.3-9,33 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5850 4249 3672	✠100A1 Shelter dk with freeboard 1,36 ~~2,34~~ MS4,33 Fitted for oil fuel 1,22 F.P. above 150° F.	Gls Bkn ✠LMC BS~~7,34~~ 7,35	y	CL ~~6,33~~ 4,35	1921 3mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	379·7 F40'on Shelter dk Collision CellDB319'938t	52·1	26·6 FK	Liverpool British Cem BHtoSh dk 5 ,, ,, U ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 607NHP 3SB,9cf,GS179,HS7825 FD Earle'sCo.Ld.Hull	36 ″ 9 s 10 ″ 4¾ 26 ″ 7½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote n'est dans le L.R. Durée Cert. Réfrig.
22881 147213 GJVB	**City of Eastbourne**	ssLiv.No.2–32 2 *Dks(Stl)* *Cruiser Stern*	5563 5300 3509	✠100A1 3,35 BS3,35 ✠LMC8,31 *Fitted for oil fuel* 5,23 *F.P. above* 150° F. *Carrying vegetable oil in 'tween deck tanks*	Mdb	*z*	CL N8,34	1923 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	406·2 P87'B&F287' FK *CellDB*355'1310*t*	54·2	28·8	Liverpool British 8*BHptCem* *DTa*28'1062*t*	T.3Cy.24½",42½"&74"–51" (*s*) Electric drive from L.P. Turbine 225lb 690NHP 3SB,*11cf*,GS212,HS8544 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 6½ 27 ″ 1½	
22882 220962 KDMV	**City of Elwood** Sub.Sig. GyC.	*OilEng.* 2 *Dks* *Longitudinal framing*	6197 — 3822					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"–52" NE29 945NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		R
22883 127242 WTCS	**City of Erie** Ⓟ	Pad	2499 — 1280					1898	DetroitDry DockCo. Detroit,Mich.	Cleveland& BuffaloTransitCo.	316·0 78' *over guards*	44·0	18·0	Wilmgton (Del.) Utd.States	B.C.2Cy.54"–96"&80"–144" 640NHP W.&A.FletcherCo. Hoboken,N.J.		
22884 145960 GJNF	**City of Evansville**	ssHul.No.5–3,35 ~~ssNwc.No.2–30~~ 2 *Dks(Stl)* *Cruiser Stern*	6528 6203 4141	✠100A1 ~~3,253,34~~ 9,35 ~~BS8,34~~ 9,35 ✠~~LMC3,30~~ MS3,34 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Shl ~~Hul~~ NYk	*b*†	CL 12,34	1922 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*)	433·2 P88'B&F307' FK *CellDB*379'1475*t*	57·3	30·1	Liverpool British 8*BHptCem* *DTa*27'715*t*	T.3Cy.25¼",42½"&74"–51" L.P.Turbine with DRgearing&hydraulic coupling 225lb (*s*) 729NHP 3SB,*12cf*,GS230,HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s 5 ″ 0¼ 28 ″ 1½	
22885 136297 GQZW	**City of Exeter** Ⓟ D.F. E.S.D.	TwinSc 2 *Dks*	9623 7568 6135					1914	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	486·7 P98'B219'F88'	58·9	32·6	Glasgow British *WB*	Q.8Cy.22",31½",46"&66"–45" 584NHP Wrkman,Clark&Co.LdBel		C BT till ~~8,35~~ 8,36
22886 218682 KISR	**City of Fairbury** Sub.Sig. D.F. GyC. E.S.D.	*Fitted for oil fuel* 2 *Dks & Web frames*	5053 4740 3094			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
22887 219614 KUCV	**City of Flint** Sub.Sig.	*Fitted for oil fuel* 2 *Dks*	4963 4598 3033					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo Schenectady,N.Y.		R
22888 229316 WDCI	**City of Flint 32** D.F. GyC.	TwinSc (*CarFerry*) 2 *Dks*	3327 — 762					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5	57·0	22·5	Ludington Mich. Utd.States	2SteamTurbines connected to Elec.Motor&Screw Shafts 1200NHP GeneralElectricCo., Schenectady,N.Y.		
22889 140559 GRCJ	**City of Florence**	ssNwc.No.3–10,30 *CruiserStern* 2 *Dks(Stl)* ssHpl.No.1–35	6862 6512 4391	✠100A1 ~~3,259,34~~ ~~10,30~~ 5,36 11,34 ✠LMC ~~MS10,30~~ BS~~4,34~~6,35 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	NYk Hpl Nwc	*b*†	CL ~~9,33~~ ~~2,35~~ 5,36	1918 2mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	448·8 P104'B171'F93' FK *CellDB*398'1636*t*	56·2	31·4	Liverpool British 7*BHCem* *DTa*24'806*t*	T.3Cy.26½",44½"&77"–51" 220lb (*s*) 621NHP 3SB,*12cf*,GS226,HS8726 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s 6 ″ 0½ 28 ″ 2½	
22890 220347	**City of Fort Worth**	*Fitted for oil fuel* *Longitudinal framing*	6501 5614 4016			...		1920	G.A.Fuller Co. Wilmington, N.Carolina	UnitedStates ShippingBoard Bureau	395·3 P45'B109'F38'	55·1	31·4	Wilmgton (N.C.) Utd.States	T.3Cy.24½",41½"&72"–48" 359NHP BadenhausonCo.Phl.		
22891 219248 KONM	— (*ex*LaCrosse) Sub.Sig.	*Fitted for oil fuel* 1 *Dk 2trB*	2606 2261 1612			...		1919	McDougall DuluthCo. Duluth,Minn	SouthernS.S.Co.	251·0 P25'B64'F20' FK	43·7	25·8	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougall-DuluthCo.	28 ″ 2	R †
22892 80452 EIKJ	**City of Ghent** (*ex*Wicklow Head–34,*ex*City of Munich,*ex*Hungarian)	Iron ssBel.5thNo.3–4,32 1 *Dk(Irn–ws)2trB*	1457 1210 827	✠100A1 3,36 ~~11,31~~ ✠NB5,92 ✠LMC MS5,31 BS~~5,34~~8,36	Dub Ant	*q*	CL 11,34	1879 3mo	Blackwood &Gordon Pt.Glasgow A&CP	Saorstat&ContinentalS.S.Co.Ld.	260·7 Q52'B66'F32' BK9" *DBa*76'*f*106'280*t*	35·8	17·2	Dublin British 4*BHCem* *QuE&B*46'	C.2Cy.30"&59⅝"–36" (*r*) 90lb *100lb* NDB20 150NHP 1DB,*6pf*,GS85,HS2057 Blackwood&Gordon,P.Gl.	19 ″ 11 s 2 ″ 5½ 18 ″ 3	
22893 143700 GDRS	**City of Glasgow** *Ref.Mchy.* E.S.D.	ssNwc.No.3–6,33 2 *Dks(Stl)* *CruiserStern*	5321 5086 3401	✠100A1 ~~5,35~~ ~~10,34~~ 2,36 BS6,35 ✠LMC6,33 ✠Lloyd'sRMC~~10,34~~ 2,36 ~~5,35~~ *Fitted for oil fuel* 12.20 *F.P. above* 150° F.	Gls ~~Liv~~ Bkn	*z*	CL ~~5,33~~ 2,36	1920 12mo	W.Gray& Co.(1918)Ld WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	391·3 P84'B&F274' FK *CellDB*342'1243*t*	54·2	28·9	Liverpool British 8*BHCem* *DTa*25'645*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 632NHP 3SB,*10cf*,GS196,HS7952 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4½ 27 ″ 3½	
22894 210065 KFIS	**City of Grand Rapids** Ⓟ *Mchy.Aft*	3 *Dks*	3061 — 1572					1912	American S.B.Co. Cleveland,O.	MichiganTrustCo.	291·0	48·0	27·0	Duluth, Min. Utd.States	T.4Cy.26",42"&(2)51"–42" 337NHP AmericanS.B.Co.Clevelnd		
22895 140630 GRBZ	**City of Guildford** (*ex*Romeo)	ssNpt.No.3–1,32 2 *Dks(Stl)* *Cargo battens not fitted in 'tween dks*	5157 4823 3236	✠100A1 7,35 ~~11,34~~ BS1,35 ✠LMC1,32	Bal Mch	*z*	CL 6,34	1919 6mo	W.Gray& Co.(1918)Ld WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	400·0 P49'B219'F39' FK *CellDB*345'1129*t* *FPT*129*t*	52·3	28·5	Liverpool British 7*BHptCem* *APT*61*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 4 ″ 9¾ 26 ″ 5½	
22896 217456 KEGF	**City of Hamburg** Ⓟ E.S.D. GyC. *Ref.Mchy.* D.F.	(*ex*Eclipse) *Fitted for oil fuel* 1 *Dk & Shelter dk & Web frames* *Longitudinal framing*	8424 7553 5222			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5 len31 FK	56·0	35·2	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †
22897 153423 CYJT	**City of Hamilton** *Mchy.Aft*	2 *Dks*	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0 F37'	38·1	20·7	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
22898 137452 GMDZ	**City of Hankow** D.F.	ssGls.No.3–5,27 ssGls.No 2–35 ~~ssGls.No.1–31~~ 2 *Dks(Stl)* *Cruiser Stern*	7360 7108 4735	✠100A1 ~~6,251,35~~ 1,36 BS1,35 ✠LMC~~1,35~~ MS3,34	Gls Sba	*c*†	CL 1,35	1915 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Montgomery& Workman(1920) Ld.(HallLineLd. *Mgrs.*)	465·4 P107'B171'F100' FK *Cell DBa* 168' *uE&B*45' *f*200'1733*t*	58·2	31·8	Liverpool British 7*BHCem* *DTa*24'816*t*	Q4Cy26½",37½",54"&78"–54" & L.P.Turbine with DR gearing & hydraulic coupling (*s*) 853NHP 225lb HS10936 FD 3SB&1AuxB,*15cf*,GS277, Cen.Mar.Eng.WrksW.Hpl	34 ″ 8 s 6 ″ 4½ 28 ″ 6¾	

1 No. in Book. Official No. Code Letters	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
22899 217060 WXIA	**City of Havre** Ⓟ (*ex*Victorious) *Fitted for oil fuel* E.S.D. GyC. 1*Dk&Shelter dk* *Ref.Mchy.* D.F. *& Web frames* *Longitudinal framing*	8424 — 5222			...		1918	Bethlehem S.B.Corp,Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5 len31	56·0	35·2 FK	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J	38 " 0	R †
22900 149618 GMXC	**City of Hereford** *ss*Liv.No.2-35~~*ss*Liv.No.1-31~~ 2*Dks*(*Stl*) *CruiserStern* *SpecialQualitySteel*	5101 4825 3215	✠100A1 ~~6,30 1,35~~ 11,35 ~~BS6,34~~ ✠~~LMC6,31~~ ~~[illegible]~~ 5,35 *Carrying oil fuel F. P. above 150° F.*	Gls ~~Liv~~Ant	*y*	CL ~~10,33~~ 11,35	1927 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP in DT*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *CellDB335' 976t DTa28' 745tFPT92t*	385·4 P31'B111'F37'	51·7	30·3 FK	Liverpool British 7*BHCem* 1 „ *to 2nd dk*	T.3Cy.24",41¼"&72½"-48" 225lb (*s*) 523NHP 2SB&1AuxSB, FD 9*cf*,GS184,HS7183 Barclay,Curle&Co.Ld.Gls.	32 " 8 s 6 " 6½ 26 " 4	
22901 126988 KFES	**City of Holland** Ⓟ (*ex*City of MackinnacII,*ex*CityofMackinnac) Pad 2*Dks*	1749 954 1278					1893	Detroit DryDockCo. Wyandotte	MichiganTrustCo.	266·0	38·6	13·4	Duluth, Minn. Utd.States	BmC.2Cy.42"-88"&66"-132" W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
22902 147140 GJZN	**City of Hongkong** Ⓟ *ss*Lon.No.2-32 E.S.D. 2*Dks*(*Stl*) D.F. *CruiserStern*	9606 7612 6071	✠100A1 ~~7,351,35~~ 2,36 ~~BS8,34~~ ✠LMC8,32 7,35 *Fitted for oil fuel* 5,24 *F.P. above 150° F.*	Hul ~~Mdb~~Gls	*d*†	CL ~~1,33~~ 7,35	1924 5mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	EllermanLinesLd. (CityLine,Ld. *Mgrs.*) *CellDB412'1696tDTa36'1044tFPT60tAPT80t*	470·2 P40'B&F394'	61·5	32·2 FK	Hull British 9*BHptCem* 1 „ *to 2nddk*	Q.4Cy.26½",38",55"&80"-54" &Electric drive from L.P. turbine 225lb (*s*) 955NHP 4SB,16*cf*,GS311,HS12840 FD Earle'sCo.Ld.Hull	34 " 9 s5 " 11¾ 29 " 0¾	BT till ~~8,35~~ 7,36
22903 219228 KONS	**City of Houston** (*ex*LakeStrymon) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn.	SouthernS.S.Co.	251·0 P25'B64'F20'	43·6	26·2 FK	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 " 2	R †
22904 143712 GDVN	**City of Johannesburg** (*ex*MelfordHall) *Fitted for oil fuel* *CruiserStern 2Dks*	5669 5394 3583					1920	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	417·2 P107'B&F287'	54·8	29·0	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Barclay,Curle&Co.Ld.Gls.		C
22905 219745 KUJR	**City of Joliet** *Fitted for oil fuel* 1*Dk&Shelter dk & Web frames* Sub.Sig. *Longitudinal framing*	6167 5630 3804			...		1920	G.A.Fuller Co. Wilmington, N.Carolina	LykesBros.- RipleyS.S.Co.Inc.	395·3 P45'B110'F38'*on Shelter dk*	55·1	31·4 FK	Houston Texas Utd.States *WB*	T.3Cy.24⅞",41½"&72"-48" 590NHP Hooven,OwensRent- schlerCo.Hamilton,O.	34 " 11	R †
22906 225904	**City of Keansburg** Ⓟ 1*Dk*	1038 — 551					1926	H.A.Mar- vel Newburg.NY	KeansburgSteam- boatCo.	231·0	43·0	12·0	Perth Amboy,N.J Utd.States	C.2Cy.44"-26" NE18*refitted*26 82NHP GeneralOrdnanceCo. Denver,Cal.		
22907 Broken up ~~133310~~ ~~GNBX~~	**City of Khartoum** (*ex*Karroo) *ss*Lth.No.3-2,26 *ss*Cff.No.1-30 2*Dks*(*Stl*)	6132 5849 3931	✠~~100A1~~ 12,33 ~~[illegible]~~ ✠~~[illegible]~~	Cff	*a*†	CL 7,33	1913 5mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	~~Ellerman&Buck-nallS.S.Co.Ld.~~ *WB = Cell D Ba 147' uE&B36' f182' 1159t DTa33'986t*	430·8 P71'B171'F42'	54·1	31·2 FK	Italian 7*BHCem*	T.3Cy.25½",43½"&76"-51" 220lb (*s*) 601NHP 3SB,11*cf*,GS210,HS8401 FD Palmers'Co.Ld.Newcastle	33 " 7 ~~s3 " 6½~~ ~~27 " 2¾~~	
22908 147293 GKYB	**City of Khios** (*ex*RydalHall) *ss*Mch.No.2-33 2*Dks*(*Stl*) *CruiserStern*	5574 5283 3537	✠100A1 9,35 ~~2,35~~ ✠LMC MS6,33 BS12,34	Sng Sba	*z*	CL 2,35	1925 1mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB339'1114tDTa27'726t*	400·0 P68'B&F269'	55·0	29·7 FK	Liverpool British 7*BHptCem* 1 „ *to2ndDk*	T.3Cy.23½",40½"&71"-48" & L.P.Turbine with D.R. gearing & hydraulic coup- ling 225lb (*s*) 550NHP 2SB,8*cf*,GS154,HS6284 FD Barclay,Curle&Co.Ld.Gls	32 " 0 s4 " 10 27 " 4	
22909 148579 GLCM	**City of Kimberley** *ss*Bel.No.2-33 D.F. 2*Dks*(*Stl*) E.S.D. *CruiserStern*	6169 5883 3954	✠100A1 ~~8,33~~ 3,35 4,36 BS5,35 ✠LMC MS11,33 ~~BS8,34~~ *Fitted for oil fuel* 4,25 *F.P. above 150° F.*	NYk ~~Gls~~ Npt	*a*†	CL ~~10,33~~ 8,35	1925 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP,*	Ellerman&Buck- nallS.S.Co.Ld. *CellDB360'1297tDTa24'704t*	416·1 P68'B&F288'	56·3	30·2 FK	London British *ptCem* 6 *BH to Udk* 2 „ „ *2nd* „	T.3Cy.24½",42½"&74"-51"(*s*) &Electric drive from L.P. turbine 225lb 682NHP 3SB,12*cf*,GS207,HS8379 FD Cen.Mar.Eng.Wrks.WHpl	32 " 8 s 5 " 1¾ 27 " 9¼	
22910 152837 CYJV	**City of Kingston** *Mchy.Aft* 2*Dks*	1690 1412 1013					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·3 F37'	38·1	23·2	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
22911 147266 GKVN	**City of Kobe** (*ex*Malvernian) *Fitted for oil fuel* *CruiserStern*	4373 4100 2743					1924	Ramage& Ferguson,Ld. Leith	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	367·1 P37'B162'F80'	49·7	27·4	Liverpool British *WB*	T.3Cy.23½",41"&68"-45" 310NHP Ramage&Fergusn,Ld.Lth		C
22912 147242 GJZV	**City of Lancaster** *ss*Nwc.No.3-2,29 *ss*Liv.No.1-34 *Well deck* 1*Dk*(*Stl*)2*ndDk*(*Stl*) *CruiserStern in Nos.1&2 holds*	3040 2774 1923	✠100A1 ~~4,35~~11,35 BS9,35 ✠LMC MS1,34 ~~BS8,34~~	Hul	*v*	CL ~~12,32~~ 11,35	1924 2mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	EllermanLines,Ld. *CellDB285' 805t DTf23'462tAPT29t*	335·2 P&B219'F41' len29	45·0	22·6 FK	Liverpool British 6*BHptCem*	T.3Cy.20",35"&60-42" (*s*) 225lb 362NHP 3SB,9*cf*,GS160,HS5198 FD Palmers'Co.Ld.Newcastle	24 " 10 s4 " 3½ 22 " 4¼	
22913 113248 MFTZ	**City of Leeds** *ss*Gms.2ndNo.3-1,30 *ss*Gms.No.1,33 1*Dk*(*Stl*-ws)*lower dk fore&after holds* Sub.Sig. *deep framing main hold*	1361 967 678	✠100A1 10,34 ✠NB8,21 ✠LMC11,33 BS10,34	Gms	*p*	CL 10,33	1903 7mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	London&North EasternRailway *WB=DBa48'uE21'f114'*	256·5 P61'B75'F39'	34·5	15·7 BK9"	Grimsby British 5*BHCem* 254*tAPT*6*t*	T.3Cy.24½",38"&64"-42" (*r*) 180lb *100lb* 356NHP 2SB,6*cf*,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 " 7 s 1 " 9¾ 17 " 10¼	
22914 147349 GMDK	**City of Leicester** *ss*Ant.No.2-34 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern*	3351 3103 1994	✠100A1 *withfreeboard* 11,35~~4,35~~ ✠LMC MS4,34 ~~BS7,34~~ 7,35	Ant	*w*	CL ~~8,33~~ 11,35	1926 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	EllermanLinesLd. *CellDB299'717tFPT100tAPT163t*	345·0	47·5	23·6 FK	Liverpool British 6*BHpt Cem* *Coll BH to Sh dk*	T.3Cy.21¼",36"&62"-45" (*s*) 220lb 389NHP 2SB,6*cf*,GS127,HS5558 FD Cen.Mar.Eng.Wrks.WHpl	26 " 0 s 2 " 2½ 24 " 0	
22915 149679 GSLN	**City of Lille** *OilEng.* *ss*Gls.No.1-32 2*Dks*(*Stl*) GyC. *CruiserStern* E.S.D. D.F.	6588 6184 4052	✠100A1 ~~6,30~~ ~~8,34~~5,36 ~~DBS8,34~~ ✠LMC4,32 6,35 *Carrying oil F.P. above 150° F. in lowest & intermediate DT abaft engine room, fwd DT & fore & after peaks*	Nwc ~~Liv~~Npt	*c*†	CL ~~4,32~~ 3,35	1928 7mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Duct keel fwd of mchy space* *CellDB380'1277tDTsa26'1316tDTf22'710t*	447·7 P70'B&F312'	57·9	30·1 FK	Liverpool British 8*BHptCem* 1 „ *to2nd dk*	Oil Engines 2S.C.SA 4Cy 26¾"-107" 882NHP DB*100lb* DB*20lb* Barclay,Curle&Co.Ld.Gls. *FPT*130*tAPT*77*t*	33 " 11 s 5 " 7¼ 28 " 7	
22916 124162 GCPX	**City of London** Ⓟ D.F. 2*Dks* E.S.D.	8956 7084 5714					1907	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	491·0 P85'B203'F83'	57·8	32·5	Glasgow British *WB*	Q4Cy.31¾"45"64½"&92½"-60" 660NHP Wrkman,Clark&Co.Ld Bel		C BT till ~~6,35~~ 6,36

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Enregistrés ou cotés, ou non dans le L.R. Durée Cert. Refrig.
22917 149965 MNYL	City of London ssAnt.No.2-36 ~~Lon.No.1-32~~ Mchy.Aft 1Dk(Stl)pt2nd dk(Stl)	633 567 356	✠100A1 withfreeboard 4,36 ~~8,33~~ BS 4,36 ✠LMC MS2,36	Lon Ant	j	OG ~~2,35~~ 3,36	1927 12mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	BrusselsS.S.Co.Ld. CellDBf70'11	175·1|28·6|15·9 B14'F22' FK 6tFPT54tAPT26t	London British 3BHCem	T.3Cy.15",25"&40"-27" (s) 180lb 88RHP 1SB,3cf,GS63,HS1955 W.Beardmore&Co.Ld. Coatbridge	17 " 0 s 3 " 10 13 " 3¼	
22918 215153 KOZC	City of Los Angeles Ⓟ TwinSc (exAeolus, Fitted for oil fuel exGrosserKurfürst) 4Dks5trB Ref.Mchy. GyC. D.F.	12642 10248 6992					1899	F.Schichau Danzig	MatsonNavigationCo.	560·6|62·3|35·9 P&B408'F84'	LsAngeles, Cal. Utd.States WB	2SRGearedSteamTurbines NE&B24 BethlehemS.B.Corp Quincy,Mass.		R
22919 127035 WRCB	City of Lowell TwinSc D.F. 2Dks	2975 — 1877					1894	BathIron Works Bath,Me.	NewEnglandS.S.Co.	322·3|49·7|17·7	N.Lndn,Ct Utd.States	T.6Cy.26",40"&64"-36" 492NHP BathIronWorks,Bath,Me.		
22920 147353 GMCN	City of Lyons ssLiv.No.2-33 2Dks(Stl) CruiserStern	7063 6795 4461	✠100A1 ~~8,33~~ ~~9,34~~ 5,36 ✠LMC MS11,33 BS~~5,34~~8,35 Fitted for oil fuel 2,26 F.P. above 150° F.	Ant ~~NYk~~ Cal	c†	CL 5,34	1926 2mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB388'1337t DTf15'518tD	455·5|58·1|31·8 P44'B&F309' FK Ta30'838tFPT165t	Liverpool British 9BHptCem (2to2nddk) APT69t	3SteamTurbinesSRgeared to1Sc.Shaft (s) 240lb 150lb 709NHP 3SB,12cf,GS228,HS9069 FD WllsndSlpwy.Co.Ld.Nwc.	34 " 4 s 6 " 4 28 " 2¼	
22921 123657 MCLS	City of Malines (exPrince Léopold) ssYar.2ndNo.3-7,30 ssYar.No.1-34 1Dk(Stl)	373 275 150	✠100A1 11,35 ~~7,34~~ ✠LMC7,34 BS11,35	Yar	f	6,34	1905 5mo Lloyd	Mackay Bros. Alloa 'sA&CP	GreatYarmouth ShippingCo.Ld.	135·0|23·6|11·9 P15'Q67'F21' B on Q8' FK	Yarmouth British 4BHCem APT15t	T.3Cy.13",22¼"&36"-24"(s) 160lb 50lb 78RHP 1SB,2pf,GS48,HS1379 MacColl&Pollock,Ld.Sld.	12 " 6 s 3 " 4½ 11 " 11½	
22922 147942 GKZD	City of Mandalay ssGls.No.2-33 E.S.D. 2Dks(Stl) D.F. CruiserStern	7028 6669 4497	✠100A1 ~~1,33~~ ~~6,34~~ 12,35 BS 4,35 ✠LMC5,33 Fitted for oil fuel 1,25 F.P. above 150° F.	Liv ~~Gls~~ Ant	c†	CL 6,34	1925 1mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.)	443·2|57·9|31·9 P43'B&F303' FK CellDB374'1328t	Glasgow British 8BHptCem (1to2nddk) DTa30'928t	T.3Cy.25½",43¾"&76½"-54" &ElectricDrivefromL.P. Turbine 225lb (s) 751NHP 3SB,12cf,GS228,HS9069 FD WllsndSlpwy.Co.Ld.Nwc.	34 " 4 s 6 " 2½ 28 " 3½	
22923 137508 GRBF	City of Manila ssBkn.No.3-7,29 E.S.D. ssNwc.No.1-34 2Dks(Stl) CruiserStern	7452 7196 4804	✠100A1 11,35 ~~12,34~~ ✠LMC MS6,33 BS12,34 Fitted for oil fuel F.P. above 150°F. Carrying oil fuel F.P. above 150°F. in pt DB&DT	Hpl Bal	d†	CL 4,34	1916 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	475·0|58·2|31·8 P107'B180'F101' FK CellDB422'1785t	Liverpool British 8BHCem DTa24'804t	Q.4Cy.26¼",37½",54"&78"- 54"&L.P.Turbine with DR gearng&hydrauliccouplng 225lb (s) 859NHP 3SB&1Aux.B,15cf,GS281, HS11079 FD Cen.Mar.Eng.Wrks.WHpl	34 " 6 s 6 " 5¼ 28 " 3	
22924 135436 GCPY	City of Marseilles Ⓟ TwinSc ssSou.No.3-9,25 ssHpl.No.2-34 D.F. E.S.D. 2Dks(Stl)	8317 6742 5309	✠100A1 7,35 ~~10,34~~ BS~~5,34~~ 7,35 ✠LMC9,33	Gls Hpl	c†	CL ~~N10,33~~ ~~10,33~~ 6,35	1913 1mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP WB	EllermanLines,Ld. (CityLine,Ld. Mgrs.) =CellDBa126'uE	469·3|57·0|32·1 P92'B200'F53' FK &B66'f201' 1332tD	Glasgow British 7BHCem Ta36'1035t	Q.8Cy20¼"29¼"42¼"&61"-45" 225lb HS12830 (s) 851NHP 4SB&1AuxSB,18cf,GS375, Palmers'Co.Ld.Nwc. FD	34 " 8 s 6 " 9 28 " 1¼	BT till ~~3,35~~ 7,36
22925 140631 GBPR	City of Melbourne ssAnt.No.3-7,31 1Dk(Stl)&Shelterdk(Stl) Cargo battens not fitted in 'tween decks	6630 6398 4125	✠100A1 Shelter dk withfreeboard 1,34 BS5,35 ~~BS1,34~~ ✠LMC7,31	Bkn	a†	CL ~~1,34~~ 9,35	1919 6mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB366'1364t	412·5|55·5|34·4 F36'on Shelter dk FK FPT154tAPT228t	Liverpool British ptCem 6BHtoShdk 1 " " U "	T.3Cy.27⅜",44"&73"-48" (s) 180lb 597NHP 3SB,12cf,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 " 0 s 8 " 0¾ 28 " 6	
22926 133304 GMWC	City of Mobile (exKentucky) 2Dks	6602 6314 4250					1912	Workman Clark&Co.Ld Belfast	Ellerman&BucknallS.S.Co.Ld.	447·3|56·4|31·4 P99'B153'F92'	N.Shields British WB	Q.4Cy.25",36",52½"&76"-51" 412NHP Wrkman,Clark&Co.Ld.Bel		C
22927 207362 WFCN	City of Montgomery Ⓟ D.F. 4Dks	5425 — 4025					1910	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannah Utd.States WB	T.3Cy.26",43"&72"-48" 359NHP NewportNewsSB&DD.Co.		R
22928 153422 CYJW	City of Montreal Mchy.Aft 2Dks	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0|38·1|20·7 F37'	Montreal British WB	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth &Co Ld.Hpl.		C
22929 146310 GJLP	City of Nagpur Ⓟ ssHul.No.3-6,34 ~~Gls.No.2-30~~ D.F. E.S.D. 2Dks(StlU-ws) &Shelterdk(Stl-ws) CruiserStern	10136 8935 6285	✠100A1 Shelter dk withfreeboard BS3,35 10,35 ~~6,34~~ ✠LMC3,34 Fitted for oil fuel 9,22 F.P. above 150° F.	Hul Hpl	e†	CL N10,34	1922 9mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Ellerman Lines,Ld (CityLine,Ld. Mgrs.) CellDB399'1372tD	469·9|59·3|40·0 FK Ta39'1010tFPT90t	Glasgow British ptCem 8BHtoShdk APT120t	Q.4Cy.29",42",60"&86"-60" 230lb (s) 1038NHP 5SB,20cf,GS376,GS15910 FD Wrkman,Clark&Co.LdBel	42 " 8 s 12 " 7½ 30 " 7	BT till ~~3,35~~ 6,36
22930 90415 VPRG	City of Nassau (exLaura) Wireless Well deck	592 466 223			...		1885	Aitken& Mansel Glasgow	FloridaInter-IslandS.S.Co.Ld.	207·0|26·8|13·2 Q114'B12'F40'	Nassau British	C.2Cy.33"&64"-36" NB04 205NHP J.&J.Thomson,Glasgow	13 " 10	
22931 229268 WQDC	City of New York Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. 3Dks	8272 — 5025					1930	SunS.B.& D.D.Co. Chester,Pa.	AmericanSouth AfricanLine,Inc.	450·9|61·8|24·0	NewYork Utd.States	Oil Engines 8Cy.23½"-45½"		R
22932 137421 GMFB	City of Newcastle ssNwc.No.3-9,27 ssLiv.No.1-31 CruiserStern 2Dks(Stl)	6921 6616 4462	✠100A1 5,35 ~~11,34~~ BS11,35 ✠LMC MS12,31	NYk Nwc	c†	CL ~~1,34~~ N5,35	1915 1mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP W	HallLine,Ld. B=CellDBa168'	456·5|56·4|31·0 P104'B171'F91' FK uE&B42'f194'1668t	Liverpool British 7BHCem DTa24'730t	T.3Cy.26",44½"&77"-51" (s) 220lb 616NHP 3SB,12cf,GS219,HS8612 FD Cen.Mar.Eng.Wrks.WHpl	33 " 9 s 6 " 1¾ 27 " 10½	
22933 217596 WLCQ	City of Newport News Ⓟ (exArcher) Sub.Sig. 1Dk&Shelter dk& Longitudinal framing D.F. Web frames Ref.Mchy. E.S.D. GyC. Fitted for oil fuel	8424 7553 5222			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States WB	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 " 0	R †
22934 217172 WJIO	City of Norfolk Ⓟ (exIndependence) Fitted for oil fuel Ref.Mchy. 1Dk&Shelterdk&Webframes D.F. E.S.D. GyC. Longitudinalframing	8424 7553 5222			...		1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States WB	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 " 0	R †
22935 208414 KJFV	— Ⓟ 2Dks	2379 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5|46·5|16·2	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"-42" 287NHP MarylandStl.Co.Sparr'Pt.		R

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22936 135479 GQZS	**City of Norwich** ssLiv.No.3-8,25 ssLiv. No.2-34 2Dks(Stl) CruiserStern	6726 6115 4346	✠100A1 ~~9,35~~~~11,34~~ 4,36 BS9,35 ✠LMC MS12,33 ~~BS11,34~~ Fitted for oil fuel 11,18 F.P. above 150°F	Gls Liv	b†	CL 10,33	1913 7mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	434·4|54·7|31·2 P77'B165'F81' FK WB=CellDBa159'uE&B42'f183'1450tDTa793t	Liverpool British 7BHCem	T.3Cy.24½",44½"&77"-51"(s) 220lb 606NHP 3SB,12cf,GS214,HS8384 FD Cen.Mar.Eng.Wrks.WHpl	33″10 s6″2¼ 27″10½	
22937 219515 KOZB	**City of Omaha** Fitted for oil fuel 1Dk&Shelter dk Sub.Sig. &Web frames Longitudinal framing	6124 5614 3775			...		1920	GeorgeA. FullerCo. Wilmington N.C.	LykesBros.- RipleyS.S.Co.Inc.	393·7|55·1|31·4 P45'B110'F38' on Shelter dk FK	N.Orleans Utd.States WB	T.3Cy.24⅜",41½"&72"-48" 590NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.	34″11	R †
22938 137804 GMFC	**City of Oran** ssNwc.No.3-2,29 ssNwc.No.1-32 2Dks(Stl) CruiserStern	7323 7087 4728	✠100A1 ~~10,35~~~~10,34~~3,36 BS10,35 ✠LMC MS8,32 ~~BS10,3~~ Fitted for oil fuel 8,19 F.P. above 150° F.	Ant Hpl	c†	CL ~~8,32~~ 10,35	1915 9mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	Montgomerie& Workman(1920) Ld.(CityLine,Ld. Mgrs.)	465·5|58·1|31·7 P107'B171'F100' FK CellDBa150'uE&B69'f194'1759tDTa27'876t	Glasgow British 7BHCem	T.3Cy.27",44½"&77"-54" & electric drive from L.P. Turbine 220lb (s) 756NHP 3SB,12cf,GS225,HS8726 FD Cen.Mar.Eng.Wrks.WHpl	34″6 s6″4½ 28″4¼	
22939 149600 GMRZ	**City of Oxford** ssLon.No.2-35 ~~ssLiv.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)	2759 2533 1633	✠100A1 with freeboard 11,35~~9,34~~ ✠LMC MS~~1,32~~ BS~~4,34~~5,35 8,35	Liv	v	CL 3,33	1926 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld.	326·7|46·4|20·9 FK (Coll CellDB280'689tFPT74tAPT61t	Liverpool British 6BHptCem BH to Sh dk 5 ,, ,, 2nd ,,)	T.3Cy.22",37"&62"-42" (s) 185lb 306NHP 3SB,8cf,GS146,HS5152 WllsndSlpwy.Co.Ld.Nwc.	23″2 s1″5¼ 21″10¾	
22940 146256 GFQM	**City of Paris** Ⓟ ssGls.No.3-2,34 E.S.D. 2Dks(Stl)&Shelter dk D.F. (Stl-ws)3rdtrBin No.1 hold	10902 9423 6855	✠100A1 Shelter dk with freeboard 9,35 ~~1,35~~ BS9,35 ~~BS2,35~~ ✠LMC2,34 Fitted for oil fuel 9,21 F.P. above 150° F.	Bkn Nwc	e†	CL ~~1,34~~ 9,35	1922 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.)	484·7|59·3|32·6 FK CellDB425'1366tDTa36'1032tFPT105tAPT89t	Glasgow British ptCem 8BHtoSh dk	3 Steam Turbines DR geared to 1 Sc. Shaft(s) 225lb FD 1315NHP 5SB,20cf,GS392,HS15765 WllsndSlpwy.Co.Ld.Nwc.	43″0 s10″10¼ 32″7	BT till ~~1,36~~ 9,36
22941 133318 GMSL	**City of Perth** (exKandahar) ssLth.No.3-7,26 ssLon.No.2-35 ~~ssLth.No.1-30~~ 2Dks(Stl) CruiserStern	6415 6107 4153	✠100A1 9,35 ~~3,34~~ BS5,35 ✠LMC~~9,30~~ MS10,34	NYk Mdb	b†	CL ~~3,35~~ 8,35	1913 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Ellerman& BucknallS.S.Co.Ld	434·6|55·6|31·5 P90'B174'F87' FK CellDBa148'uE&B42'f194'1155tDTa33'445t	N.Shields British 7BHCem	T.3Cy.25½"43½"&76"-51"(s) 220lb 568NHP 3SB,12cf,GS220,HS7676 FD WllsndSlpwy.Co.Ld.Nwc.	33″10 s5″11¼ 28″1	
22942 219256 KONT	**City of Philadelphia** (exLake Elsmere) Fitted for oil fuel Sub.Sig. 1Dk	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	SouthernS.S.Co.	253·6|43·7|26·2 P32'B65'F24'	Phildlphia Utd.States WB	T.3Cy.21",35⅛"&59"-42" GreatLakes 226NHP Eng.Works,Ashtabula		R
22943 145898 GFSC	**City of Pittsburg** ssHpl.No.3-12,34 2Dks(Stl) E.S.D. CruiserStern	7377 7110 4719	✠100A1 ~~12,34~~12,35 ✠LMC MS11,33 BS~~8,34~~11,35 Fitted for oil fuel 1,22 F.P. above 150°F.	Hpl NYk	d†	CL 6,33	1922 1mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	465·7|58·6|31·8 P98'B&F329' FK CellDB409'1698tDTa30'984t	Liverpool British 8BHptCem	3 Steam Turbines DR geared to 1Sc. Shaft (s) 225lb 759NHP 3SB,12cf,GS243,HS9669 FD Palmers'Co.Ld.Newcastle	34″6 s5″11¼ 28″10½	
22944 135582 GQZX	**City of Rangoon** ssH.Kg.No.3-9,26 ssLiv.No.2-34 ~~ssHpl.No.1-30~~ 2Dks(Stl) CruiserStern	6635 6305 4272	✠100A1 7,35 ~~2,34~~~~11,34~~ ✠LMC11,34 BS9,35	Liv Bom	b†	CL ~~10,33~~ N7,35	1914 6mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	443·0|55·3|31·2 P104'B165'F83' FK WB=CellDBa162'uE&B42'f188'1497tDTa24'808t	Liverpool British 7BHCem	T.3Cy.25¾",44½"&77"-51"(s) 220lb 617NHP 3SB,12cf,GS216,HS8641 FD Cen.Mar.Eng.Wrks.WHpl	34″0 s6″1½ 28″1¾	
22945 220677 KDGS	**City of Rayville** OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	5883 — 3666					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9|54·2|31·3 P34'B118'F38'	Tampa,Fla Utd.States WB	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP Busch-SulzerDieselEng. Co.St.Louis,Mo		R
22946 211710	**City of Richmond** Ⓟ ssBal.2ndNo.3-11,34 ~~ssBal.No.3-6,23~~ ~~ssN.Ns.No.2-30~~ 1Dk(Stl-ws)&Webframes Longitudinal framing	1924 1048 1127	✠ A1 Service Chesapeake Bay MS11,34 4,36~~11,34~~~~10,35~~ BS10,35 ✠NB11,30 ✠LMC ~~MS11,30~~ ~~BS11,34~~ Fitted for oil fuel 11,30 F.P. above 150° F.	Bal		CL 11,34	1913 11mo	Maryland SteelCo. Sparro'PtMd A&CP	ChesapeakeS.S.Co.	261·6|53·1|14·1 FK WB	Baltimore Utd.States 5BHAsp =FPT55t	T.4Cy.23",38"&(2)45"-36" 200lb 430NHP 4W.T.B. HS8668 Maryland Stl.Co.Sparr'Pt.	16″8	
22947 139278 GRCZ	**City of Ripon** (exLepanto-34) ssGls.No.2-35 ssHul.No.3-9,27 Ref.Mchy. ~~ssHul.No.1-32~~ D.F. 2Dks(Stl)&Shelter dk(Stl)	6368 4440 4020	✠100A1 Shelter dk with freeboard 11,35~~8,34~~ ✠LMC11,35 ~~MS6,32~~ ~~BS9,34~~	Gls	z	CL 8,34	1915 11mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	Ellerman'sWilson Line,Ld.	410·2|53·5|33·8 FK CellDBa130'uE&B43'f180'1290t	Hull British 7BHCem APT20t	T.3Cy.27",44"&73"-48" (s) 180lb NDB27 495NHP 3SB,9cf,GS177,HS7152 FD J.G.Kincaid&Co.Ld.Grk.	36″4 s9″5¼ 27″2	
22948 149661 GNLX	**City of Roubaix** ssHpl.No.1-32 E.S.D. D.F. 2Dks(Stl) CruiserStern	7108 6754 4555	✠100A1 4,35 BS3,35 ✠LMC1,32 Fitted for oil fuel 2,28 F.P. above 150°F. Fitted for carrying oil F.P. above 150°F. in forward & after peaks & forward & after deep tanks	Bkn	c†	CL 4,35	1928 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	456·1|58·4|32·1 P50'B&F310' FK Duct keel fwd. of mchy.space CellDB385'1287tDTa30'854tDTf18'551tFPT180tAPT63t	Liverpool British 9BHptCem (7 ,, to Udk 2 ,, 2nd ,,)	3 Steam Turbines S.R. geared to 1 Sc. Shaft (s) 300lb 150lb 1029NHP 3SB&1AuxSB,16cf,GS267, HS11016 FD WllsndSlpwy.Co.Ld.Nwc.	34″7 s6″3¼ 28″6¼	
22949 107848	**City of Sacramento** Ⓟ TwinSc (exAsburyPark) (Ferry) 2Dks&Passenger dk	3016 1286 1829					1903	WCramp& SonsS&EBCo Philadelphia	SouthernPacific GoldenGate Ferries,Ld.	297·2|50·0|15·4	S.Frncisco Utd.States	T.8Cy.23",37½"&(2)43"-30" NB19 405NHP W.Cramp&SonsS&EBCo.		
22950 229150 WDCH	**City of Saginaw 31** TwinSc (Car ferry) D.F. GyC. 2Dks	3327 — 762					1929	Manitowoc S.B.Corp. Manitowoc, Wis	PereMarquette Rly.Co.	381·5|57·0|22·5	Ludngton, Mich. Utd.States	2 Steam Turbines connected to Elec. Motors & Sc. shafts 1200NHP General Electric Co. Schenectady,N.Y.		
22951 126627 KFIT	**City of St. Joseph** Ⓟ Pad (exCityofChicago) Wireless	1439 — 1012					1890	F.W. Wheeler&Co. W.BayCity	GoodrichTransit Co.	254·0|34·0|13·0 len06	Michigan City,Ind Utd.States	B.C.2Cy.36"-80"&54"-120" 267NHP W.&A.Fletcher&CoHobkn		
22952 207363 WFCP	**City of St. Louis** Ⓟ D.F. 4Dks	5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannah Utd.States WB	T.3Cy.26",43"&72"-48' 359NHP NewportNewsSB&DD.Co.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Règlements vérifiés et a n'est dans le L.R. Durée Cert. Ref. Trade.
22953 147261 GKDP	**City of Salisbury** ssBel.No.2-33 2Dks(Stl) CruiserStern	5924 5647 3770	✠100A1 ~~10,35~~ ~~12,34~~ 2,36 ✠LMC MS11,32 BS~~12,34~~ 12,35 Fitted for oil fuel 7,24 F.P. above 150° F.	NYk ~~Bkn~~ Nwc	a†	CL ~~10,33~~ N2,36	1924 6mo	WearShipyard of W. Gray&Co.Ld. Sunderland Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB361'1282tDTa30'827t	415·0 P89'B150'F42' FK	54·0	30·3	Liverpool British ptCem 7BHto Udk 1 ,, ,, 2nd ,,	T.3Cy.24½",42½"&74"-51" & Electric drive from L.P. Turbine 225lb (s) 750NHP 3SB,12cf,GS216,HS7986 FD Cen.Mar.Eng.Wrks.WHpl	33 ″ 0 s 6 ″ 0 27 ″ 3½	
22954 126974 KFET	**City of Saugatuck** Ⓟ Pad (exCityofAlpenaII,exCityofAlpena) 2Dks	1735 942 1282					1893	Detroit DryDockCo. Wyandotte	GoodrichTransit Co.	266·2	38·6	13·4	Detroit, Mich. Utd. States	BmC.2Cy42"-90"&66"-132" W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
22955 204437 WFCQ	**City of Savannah** Ⓟ D.F. 3Dks	5654 — 4379					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5	49·0	15·8 27·0	Savannah Utd.States WB	T.3Cy.28",46"&75"-48" 890NHP DelawareRiverCo.Chester		R
22956 126635 KJFW	**City of Seattle** Ⓟ Fitted for oil fuel 2Dks	1957 — 1143					1890	Neafie& Levy Philadelphia	MiamiS.S.Co.	244·6	40·0	15·0	NewYork Utd.States	C.2Cy.32"&60"-36" 180NHP Neafie&Levy,Philadelphia		
22957 140533 GRCF	**City of Shanghai** ssCff.No.3-3,24 ssHul.No.2-32 2Dks(Stl) CruiserStern	5828 5521 3748	✠100A1 12,35 ~~1,35~~ BS~~1,35~~ 3,36 ✠LMC9,32	Gls NYk	a†	CL 6,34	1917 8mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB370'1136tDTa30'783t	418·5 P86'B212'F48' FK	55·0	29·4	Liverpool British 7BHCem	T.3Cy.24½",42½"&74"-51" 220lb (s) 565NHP 2SB&1AuxSB,11cf, FD GS206,HS7860 Earle'sCo.Ld.Hull	31 ″ 9 s 5 ″ 2½ 26 ″ 10	
22958 146273 GFQN	**City of Simla** Ⓟ TwinSc ssGls.No.3-5,34 D.F. E.S.D. 2Dks(Stl U-ws) CruiserStern	9468 7132 5955	✠100A1 ~~5,35~~ ~~10,34~~ 10,35 BS10,35 ✠LMC MS10,33 ~~BS10,34~~ Fitted for oil fuel 12,21 F.P. above 150° F.	Gls ~~Hpl~~	d†	CL ~~9,33~~ 10,35	1921 11mo	W.Gray& Co.(1918),Ld W Hartlepool Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB416'1749tDTa36'920tFPT126tAPT119t	476·7 P96'B&F347' UpperB78' FK	58·2	31·3	Glasgow British 9BHCem	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 225lb 1243NHP 5SB,20cf,GS385,HS14847 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 1 s 5 ″ 9½ 28 ″ 7½	BT till ~~10,34~~ 10,36
22959 147197 GMCY	**City of Singapore** ssRot.No.3-12,25 ssLiv.No.2-34 2Dks(Stl) CruiserStern	6555 6216 4161	✠100A1 ~~6,35~~ ~~8,34~~ 2,36 ✠LMC MS2,34 BS~~3,34~~ 9,35 Fitted for oil fuel 3,23 F.P. above 150° F.	Liv NYk	b†	CL 7,34	1923 3mo	Wm.Gray &Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB379'1475tDTa2775t	433·0 P88'B&F307' FK	57·3	30·2	Liverpool British 8BHptCem	T.3Cy.24½",42½"&74"-51" &Electric drive from L.P. Turbine 225lb (s) 724NHP 3SB,12cf,GS230,HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s 5 ″ 0½ 28 ″ 1½	
22960 123609 GCPM	**City of Swansea** (exKatuna) ssBkn.2ndNo.3-10,33 2Dks(Stl)&deep framing &Shelter dk(Stl)	4647 4411 2912	✠100A1 Shelter dk withfreeboard 11,35 ~~6,34~~ ✠LMC MS10,33 BS~~5,34~~ 10,35	Bkn ~~Nwc~~ NYk	z	CL ~~4,32~~ 5,35	1907 4mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	Ellerman& BucknallSSCo.Ld. CellDBa123'uE&B63'f154'971tAPT29t	400·0 FK	52·1	27·0	London British 6BHCem	T.3Cy.27",44½"&75"-48" (s) 180lb 478NHP 3SB,9cf,GS175,HS6504 FD WllsndSlpwy.Co.Ld.Nwc.	29 ″ 9 s 3 ″ 8½ 26 ″ 2½	
22961 161144 GSFM	**City of Sydney** ssGls.No.1-34 D.F. 2Dks(Stl) CruiserStern	6986 6516 4326	✠100A1 10,35 ~~3,35~~ ✠LMC4,34 Fitted for carrying oil (5,30) F.P. above 150° F. in deep tanks aft below 2nd dk & fore& afterpeaktanks Fitted for oil fuel 5,30 F.P. above 150° F.	Gls Npt	c†	CL ~~3,33~~ 10,35	1930 5mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB388'1360t DTsa29'1212tFPT152tAPT80t	454·2 P58'B&F313' FK	58·4	31·7	Liverpool British 8BH pt Cem	T.4Cy.26½",46"&(2)56"-51" &L.P.Turbine with D.R. gearing&hydraulic coupling 265lb (s) 905NHP 4SB,16cf,GS286,HS11448 FD Workman,Clark(1928) Ld.	34 ″ 6 s 6 ″ 0½ 28 ″ 8½	
22962 145886 GFMW	**City of Tokio** ssMch.No.3-9,33 Ref.Mchy. 2Dks(Stl) E.S.D. D.F. CruiserStern	6993 6709 4426	✠100A1 8,35 ~~3,35~~ BS7,35 ~~BS3,34~~ ✠LMC9,35 ✠Lloyd'sRMC~~9,35~~ ~~3,35~~ 3,36 Fitted for oil fuel 11,21 F.P. above 150° F.	Bkn	c†	CL 2,35	1921 9mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB386'1475tDTa24'823t	442·5 P97'B&F309' FK	59·0	31·6	Liverpool British 7BHptCem	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 220lb 746NHP 3SB,12cf,GS244,HS9669 FD Palmers'Co.Ld.Newcastle	34 ″ 3 s 5 ″ 7½ 28 ″ 11	
22963 152838 CYJX	**City of Toronto** Mchy Aft 2Dks	1688 1410 1012					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·2 F37'	38·1	23·2	Montreal British WB	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
22964 150255 VGBD	**City of Vancouver** ssVcr.No.3-6,33 2Dks(Stl) Cargo battens not fitted	5697 5122 3525	✠100A1 11,34 BS~~1,35~~ 2,36 ✠LMC10,32 Fitted for oil fuel 10,20 F.P. above 150° F.	Shi	z	CL 9,33	1920 10mo	JCoughlan &Sons,Ld. Vancouver, B.C. A&CP	VancouverS.S.Co. Ld.(J.Coughlan& Son,Ld.Mgrs.) IntermediateBHin fore holds & after holds dispensed with CellDB361'1287tDTf25'550tFPT131tAPT87t	410·5 P44'B115'F47' FK	54·1	27·5	Vancouver British ptCem 5BHonly	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS199,HS7743 FD FairfieldS.B.&E.Co.Ld.Gls	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	
22965 147890 GKCQ	**City of Venice** Ⓟ ssGls No.2-32 D.F. E.S.D. 2Dks(Stl-Uptws) 3trB in No.1hold CruiserStern	8762 6757 5492	✠100A1 ~~9,35~~ ~~9,34~~ 4,36 ~~BS9,34~~ ~~8,36~~ ✠LMC~~5,32~~ 4,36 ~~Fitted for oil fuel 4,24 F.P. above 150° F.~~	~~Bkn~~ Gls	c†	CL ~~9,33~~ 9,35	1924 4mo	Workman, Clark&Co.Ld. Belfast Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB385'1381tDTa36'1040tFPT156tAPT86t	455·2 P&B315'F86' FK	58·1	31·3	Glasgow British 8BHCem	Q4Cy28¼",39½",57"&82"-54" & Electric drive from L.P. Turbine 230lb (s) 972NHP 4SB,16cf,GS287,HS12044 FD Wrkman,Clark&Co.Ld.Bel	34 ″ 0 s 5 ″ 10 28 ″ 4½	BT till ~~9,35~~ 9,36
Wrecked 6,35 22966 150266 VGNT	**City of Victoria** ssVcr.No.3-4,33 2Dks(Stl) Cargo battens not fitted	5698 5122 3530	✠~~100A1~~ 7,34 ~~MS2,32~~ ~~LMC~~ ~~BS5,32~~ Fitted for oil fuel 12,20 F.P. above 150° F.	Shi	z	CL 7,34	1920 12mo	JCoughlan &Sons,Ld. Vancouver, B.C. A&CP	BritishCanadian Steamships,Ld. ~~(OceanShipping Co.Ld.Mgrs.)~~ IntermediateBHin fore holds & after holds dispensed with CellDB361'1287tDTf25'550tFPT131tAPT87t	411·5 P44'B115'F47' FK	54·1	27·5	Vancouver British ptCem 5BH only	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD J.Dickinson&Sons,Ld.Sld.	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	
22967 78110 EIKL	**City of Waterford** Iron (exFairHead-34) ssBel.4thNo.3-8,25 Well deck ssBel.No.2-34 1Dk(Irn)2trB	1071 835 629	✠100A1 ~~1,35~~ 12,35 ~~BS1,31~~ ✠LMC~~1,31~~ ✠NE&B9,25 BS12,35	Dub Ant	n	CL ~~3,33~~ 12,35	1879 5mo	Harland& Wolff Belfast A&CP	Saorstat& ContinentalS.S.Co. Ld.	232·3 Q84'B65'F31' BK8"	31·2	17·0	Dublin British 3BHCem DBa63'f67'	T3Cy.16",26"&44"-26" (s) 180lb 122NHP 2SB,4cf,GS72,HS2086 Hawthorns&Co.Ld.Lth.	18 ″ 5 s 1 ″ 4 17 ″ 9	
22968 220161 KUVC	**City of Weatherford** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·2	Pensacola Fla. Utd. States WB	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	R †
22969 147240 GLQN	**City of Wellington** ssBel.No.2-34 2Dks(Stl) E.S.D. CruiserStern	5733 5463 3642	✠100A1 2,36 ~~9,34~~ ✠LMC MS4,31 BS~~9,34~~ 8,35 Fitted for carrying oil 11,25 F.P. above 150° F. in FP Carrying vegetable oil in DT forward & 'tween deck tanks aft	Nwc Hpl	a†	CL 3,34	1925 11mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	EllermanLines,Ld. (HallLineLd.Mgs) CellDB338'1112t DTf18'544tDTa27'1066tFPT110t	411·3 P68'B&F276' FK	55·0	29·7	Liverpool British 8BHptCem 1 ,, to2nd dk	T.3Cy.24",41½"&72"-51" & Electric drive from L.P. Turbine 225lb (s) 647NHP 3SB,9cf,GS185,HS7787 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 5 ″ 0½ 27 ″ 1¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22970 140546 GRBK	**City of Winchester** ssHpl.No.3-6,29 E.S.D. ssHpl.No.1-33 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *CruiserStern*	7120 6843 4578 —	✠100A1 ~~6,35~~ ~~1,35~~ 1,36 MS7,33 ✠Lloyd'sRMC ~~1,36~~ ~~6,35~~ 1,36	Mch ✠LMC BS~~1,36~~1,36	*c*†	CL ~~1,35~~ 6,35	1917 10mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	456·1 P99'B&F318' FK *CellDB*407'1480*t*	57·9	31·3	Liverpool British 8*BHCem* *DTa*25'806*t*	2SteamTurbinesSR geared to 1 Sc. shaft 200lb (*s*) 3SB&1AuxSB,*14cf*,GS276. HS10382 FD 736NHP Palmers'Co.Ld.Newcastle	33 ″ 10 s 5 ″ $8\frac{3}{4}$ 28 ″ $4\frac{1}{2}$	
22971 147560 GJYR	**City of Windsor** (*ex*Knaresbro') ssGls.No.2-32 E.S.D. 2*Dks*(*Stl*) D.F. *CruiserStern*	7218 6902 4616	✠100A1 ~~7,35~~ ~~1,35~~ 10,35 MS1,32	Gls ~~Liv~~ Shi ✠LMC BS~~2,36~~ 1,36	*c*†	CL ~~5,33~~ ~~N7,35~~ 10,35	1923 11mo *Lloyd*	WearShip- yardLd. Sunderland '*sA&CP*	Ellerman&Buck- nallS.S.Co.Ld.	447·5 P38'B210'F92' FK *CellDB*393'1538*t*	57·8	32·1	London British 8*BHptCem* *MT*30'861*t*	T.3Cy.26″,45″&78″-54″&LP Turbine with DR gearing& hydraulic coupling 230lb (*s*) 777NHP 3SB,*12cf*,GS236,HS9225 FD Cen.Mar.E.Wrks.LdWHpl	34 ″ 8 s6 ″ $3\frac{3}{4}$ 28 ″ $7\frac{1}{2}$	
22972 154463 CYJZ	— *Mchy.Aft* 2*Dks*	1905 1719 1168					1929	DavieS.B. &Repg.Co.Ld Levis,P.Q.	CanadaSteam- shipLines,Ld.	242·0 F37'	40·2	21·7	Montreal British *WB*	T.3Cy.18″,30″&50″-36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
22973 149638 GNJB	**City of Worcester** ssLiv.No.1-31 (*Special quality steel*) 2*Dks*(*Stl*) *CruiserStern*	5469 5052 3430	✠100A1 10,35 ~~1,35~~ ~~BS11,34~~ *Fitted for car*	NYk Bkn ✠LMC~~10,34~~ 10,35 *rying*	*z* *oil*	CL ~~2,34~~ 4,36 10,27	1927 10mo *Lloyd* *F.P.*	Earle'sCo. Ld. Hull '*sA&CP* *above* 150° F.	EllermanLines,Ld. (HallLineLd. *Mgrs.*) *CellDB*350'10 *in FPT*	397·2 P32'B&F313' FK 73*t DTa* 30' 800*t FPT*	53·4	28·8	Liverpool British 7*BHCem* 1 ,, *to* 2*nd dk* 116*tAPT*96*t*	T.3Cy$23\frac{1}{4}$″,$40\frac{1}{2}$″&70″-48″(*s*) 220lb 482NHP 2SB,*8cf*,GS157,HS6640 FD Earle'sCo.Ld.Hull	31 ″ 4 s 4 ″ 4 27 ″ $2\frac{3}{4}$	
22974 145918 GFXL	**City of Yokohama** ssLiv.No.3-4,34 2*Dks*(*Stl*) D.F.E.S.D. *CruiserStern*	7341 7084 4721	✠100A1 ~~6,35~~ 10,34 ~~11,35~~ 5,36 ~~4,36~~ MS7,33 *Fitted for oil*	Nwc ~~Shi~~ Aut ✠LMC BS2~~,36~~ 3,36 *fuel* 3,	*c*† 22	CL ~~7,32~~ 10,35 *F.P. a*	1922 3mo *Lloyd* *bove* 1	W.Gray& Co.(1918) Ld. WHartlepool '*sA&CP* 50° F.	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	465·1 P107'B171'F97' FK *CellDB*407'1692*t*	58·1	31·8	Liverpool British 7*BHCem* *DTa*27'840*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 225lb 917NHP 3SB&1Aux.SB,*12cf*, GS284,HS11372 FD W.Gray&Co,Ld.W.Hpl.	34 ″ 8 s 6 ″ $4\frac{3}{4}$ 28 ″ $6\frac{1}{2}$	
22975 119100 GMKW	**City of York** Ⓟ D.F. 2*Dks*	7844 6875 5033					1904	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld (CityLine,Ld. *Mgrs.*)	485·0 P87'B170'F89'	56·3	32·0	Glasgow British *WB*	T.3Cy.31″,$52\frac{1}{2}$″&88″-60″ 599NHP Wrkman,Clark&Co.LdBel		C BT till ~~6,35~~ 6,36
22976 EAPG	**Ciudad de Algeciras** Ⓟ (*ex*MiguelPrimoDeRivera) TwinSc Wireless *OilEng.* ssMga.No.1-31 1*Dk*(*Stl*)2*nd dk in holds* *CruiserStern*	841 602 318	✠100A1 *withfreeboard* 12,34 *ForServicebet*	Mga ✠LMC5,31 *weenG*	*l* *ibr*	12,34 *altar&*	1927 2mo *Lloyd* *Ceuta*	UnionNav. deLevanteSA Valencia '*sA&CP*	Cia.Trasmediter- ránea	191·1 F30' FK *CellDBuE*45'51*t*	31·7	15·1	Valencia Spanish 5*BHCem* *FPT*12*t*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{8}$″-$24\frac{13}{16}$″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0 s5 ″ $9\frac{1}{4}$ 11 ″ 6	
22977 EARI	**Ciudad de Alicante** Ⓟ TwinSc (*ex*InfanteD.Juan) *OilEng.* 2*Dks*(*Stl-Weather dk*-ws) ssBcl.No.1-34 3*rd dk in forward holds* *CruiserStern*	2434 1795 1337	✠100A1 *withfreeboard* ~~5,35~~ ~~6,34~~ 12,35 ~~3,35~~ ✠LMC CS5,35 5,35	Bcl Val ~~✠LMC6,34~~ DBS6,34	*r*	~~12,32~~ 5,35	1930 6mo *Lloyd*	Union Naval de LevanteSA Valencia '*sA&CP*	Cia.Trasmediter- ránea *CellDB*175'257*t* *way of tunnels*	258·3 F39' FK *Tanks in* 69*t DTa*10'70*t MT*	40·9	23·5	Valencia Spanish 6*BHCem* (5 *to W dk* 1 ,, 2*nd* ,,) 20'166*t DTf*	Oil Engines 4.S.C.SA 14Cy.$18\frac{7}{8}$″-$27\frac{9}{16}$″ 486NHP DB*28lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg 15'76*tFPT*34*tAPT*57*t*	25 ″ 9 s11 ″ $0\frac{1}{2}$ 15 ″ 2	
22978 LOGO	**Ciudad de Asunción** Ⓟ *Ref.Mchy.* *OilEng.* TripleSc 2*Dks*	2550 — 1453					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 18Cy.$15\frac{3}{4}$″-$29\frac{1}{2}$″ 431NHP Harland&Wolff,Ld.Gls.		
22979 EARF	**Ciudad de Barcelona** Ⓟ Twin (*ex*InfanteDonJaime) *OilEng.* Sc ssBcl.No.1-34 2*Dks*(*Stl-Weatherdk* ws)& 3*rd dk*(*Stl*)*inNos.*1&2*holds*	3946 2816 2266	✠100A1 *withfreeboard* 2,36 ~~12,34~~ DBS~~1,34~~8,35 ✠LMC	Bcl Val ~~✠LMC~~ ~~CS7,34~~ CS7,34 ~~7,32~~ 7,35	*v*	CL ~~6,32~~ 8,35	1929 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	Cia.Trasmediter- ránea *CellDB*245'658*t ta* *tunnels* 181*t*	332·2 F66' *nks in way of* FK *FPT*41*tAPT*113*t* (	49·0	25·5	Palma de Mallorca Spanish 6*BHCem* *Coll to W dk* 5 ,,2*nd*,,)	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$″-$39\frac{3}{8}$″ 722NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 11 s 9 ″ $4\frac{1}{2}$ 18 ″ $11\frac{1}{2}$	
22980 LOFK	**Ciudad de Buenos Aires** Ⓟ TwinSc ssB.As.No.3-8,25 ssB.As.No.2-33 2*Dks*(*UptStl*-ws) &*Shade dk*(*ptStl*-teaks)	~~3987~~ ~~2505~~ ~~2236~~ 2360 — 826	✠ A1 10,33 ~~BS6,35~~ *For Service be* *BuenosAires* *Fitted for oil*	BAs BS7,35 ✠LMC10,33 *tween* & *Mon* *fuel*12	*te* ,14	OG 5,33 *Video* *F.P. a*	1914 11mo *Lloyd* *bove* 1	Cammell Laird&Co.Ld. Birkenhead '*sA&CP* 50° F.	Cia.Argentina de Nav.Mihanovich, Ltda. *WB*=*Cell*	350·9 FK *DBuE*&*B* 106' 216*t*	44·2	13·4	Bns.Ayres Argentine 9*BHAsp* *FPT*18*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*s*) 663NHP 170lb 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s3 ″ 0 12 ″ 6	
22981 EARE	**Ciudad de Cadiz** Ⓟ TwinSc (*ex*InfantaCristina) *OilEng.* ssBcl.No.1-33 *Ref.Mchy.* 2*Dks*(*Stl-weather dk* ws) 3*rd dk*(*Stl*) *in Nos.*1,2&4 *holds*	4602 3251 2602	✠100A1 *withfreeboard* ~~5,35~~ 11,35 ✠LMC CS6,34 12,34 ✠Lloyd'sRMC~~12,34~~11,35	Bcl DBS9,35	*x*	CL ~~7,32~~ 5,35	1929 7mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP* *Tanks in*	Cia.Trasmediter- ránea *CellDB*289'718*tD* *way of tunnels* 236	365·1 F72' FK *Tf*18'346*t* *tFPT*40*tAPT*105*t*	51·0	26·2	Barcelona Spanish 7*BHCem* (*Coll to W dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$″-$39\frac{3}{8}$″ 722NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	29 ″ 0 s 9 ″ 7 19 ″ $9\frac{1}{4}$	
22982 EAOP	**Ciudad de Ceuta** Ⓟ TwinSc (*ex*GeneralSanjurjo) *OilEng.* ssMga.No.1-32 1*Dk*(*Stl*)2*nd dk in holds* Wireless *CruiserStern*	879 602 326	✠100A1 *withfreeboard* 1,36 ~~11,34~~ *For Service be* *Gibraltar&*	Val ~~Mga~~ ✠LMC10,32 *tween* *Ceuta*	*l*	10,34	1928 9mo *Lloyd*	Union Naval de LevantiS.A. Valencia '*sA&CP*	Cia.Trasmediter- ránea	191·0 B29'F30' FK *CellDBuE*46'43*t*	31·7	15·0	Valencia Spanish 5*BHCem* *FPT*12*t*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{8}$″-$24\frac{13}{16}$″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0 s 5 ″ $9\frac{1}{4}$ 11 ″ 6	
22983 LOFB	**Ciudad de Concepción** Ⓟ *OilEng.* TwinSc Wireless *CruiserStern* 1*Dk*	545 — 195					1930	A&JInglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 F30' *Promenade*167'	37·0	8·0	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 12Cy.$12\frac{3}{16}$″-$21\frac{5}{8}$″ 173NHP Harland&Wolff,Ld.Gls.		
22984 LOFA	**Ciudad de Corrientes** Ⓟ TrpSc *OilEng.* *Ref.Mchy.* 2*Dks*	2550 — 1453					1930	A&J Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 18Cy.$15\frac{3}{4}$″-$29\frac{1}{2}$″ 431NHP Harland&Wolff,Ld.Gls.		
22985 EARD	**Ciudad de Ibiza** Ⓟ TwinSc *OilEng.* *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	Cia.Trasmediter- ránea	245·5 B135'F46'	36·6	22·6	Valencia Spanish *WB*	Oil Engines 4S.C.SA 12Cy.$16\frac{15}{16}$″-$26\frac{3}{8}$″ 333NH Frd KruppGermaniawfAG		V
22986 EARK	**Ciudad de Mahon** Ⓟ (*ex*General Berenguer) *OilEng.* Wireless 2*Dks*	1550 1115 1006					1930	Echevar- rieta y Larrinaga Cadiz	Cia.Trasmediter- ránea	234·7 F46'	36·3	19·9	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 8Cy.$22\frac{13}{16}$″-$33\frac{1}{16}$″ 405NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
22987 EARJ	**Ciudad de Malaga** Ⓟ (exGeneral Jordana) OilEng. Wireless 2Dks	1550 1115 1006					1931	Echevarrieta y Larrinaga Cadiz	Cia.Trasmediterránea	234·7 F46'	36·3	19·9	Barcelona Spanish WB	Oil Engines 4S.C.SA 8Cy.22½"–38⅛" 405NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
22988 EAPS	**Ciudad de Melilla** Ⓟ (exReina Victoria) 2Dks&Awng dk Wireless	1247 720 688			...		1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Trasmediterránea	247·0 F41' BK8"	31·5	20·3	Barcelona Spanish WB	T.3Cy.21",33½"&54"–39" 223NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 1	V †
22989 CXAJ	**Ciudad de Montevideo** Ⓟ TwinSc ssB.As.No.3-11,26 ssB.As.No.2-34 2Dks(UptStl-ws)Shade dk(ptStl-teak s)	3872 2505 1768	✠ A1 10,34 ✠LMC10,34 BS10,35 For Service between Buenos Aires & Monte Video Fitted for oil fuel 12,24 F.P. above 150° F.	BAs		OG 7,34	1915 1mo Lloyd's A&CP	Cammell Laird&Co.Ld Birkenhead	CiaUruguaya de Nav.Lda. WB=	350·9 FK CellDBuE&B106'216tFPT18t	44·2	13·4	M.Video Uruguayan 9BHptCem	4SteamTurbinesSR geared to 2Sc.Shafts (s) 663NHP 170lb 4SB,12cf,GS263,HS9892 FD Cammell Laird&Co.Ld.Bkn	15 " 0 s 3 " 0 12 " 6	
22990	**Ciudad de Necochea** Aux3MstSr (exNecochea,exJohanna Ipland,exSailing Vessel) OilEng. 1Dk (See Sailing Ship Register)	386 338 277					1917	Geb.G.&H. Bodewes Hoogezand	Cia.deProductos Agricolas	135·2 P25'	25·2	12·4	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.11⅝"–16½" 91NHP Emade&fitted22 Benz&Co.Mannheim		V
22991 EARG	**Ciudad de Palma** Ⓟ TwinSc (exPrincipeAlfonso) ssBcl.No.1-34 OilEng. 2Dks(Stl-Wthr dk ws) 3rd dk(Stl) in Nos.1,2&3holds	3959 2816 2405	✠100A1 with freeboard 2,36 ~~2,34~~ ✠LMC DBS 1,36 ~~CS2,34~~ ✠LMC CS2,34 1,36 ~~1,33~~	Bcl Val	v	CL 9,33	1930 4mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	Cia.Trasmediterránea CellDB245'658t Tanks in way of tnls. 181t	332·2 F66' FK FPT41tAPT113t	49·0	25·5	Palma de Mallorca Spanish 6BHCem Coll BHtoWh dk 5 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 16Cy 21⅝"–39⅜" 722NHP DB100lb StabilimentoTecnico,Tri.	27 " 11 s 9 " 4½ 18 " 11½	
22992 EAOT	**Ciudad de Sevilla** Ⓟ TwinSc (exInfantaBeatriz) OilEng. Ref.Mchy. D.F. 3Dks	6279 4025 3720					1927	Frd.Krupp Akt.Ges. Kiel	Cia.Trasmediterránea	393·3 B182'F82'	52·0	25·4	Valencia Spanish WB	Oil Engines 2S.C.SA 12Cy.23 3/16"–45¼" 1155NHP Frd.KruppA.G.Kiel		V
22993 EARC	**Ciudad de Tarragona** Ⓟ OilEng. TwinSc CruiserStern 3Dks	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	245·5 B125'F46'	36·6	22·6	Valencia Spanish WB	Oil Engines 4S.C.SA 12Cy.16 15/16"–26⅜" 334NHP Frd.KruppA.G.Kiel		V
22994 EARH	**Ciudad de Valencia** Ⓟ TwinSc (exInfanteD.Gonzalo) OilEng. 3Dks CruiserStern	2497 1799 1379					1931	Union Naval de Levante Valencia	Cia.Trasmediterránea	265·8 F37'P74'	40·7	25·8	Valencia Spanish WB	Oil Engines 4S.C.SA 14Cy.18⅞"–27 9/16" 485NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
22995 CXAL	**Ciudad del Salto** Ⓟ TwinSc OilEng. 2Dks	1922 — 708					1928	Harland& Wolff,Ld. Glasgow	CiaUruguaya de Nav.Lda.	250·6	42·1	9·7	M.Video Uruguayan WB	Oil Engines 4S.C.SA 12Cy.15¾"–29 9/16" 286NHP Harland&Wolff,Ld.Gls.		BT till 10,35
22996 EEHQ	**Ciutat de Reus** (exStella) 1Dk3trB	943 722 642					1920	N.V.Werf "Zeeland" Hansweert	M.MallolBosch	212·9 P30'B60'F23'	31·3	13·3	Tarragona Spanish WB	T.3Cy.14⅝",22"&35½"–23⅝" N.V.Werf. 62NHP "Zeeland,"Hansweert		G
22997 EEHR	**Ciutat de Tarragona** (exMari Tere) Mchy.Aft 1Dk	825 — 475					1920	N.V.Kuy& Rees'Mch.& Schpsw. Schiedam	M.MallolBosch	180·1 Q105'B11'F24'	28·3	17·1	Tarragona Spanish WB	T.3Cy.15",24"&40"–24" 78NHP N.V.Kuy&Rees'Mch.& Schpsw.Schiedam		N
22998 108909	**Clacton Queen** Ⓟ Pad (exDuchess of Kent-33) Now "Jubilee Queen," see No. 33360 in Supplement]	341 318 136					1897	Day,Summers&Co. Southampton	H.Howarth (Mersey&BlackpoolS.S.Co.Ld. Mgrs.)	195·4 Promenade dk135'	26·1	9·0	Liverpool British	C.2Cy.32"&59"–60" 225NHP Day,Summers&Co.Sou.		
22999 218258 KIKR	**Clairton** Sub.Sig. 1Dk&Shelter GyC. dk&Web frames Longitudinal framing	6080 5895 3737				...	1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' on Shelter dk FK	55·0	31·4	NewarkNJ Utd.States WB	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y	34 " 11	R †
23000 149784 GJRK	**Clam** ssSng.No.2-34 ~~ssAms.No.1-31~~ OilEng. D.F. 1Dk(Stl) Sub.Sig. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck ~~ProgressiveSurvey of Oil tanks~~	7404 6761 4283	✠100A1 ~~9,35~~ ~~11,34~~ 2,36 ~~DBS11,34~~ ✠LMC CS9,35 ~~9,35~~ 2,36 Carrying Petroleum in bulk	Nwc DBS9,35 ~~✠LMC11,34~~		CL 11,34	1927 3mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'31	440·4 P99'B34'F58' FK 7tDTf32'284tFPT	59·5	32·7	London British 15BHptCem 161tAPT65t	Oil Engines 4S.C.SA 6Cy.32¼"–59" 600NHP 2DB 180lb NedFb.v.Wrk&Spoor,Ams	32 " 9 s 6 " 3½ 26 " 7½	
23001 141879 GQMR	**Clan Alpine** ssGrk.No.1-35 ssGls.No.3-8,30 D.F. 2Dks(Stl)	5442 5032 3390	✠100A1 ~~5,33~~ ~~1,34~~ 10,35 ~~MS5,30~~ Carrying oil fuel F.P. above 150° F. Fitted for oil fuel F.P. above 150° F.	Grk ~~Gls~~ Npt ✠LMC7,35 ~~BS7,34~~	z	CL 12,33	1918 4mo Lloyd's A&CP 'Tween dk BH in after hold dispensed with in DB	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB346' 1220t DTa33' 985t APT45t	410·2 P35'B259'F41' FK	53·5	28·4	Glasgow British Cem 6BH to Udk 1 ,, ,, 2nd dk only	T.3Cy.27",44"&73"–48" (s) &LPTurbinewithDRgearing&hydraulic coupling 180lb 627NHP 3SB,9cf,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 " 0½ 26 " 2	
23002 142741 GPYV	**Clan Colquhoun** TwinSc (exGallic-33,exWarArgus) Ref.Mchy 3Dks D.F. CruiserStern	7914 7581 4888	Lloyd'sRMC ~~1,35~~ ~~6,35~~ 2,36				1918	Workman, Clark&Co.Ld Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	450·0 P31'F43'	58·5	37·1	Glasgow British WB	T.6Cy.26½",44"&73"–48" 738NHP Wrkman,Clark&Co.LdBel		C
23003 142695 GMCX	**Clan Farquhar** TwinSc (exDelphic-33, exMesaba, exWarIcarus) ssGls.No.3-2,33 2Dks(Stl)&Shelter dk (Stl-ptws)& 3rd dk(Stl) in No.4hold Ref.Mchy. D.F. E.S.D. CruiserStern	7958 7632 4897	✠100A1 Shelter dk with freeboard ~~7,35~~ ~~8,35~~ 12,35 ~~BS1,34~~ ✠Lloyd'sRMC~~2,33~~	Gls BS6,35 ✠LMC2,33	c† ~~7,35~~ 1,36	CL ~~2,33~~ F10,33 s12,35	1918 11mo Lloyd's A&CP	Harland& Wolff,Ld Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB392' 1461t FPT119tAPT76t	450·4 P31'F43' on Shltr dk FK	58·4	37·2	Glasgow British ptCem 8BHtoSh dk	T.6Cy.26½",44"&73"–48"(s) 200lb 1138NHP 3DB,24cf,GS439HS17079 FD Harland&Wolff,Ld.Gls.	40 " 0 s 11 " 0½ 29 " 2½	
23004 132733 GKDT	**Clan Graham** (exCambrian Baroness,exPort Lincoln) ssMdb.No.3-10,24 ssGls.No.2-33 D.F. 2Dks(Stl)&Shelterdk(Stl-ws)	5785 5237 3511	✠100A1 Shelter dk with freeboard 11,35 ~~7,34~~ MS5,33	Grk Npt ✠LMC ~~BS1,34~~ 5,35	a†	CL ~~7,32~~ 5,35	1912 6mo Lloyd's A&CP	Hawthorn, Leslie&Co.Ld Newcastle	British&South AmericanStmNav. Co.Ld.(Houston Line)(London)Ld. Mgrs.) CellDBa117'uE&B88'f170'1033t APT27t	426·0 F on Shltrdk50' FK	54·1	37·3	Glasgow British 7BHCem	Q4Cy27¼",39",56"&81½"–54" 220lb (s) 777NHP 4SB,16cf,GS276,HS11420FD N.E.MarineEng.CoLdNwc	31 " 10 s 4 " 5½ 27 " 7¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23005 135132 GKXM	**Clan Grant** (*ex*Camorian Marchioness,*ex*Port *ss*Lon.No.3–6,25 Macquarie) *ss*Gls.No.2–33 D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*–ws)	5817 — 3554	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~1,30~~ MS7,33	Grk ✠LMC BS~~1,33~~ 2,36	*a*†	CL ~~9,29~~ 10,35	1912 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	British&South AmericanStm. Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs.*)	426·0 F *onShelter dk*50' FK *CellDBa*117'*uE*	54·1	29·3	Glasgow British 7*BHCem* &*B*88'*f*170'	Q4Cy27½",39",56"&81½"–54" 220lb (*s*) 777NHP 4SB,*16cf*,GS276,HS11420FD N.E.MarineEng.CoLdNwc 1033*tAPT*27*t*	31″10 s4″7½ 27″7¼	
23006 136654 GFNW	**Clan Keith** (*ex*Hilarius, *ex*ClanKeith, *ss*Rot.No 3-5,26 *ex*Etonian) *ss*Grk.No.2–34 D.F. 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	5712 4089 3428	✠100A1 *Shelter dk* *withFreeboard* 4,36 ~~7,34~~ MS3,34	Gls ~~Npt~~ Grk ✠LMC BS~~7,34~~ 8,35	*y*	CL ~~1,33~~ ~~12,35~~ 4,36	1914 3mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDBa*133'*uE*	385·0 FK	52·0	25·1	Glasgow British 6*BHCem* 23'*f*168'908*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 401NHP 3SB,*9cf*,GS180,HS6483 J.Dickinson&Sons,Ld.Sld. *FPT*130*tAPT*104*t*	35″8 s9″7¾ 26″3	
23007 161909 GQYP	**Clan Macalister** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk* E.S.D. GyC.	6787 6200 4081					1930	Greenock Dkyd.Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	453·8 F38'	62·3	28·9	Glasgow British *WB*	T.3Cy.27",45"&74"-54"& 1 L.P. Turbine 719NHP J.G.Kincaid&Co.Ld.Grk.		C
23008 141876 GQMP	**Clan Macbean** *ss*Gls.No.1–35 *ss*Grk.No.3–2,31 D.F. 2*Dks*(*Stl*)	5000 4697 3071	✠100A1 7.35 ~~11.34~~ MS10,35 BS7,35 *Fitted for oil*	Grk Gls ✠LMC *fuel* 3,	*y* 18	CL 11,34 *F.P. a*	1918 3mo *Lloyd* *bove* 1	Bartram& Sons,Ld. Sunderland '*sA&CP* 50° F. C	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *ellDBa* 137' *uE*26'	400·0 P36'B118'F40' FK *f*175'1053*tFPT*191	52·4	28·0	Glasgow British 6*BHCem* *tAPT*168*t*	T.3Cy.27½",45⅝"&75"–48" 180lb *120lb* (*s*) 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	30″6 s5″10¼ 24″10¼	
23009 133120 GQLN	**Clan Macbeth** *ss*Gls.No.3–4,26 D.F. *ss*Grk.No.2-34 ~~*ss*Gls.No.1–30~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4647 4225 2816	✠100A1 11,35 ~~[illegible]~~ MS3,34	Gls ✠LMC BS~~12,34~~ 11,35	*y*	CL 12,34	1913 5mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *WB*=*C*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *ell DBa*121'*u E&B*	385·0 P38'B119'F44' FK 39'*f*172'1157*tFPT*	51·7	27·4	Glasgow British 6*BHCem* 85*tAPT*42*t*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 394NHP 3SB,*9cf*,GS178,HS6436 Richardsons,Westgarth& Co.Ld.W.Hpl.	29″11 s5″4¾ 24″9	
23010 137811 GQLY	**Clan Macbrayne** *ss*Rot.No.3–4,28 D.F. *ss*Gls.No.1–32 2*Dks*(*Stl*)	4818 4505 2978	✠100A1 5,35 ~~4,34~~ BS~~4,34~~ 5,35	Grk ✠LMC3,32	*y*	CL 4,34	1916 1mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP* *Ce*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *llDBa*135'*uE*23'*f*	390·0 P38'B115'F37' FK 168'1039*tFPT*120*t*	50·5	28·0	Glasgow British 6*BHCem* *APT*197*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb *100lb* 403NHP 3SB,*9cf*,GS184,HS6523 Blair&Co.Ld.Stockton	30″6 s5″9¾ 24″10	
23011 133087 GQLV	**Clan Macbride** *ss*Gls.No.3–6,25 D.F. *ss*Gls.No.2–33 2*Dks*(*Stl*)	4922 4523 2981	✠100A1 ~~5,35~~ ~~5,34~~ 5,36 BS5,35	Grk ~~Gls~~ ✠LMC1,34	*y*	CL ~~11,32~~ 5,36	1912 12mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDBa*135'*uE*23'	390·0 P30'B115'F37' FK *f*168'1039*tFPT*12	50·5	27·9	Glasgow British 6*BHCem* 0*tAPT*197*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 393NHP 3SB,*9cf*,GS174,HS6243 Blair&Co.Ld.Stockton	30″6 s5″9¾ 24″11	
23012 160234 GSTB	**Clan Macdougall** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F. E.S.D. *CruiserStern*	6843 6206 4079					1929	Greenock Dckyd.Co.Ld Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	454·0	62·3	28·9	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾"–55⅛" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
23013 146335 GDKZ	**Clan Macfadyen** *ss*Npt.No.3–9,35 ~~*ss*Gls.No.2–31~~ D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *CruiserStern*	6191 5910 3779	✠100A1 *Awng dk* *withfreeboard* 6,36 ~~5,31~~ ~~MS12,31~~ *Fitted for oil*	Grk ~~Npt~~ ✠LMC9,35 ~~BS6,34~~ *fuel* 5,	*z* 23	CL ~~7,33~~ 5,36 *F.P. a*	1923 5mo *Lloyd* *bove* 1	Ayrshire Dkyd.Co.Ld. Irvine '*sA&CP* 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*358'938*t* *MT*31'816*t*	418·2 B60'F38'*on Awng* *dk* FK *Collisio* *FPT*115*tAPT*14*t*	53·4	33·6	Glasgow British *Cem* *nBH to A dk* 6 „ „ *U* „	T.3Cy.27½",46½"&78"–54" &LPTurbinewithDRgear- ing&hydraulic coupling 215lb *100lb* (*s*) 743NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir&JacksonLd.Gls	36″0 s8″6¼ 27″9	
23014 146317 GJCY	**Clan Macfarlane** *ss*Grk.No.3–8,35 ~~*ss*Gls.No.2–31~~ D.F. 2*Dks*(*Stl*)&*Awngdk*(*Stl*) E.S.D. *CruiserStern*	6193 5906 3735	✠100A1 *Awngdk* *withfreeboard* 8,35 ~~7,31~~ MS~~5,31~~ 8,35 *Fitted for oil*	Grk ✠LMC BS~~2,34~~ 4,35 *fuel* 11	*z* ,22	CL ~~4,32~~ 8,35 *F.P. a*	1922 11mo *Lloyd* *bove* 1	Ayrshire Dykd,Co.Ld. Irvine '*sA&CP* *CellDB*3 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) 58'938*t MT*'34'816*t*	418·1 B60'F38'*onAwng* *dk* FK *Collisio* *FPT*115*tAPT*14*t*	53·4	33·6	Glasgow British *Cem* *n BHto A dk* 6 „ „ *U* „	T.3Cy.27½",46½"&78"–54"(*s*) &LPTurbine with DRgear- ing&HydraulicCoupling 215lb *100lb* 743NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir&JacksonLdGls.	36″0 s8″6¼ 27″9	
23015 129596 GQLC	**Clan Macgillivray** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	6464 4873 4025					1911	Armstrong Whitworth &Co.Ld. Newcastle	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	430·6	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496NHP WllsndSlpwy.Co.Ld.Nwc.		C
23016 147931 GFJP	**Clan Macilwraith** *ss*Gls.No.2–32 D.F. 2*Dks*(*Stl*)	4839 4449 2878	✠100A1 ~~5,35~~ ~~5,34~~ 4,36 MS12,32 *Carryingbean* *Fitted for oil*	Grk LMC BS~~9,34~~ 9,35 *or similar* *fuel* 11	*y* ,24	CL 1,34 *oil in d* *F.P. a*	1924 11mo *Lloyd* *eep ta* *bove* 1	Greenock Dkyd.Co.Ld Greenock '*sA&CP* *nk* 50°F	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*327'826	387·4 P45'B119'F40' FK *t DTf*37'980*t FPT*	52·2	27·6	Glasgow British 7*BHCem* 104*tAPT*18*t*	T3Cy27½",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 653NHP NE&B17*refitted*11,24 3SB,*9cf*,HS8595 FD McKie&Baxter,Glasgow	30″0 s5″6 24″8¼	
23017 144233 GDXN	**Clan Macindoe** *ss*Gls.No.3–3,33 D.F. 2*Dks*(*Stl*)	4635 4194 2775	✠100A1 ~~8,35~~ ~~12,34~~ 5,36 MS3,33 *Fitte*	Grk ✠LMC BS~~8,34~~ 8,35 *dfor oil fuel* 6	*y* , 21	CL ~~12,34~~ ~~8,35~~ 5,36 *F.P.*	1920 12mo *Lloyd* *above*1	Lithgows, Ld. PortGlasgow '*sA&CP* 50° F. *CellDB*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate'tween* *deck BH in after* 331'958*tDTa*30'77	384·8 P49'B113'F38' FK *hold dispensed with* 4*tFPT*122*tAPT*19*t*	52·0	26·5	Glasgow British *Cem* 6*BHto U dk* 1 „ „*2nd*„ *only*	T.3Cy.27",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 613NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29″0 s5″2¼ 24″1	
23018 141940 GCTP	**Clan Macinnes** *ss*Gls.No.3–12,32 D.F. 2*Dks*(*Stl*)	4672 4293 2826	✠100A1 ~~2,35~~ 11,35 BS~~10,34~~ 11,35	Grk Gls ✠LMC8,32	*y*	CL 1,35	1920 1mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP* *CellDB*331'	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate* *'tween dkBHin aft* 984*t DTa* 30' 774*t*	384·8 P49'B113'F38' FK *hold dispensed with* *FPT*132*tAPT*20*t*	52·0	26·7	Glasgow British *Cem* 6*BHto U dk* 1 „ „*2nd*„	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29″3 s5″6¼ 24″0	
23019 144253 GFPY	**Clan Maciver** *ss*Gls.No.3–9,33 D.F. 2*Dks*(*Stl*)	4500 4165 2725	✠100A1 8,36 ~~2,35~~ MS9,33 *Fitted for oil*	Grk ✠LMC BS~~5,34~~ 6,35 *fuel* 6	*y* ,21	CL 2,35 *F.P. a*	1921 6mo *Lloyd* *bove* 1	Lithgows, Ld. PortGlasgow '*sA&CP* 50° F. *'tw* *CellDB*32	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate* *een dk BH in after* 9'949*tDTa*30'774*t*	384·8 P49'B113'F38' FK *hold dispensed with* *FPT*122*tAPT*19*t*	52·0	26·5	Glasgow British *Cem* 6 *BHto Udk* 1 „ „ *2nd*„	T.3Cy.27",44⅜"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&Blackmore,Ld. Greenock	29″0 s5″2¼ 24″1	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Total / Sous le Pont / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23020 133104 GFBX	**Clan Mackellar** ssGls.No.3-11,25 ssGrk.No.2-34 D.F. *2Dks(Stl)&Shelter dk(Stl)*	6387 4609 4038	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~4,35~~ ✠LMC3,34 BS~~4,35~~ 4,36	Grk	*z*	CL 7,34	1913 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate BH in after hold & intermediate 'tween dk BH in fore hold dispensed with* {*1 BH to Shltr dk* *4 BH to Upr dk* *1 BH to 2nd dk only*} *WB* = *Cell DB a*143' *u E & B*41' *f*176' 1190*t DT a*37' 910*t APT*92*t*	410·2	52·0	27·9 FK	Glasgow British *Cem*	T.3Cy.28",46½"&78"-54" (*r*) 200lb *180lb* 601NHP 3SB,*9cf*,GS187,HS8340 FD Earle'sCo.Ld.Hull	39 ″ 0 11 ″ 0½ 28 ″ 2	
23021 137849 GQMK	**Clan Mackenzie** ssGls.No.3-12,29 ssGrk.No.1-34 D.F. E.S.D. *2Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shelter 'tween decks*	6554 6316 4120	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ ~~12,35~~ BS11,35 ✠NE8,18 ✠LMC MS3,34 ~~BS3,34~~	Grk	*a*†	CL ~~6,33~~ 12,35	1917 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB* 367' 1093*t DT a*25' 955*t APT*124*t*	420·1 F34' *on Shelter dk*	53·4	36·3 FK	Glasgow British *7BHCem*	T.3Cy.27",42½"&73"-48"& L.P.Turbine withDR gearing & hydraulic coupling 180lb (*s*) 698NHP 3SB,*12cf*,GS234,HS9837 FD D.&W.Hendrsn&CoLdGls	39 ″ 0 11 ″ 1½ 28 ″ 2	
23022 141890 GQMT	**Clan Mackinlay** ssGls.No.3-4,31 D.F. *2Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing* ssGls.No.1-35	6365 6078 3936	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~4,35~~ 8,35 ~~BS7,34~~ ✠LMC ~~7,31~~ *Carrying oil fuel in DB tanks under holds F.P. above 150° F.* *Fitted for oil fuel* 11,18 *F.P. above* 150° F. *Carrying vegetable oil in bulk in DT*	Gls Grk	*a*†	CL 4,35	1918 11mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *'Tween dk BH in No 3 hold dispensed with* {*5 BH to U dk* *1 ″ ″ Sh ″* *1 ″ ″ 2nd ″ only*} 150° F. *Cell DB*362' 1185*t DT a*32' 712*t FPT*64*t APT*15*t*	420·0	54·5	34·0 FK	Glasgow British *Cem*	T.3Cy.29",47"&78"-54" (*s*) &LPTurbine withSRgearing & hydraulic coupling 180lb 781NHP 4SB,*12cf*,GS253,HS10224 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s8 ″ 10½ 27 ″ 10	
23023 144229 GBYD	**Clan Macnab** ssGls.No.3-8,33 D.F. *Dks(Stl)&Awng dk(Stl)* E.S.D *CruiserStern*	6076 5793 3705	✠100A1 *Awng dk* *withfreeboard* 10,35 ~~1,35~~ ✠LMC MS2,33 BS~~10,3~~10,35 *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Grk	*z*	CL ~~4,34~~ 10,35	1920 12mo	Ayrshire Dkyd.Co.Ld Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB* 343' 898*t MT*33' 750*t FPT*47*t APT*7*t*	410·6 B60' F44' *on Awng dk*	53·3	33·4 FK *Collision*	Glasgow British *Cem* *BH to Aw dk* *6 ″ ″ U ″*	T.3Cy.27½"45½"&75"-54"(*s*) &LPTurbinewithDRgearing&hydraulic coupling 200lb *100lb* 692NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s8 ″ 6½ 27 ″ 9	
23024 144259 GFNK	**Clan Macnair** ssGls.No.3-8,34 D.F. *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	6096 5788 3719	✠100A1 *Awng dk* *withfreeboard* BS4,36 4,36 ~~2,34~~ ✠LMC MS12,33 ~~BS4,34 4,35~~ *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Grk Gls	*z*	CL 12,34	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB* 343' 898*t MT*33' 750*t FPT*47*t APT*7*t*	410·7 B60' F44' *on Awng dk*	53·3	33·4 FK *Collision*	Glasgow British *Cem* *BH to Aw dk* *6 ″ ″ U ″*	T.3Cy.27½",45½"&75"-54" &LPTurbinewithDRgearing&hydraulic coupling 200lb *100lb* (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s8 ″ 6 27 ″ 9¼	
23025 146259 GFZS	**Clan Macnaughton** ssGrk.No.3-3,34 D.F. *2 Dks(Stl)&Awning dk(Stl)* E.S.D. *CruiserStern*	6088 5793 3689	✠100A1 *Awng dk* *withfreeboard* 2,36 ~~8,35~~ BS1,36 ~~BS8,33~~ ✠LMC4,34 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Grk	*z*	CL ~~6,33~~ 2,36	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB*343' 897*t MT*34' 816*t FPT*60*t APT*7*t*	410·5 B60' F44' *on Awng dk*	53·3	33·4 FK *Collision*	Glasgow British *Cem* *BH to Aw dk* *6 ″ ″ U ″*	T.3Cy.27½",45½"&75"-54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb *100lb* (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s8 ″ 6 27 ″ 9¼	
23026 146281 GFWP	**Clan Macneil** ssGls.No.3-8,34 ~~ssGls.No.2-30~~ D.F. *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	6111 5793 3788	✠100A1 *Awng dk* *withfreeboard* ~~11,35~~ 3,35 ✠LMC MS8,34 ~~BS11,34~~ 11,35 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Grk Gls	*z*	CL 2,35	1922 2mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB*343' 897*t MT*34' 816*t FPT*60*t APT*7*t*	410·5 B60' F44' *on Awng dk*	53·3	33·4 FK *Collision*	Glasgow British *Cem* *BH to Aw dk* *6 ″ ″ U ″*	T.3Cy.27½",45½"&75"-54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb *80lb* (*s*) 691NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s8 ″ 6 27 ″ 9¼	
23027 129578 GQLR	**Clan Macphee** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	6628 4814 4114					1911	IrvinesS.B.&D.D.Co.Ld. WHartlepool	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	430·0	53·5	26·4	Glasgow British *WB*	T.3Cy.29",49"&80"-60" Richardsons, 497NHP Westgarth&Co.Ld.Hpl.		C
23028 160249 GKBW	**Clan Macpherson** ssGrk.No.1-33 D.F. *2Dks(Stl)&Shelter dk(Stl)* GyC. *CruiserStern*	6940 6280 4078	✠100A1 *withfreeboard* ~~10,35~~ ~~3,35~~ 4,36 ✠LMC BS~~4,34~~10,35 MS11,33 *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	Gls Grk	*d*†	CL ~~11,32~~ 10,35	1929 5mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Duct keel fwd. of mchy. space* *Cell DB*365' 1082*t DT f*30' 1008*t FPT*134*t APT*41*t*	454·0 F35'	62·3	28·9 FK	Glasgow British *7BHptCem* (*Coll to Sh dk* *6 ″ 2nd ″*)	T.3Cy.~~29"~~ 30",50"&83"-54"&(*s*) 1LPTurbine withDRgearing&hydraulic coupling 220lb *100lb* 973NHP 4SB,*16cf*, ,HS12700 FD Rankin&BlackmreLd.Grk.	31 ″ 6 s4 ″ 3½ 27 ″ 5½	
23029 133157 GQLB	**Clan Macquarrie** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	6471 4613 4007					1913	A.Stephen &Sons,Ld. Glasgow	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	429·2	53·7	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"-60" 496NHP A.Stephen&Sons,Ld.Gls.		C
23030 144223 GDPV	**Clan Mactaggart** ssGls.No.3-4,33 D.F. *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	7622 7261 4674	✠100A1 *Awng dk* *withfreeboard* 4,35 ~~11,34~~ BS5,35 ~~BS11,34~~ ✠LMC4,35 *Fitted for oil fuel* 11,20 *F.P. above* 150° F	Grk Gls	*b*†	CL ~~3,33~~ 4,35	1920 11mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	ScottishShire Line,Ld.(Turnbull, Martin&Co.Ld, *Mgrs.*) *Cell DB*377' 968*t MT*45' 1290*t FPT*69*t APT*8*t*	452·7 B69' F38' *on Awng dk*	57·7	35·2 FK	Glasgow British *Cem* *7BH to Awdk*	2 Steam Turbines DR geared to 1 Sc Shaft 200lb (*s*) 905NHP 4SB.*16cf*,GS272,HS12120 FD Scotts'SB&Eng.Co Ld.Grk	37 ″ 6 s9 ″ 11½ 27 ″ 9¼	
23031 141252 GDPW	**Clan Mactavish** ssGrk.No.3-2,34 D.F. *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	7631 7262 4640	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~12,34~~ ✠LMC MS3,33 ~~BS7,34~~ 6,35 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Gls Grk	*b*†	CL ~~9,32~~ 9,35	1921 5mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB*377' 968*t MT*45' 1290*t FPT*69*t APT*8*t*	452·6 B69' F38' *on Awng dk*	57·7	29·6 FK	Glasgow British *Cem* *7BH to Awdk*	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) 905NHP 4SB,*16cf*,GS272,HS12120 FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 6 s9 ″ 11½ 27 ″ 9¼	
23032 141878 GQMN	**Clan Macvicar** ssGrk.No.3-8,30 D.F. *1Dk(Stl)&Shelter dk(Stl)* ssGrk.No.1-34	5815 5600 3621	✠100A1 *Shelter dk* *withfreeboard* BS1,36 9,35 ~~7,34~~ ~~BS12,34~~ ✠LMC 12,34	Grk	*y*	CL 12,34	1918 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell DB* 350' 1300*t DT f*21' 790*t APT*110*t*	400·1 F *on Shelter dk* 89'	53·0	32·8 FK	Glasgow British *7BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB,*9cf*,GS193,HS8478 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s9 ″ 5½ 26 ″ 2½	
23033 142598 GDLY	**Clan Macwhirter** (*ex*Willcasino, *ex*Halizones, *ex*Yprosville) ssGrk.No.3-1,31 *2Dks(Stl)* *Longitudinal framing in double bottom & at decks* D.F. ssGrk.No.1-36	5941 5509 3702	✠100A1 2,36 ~~11,34~~ ~~BS4,34~~ ✠LMC 7,35 MS2,36	Liv Grk	*a*†	CL 5,34	1918 7mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *1 Intermediate & 2 'tween dk BHds dispensed with* *Cell DB*363' 1481*t APT*20*t*	424·4 P44' B254' F44'	55·8	28·8 FK	Glasgow British *Cem* *4BH to U dk* *2 ″ ″ 2nd ″*	T.3Cy.27",45"&75"-48" (*s*) 180lb 549NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s4 ″ 11½ 26 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
Wrecked9,35 23034 137837 GQMB	**Clan Malcolm** D.F *3Dks*	5994 5743 3724					1917	Craig, Taylor&Co.Ld. Stockton	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	405·1	53·3	33·5	Glasgow British *WB*	T.3Cy.28″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton		C
23035 141896 GQMW	**Clan Matheson** ssGls.No.3-5,32 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5613 5348 3453	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~2,35~~ ✠LMC MS9,31 BS~~6,34~~ 6,35 *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	Gls Grk	*y*	CL 2,35	1919 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*) *CellDB*326′ 922*tMT*36′876*t*	397·1 *FPT*66*t APT*15*t*	51·4	34·0	Glasgow British FK *Cem* 3*BHtoSh dk* 4 „ „ *U* „	T.3Cy.~~27″~~ 26⅝″,44″&73″–48″ (*s*) 180lb *100lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s9 ″ 3¼ 27 ″ 5	
23036 141882 GQMD	**Clan Monroe** *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5952 5671 3617					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	409·6	53·4	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,LdGls		C
23037 141877 GQMC	**Clan Morrison** D.F. 2*Dks*&*Awng dk*	5936 5678 3643					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	409·6	53·5	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,LdGls		C
23038 141911 GQML	**Clan Murdoch** ssGls.No.3-1,32 D.F. 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5950 5680 3638	✠100A1 *Awng dk* *withfreeboard* 3,35 ✠LMC MS1,32 BS~~[illegible]~~7,35 *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Grk	*z*	CL 3,35	1919 7mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*) *CellDB*346′898*tM*	409·6 *Collision BH to Awng dk* *T*39′890*t FPT*46*t A*	53·5	33·5	Glasgow British FK *ptCem* 6*BH to U dk* *PT*7*t*	T.3Cy.27½″,45½″&75″–54″ &L.P.Turbine withD.R. gearing&hydraulic coupling 200lb *100lb* (*s*) 674NHP 3SB,9*cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s9 ″ 7¼ 26 ″ 8	
23039 141894 GQMV	**Clan Murray** *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*3*trB*	5954 5675 3631					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	409·5	53·5	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ &L.P.TurbinewithSRgearing&hydraulic coupling 413NHP Dunsmuir&Jackson,LdGls		C
23040 137782 GQLF	**Clan Ogilvy** *Fitted for oil fuel* D.F. 2*Dks* *CruiserStern*	5802 5348 3581					1914	W.Doxford &Sons,Ld. Sunderland	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	430·0 P41′B141′F43′	54·2	29·4	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		C
23041 137833 GQMF	**Clan Ranald** ssGls.No.3-7,29 ssGrk.No.1-34 D.F. 2*Dks*(*Stl*)	5447 5093 3379	✠100A1 6,35 ~~9,34~~ BS~~2,35~~ 2,36 ✠LMC12,35	Gls Grk	*z*	CL 9,34	1917 3mo	Napier&Miller,Ld. Glasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*) & 1 *'tween dkB*	409·1 P49′B120′F41′ FK 1*IntermediateBH* *H dispensed with* *CellD*	54·0	28·9	Glasgow British *Cem* 5*BHto U dk* 1 „ „ *2nd* „ *B*355′ 1060*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 538NHP 3SB,9*cf*,GS186,HS5151 FD J.G.Kincaid&Co. Ld. Grk. *only* *DTa*36′1075*tAPT*45t	31 ″ 5 s6 ″ 1¼ 25 ″ 6	
23042 132763 GCLN	**Clan Robertson** TwinSc (*ex*Otaki-34) ssFal.No.3-9,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* E.S.D.	7951 5777 4954	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~11,34~~ ✠LMC MS9,32 ~~BS11,34~~ ✠Lloyd'sRMC ~~[illegible]8,35~~ 1,36	Grk Gls BS1,36	*c*†	CL P10,34 SN 10,34	1920 2mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	TheClanLine Steamers,Ld.(Cayzer,Irvine&Co.Ld. *Mgrs.*) *CellDB*386′1275*t*	449·1 P31′F43′*on Shelter dk* FK *FPT*125*tAPT*80*t*	58·2	37·1	Glasgow British *Cem* 8*BHtoSh dk*	T.6Cy.26½″,44″&73″–48″(*s*) 200lb HS16680 1122NHP 2DB&2SB,22*cf*,GS420, FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s11 ″ 0¼ 29 ″ 3	
23043 136330 GQLD	**Clan Ross** 2*Dks* D.F. *CruiserStern*	5897 5402 3623					1914	Swan,Hunter&Wigham Richardson, LdNewcastle	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	430·0 P40′B135′F43′	54·3	29·4	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
23044 141893 GFVM	**Clan Skene** (*ex*Halocrates, *ex*ClanSkene) ssGls.No.3-5,31 D.F. 2*Dks*(*Stl*) ssGls.No.1-35	5214 4808 3233	✠100A1 ~~9,35~~ ~~8,34~~12,35 ✠LMC5,35 ~~MS12,30~~ ~~BS[illegible]~~ BS5,36	Grk ~~Gls~~	*y*	CL ~~6,33~~ ~~N0,35~~ 12,35	1919 1mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*)	401·0 P49′B113′F39′ *CellDB* FK 336′1088*t FPT*123*t*	52·3	28·5	Glasgow British 7*BHptCem* *APT*53*t*	T.3Cy.27″,44″&73″–48″&LP Turbine withDRgearing &hydraulic coupling 180lb (*s*) 599NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
23045 137827 GQLZ	**Clan Stuart** ssRot.No.3-6,29 ssGrk.No.1-34 D.F. 2*Dks*(*Stl*)	5760 5361 3550	✠100A1 1,36 ~~10,34~~ BS1,36 ✠LMC MS1,34 ~~BS[illegible]~~ *Carrying fuel oil F. P. above* 150° F *in DB*	Npt Grk	*a*†	CL ~~8,33~~ 1,36	1916 10mo	Russell& Co.Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine&Co.Ld.*Mgrs.*) 1*Intermediate BH*&1*'tween dkBHdispensed with* *CellDB*360′ 1181*t DTa*36′1118*tAPT*31*t*	423·5 P38′B123′F43′ FK	56·0	28·7	Glasgow British *Cem* 5*BH to U dk* 1 „ „ *2nd* „	T.3Cy.27″,44″&73″–48″& L.P.Turbine withDR gearing&Hydraulic coupling 180lb (*s*) 627NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk *only*	31 ″ 4 s6 ″ 1¼ 25 ″ 5	
23046 129581 GNZK	**Clan Urquhart** TwinSc5Mst (*ex*Argyllshire-33) ssGrk.No.3-1,33 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl-ws*) *Ref.Mchy.*	9564 8592 5580	✠100A1 *Shelter dk* *withfreeboard* ~~8,35~~ ~~11,34~~ 2,36 ~~BS11,34~~ ✠LMC1,33 ✠Lloyd'sRMC ~~[illegible]~~ 3,36 9,35	Gls BS2,36	*g*†	CL ~~12,32~~ 8,35	1911 6mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine&Co.Ld.*Mgrs.*) *Cell DBa*102′ *uE*&*B*113′*f*228′	526·2 FK	61·4	33·3	Glasgow British 8*BHCem*	Q.8Cy.25 1/16″,35 9/16″,51″&72″–51″ 215lb (*s*) 1264NHP 2D&2SB,24*cf*,GS473, HS19432 FD J.Brown&Co.Ld.Clydebnk 1681*tFPT*136*tAPT*118*t*	36 ″ 6 s6 ″ 8¾ 29 ″ 11¾	
23047 132036 MDYJ	**Clandeboye** ssBel.No.3-6,26 ssBel.No.2-34 *Well deck Mchy.Aft* 1*Dk*(*ptStl*)	614 439 233	✠100A1 9,34 ✠LMC BS~~[illegible]~~8,35 MS9,31	Bel	*j*	CL 8,34	1913 5mo	Scott& Sons Bowling *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=CellDB*	180·3 Q103′B9′F33′ BK7¼″ *f*103′ 158*t FPT*46*t*	28·2	10·8	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 ″ 4 s4 ″ 5 13 ″ 7	
23048 147594 GBPL	**Clanwood** ssSld.No.3-3,36 ~~ssShl.No.2-33~~ 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2180 1760 1244	✠100A1 ~~9,35~~ ~~3,34~~ 3,36 ~~BS5,34~~ ✠LMC~~2,35~~ ~~4,35~~ 3,36	Sld	*r*	OG ~~2,33~~ 2,36	1924 3mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	W.France,Fenwick &Co.Ld. *CellDBa*48′*uE*& *B*39′*f*113′39	280·0 P20′Q94′B48′ F19′ FK 7*tDTa*36′250*tFPT*	40·2	18·9	London British 4*BHCem* 52*tAPT*80*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 199NHP 2SB,6*cf*,GS94,HS3096 G.Clark,Ld.Sunderland	21 ″ 0 s2 ″ 3½ 19 ″ 0½	
23049 113967 MFRF	**Clapham** (*ex*Ville d'Eu) 3Mst ssBel.2ndNo.3-4,28 ssBel.No.1-33 *Well deck Mchy.Aft* 1*Dk*(*Irn*)	763 542 316	✠100A1 12,35 ~~1,34~~ BS~~2,34~~ ✠LMC1,33 6,35	Bel	*k*	CL ~~3,33~~ 12,35	1901 7mo	SM'Knight &Co.Ld. Ayr *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=CellDB f*115′183*tFPT*	200·4 31·7 Q103′B13′F27′ FK	30·6	11·5	Belfast British 3*BHCem* 70*tAPT*8*t*	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 116NHP 1SB,3*cf*,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 8½ 13 ″ 5	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23050 107 IBQH	**Clara** ssTri.No.3-8,35 ~~ssTri.No.3-30~~ ƒ 2Dks(Stl)&Webframes D.F. Sub.Sig.	6131 5022 3731	✠100A1 4,36 ~~3,31~~ ~~10,31~~ ✠LMC~~10,30~~ BS ~~1,35~~12,35 MS4,36 Fitted for oil fuel 11,22 F.P. above 150° F.	Tri	z	CL 1,35	1922 11mo	Cant.Nav. Triestino Monfalcone A&CP	CosulichSoc. Triestina diNav. ~~CellDB342'124t~~ M CellDBa117'uB&f158'1141t	401·0 P36'B124'F41' FK T27'816t FPT107t	54·2	30·2	Trieste Italian 6BHCem APT135t	T3Cy$26\frac{5}{8}$",$42\frac{1}{8}$"&$70\frac{1}{16}$"-$48\frac{1}{16}$" 180lb (s) 483NHP 3SB,9cf,GS148,HS7221 FD UnitedMachineFactories, Smichow,Prague	32 " 10 s7 " $8\frac{3}{4}$ 25 " 4	
23051 OYBO	— Sub.Sig. 1Dk	1398 1070 798					1925	Howaldts-werke Kiel	A/S D/S Myren (Holm&Wonsild, Mgrs.)	246·1 P16'Q77'B95'F31'	38·0	14·4	Copnhagn Danish WB	T3Cy$16\frac{1}{4}$",$27\frac{3}{16}$"&$43\frac{5}{16}$"-$29\frac{1}{2}$" 102NHP Howaldtswerke,Kiel		G
23052 ONGC	— ssGoo.2ndNo.3-4,34 Well deck 1Dk(Stl)&deep framing	783 555 481	✠100A1 ~~4,34~~12,35 BS2,35 ✠LMC10,35	Goo	k	~~10,32~~ 12,35	1908 10mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	HandelenScheep- vaartSoc.Anon. (M.Vandesompel Mgr.) WB = CellD	195·0 P19'Q77'B9'F24' FK Ba40'f77'157tFPT	30·1	11·9	Nieuport Belgian 4BHCem 25tAPT32t	T.3Cy.$16\frac{1}{2}$",27"&44"-33" (s) 180lb 60lb 141NHP 1SB,4cf,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 " 0 s " 11 13 " 3	
23053 DHEB	**Clara Blumenfeld** (exMarsden) ssHam.2ndNo.3-2,35 Well deck 1Dk(ptIrn&ptStl) Cargo battens not fitted	2543 1970 1467	✠100A1 ~~2,35~~10,35 ✠LMC MS10,34 BS2,35	Ham	s	CL 10,34	1910 10mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP Inter-	Norddeutsche Kohlen-und Cokes-WerkeA.G. mediate BH in fore	304·4 Q116'BonQ.dk 55' F31' FK hold dispensed with CellDBa92'uE	42·2	18·7	Hamburg German Cem 4BH only &B41' f121'	T.3Cy.$21\frac{1}{2}$",35"&58"-39" 180lb 254NHP 2SB,6cf,GS117,HS4274 N.E.MarineEngCoLd.Nwc 631tFPT128tAPT185t	20 " 11	
23054 88 IBRH	**Clara Camus** ssTri.No.3-2,34 D.F. 2Dks(Stl)	7048 5444 4416	✠100A1 12,34 BS12,34 ✠LMC12,33	Tri	a†	CL 12,34	1920 4mo Lloyd	Stabilmnto Tecnico Triestino Trieste 'sA&CP	G.Costa fu A. CellDBa 151'uE25'f19	435·0 P42'B279'F43' FK 1'1355tDTa34'935t	54·0	27·9	Genoa Italian 7BHCem APT29t	T.3Cy.27",45"&75"-48" (s) 180lb 529NHP 3SB,9cf,GS177,HS7688 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s4 " $11\frac{1}{4}$ 25 " $8\frac{3}{4}$	
Now	"Beatrice C," see No. 37262 in Supplement															
23055 DMCE	**Clara Hintz** (exHelmwige, Iron exLizzie, ssHbg.2ndNo.3-4,06 exHardwick) ssHbg.No.2-15 Well deck 1Dk(Irn)2trB	1096 834 660	✠ 12,19 ✠	Hbg	n		1880 12mo	E.Withy & Co. Hartlepool	OttoWiggers	236·0 Q90'B61'F30' FK Cell	31·6	13·7	Stettin German 4BHCem DB202'274t	C.2Cy.27"&51"-33" NDB98refitted11 1SB,3pf,GS54 120NHP T.Richardson&Sons,Hpl.	15 " 8	G †
23056 OZHA	**Clara Jebsen** Ⓟ Sub.Sig. 2Dks	1974 1772 1145					1922	Howaldts-werke Kiel	RhederiM.Jebsen A/S(J.F.Jebsen, Mgr.)	270·7 P23'B70'F38'	38·9	21·0	Aabenraa Danish WB	T.3Cy.$20\frac{1}{16}$",$32\frac{1}{4}$"&$51\frac{5}{8}$"-$35\frac{3}{8}$" 160NHP Howaldtswerke,Kiel		G
23057 DHEC	**Clara L.-M. Russ** Sub.Sig. CruiserStern 1Dk	1600 1280 937					1927	Flensburgr Schiffsb.Ges Flensburg	Schiffahrt-u. Assekuranz Ges.m.b.H.(Ernst Russ,Mgr.)	263·6 P16'Q84'B104' F32'	41·9	15·4	Hamburg German WB	T.3Cy.$17\frac{11}{16}$",$27\frac{3}{16}$"&48"-$37\frac{3}{8}$" 141NHP FlensburgerSchiffsb.Ges.		G
23058 143703 MKRS	**Clara Monks** 3Mst ssBwg.No.3-2,34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	577 405 232	✠100A1 ~~5,35~~ ~~1,35~~ 1,36 BS1,35 ✠LMC2,34	Lan ~~Bkn~~Apl	h	CL 1,35	1920 12mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	JohnS.Monks,Ld.	170·2 Q94'B12'F28' BK7" FPT65t	26·1	11·7	Liverpool British 3BHCem APT30t	T.3Cy.14",23"&37"-30" (s) 180lb 70RHP 1SB,3cf,GS56,HS1872 AilsaS.B.Co.Ld.Troon	13 " 0 s3 " $11\frac{1}{2}$ 13 " $2\frac{1}{2}$	
23059 213833 WKCB	**Clare** ssN.Yk.No.3-8,27 ssBal.No.2-35 ~~ssBal.No.1-30~~ Sub.Sig. 2Dks(Stl)&Webframes Longitudinal framing	3372 2842 2139	✠100A1 ~~7,35~~ ~~10,34~~4,36 BS4,34 ✠LMC~~10,34~~ 4,35 MS7,35 Fitted for oil fuel 12,15 F.P. above 150° F.	Bal	u	CL 1,34	1915 12mo A&CP	Maryland SteelCo. Sparro'Pt.Md	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.)	327·2 P35'B98'F38' FK WB = CellDB	46·2	22·9	NewYork Utd.States 5BHCem a90'uE20'f	T.3Cy.22",$37\frac{13}{16}$"&$60\frac{1}{16}$"-42" 190lb (s) 293NHP 2SB,6cf,GS144,HS4933 MarylandStl.Co.Sparr'.Pt. 146'691tFPT78tAPT296t	25 " 6 s4 " $6\frac{1}{4}$ 21 " $1\frac{1}{2}$	
23060 DCGK	**Cläre Grammerstorf** (exHarald) 1Dk	632 512 367					1912	Nüscke& Co.Akt.Ges. Stettin	K.Grammerstorf	191·5 Q48'B12'H48'F23'	30·1	11·3	Kiel German WB	T3Cy$12\frac{5}{8}$",$22\frac{1}{16}$"&$36\frac{1}{4}$"-$21\frac{7}{16}$" 61NHP AtlasWerkeA.G.Bremen		G
23061 133599 GWVL	**Clare Lilley** (exModig-34, exEastcliffe, ssOsl.No.3-5,30 exCliffside) 1Dk(Stl)&Shelterdk(Stl) ssBry.No.1-35	3726 3531 ~~2377~~ 2314	✠100A1 Shelter dk withfreeboard 9,35 ~~3,34~~ ✠LMC10,35 ~~MS5,30~~ ~~BS3,34~~	Osl Bry	w	CL 7,34	1917 4mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP	ClareShippingCo. Ld.	350·0 FK CellDB324'862t	50·9	23·5 31·5	London British 6BHCem APT105t	T.3Cy.25",41"&67"-45" (s) 180lb 325NHP 3SB,6cf,GS115,HS4995 N.E.MarineEngCo.Ld.Sld	26 " 0 s2 " $5\frac{1}{4}$ 23 " 9	
23062 136345 MFSQ	**Clarecastle** ssLiv.No.3-12,26 Well deck ssLiv.No.2-34 Mchy.Aft 1Dk(Stl)	627 442 236	✠100A1 ~~11,34~~ 11,35 BS11,35 ✠LMC11,34	Liv	j	CL 9,33	1914 12mo Lloyd	Scott& Sons Bowling 'sA&CP	A.Guinness,Son& Co.Ld. WB = Cell	179·9 Q103'B9'F33' BK$7\frac{1}{4}$" DBf103'161tFPT	28·6	10·8	Belfast British 3BHCem 16tAPT7t	T.3Cy.15",$25\frac{1}{2}$"&41"-30" (s) 180lb 85RHP 1SB,3cf,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 " 6 s4 " $5\frac{1}{4}$ 13 " $8\frac{3}{4}$	
23063 215907 KJFX	**Claremont** Wood Fitted for oil fuel 1Dk	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	Hart-Wood LumberCo.	225·5	43·0	16·2	S.Frncisco Utd.States	T.3Cy.14",23"&40"-30" 88NHP UnionIronWorks,San Francisco		
23064 127300	**Clarence A. Black** Mchy.Aft 1Dk2trB	4150 — 2555					1898	Cleveland S.B.Co. Lorain,O.	PittsburgS.S.Co.	413·4 F46' WB	50·2	24·5	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"-40" NB20 213NHP ClevelndSB.Co.Clevelnd,O		
23065 139099 GMXD	**Clarissa Radcliffe** (exGwent) ssSld.No.3-8,28 D.F. ssShl.No.1-32 1Dk(ptIrn&ptStl)	5754 5217 3501	✠100A1 ~~4,35~~ ~~5,34~~ 9,35 MS6,32 ✠LMC MBS~~5,34~~ ~~1,35~~ DBS~~10,34~~ 5,36 9,35	Bry ~~Bkn~~	z Cff	CL ~~5,34~~ 9,35	1915 11mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	ClarissaRadcliffe SSCoLd(E.Thomas Radcliffe&CoMgs) a134'uE&B46'f	415·0 P45'B&F321' WB = CellDB FK 184'1723t FPT154t	55·5	26·7	London British 7BHCem APT183t	T.3Cy.$27\frac{1}{4}$",46"&75"-48" 180lb ~~150lb~~ (s) 470NHP 3SB,9cf,GS197,HS7891 Blair&Co.Ld.Stockton	28 " 7 s3 " $9\frac{1}{4}$ 25 " 1	
23066 FNZX	**Claude Chappe** (exPatris) TwinSc D.F. 2Dks&deep framing&Shelter dk	4394 3876 2301			...		1909	Nthmblnd S.B.Co.Ld. Newcastle	CiedesMessageries Maritimes	370·0 FK	47·0	23·9	Saigon French WB	T.6Cy.$22\frac{1}{2}$",37"&60"-42" 776NHP G.Clark,Ld.Sunderland	26 " 6	V †
23067 PUXA	**Claudia M.** (exAntoniettaAccame) ssMsl.No.3-11,11 ssGen.No.2-20 1Dk(Stl)&Spar dk(Stl)&Web frames	3249 2844 1982	✠ 7,24	Gen	u		1899 10mo	Cant.Nav. diMuggiano Muggiano	Soc.Paulista de Nav.Matarazzo, Ltda. DBa94'	346·0 P37'B106'F29' 24·2 FK uE&B36' f142'945t	47·2	16·2	SanPaulo Brazilian 8BHCem APT58t	T.3Cy.$21\frac{1}{2}$",35"&59"-39" 228NHP 2SB,6cf,GS89,HS3416 T.Richardsn&Sns.Ld.Hpl	24 " 3	
23068 Broken up EADV	**Claudio** (exLadyGray) ssBbo.2ndNo.3-6,21 ssBbo.No.2-30 1Dk(Irn)&Web frames &pt Awng dk(Irn)	2588 1894 1540	✠ — 12,34 ✠	Bbo	s		1894 9mo	W.Gray& Co.Ld. WHartlepool	Cia.Nav.Euzkera (J.deAzcarreta, Mgr.) WB = CellDBa	300·0 P27'Q90' pt Awng dk183' FK 100'uE20'f118'610t	40·0	18·5	Bilbao Spanish 5BHCem APT31t	T.3Cy.22",35"&59"-39" NDB07 224NHP 2SB,6rf,GS73,HS3468 Cen.Mar.Eng.Wrks.WHpl	20 " 10	
23069 FCGK	**Claudius Magnin** 1Dk	2310 1970 1253					1921	Atel.&Ch. deFrance Dunkirk	Cie.desForges et Aciéries de laMar. et d'Homécourt	292·6	41·0	20·9	Bayonne French WB	T.3Cy.21",33"&56"-36" 188NHP Atel.&Ch.deFrance,Dnk.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
23070 DALW	**Claus** 1*Dk*	302 231 153					1907	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	138·7 P&B90'F17'	24·3	9·0	Stettin German *WB*	T.3Cy.$9\frac{4}{5}$",$16\frac{1}{16}$"&$25\frac{3}{5}$"-$17\frac{7}{16}$" 28NHP StettinerOderwerke		G
23071 DIAY	**Claus Horn** Ⓟ (*ex*MinnaHorn) *OilEng.* D.F. 2*Dks*	3177 2526 1842					1925	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0 P75'B81'F'86'	46·3	22·8	Hamburg German *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"-35⅜" 778NHP NE30 Maschinenfbrk Augsburg-NürnbergA.G.Augsburg		G
23072 DHEE	**Claus Rickmers** Sub.Sig. 2*Dks*	5165 4708 3170					1924	Nrddtsche Werftm.b.H. Weser-münde-G.	Rickmers RhedereiA.G.	401·5 P50'B133'F42'	53·2	27·5	Hamburg German *WB*	T.3Cy.28⅛,"45¼"&74"-53¼" 400NHP A.G."Weser,"Bremen		G
23073 SVXS	**Cleanthis** (*ex*FramlingtonCourt) *ss*Pir.2ndNo.3-1,36 ~~*ss*Cff.No.3-6,32~~ ~~*ss*Pir.No.2-32~~ 1*Dk2trB*	*4153* *3914* *2592*	✠100A1 1,36 ~~9,34~~ ✠LMC1,36 ~~MS12,30~~ ~~BS9,34~~	Dnz Pir	*x*	CL 9,34	1911 4mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Th.L.Boyazides& Co. *Cell DBa* 114'*uE27*'	375·7 P41'B231'F36' FK *f*160' 808*t FPT*96*t*	51·3	24·3	Andros Greek 6*BHCem* *APT*176*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 385NHP 3SB,*9cf*,GS189,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s3 ″ 5½ 23 ″ 5¾	
23074 142815 GKSP	**Clearton** *ss*Nwc.No.3-8,32 1*Dk*(*Stl*)	5219 4790 3209	✠100A1 ~~7,35~~ ~~8,34~~ 3,36 BS~~[illegible]~~ ✠LMC8,52 8,35	Nwc	*y*	CL 9,33	1919 9mo *Lloyd*'*sA&CP*	Richards'n Duck&Co.Ld. Stockton	R.Chapman&Son *CellDB*	400·2 P49'B113'F40' FK 336'1058*t FPT* 168*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb *100lb* 397NHP 2SB,*6cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0 25 ″ 3¼	
23075 219686 KUGD	**Clearwater** *Fitted for oil fuel* 2*Dks*	4970 4598 3038					1920	American International S.B.Corp. HogIslandPa	MississippiShip-pingCo.Inc.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23076 1635 IBGZ	**Clelia Campanella** TwinSc (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	3245 2955 1965			...		1917	Baltimore D.D.&S.B.Co BaltimoreMd	TitoCampanella Soc.diNav.	293·2 P76'F26' FK	47·2	28·0	Genoa Italian *WB*	T.3Cy.18",26½"&42"-27" 298NHP NE*made*13*refitted*27 NB*made*20*refitted*27 London&Glasgow E.&S.B. Co.Ld.Gls.	28 ″ 1	I †
23077 FOZF	**Clemenceau** (*ex*WarMersey) 1*Dk*&*Shelter dk* *Carrying oil fuel in bulk*	2429 2314 1341			...		1919	H.&C. Grayson,Ld. Liverpool	CieHavraise de Magasinage et deTransport	265·0 FK	41·2	26·6	Havre French *WB*	T.3Cy.21",34"&56"-36" 229NHP Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 10	V †
23078 121205 WADE	**Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy.Aft* D.F. 1*Dk2trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	ReissS.S.Co.	430·0	50·2	24·5 *WB*	Wilmgton (Del.) Utd.States	Q4Cy15",23¾",36½"&56"-40" 198NHP ChicagoS.B.Co.Chicago		R
23079 162414 MBBL	**Clement** D.F. 1*Dk*&*Shelter dk* *3rd dk except in Nos.5&6holds* *CruiserStern*	5051 4457 3082	✠100A1 *withfreeboard* ~~5,35~~ ~~12,34~~ ✠LMC12,34 1,36	Bkn		CL	1934 12mo *Lloyd*'*sA&CP*	Cammell Laird&Co.Ld Birkenhead	BoothS.S.Co.Ld. *CellDB*349'96	412·2 F32' FK 4*tDTa*34'772*tFPT*	55·7	26·0	Liverpool British 8*BHCem* (*Coll to Sh dk* 7 ,, 2*nd*,,) 80*tAPT*44*t*	T.3Cy.24½",40½"&67"-51" & LP Turbine with DR gearing & hydraulic coupling 220lb (*s*) 652NHP 3SB,*9cf*,GS195,HS8760 FD CammellLaird&Co.Ld Bkn	28 ″ 6 s3 ″ 1½ 25 ″ 7½	
23080	**Cleo V** (*ex*Cleo,*ex*ExpressI, *ex*Heerenveen) 1*Dk*	*311* *272* *108*					1901	J.&K.Smit Krimpen a/dLek	SolonVictor	169·7	23·0	11·0	Mytilene Greek	T.3Cy.11¼",16⅝"&27⅜"-18⅜" 31NHP Löhnis&Co.Rotterdam		
23081 7920 SDIT	**Cleopatra** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*6627* *6007* *3883*					1933	Götaver-kenA/B Gothenburg	RederiA/B Transocean (G.Carlsson,*Mgr.*)	429·8 417·0	55·2	33·9	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-59$\frac{1}{16}$" 490NHP GötaverkenA/B,Got.		N
23082 149392 MNXZ	**Clermiston** (*ex*Vreewijk) *ss*Gmh.No.3-4,34 1*Dk*(*Stl*) *Cargo battens not fitted*	1448 1283 848	✠100A1 5,35 ~~4,34~~ BS5,35 ✠LMC ~~BS11,33~~ MS4,34	Gmh	*p*	CL 4,34	1921 11mo A&CP	N.V.Mach. &Scheeps. "DeWaal" Nijmegen	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*)	244·9 P20'B60'F24' FK *CellDB*204'301*t*	37·1	16·6	Grngemth British 4*BHCem* *APT*30*t*	T.3Cy.17$\frac{15}{16}$",28½"&47¼"-36" 192lb *100lb* (*s*) 171NHP 2SB,*4cf*,GS76,HS2906 N.V.Machinef."DeWaal"	19 ″ 0 s 2 ″ 6 16 ″ 8	
23083 145937 KMEO	**Cletus Schneider** (*ex*Thomas Adams) *Mchy.Aft* D.F. 1*Dk2trB*	3528 — 2665					1902	CraigS.B. Co. Toledo,O.	Schneider TransportationCo.	370·8 F40'	50·2	24·2 *WB*	Wilmgton (Del.) Utd States	T.3Cy.20",33½"&55"-40" 191NHP CraigS.B.Co.Toledo		R
23084 223241 KLEV	**Clevelander** (*ex*Twin Ports) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1460 1388 840					1923	Gt.Lakes Eng.Wrks. Ashtabula,O.	NationalMotor-shipCorp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec.Motors&Sc.Shafts 4S.C.SA 6Cy.13"-19½" LombardGovernorCo. Salem,Mass. 2S.C.DA 5Cy.15"-17" *Made&fitted*31 494NHP Fairbanks,Morse,Co. Beloit,Wis.		R
23085 109684 MJBJ	**Clewbay** (*ex*G.Player) 3Mst *ss*Bel.2ndNo.3-12,27 *Welldeck* *ss*Bel.No.1-32 *Mchy.Aft* 1*Dk*(*Irn*)	645 464 259	✠100A1 2,34 BS10,34 ✠LMC6,32	Bel	*i*	CL 6,32	1904 7mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB*=*Cell*	183·0 P19'Q83'B12'F25' FK&BK1¼" *DBf*103'162*tFPT*	28·6	11·1	Belfast British 3*BHCem* 58*tAPT*8*t*	C.2Cy.19½"&45"-30" (*s*) 140lb NDB11 82RHP 1SB,*3pf*,GS68,HS2240 Muir&Houston,Ld.Gls.	13 ″ 9 s 4 ″ 7¼ 13 ″ 4½	
23086 143740 MKRT	**Cliffville** (*ex*Isabeletta-35) *ss*Bkn.No.1-26 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	424 294 162	✠ 7,29 ✠NB7,26	Bkn	*f*		1921 5mo	J.Crichton &Co.Ld. Chester	JohnS.Monks,Ld.	143·2 Q87'B9'F23' FK *DTf*15'33*tFPT*9*t*	24·1	10·8	Liverpool British 4*BHCem* *APT*28*t*	T.3Cy.13",21"&34"-24" 80NHP 1SB,*3pf*,GS49,HS1520 Hawthorns&Co.Ld.Leith	12 ″ 0	
23087 219357 KORX	**Cliffwood** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks* GyC. E.S.D.	5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormackCo.Inc. *Mgrs.*)	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23088 139879 GPBZ	**Clintonia** Steel&Iron D.F. 1*Dk*	3106 2860 1882					1917	W.Dobson &Co. Newcastle	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P29'B97'F33'	48·0	22·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEngCoLd Nwc		C

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
23089 ~~KMAD~~	**Clio** TwinSc ssHam.No.2-34 ~~ssRot.No.1-29~~ *Mchy.Aft* D.F. *OilEng.* Sub.Sig. 1*Dk*(*Stl*) *Shelter dk*(*Stl*) GyC. *CruiserStern & Web frames* *Longitudinal framing*	8923 8518 4962	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~4,35~~ ✠LMC CS5,35 DBS~~5,34~~ 4,36 5,35 *Carrying Petroleum in bulk*	Ham	*d*†	CL ~~5,32~~ 4,35	1926 2mo *Lloyd*	Vulcan WerkeA.G. Stettin '*sA&CP*	PanamaTransportCo. ~~G.m.b.H.~~ (Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*) *CellDBuE38'131tDTf36'280t FPT190tAPT108t*	470·0 B34'F38'	63·2	35·2 FK	Panama Panmanian 19*BHptCem* (13*BHtoS dk* 6 „ „ *U* „)	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-47¼" 910NHP 2WaterTube DB*200lb* DB*70lb* Maschfbk Augsburg-Nurnberg,Augsburg	35 ″ 6 s 8 ″ 7 27 ″ 2	
23090 57 OHGI	— (*ex*Bittern) ssHfs.3rdNo 3-6,35 ~~ssHfs.2ndNo.3-4,29~~ ~~ssAbo.No.2-31~~ Wireless 1*Dk*(*Irn*)*lower dk forehold* *Well deck* *Web frames afterhold*	996 — 550	✠100A1 1,36 ~~5,33~~ ✠NB4,23 ✠LMC1,35 ~~[illegible]~~ BS~~1,34~~ 1,36	Abo Hfs	*m*	OG ~~3,32~~ ~~6,35~~ N12,35	1897 3mo *Lloyd*	Caledon SB.&E.Co.Ld Dundee '*sA&CP*	FinskaAng.Akt.	220·3 P&B121'F45' *WB=CellDBa46'*	32·0	15·5 BK8"	Helsingfrs Finnish 4*BHCem* *f*81'158*t*	T.3Cy.19",31"&50$\frac{9}{16}$"-33"(*s*) 160lb *125lb* NDB29 162NHP 1W.T.BoilerHS2721 CaledonSB&E.Co.Ld.Dun.	16 ″ 6 s 1 ″ 5½ 15 ″ 9	
23091 LDFC	— 2*Dks*	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskab	153·9 H14*t*	24·2	17·5	Bergen Norwegian *WB*	T.3Cy.12⅝",20½"&32¼"-22½" 50NHP DanzigerWerft.Danzig		
23092 162646 GPXC	**Cliona** TwinSc ssShl.No.1-36 *OilEng.* *Mchy.Aft* D.F. 1*Dk*(*Stl*)2nd *dk*(*Stl*) E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8375 7612 4948	✠100A1 3,36 ✠LMC CS3,36 DBS3,36 8,34 *Carrying Petroleum in bulk*	Shl	*c*†	CL 4,35	1931 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	AngloSaxon PetroleumCo.Ld. *CellDBuE71'282t DTf32'394tFPT239tAPT93t*	456·6 P107'B34'F42'	62·0	34·1 FK	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"-55⅛" 877NHP 2DB*150lb* Harland&Wolff,Ld.Gls	34 ″ 2 s 6 ″ 8½ 27 ″ 8½	
23093 7267 SDPK	**Clive** 1*Dk*	1068 790 591					1924	Nordsee- werkeA.G. Emden	ÅngfartygsA/B "Ostersjön"(Adolf Bratt&Co.*Mgrs.*)	213·7 P14'Q55'B54'F27' H110*t*	35·0	12·9	Gothenbrg Swedish *WB*	T3Cy17¾",29$\frac{1}{16}$"&46$\frac{1}{16}$"-31½" 119NHP FriedrichWilhelmsHütte, Mülheim,Ruhr		G
23094 1426 IBVH	**Clizia** (*ex*Appalachee, *ex*Duffield) 3Mst ssMdb.2ndNo.3-10,19 *Mchy.Aft* D.F. ssRot.No.1-23 *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* *Carrying Petroleum in bulk*	3698 3451 2249	✠ 9,26 ✠	NYk	*w*		1894 1mo	TyneI.S.B. Co.Ld. Newcastle	ApeSoc.Anon. Petroliere *CellDB68'188t FPT112tAPT30t*	348·8 340·0 P81'B38'F35'	44·2 44·2	28·4 22·1 29·1 FK	Genoa Italian 14*BHCem*	T.3Cy.26",41"&68"-48" 349NHP 3SB,9*rf*,GS150,HS5667 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	IC †
23095 147373 EIGX	**Clonlara** ssLiv.No.2-34 *Ref.Mchy.* 1*Dk*(*Stl*)	1203 984 485	✠100A1 ~~7,34~~ 11,35 BS2,36 ✠LMC ~~BS[illegible]3,35~~ MS7,34	Liv	*q*	CL ~~4,36~~ 11,35	1926 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co.Ld (S.J.K.Roycroft, *Mgr.*) *CellDBa&uE71'f104'308t FPT31tAPT31t*	253·1 P64'B78'F78'	37·2	16·6 FK	Limerick British 5*BHCem*	T.3Cy.20",33"&53"-39" (*r*) 185lb 239NHP 2SB,6*cf*,GS124,HS4325 CaledonSB.&E.Co.Ld.Dun	17 ″ 6 s1 ″ 9 16 ″ 0¾	
23096 ~~110502~~ ~~[illegible]~~	**Clonlee** ssLth2nd.No.3-10,23 ~~ssShl.No.2-32~~ ~~*Well deck* 1*Dk*(*Irn*)& *deep framing*~~ Now "Kyra Panagia II," see No. 38[illegible] in Supplement ~~Now "Kyra Panagia II," see No. 38[illegible] this Supplement~~	1012 790 396	✠100A1 9,35 ~~7,33~~ BS8,34 ✠LMC5,32	Cff	*n*	CL ~~N7,33~~ 9,35	1899 1mo	AilsaS.B. Co. Troon A&CP	~~ShamrockShippg. Co.Ld.~~ *WB = CellDBa50'uE17'f83'286t FPT45tAPT64t*	224·0 P23'Q52'B53'F26'	33·1	15·6 FK&BK1"	Greek 4*BHCem*	T.3Cy.17⅝",27½"&44"-33"(*s*) 160lb *100lb* NDB19 96RHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	16 ″ 6 s1 ″ 3½ 15 ″ 6½	
23097 160767 GQZJ	**Clumberhall** ssBry.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5198 4739 3097	✠100A1 *withfreeboard* 10,35 ~~12,34~~ ✠LMC12,34	Bry Cal	*a*†	CL 11,34	1930 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB373'1256t DTa29'1130t FPT178tAPT161t*	425·2 F37'	55·3	25·6 FK	W.Hartlpl British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	Q.4Cy.20",28½",41½"&61"-48" 260lb (*s*) 441NHP 3SB,9*cf*,GS145,HS6258 FD Cen.Mar.EWrks.Ld WHpl	28 ″ 4 s 3 ″ 5 25 ″ 1½	
23098 160318 GNVJ	**Clunepark** ssBry.No.1-32 D.F. 1*Dk*(*Stl*)	3491 3241 2153	✠100A1 11,35 ~~2,35~~ BS~~2,35~~ ✠LMC12,32 11,36	Rot Gms	*v*	CL ~~1,34~~ 11,35	1928 4mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB301'800t APT99t*	350·0 P30'B98'F29'	49·0	23·7 FK	Greenock British 6*BHCem*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS113,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 7½ 21 ″ 7½	
23099 111148 VOBJ	**Clyde** ssNFL.2ndNo.3-4,24 ssNFL.No.2-32 1*Dk*&*Web frames &* *lower dk in Main hold*	439 342 199	✠100A1 5,35 ~~6,34~~ ✠NB5,28 ✠LMC5,32 BS3,35	NFL	*g*	~~4,33~~ 5,35	1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland Railway-Steamship Dept.)	154·7 F18' ND12 *CellDBa&uE&B47'f61'84t*	25·1	12·6 BK7"	SJhnsNFL British 4*BHCem*	T.3Cy.15",24"&40"-30" (*r*) 160lb 99RHP 1SB,3*cf*,GS51,HS1533 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
23100 27090 JCZD	**Clyde Maru** ssKob.No.3-1,33 2*Dks*(*Stl*)	5498 4996 3424	✠100A1 1,36 ~~2,35~~ ✠LMC~~2,35~~ 1,36	Kob Osa	*z*	CL 2,35	1920 5mo	Asano S.B.Co. Tsurumi A&CP	~~IshiharaSangyo KaiunK.K.~~ NanyoKaiunK.K. *CellDB339'949t APT27t*	400·0 P33'B124'F41'	53·2	29·4 FK	Fuchu Japanese 6*BHCem*	T.3Cy.26",43¾"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 7 25 ″ 9	
23101 147943 GKLM	**Clydebank** TwinSc *OilEng.* ssCff.No.2-34 1*Dk*(*Stl*)& *Shelter dk*(*Stl-ws*)	5156 4768 3113	✠100A1 *withfreeboard* ~~6,35~~ ~~9,34~~ 1,36 DBS6,35 ~~DBS2,34~~ ✠LMC2,34 *Carrying vegetable oil in deep tank* ✠LMC(M)1,36	Yka ~~Cff~~ Phl	*a*†	CL ~~1,34~~ ~~6,35~~ 1,36	1925 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	BankLine,Ld. (AndrewWeir&Co. *Mgrs.*) *CellDB357'1121t DTf32'1067t tanks between tunnels 115'251tFPT106tAPT132t*	420·0	53·9	26·5 FK Coll	Glasgow British 7*BHptCem* *BH to Sh dk* 6 „ „ *2nd* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 1 s 3 ″ 7½ 25 ″ 8	
23102 98681 MKJG	**Clydebrae** Iron&Steel2Mst (*ex*Princess Sophia,*ex*Topaz) ssBel.3rdNo 3-11,30 1*Dk*(*ptIrn*) *Mchy.Aft* *Irn framing & Stl plating* *Well deck* ssBel.No.1-35	515 374 222	✠100A1 7,35 ~~10,34~~ ✠NE8,18 ✠LMC~~10,30~~ 10,34 ✠NB06*refitted*8,18 ~~BS10,34~~ BS1,36	Bel	*h*	CL ~~10,34~~ 7,35	1891 12mo	Scott&Co. Bowling A&CP	H.Craig&Co.	175·4 Q86'B10'F25' *WB=CellDB96'*	26·7	10·7 BK7½"	Belfast British 3*BHCem* 120*t*FPT15*t*	T3Cy14$\frac{7}{16}$",23½"&36"-27"(*s*) 180lb 70RHP 1SB,3*pf*,GS52,HS1321 Douglas&GrantLd. Kirkcaldy	13 ″ 0 s ″ 8½ 12 ″ 11½	
23103 149473 GSNK	**Clydefield** *OilEng.* ssBkn.No.1-33 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7365 6578 4329	✠100A1 8,35 ~~12,34~~ DBS8,35 ✠LMC3,33 *Carrying Petroleum in bulk*	Bkn Shl	[illegible]	CL 11,34	1928 7mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	HuntingS.S.Co.Ld. (Hunting&Son, Ld.*Mgrs.*) *CellDBuE67'234tDTf32'412tFPT185tAPT261t*	~~420·0~~ P89'B41'F44' 450·5 len.35	57·8	32·7 FK	Newcastle British 16*BHptCem*	Oil Engines 4S.C.SA 8Cy.29½"-72½" 647NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s6 ″ 5½ 26 ″ 7½	
23104 121243 GWJM	**Clydesdale** Ⓟ Wireless 1*Dk*	401 302 155					1905	Scott& Sons Bowling	DavidMacBrayne Ld.	151·1 P&B95'F40'	26·1	12·4	Glasgow British *WB*	T.3Cy.15",25½"&41"-30" 85RHP Ross&Duncan,Glasgow		BT till ~~5,35~~ 5,36
23105 93650 MKPV	**Clydevalley** (*ex*Londoner, *ex*Balniel) Iron 1*Dk*	460 363 223			...		1886	M'Ilwaine Lewis&Co.Ld Belfast	ColonialShippers Ld. (C.O.Maguire, *Mgr.*)	174·0 Q95'F27'	26·1	12·6 FK	Glasgow British *WB*	C.2Cy.22⅝"&44"-30" 80RHP M'Ilwne.Lewis&CoLd.Bel	13 ″ 5	
23106 161158 GPBY	**Clytoneus** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*&*pt dk* *Longitudinal framing at Upr & Bridge dk*	6278 5191 3848					1930	Scott'sS.B. &E.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	432·5 P43'B260'F50'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 700NHP Scott'sS.B.&E.Co Ld.Grk.		BT till ~~3,36~~ 5,36

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R.
23107 XCBL	**Coahuila** *ss*N.Os.No.1-20 *Fitted for oil fuel* 2*Dks*(*Stl*)	2876 — 1892	✠ 10,25 ✠	SFo	*t*		1916 5mo	W Cramp& SonsS&EBCo Philadelphia	MexicanGovern-ment (operated by GremioUnido de Alijadores,S.C. deR.L.) *CellD*	304·6 B90'F36' FK *B*248'605*tFPT*108*t*	45·2	20·1	Progreso Mexican 6*BHCem* *APT*148*t*	T.3Cy.20",33"&55"-36" 262NHP 2SB,6*cf*,GS108,HS3994 W.Cramp&SonsS&EBCo.	22 ″ 8	
23108 131384 GDLC	**Coalby** (*ex*Kamouraska) *ss*Hfx.No.3-5,23 D.F. *ss*Hpl.No.2-31 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *TopsideTanks* *Longitudinal framing*	4903 4520 2673	✠100A1 3,35 BS3,35 ✠LMC4,31	Hfx	*x*	CL 3,34	1911 9mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	St.QuentinShippingCoLd(B&S ShippingCoLd*Mgs*) *CellDBa*126'	375·0 P29'B100'F36' FK *uE&B*42' *f*159'1018*tTopsi*	52·0	28·1	W.Hartlpl British 6*BHCem* *deTanks*326'	T.3Cy.26",44"&73"-48" (*s*) 180lb 479NHP 3SB,9*cf*,GS160,HS6767 FD G.Clark,Ld.Sunderland 1024*tFPT*215*tAPT*240*t*	30 ″ 9 s 6 ″ 0¼ 24 ″ 11	
23109 147793 GNVT	**Coalfax** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2482 2136 1813					1927	Furness S.B.Co.Ld Haverton Hill-on-Tees	CoalCarriers Corporation,Ld.	253·0 F35'*Trunk*147'	43·3	25·3	Middlsbro' British *WB*	T.3Cy.16",27"&44"-33" 111NHP ShieldsE.&DD.CoLd NShl		C
23110 160508 VGLW	**Coalhaven** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2362 2119 1370					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaS.S.Lines, Ld.	252·5 F35'*Trunk*145'	43·4	22·8	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP Earle'sS.B.Co.Ld.Hull		C
23111 207665 KJGB	**Coalinga** *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	875 — 563					1910	Moore& Scott I.Wks. Oakland	AssociatedOilCo.	193·0	38·0	13·1	S.Frncisco Utd.States	C.2Cy.14"&32"-24" Moore&Scott 42NHP IronWorks,Oakland,Cal.		
23112 225135 WKCW	**Coamo** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	7057 — 4208					1925	NwprtNws S.B.&DD.Co NewprtNews	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	429·0 B250'F71'	59·5	35·0	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NewportNewsSB.&DDCo.		R
23113 137466 MFXL	**Coastville** (*ex*Pentland Coast-34,*ex*Blarney, *ex*WexfordCoast) 3Mst *ss*Qns.No.3-6,28 *ss*Liv.No.1-32 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	423 274 164	✠100A1 5,35 ~~4,35~~ ✠LMC MS12,32 BS10,34	Bkn		CL ~~1,33~~ 5,35	1915 7mo *Lloyd's A&CP*	J.Fuller-ton&Co. Paisley	JohnS.Monks,Ld.	150·2 Q86'B9'F26' FK *FPT*	23·9	10·5	Liverpool British 3*BHCem* 38*tAPT*18*t*	C.2Cy.18"&38"-27" (*s*) 130lb 87RHP 1SB,3*pf*,GS53,HS1650 Ross&Duncan,Glasgow	11 ″ 6 s 4 ″ 2 11 ″ 5	
23114 207187 WKCZ	**Coastwise** *Mchy.Aft* 1*Dk*2*trB*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans-portationCorp.	359·0 P77'B17'F34' 30·0	49·3	23·9	Prtlnd,Me. Utd.States *WB*	T.3Cy.24¼",38½"&64"-45" 275NHP NewYorkSB.Co.Cmdn.NJ		R
23115 142844 GCDB	**Coatsworth** *ss*Nwc.No.3-11,32 1*Dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	2555 2244 1418	✠100A1 2,36 ~~11,34~~ ~~BS1,34~~ ✠LMC11,32 BS~~5,35~~2,36	Shl	*t*	CL 11,34	1919 9mo *Lloyd's A&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	DalgliesbSteam ShippingCo.Ld. (R.S.Dalgliesh, Ld.*Mgrs.*) *CellD*	302·9 P33'B80'F32' FK *B*260' 669*t FPT*72*t*	42·9	20·7	Newcastle British 6*BHptCem* *APT*170*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 262NHP 2SB,6*cf*,GS124,HS4426 DunlopBremnr&CoLdPGl	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
23116 217953 WPUU	**Coaxet** *Fitted for oil fuel* Sub.Sig. 1*Dk* *Longitudinal framing*	6038 5500 3742					1919	GMStandi-ferCnst.Corp. Vancouver, Wash.	UnitedStates ShippingBoard Bureau	401·4 P48'B81'F37'	53·2	31·9	Portlnd Or Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rent-schlerCo.Hamilton,O.		R
23117 155346 VJZR	**Cobargo** **TwinSc** *CruiserStern* *Ref.Mchy.* 1*Dk*	860 517 352					1929	AilsaS.B. Co.Ld. Ayr	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller, *Mgr.*)	190·3 Q111'B61'F35'	34·4	9·5	SydneyNSW British *WB*	T.6Cy.12½",20"&32"-24" 100NHP AilsaS.B.Co.Ld.Troon		C
23118 EADO	**Cobetas** (*ex*Guadalquivir, *ex*Adelina) *ss*Cdz.No.3-5,26 *ss*Bbo No.2-35 ~~*ss*Bbo.No.1-30~~ D.F. 2*Dks*(*Stl*)	*3945* *3706* *2470*	✠100A1 5,35 ~~7,32~~ ✠LMC7,34 BS7,35	Bbo	*x*	CL 2,35	1914 4mo *Lloyd's A&CP*	Russell& Co. PortGlasgow	Cia.Naviera Vascongada *Cell DBa*115'*uE*	359·7 P40'B102'F46' FK 26'*f*145'789*tFPT*8	49·9	26·9	Bilbao Spanish 6*BHCem* 2*t APT*57*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb *100lb* 375NHP NDB19*refitted*30 2DB,8*cf*,GS138,HS6300 Rankin&Blackmore,Grk.	29 ″ 4 s 5 ″ 2¾ 24 ″ 4	
23119 ~~DOGM~~	Now "Sicilia" see No. 40023 in Supplement **Coblenz** Ⓟ **TwinSc** Sub.Sig. *Corrugated sides* D.F. 3*Dks*	9449 8415 5395					1923	Akt.Ges. "Weser" Bremen	"Italia' (Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	458·8 B142'F44'	57·6 62·3	30·8	~~Bremen~~ ~~German~~ Italian *WB*	2SteamTurbinesDRgeared to 2 Sc.Shafts A G."Weser,"Bremen		G
23120 DHEG	**Cobra** **TwinSc** Sub.Sig. 2*Dks*3*trB*	2132 1575 906					1926	Vulcan Werke,A.G. Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	270·3	40·1	20·6	Hamburg German *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts VulcanWerke,A.G.Stettin		G
23121 146705 GFPX	**Cochrane** *ss*Nwc.No.3-3,36 ~~*ss*Liv.No.2-32~~ D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7203 6577 4485	✠100A1 3,36 ~~9,34~~ ✠LMC4,36 ~~MS[illegible]~~ ~~BS[illegible]~~ ~~7,35~~	Cff Nwc	*b*†	CL ~~9,32~~ 2,36	1923 3mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	ElderDempster Lines,Ld. *CellDB*	440·0 P37'B188'F49' FK 378'1299*tFPT*142*t*	59·2	31·1	Liverpool British 7*BHCem* *APT*40*t*	3 Steam Turbines DR Geared to 1 Sc. Shaft (*s*) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33 ″ 11 s 7 ″ 3¼ 26 ″ 9¾	
23122 219030 KJGC	**Cockaponset** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	5995 — 4443					1919	Pacific CoastS.B.Co. BayPoint, Cal.	UnitedStates ShippingBoard Bureau	402·5 P34'B80'F38'	53·0	32·0	S.Frncisco Utd.States *WB*	DRGearedSteamTurbine KerrTurbineCo.Wellsville		R
Broken up 23123 145494 GJCX	**Cocosleaf** (*ex*Bedefell, *ex*FukuyoMaru) 1*Dk*	3718 3262 2288					1919	AsakiS.B. Co.Ld. Osaka	~~DunelmShipping Co.Ld.(Germain, Dixon&Co.Ld. *Mgrs.*)~~	329·0 P29'B72'F39'	46·0	27·3	Newcastle British *WB*	T 3Cy.24",39"&64"-42" 265NHP HatsudokiK.K.Osaka	30 ″ 0	
23124 220608 KDEX	**Cody** *Fitted for oil fuel* 2*Dks* GyC.	5104 4598 3113					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23125 219482 KOVV	**Coelleda** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4986 4598 3048					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23126 115320 MFMM Broken up	**Cognac** *ss*Liv 2ndNo.3-1,27 *ss*Liv.No 1-31 2*Dks*(*UStl*)	814 705 422	~~✠100A1~~ 6,34 ~~BS[illegible]~~ ~~✠LMC7,31~~ ~~6,35~~	Liv	*m*	6,33	1902 9mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	~~CharenteSS.Co.Ld (T.&J.Harrison, *Mgrs.*)~~ *WB=CellDB*	205·4 P24'B52'F26' FK *a&uE*60'*uB*12'*f*98'	31·4	15·1	Liverpool British 4*BHCem* 222*tAPT*10*t*	T.3Cy.16",26"&40"-30" (*s*) 160lb *90lb* 90RHP 1SB,3*cf*,GS54,HS1697 Dunsmuir&Jackson,Gls.	17 ″ 4 s 1 ″ 6 16 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
Broken up 23127 217211	**Cohasset** *Fitted for oil fuel* 2*Dks*	5268 4939 3268			...		1918	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedStates ShippingBoard Bureau	389·7 P50'B114'F42' FK	54·8	30·3	Boston Utd.States *WB*	DRGearedSteamTurbine BethlehemS.B.Corp.Ld	32 ″ 6	
23128 8449	**Cohoes** (*ex*Haven, *ex*ErastusCorning) Wood	930 — 632					1857	Tietgen& LangD.D.Co. Hoboken,N.J	RalphEmery	175·6	34·7	10·4	NewYork Utd.States	T.3Cy.12¾",21½"&35"-24" NE&B24 60NHP DominionBridgeCo.Mtl.		
23129 To be Broken up CSAB	**Coimbra** (*ex*WandsworthWorks, *ex*[illegible]) *ss*N.Yk.No.3-2,28 *ss*Pal.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* D.F. GyC.	4915 4371 2989	✠~~100A1~~ ~~5,35~~ 7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Pal ~~Phl~~ Bbo	*x*	CL ~~11,32~~ 6,35	1916 4mo Lloyd's A&CP	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	Empresa deNav. Luso-Marroquina Ltda. *Cell DBa E&B*87'204*t*	375·5 P106'B35'F52' FK *FPT*110*t APT*95*t*	51·2	29·0	Lisbon Portuguese 16*BHptCem* (15 to *U dk* 1 „ 2*nd* „)	T.3Cy.26",43"&72"-48" (*r*) 180lb 481NHP 2SB,8*cf*,GS144,HS6950 FD Rankin&Blackmore,Grk.	29 ″ 2 s 4 ″ 7½ 24 ″ 8½	
23130 217776 KJGF	**Cokesit** *Fitted for oil fuel* Sub Sig. 2*Dks* *Longitudinal framing*	6176 — 4401					1919	G. M. Standifer Construct.Corp. Vancouver, Wash.	UnitedStates ShippingBoard Bureau	401·0	53·0	34·6	Prtlnd,Or. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.		R
23131 256 IBXH	**Col di Lana** *OilEng.* *ss*H.Kg.No.2-34 D.F. 2*Dks*(*Stl*)	5891 4431 3709	✠100A1 ~~7,32~~ ~~[illegible]~~12,35 ✠LMC OS12,34 8,34	Mfl ~~Bem~~Gên DBS~~8,34~~ 7,35	*y*	CL 1,35	1926 6mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	Nav.Gen.Gerolimich&Co.Soc.in Azioni *Cell DB*325'1116*t* *DTa*52'1000*t*	416·8 P34'B261'F44' FK *FPT*94*t APT*86*t*	53·2	24·7	Trieste Italian 8*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB100*lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7½ 24 ″ 5	
23132 128789 VJCD	**Colac** (*ex*Dinoga) *ss*Mel.No.3-1,32 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3341 3010 1939	✠100A1 4,35 ~~3,34~~ ~~BS~~ ✠LMC1,32 BS ~~3,33~~ 3,36	Syd Mel	*v*	~~3,34~~ ~~3,35~~ 3,36	1920 2mo A&CP	N.S.W. Govt.Dckyd. Newcastle, N.S.W.	Huddart,Parker, Ld. *Cell D*	331·0 P31'B95'F30' FK *B*277'885*t FPT*118*t*	47·9	23·5	Melbourne British 5*BHCem* *APT*204*t*	T.3Cy.25",41"&68"-45" (*s*) 190lb 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W.	26 ″ 1 ~~s 4 ″ 7½~~ ~~21 ″ 10~~ s4 ″ 5¾ 21 ″ 10	
23133 150421 VGBW	**Colborne** Ⓟ (*ex*Canadian Skirmisher-32) *ss*Mtl.No.3-6,33 *Ref.Mchy.* 2*Dks*(*Stl*)	6230 4867 3886	✠100A1 ~~5,30~~ 4,36 BS~~7,35~~4,36 ✠LMC MS6,35 ✠Lloyd'sRMC~~2,35~~ ~~[illegible]~~ 2,36 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Hfx ~~Mtl~~ StJ	*y*	CL ~~3,34~~ ~~5,36~~ 4,36	1921 4mo Lloyd's A&CP	WallaceSB &D.D.Co.Ld. Vancvr,B.C.	CanadianSkirmisher,Ld. (Canadian NationalSteamships, *Mgrs.*) *Cell D*	400·0 P49'B113'F41' FK *B*329'920*t FPT*146*t*	52·4	28·7	Montreal British 6*BHCem* *APT*123*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 3SB,9*cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld.	31 ″ 0 s 5 ″ 3½ 26 ″ 3	
23134 219547 KUBB	**Cold Harbor** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5010 4598 3065					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23135	**Coldair** (*ex*Kongsdal,*ex*Liana, *ex*Denetown,*ex*Ernst) *Now "Maistas," see No. 39114 in Supplement*	641 473 347					1915	Hlsingbrgs VarfsAktieb. Helsingborg	Deutsch-Englische Transport Ges.m.b.H.	175·1	30·1	12·0	Hamburg German *WB*	C.2Cy.16¾"&31½"-21 1/16" 38NHP HelsingborgsVarf.Aktieb.		V
23136 219293 KOQK	**Coldbrook** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23137 ~~[illegible]~~ ~~[illegible]~~	**Colinton** (*ex*Elisabeth) *Now "Tiiu," see No. 40302 in Supplement* *ss*[illegible]dNo.3-4,32 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1804 1620 1128	✠100A1 7,35 ~~6,34~~ 3,35 ~~BS~~ ✠LMC4,32 5,35	Gmh ~~Lth~~	*r*	6,34	1907 5mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	~~CormackS.S.Co.Ld~~ ~~(J.Cormack&Co. *Mgrs.*)~~ *Cell DBa*90'*u*	280·0 P26'B75'F28' FK *E*16'*f*116'434*t FPT*	38·3	18·2	Estonian 4*BHCem* 79*t APT*40*t*	T.3Cy.19",31½"&51"-33" (*s*) 180lb 90*lb* 167NHP 2SB,4*cf*,GS66,HS2654 N.E.MarineEng.Co Ld.Sld.	20 ″ 7 s 2-11½ 17 ″ 10	
23138 219546 KOZZ	**Collamer** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5112 4598 3133					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23139 Wrecked 11,35 IBOI	**Collazzi** (*ex*Wyncote,*ex*Eirene, *ex*Gudrun,*ex*Eir) *ss*Gen.2ndNo.3-6,34 1*Dk*(*ptIrn*&*ptStl*)2*trB deep framing*&*Web frames* 3*Dk rule*	3817 3591 2385	✠~~100A1~~ 4,35 ~~MS~~ ~~MBS10,35~~	Ven ✠~~LMC~~ ~~DBS~~ ~~BS4,35~~	*w*	CL 4,35	1907 4mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	M.Querci *Cell DBa*117'*u E*&	346·0 P23'B94'F31' FK *B*42'*f*146'951*t FPT*	49·5	25·3	Genoa Italian 6*BHCem* 61*t APT*158*t*	T.3Cy.25",42"&68"-48" (*s*) 165lb 350NHP 2SB,8*pf*,GS143,HS5428 NDB18*refitted*28–100*lb* J.Dickinson&Sons,Ld.Sld.	27 ″ 11 s 5 ″ 0½ 23 ″ 3	
23140 FONF	**Colleville** (*ex*MatelotHuguen) 1*Dk*	2012 — 1182					1922	Government Yard Cherbourg	Soc.Nav.Fécampoise(A.Taurin, *Mgr.*)	270·3	39·5	19·6	Havre French	T.3Cy.18",30"&49"-38" Etablissement 148NHP National d'Indret,Indret		V
23141 CBAA	**Collico** (*ex*Atacama,*ex*Tiltil, *ex*Kjöbenhavn, *ex*Acme, *ex*Langoe) *ss*Vpo.3rdNo.3-6,26 *ss*Vpo.No.2-34 1*Dk*(*Stl*)&*Web frames* *Well deck*	2274 1756 1464	✠100A1 ~~11,34~~10,35 ✠LMC2,34 BS4,35	Vpo	*s*	CL 2,34	1890 5mo A&CP	W.Gray& Co.Ld. W Hartlepool	Cia.Carbonifera y deFundición Schwager *DBa*	290·0 P27'Q94'B112'F29' BK10' 96'*f*108'452*t*	38·1	20·3	Valparaiso Chilian 5*BHCem*	T.3Cy.21½",35"&58"-39" 130 ~~125lb~~ NDB06 204NHP 2SB,6*rf*,GS90,HS3090 Cen.Mar.Eng.Wrks.WHpl	22 ″ 2	
23142 147662 VGMT	**Collier** (*ex*CollierNo.1) (*Self-Unloader*) *Mchy.Aft* 1*Dk*	1858 1633 930					1924	Vickers, Ld. Barrow	CanadaS.S.Lines, Ld.	249·2 F88'	43·2	18·3	Montreal British *WB*	C.2Cy.24"&48"-36" 110NHP VickersLd.Barrow		C
23143 219778 KUKX	**Collingsworth** *Fitted for oil fuel* Sub.Sig 2*Dks*	5101 4598 3125					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23144 117089 VGNZ	**Collingwood** Iron&Steel *Mchy.Aft* 1*Dk*	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	386·0	50·0	23·0	Collingwd British *WB*	T.3Cy.21",35"&57"-42" 211NHP CollingwoodS.B.Co.Ld.		
23145 229 ILQN	**Colomba Lofaro** (*ex*ColombaL., *ex*MatteoVerderame,*ex*Oberon)	897 704 543					1890	Huijgens& vanGelder Amsterdam	RosarioLofaro	210·9 Q66'H45'F26' *WB*	30·6	15·6	Naples Italian	T.3Cy.15",25"&40"-36" 96NHP Maats.de"Maas,"Rot.		I

1	2 · 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23146 PDLA	**Colombia** Ⓟ TwinSc *OilEng.* 3*Dks*(*Stl-weather dk* teaks) *Ref.Mchy.* 4*thDk*(*Stl*)*in foreholds* D.F. *CruiserStern* ssAms.No.1-34	10782 7649 6336	✠100A1 *withfreeboard* ~~4,357,34~~ 11,35 DBS9,35 ✠LMC CS9,35 4,36 ~~2,35~~ ✠Lloyd'sRMC9,35	Ams Ham	*d*†	OG 5,34	1930 10mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	N.V.Koninklijke Nederlandsche StoombootMy *CellDB*385'1415*tTanks in way of tunnels*61*t DTsa*14'295*t FPT* 110*tAPT*71*t*	429·5 P9'B169'F85' FK	61·7	36·0	Amstrdam Dutch 7*BHptCem* *ptAsp* (*Coll to W dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.30$\frac{11}{16}$"-55⅛" 1456NHP 2DB*115lb* Werkspoor,Amsterdam	39 ″ 6 s13 ″ 0¾ 26 ″ 8¼	
23147 231976 WKEG	— Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. E.S.D. GyC.	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	ColombianMail S.S.Corp.	385·0 P39'B183'F43'	57·5	31·5	NewYork Utd.States *WB*	3SR gearedSteamTurbines NewportNews SB.&DD.Co		R
23148 LDFD	— 1*Dk*	794 607 456					1893	Bergens Mek.Værks. Bergen	IngvarJansen& Co.A/S(Ingvar Jansen,*Mgr.*)	206·2 Q57*t*B97*t*H5*t*F30*t*	29·7	12·0	Bergen Norwegian *WB*	T.3Cy.16½",26½"&43"-30" 101NHP BergensMekVærksBergen		
23149 FNTH	**Colombie** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 3*Dks*	13391 10390 7554					1931	Atel.&Ch. deFrance Dunkirk	Cie.Générale Transatlantique	488·0 B252'	66·6	42·2	Havre French *WB*	6SteamTurbinesS.R. gearedto2Sc.Shafts Atel.&Chantiers dePenhoet,St.Nazaire		V
23150 1581 IBYH	**Colombo** Ⓟ TwinSc (*ex*SanGennaro) ssGen.No.3-1,30 D.F. 3*Dks*(*Stl*)&*Shade dk*(*Stl*-ws) ssGen.No.1-35	12037 7500 6298	✠100A1 4,36 ~~3,32~~ ~~BS4,31~~ ✠LMC ~~1,29~~ ~~3,35~~ 3,35 *Fitted for oil fuel* 1,30 *F.P. above*150° F.	Gen	*g*†	CL P3,35 SN3,36	1917 7mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *CellDB*451'1366*t DT*24' 257*tFPT*98*t APT*62*t*	536·3 518·0 B242'F56' *onShade dk* FK	64·0	24·2 32·3	Genoa Italian 8*BHCem*	Q.8Cy.28½",40",57"&80"-51" 220lb (*s*) FD 1826NHP 12SB,*36cf*,GS775,HS29604 Palmers'Co.Ld.Newcastle	35 ″ 0 s 7 ″ 9¼ 27 ″ 9	
23151 143420 GCKD	**Colon** ssGls.No.3-4,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1803 1552 983	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~7,34~~ ✠LMC MS11,31 BS~~7,34~~7,35	Liv Lon	*r*	CL 6,34	1919 9mo *Lloyd*	H&C.Gray- son,Ld. Liverpool '*sA&CP*	MacAndrews&Co. Ld. *CollisionBH to Shelter dk* *CellDB*224'408*t FPT*63*t APT*18*t*	265·0 FK	41·2	18·8	London British *Cem* 3*BH to U dk*	T.3Cy.21",34"&56"-36" (*s*) 180lb 271NHP 2SB,*6cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 ″ 0 s ″ 10 20 ″ 4¼	
23152 127553 WDDS	**Colonel** *Mchy.Aft* D.F. 1*Dk*2*trB*	3879 — 3044					1901	Detroit S.B.Co. WyndtteMch	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.18",29"&48"-40" 146NHP DetroitS.B.Co.Detroit		R
23153 163389 MBJK	**Colonel Crompton** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1495 1119 844	✠100A1 ~~9,33~~~~9,34~~ ~~12,35~~ 2,36 ✠LMC9,33	Sld Lon	*p*	CL ~~9,34~~ ~~9,35~~ 1,36	1933 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld.) *CellDBuE*23'*f*162'425*t DTf*142*t FPT*158*t APT*25*t*	237·0 Q145'B16'F22' FK	38·2	15·9	London British 4*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 158NHP 1SB,*3cf*,GS62,HS2668 J.Dickinson&Sons,Ld.Sld.	17 ″ 11 s 5 ″ 4¾ 16 ″ 7¾	
23154 202033 WIFK	**Colonel E. M. Young** (*ex*E.M.Young,*ex*Hoover&Mason) *Mchy.Aft* (*Self-Unloader*) 1*Dk*	6412 — 5362					1905	Gt.Lakes Eng.Works, Ecorse,Mich.	UnitedS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0 *WB*	54·2	31·0	Wilmgton (Del.) Utd.States	Q.4Cy.18",27"47"&63"-42" NB11 251NHP Gt.LakesEng.WksDetroit		R
23155 209185	**Col. James M. Schoonmaker** *Mchy.Aft* D.F. GyC. 1*Dk*	8603 — 6650					1911	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	590·0 F56'	64·2	34·2	Pitsbrg Pa Utd.States *WB*	Q4Cy22¾",33¼",48"&69"-42" 309NHP GtLakesEngWrks.Detroit		
23156 225394 WPBE	**Colonel James Pickands** *Mchy.Aft* D.F. GyC. 1*Dk*	8151 — 6442					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·0 *WB*	60·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		
23157 CSCW	**Colonial** Ⓟ (*ex*Assyria, TwinSc *ex*Ypiranga) *Ref.Mchy.* 2*Dks*	8309 — 5218					1908	Frd.Krupp Akt.Ges. Kiel	CiaColonialdeNav.	449·8 P290'F79'	54·9	27·8	Loanda Portuguese *WB*	Q8Cy21⅛",31⅛",45$\frac{5}{16}$"&65⅝"-47¼" 332NHP Frd.KruppA.G.Kiel		C
23158 147355 GCRL	— ssLiv.No.2-34 2*Dks*(*Stl*)	5108 4747 3129	✠100A1 ~~9,35~~~~10,34~~1,36 ✠LMC10,34 BS9,35	Liv	*y*	CL ~~11,32~~ ~~7,35~~ 2,36	1926 2mo *Lloyd*	D&WHen- dersn&Co.Ld Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*340'1130*t DTa*29'752*t FPT*78*t APT*24*t*	396·0 P37'B128'F40' FK	52·6	28·0	Liverpool British *Cem* 7*BH to U dk* 1 „ „ 2*nd* „	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB,*12cf*,GS210,HS7706 D.&W.Henderson&Co.Ld.	30 ″ 7 s5 ″ 9¾ 25 ″ 0	
23159 226701 KLEW	**Colonial Beacon** TwinSc *Carrying petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk*	1224 — 727					1927	SunS.B.& D.D.Co. Chester,Pa.	ColonialBeaconOil Co.	246·2	40·1	14·6	Boston Utd.States	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbanksMorseCo.		R
23160 1550 IBLH	**Colorado** (*ex*Wm.F.Herrin) ssGen.No.3-6,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	5039 4510 3083	✠100A1 10,35 ~~6,34~~ BS10,35 ✠LMC6,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,11 *F.P. above* 150°F.	Gen	*y*	CL N5,34	1911 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Soc.Anon.diNav. "Perseveranza" (G.Chiarella,*Mgr*) *CellDBuE&B*79'*f*56'381*t FPT*45*t APT*109*t*	378·0 P128'B50'F45' FK	52·1	29·5	Genoa Italian 11*BHCem* (8 *to U dk* 3 „ *M* „)	T.3Cy.24½",40"&68"-48"(*r*) 200lb *160lb* 461NHP 4SB,*12cf*,GS226,HS8320 NewportNewsSB&DD.Co	30 ″ 0	
23161 219701 KJGH	— (*ex*LakeGalisteo) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 4	R †
23162 218612 KILK	**Colorado Springs** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	6864 6752 5347					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·5	54·2	27·1	Lake Charles,La Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23163 LDLK	**Columba** D.F. 1*Dk*	1118 826 618					1929	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskap	223·8 Q77*t*B89*t*H75*t*F31*t*	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
23164 Broken up 78626 MFTX	— Ⓟ PadSk	602 538 256					1878	J.&G. Thomson Clydebank	~~David MacBrayne~~ ~~Ld.~~	301·4	27·1	9·4	Glasgow British	O.2Cy.53"-66" NB00 351NHP J.&G.Thomson,Clydebank		BT till 10,35
23165 ~~233677~~ ~~WLFG~~	**Columbia** Ⓟ TrpSc (*ex*Belgenland-35, ssAnt.No.3-11,29 *ex*Belgic) ssLon.No.1-35 GyC. 4*Dks*(*Stl*-1ptws)5*th dk*(*Stl*) *Ref.Mchy.* Sub.Sig. *inNos.1,2&3holds* *CruiserStern*	24578 18629 13130	✠100A1 1,35 ✠LMC1,35 *Fitted for oil fuel* 3,23 *F.P. above* 150°F.	Lon	*r*†	CL P6,33 S12,34 C12,34	1917 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	~~AtlanticTransport~~ ~~Co.ofWestVirginia~~ Douglas&Ramsey *CellDB*583'3533*t FPT*108*t APT*141*t*	670·4 B&F574' upperBridge371' FK&BK2"	78·4	44·7	~~NewYork~~ ~~Utd.States~~ British 11*BHCem*	T8Cy(2)35½"(2)56"&(4)64"-60"&1LPTurbine (*s*) 215lb 3250NHP 10DB,*60cf*,GS1290,HS55100 Harland&Wolff,Ld.Bel.	49 ″ 0 s11 ″ 6 37 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté
23166 OZGD	**Columbia** TwinSc Cpn.No.1-32 OilEng. D.F. 1*Dk&Shelter dk* ~~1*Dk(Stl)&Shelter dk(Stl)*~~	4488 4127 2738	✠100A1 *withfreeboard* 2,36 ~~2,34~~ ✠LMC CS10,33 DBS5,35 ~~9,32~~6,35	Cpn ~~Aal~~Syd ~~✠LMC~~	z	CL ~~2,33~~ 2,36	1928 12mo *Lloyd*	A/S Nak-skov.Skibs. Nakskov '*sA&CP*	A/S D/S Orient (*CollBHtoShelter dk* *CellDB*339'1124*t*	384·7|54·4|24·6 F38' 32·6 FK 5*BHto2nddk*) *FPT*110*tAPT*153*t*	Copnhagn Danish 6*BHptCem* ~~(*CollBHtoWdk*~~ ~~5 ,, ,, 2nd,,)~~	Oil Engines 4S.C SA 12Cy.21⅝"–39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 4 s 2 " 11½ 24 " 6½	
23167 127665	— Ⓟ 1*Dk*	968 — 549					1902	Detroit S.B.Co. Wyandotte	Detroit&Windsor FerryCo.	200·0|45·0|18·0	Detroit, Mich. Utd.States	T.3Cy.21½",34"&54"–36" 175NHP DetroitS.B.Co.Detroit		
Dismantled 23168 130213	— Ⓟ IronPad (*ex*Perseus-33) 2*Dks*	848 — 579					1881	W.Cramp &Sons Philadelphia	UnionNav.Co.Inc.	211·0|32·0|10·6	NewYork Utd.States	1Cy.53"–132" NB10 248NHP W.Cramp&Sons,Phl.		
23169 33079 JPZB	**Columbia Maru** *OilEng.* *ss*Kob.No.1-32 2*Dks(Stl)*	5612 5210 3515	✠100A1 7,35 ~~2,35~~ ~~DBS7,34~~ ✠LMC7,31 ✠LMC(M)7,33 DBS7,35	Kob	z	CL ~~7,32~~ ~~7,3~~ 2,36	1927 7mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	MitsubishiShoji Kaisha,Ld. *Intermediate'tween dk BH in after hold dispensed with* *CellDB*347'1215*tDT*	405·0|55·0|32·0 P58'B110'F41' FK *a*28' 735*t FPT*126*t*	Tokio Japanese *ptCem* 4*BH to Udk* 2 ,, ,,2nd,, *APT*33*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 " 0 s 6 " 6¾ 25 " 7¼	
23170 211480 WACC	**Columbian** (*ex*SantaClara) *Fitted for oil fuel* *ss*N.Yk.No.3-10,25 D.F. *ss*Bos.No.2-34 2*Dks(Stl)&Shelter dk(Stl)* 3*rd dk(Stl)inNo.1holdonly* *&Web frames* *Longitudinal framing*	4954 4330 2861	✠ ... 6,34 ✠	SFo	z		1913 8mo	W.Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *Cell*	404·6|53·9|34·2 FK *DBa*131'*uE&B*49'*f*	NewYork Utd.States 7*BHCem* 166'1264*tDT*	Q4Cy25½",37",52½"&76"–54" 611NHP 3SB,*12cf*,GS214,HS8446 W.Cramp&SonsS&EBCo. *f*27'1065*tFPT*78*tAPT*20*t*	28 " 9	R †
23171 227053 WQBF	**Columbine** (*ex*U.S.L.H.) Wireless 1*Dk*	456 — 307					1892	GlobeIron Works Cleveland,O.	UnionS.B.Co.	145·5|26·4|14·0	Baltimore Utd.States *WB*	C.2Cy.22"&41"–30" 77NHP GlobeIronWrks.Cleveland		
23172 DOBX	**Columbus** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 5*Dks* Sub.Sig. E.S.D. GyC.	32565 20182 15988					1922	F.Schichau Danzig	Norddeutscher Lloyd	749·6|83·1|49·1 B&F675'	Bremen German *WB*	2SteamTurbinesSRgeared to2ScShafts NE&B29 Blohm&Voss,Hamburg		G
23173	— (*ex*CommodoreRollins-34) 2*Dks*3*trB*	1185 949 520					1911	Bergens Mek.Værks. Bergen	E/F Fram(Th. Thorsteinsson, *Mgr.*)	249·9|34·6|15·2 H108*t*	Reykjavik Icelandic *WB*	T.3Cy.23",37"&63"–39" 248NHP BergensMekVærksBergen		N
23174 134943 MJGQ	**Colwith Force** *Mchy.Aft* *ss*Bkn.No.3-1,31 *Welldeck* *ss*Goo.No.1-35 *Cargo battens not fitted* 1*Dk(Stl)*	805 549 374	✠100A1 7,35 ~~4,35~~ ✠LMC4,35	Goo Bkn	k	CL 3,35	1918 9mo *Lloyd*	R.William-son&Son Workington '*sA&CP*	WestCoastShippingCo.Ld. (W.S Kennaugh&Co. *Mgrs.*)	186·3|29·4|12·4 Q116'B9'F23' FK *CellDBf*112'162*t*	Whitehvn British 3*BHCem* *FPT*40*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 100RHP 2SB,*4pf*,GS65,HS1790 W.Beardmore& Co.Ld.Gls.	14 " 7 s 4 " 10½ 14 " 4¼	
23175 PDLC	**Colytto** D.F. 1*Dk*	4408 3990 2659					1926	Rotterdam Droogd.Mij Rotterdam	N.V.Maats. Zeevaart(Hudig& Veder, *Mgrs.*)	372·2|54·6|24·7 P31'B222'F34'	Rotterdam Dutch *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDrydk.Co.Rot.		V
23176 211319	**Comanche** *Fitted for oil fuel*	686 — 447					1913	SeattleCon-struction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	133·7|28·5|18·5	Seattle Utd.States	T.3Cy.11",18"&31"–20" 43NHP E&B*made*04 *fitted*13 DetroitD.D.Co.Detroit.		
23177 1047 IBAI	**Comandante Bafile** *Mchy.Aft* 1*Dk*	1790 1339 857					1921	G.Ansaldo &Co.S.A.Ital SestriP'nente	PeninsulareSoc. Italiana diCabotaggio	263·0|43·5|18·0 P76'F27'	Genoa Italian	T.3Cy.15⅝",24"&39⅝"–27½" 81NHP Soc.Anon.Coop.diProduzione,Sampierdarena		I
23178 233731 WNFD	**Comayagua** TwinSc *ss*N.Os.No.3-4,33 1*Dk(Stl)&Shelter dk(Stl*-ws)	2499 2213 1532	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~2,35~~ ✠LMC MS4,33 BS~~4,33~~3,36 *Fitted for oil fuel* 6,21 *F.P. above* 150°F.	Gal NOs	s	CL 3,34	1921 6mo	Newburgh ShipyardInc. Newburgh, N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) *CellDB*256'391*t*	301·3|42·3|22·7 FK *FPT*22*t APT*34*t*	NewYork Utd.States *ptCem ptAsp* 3*BHto Sh dk* 2 ,, ,, *U* ,,	T.3Cy.18",30"&48"–33" (*s*) 185lb 492NHP 3SB,*9cf*,HS8280 FD VulcanIronWorksInc. JerseyCity,N.J.	25 " 0 s 8 " 9½ 16 " 7	
23179 132042 MFYP	**Comber** *ss*Bel.No.3-1,27 *Well deck* *ss*Bel.No.1-32 *Mchy.Aft* 1*Dk(ptStl)*	489 333 187	✠100A1 2,32 ~~BS7,34~~ ✠LMC2,32 5,35	Bel	h	CL ~~2,32~~ 4,35	1913 9mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint, *Mgr.*) *WB*	160·1|25·6|12·3 Q89'B9'F29' BK7¼" =*DTf* 14'28*tFPT*	Belfast British 3*BHCem* 29*tAPT*19*t*	C.2Cy.18"&40"–27" (*s*) 130lb 64RHP 1SB,*3cf*,GS57,HS1778 Aitchison,Blair,Ld.Gls.	12 " 3 s 4 " 3¾ 12 " 7	
23180 161119 GPTJ	**Comedian** *ss*Liv.No.1,34 2*Dks(Stl)*	5122 4721 3162	✠100A1 12,35 ~~2,35~~ ✠LMC BS~~10,33~~ MS7,34 12,35	Bkn	y	CL 2,33	1929 10mo *Lloyd*	Charles Connell& Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334'1122*t* *DTa*30'762*t*	395·5|52·5|28·0 P37'B127'F40' FK *FPT*76*tAPT*26*t*	Liverpool British *Cem* 7*BH to Udk* 1 ,, ,,2nd,,	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB,*12cf*,GS210,HS7706 D.Rowan&Co.Ld.Glasgow	30 " 6 s 5 " 10½ 24 " 10½	
23181 141917 GBTD	**Comeric** *ss*Bel.No.3-8,31 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern* Now "Hampton Hill," see No. 38447 in Supplement	6701 6419 4074	✠100A1 *Shelter dk* *withfreeboard* 3,35 ~~11,34~~ BS12,35 ~~BS11,34~~ ✠LMC8,31 *Fitted for oil fuel* 9,19 *F.P. above* 150° F.	Bkn Shi	a†	CL 11,34	1919 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	~~BankLine,Ld.(A. Weir&Co. *Mgrs.*)~~ MiddlesexSSCoLd *CellDB*366'1334*tDT*	412·6|55·5|34·4 *FonShelter dk*36' FK *a* 26'1019*t FPT*148	Glasgow British *ptCem* 6*BHtoSh dk* 2 ,, ,, *U* ,, *tAPT*292*t*	T.3Cy.27",45"&75"–54" (*s*) 180lb 619NHP 3SB,*12cf*,GS219,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 " 0 s 8 " 9½ 28 " 6	
23182 212946 KJGK	**Comerio** (*ex*Guantanamo, *ex*Registan) 2*Dks*	3349 3004 2043			...		1910	W.Gray& Co.Ld. W Hartlepool	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs.*)	350·7|46·5|22·4 P25'B86'F35' FK	NewYork Utd.States *WB*	T.3Cy.25",40"&65"–42" 386NHP Cen.Mar.Eng.Wrks.WHpl	24 " 9	R †
23183 230424 WBEL	**Comet** *ss*NYk.No.1-35 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system*	9154 8594 5583	✠100A1 12,35 ~~1,34~~ 12,35 ✠LMC~~12,30~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*12,30 *F.P. above* 150°F.	NYk	e†	CL 9,33	1930 12mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE&*	480·5|66·0|36·8 B37'F48' *afterBridge*77' FK *B*87' 332*t FPT*186*t*	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 ,,2*nd* ,,) *APT*127*t*	Q.4Cy.27",39",56"&82"–54" 220lb (*r*) 742NHP 3SB,*9cf*, HS10558 FD SunS.B.&DryDockCo.	37 " 0	
23184														

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; EHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23185 911398 WJFN	**Comet** (*ex*Cometa-34,*ex*Comet) *ss*Mob.2ndNo.3-8,34 *Mchy.Aft* 1*Dk&Web frames* *Longitudinal framing*	2486 2136 1258	✠100A1 8,35 ~~8,34~~ *For service on the Great Lakes* *Carrying Petroleum in bulk*	Cgo ~~Mob~~ ✠LMC8,34	*r*	CL 8,34 BS8,35	1913 7mo	American S.B.Co. Lorain,O. A&CP	MarineTankers, Inc.	250·0 P83'F53' FK *CellDBa*12'*uE&B*54'*f*30'260*tFPT*77*tAPT*22*t*	43·0	26·0	Wilmgton (Del.) Utd.States 11*BHAsp*	T.3Cy.19$\frac{3}{16}$",31"&54"-42" 200lb (*s*) 277NHP 2SB,6*cf*,GS100,HS5052 AmericanSBCo.ClevelndO	25 ″ 0	
23186 LDSA	**Cometa** TwinSc *ss*Osl.No.3-12,34 D.F. *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3794 3408 2302	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~12,34~~ DBS~~12,34~~ 8,36	Osl ✠LMC CS12,34	*x*	OG 11,34	1921 9mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd'sA&CP*	DetBergenske Dampskibselsskab (DenNorskeSyd- Amerika-Linje)	367·3 FK *CellDB*323'1130*tTanks at sides of tunnels*40'180*tFPT*75*tAPT*60*t*	51·5	22·3	Bergen Norwegian *ptCem* *Collision BH to S dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4 23 ″ 4	
23187 147937 GKLJ	**Comliebank** TwinSc *ss*Shl.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5149 4768 3119	✠100A1 *withfreeboard* 12,34 ~~DBS6,34~~ *Carrying vegetable oil in deep tank*	Shi DBS7,35 ✠LMC9,33		CL 12,34	1924 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*)	420·0 FK *Cell DB*357'1121*tDTf*32'1067*t* *Tanks between tunnels*115'251*tFPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* *Coll BH to Sh dk* 6 „ „ 2*nd* „ *APT*132*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
23188 219805 KULT	**Commack** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5111 4598 3115					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23189 FOKF	**Commandant Charles Meric** 1*Dk*	2156 — 1158			...		1922	Chant.Nav Français Caen	S.Dumartin etV. Lourties	270·3 P31'B57'F24' FK	39·5	20·3	Bayonne French *WB*	T3Cy18⅛"29$\frac{15}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 175NHP Atel.&Ch.de la Loire,Nts.		V †
23190 FNYE	**Commandant Dorise** D.F. 2*Dks*	5529 4826 3470			...		1917	MitsuBishi Dkyd&EWks Kobe	Cie.desMessage- riesMaritimes	400·0 P38'B121'F40' FK	54·5	30·0	Marseilles French *WB*	T.3Cy.26½",43"&72"-48" 510NHP MitsuBishiD.&E.Wks.Kob	30 ″ 0	V †
23191 ~~FNZV~~	**Commandant Henri Riviere** (*ex*YungNing,*ex*Camira,*ex*Clan Campbell) 2*Dks&Web frames*	*2615* *2398* *1611*			...		1894	NavalCon. &Arm.Co.Ld. Barrow	ShiuTsingHong (FarEastShip- pingCo.*Mgrs.*)	312·0 P29'B62'F39' BK10"	40·2	24·7	Canton Chinese *WB*	T.3Cy.23",38"&63"-42" 317NHP NavalC.&A.Co.Ld.Brw.	26 ″ 2	
23192 FNYF	**Commandant Mages** (*ex*WarWolf) D.F. 2*Dks&Awng dk*	5779 5469 4298			...		1917	Kawasaki Dckyd.Co.Ld Kobe	Cie.desMessage- riesMaritimes	385·3 FK	51·2	33·5	Dunkirk French *WB*	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDckydCoLdKob	36 ″ 0	V †
23193 PUAT	**Commandante Alcidio** Ⓟ TwinSc (*ex*Sirio) 1*Dk&Awng dk*	1858 1549 970					1905	Howaldts- werke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T6Cy14$\frac{3}{16}$"24$\frac{7}{16}$"&39¾"-27$\frac{9}{16}$" 166NHP Howaldtswerke,Kiel		
23194 PUAV	**Commandante Capella** Ⓟ TwinSc (*ex*ServuloDourado,*ex*Saturno) 1*Dk&Awng dk*	1811 1543 933					1904	Howaldts- werke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T6Cy14$\frac{3}{16}$"24$\frac{7}{16}$"&39¾"-27$\frac{9}{16}$" NB20,*fitted*22 166NHP Howaldtswerke,Kiel		
23195 PUUH	**Commandante Castilho** Iron Now "Arat[illegible]" No. 37059 (*ex*Douro, *ss*Rio3rdNo3-17,19 *ex*Antonina, 1*Dk*(*Irn*)2*trB* *ex*Carvoeiro,*ex*Charrington) *Well deck*	*1773* *1454* *1125*	✠ 7,22	Rio	*r*		1881 5mo	J.Laing Sunderland	LloydNacional Soc.Anon.	269·0 P28'Q72'B48'F32' BK9½" *DBa*72'*f*48'207*t*	36·0	20·6	R.Janeiro Brazilian 5*BHCem*	T.3Cy.19",31"&50"-33" 197NHP E&B*made*92*refitted*19 2SB,6*pf*,GS112,HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	V †
23196 PUAW	**Commandante Ripper** Ⓟ TwinSc (*ex*Cearà) *ss*Rio.No.2-14 2*Dks*(*UStl*-teak s)&*deep framing* *lower dk inNos.1&2holds* *Fitted for oil fuel*	*3324* *2687* *2078*	✠ 11,17	Rio ✠			1907 7mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	340·2 F67' FK&BK1¼" *CellDBa*88'*uE*36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.Ld Bel	26 ″ 0	
23197 219644 KUDS	**Commercial Alabaman** (*ex*CommercialMariner, *ex*Rushville) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2560 2203 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	251·0 P25'B64'F23' FK	43·6	25·8	NewYork Utd.States *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
23198 218295 KEPM	**Commercial Bostonian** (*ex*Lake Elkwater) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB* D.F.	2730 — 1693					1919	Gt.Lakes Eng.Works Ecorse,Mich	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4 P25'B65'F26'	43·6	26·0	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		R
23199 219703 KUGN	**Commercial Floridian** (*ex*Osceola, *Fitted for oil fuel* *ex*LakeHaresti) 1*Dk*2*trB* D.F.	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" NordbergMfg.Co. 326NHP Milwaukee,Wis.	28 ″ 5	R †
23200 215570 WCDD	**Commercial Guide** (*ex*Nyanza, *ex*Esslingen) *Well deck* *Fitted for oil fuel* 2*Dks*(*Stl*)&3*rdDk inNo.1 hold*	4762 — 2890	✠ 2,16	Ham ✠	*z*		1911 1mo	Blohm& Voss Hamburg	MooremackLines, Inc.(Moore & McCormackCo. Inc.*Mgrs.*)	406·7 P&B347'F47' FK *Cell DBa*126'*uE&B*50'	55·2	25·6	NewYork Utd.States 8*BHCem* *f*185'1178*t*	T.3Cy.27¼",43¾"&74¾"-54" 619NHP 3SB,9*cf*,GS194,HS8945 FD Blohm&Voss,Hamburg	28 ″ 1	R †
23201 218600 KIRB	**Commercial Navigator** (*ex*Lake Farber) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB* D.F.	2638 2278 1634			...		1919	American S.B.Co. Cleveland,O.	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	251·0 P25'B64'F23' FK	43·6	26·2	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCo ClevelndO.	28 ″ 2	R †
23202 219032 WFCR	**Commercial Orleanian** (*ex*City of Albany,*ex*LakeElmhurst) Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4 P25'B65'F26'	43·8	26·0	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		R
23203 219850 KUNC	**Commercial Pioneer** (*ex*Lake Gunni) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2686 — 1665			...		1920	GlobeS.B. Co. Superior,Wis	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4 P29'B64'F23'	43·8	26·9	NewYork Utd.States *WB*	T.3Cy.19",32"&56"-36" 188NHP HooverOwens&Rentschler Co.Hamilton,Ohio		R
23204 219702 KUGM	**Commercial Quaker** (*ex*Malsah, *ex*Ripon) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co Milwkee	28 ″ 5	R †

1	2 3	4	5	6	7	7a	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté dans le L.M. Durée Cert. RefTrade.
23205 1782 ILQZ	**Commercio** (*ex*Nornan-33, *ex*Gunhild) 1*Dk*	766 521 445					1920	Kalund-borgSkibs-værft Kallundborg	DavideZolezzi	199·8|30·7|11·3 Q55'P12'B50'F24'	Genoa Italian *WB*	T.Cy.12⅞",20$\frac{5}{16}$"&33$\frac{5}{16}$"–19$\frac{7}{16}$" 58NHP Smith,Mygind&Hüttemeier,Copenhagen		I
23206 FOAR	**Commissaire Ramel** Ⓟ D.F. 2*Dks*	10061 7559 5947					1920	SocProvençale de Const. Navale LaCiotat	Soc.desServices Contractuels des MessageriesMaritimes	478·8|59·2|33·4	Dunkirk French *WB*	T3.Cy27$\frac{5}{16}$",46"&76½"–51$\frac{5}{16}$" &L.P.Turbine Soc.Provençale de Const. Nav.LaCiotat.		V
23207 145253	**Commodore** Ⓟ **IronPad** (*ex*Taurus-33)	917 — 624					1881	W.Cramp &Sons Philadelphia	UnionNav.Co.Inc.	226·3|32·0|11·2	NewYork Utd.States	1Cy.53"–144" 259NHP W.Cramp&Sons,Phl.		
23208 205149 WRCC	**Commonwealth** Ⓟ **Pad** 2*Dks*	5980 — 2500					1907	W Cramp&SonsS&EBCo Philadelphia	NewEnglandS.S. Co.	437·9|55·0|19·3 *WB*	FallRiver, Mass. Utd.States	C.4Cy.50"&96"–114" 1640NHP W.Cramp&SnsS&EBC Phl		
23209 129291 MDKJ	**Como** 1*Dk*	1222 1077 706					1910	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0|35·2|15·7 P16'B136'F31'	Hull British *WB*	T.3Cy.16½",27"&45"–33" 116NHP Amos&Smith,Ld.Hull		C
23210 LOFL	**Comodoro Rivadavia** Ⓟ (*ex*Anselm) *Fitted for oil fuel* 1*Dk&Spar dk* *Ref.Mchy.*	5450 3932 3139			...		1905	Workman, Clark&Co.Ld Belfast	ArgentinaCia. GeneraldeNavS.A. (A.M.Delfino yCia. *Mgrs.*)	400·4|50·1|19·1 P&B279'F45' 27·3 FK	Bns.Ayres Argentine *WB*	T.3Cy.29½",49"&80"–60" 819NHP Wrkman,Clark&Co.LdBel	30 ″ 0	G †
23211 148848 GFDT	**Comorin** Ⓟ **TwinSc** D.F. *Ref.Mchy.* 3*Dks(Stl–Weather dk pt teak s)4th dk(Stl)in forward holds* *CruiserStern* *Fitted for oil fuel*	15241 12248 8744	✠ 6,28 ✠ ✠Lloyd'sRMC ~~7,35~~ 3,36 ~~11,36~~	Lon	*j*†		1925 4mo	Barclay, Curle&Co.Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*443'1683*t* at sides of tunnels	523·5|70·2|42·3 B255'F92' FK *Tanks Collision* 69'580*tFPT*171*t*	Glasgow British 9*BHptCem* *BHto W dk* *APT*117*t*	Q8Cy29½",42¼"60¾"&87"–54" &L.P.Turbines 2075NHP 3D&4SB,*40cf*,HS29298 Barclay,Curle&Co.Ld.Gls.	46 ″ 0	BT till ~~8.35~~ 7.36
23212 KZEP	**Compañia de Filipinas** Wireless	785 505 390					1890	Lobnitz& Co. Renfrew	Cia.Gen.deTabacos deFilipinas	180·0|29·9|12·0 Q56'B44'F32'	Manila Utd.States *WB*	T.3Cy.15",25"&40"–30" 88NHP Lobnitz&Co.,Renfrew		V
23213 162542	**Cia. Swift de la Plata No. 9** *OilEng.* **TwinSc** 2*Dks*	300 251 128					1931	G.Brown &Co. Greenock	Swift&Co.Ld.	147·6|34·6| 6·2	London British *WB*	Oil Engines 4S.C.SA 12Cy.8¼"–12$\frac{9}{16}$" 79NHP Motorenfabr."Deutz" A.G.Koln-Deutz		
23214 FOAS	**Compiègne** Ⓟ **TwinSc** *Ref.Mchy.* 3*Dks* D.F.	9986 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5|59·2|27·3 B355'F55'	Marseilles French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts 966NHP Atel.&Ch.de laLoire,St.N.		V
23215 EEIA	**Compostela** (*ex*Ariadne,*ex*General Gordon) *ss*Gls.2ndNo.3–3,06 *ss*Bdx.No.2–15 *Well deck* 1*Dk(Stl)2trB*	1272 1017 781	✠ 5,19 ✠NB5,06 ✠	Bbo	*o*		1885 8mo	A.Stephen &Sons Glasgow	Victoriano de Garay(Nicolás de Garay,*Mgr.*)	240·4|34·1|16·0 Q84'B57'F28' BK8" *WB*=*CellDB*184'	Bilbao Spanish 4*BHCem* 326*tAPT*21*t*	T.3Cy.15",24"&40"–36" 106NHP 1SB,*3cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6	
23216 40 OPCB	To be Broken up **Comte de Flandre** (*ex*Akropolis, *ex*AlpineRange, *ex*Kintail) *ss*Qns.No.3–7,19 *ss*Rot.No.2–28 D.F. 1*Dk(Stl)&Spar dk(Stl) &deep framing*	*3621* *3340* *2244*	✠~~100A1~~ *Spar dk* 5,31 ~~BS[illegible]~~ ✠~~LMC[illegible]~~	Ant	*w*	CL 1,30	1907 12mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP* *CellDBa*114'*u*	~~"CompagnieDens-Ocean"Soc.Anon.~~ *E&B*40'*f*15'771*tD*	349·2|46·2|17·3 P29'B106'F40' 25·8 FK *Ta*34'720*tAPT*28*t*	Antwerp Belgian *Cem* 5*BHtoSp dk* 1 „ „ *M* „	T.3Cy.25",41"&66"–45" (*s*) 180lb *50lb* 358NHP 2SB,*6cf*,GS92,HS4862 FD Dunsmuir&Jackson,LdGls	28 ″ 2 s 5 ″ 0½ 23 ″ 7	
23217 37 ONFB	To be Broken up **Comtesse de Flandre** (*ex*Bankdale) *ss*Cff.No.3–7,19 *ss*Msl.No.2–27 D.F. 1*Dk(Stl)&Spar dk(Stl) &deep framing*	*3851* *3616* *2464*	✠~~100A1~~ *Spar dk* 10,29 ✠~~LMC~~ ~~MS[illegible]~~ ~~BS7,30~~	Msl	*x*	CL 10,29	1907 3mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd'sA&CP*	~~"Compagnie Dens-Ocean"Soc. Anon.~~ *CellDBa*128'*uE*24'*f*152'871*tFPT*97*t*	375·1|48·6|16·4 P37'B&F298' 24·5 FK	Antwerp Belgian 6*BHCem* *APT*51*t*	T.3Cy.25½",42"&70"–45" (*s*) 180lb *85lb* 387NHP NDB04*refitted*26 2SB,*6cf*,GS121,HS5106 FD D.Rowan&Co.Glasgow	27 ″ 0 s 3 ″ 4½ 23 ″ 11	
23218 162663 GPXR	**Conch** **TwinSc** *Mchy.Aft* *OilEng.* D.F. 1*Dk(Stl)2nd dk(Stl) clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8376 7612 4953	✠100A1 10,35 ~~3,35~~ ✠LMC12,31 *CarryingPetroleum in bulk*	Shl Ams	*c*†	CL 3,35	1931 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP* *CellDBuE*71'282*tD*	Anglo-Saxon PetroleumCo.Ld.	456·4|62·0|34·1 P107'B34'F42' FK *Tf*32'394*tFPT*239*t*	London British 14*BH* *APT*93*t*	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"–55⅛" 877NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 2 s 6 ″ 8½ 27 ″ 7½	
23219 3346 PJAZ	**Conchita** **TwinSc** *ss*Cco.No.2–33 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom and at deck*	2702 1798 1481	✠100A1 ~~7,30~~ ~~1,35~~ 2,36 ~~BS1,35~~ ✠LMC2,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,24 *F.P. above* 150° F.	Cco BS2,35	*t*	s1,35 CL P2,36	1924 6mo	W.Beardmore&Co.Ld. Glasgow *Lloyd'sA&CP*	Curaçaosche Scheep.Maats.	305·0|50·2|15·0 Q87' *Trunk dk* 176' F42' FK *FPT*	Willemstd Dutch 8*BHpt Cem* 109*tAPT*87*t*	T.6Cy.14",23"&38"–27" (*s*) 180lb 252NHP 2SB,*4cf*,HS4100 FD W.Beardmore&Co.Ld.Gls.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
23220 130526 WRCY	**Concord** Ⓟ (*ex*Norfolk) **Iron** Wireless 1*Dk*	1249 — 697					1891	Harlan& Hollings-worthCo. WlmingtnDl	ColonialNav.Co.	246·0|46·0|15·5	NewYork Utd.States	T.3Cy.22",36"&55"–28" NB01 160NHP Harlan&Hollingsworth Co.Wilmington,Del.		
23221 LCGN	**Concordia** (*ex*Cardita, *ex*WarGaekwar) *ss*H.Kg.No.3–10,32 1*Dk(Stl)2trB& Web frames* *Longitudinal framing*	*5545* *4696* *3413*	✠100A1 10,35 ~~2,35~~ BS10,35 ✠LMC MS10,32 ~~BS11,34~~ *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 9,19 *F.P. above* 150° F.	Sng Nag	*z*	CL 10,34	1919 9mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	JohsHansensTankrederiA/S(Johs. Hansen,*Mgr.*) *Middle line CellDBuE&B*72'250*tf*50'65*tFPT*	400·3|52·2|28·4 P50'B121'F39' FK *BH not oil-tight*	Arendal Norwegian 11*BHptCem* 95*tAPT*75*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 8 25 ″ 6½	
23222	— (*ex*Corrientes) **Pad**	459 — 374					1910	....	Cia.Argentina de Nav.Mihanovich Ltda.	163·5|25·0| 6·0	Bns.Ayres Argentine	2Cy.		
23223 FNQC	**Condé** *ss*Hav.No.3–8,27 *ss*Hav.No.1–31 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	7202 6442 4537	✠100A1 *Shelter dk withfreeboard* 3,35 BS5,35 ✠LMC ~~10,34~~ 3,34	Hav	*a*†	CL 2,34	1915 8mo	Forg.&Ch. de la Médit Havre A&CP	NouvelleCie.HavraisePéninsulaire deNav. *WB*=*CellDBa*84'*uE*31'*f*199'1044*t*	418·2|53·8|26·4 P43'B137'F47' 34·3 *on Shelter dk* FK	Havre French 7*BHCem* *APT*31*t*	T.3Cy.28$\frac{3}{16}$",46$\frac{1}{16}$"&77$\frac{3}{16}$"–52$\frac{11}{16}$" 200lb (*s*) 645NHP 3SB,1AuxSB,*11cf*,GS217,HS9507 FD Forg.&Ch.delaMédit.Hav.	37 ″ 7 s 10 ″ 11 26 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert
23224 EADP	**Conde de Abasolo** (*ex*WarManor) *ss*Bbo.No.3-3,30 *ss*Bbo.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3122 — 1764	✠100A1 2,35 9,35 BS~~9,34~~	Bbo ✠LMC MS3,35	*u*	CL 2,35	1918 5mo *Lloyd*	TyneI.S.B. Co.Ld. Willington Quay *'sA&CP*	Cia.Nav.Vascongada *CellD*	331·4 P33'B100'F29' *B*284'724t*FPT*110t	46·8	23·1 FK	Bilbao Spanish 7*BHptCem* *APT*123t	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,*9cf*,GS155,HS6324 FD N.E.MarineEng.CoLdNwc	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
23225 EADR	**Conde de Zubiria** *ss*Bbo.No.3-4,31 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *ss*Bbo.No.1-35	3256 2673 2002	✠100A1 8,35 ~~5,33~~ ~~BS6,34~~	Val Bbo ✠LMC~~5,34~~ 8,35	*u*	CL 6,34	1918 1mo *Lloyd*	Soc. Espanola de Const.Naval Bilbao *'sA&CP*	AltosHornos de VizcayaSoc.Anon. *Cell*	314·0 P76'F39' *DB*262'801t*FPT*19	48·1	22·1 FK	Bilbao Spanish 5*BHCem* 0t*APT*46t	2 Steam Turbines SR geared to 1 Screw Shaft (*s*) 200lb 261NHP 2SB,*6pf*,GS120,HS4220 SocEspanola de C.N.Ferrol	24 ″ 4 s 4 ″ 6¼ 20 ″ 1	
23226 220444 KDCF	**Condor** (*ex*Rotarian) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Longitudinal framing*	4747 4374 2925					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	GraceS.S.Co.Inc.	380·3 P52'B102'F41'	53·1	27·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp. Tacoma,Wash.		R
23227 CBCN	— (*ex*Commercial *ss*Boa.2ndNo.3-12,26 Pilot,*ex*General *ss*Vpo.No.2-34 O.H.Ernst,*ex*Sachsenwald, 2*Dks*(*Stl*- *ex*St.Croix) *Uteak s*)&*Web frames*	3564 2999 2259	✠100A1 2,36 ~~11,34~~ BS~~4,34~~ 5,35	Vpo ✠LMC MS11,34	*w*	CL ~~1,33~~ 2,36	1904 1mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	Soc.Maritima y ComercialR.W. James yCia. *CellDBa*110'*u*	356·4 P&B288'F40' *E*22'*f*138'677t*FPT*	45·3	24·5 FK	Valparaiso Chilian 6*BHCem* 45t*APT*18t	T.3Cy.26⅞",45"&75"-48" (*s*) 180lb 480NHP 4SB,*12cf*,GS162,HS8209 FlensburgerSchiffsb.Ges.	27 ″ 0	
23228 DOGK	— (*ex*Koblenz) Wireless Sub.Sig. 1*Dk*	889 708 448					1922	Atlaswerke A.G. Bremen	ArgoReed,A.G.	217·0 P&B124'F32'	32·7	13·0	Bremen German *WB*	T.3Cy.18⅛",29½"&49¾"-29½" 134NHP AtlaswerkeA.G.Bremen		G
23229 SVKF	**Condylis** (*ex*LowtherCastle-33) *ss*Ant.No.3-6,27 *ss*Ant.No.1-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	*4439* *4101* *2740*	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~7,34~~ ~~BS5,34~~	Msl Gen ~~BS5,35~~ ✠LMC~~[illegible]~~5,35	*y*	CL ~~3,32~~ 5,35	1914 5mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken *'sA&CP*	G.N.Condylis *CellDBa*1	400·0 24'*uE*&*B*42' *f*180'1	51·8	24·7 FK	Andros Greek 6*BHCem* 244t*FPT*66t	T.3Cy.26",43"&72"-48" (*s*) 180lb 480NHP 3SB,*9cf*,GS177,HS6910 FD Richardsons,Westgarth& *APT*52t Co.Ld.W.Hpl.	27 ″ 0 s 2 ″ 7 24 ″ 6¾	
23230 1178 ICLL	**Confidenza** (*ex*Ulisse,*ex*Robilante) D.F. 1*Dk*&*Shelter dk* *CruiserStern*	6458 6198 3970			…		1920	Furness S.B.Co.Ld. Middlesbro'	"Corrado"Soc. Anon.diNav.	412·4 F40' *on Shelter dk*	55·6	34·4 FK	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl	38 ″ 1	I †
23231 149952 GCZW	**Congella** (*ex*Mindoro-33, TwinSc *ex*Sagami,*ex*Secundus) *OilEng.* *ss*N.Yk.No.3-2,27 *ss*Fal.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teak s) 3rd *dk*(*Stl*)*in*No.1*hold*&*Web frames* *Longitudinal framing*	4533 4164 2753	100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~2,35~~1,36 DBS~~2,35~~4,36	Fal ~~Gal~~ Rot LMC2,35		CL N1,35	1914	Blohm& Voss Hamburg	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*345' 1018t *D*	399·3 *Tf*18' 434t *FPT*64t	52·8	24·3 FK	London British 7*BHCem* *Coll to Sh dk* *APT*123t	Oil Engines 4S.C.SA 12Cy.21⅝"-35$\frac{7}{16}$" 545NHP W.T DB*120lb* NE11,27 DeutscheWerkeA.G Kiel	27 ″ 0 s 2 ″ 9¾ 24 ″ 4¼	
23232 CSAM	**Congo** (*ex*Ingraban,*ex*ClaraMenzell) Sub.Sig. 1*Dk*&*Shelter dk*	3110 2935 2309					1905	Flensburgr Schiffsb.Ges. Flensburg	Cia.Nacional de Nav.	307·7 H70'	45·3	19·0 26·1	Lisbon Portuguese *WB*	T3Cy20$\frac{1}{16}$",33$\frac{9}{16}$"&55⅞"-37⅜" 192NHP FlensburgerSchiffsb.Ges.		
23233 ~~149930~~ ~~GNKZ~~	**Congonian** (*ex*Quercus) *ss*Ant.No.1-32 D.F. 2*Dks*(*Stl*)	5010 4327 3202	✠100A1 10,35 ~~3,35~~ ~~BS3,35~~	Rot Ham ✠LMC~~2,32~~ 10,35	*y*	CL ~~12,33~~ 10,35	1927 11mo *Lloyd*	Lithgows Ld. Port Glasgow *'sA&CP Inter*	~~UnitedAfricaCo.~~ ~~Ld.~~ *mediate 'Tween dk* *Cell DB* 331' 1012t	385·0 P33'B112'F44' *BH in after hold* *dispensed with* *DT a* 30' 784t *FPT*	52·0	26·6 FK	Italian *pt Cem* 4*BH to U dk* 2 „ „2nd„ 80t *APT*16t	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
23234 145075 MKGP	**Conifer** (*ex*Egham) *ss*Lon.No.3-1,24 *ss*Lon.No.2-32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	453 319 169	✠100A1 1,34 BS~~7,34~~ 9,35	Lon ✠LMC4,32	*f*	CL 1,34	1920 10mo *Lloyd*	J.Crichton &Co.Ld Saltney *'sA&CP*	GeneralSteam Nav.Co.Ld.	142·3 Q87'B9'F22' *DTf*14'45t*FPT*	25·2	11·4 FK	London British 4*BHCem* 14t*APT*39t	T.3Cy.14",22"&38"-24" (*s*) 180lb 70RHP 1SB,*3pf*,GS47,HS1430 LythamS.B.&E.Co.Ld.Lyt.	12 ″ 6 s 3 ″ 4½ 12 ″ 2½	
23235 160706	**Coniscliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F35'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockLd.Mdb.		C
23236 145470 MKWQ	**Conister** (*ex*Abington) 3Mst *ss*I.M.No.3-12,33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	411 293 171	✠100A1 2,36 ~~3,35~~ BS~~1,35~~ 1,36	Bkn ✠LMC12,33	*f*	CL 2,35	1921 11mo *Lloyd*	Brown'sSB &D.D.Co.Ld. Hull *'sA&CP*	IsleofManSteam PacketCo.Ld. *Cell*	145·0 Q45'B11'F25' *DBf*11'15t*FPT*58t	24·1	10·9 FK	DouglasIM British 3*BHCem* *APT*9t	T.3Cy.12½",21"&34"-24" (*s*) 180lb 68RHP 1SB,*2pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
23237 214061 WADV	**Conneaut** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	4749 — 3027					1916	Gt.Lakes Eng.Works Ecorse, Mich.	Wyandotte TransportationCo.	415·0	56·0	27·5	Wyand'tte Mich. Utd.States	Q.4Cy.19",28",41"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
23238 141859 VGBK	**Connector** (*ex*CanadianSapper) *ss*Hna.No.3-12,32 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in* *No. 1 hold*	1789 1442 1064	✠100A1 5,35 ~~7,34~~ ~~BS7,34~~ ✠Lloyd'sRMC~~4,33~~ ~~10,33~~ 4,36 BS5,35 *Fitted for oil fuel* 6,29 *F.P. above* 150°F.	Boa Crs ✠LMC12,32	*q*	CL N11,33	1920 12mo *Lloyd*	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow *'sA&CP* N.S.	CanadianSapper, Ld.(Canadian NationalSteamships,*Mgrs.*) *CellD*	270·0 P28'B65'F27' *B*213' 466t *FPT*35t	38·2	17·9 FK	Montreal British 4*BHCem* *APT*13t	T.3Cy.17½",28¾"&47"-33" 185lb (*s*) 191NHP 2SB,*4cf*,GS84,HS2900 FD CanadianIngersollRand Co.Ld.Sherbrook,Que.	20 ″ 6 s 3 ″ 1 17 ″ 7	
23239 219902 KUPL	**Conness Peak** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5117 4598 3115					1920	American InternatCorp HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,NYk		R
23240 217400	**Conotton** 1*Dk*	2324 — 1396					1918	GlobeS.B. Co. Superior,Wis	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F23'	43·5	24·2	NewYork Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP NationalIronWrks,Duluth		
23241 37932 LOGU	**Conquistador** (*ex*Dosina) *ss*B.As.No.3-5,34 *Mchy.Aft* 2*Dks*(*Stl*)3*tr B*& *Web frames* *Longitudinal framing*	~~5807~~ ~~4889~~ ~~3310~~ 3911 — 2026	✠100A1 ~~1,35~~ 11,35 BS11,35 MS5,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	BAs ✠LMC ~~BS9,34~~	*z*	CL ~~10,33~~ 10,35	1922 2mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	EstrellaMaritima S.A.deNavegación yComercio *CellDBuE*&*B*90' 254t*DTf*41'362t	400·3 P120'B28'F42' *FPT*139t*APT*52t	52·1	29·5 FK	Bns.Ayres Argentine 15*BHptCem* (11 *to U dk* 4 „2nd„)	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD CaledonSB.&E.Co.Ld.Dun	32 ″ 0 s 7 ″ 3½ 25 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible] Durée Cert. Réfrig.
23242 143083 MJNK	**Consett** (*ex*WarRother) *ss*Shl.No.3-9,31 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1368 1030 758	✠100A1 9,35~~12,34~~ BS2,36 MS7,31	Shl Nwc ✠LMC ~~[illegible]~~	*o*	CL ~~2,34~~ 9,35	1919 3mo Lloyd	CampbeltownSBCoLd Campbeltwn 'sA&CP	ConsettIronCo.Ld. (W.Dickinson& Co.Ld.*Mgrs.*)	229·8 Q79'B56'F27'	35·8	15·6 FK *CellDB*190'	Newcastle British 4*BHCem* 395*tAPT*50*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Ross&DuncanLd.Glasgow	17 〃 7 s 1 〃 2 16 〃 8	
23243 216848 WFEI	**Constance Chandler** (*ex*WestHosokie) *Fitted for oil fuel* 2*Dks*	5523 5117 3419					1918	Skinner& EddyCorp Seattle,Wash	MatsonS.S.Co.	409·6 P43'B115'F47'	54·2	27·1	LsAngeles Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23244 DDTJ	**Constantia** (*ex*HannaLarsen, *ex*Cilondia,*ex*Anna DoretteBoog) 1*Dk*	1777 1454 1065					1909	Akt.Ges. "Neptun" Rostock	J.Jost,G.m.b.H.	266·2 Q102'B106'F31'	40·3	16·7	Flensburg German *WB*	T.3Cy.19$\frac{5}{16}$",30½"&50"-35$\frac{5}{16}$" 150NHP A.G."Neptun,"Rostock		G
23245	**Constantine Svorono** **TwinSc** (*ex*Ekatarina) *Mchy.Aft*	449 — 312					1891	Stabilmnto Tecnico Trieste	Sovtorgflot	179·5	28·7	9·2	Rostoff Russian	C.4Cy.13"&24"-20" 44NHP StabilimentoTecnico,Tri.		
23246 SVAX	**Constantinos H.** (*ex*Anthemis-32, *ex*Nancéen,*ex*ChristianHorn) 1*Dk*&*Shelter dk*	2527 2360 1602					1905	Akt.Ges. "Neptun" Rostock	I.&A.Iliopoulos (IliasIliopoulos, *Mgr.*)	291·2 B12'H27'	44·0	16·6 23·7	Piræus Greek	T3Cy.20½",35$\frac{7}{16}$"&55[illegible]"-37[illegible]" 192NHP A.G."Neptun,"Rostock		V
23247 SVLC	**Constantinos Louloudis** (*ex*Vlieland-33) *Fitted for oil fuel* 2*Dks*	4697 4078 2786					1922	A.F.Smulders Schiedam	Goulandris Brothers	376·0 P38'B227'F83'	51·8	25·1	Andros Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP A.F.Smulders,Schiedam		V
23248 EBIT	**Consuelo de Huidobro** (*ex*Larrasquitu) *Mchy.Aft* 1*Dk*	395 394 211					1912	Cia.Euskalduna Bilbao	SindicatoAgricola "Union deExportadores"	151·2	27·2	11·2	SantaCruz de Tenerife Spanish	T.3Cy.12",20"&32"-23" 49NHP MacColl&Pollock,Ld.Sld.		
23249 5543 SDPO	**Consul Bratt** 1*Dk*	*1117* *970* *624*					1913	Trndhjms Mek.Værks. Trondheim	Ångf.Aktieb.Adolf (AdolfBratt,*Mgr.*)	225·4 P22'B48'F21'	36·4	14·3	Gothenbrg Swedish *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMVTrndheim		N
23250 DMAG	**Consul Cords** Sub.Sig. 1*Dk*	951 830 552					1920	Atlas WerkeA.G. Bremen	Partenreed des Dampfers "Consul Cords" (Aug.Cords *Mgr.*)	223·9 P29'B120'F23'	32·8	14·1	Rostock German *WB*	T3Cy15$\frac{3}{16}$",25½"&41$\frac{7}{16}$"-25$\frac{5}{8}$" 88NHP AtlasWerkeA.G.Bremen		G
23251 7385 SFIA	**Consul Corfitzon** (*ex*Mikelis, *ex*Atlantis, *ss*Bdx.No.3-1,26 *ex*Fullerton) *ss*Hbg.No.2-34 1*Dk*(*Stl*)	*2812* *2596* *1673*	✠100A1 ~~7,35~~~~11,34~~ 2,36 MS11,35	Els ~~Got~~ Lkr ✠LMC ~~BS6,34~~ 7,35	*u*	CL ~~11,33~~ 7,35	1912 10mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP *CellDBa*100'	RederiA/B. Helsingborg(O. Hillerström,*Mgr.*) *uE&B*35'*f*144'740	325·0 P29'B196'F33' *tFPT*43*tAPT*60*t*	46·9	21·3 FK	Hlsngborg Swedish 7*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 302NHP 3SB,*9pf*,GS154,HS4728 G.Clark,Ld.Sunderland	23 〃 6 s 2 〃 5¾ 21 〃 2½	
23252 DMCF	**Consul Hintz** (*ex*Marie **Iron** Ferdinand, *ss*Ros.4thNo.3-6,31 *ex*Thyra,*ex* Parklands) 1*Dk*2*trB* *Well deck* *Cargo battens not fitted*	1547 1302 932	✠100A1 4,35 ~~12,33~~ ✠NB4,05 BS11,34	Ros ✠LMC6,31	*q*	~~12,33~~ 4,35	1880	W.Gray& Co. WHartlepool A&CP	O.Wiggers	256·6 P35'Q68'B65' F29' ptND01	34·6	19·8 H35*t* BK9" *DB*	Rostock German 4*BHCem* *a*80'*f*94'335*t*	C.2Cy.33"&61"-33" (*s*) 80lb 159NHP 2SB,*4pf*,GS76,HS2468 T.Richardson&Sons,Hpl.	21 〃 0	
23253 7287 SIRA	**Consul Olsson** (*ex*Gracefield) *ss*Hbg.2ndNo.3-5,32 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *ss*Got.No.1-36	*2726* *2508* *1624*	✠100A1 4,36~~4,35~~ ~~[illegible]~~	Mmo Got ✠LMC~~6,32~~ 4,36	*u*	CL ~~7,34~~ 3,36	1905 11mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	RederiA/B Helsingborg(O. Hillerström,*Mgr.*) *CellDBa*98'*uE&*	313·5 P30'B96'F35' *B*36'*f*136'770*tFPT*	46·5	21·1 FK	Hlsngborg Swedish 5*BHCem* 72*tAPT*93*t*	T.3Cy.22",37"&62"-42" (*r*) 180lb NDB28 267NHP 2SB,*6cf*,GS104,HS4070 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 〃 1 s 3 〃 6¼ 19 〃 9	
23254 DHEJ	**Consul Poppe** (*ex*Amisia) Wireless 1*Dk*	1412 1083 877					1904	Nüscke& Co.Act.Ges. Stettin	JohannM.K.Blumenthal	239·0 Q83'B58'F29'	36·8	16·1	Hamburg German *WB*	T.3Cy.17",28"&43"-32" 104NHP Schiffs.Uebigau,Dresden		G
23255 207361 KDUP	**Consumers Power** (*ex*HarryYates-34) (*Self-Unloader*) D.F. GyC. *Mchy.Aft*	6391 — 5082					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	504·0	56·0	26·0	Buffalo NY Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Works		R
23256 1347 IBCI	**Conte Biancamano** Ⓟ **TwinSc** *ss*Gen.No.2-34 4*Dks*(*Stl-Wthr dk pt* teaks) *Ref.Mchy.* 5*th dk*(*Stl*)*inNo.3&after* D.F. GyC. *holds,5trBinNos.1&2holds*	24416 16124 14673	✠100A1 *withfreeboard* ~~6,35~~2,36~~1,35~~ MS4,33 Lloyd'sRMC~~2,35~~	Gen BS10,35 ✠LMC ~~BS9,33,34~~ ~~6,35~~ 1,36	*p*†	CL s2,35 P1,36	1925 11mo Lloyd	W.Beardmore&Co.Ld Glasgow 'sA&CP	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *CellDB*513'2558	650·9 626·4 B390'F90' *tDTsf*39'990*tFPT*	76·1 76·3	27·5 43·7 FK *Coll*	Genoa Italian 10*BHptCem* *BH to W dk* 122*tAPT*95*t*	4SteamTurbinesDRgeared to 2 Sc. Shafts 4421NHP 220lb (*s*) FD 7DB&2SB,*64cf*,GS1176, HS50240 W.Beardmore&Co.Ld.Gls.	48 〃 1 s 5 〃 11¼ 26 〃 0¼	
			Fitted for oil	*fuel*11	,25	*F.P. a*	*bove* 1	50° F.								
23257 155 IBHW	**Conte di Misurata** (*ex*British Marquis,*ex*Servian) *Fitted for oil fuel* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*	5014 4732 3137			...		1908	SirJ.Laing &Sons,Ld. Sunderland	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon)	397·1 385·0 P30'B83'F40'	51·0	27·7 FK	Civitavecchia Italian *WB*	T.3Cy.26½",44"&72"-48" 436NHP J.Dickinson&Sons,Ld.Sld.	30 〃 2	CI †
23258 1801 IBLI	**Conte di Savoia** Ⓟ **QuadSc** *Ref.Mchy.* Sub.Sig. 4*Dks*(*Stl-weather dk* D.F. *pt* teaks)5*thDk*(*Stl*)*in holds* *Special quality steel* *CruiserStern* GyC.	48502 25817 25948	✠100A1 *withfreeboard* 2,36~~1,35~~ BS11,33 BS(WTB) ✠Lloyd'sRMC 5,36	Gen ~~9,35~~ ✠LMC11,32 ~~11,34~~11,35 ~~2,35~~ ~~1,36~~~~9,35~~		CL P *a*N4,35 S *a*N4,35 P *f*N5,35 S *f*N5,35	1932 11mo Lloyd	Cantieri RiunitiDell' Adriatico Trieste 'sA&CP *CellD*	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *B inc. wing tanks*	814·6 785·9 B&F707' Bridge onB&F513' UpperBridge460' *Duct keel fwd. of* *inES*677'5813*tDTs*	96·1	32·4 48·6 FK	Genoa Italian 12*BHptCem* *mchy. space* *f*2086*tDTs*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 10WTB 425lb 22506NHP 3DB*180lb* HS134550 FD Cant.RiunitiDell'Adriatico *a*865*tFPTs*276*tAPT*127*t*	53 〃 4 s 14 〃 2¾ 31 〃 2	
			Fitted for oil	*fuel*11	,32	*F.P. a*	*bove* 1	50° F.								
23259 1516 IBDI	**Conte Grande** Ⓟ **TwinSc** *ss*Gen.No.1-32 4*Dks*(*Stl-Weather dk* ws) D.F. GyC. 5*th dk*(*Stl*)*in holds* *Ref.Mchy.*	25661 16424 15303	✠100A1 *withfreeboard* 7,35 ~~2,35~~ ~~BS5,34~~ Lloyd'sRMC~~2,34~~	Gen Ven BS2,35 ✠LMC4,32 9,35	*p*†	6,33	1928 2mo Lloyd	Stabilmnto Tecnico Trieste 'sA&CP	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *Duct keel forw* *CellDB*507'2297*tDT*	652·2 624·6 B390'F90' *ard of mchy. space* *f*78'726*t FPT*112*t*	78·3	27·2 48·0 FK *Coll*	Genoa Italian 10*BHCem* *BHto Wdk* *APT*109*t*	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (*s*) 4512NHP 7DB&2SB,HS50290 FD StabilimentoTecnico,Tri.	48 〃 0 s 5 〃 5 26 〃 7	
			Fitted for oil	*fuel* 2,	28	*F.P. a*	*bove* 1	50° F.								
23260 318 IBEI	**Conte Rosso** Ⓟ **TwinSc** *ss*Gen.No.2-29 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Ref.Mchy.* *Shade dk*(*Stl-*teaks)3*rd dk* D.F. GyC. (*Stl*) *in holds*	17856 11201 9996	✠100A1 *withfreeboard* 9,33 ~~[illegible]~~ ✠Lloyd'sRMC~~2,35~~	Ven BS6,35 ✠LMC5,35 8,35	*l*†	CL 8,34	1922 2mo Lloyd	W.Beardmore&Co.Ld. Glasgow 'sA&CP	LloydTriestino *CellDB*453'1335*t*	588·2 570·2 B327'F50' *on* *Shade dk* *DT f*13' 126*tFPT*	74·2	35·9 FK	Trieste Italian *Cem* 9*BHtoShdk* 88*tAPT*78*t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 200lb HS42154 3650NHP 6DB&2SB,*56cf*,GS1008 FD W.Beardmore&Co.Ld.Gls.	40 〃 0 s 12 〃 5¾ 27 〃 8¾	
			Fitted for oil	*fuel* 2,	22	*F.P. a*	*bove* 1	50° F.								

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23261 327 IBGI	**Conte Verde** Ⓟ TwinSc ssGen.No.2–31 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. &Shade dk (Stl-teak s) D.F. GyC. 3rd dk(Stl)in holds	18765 11201 11527	✠100A1 withfreeboard 1,35 ✠LMC MS3,31 BS~~4,31~~5,35 ✠Lloyd'sRMC~~4,35 5,35~~ 1,36~~1,35~~ Fitted for oil fuel 4,23 F.P. above 150° F.	Ven	l†	CL 1,35	1923 4mo	W.Beard-more&Co.Ld. Glasgow Lloyd'sA&CP	LloydTriestino CellDB478'1468t DTf15'676tFPT85tAPT96t	570·2 B327'F50' on Shade dk FK	74·2	35·9	Trieste Italian Cem 9BHtoSh dk	4 Steam Turbines DR geared to 2 Sc.Shafts (s) 200lb FD 3650NHP 6DB&2SB,56cf,HS42154 W.Beardmore&Co.Ld. Gls	40 ″ 0 s12 ″ 5¾ 27 ″ 9	
23262 HRBC	**Contessa** Ⓟ ssN.Os.No.1–34 D.F. 2Dks(Stl–Weather dk teak s) 3rd & 4th dk(Stl) in holds Ref.Mchy.	5512 4404 3094	✠100A1 withfreeboard 2,36 ~~2,35~~ ✠LMC MS12,33 BS~~2,35~~1,36 ✠Lloyd'sRMC~~1,35 7,35~~ 8,36 Three lower decks for fruit cargoes Fitted for oil fuel 4,30 F.P. above 150° F.	NOs	z	OG ~~7,32~~ 2,36	1930 4mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	StandardNav.Corp (StandardFruit& S.S.Co Mgrs.) IntermediateBHin forward and after holds dispensed with Cell DB323'722t Tanks in way of tunnel 344tFPT35t APT33t	381·5 P36'B135'F41' FK	53·7	30·6	Ceiba Honduran ptCem 3BHto Wdk 1 ,, ,, 2nd ,,	Q.4Cy.25¾",37",54½"&78"– 48" 260lb (s) 895NHP 4SB,16cf,GS307,HS13944FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s9 ″ 6¾ 23 ″ 8½	
23262* PDJH	**Continent** (exCastor–35) OilEng. Mchy.Aft 1Dk	455 303 314					1931	N.V.Schps. v/hGebrG& H.Bodewes Martenshoek	W.Komdeur	148·8 Q56'F15'	25·4	9·2	Delfzijl Dutch WB	Oil Engines 2S.C.SA 4Cy.$11\frac{13}{16}$"–15¾" 98NHP NV.KromhoutMtrnfbAms		V
23263 DCCO	**Continental** (exRhenus25) 1Dk	542 519 305					1908	P.vanSmit, Jr. Rotterdam	IversLinie,Kom-manditGes.(Paul-sen&Ivers,Mgrs.)	187·5	23·1	13·3	Kiel German WB	C.2Cy.13"&28"–12" 23NHP P.vanSmit,Jr.Rotterdam		G
23264 124058 MCQG	**Continental Coaster** (exLyme Regis,exVolpone) ssHul.2ndNo.3–2,33 Mchy.Aft Well deck 1Dk(Stl)	555 379 223	✠100A1 9,35~~4,34~~ ✠LMC MS2,35 BS2,35	Hul	h	CL 4,34	1907 3mo	R William-son&Son Workington Lloyd'sA&CP	~~W.A.Wilson~~ DonDavidCoastal ShippingCo.Ld.	164·8 Q86'B11'F20' BK7" DBf89'108tFPT	26·6	11·0	London British 3BHCem 35tAPT30t	T.3Cy.14½",$22\frac{13}{16}$"&37"–27" 170lb (s) 99RHP 1SB,3cf,GS53,HS1898 Ross&Duncan,Glasgow	13 ″ 4 s4 ″ 8 13 ″ 4	
23265 216538 KSOI	**Contoy** (exLakeWimico) 1Dk	1943 1646 1203			…		1918	American S.B.Co. Lorain,O.	GulfMailS.S.Line, Inc.	251·0 P25'B64'F23' FK	43·5	20·0	N.Orleans Utd.States WB	T.3Cy.20",33"&54"–40" (s) 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	R †
23266 204889 KLEX	**Contra Costa** TwinSc OilEng. 1Dk	832 — 497					1908	UnionIron Works, SanFrancisco	StandardOilCo.	190·1	37·2	13·3	Seattle Utd.States	Oil Engine 4S.C.SA 12Cy.12"–14" 169NHP UnionGasE.CoOaklnd.Cal		
23267 162320 GTNC	**Contractor** ssBkn.No.1–35 2Dks(Stl)	6004 5575 3755	✠100A1 ~~6,35~~ ~~1,34~~ 1,36 BS7,34 ✠LMC~~7,30~~ MS2,35	Liv ~~Bkn~~Mdb	a†	CL 1,34	1930 7mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) Cell DB362'1136t DTa32'908t FPT62t APT24t	420·3 P37'B137'F44' FK	54·6	30·4	Liverpool British 8BHCem (1 ,,to2nd dk)	T.3Cy.27",46"&77"–54" (r) 210lb 120lb 524NHP 2DB,12cf,GS215,HS8208 CammellLaird&Co.Ld.	32 ″ 7 s6 ″ 4 26 ″ 5¾	
23268 162645 GQCB	**Conus** TwinSc OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) D.F. E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8132 7510 4775	✠100A1 10,35~~1,35~~ DBS10,35 ✠LMC12,31 CarryingPetroleum in bulk	Shl	c†	CL ~~9,32~~ 9,35	1931 12mo	Workman Clark(1928) Ld. Belfast Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBuE64'183t DTf32'338tFPT206tAPT81t	452·4 P103'B33'F42' FK	62·1	33·9	London British 14BH	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB150lb N.E.MarineEng.CoLdNwc	34 ″ 0 s6 ″ 7¾ 27 ″ 7¼	
23269 6631 SGJN	**Convallaria** ssHbg.No 3–7,33 1Dk(Stl) Cargo battens not fitted	*1996* *1760* *1145*	✠100A1 4,35 ~~7,33~~ BS4,35 ✠LMC MS7,33	Hbg Abg	r	OG ~~5,32~~ 4,35	1921 1mo	Verschure &Co. Amsterdam Lloyd'sA&CP	RederiA/B Activ (J.Gorthon,Mgr.) CellDB240'459t FPT67tAPT86t	280·4 P22'B74'F32' FK	40·2	19·1	Helsngbrg Swedish 4BHCem	T.3Cy.20",31½"&53"–36" (s) 180lb 100lb 194NHP 2SB,4cf,GS100,HS3177 Verschure&CoAmsterdam	21 ″ 4 s3 ″ 0½ 18 ″ 5	
23270 145467 VJCF	**Coolana** ssMel.No.3–3,34 1Dk(Stl) Cargo battens not fitted	2197 1965 1261	100A1 3,36~~2,35~~ LMC MS3,34 BS~~11,34~~ 10,35	Mel	s	CL 2,35	1921 10mo	Swan,Hun-ter&Wigham Richardson Ld Sunderlnd Lloyd'sA&CP	MelbourneS.S.Co. Ld. CellDB242'574tFPT95tAPT132t	285·2 P29'B74'F29' FK	41·5	20·2	Melbourne British 4BHCem	T.3Cy.22",35"&58"–39" (s) 180lb 100lb 251NHP 2SB,6cf,GS130,HS4188 G.Clark,Ld.Sunderland	22 ″ 6 ~~s3 ″ 3½~~ ~~19 ″ 6~~ s3 ″ 2 19 ″ 6	
23271 131537 VJJS	**Coombar** TwinSc Ref.Mchy. 1Dk	581 381 232					1912	Murdoch& Murray,Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.	166·0	30·1	10·1	SydneyNSW British WB	C.4Cy.14"&30"–18" 99RHP D.Rowan&Co.Glasgow		C
23272 UOAV	**Cooperatzia** Ⓟ OilEng. D.F. 2Dks Ref.Mchy. Sub.Sig. CruiserStern	3767 2934 2145			…		1929	Severney S.B.Yard Leningrad	Sovtorgflot	332·5 P34'B99'F41' FK	48·0	25·6	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.25⅝"–33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
23273 KMWQ	**Copan** (exAlleghany) Iron 3Dks&Awng dk	1704 — 1079					1881 1907	Cramp& Sons Philadelphia	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	250·0	38·5	16·6 27·0	N.Orleans Utd.States	T.3Cy.20",34"&56"–42" NE&B20 203NHP BethlehemS.B.Co. Wilmington,Del.		V
23274 147874 GJVW	**Copeland** Ⓟ Wireless 2Dks	1526 1150 640					1923	CaledonS. B.&E.Co.Ld. Dundee	ClydeShippingCo. Ld.	270·0 P&B176'F43'	37·2	17·4	Glasgow British WB	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C BT till ~~9,35~~ 10,35
23275 212646 KDAF	**Coppename** Ⓟ ssN.Yk.2ndNo.3–8,33 D.F. 2Dks(Stl)& Ref.Mchy. Spar dk(Stl–ws)	3289 2157 1911	✠100A1 Spar dk ~~10,35~~ ~~2,35~~ 4,36 BS~~9,34~~ ✠LMC8,33 10,35 Fitted for oil fuel 2,24 F.P. above 150° F.	NYk ~~Bal~~ Phl	v	CL 7,33	1908 2mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) Intermediate bulkhead in after hold dispensed with WB= CellDBa66'uE28'f138'385t	339·5 P&B218' F41' 23·6 FK&BK2"	42·6	15·9	NewYork Utd.States Cem 5BH only	T.3Cy.26",41"&69"–48" (s) 180lb 486NHP 3SB,9cf,GS177,HS7419 FD Workman,Clark&Co.Ld. Bel.	26 ″ 0 s3 ″ 3½ 23 ″ 4¼	
23276 147777 MNFC	**Copsewood** ssShl.No.2–34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	969 900 537	✠100A1 11,35~~1,35~~ ✠LMC MS3,34 BS1,35	Shl	l	CL ~~1,35~~ 11,35	1925 4mo	Osbourne, Graham& Co.Ld. Sunderland Lloyd'sA&CP	JosephConstantine S.S.Line,Ld. CellDBf128'217tFPT112tAPT47t	198·0 Q133'B14'F25' FK	32·3	12·4	Middlsbro' British 3BHCem	T.3Cy.16",27"&44"–30" (s) 180lb 100lb 131NHP 1SB,3pf,GS61,HS2239 G.Clark,Ld.Sunderland	14 ″ 7 s4 ″ 8¼ 14 ″ 6¾	
23277 149312 GSND	**Coptic** TwinSc ssLon.No.1–33 Ref.Mchy. OilEng. D.F. E.S.D. 2Dks(Stl)& Shelter dk(Stl)	~~8317~~ ~~7488~~ ~~5074~~ 8533 7488 5221	✠100A1 withfreeboard 10,35~~4,35~~ ✠LMC CS8,33 5,35 ✠Lloyd,sRMC~~5,35~~	Lon Gls DBS~~12,34~~ 3,36	f†	CL ~~1,32~~ s4,35 PN4,35 ~~9,35~~ 3,36	1928 7mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Shaw,Savill& AlbionCo.Ld. CellDB408'1571tFPT109tAPT60t	482·6 B173'F61' FK	64·2	30·8	S'thamptn British 8BHptCem (Coll to Shdk 7 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NHP 2DB100lb WllsndSlpwy.Co.Ld.Nwc.	34 ″ 4 s5 ″ 4¼ 29 ″ 2½	
23278 146925 MLPG	**Coquetdale** ssSld.No.2–31 1Dk(Stl)	1597 1363 886	✠100A1 12,34~~1,33~~ ✠LMC MS10,31 BS~~6,34~~ 12,35	Sld	p	CL ~~10,31~~ 12,34	1923 7mo	J.Priest-man&Co. Sunderland Lloyd'sA&CP	EnfieldS.S.Co.Ld. (S.Marshall&Co. Mgrs.) CellDB201'437t FPT61tAPT118t	245·0 B50'F22' FK	37·0	18·3	Sundrland British 4BHptCem	T.3Cy.19",31½"&52"–36" (s) 180lb 186NHP 2SB,6cf,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s2 ″ 10½ 17 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L.R. Durée Cert. B. of Trade.
23279 217871 WVAA	**Coquina** 1*Dk*	2140 1753 1281			...		1919	Manitowoc S.B.Co. Manitowoc, Wis	CaliforniaS.S.Co.	250·5|43·7|20·1 P27'B64'F26' FK	L.Angeles Utd.States *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc,Wis	23 ″ 0	R †
23280 1340 IBHI	**Cor Jesu** (*ex*L'Erdre) *ss*Gen.2ndNo.3–9,33 1*Dk*(*Stl*)2*trB*&*Web frames* 3*Dk rule*	3994 3579 2474	✠100A1 1,36~~10,34~~ ~~BS~~ ✠LMC9,35 2,36	Cff Mfl	*x*	CL ~~9,33~~ 1,36	1908	Atel.&Ch. de laLoire Nantes A&CP	Ang.Gazzolo diA. *CellDBa*100'*uE*2	375·6|50·5|25·6 P34'B110'F41' FK 3'*f*148'925*tFPT*67*t*	Genoa Italian 6*BHCem* *APT*46*t*	T.3Cy.23 7/16",36"&59"–41½" 178lb (*s*) 284NHP 2SB,1AuxSB,8*cf*,GS159, HS4919 Atel.&Ch.de laLoire,Nts.	26 ″ 11 s 4 ″ 9½ 22 ″ 3¾	
23281 DHEK	**Cora** (*ex*Reinhart,*ex*Dollart,*ex*Edgar, *ex*Stettin) 1*Dk*	864 710 466					1920	NyaVarvet A/B Helsingfors	Theodor Grammerstorf(KarlGrammerstorf,*Mgr.*)	191·5|34·0|13·3 Q38'B28'F21'	Kiel German *WB*	T3Cy16 5/16",26½"&43 5/16"–27½" 98NHP Christiansen&Meyer,Ham.		G
23282 161876 GTRQ	**Corabank** *OilEng.* 2*Dks*(*Stl*)*Web frames* *Mchy.Aft* *Longitudinal framing*	8898 8146 5366	✠100A1 12,35~~10,34~~ ✠LMC8,32 ✠LMC(M)10,34 *Carrying Petroleum in bulk*	LAn Sng	*d*†	CL ~~5,33~~ 12,35	1932 8mo	Workman, Clark(1928) Ld. Belfast *Lloyd*'*sA&CP*	BankLine,Ld. (AndrewWeir&Co. *Mgrs.*) *CellDBuE*73'226*t*	477·0|63·8|35·6 P103'B33'F40' FK *DTf*36'496*t* *FPT*207*tAPT*39*t*	Belfast British 18*BHptCem* (10 *to U dk* 8 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 997NHP 2DB*150lb* Workman,Clark(1928)Ld.	35 ″ 4 s 7 ″ 1½ 28 ″ 5¼	
23283 147852 GJSZ	**Coracero** *ss*Gls.No.3–11,35 ~~[illegible]~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in fore holds* D.F.	7252 6908 4533	✠100A1 *Shelter dk* *with freeboard* 4,36 ~~2,35~~ ~~BS11,35~~ ✠LMC11,35 ~~MS5,31~~ ✠Lloyd'sRMC ~~11,34~~ 4,36 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Liv Gls	*a*†	CL 2,35	1923 5mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	DonaldsonSouth AmericanLine,Ld. *CellDBa* 112'*uE*24*uB*39'	423·6|56·0|36·7 F37'*on Shelter dk* FK *CollisionBH*& *f*189'1254*tFPT*88*t*	Glasgow British *ptCem* 4*BHtoShdk* 2 „ „ *U* „ *APT*30*t*	T.3Cy.27",42"&77"–51"& exhaust turbine driving steam compressor (*s*) 200lb FD 831NHP 4SB.*12cf*.GS247.HS11044 J.G.Kincaid&Co.Ld.Grk.	39 ″ 4 s 11 ″ 0¼ 28 ″ 6	
23284 141928 MJSF	**Coral** (*ex*CromartyFirth) *ss*Ayr.No.3–9,32 *Mchy.Aft* *ss*Irv.No.1–36 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	638 424 300	✠100A1 4,36 ~~8,34~~ ~~BS~~ ✠LMC~~[illegible]~~ ~~7,35~~ 4,36	Gls Irv	*i*	CL ~~8,34~~ 3,36	1919 10mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd*'*sA&CP*	Wm.Robertson *CellDBf*97'148*tFPT*	175·4|28·3|10·1 Q100'B11'F28' FK	Glasgow British 3*BH* *ptCemptAsp* 46*tAPT*29*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 99RHP 1SB,3*pf*,GS58,HS1780 W.Beardmore&Co.Ld Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½	
23285 127129	**Coralia** *Mchy.Aft*	4349 — 3264					1896	GlobeIron Works Cleveland,O.	NicholsonUniversalS.S.Co. *WB*	413·2|48·0|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",39"&63"–42" NB08 258NHP GlobeIronWorks,Clevelnd		R
23286 142659 GSVB	**Corato** (*ex*Cliona,*ex*WarJemadar) *ss*Yka.No.1–35 *ss*H.Kg.No.3–4,31 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5563 4703 3476	✠100A1 ~~5,30~~ ~~8,34~~ 1,36 ~~BS~~ ✠LMC~~[illegible]~~ 1,36 MS5,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 9,18 *F.P. above* 150° F.	Sng ~~Yka~~	*z*	CL 8,34	1918 9mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	HadleyShipping Co.Ld. *Middle line Bulkhead* *CellDBuE*&*B*59' 251*t*	400·0|52·4|28·5 P49'B121'F39' FK	London British 11*BHptCem* *not oil-tight* *f*50'67*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
23287 135270 GRTC	**Corbank** (*ex*Hitchin) *ss*Sld.No.2-35 *ss*Sld.No.3–11,26 *Well deck* ~~*ss*Bly.No.1–30~~ Sub.Sig. E.S.D. 1*Dk*(*Stl*)	1933 1502 1123	✠100A1 12,35~~7,34~~ ~~BS7,34~~ ✠LMC~~[illegible]~~ 12,35	Shl Sld	*q*	CL ~~7,34~~ 11,35	1913 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDBa*67'*uE*&*B*41'	267·0|38·0|17·6 Q140'B12'F28' FK *f*106'480*tFPT*105*t*	London British 4*BHCem* *APT*195*t*	T.3Cy,21",34"&56"–39" (*s*) 180lb 221NHP 2SB,6*pf*,GS89,HS3534 N.E.MarineEng.CoLd.Sld.	19 ″ 10 s 6 ″ 4½ 18 ″ 1½	
23288 [illegible] MDZB	**Corbeach** (*ex*Valegarth) Now "Beatsa," see No. 37269 in [illegible] ~~*ss*Sld.No.3–2,26~~ *ss*Hul.No.2–35 ~~*ss*Nwc.No.1–30~~ 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1569 1351 814	✠100A1 4,35~~9,33~~ ~~BS~~ ✠LMC~~[illegible]~~ 3,35	Nwc Hul	*p*	~~9,33~~ 4,35	1913 8mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	TheAngelus ShippingCo.Ld. *Cell DBa*90' *uE*	245·0|36·2|18·8 B49'F26' FK &*B*31'*f*81'388*tFPT*	London British 4*BHCem* 35*tAPT*150*t*	T.3Cy.18",30"&50"–36" (*s*) 180lb *100lb* 184NHP 2SB,6*cf*,GS109,HS3136 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s 2 ″ 7½ 18 ″ 7	
23289 128285 MCYW	**Corbet** (*ex*Buteman) *ss*Bel.2ndNo.3–6,32 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	468 334 183	✠100A1 8,35~~8,34~~ ~~BS8,34~~ ✠LMC6,52 8,35	Bel	*h*	CL ~~8,34~~ 7,35	1909 6mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	AlexanderKing,Ld *WB*	160·0|25·6|11·3 Q89'B10'F26' BK7" =*DBf*11'20*tFPT*	Belfast British 3*BHCem* 45*tAPT*23*t*	C.2Cy.18"&40"–27" (*s*) 130lb 98RHP 1SB,3*pf*,GS56,HS1877 Ross&Duncan,Glasgow.	12 ″ 3 s 4 ″ 3¾ 12 ″ 7	
23290 162662 GQJK	**Corbis** TwinSc *ss*Shl.No.1–35 *OilEng.* D.F. E.S.D. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Mchy.Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4776	✠100A1 ~~8,35~~~~9,34~~ 4,36 ✠LMC CS4,36 DBS4,36 4,36 *Carrying Petroleum in bulk*	Fal ~~Shl~~ Cff	*c*†	CL ~~N10,32~~ 8,35 ~~*bulk*~~	1931 12mo	Workman Clark(1928) Ld. Belfast *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'183*t*	452·4|62·1|33·9 P103'B33'F42' FK *DTf*32'338*t*	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.24 13/16"–48 5/16" 714NHP 2DB*150lb* N.E.MarineEngCoLd.Nwc *FPT*206*tAPT*81*t*	34 ″ 0 s 6 ″ 7¾ 27 ″ 7½	
23291 149973 GNLY	**Corbridge** *ss*Shl.No.1–32 Sub.Sig. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1703 1295 935	✠100A1 4,35 ~~BS4,35~~ ✠LMC6,52 4,36	Shl	*q*	CL ~~4,35~~ 4,36	1928 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*207'	255·0|37·5|16·8 Q150'F21'P22' FK 440*t MTs*120*t FPT*	London British 4*BHCem* 70*tAPT*150*t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 195NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 10 s 5 ″ 8½ 17 ″ 4½	
23292 161285 GCTJ	**Corbrook** *ss*Bly.No.1–34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted* E.S.D.	1729 1312 983	✠100A1 9,35~~7,34~~ ✠LMC7,54 BS9,35	Bly Shl	*q*	CL ~~7,34~~ 9,35	1929 8mo	Cowpen DryDock& S.B.Co.Ld. Blyth *Lloyd*'*sA&CP*	CoryColliersLd. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*219'	255·1|37·5|17·0 P21'Q135'F22' FK 508*tMT*9'227*tFPT*	London British 5*BHptCem* 62*tAPT*16*t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 197NHP 2SB,6*cf*,GS87,HS3324 G.Clark,Ld.Sunderland	19 ″ 0 s 5 ″ 7½ 17 ″ 7¾	
23293 149801 GNBK	**Corchester** *ss*Shl.No.1–31 Sub.Sig. *Well deck* 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2374 1836 1335	✠100A1 4,35~~11,33~~ ~~BS1,35~~ ✠LMC~~[illegible]~~ 1,36	Shl Sld	*s*	CL ~~11,33~~ 4,35	1927 4mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*234'584*t side tanks in ER*168*tFPT*105*tAPT*228*t*	285·0|41·7|19·0 Q165'F31' FK	London British 4*BHCem*	T.3Cy.20½",35"&57"–39" (*s*) 180lb 243NHP 2SB,6*pf*,GS122,HS4060 G.Clark,Ld.Sunderland	21 ″ 1 s 6 ″ 7¾ 19 ″ 1½	
23294 PUQE	**Corcovado** (*ex*Brazilian) *ss*Rio.3rdNo.3–11,23 *ss*Rio.No.2–33 2*Dks*(*Stl–Uws*)&*deep framing* 3*Dk rule*	3046 2826 *1916*	✠100A– 6,35 ~~1,35~~ ✠NB3,11 ✠LMC1,55 BS~~5,34~~6,35	Rio	*v*	~~1,35~~ ~~6,35~~ CL N2,36	1890 4mo	D&WHenderson&Co Glasgow ~~*Lloyd*'*sA&CP*~~	Cia.Commercio e Navegação *WB*=*DBa*92'	340·0|42·0|25·0 P37'B70'F40' FK *uE* 24' 359*tFPT*70*t*	R.Janeiro Brazilian 7*BHCem* *APT*40*t*	T.3Cy.24",40"&66"–48" (*s*) 160lb ~~100lb NDB14~~ 302NHP 2SB,*6cf*,GS124,HS4550 D.&W.Henderson&Co.Gls	28 ″ 3 s 5 ″ 2½ 23 ″ 7	
23295 140715 GRTJ	**Corcrest** (*ex*Hopecrest) *ss*Nwc.No.3–8,30 Sub.Sig. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* E.S.D. *ss*Shl.No.1–35	2373 1863 1337	✠100A1 ~~8,33~~10,35 ~~BS8,34~~ ✠LMC~~[illegible]~~ 10,35	Sld Shl	*s*	CL ~~9,34~~ 10,35	1918 5mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd*'*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*236'587*t side tanks in engine space* 206*t*	285·3|41·5|19·1 P24'Q122'B20'F31' FK	London British 4*BHCem*	T.3Cy.22",35"&58"–39" (*s*) 180lb *100lb* 288NHP 2SB,6*cf*,GS107,HS4204 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc. *FPT*111*tAPT*196*t*	21 ″ 4 s 6 ″ 4½ 19 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail sft. last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23296 162332 GKFC	**Cordelia** OilEng. *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	8190 7272 5005	✠100A1 2,35 *Carrying Petroleum in bulk*	Nwc ✠LMC5,32	c†	CL 1,35	1932 3mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson Newcastle	OilTankS.S.Co.Ld. (C.T.Bowring&Co.Ld.*Mgrs.*) *CellDBuE81'197t* *DTf41'435t*	460·4 P112'B30'F57' *Trunk in after well* FK *FPT161tAPT128t*	59·5	34·1	Liverpool British *18BHptCem* *(10 to U dk* *8 ,, 2nd,,)*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 652NHP 2DB*180lb* J.G.Kincaid&Co.Greenock	34 ″ 1 s 6 ″ 1½ 28 ″ 2¼	
23297 3949 SIKA To be Broken up	— (*ex*Cavalla, *ss*Got.3rdNo.3-7,21 *ex*Erland,*ex*Gustaf *ss*Got.No.2-30 Adolf,*ex*Lingfield) *1Dk(Irn)&Web frames* *Well deck*	2506 *1881* *1497*	✠~~100A1~~ 12,32 ~~MS11,30~~	Rio ✠~~LMC~~ ~~BS10,33~~	s	CL 7,31	1889 2mo *Lloyd'sA&CP*	C.S.Swan&Hunter Newcastle *Intermediate BH in fore hold dispensed with*	~~RederiA/BCordelia~~ ~~(G.E.Sandström)~~	290·0 P25'Q94'B118' F31' FK *CellDBa84'uE&B*	39·8	19·8	Gothenbrg Swedish *4BH* *38'f122'533t*	T.3Cy.22½",36"&59"–39" (*s*) 160lb NDB02 223NHP 2SB,*6pf*,GS108,HS3420 *80lb* WllsndSlpwy.&E.Co.Nwc.	22 ″ 3 s1 ″ 10½ 20 ″ 8	
23298 DHEL	— *1Dk*	1357 1149 723					1921	Hamburgr-ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B195'F31'	36·2	16·1	Hamburg German *WB*	T3Cy17¾",28$\frac{11}{20}$"&47$\frac{3}{16}$"–31½" GuteHoffnungshütte,Oberhausen 126NHP		G
23299 147668 GKNL	**Cordene** *ss*Shl.No.2-33 Sub.Sig. E.S.D. *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2345 1876 1322	✠100A1 ~~8,35 7,34~~ 11,35 ~~BS7,34~~ 8,35	Shl ~~Sld~~ Bly ✠LMC7,35	s	CL ~~7,33~~ 8,35	1924 6mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson. Ld.Newcastle	CoryColliers,Ld, (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB242'549tM*	284·5 P20'Q164'F26' FK *T's14'205t FPT104*	42·1	19·6	London British *4BHptCem* *tAPT146t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 247NHP 2SB,*6cf*,GS98,HS4215 G.T.Grey&Co.Ld.S.Shl.	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
23300 DJMA	**Cordillera** Ⓟ TwinSc D.F. GyC. *OilEng.* Sub.Sig. *CruiserStern* *3Dks*	12055 8979 6902					1933	Blohm&Voss,K.a.A. Hamburg	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	497·8 B&F344'	65·9	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"–35$\frac{7}{16}$" 3120NHP Blohm&Voss,K.a.A.Ham.		G
23301 144239 GDRK	— *ss*Gls.No.3-10,33 *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *3rdDk(Stl)in foreholds* D.F. *Platform Dk(Stl)in Nos.4&5holds*	6865 6573 4248	✠100A1 *Shelter dk with freeboard* 2,36 ~~1,35~~ ~~BS1,35~~ ✠Lloyd'sRMC ~~10,34 1,35~~ 3,36 ~~10,35~~ *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Liv Gls BS3,36 ✠LMC10,33	a†	CL N10,33	1920 10mo *Lloyd'sA&CP*	Short Bros. Ld. Sunderland	DonaldsonSouth AmericanLine,Ld. *CellDB344'1198t*	419·0 FK *FPT89tAPT251t*	54·8	35·7	Glasgow British *Cem* *7BHtoSh dk*	3SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 862NHP 4SB,*12cf*,GS240,HS10632FD N.E.MarineEngCoLd.Nwc	38 ″ 3 s10 ″ 10¼ 27 ″ 8	
23302 209655 WCCS	**Cordova** Ⓟ *Fitted for oil fuel* D.F. *2Dks*	2089 — 1269					1912	Harlan&Hollingsworth Cor. Wlmgtn.Del.	AlaskaS.S.Co.Inc.	238·7 P150'F33'	41·2	20·9	NewYork Utd.States	T.3Cy.19",30"&50"–36" 150NHP Harlan&HollingswrthCor.		
23303 147566 GJXS	**Corduff** *ss*Sld.No.2-32 E.S.D. *1Dk(Stl)* *Well deck* *Cargo battens not fitted* Sub.Sig.	2345 1876 1322	✠100A1 7,35 ~~11,34~~ ~~BS5,34~~ 7,35	Shl Nwc ✠LMC5,33	s	CL 5,34	1923 12mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB242'549tM*	284·5 P20'Q164'F26' FK *Ts14'205t FPT104t*	42·0	19·6	London British *4BHptCem* *APT146t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 247NHP 2SB,*6cf*,GS98,HS4215 G.T.Grey&CoLd.S.Shields	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
23304 98398 MQSZ	**Corea** *ss*Goo.3rdNo.3-2,32 *Well deck* *1Dk(Stl)*	751 567 315	✠100A1 4,34 ✠NB11,27 ~~BS2,34~~ 4,36	Goo ✠LMC2,32	l	OG 3,34	1895 4mo *Lloyd'sA&CP*	Earle'sCo. Ld. Hull	BennettS.S.Co.Ld.	210·0 Q99'B20'F29' BK8" *WB=DB*	31·0	13·6	Goole British *5BHCem* *a38'f49'100t*	T.3Cy.19",32"&52"–36" (*s*) 160lb 173NHP 2SB,*4cf*,GS86,HS2760 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 9 14 ″ 2¾	
23305 163532 GWWY	**Corfell** Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* *1Dk*	1802 1354 1016					1934	S.P.Austin&Son,Ld. Sunderland	CoryColliers,Ld. (W.Cory&Son,Ld. *Mgrs.*)	257·0 Q150'F24'	39·5	16·7	London British *WB*	T.3Cy.16½",28"&47"–33" 127NHP N.E.MarineEng.Co.LdSld.		C
23306 163476 MBVN	**Corfirth** *Cargo battens not fitted* *Mchy.Aft* *Well deck* *1Dk* Sub.Sig. E.S.D. *CruiserStern*	1803 1355 1016	✠100A1 9,35 ~~12,34~~	Sld ✠LMC5,34	q	CL 9,35	1934 5mo *Lloyd'sA&CP*	S.P.Austin&Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB214'492tMT9'164tFPT159tAPT15t*	257·0 Q150'F25' FK	39·5	16·7	London British *4BHptCem*	T.3Cy.16½",28"&47"–33"(*s*) 220lb 171NHP 2SB,*6cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	
23307 163484 GWTD	**Corfleet** *Mchy.Aft* *1Dk* *CruiserStern* Sub.Sig. E.S.D. *Cargo battens not fitted*	1803 1355 1015	✠100A1 9,35 ~~1,35~~	Sld Cff ✠LMC6,34	q	CL 9,35	1934 6mo *Lloyd'sA&CP*	S.P.Austin&Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB214'492tMT9'164tFPT159tAPT15t*	257·0 Q150'F25' FK	39·5	16·7	London British *4BHptCem*	T.3Cy.16½",28"&47"–33"(*s*) 220lb 171NHP 2SB,*6cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	
23308 162643 GRNW	**Corfu** Ⓟ TwinSc *3Dks(Stl–Weather dk* ws) *Ref.Mchy.* *4th dk(Stl)in forward holds* D.F. E.S.D. *CruiserStern*	14170 11383 7689	✠100A1 *with freeboard* ~~6,35 2,35~~ 9,35 ~~MBS11,33~~ ✠Lloyd'sRMC ~~2,35 6,35~~ 1,36 ~~9,35~~ *Fitted for oil fuel* 9,31 *F.P. above* 150° F.	Lon MBS10,34 ✠LMC9,31	j†	CL 6,35	1931 9mo *Lloyd'sA&CP*	A.Stephen&Sons,Ld. Glasgow	P.&O.Stm.Nav.Co. *CellDB448'2568tFPT70tAPT140t*	522·5 B246'F76' FK	71·4	33·1	London British *9 BHptCem* *Coll,,to Wdk*	6SteamTurbinesSRgeared to 2 ScShafts (*s*) 2997NHP 4WaterTubeBoilers 425lb 2DB*230lb* HS25200 FD A Stephen&Sons,Ld.Gls.	46 ″ 0 s16 ″ 7¼ 29 ″ 8¾	BT till ~~7,35~~ 6,36
23309 161301 GFZB	**Corglen** *ss*Shl.No.1-34 Sub.Sig *1Dk(Stl)* *Mchy.Aft* E.S.D. *Well deck* *Cargo battens not fitted*	2822 2201 1632	✠100A1 7,35 ~~10,34~~ BS7,35	Bly ~~Sld~~ Shl ✠LMC6,34	t	CL ~~5,33~~ 7,35	1929 9mo *Lloyd'sA&CP*	Cowpen D.D.&S.B.Co.Ld. Blyth	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB250'747tMT10'347tFPT136tAPT17t*	306·4 Q186'F30' FK	44·2	19·9	London British *6BHptCem*	T.3Cy.~~22"~~ 21½",36"&60"–39" (*s*) 180lb 259NHP 2SB,*8pf*,GS128,HS4196 G.Clark,Ld.Sunderland	22 ″ 0 s 7 ″ 0¾ 19 ″ 10	
23310 163398 GWMN	**Corhampton** *Mchy.Aft* *CruiserStern* *1Dk* E.S.D.	2495 1899 1435					1933	S.P.Austin&Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	292·0 Q184'F28'	42·5	19·2	London British *WB*	T.3Cy.18",30½"&51"–36" 156NHP N.E.MarineEng.CoLd.Sld		C
23311 163384 MBGT	**Corhaven** *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted* Sub.Sig. E.S.D.	991 707 532	✠100A1 3,36 ~~3,35~~	Nwc ✠LMC8,33	m	CL ~~3,35~~ 3,36	1933 8mo *Lloyd'sA&CP*	S.P.Austin&Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell DBuE18'f140294tMT9'107tFPT64tAPT15t*	208·0 Q131'F23' FK	34·0	12·7	London British *4BHptCem*	T.3Cy.13½",23"&38"–27" (*s*) 200lb 118NHP 1SB,*3cf*,GS53,HS2231 N.E.MarineEng.Co.Ld.Sld	14 ″ 8 s 4 ″ 6¼ 14 ″ 0	
23312 144248 GFDJ	**Corinaldo** *ss*Liv.No.3-2,34 *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *3rd dk(Stl)in forward holds* D.F.	7131 6722 4417	✠100A1 *Shelter dk with freeboard* 8,35 ~~3,35~~ ~~BS12,34~~ ✠Lloyd'sRMC ~~12,34 9,35~~ 3,36 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Gls Nwc BS2,36 ✠LMC10,32	a†	CL ~~2,34~~ 8,35	1921 2mo *Lloyd'sA&CP*	Scotts'S.B.&Eng.Co.Ld. Greenock	DonaldsonSouth AmericanLine,Ld. *CellDB355'1107t*	414·5 FK *FPT96tAPT50t*	55·6	28·7	Glasgow British *ptCem* *6BH to S dk* *1 ,, ,, U ,,*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb 810 ~~730~~NHP 4SB,*12cf*,GS229,HS10468FD Scotts'S.B.&E.Co.Ld.Grk.	39 ″ 3 s10 ″ 8 28 ″ 8¾	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numéro d'Ordre. Numéro Officiel. Signaux	Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes maintenant expirés. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. R off Trade
23313 140835 MPFX	**Corinia** *ss*Wrk.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	870 586 426	✠100A1 9,35 ~~2,35~~ BS2,35 ✠LMC10,32	Sws Bly	*k*	CL 2,35	1928 10mo *Lloyd*	R.William-son&Son,Ld. Workington '*sA&CP*	NorthwestShippng Co.Ld.(R.William-son,*Mgr*.)	188·3 Q116'B11'F23' FK *CellDB*114'	30·2	12·4	Workingtn British 3*BHptCem* 177*tFPT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb *90lb* 99RHP 1SB,3*pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge	14 " 7 s4 " 9¾ 14 " 4¾	
23314 SVKS	**Corinthiakos** (*ex*NorthAnglia-33, *ex*Bideford) 1*Dk*	*3562* *3293* *2214*					1910	Craig,Tay-lor&Co.Ld. Stockton	M.A.Embiricos	362·3 P29'B232'F34' *WB*	51·0	21·0	Andros Greek	T.3Cy.25",42"&68"-45" 310NHP N.E.MarineEng.Co.Ld.Sld		C
23315 147155 GKNW	**Corinthic** *ss*Bry.No 2-32 1*Dk*(*Stl*)	4823 4513 3023	✠100A1 10,35 ~~1,35~~ ~~BS5,34~~ ✠LMC7,35 9,35	Bry Shl	*y*	CL ~~10,32~~ 10,35	1924 6mo *Lloyd*	IrvinesS.B.&D.D.Co.Ld. WHartlepool '*sA&CP*	SirW.H.Cockerline *CellDB*	390·1 P30'B221'F41' FK 335' 1098*t FPT*120*t*	55·5	26·2	Hull British 6*BHCem* *APT*149*t*	T.3Cy.26",43"&72"-48" (*s*) 180lb 442NHP 3SB,9*cf*,GS182,HS7551 Richardsons,Westgarth&Co.Ld.Hpl.	28 " 9 s 4 " 5¾ 24 " 6	
23316 128788 VJCG	**Corio** (*ex*Delungra) *ss*Syd.No.3-2,32 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3346 3009 1934	✠100A1 ~~12,34~~11,35 ~~BS8,34~~ ✠LMC2,32 8,35	Syd	*v*	9,34	1919 9mo	Govt.Dkyd Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellDB*277'885*t*	331·0 P31'B95'F30' FK *FPT*118*tAPT*204*t*	47·9	26·0	Melbourne British 5*BHCem*	T.3Cy.25",41¾"&68"-45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc.N.S.W.	26 " 1 ~~s4 " 7¾~~ ~~21 " 10~~ s4 " 5¾ 21 " 10	
23317	**Corisco** (*ex*Arwyco-34,*ex*Lancashire Coast,*ex*Annie Hough,*ex*Delta) *ss*Ver.3rdNo.3-5,34 Wireless *Well deck* 1*Dk*(*Stl*)2*trB*	*1109* *931* *552*	✠100A1 3,36~~3,35~~ BS~~3,35~~ ✠LMC5,34 3,36	NOs Pca	*n*	CL 3,34	1900 3mo *Lloyd*	J.Scott&Co. Kinghorn '*sA&CP*	A.Garcia *CellDBa*44'60*t*	225·4 P&B132'F35' FK *FPT*50*tAPT*50*t*	34·2	15·2	Puerto Cortes Honduran 5*BHCem*	T.3Cy.17",27"&45"-33" (*s*) 170lb 124NHP 2SB,4*cf*,GS72,HS1861 J.Scott&Co.Kinghorn	16 " 6 s1 " 3 15 " 5¼	
23318 140362 GFCT	**Corland** (*ex*Buffs) *ss*Shl.No.3-8,30 Sub.Sig. *ss*Shl.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3431 3052 2001	✠100A1 9,35~~2,34~~ ~~BS10,34~~ ✠LMC~~[illegible]~~ 9,35	Lon Shl	*v*	CL ~~7,33~~ 9,35	1917 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs*.) *Cell DB*253' 902*tDTa*31'161*t* *FPT*223*tAPT*80*t*	341·0 P29'B66'F24' FK *DTinEroom port side*10'77*t starboard*14'122*t*	47·0	22·8	London British 6*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 303NHP 2SB,8*pf*,GS138,HS4740 Richardsons,Westgarth&Co.Ld.Sld.	25 " 3 s4 " 5¾ 20 " 11	
23319 160366 GNLZ	**Corminster** *ss*Shl.No.1-32 *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	1703 1295 935	✠100A1 ~~3,35~~11,35 ~~BS5,35~~ ✠LMC6,32 4,36	Shl Sld	*q*	CL ~~10,33~~ 4,36	1928 2mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs*.) *CellDB*207'	255·0 P22'Q150'F25' FK 440*tMT*'s120*tFPT*	37·5	16·8	London British 4*BHCem* 70*tAPT*150*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 195NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 " 10 s 5 " 8½ 17 " 4½	
23320 149963 MNXW	**Cormorant** *ss*Lon.No.1-32 2*Dks*(*Stl*) *CruiserStern*	1220 1069 714	✠100A1 *withfreeboard* 8,35~~6,32~~ BS2,35 ✠LMC6,32	Lon	*n*	CL ~~6,32~~ 8,35	1927 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*176'200*t*	216·0 B62' BK6" *FPT*27*tAPT*20*t*	32·1	18·5	London British 5*BHCem* (1 *to*2*nd dk*)	T.3Cy15½",25½"&42"-30" (*s*) 200lb 158NHP 2SB,4*cf*,GS79,HS3040 Earle'sCo.Ld.Hull	20 " 9 s 7 " 3 14 " 0½	
23321 129113 MDJG	**Corncrake** Ctr *ss*Lon.2ndNo.3-3,36 ~~ssLon.No.3-1,26~~ *Mchy.Aft* ~~ssLon.No.2-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*ptStl-ws*) *Lower dk inNo.*1*hold*	1171 860 555	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~7,34~~ ~~BS4,35~~ ✠LMC~~[illegible]~~ 3,36	Lon	*p*	CL ~~7,34~~ 2,36	1910 7mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld.	240·1 BK7½" *WB*=*CellDB*144'	35·2	14·2	London British 4*BHCem* 208*tFPT*22*t*	T.3Cy.22",35"&59"-39" (*s*) 170lb *80lb* 251NHP 2SB,6*cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	16 " 6 s " 2 16 " 11½	
23322 214382 WKCC	**Cornelia** *ss*N.Yk.No.3-10,27 *ss*NYk.No.2-35 ~~ssBal.No.1-32~~ Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.* *Longitudinal framing*	3129 2620 1944	✠100A1 ~~9,35~~~~1,34~~ 11,35 ✠LMC9,35 ~~MS1,34~~ ~~BS1,34~~ ✠Lloyd'sRMC~~[illegible]~~ 3,36 for temp. 38° F. *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Bal NYk	*u*	CL ~~1,33~~ 8,35	1916 8mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs*.) *CellD*	327·7 P38'B94'F37' FK *B*255' 662*tFPT*50*t*	46·7	23·5	NewYork Utd.States 6*BHCem* *APT*145*t*	T.3Cy.24¼",41$\frac{7}{16}$"&68⅝"-48" 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 " 3 s4 " 6 21 " 11½	
23323 PDLX	**Cornelia B.** *ss*Rot.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Strengthened for navigation in ice*	400 287 264	✠100A1 10,35~~9,34~~ ✠LMC~~7,31~~ 10,35 ~~✠LMC(M)[illegible]~~	Rot	*f*	~~8,34~~ N10,35	1931 7mo *Lloyd*	N.V.Werf "Vooruit" Spaarndam '*sA&CP*	O.Bosma	147·8 P39'F15' FK *CellDBf*43'65*t FPT*	25·2	10·0	Groningen Dutch 3*BHptCem* 16*tAPT*15*t*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	10 " 8 s 1 " 1¼ 9 " 7½	
23324 OXJA	**Cornelia Mærsk** *ss*Cpn.No.2-34 1*Dk*(*Stl*)	1892 1683 1115	✠100A1 10,35 ~~11,34~~ ✠LMC MS5,34 ~~BS11,34~~ 10,35	Rot Cpn	*r*	CL 11,34	1925 4mo *Lloyd*	F.Schichau Danzig '*sA&CP*	A/S D/S Svend-borg(A.P.Moller, Copenhagen,*Mgr*) *CellD*	280·8 P27'B74'F32' FK *B*240' 541*t FPT*38*t*	40·2	18·8	Kalundbrg Danish 4*BHCem* *APT*79*t*	T.3Cy.19$\frac{11}{16}$",32$\frac{5}{16}$"&53¾"-37$\frac{7}{16}$" & L.P. turbine with reduction gearing & chain drive 200lb (*s*) 243NHP 2SB,4*cf*,GS78,HS3014 FD F.Schichau,Elbing	21 " 4 s2 " 9 18 " 8¾	
23325 97614 MQSF	**Cornelian** Steel&Iron3Mst *Mchy.Aft* *ss*Ayr3rdNo.3-8,26 *Well deck* *ss*Gls.No.2-34 1*Dk*(*Irn*)*Irn framing Stl plating* *Cargo battens not fitted*	408 286 156	✠100A1 3,36 ~~5,34~~ ✠NB9,15 ✠LMC ~~BS5,34~~ 3,36 MS5,34	Gls Bwg	*f*	CL ~~3,33~~ N3,36	1890 3mo	Scott&Co. Bowling A&CP	Wm.Robertson	142·5 Q68'B9'F24' BK7" *WB*	25·1 *25·2*	11·1	Glasgow British 3*BHCem* =*FPT*26*t*	T.3Cy.13½",21½"&34"-27" 160lb (*s*) 60RHP 1SB,3*pf*,GS54,HS1334 Muir&Houston,Glasgow	12 " 0 s " 4¾ 12 " 3	
23326 140316 GWSX	**Cornelis Lensen** (*ex*Merok-34, *ex*Ingrid,*ex*Ubbergen) 1*Dk*	1890 1745 1136					1912	Irvine'sSB & D.D.Co.Ld. WHartlepool	CornelisShipping Ld.(A.C.Lensen, *Mgr*.)	279·0 P20*t*H85*t*F38*t* *WB*	40·1	18·5	London British	T.3Cy.20½",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl		C
23327 127451	**Cornell** GyC. *Mchy.Aft* 1*Dk*2*trB*	4449 — 3439					1900	Chicago S.B.Co. Chicago	PittsburgS.S.Co.	454·0 *WB*	50·2	25·0	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"-42" 257NHP ChicagoS.B.Co.		
23328 152301 VOQB	**Corner Brook** *ss*Lon.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *Strengthened for Navigation in Ice*	5767 5244 3528	✠100A1 *withfreeboard* 2,36 ~~1,35~~ ✠LMC6,34 BS5,35 *Fitted for oil fuel* 9,25 *F.P. above* 150° F.	Lon	*b*†	CL 5,34	1925 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	International Power&PaperCo. ofN.F.L.Ld. *CellDB*347'1082*t* *DTa* 28'868*t*	424·8 F50' FK *FPT*223*tAPT*170*t*	56·3	28·6	SJhnsNFL British 8*BHptCem* (*Coll BH to Sh dk* 6 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,,)	T.3Cy.28¾",46"&77"-51" (*r*) 180lb 620NHP 3SB,12*cf*,GS225,HS9420 FD ArmstrongWhitworth&Co.Ld.Nwc.	31 " 3 s4 " 1¾ 27 " 3¼	
23329 ~~[illegible]~~ ~~[illegible]~~	**Corness** (*ex*Westgarth) *ss*Shl.No.3-6,22 *ss*Sld.No.2-31 Sub.Sig. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1553 1339 807	✠100A1 4,34 BS5,35 ✠LMC8,31	Sld	*p*	CL N1,34	1909 10mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	~~CoryColliers,Ld.~~ ~~(Wm.Cory&Son,~~ ~~Ld.Mgrs.)~~ *CellDBa*85'*uE&* J.G.Oraw&others	245·0 B48'F24' FK *B*31' *f*85'345*t FPT*	36·2	18·8	Estonian 4*BHCem* 75*tAPT*85*t*	T.3Cy.18",30"&50"-36" (*r*) 180lb 192NHP 2SB,6*pf*,GS105,HS3376 Richardsons,Westgarth&Co.Ld.Mdb.	20 " 9 s2 " 10 18 " 1	

Now "Pärnu," see No. 39613 in Supplement

1 No. in Book. Official No. Code Letters	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23330 LCKE	**Corneville** TwinSc OilEng. D.F. *CruiserStern* 2*Dks*	4544 4202 2747					1930	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S Mandeville(A.F. Klaveness&CoA/S)	391·0 *PonShelter dk*20' F27'	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¼"–43$\frac{1}{16}$" 730NHP Akt.Burmeistr&Wain,Cpn		N
23331 222746 KJGO	**Cornish** *Fitted for oil fuel* 2*Dks*	1827 1666 1094					1923	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	EasternS.S. Lines, Inc.	233·6	40·2	24·3	Portsmth, N.H. Utd. States	T.3Cy.19",32"&56"–36" 187NHP Hooven,Owens&Rentsch-lerCo.Hamilton,O.		
23332 135521 MFBT Now "Kyle Queen," see No. 38770 in Supplement	**Cornish Coast** (*ex*Volana) 3Mst ssBkn.No.1–29 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	616 21 256	✠100A1 2,34 BS2,54 ✠LMC MS10,34	Bkn	*i*	CL 10,34	1913 11mo *Lloyd*	R.William-son&Son Workington '*sA*&*CP*	~~CoastLines,Ld~~ MonroeBros.Ld. (MonroeBros., *Mgrs.*)	175·0 Q103'B9'F22' BK7" *CellDBf*101'120*t*	27·1	11·1	Liverpool British 3*BHCem* *FPT*53*t*	T.3Cy.14",24"&40"–27" (*s*) 180lb 80RHP 1SB,3*cf*,GS56,HS1956 Ross&Duncan,Glasgow	13 〃 4 s4 〃 7 13 〃 5	
23333 137210 MKNJ	**Cornish Rose** (*ex*CornishTrader) ssHul.No.3–5,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	471 319 189	✠100A1 4,36 ~~3,35~~ ~~12,35~~ ~~BS3,34~~ 10,35 ✠LMC5,33	Hul ~~Lan~~Bly	*f*	CL 2,35	1920 11mo *Lloyd*	I.J. Abdela Mitchell,Ld. Queensferry '*sA*&*CP*	RichardHughes& Co.(Liverpool),Ld.	141·9 Q79'B9'F19' FK *FPT*50*t*	25·1	11·6	Liverpool British 3*BHCem* *APT*15*t*	C.2Cy.18"&38"–27" (*s*) 130lb 80RHP 1SB,2*cf*,GS39,HS1400 MacColl&Pollock,Ld.Sld.	12 〃 7 s4 〃5¼ 12 〃3¼	
23334 218057 WNIU	**Cornore** (*ex*Cornucopia) 1*Dk*	2153 1753 1280			…		1919	Manitowoc S.B.Co. Manitowoc, Wis.	OreS.S.Corp.	250·5 P27'B64'F26' FK	43·7	20·1	NewYork Utd. States *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co Manitowoc,Wis.	23 〃 0	R †
23335 145038 GDQM	**Cornwall** TwinSc ssLiv.No.3–11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F. *Ref.Mchy.* *CruiserStern*	10603 10125 6637	✠100A1 *Shelter dk withfreeboard* ~~3,35~~ 2,35 3,36 ~~BS3,34~~ BS9,35 ✠LMC11,32 ✠Lloyd'sRMC ~~2,35~~ 9,35 3,36 *Adapted for oilfuel*	Gls ~~Fal~~	*f*† 1,28	CL P3,34 s11,34 8 *F.P.*	1920 10mo *Lloyd* *above*1	W.Hamil-ton&Co.Ld Pt.Glasgow '*sA*&*CP* *Inter* 50°F.	FederalStm.Nav. Co.Ld. *mediate BHin fore* *CellDB*421 '1671*t DTa* 114*t F*	495·1 B185'F44'*on Shelter dk* FK *hold dispensed with* *PT* 107*t APT* 103*t*	63·1	40·3	London British *Cem* 5*BHtoSh dk* 2 〃 〃 *U* 〃	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1206NHP 5SB,20*cf*,GS385HS16200 FD D.Rowan&Co.Ld.Glasgow	43 〃 3 s10〃 7¼ 32 〃11	
23336 VGBY	**Cornwallis** Ⓟ (*ex*Canadian Transporter–32) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5458 4895 3352					1921	J.Cough-lan&Sons,Ld. Vancvr.B.C.	CanadianTrans-porter,Ld.(Cana-dianNational Steamships, *Mgrs*)	400·0 P44'B115'F47'	52·4	28·7	Vancouver British *WB*	T.3Cy.27",44"&73"–48" 370NHP J.G.Kincaid&Co.Ld.Grk.		C
23337 LCGP	**Corona** 1*Dk*	3264 2966 1952					1920	Smith's DockCo.Ld. Middlesbro'	Skibs-A/S Corona (H.M.Wrangell& Co.A/S)	334·2 P32'B102'F34' H156*t*	48·0	24·9	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"–42" 274NHP Smith'sDockCo.Ld.Mdb.		N
23338 103673 VGBM	— Ⓟ Pad 3*Dks*	1196 703 578					1896	Bertram Eng.Co.Ld. Toronto	Canada Steamship Lines,Ld.	269·5	32·4	12·5	Toronto British	C.2Cy.47"&85"–66" E&B *Blt*88*fitted*96 489NHP Rankin,Blckmre&Co.Grk		
23339	— (*ex*Yacht)	304 — 133			…		1905	Hawthorns &Co.Ld. Leith	FerraroHnos.&P. Valle	150·5	23·2	12·5	Callao Peruvian	T.3Cy.12½",21"&34"–24" 74NHP Hawthorns&Co.Ld.		
23340 ~~135350~~ ~~GQYW~~ Broken up	**Coronado** Ⓟ TwinSc *Ref.Mchy.* ~~D.F.~~ 2*Dks*&2*pt dks* Sub.Sig. E.S.D.	6591 5132 4025					1915	Workman, Clark&Co.Ld Belfast	~~Elders&Fyffes,Ld.~~ ~~Harris&Dixon,Ld.~~	425·4 P43'B195'F50'	54·3	29·9	~~Belfast~~ ~~British~~ Italian *WB*	T.6Cy.23½",39½"&67"–48" 622NHP Wrkman,Clark&Co.LdBel		C BT till 5,35
23341 215918	— *Fitted for oil fuel* 1*Dk*&*Shelter dk*& *Web frames* *Longitudinal framing*	5989 5538 3684			…		1918	Moore& ScottIrnWks Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·6 P34'F36'*onShelter deck* FK	53·0	32·0	S. Frncisco Utd. States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft WestinghouseE.&M.Co. Pittsburg	34 〃 6	
23342	— Wood (*ex*Porvenir,*ex*Mexico, *ex*RagnhildBryde,*ex*Ryckett, *ex*WarYukon) SS Shl.22 1*Dk*2*trB* *Salted*&*specially treated* *Well deck*	2288 1746 1389	✠ 9,27 ✠	LAn			1918 1mo	Cameron GenoaMills Ld. Victoria,B.C.	LosAngeles WhalingCo.Inc.	242·2 P&B138'F32'	43·4	23·2	Panama Pnamanian 5*BH*	T.3Cy.20",33½"&54"–40" 322NHP 2 Water Tube Boilers HS5280 TheJohnInglisCo.Ld.Tto.	25 〃 6	
23343 110533 VPNL	**Coronda** (*ex*Politician) 4Mst ssLth.2ndNo.3–1,23 D.F. ssRot.No.2–33 2*Dks*(*Stl*)&*deep framing*&*Webframes*	7380 6690 4830	✠100A1 8,34 ~~BS9,34~~ ✠LMC ~~8,34~~ 9,35 *Carrying whale oil in bulk*	Lth	*c*†	CL 8,34	1899 1mo *Lloyd*	C.S.Swan& Hunter,Ld. Newcastle '*sA*&*CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBa*	469·5 P37'B165'F38' FK 137'*uE*&*B*63'*f*204'	56·4	31·9	StanleyFI. British 12*BHCem* (9 *to U dk* 3 〃 *2nd* 〃) 1534*t FPT*	T.3Cy.27½",45½"&75"–60" 180lb (*s*) 571NHP 2D&1SB15*cf*GS308HS10150 WllsndSlpwyCo.Ld.Nwc. 117*tAPT*30*t*	34〃10 s 8 〃 1 27 〃 0	
23344 208330 KJPI	**Corozal** ssMob.2ndNo.3–11,35 ~~ssN.Yk.No.3–9,28~~ ~~ssN.Yk.No.2–31~~ 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 11,35 ~~1,35~~ ~~BS1,35~~ ✠LMC ~~12,34~~ 11,35	NYk Mob	*u*	CL ~~5,33~~ 11,35	1911 2mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *WB*=*CellDBa*95' *f*147'845*t*	335·0 FK *uE*&*B*41' *FPT*85*tAPT*43*t*	46·8	22·7	New York Utd. States *Cem* 4*BH to Udk* 1 〃 *2nd dk*	T.3Cy.21¾",~~36½~~ 36$\frac{11}{16}$"&61"–42" 190lb (*s*) 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 〃 0	
23345 161902 GSJL	**Corrales** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5363 4655 3316					1930	A.Stephen &Sons,Ld. Glasgow	Elders& Fyffes,Ld.	400·6 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
23346 217197 WPIE	— *Fitted for oil fuel* D.F. 1*Dk*	2146 1766 1287			…		1918	Manitowoc S.B.Co. Manitowoc, Wis	CaliforniaS.S.Co.	250·5 P27'B64'F26' FK	43·7	20·4	L. Angeles Utd. States *WB*	T.3Cy.20",33"&54"–40" 263NHP ManitowocS.B.Co.	23 〃 1	R †
23347	**Corregidor** (*ex*Engadine–33) TrpSc 2*Dks*&*Awng dk*	*1786* *1204* *697*					1911	W.Denny &Bros. Dumbarton	Cia.Maritima (FernandezHer-manosInc.*Mgrs.*)	316·0	41·1	15·8	Manila Utd. States *WB*	3 Steam Turbines Denny&Co.Dumbarton		C
23348 115706 MFMF	**Corrib** (*ex*TheCountess) 3Mst ssBel.2ndNo.3–9,28 *Mchy.Aft* ssBel.No.1–33 *Well deck* 1*Dk*(*Stl*)	624 428 251	✠100A1 10,35 ~~2,33~~ ~~BS4,34~~ 4,35 ✠LMC2,35	Bel Cff	*i*	CL ~~1,33~~ 10,35	1902 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA*&*CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	181·4 Q100'B9'F34' BK7½" *DBf*96'139*tFPT*	27·3	11·0	Belfast British 3*BHCem* 59*tAPT*9*t*	C.2Cy.19¾"&44¼"–30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 〃 7 s 4 〃 6¾ 13 〃 9	

1 Numero d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Réfrig.
23349 144218 GDMP	**Corrientes** ssGls.No.3–10,32 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl) in foreholds Platform dk(Stl) in No.4 hold Ref.Mchy. D.F.	6863 6572 4233	✠100A1 Shelter dk withfreeboard 6,35 ~~6,34~~ MS7,32 ✠Lloyd'sRMC ~~11,34~~ 2,36 Fitted for oil fuel 11,20 F.P. above 150° F.	Gls ✠LMC BS~~7,34~~ 10,35	a†	CL N6,34	1920 7mo	Short Bros. Ld. Sunderland Lloyd'sA&CP	DonaldsonSouth AmericanLine, Ld. CellD	419·0 B344'1198tFPT89t	54·8	35·7 FK	Glasgow British 7BHtoSh dk Cem APT251t	3SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (s) 756NHP 4SB,12cf,GS240,HS10682 FD ParsonsMar.Stm.Turbine Co.Ld.Nwc.	38 ″ 3 s10 ″ 10¼ 27 ″ 8	
23350 1107 ILSV	**Corriere del Tevere** IronTwinSc (exGianCarlo,exTullio,exPaul) 1Dk	423 352 226					1879	Stabilmnto Tecnico Trieste	LaLigureRomana Soc.An.diNav. Maritt.eFluviale	181·4	27·2	8·4	Genoa Italian	C.4Cy.11½″&23½″–18″ 39NHP		I
23351 131496 VJRD	**Corrimal** 3Mst Wireless Mchy.Aft 1Dk	1140 890 682					1911	Greenock& Grangem'th DckyrdCoLd Grangem'th	J.Patrick&Co.Ld.	230·0 Q124'B13'F25'	34·7	13·9	SydnyNSW British WB	T.3Cy.18″,30″&48″–33″ 132NHP Muir&Houston,Ld.Gls.		C
23352 146178 GFWQ	**Corsea** ssShl.No.3–11,34 Sub.Sig. 1Dk(Stl) E.S.D. Cargo battens not fitted	2764 2426 1596	✠100A1 11,35 ~~11,34~~ BS11,35	Shl Sld ✠LMC11,34	t	CL 11,33	1921 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB236'783tD	312·5 P25'B66'F28' Tin ER(P.10's 14') DTa22'117tFPT	45·3	20·8 FK	London British 5BHCem 180t 170tAPT70t	T.3Cy.22½″,37″&61″–42″ (s) 180lb 268NHP 2SB,8pf,GS125,HS4236 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 9¼ 19 ″ 6	
23353 104917 MQSW	**Corsica** ssLth.3rdNo.3–12,33 2Dks(UStl)	1100 853 538	✠100A1 10,35 ~~8,34~~ ✠NB8,13 BS10,35	Lth ✠LMC12,33	n	~~12,33~~ 10,35	1895 8mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.Mgrs.) CellD Ba&u	230·0 P27'B56'F28' E71' f94'182t FPT	32·1	15·1 FK	Leith British 5BHCem 34tAPT18t	T.3Cy.19″,31″&50″–36″ (s) 165lb 167NHP 2SB,4cf,GS86,HS2750 Ramage&Ferguson,Lth.	17 ″ 4 s 2 ″ 0¼ 15 ″ 6	
23354 145935 GFVR	**Corsican Prince** (exChickahominy, exPersiana) ~~ssLiv.No.2–30~~ Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) ssDrt.No.3–10,35 CruiserStern	3493 2911 1802	✠100A1 Shelter dk withfreeboard 10,35 ~~10,32~~ ~~BS11,30~~ Carrying oil fuel F.P. above 150° F. in deep tank aft Fitted for oil fuel 5,22 F.P. above 150° F.	Gls Fal ✠LMC~~1,30~~ 10,35	x	CL ~~N10,32~~ 10,35	1921 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	RioCapeLineLd. (Furness,Withy& Co.Ld.Mgrs.) Duct keel in Blr.space & forward 153'	363·3 F68'onShelter dk CellDB 294' 1155t DTa22'643tFPT45tAPT43t	52·2	22·0 FK	London British Cem CollisionBHtoSh dk 6 „ „ U „	T.3Cy.26″,43″&73″–48″ (s) 180lb 547NHP 3SB,9cf,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
23355 142745 GRTF	**Corstar** (exWarDart) ssShl.No 3–6,31 Well deck Sub.Sig. 1Dk(Stl) E.S.D. Cargo battens not fitted	2337 1756 1336	✠100A1 2,34 BS~~1,35~~ 5,36	Gmh ✠LMC6,31	s	CL ~~1,34~~ 7,35	1918 12mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellD	285·0 P28'Q77'B56'F32' B228'585tFPT100t	42·0	18·9 FK	London British 7BHptCem APT209t	T.3Cy.22″,36″&59″–39″ (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
23356 FOOC	**Corte II** Ⓟ 2Dks	1706 1364 627					1911	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.deNavigation Fraissinet	280·0 P45'F57'	37·0	23·6	Marseilles French WB	T.4Cy.29″,45″&(2)52″–45″ 362NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc		V
23357 CSAG	**Corte Real** (exPeursum–34) ssRot.No.3–3,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	2044 1809 1212	✠100A1 Shelter dk withfreeboard 3,36 ~~1,35~~ BS5,35	Ant ✠LMC2,34	s	CL ~~2,34~~ 3,36	1922 6mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Cia.deNav. "Carregadores Açoreanos" CellDB240'560t	281·7 F29'onShelter dk FPT80tAPT41t	40·2	19·2 FK	Ponta Delgada Portuguese Cem CollisionBHtoSh dk 3 „ „ U „	T.3Cy.21″,35″&57″–39″ (s) 180lb 267NHP 2SB,6cf,GS110,HS3812 FD Maats.deSchelde,Flushing	21 ″ 4 s 1 ″ 0½ 20 ″ 6¼	
23358 142505 MKNV	**Corteen** ssBel.No.3–1,34 Mchy.Aft Well deck 1Dk(Stl)	530 359 211	✠100A1 1,36 ~~1,34~~ BS~~1,35~~ 1,36	Bel ✠LMC1,34	h	CL ~~1,34~~ 1,36	1920 11mo	W.Simons &Co.Ld. Renfrew Lloyd'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellD	166·9 Q94'B9'F32' Bf90'134t FPT47t	26·6	9·9 BK7½″	Belfast British 3BHCem APT23t	T.3Cy.14″,24″&40″–30″ (s) 180lb 88RHP 1SB,3cf,GS61,HS2009 W.Simons&Co.Ld Rnf.	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
23359 238 IBXI	**Cortellazzo** ssTri.No.1–35 OilEng. D.F. ~~2Dks(Stl)3rd dk(Stl) in No.1 hold~~ 1Dk&Shelter dk3rd dk inNo.1hold	5292 4147 3061	✠100A1 withfreeboard 5,35 ~~2,35~~ ✠LMC CS9,35 11,33 Fitted for carrying oil 3,31 F.P. above 150°F. in deep tank	Tri Gen DBS2,35	a†	CL 5,34	1931 3mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd'sA&CP	Soc.Veneziana di Nav.aVap. CellDB340' DTa41'1155t	440·6 423·1 F35' 1159t FPT133t APT107t	56·2	33·2 FK	Venice Italian 8BH (CollBHtoSh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.29½″–49 1/16″ 1219NHP DB100lb Soc.An.FiatS.G.M.Turin	27 ″ 2 s 3 ″ 1¼ 24 ″ 2¼	
23360 143354 GBXD	**Cortes** Wireless 1Dk	1374 1094 542					1919	CaledonS. B.&E.Co.Ld. Dundee	MacAndrews&Co. Ld.	270·6	38·1	16·2	London British WB	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB&E.Co.Ld.Dun.		C
23361 135192 GRTB	**Corton** ssShl.No.3–2,26 ssSld.No.2–35 ~~ssBly.No.1–30~~ E.S.D. 1Dk(Stl) Cargo battens not fitted	3405 3028 2034	✠100A1 8,35 ~~12,33~~ ~~BS11,31~~ ✠NB(s)8,18	Nwc Sld ✠LMC~~10,30~~ 8,35	v	CL ~~12,33~~ 8,35	1913 2mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP WB=CellDBa114' uE&B43' f123'936t Sidetanks in ER10'&14'195tFPT190tAPT136t	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.)	341·0 P25'B59'F28'	47·0	22·8 FK	London British 6BHCem	T.3Cy.24″,40″&65″–42″ (s) 180lb 301NHP 2SB,4pf,4cf,GS140,HS4721 G.Clark,Ld.Sunderland	25 ″ 3 s4 ″ 5¾ 20 ″ 11	
23362 144237 GFDP	**Cortona** ssGls.No.3–1,34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. 3Dks(Stl)in forward holds "PlatformDk(Stl)inNo.4hold"	7093 6679 4453	✠100A1 Shelter dk withfreeboard 11,35 ~~1,35~~ MS9,32 ✠Lloyd'sRMC~~1,35~~ ~~5,36~~ 11,35 Fitted for oil fuel F.P. above 150° F.	Gls ✠LMC BS~~1,35~~ 11,35	a†	CL ~~9,32~~ 11,35	1921 3mo	Vickers, Ld. Barrow Lloyd'sA&CP	DonaldsonSouth AmericanLine,Ld. CellDB357'1124t E&Bspace404t	414·4 Wingtanks FPT103tAPT43t	55·7	36·8 FK	Glasgow British Cem (6BHtoSh dk 1 „ „ U „)	2 Steam Turbines DR geared to 1 Sc. Shaft (r) 200lb FD 729NHP 4SB,12cf,GS246,HS10332 Vickers,Ld.Barrow	39 ″ 3 s10 ″ 8 28 ″ 8¾	
23363 LOHE	**Corumbá** Ⓟ (exAsuncion) Pad Wireless 1Dk	733 396 293					1906	W.Denny &Bros. Dumbarton	CiaArgentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Ayres Argentine	T.3Cy.16¼″,26½″&43″–54″ 136NHP Denny&Co.Dumbarton		
23364 LDFG	**Coruna** 1Dk	1467 1325 883					1908	WDobson &Co. Newcastle	Dampskintsk. Garonne(Fearnley &Eger,Mgrs.)	253·2 P13tF32t	37·7	17·5	Oslo Norwegian WB	T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLdNwc	19 ″ 9	N
23365 148568 MNDZ	**Corundum** (exBalcombe) ssIrv.No.2–32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	929 627 496	✠100A1 4,35 ~~10,30~~ MS9,32	Cff Trn ✠LMC BS~~1,35~~ 2,36	l	CL ~~9,32~~ 3,35	1925 3mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	Wm.Robertson CellDBuB17'	200·1 Q139'F23' f133'223t FPT42t	30·8	12·7 FK	Glasgow British 3BHCem APT35t	T.3Cy.16″,28½″&45″–27″ (s) 200lb 125NHP 2SB,4pf,GS66,HS1970 Gt.Cen Co.-OpECoLdGms	14 ″ 9 s4 ″ 4¾ 14 ″ 6½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23366 99224	**Corunna** ssPt.A.2nd.No.3–8,13 ssHfx.No.1–17 1*Dk*(*Stl*)&*Awng dk*	1269 1231 792	✠ 10,22 ✠ ✠NB5,18*refitted*3,20	Hfx	*n*		1891 9mo	Ramage &Ferguson Leith	N.Cohen *WB*	230·0 =*FPT*84*tAPT*25*t*	34·1	13·0 19·7 FK	Montreal British 5*BHCem* *MT*27′353*t*	T.3Cy.17″,27″&44″–30″ 136NHP 1SB,3*cf*,GS75,HS2481 Ramage&Ferguson,Leith	20 ″ 9	
23367 CSEW	**Corvo** (*ex*Martha,*ex*Comp. **TwinSc** Stm.Dva,*ex*Truma) *OilEng.* Wireless *Mchy.Aft* 1*Dk*	773 593 523					19$\frac{19}{26}$	Pusnæs Stöperi&Mek. Verk. Arendal	EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*)	182·9 P48′F25′	30·4	13·0	Lisbon Portuguese *WB*	Oil Engines 2S.C.SA 8Cy.14$\frac{1}{7}$″–15¾″ 281NHP *E made*18*fitted*24 Atlas-DieselA/B,Skm.		V
23368 200479	**Corvus** (*ex*J.L.Weeks) GyC. *Mchy.Aft* 1*Dk*2*trB*	4551 — 3451					1903	WestBay CityS.B.Co W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	24·0	Wlmngton (Del) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit		R
23369 LDFH	— 1*Dk*	1317 1092 765					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetBergenske Dampskibsselskab	241·4 P39*t*H72*t*F32*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk&Skibsv.		V
23370 142769 GRTK	**Corwen** (*ex*WarDagger) ssNwc.No.3–5,32 *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1755 1332	✠100A1 5,35~~12,33~~ BS~~7,34~~ ✠LMC5,32 5,35	Lon Sld	*s*	CL ~~11,33~~ 4,35	1919 2mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*	285·0 P28′Q77′B56′F32′ 228′ 585*t FPT*100*t*	42·0	18·9 FK	London British 6*BHptCem* *APT*209*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
23371 148303 GSPV	**Coryton** ssHpl.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4553 4236 2796	✠100A1 *withfreeboard* ~~5,35~~~~11,34~~11,35 BS~~11,34~~ ✠LMC9,32 11,35	Bry Hpl	*z*	CL 11,34	1928 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB*	397·5 F32′ 351′1051*t APT*129*t*	53·0	24·7 FK (*Coll*	Cardiff British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd*,,)	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 423NHP 3SB,9*cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 ″ 1 s 2 ″ 11¼ 24 ″ 4¾	
23372 1108 ILTZ	**Cosiana** (*ex*Villeneuve,*ex*Gers, **Iron** *ex*SailingVessel) 1*Dk*2*trB*	793 — 419	✠ 7,02	Brs			1870 4mo	M.Pearse &Co. Stockton	Ligure-Sicula Soc.diNav.	175·5 P93′B25′F25′	30·2	19·3	Genoa Italian *WB*	C.2Cy.20″&37½″–31″ *E made*91*refitted*18 65NHP *B made*93&95*refitted*18 D.Rowan&Sons,Glasgow		I †
23373 PDMM	**Costa Rica** Ⓟ **TwinSc** (*ex*Prinses ssHam.2ndNo.3–6,34 Juliana) 2*Dks*(*Stl*)&*deep framing*& D.F. *Shelter dk*(*Stl*-teak s) *lower dk beams in No.* 1 *hold*	8672 6432 4978	✠100A1 *Shelter dk* *withfreeboard* 5,36~~5,35~~ ✠LMC MS1,34 BS~~6,34~~5,35 ✠NB(1SB*f*)6,27 *Fitted for oil fuel*9,30 *F.P. above* 150° F.	Ham	*c* †	OG P3,34 ~~S3,35~~ SN10,35	1910 9mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa*108′*uE*	455·3 P44′F73′ *Prom. dk*273′ *on Shelter dk* 56′*f*158′881*t FPT*	55·3	34·2 FK	Amstrdam Dutch 7*BHCem* 68*t APT*68*t*	Q8Cy.24$\frac{7}{16}$″,34¾″,47¼″&70⅞″ –47¼″ 210lb (*s*) 1192NHP 3DB&3SB,27*cf*,GS444, HS18345 FD NedFb.v.Wrk.&SpoorAms	37 ″ 3 s 11 ″ 0 26 ″ 5	
23374 Broken up 126741 WEDJ	— *Fitted for oil fuel* 2*Dks*&*Saloon dk*	1783 — 1167					1891	Delaware RiverCo. Chester,Pa.	NorthernFisheries Inc.	221·5	36·0	19·3	S.Frncisco Utd.States	T.3Cy.20″,32″&50″–36″ 150NHP DelawareRiverCo.		
23375 38 ILUX	**Costanza** (*ex*Rina,*ex*Algethi) *Mchy.Aft* *Well deck* 1*Dk*	582 419 240			...		1902	Ardrossan DD&SBCoLd Ardrossan	DittaGius.Dormio	170·0 Q91′C10′F24′	27·1	11·4 BK7″	Bari Italian *WB*	T.3Cy.14″,22½″&37″–27″ NDB19 61NHP BowMcLachlan&CoLdPsy	12 ″ 6	
23376 CSHW	**Costeiro** (*ex*Lorient) ssLis.No.3–7,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	629 464 339	✠100A1 7,35~~7,34~~ BS~~7,34~~ ✠LMC7,35 7,35	Lis	*j*	CL 7,34	1921 6mo *Lloyd*	Dibles (1918)Ld. Southampton '*sA&CP*	Soc.Geral deCom- ercioIndustria e Transportes,Ltda. *CellD*	178·5 Q102′B11′F21′ *Bf*112′196*tFPT*78*t*	29·0	11·3 FK	Lisbon Portuguese 3*BHCem* *APT*28*t*	T.3Cy.14″,23″&39″–27″ (*s*) 180lb 75NHP 2SB,4*pf*,GS58,HS1930 J.S.White&Co.Ld.Cowes	13 ″ 3 s 3 ″ 9 12 ″ 8	
23377 CSFV	**Costeiro Segundo** Wireless 1*Dk* *CruiserStern*	486 393 229	✠100A1 12,34 BS~~10,34~~ ✠LMC11,35 12,35	Lis	*g*	CL	1933 11mo *Lloyd*	Companhia UniãoFabril Barreiro '*sA&CP*	Soc.Geral deCom- ercioIndustria e Transportes,Ltda. *D*	154·4 P12′F14′ *BuE*15′22*tFPT*30*t*	26·9	12·0 FK	Lisbon Portuguese 6*BHCem* *APT*20*t*	T.3Cy.11½″,20″&34″–24″ 220lb (*s*) 74NHP GS40,HS1220 1 Water Tube Boiler Harland&Wolff,Ld.Bel.	12 ″ 7 s 1 ″ 6½ 11 ″ 2½	
23378	**Costi** (*ex*Inkerman,*ex*Dionysios Vaglianatos,*ex*Filinis, ssLiv.No.3–3,02 *ex*Wastwater) ssPir.No.2–11 *Well deck* 1*Dk*(*ptStl ptIrn*)2*trB* &*Web frames*(*ptIrn*)	2874 2186 1845	✠ 4,16 ✠	Pir	*u*		1889 4mo	E.Withy& Co. WHartlepool	NationalNav.Co. of Egypt(Costi Xydia&Son,*Mgs.*)	320·4 P35′Q98′B132′F31′ *CellDB*270′	40·1	21·6 FK	5*BHAsp* 578*tAPT*29*t*	T.3Cy.23½″,38″&64″–42″ NDB05 265NHP 2DB,8*rf*,GS120 T.Richardson&Sns,W.Hpl	24 ″ 3	
23379 218760 KJGQ	**Cotati** *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Longitudinal framing*	5963 5535 4385			...		1919	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34′F39′*on Shelter dk*	53·0	32·0 FK	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft W&AFletcherCo.Hoboken	34 ″ 6	R †
23380 FNXU	**Côte d'Argent** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern* 2*Dks*	3047 2485 1050					1932	Forg.&Ch. de laMéditSA Havre	Soc.Anon.de Gérance& d'Armement	325·8 B173′	45·0	26·0	Havre French *WB*	4SteamTurbinesSRgeared to2Sc.Shafts Forg.&Ch.de laMédit.S.A.		V
23381 FNXT	**Côte d'Azur** Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks* *CruiserStern*	3047 1549 1040					1930	Forg.&Ch. de la Médit. Havre	Soc.Anon de Gérance et d'Armement	325·9 B173′	45·0	25·0	Havre French *WB*	2SteamTurbinesSRgeared to 2Sc.Shafts Forg.&Ch.de laMédit.Hav.		V
23382 149500	**Coteaudoc** *Mchy.Aft* 1*Dk*	1940 — 1160					1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteam- ships,Ld.	252·7 Q100′F35′	43·3	17·8	Fort William British *WB*	T.3Cy.15″,25″&40″–33″ 93RHP Barclay,Curle&Co.Ld.		C
23383 PDMR	**Cottica** Ⓟ ssAms.No.2–35 ~~ssAms.No.1–31~~ D.F. 3*Dks*(*Stl–Wthr dk* teak s) *CruiserStern*	3800 3245 2163	✠100A1 *withfreeboard* ~~5,35~~ 10,35 ✠LMC MS~~5,31~~ BS~~7,34~~ 10,34 5,35 *Fitted for oil fuel*9,27 *F.P. above* 150° F.	Ams	*v*	CL 1,34	1927 9mo *Lloyd*	NVMach& Schpsw.van P.Smit,Jr. Rotterdam '*sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*262′587*t*	315·2 *FPT*35*tAPT*24*t*	47·2	27·4 FK (*Coll*	Amstrdam Dutch 6*BHptCem* *ptAsp* *BH to Wdk* 5 ,, ,, 2*nd* ,,)	T.3Cy.22$\frac{1}{16}$″,36¼″&59$\frac{1}{16}$″– 43$\frac{5}{16}$″ (*r*) 205lb 385NHP 2SB,6*cf*,GS165,HS5920 FD NVMch&Schps.vPSmitJr	30 ″ 6 s 9 ″ 5½ 21 ″ 1¾	
23384 215145 KJGR	**Cottoneva** Ⓟ **WoodTwinSc** (*ex*FrankD.Stout) *Mchy.Aft* 1*Dk*	1113 — 653					1917	St.Helens S.B.Co. St.Helen's,Or	E.H.Stahlbaum	190·0	43·0	15·4	S.Frncisco Utd.States	T.6Cy.10½″,18″&30″–24″ MainIronWorks, 150NHP SanFrancisco		
23385 217423 KJGS	**Cottonwood** *Mchy.Aft* 1*Dk*	2450 — 1485					1918	Gt.Lakes Eng.Works Ecorse,Mich.	DavidsonS.S.Co. (JamesDavidson, *Mgr.*)	253·4	43·7	24·5	D'luth,Min Utd.States *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP Gt.LakesEng.Works,Det.		
23386 SVPK	**Coulouras-Xenos** (*ex*Wyndyke, *ex*HomerCity) 1*Dk*	*4914* *4533* *3051*					1915	Ropner& Sons,Ld. Stockton	Ath.Coulouras	384·9 P37′B125′F39′	53·0	27·0	Hydra Greek *WB*	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.Ld.Stockton		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ht. Fr. Trade
23387 149596 GMRL	**Counsellor** ssMch.No.2-35 ~~ssLiv.No.1-31~~ 2Dks(Stl)	5068 4721 3158	✠100A1 ~~6,35~~ ~~2,34~~ 4,36 ✠LMC MS~~4,31~~6,35 BS~~2,35~~ 4,36	Liv ~~Mch~~	y	CL 1,35	1926 8mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.Co. Ld. (T.&J.Harrison, Mgrs.)	395·5|52·5|28·0 P33'B124'F41' FK CellDB334' 1122t DTa 30' 762t FPT76t APT26t	Liverpool British Cem 7BHto Udk 1 " "2nd"	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB,12cf,GS210,HS7706 D.Rowan&Co.Ld.Gls.	30 ″ 6 s5 ″ 10½ 24 ″ 10¾	
23388 217287 WVUA	**Courageous** OilEng. 1Dk&Shelter dk&Web frames Sub.Sig. GyC. Longitudinal framing	7573 7282 4826				...	1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnitedStates ShippingBoard Bureau	456·1|56·0|35·4 P55'B63'F28' len28 FK	S.Frncisco Utd.States WB	Oil Engines connected to ElecMotor&Sc.ShaftNE28 32Cy.20"-24" 1143NHP McIntosh&Seymour Auburn,N.Yk.	38 ″ 0	R †
23389 161828 MJMG	**Courland** CruiserStern 2Dks	1325 986 520					1932	Barclay, Curle&Co.Ld. Glasgow	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. Mgrs.)	251·2|38·2|15·9	Leith British WB	T.3Cy.21",34"&56"-39" 196NHP Barclay,Curle&Co.Ld.Gls.		C
23390 145466 CYKW	**Courtright** (exGlengarnock, exFouras,exJohnCrerar) Mchy.Aft 1Dk	1572 1329 1169					1903	Chicago S.B.Co. Chicago	CanadaSteamship Lines,Ld.	246·3|41·0|15·3	Montreal British WB	T.3Cy.18",25"&42"-30" 97RHP ChicagoS.B.Co.Chicago		
23391 217774 KJGT	**Covalt** Mchy.Aft 1Dk	2450 — 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MortonSaltCo.Inc. (RobertK.Warren, Mgr.)	253·0|43·8|25·6 P115'F25'	Chicago Utd.States WB	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		R
23392 217810 KEMP	**Covena** Fitted for oil fuel Mchy.Aft 1Dk	2372 — 1413					1919	Gt.Lakes Eng.Works Ecorse,Mich	Hammond Lumber Co.	253·0|43·8|25·6 P115'F25'	S.Frncisco Utd.States WB	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		R
23393 162651 GQKJ	**Cowrie** TwinSc OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) D.F. E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8197 7469 4812	✠100A1 7,35 ~~8,34~~ DBS7,35 ✠LMC10,31 CarryingPetroleum in bulk	Nwc HKg	c†	CL ~~6,32~~ 7,35	1931 10mo	Cantieri RiunitiDell Adriatico Monfalcone Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld.	451·2|62·1|34·1 P103'B35'F43' FK CellDBuE69'24 5tDTf32'363tFPT	London British 14BH 223tAPT53t	Oil Engines 4S.C.SA 12Cy.24$\tfrac{13}{16}$"-43$\tfrac{5}{16}$" 714NHP 2DB150lb N.V.Werkspoor,Ams.	34 ″ 0 s6 ″ 7¾ 27 ″ 6¼	
23394 218873 KISC	**Coya** (exOrcus) Fitted for oil fuel Ref.Mchy 2Dks Longitudinal framing	4954 4418 3074					1919	ToddD.D. &Const.Corp. Tacoma	GraceS.S.Co.Inc.	380·2|53·1|27·0 P52'B102'F41' WB	Wilmgton (Del.) Utd.States	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp.		R
23395 CBCQ	**Coyhaique** (exJamaica) ssVpo.2ndNo.3-1,34 Wireless 2Dks(MStl-ws)	*1138* *832* *602*	✠100A1 11,35 ~~12,34~~ BS~~12,34~~ ✠LMC1,34 11,35	Vpo	n	CL N5,34	1908 10mo	W.Harkess &Son.Ld. Middlesbro' Lloyd'sA&CP	Soc.Industrialdel Aysen	220·0|34·0|14·9 P24'B79'F28' FK DBf42' 49tFPT	Valparaiso Chilian 4BHCem 47tAPT43t	T.3Cy.18",29"&48"-33" (s) 180lb 171NHP 2SB,4rf,GS83,HS3000 MacColl&Pollock,Ld.Sld.	16 ″ 0 s2 ″ 2½ 14 ″ 3½	
23396 148052 GCRS	**Crackshot** ssShl.No.2-33 1Dk(Stl)	2379 2077 1438	✠100A1 11,35 ~~1,34~~ ✠LMC MS3,35 ~~BS1,34~~ BS4,36 ~~4,35~~	Shl	s	CL ~~2,33~~ 11,35	1924 2mo	Smith's DockCo.Ld South Bank-on-Tees Lloyd'sA&CP	Witherington& Everett	290·0|43·3|20·3 P23'B50'F27' FK CellDB 248' 585t FPT86t APT83t	Newcastle British 5BHCem	T.3Cy.21",35"&57½"-42" (s) 180lb 263NHP 2SB,6cf,GS121,HS4462 Smith'sDockCo.Ld.	22 ″ 6 s3 ″ 3¾ 19 ″ 5	
Broken up 23397 118279 MGDD	**Crag** (exCragside-35, exHelmsman) 3Mst ssSld.2ndNo.3-7,31 Mchy.Aft 1Dk(Irn) Well deck Cargo battens not fitted	458 311 207	✠~~100A1~~ 11,34 ~~BS11,34~~ ✠~~LMC7,31~~	Nwc	g	CL 11,34	1903 5mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	~~Tyne-TeesSteam ShippingCo.Ld~~	160·0|25·0|10·2 Q68'B15'F20' FK DBf96'98t FPT31t	Newcastle British 3BHCem	T.3Cy.13½",22"&36"-27"(s) 180lb 75RHP 1SB,3pf,GS39,HS1200 N.E.MarineEng.CoLdNwc	12 ″ 6 s ″ 7½ 12 ″ 0½	
23398 160756 GSMB	**Cragpool** D.F. 1Dk	5133 4845 3199					1928	Cowpen DD&SBCoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.)	420·1|54·1|26·7 P34'B238'F41'	W.Hartlpl British WB	T.3Cy.26½",44"&73"-48" 369NHP Blair&Co.(1926),Ld.Stk.		C
23399	**Cragside** *For full particulars see No. 37510 in Supplement* Wireless Mchy.Aft	496 358 223	100A1 (ClassContemplated)				1935	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Tyne-TeesSteam ShippingCo.Ld.	161·2|27·6|10·0 Q37'B27'F15'	Stockton British	T.3Cy.12",20"&33"-24" 78RHP N.E.MaineEng.Co.Ld.Sld.	12 ″ 0 s1 ″ 0¼ 11 ″ 1¼	
23400 120854 VJGL	**Craigend** (exMarsina,exSamuel Hough) Ref.Mchy. 1Dk	1948 1449 1010				...	1905	Grngem'th &Greenock DockyardCo. Grngemouth	J.Patrick&Co.Ld.	275·1|36·0|19·3 P29'B91'F28' FK	SydnyNSW British WB	T.3Cy.21",36"&59"-39" 268NHP D.Rowan&Co.Glasgow	20 ″ 6	C †
23401 145420 MKTV	**Craigolive** ssBel.No.3-5,34 Mchy.Aft 1Dk(Stl) Well deck	605 404 271	✠100A1 6,35 ~~6,34~~ ✠LMC5,34 BS4,35	Sws Bel	i	CL ~~4,34~~ 6,35	1921 8mo	Taw Shipyards,Ld Barnstaple Lloyd'sA&CP	H.Craig&Co.	174·5|28·6|10·9 29·8 Q106'B11'F26' FK CellDBf94'144t FPT	Belfast British 3BHCem 45tAPT22t	T.3Cy.14",23"&38"-27" (s) 180lb 72RHP 1SB,3cf,GS52,HS1761 Aitchison,Blair,Ld. Clydebank	13 ″ 0 s4 ″ 3½ 12 ″ 10¾	
23401* 218333 WXOO	**Craigsmere** Mchy.Aft Sub.Sig. 1Dk	2496 — 1486					1919	Gt.Lakes Eng.Works Ashtabula,O.	M.&J.Tracy,Inc.	253·4|43·6|25·1	NewYork Utd.States WB	T.3Cy.19",32"&54"-40" 184NHP Gt.LakesEng.Works, Ashtabula,O.		R
23402 217024 KJGV	**Cranenest** Sub.Sig 1Dk	2292 1884 1367					1918	Gt.Lakes Eng.Works Ecorse,Mich.	UnitedStates ShippingBoard Bureau	253·5|43·8|20·4 P27'B66'F26'	NewYork Utd.States	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		R
23403 141918 GBQS	**Cranfield** ssCal.No.2-35 ssCal.No.3-8,27 ~~ssCal.No.1-31~~ Cargo battens not fitted 1Dk(Stl)	5332 4808 3213	✠100A1 ~~5,35~~ ~~7,34~~ 10,35 ~~BS7,35~~ ✠LMC7,35 ~~MS5,34~~ ~~BS5,34~~	Cal	y	CL ~~2,32~~ 5,35	1919 9mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	400·0|52·3|28·5 P49'B113'F38' FK CellDB 345'1047t FPT132t	Glasgow British 7BHptCem APT218t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11¼ 25 ″ 3¾	
23404 219203 KOLX	**Cranford** Fitted for oil fuel Sub.Sig 1Dk&Shelter dk &Web frames Longitudinal framing	6124 5814 3775				...	1920	GeorgeA. FullerCo. Wilmington N.C.	LykesBros.- RipleyS.S.Co.Inc.	393·7|55·1|31·4 P45'B110'F38' on Shelter dk FK	Lake CharlesLa Utd.States WB	T.3Cy.24½",41½"&72"-48" 590NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †
23405	**Craster** *For full particulars see No. 37505 in Supplement* Mchy.Aft CruiserStern	750 557 345	100A1 withfreeboard (ClassContemplated)				1935	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	Tyne-TeesSteam ShippingCo.Ld.	207·9|32·2|11·9	Newcastle British	T.3Cy.15½",24½"&40"-33" Swan,Hunter&Wigham-Richardson,Ld.Nwc.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
23406 LCKO	**Crawford Ellis** *Fitted for oil fuel* D.F. 2*Dks*	2161 1831 1138					1930	Swan,Hunter&Wigham Richardson, Ld Newcastle	A/S Hav(Helmer Staubo&Co. *Mgrs*)	280·8 Q22*t*B94*t*H111*t* F35*t*	40·0	23·4	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"–42" 274NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
23407 216727 KJGW	**Crawl Keys** Sub.Sig. 1*Dk*	2308 1884 1378					1918	Gt.Lakes Eng.Works Ecorse,Mich.	UnitedStates ShippingBoard Bureau	253·5 P27'B66'F26'	43·8	20·4	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks,Detroit		R
23408 128313 MKWC	**Creek Fisher** (*ex*Holland, *ex*Otterdal) *ss*Lan.No.3–8,26 *ss*Goo.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)	729 526 329	100A1 ~~6,35~~~~10,34~~3,36 MS10,34	Goo ~~Hul~~ Nwc LMC BS5,35	*j*	CL ~~10,34~~ ~~5,35~~ 3,36	1918	J.vanDuijvendijk Lekkerkerk	J.Fisher&SonLd.	180·4 Q107'B11'F23' FK *CellDB*103' 136*t FPT*	28·8	12·3	Lancaster British 3*BHCem* 40*tAPT*28*t*	T.3Cy.15⅜",$24\frac{13}{16}$"&39⅜"– (*s*) $27\frac{9}{16}$" 185lb 80RHP 2SB,4*cf*,GS70,HS2087 Boele'sSchps&Mch.Bolnes	14 ″ 6 s3 ″ 11¾ 14 ″ 1¾	
23409 DOCQ	**Crefeld** 4Mst D.F. Sub.Sig. 3*Dks&Shelter dk*	8045 7457 4949					1922	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	474·2 P82'B230'F107'	60·9	32·8	Bremen German *WB*	T3Cy$32\frac{3}{10}$",52⅘"&86⅗"–$55\frac{1}{10}$" 554NHP FlensburgerSchiffsb.Ges.		G
23410 PKEG	**Cremer** *OilEng.* 2*Dks*	4604 3806 2785					1926	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	390·0 P16'B106'F64'	52·3	24·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 12Cy.28¾"–51⅛" 958NHP Werkspoor,Amsterdam		V
23411 DHEN	**Cremon** 1*Dk*	935 760 538					1922	Gebr.Goedhardt A.G. Lübeck	H.M.Gehrckens	213·8 P11'Q53'B103'F21'	33·0	13·6	Hamburg German *WB*	T.3Cy$16\frac{9}{10}$",26⅘"&$43\frac{3}{10}$"–29½" 101NHP LübeckerMaschb. A.G.Lübeck		G
23412 127176 KGQO	**Crescent City** D.F. 1*Dk*2*trB* *Mchy.Aft*	4109 — 3502					1897	Chicago S.B.Co. Chicago	NicholsonUniversalS.S.Co.	406·0	48·2	24·0	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.17¼",24⅝",$35\frac{3}{16}$"&58"–42" NB22 218NHP ChicagoS.B.Co.Chicago		R
23413 LDFI	**Cresco** 1*Dk*	1270 1107 732					1916	Huiskens &vanDyk Dordrecht	E.B.Aaby	237·9 P31'B56'F23'	36·7	16·0	Oslo Norwegian	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&vanDyk,Dor.		N
23414 144644 MKCD	**Cressado** (*ex*Cressida) *ss*Liv.No.3–6,33 *Well deck* 1*Dk*(*Stl*)	1228 1105 717	100A1 *withfreeboard* ~~7,35~~~~5,34~~11,35 MS4,35	Liv Lon LMC BS~~5,34~~~~2,35~~ 3,36	*p*	CL ~~6,33~~ 7,35	1913 *Lloyd*	Schiffsw. v. HenryKoch Lübeck *'sA&CP*	GulfofSuezS.SCo. Ld.(Westcott& LauranceLine,Ld. *Mgrs.*)	241·4 P&B186'F34' *CellDBa*48'*uE* FK 12'*f*118'319*tFPT*	36·2	15·9	London British 4*BHCem* 70*tAPT*17*t*	T.3Cy18⅜",$29\frac{5}{16}$"&46⅛"–32½" 200lb (*s*) 154NHP 2SB,4*cf*,GS72,HS2580 OttensenerM.Fab.G.mbH. Altona	18 ″ 1 s 1 ″ 4¾ 16 ″ 9¾	
23415 161289 GCVX	**Cressington Court** *OilEng.* *ss*Brs.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4971 4591 3033	✠100A1 *withfreeboard* 4,35 DBS~~4,35~~ 7,35	Shl ✠LMC4,35	*a*†	CL 4,33	1929 8mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle *'sA&CP*	TheUnitedBritish S.S.Co.Ld.(Haldin &Philipps,Ld. *Mgrs.*)	405·5 F41' FK *CellDB*344' 1322*t MT*25'965*t FPT*152	55·5	25·1	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*120*t*	Oil Engines 2S.C.SA 3Cy.$22\frac{13}{16}$"–91¼" 482NHP 2DB120*lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 3½ 25 ″ 2	
23416 148598 MNFY	**Crested Eagle** Ⓟ Pad *Fitted for oil fuel* 1*Dk&Prom dk*	1110 787 579			...		1925	J.Samuel White&CoLd Cowes	GeneralStm.Nav. Co.Ld.	299·7 *Promenade dk* 288' FK	34·6	11·1	London British *WB*	T.D.3Cy 30",46"&69½"–66" 538NHP J.SamuelWhite&Co.Ld.	11 ″ 6	BT till 10,35
23417 128966 MDFL	**Crestville** (*ex*Horsham–32, *ex*Glanoventa) 3Mst *ss*Gms.No.3–5,23 *Mchy.Aft* *ss*Mdb.No 2–32 *Well deck* 1*Dk*(*Stl*)	401 279 156	✠100A1 12,33 MS8,32	Sws ✠LMC BS~~3,34~~6,35	*f*	CL 12,33	1910 2mo *Lloyd*	R.Williamson&Son Workington *'sA&CP*	JohnS.Monks,Ld.	141·6 Q81'B9'F20' FK	24·3	11·0	Liverpool British 3*BHCem* *FPT*30*t*	C.2Cy.17½"&38"–27" (*s*) 130lb 87RHP 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s 4 ″ 8½ 11 ″ 8	
23418 204587	**Crete** *Mchy.Aft* GyC. 1*Dk*	6030 — 4605					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co. (Pickands, Mather&Co.*Mgrs*)	480·0	52·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
23419	— Iron (*ex*Biga–34,*ex*Sefkat–33,*ex*Erdek, *ex*Ravenna,*ex*Psyche) 1*Dk*	374 — 158					1883	Stabilmnto Tecnico Trieste	EurotasFlour MillingCo.Soc. Anon.	171·6	23·1	10·8	Piræus Greek	C.2Cy.22"&39¾"–24" NB92 65NHP StabilimentoTecnico,Tri.		
23420 145428 MLNB	**Crewhill** 3Mst *ss*Bel.No.2–31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	695 467 282	✠100A1 5,34 BS~~5,34~~ 9,35	Bel ✠LMC9,31	*j*	CL 5,34	1923 1mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	187·3 Q107'B9'F33' BK7¼" *CellDB f*110'172*t FPT*46*t*	28·7	11·0	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS58,HS1938 AitchisonBlair,Ld.Clydebk	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
23421 142015 MKCZ	**Crichtoun** 1*Dk*	1097 896 457					1920	John Cran &Somerville Ld.Leith	GeorgeGibson& Co.Ld.	235·2 P28'B67'F31'	34·0	17·7	Leith British *WB*	T.3Cy.18¼",28½"&48¼"–28" 123NHP JohnCran&SomervilleLd.		C
23422 211044 KJGY	**Cricket** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1136 993 773					1913	United Eng.Works Alameda,Cal.	Owens-Parks LumberCo.Inc.	210·0	41·0	15·4	Ls.Angeles Utd.States	T.3Cy.16",26"&44"–30" 106NHP UnitedEng.Works		
23423 PDMV	**Crijnssen** Ⓟ *Fitted for oil fuel* D.F. 3*Dks*	4298 3067 2617					1919	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·8 P28'B144'F61'	47·7	24·5	Amstrdam Dutch *WB*	T.3Cy.25",39"&67"–48" 311NHP Maats.Fyenoord,Rot.		V
23424	**Criollo Bueno** (*ex*Creole Bueno) TwinSc *ss*B.As.No.1–34 1*Dk*(*Stl*)&*Web framing* *Mchy.Aft* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 1,36 ~~10,34~~ BS1,36 MS3,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,28 *F.P. above* 150° F.	BAs ✠LMC ~~BS10,34~~	*u*	CL ~~3,34~~ ~~7,35~~ 12,35	1928 11mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	Cia.Transportadora dePetroleos S.A.	325·0 P73'B22'F40' *Trunk in wells* FK *CellDBuE&B*50' 149*t side tanks* 180'	55·2	16·4	Bns.Ayres Argentine 8*BHptCem* 2115*t FPT*	T.6Cy.14¾",24"&39½"–27" 180lb (*s*) 288NHP 2SB,6*cf*,GS—,HS4808 FD Palmers'Co.Ld.Newcastle 207*tAPT*126*t*	16 ″ 6 s 2 ″ 6 14 ″ 4¼	
23425	**Criollo Fiel** TwinSc *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	4085 2905 2476	✠100A1 8,35~~6,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,34 *F.P. above* 150° F.	Mdb BAs ✠LMC6,34	*w*	CL ~~5,35~~ ~~5,35~~ 8,35	1934 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	Cia.Transportadora dePetroleos S.A.	351·3 P73'F41' *Trunk*236' FK *CellDBuE*12'19*t FPT*155*t*	60·2	16·7	Bns.Ayres Argentine 7*BHptCem* *APT*63*t*	T.6Cy.16",26"&43"–27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6	
23426	**Criollo Lindo** (*ex*Creole Lindo–33) TwinSc *ss*Cco.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 3,36 ~~1,35~~ ~~BS1,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*10,28 *F.P. above* 150° F.	MVo BS1,36 ✠LMC8,32	*u*	CL 1,35	1928 10mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	Cia.Transportadora dePetroleos S.A.	325·0 P73'B22'F40' *Trunk in wells* FK *CellDBuE&B*50'149*t sidetanks*180'2115*t FPT*207*t APT*126*t*	55·2	16·4	Bns.Ayres Argentine 8*BHptCem*	T.6Cy14½",24"&39½"–27"(*s*) 180lb 288NHP 2SB,6*cf*, ,HS4808 FD Palmers'Co.Ld.Newcastle	16 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
23427 219103 KOJL	**Cripple Creek** *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	6320 5872 4668					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleySS.Co.Inc.	402·6|54·9|32·1 P48'F42'	Tampa,Fla Utd.States *WB*	T.3Cy.25 5/16″,42″&72″-48″ 359NHP Skinner&EddyCorp.Sea.		R
23428 164256 GYDZ	**Crispin** D.F. *CruiserStern* *1Dk&Shelter dk3rd dk* *except in Nos.5&6holds*	5051 4457 3082	✠100A1 *withfreeboard* 10,35 ~~3,35~~ ✠LMC3,35	Bkn		CL	1935 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'s A&CP	BoothS.S.Co.Ld.	412·2|55.7|26·0 F32' FK *Cell DB*349'964t*DTa*34'7 72t*FPT*80t*APT*44t	Liverpool British *8BHCem* (*Coll to Sh dk* 7 „ 2nd „)	T.3Cy.24½″,40½″&67″-51″ &L.P.Turbine withDR gearing&hydraulic coup- ling 220lb (*s*) 603NHP ~~3W.T.B.~~*9cf*,GS189,HS7659 3SB, FD CammellLaird&Co.Ld.Bkn	28 ″ 6 s 3 ″ 1¼ 25 ″ 7¼	
23429 147357 GMPF	**Cristales** *Ref.Mchy.* *4Dks* Sub.Sig. D.F. E.S.D.	5389 4678 3301					1926	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·3|51·4|30·4 P48'B157'F43'	Liverpool British *WB*	T.3Cy.27½″,46½″&78″-54″ 447NHP CammellLaird&Co.Ld Bkn		C
23430 EADT	**Cristina** (*ex*LandScout, *ex*Betzdorf) *ss*Bbo.No.3-5,34 *1Dk(Stl)* *Cargo battens not fitted*	2421 — 1297	100A1 11,35 ~~5,34~~ LMC6,34 BS8,35	Bbo		OG ~~6,34~~ 11,35	1920	Frd.Krupp Akt.Ges. Kiel	Cia.Nav.Vascon- gada	288·5|44·2|20·3 P22'B80'F38' FK *Intermediate Bulkhead in forehold dispensed with 4BH* *CellDB*231'558t	Bilbao Spanish *pt Cem* *only pt Asp* *DTf*12'118t	T.3Cy.19 11/16″,32 11/16″&54¾″- 39⅜″ 185lb (*s*) 245NHP 2SB,*4cf*,GS86,HS3445 FD Frd.KruppA.G.Essen *FPT*57t*APT*153t	22 ″ 6 s 3 ″ 3½ 19 ″ 5	
23431 145934 WCCH	**Cristobal** Ⓟ (*ex*Tremont) TwinSc *Fitted for oil fuel* Sub.Sig. *3Dks* D.F. GyC.	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. Inc.,*Mgrs.*)	489·5|58·0|28·9 B178'	NewYork Utd.States *WB*	T.6Cy.23½″,39½″&63″-45″ NB19 533NHP MarylandStl.Co.Sparr.'Pt.		
23432 EADU	**Cristóbal Colón** Ⓟ TwinSc *ss*Bbo.No.2-31 *3Dks(StlU-ws)&Shade dk* Sub.Sig. *(Stl-ws)* D.F. *CruiserStern*	10833 7620 6057	✠100A1 *Shade deck* 8,35 ~~2,35~~ ✠LMC MS4,31 BS~~2,35~~ 2,36	Ferrol	*f*†	CL ~~p1,33~~ ~~s2,34~~ SN2,36 P2,36	1923 9mo A&CP	Soc.Españ- ola deConst. Naval Ferrol	Cia.Trasatlantica	480·6|61·2|32·7 F57'*onShade dk* FK&BK1″ *CellDB*403'1279t*Tank between tunnels* 63t *FPT*83t	Barcelona Spanish *10BHCem* *APT*84t	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 180lb FD 1775NHP 7SB,*21cf*,GS481,HS20890 SocEspañola deConst.Nav.	35 ″ 9 s 10 ″ 8 25 ″ 9	
23433 FOGM	**Criton** *ss*Ant.No.2-35 ~~*ss*Ant.No.1-31~~ *1Dk(Stl)&Shelter dk(Stl)*	4564 4247 2727	✠100A1 *withfreeboard* 8,35 ~~5,34~~ BS~~11,34~~ 1,36 ✠LMC~~2,31~~ MS8,35	Ant	*z*	CL ~~6,32~~ 8,35	1927 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'s A&CP	Cie.deNavigation d'Orbigny	400·0|53·0|25·1 F35' FK *CellDB*353'1001t *FPT*108t*APT*155t	LaRochlle French *6BHCem* (*Coll to Sh dk* 5 „ 2nd „)	T.3Cy.26″,43″&71″-48″ (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.EngWrks.WHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9½	
23434 131410 MDRG	**Croham** (*ex*Risedale) *ss*Abn.No.3-1,25 *ss*Shl.No.2-34 *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	391 263 154	✠100A1 5,35 ~~9,34~~ ✠LMC2,34 BS5,35	Shl	*f*	CL 9,34	1912 1mo	J.Fullerton &Co. Paisley *Lloyd*'s A&CP	J.S.Cole	142·4|24·1|10·5 Q81'B9'F25' BK6″ *WB*	Aberdeen British *3BHCem* *=FPT*25t	C.2Cy.15½″&36″-24″ (*s*) 130lb 53RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 6 s 4 ″ 1½ 11 ″ 10	
23435 161368 GSJQ	**Cromarty** (*ex*Petersfield-33) *ss*Bly.No.1-34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5073 4753 3151	✠100A1 *withfreeboard* ~~6,35~~~~11,34~~ ✠LMC2,34 5,36~~10,35~~ BS5,36	Nwc Bry	*a*†	CL ~~11,34~~ 5,36	1930 2mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd*'s A&CP	B.J.Sutherland& Co.Ld.	412·7|55·3|26·0 F40' FK *CellDB*362'1397t *FPT*100t *APT*154t	Newcastle British *7BHptCem* (*Coll to Sh dk* 6 „ 2nd „)	Q4Cy23″,32½″,47″&68″-48″ 225lb *150lb* (*s*) 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5½	
23436 MNBD	**Cromarty Firth** Now **Craigsman**, *see No. 37503 in Supplement* *ss*Abn.No.2-33 *Mchy.Aft* *1Dk(Stl)* *Well deck*	377 254 143	✠100A1 2,35 BS9,34 ✠LMC5,33	Shl	*e*	CL 1,35	1924 9mo	Bow,Mc- Lachlan&Co. Ld. Paisley *Lloyd*'s A&CP	J.Kennedy&Sons	135·9|24·1| 9·7 25·4 Q49'B9'F23' FK *CellDBf*14'14t *FPT*	Glasgow British *3BHCem* 30t*APT*21t	T.3Cy.11″,18″&30″-22″ (*s*) 180lb 67RHP 1SB,*2cf*,GS38,HS1316 A.Hall&Co.Ld.Aberdeen	10 ″ 9 s 0 ″ 7½ 10 ″ 3	
23437 DHEO	**Cronshagen** *1Dk*	1787 1487 1091					1904	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp Dampfsch.-Reed. (S.Ollgaard& Thoersen)	261·1|38·1|17·5 P20'Q83'B71'F24'	Hamburg German *WB*	T.3Cy.18⅞″29 15/16″&50″-35 7/16″ 149NHP A.G."Neptun,"Rostock		G
23438 140103 MBGL	**Crossbill** K *ss*Shl.No.3-12,33 *Mchy.Aft* *1Dk(Stl)*	309 210 127	✠100A1 2,36 ~~12,33~~ BS~~6,35~~ 2,36 ✠LMC12,33	Shl	*d*	~~12,33~~ 2,36	1920 12mo	Crabtree& Co.Ld. GtYarmouth *Lloyd*'s A&CP	R.&W.Paul,Ld.	130·0|23·2| 9·5 Q42'B9'F16' FK *FPT*28t	Ipswich British *3BHCem* *APT*21t	C.2Cy.16″&34″-23″ (*s*) 140lb 47RHP 1SB,*2pf*,GS35,HS1120 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
23439 220039 KUSP	**Crown City** *OilEng.* Sub.Sig. *2Dks* E.S.D. GyC.	5428 — 3374					1920	LosAnge- lesS.B.& D.D.Co. SanPedroCal	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2 P43'B114'F46'	Ls Angeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32″-60″ NE26 591NHP M'Intosh&SeymourCorp. Auburn,N.Y.		R
23440 217637 KJHB	**Crudoil** (*ex*Panoil) TwinSc *ss*Clv.No.3-7,35 ~~*Fitted for oil fuel*~~ *Mchy.Aft* *1Dk*~~*&Web frames*~~ ~~*Carrying Petroleum in bulk*~~ *Longitudinal framing*	1371 1090 761	✠100A1 *For Service on the Great Lakes* 7,35 ✠NE&B2,21 ✠LMC7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,21F.P.above150°F.	Clv		CL	1918 12mo	Alabama NewOrleans Transptn.Co Violet,La. A&CP	AlliedOilTrans- portCo.Inc.	242·5|36·9|19·7 P72'~~F21~~' *Trunk*128'F21' FK *FPT*20t*APT*45t	Wilmgton (Del.) Utd. States *10BH* ~~*WB*~~ *pt Asp*	C.4Cy.14 7/16″&32⅞″-24″ (*r*) 165lb 166 ~~184~~NHP 2SB,*4cf*,GS88,HS3414 ~~FD~~ StatenIslandS.B.Co. NewYork	19 ″ 0	~~R~~ †
23441 LDRF	**Crux** TwinSc *ss*Cpn.No.3-9,35 ~~*ss*Got.No.2-31~~ *OilEng.* *2Dks(Stl)&Shelter dk(Stl)*	3828 3416 2299	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~7,34~~ ~~✠LMC8,34~~ ✠LMC CS9,35 9,35	Osl Cpn	*x*	OG 7,34	1923 7mo	Akt.Bur- meistr&Wain Copenhagen A&CP	DetBergenske Dampskibsselskab (DenNorskeSyd- AmerikaLinje)	367·5|51·5|22·6 FK *Collision* *CellDB*329'1086t*Tank between tunnels* 98t	Bergen Norwegian *pt Cem* *BHtoSh dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.19 11/16″-35⅝″ 450NHP Akt.Burmeistr&Wain,Cpn. *FPT*54t*APT*68t	25 ″ 6 s 2 ″ 3½ 23 ″ 5	
23442 37709 HAAG	**Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle) *ss*Hul.No.3-2,31 *1Dk(Stl)* *ss*Bla.No.1-35 ~~*ss*Bla.No.1-31~~	3872 3486 2353	✠100A1 6,35 ~~2,34~~ BS1,36 ✠LMC MS~~2,34~~12,34 ~~BS8,34~~	Bry Npt	*w*	CL ~~2,31~~ 6,35	1917 11mo	R.Thomp- son&Sons,Ld Sunderland *Lloyd*'s A&CP	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*)	360·1|50·0|22·9 P33'B110'F33' FK *CellDBa&uE*131'*f*156'862t*FPT*153t	Budapest Hungarian *6BHCem* *APT*124t	T.3Cy.25″,42″&68″-45″ (*r*) 180lb 341NHP 2SB,*8pf*,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 4 ″ 2½ 21 ″ 5	
23443	**Csikós** (*ex*NorthPacific-34) *ss*Nwc.No.3-12,25 *ss*Shl.No.2-34 *1Dk(Stl)&Shelter dk(Stl)*	3938 3750 2468	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~9,34~~ ~~DBS11,33~~ ✠LMC MBS~~5,34~~8,35 MS9,34 DBS6,35	Shl Ant	*x*	CL ~~11,33~~ 12,35	1913 5mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd*'s A&CP	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*)	379·5|53·0|22·8 FK *Cell DBa*133'*uE&B*38'*f*160'1139t *FPT*	Budapest Hungarian *6BHCem* 63t*APT*80t	T.3Cy.26″,42″&71″-48″ (*s*) 180lb *150lb* 399NHP 3SB,*9pf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 ″ 4 s 2 ″ 4½ 23 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23444 FNRQ	**Cuba** Ⓟ TwinSc Fitted for oil fuel D.F. 3Dks&pt dk	11337 — 6326					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	476·0|62·3|35·1 B222'	S.Nazaire French WB	4 Steam Turbines DR geared to 2 Sc. Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc		V
23445 CMQE	— Ⓟ TwinSc (exPresidenteMachado, ssCdz.No.2-25 exSanCarlos) 1Dk&Awng dk(Stl-teak s) 2nd dk(Stl)in holds	2492 2052 1196	✠ 8,30 ✠	Bcl	s		1917 1mo	Soc.Española Const. Naval Cadiz	EmpresaNaviera deCubaS.A. CellDB213'252t	291·2|40·0|26·5 F44'onAwning dk FK DTa12'20tFPT14t	Havana Cuban 8BHCem APT29t	4 Steam Turbines SR geared to 2 Screw Shafts 341NHP 2SB,6cf,GS108,HS4480 Soc.Española Const.Nav.Ferrol	27 ″ 6	
23446 221220 KDRT	— Ⓟ TwinSc Fitted for oil fuel 2Dks&Shelter dk Cruiser Stern	2472 — 1100					1921	W Cramp&SonsS&EBCo Philadelphia	Peninsular&OccidentalS.S.Co.	325·0|47·2|18·0	NewHaven Conn. Utd. States WB	T.6Cy.20½",34"&56"-36" 376NHP W.Cramp&SonsS&E.B.Co		R
23447 31741 JHUB	**Cuba Maru** ssKob.No.2-34 OilEng. ~~ssKob.No.1-31~~ 2Dks(Stl) Cruiser Stern	5950 5379 3666	✠100A1 1,36 ~~11,33~~ ~~DBS12,34~~ ✠LMC~~2,34~~ ~~✠LMC(M)11,32~~ DBS1,36	Kob	z 12,34	CL 12,34	1926 8mo Lloyd	Kawasaki Dckyd.Co.Ld Kobe 'sA&CP	KawasakiKisen K.K. CellDB331'1369tD	405·0|53·0|34·0 P32'B166'F37' FK T38'1259tFPT162	Kobe Japanese 7BHptCem 2 „ to2nd dk tAPT149t	Oil Engines 2S.C.SA 6Cy.22"-66" 902NHP DB120lb J.Brown&Co.Ld.Gls.	34 ″ 0 s 7 ″ 2 27 ″ 1½	
23448 CSAN	**Cubango** (exGoa,exLichtenfels) ssLis.2ndNo.3-6,25 ssLis No.2-33 1Dk(Stl)&Webframes& Spar dk(Stl-ptteak s)	5820 5353 3668	✠100A1 Spar dk 8,~~25 10,34~~ 12,35 BS~~3,34~~ 2,35 ✠LMC2,35	Cff	a†	CL 10,34	1903 3mo Lloyd	FlensburgrSchiffsb.Ges. Flensburg 'sA&CP	Cia.Nacional de Navegação CellD	425·0|53·0|21·2 P59'B119'F50' 29·4 FK&BK2½" Ba138'u E25'f184'	Lisbon Portuguese 7BHCem 1110tDTf	Q.4Cy.24",34",51"&74"-54" 213lb 121lb (s) 506NHP 3SB,9cf,GS145,HS6500 FD FlensburgerSchiffsb.Ges. 31'820tFPT115tAPT25t	32 ″ 2 s 7 ″ 1 25 ″ 5	
23449 LCGQ	**Cubano** ssN.Yk.No.3-9,33 3Dks ~~2Dks~~(Stl)&Shelter dk(Stl) CruiserStern	~~5800~~ ~~3608~~ 5810 4140 3639	✠100A1 Shelter dk withfreeboard 9,35 ~~6,34~~ MS9,33 Carrying oil fuel F.P. above 150° F in DT Fitted for oil fuel 7,21 F.P. above 150° F.	N Yk Osl ✠LMC BS~~6,34~~ 6,35		CL ~~8,33~~ N9,35	1921 3mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	Wilh.Wilhelmsen CellDB	395·1|53·3|24·7 32·7 F31' on Shelter dk FK 342'882tMT36'852t	Tönsberg Norwegian Cem 2BH to W dk 4 „ „ 2nd APT82t	T.3Cy.27",44"&73"-48"& L.P.Turbine withD.R. gearing&hydraulic coupling 180lb (s) 603NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 s 9 ″ 4 25 ″ 11	
23450 PUAZ	**Cubatão** TwinSc 1Dk	1808 1670 1080					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0|44·8|16·5 F28'	R.Janeiro Brazilian WB	T.6Cy.14",22"&37"-24" 67NHP Blair&Co.Ld.Stockton		
23451 219905 KUPP	**Cubore** D.F. OilEng. Mchy.Aft 1Dk Longitudinal framing	6892 — 4265					1920	Bethlehem S.B.Corp.Ld. Quincy,Mass.	CalmarS.S.Corp.	450·6|57·2|34·0 P106'B22'F39'	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.26"-48" 675NHP NE24 BethlehemS.B.Corp.Ld. Quincy,Mass.		R
23452	**Cucuta** Ⓟ (exCommercial Traveler-34, exCroftonHall -33) ssN.Yk.No.3-7,33 2Dks(Stl)&Webframes Longitudinal framing	5378 4738 3322	✠100A1 1,35 BS11,34 ✠LMC7,35 Fitted for oil fuel 7,23 F.P. above 150° F.	NYk	z	CL 3,34	1913 3mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Colombian Government CellDBa109'u	405·2|52·1|27·9 P38'B256'F39' FK E&B60'f175'1060t	Cartagena Colombian 6BHCem APT32t	T.3Cy.27½",45"&75"-51" (s) 180lb 507NHP 4SB,12cf,GS215,HS8800 D.Rowan&Co.Glasgow	30 ″ 6 s 4 ″ 4½ 26 ″ 4	
23453 135360 MFQS	**Cuirassier** ssMch.No.3-4,27 ssMch.No.1-32 1Dk(Stl)&Shelter dk(ptStl&ptIrn) Tonnage opening closed1917	1045 850 474	✠100A1 Shelter dk withfreeboard 4,35 MS3,32	Mch BS9,35 ✠LMC ~~BS7,34~~	o	CL 4,35	1914 11mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	Fisher,Renwick Manchester-LondonSteamers,Ld. WB=CellDB	230·6|35·0|14·9 FK a58'uE19'f100'205t	Manchestr British 5BHCem APT17t	T.3Cy.18",30"&49"-33" (s) 180lb 170NHP 2SB,4cf,GS80,HS2918 N.E.MarineEngCoLd Nwc	24 ″ 0 s 6 ″ 0¾ 18 ″ 1	
23454 220582 KDDV	**Culberson** Fitted for oil fuel Sub.Sig. 2Dks	5453 — 3395					1920	Ls. Angeles S.B.& DD.Co. SanPedro, Cal.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·2 P43'B115'F47'	L.Angeles Cal. Utd. States WB	T.3Cy.28½",47"&78"-48" 421NHP LosAngelesS.B.&D.D.Co. SanPedro		R
23455 21954 KOZR	**Culburra** WoodTwinSc OilEng. Hardwood treenails 1Dk2trB Mchy.Aft Salted & specially treated	2353 1872 1776	… 1,34 ✠	Sea			1917 3mo	SloanShipyardsCorp. Olympia, Wash.	SantaCruzOilCo.	261·7|46·6|21·7 P64'B36'F38'	Tacoma Utd.States	Oil Engines 4S.C.SA 12Cy.16"-24" 298NHP 2NDB17,refitted24 M'Intosh&Seymour, Auburn,N.Yk.	24 ″ 3	
23456 140660 GCNK	**Culebra** (exRiposto) Sub.Sig. 2Dks	3044 2818 1834					1919	Irvine'sS.B&D.D.Co.Ld. WHartlepool	RoyalMailLines, Ld.	331·0|46·8|23·1	Liverpool British	T.3Cy.25",41"&68"-45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
23457 145052 GDWC	**Cumberland** TwinSc (exWendland) ssGls.No.3-2,34 D.F. 3Dks(Stl)4th dk(Stl)in No.1hold Ref.Mchy.	10938 10207 6801	100A1 withfreeboard ~~8,35~~ ~~1,35~~ 2,36 BS~~1,35~~ 2,36 LMC1,34 ✠Lloyd'sRMC~~1,35 8,35~~ 2,36 Fitted for oil fuel 8,24 F.P above 150°F.	Liv ~~Fal~~	g†	OG 1,35	1919	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. CellDB477'2084t	520·0|64·2|37·6 P70'B252'F43 FK FPT111t APT121t	London British ptAsp 8BHptCem	T.6Cy.28⅜",46⅞"&75⅝"-51 3/16"& L.P. Turbines with D.R. gearing & hydraulic couplings 199lb (s) 1270NHP 5SB,15cf,GS335,HS15525FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8¾ 31 ″ 10	
23458 219213 KJHC	— (exBartholomew) Fitted for oil fuel Sub.Sig. 1Dk2trB	2599 2243 1615				…	1919	American S.B.Co. Cleveland,O.	EasternS.S.Lines, Inc.	251·0|43·6|26·1 P25'B64'F23' FK WB	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
23459 TCAT	**Cumhuriyet** Ⓟ (exDjumhouriet, exQueenOlga) 3Dks(1Stl-teak s &1ptStl-ws)	4179 3289 2479	✠ 1,94	Grk	w		1894 1mo	W.Denny &Bros. Dumbarton	DenizYollari Idaresi	371·2|45·1|27·5 P36'B152'F40' FK Cell	Istanbul Turkish 7BHCem DB308'356t	T.3Cy.28¼",47½"&76"-54" NB13 501NHP Denny&Co.Dumbarton	30 ″ 1	V †
23460 CSAO	**Cunene** (exAdelaide) ssLis.No.3-8,27 ssHam.No.1-31 Well deck 2Dks(Stl)3rd dk inNo.1hold	5875 5454 3688	✠100A1 5,35 ~~7,34~~ BS~~3,34~~ 2,36 ✠LMC7,31	Ham	b†	CL ~~10,33~~ 2,36	1911 7mo Lloyd	FlensburgrSchiffsb.Ges. Flensburg 'sA&CP	Soc.Geral de ComercioIndustria eTransportes, Ltda. Cell	450·0|58·0|27·0 P&B385'F54' FK DBa182'uE&B72'	Lisbon Portuguese 8BHCem f149'1501t	T.3Cy.30 5/16",50 9/16"&84"-54" 185lb (s) 720NHP 4SB,12cf,GS247,HS10499FD FlensburgerSchiffsb.Ges. FPT48tAPT3t	29 ″ 6 s4 ″ 3 25 ″ 6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23461 137113 WGCL	**Curaçao** Ⓟ *Fitted for oil fuel* Wireless *Ref.Mchy.* 2*Dks*	1548 — 1144					1895	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.Inc.	241·3 F50′ *WB*	38·0	16·3	NewYork Utd.States	T.3Cy.18″,28″&45″-30″ 111NHP W.Cramp&Sons,Phl.		
23462 PUBA	**Curityba** (*ex*Walburg, *ex*LotteMenzell) Sub.Sig. 1*Dk*&*Shelter dk*	3081 2898 2362					1905	Flensburgr Schiffsb.Ges Flensburg	LloydBrasileiro	301·4 H70′	45·3	26·0	R.Janeiro Brazilian *WB*	T3Cy20 1/16″,33 5/16″&55¾″-37½″ 192NHP FlensburgerSchiffsb.Ges.		
23463 181 YLCA	**Curonia** (*ex*Glensloy) *ss*Nwc.No.3-1,25 D.F. *ss*Gms.No.2-33 1*Dk*(*Stl*)	3702 3449 2342	✠100A1 ~~4,35~~11,35 ✠LMC MS10,33 BS~~8,34~~ 11,35	Nwc Hpl	*w*	CL ~~9,34~~ 11,35 *Lloyd*	1911 10mo	A.Rodger &Co. Pt.Glasgow '*sA&CP*	QuaysideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*) (LatvianRepresentatives:J.Zalcmanis K.Jansons& J.Freyman)	360·3 P28′B93′F41′ *CellDBa*&*uE*137′*f*160′ FK	49·6	23·5	Riga Latvian 6*BHCem* 879*t APT*78*t*	T.3Cy.24″,40″&65″-42″ (*s*) 180lb 318NHP 2SB,6*cf*,GS120,HS5196 A.Rodger&Co.Glasgow	26 ″ 0 s 4 ″ 5 21 ″ 9	
23464 ~~113002~~ ~~[illegible]~~	**Curran** *ss*Shl.2ndNo.3-6,24 *Welldeck* *ss*Shl.No.2-33 1*Dk*(*Irn*)&*deep framing*	1106 803 450	✠100A1 ~~6,30~~~~7,33~~4,36 ✠LMC MS11,32 BS~~6,34~~ 6,35	Shl Cff	*n*	OG ~~6,33~~ 3,36	1900 9mo	AilsaS.B. Co. Troon A&CP	UsalduhingJakobson ja Ko (Chas. Strubin&Co.Ld. *Mgrs.*)	229·6 P23′Q53′B52′F26′ FK&BK1″ *Cell DBa*56′*uE*19′*f*84′330*t FPT*	33·1	16·0	Pärnu Estonian 4*BHCem* 57*tAPT*55*t*	T.3Cy.17⅞″,28″&45″-33″ (*s*) 175lb *100lb* NDB12 98RHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 0 s 1 ″ 4 15 ″ 11	
23465 208114 WJCA	**Currier** 3Mst *ss*N.Yk.No.3-9,22 *Mchy.Aft* *ss*Mob.No.2-31 1*Dk*(*Stl*)&*pt*2*nd Dk*(*Stl*)& *Webframes*	4711 4200 2869	✠100A1 3,34 11,35 ~~BS5,34~~ ✠LMC~~4,31~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150°F.	NYk	*x*	CL 3,34	1910 12mo	ForeRiver S.B.Co. Quincy,Mass. A&CP	GulfOilCorp.of Pennsylvania	370·0 P98′B26′F30′ *WB*=*CellDB*315′ 1819*tFPT* 225*tAPT*120*t* FK 13 5*to*	52·1	27·0	P.Arthur, Tex. Utd.States *BH*8*to Udk* 2*nd dk Cem*	T.3Cy.23½″,41″&68″-48″ (*s*) 190lb 448NHP 3SB,9*cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 ~~s7 ″ 9~~ ~~23 ″~~ s5 ″ 9 21 ″ 5¼	
23466 119114 MGRR	**Cushendall** (*ex*TheEmperor) 3Mst *ss*Dub.2ndNo.3-12,30 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *ss*Bel.No.1-35	626 436 248	✠100A1 9,35 ~~9,32~~ ✠LMC9,35 ~~MS10,30~~ ~~BS1,34~~	Bel	*i*	OG ~~10,32~~ 9,35 *Lloyd*	1904 4mo	AilsaS.B. Co.Ld. Troon '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	185·0 Q101′B10′F34′ BK7½″ *CellDBf*99′145*tFPT*57*t*	27·6	10·8	Belfast British 3*BHCem* *APT*10*t*	C.2Cy.20½″&44″-30″ (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10½ 13 ″ 8	
23467 119186 MCBY	**Cushendun** (*ex*TheSultan) 3Mst *ss*Bel.2ndNo.3-4,31 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	646 438 256	✠100A1 8,34 BS~~8,34~~ 8,35 ✠LMC5,31	Bel	*i*	OG 8,34 *Lloyd*	1904 11mo	AilsaS.B. Co.Ld. Ayr '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	184·7 Q101′B10′F34′ BK7½″ *CellDBf*99′145*t FPT*	27·6	10·8	Belfast British 3*BHCem* 57*tAPT*10*t*	C.2Cy.19⅝″&44″-30″ (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10½ 13 ″ 8	
23468 149682 GSMJ	**Custodian** *ss*Bkn.No.1-33 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 2,36~~4,35~~ BS11,35 ✠LMC MS5,33 ~~BS4,32~~	Mch	*a*†	CL 4,35 *Lloyd*	1928 7mo	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	420·0 P37′B139′F44′ FK *Cell DB*361′ 1170*tDTa*32′ 911*t FPT*63*t*	54·5	30·4	Liverpool British 8*BHptCem* 1 „ *to2nd dk* *APT*26*t*	T.3Cy.27″,46″&77″-54″ (*r*) 210lb *120lb* 524NHP 2DB,12*cf*,GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6¼	
23469 PUBB	**Cuyabá** Ⓟ (*ex*Hohenstaufen) Sub.Sig. 2*Dks*	6489 4737 4086					1906	Bremer Vulkan Vegesack	LloydBrasileiro	409·3 P&B259′F48′	52·7	28·0	R.Janeiro Brazilian *WB*	Q.4Cy.24″,34½″,50⅝″&72⅞″-53⅞″ 387NHP BremerVulkan,Vegesack		C
23470	— PadSp (*ex*Aurora) 3*Dks*	538 — 386					1886	W.Denny &Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich. Ltda.	175·2 Q56′ F53′	27·1	7·6	Buenos Aires Argentine	C.D.2Cy.21″&37″-42″ NB13 74NHP Denny&Co.Dumbarton		
23471 201012	**Cuyler Adams** (*ex*Sahara) *Mchy.Aft* 1*Dk*2*trB*	5785 — 4497					1904	American S.B.Co. Lorain,O	GlobeS.S.Co.(G.A. Tomlinson,*Mgr.*)	474·0 *WB*	52·0	29·0	Michigan City, Ind. Utd.States	T.3Cy.22½″,36″&60″-42″ 233NHP DetroitS.B.Co.Detroit		R
23472 218254 KIKM	**Cuzco** (*ex*WestKasson) *Fitted for oil fuel* 2*Dks* *Ref.Mchy.*	5496 — 3443					1919	LongBeach S.B.Co. LongBeach, Cal.	GraceS.S.Co.Inc.	410·5 P46′B112′F46′	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
23473 [illegible] GYDS	**Cycle** *Now "Cape Wrath," see No. 37553 in Supplement* *ss*[illegible] *ss*Syd.No.3-3,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4513 3582 2733	✠100A1 11,35~~12,34~~ BS6,35 ✠LMC1,34 *Fitted for oil fuel* 10,21 *F.P. above* 150°*F.*	Shl Sng	*x*	CL 3,34 *Lloyd*	1921 6mo	JLThompson&Sons,Ld Sunderland '*sA&CP*	LyleShippingCo. Ld.	364·5 P28′Q118′B68′F29′ FK *CellDB*309′ 944*t FPT* 70*t*	52·8	24·3	Glasgow British 6*BHCem* *APT*221*t*	T.3Cy.23½″,38″&64″-42″ (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 ″ 8 s 3 ″ 11¼ 23 ″ 0	
23474 160729 VGCQ	**Cyclo-Chief** *ss*Tto.No.1-34 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 4,35 ~~4,34~~ ✠LMC12,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,30 *F.P. above* 150° F.	Tto	*r*	CL 4,34 *Lloyd*	1930 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	S.S.Cyclo-Chief Ld. *Seams of centre line BH single riveted & electrically welded*	250·0 P63′*Tr′nk*148′F39′ FK *CellDBuE&B*40′ 101*t*	43·3	24·2	Toronto British 11*BHptCem* *DTf*16′109*t*	T.3Cy.19″,33″&54″-42″ (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc *FPT*179*tAPT*62*t*	24 ″ 6 s 3 ″ 6 21 ″ 4	
23475 160731 VGMX	**Cyclo-Warrior** *ss*Mtl.No.1-34 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 4,31 4,35 ✠LMC ~~BS12,33~~ MS4,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,30 *F.P. above* 150° F	Mtl	*r*	CL 4,34 *Lloyd*	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	S.S.Cyclo-Warrior Ld. *Seams of centre line BH single riveted & electrically welded*	250·0 P63′*Tr′nk*148′F39′ FK *CellDBuE&B*40′ 101*t*	43·3	24·2	Toronto British 11*BHptCem* *DTf*16′109*t*	T.3Cy.19″,33″&54″-42″ (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc *FPT*179*tAPT*62*t*	24 ″ 6 s 3 ″ 6 21 ″ 4	
23476 123978 GPZK	**Cyclops** Ⓟ TwinSc D.F. 3*Dks*	9076 6579 5786					1906	D&WHendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	485·0	58·2	39·5	Liverpool British *WB*	T.6Cy.23″,38½″&65″-48″ 585NHP D&WHenderson&Co.Ld.		BT till ~~7,35~~
23477 148802 GKTF	**Cydonia** *ss*Cff.No.2-35 ~~*ss*Bkn.No.1-32~~ D.F. 1*Dk*(*Stl*)	3517 3325 2175	✠100A1 8,36 ~~8,31~~ ~~BS4,31~~ ✠LMC~~4,31~~ ~~6,35~~ 6,35	Cff Cal	*w*	CL ~~11,32~~ 4,35 *Lloyd*	1927 1mo	J.Blumer& Co.Ld. Sunderland '*sA&CP*	StagLine,Ld. (J.Robinson&Sons *Mgrs.*)	356·3 P34′B217′F32′ FK *Cell DB*314′ 814*t FPT*70*t APT*111*t*	48·7	23·9	N.Shields British 6*BHptCem*	T.3Cy.24″,40″&65″-42″ (*s*) 180lb *120lb* 301NHP 2SB,6*cf*,GS127,HS4690 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 3 ″ 1½ 22 ″ 11¼	
23478 200414	**Cygnus** (*ex*JosephC.Gilchrist) *Mchy.Aft* GyC. 1*Dk*2*trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″-40″ 213NHP AmericanS.B.Co.Clevelnd		R
23479 7155 SENA	— (*ex*Senegal,*ex*H.V.Fisker,*ex*Oaklands) *Well deck* 1*Dk*&*Web frames*	*1704* *1418* *996*			...		1890	W.Gray& Co.Ld. WHartlepool	RederiA/B Brubor (R.Brunkman, *Mgr.*)	270·0 P29 Q72′B116′F31′ FK	37·0	18·3	Hlsingborg Swedish *WB*	T.3Cy.20½″,31½″&53″-36″ 168NHP Cen.Mar.Eng.Wrks.WHpl	20 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23480 LDFJ	**Cygnus** 1*Dk*	1333 1157 753					1921	Scheepswrf J.Huis de Merwede Papendrecht	DetBergenske Dampskibsselskap	238·9|36·4|16·0 P59*t*H62*t*F16*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP NV.Machinefabrik.Bolnes		N
23481 125900 Broken up	— Ⓟ IronPad	857 — 555					1881	J.Roach& Son Chester,Pa.	AnnaK.Muller	212·6|31·4|11·3	NewYork Utd.States	1Cy.53"–144" 259NHP W.&A.Fletcher,Hoboken		
23482 149647 GNLM	**Cymbeline** ssNwc.No.2–36 ~~ssMch.No.1–32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6300 5857 3760	✠100A1 3,36 ~~2,35~~ 12,35 ✠LMC12,35 ~~✠LMC~~ ~~MS9,32~~ ~~BS2,15 12,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150°F.	Nwc Fal	*a*†	CL ~~2,35~~ 11,35	1927 12mo *Lloyd's*A&CP	W.Hamilton&Co. PortGlasgow	OilTankS.S.Co.Ld. (C.T.Bowring&Co.Ld.*Mgrs.*)	420·0|54·4|32·5 P108'B34'F47' FK *CellDBuE&B*48' 130*tDTf*38'483*tFPT*230*tAPT*115*t*	Liverpool British 18*BHptCem* (14 *to Udk* 4 „2*nd* „)	T3Cy.25¼",43½"&76"–51"(*s*) 220lb 572NHP 3SB,9*cf*,GS177,HS7901 FD D.Rowan&CoLd.Glasgow	32 ″ 8 s 6 ″ 0½ 26 ″ 10¼	
23483 LDSI	**Cypria** TwinSc *OilEng.* 2*Dks* *CruiserStern*	4366 3887 2603					1931	Akt.Burmeistr&Wain Copenhagen	D/SA/S Hassel(A/S RederietOdfjell, *Mgrs.*)	379·4|54·2|24·4 P65*t*H367*t*F19*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
23484 FPBB	— ssRou.3rdNo.3–7,29 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	2970 2732 1837	✠ … 11,33	Rou ✠			1898 1mo	Workman, Clark &Co.Ld Belfast	CieFranco-AfricainedeNavigation "Francafrica"	330·7|45·4|22·6 P25'B76'F33' FK *CellDBa*106'*uE&B*56'*f*108' 620*tAPT*35*t*	Rouen French 6*BHCem*	T.3Cy.24³⁄₁₆",40"&66³⁄₁₆"–45" NDB20 356NHP 2SB,6*cf*,GS113,HS4604 Wrkman,Clark&Co.Ld Bel	24 ″ 11	V †
23485 142842 GCMT	**Cyprian Prince** ssMch.No.1-35 ssLiv.No.3–9,31 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in holds* *Ref.Mchy.* Sub.Sig.	3071 2831 1853	✠100A1 8,35 ~~11,34~~ ~~BS11,34~~ MS ~~5,31~~ 8,35 ~~BS1,34~~ Lloyd's RMC ~~11,34~~ 8,35	Mch BS1,36 ✠LMC	*u*	CL 12,33	1919 9mo *Lloyd's*A&CP	J.Blumer& Co. Sunderland	PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*)	331·3|46·8|23·2 P33'B98'F28' FK *CellDB*276'734*tFPT* 105*tAPT*42*t*	Newcastle British 7*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons.Ld.Sld.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
23486 OXJB	**Cyril** 1*Dk*	2116 1787 1267					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk. Dania(Chr. Andresen, *Mgr.*)	280·7|41·7|19·0 P20'B61'F26'	Esbjerg Danish *WB*	T3Cy.21⅝",34¼"&55¹⁄₁₀"–35⅜" 182NHP LübeckerMaschb.Ges.		G
23487 FOOS	**Cyrnos** TwinSc *OilEng.* D.F. 2*Dks* *CruiserStern*	2406 — 726					1929	Akt.Ges. "Weser" Bremen	Cie.deNavigation Fraissinet	293·4|41·1|23·1 P62'B120'F62'	Marseilles French *WB*	Oil Engines 2 S C.DA 12Cy.17⅜"–24⅜" 1267NHP A.G."Weser,"Bremen		V
23488 TSPB	**Cyrus** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing in bottom & at decks*	435 — 210					1922	Ch.Nav. Français Caen	Soc.Gén.desHuiles dePétrole(Association Pétrolière, *Mgrs.*)	150·7|25·7|12·3 P18'	Marseilles French *WB*	T.3Cy.9½",15½"&26"–18" 29NHP Cooper&Grieg,Dundee		V
23489 147699 GKQC	**Cyrus Field** TwinSc ssN.Yk.No.2–32 E.S.D. GyC. (*Cable Vessel*) *Well deck* D.F. 2*Dks*(*Stl-U* teaks)	1288 881 453	✠100A1 *with freeboard* 7,35 ~~6,31~~ ~~BS11,34~~ *Fitted for oil fuel* 7,24 *F.P. above* 150°F.	NYk Hfx BS11,35 ✠LMC4,32	*n*	CL 7,33	1924 7mo *Lloyd's*A&CP	Ch.&Atel. deSt.Nazaire St.Nazaire	BritishWestern Union,Ld.	223·6|34·2|16·6 P&B136'F44' FK *CellDBa&uE*74'*f*72' 136*tDTf*24' 75*t FPT* 18*tAPT*23*t*	London British 6*BHCem*	T.6Cy.13½",22½"&37"–27"(*s*) 180lb *125lb* 207NHP 2SB,4*cf*,HS3107 FD Ch.&Atel.deSt.Nazaire	18 ″ 6 s 1 ″ 5¾ 17 ″ 1¾	

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, s'ils ne sont dans le L.R. Durée, Cert. B. of Trade.
23490 147780 MNJY	**D. B. Hanna** *Mchy.Aft* 1*Dk*	1780 1595 1285					1925	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld. (J.B.Foote, *Mgr.*)	252·5 F34′	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Earle'sCo.Ld.Hull		C
23491 107738 WDDP	**D. E. Callender** (*ex*HowardP Eells,Jr.–34,*ex*S.B.Way,*ex*C.B. Nienaber,*ex*Sargent, *ex*A.G.Brower) 1*Dk* *Mchy.Aft* D.F. (*Self-Unloader*)	3582 — 2778					1902	Chicago S B.Co. Chicago	ValleyCampS.S.Co.	346·0	48·2	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20″,33½″&53″–40″ 178NHP ChicagoS.B.Co.		R
23492 214147	**D. G. Kerr** *ss*Clv.No.3–12,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7756 7446 6026	✠100A– *For Service on the Great Lakes* 11,35~~12,34~~ ✠LMC12,34 BS11,35	Clv			1916 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. *CellDBuE&B55′ ft side tanks*479′8724	580·0 F53′ 8′ *ft in Hopper* FK *tFPT*299*tAPT*59*t*	60·0	32·0	Duluth, Minn. Utd.States 3*BH*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 〃 0	
23493 214353 WOCA	**D. G. Scofield** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Shelter dk* D.F. GyC. &*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7074 6593 4323		...			1916	UnionIron WorksCo. SanFrancisco	StandardOilCo.of California	439·5 FK	58·0	39·1	S.Frncisco Utd.States *WB*	Q.4Cy.24″,34″,51″&74 7/16″–54″ 407NHP UnionIronWorksCo.S.Fo.	41 〃 0	R †
23494 [illegible] WPCS	**D. J. Moran** (*ex*ChesterSun) Now "Elwood," *see No.* 37975 *in Supplement* ~~*ss*Phl.No.3–5,29~~ *ss*Bal.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7098 6112 4426	✠100A1 6,35 ~~5,34~~ BS6,35 ✠LMC MS11,33 ~~BS5,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	Bal	*b*†	CL ~~11,33~~ 6,35	1918 1mo	SunS.B. Co. Chester,Pa. A&CP	ContinentalS.S. Co. *CellDBuE&B60′*259*t* *DTf*40′552*t*	429·3 P133′B36′F40′ FK *FPT*222*tAPT*57*t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27″,45 13/16″&76 5/16″–51″ 190lb (*s*) 532NHP 3SB.9*cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 〃 3 s 6 〃 10 26 〃 7¾	
23495 151012	**D. J. Purdy 1** Ⓟ WoodTwinSc *OilEng.* 1*Dk*	582 162 396					1924	Meteghan MarineRly &S.B.Co. MeteghanNS	EasternCanada CoastalSteamships,Ltd.	143·7	25·5	6·9	S.JohnN.B. British	Oil Engines 4S.C.SA 12Cy.11″–14″ 142NHP Wintore NE18*fitted*24 MotorWrks,Cleveland,O.		
23496 ~~YMPK~~ HPFA	**D. L. Harper** TwinSc *Mchy.Aft* *ss*Ham.No.3–11,35 *OilEng.* 1*Dk*(*Stl*) 2*nd dk*(*Stl*)*clear of cargo tanks* GyC. D.F. 3*rd dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing* *CruiserStern* *Rudder electrically welded* *Web frames*	12336 11753 7020	✠100A1 11,35~~2,35~~ 11,35 DBS11,35 ✠LMC~~9,33~~ *Carrying Petroleum in bulk*	Ham		CL 9,35	1933 9mo Lloyd's	Deutsche WerftAGBet Finkenwrder Hamburg *sA&CP*	PanamaTransportCo. ~~G.m.b.H.~~(Waried Tankschiff Rhederi G.m.b.H.*Mgrs.*) *CellDBuE*50′119*t DT*″*s f*	521·4 *aft*B55′B40′F39′ FK 53′2308*tFPT*290*tAPT*244*t*	70·4	38·7	Panama Panamanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝″–35 7/16″ 1560NHP 4DB200*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	38 〃 9	
23497 214599	**D. M. Clemson** *ss*Clv.No 3–9,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7728 7462 6020	✠100A– *For Service on the Great Lakes* 9,34 ✠LMC9,34 BS~~3,36~~4,36	Clv			1917 1mo	American S.B.Co. Lorain,O.	Pittsburgh SteamshipCo. *CellDBuE&B55′2 side tanks*479′872	580·0 F53′ 30*t f& in Hopper* FK *tFPT*299*tAPT*59*t*	60·0	32·0	Duluth, Minn. Utd.States 3*BH*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB.6*cf*,GS137,HS6405 FD AmericanSB.Co.LorainO.	32 〃 0	
23498 131048	**D. M. No. 8** TwinSc (*ex*M.&F.No.8) 1*Dk*	1725 1501 1022					1906	Canadian Government Sorel,P.Q.	CanadianGovernment	264·0	45·8	18·3	Sorel,P.Q. British *WB*	T.6Cy.15″,24″&39″–24″ 74RHP Fleming&Ferguson,Psy.		
23499 203979	**D. O. Mills** *Mchy.Aft* D.F. GyC. 1*Dk*	6598 — 4850					1907	Gt.Lakes Eng.Works Ecorse,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0	58·2	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24″,37″&65″–42″ 274NHP Gt.LakesEng.Wks.Detroit		
23500 FOAT	**D'Artagnan** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 6*Dks*	15105 — 9608					1924	Ch.&Atel. de laGironde Bordeaux	Soc.des Services Contractuels des MessageriesMaritimes	543·5 B310′F75′	65·0	41·4	Marseilles French *WB*	T6Cy.29 15/16″,49 9/16″&84⅝″–53½″ 1044NHP Ch.&Atel.de laGirondeBdx		V
23501 FNME	**D'Entrecasteaux** *Ref.Mchy.* D.F. 3*Dks*	7291 — 4501					1922	Forg.& Ch. de la Médit. Havre	ChargeursRéunis	417·8 B147′	55·3	34·5	Havre French *WB*	T.3Cy.27 9/16″,46″&76″–51 3/16″ 416NHP Forg.&Ch.de la Médit,Hav.		V
23502 YQSD	**Dacia** TwinSc *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	3418 — 1364					1907	Atel.&Ch. de la Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Constanza Roumanian *WB*	T.6Cy.24⅝″,38⅝″&64⅝″–39⅜″ 525NHP Atel.&Ch.delaLoire,Nts.		V
23503 140609 GPNR	**Dacre Castle** *ss*Cff.No.1–35 *ss*Ant.No.3–4,31 2*Dks*(*Stl*)	5278 4866 3277	✠100A1 9,35~~6,34~~ BS~~6,34~~ ✠LMC~~6,34~~ 9,35 MS4,35	Ant Kob	*y*	CL 6,34	1919 3mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	LancashireShppg. CoLd (J.Chambers &Co.*Mgrs.*) *CellDB*340′1019*t*	400·1 P49′B113′F29′ FK *FPT*130*t*	52·4	28·4	Liverpool British 7*BHptCem* *APT*204*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 〃 0 s 5 〃 11½ 25 〃 3¼	
23504 149657 GNMR	**Dafila** 2*Dks*	1940 1680 969					1927	D&WHenderson&CoLd Glasgow	British&ContinentalS.S.Co.Ld.	291·5	43·2	19·1	Liverpool British *WB*	T.3Cy.21″,36″&59″–39″ 217NHP D.&W.Henderson&Co.Ld.		C
23505 LCGR	**Dagali** (*ex*Textil *ex*Viken) 4Mst Now "Skrim," *see No.* 40041 *in Supplement* 1*Dk*	1902 1651 1128		...			1917	LindholmensM.V. Gothenburg	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	265·2 P57*t*H85*t*F35*t* FK	42·8	18·3	Oslo Norwegian *WB*	T.3Cy.20½″,33″&55″–36″ 214NHP LindholmensM.V.Got.	20 〃 6	N †
23506	**Dagbjörg** (*ex*Cordelia) Broken up 1*Dk*	1244 933 777					1902	Sunderlnd S.B.Co.Ld. Sunderland	FrancescoGalli	226·2 P&B134′F31′	33·1	15·4	Italian	T.3Cy.16″,28″&44″–33″ 111NHP N.E.MarineEng.Co.Ld.Sld		G
23507 LCYT	**Dageid** TwinSc *OilEng* *Mchy.Aft* 1*Dk* D.F. *CruiserStern* *Carrying Petroleum in bulk*	6361 5623 3732					1931	A/SAkers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	407·5 P220*t*H407*t*F58*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP A/SAkersMek.Værks.Oslo		N
23508 143424 GCDQ	**Dagenham** *ss*Shl.No.3–1,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2178 1735 1260	✠100A1 ~~11,34~~11,35 BS~~11,34~~ ✠LMC1,32 11,35	Shl	*r*	CL 11,34	1919 9mo Lloyd's	Osbourne, Graham& Co.Ld. Sunderland *sA&CP*	HudsonSS.Co.Ld. *CellDB*196′472*t*	280·0 P27′Q90′B52′F26′ FK *DTa*38′95*tFPT*95*t*	40·5	18·5	London British 6*BHptCem* *APT*170*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 231NHP 2SB,6*cf*,GS118,HS3616 MacColl&Pollock,Ld.Sld.	20 〃 9 s 2 〃 0½ 18 〃 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23509 LCXL	**Dagfred** TwinSc *OilEng.* D.F. 2*Dks*	4434 4005 2683					1930	Akers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	385·2 P84*t*H317*t*F28*t*	54·8	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 626NHP AkersMek.Værks.Oslo		N
23510 6670 SDPW	**Dagfrid** (*ex*Lionel) 1*Dk*	770 540 409					1921	Langesnd's MekVerkA/S Langesund	RederiA/B Ostersjön(A.Christensen,*Mgr.*)	181·1 Q67'B51'F19'	30·0	14·7	Trälleborg Swedish *WB*	T.3Cy.13½",22"&37½"–28" 75NHP LangesundsM.V.A/S		N
23511 145471 GDRF	**Daghestan** ssShl.No.3–12,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Webframes* *Longitudinal framing*	5742 5528 3532	✠100A1 *Shelter dk* *withfreeboard* 11,35~~12,34~~ *CarryingPetroleum in cylindrical tanks* *Fitted for oil fuel 12,21 F.P. above 150° F.*	Shl BS11,35 ✠LMC4,34	*y*	CL 6,33	1921 12mo	ShortBros. Ld. Sunderland Lloyd's*A&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDBuE&B81'*	405·0 P62'*onShelter dk* *f68'505tAPT154t*	52·0	31·5 FK	Newcastle British (*BHpt Cem* 4 *to Sh dk* 5 „ *U* „)	T.3Cy.27½",45"&75"–48" (*s*) 180lb 573NHP 3SB,*9cf*,HS8721 FD J.Dickinson&Sons,Ld.Sld.	34 ″ 6 s 8 ″ 1¾ 2 ″ 7	
23512 LCGU	**Daghild** TwinSc ssGot.No.2–35 ~~ssGot.No.1–32~~ *Mchy.Aft* *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	9272 8445 5557	✠100A1 11,35~~1,35~~ DBS~~1,35~~ 11,35 *CarryingPetroleum in bulk*	Gib Got ✠LMC~~4,32~~ 11,35	*d*†	CL 2,34	1927 12mo	Akt.Burmeistr&Wain Copenhagen Lloyd's*A&CP*	A/S Ocean (JohnP.Pedersen&Sön, *Mgrs.*) *CellDBuE65'328tDT*	471·8 P106'B30'F45' *f43'584tFPT250t*	64·2	35·0 FK	Oslo Norwegian 16*BHptCem* 4 „ *to2nddk* *APT165t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
23513 139168 GCLS	— ssFal.2nd No.3–3,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	7888 7486 4761	100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ ~~BS2,35~~	Hfx Shl BS3,36 LMC3,34		CL ~~N2,34~~ 2,36	1916	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	TenaxS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDB397'1809t* *side tanks a45'*	455·0 *'Tween dk* *f137'762tFPT125t*	58·1	33·2 FK	London British *Cem* 7*BH to S dk* *APT160t*	T.3Cy.28½",47"&78"–54" (*s*) 180lb 593NHP 3SB,*9cf*,GS183,HS8514 FD W.Doxford&Sons,Ld.Sld.	36 ″ 3 s 9 ″ 7¾ 26 ″ 11	
23514 LCGV	**Dagland** TwinSc Now "Evita," see No. 37976 in Supplement *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6346 5529 3773					1927	A/BGötaverken Gothenburg	A/S Ugland's Rederi(J.M. Ugland,*Mgr*)	408·3 P367*t*H370*t*F81*t*	55·3	32·0	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.		N
23515 OXXD	**Dagmar** Ⓟ (*ex*ImperatorNicolaiII, *ex*Irkutsk) *Ref.Mchy.* 1*Dk*&*AwngDk*	2471 2269 1534					1903	R.Stephenson&Co.Ld. Newcastle	DetForenede Dampskibsselskab	290·5 B46'F32'	40·0	25·6	Aalborg Danish *WB*	T.3Cy.22",38"&64"–42" 265NHP WllsndSlpwy.Co.Ld.Nwc.		V
23516 ~~140~~ ~~YLBJ~~ OHXU	— ssLie.3rd.No.3–4,35 ~~ssRga.2ndNo.3–4,22~~ ~~ssLie.No.3–6,30~~ 1*Dk*(*Stl*)&*deep framing*	2149 1721 1222	✠100A1 ~~4,35~~5,33 9,35 MS~~2,30~~6,35	Kel ~~Lie~~ Skm ✠LMC BS4,35	*s*	OG ~~4,35~~ 5,35	1900 6mo	Helsingörs Jernsk&Msk. Elsinore A&CP	RederiA/B Dagmar (H.Lundqvist) *CellDBa58'a&uE54'f1*	290·0 Q16'B70'F36' *20'578tFPT58tAP*	42·5	19·1 FK	Mariehamn Finnish 5*BHCem* *T44t*	T.3Cy.20½",35"&57"–39" (*s*) 180lb 215NHP 2SB,*6rf*,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 s 3 ″ 2¾ 18 ″ 9	
23517 OYBQ	— (*ex*Leonora)	844 722 488					1922	N.V.Werf. Zeeland Hansweert	J.Lauritzen	212·8 P41'Q37'B60'F21'	31·3	13·5	Esbjerg Danish *WB*	T.3Cy.14$\frac{7}{16}$",22"&35⅞"–23½" N.V.Delftshaven 62NHP Machinefab.Rot.		G
23518 Broken up OXQS	— Ⓟ Pad (*Ferry*) 2*Dks*	438 424 238					1889	Burmeister &Wain Copenhagen	DeDanske Statsbaner	206·4 len04	26·3	10·9	Fredricia Danish	C.2Cy.32"&60"–45" 201NHP Burmeister&Wain,Cpn.		
23519 7135 SDQI	**Dagmar Bratt** (*ex*Kapela) ssGot.No.3–5,33 1*Dk*(*Stl*)	1424 1144 808	✠100A1 7,35 ~~6,34~~ MS10,32	Got ✠LMC BS~~4,34~~4,35	*p*	OG 6,34	1920 8mo	Kockums M.V.Aktieb. Malmö Lloyd's*AP*	Ångf.Aktieb. Nordsjön(A.Bratt &Co. *Trunk* *Mgrs.*) *CellD*	235·5 P17'B64'F25' *dk between erections* *B196'364tFPT44t*	37·7	16·5 FK	Gothenbrg Swedish 4*BHCem* *APT59t*	T.3Cy.18⅛",28¾"&48$\frac{13}{16}$"–31½" 185lb (*s*) 157NHP 2SB.*4cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 8½ 17 ″ 0½	
23520 7572 SIQA	**Dagmar Salen** (*ex*Valdivia–34, *ex*Österdal,*ex*Alden) 1*Dk*2*trB*	3830 3494 2284					1907	J.Priestman&Co. Sunderland	RederiA/B Jamaica(Sven Salen,*Mgr.*)	343·6 P35'B100'H125*t* F34'	49·1	24·8	Stockholm Swedish *WB*	T.3Cy.24",40"&66"–45" 292NHP J.Dickinson&Sons,Ld.Sld.		
23521 6821 SDQK	**Dagny** (*ex*Nordstjernan, Iron *ex*Costante,*ex*Bellmore) *Well deck* 1*Dk*2*trB*	1117 921 659			...		1882	H.McIntyre&Co. Paisley	Rederiaktieb. Ringholmen (JohnSalmonsson, *Mgr.*)	235·4 Q116'B15'F31'	32·8	16·3 FK	Vastervik Swedish *WB*	C.2Cy.26$\frac{9}{16}$"&52⅝"–42" NB12 135NHP Muir&Houston,Glasgow	17 ″ 6	V †
23522 7382 SDQM	— (*ex*Wawel,*ex*Karen,*ex*Hauk,*ex*Brisling, *ex*Helvitia,*ex*Natale) *Mchy.Aft* 1*Dk*	804 690 384					19$\frac{06}{18}$	Soc.EsercizioBacini RivaTrigoso	RederiA/B Dagny (BrorAndrén)	185·1 H63*t*F26'	30·5	15·3	Säffle Swedish *WB*	T3Cy.11$\frac{13}{16}$",18½"&29⅞"–21⅝" 40NHP Soc.EsercizioBacini,Gen.		N
23523 LCLB	**Dagny I** (*ex*Kinderdijk) Wireless 1*Dk*	1392 1207 796					1916	L.Smit& Zoon Kinderdijk	D/S A/S DagnyI. (J.KjödeA/S)	239·5 P58*t*H60*t*F29*t*	36·2	16·7	Bergen Norwegian *WB*	T.3Cy.17",29"&46"–36" 127NHP L.Smit&Zoon,Kinderdijk		N
23524 166 YLBQ	**Dagö** (*ex*Brodsworth,*ex*Elmpark) ssCpn.No.1–34 ssLie.No.3–4,30 1*Dk*(*Stl*) *Cargo battens not fitted*	2157 1808 1285	✠100A1 1,36 ~~2,34~~ BS1,36 ~~BS2,11,25~~	Abg Cpn ✠LMC MS2,34	*r*	CL 2,34	1917 4mo	Brys& Gylsen,Ld. Glasgow Lloyd's*A&CP*	S.S.Co."Baltic," Ld.(Chr.Jensen (Copenhagen), *Mgr.*) *CellD*	280·0 P22'B68'F29' *B237'567tFPT55t*	41·8	19·1 FK	Riga Latvian 4*BHCem* *APT46t*	T.3Cy.21",35"&57"–36" (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 11 18 ″ 1	
23525 113645 GRCY	**Dago** *Ref.Mchy.* D.F. 1*Dk*	1757 1392 1057					1902	CaledonSB &E.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	296·0 P175'F33' len09	37·2	17·4	Hull British *WB*	T.3Cy.20",33"&56"–39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
23526 LCGW	**Dagö** Now "Beira," see No. 37293 in Supplement 1*Dk*	1607 1395 933					1924	Akers Mek.Værks Oslo	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	256·9 P56*t*H78*t*F16*t*	40·0	17·3	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 168NHP AkersMek.Værks.Oslo		N
23527 149669 GNQX	**Dagomba** ssCff.No.1–32 *OilEng* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3845 3089 ~~2100~~ 2106	✠100A1 *withfreeboard* 10,35 ~~11,34~~ ~~DBS1,34~~ *Carrying vegetable oil in deep tanks*	Liv Ham DBS6,35 ✠LMC3,35	*x*	CL 2,33	1928 3mo	A.McMillan&Son.Ld. Dumbarton Lloyd's*A&CP* *CellDB292'*	ElderDempster Lines,Ld. *804tDT's a58'616t*	355·3 P37'F42' *onShelter dk* *FPT97tAPT100t*	49·2	22·4 FK	Liverpool British 6*BHptCem* (*Coll toSh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
23528 LDGQ	**Dagrun** *OilEng.* D.F. 2*Dks*	4562 4027 2760					1928	Kockums M.V.Aktieb. Malmö	A/S Ocean(JohnP. Pedersen&Sön, *Mgrs.*)	381·9 P118*t*H320*t*F25*t*	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP KockumsM.V.Akt.Malmö		N
23529	**Dah Loh** (*ex*LlantwitMajor–33, *ex*Rubens,*ex*Slav) ssCff.No.3–12,25 ssShi No.2–34 *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	~~2298~~ ~~1767~~ ~~1389~~ 2325 1389	✠100A1 1,36 ~~12,34~~ BS2,36 *Intermediate BH in fore hold dispensed with*	Shi ✠LMC12,34	*s*	CL ~~12,34~~ 1,36	1913 8mo	J.Crown& Sons,Ld. Sunderland Lloyd's*A&CP*	DahLohIndustrial Co.Ld.	290·0 P24'Q90'B53'F30'	40·8	17·8 FK	Shanghai Chinese *Cem* 4*BHonly* *CellDBa*	T.3Cy.21",35"&57"–39" (*s*) 180lb 222NHP 2SB,*6pf*,GS104,HS3463 G.Clark,Ld.Sunderland *&uE108'f116'497tAPT97t*	20 ″ 0 s 2 ″ 1 18 ″ 2	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Détails de la Classification: Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Lettre	7* 1re de la dernière visite de l'arbre porte-hélice	8 Construit: Quand. Navire. Mach.	9 Construit: Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c.: Longueur	Largeur	Creux	12 Port d'Armement / Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23530	**Dah Sun** (*ex*Pentusker–35,*ex*Conway) *ss*Brs.2ndNo.3–7,30 *2Dks(Stl)&deep framing*	2709 — 1668	✠ ~~[illegible]~~ 9,35 ~~[illegible]~~	Brs ✠~~LMC~~ ~~BS8,31~~	*u*	CL 3,33	1904 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	DahLohIndustrial Co.Ld.	318·0 P21'B87'F33' *CellDBa86' u E& B68' f118' 546t FPT*	43·7	23·3 FK	**Shanghai** Chinese *5BHCem* *60t APT20t*	T.3Cy.22½″,41″&68″–45″ (s) 180lb 360NHP 3SB,*9cf*,GS165,HS5900 WllsndSlpwy.Co.Ld.Nwc.	25 ″ 10 ~~[illegible]~~ 21 ″ 9	
23531 4801 SDQO	**Dahlia** 4Mst *Well deck* 1*Dk*	*1057* *764* 577					1907	Lindhol- mensV.A. Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	208·7 Q77'B50'F32'	33·6	13·6	**Gothenbrg** Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP LindholmensV.A.Got.		V
23532 FNMC	**Dahomey** *Ref.Mchy* *2Dks*	5851 — 3478					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	393·6 P56'B134'F54'	55·9	29·0	**Havre** French *WB*	T3Cy.25½″,42½″&70″–48″ 340NHP Atel.&Ch.de la Loire,Nts.		V
23533 162384 GWMF	**Dahomian** (*ex*Themoni–33) *ss*Rot.No.1–33 D.F. *2Dks(Stl)* *Longitudinal framing at bottom & at decks*	5254 4991 3327	✠100A1 *with freeboard* ~~[illegible]~~5,36 MS1,35	Ham Rot Nwc ✠LMC BS~~7,34~~ 8,35	*y*	CL ~~2,34~~ 4,36	1929 6mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd's A&CP*	UnitedAfricaCo. Ld.	375·4 F35' *CellDB332' 1050t FPT76t APT135t*	53·0	32·1 FK	**Liverpool** British *6BHCem* (*Coll to Wdk* 5 „*2nd*„)	T.3Cy.25″,~~44½~~ 41½″&70″–48″ (s) 200lb 426NHP 3SB,*9cf*,GS167,HS7030 Richardsons,Westgarth& Co.Ld Sld.	34 ″ 6 s10 ″ 11 23 ″ 9½	
23534 14545 JJVC	**Daian Maru** Ⓟ (*ex*Sodegaura Maru,*ex*Nord) Wireless 1*Dk&Spar dk*	1249 1161 861					1895	Nylands Værkstad Oslo	FujitaShinzo	229·3 H51*t*	32·0	19·3	**Fuchu** Japanese *WB*	T.3Cy.14½″,25″&40½″–30″ 90NH NylandsVærksted,Oslo		
23535 22676 JKLC	**Daian Maru No. 2** (*ex*Mikage MaruNo3,*ex*FukuiMaruNo3) 1*Dk*	1032 834 746					1918	Takemoto Chukichi Osaka	FujitaShinzo	195·5	31·5	18·0	**Fuchu** Japanese *WB*	T.3Cy.13¼″,22½″&37½″–28″ 74NHP FukushimaTekkosho,Osa.		
23536 19824 JHKB	**Daiboshi Maru** (*ex*TaiseiMaru, *ex*Mintaro, *ss*N.S.W.No.2–97 *ex*Larnaca) 1*Dk(Stl)* *Well deck & Web frames*	2385 — 1654	✠ 7,98 ✠	Syd	*s*		1889 4mo	Russell& Co. Greenock	HashiyaK.K.	290·2 P30'Q86'B118'F31' *CellDB256' 448t APT30t*	37·9	22·0 BK10″	**Hashidate** Japanese *5BHptAsp* *ptCem*	T.3Cy.22½″,35½″&58½″–39″ 251NHP 2SB,*6pf*,GS74,HS3452 FD J.Howden&Co.Glasgow	22 ″ 1	
23537 27871 JSNA	**Daiboshi Maru No. 6** (*ex*Gracchus) *ss*Syd.No.2–10 *2Dks(Stl)&deep framing* *&Shelter dk(ptStl*–teak s)	3925 3458 2408	✠ 5,13 ✠	Cal	*x*		1902 9mo	Palmers' Co.Ld. Newcastle	HashiyaK.K.	360·7 *CellDBa 116' u E&B48' f144'*	48·8	24·6 FK&BK1¾'	**Takasago** Japanese *6BHCem* *849t APT21t*	T.3Cy.27″,45½″&74″–48″ 488NHP 3SB,*9cf*,GS151,HS6768 FD Palmers'Co.Ld.Newcastle	27 ″ 6	C †
23538 9677 JKGE	**Daichi Maru** Ⓟ *2Dks*	1282 1073 727					1905	Osaka IronWorks Osaka	OsakaShosenK.K.	228·0	34·0	19·5	**Osaka** Japanese *WB*	T.3Cy.15½″,25½″&42½″–30″ 99NHP OsakaIronWorks,Osaka		
23539 32315 JIJB	**Daifuku Maru** (*ex*Gonzaga,*ex*Luna) 1*Dk&deep framing*	3184 2570 2257			...		1907	ClydeS.B. &E.Co.Ld. PortGlasgow	DaifukuKisenK.K.	315·1 P37'B94'F31'	46·5	21·0 FK	**Fuchu** Japanese *WB*	T.3Cy.23″,38″&61″–42″ 269NHP ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 4	C †
23540 32739 JUMB	**Daigen Maru** (*ex*Baccarat) (*Fitted for oil fuel*) 1*Dk*	2221 1991 1318			...		1920	American S.B.Co. Cleveland,O.	NamuraKisen GoshiKaisha	251·8 P27'B64'F26'	43·6	22·0 FK	**Fuchu** Japanese *WB*	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Clevelnd	24 ″ 2	C †
23541 32745 JUUB	**Daigen Maru No. 2** (*ex*Shoka Maru,*ex*Warawala, *ex*WarDance) 1*Dk(Stl)*	1999 1775 1162	✠ 9,20 ✠	Bom	*r*		1917 11mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	NamuraKisen GoshiKaisha	251·0 P27'B78'F27' *CellD B210' 581t FPT56t*	43·8	21·6 FK	**Fuchu** Japanese *4BHCem* *APT81t*	T.3Cy.20″,33″&54″–40″ 256NHP 2SB,*6cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A	22 ″ 0	C †
23542 31734 JHJB	**Daigen Maru No. 3** (*ex*Hasshu Maru,*ex*GeorgiaC., *ss*KobNo.3–7,26 *ex*Georgia) *ss*Kob.No.2–34 1*Dk(Stl)&Spar dk(Stl–ptws)* *&deep framing*	5256 4462 4042	✠100A1 *Spar dk* 6,~~[illegible]~~ ~~2,35~~ 2,36	Kob ✠LMC~~11,34~~ 2,36	*z*	CL ~~1,33~~ 6,35	1908 9mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	400·0 P78'B120'F41'27·3 *CellDBa134'u E&B43' f171' 1264t*	52·0	18·9 FK	**Fuchu** Japanese *6BHCem* *APT35t*	T.3Cy.27¾″,44″&73″–48″ (s) 180lb 502NHP 3SB,*9cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 7½ 24 ″ 7½	
23543 7022	**Daigi Maru** 1*Dk,Spardk&* *deep framing*	1500 1278 691			...		1901	OsakaIron Works Osaka		254·3 B73'F33'	32·9	12·7 19·7 FK	**Osaka** Japanese *WB*	T.3Cy.22″,36″&59″–36″ 292NHP OsakaIronWorks,Osaka	22 ″ 0	
23544 15183 JPME	**Daihakuzan Maru** K (*ex*FukutomiMaruNo.2) 1*Dk*	466 433 261					1911 *Rblt15*	MitsuBishi Dkyd&EWks Nagasaki	NipponReizo KaiunK.K.	163·0 F21'	22·4	16·6	**Nishino-** **miya** Japanese	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD&EWks.Nag.		
23545 26751 JODE	**Daiho Maru No. 1** 1*Dk*	1999 1802 1167			...		1920	Teikoku S.S.Co.Ld. Toba	HayashiKisenK.K.	270·0 P16'B65'F36'	39·0	23·9 FK	**Tokio** Japanese *WB*	T.3Cy.20″,33″&55″–39″ 256NHP KobeSteelWorks,Kobe	23 ″ 11	
23546 10744 JSEB	**Daiho Maru No. 2** (*ex*Benten Maru,*ex*Venus) 1*Dk&Spar dk&deep framing*	3690 3384 2620			...		1896	Russell& Co. Pt.Glasgow	HayashiKisenK.K.	339·4 B66'F36'	46·0	17·8 25·8 FK	**Tokio** Japanese *WB*	T.3Cy.25″,40″&64″–45″ 294NHP Rankin&Blackmore,Grk.	28 ″ 6	
23547 22044 JJGC	**Daiju Maru** Wireless 1*Dk*	1279 984 852					1918	Y'maguchi Shinichi Osaka	OiyeZenroku	217·0	32·0	18·9 *WB*	**Fuchu** Japanese	T.3Cy.14″,23″&38″–27″ 75NHP MiharaZosensho,Osaka		
23548 33794 JDWE	**Daikoku Maru** 1*Dk*	598 586 238					1928	Uraga DockK.K. Yokohama	Shinanogawa KaijoSeiri Timusho	175·0	35·0	13·0	**Niigata** Japanese	C.2Cy.		
23549 13189 JPCA	**Daikokusan Maru** 1*Dk*	688 636 420					1911	Mitsubishi Zosensho Nagasaki	FukuyoKisenK.K.	188·3	26·5	18·0	**Nagasaki** Japanese	T.3Cy.12″,20″&33″–24″ Mitsubishi 53NHP Zosensho,Nagasaki		
23550 30536 JAQC	**Daikokuten Maru** Ⓟ Wireless 1*Dk*	640 516 345					1927	KobeSteel Works,Ld. Harima	SinoKisenK.K.	170·0 P17'B46'F25'	28·0	15·5	**Hakodate** Japanese *WB*	T.3Cy.13″,20½″&33½″–24″ 54NHP OkanishiDengyo,Osaka		
23551 26773 JCQB	**Daikyu Maru** Ⓟ	1518 1256 892					1920	Nagata Sanjuro Osaka	OsakaShosenK.K.	250·0 P28'B54'F36'	35·0	21·0	**Osaka** Japanese *WB*	T.3Cy.18½″,30½″&51½″–33″ 151NHP NagataSanjuro,Osaka		
23552	**Daini Maru** Wood 1*Dk*	474 398 274					1919	KK.Hashi- hama Senkyo Zosensho	PortLebakLumber Co.	148·1 P11'F19'	27·4	15·0	**Zambo-** **anga,P.I.** Utd.States	T.3Cy.10″,16½″&28½″–20″ 35NHP UtaniSeisakusho,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
23553 237 JGAB	**Dairen Maru** Ⓟ TwinSc *CruiserStern* *2Dks*	3748 3035 2021					1925	Mitsubishi ZosenKaisha, Ld. Kobe	DairenKisenK.K.	360·0 B36'F41'	46·0	28·5	Dairen Japanese *WB*	4SteamTurbinesSR geared to2Sc.Shafts MitsubishiZosenKaisha,Ld		
23554 21752	**Dairyu Maru No. 2** Wood *1Dk*	302 258 178					1917	Hirata Tameji Misato	TazakaZenshiro	129·1	23·8	13·4	Nagahama Japanese	C.2Cy.14⅜"&26½"–15" 22NHP OsakaIronWorks,Osaka		
23555 9742 JKHE	**Daishin Maru** Ⓟ *2Dks*	1309 1116 749					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosen K.K.	228·0 P53'B67'F32'	34·0	16·6	Osaka Japanese *WB*	T.3Cy.15½",25¾"&42½"–30" 98NHP MitsuBishiD&E.Wks.Nag		
23556 23562 JRCE	**Daishin Maru No. 1** *1Dk*	1307 1084 757					1918	Osaka YogyoK.K Osaka	DaishinKisen K.K.	228·0	33·0	18·7 *WB*	Amaga- saki Japanese	T.3Cy.14½",24⅛"&40½"–30" 90NHP HirotaniSeikosho,Osaka		
23557 24660 JRFE	**Daishin Maru No. 2** Now "Kinryuzan Maru," *see No. 38795 in Supplement* *1Dk*	1370 1132 778					1918	Osaka YogyoK.K Osaka	Hirotaro Tsurumaru	228·0	34·0	19·5 *WB*	Waka- matsu Japanese	T.3Cy.18⅛",26"&42½"–32" 112NHP HirotaniSeikosho,Osaka		
23558 29712 JSHB	**Daishin Maru No. 5** (*ex*Ribe, *ex*GeorgiosB.Panoutsos,*ex*Cresyl) *1Dk& Webframes*	2455 2144 1835			…		1897	W.Gray& Co.Ld. W Hartlepool	DaishinKisen K.K.	302·0 P25'B69'F29'	43·1	19·7 FK	Shikitsu Japanese *WB*	T.3Cy.22",35"&59"–39" 227NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 3	
23559 21209 JKAC	**Daisho Maru** (*ex*KaijoMaru-34) Wireless *1Dk*	1518 — 886					1918	Yokohama DockCo.Ld. Yokohama	SettsuShosenK.K.	240·0 P24'B46'F30'	33·5	22·5 *WB*	Nishino- miya Japanese	T.3Cy.15½",25½"&42"–30" 97NHP YokohamaDockCo.Ld.		
23560 33211 JBCC	**Daishu Maru** (*ex*Sunbank) *1Dk*	3322 2862 2050			…		1919	Burntislnd S.B.Co.Ld. Burntisland	DaifukuKisenK.K.	331·6 P32'B99'F29'	46·7	24·8 FK	Fuchu Japanese *WB*	T.3Cy.25",41"&68"–45" NB18*refitted*27 398NHP Douglas&Grant,Ld. Kirkcaldy	27 ″ 0	C †
23561 7571 SDQR	**Daisy** (*ex*Stokesley) Iron *ss*Ant.4thNo.3-4,29 *ss*Got.No.1-34 *Well deck* *1Dk(Irn)2trB* *Cargo battens not fitted*	*1027* *815* *573*	✠100A1 5,35 ~~6,34~~ BS~~6,34~~ ✠LMC7,33 5,35	Got	*n*	~~7,33~~ 5,35	1883 2mo	R.Craggs& Sons Middlesbro' A&CP	RederiA/B"Alicia" (H.Bratt,*Mgr.*) *CellD*	225·1 Q88'B60'F28' BK8" *B196'293tFPT40t*	32·0	13·5	Gothenbrg Swedish *4BHCem* *APT48t*	C.2Cy.26"&48¼"–36" (*b*) 80lb *80lb* NDB98 110NHP 1SB,*3pf*,GS48,HS1734 Westgarth,English&Co. Mdb.	16 ″ 0 s 1 ″ 3 15 ″ 5	
23562 203747 KJHF	**Daisy Freeman** Wood *Fitted for oil fuel* *1Dk*	613 — 436					1906	H.D.Ben- dixsen SB.Co. FairhavenCal	W.S.Scammell	173·5	38·6	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"–24" UnitedEng.Wks. 42NHP Alameda,Cal.		
23563 209439 KJHG	**Daisy Gadsby** Wood *Fitted for oil fuel* *1Dk*	818 — 478					1911	Matthews S.B.Co. H'quiamWsh	S.S.Freeman	189·5	41·1	14·3	S.Frncisco Utd.States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP Alameda,Cal.		
23564 222719 KJHH	**Daisy Gray** Wood3Mst *Fitted for oil fuel* *1Dk*	1187 — 655					1922	Matthews S.B.Co. Portland,Or.	S.S.Freeman	216·2	43·3	15·5	S.Frncisco Utd.States	T.3Cy.15",24"&43"–24" UnitedEng Wks. 91NHP Alameda,Cal.		
23565 214266 KJHI	**Daisy Matthews** Wood *Fitted for oil fuel* *1Dk*	943 — 513					1916	Matthews S.B.Co. H'quiamWsh	S.S.Freeman	204·8	42·1	14·2	S.Frncisco Utd.States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP Alameda,Cal.		
23566 136795	**Daisy Moller** (*ex*Wilfred-34, *ex*Huntscape,*ex*Pindos) *2Dks*	4087 3841 3061					1911	Bremner Vulcan Vegesack	MollerLine,Ld	337·6 H126tF45t	48·2	29·2	Shanghai British *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&62"–$41\frac{5}{16}$" 245NHP BremerVulkan,Vegesack		N
23567 24074 JTTH	**Daito Maru** Wireless	1233 1028 739					1918	HarimaCo. Harima	Amagasaki Kisenbu GomeiKaisha	228·0	33·0	18·7 *WB*	Aioi Japanese	T.3Cy.15½",26"&42½"–32" 102NHP TanakaEng.Works, Osaka		
23568 30455 JOFH	**Daitoku Maru** *1Dk*	1131 966 739					1917	Tochigi ShojiK.K. Yawata	IrieTeizo	209·3 P8'B51'F23'	31·0	19·0	Sasebo Japanese	T.3Cy.		
23569 23839 JEJI	— *1Dk*	978 873 564					1918	Osaka Zosensho Osaka	ToyoShojiK.K.	193·7	31·2	18·5	Nagasaki Japanese *WB*	T.3Cy.13½",22⅝"&37⅓"–27" 72NHP SanyoTekkosho,Osaka		
23570 7836 JOIB	**Dai-ya Maru** *1Dk2trB& Web frames* *CruiserStern*	2760 2563 1680			…		1902	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	332·1 P16'F31'	41·3	22·2 FK	Tokio Japanese *WB*	Q.4Cy.20½",29",42"&60"–45" 278NHP MitsuBishiD.&E.WksNag	25 ″ 1	
23571 26933 JKWD	**Dakar Maru** *ss*Yka.No.3-11,35 ~~*ss*Yka.No.3-11,32~~ D.F. *1Dk(Stl)&Shelter dk(Stl)*	7170 6706 4384	✠100A1 *Shelter dk* *withfreeboard* ~~11,34~~11,35 ~~BS11,34~~ ✠LMC~~11,32~~ 11,35	Yka	*a*†	CL 11,34	1920 3mo	MitsuBishi ZosenKaisha Nagasaki A&CP	NipponYusenK.K. *CellDB358'1075t* *DTa28'1077*	420·0 F *onShelter dk*47' FK *tFPT108tAPT95t*	56·0	38·5	Tokio Japanese *Cem* (*6BHtoShdk* 2 „ „ *U* „)	T.3Cy.28",47"&79"–51" (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsuBishiZosenKaisha	38 ″ 6 s10 ″ 4¼ ·28 ″ 4	
23572 145891 GFCY	**Dakarian** *ss*Bkn.No.3-10,34 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* ~~D.F.~~	6426 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~10,34~~ ✠LMC MS10,34 BS~~1,35~~1,36	Bkn Liv	*z*	CL ~~9,33~~ 7,35	1921 11mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB340'963t* *DTa26'670t*	400·3 B143' *on Shelter dk* FK&BK2" *FPT123tAPT30t*	52·5	35·0	Liverpool British *7BHptCem* (*6BHtoShdk* 1 „ „ *U* „)	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	
23573 210753 WACD	**Dakotan** *ss*S.Fo.2ndNo.3-7,30 *Fitted for oil fuel* *2Dks(Stl)&Shelter dk(Stl)* *3rd dk inNo.1hold& Webframes* D.F. *Longitudinal framing*	5220 4747 3154	✠ … 2,35 ✠	SFo	*a*†		1912 11mo	Maryland SteelCo. Sparro'PtMd	American- HawaiianS.S.Co. *Intermediate 'tween dkBHin* *No.2* *CellDBa122'u*	407·7 *hold dispensed with* *E&B54' f166'1234t*	53·7	36·1 28·1 FK *Coll*	NewYork Utd.States *Cem* *BHtoShdk* 5 „ „ *U* „ 1 „ „ 2*nd*„ *DTf30'866t*	Q4Cy.25½",37",53½"&78"–54" 666NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'.Pt. *only* *FPT125tAPT52t*	39 ″ 6	R †
23574 145910 GFNB	**Dakotian** *ss*Grk.No.3-1,35 ~~*ss*Liv.No.2-30~~ *2Dks(Stl)&Shelter dk(Stl)* D.F.	6426 6052 4065	✠100A1 *Shelter dk* *withfreeboard* ~~1,35~~ ~~1,33~~ ✠LMC1,35 12,35 BS2,36 *Carrying veg*	Liv ~~Grk~~Sws *etable*	*z* *oil*	CL 11,34 *in for*	1922 1mo *Lloyd* *ward*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP* *deep tank*	DonaldsonLine,Ld. (DonaldsonBros., Ld.,*Mgrs.*) *CellDB340'963tD*	400·4 B143'*onShelter dk* FK&BK2" *Ta26' 670t FPT12*	52·5	35·0	Liverpool British *ptCem* *6BHtoShdk* 1 „ „ *U* „ *3tAPT30t*	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W.Hendersn&CoLdGls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. No., du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
23575 XNDL	**Dalai** (*ex*Livingstone,*ex*HenryFürst) *ss*Shl.No.3–6,20 Wireless *ss*Bgk.No.1–25 1*Dk*(*Stl*)& *deep framing*	1482 1352 918	✠ 12,29 ✠	Shi	*q*		1905 6mo	Osbourne, Graham&Co. Sunderland	ChungHsingCoal MiningCo.Ld.(YoungWong,*Mgr*) *CellDB*	250·3 P23'B66'F28' FK *a82'uE&B26' f100'*	37·5	17·2	Shanghai Chinese 4*BHCem* 410*tAPT*54*t*	T.3Cy.19",30"&50"–36" 151NHP 2SB,4*pf*,GS75,HS2294 G.Clark,Ld.Sunderland	19 ″ 6	
23576 DHER	**Dalälfven** (*ex*Grimm,*ex*Dalälfven, *ex*Steinbeis) 1*Dk*	1439 1174 896					1911	Howaldts-werke Kiel	ChinaRhed.A.G. (Aug.Bolten Wm.Miller'sNchf. *Mgrs.*)	240·6 P13'Q73'B105'F29'	36·1	17·1	Hamburg German *WB*	C.3Cy.18½"&(2)26¾"–29½" 65NHP Howaldtswerke,Kiel		G
23577 7976 SKUI	**Dalanäs** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	462 350 219	✠100A1 6,35 ~~11,34~~ *CarryingPetroleum in bulk*	Lkr Skm ✠LMC11,34	*g*	OG	1934 11mo *Lloyd's A&CP*	NyaVarvs-aktb.Öresund Landskrona	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	155·6 P40'F25' FK	27·2	12·3	Stockholm Swedish 11*BH* *APT*16*t*	Oil Engines 2S.C.SA 6Cy.9⅞"–16⁹⁄₁₆" 102NHP Atlas-DieselA/B,Skm.	12 ″ 3 s 1 ″ 0¼ 11 ″ 3¼	
23578 5744 SGJA	**Dalarö** (*ex*Siljan,*ex*Vard) *ss*Skm.2ndNo.3–9,31 ~~*ss*Got.No.3–5,28~~ ~~*ss*Skm.No.2–31~~ 1*Dk*(*Stl*)	3927 3484 2310	100A1 5,35 ~~9,34~~ ~~MS12,30~~ BS10,35	Skm Lkr LMC 9,34 ~~[illegible]~~	″	CL ~~4,33~~ 5,35	1911 *Lloyd's A&CP*	J.Priest-man&Co. Sunderland	Rederiaktiebolget Rex(K.M.Käll-ström,*Mgr.*) *Bulkhead in after hold omitted* *CellDBa110'uE21'f152'900tAPT105*	347·2 P29'B100'F34' FK	50·7	23·1	Stockholm Swedish *Cem* 5*BHonly*	T.3Cy24½",40½"&67"–45"(*s*) 180lb *90lb* 319NH 2SB,6*cf*,GS124,HS4800 N.E.MarineEng.Co.Ld.Sld	26 ″ s 4 ″ 8 21 ″ 6½	
23579 149113 GMNJ	**Dalblair** *ss*Shl.No.2–35 ~~*ss*Shl.No.1–31~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* 8,35 ~~4,33~~ ~~BS10,34~~ BS7,35	Shl ✠LMC ~~4,31~~ 10,34	*z*	CL ~~4,33~~ 7,35	1926 8mo *Lloyd's A&CP*	Scott'sS.B. &E.Co.Ld. Greenock	UnitedSteamNav. Co.Ld. (Campbell Bros.&Co.*Mgrs.*) *CellDB354'1059tDT25'906tFPT82tAPT125t*	406·5 FK *Coll*	54·1	24·7	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB,6*cf*,GS120,HS6446 FD Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4½	
23580 149424 GMNC	**Dalcairn** *ss*Shl.No.2–35,~~*ss*Shl.No.1–31~~ D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* 11,35 ~~2,34~~ ~~[illegible]~~	Ams Shl ~~[illegible]~~ ✠LMC11,35	*z*	CL ~~10,32~~ 11,35	1927 3mo *Lloyd's A&CP*	Scott'sS.B. &E.Co.Ld. Greenock	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB354'* *1059tDT25'906t*	406·5 FK (*Coll* *FPT82tAPT125t*	54·1	24·7	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,)	T.3Cy.26½",43"&70"–48" (*r*) 180lb ~~120lb~~ *120lb* 449NHP 2SB,6*cf*,GS120,HS6446 FD Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4½	
23581 161546 GBMQ	**Dalcross** *ss*Shl.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4557 4247 2821	✠100A1 *withfreeboard* 8,35 ~~6,34~~ BS4,36	Shl ✠LMC6,34	*z*	CL ~~9,32~~ 8,35	1930 1mo *Lloyd's A&CP*	Scott'sS.B. &E.Co.Ld. Greenock	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) (*CollBHtoShelter dk5BHto2nd dk*) *CellDBa&uE148'f176'1065tDTa25'904tAPT42t*	406·5 FK	54·1	24·8	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB,9*cf*,GS127,HS6300 FD Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0¾ 24 ″ 4	
23582 161550 GSDW	**Dalcroy** *ss*Shl.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4558 4247 2821	✠100A1 *withfreeboard* 3,36 ~~3,35~~ BS3,36	Shi Shl ✠LMC6,35	*z*	CL ~~6,33~~ 3,36	1930 3mo *Lloyd's A&CP*	Scott'sS.B. &E.Co.Ld. Greenock	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB346'* *1065tDTa25'904tAPT42t*	406·5 FK (*CollBH to S dk5BHto2nd dk*)	54·1	24·8	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB,9*cf*,GS128,HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0¾ 24 ″ 4	
23583 161935 GRMK	**Daldorch** *ss*Bry.No.1–34 D.F. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 8,35 ~~11,33~~	Bry ✠LMC ~~[illegible]~~ 4,34	*z*	CL ~~N9,32~~ 8,35	1930 10mo *Lloyd's A&CP*	W.Beard-more&Co.Ld. Dalmuir	Steamship"Dal-dorch"Co.Ld.(J.M. Campbell&Son, *Mgrs.*) *Intermediate 'tween dk. BH in after hold dispensed with* *CellDB346'1251tDTa35'917tAPT36t*	407·8 P38'B124'F43' FK	55·2	28·7	Glasgow British *Cem* (5*BHtoUdk* 1 ,, 2*nd* ,,)	T.3Cy.25½",42"&68"–48"& L.P.Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 ″ 0 s 5 ″ 11 25 ″ 3	
23584 161316 GQKP	**Daleby** (*ex*KittyTaylor–34) *ss*Nwc.No.1–34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4640 4341 2785	✠100A1 *withfreeboard* ~~8,35~~ ~~2,35~~ 4,36 BS1,36	Cff Shl ✠LMC5,34	*z*	CL ~~5,33~~ 4,36	1929 11mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle	RopnerShipping Co.Ld. *CellDB338'1202tFPT125tAPT249t*	395·1 F37' FK (	53·8	25·7	W.Hartlpl British 6*BHCem* *Collto Sh dk* 5 ,, 2*nd*,,)	T.3Cy.25½",43"&72"–48" (*s*) 180lb 419NHP 3SB,9*cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 ″ 3 s 3 ″ 2¼ 25 ″ 2¼	
23585 140565 MJBF	**Dalegarth Force** **3Mst** (*ex*Croxteth) *ss*Shl.No.3–12,29 *ss*Bkn.No.1–33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	825 562 393	✠100A1 12,35 ~~12,33~~ ~~BS1,35~~ 12,35	Bkn ✠LMC12,33	*k*	CL ~~12,32~~ 12,35	1918 3mo *Lloyd's A&CP*	JFullerton &Co. Paisley	WestCoastShppg. Co.Ld.(W.S.Ken-naugh&Co. *Mgrs.*) *CellDBf114'171tFPT60tAPT38t*	195·0 Q109'B13'F26' FK	31·2	11·8	Whitehvn British 3*BHCem*	T.3Cy.15",25½"&41"–30" (*s*) 180lb *100lb* 95RHP 1SB,3*pf*,GS59,HS2187 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 6 13 ″ 7¾	
23586 146548 GJKZ	**Dalemoor** *ss*Shl.No.3–1,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5796 5577 3660	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~ ~~1,35~~ 1,36	Shl BS1,36 ✠LMC1,35	*y*	CL ~~7,34~~ 9,35	1922 3mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *Collision* *CellDBa140'uE23'f166'1190tAPT110t*	399·9 F38' *onShelter dk* FK	52·9	32·8	London British *Cem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 568NHP 3SB,9*cf*,GS194,HS8478 FD NEMarineEngCo.LdNwc.	35 ″ 5 s 9 ″ 4½ 26 ″ 4	
23587 162534 GLNQ	**Dalewood** *ss*Shl.No.1–36 *Mchy.Aft* D.F. *Well dk* 1*Dk*(*Stl*) *Cargo battens not fitted*	2774 2117 1561	✠100A1 ~~2,36~~ ~~3,34~~ 5,36	Gmh ~~Shl~~ ✠LMC ~~3,31~~ 2,36	*t*	CL ~~3,34~~ 2,36	1931 2mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	W.FranceFenwick &Co.Ld. *CellDB250'626tMT8'285tFPT211tAPT44t*	306·0 Q177'F35' FK	44·0	19·3	London British 6*BHCem*	T.3Cy.20",33"&54"–39" (*s*) 200lb 245NHP 2SB,6*cf*,GS65,HS3400 FD N.E.MarineEng.CoLd.Sld	21 ″ 6 s 7 ″ 1¼ 19 ″ 3¾	
23588 LCAL	**Dalfonn** **TwinSc** *ss*Rot.No.1–33 *Mchy.Aft* D.F. *OilEng.* *CruiserStern* 1*Dk*(*Stl*)	9860 9090 5849	✠100A1 ~~4,35~~ ~~10,34~~ 11,35 ✠LMC CS9,33 7,35 *CarryingPetroleum in bulk*	Fal DBS2,35	*e*†	CL 4,34	1928 12mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb Gothenburg	Skibsaktieselsk Dalfonn(Sigval Bergesen) *CellDBuE95'226tDTf32'555tFPT222tAPT242t*	475·0 P107'F43' FK	64·2	37·5	Stavanger Norwegian 16*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 12Cy.24⅜"–51³⁄₁₆" 708NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 ″ 0	
23589 161554 GDYF	**Dalfram** *ss*Shl.No.1–35 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4558 4247 2821	✠100A1 *withfreeboard* ~~6,35~~ ~~3,34~~ 4,36 ~~BS4,34~~ BS4,36	Rot ~~Shl~~ ✠LMC ~~4,34~~ 7,34	*z*	CL ~~10,33~~ 4,36	1930 4mo *Lloyd's A&CP*	Scotts'S.B. &Eng.Co.Ld. Greenock	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB346'1065tDTa25'904tAPT42t*	406·5 FK (	54·1	24·8	Newcastle British 6*BHCem* *Collto Sh dk* 5 ,,2*nd*,,)	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB,9*cf*,GS128,HS6300 FD Scotts'S.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0¾ 24 ″ 4	
23590 147851 GFTQ	**Dalgoma** **TwinSc** *ss*Mdb.No.3–4,36 ~~*ss*Bom.No.2–31~~ *CruiserStern* *OilEng.* 2*Dks*(*Stl–U teak s*)	5953 5373 3571	✠100A1 ~~5,35~~ ~~10,34~~ 4,36 ✠LMC CS8,35 9,34	Mdb DBS2,35	*a*†	CL ~~6,33~~ 4,36	1923 6mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB364'1226tFPT64tAPT93t*	430·0 P46'B102'F52' FK	54·7	29·7	Glasgow British 8*BHptCem*	Oil Engines 2S.C.SA 8Cy.26¾"–43⁵⁄₁₆" 998NHP DB*100lb* A.Stephen&Sons,Ld.Gls.	32 ″ 5 s 7 ″ 2½ 25 ″ 8	
23591 161930 GRLZ	**Dalhanna** *ss*Gls.No.1–34 D.F. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 10,35 ~~7,34~~	Bry Cff ✠LMC1,34	*z*	CL 7,34	1930 8mo *Lloyd's A&CP*	W.Beard-more&Co.Ld. Dalmuir	SteamshipDal-hannaCo.Ld.(J.M. Campbell&Son, *Mgrs.*) *Intermediate'Tween deck BH in after hold dispensed with* *CellDB346'1251tDTa35'917tAPT36t*	407·8 P38'B124'F43' FK	55·2	28·7	Glasgow British *Cem* 5*BH to Udk* 1 ,, ,,2*nd*,,	T.3Cy.25½",42"&68"–48"& LP Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 ″ 0 s 5 ″ 11 25 ″ 3	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23592 7762 SITN	**Dalhem** OilEng. 1Dk(Stl)&Shelter dk(Stl) CruiserStern Strengthened for Navigation in Ice	2992 ~~3047~~ 2675 ~~1041~~ 1646	✠100A1 withfreeboard 5,35 ~~5,34~~ ✠LMC8,51	Skm	v	CL 5,35	1931 8mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP C	Rederiaktiebo-lagetVolo (G.Myrsten, Mgr.) ellDB284'847t FP	341·9|48·9|20·6 333·0 FK T110tAPT166t (C	Slite Swedish 6BHptCem oll to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb.Got	23 ″ 3 s 1 ″ 8 21 ″ 8¾	
23593 130312 VGYQ	**Dalhousie City** Ⓟ Wireless 2Dks	1256 977 752					1911	Collingw'd S.B.Co.Ld. Collingwood	DalhousieNavCo. Ld.	199·8|37·0|20·7	Toronto British WB	T.3Cy.18",29"&48"–30" 126NHP CollingwoodS.B.Co.		
23594 150215 ZSDV	**Dalia** ssP.Nl. No.1–35 2Dks(Stl)&Shelter dk(Stl)	5188 4662 3219	✠100A1 withfreeboard 8,35 2,~~35~~ ✠LMC2,35	PNl	a†	CL 9,34	1931 2mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP Intermediate	UnionGovt.ofS. Africa(Railways& HarboursAdminis- tration.Durban) 'tween dkBHin aft CellDB351'	408·0|55·0|25·8 F26' FK Coll er hold dispensed with 1067tDTa35'907tA	Durban British Cem BH to Sh dk 4 ,, ,, 2nd ,, 1 ,, ,, 3rd ,, PT223t	T.3Cy.27",44"&73"–48" (s) 180lb 506NHP 3SB,9cf,GS190,HS7401 FD D.Rowan&Co.Ld.Gls.	28 ″ 3 s 3 ″ 5 25 ″ 0¾	
23595 FNGF	**Dalila** 1Dk Well deck D.F.	3176 — 1661			...		1923	Ch.Navals Français Caen	UnionIndust.& Mar.Sté.Fran- çaise d'Arm.	313·6|45·9|20·5 P15'Q90'B59' FK	Rouen French WB	T3Cy18⅛",29$\frac{15}{16}$"&50⅜"–37$\frac{13}{16}$" 235NHP Schneider&Co.Havre	23 ″ 0	V †
23596 161306 GCWB	**Dallington Court** ssSld.No.1–33 D.F. 2Dks(Stl)	6889 6559 4329	✠100A1 withfreeboard 2,36 ~~11,34~~ ✠LMC12,33 BS10,35	Sld Bry	a†	CL ~~12,33~~ 2,36	1929 10mo Lloyd	Nthmblnd S.B Co. (1927)Ld. Newcastle 'sA&CP	Framlington Syndicate,Ld. (Haldin&Philipps, Ld.Mgrs.) Upper 'tween deck BHs except Coll	420·0|56·5|33·8 F42' FK Coll BH dispensed with	London British Cem BH to W dk 6 ,, ,, 2nd ,, CellDB369'	T.3Cy.27",45"&75"–51" (r) 180lb 568NHP 3SB,9cf,GS162,HS8466 FD WllsndSlpwy.Co.Ld.Nwc. 1477tFPT108tAPT149t	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
23597 1922 IBAJ	**Dalmatia L.** Ⓟ (exDalmatia) 1Dk&Spar dk&deep framing	3252 2487 1891			...		1903	Lloyd Austriaco Trieste	LloydTriestino	337·5|42·2|14·8 P36'B96'F64' 23·0 FK	Genoa Italian WB	T.3Cy.24",40½"&68"–45" 394NHP LloydAustriaco,Trieste	25 ″ 4	I †
23598	**Dalmazia** Iron Mchy.Aft 1Dk(Irn)	342 280 195	✠ 11,84 ✠	Crk	f		1884 9mo	Murray Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich Ltda.	141·3|29·1| 9·7 Q18' B28' F19' WB=FPT36t FK	Bns.Ayres Argentine 3BHCem	C.2Cy.20"&40"–27" 69NHP Muir&Houston,Glasgow	10 ″ 2	
23599 136696 MFGN	**Dalmeny** Sp (HopperBarge) 1Dk	472 450 207			...		1914	CH Walker &Co.Ld. Sudbrook	LondonMidland& ScottishRly.	166·5|27·7|11·2 FK	Liverpool British	T.3Cy.13",22"&34$\frac{1}{16}$"–22½" NB16 60RHP Plenty&Son,Ld.Newbury	11″11	
23600 149428 GMNF	**Dalmore** ssShl.No.2–36 ~~ssNwc.No.1–31~~ D.F. 1Dk(Stl)	5193 4761 3171	✠100A1 1,36 ~~10,34~~ BS5,35 ✠LMC~~10,31~~ MS8,35	Shl	z	CL ~~12,33~~ 1,36	1927 4mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	UnitedStm.Nav. Co.Ld.(Campbell Bros.&Co. Mgrs.) CellDBa&uE158 1009tD	406·9|52·3|28·3 P35'B123'F39' FK 'f174' Ta25'1008tFPT85t	Newcastle British 6BHptCem ptAsp APT166t	T.3Cy.26½",43"&70"–48" (r) 180lb 120lb 449NHP 2SB,6cf,GS120,HS6446 FD Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
23601 119151 MKPT	**Dalmuir** TwinScSp Mchy.Aft Carrying Petroleum in bulk 2Dks	971 914 555			...		1904	W.Beard- more&Co.Ld. Glasgow	BritishMexican PetroleumCo.Ld. (F.J.Wolfe, Mgr.)	234·0|38·2|13·4 FK	Glasgow British WB	T.6Cy.11⅛",22"&37"–24" 158NHP W.Beardmore&Co.Ld.Gls.	14 ″ 6	C †
23602 FNMD	**Dalny** (exWaldeck) 3Dks	6672 — 4116					1914	Bremer Vulkan Vegesack	ChargeursRéunis	472·3|58·9|28·7	Havre French WB	T.3Cy.32$\frac{3}{16}$",52¾"&86⅜"–55" 556NHP BremerVulkan,Vegesack		V
23603 146911	**Dalriada** Ⓟ 1Dk 2nd dk in holds	758 629 298			...		1926	R.Duncan &Co. PortGlasgow	Campbeltn&Gls.S. Pkt.JointStockCo. Ld.	230·0|34·7|14·8 B90'F56' FK&BK1½"	Campblt'n British WB	T.4Cy.22",35½"&(2)40"–33" 348NHP D.Rowan&Co.Ld.Glasgow	15 ″ 6	BT till 2,36
23604 161555 GMSP	**Dalryan** ssShl.No.1–33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4558 4247 2821	✠100A1 withfreeboard ~~7,35~~ ~~8,34~~ 5,36 ✠LMC9,35	Ant Shl	z	CL ~~9,33~~ 5,36	1930 6mo Lloyd	Scotts'S.B. &E.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. Mgrs.) CellDB346' 1065tD	406·5|54·1|24·8 FK (C Ta25'904tAPT42t	Newcastle British 6BHCem oll to Sh dk 5 ,, 2nd ,,)	Q.4Cy.21½",31",45"&65"–48" 250lb (r) 457NHP 3SB,9cf,GS128,HS6300 FD Scotts'S.B.&E.Co.Ld. Grk.	27 ″ 3 s 3 ″0¾ 24 ″ 4	
23605 LCSB	**Dalvangen** 1Dk(Stl) Cargo battens not fitted	2412 1993 1392	✠100A1 7,35 ~~12,34~~ ✠LMC10,51 Fitted for oil fuel10,31	NOs	s	OG 12,34 F.P.	1931 10mo Lloyd above	Internatnl S.B.&E.CoLd Danzig 'sA&CP Inter 150° F.	SkibsA/SKarai- bien(Görrissen& Co.A/S, Mgrs.) mediate BHin fore Ce	291·2|45·7|18·5 P28'B84'F33' FK hold dispensed with llDB248'623t FPT	Oslo Norwegian 4BHptCem 61t APT78t	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 206lb (s) 229NHP 2SB,6cf,GS72,HS3380 FD InternationalSB&E.CoLd. Wing tanks in Bridge 42t	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
23606 149434 GMND	**Dalveen** ssShl.No.2-35 ~~ssBly.No.1–31~~ D.F. 1Dk(Stl)	5193 4761 3171	✠100A1 4,36 ~~6,34~~ ~~MBS6,31~~ DBS~~3,35~~4,36 MBS6,35 ✠LMC~~6,31~~ MS6,35	Npt Rot	z	CL ~~4,33~~ 4,36	1927 6mo Lloyd	Scotts'SB& E.Co.Ld. Greenock 'sA&CP CellDBa&	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. Mgrs.) uE158'f174'1009t	406·9|52·3|28·3 P35'B123'F39' FK DTa 25'1008t FPT	Newcastle British 6BHptCem ptAsp 85tAPT166t	T.3Cy.26½",43"&70"–48" (r) 180lb 120lb 449NHP 2SB,6cf,GS120,HS6446 FD Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s6 ″ 1 24 ″ 10	
23607 150348 CYGJ	**Dalwarnic** (exCanadianHarvester) 2Dks	2394 2044 1428					1920	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	CanadaAtlantic TransitCo.(C.H. Nicholson, Mgr.)	251·0|43·6|23·7	Montreal British WB	T.3Cy.18",30"&50"–36" 150NHP PortArthurS.B.Co.Ld. PortArthur,Ont.		R
23608 146289 MKZC	**Dalwhinnie** (exBegonia) 3Mst ssLth.No.3–10,31 Mchy.Aft 1Dk(Stl) Well deck ssLth.No.1–36	734 518 338	✠100A1 4,36 ~~5,34~~ ~~BS6,31~~ ~~7,35~~ ✠LMC~~10,31~~ 4,36	Mdb Lth	j	OG 5,34	1919 9mo	NVSchpsw deMerwede Hardinxveld A&CP	Leith,Hull&Ham- burgStm.Pkt.Co. Ld. (J.Currie&Co. Mgrs.) Cell	180·2|28·1|12·4 Q103'B15'F23' FK DBf103'146tFPT	Glasgow British 3BHCem 63tAPT7t	T3Cy15$\frac{9}{16}$",25⅝"&41⅜"–27$\frac{3}{16}$" 176lb (s) 134NHP 2SB,4cf,GS110,HS2590 Machfabr,Schipp.&van Dongen,Geertuidenberg	14 ″ 6 s4 ″ 5¼ 14 ″ 2¼	
23609 161522	**Damia** Mchy.Aft 1Dk	1926 1627 1147					1929	Swan,Hun- ter&Wigham Richardson, LdNewcastle	InlandLines,Ld. (K.A.Scott, Mgr.)	252·8|43·4|17·8	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP WllsndSlpwy.Co.Ld.Nwc		C
23610 LCGX	**Dampen** Now "Perekop," see letter P. 1Dk	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	RederiA/SMascot (Arth.H.Mathie- sen, Mgr.)	295·7|43·6|20·6 P87tH127t	Oslo Norwegian WB	T.3Cy.20½",33"&54"–39' 182NHP ForthS.B.&E.Co.Ld. Alloa		N
23611 LCKA	**Dampfem** (exGoodspeed) Now "Bodö," see No. 31271 in Supplement Sub.Sig. 1Dk	2255 1999 1325			...		1918	Detroit S.B.Co. Wyandotte	RederiA/SMascot (Arth.H.Mathie- sen, Mgr.)	251·2|43·8|22·5 P62tH104tF24t FK	Oslo Norwegian WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	N †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23612 LCGY	**Dampfire** ssN.Yk.No.2-30 1Dk(Stl)	1734 1510 993	✠100A1 6,34 BS6,35 ✠LMC MS7,30 ~~[illegible]~~	Osl	q	CL 6,34	1923 8mo	Gebr.G.& A deKorte, Moerdijk A&CP	RederiA/SMascot (Arth.H.Mathiesen, Mgr.) CellDBa77'u	252·8 P26'B65'F22' FK E16'f98'480t FPT	39·9	17·6	Oslo Norwegian 4BHCem 19t APT47t	T.3Cy.17⁷⁄₁₆",28"&46"-36" (s) 180lb 175NHP 2SB,4cf,GS96,HS3228 Machfab."Bolnes," Bolnes	19 ″ 10	
23613 LCID	**Damptre** (exStokka) Now "Amur," see No. 37028 in Supplement 1Dk	1931 1686 1104					1921	NV Rotterdmsch.Schpw My.Werf II. Rotterdam	RederiA/S Mascot (Arth.H.Mathiesen, Mgr.)	269·7 P76tH99tF14t	42·2	18·4	Oslo Norwegian WB	T.3Cy.20",31"&51"-36" 156NHP N.V.v/dKuy&v/dRee's Mchfb.&Schps.Rot.		N
23614 PDNI	**Damsterdijk** Ⓟ TwinSc ssRot.No.1-35 OilEng. Ref.Mchy. D.F. 3Dks(Stl) U-ws in after well	10155 9039 6337	✠100A1 3,36 ~~4,35~~ ✠LMC CS8,35 DBS8,35 10,34 ✠Lloyd'sRMC ~~[illegible]~~ 3,36 ~~11,35~~ Carrying Vegetable oil in deep tank	Rot	f†	CL ~~6,33~~ 3,36	1930 9mo Lloyd's A&CP	Wilton's Eng.&Slip. Co Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB410' 1666t Tanks in way of tunnels 522t DTa 36' 1050t FPT140t APT165t	490·9 P40'B149'F46' FK	64·7	34·1	Rottrdam Dutch 8BHptCem	Oil Engines 4S.C.SA 16Cy.29½"-72⁷⁄₁₆" 1293NHP DB100lb Harland&Wolff,Ld.Gls.	40 ″ 0 s 9 ″ 4¼ 30 ″ 9¾	
23615 LDOF	**Dan** (exHarriet,exCedarSpring) Sub.Sig. 1Dk	2235 1990 1314					1918	M'Dougall- DuluthCo. Duluth, Minn	A/S Skibsfart (V.Burkoff, Mgr.)	251·2 P62tH119tF23t	43·7	22·3	Oslo Norwegian WB	T.3Cy.20",33"&54"-40" 184NHP M'Dougall-DuluthCo.		N
23616 OXRS	— Ⓟ (Ferry-Screws fore & aft) 2Dks	799 719 309					1921	Orlogsværftet Copenhagen	DeDanske Statsbaner	222·9	34·5	14·1	Fredericia Danish WB	T.6Cy.14⁹⁄₁₆",23½"&39⅝"-21¹⁄₁₆" 136NHP Orlogsværftet,Copenhag'n		
23617 220793	**Dan F. Hanlon** Wireless Fitted for oil fuel Now "Elna," see No. 37967 in Supplement Mchy.Aft 1Dk	1435 1158 791					1924	Hanlon D.D.&S.B.Co Oakland,Cal.	J.Ramselius	240·0 P36'F32'	40·0	17·5	S.Frncisco Utd.States WB	T.3Cy.19",32"&56"-36" Hooven,Owens& 188NHP RentschlerCo.Hamilton,O.		
23618	**Dana** Now "Alberto Haverbeck," see No. 37011 in Supplement D.F. 1Dk(Stl)	2061 1852 1206	✠ ... 3,35 ✠	Cff	s		1931 2mo	Antwerp Eng.Co.Ld. Hoboken	Haverbeck&Skalweit IntermediateBH in forward hold dispensed with CellDB243' 675t FPT59t APT101t	295·3 P27'B165'F34' FK	43·7	17·9	Valdivia Chilian 4BHCem	T.3Cy.21½",35"&57"-39" 242NHP 2SB,6cf,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 ″ 4	G †
23619 FOPR	**Danae** Now "Roy," see No. 39863 in Supplement ss...3,33 Well deck 1Dk(Stl) Cargo battens not fitted	1795 1313 978	✠100A1 3,35 BS3,35 ✠LMC3,33	Rot	q	CL 3,33	1921 6mo Lloyd's A&CP	C.Rennoldson&Co. SouthShields	SociétéNavale Caennaise(G.Lamy &Cie. Mgrs.) DBa38' CellDB192' 585t FPT74t APT106t	270·0 P on Q22'B54'Q106' F22' FK	37·3	15·9	Caen French 4BHCem	T.3Cy.21",34"&56"-36" (s) 190lb 244NHP 2SB,6cf,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 6¼ 17 ″ 2	
23620	**Danai Hadjiconstanti** Iron (exIoanna,exJeanneR., exGiannutri,exLiguria) ssGen.No.3-79 2Dks	517 480 284	✠ 6,79	Gen	j		1862 5mo	C.Mitchell &Co. Newcastle	Hadjiconstanti Bros.	183·8 Q27tH31tF9t DB42'	24·7	18·0	Piræus Greek 4BHCem	C.2Cy 21"&40"-30" Cmp.79 NB92 73NHP PioFerro&Co.Genoa		
23621 535 SVOI	**Danaos** (exKostantisLemos, exConstantinos, exStrathearn) ssBly.2ndNo.3-6,30 1Dk(Stl)&Spar dk (Stl)& deep framing ssPir.No.1-35	4419 4106 2845	✠100A1 Spar dk ~~3,35~~ ~~11,33~~ 3,36 ~~BS11,34~~ ✠LMC ~~6,30~~ BS2,36 11,34	Ams ~~Pir~~ Rot	x	CL 11,34	1906 1mo Lloyd's A&CP	Grngem'th &Greenock DockyardCo. Greenock	P.C.&G.C.Lemos CellDBa114'uE & B44'f162' 1115t ~~DT f24' 610t~~ APT123t	370·0 P25'B92'F41' 25·5 FK	52·2	17·5	Chios Greek 6BHCem	T.3Cy.25",41"&68"-48" (s) 180lb 353NHP 3SB,9cf,GS199,HS5510 J.G.Kincaid&Co.Greenock	28 ″ 0 s 5 ″ 3¼ 22 ″ 11	
23622 159 IBCJ	**Dandolo** ssTri.No.3-3,33 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in fore hold	4964 4425 2949	✠100A1 Shelter dk with freeboard 12,35 ~~9,34~~ ✠LMC MS3,33 BS~~[illegible]~~9,35 Converted for oil fuel 12,31 F.P. above 150° F.	Gen Pal	z	CL ~~8,33~~ ~~12,35~~ 2,36	1921 6mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Veneziana di Nav.aVapore CellDB343' 1057t FPT128t APT160t	413·7 400·3 F48' on Shltr dk FK Collision BH to S dk 5 " " U "	53·2	26·3	Venice Italian ptCem	T.3Cy.27",44"&73"-48" (s) 180lb 110lb 540NHP 3SB,9cf,GS194,HS8190 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s 3 ″ 2½ 25 ″ 9¼	
23623 OXKA	**Dania** (exDanebrog,exPaulPagh, exTheodoros, exNorthFlint) Broken up ssPir.2ndNo.3-5,14 ssBry.No.1-19 1Dk(Irn)2trBInner bottom pt Irn Well deck	2247 1718 1390	✠ 8,19 ✠	Bry	s		1888 11mo	J Readhead &Co. S.Shields	NordjyllandsKulKompagniA/S(C.E.G.Faber, Mgr.) CellDB250' 500t	290·0 P28'Q82'B118' F33' BK10"	39·0	18·8	Nörrsndby Danish 6BHCem APT41t	T.3Cy.22",36"&60"-39" 223NHP 2SB,3cf&3rf,GS195,HS3303 J.Readhead&Co.S.Shields	21 ″ 5	N †
23624 OYUB	— Fitted for oil fuel Mchy.Aft 1Dk Wireless Carrying Petroleum in bulk	1099 736 588					1925	Kjöbnhvns Flyd.&Skbs. Copenhagen	DetDanskePetroleumsA/S	206·1 P156'F26'	36·2	14·2	Nyborg Danish WB	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
23625 3127 SDRI	— Broken up (exFærder) 1Dk	568 377 349			...		1885	Hnry Koch Lubeck	A/B Oskarshamns Varv.	157·5 P90'H22tF21'	25·9	12·6	Oskrshmn Swedish WB	C.2Cy.18½"&32"-21½" NB94 40NHP H.Pauksch,Landberg	13 ″ 8	
23626 203507 KGBD	**Daniel J. Morrell** D.F. Mchy.Aft 1Dk	7239 — 5419					1906	W.BayCity S.B.Co. West BayCityMich	CambriaS.S.Co. (Bethlehem Transptn.Corp. Mgrs.)	580·0 WB	58·0	27·4	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
23627 112065 CYBF	**Daniel M. Munro** AuxSrBarge (exSailingVesselOlivia) OilEng. Sub.Sig. 1Dk2trB (See Sailing Ship Register)	1216 1138 888			...		1892	A.McMillan&Son,Ld. Dumbarton	GypsumPacket Co.Ld.	220·7 P28'F29' BK8½"	35·0	21·0	Windsor, N.S. British WB	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP J.&C.G.Bolinders,Skm.		
23628 219155	**Daniel Webster** Fitted for oil fuel 1Dk&Shelter dk& Webframes Longitudinal framing	8289 7203 6147			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	UnitedStates ShippingBoard Bureau	439·6 P41'B134'F44' on Shelter dk FK	60·2	33·7	Phildlphia Utd.States WB	DR GearedSteamTurbine 661NHP GeneralElectricCo. Schenectady,N.Y.	36 ″ 8	
23629 204416	**Daniel Willard** (exWissahickon) Mchy.Aft 2Dks	4253 — 3295					1907	Buffalo DD Co. Buffalo	GreatLakesTransitCorporation	350·0	46·0	30·9	BuffaloNY Utd.States WB	Q.4Cy.19",27",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
23630 OZOE	**Danmark** TwinSc D.F. ssShl.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing-bracketless system CruiserStern	10517 9761 6468	✠100A1 8,35 ~~10,34~~ ~~[illegible]~~ Carrying Petroleum in bulk ✠LMC CS8,35 DBS8,35 10,34	Shl	f†	CL 10,33	1931 10mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	DetDanske PetroleumsA/S (C.F.Holm, Mgr.) (10 BH to Upper dk 6BH to 2nd dk) CellDB68' 340t DTf44' 608t FPT278t APT202t	490·8 P103'B32'F42' FK	67·8	35·8	Copnhagn Danish 16BH	Oil Engines 4S.C.SA 12Cy.24¹³⁄₁₆"-51³⁄₁₆" 709NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	37 ″ 8 s8 ″ 8¼ 29 ″ 4¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23631 OZUB	**Danmark** TwinSc4Mst OilEng. D.F. ssCpn.No.2-34 2Dks(Stl)3rd dk(Stl) inNos.1&3holds	8391 7783 5342	✠100A1 ~~10,35~~~~11,34~~4,36 DBS~~12,34~~ ✠LMC CS3,34 3,36 9,35 Carrying Veg	Cpn Got etable	c† Oil	CL SN3,36 P9,35 in DTs	1925 12mo Lloyd forw	A/S Bur- meistr&Wain Copenhagen 'sA&CP Cell ard tunnels	A/S DetÖstasia- tiskeKompagni Upper' tween dk B Coll & APBHs dis DB 406' 1491t Ta 88t DTs f54'1210t	460·1 F43' Hs except FK pensed with Coll B nks between AP FPT125tAPT136t	59·7	35·6	Copnhagn Danish 7BH H to F'cl dk ,, ,, U ,, 5 ,, ,, 2nd,,	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$51\frac{3}{16}$" 983NHP DB80℔ A/SBurmeister&Wain only	38 ″ 4 s 9 ″ $9\frac{1}{4}$ 28 ″ $9\frac{1}{2}$	
23632 OXDS	— Ⓟ TwinSc Sub.Sig. D.F. (Ferry) Cruiser Stern 2Dks	2727 2233 1092					1922	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	333·2	51·5	21·4	Gjedser Danish WB	T.6Cy.$20\frac{3}{8}$",$34\frac{1}{16}$"&$56\frac{1}{4}$"–$31\frac{1}{2}$" 355NHP HelsingörsJernsk.&Mskb.		
23633 219262 KOPD	**Dannedaike** Fitted for oil fuel Mchy.Aft 2Dks&Webframes Longitudinal framing Carrying Petroleum in bulk	4310 3808 2520				...	1919	Baltimore D.D.&S.BCo. Baltimore, Md	Pennsylvania ShippingCo.	340·1 P92'B35'F31' FK	49·2	27·1	Phildlphia Utd.States WB	DR GearedSteamTurbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
23634 1696 IBZJ	**Dante** (exCambrianPrincess, exGlenearn) D.F. 2Dks	4901 4588 3024				...	1914	Bartram& Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	390·0 P33'B115'F36' FK	50·5	28·1	Genoa Italian WB	T.3Cy.26",43"&71"–48" 401NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	I †
23635 105198 VQSB	**Danubian** (exHaralamposP., exGileston, ssBrs.2ndNo.3-6,23 exEuston) ssGtz.No.2-32 1Dk(Irn)2trBBWeb frames 3Dk rule	2728 2576 1747	✠100A1 withfreeboard 6,32 BS~~8,34~~ ✠LMC6,32 8,35	Gtz	u	CL 7,33	1898 7mo	Ropner& Son Stockton A&CP	CyprianShipping Co.Ld. CellDBa	320·0 P29'B68'F37' FK 112u'E22'f126'583t	44·0	21·9	Larnaca (Cyprus) British 5BHCem APT44t	T.3Cy.22",37"&61"–42" (s) 160℔ NDB14 245NHP 2SB,6rf,GS100,HS3760 Blair&Co.Ld.Stockton	24 ″ 3 s4 ″ $2\frac{1}{2}$ 20 ″ 5	
23636 LCKJ	**Danwood** TwinSc ssOsl.No.1-35 OilEng. D.F. E.S.D. 1Dk(Stl) Mchy.Aft Special Surveys to date from 4,31	6400 4562 3764	✠100A1 8,35~~1,35~~ ~~✠LMC8,30~~ ~~✠LMC(M)10,32~~ DBS8,35 ✠LMC8,35	Kob Osl	z	CL ~~SN3,34~~ ~~P3,34~~ 8,35	1930 8mo Lloyd	Fredrkstad Mek.Værks. Fredrikstad 'sA&CP	StatensSkibsfond (LauritzKloster, Mgr) –2 Watertight CellD	386·6 P&B263'F49' FK BH dispensed with B328'1280t Tank in	60·2	25·6	Oslo Norwegian 4BH bridge860t F	Oil Engines 2S.C.SA 16Cy.$16\frac{9}{16}$"–$28\frac{3}{8}$" DB80℔ 765NHP A/S AtlasDieselPolar,Skm PT249tAPT203t	29 ″ 0 s4 ″ 0 25 ″ 2	
23637 DRBJ	**Danzig** 1Dk	1104 820 575					1925	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	MathiesReed,A.G.	220·7 P13'Q64'B92'F22'	34·6	12·5	Hamburg German WB	T.3Cy.$16\frac{3}{4}$",$27\frac{9}{16}$"&$43\frac{5}{16}$"– $27\frac{9}{16}$" 98NHP Waggon-u.Maschinenbau A.G.Görlitz		G
23638 DAKM	— (exElsa) Wireless 1Dk	797 550 476					1898	Flensburgr Schiffsb.Ges. Flensburg	"Renata"Damp- fsch.-Ges.Th. GribelKom.-Ges.a. Akt.(R.C.Gribel, Mgr.)	198·6 P116'F23'	29·0	12·0	Stettin German WB	T.3Cy.$10\frac{7}{8}$",$16\frac{7}{8}$"&$27\frac{1}{2}$"–19" NE18 NB13 34NHP GörlitzerMch.-HnstGörlitz		G
23639 SVMS	**Daphne** (exSunland-34) ssNwc.No.3-1,33 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	3798 3514 2306	✠100A1 Shelter dk withfreeboard 1,36 ~~3,35~~ BS5,36 ~~BS3,35~~ ✠LMC1,33 Fitted for oil	Sld Bry fuel8,	x 20	CL 3,35 F.P. a	1918 4mo Lloyd bove 1	J.Priest- man&Co. Sunderland 'sA&CP 50°F.	Cephalonian MaritimeCo.Ld. (ND.Lykiardopulo, Mgr.) CellDB315'1077t	365·0 FK FPT115tAPT85t	51·5	22·1	Piræus Greek 6BHCem (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.25",41"&67"–45" (s) 180℔ 384NHP 3SB,9pf,GS114,HS5364 FD G.Clark,Ld.Sunderland	24 ″ 6 s 2 ″ $3\frac{1}{4}$ 22 ″ $5\frac{1}{2}$	
23640 FOWV	**Daphné** (exRouennaise) ssRot.No.2-33 1Dk(Stl)	1969 1541 1123	✠100A1 ~~1,36~~~~8,34~~3,36 BS~~8,34~~ ✠LMC6,33 1,36	Rot Shl	r	CL ~~5,33~~ 3,36	1925 8mo Lloyd	Atel.&Ch. de laLoire Nantes 'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie.Mgrs.) CellDB231'655t	277·0 P24'Q84'B57'F23' FK FPT64tAPT75t	40·7	17·3	Caen French 6BHptCem ptAsp	T3Cy$18\frac{1}{8}$"$29\frac{15}{16}$"&$49\frac{3}{16}$"–$37\frac{13}{16}$" 185℔ (s) 205NHP 2SB,6cf,GS112,HS3703 Atel.&Ch le laLoire,Paris	19 ″ 6 s1 ″ $10\frac{3}{4}$ 17 ″ 9	
23641 63 SPCB	**Dar Pomorza** (exPomorze; Aux exSailingVessel, ssCpn.2ndNo.3-6,30 exColbert, ssDnz.No1-34 exPrinzessEitelFriedrich) OilEng. D.F. 3Dks(U Stl-teak s) (See Sailing Ship Register)	~~1620~~ — ~~798~~ 1561 1351 525	100A1 4,35 ✠NE6,30 ✠LMC8,34 DBS~~8,34~~ 10,35	HKg		OG 5,32	1909 Lloyd	Blohm& Voss Hamburg 'sA&CP	PolishGovernment (Ministry ofIndus- try&Commerce) MT	239·2 P78'F42' BK9" DTa	41·1	20·9	Gdynia Polish 6BHCem (5 to U dk 1 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"–$19\frac{11}{16}$" 106NHP DB09 100℔ Maschfbk.Augsburg- Nürnberg,Augsburg	24 ″ 0	
23642 160201 GNQZ	**Darcoila** ssShl.No.2-34 2Dks(Stl)	4084 3854 2544	✠100A1 ~~8,34~~10,35 ✠LMC8,34 BS10,35	Shl Cal	w	CL 8,34	1928 4mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	FarcoShippingCo. Ld. (Douglas& Ramsey,Mgrs.) CellDBa	370·0 P25'B108'F33' FK &u E132'f170'890t	50·6	24·9	Glasgow British 6BHptCem APT158t	T.3Cy.25",42"&70"–48" (s) 200℔ 424NHP 3SB,9cf,GS181,HS7008 D.Rowan&Co.Ld.Glasgow	27 ″ 2 s4 ″ $10\frac{1}{4}$ 22 ″ 7	
23643 164047 GYFR	**Darcolm** 1Dk&Shelter dk	4297 4033 2603	✠100A1 withfreeboard 10,35 ~~3,35~~ ✠LMC3,35	PGl Rot	y	CL	1935 3mo Lloyd	Wm.Ham- ilton&Co.Ld. PortGlasgow 'sA&CP	NearcoShipping Co.Ld.(Douglas& Ramsey,Mgrs.) CellDB332'1141t	390·0 F31' FK FPT153tAPT125t	53·0	24·7	Glasgow British 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.25",38"&70"–48"& exhaust turbine driving steam compressor 200℔ (s) 476NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ $10\frac{3}{4}$ 24 ″ 6	
23644 [illegible] GDRJ	**Dardanus** Ⓟ Now "Flintshire," see No. 33101 in Supplement D.F. 2Dks&1pt dk	7634 [illegible] 4792					1923	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·5 P53'B164'F63'	58·4	32·6	Liverpool British WB	2SteamTurbinesSRgeared to1 Sc.Shaft Workman,Clark&Co.Ld.		BT till 1,36
23645 145975 GCJX	**Darian** ssLiv.No.3-11,35 ~~ssLiv.No.2-31~~ Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) ~~D.F.~~	6434 6052 4065	✠100A1 Shelter dk withfreeboard ~~8,34~~11,35 12,35 ~~BS8,34~~ ✠LMC~~4,34~~	Liv	z	CL 8,33	1922 9mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) CellDB340'963t DTa26'670	400·4 B143' on Shelter dk FK&BK2" tFPT123tAPT30t	52·5	35·0	Liverpool British ptCem 6BHtoSh dk 1 ,, ,, U ,,	Q.4Cy.$23\frac{1}{2}$",34",49"&70"–51" 215℔ (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls.	37 ″ 7 s 8 ″ $8\frac{1}{4}$ 29 ″ 2	
23646 HPBD	**Darien** (exLaMarea) ssN.Yk.No.2-32 Sub.Sig. 4Dks(Stl-Weather ws) Ref.Mchy. CruiserStern	4281 3533 2276	✠100A1 withfreeboard 9,35~~3,35~~ MS5,32 ✠LMC ✠NE&B6,30 ~~BS8,34~~ Fitted for oil	NYk Mob BS6,35 fuel 6,	30	CL 5,34 F.P. a	1924 4mo Lloyd bove 1	Cammell Laird&Co.Ld Birkenhead 'sA&CP Inter BHin 50° F.	BalboaShppg.Co. Inc.(UnitedFruit Co.Mgrs.) mediate BHin fore 'tween dk in after CellD	352·7 P34'B135'F40' len30 FK&BK$1\frac{1}{2}$" hold & intermediate hold dispensed with B299'621tFPT52t	48·1	28·3	Panama Pnamanian Cem 4BH to Udk 1 ,, ,, 3rd ,, APT13t	1Steam Turbine connected to ElectricMotor&Sc.Shaft 400℔ HS8660 839NHP 2 Water Tube Boilers FD DB24 140℔ BritishThomson- HoustonCo.Ld.Rugby	31 ″ 9 s9 ″ 5 22 ″ $6\frac{1}{2}$	
23647 139323 MGXQ	**Darino** ssLon.No.3-4,30 ssLiv.No.1-34 2Dks(Stl) Cruiser Stern	1349 1226 830	✠100A1 10,35~~10,34~~ ✠LMC MS4,34 BS~~11,34~~ 12,35	Bkn	p	CL 10,34	1917 10mo Lloyd	Ramage& Ferguson.Ld. Leith 'sA&CP	EllermanLines,Ld.	236·3 P33'B79'F26' FK CellDB203'318t	36·5	17·1	Liverpool British 4BHCem	T.3Cy.$16\frac{1}{2}$",$28\frac{1}{4}$"&$48\frac{1}{2}$"–33" 210℔ 100℔ (s) 203NHP 2SB,4cf,GS74,HS2976 FD Ramage&FergusonLdLth.	19 ″ 3 s2 ″ $0\frac{1}{2}$ 17 ″ $4\frac{3}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] Durée Cert. B.of Trade.
23648 MDJT	**Darlington** Now "Castro," see No. 37532 in Supplement *Well deck* ssHul.No.2-30 1*Dk*(*Stl-ptws*)	1076 897 425	✠100A1 5,33 ✠LMC MS5,30 BS5,34	Hul	*p*	OG 5,33	1910 8mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	Ellerman'sWilson Line,Ld. *WB=CellDBa44'*	256·0 P&B169'F54' FK *uE23'f121'196tFP*	36·2	15·0	Hull British 5*BHCem* *T12tAPT8t*	T.3Cy.23½",38"&62"-39" (*s*) 180lb 373NHP 2SB,8*cf*,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s 1 ″ 0¾ 16 ″ 7¾	
23649	**Darmas** (*ex*Divis,*ex*Treherbert, **Iron** *ex*Penarth) ssShl.3rdNo.3-11,23 *Well deck* ssPir.No.2-31 1*Dk*(*Stl*)&*Webframes2trB*	*1595* *1322* *907*	✠ [illegible] 12,35 ✠NB7,11 ✠~~[illegible]~~ ~~[illegible]~~	Pir	*q*	3,33	1883 4mo	Palmers' Co. Newcastle A&CP	G.N.PittasBros.& Co.	258·3 Q94'B60'F30' FK *D B220'365tFPT120t*	36·2	17·3	Chios Greek 4*BHCem* *APT75t*	C.2Cy.24½"&50"-39" (*s*) 120lb 155NHP 2SB,4*pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 2 ~~[illegible]~~ ~~[illegible]~~	
23650 EALQ	**Darro** *OilEng.* ssVal.No.1-35 D.F. 2*Dks*(*Weather dk-Stl*)	2610 1849 1433	✠100A1 *withfreeboard* ~~10,35~~ ~~4,35~~ ✠LMC OS3,35 5,36 3,35	Msl	*s*	CL 6,34	1931 8mo *Lloyd*	CiaEuskal- duna Bilbao *'sA&CP*	M.M.dePinillos	290·0 B98'F35' FK *CellDB248'347t*	42·0	20·5	Cadiz Spanish 5*BHptCem* *APT16t*	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 487NHP Gebr. SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
23651 162500 GTQY	**Dartford** ssHul.No.1-34 E.S.D. 1*Dk*(*Stl*)	4023 3698 2421	✠100A1 3,36 ~~3,35~~ ✠LMC12,34	Bry Cff	*x*	CL ~~12,32~~ 3,36	1930 10mo *Lloyd*	Smith's DockCo.Ld. Stockton-on- *'sA&CP* Tees	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *Cell*	366·4 P32'B129'F39' FK *DB312'1167tFPT1*	52·0	24·7	London British 6*BHptCem* 31*tAPT184t*	T.3Cy.23½",40"&67"-45" (*s*) 185lb 368NHP 3SB,9*cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s 4 ″ 8½ 22 ″ 6¼	
23652 149652 GNLQ	**Daru** *OilEng* ssHam.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3854 3090 2127	✠100A1 *withfreeboard* ~~2,35~~11,35 DBS11,35 ~~[illegible]~~ ✠LMC6,32 *Carrying vegetable oil in deep tanks*	Liv	*x*	CL 3,31	1927 12mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton *'sA&CP* *CellDB292'*	ElderDempster Lines,Ld. *804t DTs a58' 616t*	355·4 P37'F42' FK (*Coll* *FPT97tAPT100t*	49·2	22·4	Liverpool British 6*BHptCem* ,, *toShdk* 5 ,, ,, 2*nd*,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100*lb* Harland&Wolff,Ld.Gls.)	24 ″ 8 s 2 ″ 2½ 22 ″ 7½	
23653 151977 VPQC	**Darvel** *Fitted for oil fuel* 2*Dks*	1929 1411 1003					1924	Caledon S.B.&E.Co. Dundee	StraitsSteamship Co.Ld.	261·0 P&B158'F40'	41·1	18·7	Singapore British *WB*	T.3Cy.20½",33"&54"-36" 175NHP CaledonS.B.&E.Co.Dundee		
23654	**Dashing** (*ex*Datzing,*ex*FookSang) 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak s) &*deep framing*	3208 — 1986	✠ 7,05 ✠	Nwc	*v*		1905 7mo	W.Dobson &Co. Newcastle *CellDBa 102' uE&B*	AnTungS.S.Co.	331·3 P27'B96'F38' 24·2 FK *44'f140'619tDTa26'*	44·2	16·2	Shanghai Chinese 5*BHCem* 484*tAPT44t*	T.3Cy.23½",39"&66"-45" 370NHP 2SB,6*cf*,GS116,HS5150 FD N.E.MarineEngCo LdNwc	26 ″ 6	
23655 147596 GJKL	**Dashwood** ssShl.No.2-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2154 1723 1263	✠100A1 3,35 ✠LMC MS1,33 BS~~[illegible]~~4,36	Nwc	*r*	OG 3,34	1924 3mo *Lloyd*	Vickers, Ld. Barrow *'sA&CP*	W.France,Fenwick &Co.Ld. *CellDBa48'uE* &*B39'f113'43*	281·2 P20'Q113'B18'F19' FK 3*tDTa37'249t FPT*	40·2	18·8	London British 4*BHCem* 50*tAPT55t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 203NHP 2SB,6*cf*,GS110,HS3210 Vickers,Ld.Barrow	20 ″ 11 s 2 ″ 1½ 18 ″ 11	
23656 82 YLCI	**Daugava** (*ex*Vera,*ex*Ljubow) ssLie.3rdNo.3-12,33 *Well deck* 1*Dk*(*Stl*)2*trB*	1430 1198 748	✠100A1 12,33 MS12,33 ✠LMC DBS~~[illegible]~~10,35 MBS1,35	Lie	*o*	10,34	1891 5mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore *'sA&CP*	LatvianGovern- ment (ValstsKugu Parvalde,*Mgrs.*)	250·3 247·0 F27' BK8½" *APT29t*	36.0 Q68'B121'	15·2	Riga Latvian 4*BHCem* *MT42'400t*	T.3Cy.18",27½"&47"-33" (*s*) 160lb 100*lb* NDB12 134NHP 2SB,4*rf*,GS64,HS2120 HelsingörsJernsk.&Mskb.	16 ″ 9 s1 ″ 1 16 ″ 5	
23657 86902	**Davaar** Ⓟ 1*Dk*	495 422 202			...		1885	Lon.&Gls. Co.(Lim.) Glasgow	Campbeltn&Gls.S. Pkt.JointStockCo. Ld.	217·8 Q56' B63' F48'	27·0	12·9	Campb'ltn British *WB*	C.2Cy.29"&58"-42" NB03 182NHP Lon.&Gls.Co.(Lim.),Gls.	13 ″ 7	BT till ~~2,36~~ 2,37
23658 LCIE	**Davanger** ssShl.No.3-3,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7102 6399 4434	✠100A1 4,36 ~~3,35~~ BS4,36 ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,22 F.P. above 150° F.*	Shl Rot	*a*†	CL ~~3,33~~ 4,36	1922 1mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow *'sA&CP* *CellD*	Westfal-Larsen& Co.A/S *BuE&B84' 153t D*	425·0 P101'B27'F43' FK (*Tf38'552tAPT56t*	56·8	33·0	Bergen Norwegian 15*BHptCem* 9 *to Udk* 6 ,, 2*nd*,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 567NHP 4SB,12*cf*,GS205,HS8370 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 0	
23659 219643 KUDR	**Davenport** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5491 4971 3370			...		1920	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
23660 210507 KJHQ	— **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	911 742 525					1912	Kruse& Banks CoosBay,Or.	J.O.Davenport	200·1	40·0	14·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP UnitedEng.WorksS.Frisco		
23661 16114 GSJT	**David Livingstone** *OilEng.* D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*	4022 3142 2175					1930	A.McMil- lan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
23662 163342 MBDK	**David M.** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Well deck* *CruiserStern*	350 245 168	✠100A1 5,34 ✠LMC5,35 ✠LMC(M)8,35	Lon	*e*	7,35	1933 5mo *Lloyd*	J.Koster Hzn.Schpsw "Gideon" Groningen *'sA&CP*	T.J.Metcalf *Bottom plating*	130·5 Q77' FK *not cemented in hold* *FPT62t*	25·4	9·1	London British 3*BHptCem* *APT12t*	Oil Engines 4S.C.SA 4Cy.11"-17 1/16" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 9 s 4 ″ 10½ 9 ″ 6¼	
23663 203627	**David M. Weir** (*ex*Edward A.Uhrig,*ex*SheldonParks) *Mchy.Aft* GyC. 1*Dk*	6611 — 5049					1907	Superior S.B.Co. Superior,Wis.	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
23664 144648 MKCY	**David McIntosh** **TwinSc** 1*Dk*	449 353 249					1920	Lytham S.B.&E.CoLd Lytham	UnitedAfrica Co.Ld.	154·1 Q44'B47'F24	29·1	9·9	London British *WB*	C.4Cy.12½"&28"-18" 28NHP LythamS.B.&E.Co.Ld.		
23665 221427 KDTD	**David McKelvy** ssBal.No.3-4,33 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* D.F.	6821 6329 4242	✠100A1 4,36 ~~[illegible]~~ ~~[illegible]~~ ✠LMC4,35 BS4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,21 F.P. above 150°F.*	Bal Phl	*b*†	CL 12,34	1921 6mo	SunS.B.Co. Chester,Pa. A&CP	TideWater Associated TransportCorp. *CellDBu* *E&B59'f41'40*	430·0 P133'B36'F40' FK (*8tFPT222tAPT57t*	59·2	33·4	Wilmgton (Del.) Utd.States 17*BHptCem* 13 ,, *to Udk* 4 ,, ,, 2*nd*,,	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.)	33 ″ 3 s 6 ″ 9¾ 26 ″ 8	
23666 204238 KGBP	**David P. Thompson** (*ex*Wilpen) D.F. GyC. *Mchy.Aft* 1*Dk*	7612 — 5851					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	554·0 *WB*	58·2	33·0	Wilmgton (Del.) Utd.States	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesEng Wks.Detroit		R
23667																

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.–Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
23668 202931	**David Z. Norton** *Mchy.Aft* 1*Dk*	5667 — 4250					1906	American S.B.Co. Cleveland	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	480·0	52·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		
23669 1855 ILYK	**Davide Bianchi** (*ex*Oriens–34, *ex*Siracusa–33,*ex*Uranus) 2*Dks*	1477 1250 869					1906	Wrf.voorh. Rijkee&Co. Rotterdam	"Aurora"Soc. Anon.diNav.	264·1 Q75'B69'F34'	34·6	18·5	Genoa Italian *WB*	T.3Cy.19",32"&51"–36" 156NHP Maats.Fyenoord,Rot.		I
23670 LCIF	**Daviken** Ⓟ *ss*H.Kg.No.2–34 *Upper dk*(*pt Stl*–teak s)2nd *dk*(*Stl*)	2922 2656 1778	✠100A1 *with freeboard* 4,36 ~~4,35~~ BS~~4,35~~ ✠LMC4,34 4,36	Hkg	*l*	CL ~~4,35~~ 4,36	1926 1mo *Lloyd's A&CP*	W.Hamilton&Co.Ld. PortGlasgow	Wallem&Co.A/S (H.J.Wallem,*Mgr*) *Intermediate BH in fwd hold dispensed with* *CellDB*250'502t	295·0 B72'F31' *FPT*88t *APT*105t	45·7	26·0 FK	Bergen Norwegian *Cem* 3 *BH to 2nd dk* 1 ,, ,, *U* ,,	T.3Cy.20½",34"&56"–36" (*s*) 180lb 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&BlackmreLd.Grk	28 ″ 3 s 9 ″ 8¼ 18 ″ 8¼	
23671 147200 GJSK	**Davisian** *ss*Liv.No.2–31 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ~~D.F.~~	6433 6051 4065	✠100A1 *Shelter dk* *with freeboard* 12,34 ✠LMC MS8,31 BS~~6,34~~10,35	Liv	*z*	CL 6,33	1923 2mo *Lloyd's A&CP*	D&WHendersn&Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*340'963t *DTa*26'670t	400·3 B143' *on Shelter dk* *FPT*123t *APT*30t	52·5	35·0 FK	Liverpool British *pt Cem* 6 *BH to Sh dk* 1 ,, ,, *U* ,,	Q.4Cy.23½",34",49"&70"–57" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	
23672 153812 VTCK	**Dayavati** Ⓟ *ss*Bom.No.1–33 1*Dk*&*Shelter dk*(*Stl*–teak s)	1188 943 461	✠100A1 *Shelter dk* *with freeboard* 9,35~~1,35~~ ✠LMC10,35 *Fitted for oil fuel* 9,29 *F.P. above* 150° F. BS9,35	Bom		CL ~~10,33~~ 9,35	1929 9mo *Lloyd's A&CP*	Bow,McLachlan&Co. Ld. Paisley	BombayS.Nav.Co. Ld. *CellDBuE*25'53t	230·8 F34' *FPT*55t *APT*62t	38·6	14·7 FK	Bombay British 5*BH pt Cem* *pt Asp* (*Coll to Sh dk* 4 ,, *U* ,,)	T.3Cy.17",29"&48"–33" (*s*) 200lb 267NHP 2SB,*6cf*,GS131,HS4500 FD Bow,McLachln&CoLd Psy	16 ″ 0 s ″ 11 15 ″ 7¾	
23673 230834 WDEJ	**Daylight** D.F. GyC. *OilEng.* *ss*Phl.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system* *Cruiser Stern*	9180 8555 5599	✠100A1 2,36 ~~3,35~~ ~~[illegible]~~ ✠LMC3,35 *Carrying Petroleum in bulk*	Gal DBS2,36	e†	CL N6,34	1931 6mo *Lloyd's A&CP*	SunS.B.&DryDockCo. Chester,Pa.	Socony-Vacuum OilCo.Inc. *CellDBuE*86'378t	480·5 B37'F48' *AfterBridge*77' *FPT*413t *APT*127t	66·0	36·8 FK	NewYork Utd.States 16*BH pt Cem* (11 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 690NHP 2WTDB*200lb* SunSB&DD.Co.ChesterPa	37 ″ 0	
23674	**Dayman** (*ex*UruguayII, *ex*AsuncionR.*ex*LaNivera) Iron 1*Dk*	444 349 289	✠ 3,88	Bel	*f*		1883 2mo	Harland&Wolff Belfast	Cia.Argentina de Navegacion MihanovichLtda.	154·9 Q18' *WB=APT*11t	26·2	11·0 FK	Bns.Ayres Argentine 5*BH Cem*	C.2Cy.16"&32"–24" NB05 42NHP Harland&Wolff,Belfast		
23675 148304 GFQT	**Dayrose** *ss*Avn.No.1–32 1*Dk*(*Stl*)	4113 3929 2606	✠100A1 ~~1,35~~ 12,35 Cff BS1,35 ✠LMC4,32	Npt	*x*	CL ~~1,35~~ 12,35	1928 10mo *Lloyd's A&CP*	R.Thompson&Sons,Ld. Sunderland	ClaymoreShipping Co.Ld. *CellDBa&*	380·2 P34'B230'F36' *uE*149' *f*163' 1065t	53·1	24·1 FK	Cardiff British 6*BH Cem* *APT*135t	T.3Cy.25",41"&68"–48" 180lb 376NHP 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 7¾ 23 ″ 0¾	
23676 145984 GFKQ	**Daytonian** *ss*Liv.No.2–31 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ~~D.F.~~	6434 6052 4066	✠100A1 *Shelter dk* *with freeboard* 2,34 BS2,35 ✠LMC12,30	Liv	*z*	CL 2,34	1922 10mo *Lloyd's A&CP*	D&WHendersn&Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*340'963t *DTa*26'670t	400·3 B143' *on Shelter dk* *DTf*24'641t *FPT*123t *APT*30t	52·5	35·0 FK	Liverpool British *pt Cem* 6*BH to Sh dk* 1 ,, ,, *U* ,,	Q.4Cy.23½",$34\frac{5}{16}$",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s8 ″ 8¼ 29 ″ 2	
23677 FNRR	**De Grasse** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 4*Dks*	18435 13003 11053					1924	Cammell Laird&Co.Ld. Birkenhead	Cie.Générale Transatlantique	552·1 F129'B371'	71·4	42·3 *WB*	Havre French	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&Co.LdBkn		V
23678 PKOX	**De Haan** *Now* "Ban-Ho-Guan," *see No.* 37292 *in Supplement* 1*Dk*	1693 1327 904					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33'B73'F30'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 66NHP Maats.Fyenoord,Rot.		V
23679 PKOY	**De Klerk** 2*Dks*&*Shade dk* *Fitted for oil fuel*	2012 1718 1254					1900	Nederl. SchpsbMaats Amsterdam	Koninkl.Paketv. Maats.	300·0 P60'H68'F61' 29·2	40·5	21·5	Batavia Dutch *WB*	T.3Cy.23",36"&60"–42" Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams.		V
23680 FNRS	**De La Salle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	8400 — 5124					1921	Barclay, Curle&Co.Ld Glasgow	Cie.Générale Transatlantique	440·0 P58'B247'F46'	56·7	34·6	Havre French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
23681 PKOZ	**De Weert** *Fitted for oil fuel* 2*Dks*	1805 — 985					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33'	40·2	17·0	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
23682 211734 KJHY	**De Witt Clinton** Ⓟ TwinSc (*ex*Nopatin,*ex*Manhattan) 1*Dk*(*Stl*)&*Web frames*	3899 3539 2246	✠ 3,14 ✠	Phl			1913 10mo	Harlan&Hollingsworth Corp. Wlmgtn,Del.	HudsonRiverDay Line,Inc. *CellDB*	320·2 *a*44'*uE*&*B*114'*f*86'	48·1	22·0 BK8"	NewYork Utd.States 7*BH Cem* 522t	T.8Cy.(2)23½",(2)37½"&(4) 42"–36" 754NHP 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Cor		
23683 LCIG	**Dea** (*ex*Sangstad) 1*Dk*	2418 2238 1459					1911	R.Thompson&Sons,Ld Sunderland	Th.Brövig	299·4 H75tF36t	44·5	19·9	Farsund Norwegian *WB*	T.3Cy.21½",36"&59"–39" 217NHP N.E.MarineEng.Co.LdSld.		N
23684 160387 MPBY	**Deal** TwinSc *CruiserStern* 1*Dk*	688 627 270					1928	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·5 B90'F37'	33·6	14·2	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&W.Hendrsn&CoLd.Gls.		
23685 219012 KOFG	**Dean Emery** (*ex*Sunshine) *ss*N.Yk.No.3–2,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *ss*Gal.No.1–36	6664 6112 4148	✠100A1 ~~10,35~~~~3,35~~4,36 ~~BS3,35~~ ✠LMC~~2,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Gal 4,36	b†	CL ~~3,35~~ N4,36	1919 11mo A&CP	SunS.B. Co. Chester,Pa.	Standard Oil Co. of New Jersey *Cell DBuE&B*60'	429·3 P133'B36'F40' 259t *DTf*552t *FPT*202t *APT*57t	59·2	31·4 FK	Wilmgton (Del.) Utd.States 17*BH pt Cem* (13 ,, *to U dk* 4 ,, ,, 2*nd* ,,)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 9¼ 26 ″ 8½	
23686 146343 MLZX	**Dearne** *ss*Goo.No.2–33 *Ref.Mchy.* 1*Dk*(*Stl*) Wireless D.F.	1046 818 422	✠100A1 4,36 ~~3,35~~ BS~~3,35~~ ✠LMC3,33 4,36	Goo	*o*	OG 12,32	1924 9mo *Lloyd's A&CP*	Vickers, Ld. Barrow	London,Midland& ScottishRailway *CellDBa*58'	240·3 P38'B88'F35' *uE*15'*f*90'204t *FPT*	34·2	15·4 FK	Goole British 5*BH Cem* 14t *APT*25t	T.3Cy.22",36"&61"–39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
23687 148166 GTDB	**Deebank** *ss*Liv.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*)	5060 4628 3001	✠100A1 *with freeboard* 10,35 ~~10,34~~ ✠LMC BS~~3,35~~5,35 MS12,33 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 6,29 *F.P. above* 150° F.	Bel ~~Gal~~Nag	a†	CL ~~2,33~~ 10,35	1929 6mo *Lloyd's A&CP*	Workman, Clark(1928) Ld. Belfast	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*366'1176t	421·8 *DTa*27' 1105t *FPT*	56·7	26·7 FK	Belfast British 7*BH pt Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) 156t *APT*79t	Q4Cy.22",32",46¾"&68"–48" 260lb (*s*) 565NHP 3SB,*12cf*,GS214,HS8112 FD Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23688 162285 MBJQ	**Deemount** *Well deck* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	569 367 274	✠100A1 ~~4,34~~ 10,35 ✠LMC9,35 ✠NE&Bmade31refitted35	Abn	*h*	CL	1933 9 mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	BorderShippingCo. Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*) *CellDB*104'15	165·5 Q112'*BonQ*9'F22' FK 7t*FPT*41t*APT*20t	27·2	9·7	Aberdeen British 3*BHptCem* *ptAsp*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 70RHP 1SB,3*pf*,GS52,HS1779 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8 12 ″ 1¼	
23689 147797	**Deepwater** *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0 F37'	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"–33" 95RHP Smith'sDockCo Ld.Mdb.		C
23690 218312 KIMD	**Deer Lodge** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6187 5139 3832			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47' FK	54·2	27·7	PortlndOr Utd.States *WB*	DR Geared Steam Turbine GeneralElectric 579NHP Co.Schenectady,N.Y.	30 ″ 2	R †
23691 160768 GTNW	**Deerpool** D.F. 1*Dk*	5167 4878 3173					1930	W.Gray& Co.Ld WHartlepool	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	421·0 ~~F73~~'B240'F43' P35'	54·2	~~27·1~~ 27·2	W.Hartlpl British *WB*	T.3Cy.26",43¼"&73"–48" 369NHP Cen.Mar.EWrks.LdWHpl		C
23692 143456 GPDQ	**Deerwood** ssSld.No.3–10,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1914 1495 1128	✠100A1 ~~7,35~~~~12,34~~ 12,35 ✠LMC MS10,32	Shl ~~Sld~~Lth BS~~7,3~~2,36	*q*	CL 12,34	1919 10mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	W.France,Fen- wick&Co.Ld. *CellD*	268·0 P24'Q82'B51'F30' FK *B*223'426t*FPT*105t	37·9	17·6	London British 4*BHptCem* *APT*100t	T.3Cy.20",33"&54"–36" (*s*) 180lb 192NHP 2SB,6*pf*,GS97,HS2977 McColl&Pollock,Ld.Sld.	19 ″ 9 s 1 ″ 11 18 ″ 0	
23693 219134 KOKC	**Defacto** (*ex*NorthernStar, *ex*Waterbury) *Fitted for oil fuel* 2*Dks*	4800 — 2999					1919	Downey S.B.Corp. Arlington, N.Y.	AmericanSugar TransitCorp.	386·8 P36'B110'F39'	52·2	27·4	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
23694 137459 GQNC	**Defender** ssLiv.No.3–12,27 ssLiv.No.1–32 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *in No.*1 *hold*	8258 7396 5280	✠100A1 7,35~~7,34~~ ✠LMC MS2,32	Mch Liv BS3,35	*d*†	CL 10,31 7,35	1915 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T&JHarrison, *Mgrs.*) *WB*=*CellDBa* *E&B*75'*f*210'1539t	482·3 P54'B188'F51' FK 135'*u* *DTa*30'1066t*FPT*	58·3	33·4	Liverpool British 9*BHCem* 101t*APT*49t	Q.4Cy.25½",36½",52½"&75"– 54" 220lb 720NHP 2DB&2SB,18*cf*,GS379, HS13788 Dunsmuir&JacksonLdGls	35 ″ 10 s 7 ″ 7 28 ″ 7	
23695 216875 WTBS	**Defiance** *OilEng.* Sub.Sig. 1*Dk*&*Shelter dk* GyC. &*Web frames* *Longitudinal framing*	7572 — 4826			...		1918	Bethlehem S.B.Corp. Alameda,Cal.	UnitedStates ShippingBoard Bureau	440·0 FK	56·0	35·2	S.Frncisco Utd.States *WB*	4 OilEngines connected to ElectricMotor&Sc.Shaft 4S.C.SA.32Cy20"–24" NE29 1250NHP McIntosh&Seymour, AuburnN.Y.	38 ″ 0	R †
23696 160370 GNQY	**Deido** *OilEng.* ssHam.No.1–32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3894 ~~3878~~ 3132 ~~2122~~ 2143	✠100A1 *withfreeboard* ~~6,35 1,34~~ 1,36 ~~DBS6,34~~ ✠LMC4,31 *Carrying vegetable oil in deep tanks*	Liv DBS10,35	*x*	CL 1,33	1928 3mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP* *CellDB*284'	ElderDempster Lines,Ld. 834t*DTsa*58'628t	356·6 P37'F41' FK *FPT*91t*APT*100t	49·2	22·4	Liverpool British 6*BHptCem* (*ColltoShdk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 490NHP DB100*lb* J.G.Kincaid&Co.Ld.Grk.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¼	
23697 DHET	**Deike Rickmers** (*ex*Aker,*ex*Istok, *ex*Kurmark) ~~ssAnt.No.3–1,23~~ ssHam.2ndNo.3-5,35~~ssHam.No.2–30~~ 2*Dks*(*StlU-pt*teak s)	5341 4749 3304	100A1 12,35~~10,34~~ BS11,35	Ham LMC5,34	*z*	CL 10,34	1912 *Lloyd*	Rickmers Akt.Ges. Bremerhaven '*sCP*	RickmersReed. A.G. *CellDBa*129' *uE&B*49'*f*178'11	401·0 P50'B134'F35' FK 63t*FPT*46t*APT*8t	53·2	27·5	Hamburg German 6*BHptCem* *ptAsp*	T.3Cy.28",45"&74"–54" 192lb 510NHP 3SB,9*cf*,GS225,HS6943 FD A.G."Weser,"Bremen	30 ″ 0	
23698 UOML	**Dekabrist** (*ex*Anadyr, TwinSc *ex*Franche-Comté) Sub.Sig. 2*Dks*&*Shelter dk* D.F. GyC.	7363 6654 4160			...		1903	Vickers,Ss. &Maxim,Ld. Barrow	Sovtorgflot	475·8 B125'*onShelter dk* FK	54·1	32·6	Odessa Russian *WB*	T.6Cy.27",44"&72"–48" 855NHP Vickers,Sons&Maxim,Ld.	35 ″ 8	
23699	**Dekret** (*ex*Wassian,*ex*Elben, Iron *ex*Laboe) Wireless 1*Dk*&*Awng dk*	721 683 442					1883	Gebr. Howaldt Kiel	Sovtorgflot	187·0 H15t	24·8	18·9	Archangel Russian *WB*	C.2Cy.23"&37½"–27" NB97 61NHP Gebr.Howaldt,Kiel		
23700 26025 JDID	**Delagoa Maru** ssYka.No.3–1,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ssYka.No.1–35	7148 6700 4373	✠100A1 *Shelter dk* *withfreeboard* 1,36~~1,35~~ ~~BS1,35~~ ✠LMC~~1,35~~ 1,36	Yka	*a*†	CL 1,35	1919 10mo	Mitsubishi ZosenKaisha Nagasaki A&CP *CellDB*358'	NipponYusen K.K. 1160t*DTa*28'1127t	420·0 F*onShelter dk*47' FK *FPT*107t*APT*95t	56·0	38·5	Tokio Japanese *Cem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.28",47"&79"–51" (*s*) 200lb 620NHP 4SB,12*cf*,GS217,HS8788 FD MitsubishiZosenKaisha	38 ″ 6 s 10 ″ 4¼ 28 ″ 4	
23701 142371 GPSY	**Delambre** (*ex*WarDame) ssMdb.No.3–2,30 ssLiv.No.1–34 D.F. 2*Dks*(*Stl*)	7032 6522 4516	✠100A1 5,35~~6,34~~ ✠LMC MS1,34	Liv BS~~5,34~~5,35	*b*†	CL ~~5,32~~ 5,35	1917 11mo *Lloyd*	Mitsubishi ZosenKaisha Nagasaki '*sA&CP*	Lamport&Holt Line,Ld. *CellDB*392'	444·8 P35'B138'F35' FK 1316t*DTa*42'1226t	58·2	31·4	Liverpool British 7*BHCem* *APT*62t	T.3Cy.27½",44¼"&75¾"–51" 200lb (*s*) 524NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha	34 ″ 0 s 7 ″ 6 26 ″ 8½	
23702 PJEH	**Delapan** (*ex*WarVessel) TwinSc 1*Dk* *OilEng.* *Carrying Petroleum in bulk*	528 416 157					1915	SirR Dixon &Co.Ld. Middlesbro'	Curaçaosche Scheepsv.Maats.	170·0 H90tF22t	31·2	11·5	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.16 13/32"–18⅞" 386NHP J&CGBolinder'sCoLdSkm		
23703 219770 KUKP	**Delarof** (*ex*Mohinkis) ssS.Fo.No.3–5,30 ssS.Fo.No.1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6021 5694 3842	100A1 *withfreeboard* 4,36~~4,34~~ BS1,36 *Fitted for oil fuel 1920 F.P. above 150° F.*	SFo LMC4,34	*z*	CL ~~4,32~~ 4,36	1920	Pacific CoastS.B.Co. BayPoint,Cal	AlaskaPackers' Association '*Tween deck bulkheads at ends of machinery space dispensed with* *CellDB*344'1351t	402·5 P34'F39' FK *MT*30'554t*FPT*73t	53·0	32·0	S.Frncisco Utd.States *ptCem* 3*BHtoWdk* 4 ,, ,, 2*nd* ,, *APT*46t	T.3Cy.24½",41½"&72"–48" 210lb 579NHP NE20*fitted*5,30 3SB,9*cf*,HS8745 FD LlewellynIronWorks, LosAngeles	34 ″ 6 s 8 ″ 5 26 ″ 5¾	
23704 634 OHAN	**Delaware** (*ex*Newa,*ex*Mickley) ssHbg.2ndNo.3–5,29 ssAbg.No.1–34 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	2441 2249 1424	✠100A1 2,36~~4,34~~ ✠LMC11,35 BS~~11,34~~ 11,35	Abg	*l*	CL 4,34	1902 11mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	HelsingforsSteam- shipCo.Ld.(A/B Nielsen&Thorden O/Y,*Mgs.*) *CellDB*	305·3 P27'B82'F35' FK *a*94'*uE&B*40'*f*132'	43·5	20·8	Helsingfrs Finnish 5*BHCem* 608t*APT*18t	T.3Cy.22",36"&58"–39" (*s*) 160lb 233NHP 2SB,6*pf*,GS107,HS3840 N.E.MarineEng.CoLdNwc	23 ″ 0 s 3 ″ 6¾ 19 ″ 7	
23705 OYAA	— (*ex*Copenhagen) ssEls.No.3–11,29 ssEls.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2280 2029 1333	✠100A1 *Shelter dk* *withfreeboard* 4,35 MS4,35	Els ✠LMC BS~~4,34~~4,35	*u*	OG 12,33	1919 12mo	A.B.Öre- sundsvarvet Landskrona *Intermediate BH in forehold dispensed with*	DetForenede DampskibsSelsk *CellD*	310·0 FK *B*262'548t*FPT*89t	44·7	19·5	Copnhagn Danish *Cem* *CollisionBHtoShdk* 3 ,, ,, *U* ,, *APT*105t	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 250NHP 2SB,6*cf*,GS82,HS3533 FD A.B.deLavalsAngturbin, Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0	
23706 149497	— (*ex*Imari) *Mchy.Aft* 1*Dk*	1940 1638 1158					1929	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP MacColl&Pollock,Ld.Sld.		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name, Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.; Date of R of Trade
Broken up 23707 203811 KJHS	**Delaware** Ⓟ 2*Dks*	1907 — 1382					1907	Harlan& Hollingsworth Corp Wlmgtn,Del.	Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)	250·5	40·0	25·0	NewYork Utd.States	T.3Cy.19",30"&50"–30" 137NHP Harlan&HollingsworthCo		R
23708 219454 KJHT	**Delaware River** (*ex*LakeTippah) *Fitted for oil fuel* 1*Dk*2*tr B*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	Philadelphia& NorfolkS.S.Co.Inc.	251·0 P25'B64'F23' *WB* FK	43·6	26·1	Wilmgton, Del. Utd.States	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.	28 ″ 2	R †
23709 221893 KDWQ	**Delaware Sun** *ss*Phl.No.3-5,34 1*Dk*(*Stl*)*Shelter dk*(*Stl*)& *Webframes* *Mch.Aft* GyC. *Longitudinal framing*	8964 8575 5617	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~3,35~~ ✠LMC MS5,34 BS~~2,35~~2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Phl	*e*†	CL N3,35	1922 1mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B74*	480·5 F44'*onShelter dk* FK *f*40' 395*t FPT* 186*t*	66·0	36·8	Phildlphia Utd.States 19*BHptCem* (9*BHtoShdk* 10 ,, ,, *U* ,,) *APT*84*t*	T.3Cy.27",45½"&76"–51" (*r*) 210lb 628NHP 3SB,*9cf*,GS197,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
23710 215963 WNCP	**Delecto** (*ex*Redondo) *ss*Bal.No.3-2,30 *ss*Bos.No.1-34 Now "Golden Sword," see No. 38273 (Supplement)	4078 3641 2414	✠100A1 1,35 BS1,35 ✠LMC1,34 *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	NOs	*v*	CL 1,33	1918 2mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	SwordS.S.Line. Inc. *CellDB*290'967*tD*	341·0 P29'B73'F36' FK *Ta*14' 240*t FPT*12*t*	48·2	24·5	NewYork Utd.States 6*BHptCem* *APT*102*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb 339NHP 2SB,*6cf*,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27 ″ 3 s4 ″10½ 22 ″ 7	
23711 322 IBLF	**Delfin** (*ex*Camogli-35,*ex*Rovereto, *ex*WarAngler) D.F. 1*Dk*	5322 4777 3233			...		1918	Scotts'S.B. & Eng.Co.Ld. Greenock	"Polena"Società diNavigazione	400·3 P50'B113'F39' FK	52·3	28·5	Naples Italian *WB*	T.3Cy.27",44"&73"–48" 490NHP Scott'sS.B.&Eng.Co.Ld.	31 ″ 0	I †
23712 UOWA	— Ⓟ TwinSc *OilEng.* 2*Dks*&*Shelter dk* *CruiserStern*	2121 — 938					1930	Sevastopol MarineWks. Sevastopol	Sovtorgflot	256·0	39·3	18·2	Rostov-on-Don Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"–32" 476NHP KharkovLoco.Wrks. "Komintern,"Kharkov		
23713 EAOK	— Ⓟ (*ex*Optic) D.F. 2*Dks*	1254 736 625			...		1885	Harland& Wolff Belfast	Cia.Trasmediterranea	243·9 ptND98 BK8"	31·9	15·3	Barcelona Spanish *WB*	C.2Cy.35"&70"–45" 274NHP Harland&Wolff,Belfast	16 ″ 3	V †
23714 21881 KIVS	**Delfina** *Fitted for oil fuel* 1*Dk*	3480 2991 2060			...		1919	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States *WB*	T.3Cy.24",39"&63"–42" 387NHP AllisChalmersMfg.Co. Milwaukee	26 ″ 9	R †
23715 EAQH	— (*ex*Hallside) *ss*Bbo.No.3-12,32 1*Dk*	*3037* *2812* *1855*	✠100A1 7,35 ~~12,34~~ BS~~2,34~~ 4,35 ✠LMC12,32	Bbo	*u*	CL 12,34	1919 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd*'*sA&CP*	Marques delReal Socorro *CellDB*	331·2 P33'B101'F29' FK 284'724*tFPT*110*t*	46·8	23·1	Bilbao Spanish 5*BHCem* *APT*41*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS155,HS5829 N.E.MarineEngCoLdNwc	25 ″ 6 s 3 ″11¾ 21 ″ 9	
23716	**Delfina Mitre** TwinSc (*TrainFerry*) *OilEng.* 1*Dk*	2100 — 1525			...		1928	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
23717 LDFS	**Delfinus** 1*Dk*	1293 976 751					1912	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	230·1 Q82'B58'F28'	35·2	16·1	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"–33" 12NHP LaxevaagsMsk.&Jrns.Bgn		N
23718 PDOC	**Delfshaven** *ss*Rot.No.1-35 1*Dk*(*Stl*)	*5281* *4934* *3256*	✠100A1 1,36 ~~2,35~~ ✠LMC4,34	Rot Ant	*a*†	CL 2,35	1930 3mo	W.Gray& Co.Ld. Sunderland *Lloyd*'*sA&CP*	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats *CellDB*	421·2 P32'B268'F36' FK 373'1246*tFPT*117*t*	54·3	27·2	Rott'rdam Dutch 7*BHCem* *APT*157t	Q4Cy.20",28½"41½"&61"–48" 260lb (*s*) FD 463NHP 3SB,*9cf*,GS151,HS6696 Cen.Mar.EWrks.LdWHpl	29 ″ 8 s4 ″ 8¾ 25 ″ 2¼	
23719 PDOD	**Delftdijk** Ⓟ TwinSc *OilEng.* *ss*Rot.No.1-34 3*Dks*(*Stl U*-ws *in after well*) *Ref.Mchy.* D.F.	10220 9038 6385	✠100A1 12,35 ~~1,25~~ DBS~~10,33~~ 8,35 ✠LMC CS6,34 5,35 ~~10,33~~ ✠Lloyd'sRMC ~~[illegible]~~ 4,36 ~~[illegible]~~ *Carrying vegetable oil in deep tank*	Rot	*f*†	CL 1,35	1929 10mo	Wilton'sE. &Slpway.Co. Rotterdam *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*	490·9 P40'B149'F46' FK 410'1666*t tanks in way of tunnels*	64·7	34·1	Rottrdam Dutch 8*BHptCem* 522*t DTa*36'	Oil Engines 4S.C.SA 16Cy.29⅛"–72 13/16" 1293NHP DB*100lb* Harland&Wolff,Ld.Gls. 1050*tFPT*140*tAPT*165*t*	40 ″ 0 s 9 ″ 4¾ 30 ″ 9¾	
23720 7229 SEJA	**Delhi** TwinSc *OilEng.* *ss*Got.No.2-33 1*Dk*(*Stl*)&*Shelterdk*(*Stl-ws*) D.F. 3*rd dk*(*Stl*)*in No.*1*hold*	4571 4042 2606	✠100A1 *withfreeboard* 12,35 ~~6,35~~ DBS6,35 ✠LMC CS7,33 6,35 ~~DBS6,34~~	Got	*z*	CL ~~5,32~~ P12,33 S6,35	1925 10mo	A/B.Lindholmen-Motala Gothenburg *Lloyd*'*sA&CP*	Aktieb.Svenska OstasiatiskaKomp (G.Borin, *Mgr.*) *CellDB*328'995*t Tanks at sides* (*Coll* *of tunnels* 19'72*tFPT*69*tAPT*49*t*	391·7 F31' FK	52·6	25·0	Gothenbrg Swedish 7*BHptCem* *BHto Sh dk* 6 ,, ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"–39⅜" DB*85lb* 716NHP Aktieb.Atlas-Diesel,Skm.	28 ″ 0 s 2 ″11¼ 25 ″ 2	
23721 28708 JHKA	**Deli Maru** Ⓟ 2*Dks*	2174 1915 1292					1922	OsakaIron Works, Innoshima	OsakaShosen K.K.	270·0 B21'F28'	43·0	22·5	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" Osaka 210NHP IronWorks,Innoshima		C
23722 1144 ICLY	**Delia** (*ex*Valfiorita-35, *ex*Buckleigh) *ss*Gen.No,3-4,31 D.F. 2*Dks*(*Stl*)	5406 4577 3310	✠[illegible] ... 7,35 ~~✠LMC~~ ~~MS9,30~~ ~~BS3,34~~	Gen	*y*	CL 11,33	1917 7mo	A.McMillan&Son Dumbarton *Lloyd*'*sA&CP*	I.N.S.A.(Industrie NavaliSoc.Anon.) *CellDB*349'893'	400·0 P36'B129'F48' FK *DTf* 36' 873*t FPT*	52·1	27·3	Genoa Italian 6*BHCem* 82*tAPT*18*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0 ~~s5 ″ 6¼~~ ~~24 ″ 8~~	
23723 DOMS	— Wireless Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas-WerkeA.G. Bremen	Dampfschifffahrts Ges.NeptunA.G.	237·3 F26'	37·5	13·3	Bremen German *WB*	T.3Cy.18½",29½"&49⅜"–29½" 134NHP Atlas-WerkeA.G.Bremen		G
23724 145292	— *ss*Hfx.2ndNo.3-4,33 1*Dk*(*Stl*)&*ptAwngdk*(*Stl*)& *deep framing*	1267 869 775	✠100A1 *ptAwng dk* *withfreeboard* 4,36 ~~4,35~~ ✠LMC MS4,33 BS~~4,35~~4,36	St.J Hfx	*o*	CL 1,34	1907 8mo	WoodSkinner&Co.Ld Newcastle *Lloyd*'*sA&CP*	DeliaShippingCo. Ld.(F.K.Warren)	225·2 Q81'RFD19'F28' *CellDBa*60' B98' *uE*15'*f*98'271*tFPT* FK	34·2	14·3	HalifxN.S. British 4*BHCem* 30*tAPT*20*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb *100lb* 141NHP 1SB,*3cf*,GS60,HS2304 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s7 ″ 2 16 ″ 6	
23725 147207 GJSQ	**Delilian** *ss*Liv.No.2-31 2*Dks*(*Stl*)& *Ref.Mchy.* D.F. *Shelter dk*(*Stl*)	6423 6052 4064	✠100A1 *Shelter dk* *withfreeboard* 5,34 ✠LMC MS7,31 BS~~11,34~~ 10,35	Mch	*z*	CL 9,32	1923 4mo	D&WHendersn&Co.Ld. Glasgow *Lloyd*'*sA&CP*	DonaldsonLine Ld.(Donaldson Bros.Ld.*Mgrs.*) *CellDB*340'963*t* *DTa*26'670*t*	400·4 B143'*onShelter dk* FK *FPT*123*tAPT*30*t*	52·5	35·0	Liverpool British *ptCem* 6*BH toShdk* 1 ,, ,, *U* ,,	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
23726 218980 KIVT	**Delisle** *Fitted for oil fuel* 1*Dk*	3478 2991 2064			...		1919	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore- InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7|46·0|24·4 P26'B79'F34' FK	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"–42" 397NHP AllisChalmersMfg.Co. Milwaukee,Wis.	26 " 9	R †
23727 [illegible] MGVZ	**Dellside**, (exShellie-33) K Now "New Verdun," see No. 39321 in Supplement ssLiv.No.1-33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	339 267 130	✠100A1 2,35 ✠NB12,30 ✠LMC MS10,33 BS~~10,34~~ 10,35	Liv	*f*	2,35	1905 11mo	Dublin DockyardCo Dublin *Lloyd*'sA&CP	Plymouth, ChannelIslands& BrittanySSCoLd (J.W.H.Stokes *Mgr.*)	145·0|24·1|10·4 Q51'B12'F24' BK7½" *DB*f13'22t *FPT*42t	Liverpool British 3*BHCem* *APT*2t	C.2Cy.18"&38"–27" (*s*) 125lb 80RHP 1SB,2*pf*,GS40,HS1474 Ross&Duncan,Glasgow	11 " 6 s " 8 11 " 6	
23728 219590 KUBZ	**Dellwood** *Fitted for oil fuel* 1*Dk*	3923 — 2489			...		1919	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7|46·0|24·4 P&B249'F40' FK	NewYork Utd.States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.		R †
23729 219292 KOQJ	**Delmundo** Ⓟ (exCasey-32) *Fitted for oil fuel* 2*Dks*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd.States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23730 218002 KIDQ	**Delnorte** Ⓟ (exSchoodic) *Fitted for oil fuel* 2*Dks*& *Web frames*	4982 4740 3054			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
23731 DHEU	**Delos** (exDonau,exOsterndorf) 1*Dk*	2589 2300 1541					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante- Linie Hamburg A.G.(DeutscheLev- ante-LinieG.m.b.H. *Mgrs.*)	311·0|45·2|19·6 P&B207'F31'	Hamburg German *WB*	T.3Cy.21⅝",34⅝"&56"–37⅞" 192NHP A.G."Neptun,"Rostock		G
23732 116786	**Delos W. Cooke** (exStarruca) *Mchy.Aft* 1*Dk*& *Spar dk*	3398 — 2067					1897	UnionD.D Co. Buffalo	GreatLakes TransitCorp.	326·5|44·0|14·9 29·3	BuffaloN.Y Utd.States *WB*	T.3Cy.22",38½"&64"–42" 265NHP KingIronWorks,Buffalo		
23733 240 SVNH	**Delphin** (exAmersham,exRochdale) ssPir.No.1-35 ssPir.2ndNo.3-7,30 1*Dk*(*ptIrn*&*ptStl*)2*trB*, *deep framing*& *Web* *frames* 3*Dk rule*	3816 3495 2373	✠100A1 9,35 ~~7,34~~ BS~~2,34~~ ✠LMC~~7,30~~ 9,35 MS7,34	Pir	*v*	CL 6,34	1906 4mo	Bartram& Sons Sunderland *Lloyd*'sA&CP	S.&C.M.Los&E.C. Andreadis *CellDBa* 119' *uE*&	346·5|50·8|22·9 P31'B88'F37' FK *B*43'*f*144'899*t FPT*	Chios Greek 6*BHCem* 89*t APT* 50*t*	T.3Cy.24½",40"&66"–45" (*s*) 180lb NDB27–*100lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 " 6 s 4 " 4 21 " 5	
23734 DOMV	— Ⓟ **Pad** Wireless 1*Dk*	404 320 140					1905	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	190·2|23·7|9·4 B79'	Bremen German *WB*	T3Cy.19 7/16",30 13/16"&50⅝"–47¼" 174NHP A.G."Weser,"Bremen		G
23735 140285 GLDM	**Delphinula** (exBuyoMaru) **3Mst** ssPly.2ndNo.3-6,33 *Mchy.Aft* 2*Dks*(*Stl*)& ~~D.F.~~ *Web frames*	4993 4451 3010	✠100A1 ~~5,35 3,34~~ 2,36 BS~~6,34~~ ✠LMC6,33 5,35 *Carrying homogeneous cargo of Petroleum in bulk* *Fitted for oil fuel* 2,08 *F.P. above* 150° F.	Sld ~~Ply~~ Cf	*y*	CL N3,34	1908 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP	TheAdmiralty (Anglo-Saxon PetroleumCo.Ld. *Mgrs.*) *CellDBuB* 40'79*t DT f*44'343*t*	385·0|50·5|29·2 P99'B27'F42' FK *FPT*38*t APT*17*t*	London British 14*BHCem* (9 „ *toUdk* 5 „ *toM*„)	T.3Cy.26",43"&72"–48" (*s*) 180lb 436NHP 4SB,12*cf*,GS216,HS7364 N.E.MarineEngCoLdNwc	30 " 9 s6 " 4¾ 24 " 7	
23736 6075 SDRO	**Delphinus** *Cruiser Stern* *Mchy.Aft* 1*Dk*	657 507 336					1919	Eriksbergs M.V.Akties. Gothenburg	Rederiaktieb. Stjärnan (Hj.Nerman,*Mgr.*)	180·6|28·9|11·6 P55'F22'	Karlstad Swedish *WB*	T3Cy.14 3/16",22 7/16"&36⅝"–24" 80NHP EriksbergM.V.Aktieb,Got		V
23737 SVCD	**Delphoi** (exFoyle-34) ssFal.No.3-10,34 2*Dks*(*Stl*)	4739 4424 2952	✠100A1 4,36 ~~10,34~~ BS1,36 ✠LMC10,34	Fal Hul	*y*	CL ~~9,34~~ 4,36	1915 10mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd*'sA&CP	D.P.,M.G.&E.P. Lemos&Rethy- mnis&Kulukundis (Hellas)Ld.	400·0|53·0|26·0 P27'B241'F39' FK *Cell DBa*139'*uE*&	Piræus Greek 6*BHCem* *B*41'*f*176'12	T.3Cy.26",43"&71"–48" (*s*) 180lb 421NHP 3SB,9*cf*,GS192,HS7060 Blair&Co.Ld.Stockton 22*t FPT*88*t APT*121*t*	28 " 7 s4 " 4½ 24 " 5½	
23738 218349 KIMN	**Delsud** Ⓟ (exSalvationLass) *Fitted for oil fuel* GyC. 2*Dks*& *Web frames*	4982 4740 3054			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
23739 TVGM	**Delta** (exAmpat, exWarVessel) **TwinSc** *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	494 396 128					1915	Workman, Clark&Co.Ld Belfast	Cie.Fluviale et Mar.deTransp.de Pétrole(Soc.Anon. desPétrolesJupiter *Mgrs.*)	170·0|31·1|8·6 F59*t*H105*t*	Marseilles French *WB*	T.6Cy.9",15"&24"–12" NB26 40NHP Wrkman,Clark&Co.Ld Bel		
23740 219184 KOLL	**Delvalle** Ⓟ (exClavarack-32) *Fitted for oil fuel* 2*Dks*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·0|32·0 P50'B121'F40'	N.Orleans Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23741 149406 GFSW	**Demeterton** ssNwc.No.2-34 1*Dk*(*Stl*)	5251 4792 3244	✠100A1 ~~8,35 10,34~~ 11,35 ✠LMC5,34 BS4,35	Nwc Shl	*z*	CL ~~12,32~~ 8,35	1926 2mo	ShortBros. Ld. Sunderland *Lloyd*'sA&CP	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	397·2|54·0|28·6 P32'B122'F39' FK 343'1502*t FPT*151*t*	Newcastle British 6*BHCem* *APT*213*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB,8*cf*,GS155,HS5806 J.Dickinson&Sons.Ld.Sld.	31 " 6 s 6 " 1¼ 25 " 7¼	
23742 215822 KJHW	**Democracy** (exJupiter) 2*Dks*	4673 4304 2970			...		1917	StandardS. B.Corp. Shooter's Island,N.Y.	TheCharlesNelson Co.	377·0|52·0|26·8 P25'B106'F37' FK	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 " 0	R †
23743 131435 GRPY	**Demodocus** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	6522 5553 4113					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0|52·8|32·1 P50'B162'F53'	Liverpool British *WB*	T.3Cy.30",50"&83"–60" NB19 532NHP Wrkman,Clark&Co.Ld Bel		BT till ~~11,34~~ 6,36
23744 PDOO	**Dempo** Ⓟ **TwinSc** *OilEng.* Sub.Sig. GyC. 4*Dks* D.F. *CruiserStern*	16979 12119 10064					1930	Kon.Maats deSchelde Flushing	NV.Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	551·0|70·4|41·6 F101'	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29 1/8"–52¾" 3090NHP Kon.Maats.deSchelde Flushing		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
23745 PDOR	**Den Haag** TwinSc *OilEng.* ssRot.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)& *ShelterDk*(*Stl*) Sub.Sig. & *Webframes* D.F. GyC. *CruiserStern* *Longitudinal framing*	8971 8477 5036	✠100A1 *Shelter dk* *withfreeboard* 4,35 ~~4,34~~ ✠LMC CS6,33 4,35 DBS~~4,34~~4,35 *Carrying Petroleum in bulk*	Rot		CL PN4,35 SN6,33	1925 6mo *Lloyd's A&CP*	Frd.Krupp Act.Ges. Kiel	American PetroleumCo. *CellDBuE*	469·8 B33'F39' 73'160t*DTf*36'315t	63·2	35·3 FK	TheHague Dutch 18*BHptCem* *ptAsp* (13 *to U dk*) *DTa* 19'111t	Oil Engines 4S.C.SA 12Cy.25$\frac{9}{16}$"-39⅜" 763NHP 2 Water Tube DB *200lb* 2DB*70lb* Frd.KruppA.G.Kiel *FPT*186t*APT*106t	35 ″ 6 s 8 ″ 7½ 27 ″ 1¾	
~~Broken up~~ 23746 220759 WHED Wrecked 5,35	**Denali** (*ex*Jeptha) *Fitted for oil fuel* 2*Dks*	3432 2991 2164			...		1920	Hanlon D.D.&S.B.Co. Oakland, Cal.	AlaskaS.S.Co.	320·7 P26'B79'F34'	46·0	24·4 FK	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AllisChalmersMfg.Co. Milwaukee,Wis.		
23747 132051 MDKG	**Deneside** ssLiv.2ndNo.3-5,35 ~~ssApl.No.3-4,23~~ *Well deck* ~~ssLiv.No.2-31~~ *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	327 226 124	✠100A1 ~~5,35~~ ~~8,34~~ 4,36 ✠LMC5,35 BS4,36 ~~MS12,30~~ ~~BS1,34~~ ✠NB10,20 *refitted*1,34	Liv Bel	*d*	CL ~~N8,33~~ ~~9,35~~ 4,36	1910 8mo *Lloyd's A&CP*	JTEltringham&Co. S.Shields	~~MerseyPorts~~ ~~StevedoringCo.Ld.~~ LarneS.S.Co.Ld.	133·9 Q48'B9'F21' *WB*=*FPT*	23·1	9·3 FK	Belfast ~~Sunderlnd~~ British 3*BHCem* 33t*APT*4t	C.2Cy.16"&34"-24" (*s*) 130lb 48RHP 1SB,2*pf*,GS40,HS1240 G.T.Grey,SouthShields	10 ″ 6 s ″ 7 10 ″ 0	
23748 TCBA	**Deniz Iş** (*ex*Garigliano-34, (*ex*ItalianNavyVessel)	670 — 353					1887	.... Glasgow	TürkiyeIsBankasi (Banque d'Affaires Turque)	198·6	28·8	13·3	Istanbul Turkish	T.3Cy.17¾",28"&40½"-43" 107NHP Glasgow		
23749 206152	**Denmark** *Mchy.Aft* GyC. 1*Dk*	5448 — 4434					1909	ToledoS.B. Co. Toledo	GreatLakesSS.Co. Inc.	440·0	56·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP ToledoS.B.Co.Toledo		
23750 26195 JDJD	**Denmark Maru** ssKob.No.3-1,33 2*Dks*(*Stl*)&*Awng dk* (*Stl*)	5870 5590 4266	✠100A1 *Awng dk* *withfreeboard* 4,35 ~~4,34~~ ✠LMC~~4,34~~ 4,35	Nag Yka	*y*	OG ~~4,34~~ N4,35	1920 1mo *Lloyd's A&CP*	Kawasaki Dkyd.Co.Ld. Kobe	~~KawasakiKisen~~ ~~K.K.~~ Hakuyo KisenK.K. *CellDB*334'1118t	385·0 *Collision* *FPT*126t*APT*93t	51·0	36·0 FK	Kobe Japanese *Cem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
23751 162328 MPXL	**Dennis Rose** ssBkn.No.1-35 *Mchy.Aft WellDeck* 1*Dk*(*Stl*)	1600 1231 946	✠100A1 1,36 ~~2,35~~ ✠LMC2,35	Bkn Sws	*p*	CL ~~10,32~~ 1,36	1930 11mo *Lloyd's A&CP*	D&W.Hendersn&Co.Ld. Glasgow	RichardHughes& Co.(Liverpool)Ld. *CellD*	250·0 Q140'B15'F25' B169' 373t *FPT*93t	37·2	16·4 FK	Liverpool British 4*BHptCem* *APT*66t	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s5 ″ 5 17 ″ 3	
23752 160320 GNVK	**Denpark** ssShl.No.2-36 ~~ssRot.No.1-33~~ D.F. 1*Dk*(*Stl*)	3491 3241 2153	✠100A1 ~~5,35~~ ~~9,34~~3,36 ~~BS4,34~~ ~~5,35~~ ✠LMC~~6,35~~ 6,36	Rot ~~Hul~~ Shl	*v*	CL 9,34	1928 5mo *Lloyd's A&CP*	Lithgows Ld PortGlasgow	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	350·0 P30'B98'F29' *CellDB*301'800t	49·0	23·7 FK	Greenock British 6*BHCem* *APT*99t	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS97,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s4 ″ 7¼ 21 ″ 7½	
23753 LCII	**Deodata** (*ex*Quevilly) TwinSc *OilEng.* *Mchy.Aft Carrying Petroleum in bulk* 2*Dks*& *Web frames*	3295 2602 2241			...		1897	Laporte& Cie. Rouen	SkibsA/S Deodata (Chr.Hannevig, Sr.)	324·8 P345tB99tF212t H36t	45·5	24·1	Horten Norwegian	Oil Engines 4S.C.SA 12Cy.13⅝"-19$\frac{7}{10}$" 209NHP NE24 A/S HolebyDieselmotor Fabrik	25 ″ 7	N †
23754 220449 KDBA	**Depere** *Fitted for oil fuel* 2*Dks*	3475 2991 2063			...		1920	HanlonDD &S.B.Co. Oakland,Cal.	AlaskaS.S.Co.	320·7 P26'B79'F34'	46·0	24·4 FK	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
23755 162524 GTQZ	**Deptford** ssCff.No.1-35 E.S.D. 1*Dk*(*Stl*)	4034 3698 2418	✠100A1 7,35 ~~7,34~~ BS3,35 ✠LMC~~1,34~~ MS7,35	Cff	*x*	CL ~~7,33~~ 7,35	1931 1mo *Lloyd's A&CP*	Smith's DockCo.Ld. Stockton-on-Tees	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *CellD*	366·4 P32'B129'F39' B312'1167t*FPT*131	52·0	24·7 FK	London British 6*BHptCem* t*APT*184t	T.3Cy.23½",40"&67"-45" (*s*) 185lb 368NHP 3SB,9*cf*,GS159,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s4 ″ 8¼ 22 ″ 6¼	
23756 [illegible]	**Député Abel Ferry** ~~Now "Ayla," see No. 37042 in Supplement~~ Now "Inah" see No. 33565 in Supplement 1*Dk*	2015 1701 1185			...		1921	Chant.Nav Français Caen	Mory&Co.	270·2 P31'B57'F24'	39·4	20·3 FK	Boulogne French *WB*	T3Cy.18⅛"29½"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 190NHP Schneider&Co.Havre		V †
23757 FNGI	**Député Josselin De Rohan** D.F. 1*Dk*	2038 — 1184					1920	Government Yard Lorient	Soc.Anon.deNav. "LesArmateurs Français" (Union Industrielle&Mar. Soc. Française d'Arm.*Mgrs.*)	266·7 P19'B54'F23'	39·4	23·0	Brest French *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49½"- 37⅘" 149NHP Etablissements d'Indret, Indret		V
23758 DOCM	**Der Deutsche** TwinSc (*ex*SierraMorena-34) *Corrugated sides* D.F. Sub.Sig. GyC. 4*Dks*	11430 8270 6429					1924	Bremer Vulkan Vegesack	Norddeutscher Lloyd	490·5 P&B380'F79'	61·8	34·3 66·3	Bremen German *WB*	T.6Cy.28⅝",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
23759 220599 KDDT	**Derblay** *Fitted for oil fuel* 2*Dks*	3475 2991 2065			...		1920	HanlonDD &S.B.Co.Ld Oakland,Cal.	AlaskaS.S.Co.	320·7 P26'B79'F34'	46·0	24·4 FK	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis.	26 ″ 9	
23760 218639 KIRT	**Derbyline** ssN.Yk.No.3-6,35 ~~ssMob.No.3-4,23~~ *Mchy.Aft* ~~ssN.Yk.No.2-31~~ D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6852 6509 4239	100A1 ~~6,35~~ ~~11,34~~2,36 ~~BS6,34~~ LMC~~5,34~~ 6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	NYk	*b*†	CL 9,33	1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	TheTexas Company *CellDB*	435·0 P106'B48'F43' *uE&B*62' 202t*DTf* *FPT*97t*APT*74t	56·0	32·0 FK	Wilmgton (Del.) Utd.States 13*BHptCem* (9 *to U dk* 4 ,,*2nd*,,)	T.3Cy.26⅜",47½"&78¼"-48" 220lb (*s*) 597NHP 3SB,6*cf*,HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco	33 ″ 6	
23761 DHEV	**Derindje** (*ex*ChiefScout,*ex*Derindje) Sub.Sig. 1*Dk*& *Shelter dk*	3063 2876 1838			...		1915	Nordsee- werke Emden	DeutscheLevante- LinieHamburg A.G (Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	336·1 F36' *on Shelter dk*	48·3	20·9 29·1 FK	Hamburg German *WB*	T.3Cy.23½",38"&62"-42" 331NHP Reiherst.Maschinenf.Ham	31 ″ 7	G †
23762 124 IBHJ	**Derna** Ⓟ 2*Dks*	1769 1259 871					1912	Cant.Nav. Riuniti Palermo	"Tirrenia"(Flotte RiuniteFlorio- Citra)	277·2 P43'B62'F38'	36·4	18·2	Palermo Italian *WB*	T.3Cy19⅜",32⅔"&55$\frac{1}{16}$"-39⅜" 191NHP N.OderofuA.StriPonente		I
23763 218888 KOBJ	**Deroche** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* *Mchy.Aft* D.F. *Longitudinal framing*	7058 — 4349					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P123'B50'F44'	56·0	32·0	LosAngeles Utd.States *WB*	T.3Cy.27",47"&78"-48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Construit. Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds ps	Registres où il n'est dans le Lloyd's Durée Cert. Hors Trafic
23764 Now "Mirza," see No. 39084 in Supplement ~~LOHE~~ LOHG	Descubridor (exMirza-35) TwinSc OilEng. ssRot.No.1-34 D.F. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	8004 7148 4505	✠100A1 11,34 DBS11,34 ✠LMC CS3,34 Carrying Petroleum in bulk	Rot		CL 11,34	1929 12mo Lloyd	Atel.&Ch. de la Seine Maritime LeTrait,S.I 'sA&CP	EstrellaMaritima S.A.deNavegación y Comercio CellDBu	422·3 P95'B36'F49' FK E61'272tDTf28'305tFPT210t	65·2	33·0	Bns.Ayres Argentine 14BH APT87t	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP 2DB 180lb Werkspoor,Amsterdam	33 „ 0	
23765 DHEW	Desdemona Mchy.Aft 1Dk	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·0 P&B199'F37'	37·4	14·6	Hamburg German WB	T.3Cy.16½",27½"&43"-33½" 107NHP Reiherst.Maschinenf.Ham.		G
23766	Deseado 1Dk	314 200 173			...		1890	Newall&Co. Bristol	L.Mascarello	151·0 P30'F19' len93 FK	26·4	8·3	Bns.Ayres Argentine	T.3Cy.13",19"&32½"-20" 51NHP Newall&Co.Bristol	9 „ 0	
23767 161062 GSQK	Designer ssLiv.No.1-32 2Dks(Stl)	5945 5530 3720	✠100A1 7,35 ~~9,34~~ BS~~1,35~~ 3,36 ✠LMC11,32	Liv	a†	CL 9,34	1928 9mo Lloyd	D&WHendersn&Co Ld. Glasgow 'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, Mgrs.) CellDB DTa32'904t	419·8 P37'B136'F44' 362'1181t FK FPT67tAPT22t	54·6	30·4	Liverpool British 8BHCem 1 „ to 2nd dk	T.3Cy.27",46"&77"-54" (r) 210lb 120lb 524NHP 2DB,12cf,GS215,HS8208 D&WHendersn&CoLdGls.	32 „ 7 s 6 „ 3¼ 26 „ 6½	
23768 Broken up 330 ICCU	Desio (exPreneste,exAnsaldoIX.) Fitted for oil fuel Mchy.Aft 1Dk&Shelter dk D.F.	6187 5937 3553			...		1921	G.Ansaldo &Co.S.A.Ital. SestriP'nente	"Polena"Società diNavigazione	393·2 36·4 FK	51·7	28·2	Naples Italian	3 Steam Turbines DR geared to 1 Sc. Shaft 540NHP G.Ansaldo&Co. Sampierdarena	38 „ 11	CI †
23769 FNMF	Désirade (P) TwinSc Ref.Mchy. D.F. 3Dks	9645 — 6013					1921	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	483·4 F56'	58·9	34·6	Havre French WB	T.6Cy.25⅝",42½"&70"-48" 679NHP Atel.&Ch.deFrance,Dnk.		V
23770 UOYX	Desna (exClio-34) 2Dks	2926 2287 1830					1910	Wrf.voorh. Rijkee&Co. Rotterdam	Sovtorgflot	326·9 Q106'B87'F40'	44·3	19·0	Leningrad Russian WB	T.3Cy.21½",33"&57"-39" 203NHP Maats.Feyenoord,Rot.		V
23771 SVNX	Despina (exBournemouth, exErringtonCourt) ~~ssAlx.No.3-4,22~~ ssArd.2ndNo.3-2,36 ~~ssAms.No.2-30~~ 1Dk(Stl)2trB&deep framing3Dk rule	4461 4224 2782	✠100A1 ~~3,35~~ ~~11,33~~ 2,36 BS~~9,34~~ 9,35 ✠LMC~~12,30~~ MS3,35	Rot ~~Alx~~ Ard	x	CL ~~6,32~~ 3,35	1909 8mo Lloyd	Nthmblnd S.B.Co.Ld Newcastle 'sA&CP	P.Georgilis& A.Cosmas CellDBa&uE150'	380·0 P45'B96'F34' FK f167'1087tFPT106t	52·3	25·4	Syra Greek 6BHCem tAPT134t	T.3Cy.26",42"&70"-48" (s) 180lb HS7378 427NHP 2SB&1Aux.SB,8cf,GS180 Blair&Co.Ld.Stockton	28 „ 0 s 5 „ 3½ 22 „ 11	
23772 SVLS	— (exAngelisCambitsis-31,exDeGreve) 1Dk&deep framing	3016 — 1941			...		1907	BlythS.B. Co.Ld Blyth	Michalinos Maritime& CommercialCo.Ld.	330·2 P29'B168'F34' FK	47·2	21·8	Argostoli Greek WB	T.3Cy.24",38"&64"-42" 287NHP N.EMarineEngCo LdNwc.	24 „ 5	V †
23773 Broken up SVPF	Despina A. Pappa exElissavetV.-35, ssPir.2ndNo.3-6,23 exKatina,exTheone, ssPir.No.2-32 exTweeddale) 2Dks(Stl)&deep framing Cargo battens not fitted	4649 4076 2913	✠~~100A1~~ 11,32 ~~[illegible]~~ ~~✠LMC~~ ~~BS[illegible]~~ ~~MS1,35~~	Pir	x	CL 1,35	1904 1mo Lloyd	Russell&Co. PortGlasgow 'sA&CP	~~A.G.Pappas~~ CellDBa125' uE27'f163'989tD	385·0 P40'B122'F46' FK Ta35'817tFPT104t	50·0	25·9	Chios Greek 6BHCem APT42t	T.3Cy.26",44"&73"-48" (s) 200lb 415NHP 2SB,6cf,GS120,HS5022 FD D.Rowan&Co.Glasgow	28 „ 8 ~~s 5 „ 3½~~ ~~23 „ 7~~ s5 „ 4½ 23 „ 7	
23774 Now "Asteria," see No. 37055 in Supplement SVEY	Despina Glypti (exDespina, exSildra) ssRot.2ndNo.3-8,29 ssPir.No.[illegible] 1Dk(Irn)2trB&deep framing3Dk rule	3313 3131 2121	✠100A1 10,34 8,35 ✠LMC BS~~11,32~~ MS9,34	Pir	w	CL 9,34	1904 9mo Lloyd	J.Priestman&Co. Sunderland 'sA&CP	~~J.Glyptis~~ J.A.Tachmindji CellDBa	336·5 P31'B200'F32' FK &uE136'f136'1063t	46·5	23·9	Syra Greek 6BHCem APT130t	T.3Cy.25",41"&67"-45" (s) 180lb 325NHP 3SB,9pf,GS135,HS5001 N.E.MarineEng.Co.Ld.Sld	27 „ 3 s 3 „ 5½ 23 „ 11½	
23775 Broken up DOEQ	Dessau (exVoreda,exDessau) ssBmn.No.3-9,26 Sub.Sig. ssBmn.No.1-30 D.F. 2Dks(Stl)&Shelter dk(Stl)	6719 6335 4117	~~100A1~~ Shelter dk with freeboard 2.33 ~~BS4,34~~ ~~LMC1,30~~	Bhn	c	CL ~~12,30~~ 6,35	1914	Flensburgr Schiffsb.Ges. Flensburg CellDBa130'	NorddeutscherLloyd uE50'f187'1650t	472·1 FK Collisio FPT90tAPT35t	59·3	28·5	Bremen German Cem nBH to S dk 7 „ „ U „	T.3Cy.32¼",52¾"&86⅝"-55" 205lb (s) 742NHP 4SB,12cf,GS224,HS10118FD FlensburgerSchiffsb.Ges.	31 „ 3 s 4 „ 8¾ 26 „ 8	
23776 144046 GDNT	Destro CruiserStern 1Dk&Shelter dk	3553 3291 2177					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines, Ld.	314·0	45·2	28·7	Hull British WB	T.3Cy.21",36"&62"-39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
23777 138457	Detector (P) TwinSc 1Dk	584 480 281					1915	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.ofMarine& Fisheries)	140·0	35·0	13·1	Sorel,P.Q. British WB	C.2Cy.14"&28"-21" 33RHP NewBurrellJohnsonIron Works,Yarmouth,N.S.		
23778 223349 KLFC	Detroiter (exTwinCities) TwinSc OilEng. Mchy.Aft 1Dk Ref.Mchy.	1460 1388 840					1923	Gt.Lakes Eng.Works Ashtabula,O.	NationalMotorship Corp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States WB	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 12Cy.13"-19¼" Lombard 197NHP GovernorCo.Salem.Mass.		R
23779 TFDA	Dettifoss (P) D.F. 2Dks	1604 1347 968					1930	Frdrkshvn Værft og Flydk. Fredrikshavn	H.F.Eimskipafjelag Islands	237·1 F39'	36·2	21·2	Reykjavik Icelandic WB	C.4Cy.(2)16 3/16"&(2)35 7/16" Helsingörs 124NHP Jernsk&Mskb.Elsinore		V
23780 162329 GSWR	Deucalion (P) TwinSc OilEng. Ref.Mchy. D.F. 2Dks	7516 6478 4647					1930	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	460·0 P44'B177'F51'	59·4	29·3	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1307NHP Akt.Burmeister&Wain, Cpn.		BT till ~~1,36~~ 10,36
23781 PDPD	— (P) 2Dks	1796 1538 1031					1914	Wrf.voorh. Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	296·8	43·2	16·1	Amstrdam Dutch WB	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
23782 DJNB	Deutschland (P) TwinSc4Mst Ref.Mchy. E.S.D. Fitted for oil fuel CruiserStern GyC. 5Dk D.F. Sub Sig. Corrugated sides	21046 15089 12060					1923	Blohm&Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·8 P185'B306'F100' len33	72·2 78·7	41·9	Hamburg German WB	8 Steam Turbines SR geared to 2 Sc. Shafts Blohm&Voss,Hamburg		G
23783 DSPN	— TwinScSr (Ferry) Sub.Sig. GyC. D.F. 2Dks	2972 2412 1095					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichsbahnGes.,ReichsbahnDirektion Stettin	356·1 F69' Promenade dk275'	51·0	20·9	Sassnitz German WB	T.6Cy.23",38"&63"-36" 476NHP A.G."Vulcan," Stettin		G

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23784 2 EADW	**Deva** (exLevensau) ssBcl.2ndNo.3-12,33 *Well deck* 1*Dk*(*Stl*)&*deep framing*	2151 1832 1347	✠100A1 9,35 ~~2,35~~ BS~~2,35~~ 8,36 ✠LMC12,35	Bcl	*s*	CL ~~7,32~~ 9,35	1907 5mo Lloyd	Eiderwerft Akt.Ges. Tönning '*sA&CP* *Intermediate*	~~A.Navarra~~ A.Nabarra *Bulkhead in fore*	290·6 ~~289·6~~|42·6|17·5 P15'Q100'B116' F27' FK *hold dispensed with* *CellD*	Barcelona Spanish *Cem* 4*BH only* *Ba*96'*u E*16'	T.3Cy.18¾",30$\frac{15}{16}$"&49⅝"-35⅝" 185lb (*s*) 182NHP 2SB,*4cf*,GS88,HS3120 EiderwerftA.G.Tönning *f*116'566*tFPT*49*tAPT*27*t*	19 ″ 7 s1 ″ 2¾ 18 ″ 6½	
23785 139098 GLZQ	**Devon** TwinSc4Mst ssLiv.No.3-12,27 ssBrs.No.1-31 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl*-ws) *Cruiser Stern*	9025 8328 5490	✠100A1 *Shelter dk* *with freeboard* 12,35 ~~1,35~~ ✠LMC11,35 ~~MS2,30~~ ~~BS10,31~~ ✠Lloyd'sRMC 12,35	Cff Npt	*d*†	CL 9,34	1915 7mo Lloyd	Atel.&Ch. deFrance Dunkirk '*sA&CP*	BritishIndiaSteam Nav.Co.Ld. *WB*	473·3|59·9|36·7 B189'F48'*on* *Shelter dk* FK = *Cell DBa*110' *uE*	London British 7*BHCem* &*B* 85'*f*193'	T.6Cy.23",38½"&64½"-45" 200lb (*r*) FD 975NHP 5SB,*20cf*,GS357,HS15336 Atel.&Ch.deFrance,Dnk. 1502*tFPT*101*tAPT*75*t*	39 ″ 5 s 9 ″ 4¼ 30 ″ 4	
23786 161620 MBKL	**Devon City** *OilEng.* 2*Dks* *Ref.Mchy.* *Cruiser Stern*	4928 4630 3007					1933	Furness S.B.Co Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	425·5|56·3|25·4 F42'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C
23787 128001 MDBN	**Devonbrook** (exDevonCoast-34. exGraceful) ~~ssLiv.No.3-3,22~~ ssNwc.2ndNo.3-2,35 ~~ssLiv.No.2-29~~ Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	782 570 392	✠100A1 ~~2,35~~~~1,34~~ 9,35 ~~BS9,34~~ ✠LMC~~2,29~~ BS3,36 2,35	Sws Nwc	*k*	CL ~~9,34~~ 2,35	1909 9mo Lloyd	W.Harkess &Son,Ld. Middlesboro' '*sA&CP*	BrookShippingCo. Ld.(CombenLong- staff&Co.Ld. *Mgrs.*) *Cell*	195·0|30·0|11·7 *31·4* Q109'B13'F35' FK *DBf*117'166*tFPT*	Liverpool British 3*BHCem* 46*tAPT*3*t*	T.3Cy.16",27"&44"-30" (*r*) 180lb 129NHP 2SB,*4pf*,GS70,HS2190 Richardsons,Westgarth& Co.Ld.Mdb	13 ″ 10 s 4 ″ 0½ 13 ″ 4¾	
23788 119970 GFNM	**Devonia** Ⓟ Pad 2*Dks*	641 434 252					1905	J.Brown& Co.Ld. Clydebank	P.&A.CampbellLd	245·0|29·0| 9·7	Bristol British	O.D.2Cy.34½"&71"-60" 325NHP J.Brown&CoLdClydebank		BT till 10,35
23789 127359 GRNK	**Dewsbury** Ⓟ ssGms.2ndNo.3-7,34 ~~ssGms.No.3-7,22~~ ~~ssGms.No.2-30.~~ Sub.Sig. 1*Dk*(*Stl*-ws)&*pt deep framing* *Lower dk in Nos.*1&3*holds*	1686 1102 ~~928~~ 947	✠100A1 ~~6,25~~~~7,34~~ 3,36 ✠LMC6,34 BS7,~~35~~ 3,36	Gms	*q*	CL ~~6,34~~ 3,36	1910 6mo Lloyd	Earle'sCo. Ld. Hull '*sA&CP*	London&North EasternRly. *WB* = *DBa*54'	265·0|36·0|17·4 P41'B115'F32' BK9" *uE*21'*f*111'295*tAP*	Grimsby British 5*BHCem* *T*33*t*	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s1 ″ 6¾ 17 ″ 11¾	BT till ~~6,35~~ 6,36
23790 145447 MKQS	**Dhoon Glen** (exMillocrat, exBrunton) ssBkn.No.3-8,33 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	325 216 123	✠100A1 11,34 BS9,35 ✠LMC MS8,33 ~~BS11,34~~	Bkn	*d*	CL 8,33	1921 5mo Lloyd	J.Cran& SomervilleLd Leith '*sA&CP*	E.NicholsonLd.	130·2|22·6| 9·6 Q48'B8'F22' FK *FPT*33*t*	Liverpool British 3*BH Asp* *APT*16*t*	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,*2pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 ″ 6 s ″ 6 10 ″ 2	
23791 SVAM	**Diamando** (exNirefs,exPandia A.Ralli) ssBla2ndNo.3-5,27 ssPir.No.1-32 1*Dk*(*Irn*)&*deep framing*	2281 2111 1451	✠100A1 12,32 BS2,34 ✠LMC12,32	Pir		~~12,32~~ 6,35	1903 3mo Lloyd	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.N.Tsatsomiros *CellDBu*	302·8|43·2|19·8 P26'B72'F31' FK 110'*uE*20'*f*120'613*t*	Andros Greek 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb *140lb* 222NHP NDB17*fitted*26 2SB,*6rf*,GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ 7½ 18 ″ 11	
23792 ONIC	**Diamant** TwinSc *Cruiser Stern* 1*Dk*	715 528 401					1919	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	213·2|27·9|13·2 Q75'B52'F34'	Antwerp Belgian	T.3Cy.16½",24½"&37½"-25¾" 71NHP SocAn.J.Cockerill,Seraing		V
23793 SVBZ	**Diamantis** (exKoreanPrince-34, exHindustan) ssMch.No.3-11,29 ssGls.No.1-34 2*Dks*(*Stl*)	*4990* *4697* *3115*	✠100A1 ~~5,35~~~~8,34~~ 3,36 ✠LMC8,34 BS2,36	Gls Rot	*y*	CL ~~N8,34~~ 2,36	1917 11mo Lloyd	Bartram& Sons,Ld. Sunderland '*sA&CP*	D.J.Pateras& Sons *CellDBa* 137' *uE*26'	400·0|52·4|28·0 P36'B119'F40' FK *f*176'1053*tFPT*191*t*	Chios Greek 6*BHCem* *APT*168*t*	T.3Cy.27½",45"&75"-48" (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS186,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s5 ″ 10½ 24 ″ 10	
23794 160183 MNXP	**Diamond** ssGls.No.2-35 *Well deck* ~~ssBwg.No.1-31~~ 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	628 431 308	✠100A1 5,35 ~~2,34~~ ~~BS1,35~~ ✠LMC~~2,34~~ 5,35	Bwg Gls	*i*	CL ~~1,33~~ 5,35	1927 11mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wm.Robertson *CellDB*104'145*t*	170·0|27·7|11·2 Q96'F28'B12' FK *FPT*59*tAPT*24*t*	Glasgow British 3*BHCem*	T.3Cy.13½",22½"&37"-26" 200lb (*s*) 96RHP 1SB,*3cf*,GS55,HS1692 W.Beardmore&Co.Ld. Coatbridge	13 ″ 4 s 3 ″ 8½ 13 ″ 3½	
23795 209971 KDUH	**Diamond Alkali** (LouisR. Davidson) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	6612 — 5335					1912	GreatLkes Eng.Works Ashtabula,O.	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0|56·0|30·0	Buffalo,NY Utd.States *WB*	T.3Cy.23",37"&63"-42" GreatLakes 257NHP Eng.Works,Ashtabula		R
23796 220007 KURX	**Diamond Cement** (exEastern Coast) D.F. 2*Dks*	3993 3467 2488				...	1919	Yokohama DockCo.Ld Yokohama	PacificCoastS.S. Co.	345·0|50·0|29·0 P33'B77'F41' FK	S.Frncisco Utd.States *WB*	T.3Cy.23",38"&64"-48" 343NHP YokohamaDockCoLd.Yka	29 ″ 1	R †
23797 217540 KERJ	**Diamond Head** (exWestErral) *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5603 — 3465					1919	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	MatsonNav.Co.	410·0|54·4|27·2	L.Angeles Utd.States *WB*	T.3Cy.28½,47"&78"-48" LosAngelesS.B. 422NH &D.D.Co.SanPedro.Cal.		R
23798 232 IBIJ	**Diana** Ⓟ (exNiobe) *Fitted for oil fuel* D.F. 2*Dks*	3347 2921 1929					1923	Cant.Nav. Riuniti Palermo	LloydTriestino	309·4|44·5|29·5 B84'F35'	Trieste Italian *WB*	T.3Cy.22$\frac{7}{10}$".36⅗"&61⅘"-39⅗" NE&B25 173NH Soc Vickers-Terni,Spezia		I
23799	— (exBlenda-34,exKennington, exGrantley) 1*Dk*	1856 1716 1139					1908	Osbourne Graham&Co. Sunderland	RederiA/B Diana (SigurdNybonde)	279·1|40·1|18·1 P25'B60'F29'	Helsingfrs Finnish *WB*	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
23800 DDUD	— (exKäthe) Sub.Sig. 1*Dk*	1551 1237 906					1924	Flensburgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	262·5|39·4|15·2 P20'Q81'B104' F32'	Flensburg German *WB*	T.3Cy.17$\frac{11}{16}$",29⅛"&48"-34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
23801 DHEZ	— 1*Dk*	1359 1149 725					1922	Hamburg ElbeSchiffsw Act.Ges. Hamburg	A.Kirsten	244·5|36·2|16·1 P&B193'F30'	Hamburg German *WB*	T.3Cy.17¾",28½"&47½"-31½" 125NHP Gutehoffnungshütte, Sterkrade		G
23802 LDSS	— Wireless 1*Dk*&*pt Awng dk*	1154 790 699					1904	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	225·2|32·1|13·5 Q71*t*H26*t*F278*t* *pt Awng dk*153'	Bergen Norwegian *WB*	T.3Cy.17",28"&46"-33" 122NHP BergensMekVærksBergen		N
23803 OYVA	— *Ref.Mchy.* 1*Dk* Wireless	942 689 426					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselsk.	232·1|33·9|21·2	Aalborg Danish *WB*	T.3Cy.19½",32"&53"-36" 169NHP KjbnhavnsFlydk.&Skbsv.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23804 DOMU	**Diana** 1*Dk*	516 403 299					1901	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	167·6 Q49'B41'F22'	26·1	11·7	Bremen German *WB*	T3Cy12$\frac{5}{16}$″,19$\frac{11}{16}$″&31$\frac{1}{2}$″–21$\frac{5}{8}$″ 46NHP A.G."Weser,"Bremen		G
23805 221607 KDWX	**Diana Dollar** (*ex*Cathay) *Fitted for oil fuel* 3*Dks*	7033 — 4321					1921	Kiangnan D.&E.Wks. Shanghai	DollarTerminal S.S.Co.	429·0	55·2	34·2	S.Frncisco Utd. States *WB*	T.3Cy.26$\frac{1}{2}$″,44″&74″–48″ 377NHP KiangnanDock&Eng.Wks.		R
23806 5309 SDTE	**Dicido** ssHbg.2ndNo.3–3,30 ssHbg.No.1–34 1*Dk*(*Stl&Irn*)&*deep framing* *Cargo battens not fitted*	1546 1404 896	✠100A1 6,35 ~~5,34~~ ✠LMC5,34 BS~~4,36~~ 3,36	Hbg Skm	*q*	~~4,33~~ 6,35	1903 5mo *Lloyd*	Craig,Taylor&Co. Stockton 'sA&CP *WB=*	Rederiet förÅngf "Dicido" (SvenRedig) *CellDBa*72' *uE*16'	250·0 P31'B58'F29' *f*104' 370*t* *FPT*57*t*	37·2	18·9 FK	Hlsngborg Swedish 4*BHCem* *APT*60*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb 168NHP 2SB,4*pf*,GS74,HS2710 N.E.MarineEng.CoLd.Sld.	21 ″ 2 s2 ″ 9$\frac{1}{4}$ 18 ″ 7	
23807 222822 KFHG	**Dickenson** *Cable Vessel* ssHonoluluNo 2–31 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) 2*nd dk*(*Stl*) *in No.*1 *hold*	831 742 391	✠100A1 *Shelter dk* *withfreeboard* 12,33 ~~[illegible]~~ ✠LMC~~[illegible]~~ 6,35 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Hono- lulu ~~BS[illegible]~~		CL 12,33	1923 4mo	SunS.B.& D.D.Co. Chester,Pa. A&CP	CommercialPacific CableCo. *CellDBf*21'47*t* *uE*28*tDTf*8'35*t*	174·3 *Tank* *FPT*20*tAPT*26*t*	30·1	21·8 FK *Collisio*	NewYork Utd.States *Cem* *n BH to S dk* 5 „ „ *U* „	T.3Cy.17″,25″&43″–30″ (*r*) 185lb 166NHP 2SB,4*cf*,GS82,HS3303 SunS.B.&D.D.Co. Chester,Pa.	22 ″ 6 s7 ″ 9$\frac{1}{4}$ 15 ″ 2	
23808 113939 MFDD	**Dicky** (*ex*Hopeful,*ex*Point Clear) 3Mst ssGms.2ndNo.3–2,26 *Mchy.Aft* ssGoo.No.~~1–30~~ 2–35 *Well deck* 1*Dk*(*Stl*)	507 365 210	✠100A1 6,35 ~~7,33~~ ✠NB8,17 ~~BS5,34~~	Goo ✠LMC~~3,30~~ 6,35	*h*	CL ~~7,33~~ 6,35	1901 2mo	Ritson&Co Maryport A&CP	Goole&HullSteam TowingCo.Ld.	166·0 Q91'B11'F21'	27·2	11·4 BK7″ *WB=*	Liverpool British 3*BHCem* *FPT*43*t*	T.3Cy.14″,22$\frac{1}{2}$″&37″–27″ (*s*) 160lb *50lb* NDB17 52RHP 1SB,3*pf*,GS46,HS1866 Ross&Duncan,Glasgow	12 ″ 4 s3 ″ 11$\frac{1}{2}$ 12 ″ 6	
23809 144058 GDTM	**Dido** *CruiserStern* 1*Dk*&*Shelter dk*	3554 3291 2175					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines,Ld.	314·0	45·2	28·7	Hull British *WB*	T.3Cy.21″,36″&62″–39″ Dunlop, 240NHP Bremner&Co.Ld.PGl		C
23810 1992 IMBG	**Dielpi** (*ex*Thelma–34, *ex*Wandrahm) ssGls.No.3–6,33 1*Dk*(*Stl*)&*pt Awng dk* (*Stl*)	1527 — 901	... 11,34	Gls	*o*		1912	Stettiner Oderwerke Stettin	MarcheseRenzo de laPenne *CellD*	242·5 P18'Q63'*pt Awng dk*160' *B*193' 391*t FPT*62'	35·6	14·4 FK	Genoa Italian 4*BHCem* *APT*52*t*	T.3Cy.18$\frac{1}{8}$″,28$\frac{3}{8}$″&45$\frac{5}{8}$″–33$\frac{1}{2}$″ 146NHP 2SB,4*cf*,GS67,HS2456 StettinerOderwerke	17 ″ 4	I †
23811 DHFB	**Dieter Hugo Stinnes 12** Sub.Sig. *Mchy.Aft* *Cruiser Stern* 1*Dk*	2545 2048 1222					1924	Frd.Krupp Akt.Ges. Kiel	HugoStinnes G.m.b.H.	277·8 P83'F29'	44·2	20·8	Hamburg German *WB*	T.3Cy.21$\frac{1}{4}$″,33$\frac{7}{8}$″&55″–39$\frac{3}{8}$″ 190NHP Frd.KruppA.G.Kiel		G
23812 869 IBSB	**Dignitas** (*ex*AnsaldoQuinto) *Mchy.Aft* D.F. 2*Dks*	5376 4563 3046					1918	G.Ansaldo &Co.S.A.Ital. SestriP'nente	SocAnon.perl'Industria ed il CommercioMarittimo "NovaGenuensis"	393·2 P122'B30'F35'	51·7	28·2	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
23813 TTAA	**Dijonnais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	389 343 185					1934	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9 P47'B23'F26'	23·4	11·8	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$″–18$\frac{7}{8}$″ 81NHP ZieglerFrères,Dnk.		V
23814 128791 VJCL	**Dilga** ssSyd.No.[illegible]–6,32 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *Cargo battens not fitted*	3308 3010 1949	✠100A1 7,35 ~~5,34~~ MS12,31	Syd ✠LMC BS~~5,34~~ 7,35	*v*	CL ~~N6,32~~ 7,35	1920 5mo	Govt. Dockyard Newcastle, A&CP N.S.W.	TheAdelaide SteamshipCo.Ld. *CellDB*277'885*t*	331·0 P31'B95'F30' *FPT*118*tAPT* 204*t*	47·9	23·5 FK	Melbourne British 5*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard Nwc.N.S.W.	26 ″ 1 s4 ″ 7$\frac{1}{2}$ 21 ″ 10$\frac{1}{2}$	
23815 219008 KODX	**Dillwyn** *CarryingPetroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6913 — 4262					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	MalstonCo.Inc. (C.D.Mallory& Co. Inc.*Mgrs.*)	435·0 P123'B50'F44'	56·0	32·0	Wilmgton (Del.) Utd.States	T.3Cy.27″,47″&78″–48″ 594NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
23816 219462 KOVJ	**Dilworth** *CarryingPetroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* Sub.Sig. *Longitudinal framing*	7045 — 4351					1919	Bethlehem S.B.Cpn.Ld. Alameda, Cal.	Pennsylvania ShippingCo.	435·0 P123'B50'F44'	56·1	32·0	Phildlphia Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
23817 [illegible] VJCN	**Dimboola** Ⓟ *Now "Hong Siang," see No. 38426 in Supplement* *Ref.Mchy.* ssMel.No.2–33 *Well deck* 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Nos.*1,3&4 *holds*	3886 2863 2112	✠100A1 9,35 ~~12,34~~ BS1,35	Mel ✠LMC8,32	*x*	CL 12,34	1912 7mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	~~Melbourne S.S.Co. Ld.~~ HoHongS.S. Co.(1932)Ld, *WB=CellDBa*	360·2 P&B288'F39' 116' *uE&B*69' *f*131'	50·1	23·6 FK	Melbourne British 7*BHCem* 595*tAPT*55*t*	Q4Cy23$\frac{1}{2}$″,31$\frac{1}{2}$″,48″&71″–45″ 210lb (*r*) FD 553NHP 3SB,12*cf*,GS216,HS8379 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26 ″ 0 s3 ″ 3$\frac{1}{2}$ 23 ″ 2	
23818 SVRL	**Dimitrios Chandris** (*ex*MontKemmel–34, *ex*Rendsburg) ssMsl.2ndNo.3–8,34 *Well deck* 2*Dks*(*Stl*)&*pt deep framing* &*lower dk beams inNo.*1*hold only*	4643 4307 2892	✠100A1 4,35 ~~8,34~~ BS~~4,34~~ 10,35	Msl Alg ✠LMC MS8,34	*z*	CL 4,33	1910 6mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP	J.D.Chandris *Cell*	395·9 P&B320'F47' *DBa* 126' *uE&B* 52'	54·0	25·3 FK	Piraeus Greek 7*BHAsp* *f*178'1211*t*	T.3Cy.28$\frac{3}{8}$″,47$\frac{1}{4}$″&78″–54″(*s*) 185lb 594NHP 3SB,9*cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges.	28 ″ 0 s3 ″ 4$\frac{1}{2}$ 24 ″ 10$\frac{1}{2}$	
23819 172 SWGG	**Dimitrios G. Thermiotis** (*ex*Janeta) ssPir.2ndNo.3–11,30 2*Dks*(*Stl*)&*deep framing*	4271 4063 2779	✠100A1 6,34 BS6,34	Pir ✠LMC11,30	*x*	CL N5,34	1906 11mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow 'sA&CP	A.M.Tatakis *Cell DBa* 121' *uE*	385·5 P47'B113'F38' 4*BH* 2*BH to Mi*	50·0	26·0 FK	Andros Greek *to Upper Dk* *ddle Dk Cem* &*B*38' *f*169'	T.3Cy.25″,41″&67″–48″ (*s*) 175lb 390NHP 2SB,6*cf*,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls. 902*tFPT*123*tAPT*268*t*	28 ″ 8 s5 ″ 4 23 ″ 6	
23820 SVOK	**Dimitrios Inglessis** (*ex*Burutu–34, *ex*WarSwan) 2*Dks*	5275 4831 3220					1918	Sunderlnd S.B.Co.Ld. Sunderland	D.InglessiFilsS.A. Nav.deSamos	400·0 P49'B112'F39'	52·4	28·4	Samos Greek *WB*	T.3Cy.27″,44″&73″–48″ 369NHP Blair&Co.Ld.Stockton		C
23821 SVDH	**Dimitrios N. Bogiazides** (*ex*Maid of Corfu, *ex*Orissa, *ex*Ingelfingen) ssHam.No.1–13 1*Dk*(*Stl*)2*tr Bdeep framing*& *Web frames*3*Dk rule*	3444 3304 2159	✠ 8,19 ✠	Ham	*v*		1908 4mo	Chant.Nav Anversois Hoboken	N.D.Bogiazides& Co. *CellDBa*108'*uE&*	346·8 P31'B180'F31' *B*42'*f*152'788*tFPT*	48·1	23·1 FK	Andros Greek 6*BHCem* 108*tAPT*81*t*	T.3Cy.24″,40″&66″–45″ 317NHP 3SB,9*cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	25 ″ 7	C †
23822 Broken up ~~SWGS~~	**Dimitrios N. Rallias** (*ex*General Degoutte, *ex*Australstream, *ex*Daltonhall) ssHul.2ndNo.3–12,25 ssBly.No.1–31 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deepframing*	3534 3270 2280	✠ 2,35 ✠	Pir	*v*		1899 6mo	Furness, Withy&CoLd W Hartlepool	~~N.D.Rallias~~ *CellDBa*	337·5 P34'B106'F27' 25·8 106'*f*144' 615*t FPT*	45·2	18·8 FK	~~Andros~~ ~~Greek~~ 6*BHCem* 92*tAPT*27*t*	T.3Cy.23$\frac{1}{2}$″,38″&64″–42″ NDB12 281NHP 2SB,6*cf*,GS126,HS4352 SirC.Furness,Westgarth&Co.Ld.Middlesbro'	28 ″ 5	
23823																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23824 JHDM	**Dimitrios Nomicos** (*ex*Protos-33, *ex*Anglos, ssBla.2ndNo.3-5,28 *ex*Beijerland) ssPir.No.1-33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	*1171* *913* *707*	✠100A1 ~~5,33~~10,35 BS~~8,34~~ ✠LMC5,33 10,35	Pir	*n*	CL 4,35	1903 12mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	L.N.Nomicos *CellDBa* 69'*uE&B*	230·6 Q87'B59'F24' FK 38'*f*88'298*t FPT*44*t*	34·0	15·0	Santorin Greek 4*BHCem* *APT*19*t*	T.3Cy.18",29½"&48"-33" (*s*) 170lb 146NHP 2SB,4*cf*,GS66,HS2352 N.E.MarineEngCoLdNwc	17 ″ 3 s 1 ″ 7 15 ″ 11	
23825 28 SYVS	**Dimitris** (*ex*Gyp,*ex*Kylestrome, *ex*Ballochmyle) ssBdx.2ndNo.3-7,28 ssRou.No.1-31 1*Dk*(*ptIrn&ptStl*)2*trB* &*deep framing*3*Dk rule* *Cargo battens not fitted*	*3338* *3108* *2116*	✠100A1 2,35 ✠LMC MS7,31 BS~~2,34~~ 1,36	Pir	*v*	CL 2,35	1905 6mo *Lloyd*	Craig, Taylor&Co. Stockton '*sA&CP*	S.A.Lemos& P.A.Lemos *CellDBa*10	340·0 P30'B94'F33' FK 4'*uE&B*38'*f*150'74	47·8	23·7	Chios Greek 6*BHCem* 8*t FPT*133*t*	T.3Cy.24",40"&65"-45" (*r*) 180lb ~~80lb~~ NDB22 308NHP 2SB,6*cf*,GS140,HS4750 *60lb* Richardsons,Westgarth& *APT*136*t* Co.Ld.Mdb.	26 ″ 0 s4 ″ 7½ 21 ″ 7	
23826 146991 GKTN	**Dinard** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *Cruiser Stern* 2*Dks*	2291 1165 917					1924	W.Denny, &Bros.Ld. Dumbarton	SouthernRailway	316·0 P58'B&F245'	41·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till 2,36
23827 1831 IBPG	**Dino** (*ex*Hendonhall,*ex*Montes, *ex*SierraBelgrano) ssShl.No.2-29 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	5592 5377 3423	✠ 8,35 ✠	Hpl	*y*		1920 6mo	Nthmblnd S.B.Co.Ld. Newcastle	"Corrado"Soc. Anon.diNav. *CellDB*351'1178*t*	413·5 399·6 FK F37'*onShelter dk* *FPT*60*tAPT*90*t*	53·0	32·8	Genoa Italian *ptCem* 2*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	35 ″ 5	I †
23828 196 IMBP	**Dino Leoni** Ⓟ 1*Dk*	514 474 249					1930	Soc.Odero- Terni-Orlndo Leghorn	Soc.Anon.diNav. Toscana	168·4	26·3	17·6	Leghorn Italian	T.3Cy.16 9/16",26 9/16"&40⅞"- 23⅝" 81NHP Odero-Terni-Orlando, S.A. Genoa		I
23829 PDPZ	**Dinteldijk** Ⓟ TwinSc ssRot.No.3-12,34 D.F. *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Ref.Mchy.* *Cargo battens not fitted in B&F*	9399 8534 5814	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~4,35~~ ✠LMC CS2,35 DBS4,35 10,35~~1,34~~ ✠Lloyd'sRMC~~1,35~~ ~~10,35~~ 2,36	Rot	*e*†	CL ~~N4,35~~ 8,35	1922 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	HollandAmerika Lijn 1*BH dispens* *CellDB*422'1667*tDT*	485·6 P40'B153'F58'*on* *Awng dk* FK&BK2" *ed with*7*BHonly,all* *a*30' 706*t FPT* 130*t*	62·3	35·8	Rottrdam Dutch *ptCem* *to Awng dk* *APT*75*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" DB-*100lb* 1317NHP Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 7½	
23830 175 SVNV	**Dio Fili** (*ex*BreakseaLight, *ex*Scaldier,*ex*Aldgate, ssBom.No.2-12 *ex*Langdale) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	*3547* *3306* *2294*	✠ 5,20 ✠	NNs	*w*		1903 9mo	Russell& Co. PortGlasgow	A.L.Raptakis& N.G.Roussos *CellDB*	339·5 P36'B84'F40' 25·7 FK *a*108' *uE&B*40'806*t*	46·0	17·9	Andros Greek 6*BHCem* *APT*56*t*	T.3Cy.24",40"&65"-45" 309NHP 2SB,6*cf*,GS135,HS4851 D.Rowan&Co.Glasgow	28 ″ 5	V †
23831 145930 GCYR	**Diomed** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10374 9323 6354					1922	Workman, Clark&Co.Ld. Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	491·0 P67'B121'F58'	62·4	~~31·1~~ 39·6	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&CoLd.Bel		BT till ~~7,35~~ 5,36
23832 PKMN	**Dione** ssSng.No.3-5,32 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	638 447 357	100A- ~~4,30~~ ~~9,34~~10,35 BS~~3,31~~ 4,35 LMC12,32 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Sba Bat		9,34	1920	NVScheeps Geb.Bodewes Martenshoek	Koninklijke Paketvaart Maats. *CellDBuB*	167·0 Q92'B13'F22' FK	27·0	12·2	Batavia Dutch 6*BHCem* 13'*f*94'128*t*	T.3Cy.12⅝",19 11/16"&33"-19 11/16" 180lb (*s*) 76NHP 1SB,2*cf*,HS1485 Machf.FultonMartinshoek	14 ″ 1 s 4 ″ 0 13 ″ 8¾	
23833 SWGZ	**Dioni** (*ex*Lesvos,*ex*VasilissaSofia, *ex*Asgard) ssPir.2ndNo.3-8,27 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deepframing*	4227 4044 2710	✠ 11,32 ✠	Dnz	*x*		1906 9mo	Nthmblnd. S.B.Co.Ld. Newcastle	G.F.Andreadis *CellDBa*	360·0 P31'B93'F33' 28·0 FK 117' *uE&B*41'*f*157'	48·0	20·2	Chios Greek 6*BHCem* 860*tAPT*63*t*	T.3Cy.25",41"&69"-48" 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	31″10	G †
23834 SYGO	**Dionyssios** (*ex*Hesbaye,*ex*Albert Killing,*ex*CaptainW.Menzell) 1*Dk*& *deep framing*	*2018* *1839* *1213*					1903	Flensburgr Schiffsb.Ges. Flensburg	E.D.Caravias	292·0 P16'B175'F34'	41·4	18·8	Ithaca Greek *WB*	T.3Cy.20⅞",35 7/16"&55⅛"- 35 7/16" 180NHP FlensburgerSchiffsb.Ges.		G
23835 SVAN	**Dionyssios Stathatos** ssHul.No.3-5,31 1*Dk*(*Stl*)&*Web frames*	5168 4720 3172	✠100A1 11,34 BS~~5,31~~ ✠LMC5,31 8,35	Ham	*y*	CL 11,34	1919 9mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	D.D.Stathatos *CellDB*343'1152*t*	400·0 P49'B113'F40' FK *DTa*28'1215*t FPT*1	52·4	28·4	Ithaca Greek 7*BHptCem* 13*tAPT*166*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD CammellLaird&CoLd.Bkn	31 ″ 0 s 5″11¾ 25 ″ 3¼	
23836 145878 GFVC	**Diplomat** ssLiv.No.3-7,34 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1 *hold*	8240 7407 5255	✠100A1 ~~12,34~~10,35 ✠LMC MS9,33 BS3,35	Gls Liv	*d*†	CL N3,34	1921 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*422' 1554*tDT*	482·1 P54'B188'F51' FK *a*38'1324*t FPT*101*t*	58·4	33·4	Liverpool British 9*BHCem* *APT*49*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb 871NHP 2D&2SB*18cf*GS379HS13452 Dunsmuir&Jackson,LdGls	35″10 s 7 ″ 7 28 ″ 7	
23837 147362 GBFZ	**Director** ssLiv.No.2-35 ~~ssLiv.No.1-30~~ 2*Dks*(*Stl*)	5107 4746 3128	✠100A1 ~~5,35~~3,34 11,35 BS~~9,31~~ ✠LMC~~5,30~~ 11,35 MS5,35	Mch ~~Liv~~	*y*	CL 2,33	1926 4mo *Lloyd*	D&WHen- derson&CoLd Glasgow '*sA&CP* *CellDB*3	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) 40'1130*tDTa*29'75	395·7 P37'B128'F40' FK 2*tFPT*78*tAPT*24*t*	52·6	28·0	Liverpool British *Cem* 7*BH to Udk* 1 „ „ 2*nd* „	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB,12*cf*,GS210,HS7706 D&WHendersn&CoLd.Gls	30 ″ 6 s 5 ″ 9¾ 25 ″ 0	
23838 217554 KEGM	**Dirigo** ssMob.No 3-4,30 ssN.Yk.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6418 6126 3988	✠100A1 ~~6,35~~ ~~1,35~~3,36 ✠LMC MS7,34 BS~~2,35~~2,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,19 *F.P. above* 150° F.	NYk	*a*†	CL 7,34	1919 2mo	Texas S.S.Co. Bath,Me. A&CP	TheTexas Company	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem* *CellDBuE&*	T.3Cy26¼",44"&74"-51" (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers H.G.TroutCoBuffalo,N.Y. *B*64'209*tFPT*229*tAPT*130*t*	32″10 s6 ″ 3 26 ″ 9¾	
23839 SVDE	**Dirphys** (*ex*IoannisCarras, *ex*Dirphys) ssNap.2ndNo.3-7,33 1*Dk*(*ptIrn&ptStl*) &*deep framing*	*2795* *2608* *1800*	✠100A1 7,34 BS9,35 ✠LMC MS2,33 ~~BS10,34~~	Rot	*u*	CL 7,34	1906 11mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Vas.J.Pateras *CellDBa*114'*uE&*	331·0 P26'B176'F33' FK *B*40'*f*140'905*tFPT*	47·5	20·1	Chios Greek 5*BHCem* 85*tAPT*74*t*	T.3Cy.24",38"&64"-42" (*s*) 180lb ~~160lb~~*165lb* 294NHP 2SB,6*cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 s2 ″ 8½ 20 ″ 0	
23840 7011 SKZA	**Disa** (*ex*Solvær) 1*Dk*	*1965* *1674* *1093*					1918	ShanghaiE S.B.&D.CoLd Shanghai	Rederi A/B Disa (G.Brodin,*Mgr.*)	266·3 P30'B66'H164*t*F25'	42·3	18·0	Stockholm Swedish *WB*	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiE.S.B.&DDCoLd		N
23841 ~~135528~~ ~~GQNJ~~ Broken up	**Discoverer** ssRot.No.3-9,26 ssLiv.No.1-31 2*Dks*(*Stl*)3*rd dk*(*Stl*) *inNo.*1*hold*	5415 5080 3401	✠~~100A1~~ 4,34 ~~[illegible]~~ ✠~~[illegible]~~	Liv	*z*	CL 5,32	1913 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	~~CharenteS.S.CoLd~~ ~~(T.&J Harrison,~~ ~~*Mgrs.*)~~ *WB*=*CellDBa*116'*uE&* *B*58'*f*180'1118*tD*	410·0 P35'B138'F52' FK *Ta*31' 846*t FPT*52*t*	52·4	30·5	Spanish 7*BHCem* *APT*22*t*	T.3Cy.24½",42½"&72"-54"(*s*) 215lb HS9339 538NHP 2DB&1Aux.SB,15*cf*,GS281, Dunsmuir&JacksonLd.Gls	32″10 s 6 ″ 4 26 ″ 9	

1 Numero l'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
23842 114675 VPNQ	**Discovery** WoodAuxBk Stm.Eng. Wireless 2Dks&StrB (See Sailing Ship Register)	736 670 357					1901	Dundee Shipbuilders' Co.Ld.Dundee	Government of the Falkland Islands	179·3 H22t F43t	34·0	18·5	StanleyF.I British WB	T.3Cy.14½",22½"&36"-30" 67RHP Gourlay Bros.&Co.Dundee		
23843 161322 VPSJ	**Discovery II.** ssLon.No.1-33 Wireless D.F. 1Dk(Stl-ws) 2nd dk in holds Strengthened for Navigation in Ic	1036 861 344	✠100A1 9,35 ~~7,34~~ ✠LMC10,33 BS10,35 Fitted for oil fuel 11,29 F.P. above 150° F.	CTn Lon		OG N9,33	1929 11mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow Lloyd's A&CP	Government of the Falkland Islands CellDB u E&B53' f39'100t	221·1 P16' F43' FK	36·2	16·6	StanleyF.I British 5BHptCem APT29t	T.3Cy.18",28½"&48½"-28" 200lb (s) 221NHP 2SB,6cf,HS3556 FD FergusonBros.(Port Glasgow)Ld.Pt.Gls.	20 " 0 s2 " 10½ 17 " 5¾	
23844 OXLA	**Disko** Ⓟ OilEng. Wireless D.F. 2Dks	1496 1272 891					1927	Kjöbnhvns Flydk.&Skbs Copenhagen	GrönlandsStyrelse	221·9 F32'	36·2	21·5	Copnhagn Danish WB	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 224NHP Akt.Burmeistr&Wain,Cpn		V
23845 139134 GVSP	**Distol** ssLth No.2-25 Mchy.Aft 1Dk(Stl)&Web frames	1174 857 571	✠100A1 with freeboard 7,28 ✠LMC9,25 Carrying Petroleum in bulk Fitted for oil fuel 7,16 F.P. above 150° F.	Gmh	n	OG 5,32	1916 7mo	W.Dobson &Co. Newcastle Lloyd's A&CP	The Admiralty Middle line Bulkhead not oil-tight CellDBuE&B43'66t	210·1 P44'F40' FK DTf30'257t FPT36t	34·8	15·6	London British 13BHptCem APT82t	T.3Cy.16",26"&43"-27" (s) 180lb 142NHP 2SB,4cf,HS2174 FD N.E.MarineEngCoLdNwc	16 " 6 s3 " 1 13 " 6	
23846 221046 KDMZ	**District of Columbia** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk D.F. Longitudinal framing 2Dks	7213 — 4427					1921	Baltimore D.D.&S.B.Co. BaltimoreMd	StandardOilCo.of California	431·0 P123'B37'F39'	59·2	33·4	S.Frncisco Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A Fletcher Co., Hoboken,N.J.		R
23847 224391 KJIA	**—** Ⓟ Fitted for oil fuel 2Dks	2128 — 1240					1924	ThePusey &JonesCo. Wlmgtn,Del.	Norfolk&WashingtonSteamboatCo.	297·8	51·0	16·3	Washngtn, D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 239NHP Pusey&JonesCo.Wlmngtn		
23848 DHFF	**Ditmar Koel** (exMerriwa, exGertrud, exWillyRickmers) 2Dks	5088 4689 3156			...		1915	Rickmers Werft Bremerhaven	Hanseatische RedereiA.G.	401·0 P50'B134'F44' FK	53·1	27·5	Hamburg German WB	T.3Cy.28",45"&74"-53" 514NHP Act.Ges."Weser,"Bremen	30 " 1	G †
23849 FOMB	**Divatte** (exWarWeapon) ssNts.No.1-35 ssNts.No.3-4,31 Well deck 1Dk(Stl) Cargo battens not fitted	2266 1762 1292	✠100A1 ~~9,35~~ ~~1,35~~ 4,36 BS1,36 ✠LMC MS~~1,3~~9,35	Nts Brt	s	CL 1,35	1918 10mo	J.Crown& Sons,Ld. Sunderland Lloyd's A&CP	Cie.Nantaise de Nav.àVap. CellD	285·0 P25'Q72'B64'F32' FK B228'568t FPT108t	42·0	19·0	Nantes French 7BHptCem APT234t	T.3Cy.25½",41"&68"-45" (s) 180lb 416NHP 2SB,8cf,GS150,HS5998 FD N.E.MarineEng.CoLd.Sld.	21 " 2 s2 " 1½ 19 " 3	
23850 TUYK	**Divona** (exSierraVerde, exWarClyde) 1Dk	1530 — 815			...		1918	A.McMillan&Son,Ld. Dumbarton	UnionIndust.& Mar.Sté.Française d'Arm.	240·5 B52'F23' FK	36·1	19·1	Rouen French WB	T.3Cy.18",30"&50"-33" 172NHP Rankin&Blackmre Ld.Grk	21 " 3	V †
23851 149641 GNJQ	**Dixcove** ssHam.No.2-35 OilEng. ~~ssHam.No.1-32~~ 2Dks(Stl)&Shelter dk(Stl)	3790 3090 1995	✠100A1 with freeboard 7,35 ~~12,34~~ ~~DBS10,34~~ ~~✠LMC2,34~~ Carrying Vegetable oil in deep tanks ✠LMC CBS9,35 9,35	Ham DBS3,36	x	CL ~~9,32~~ 6,35	1927 10mo	A.McMillan&Son,Ld. Dumbarton Lloyd's A&CP	ElderDempster Lines,Ld. CellDB292'778t	355·4 P37'F42' FK (Coll DTs a58'616t FPT	49·2	22·4	Liverpool British 6BHptCem BH to Sh dk 5 ,, 2nd ,,) 97t APT100t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 " 8 s2 " 2½ 22 " 7¾	
23852 221349 KDSP	**Dixiano** Fitted for oil fuel Mchy.Aft 2Dks Sub.Sig. CarryingPetroleum in bulk Longitudinal framing	4323 — 2613					1921	StatenIsld. S.B.Co. Mariner's Harbor,N.Y.	AmericanSugar TransitCorp.	360·0 P91'B37'F33'	50·2	29·2	NewYork Utd. States WB	T.3Cy.23",39"&66"-42" 282NHP StatenIslandS.B.Co.		R
23853 227107 WICX	**Dixie** Ⓟ Fitted for oil fuel D.F. GyC. 3Dks	8188 — 4918					1927	FederalS.B &D.D.Co. Kearny,N.J.	SouthernPacific S.S.Lines	426·6	60·2	26·0	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteam TurbineCo.Trenton,N.J.		
23854 221735 KDVT	**Dixie Arrow** ssMob.No.3-11,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	8046 7834 4960	✠100A1 Shelter dk with freeboard ~~6,35~~ ~~9,31~~ 3,36 ✠LMC11,33 Carrying Petroleum in bulk Fitted for oil fuel 11,21 F.P. above 150° F.	NYk ~~Gal~~ ~~BS6,35~~	d†	CL ~~N11,33~~ 3,36 BS3,36	1921 11mo	NewYork S.B.Corp. Camden,N.J. A&CP CellDBa19'u	E&B76'436t DTf40' aft100t	468·3 FK (Collision '644t 'tween dk tank FPT229t APT131t	62·7	32·0	NewYork Utd. States 16BHptCem BH to Sh dk 9 ,, ,, U ,, 6 ,, ,, 2nd ,,)	Q.4Cy.24",36",51"&75"-51" 220lb (r) 625NHP 3SB,9cf,GS173,HS9052 FD NewYorkS.B.Corp Camden,N.J.	32 " 0 s4 " 1½ 28 " 1½	
23855 PDQU	**Djambi** OilEng. D.F. 8Dks	6983 6620 4436					1919	Maats. Fijenoord Rotterdam	N.V.RotterdamscheLloyd(W.Ruys &Zonen, Mgrs.)	445·6 P7'F58'	54·3	34·4	Rottrdam Dutch WB	Oil Engines 2S.C.DA 6Cy.27 9/16"-47 3/16" 1590NHP NE31 Wilton-Fijenoord,Rot.		V
23856 FNFC	**Djebel-Amour** Fitted for oil fuel 3Dks	2908 2431 1545					1931	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F48'	44·6	24·4	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc		V
23857 FNFM	**Djebel Antar** (exMustapha II.-33, exTheodore Mante) 2Dks&Promenade dk	3257 2415 1491					1912	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	346·4 F46'	44·6	22·2	Marseilles French WB	T.3Cy.34",54"&85 7/16"-45 5/16" 490NHP Forg.&Ch.de laMédit.Msl.		V
23858 FNFS	**Djebel-Aurès** Fitted for oil fuel 3Dks	2835 2463 1551					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F43'	44·6	24·4	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
23859 FNFH	**Djebel Dira** Fitted for oil fuel 3Dks	2835 2463 1551					1930	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F45'	44·6	24·4	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
Broken up 23860 PDQZ	**Djember** 3Dks	7058 6682 4481					1914	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, Mgrs.)	445·7	54·3	34·2	Rottrdam Dutch WB	T.3Cy.28½",48"&82½"-54" 500NHP Maats.deSchelde,Flushing		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in LR Date of B of TradeCert.
23861 FOYY	**Djena** (*ex*Zingara) ssRou.3rd.No.3-10,31 2*Dks*(1*Stl*&*UptIrn*&*ptStl*)& *Web frames*	3441 — 2173	✠ ... 10,35 ✠NB8,19 ✠~~[illegible]~~ ~~[illegible]~~	Rou	*w*	CL N6,33	1898 12mo	JLThompson&Sons,Ld. Sunderland A&CP	Cie.Franco-Africaine de Navigation "Francafrica" *CellDBa*113'	347·8 P28'B100'F35' FK *uE&B*39'*f*147'784*t*	48·3	23·1	Rouen French 6*BHCem* *APT*37*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 310NHP 2SB,6*cf*,GS123,HS4690 Blair&Co.Ld.Stockton	25 ″ 8 s 4 ″ 6¾ 21 ″ 5	
23862 FNHX	**Djenne** Ⓟ TwinSc *Fitted for oil fuel* D.F. 3*Dks*(4*th dk in Nos.*1&2*holds*) E.S.D. *Cruiser Stern*	8790 6156 4551					1931	Forg.&Ch. delaMéditSA LaSeyne	Cie.deNav.Paquet	426·9 B192'F80'	58·6	34·3	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de la Médit.S.A.		V
23863 PDRC	**Djirak** (*ex*CreoleJefe-33) TwinSc ssCco.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	3077 2298 2164	✠100A1 1,36 ~~1,35~~ ~~[illegible]~~ ✠LMC7,32 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 9,28 *F.P. above* 150° F.	Sba BS1,36	*u*	CL ~~N4,35~~ 1,36	1928 9mo	Palmers' Co.Ld. Newcastle	N.V.Nederlandsche Koloniale TankvaartMaats. *CellDBuE&B*50'	325·0 P73'B22'F40' *Trunk in wells* FK 149*t side tanks* 180'	55·2	16·4	TheHague Dutch 8*BHptCem* 2115*t FPT*207*t APT*126*t*	T.6Cy.~~14⅝~~ 14½",24"&39½" 27" 180lb (*s*) 288NHP 2SB,6*cf*, ,HS4808 FD Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 0 14 ″ 8½	
23864 FONM	**Djurdjura** (*ex*PenrithCastle) D.F. 2*Dks*	4070 3241 2500			...		1922	Ardrossan DD&SBCoLd Ardrossan	LesCargosAlgériensSoc.Anon.	351·8 P42'B127'F46' FK	50·2	23·6	Rouen French *WB*	T.3Cy.25",41"&68"-45" 375NHP J.G.Kincaid&Co.Ld.Grk.	25 ″ 1	V †
23865 UPAI	**Dmitrov** (~~*ex*Haarlem-34~~) Should be "Dimitrov," see No. 37182 in Supplement ssAms.No.3-8,[illegible] 2*Dks*(*Stl*) *Fitted for oil fuel*	3689 [illegible] 2291	✠ ... 4,34 ✠	Ams			1920 1mo	Rotterdam Droogd.Maat Rotterdam	Sovtorgflot	361·4 P25'B214'F36' FK *CellDB*309' 929*t FPT*	49·8	22·0	Odessa Russian 6*BHCem* 85*t APT*127*t*	T.3Cy.26",40"&68"-45" 386NHP 3SB,9*cf*,GS157,HS5279 RotterdamDroogd.Maats.	24 ″ 6	V †
23866 UOUP	**Dnestr** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Cruiser Stern*	3580 3224 2061					1928	Deutsche Sch.-u.Mschb A.G.Seebeck Wesrmünd-G	Sovtorgflot	306·4 F34'	48·0	27·3	Odessa Russian *WB*	T3Cy23"38⅝"&63"-43⅜"&LP Turbine with DR gearing& hydraulic coupling346NHP DeutscheSch.u MschbA.G. Wesermünde-G		
23867 UOTQ	**Dniepr** (*ex*Miltonstar,*ex*Brodhurst) *Ref.Mchy.* 1*Dk*&*Shelter dk*	3071 2940 1876					1914	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Sovtorgflot	304·3	44·7	27·2	Vladvostk Russian *WB*	T.3Cy.23",37"&61"-42" 241NHP ClydeSB.&EngCoLd.P.Gl		
23868 UOBH	**Dnieprostroi** (*ex*Dallas) 2*Dks*	4757 4268 2963			...		1918	Standard S.B.Corp. Shooter's Island,N.Y	Sovtorgflot	377·0 P25'B106'F34' FK	52·0	26·8	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp	29 ″ 0	
23869 ~~YQS[illegible]~~	**Dobrogea**	*2321* *2088* *1450*					1897	R.Napier&Sons(Lim.) Glasgow	~~RoumanianState MaritimeService~~	300·0 P22'B92'F28'	39·7	22·1	~~Braila~~ Roumanian *WB*	T.3Cy.22",35"&58"-39" NB12 210NHP R.Napier&Sons(Lim.),Gls		
23870 RADH	**Dobryna Nikitich** TwinSc (*Icebreaker*) 1*Dk*&*Awng dk* 2 *dks in fore&after holds*	*1664* *1613* *672*			..		1916	Swan,Hunter&Wigham Richardson,Ld.Newcastle	Sovtorgflot	200·1 FK	50·5	27·4	Vladvostk Russian *WB*	T.6Cy.21½",35½"&58"-36" 721NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 6	
23871	**Doce de Octubre** (12 de Octubre).		*See letter* "T"													
23872 FNYH	**Docteur Pierre Benoit** TwinSc D.F. 2*Dks*&*Shelter dk*	7914 7815 4973			...		1918	Uraga DockCo.Ld Uraga	Cie.desMessageries Maritimes	445·0 FK	58·0	40·0	Dunkirk French *WB*	T.6Cy.22",36½"&61"-48" 703NHP UragaDockCo.Ld.Uraga	40 ″ 0	V †
23873 150141 VLCP	**Doepel** WoodTwinSc *Mchy.Aft* 1*Dk*	389 314 194					1919	GE.Beattie Brisbane Water,NSW.	NorthCoastSteam Nav.Co.Ld.	145·0 F18'	33·0	9·2	SydnyNSW British *WB*	C.2Cy.10"&20"-14" E&B*made*13 33RHP Chapman&Co.SydnyNSW		
23874 TCBB	**Dogan** (*ex*Mastrandreas-33, *ex*Highgate, ssRou.No.3-10,30 *ex*Dunolly) 1*Dk*(*Stl*)2*trB*& *deep framing*	*3281* *3133* *2127*	✠ ... 12,33 ✠	Cfi			1901 11mo	A.Rodger &Co. Pt.Glasgow	Barzilay& Benjamin *CellDB*	325·5 P29'B84'F30' FK *a&uE*122'*f*138'781*t*	48·2	23·8	Istanbul Turkish 6*BHCem* *APT*120*t*	T.3Cy.24",40"&65"-42" 278NHP NDB12*refitted*22 2SB,6*cf*,GS118,HS4240 ClydeS.B.&E.Co.Ld.PtGls	26 ″ 4	V †
23875 PDRF	**Doggersbank** *OilEng* *Mchy.Aft* 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	309 227 219	✠100A1 11,35 ~~12,34~~ ✠LMC1,33 ✠LMC(M)9,34	Sba Sng	*d*	N12,34	1933 1mo	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam *Lloyd's A&CP*	~~N.V.Doggersbank~~ NVScheepvaartmaatschappij 'Kustvaartbelangen"	131·9 Q26'F16' FK *CellDBf*28'28*t FP*	23·5	8·8	Alblasrdm Dutch 3*BHCem* *T*10*t APT*4*t*	Oil Engines 4S.C.SA 4Cy.11"-$17\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 6 s ″ 11½ 8 ″ 7½	
23876 ~~[illegible]~~ ~~GQJR~~ Broken up	**Dogra** ssCal.No.3-11,26 ssCal.No.1-31 2*Dks*(*Stl*)	5138 4702 3281	✠~~100A1~~ 1,34 ~~DBS5,34~~	Cal ✠~~LMC9,31~~ ~~MBS5,34~~	*y*	CL 1,34	1914 8mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP* *WB=CellD*	~~AsiaticStm Nav. Co.Ld.~~ *'Tweendk BH in after hold* *Ba*121'*uE*24'*f*184	404·7 P36'B119'F45' FK *dispensed with* 1125 *DTa*37' 976*t*	52·2	27·4	Japanese 5 *Cem* 1 *BHtoUprdk* ,, 2nd ,, *only* *APT*28*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb *100lb* 442NHP 2SB,8*cf*,GS150,HS6264 FD Rankin&Blackmore,Grk.	30 ″ 0 s 5 ″ 8½ 24 ″ 6	
23877 LDFV	**Dokka** 1*Dk*	1168 1010 656					1925	Laxevaags Msk.&Jrnskb Bergen	A/S Dokka(L.W. Hansen,*Mgr.*)	230·0 P47*t*H69*t*	36·5	14·8	Bergen Norwegian *WB*	T.3Cy.16¾",25¼"&43"-30" 101NHP LaxevaagsMsk&Jrns Bgn		N
23878	**Dokter Wagemaker** 1*Dk*	374 272 169					1934	N.V. Wilton-Fijenoord Rotterdam	N.V.Texel'sEigen StoombootOnderneming	149·6	26·5	9·6	Texel Dutch	T.3Cy.11",17"&28½"-18⅜" 29NHP N.V Wilton-Fijenoord, Rot.		V
23879 154133 MJQM	**Dolium** (*ex*President Bolivar-32) TwinSc ssSuz.No.3-11,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1142 730 533	✠100A1 11,34 BS11,35 LMC11,34 *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Suz	*m*	CL 2,34	1922 7mo	J.Koster, Hzn.Schpsw. Gideon Groningen	Anglo-Saxon PetroleumCo.Ld. *CellD*	217·1 P*on*Q67'Q67'F30' FK *BuE*19'21*tDTf*13'	33·6	12·5	London British 10*BHCem* 155*t APT*23*t*	T3Cy$10\frac{13}{16}$"$17\frac{15}{16}$"&28¾"-$17\frac{11}{16}$" 199lb (*s*) 136NHP 2SB,4*cf*, ,HS2842 L.Straatman,Dordrecht	12 ″ 5 s ″ 9¾ 11 ″ 8¾	
23880 147247 GJVM	**Dolius** TwinSc *OilEng.* D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	5507 4922 3319	✠ 11,25 ✠	Liv	*z*		1924 4mo	Scott'sS.B. &E.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellDB* 356'1200*tDTa*	407·0 P39'B133'F42' FK 30'713*tDTf*30'874*t*	52·2	28·4	Liverpool British 8*BHptCem* *APT*52*t*	Stm.&OilEng,2S.C.DA 8Cy.22"-36" 748NHP 2Regenerators Scott'sS.B.&E.Co.Ld.Grk.	32 ″ 0	C †

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
23881 133937 CGSD	**Dollard** Ⓟ **TwinSc** *Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk*	761 596 323			...		1913	Kingston S.B.Co. Kingstn,Ont.	CanadianGovernment	178·6 F29' FK	31·9	15·3	Ottawa British *WB*	T.6Cy.12½",21"&34"-21" 182NHP CollingwoodS.B.Co.	15 ″ 6	
23882 DHFJ	**Dollart** *1Dk*	535 433 268					1912	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	165·8 P112'F22'	28·6	11·5	Brmrhavn German *WB*	C.2Cy.17⅜"&31½"-21⅝" 38NHP StettinerOderwerke		G
23883	**Dolores De Urquiza** **TwinSc** (*Train Ferry*) *OilEng.* *1Dk*	2082 — 1509			...		1926	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
23884 PUBV	**Dom Pedro I** Ⓟ **TwinSc** (*ex*PedroI-35,*ex*Wyreema) *3Dks(Stl-U&M ws)Orlop beams forward Orlop dk(Stl) aft&Shade dk(Stl-teaks)*	*6370* *5885* *3291*	✠ 11,09 ✠	Syd	*a*†		1908 2mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 FK&BK1⅔" *CellDBa7*	54·2	30·6	R.Janeiro Brazilian *7BHCem* *6'uE&B104'*	T.6Cy.24½",40"&68"-48" 1038NHP 6SB,*18cf*,GS372,HS16002 A.Stephen&Sons,Ld.Gls. *f148'861tFPT56tAPT57t*	33 ″ 3	
23885 PUBW	**Dom Pedro II** Ⓟ **TwinSc** (*ex*PedroII-35,*ex*Levuka) *3Dks(Stl-U&M ws)Orlop dk (Stl)in fore & after holds & Shade dk(Stl-teaks)*	*6129* *4587* *3017*	✠ 9,11 ✠	Syd	*a*†		1910 4mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 FK&BK1⅔" *CellDBa9*	55·0	30·7	R.Janeiro Brazilian *7BHCem* *2'uE&B115'*	Q.8Cy.23",33",47"&67"-48" 1031NHP 6SB,*18cf*,GS354,HS15636 A.Stephen&Sons,Ld.Gls. *f150'809tFPT45tAPT41t*	33 ″ 3	
23886 146266 GDMV	**Domala** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* *2Dks(StlU-teaks)* D.F.	8441 6848 5125	✠ 3,25 ✠	Bom	*c*†		1921 6mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB389'1591t* *Tanks between tu*	450·0 P44'B153'F50' FK *nnels122'201t FPT*	58·3	32·9	Glasgow British *8BHptCem* *125tAPT73t*	Oil Engines 4S.C.SA 16Cy.26⅝"-47" 1085NHP N.Brit.DieselEng.WrksLd	35 ″ 6	BT till ~~4,35~~ ~~8,35~~ ~~[illegible]~~ 10,36
23887 160771 GTVD	**Domby** D.F. *1Dk*	5582 5194 3451					1932	W.Gray& Co.Ld WHartlepool	RopnerShipping Co.Ld.(SirR. Ropner&Co.Ld. *Mgrs.*)	421·2 P30'B128'F41'	55·4	28·0	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"-48" 369NHP Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)WHpl		C
23888 798 IMDX	**Dominante** (*ex*Floreal, *ex*Lenuccia M, *ex*Usk) *ss*Apl.2ndNo.3-2,09 *1Dk(Stl)&Web frames* *Well deck*	907 672 483	✠ 7,15 ✠NB2,05 ✠	Sws	*l*		1891 5mo	Osbourne Graham&Co. Sunderland	Dani&Co.	208·3 P118'F53' BK7½" *DBa51'67tFPT21t*	29·3	15·2	Genoa Italian *4BHCem*	T.3Cy.16¾",26½"&43½"-30" NDB04 109NHP 1SB,*3pf*,GS52,HS1720 G.Clark,Ld.Sunderland	16 ″ 1	I †
23889	**Domine** Ⓟ **TwinSc** *OilEng.* D.F. *2Dks 3rd dk in holds* *Ref.Mchy.* *CruiserStern*	6914 4523 3866	✠100A1 *withfreeboard* 9,35 ✠LMC9,35 ✠Lloyd'sRMC~~9,35~~3,36 for temp.28°F.	Bbo	*z*	CL	1935 9mo	Soc.Española de Const. Naval Bilbao *Lloyd'sA&CP*	Cia.Trasmediterranea *CellDB285'741t* *Tanks at sides of*	391·7 P39'F68' *connected by Shade dk* FK *tunnels62'359tFPT*	53·8	29·0	Valencia Spanish *8BHCem* *(1BH to 2nd dk)* *77tAPT74t*	Oil Engines 2S.C.SA 12Cy.~~24⅛"~~-45¼" 1240NHP 24 7/16" DB*100lb* LaMaquinistaTerrestre y Maritima,Bcl	29 ″ 0 s7 ″ 7 21 ″ 10¾	
23890 161123 GMWK	**Domingo de Larrinaga** *1Dk*	5358 4888 3243					1929	Lithgows, Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British *WB*	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Glasgow		C
23891 148768 GBDM	**Dominia** *ss*Lon.No.2-34 **TwinSc** (*CableVessel*) ~~ssLon.No.1-31~~ D.F. GyC. *3Dks(Stl-upperteaks) 4thdk(Stl)in fore&after holds Four cable tanks*	9273 8702 4913	✠100A1 *withfreeboard* 4,35 ~~11,33~~ BS~~[illegible]~~ ✠LMC~~[illegible]~~ 9,35 MS3,35 *Fitted for oil fuel 6,26 F.P. above 150° F*	Lon	*d*†	CL 11,33	1926 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	TelegraphConst.& MaintenanceCo. Ld.(SirGeoffreyR. Clarke,C.S.I., O.B.E.,*Mgr.*) *CellDB401'2472t* *sidetanks a640t*	488·9 B145' FK *sidetanksf947t* *FPT281tAPT208t*	59·0	37·4	London British *ptCem* *5BHtoUdk* *2 ,, ,, 2nd ,,* *2 ,, ,, 3rd ,,*	T.6Cy.24",40½"&66"-45" (*s*) 200lb 932NHP 5SB,*18cf*,HS14197 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	40 ″ 9 s 11 ″ 11½ 29 ″ 3¼	
23892 ~~132840~~ ~~VQJD~~	**Dominica** Ⓟ (*ex*Digby) Now "Baltrover," see No. 57288 in Supplement *ss*Qns.No.3-10,25 Sub.Sig. D.F. *ss*N.Yk.No.2-34 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shltr'tween dks*	4856 4160 3002	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~7,34~~ ✠LMC MS2,34 BS~~7,34~~ 7,35	NYk	*x*	CL ~~6,32~~ 7,35	1913 4mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	UnitedBaltic Corporation,Ld. *CellDBa108'uE&*	350·8 B128'F43' *onShelter dk* FK *B54'f144'701tFPT*	50·0	31·6	London British *6BHCem* *26tAPT44t*	T.3Cy.28",46"&77"-48" (*s*) 180lb 602NHP 3SB,*12cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 1 s 9 ″ 0½ 25 ″ 6	
23893 151086	**Dominion Shipper** **WoodAuxSr** *OilEng.* *1Dk* (*See Sailing Ship Register*)	339 264 268					1925	F.S.Burgoyne MahoneBay, N.S.	~~Shipper,Ld.(R.W. Hendry,*Mgr.*)~~ NovaScotia ShippingCo.Ld.	140·3	23·4	12·0	HalifaxNS British	Oil Engines 2S.C.SA 8Cy.10½"-12½" 155NHP FairbanksMorseCo.Ld. Belvedere,Mich.		
23894 218816 KIZB	**Domino** (*ex*Delco) *Fitted for oil fuel* *1Dk* *Longitudinal framing*	3170 2840 1903					1919	Bethlehem S.B.Corp.Ld. WlmngtnDel	AmericanSugar TransitCorp.	327·2 P32'B94'F37'	46·2	22·9	NewYork Utd.States *WB*	T.3Cy.22",37½"&60"-42" 233NHP BethlehemS.B.Corp.Ld.		R
23895 148423 MNDP	— *ss*Hul.No.2-33 *1Dk(Stl)&2nd dk at aft end of No.2 hold & fore part of No.3hold* *Ref.Mchy.* *CruiserStern*	1453 1155 711	✠100A1 5,35 ~~7,33~~ BS~~[illegible]~~ ✠LMC5,35 5,36	Hul	*q*	OG 6,33	1925 2mo	NewWaterwayS.B.Co. Schiedam *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld.	255·3 P&B165'F48' FK *CellDB208'332t*	36·1	16·7	Hull British *5BHCem* *APT51t*	T.3Cy.17¾",30½"&53"-36"(*s*) 225lb 280NHP 2SB,*6cf*,GS108,HS4178 FD NewWaterwayS.B.Co.	18 ″ 9 s ″ 11¾ 17 ″ 10¾	
23896 LDLU	**Don** (*ex*Dunston) *ss*Osl.No.2-33 *1Dk(Stl)* *Cargo battens not fitted*	2010 1709 1181	✠100A1 5,35 ~~1,34~~ BS~~[illegible]~~ ✠LMC2,35 5,35	Cff NOs	*r*	CL ~~2,33~~ 5,35	1924 5mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	A/S Don (Johannesen&FalckPedersen) *CellD*	278·7 P22'B59'F23' FK *B238' 555t FPT46t*	40·2	18·5	Oslo Norwegian *4BHCem* *APT68t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0 17 ″ 9¼	
23897 146346 MNOD	— *ss*Goo.No.2-33 *1Dk(Stl)*	1038 827 424	✠100A1 3,36 ~~[illegible]~~ BS~~[illegible]~~ ✠LMC1,35 3,36	Goo	*o*	OG ~~3,33~~ [illegible]	1924 11mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	LondonMidland& ScottishRly. *CellDBa58'*	240·3 P38'B88'F35' FK *uE13'f90'204t FPT*	34·2	15·4	Goole British *5BHCem* *14tAPT25t*	T.3Cy.22",36"&61"-39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
23898	— **TwinSc** (*ex*Eisvogel,*ex*Tergesteo, *ex*Istra) *OilEng.* *1Dk* Wireless *Mchy.Aft* *Ref.Mchy*	447 357 293					1920	A/S Kalundborg Skb Kalundborg	Sovtorgflot	140·7 P60tF14t	30·1	10·2	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy10½"-14⅝"NE24 154NHP Gross-Motorenwerke Hamburg-Mannheim,Ham		
23899 CBDA	**Don Alberto** (*ex*Royalmoor) *ss*Vpo.No.2-33 *Well deck* *1Dk(Stl)*	*1907* *1490* *1089*	✠100A1 10,35 ~~11,34~~ BS~~[illegible]~~ ✠LMC11,35 12,36	Vpo	*q*	CL 11,33	1924 11mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa&uE*	268·0 Q105'B56'F30' FK *99'f106'382tFPT86*	37·8	17·6	Valparaiso Chilian *4BHCem* *tAPT173t*	T.3Cy.20¼",33"&54"-39" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3594 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 2 ″ 0 18 ″ 0¼	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of T. of Trade Cert
23900 CBDB	**Don Benjamin Squella** (*ex*Clytha) *ss*Vpo.No.2-32 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2221 1751 1319	✠100A1 10,35 ~~9,34~~ BS~~[illegible]~~ ✠LMC12,32 12,35	Vpo	*r*	CL 9,34	1925 1mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd's A&CP*	Cia.Carbonifera e Industrial de Lota *CellD* *DTf*13'320	275·2|41·0|18·9 Q111'B52'F27' *B*229'502*t* FK *tDeck T* 9'15*t FPT*	Valparaiso Chilian 5*BHptCem* 83*tAPT*166*t*	T.3Cy.20",32"&54"-36" (*s*) 180lb 214NHP 2SB,6*cf*,GS100,HS3630 ClydeS.B.&E.Co.Ld.P.Gl.	21 ″ 0 s2 ″ 2½ 19 ″ 1½	
23901 210 IMDZ	**Don Bosco** (*ex*Syria-34) *ss*Goo.2ndNo.3-3,24 *ss*Goo.No.2-32 *Well deck* 1*Dk*(*Stl*)	749 560 347	✠[illegible] 5,36 ✠~~LMC~~ ~~[illegible]~~	Gen	*l*	OG 6,34	1898 11mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	A.Becucci	218·8|31·0|13·6 210·0 Q99'B20'F29' BK8" *DBa*	Leghorn Italian 5*BHCem* 39'*f*50'100*t*	T.3Cy.19",32"&52"-36" (*s*) 180lb 175NHP 2SB,4*cf*,GS84,HS2670 Earle'sCo.Ld.Hull	14 ″ 3 ~~s ″ 9~~ ~~14 ″ 2¾~~	
23902 972 CBDC	**Don Carlos** 1*Dk*(*Stl*)&*deep framing*	2017 1593 1114	✠ 12,05 ✠	PGl	*r*		1905 12mo	ClydeS.B. &E.Co.Ld. PortGlasgow	Cia.Carbonifera e Industrial de Lota *CellDBa*84'*uE&*	280·0|40·0|18·3 P27'B66'F37' BK9" *B*34'*f*116'533*tFPT*	Valparaiso Chilian 4*BHCem* 72*tAPT*35*t*	T.3Cy.22",35"&59"-39" 244NHP 2SB,6*cf*,GS106,HS3880 ClydeS.B.&E.Co.Ld.PtGls	20 ″ 7	
23903	— *Mchy.Aft* 1*Dk*(*Stl*)	418 324 167	✠ 7,10 ✠	Sou	*f*		1910 7mo	Day,Summers&Co.Ld. Southampton	Liebig'sExtractof MeatCo.Ld.	140·0|25·1|11·6 F23' FK *WB*=	Bns.Ayres Argentine 3*BHCem* *FPT*27*t*	T.3Cy.14",22"&37"-27" 91NHP 1SB,3*cf*,GS54,HS1656 DaySummers&Co.Ld.Sou.	12 ″ 6	
23904 KZCZ	**Don Juan O.** (*ex*Midget, *ex*Wiegand,*ex*Guadiana) Wireless 2*Dks*	498 429 257					19$\frac{02}{28}$	Schiffsw.v. HenryKoch Lübeck	Rio yOlabarrieta	150·0|24·6|16·2	Manila Utd.States *WB*	C.2Cy.15¾"&27⅜"-19¾" 27NHP J.F.Ahrens,Altona		
23905 928 CBDL	**Don Luis** (*ex*Teno) *ss*Tal.2ndNo.3-3,32 2*Dks*(*Stl*)&*deep framing*	2629 2394 1653	✠100A1 8,34 BS~~5,34~~ ✠LMC5,32 3,35	Vpo	*u*	CL 6,33	1906 10mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Cia.Carbonifera e Industrial de Lota *WB*=*CellDB*	340·0|40·2|21·5 P15'B72'F39' FK *a*88'*uE&B*40'*f*166'	Valparaiso Chilian 5*BHCem* 536*tAPT*13*t*	T.3Cy.23",37"&61"-42" (*s*) 150lb 270NHP 2SB,6*cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0	
23906 CBDR	**Don Ricardo** (*ex*Nordvaag) *ex*Arly,*ex*Ageröen, *ex*Lebu) *ss*Vpo.2ndNo.3-11,34 2*Dks*(*Stl*)&*deep framing*	2700 2397 1661	✠100A1 11,35 ~~11,34~~ ✠LMC MS10,35 BS~~5,34~~6,35	Vpo	*u*	CL ~~11,32~~ 11,35	1906 12mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa*88'	340·1|40·1|21·2 P15'B72'F39' FK *uE&B*40'*f*166'536*t*	Valparaiso Chilian 5*BHCem* *APT*13*t*	T.3Cy.23",37"&61"-42" (*s*) 170lb 270NHP 2SB,6*cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0	
23907	**Dona Angela** (*ex*Balsieger, *ex*PrincenhageIII) *Mchy.Aft* 1*Dk*	*464* *332* *218*					1918	A.Roorda Scheepsw Sliedrecht	R.Cassanello	150·6|25·0|11·1 Q55'B9'F16'	Bns.Ayres Argentine	C.2Cy.16"&30"-16" 30NHP Werf.Gusto,Schiedam		
23908 147772 MLZB	**Dona Flora** *ss*Bly.No.2-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft*	786 589 292	✠100A1 *withfreeboard* 8,35 ~~9,34~~ BS~~9,34~~ ✠LMC8,32 8,35	Bly	*m*	CL ~~8,32~~ 8,35	1924 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB*152'304*t* *DTf*14'105*t*	201·0|34·6|11·5 FK *FPT*48*tAPT*44*t*	Middlsbro' British 4*BHptCem* 2*BHtoSh dk* 2 ,, ,,2*nd* ,,	T.3Cy.16",26"&44"-30" (*s*) 180lb *100lb* 134NHP 1SB,3*cf*,GS66,HS2337 Ross&Duncan,Govan	14 ″ 3 s ″ 2 14 ″ 2¾	
23909 147770 MLYK	**Dona Isabel** *ss*Bly.No.2-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft*	784 586 290	✠100A1 *withfreeboard* 5,35 ~~11,34~~ BS~~11,34~~ ✠LMC9,32 2,36	Mdb	*m*	CL ~~10,34~~ 5,35	1924 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB*152'304*t* *DTf*14'105*t*	201·0|34·6|11·5 FK *FPT*48*tAPT*44*t*	Middlsbro' British 4*BHptCem* 2*BHtoSh dk* 2 ,, ,,2*nd* ,,	T.3Cy.16",26"&44"-30" (*s*) 180lb *100lb* 134NHP 1SB,3*cf*,GS66,HS2337 Ross&Duncan,Govan	14 ″ 3 s ″ 2 14 ″ 2¾	
23910 KZCQ	**Doña Ramona** (*ex*Montañes-32) 1*Dk*	385 294 211			...		1889	J.Jones& Sons Liverpool	T.R.Yangco	149·5|25·0|11·8 Q32'B14'F23' FK	Manila Utd.States *WB*	T.3Cy.14",22"&36"-24" 70NHP J.Jones&Sons,Liverpool	12 ″ 5	
23911 140832 MNDS	**Donaghmore** *ss*Bel.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	581 401 270	✠100A1 6,35 ~~1,33~~ ✠LMC MS1,35 BS1,35	Bel	*h*	CL ~~3,32~~ 6,35	1925 1mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·2|27·0|11·1 Q94'B11'F28' FK *Bf*97' 125*t FPT*44*t*	Workngtn British 3*BHCem* *APT*7*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 82RHP 1SB,3*pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 ″ 4 s3 ″ 8½ 13 ″ 3	
23912 147765 CYKZ	**Donald Stewart** *ss*Tto.No.2-31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1781 1483 1074	✠100A1 *withfreeboard* 9,34 BS4,35 ~~BS1,34~~ ✠LMC12,31 *For Service on the Great Lakes, River & Gulf of St. Lawrence & to St.John's NFL April to 21st November*	Qbc		CL 9,34	1923 5mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's A&CP*	CanadaSteamship Lines,Ld. *2intermediate* *CellD*	250·0|42·7|16·1 Q92'F36' FK *BH's in holds(lower parts WT)* *B*214'673*tFPT*277*t*	Montreal British 3*BH; also* *APT*13*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 179NHP 2SB,4*cf*,GS78,HS2850 FD Smith'sDockCo.Ld.Mdb.	18 ″ 6 s4 ″ 11½ 13 ″ 10	
23913 DOBR	**Donau** Ⓟ 4Mst D.F. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	9035 8138 5642	✠Lloyd'sRMC~~[illegible]~~ ~~2,35~~ 2,36				1929	Deutsche Sch.u.Mschb. A.G.Werk Vulcan Hamburg	Norddeutscher Lloyd	521·0|63·6|31·1	Bremen German *WB*	T3Cy.34¼",52¾"&86$\frac{9}{16}$"-57⅛" and L.P. Turbine 1000NHP DeutscheSchiff.-u.Mschb. A.G.Werk,Vulcan,Ham.		G
Missing since 12,35 23914 UPIK	**Donetz** (*ex*Lauritz-35, *ex*Bedlington-32, *ss*Nwc.No.2-33 *ex*Foresthill) 1*Dk*(*Stl*) *Cargo battens not fitted*	*1710* *1375* *1050*	✠~~100A1~~ 1,35 ~~BS[illegible]~~ ✠~~LMC[illegible]~~	Nwc	*q*	CL 2,35	1924 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP*	Sovtorgflot *CellD*	250·5|39·7|17·9 P17'B58'F23' FK *B*204' 454*t FPT*72*t*	Leningrad Russian 4*BHCem* *APT*35*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 169NHP 2SB,6*cf*,GS93,HS2790 J.G.Kincaid&Co.Ld.Grk.	19 ″ 10 s2 ″ 6¾ 17 ″ 6	
23915 57 IBUJ	**Donizetti** Ⓟ *OilEng.* *ss*Fiu.No.1-32 2*Dks*(*Stl*)	2428 1838 1420	✠100A1 ~~5,35~~ ~~11,34~~ 5,36 DBS~~11,34~~ ✠LMC CS6,32 12,35 3,34	Fiu	*s*	CL N6,34	1928 12mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	AdriaSoc.Anon.di Nav.Marittima *CellDB*213'404*t*	294·0|40·2|21·1 281·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s3 ″ 1¾ 20 ″ 5¾	
23916 220664 KDGN	**Donna Lane** WoodTwinSc *ss*Sea.23 *OilEng.* 2*Dks* *Mchy.Aft* *Salted*	2185 1843 1598	✠ 8,27 ✠	Sea	*s*		1919 11mo	J.H.Price Const.Corp. SeattleWash.	OceanicFisheries, Inc.	245·5|46·7|23·6 P57'F37'	Seattle Utd.States	Oil Engines 4S.C.SA 12Cy.16"-24" 298NHP 2DB McIntosh&Seymour Corp.Auburn,N.Y.	26 ″ 10	
23917 134015 VGQF	**Donnacona** (*ex*W.GrantMorden) *ss*Tto.No.3-5,32 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* D.F. *Longitudinal framing*	8611 8075 6086	✠100A- *For Service on the Great Lakes* 10,35 ~~5,32~~ ✠LMC4,35 BS12,34	Tto		~~8,31~~ N10,35	1914 5mo	WesternD. D&SB.Co.Ld. P.Arthur,Ont *CellDB*	CanadaSteamship Lines,Ld. *a* 55'*f & side tanks*	604·0|59·0|32·0 F44' FK 510' 5546*t FPT*250*t*	Montreal British 4*BH* *APT*48*t*	T.3Cy.24",39"&65"-42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 AmericanSBCo.Clvelnd,O.	32 ″ 0	
23918 154499	**Donnacona No. 1** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	329 301 239					1928	Canadian Vickers,Ld Montreal,PQ	QuebecPaper Sales&Trans- portationCo.Ld.	140·8|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"-13¾" 123NHP N.V.KromhoutMtfb.Ams.		

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme [illegible] maintenant expiré. Lettre d'Endroit	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si non dans le L.R. Durée. Cert. Ref. Trade
23919 154560	**Donnacona No. 2** TwinSc *OilEng.* *Mchy.Aft* *1Dk*	330 302 240					1928	Canadian Vickers,Ld. Montreal,PQ	QuebecPaperSales &Transportation Co.Ld.	140·9	30·3	9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13 5/16"-13¾" 123NHP N.V.KromhoutMtfb.Ams.		
23920 154984	**Donnacona No. 3** TwinSc *OilEng.* *1Dk*	346 300 241					1929	DavieS.B. &Repg.CoLd Lanzon,P.Q.	QuebecPaperSales &Transportation Co.Ld.	143·5	30·1	9·4	Quebec British *WB*	Oil Engines 2S.C.SA 6Cy.10 11/16"-12 3/16" 59RHP KromhoutMotorenfb.Ams		
23921 147468 VJEN	**Doomba** (*ex*Wexford) TwinSc *CruiserStern* *2Dks*	750 690 264		...			1919	W.Simons &Co.Ld. Renfrew	BrisbaneTug& S.S.Co.Ld.	219·4 B31'	28·6	15·5 FK	Brisbane British *WB*	T.6Cy.13¼",21¼"&34"-21" 378NHP W.H.Allen,Son&Co.Bed.	16 ″ 3	
23922 219159 KOKR	**Dora** (*ex*Inspector) *Fitted for oil fuel* *2Dks* *Carrying Molasses in bulk*	5036 4572 3076					1919	American International S.B.Corp. HogIslandPa	Steamship"Dora" Corpn.(U.S.Tank ShipCorpn.*Mgrs.*)	390·0 P50'B121'F40'	54·0	32·0	NewYork Utd.States *WB*	DR Geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23923 217057 WACZ	— (*ex*DoraWeems, *ex*LakeGalera) ssPhl.No.3-5,25 ssBal.No.2-33 *1Dk(Stl)* *2nd dk(Stl) in holds*	2316 1993 1368	✠100A1 10,35 ~~10,34~~ BS~~10,34~~ 10,35 LMC9,35	Bal	r	CL ~~11,33~~ 10,35	1918 10mo	Buffalo DryDockCo. Buffalo,N.Y. A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	251·0 P25'B64'F23' *CellDB*208'538t*FPT*	43·5	22·4 FK	Baltimore Utd.States 4*BHCem* 59t*APT*93t	T.3Cy.19½",30⅝"&56½"-36" 180lb (s) 330NHP 2SB,6cf,GS115,HS5467 FD WorthingtonPump& Mchy.Corp.Buffalo	24 ″ 2	
23924 OXUH	Now "Guyane," see No. 38282 in Supplement ~~TwinSc~~ *Ref.Mchy.* *CruiserStern* *OilEng.* Wireless D.F. *1Dk*	1794 1455 996					1934	Akt.Burmeistr&Wain Copenhagen	J.Lauritzen	292·9	42·7	15·7	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		G
23925 DMBX	**Dora Ahrens** (*ex*FranziskaFischer, *ex*Marianne) *1Dk*	858 706 529					1901	Akt.Ges. "Neptun" Rostock	E.Ahrens	209·6 Q65'B56'F20'	31·8	13·0	Rostock German *WB*	T.3Cy.14⅝",24¼"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
23926 103 IBLJ	**Dora C.** (*ex*Dora) ssTri.No.3-3,35 ~~ssPla.No.2-32~~ *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel 9,22 F.P. above 150° F.*	5843 5039 3376	✠100A1 *Shelter dk withfreeboard* ~~3,35~~ ~~1,24~~10,35 ~~MS1,35~~ ✠LMC,35	Gen ~~Tri~~ Pla	y	CL ~~4,32~~ 2,35	1922 8mo	Cant.Nav. Triestino Monfalcone *CellDBuE&B* A&CP	CosulichSoc. Triestina diNav. 70'236t*DTf*34'221	390·0 P123'B36'F39' t*FPT*113t*APT*193t	53·9	29·5 FK	Trieste Italian 13*BHCem* (10 *to Sh dk* 3 " *U* ",)	T.3Cy.26⅝",42½"&70 1/16"-48" 180lb (s) 433NHP 3SB,9cf,GS148,HS7221 FD UnitedMachineFactories, Smichow	32 ″ 0 s5 ″ 0½ 26 ″ 8¾	
23927 225751 KGBG	**Dorchester** Ⓟ Sub Sig. D.F. *Fitted for oil fuel* GyC. *Longitudinal framing* *4Dks.*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners TransportationCo.	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"-48" 404NHP NewportNewsSB.&DD.Co		R
23928 PDRP	**Dordrecht** ssRot.No.2-36 *OilEng.* ~~ssRot.No.4-…~~ *Mchy.Aft* *1Dk(Stl)&Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	4402 3371 2515	✠100A1 ~~5,35~~ ~~7,34~~2,36 ✠LMC CS2,36 DBS2,36 6,35	Rot ~~Bkn~~	w	CL ~~6,34~~ N2,36	1928 1mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's*A&CP	N.V.Maats.Motorschip"Dordrecht" (N.V.Phs.vanOmmeren'sScheepv. Bedrijf) *CellDBuE*52'128t	351·1 P78'*Trunk*234' F38' *FPT*173t*A*	50·2	24·8 FK	Rotterdam Dutch 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.27 1/16"-55⅛" 438NHP 3DB*142lb* Maats.Fyenoord,Rot. *PT*50t	25 ″ 0 s2 ″ 9¾ 22 ″ 1½	
23929 147212 GJTL	**Dorelian** ssLiv.No.2-31 *Ref.Mchy.* *2Dks(Stl)&* ~~D.F.~~ *Shelter dk(Stl)*	6431 6054 4069	✠100A1 *Shelter dk withfreeboard* 12,34 ✠LMC MS10,31 BS~~9,…~~9,35	Mch	z	CL ~~8,32~~ 9,35	1923 5mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's*A&CP	CharenteS.S.Co. Ld.(T&J.Harrison *Mgrs.*) *CellDB*340'963t *DTa*26'670t	400·4 B143'*on Shelter dk* *DTf*24'641t *FPT*123t*APT*30t	52·4	35·0 FK	Liverpool British *ptCem* 6 *BH to S dk* 1 " " *U* ",	Q4Cy.23½",34",49"&70"-51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 ″ 7 s8 ″ 8¼ 29 ″ 2	
23930 147215 GJTP	Broken up **Doric** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. GyC. ~~D.F.~~ E.S.D. *CruiserStern* *4Dks*	16484 12867 9870					1923	Harland& Wolff,Ld. Belfast	~~CunardWhiteStar, Ld.~~	575·5 P54'B313'F92'	67·9	41·2	Liverpool British *WB*	4SteamTurbinesSRgeared to2Sc.Shafts Harland&Wolff,Ld.Bel.		BT till 2,36
23931 146193 GCVQ	**Doric Star** (*ex*Doricstar) ssNwc.No.3-1,34 *Ref.Mchy* *3Dks(Stl)&Shelter dk(Stl)* *CruiserStern* *Fitted for oil fuel10, 2 F.P. above 150° F.*	10093 9519 6359	✠100A1 *withfreeboard* 3,30 ~~3,34~~ ✠LMC1,34 ✠Lloyd'sRMC~~1,35~~ 4,36~~11,35~~	Lon BS3,30	g†	CL 11,33	1921 10mo	Lithgows, Ld. Pt.Glasgow *Lloyd's*A&CP	Eastmans,Ld. (BlueStarLine Ld.*Mgrs.*) *CellDB*	529·8 len34 421'1968t*FPT*188t	64·0	37·0 FK	London British 8*BHCem* (*Coll to Sh dk* 7 " " *2nd* ",) *AP*170t	2 Steam Turbines DR geared to 1 Sc.Shaft (r) 200lb FD 1398NHP 6SB,24cf,GS410,HS21369 Met.VickersElecCoLdMch	40 ″ 6 s10 ″ 0¼ 30 ″ 9	
23932 1384 IMEJ	**Doride** (*ex*Stralsund,*ex*Tanger) *1Dk&Spar dk*	1542 1336 913					1897	Schiffs.v. HenryKoch Lübeck	Soc.Anon.diNav. "Neptunia"	245·9 B67'F28'	35·2	18·7	Genoa Italian *WB*	T.3Cy.16½",28"&44"-27½" 101NHP H.Paucksch,Landsberg		I
23933 GQWX	ow "Boltenhof," see No. 37279 in Supplement **Dorie** ssNpt.No.3-2,24 ssSld.No.1-28 *1Dk(ptIrn ptStl)*	3264 3065 2036	✠100A1 7,30 BS10,30 ✠LMC7,28	Npt	v	CL 12,29	1911 3mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP	A.H.Smith *WB*= *CellDBa*117'*u*	343·0 P29'B98'F36' *E*23'*f*150'841t*FPT*	49·0	22·0 FK	London British 6*BHCem* 86t*APT*76t	T.3Cy.24",40"&65"-42" (s) 180lb *90lb* 299NHP 2SB,6cf,GS122,HS4612 Blair&Co.Ld.Stockton	24 ″ 5 s4 ″ 2½ 20 ″ 7	
23934 FNGL	**Dorine** *Well deck* D.F. *1Dk*	3176 — 1661		...			1923	Chant.Nav Français Caen	UnionIndust.& Mar.Sté.Française d'Arm.	313·6 P15'Q90'B59'	45·9	20·5 FK	Havre French *WB*	T3Cy.18⅛",29 13/16"&50⅝"-37 13/16" 235NHP Atel&Ch.de laLoire,St.Dns	23 ″ 0	V †
23935 136789 GDMR	**Dorington Court** ssShl.No.3-6,27 *1Dk(Stl)2trB*	4818 4546 3032	✠100A1 3,29 ✠LMC BS3,29 MS1,32	Cff	y	CL N9,33	1915 2mo	Richardsn, Duck&Co.Ld Stockton *Lloyd's*A&CP *WB*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld. *Mgrs.*) =*CellDBa*130'*uE*	389·6 P45'B108'F35' 26'*f*165'1091t *FPT*	53·4	26·4 FK	London British 6*BHCem* 90t*APT*165t	T.3Cy.26",42"&70"-48" (s) 180lb HS7167 419NHP 2SB&1AuxSB,10cf,GS209 Blair&Co.Ld.Stockton	28 ″ 10 s5 ″ 6½ 23 ″ 8	
23936 SVJV	**Doris** (*ex*EasternCity-33) *1Dk&Shelter dk*	*4604* *4262* *2768*					1917	JLThompson&Sons,Ld. Sunderland	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	400·0	53·0	24·7	Syra Greek *WB*	T.3Cy.25½",46"&75"-51" 402NHP Blair&Co.Ld Stockton		C
23937 DAQR	— *1Dk*	535 406 324					1901	Nuescke& Co Stettin	Pommersche landw.Hauptgenossenschaft G.m.b.H.	167·2 Q49'B52'F23'	26·4	11·2	Stettin German *WB*	C.2Cy.17¾"&30¾"-19¾" 36NHP "Kette"Uebigau,Uebigau		G
23938 143 IMEV	**Doris Ursino** (*ex*Swanhild, *ex*Silvia) Iron *1Dk2trB*	891 670 544					1886	Reiherst'g Schiffsw. Hamburg	FrancescoUrsino diF.	200·1 P117'F24'	29·8	14·9	Catania Italian *WB*	C.2Cy.25"&47"-33" 107NHP Reiherst,Maschinenf.Ham		I

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name, Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when ✠all shafts last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23939 216327 KMIE	**Dorothy** (*ex*CapeHenry) *Fitted for oil fuel* D.F. *Longitudinal framing* *2Dks&Web frames*	4647 4214 2858			...		1918	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 P54'B94'F39'	52·3	27·0 FK	NewYork Utd.States *WB*	T.3Cy.24",41"&68"-48" 486NHP BethlehemS.B.Corp.Ld.	29 ″ 6	R †
23940 203813 WGCQ	**Dorothy Alexander** Ⓟ (*ex*President) *Fitted for oil fuel* D.F. *Ref.Mchy* *3Dks&Shelter dk*	5453 — 2546					1907	NewYork S.B.Co. Camden,N.J.	PacificS.S.Lines Ld.(AdmiralLine)	391·9	48·2	19·7 *WB*	S.Frncisco Utd.States	T.3Cy.34",56"&90"-60" 601NHP NewYorkS.B.Co.		R
23941 126597 WFDK	**Dorothy Bradford** Ⓟ Iron (*ex*Charlotte) *Fitted for oil fuel* *2Dks*	1747 — 1198					1889	Neafie& Levy Philadelphia	CapeCodS.S.Co.	228·9	38·0	22·0	Boston Utd.States	T.3Cy.21",31"&55"-36" 181NHP Neafie&Levy,Philadelphia		R
23942 217436 WJDU	**Dorothy Cahill** (*ex*WestWauneke) *Fitted for oil fuel* *2Dks*	5591 5248 3457			...		1919	Columbia RiverS.B.Cor Portland,Or.	ChristensonS.S. Co.	410·0 P44'B115'F47'	54·2	27·6 FK	S.Frncisco Utd.States *WB*	T3Cy.24½",41$\frac{11}{16}$"&72$\frac{11}{64}$"-48" NE29 352NHP Hoovens,Owens&RentschlerCo.Hamilton,Ohio	30 ″ 2	R †
23943 218199 KIJL	**Dorothy Luckenbach** TwinSc (*ex*Edellyn) 5Mst D.F. *ss*Bos.No.3-4,30 *ss*Bos.No.1-34 GyC. *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	6370 5766 3999	✠100A1 *Shelter dk* *withfreeboard* ~~8,33~~~~10,34~~ 4,36 ✠NB4,25 ✠LMC MS7,34 BS~~8,34~~8,35	Bos Sea	*b*†	CL 8,34	1919 7mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389 *tanks in*	448·9 1831*t* '*tween dk* *E& B space* 36'405*t*	60·2	28·2 37·8 FK (	NewYork Utd.States 8*BHptCem* *Coll* ,, *toSdk* 7 ,, ,, *2nd* ,,) *FPT*281*t A*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 225lb FD 1076NHP 3SB,*12cf*,GS239,HS12780 DeLavalSteamTurbineCo. *PT*271*t* Trenton,N.J.	31 ″ 3 s 4 ″ 3¼ 27 ″ 4½	
			Fitted for oil fuel 7,19 *F.P. above* 150° F.													
23944 161129 MPQK	**Dorothy Rose** *ss*Cff.No.1-34 *Mchy.Aft* *Well deck* *1Dk(Stl)*	1600 1231 946	✠100A1 8,35~~8,34~~ BS8,35 ✠LMC1,34	Bly	*p*	CL ~~1,34~~ 8,35	1929 11mo *Lloyd*	D&WHenderson&CoLd Glasgow *sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	250·0 Q140'B15'F25' 169'373*tFPT*93*tA*	37·2	16·4 FK4	Liverpool British *BHCem* *PT*66*t*	T 3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 ″ 6 s 5 ″ 4½ 17 ″ 3½	
23945 216365 KLUI	**Dorothy Wintermote** (*ex*Lake Cayuga) *Fitted for oil fuel* *1Dk*	2010 1630 1227			...		1918	ToledoS.B. Co. Toledo,O.	FrankParamino	252·0 P21'B64'F30'	43·5	18·9 FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
23946 145985 MLDW	**Dorrien Rose** *ss*Bkn.No.3-2,28 *Mchy.Aft* *Well deck* *ss*Sws.No.1-32 *Cargo battens not fitted* *1Dk(Stl)*	1039 727 563	✠100A1 2,36~~2,35~~ BS9,35 ✠LMC MS10,32 ~~BS6,34~~	Bly	*m*	OG ~~2,35~~ 2,36	1922 11mo *Lloyd*	JFullerton &Co. Paisley *sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell*	210·4 Q115'B11'F26' *DBf*128'196*tFPT*	33·2	12·9 FK	Liverpool British 3*BHCem* 70*tAPT*35*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,*4cf*,GS82,HS2800 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 10 14 ″ 7	
23947 OYBW	**Dorrit** *1Dk*	846 722 493					1918	Schffb.Ges. "Unterweser" m.b.H. Weser münde-L.	J.Lauritzen	212·9 P30'B63'F21'	31·4	13·2	Esbjerg Danish *WB*	T.3Cy.14⅜",21⅞"&35¾"-23⅝" Christiansen 60NHP &Meyer,Harburg		G
23948 163539 GWWL	**Dorset** TwinSc *OilEng.* D.F. E.S.D. *2Dks&Shelter dk* *Ref.Mchy.* *4thDk inNos.1&2 holds* *CruiserStern*	10624 9539 6298	✠100A1 *withfreeboard* ~~11,35~~4,36 ✠LMC11,34 ✠Lloyd'sRMC~~11,34~~ 11,35~~6,35~~	Bel ~~Lv~~ Lon		CL	1934 11mo *Lloyd*	Workman Clark(1928) Ld. Belfast *sA&CP*	FederalStm.Nav. Co.Ld. *Duct keel fwd. of m* *CellDB*386'1697*t* *tunnels*966*t*	493·5 *achinery space* *tanks in way of* *FPT*70*tAPT*74*t*	68·6	34·5 FK (	London British 8*BHptCem* *Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 16Cy.28⅜"-49$\frac{3}{16}$" 2236NHP 2DB-*120lb* SulzerBros.Winterthur	38 ″ 8 s 6 ″ 7 32 ″ 6¼	
23949 143659 GDKB	**Dorsetshire** Ⓟ TwinSc *ss*Drt.No.3-8,32 D.F. *OilEng.* *3Dks(Stl-ws)&Shade dk* *Platform dk in No.1 hold*	9645 8694 5920	✠100A1 ~~8,35~~ ~~1,35~~12,35 DBS~~8,34~~ ✠LMC~~8,34~~ 8,35 8,35	Sou	*c*†	CL 8,33	1920 8mo *Lloyd*	Harland& Wolff,Ld. Belfast *sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa* 1318*t*	450·3 121'*uE*30'*f*212' *DTf*32' 560*t FPT*	57·3	33·7 FK	Liverpool British 7*BHptCem* 85*tAPT*40*t*	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" 987NHP DB*100lb* Harland&Wolff,Ld.Gls.	36 ″ 7 s14 ″ 2½ 22 ″ 9	BT till ~~6,35~~ 6,36
23950 OYBX	**Dorthea** (*ex*Bottenhavet, *ex*Danstrup) *1Dk*	1298 1095 779					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SD/SDorthea (H.C.Christensen)	241·8 P17'B50'F27'	36·2	16·2	Marstal Danish *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv		V
23951 DHFK	**Dortmund** *ss*Ham.No.1-30 *Well deck* *2Dks(Stl)* D.F. *3rdDk(Stl)in No.1 hold*	5138 4565 3047	✠ ... 10,34 ✠	Ham	*z*		1926 10mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt. Ges.(Ham- Amer.Linie) *Cell*	406·9 P&B328'F55' *DB*364' 1203*t FPT*	56·0	25·7 FK	Hamburg German 8*BHAsp* 52*tAPT*16*t*	4 Steam Turbines SR geared to 1 Sc Shaft 639NHP 3SB,*9cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 7	G †
23952 KZDH	**Dos Hermanos** Ⓟ Iron (*ex*AntonioMuñoz) *ss*Man.No.3-10,95 Wireless *1Dk&Awng dk*	838 761 541	✠ 4,00 ✠	Man	*l*		1882 6mo	R.Napier &Sons Glasgow	Gutierrez Hermanos	204·5 *WB = CellDBa*	26·4	10·0 17·0 BK7"	Manila Utd.States 4*BHCem* 22'*f*26'56*t*	C.2Cy.26"&45"-36" NB00 102NHP R.Napier&Sons,Glasgow		
23953 FOMQ	**Dougga** (*ex*Undine,*ex*Zanzibar) Wireless *1Dk*	1556 — 933					1912	Schiffsw. v. HenryKoch Lübeck	Soc.Mar.Nationale	241·4 P&B190'F35'	36·1	16·0	Marseilles French *WB*	T3Cy.18⅛",28¾"&47¼"-33$\frac{7}{16}$" 129NHP OttensenerMasch.Fab.Alt.		V
23954 122958 GJWD	**Douglas** *ss*Goo.2ndNo.3-5,32 Wireless D.F. *1Dk(Stl)&deep* *Ref.Mchy.* *framing*	950 765 418	✠100A1 ~~5,34~~12,35 BS~~4,34~~ ✠LMC5,32 12,35	Goo	*n*	OG 3,33	1907 2mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *sA&CP*	LondonMidland& ScottishRly. *W*	236·6 P30'B79'F31' *B = Cell DBa*48'*uE*	32·1	13·6 BK7"	Goole British 5*BHCem* 21'*f*67'185*t*	T.3Cy.21",35"&58"-36" (*s*) 180lb 227NHP 2SB,*6cf*,GS134,HS3620 ClydeS.B.&E.Co.Ld.P.Gls.	16 ″ 2 s 1 ″ 6½ 15 ″ 2¾	
23955 157552	**Douglas Houghton** *Mchy.Aft* GyC. *1Dk3trB*	4515 — 3070					1899	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	456·0	50·0	23·9 *WB*	Duluth, Minn. Utd.States	Q4Cy18½",26½",39"&56"-42" NB10 203NHP GlobeIrn.Wrks.C.Clvnd.O		
23956 Broken up FNHG	**Doukkala** Ⓟ (*ex*Koning WillemII) *3Dks*	4412 — 2760			...		1900	Maats. Fyenoord Rotterdam	Cie.deNavigation Paquet	392·8 P&B286'F79'	45·0	28·2 FK&BK3"	Marseilles French *WB*	Q.4Cy.27½",39",55"&82"-60" 718NHP Maats.Fyenoord,Rot.	29 ″ 9	V †
23957 LDFY	**Douro** (*ex*Peik) *1Dk*	928 670 544					1921	A/S Jarlsö Værft Tönsberg	E.B.Aaby	200·4 B54'Q63'F25'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"-30" Trondhjems 106NHP M.V.Trondheim		N
23958																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23959 OYBY	**Douro** *1Dk&Awng dk*	806 477 485					1889	Burmeister &Wain, Copenhagen	DetForenede Dampskibsselsk.	181·2	28·7	23·2 19·9	Copnhagn Danish *WB*	T.3Cy.14½",23"&36"-24" 63NHP Burmeister&Wain,Cpn.		V
23960 ~~131968~~ ~~[illegible]~~	**Dovenden** (*ex*HowickHall) *ss*N.Yk.No.3-9,28 *ss*N.Yk.No.1-27 *2Dks(Stl)&*[illegible] *Longitudinal framing* *Platform deck for light cargoes* *Now "Ircania," see No. 38553 in Supplement*	4821 4460 2976	✠ ~~6,30~~ ~~[illegible]~~	Shl ✠LMC ~~BS[illegible]~~	z	CL 6,29	1910 10mo	W.Hamil-ton&Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	~~H.Constant~~ *Cell DBa*107'	400·8 P39'B&F323' *uE&B*59'*f*174'1027*t*	51·5	27·0 FK	~~Italian~~ 6*BHCem* *APT*24*t*	T.3Cy.27½",45"&75"-51" (*s*) 180lb 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 " 7 ~~s4 " 1~~ ~~25 " 10~~	
23961 26804 JNUD	**Dover Maru** *ss*Osa.No.3-10,32 *2Dks(Stl)*	3210 2676 1974	✠100A1 11,35 ~~11,34~~	Kob ✠LMC ~~[illegible]~~	u 11,35	CL ~~10,34~~ 11,35	1920 3mo A&CP	Ishikawa-jimaS.B.& Eng.Co. Tokio	Kuribayashi ShosenK.K. *CellDB*262'587*tFPT*	305·0 P25'B92'F30'	43·7	27·2 FK	Okadamura Oshima Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"-42" (*s*) 200lb 338NHP 2SB,*6cf*,GS116,HS4837 FD IshikawajimaSB.&Eng.Co	27 " 3 s4 " 4 23 " 2	
23962 LCIJ	**Dovrefjell** (*ex*Lacuna,*ex*Briarleaf) *ss*Rot.No.3-3,29 *ss*Osl.No.1-32 *Mchy.Aft 1Dk(ptStl)&Shelter dk(Stl)&Web frames*	5955 5462 3601	✠100A1 *Shelter dk with freeboard* ~~5,35~~ ~~10,34~~ 11,35 ~~BS4,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*12,16 *F.P. above* 150° F.	Rot ~~Kal~~ Ham BS5,35 ✠LMC4,32	y	CL 3,33	1916 12mo	J Readhead &Sons,Ld. SouthShields *Lloyd*'*sA&CP*	A/S Dovrefjell (Olsen&Ugelstad)	393·5 P107'B33'F41' *on Shelter dk* *CellDBu*	51·1	33·5 FK	Oslo Norwegian 16*BHptCem* *B*30'67*tDTf*	T3Cy.27$\frac{1}{16}$",44"&72"-48" (*r*) 180lb 437NHP 3SB,*9cf*,HS7408 J.Readhead&SonsLd SShl 34'369*tFPT*58*tAPT*130*t*	35 " 3 s6 " 6 28 " 11½	
23963 202866 KDUJ	**Dow Chemical** (*ex*William T.Roberts,*ex*E.D.Carter) GyC. *(Self-Unloader)* D.F. *Mchy.Aft* *1Dk*	6606 — 5305					1906	Detroit S.B.Co. Wyandotte	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	504·0	54·1	30·0	Buffalo NY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
23964 148142 MNDK	**Downshire** 3Mst *ss*Bel.No.2-32 *Mchy.Aft 1Dk(Stl)* *Well deck Cargo battens not fitted*	398 271 163	✠100A1 11,34 MS12,32	Bel ✠LMC BS~~11,34~~ 11,35	f	CL 11,34	1925 1mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	EastDownshire S.S.Co.Ld.	147·0 Q86'B9'F25' *FP T*39*t*	24·6	10·0 FK	Belfast British 3*BHCem* *APT*4*t*	T.3Cy.13",21"&34"-24" (*s*) 180lb 59RHP 1SB,*3cf*,GS48,HS1502 Aitchison,Blair,Ld.Gls.	11 " 0 s 3 " 6½ 11 " 0½	
23965 218585 KIPG	**Doylestown** *Fitted for oil fuel* *1Dk*	2632 1963 1610					1919	AlbinaEng &Mach.Wrks Portland,Or.	TheCharlesNelson Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.22",36½"&60"-42" 233NHP AlbinaEng.&Mach.Works, Portland,Or.		R
23966 28836 JOHJ	**Dozan Maru**	1679 — 975					1918	Hashimoto Kizo Kobe	HashimotoKisen K.K.	249·5	34·9	21·7	Moji Japanese			
23967 DOMQ	**Drachenfels** Sub.Sig. *2Dks*	6342 5834 3879					1921	Howaldts-werkeA.G. Kiel	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P60'B136'F55'	56·5	30·4	Bremen German *WB*	T.3Cy$28\frac{9}{16}$"47½"&76½"-$55\frac{1}{16}$" 436NHP Howaldtswerke,Kiel		G
23968 146435 GFQB	**Draco** *ss*Hul.No.3-2,34 *Well deck 1Dk(Stl)* *Cruiser Stern*	2018 1565 1177	✠100A1 ~~[illegible]~~4,35 MS2,34	Hul ✠LMC BS12,34	r	CL 4,34	1922 1mo	Hall,Rus-sell&Co.Ld. Aberdeen *Lloyd*'*sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*234'461*t*	274·7 P&B183'F51' *FPT*27*tAPT*9*t*	39·3	18·5 FK	Hull British 5*BHptAsp ptCem*	T.3Cy.17¾",30½"&53"-36" 225lb (*r*) 291NHP 2SB,*6cf*,GS112,HS4410 FD Hall,Russell&Co.Ld.Abn.	20 " 9 s1 " 5 19 " 7	
23969 LCAV	**Drafn** TwinSc *OilEng.* D.F. *2Dks* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8205 7667 4802					1931	Cant. RiunitiDell Adriatico Monfalcone	E.B.Aaby	468·0 P117'B30'F56'	60·2	34·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"-$43\frac{5}{16}$" 1000NHP Soc.An.FiatS.G.M.Turin		N
23970 139233 GKXQ	**Drakepool** *ss*Bry.No.2-33 D.F. *1Dk(Stl)*	4838 4610 2994	✠100A1 ~~7,35~~ ~~3,35~~ 4,36 ~~Sws~~ ~~BS3,34~~ 3,35	Bry ✠LMC2,35	y	CL ~~9,34~~ 7,35	1924 11mo	RopnerS.B &Rpg.Co. (Stockton) Ld. Stockton *Lloyd*'*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDBa* 126'*uE*25'*f*	390·0 P29'B221'F41' 171'1059*tFPT*162*t*	55·5	26·4 FK	W.Hartlpl British 6*BHCem* *APT*194*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb *100lb* 437NHP 3SB,*9cf*,GS190,HS7526 Blair&Co.Ld.Stockton.	28 " 9 s4 " 5 24 " 6½	
23971 143695 GDVY	**Dramatist** *ss*Bkn.No.3-8,33 *2Dks(Stl)3rd dk(Stl)in No.1hold*	5443 5107 3423	✠100A1 2,36 ~~3,35~~ ~~BS[illegible]~~ 10,35	Bkn ✠LMC8,32	z	CL ~~8,32~~ N2,36	1920 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*354'1118*t*	410·0 P37'B138'F52' *DTa*31'846*tFPT*52*t*	52·3	30·5 FK	Liverpool British 7*BHCem* *APT*22*t*	3SteamTurbinesDRgeared to1Sc.Shft200lb(*s*) 600NHP 2DB&1AuxSB,*15cf*,GS284, HS9592 J.Brown&CoLdClydebank	32 " 10 s6 " 3 26 " 11	
23972 LCIK	**Drammensfjord** (*ex*Tatjana) *2Dks*	5339 4865 3210					1920	Canadian Vickers,Ld. Montreal	DenNorske AmerikalinjeA/S	400·9 P73*t*H227*t*	52·4	28·4	Oslo Norwegian *WB*	T.3Cy.25",41"&68"-45" 310NHP CanadianVickers,Ld.Mtl.		N
23973 PDSG	**Drechtdijk** Ⓟ TwinSc *ss*Rot.No.3-8,32 *OilEng.* *Ref.Mchy. 2Dks(Stl)&Awng dk(Stl)* D.F. *Cargo battens not fitted in bridge and forecastle*	9338 8549 5808	✠100A1 *Awning dk with freeboard* 2,36 ~~3,35~~ DBS3,35 ✠Lloyd'sRMC~~[illegible]~~ ~~7,35~~ 1,36 *Carrying bean or similar oil in deep tank*	Rot ✠LMC8,32	e†	CL 3,35	1923 3mo	Harland& Wolff,Ld. Greenock *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*421'1619*tDT*	485·5 P40'B153'F59' *on Awng dk* *1BHdispensed with* *a*30'706*t FPT* 130*t*	62·3	35·5 FK&BK2"	Rottrdam Dutch *ptCem* *7 BHonly—* *APT*75*t*	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB-*100lb* Harland&Wolff,Ld.Gls. *all to Awng dk*	38 " 9 s9 " 4½ 29 " 7½	
Broken up 23974 [illegible] GVLJ	**Dredgol** TwinSc *ss*Mlt.No.3-6,31 *Mchy.Aft 1Dk(Stl)*	4000 3250 2327	✠~~100A1~~ 6,31 ~~[illegible]~~ *Carrying oil fuel in bulk F.P. above* 150° F.	Mlt ✠~~LMC~~ ~~[illegible]~~	v	CL 7,33	1918 6mo	W.Simons &Co.Ld. Renfrew *Lloyd*'*sA&CP*	~~TheAdmiralty~~ *Middle line Bulkhead*	326·3 B97'F81'	54·7	21·6 FK	London British 9*BHptCem* *not oil-tight*	T.6Cy.19",30"&50"-27" (*s*) 180lb 467NHP 4SB,*12cf*,GS204,HS7837 FD W.Simons&Co.Ld.Rnf.	22 " 3 s3 " 9 18 " 10	
23975 PDTD	**Driebergen** D.F. *2Dks*	5231 4786 3148					1923	NewWater-wayS.B.Co. Schiedam	ZuidHollandsche Scheepv.Maats.	402·3 F37'	58·3	26·5	Rottrdam Dutch *WB*	DR geared Steam Turbine MetropolitanVickersElec. Co.Ld.Manchester		V
23976 LDFZ	**Driva** Ⓟ *1Dk*	325 160 182					1909	Trndhjms Mek.Værks. Trondheim	MöreFylkes Ruteselskap	136·9 F102*t*Q32*t*H31*t*	21·2	9·6	Xiansund Norwegian	T.3Cy.13¾",23"&38"-22" NB12 68NHP TrondhjemsM.V.Trondhm.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23977 145586 MKSD	**Dromara** (*ex*Raylight-34) *ss*Gmh.No.3-12,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	723 488 291	✠100A1 ~~7,35~~ ~~12,93~~2,36 ✠LMC MS12,35 BS~~6,34~~ 7,35	Gmh Bel	*j*	CL ~~2,32~~ 7,35	1921 6mo *Lloyd*'*sA&CP*	J.S.White &Co.Ld. Cowes	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	181·0 Q103'B11'F34' FK *DBf* 101'157*t FPT*	29·4 30·7	11·4	Belfast British 3*BHCem* 58*t APT*43*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 98RHP 2SB,4*cf*,GS66,HS2324 J.S.White&Co.Ld.Cowes	13 ″ 6 s 4 ″ 2½ 13 ″ 4¾	
23978 143691 GDSF	**Dromore** *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*2*trB* E.S.D.	4096 3571 2358					1920	IrvinesSB. &D.D.Co.Ld. WHartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·6	Liverpool British *WB*	T.3Cy.26",43"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
23979 143836 GNWR	**Dromore Castle** *ss*N.Yk.No.3-12,31 Sub.Sig. 2*Dks*(*Stl*)&3rd dk(*Stl*) *inNo.1hold*	5242 4782 3199	✠100A1 4,35~~10,34~~ BS~~5,34~~ ✠LMC11,31 6,35	Mdb Phl	*y*	CL 9,34	1919 11mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld Greenock	Union-CastleMail S.S.Co.Ld. *CellDB*	400·3 P50'B113'F39' FK 340'1051*t FPT* 132*t*	52·3	28·5	London British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
23980 OXYD	**Dronning Alexandrine** Ⓟ *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	1854 1042 1090					1927	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2 F33'	39·0	23·3	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy. Akt.Burmeistr&Wain,Cpn		V
23981 OXZD	**Dronning Maud** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	1779 1024 860					1906	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0	38·2	22·8	Esbjerg Danish *WB*	T.4Cy.25",42½"&(2)51"-42" 337NHP Akt.Burmeistr&Wain,Cpn		V
23982 LDTR	— Ⓟ Wireless 2*Dks*	1488 686 754					1925	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	235·8	37·7	13·8	Tr'ndheim Norwegian *WB*	T.3Cy.23⅜",37⅜"&63-39" 284NHP FredrikstadM.V.Frdstad.		N
23983 LDGY	**Dronningen** Ⓟ 1*Dk*&*Awng dk*	661 625 400					1893	FevigJern- skibsbyggeri Arendal	A/S Arendals Dampskibsselskab	186·6 H36*t*	27·0	20·1	Arendal Norwegian *WB*	T.3Cy.16½",26½"&43"-30" NB06 101NHP BergensMek.Verkst.Bgn.		N
23984 DOCO	**Drossel** (*ex*Horneck) Wireless 1*Dk*	999 879 552					1924	F.Schichau Elbing	ArgoReederei A.G.	229·8 P14'B65'F31'	33·6	14·2	Bremen German *WB*	T.3Cy.15",26⅜",&38⅜"-25⅛" 75NHP F.Schichau,Elbing		G
23985 7279 SDTW	**Drott** (*ex*Danelag,*ex*PeterBom, *ex*ConsulPoppe) 1*Dk*	*932* *700* *493*					1904	F.Schichau Danzig	RederiA/B Caledonia (A.Nilsson,*Mgr.*)	208·4 Q73'B53'H35*t*F22'	33·6	13·4	Hlsngborg Swedish *WB*	T.3Cy.16½",27½"&42½"-27½" 94NHP F.Schichau,Elbing		V
23986 7434 SHDN	**Drotten** Ⓟ *CruiserStern* Wireless 2*Dks*	847 372 571					1927	Oskrshmns M.V.& SkppsdkA/B Oskarshamn	Ångf.A/B Gotland (C.E.Ekman, *Mgr.*)	183·1 H159*t*	30·8	11·0	Visby Swedish *WB*	T.3Cy.18⅛",29&48"-30" 126NHP OskarshamnsM.V.& Skeppsdk.Oschamn.		V
23987 540 SDUG	**Drottning Sophia** Ⓟ Iron 2*Dks*&*Shelterdk*	728 401 526					1875	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·9 H58*t*	25·0	13·1 20·3	Stockholm Swedish	C.2Cy.24"&48"-27" 100NHP BergsundsMek.Vks.Skm.		
23988 5044 SEBA	**Drottning Victoria** Ⓟ TwinSc Sub.Sig. (*Ferry*) D.F. GyC. 1*Dk*2*trB*	3302 2399 1451					1909	Swan,Hun- ter&Wigham Richardson, LdNewcastle	SvenskaStatens Jernvägar (R.Schåltz)	368·3 H572*t*F64'	50·1	22·2	Trelleborg Swedish *WB*	T.6Cy.23½",38½"&63"-36" 476NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		G
23989 6277 SJMA	**Drottningholm** Ⓟ TrpSc (*ex*Virginian) *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks* *Ref.Mchy.*	*11055* *6546* *6485*					1905	A.Stephen &Sons Glasgow	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*)	517·0 P70'B210'H1288*t* F113'	60·0	38·0	Gothenbrg Swedish *WB*	SR Geared SteamTurbines NE22 A/BDeLavalsÅngturbin, Skm.		C
23990 YTAP	**Drugi Dalmatinski** (*ex*Palmanova,*ex*Venezia,*ex*Norna) *Well deck* 1*Dk*&*Web frames*	1180 862 711				...	1889	S.&H.Mor- ton&Co. Leith	PrvoDalmatinsko Trgovacko Drustvo	224·0 P27'Q42'B61'F32' FK	33·2	14·5	Dubrovnik Yugoslav *WB*	T.3Cy.16½",27"&42"-33" NB10 108NHP S &H.Morton&Co.Leith	17 ″ 3	V †
23991 112393 CGSW	**Druid** Ⓟ TwinSc *ss*Qbc.No.1-07 1*Dk*(*Stl*-ws) Sub.Sig. Wireless	503 367 193	✠ 4,07 ✠	Qbc	*h*		1902 7mo	Fleming& Ferguson,Ld Paisley	CanadianGovern- ment *WB=Cell* *DBf*35'31*tDTa*22'	160·0 B28'F28' *Shade dk*63' FK 44*tDTf*13'27*tFPT*	30·1	12·5	Ottawa British 5*BHCem* 18*tAPT*11*t*	T.6Cy.13",21"&34"-24" 59RHP 3SB,6*cf*,GS95,HS2580 Fleming&FergusnLd.Psy.	13 ″ 0	
23992 149997 MPRG	**Druid Stoke** *ss*Apl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	486 352 249	✠100A1 5,36 ~~3,34~~ ✠LMC MS1,34 BS4~~,35~~5,36	Cff Brs	*g*	~~12,33~~ 5,36	1929 8mo *Lloyd*'*sA&CP*	C.Hill& Sons,Ld. Bristol	Osborn&Wallis,Ld.	145·0 Q46'F16' BK6" *FPT*81*t*	26·7 28·0	11·3	Bristol British 3*BHAsp* *APT*36*t*	T.3Cy.12¾",22"&34"-24" (*s*) 180lb 66RHP 1SB,3*pf*,GS51,HS1600 Plenty&Son,Ld.Newbury	12 ″ 6 s 1 ″ 3¾ 11 ″ 8¾	
23993 148079	**Drumahoe** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	HuronSteamships, Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP J.G.Kincaid&Co.Ld.Grk.		C
23994 146263 MKVT	**Drumlough** *ss*Mil.No.3-3,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	311 206 113	✠100A1 ~~12,34~~11,35 ✠LMC MS3,34 BS~~12,34~~ 11,35	Apl Bkn	*d*	CL ~~2,34~~ 10,35	1921 10mo *Lloyd*'*sA&CP*	Rennie, Ritchie& Newport S.B.Co.Ld. Rutherglen	W.G.James ~~(W.G.James&~~ ~~Sons,*Mgrs.*)~~ BritishIslesCoast- ers,Ld.	130·8 Q49'B8'F28' FK *FPT*	22·6	9·9	Glasgow British 3*BHCem* 33*tAPT*16*t*	C.2Cy.15"&32"-24" (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10 ″ 6 s ″ 7 10 ″ 0	
23995 142008 MJRN	**Dryburgh** TwinMsts *ss*Gmh.No.3-4,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1289 1024 676	✠100A1 ~~5,35~~~~4,34~~ 12,35 ✠LMC MS11,31 BS~~4,34~~ 5,35	Gmh	*o*	CL 3,34	1919 7mo *Lloyd*'*sA&CP*	Campbel- townSBCoLd Campbelt'wn	G.Gibson&Co.Ld.	230·0 Q79'B56'F27' FK *CellDB*190'395*t*	35·8	15·5	Leith British 4*BHCem* *APT*50*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Ross&Duncan,Glasgow	17 ″ 7 s1 ″ 2 16 ″ 8	
23996 219332 KORK	**Dryden** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	5836 5479 3581				...	1919	SunS.B.Co. Chester,Pa.	LykesBros.— RipleyS.S.Co.Inc.	434·3 FK	57·7	27·2	Galveston, Tex. Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester.Pa.	30 ″ 3	R †
23997 YTAS	**Duba** (*ex*Collingham) ~~*ss*Ham.No.3-2,23~~ *ss*Spt.2ndNo.3-5,36 ~~*ss*Bry.No.1-27~~ 1*Dk*(*Stl*)2*trB*&*Web frames*	4115 3830 2535	✠100A1 5,36 ✠LMC5,36	Shl Spt	*w*	CL 4,36	1910 1mo *Lloyd*'*sA&CP*	JLThomp- son&Sons,Ld Sunderland	SlobodnaPlovidba Drustvo s.o.j. *Cell DBa*121' *uE&B*45'*f*145'1006*t FPT*104*t*	351·7 P25'B145'F32' FK	51·0	25·7	Dubrovnik Yugoslav 6*BHCem* *APT*213*t*	T.3Cy.25",42"&68"-48" 180lb (*s*) 350NHP ~~NDB10*refitted*27~~ 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28 ″ 2	~~V~~ ~~†~~

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
23998 YTAT	**Dubac** ssTri.2ndNo.3-5,26 ssTri.No.1-30 1Dk(ptIrn&ptStl) deep framing & Web frames	2819 2623 1804	✠ ... 11,34 ✠	Spt	u		1901 8mo	J.Blumer &Co. Sunderland	Dubrovacka Parobrodska Plovidba WB=CellDBa110'	319·7 P23'B91'F31' uE18'f128'749t	46·1	21·2 FK	Dubrovnik Yugoslav 5BHCem APT110t	T.3Cy.22½",37"&61"-42" NDB14 257NHP 2SB,6cf,GS118,HS4106 G.Clark,Ld.Sunderland	23 " 9	
23999	**Dublin** Ⓟ TwinSc Well deck 1Dk	709 294			...		1912	CaledonS. B.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	250·2 Q73'B78'F26	40·1	10·7 FK	Bns.Ayres Argentine WB	T8Cy(2)12",(2)20"&(4)24" -24" 182NHP CaledonSB.&E.Co Ld.Dun	11 " 6	
24000 117516 MFQC	— 3Mst (exCardiganCoast, ssBel.2ndNo.3-5,29 exDublin) ssBel.No.1-33 Mchy.Aft Well deck 1Dk(Irn) Cargo battens not fitted	711 600 283	✠100A1 ~~6,34~~10,35 ✠LMC MS7,35 BS1,35	Bel	k	CL 6,33	1904 4mo	J Fullerton &Co. Paisley Lloyd'sA&CP	R.&D.A.Duncan, Ld.(W.Clint,Mgr) Cell	200·0 Q111'B11'F35' DBf117'178t FPT	29·0	11·3 BK7½"	Belfast British 3BHCem 85tAPT5t	T.3Cy.15½,29½"&48"-36" (s) 170lb 156NHP 1SB,4cf,GS75,HS2540 Ross&Duncan,Glasgow	14 " 0 s4 " 6½ 14 " 1¼	
24001 YTAU	**Dubravka** (exMariaImmaculata) ssTri.2ndNo.3-4,29 ssSpt.No.1-34 1Dk(ptIrn&ptStl)2trB&deepframing 3Dk rule	3798 3451 2396	✠100A1 6,35~~6,34~~ ✠LMC MS6,32 BS~~6,34~~3,36 ~~6,35~~	Spt Gen	w	CL ~~5,33~~ 6,35	1905 12mo	J.Read- head&Sons SouthShields Lloyd'sA&CP	DubrovackaParo- brodskaPlovidba CellDBa	347·0 P41'B142'F31' 115'uE21'f146'1008t	49·1	25·2 FK	Dubrovnik Yugoslav 6BHCem tAPT148t	T.3Cy.24½",41"&66"-45" (r) 180lb 331NHP 2SB,6cf,GS126,HS5297 J.Readhead&Sons,S.Shl.	26 " 9 s4 " 2¼ 22 " 8	
24002 YTKD	**Dubrovnik** Ⓟ (exLovrjenac) ssSpt.2ndNo.3-12,34 1Dk(Stl-ws)&Shelter dk (ptStl-teak s)	996 816 598	✠100A1 withfreeboard 11,35 ✠LMC11,33 ✠NB1,27 BS~~12,34~~10,35 Service in the Adriatic	Spt	l	CL 10,33	1909 8mo	Cant.Nav. Triestino Monfalcone	DubrovackaParo- brodskaPlovidba Cell DBa40'uE	208·9	29·2 30·8	18·7 BK6"	Dubrovnik Yugoslav 6BHCem 23' DTsf27'	T.3Cy.18",29½"&48"-30" (s) 180lb 203NHP 2SB,4cf,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc 33tf40'80tAPT12t	13 " 0 s " 6 13 " 2½	
24003 DDUB	**Duburg** (exHazelpark,exSayn) ssKel.No.3-2,34 1Dk(Stl)	2676 2432 1572	100A1 5,36~~12,34~~ BS~~12,34~~ 2,36	Kel Ham LMC2,34		1,34	1922 2mo	Frd.Krupp Akt.Ges. Kiel Lloyd'sCP	FlensburgerDmpf Co. (H.Schuldt, Mgr.) CellD	328·6 P&B219'F37' len34 B289' 683t FPT56t	44·2	20·6 FK	Hamburg German pt 4&pptCem 5BH APT120t	T3Cy19⅞",32⅛"&54⅞"-39⅜" 185lb (s) 245NHP 2SB,4cf,GS84,HS3445 FD Frd.KruppA.G.Essen	22 " 6 s3 " 5½ 19 " 5	
24004 FNRU	**Duc d'Aumale** TwinSc D.F. 3Dks	4452 1964					1912	Atel.&Ch. deProvence Marseilles	Cie.Générale Transatlantique	378·8 P39'B189'F34'	49·3	28·2	Marseilles French WB	T.8Cy.(2)23⅝",(2)38⅝"& (4)47½"-43⅜" 589NHP Atel.&Ch.deProvence,Msl.		V
24005 OSTA	**Duc de Brabant** ssAnt.No.2-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 withfreeboard 5,35 ~~3,34~~ ✠LMC3,34 BS3,35	Ant	u	CL 3,34	1925 6mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	"Compagnie Dens-Ocean" Soc.Anon. CellDBa93'uE21'	315·9 f142'595tAPT57t	45·1	20·6 FK Coll	Antwerp Belgian 5BHptCem BH to Sh dk 4 ,, ,, 2nd ,,	T.3Cy.22",37"&61"-42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 Wllsnd.Slpwy.Co.Ld.Nwc.	22 " 10 s1 " 0 21 " 5⅝	
24006 ; 1911 IBVJ	**Duca degli Abruzzi** TwinSc OilEng Ref.Mchy. 2Dks(Stl-Wthr dk ws) CruiserStern ~~Cargo battens not fitted~~ ~~in No. 1 hold & 'tween dk~~	2315 2048 1400	✠ 2,36 withfreeboard [illegible] 9,35	Gen	t	CL	1933 9mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	ItalianGovern- ment(Regia AziendaMono- polioBanane) CellDB218'503t of tunnels 251t	312·8 298·6 B80'F46' Tanks in way FPT23tAPT60t	40·7	24·6 FK	Genoa Italian 5BHptCem (Coll to Wdk 4 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB80lb EriksbergM.V.Aktieb.Got	26 " 9 ~~s 0 " 0~~ ~~18 " 1~~	
24007 108072	**Duchess** Ⓟ Ctr 1Dk&Shade dk	314 229 137	✠ 12,02 ✠	Gls	d		1897 7mo	Mackie& Thomson Glasgow	"Duchess"S.S.Co. Ld.	133·6 F18' WB=FPT9t	26·0	10·3 BK7½"	Auckland N.Z. British 4BHCem	T.3Cy.15",25"&40"-27" NB23 106NHP Muir&Houston,Ld.Gls.	11 " 3	
24008 121333	**Duchess of Argyll** Ⓟ TrpScSp 2Dks	593 445 238					1906	W.Denny &Bros. Dumbarton	London,Midland& ScottishRailway	250·0 Q10'B&F240'	30·1	10·1	Glasgow British	3 Steam Turbines 399RHP Denny&Co.Dumbarton		BT till 10,35
24009 160505 GNTS	**Duchess of Atholl** Ⓟ TwinSc ssLiv.No.1-33 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5&7 holds Sub.Sig. D.F. CruiserStern	20119 14457 11872	✠100A1 withfreeboard ~~2,35~~11,35 BS~~2,35~~ ✠LMC2,35 11,35 Fitted for oil fuel 6,28 F.P. above 150° F.	Liv		CL 1,35	1928 6mo	W.Beard- more&Co.Ld. Dalmuir Lloyd'sA&CP	CanadianPacific RailwayCo.(Cana- dianPacific Steam- ships,Ld.Mgrs.) CellDB510'2695t in way of tu-	582·0 B&F520' Prom.dk322' DTf43'751t Tanks nnels501t FPT202t	75·2	41·7 FK Coll	London British 11BHptCem BHtoWdk APT270t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3557NHP 6 Water Tube Boilers HS30696 FD W.Beardmore&Co.Ld.	44 " 9 s17 " 6 27 " 6¾	BT till ~~2,35~~ 10,36
24010 160482 GNTV	**Duchess of Bedford** Ⓟ TwinSc ssLiv.No.1-32 Ref.Mchy. 4Dks(Stl-Weather dk pt ws) D.F. 5th dk(Stl)inNos.2,5,&7holds Sub.Sig CruiserStern	20123 14366 11887	✠100A1 withfreeboard ~~3,33~~~~1,35~~12,35 BS10,35 ~~[illegible]~~ ✠LMC12,32 Fitted for oil fuel 5,28 F.P. above 150° F.	Liv		CL 12,33	1928 5mo	J.Brown &Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.Mgrs.) Cell DB510'2685t in way of tun-	581·9 B&F520' Prom.dk325' DTf43'737t Tanks nels 496t FPT203t	75·2	41·7 FK Coll	London British 11BHCem BHtoWdk APT270t	6SteamTurbinesSRgeared to 2 Sc.Shafts(s) 3557NHP 6 Water Tube Boilers FD 370lb 2DB200lb HS30696 J.Brown&Co.Ld.Glasgow	44 " 9 s17 " 6 27 " 6½	BT till ~~1,35~~ 12,3
24011 106903 MJQF	**Duchess of Cornwall** Ⓟ Pad (exDuchess of York) 1Dk	302 232 127					1896	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStm.PktCo.Ld	185·5	22·1	8·6	Sthampt'n British	D.2Cy.24"&45"-64" 135NHP Barclay,Curle&Co.Ld.Gls.		BT till ~~11,35~~ 11,36
24012 115767	**Duchess of Fife** Ⓟ Pad 1Dk	336 291 138					1903	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRailway	210·3	25·0	8·5	Glasgow British	T.4Cy.(2)16½",35"&52"-54" NB28 199NHP FairfieldCo.Ld.Glasgow		BT till ~~3,35~~ 3,36
24013 161968	**Duchess of Hamilton** Ⓟ TrpSc 2Dks	795 542 314					1932	Harland& Wolff,Ld. Glasgow	London,Midland& ScottishRailway	262·0	32·1	10·1	Glasgow British	3 Steam Turbines Harland&Wolff,Ld.Bel.		BT till 10,35
24014 161921	**Duchess of Montrose** Ⓟ TrpSc 2Dks&Promenade dk	806 537 314					1930	W.Denny &Bros.Ld. Dumbarton	London,Midland& ScottishRly.	262·0	32·0	10·2	Glasgow British	3 Steam Turbines W.Denny&Bros,Ld.Dmb.		BT till 10,35
24015 131994 MBQN	**Duchess of Norfolk** Ⓟ Pad 1Dk	381 303 154					1911	D&WHen- dersn&Co.Ld Glasgow	SouthernRailway	190·0	26·1	8·7	Portsmth British	C.D.2Cy.27"&51"-54" 159NHP D&W.Hendersn&CoLdGls		BT till ~~11,35~~ 11,36
24016 160631 GSVR	**Duchess of Richmond** Ⓟ TwinSc ssSou.No.1-33 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5&7holds Sub.Sig. D.F. CruiserStern	20022 14366 11821	✠100A1 withfreeboard 1,36~~1,35~~ BS~~1,35~~ ✠LMC1,35 1,36 Fitted for oil fuel12,28 F.P. above 150° F.	Sou		CL 1,35	1928 12mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) CellDB510'2547t in way of tu-	581·9 B&F520' Prom.dk325' DTf43'700t Tanks nnels474t FPT193t	75·2	41·7 FK	London British 11BHptCem Coll ,, to Wdk APT269t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3748NHP 6 Water Tube Boilers HS32268 FD J.Brown&Co.Ld.Clydebnk	44 " 9 s17 " 6 27 " 6¾	BT till ~~6,35~~ ~~1,35~~ 6,36

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24017 104822	**Duchess of Rothesay** (P) PadSr 1Dk	338 309 127					1895	J.&G. Thomson, Ld Clydebank	London Midland & Scottish Railway	225·6 H24t *Promenade dk* 212	26·1	8·6	Glasgow British	C.D.2Cy.27½"&58"-54" NB14 206NHP J&G Thomson Ld Clydebnk		BT till ~~1,36~~ 1,37
24018 161202 GSYN	**Duchess of York** (P) TwinSc ssLiv.No.1-34 4*Dks*(*Stl-weather dk pt* ws) 5*th dk*(*Stl*)*in Nos.* 2, 5, & 7 *holds* *Ref.Mchy.* *Cruiser Stern* D.F. Sub.Sig.	20021 14366 11822	✠100A1 *with freeboard* 2,36 ~~3,35~~ BS1,36 ~~BS3,35~~ ✠LMC1,35 *Fitted for oil fuel* 3,29	Liv		CL ~~12,32~~ 2,36	1929 3mo	J.Brown & Co.Ld. Clydebank *Lloyd's* A&CP *F.P above* 150° F.	Canadian Pacific Railway Co. (Canadian Pacific Steamships, Ld. *Mgrs.*) *Cell DB* 510' 2547t *DTf* 43' 700t *Tanks in way of tunnels* 474t *FPT* 193t *APT* 269t	581·9 B&F520' *Promenade* 325' FK	75·2	41·7	London British 11*BH pt Cem* (*Coll „ to W dk*)	6 Steam Turbines SR geared to 2 Sc. Shafts 3748NHP (*s*) 370lb 2DB*200lb* FD 6 Water Tube Blrs. HS32268 J.Brown&Co Ld Clydebank	44 " 9 s 17 " 6 27 " 6¾	BT till ~~1,36~~ 2,37
24019 177 IBRJ	**Duchessa d'Aosta** (P) ssTri.No 3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	7872 6707 4953	✠100A1 *Shelter dk with freeboard* ~~4,25~~ 10,35 ✠LMC MS3,33 BS ~~10,34~~ 10,35 ✠Lloyd's RMC ~~4,35~~ 10,35 *Fitted for oil fuel* 9,30	Gen ~~Mn~~ Tri	*b*†	CL 7,34	1921 5mo	Stabilmnto Tecnico Triestino Trieste A&CP *F.P above* 150°F.	Navigazione Libera Triestina S.A. *Cell DB* 398' 1630t *FPT* 56t *APT* 63t	464·2 450·0 B168' *on Shelter dk* *Collision* FK	57·4	22·0 32·4	Venice Italian *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"-54" (*s*) 180lb 681NHP 4SB,*12cf*,GS239,HS9851 FD Stabilimento Tecnico,Tri.	35 " 0 s 8 " 4¾ 26 " 10	
24020 145561 GJQW	**Duddingston** (*ex* Magdalena) ssLth.2ndNo.3-6,33 1*Dk*(*Stl*)& *deep framing* Now "Osmussaar," *see No.* 39521 *in Supplement*	2218 2005 1339	✠100A1 5,35 ~~5,34~~ ~~BS5,34~~ ✠LMC5,32 ~~5,35~~ BS4,36	Gmh Lth	*s*	CL ~~5,32~~ 5,35	1909 4mo	Craig, Taylor & Co.Ld Stockton *Lloyd's* A&CP	Cormack S.S.Co. Ld. (J.Cormack & Co. *Mgrs.*) *Cell DB a* 90' *u E & B* 32' *f* 120' 605t *FPT* 68t *APT* 94t	287·0 P26'B78'F29' *Intermediate bulkhead in fore hold dispensed with* FK	44·0	18·9	Leith British *Cem* 4*BH only*	T.3Cy.21",35"&57"-39" (*s*) 160lb *90lb* 209NHP 2SB,*6cf*,GS80,HS3248 N.E.Marine Eng.Co Ld.Sld.	21 " 1 s 3 " 0¼ 18 " 3	
24021 161136 MCTN	**Dudley Rose** ssSws.No.1-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1600 1231 946	✠100A1 ~~10,33~~ ~~11,34~~ 2,36 10,35 ✠LMC BS~~6,34~~ MS11,34	Sws Bly	*p*	CL 10,31	1929 12mo	D&W Henderson & Co Ld Glasgow *Lloyd's* A&CP	Richard Hughes & Co. (Liverpool) Ld. *Cell D B* 169' 373t *FPT* 93t *APT* 66t	250·0 Q140'B15'F25' FK	37·2	16·4	Liverpool British 4*BH Cem*	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 " 6 s 5 " 4½ 17 " 3½	
24022 EBKR	**Duero** (*ex* Switzerland, *ex* Monassir) 2*Dks*	1332 1094 526					1920	Caledon S. B.&E.Co.Ld. Dundee	M.M.de Pinillos	270·6	38·2	23·9	Cadiz Spanish *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&Jackson Ld.Gls		C
24023 1184 IBSJ	**Duilio** (P) QuadSc ssGen.No.3-3,34 *Ref.Mchy.* 4*Dks*(*Stl*)& *Awng dk*(*Stl-teak* s)& *Shade dk*(*Stl-teak* s) D.F. GyC.	23635 16377 14103	✠100A1 *Awng dk with freeboard* 4,36 BS4.35 ✠LMC3,34 ✠Lloyd's RMC ~~9,35~~ 4,36 *Fitted for oil fuel* 10,23	Gen	*o*†	CL Pa5,33 Pf2,34 SaN 8,33 Sf2,34	1923 10mo	Ansaldo Soc.Anon. Sestri Pnente. *Lloyd's* A&CP *F.P above* 150° F.	"Italia" (Flotte Riunite Cosulich-Lloyd Sabaudo-Navigazione Generale) *Cell DB* 522' 2756t *FPT* 191t *APT* 120t *Side tanks f* 16' 164t *a* 21' 174t *DT f* 34' 236t	635·6 602·4 FK	76·3	46·3	Genoa Italian *Cem* 13*BH to Awng dk* 2 „ „ *2nd* „	4 Steam Turbines (*s*) 200lb 4297NHP 4SB&6DB,*64cf*,GS1264, HS53840 FD G.Ansaldo&Co.Smp.	50 " 2 s20 " 5¼ 30 " 0	
24024 182 IBTJ	**Duino** (P) Wireless 1*Dk*& *Shade dk* *Fitted for oil fuel*	1334 1178 789			...		1923	Stabilmnto Tecnico Trieste	Cia Adriatica di Nav.	238·0 FK	34·4	13·7	Venice Italian *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 345NHP Stabilimento Tecnico,Tri.	15 " 9	I †
24025 DIBD	**Duisburg** (P) Sub.Sig. *Oil Eng.* D.F. *Cruiser Stern* 2*Dks*	7389 6164 4375					1928	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.)	463·6 P27'B&F426'	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{5}{16}$"-47¼" 1585NHP Algemeine Elec.Ges.Berlin		G
24026 PDTU	**Duivendrecht** *Oil Eng.* ssRot.No.2-36 ~~ssRot.No.1-32~~ *Mchy.Aft* 2*Dks*(*Stl*) D.F. *Cruiser Stern* *Longitudinal framing at bottom, decks & topsides*	6222 5638 3679	✠100A1 ~~1,36~~ ~~4,35~~ 3,36 DBS ~~4,35~~ 1,36 ✠LMC ~~1,32~~ 1,36 *Carrying Petroleum in bulk*	Rot	2	CL 4,35	1927 10mo	New Waterway S.B.Co. Rotterdam *Lloyd's* A&CP	N.V. Maats. Motorschip "Duivendrecht" (Phs. Van Ommeren Scheepv. Bedrijf, *Mgrs.*) *Cell DBuE* 70' 259t *FPT* 186t *APT* 100t	403·4 P102'F32' FK	55·2	32·7	Rottrdam Dutch 14*BH pt Cem*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 652NHP 3DB*142lb* Harland&Wolff,Ld.Gls.	32 " 9 s6 " 2¼ 26 " 8¾	
24027 LDJJ	**Dukat**	1350 1136 761					1920	The New Eng.&S.B. Works,Ld. Shanghai	A/S Arne Sveens Rederi (Arne Sveen *Mgr.*)	242·7 P24'B62'F24'	37·2	15·0	Oslo Norwegian	T.3Cy.18½",29"&49"-33" 138NHP The New Eng.&Shipbdg. Works,Ld.Shanghai		N
24028 145463 GMVN	**Duke of Abercorn** (P) TwinSc Broken up (*ex* Curraghmore) *Cruiser Stern* 3*Dks*	2217 1091 902			...		1919	W.Denny & Bros.Ld. Dumbarton	~~London Midland & Scottish Railway~~	307·1 FK	40·1	22·5	Lancaster British *WB*	4 Steam Turbines SR geared to 2 screw shafts W.Denny&Bros.Ld.Dmb.	23 " 6	BT till 10,35
24029 128316 GNVX	**Duke of Argyll** (P) TwinSc 2*Dks*(*pt Stl*-ws) E.S.D. *Cruiser Stern*	3814 1998 1585	✠ 10,28 ✠	Brw			1928 4mo	W.Denny & Bros.Ld. Dumbarton	London Midland & Scottish Railway *DTs f* 18' 220t *DTs a* 42' 102t *FPT* 49t *APT* 44t	349·1 P72'B170'F57' BK7"	53·1	18·5	Lancaster British 9*BH Asp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 " 7	BT till ~~6,35~~ 5,36
24030 128315 GCPQ	**Duke of Lancaster** (P) TwinSc 2*Dks*(*pt Stl*-ws) E.S.D. *Cruiser Stern*	3814 1998 1586	✠ 2,29 ✠	Brw			1928 3mo	W.Denny & Bros.Ld. Dumbarton	London Midland & Scottish Railway *DTs f* 18' 220t *DTs a* 42' 102t *FPT* 49t *APT* 44t	349·1 P72'B170'F57' BK7"	53·1	18·5	Lancaster British 9*BH Asp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 " 7	BT till ~~6,35~~ ~~5,36~~ 2,37
24031 128317 GNVL	**Duke of Rothesay** (P) TwinSc 2*Dks*(*pt Stl*-ws) E.S.D. *Cruiser Stern*	3812 1999 1586	✠ 8,28 ✠	Gls			1928 6mo	W.Denny & Bros.Ld. Dumbarton	London Midland & Scottish Railway *DTs f* 18' 220t *DTs a* 42' 102t *FPT* 49t *APT* 44t	349·0 P72'B170'F57' BK7"	53·1	18·5	Lancaster British 9*BH Asp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6W.T.Blrs.GS624,HS19770 W Denny&Bros.Dmb.	19 " 7	BT till ~~6,35~~ 5,36
24032 GYKV	**Duke of York** (P) TwinSc *For full particulars see No.* 37753 *in Supplement* E.S.D. *Cruiser Stern*	3743 2038 1547	A– *with freeboard* (*Class Contemplated*) *For Irish Channel Service*				1935	Harland & Wolff,Ld. Belfast	London, Midland & Scottish Railway	~~339·5~~ B156'F48' 339·2	~~52·3~~ 52·2	~~18·1~~ 17·9	Lancaster British	4 Steam Turbines SR geared to 2 screw shafts Harland&Wolff,Ld.Bel.		
24033 200593	**Duluth** *Mchy.Aft* 2*Dks*	4749 — 3785					1903	Chicago S.B.Co. Chicago	Great Lakes Transit Corp.	381·6 *WB*	50·2	26·0	Buffalo, N.Y. Utd. States	Q4Cy.20¾",30",43½"&63"-42" 257NHP Detroit S.B.Co.Detroit		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
24034 162564 GTRB	**Dulwich** ssNwc.No.1-35 E.S.D. 1dk(Stl)	4036 3698 2418	✠100A1 ~~7,00 2,35~~ 4,36 ~~10,35~~ ✠LMC3,35	Shl ~~Nwc~~ ~~Grk Lon~~	x	CL ~~2,35~~ 4,36	1931 3mo Lloyd	Smith's DockCo.Ld Stockton-on- Tees 'sA&CP	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.Mgrs.) CellDB	366·4 F39'P32'B129' FK 312'1167tFPT131t	52·0	24·7	London British 6BHptCem APT184t	T.3Cy.23½",40½"&67"-45" 185lb (s) 368NHP 3SB,9cf,GS158,HS6178 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s4 ″ 8¾ 22 ″ 6¾	
24035 146327 GDNF	**Dumana** Ⓟ TwinSc OilEng. Ref.Mchy. D.F. 2Dks(Stl-Uteaks)	8427 6842 5110	✠ 8,26 ✠ Lloyd'sRMC 8,35 4,36 ~~12,35~~	Mdb	c†		1923 3mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB389'1581t Tanks betweentunnels	450·0 P44'B153'F50' FK 122'201t FPT	58·3	32·9	Glasgow British 8BHptCem 125tAPT73t	Oil Engines 4S.C.SA 16Cy.26⅜"-47" 1110NHP NBDieselEng.Wks.Ld.Gls	35 ″ 6	BT till 2,36
24036 TCAZ	**Dumlupinar** Ⓟ (exDoumlou Pounar,exMargaHemsoth,exCroatia) Sub.Sig. 2Dks3trB	1991 1802 1261					1888	Blohm& Voss Hamburg	VapurculukTurk AnonimSirketi	290·7 P50'B28'H50tF45'	36·4	22·2	Istanbul Turkish WB	T.3Cy.22",35"&58"-39½" 211NHP Blohm&Voss,Hamburg		
24037 ~~[illegible]~~	**Dumont D'Urville** (exGia-Long, exSt.Francois ssNoumeaNo.3-7,30 Xavier,exHermelin) 2Dks(Stl-Uteaks) Now "Joan Moller," see No.38662 in Supplement	2019 1766 1163	✠ ~~[illegible]~~ 2,36 ~~B[illegible]~~ ✠~~LMC[illegible]~~	Sgn	r	CL 10,32	1918 1mo Lloyd	Hong K'ng &Whampoa DockCo.Ld HongKong 'sA&CP	~~N.E.A.Moller~~ ~~(Moller&Co,~~ ~~Mgrs.)~~ Moller Line,Ld. CellD	270·6 P26'B76'F26' FK B231'442tFPT34t	40·1	19·4	 British 4BHCem APT71t	T.3Cy.20",33"&54"-39" (s) 180lb 215NHP 2SB,6cf,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 ~~s2 10½~~ ~~18 ″ 10~~	
24038 132472 VJCQ	**Dumosa** ssMel.No.3-9,32 1Dk(Stl)&Webframes Longitudinalframing Cargobattensnotfitted	3351 3012 1941	✠100A1 8,35 ~~7,34~~ ~~BS5,34~~ ✠LMC6,32 5,35	NSW	v	CL 8,34	1920 3mo A&CP	Common- wealthS.B.& Dockyard Williamstwn Victoria	J.Paterson&Co. Proprietary,Ld. CellD	331·0 P31'B100'F29' FK B277'882tFPT118t	47·9	23·6	Melbourne British 5BHCem APT204t	T.3Cy.25",41"&68"-45" (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castle- maine)Pty.Ld.Castlemaine	26 ″ 1 ~~s4 7½~~ ~~21 ″ 1~~ s4 ″ 5½ 21 ″ 10	
24039 146302 GFTN	**Dumra** TwinSc ssMombasaNo.3-2,33 OilEng. 2Dks(Stl-Uteaks) CruiserStern	2304 1893 1317	✠100A1 2,33 DBS~~3,35~~ ✠LMC CS2,33 3,36 3,35 ~~2,34~~	Mom- basa	s	CL ~~2,33~~ 3,36	1922 5mo Lloyd	C.Hill& Sons,Ld. Bristol 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellD	271·7 P37'B104'F33' FK B224'295tFPT41t	43·6	21·3	Glasgow British 5BHCem APT86t	Oil Engines 4S.C.SA 12Cy.15"-30" 259NHP DB100lb N.BritishDieselE.Wks. (1922)Ld.Gls.	24 ″ 0 s3 ″ 7¾ 20 ″ 9	
24040	**Duna** (exMarquise de Lubersac-34) TwinSc Fittedforoilfuel Mchy.Aft 2Dks	822 708 449					1910	Forg.&Ch. de laMédit. LaSeyne	"Neptun"Sea Nav.Co.Ld.(B. Burger,Mgr.)	235·0 P59'B34'F29'	32·3	13·4	Budapest Hungarian WB	C.4Cy.14 5/16"&25⅜"-15⅜" 42NHP Forg.&Ch.de laMédit.Msl.		V
24041 136370 GNWF	**Dunaff Head** D.F. 2Dks	5258 4845 3278					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.Mgrs.)	390·4 P47'B114'F78'	51·8	29·8	Belfast British WB	T.3Cy.26½",44"&74"-48" 380NHP Wrkman,Clark&Co.LdBel	32 ″ 6	C
24042 148926 GNBD	**Dunafric** (exLidvard,exSongvand, exLidvard, exPangan) OilEng. ssRot.No.3-4,27 ssBel.No.1-31 1Dk(Stl)&deepframing& Awngdk(Stl-teaks)	3489 3174 2134	✠100A1 Awngdk withfreeboard 2,35 ✠NE2,14 ✠LMC5,31 DBS2,35 ✠LMC(M)5,35	Cff	v	CL 1,35	1909 3mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	~~BankLine,Ld.~~ ~~(A.Weir&Co.,~~ ~~Mgrs.)~~ CellDBa106'uE16'f146'702tFPT20t	330·0 P31'B65'F37' FK	47·3	25·7	Glasgow British 5BHCem APT12t	Oil Engines 4S.C.SA 6Cy.26⅜"-39⅜" 405NHP NDB31 -120lb Burmeister&WainOilEng. Co.Gls.	28 ″ 0 ~~s7 ″ 1¾~~ ~~21 ″ 1~~	
24043 70319 GFNV	**Dunara Castle** Ⓟ Iron Wireless	457 339 195					1875	Blackwood &Gordon Pt.Glasgow	McCallum,Orme &Co.,Ld.	180·4 P50'B52'F46'	24·5	12·5	Glasgow British	C.2Cy.30"&52"-30" NB94 123NHP Cmp.82Blkwd&GrdnP.Gl.		BT till 3,36
24044 SVPL	**Dunavis** (exSiberianPrince-33, exBaronLovat) ssShl.No.3-5,27 ssGrk.No.1-33 2Dks(Stl)	5604 5356 3582	✠100A1 5,35 ~~1,35~~ BS2,35 ✠LMC12,33	Bry Ant	a†	CL ~~12,33~~ 6,35	1915 5mo Lloyd	Russell &Co. Pt.Glasgow 'sA&CP CellDBa132'u	L.A.Embiricos 1IntermediateBH &1'tweendk E24'f186'1181tD	423·5 P38'B123'F50' FK kBHdispensedwith Ta36'1118tAPT31t	56·0	28·7	Andros Greek Cem 5BHtoUdk 1 ,, ,, 2nd,,	T.3Cy.27",45"&74"-51" (r) 180lb 555NHP 3SB,9cf,GS189,HS8307 FD Rankin&BlackmoreLdGrk only	31 ″ 4 s6 ″ 0½ 25 ″ 6	
24045 161420 GPTS	**Dunbar Castle** Ⓟ TwinSc D.F. OilEng. Sub.Sig. 2Dks&3rddkinNos.1&2holds Ref.Mchy. CruiserStern	10002 7063 5985					1930	Harland& Wolff,Ld. Glasgow	UnionCastleMail S.S.Co.Ld.	471·2 P&B328'F90'	61·2	29·6	London British WB	Oil Engines 4S.C.SA 12Cy.29½"-59 1/16" 977NHP Harland&Wolff,Ld.Gls.		BT till ~~6,35~~ 6,36
24046 133646 MFCZ	**Duncarron** (exWhinhill-33) ssBkn.No.3-4,26 Welldeck ssGmh.No.2-34 Mchy.Aft 1Dk(Stl)	478 331 194	✠100A1 ~~10,34~~ 11,35 BS11,35 ✠LMC10,34	Gmh	h	CL 10,34	1914 5mo Lloyd	Hall,Rus- sell&Co.Ld. Aberdeen 'sA&CP	Buchan&Hogg	165·6 Q95'B11'F27' BK7" CellDBf	25·2 26·4	9·7	Grngemth British 3BHCem 100'151t	T.3Cy.12",20"&34"-23" (r) 180lb 81RHP 1SB,3pf,GS46,HS1543 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s3 ″ 8½ 12 ″ 4¾	
24047 129480 GNZJ	**Dunclutha** Now "Mount Prionas," see No.39052 in Supplement ssLdn.No.3-4,21 ssBrs.No.2-29 1Dk(Stl)&Spardk(Stl)&deepframing	3986 3745 2546	✠100A1 Spardk 7,30 BS4,30 ✠LMC1,29	Liv	w	CL 3,28	1910 4mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	TrampShipping DevelopmentCo., Ld.(Rethymnis& Kulukundis,Ld., Mgrs.) CellD	360·0 P29'B90'F40' FK Ba120'uE22'f154'9	49·2	25·5	Glasgow British 6BHCem 20tAPT36t	T.3Cy.25",41"&68"-48" (s) 180lb 130lb NDB22 355NHP 2SB,8cf,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s4 ″ 11½ 23 ″ 3	
24048 145519 CYKZ	**Dundas** (exGlencassie) Mchy.Aft 1Dk	1901 1573 1119					1923	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British WB	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
24049 144713 GWRS	**Dundee** Wireless D.F. 1Dk(Stl),Shelterdk(Stl) E.S.D. 3rddk(Stl)inNo.1hold CruiserStern	1541 1178 625	✠100A1 withfreeboard ~~1,35 10,34~~ ✠LMC2,34 10,35 ~~7,35~~ Carryingfuel &inNo.3double	Dun oil F. bott	s P. om	OG above tank	1934 2mo Lloyd 150°F.	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP in deep tanks	Dundee,Perth& LondonShipping Co.Ld. CellDBa&uE85'	283·8 F24' FK&BK¾" Coll f98'259tMT7'116t DTa9'119tFPT	42·1	15·8	Dundee British 5BHptCem BHtoSdk 4 ,, ,, 2nd ,, 67tAPT51t	T.3Cy.20½",35"&59"-42"(s) 220lb 361NHP 3SB,9cf,GS180,HS6651 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s ″ 2 17 ″ 0	
24050 144297 GNWT	**Dundrum Castle** ssGls.No.3-10,32 Sub.Sig. 2Dks(Stl)&3rddk (Stl)inNo.1hold	5259 4796 3214	✠100A1 ~~7,35 8,34~~ 3,36 BS3,36 ✠LMC MS2,32 ~~BS1,36~~	Shl ~~NY~~ Cff		CL ~~N3,33~~ 3,36	1919 12mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	Union-CastleMail S.S.Co.Ld. CellDB	400·3 P50'B113'F39' FK 340'1051tFPT132t	52·3	28·5	London British 7BHptCem APT220t	T.3Cy.27",44"&75"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s6 ″ 0½ 25 ″ 3	
24051 136462 VJCR	**Dundula** ssSyd.No.3-9,32 1Dk(Stl)&Webframes Longitudinalframing Cargobattensnotfitted	3344 3010 1936	✠100A1 5,35 ~~6,34~~ ✠LMC MS1,32 BS~~[illegible]~~5,35	Syd	v	CL 6,34	1920 1mo A&CP	Common- wealthNaval Dockyard Sydney,NSW	TheAdelaide SteamshipCo.Ld.	331·0 P31'B95'F30' FK 277'882tFPT118t	47·9	23·5	Melbourne British 5BHCem APT204t	T.3Cy.25",41"&68"-45" (s) 190lb HS8289 520NHP 3 Water Tube Boilers FD Thompson&Co.(Castle- maine)Proprietary,Ld. Castlemaine,Vic.	26 ″ 1 ~~s4 7½~~ ~~21 ″ 10~~ s4 ″ 5½ 21 ″ 10	
24052 160763 GNTJ	**Dunelmia** ssAnt.No.1-33 D.F. 1Dk(Stl)	5207 4929 3220	✠100A1 5,36 ~~1,35~~ ✠LMC3,33 BS~~[illegible]~~ 5,36	Rot Shl	z	CL ~~2,33~~ 5,36	1929 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.Mgrs) CellDB	421·3 P30'B240'F43' FK 371'1413tFPT175t	54·2	27·2	W.Hartlpl British 8BHCem APT167t	T.3Cy.26",43"&71"-48" (s) 180lb 494NHP 3SB,9cf,GS162,HS7356 FD Cen.Mar.EWrks.LdWHpl	30 ″ 1 s5 ″ 0½ 25 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24053 220286 KUZV	**Dungannon** ssN.Yk.No.3-4,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6928 6670 4292	100A1 ~~12,35~~ ~~1,36~~ 3,36 LMC4,35 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 4,23	NYk Gal	b†	CL 4,35	1920	Bethlehem S.B.Corp Ld. Alameda,Cal.	TheTexas Company	435·0 P106'B48'F43' FK CellDBuE&B62'202t DTf50'885t FPT97tAPT74t	56·0	32·0	Wilmgton (Del.) Utd.States 13BHptCem (9 ,, to Udk 4 ,, ,,2nd,,)	T.3Cy.27",48⅓"&78"-48" (s) 220lb 597NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corporation S.Francisco	33 ″ 6	
24054 FNWD	**Dunkerquois** 2Dks	3145 2919 1971		...			1920	Ardrossan DD&SBCoLd Ardrossan	Cie.desBateaux à Vapeur duNord	331·2 P29'B170'F39' FK	47·3	22·1	Dunkirk French WB	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
24055 163853 MBTV	**Dunkerton** Ⓟ Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	505 366 182	✠100A1 ~~5,35~~ ~~11,34~~ 5,36 ✠LMC4,34	Brs	g	CL	1934 4mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	BristolSand& GravelCo.Ld. (F.E. Peters,Mgr.)	148·0 Q56'B9'F24' FK Cell DB81'105t FPT67t	28·1	11·4	Bristol British 4BHCem APT44t	T.3Cy.13½",21"&35"-26"(s) 180lb 62RHP 1SB,3cf,GS55,HS1560 AilsaS.B.Co.Ld.Trn.	13 ″ 3 s ″ 9½ 12 ″ 6¼	
24056 149636 GNFK	**Dunkwa** OilEng. ssDrt.No.2-35 ~~ssHam.No.1-31~~ 2Dks(Stl)&Shelter dk(Stl)	3789 3092 1996	✠100A1 with freeboard 4,36 ✠LMC CS11,35 DBS8,35 8,35 Carrying vegetable oil in deep tanks	Ham Hul	x	CL ~~3,33~~ 11,35	1927 8mo	A.McMil-lan&Son,Ld. Dumbarton Lloyd'sA&CP	ElderDempster Lines,Ld.	355·3 P37'F42' FK CellDB292'778tDTsa58'616tFPT97tAPT100t	49·2	22·4	Liverpool British 6BHptCem (ColltoSh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
24057 117530 MDGZ	**Dunleary** ssIrv No.1-35 ssLiv.2ndNo.3-8,30 Mchy.Aft 1Dk(Irn) Well deck Cargo battens not fitted	480 335 193	✠100A1 11,35 ~~12,33~~ ✠LMC4,34 BS11,35	Shl Irv	h	CL ~~5,32~~ 11,35	1905 12mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	ArranShipping Co.Ld.(J.Campbell,Mgr.) WB=Cell	159·9 Q86'B11'F32' 27·7 BK7" DBf84'96tFPT40t	26·1	10·4	Irvine British 3BHCem APT5t	C.2Cy.20"&42"-30" (s) 130lb 96RHP 1SB,3pf,GS55,HS1619 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s 3 ″ 11 12 ″ 11	
24058 118490 GLWN	**Dunluce Castle** Ⓟ TwinSc ssLon.2ndNo.3-10,29 Ref.Mchy. 3Dks(Stl-Uteaks) Sub.Sig. D.F.	8131 6578 4999	✠100A1 9,33 BS4,35 ✠LMC3,33	Lon	e†	CL s2,33 PN3,34	1904 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	TheUnion-Castle MailS.S.Co.Ld.	475·5 P&B315'F70' FK&BK3" CellDBa112'uE37' f191' 1079tFPT84tAPT50t	56·9	31·7	London British 8BHCem	Q8Cy.22½",32",46½"&68"-51" 220lb (s) 965NHP 3D&1SB21cfGS411HS16899 Harland&Wolff,Ld.Bel.	35 ″ 1 s8 ″ 10¼ 27 ″ 0	BT till 4,36
24059 109588 GKXL	**Dunmore Head** (exReval) ssBel.3rdNo.3-6,35 ~~ssLth.2ndNo.3-3,23~~ ~~ssBel.No.2-21~~ 1Dk(Stl)&Spar dk(Irn)& deep framing	1682 1476 1056	✠100A1 Spar dk with freeboard 6,35 ~~5,34~~ ✠LMC4,35 ~~MS2,31~~ ~~BS1,35~~	Bel	q	CL 5,33	1898 8mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld. Mgrs.)	246·2 B60'F30' 20·5 FK CellDBa59'uE&B35'f100'357t	37·6	13·6	Belfast British 4BHCem APT22t	T.3Cy.19",31$\frac{7}{16}$"&50"-36"(s) 175lb 90lb 154NHP 2SB,4cf,GS80,HS2272 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 3 ″ 3½ 19 ″ 5	
24060 145344 MKYD	**Dunnet Head** (exSt.Senan) ssLth No.3-4,33 Mchy.Aft 1Dk(Stl) Well deck	515 347 223	✠100A1 ~~7,35~~ ~~6,34~~ 3,36 BS7,35 ~~BS6,34~~ ✠LMC4,33 ✠NB12,18refitted6,21	Abn	g	CL ~~5,34~~ ~~7,35~~ 3,36	1921 6mo	JIThorny-croft&Co.Ld. Southampton Lloyd'sA&CP	A.F.Henry& MacGregor,Ld.	155·7 Q86'B11'F25' FK FPT48t	26·2	11·4	Leith British 3BHCem APT20t	T.3Cy.13½",22"&35"-27" (s) 185lb 70RHP 1SB.3cf,GS51,HS1832 FD JIThornycroft&CoLdSou.	12 ″ 6 s 3 ″ 8½ 12 ″ 5	
24061 147913 GKTS	**Dunrobin** ssHul.No.2-32 2Dks(Stl)	5041 4804 3192	✠100A1 7,35 ~~4,35~~ BS4,35 ✠LMC12,32	Lth Hul	y	CL 4,35	1924 8mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	ScottishNav.Co. Ld.(Glen&Co. Mgrs.) Intermediate'tween dkBHin after hold dispensed with CellDB348'1143t DTa30'860t APT102t	404·9 P38'B119'F43' FK	53·0	27·6	Glasgow British Cem 5BH to U dk 1 ,, ,,2nd ,,	T.3Cy.25",42"&70"-48" (s) 180lb 410NHP 3SB,9cf,GS181,HS6900 D.Rowan&Co.Ld.Glasgow only	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
24062 161013 GJYN	**Dunsley** ssCff.No.1-33 1Dk(Stl)	3862 3481 2317	✠100A1 2,36 ~~7,34~~ ~~10,35~~ ✠LMC7,34 BS10,35	Cff Bry	w	CL 7,34	1929 9mo	R.Thomp-son&Sons,Ld. Sunderland Lloyd'sA&CP	Headlam&Sons S.S.Co.Ld. (Headlam&Son, Mgrs.)	360·2 P31'B217'F36' FK CellDB307'939t	50·0	23·1	Whitby British 6BHCem APT147t	T.3Cy.25",42"&68"-45" (s) 180lb 180lb 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ 1¾ 22 ″ 5¾	
24063 146308 GCJW	**Dunstaffnage** ssFal.No.3-7,35 ~~ssNpt.No.1-27~~ 2Dks(Stl)	4525 4293 2867	✠100A1 7,35 ~~3,30~~ ✠LMC7,35 ~~MS10,30~~ ~~BS5,31~~	Bal Fal	y	CL ~~4,31~~ ~~6,35~~ 11,35	1922 9mo	Lithgows, Ld. Pt.Glasgow Lloyd'sA&CP	ScottishNav.Co. Ld.(Glen&Co. Mgrs.) 'Tween dk BH in after hold dispensed with Cell DB331'1031t DTa30'780tAPT20t	384·9 P34'B113'F44' FK	52·0	26·7	Glasgow British Cem 5BH to Udk 1 ,, ,,2nd,,	T.3Cy.26",42"&70"-48" (s) 180lb 488NHP 3SB,9cf,GS170,HS7345 FD Rankin&Blckmore,Ld.Grk only	29 ″ 3 ~~s 5 ″ 0~~ ~~23 ″ 11~~ s5 ″ 7¼ 23 ″ 11	
24064 147297 GYFK	**Dunstan** (exA.D.Bordes-35, exSaintOswald) ssDnk.No.2-34 2Dks(Stl)	5149 4804 3266	✠100A1 ~~2,35~~ 12,35 ✠LMC4,34 BS5,35	Liv Ham	y	CL 1,35	1925 2mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	BoothS.S.Co.Ld. Intermediate'tweendkBHin after hold dispensed with CellDB348'1152t DTa30'860tAPT102t	404·9 P38'B119'F39' FK	53·0	27·6	Liverpool British Cem 5BHtoU Dk 1 ,, ,,2nd,,	T.3Cy.27",44"&73"-48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow only	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
24065 146084 MKTZ	**Dunstanburgh** (exGreif) ssNwc.No.3-12,33 Well deck 1Dk(Stl)	1095 824 476	100A1 with freeboard ~~9,35~~ ~~11,34~~ 3,36 BS4,36 ~~BS11,34~~ LMC12,33	Nwc	n	OG 11,34	1912	Stettiner Oderwerke Stettin Lloyd'sA&CP	Tyne-TeesSteam ShippingCo.Ld.	236·2 P&B143'F26' FK CellDB202'236t FPT18tAPT28t	32·5	13·7	Newcastle British 5BHCem	T.3Cy.21$\frac{13}{16}$",35$\frac{13}{16}$"&57$\frac{5}{16}$"-39⅜" 185lb 258NHP 2SB,4cf,GS78,HS3522 FD StettinerOderwerke	16 ″ 0 s 1 ″ 3 15 ″ 0¼	
24066 149981 GCSD	**Dunster Grange** TwinSc OilEng. ssLon.No.1-32 3Dks(Stl-Uws)4th dk(Stl) Ref.Mchy. D.F. in holds CruiserStern	9494 7548 6011	✠100A1 9,35 ~~11,34~~ DBS~~4,34~~ ✠LMC CS11,32 6,35 7,34 ✠Lloyd'sRMC~~2,35~~~~6,36~~ 5,36 ~~1,26~~~~9,35~~	Lon	d†	CL PN1,34 s1,34	1928 1mo	Fairfield SB.&E.Co.Ld Glasgow Lloyd'sA&CP	HoulderLine,Ld. (HoulderBrothers &Co.Ld.Mgrs.) Duct keel fwd. of mchy.space CellDB369'1672t Tanks in way of tunnels 466t FPT78tAPT113t	431·3 B250'F82' FK	64·5	35·4	London British 8BHptCem	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB125lb FairfieldS.B.&E.CoLd.Gls.	38 ″ 2 s 7 ″ 4½ 31 ″ 0¾	
24067 159556 VLFB	**Duntroon** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	10335 6378 6137	✠100A1 with freeboard 2,36 ✠LMC8,35 ✠Lloyd'sRMC8,35	Nwc Syd		CL	1935 8mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	MelbourneSteam-shipCo.Ld. CellDB345'617t Tanks at sides of tunnel242tFPT74tAPT217t	455·0 B&F438' FK	65·2	30·2	Melbourne British 7BHCem	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"-47¼" 1288NHP DB75lb J.G.Kincaid&Co.Ld.Grk.	36 ″ 0 s10 ″ 8 25 ″ 6	BT till 7,36
24068 67528 MPQY	**Dunvegan** (exSpray-32) Iron ssAbn.5thNo.3-9,28 ssLiv.No.1-33 Cargo battens not fitted 1Dk(ptStl)	632 506 375	✠90A1 1,36 ~~1,33~~ ✠NB7,90 LMC1,33 BS~~11,34~~1,36	Liv	j	CL ~~1,33~~ 1,36	1872 6mo	Hall,Rus-sell&Co. Aberdeen A&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	181·1 Q65' BK7½"	28·0	14·5	Aberdeen British 4BHCem DBa37'70t	C.2Cy.28"&45¾"-30" (s) 80lb 100lb NDB01 90RHP 1SB,3pf,GS60,HS1359 Hall,Russell&Co.Abn.	15 ″ 4 s 1 ″ 5½ 14 ″ 9	
24069 139077 MFXY	**Dunvegan Head** 4Mst (exMadameDoretta, exDoretta,exFreshet) ssGms.No.3-7,26 ssLth.No.2-34 Mchy.Aft Well deck 1Dk(Stl)	794 544 363	✠100A1 ~~5,35~~ ~~12,34~~ 11,35 ✠LMC12,34 BS11,35	Lth	k	CL ~~12,34~~ 11,35	1915 8mo	R William-son&Son Workington Lloyd'sA&CP	~~A.F.Henry& Macgregor,Ld.~~ WoodtownShppg Co.Ld(Comben Longstaff&CoLd Mgrs)	186·3 Q116'B9'F25' FK CellDBf112'	29·4	12·4	Leith British 3BHCem 162tFPT40t	T.3Cy.15½",26"&44"-30" (s) 180lb 95RHP 1SB,3cf,GS58,HS1972 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 7 s5 ″ 0¾ 14 ″ 1¾	
24070 FNMG	**Dupleix** Ref.Mchy. 2Dks	7135 6506 4427					1914	Atel.&Ch. delaLoire Nantes	ChargeursRéunis	417·9 B148'	54·0	37·6	Havre French WB	T3Cy27$\frac{61}{64}$",46$\frac{1}{16}$"&76"-51$\frac{31}{32}$" 416NHP Atel.&Ch.delaLoire,Nts.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où porté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
24071 PUBC	**Duque de Caxias** Ⓟ (exBenevente,exRioGrande) Sub.Sig. 2 Dks	4556 3580 2879					1904	J.C.TecklenborgA.G. Wesermünde-G.	LloydBrasileiro	361·2 P236'F29'	46·7	26·2	R.Janeiro Brazilian	T.3Cy.22$\frac{13}{16}$",38$\frac{13}{16}$"&65$\frac{5}{8}$"–48" 300NHP J.C.TecklenborgAG.Wsm		V
24072 140878 GPDT	**Duquesa** TwinSc ssLon.No.3–12,29 ssLon.No.1–34 Ref.Mchy. 3Dks(Stl)&Shelter dk D.F. (Stl–ws) Cruiser Stern	8651 7529 5400	✠100A1 Shelter dk withfreeboard 7,35~~8,34~~ ✠LMC MS8,34 BS1,35 ✠Lloyd'sRMC ~~7,..~~ 3,36 ~~11,..~~	Lon	c†	CL ~~SS3,32~~ P10,33 S7,35	1918 5mo Lloyd	IrvinesS.B &D.D.Co.Ld. WHartlepool 'sA&CP	Furness-Houlder ArgentineLines, Ld. Cell	429·0 B257'F37'on Shelter dk FK DB362'1121tFPT9	61·3	27·7	Liverpool British 7BHCem 4t APT129t	T.6Cy.25",41½"&70"–48" (s) 200lb 1076NHP 5SB.20cf,GS399,HS16396FD Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 3 s 8 ″ 7½ 29 ″ 11½	
24073 217812 KECS	**Duquesne** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk&Web frames Longitudinal framing	6262 5895 3872			...		1919	Federal S.B.Co. Kearny,N.J.	LykesBros.-RipleyS.S.Co.Inc.	395·5 P45'B110'F38'on Shelter dk FK	55·0	31·4	N.Orleans Utd.States WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
24074 220410 KDBT	**Durango** Fitted for oil fuel Mchy.Aft Carrying petroleum in bulk Longitudinal framing 2Dks	7125 — 4395					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.Mgrs.)	435·0 P123'B50'F33'	56·0	32·0	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.S.Fo.		R
24075 DHFO	**Durazzo** Ⓟ Wireless 1Dk&Shelterdk	1153 809 556					1922	J.L.Meyer Schfw&Msch Papenburg	HamburgAmerik Packetf.-Act.Ges. (Ham.Amr.Linie)	227·5 B66'F31'	34·5	12·5	Hamburg German WB	T.3Cy.17¾",29½"&46"–31½" 118NHP J.L.Meyer,Papenburg		G
24076 26431 JKQD	**Durban Maru** ssYka.No.3–12,31 1Dk(Stl)&Shelter dk(Stl) ssYka.No.1–35	7164 6700 4383	✠100A1 Shelter dk withfreeboard 12,35~~12,34~~ ~~BS12,34~~ ✠LMC~~12,32~~ 12,35	Yka	a†	CL ~~12,32~~ 12,35	1919 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP Ce	llDB365'1163tDT	420·0 F47' FK a28'1128t FPT108t	56·0	38·5	Tokio Japanese Cem 8BHtoSh dk APT95t	T.3Cy.28",47"&79"–51" (s) 200lb 574NHP 3SB,9cf,GS192,HS7726 FD MitsubishiZosenKaishaLd	38 ″ 7 s10 ″ 4½ 28 ″ 5	
24077 149998 MPTC	**Durdham** ssCff.No.1–34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	477 353 176	✠100A1 4,35 ✠LMC5,34	Cff	g	CL 4,35	1930 2mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	BristolSand& GravelCo.Ld. (F.E.Peters, Mgr.) Cell	145·5 Q48'B9'F23' FK DB88' 97t FPT39t	27·1	11·4	Bristol British 4BHCem APT36t	T.3Cy.13½",21"&35"–26" 180lb (s) 62RHP 1SB,3cf,GS55,HS1560 AilsaS.B.Co.Ld.Troon	13 ″ 3 s ″ 11 12 ″ 5	
24078 146312 GFSL	**Durenda** TwinSc ssMdb.No.3–12,34 OilEng. 2Dks(Stl)	7241 6795 4450	✠100A1 ~~7,30~~ ~~12,34~~ 3,36 DBS~~11,34~~ ✠LMC CS12,34 11,35 11,35~~...~~	Mdb	c†	CL ~~7,32~~ 1,35	1922 9mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. Cel lDB386' 1519t DT	450·1 P45'B149'F41' FK f51'1100t FPT149	58·3	32·8	Glasgow British 7BHptCem tAPT75t	Oil Engines 4S.C.SA 16Cy.26$\frac{5}{16}$"–47" 1070NHP DB100lb NBDieselEng.Wks.Ld.Gls	35 ″ 6 s 7 ″ 11 27 ″ 10½	
24079 163522 GWWK	**Durham** TwinSc D.F. OilEng. Ref.Mchy. 2Dks&Shelter dk E.S.D. 4th dk inNos.1&2 holds CruiserStern	10893 9539 6261	✠100A1 withfreeboard 2,36~~3,35~~ ✠LMC9,34 ✠Lloyd'sRMC~~3,35~~ ~~...~~ 2,36	Liv ~~Gls~~Lon		CL	1934 9mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	FederalStm.Nav. Co.Ld. Duct keel for CellD	493·5 FK (ward of mchy.space B386' 1697t tanks	68·6	34·5	London British 8BHptCem Coll to Sh dk 7 ,, 2nd ,,) in way of tu	Oil Engines 2S.C.SA 16Cy.28⅜"–49$\frac{3}{16}$" 2236NHP 2DB120lb WorkmanClark(1928)Ld. nnels 966tFPT70t APT74t	38 ″ 8 s 6 ″ 7 32 ″ 6½	
24080 118387 GLWC	**Durham Castle** Ⓟ TwinSc ssLon.2ndNo.3–9,30 Sub.Sig. 3Dks(Stl–Mws&U-teak s) D.F. Ref.Mchy. &deep framing	8240 6583 5077	✠100A1 8,34 BS~~12,34~~ ✠LMC10,35 1,36	Lon	e†	CL s6,32 ~~BS6,32~~ P6,35	1904 2mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP C	TheUnion-Castle MailS.S.Co.Ld. ellDBa107'uE36'	475·4 P&B315'F70' FK&BK3' f191'975tFPT85t	56·7	31·6	London British 8BHCem APT60t	Q.8Cy.22½",32",46½"&68"–51" 220lb (s) 969NHP 3D&1SB21cfGS420HS16943 FairfieldCo.Ld.Glasgow	35 ″ 0 s 8 ″ 8½ 26 ″ 11	BT till ~~6,35~~ ~~9,35~~ ~~11,35~~ 6,36
24081 131864 MDRK	**Durham Coast** (exNewAbbotshall) ssLiv.No.3–1,24 ssLiv.No.2–32 Well deck Mchy.Aft 1Dk(Stl)	783 605 328	✠100A1 ~~9,35~~ ~~8,34~~ 1,36 BS~~8,34~~ ✠LMC~~7,32~~ 9,35 MS1,36	Mch Bkn	m	CL ~~NS8,34~~ 1,36	1912 2mo Lloyd	GooleS.B. &Repg.Co.Ld Goole 'sA&CP	CoastLines,Ld. Ce llDBf131'145tFPT	215·0 Q68'B26'F91' FK	32·0	12·3	Liverpool British 3BHCem 17tAPT33t	T.3Cy.18",29"&48"–33" (s) 180lb 100lb 209NHP 1SB,4cf,GS88,HS3310 FD Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6 s ″ 2½ 14 ″ 4½	
24082 145459 MKVJ	**Duris** (exDempster,exKildorrey), 1Dk	671 492 283			...		1918	Smith's DockCo.Ld. Middlesbro'	W.R.Carpenter& Co.Ld.	170·2 B35'F25' FK	30·0	15·7	Newcastle British WB	T.3Cy.16",26"&44"–26" 94RHP Smith'sDockCo.Ld.Mdb.	16 ″ 6	C †
24083 YTAV	**Durmitor** (exPlutarch) 2Dks	5623 — 3581					1913	Russell& Co Pt.Glasgow	Dubrovacka Parobrodska Plovidba	423·5 P38'B123'F48'	56·0	28·7	Dubrovnik Yugoslav WB	T.3Cy.27",44"&73"–48" 369NHP J.G.Kincaid&Co.Ld.Grk.		C
24084 YQSU	**Durostor** (exSt.Petersburg) Wireless 1Dk&Awng dk	1309 1118 784			...		1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	RoumanianState MaritimeService	217·0 BonAwng dk69' FK	34·0	21·4	Costanza Roumanian WB	T.3Cy.16½",27"&44"–30" 138NHP KjbnhavnsFlydk.&Skbsv.	22 ″ 8	V †
24085 152015	**Durour** (exMadal) 3Mst Mchy.Aft Trunk dk	820 553 463					1920	N.V.Schps. v/h A.Roorda Sliedrecht	W.R.Carpenter& Co.Ld.(Solomon Is.)	180·5 P52'F15'	36·0	15·1	Tulagi SolomonI. British WB	T.3Cy.14",23"&36"–24" Emade96fitted26 72RHP Fawcett,Preston&Co.Liv.		C
24086 ~~YTAW~~	**Dušan Silni** (exCapeSt.Martin, exRotenfels) ssSpt,2ndNo.3–8,33 1Dk(Stl)&Spardk(Stl-~~pt~~teak s)&Web frames Now "Pei Ping," see No. 39508 in Supplement	5654 5379 3591	✠100A1 Spar dk 1,34 ✠LMC8,33	Hul	a†	CL N1,34	1906 11mo Lloyd	J.C.TecklenborgA.G. Wesermünde-G. 'sA&CP CellD	~~Jugoslavenski Lloyd a.d.~~ Ba136'uE29'f181'	421·0 P58'B125'F51'28·3 FK&BK2" 1049t 'tween dkTan	55·1	20·3	Japanese 6BHonly Cem ks a 44' 439t	Q.4Cy.24",34⅝",50⅝"&74"–53$\frac{1}{16}$" 213lb (s) 504NHP 3SB,9cf,GS156,HS6456 FD J.C.TecklenborgA.G.Wsm FPT85t	31 ″ 2 s 6 ″ 9 24 ″ 11	
24087 275 HSAE	**Dusit** TwinSc ssBgk.2ndNo.3–2,35 ~~ssBgk.No.3–1,33~~ ~~ssBgk.No.2–31~~ Mchy.Aft 1Dk(Stl)	476 — 243	✠100A1 2,35~~8,34~~ 9,35 2,36 ✠LMC2,35 BS2,36	Bgk	g	CL ~~S9,33~~ P8,34 S2,36	1911 4mo Lloyd	G.Brown& Co. Greenock 'sA&CP	Anglo-Siam Corporation,Ld.	160·0 B7'F21' FK WB=FPT	26·1	11·4	Bangkok Siamese 3BHCem 53tAPT27t	C.4Cy.12"&24"–15" (s) 130lb 58NHP 1SB,2pf,GS39,HS1192 Gauldie,Gillespie&Co.Gls.	12 ″ 3 s 1 ″ 6 10 ″ 10	
24088 DOQR	**Düsseldorf** Ⓟ D.F. E.S.D. OilEng. Ref.Mchy. CruiserStern 2Dks	4930 3857 2885	✠Lloyd'sRMC~~6,35~~1,36 for temp.32°F				1935	Bremer Vulkan Vegesack	HanseatischeSchiffahrts-und Betriebs-G.m.b.H.(NorddeutscherLloyd,Mgrs.)	409·9 P20'B&F378'	54·7	21·9	Bremen German WB	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1164NHP BremerVulkan,Vegesack		G
24089 LIVK	**Dux** CruiserStern 1Dk	1590 1324 943					1934	Trndhjms Mek.Værks. Trondheim	A/S Dux(V.L. Schage,Mgr.)	244·2 P45tH178t	40·2	16·9	Oslo Norwegian WB	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"–27$\frac{9}{16}$" 66NHP TrondhjemsMVTrondheim		N
24090 2606 SDUK	— ssSkm.4thNo.3–8,29 Well deck 1Dk2trB	*1006* *751* *582*	✠ 6,32 ✠NB3,91	Skm			1878 11mo	MotalaCo. Norrköping	~~Stockholms RederiaktiebSvea (Eman.Högberg, Mgr.)~~ FiskeriA/B Dux	207·8 P124'H22tF25' BK7" WB=~~DTf31'230t~~	29·7	17·1	Smogen Swedish 4BHCem	T.3Cy.16½",24⅝"&43½"–33" NDB08 94NHP 1SB,3cf,GS47,HS1300 Tpd.91MotalaCo.,Motala	18 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24091 135245 ZSKK	**Duyker** (*ex*LordRitchie) 1*Dk*	971 922 386			...		1913	Lobnitz& Co.Ld. Renfrew	**Union Govt.of South Africa(Railways&Harbours Administration, Durban)**	200·4 F26' FK	34·1	16·9	**Durban** British	T.3Cy.18",30"&48"-36" 184NHP Lobnitz&Co.Ld.Renfrew	17 ″ 6	
24092 PKQL	**Duymaer van Twist** 1*Dk*	1030 712 538					1925	Wilton's E. &SlipwayCo. Rotterdam	**Koninkl.Paketv. Maats.**	230·1 P35'B80'F29'	38·2	10·4	**Batavia** Dutch *WB*	C.4Cy.(2)12¾"&(2)27$\frac{9}{16}$"-27$\frac{9}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
24093 UOAM	**Dvina** (*ex*Svane) 1*Dk*	1773 1351 1026					1922	OuseS.B. Co.Ld. Hook, nr.Goole	**Sovtorgflot**	255·6 P18'Q82'B57'F21'	40·1	16·1	**Vladvostk** Russian *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		
24094 UNLE	**Dvinoles** *OilEng.* 1*Dk*	3946 3527 2194					1932	StatesS.B. Yd."Marti" Leningrad	**Sovtorgflot**	347·6 P29'B53'F30'	51·5	24·9	**Odessa** Russian	Oil Engines 2S.C.SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
24095 146319 GFTP	**Dwarka** **TwinSc** *ss*P.Nl.No.3-2,35 *OilEng.* 2*Dks*(*Stl-U*teaks) *CruiserStern*	2328 1922 1332	✠100A1 2,35 ✠LMC2,35 DBS2,35 ~~✠LMC-CS2,35~~	PNl	*s*	CL P10,35 SN 2,35	1922 12mo *Lloyd*'s*A&CP*	C.Hill& Sons,Ld. Bristol	**BritishIndiaStm. Nav.Co.Ld.** *CellD*	271·3 P37'B104'F33' FK *B*224'295*t* *FPT*41*t*	43·6	21·3	**Glasgow** British 5*BHCem* *APT*86*t*	Oil Engines 4S.C.SA 12Cy.15"-30" 259NHP DB*100lb* NBDieselEng.Wks.Ld.Gls	24 ″ 0 s 3 ″ 7¾ 20 ″ 9	
24096 DHFP	**Dwarssee** (*ex*Hannaburg,*ex*Hannah Hölken,*ex*Louisa) 1*Dk*	552 403 287					1920	Gebr.van Diepen Waterhuizen	**W.Schuchmann**	157·9 P55'H49'F22'	27·1	11·4	**Brmrhavn** German *WB*	T.3Cy.12½",19$\frac{7}{16}$"&31½"-22" 47NHP CäsarWollheim,Breslau		G
24097 144044 MJXY	**Dynamo** *ss*Lon.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	809 548 377	✠100A1 6,35 ~~3,33~~ BS10,35 ✠LMC MS3,33 ~~BS10,34~~	Lon	*k*	CL ~~3,33~~ 6,35	1920 5mo *Lloyd*'s*A&CP*	R.Williamson&Son Workington	**Ellerman'sWilson Line,Ld.**	186·3 Q116'B9'F23' FK *CellDBf*112'162*t*	29·4	12·4	**Hull** British 3*BHptCem* *FPT*40*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb *90lb* 76RHP 1SB,*3pf*,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s 4″10½ 14 ″ 4	
24098 LDLY	**Dyrö** Ⓟ 2*Dks*	372 341 201					1915	Trndhjms Mek.Værks. Trondheim	**A/STromsFylkes Dampskibsselskab**	138·2	23·1	16·1	**Tromsö** Norwegian *WB*	T.3Cy.12",20"&33"-21" 49NHP TrondhjemsM.V.Trondhm		

⁎ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.	Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de l'arbre porte-hélice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille	Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
Numero Officiel. Signaux	Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant ex-jurd. Lettre l'Équipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.		Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
24099 204264	**E. A. S. Clarke** (*ex*H.P.Bope) D.F. GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	540·0	56·0	30·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½″,28½″,43½″&66″– 42″ 282NHP SuperiorS.B.Co.Superior		
24100 200666	**E. C. Collins** (*ex*EdwinF.Holmes) *Mchy.Aft* 1*Dk2trB*	4132 — 3517					1904	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	420·0	50·0	28·0 *WB*	Duluth Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.CoCleveland		
24101 136192 KJIF	**E. C. Pope** 3Mst *Mchy.Aft* 1*Dk2trB*	2787 — 1887					1891	Detroit DryDockCo. Wyandotte	NicholsonTransit Co.	317·2	42·2	20·5 *WB*	Detroit (Mich.) Utd.States	T.3Cy.22″,35″&56″–44″ NB22 208NHP DetroitDryDockCo.,Wynd		R
24102 127731 KJIG	**E. G. Crosby** Ⓟ (*ex*City of Miami, *ex*City of SouthHaven) *Fitted for oil fuel* 2*Dks*&*Shelter dk*	1879 — 1010					1903	Craig S.B.Co. Toledo,O	Wisconsin&MichiganTransptn.Co.	247·7	40·3	21·7	Milwaukee (Wis.) Utd.States	T.3Cy.23″,37½″&63″–40″ 251NHP CraigS.B.Co.Toledo		
24103 116558 KFUB	**E. G. Mathiott** (*ex*P.W.Sherman, *ex*Elmore.*ex*S.S.Curry) D.F. *Mchy.Aft* 2*Dks*	3931 — 2901					1893	F.W. Wheeler&Co. W.BayCity	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	432·0 F34′ len05	45·0	20·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19″,31″&52″–44″ *E*rebuilt05 NB25 179NHP F.W.Wheeler,W.BayCity		R
24104 217173 WROO	**E. G. Seubert** (*ex*F.H.Wickett, *ex*E.L.Doheny Third) *ss*N.Yk.No.3–11,30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing* *ss*NYk.No.1-35	7753 7210 4709	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~7,34~~ 12,35 BS12,35 1,35 ~~BS1,36~~ ✠LMC~~11,30~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,18 *F.P. above* 150° F.	NYk	*d*†	CL ~~12,33~~ 12,35	1918 11mo	New York S.B.Corp. Camden,N.J. A&CP	~~Pan-American~~ ~~ForeignCorp.~~ Standard Oil Co. of New Jersey *Cell DBa23′uE&B*	467·6 *76′463tDTf40′441t*	62·7	32·0 FK (*Col*	Wilmgton (Del.) Utd.States 17*BHptCem* *BH to Sh dk* 10 ,, ,, *U dk* 6 ,, ,, *2nd* ,,)	Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB Corp,Camden	32 ″ 0 s4 ″ 2 28 ″ 1	
24105 127944 MCWT	**E. Hayward** *ss*Liv.2ndNo.3–9,34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*–pt teak s)	444 355 161	✠100A1 9,34 ✠LMC9,34	Liv	*g*	OG N8,34	1908 11mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Ayr	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgr.*) *WB=Cell*	157·0 Q50′B10′F28′ *DB f81′ 120tFPT*	26·2	10·5 BK7″	Liverpool British 3*BHCem* 54*tAPT*6*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB,*3pf*,GS53,HS1842 AilsaS.B.Co.Ld.Troon	13 ″ 1 s ″ 11¾ 12 ″ 9	
24106 220811 KDKG	**E. J. Bullock** (*ex*William H.Doheny) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6630 — 4029			...		1920	Bethlehem S.B.Corp.Ld. San Francisco	~~Pan-American~~ ~~ForeignCorp.~~ StandardOilCo. ofNewJersey.	435·0 P106′B50′F42′	56·0	32·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 600NHP BethlehemS.B.Corp.Ld.	33 ″ 6	R †
24107 220335 KDAV	**E. J. Nicklos** (*ex*Dartford) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	5187 4620 3686			...		1920	TerryS.B. Co. Savannah,Ga	ContinentalS.S.Co.	391·9 P99′B34′F44′	51·2	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 562NHP Hooven,Owens,Rentschler Co.Hamilton,O.	30 ″ 2	R †
24108 221181 KGAC	**E. J. Sadler** (*ex*Vancolite) TwinSc *ss*NOs.No.3–12,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9639 — 6014	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~2,34~~ 2,36 BS7,35 ~~[illegible]~~ ✠LMC7,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	NYk		CL ~~S7,33~~ PN7,35 SN2,36	1921 4mo	Federal S.B.Co. Kearny,N.J. A&CP	~~StandardShppg.Co.~~ StandardOil Co.ofNewJersey *Cell DB uE&B*	500·3 68′199*tDTf*54′646*t*	68·0	30·5 FK *FPT*258*tAPT*142*t*	Wilmgton (Del.) Utd.States 19*BHpt Asp* *ptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½″,35″&60″–42″ (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.KearnyN.J	38 ″ 10 s10 ″ 3 28 ″ 11	
24109 219952 KJIH	**E. M. Bunce** (*ex*Montfaucon) *Fitted for oil fuel* 1*Dk*(*Stl*)	2310 1949 1440	✠ 10,27 ✠	Wyan-dotte	*r*		1920 8mo	Detroit S.B.Co. Wyandotte	Mid-WestTransportationCo.Inc. *CellDB*204′ 531*t*	251·0 P27′B64′F26′ *FPT*58*tAPT*89*t*	43·6	22·2 FK	Detroit (Mich.) Utd.States 4*BHptCem*	T.3Cy.20″,33″&54″–40″ 265NHP 2SB,*4cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	
24110 225482 KGAB	**E. M. Clark** (*ex*Victolite) TwinSc *ss*N.Yk.No.3–6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9647 — 6020	✠100A1 *Shelter dk* *withfreeboard* ~~8,35~~ ~~2,36~~ 3,36 ✠LMC MS6,33 ~~BS6,34~~ 8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NYk	*f*†	CL 2,35	1921 7mo	Federal S.B.Co. Kearny,N.J. A&CP	~~StandardShppg.Co.~~ StandardOil Co.ofNewJersey. *CellDBuE&B*68′	499·2 199*tDTf*54′646*t* *FPT*258*tAPT*142*t*	68·1	30·5 FK	Wilmgton (Del.) Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½″,35″&60″–42″ (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.Kearny,N.J.	38 ″ 10 s10 ″ 3 28 ″ 11	
24111 OYIE	**E. M. Dalgas** D.F. 1*Dk*	2836 2471 1702					1930	Helsingörs Jernsk.&Msk. Elsinore	Dampskibs.Vendila (Svendsen& Christensen,*Mgrs*)	326·8 P22′B217′F30′	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)18 5/16″&(2)39⅜″– 39⅜″ 162NHP HelsingörsJernsk.&Mskb.		C
24112 221107 KDQD	**E. R. Kemp** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* Sub.Sig. *Longitudinal framing* 2*Dks*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmngtn Del	SinclairNav.Co. Inc.	375·2 P94′B37′F39′	53·2	28·1	New York Utd.States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP BethlehemS.B.Corp.Ld. (HarlanPlnt)WlmngtnDel		R
24113 DHFQ	**E. Russ** Wireless 1*Dk*	993 789 573					1919	Stettiner Oderwerke Stettin	ErnstRuss	210·8 P12′Q59′B55′F22′	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾″,25½″&41 5/16″–29½″ 92NHP StettinerOderwerke		G
24114 221269 KDSB	**E. T. Bedford** TwinSc *OilEng.* *ss*N.Yk.No.3–7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9563 — 5978	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~2,34~~ DBS1,36 ✠LMC12,32 ✠NE12,26 ~~DBS12,34~~ *Carrying Petroleum in bulk*	NYk	*f*†	CL 12,34	1921 6mo	Federal S B.Co. Kearny,N.J. A&CP	~~StandardShppg.Co.~~ StandardOil Co.ofNewJersey. *CellDBuE&B*68′ 199*tDTf*54′646*t*	499·2 *FPT*258*tAPT*142*t*	68·1	38·7 FK 19*BH*	Wilmgton (Del.) Utd.States *vtCemptAsp* (4*BHto Sdk* 11 ,, ,, *U* ,, 4 ,, ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.30″–42″ 1162NHP 2W.T.DB26–*250lb* Busch-SulzerDiesel EngineCo.St.LouisMo.	38 ″ 10 s10 ″ 3 28 ″ 11	
24115 221210 KDRN	**E. W. Sinclair** *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* 2*Dks* Sub.Sig. *Carrying Petroleum in bulk*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairNav.Co. Inc.	375·2 P94′B37′F39′	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP BethlehemS.B.Corp.Ld.		R
24116 EEKV	**Ea** (*ex*Corburn,*ex*Harborne) *ss*Bbo.3rdNo.3–2,28 *Well deck* *ss*Bbo.No.1–32 1*Dk*(*Irn*)&*Web frames*	*1278* *940* *785*	✠ —— 3,35 ✠	Bbo	*n*		1896 9mo	S.P.Austin &Son Sunderland	Cia.Marit.Elanchove *CellDBa*57′*uE&*	235·1 P26′Q56′B46′F25′ *B*35′*f*96′ 370*t FPT*	34·1	14·3 FK	S.Sebast'n Spanish 4*BHCem* 22*tAPT*46*t*	T.3Cy.18½″,30″&49″–33″ 147NHP 1SB,*4pf*,GS69,HS2350 J.Dickinson&Sons,Ld.Sld.	17 ″ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24117 214921 WSCL	**Eagle** (*ex*Peerless,*ex*Eagle) *ss*N.Yk.No.3–11,30 *ss*N.Yk.No.1–34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	6003 5483 3715	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~12,35 ~~BS2,35~~ ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150°F.	Bal NYk BS12,35	*a*†	CL N4,34	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellD*	410·0 *BuE&B*48'207*tDT*	56·0	29·0 FK	NewYork Utd.States 15*BHpt Asp* *in way of tun*	T.3Cy.27$\frac{3}{16}$",47"&78"–48"(*s*) 220lb 594NHP 3SB,*9cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo. *nel* 223*tFPT*80*tAPT*200*t*	32 ″ 0 s 3 ″ 5½ 28 ″ 8¾	
24118 118052 VOLZ	— **WoodSc** (*ex*Sophie) Wireless 1*Dk*2*trB*	677 545 458					1902 rblt. 1908	Christen-sen Sandefjord	BowringBros.Ld.	176·2	29·8	15·1	SJhnsNFL British	T.3Cy.18",30"&49"–33" NE05&NB31 82RHP J.S.Vaux&Co.Ld.Sld.		
24119 129495	**Eagle III.** Ⓟ **PadSp** 2*Dks*	441 317 186					1910	Napier& Miller,Ld. Glasgow	LondonMidland& ScottishRailway	215·0	25·1	8·1	Glasgow British	D.1Cy.52"–72" 176NHP A.&J.Inglis,Ld.Gls.		BT till 3,36
24120 160707	**Eaglescliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	253·0 F35'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockCo.Ld.Mdb.		C
24121 132500	**Earl Thorfinn** Ⓟ 1*Dk*	345 306 130			...		1928	Hall,Rus-sell&Co.Ld. Aberdeen	OrkneyStm.Nav. Co.Ld.	150·7 B51'F35'	27·2	11·5 FK	Kirkwall British *WB*	T.3Cy.12½",21"&34"–27" 69RHP Hall,Russell&Co.Ld.Abn.	12 ″ 0	BT till ~~10,35~~ 9,36
24122 161772 GTCL	**Earlspark** *ss*Shl.No.1–33 D.F. 2*Dks*(*Stl*)	5186 4938 3307	✠100A1 ~~2,35~~12,35 BS12,35 ✠LMC10,33	Dnz Shl	*z*	CL 9,33	1929 7mo *Lloyd* *In*	Scotts'S.B. &Eng.Co.Ld. Greenock '*sA&CP* *termediate 'tw*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *een dk BH in after* *CellDB*356'	407·3 P36'B115'F43' *hold dispensed with* 1089*t DTa*35'1021*t*	53·3	28·5 FK	Greenock British *Cem* 5*BH to U dk* 1 „ „ 2*nd* „ *APT*45*t*	T.3Cy.26",43"&73"–48" (*r*) 200lb 534NHP 3SB,*9cf*,GS165,HS7758 FD Scotts'S.B.&E Co.Ld.Grk.	31 ″ 0 s 6 ″ 1¾ 25 ″ 0¼	
24123 160885 MPSV	**Easingwold** (exPervyse,*ex*Alfred Krelinger) 1*Dk*	1019 793 603					1909	Osbourne, Graham&Co. Sunderland	Atkinson& Prickett,Ld.	210·5 Q108'B10'F20'	33·2	13·6	Hull British *WB*	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
24124 217419	**East Cape** 2*Dks*&*Awng dk*	5812 5586 4484			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0	51·0	36·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	
24125 216802 WGEI	**East Indian** **TwinSc** *OilEng.* *ss*Phl.No.3–1.26 E.S.D. *ss*N.Yk.No.2–33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC.	8159 7815 5160	✠100A1 *Shelter dk* *withfreeboard* 10,35~~3,35~~ ✠LMC3,34 ✠NE1,26 DBS3,35	Cpn Phl	*c*†	CL s N10,33 P2,35	1918 7mo	Uraga DockCo.Ld. Uraga A&CP	FordMotorCo. *CellDB*382'1369*t*	445·0 *FPT*105*tAPT*35*t*	58·0	29·0 40·0 FK *Coll*	Dearborn ~~Detroit~~ Utd.States *Cem* *BH to Sh dk* 7 „ „ *U* „	Oil Engines 2S.C.SA 8Cy.21¼"–85" 1112NHP DB*150lb* SunS.B.&D.D.Co. Chester,Pa.	40 ″ 2 s11 ″ 9½ 28 ″ 8	
24126 148287 GLKS	**East Wales** *ss*Sid.No.2–33 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4358 4085 2633	✠100A1 *withfreeboard* ~~12,34~~11,35 ~~BS11,34~~ ✠LMC10,33 11,35	Cff Npt	*z*	CL ~~N12,34~~ 10,35	1925 8mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	WestWalesS.S.Co. Ld.(Gibbs&Co. *Mgrs.*) *CellDB*348'1059*t*	400·1 *FPT*118*tAPT*198*t*	53·0	25·3 FK *Coll*	Cardiff British 6*BHCem* *BH to Sh dk* 5 „ „ 2*nd* „	T.3Cy.25½",45"&75"–48" (*s*) 180lb *120lb* 490NHP 3SB,*12cf*,GS228,HS8460 N.E.MarineEngCoLd.Nwc	27 ″ 10 s 3 ″ 2¾ 24 ″ 9½	
24127 120491 GMFP	**Eastbury** (*ex*Paris,*ex*OlafL. Kongsted, *ss*Shl.2ndNo.3–4,30 *ex*MaindyHouse, 1*Dk*(*ptIrn&ptStl*) *ex*Harmonic) *&deep framing* *ss*Nwc.No.1–35	2868 2697 1825	✠100A1 ~~2,34~~10,35 ✠LMC10,35 ~~MS1,30~~ ~~BS10,33~~	Shl Nwc	*u*	CL 2,34	1905 1mo *Lloyd*	Furness, Withy&CoLd WHartlepool '*sA&CP*	AlexanderShppng Co.Ld.(Capper, Alexander&Co., *Mgrs.*) *CellDBa*102'	325·0 P24'B94'F32' *uE&B*42'*f*136'713*t*	47·0	22·3 FK	Newcastle British 5*BHCem* *APT*30*t*	T.3Cy.22½",40"&65"–42" (*s*) 200lb *125lb* 304NHP 2SB,*6cf*,GS100,HS4547 Richardsons,Westgarth& Co.Ld.Hpl	24 ″ 10 s 4 ″ 0½ 21 ″ 0	
24128 217478 KJIK	**Easterling** Sub.Sig. 2*Dks*&*Awng dk*	5866 5584 4399			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0	51·0	36·0 FK	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
Broken up 24129 216482 KJIM	**Eastern Chief** (*ex*Yoshida MaruNo.3) Sub.Sig. 2*Dks*	4660 4034 3578			...		1917	Uraga DockCo.Ld. Uraga	UnitedStates ShippingBoard Bureau	360·0 P33'B91'F33'	51·0	28·4 FK	Seattle Utd.States *WB*	T.3Cy.24¼",40½"&67"–48" 378NHP UragaDockCo.Ld.Uraga	28 ″ 6	R †
24130 145938 GWNV	**Eastern Coast** *ss*Liv.No.3–4,35 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft*	1223 988 568	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC MS7,34 ~~BS10,34~~10,35	Liv	*p*	CL 3,35	1922 5mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP* *CellD*	CoastLines,Ld. *Bu E*37' 144' 351*t*	240·0 *FPT*74*tAPT*25*t*	36·1	14·6 FK *Collisio*	Liverpool British *Cem* *n BHtoSh dk* 3 „ „ *U* „	T.3Cy.18",30"&50"–36" (*s*) 180lb 204NHP 2SB,*6cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 4¾ 16 ″ 8¾	
Broken up 24131 219750 KJIN	**Eastern Crag** Sub.Sig. 2*Dks*	3826 3421 2346			...		1919	Yokohama DockCo.Ld. Yokohama	UnitedStates ShippingBoard Bureau	345·0 P33'B77'F41'	50·0	29·1 FK	Seattle Utd.States *WB*	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCo.LdYka	29 ″ 1	R †
24132 219870 KUNQ	**Eastern Crown** *ss*N.Yk.No.3–8,26 *ss*NYk.No.2-35 ~~*ss*Bos.No.1–30~~ D.F. 1*Dk*(*Stl*)	5241 4292 3266	✠100A1 ~~8,34~~11,35 ✠LMC MS~~5,31~~8,34 BS8,34 8,35	NYk	*z*	CL N8,33	1920 1mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	~~EasternCrown~~ ~~S.S.Co.Inc.~~ NewEngland& SouthernS.S.Co. *CellDB*347'1243*t*	400·0 P39'B121'F40' *DTa* 11' 387*t FPT*	54·5	30·0 FK	Boston Utd.States 6*BHCem* 133*tAPT*89*t*	T.3Cy.26½",44½"&75"–48"(*s*) 200lb 494NHP 3SB,*9cf*,GS172,HS6584 MitsubishiZosenKaisha, *Wing tanks*925*t* Nagasaki	30 ″ 0	
24133 219851 KUND	**Eastern Glade** *Fitted for oil fuel* 2*Dks*	5057 — 3171			...		1919	UchidaS.B. &Eng.Co.Ld. Yokohama	PostalS.S.Corp.	400·0 P39'B121'F40'	54·5	27·6 FK	NewYork Utd.States *WB*	T.3Cy.26",43½"&72"–48" 513NHP IshikawajimaS.B.&Eng. Co.Ld.Tokio	30 ″ 0	R †
24134 219597 KUCN	**Eastern Guide** D.F. 2*Dks*	3704 3467 2267			...		1919	Yokohama DockCo. Yokohama	PacificCoastS.S. Co.	345·0 P33'B77'F41'	50·0	29·1 FK	S.Frncisco Utd.States *WB*	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCo.Yka.	29 ″ 1	R †
24135 216730 KJIP	**Eastern King** (*ex*YoneMaru) Sub.Sig. 2*Dks*	2995 2696 1814			...		1918	Harima Dckyd.Co. Harima	UnitedStates ShippingBoard Bureau	305·0 P25'B94'F33'	43·7	27·2 FK	Seattle Utd.States *WB*	T.3Cy.22",37"&61"–42" 290NHP KobeSteelWorks,Kobe	27 ″ 3	R †
Broken up 24136 220113 KJIQ	**Eastern Maid** Sub.Sig. 2*Dks*	3141 2635 1902			...		1920	Ishikawaji- maS.B.&E.Co Ld. Tokio	UnitedStates ShippingBoard Bureau	305·0 P25'B92'F30'	45·8	24·8 FK	Seattle Utd.States *WB*	T.3Cy.22",37"&61"–42" 338NHP IshikawajimaS.B.&E.Co.	27 ″ 3	R

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
24137 219889 KJIR	**Eastern Planet** Sub.Sig. *2Dks& Awng dk*	5815 4112 3604			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	384·8 FK	51·2	25·5	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 437NHP KawasakiDkydCoLd Kobe	36 ″ 0	R †
24138 161243 GSXV	**Eastern Prince** TwinSc ssN Yk.No.1-33 *OilEng.* *Ref.Mchy.* *3Dks(Stl-weather dk pt-ws)* Sub.Sig GyC. *Cruiser Stern* D.F.	10926 9388 6499	✠100A1 *withfreeboard* ~~4,35~~ 11,35 DBS~~6,33~~ 8,35 ✠LMC CS11,33 8,35 ~~9,35~~ ✠Lloyd'sRMC~~5,35~~ 3,36 ~~9,35~~	NYk		CL P11,33 S11,33	1929 6mo	Napier& Miller,Ld. Glasgow *Lloyd'sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel fwd* *Cell DB*416'1	496·2 F47' FK *of mchy. space* 804t *tanks in way of*	64·8	35·4	London British 9*BHptCem* (6 *to W dk* 3 „ *2nd* „) *tunnels* 374t	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. *FPT*120t*APT*213t	41 ″ 0 s15 ″ 0½ 26 ″ 6	
24139 216706	**Eastern Queen** (*ex*TofukuMaru) *2Dks& Awngdk*	5834 5586 4417			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0 FK	51·0	36·0	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	
Broken up 24140 216617	**Eastern Sea** (*ex*TaifukuMaru No.21) *2Dks& Awngdk*	5838 5586 4493			...		1918	Kawasaki DkydCo.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0 FK	51·0	36·0	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 441NHP KawasakiDkydCoLdKobe	36 ″ 0	
24141 217291	**Eastern Shore** *2Dks&* *Shelter dk*	6731 6507 5124			...		1918	Harima Dckyd.Co. Harima	UnitedStates ShippingBoard Bureau	425·0 FK	53·6	37·6	Seattle Utd.States *WB*	T.3Cy.27",45"&75"-51" 547NHP KobeSteelWorks,Kobe	37 ″ 6	
24142 136981 WTCB	**Eastern States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	DetroitS. B.Co. Wyandotte,Mich.	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52"&(2)72"-84" 792NHP DetroitS.B.Co.Detroit		
24143 229853 KGQB	**Eastern Sun** ssPhl.No.1-34 *Mchy.Aft* *OilEng.* GyC. *2Dks(Stl)&Webframes* *Longitudinal framing–bracketless system*	9100 8521 5523	✠100A1 ~~5,35~~ ~~11,34~~ 12,35 DBS~~5,34~~ 5,35 ✠LMC5,34 *Carrying Petroleum in bulk*	Phl	*e* †	CL 5,34	1930 6mo	SunS.B. &DryDockCo Chester,Pa. *Lloyd'sA&CP*	MotorTankship Corp. *CellDBuE*76'*f*40'48	480·6 P79'F48' FK 8t*FPT*186t*APT*84t	66·0	36·8	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2WTDB*217lb&200lb(upper)* SunS.B &DryDockCo. Chester,Pa.	37 ″ 0	
24144 216461	— (*ex*TaifukuMaruNo.20) *2Dks&* *Awng dk*	5851 5586 4581			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0 FK	51·0	36·0	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkyd.Co.Ld.	36 ″ 0	
24145 220803 KDKB	**Eastern Sword** *Fitted for oil fuel* *1Dk&Awng dk*	3785 3252 2286			...		1920	Uraga DockCo.Ld. Uraga	SwordS.S.LineInc.	330·3 P17'B84'F39' FK	46·1	27·6	NewYork Utd.States *WB*	T.3Cy.24¾",41"&69"-48" 419NHP KubotaIronWorks,Kobe	30 ″ 0	R †
24146 220615 KDEZ	**Eastern Temple** *Fitted for oil fuel* D.F. *1Dk2trB&Web frames*	3673 3108 2236			...		1920	NittaShipyard Osaka	HighSeasTransportationInc.	315·9 P22'B82'F38' FK	45·8	26·3	NewYork Utd.States *WB*	T.3Cy.24",41"&67"-48" 400NHP TanakaEng.Works,Osaka	21 ″ 10	R †
24147 216793 KJIT	**Easterner** (*ex*SeifukuMaru) Sub.Sig. *2Dks& Awng dk*	5840 5585 4497			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates ShippingBoard Bureau	385·0 FK	51·0	36·0	S.Frncisco Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
24148 139100 GNYC	**Eastgate** ssCff.No.3-11,27 ssNwc.No.1-32 *1Dk(Stl)*	4277 4034 2694	✠100A1 5,35 ~~6,34~~ ✠LMC MS10,52 BS~~6,34~~ 5,35	Cff Nwc	*y*	CL ~~10,32~~ 5,35	1915 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*)	380·1 P27'B230'F36' FK *WB=CellDB*	53·5	24·1	London British 6*BHCem* *a*128'*uE&B*	T.3Cy.25",41"&68"-48" (*s*) 180lb *100lb* 380NHP 2SB,*8cf*,GS151,HS6284 Cen.Mar.Eng.Wrks.WHpl 45'*f*166'1270t*APT*130t	26 ″ 8 s3 ″ 9½ 23 ″ 0½	
24149 148057 GCKY	**Eastlea** *2Dks*	4267 3998 2582					1924	J.Priestman&Co. Sunderland	CliffsideShppg. Co.Ld.(J.Morrison &Son, *Mgrs.*)	365·0	51·6	25·2	Newcastle British *WB*	T.3Cy.25",41"&69"-48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
24150 146582 GJMT	**Eastmoor** ~~ssShl.No.2-30~~ *1Dk(Stl)&Shelter dk(Stl)* ssShl.No.3-8,35	~~5812~~ 5578 3667	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~5,34~~ BS12,35 MS8,35 ~~BS1,34~~ ✠LMC~~1,30~~	Shl	*y*	CL 5,34	1922 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *CellDBa*140'*uE*23'*f*	399·8 F38' *on Shelter dk* FK *Collision* 166'1190t *APT*110t	52·9	32·8	London British *Cem* *BHto Sh dk* 5 „ „ *U dk*	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB,*9cf*,GS194,HS8478 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s9 ″ 4½ 26 ″ 4	
24151 113407 MNBF	**Eastoft** (*ex*Taasinge, *ex*CountyClare) 3Mst ssCpn.2ndNo.3-7,25 ssLan.No.2-34 *Now Whitethorn, see No. 40655 in Supplement* *Well deck* *Mchy.Aft* *1Dk(Stl)*	306 210 123	✠100A1 12,34 ✠LMC12,34	Lan	*e* —	OG 4,32	1900 9mo	Ardrossan DD&SBCoLd Ardrossan A&CP	W.J.Ireland	135·0 Q74'B8'F21' FK *FPT*	23·1 24·5	9·5	Goole British 3*BHCem* 28t*APT*4t	C.2Cy.18"&36"-27" 110lb 54RHP 1SB,*3pf*,GS49,HS1107 Shanks,Anderson&Co.Gls.	10 ″ 9 s3 ″ 0½ 10 ″ 5	
24152 132069	**Easton** *Mchy.Aft* *1Dk*	1757 1478 1129					1912	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener.*Mgr.*)	250·0 Q97'F37'	42·6	16·4	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.Co.Ld.Sld		R
24153 138870	**Eastrich** (*ex*LaSalle) 3Mst *(Self-Unloader)* *Mchy.Aft* *1Dk*	2027 1854 1214					1890	Cleveland S.B.Co. Cleveland,O.	J.Richardson& Sons,Ld.	266·0 *WB*	38·0	19·9	P.Arthur, Ont. British	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		R
24154 149401 GLWZ	**Eastville** ssMdb.No.2-34 *1Dk(Stl)*	3709 3414 2282	✠100A1 10,35 ~~11,34~~ BS~~5,35~~ 3,36 ✠LMC5,34	Mdb Lon	*v*	CL 12,33	1925 11mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	Balls&Stansfield, Ld. *CellD*	347·0 P30'B93'F35' FK *Ba*110'*uE*23'*f*152'	49·1	25·1	Newcastle British 6*BHCem* 812t*APT*54t	T.3Cy.24½",41"&66"-45" (*r*) 180lb *90lb* 328NHP 2SB,*6cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 9 s4 ″ 8½ 22 ″ 2½	
24155 144887 MKBC	**Eastwick** ssNwc.No.3-7,33 *Mchy.Aft* *1Dk(Stl)* *Well deck*	526 382 261	✠100A1 11,35 ~~9,34~~ BS~~9,34~~ 11,35 ✠LMC7,33 *Carrying Petroleum in bulk*	Shl	*g*	CL ~~11,32~~ 11,35	1920 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *CellDB f*7'6t*MT*5'60t	157·9 Q104'F21' FK	26·2	12·3	Newcastle British 14*BHptCem* *FPT*70t	T.3Cy.12",20"&34"-23" (*s*) 180lb 77RHP 1SB,*3cf*,GS46,HS1415 W.Beardmore&Co.Ld., Coatbridge	13 ″ 0 s3 ″ 2½ 12 ″ 7½	
24156 147680 GBVN	**Eastwood** (*ex*Taunton-33) ssSld.No.2-33 *Well deck* Wireless *1Dk(Stl)* *Cargo battens not fitted*	1551 1161 905	✠100A1 4,36 ~~1,35~~ ✠LMC MS10,32 BS~~1,35~~ 1,36	Shl	*p*	CL 1,35	1924 7mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	W.France,Fenwick &Co.Ld. *CellDB*206'432t*FPT*	244·0 Q184'F28' FK	36·7	15·8	London British 4*BHCem* 104t*APT*97t	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,*4cf*,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s4 ″ 10 17 ″ 0½	
24157 131462 GRLC	**Ebani** ssLiv.No.3-12,34 *2Dks(Stl)&Shelterdk(Stl-ws)* *Ref.Mchy.*	4862 4254 2963	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~12,34~~ ✠LMC1,35 BS1,36	Liv Mdb	*z*	CL 12,34	1912 10mo	Palmers' Co.Ld Newcastle *Lloyd'sA&CP*	ElderDempster Lines,Ld.	405·1 P31'B78'F47' *onShelter dk* FK *WB=CellDBa*	54·0	23·5	Liverpool British 7*BHCem* 125'*uE*28'*f*	T.3Cy.26",44"&74"-51" (*s*) 205lb 566NHP 3SB,*9cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle 172'1016t*FPT*120t*APT*80t	26 ″ 0 s2 ″ 9½ 23 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24158 OYBZ	**Ebba** 1*Dk*	939 813 547					1920	A.G. Nüscke&Co Stettin	J.Lauritzen	224·3 P17'B63'F23'	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.12¾",21"&34"-21$\frac{3}{10}$" 53NHP AtlasWerke,Bremen		G
24159 382	**Ebba Munck** Ⓟ 1*Dk&Awng dk*	379 — 198					1888	W.Crichton&Co. Åbo	ÅngfartygsA/B EbbaMunck	121·7	21·9	10·5	Helsingfrs Finnish *WB*	T.3Cy.10",17½"&26"-21" 31NHP W.Crichton&Co.Åbo		
24160 139311 MGJQ	**Ebbrix** 3Mst *ss*Hul.No.3-8,29 *ss*Hul.No.1-34 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	429 303 203	✠100A1 5,35 ~~7,34~~ ~~10,34~~ ✠LMC ~~BS12,33~~ MS6,34 BS1,36	Hul Lth	*g*	CL ~~1,32~~ N7,35	1917 3mo *Lloyd*'*sA&CP*	Cochrane&Sons,Ld. Selby	R.Rix&Sons	150·2 Q86'B9'F18' BK7½" *FPT*53*t*	24·6	11·0	Hull British 3*BHCem* *APT*7*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,2*pf*,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 " 0 s 3 " 8½ 12 " 5½	
24161 145734 MLRC	**Ebchester** (*ex*Hillbrook, *ex*FrithjofEide) *ss*Shl.No.3-7,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1266 1028 751	✠100A1 ~~9,35~~ ~~1,35~~ 2,36 ✠LMC 2,36 ~~MS7,32~~ ~~BS1,35~~	Shl	*o*	CL ~~1,35~~ ~~9,35~~ 2,36	1919 12mo *Lloyd*'*sA&CP*	Campbelt'wnSBCo.Ld Campbelt'wn	W.Dickinson&Co.Ld.	229·7 Q79'B48'F27' FK *CellDB*190'395*t*	35·8	15·5	Newcastle British 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2586 Ross&Duncan,Glasgow	17 " 7 s 1 " 4¼ 16 " 5	
24162 DHFR	**Eberhard** (*ex*ArnoldKoepke) 1*Dk*	751 593 430					1913	Nüscke&Co. Stettin	Reed,Joh.Ick. G.m.b.H.(Arthur Sommer,*Mgr.*)	202·2 Q62'B46'F22'	30·4	12·6	Hamburg German *WB*	T.3Cy.13⅘",21⅗"&35⅘"-23⅗" Christiansen &Meyer,Harburg 61NHP		G
24163 DHFS	**Eberstein** (*ex*Maldonado, *ex*Thuringia,*ex*California) D.F. 2*Dks*	5226 4911 3215					1904	Blohm&Voss Hamburg	ArnoldBernstein	410·8 P&B250'F63'	50·9	28·5	Hamburg German *WB*	Q.4Cy.24⅘",35½",50⅘"&72⅘"-54" 390NHP Blohm&Voss,Hamburg		C
24164 135174 GQCR	**Eboe** *ss*Bkn.No.3-11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	4866 4245 2965	✠100A1 *Shelter dk* *with freeboard* 6,35 ~~11,34~~ BS10,35 ✠LMC11,34	Bkn Cff	*z*	CL 10,34	1912 12mo *Lloyd*'*sA&CP*	Palmers'Co.Ld. Newcastle *WB*	ElderDempster Lines,Ld. =*CellDBa*125'*uE*28'*f*172'1016*tFPT*120*tAPT*80*t*	405·1 P31'B78'F47' *onShelter dk* FK	54·1	23·5	Liverpool British 7*BHCem*	T.3Cy.26",44"&74"-51" (*s*) 205lb 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 " 0 s 2 " 9¼ 23 " 5	
24165 140439 GVSZ	**Ebonol** Sp *ss*Pts.No.3-1,31 *ss*HKg.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1158 854 501	✠100A1 *with freeboard* 1,36 ~~1,35~~ *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 12,17	HKg BS1,36 ✠LMC1,35	*n*	CL 1,35	1917 12mo *Lloyd*'*sA&CP*	ClydeS.B.&Eng.Co.Ld. Pt.Glasgow	TheAdmiralty *CellDBuE&B*43'74*tDTf*30'260*tFPT*37*tAPT*33*t*	210·1 P45'F40' FK	34·7	15·6	London British 12*BHptCem*	T.3Cy.16",26"&43"-27" (*s*) 180lb 99RHP 2SB,4*cf*,HS2254 FD ClydeS.B.&Eng.Co.Ld.	16 " 6 s 1 " 4½ 15 " 2½	
24166 EAEB	**Ebro** *ss*Msl.No.1-33 *Ref.Mchy.* *OilEng.* 2*Dks*(*Udk-Stl*)	2522 1849 1375	✠100A1 *with freeboard* ~~5,35~~ ~~11,34~~ 12,35 DBS1,36 ~~DBS10,34~~ ✠LMC3,33 ✠Lloyd'sRMC ~~10,34~~ 5,35	Msl	*s*	CL 11,34	1928 8mo *Lloyd*'*sA&CP*	Cia Euskalduna deConst Bilbao	M.M.dePinillos	290·0 B98'F35' FK *CellDB*248'347*t*	42·2	21·0	Cadiz Spanish 5*BH* *APT*16*t*	Oil Engines 2S.C.SA (*s*) 5Cy.23⅝"-41¾" 487NHP Gebr. DB*100lb* SulzerA.G.Ludwigshafen	23 " 3 s 5 " 5 18 1½	
24167 OZMA	— *Fitted for oil fuel* *Ref.Mchy.* Wireless 1*Dk&Shelter dk*	1066 876 591					1920	Hall,Russell&Co.Ld. Aberdeen	DetForenede Dampskibsselsk.	237·2	36·1	14·0	Copenhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP Hall,Russell&Co.Ld.Abn.		V
24168 137227 VJCS	**Echunga** *ss*N.S.W.No.3-9,33 ~~*ss*N.S.W.No.2-30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	3362 3017 1924	✠100A1 *Shelter dk* *with freeboard* ~~7,35~~ 4,36 ✠LMC4,35 ~~MS6,30 4,35 BS5,34~~	NSW Syd	*v*	~~8,33~~ 7,35	1922 3mo ✱ A&CP	Walkers Ld. Maryborough	InterstateSteamshipsLd. *CellDB*277'882*t*	332·5 FK *FPT*118*tAPT*204*t*	47·9	23·5	SydnyNSW British *Cem* *CollisionBHtoShdk* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 517NHP 3 Water Tube Boilers FD Walkers,Ld.Maryborough, Queensland	26 " 1 ~~s 2 " 7½~~ ~~23 " 10~~ s2 " 4 23 " 11¾	
24169 154063 VPFL	**Eclipse** *ss*Bat.No.1-36 *Mchy.Aft* *CruiserStern* D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* GyC. *Engine space&Web frames* *Longitudinal framing-bracketless system*	9767 9191 5860	✠100A1 ~~7,35~~ ~~7,34~~ 2,36 BS7,35 ✠LMC~~8,34~~ *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 8,31	Yka Bat	*e*†	CL 7,34 MS2,36	1931 8mo *Lloyd*'*sA&CP*	Scotts'S.B.&Eng.Co.Ld. Greenock	StandardTransportationCo.Ld. *CellDBuE&B*90'361*t* *DTf*23'756*t*	484·7 *After bridge*84' B37'F50' FK *FPT*477*tAPT*162*t*	66·0	36·9	Hong Kong British 16*BHptCem* (12 ,, *to U dk* 4 ,, 2*nd* ,,)	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 755NHP 3SB,9*cf*,HS10848 FD Scotts'S.B.&E.Co.Ld.Grk.	37 " 0 s 7 " 7¾ 29 " 6¾	
24170 PDUQ	**Edam** Ⓟ *ss*Rot.No.3-2,35 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	8871 7898 5412	✠100A1 *Shelter dk* *with freeboard* 4,36 ~~2,35~~ BS1,36 ✠LMC2,35 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Rot	*c*†	CL 2,35	1921 7mo *Lloyd*'*sA&CP*	Kon.Maats deSchelde Flushing	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367'1544*t* *MT*27'714*tDTa*30'682*tFPT*172*t*	450·4 B81'F50' *on Shelter dk* FK	58·2	37·1	Rottrdam Dutch *ptCem* 8*BHtoSh dk* *APT*86*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb FD 880NHP 4SB,12*cf*,GS247,HS11308 J.Brown&Co.Ld.Clydebnk	40 " 0 s 10 " 2¾ 30 " 3¼	
24171 187 IBAK	**Edda** *ss*Liv.No.2-33 *Ref.Mchy* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6107 5195 3883	✠100A1 *Shelter dk* *with freeboard* ~~6,35~~ ~~10,34~~ 3,36 BS3,36 ~~BS11,34~~ ✠LMC9,32 ✠Lloyd'sRMC ~~11,34~~ ~~6,35~~ 3,36	Tri	*z*	CL ~~7,33~~ 3,36	1924 11mo *Lloyd*'*sA&CP*	Stabilmnto Tecnico Trieste	Nav.Libera Triestina,S.A. *CellDB*348'1334*t*	405·0 B134'F36' FK *FPT*102*tAPT*34*t*	53·9	30·2	Venice Italian *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	2 Steam Turbines DR (*s*) geared to 1 Sc Shaft 180lb 480NHP 3SB,9*cf*,GS178,HS7041 FD StabilmentoTecnico,Tri.	33 " 3 s 8 " 2¼ 25 " 3	
24172	— (*ex*Amstelstroom-34,*ex*Merwede) 2*Dks*	1568 1237 935					1919	HaarlemscheScheepsb Mij.Haarlem	Eimskipafjelagid "Isafold"h/f(G. Gudjonsson,*Mgr.*)	271·7 P42'B97'F26'	36·7	17·5	Reykjavik Icelandic *WB*	T.3Cy.21½",33"&57"-39" 206NHP Maats.Fyenoord,Rot.		V
24173 DANY	**Eddi** 1*Dk*	1121 921 647					1904	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·1 Q75'B98'F27'	35·4	14·7	Stettin German *WB*	T.3Cy.17",28"&43"-32" 104NHP StettinerOderwerke		G
24174 160177 GNJK	**Eddystone** Ⓟ Wireless 2*Dks*	1550 1146 667					1927	D&WHendersn&Co.Ld. Glasgow	ClydeShppg.Co.Ld	270·5 P&B177'F43'	37·1	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-33" 180NHP D&W.Hendersn&CoLdGls		C BT till 10,35
24175 136076 MFXS	**Eden Force** (*ex*Edenwood) *ss*Goo.No.3-2,28 *ss*Bkn.No.2-36 ~~*ss*Bkn.No.1-31~~ *Mchy.Aft Well deck* 1*Dk*(*ptStl ptIrn*) *Cargo battens not fitted*	863 615 414	✠100A1 1,36 ~~8,34~~ ~~✠LMC5,34~~ ~~MBS3,35~~ ~~DBS12,34~~ ✠LMC1,36	Bkn	*k*	CL ~~8,34~~ 1,36	1915 8mo *Lloyd*'*sA&CP*	Ropner&Son,Ld. Stockton	WestCoastShppg. Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*) *CellDBf*118'180*tFPT*105*tAPT*34*t*	198·0 Q111'B13'F25' FK	30·7	12·4	Whitehavn British 3*BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 132NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 " 5 s 4 " 3¾ 14 " 0	
24176																

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refr.
24177 156307 VSRN	**Edendale** (*ex*VanSwoll) *2Dks&Shade dk*	1659 1327 1002					1897	Wigham- Richrdsn&Co Newcastle	HeapEng.MobS.S. Co.Ld.	278·5 P54'F60'	36·7	18·4	Singapore British *WB*	T.3Cy.22",34"&57"-42" 211NHP WighmRchrdsn&Co.Nwc.		V
24178 160766 MPVQ	**Edenhurst** *ss*Nwc.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1596 1432 954	✠100A1 *withfreeboard* 12.35 ~~11,34~~ ✠LMC11,34	Nwc Sld	*p*	CL 11,34	1930 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	HartlepoolsS.S. Co.Ld.(Magee, Son&Co.*Mgrs.*) *CellDB173'464t D*	245·3 P23'F28' FK *Ta36' 176t FPT57t*	39·4	19·0	W.Hartlpl British 4*BH pt Cem* *APT32t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 182NHP 2SB,4*cf*,GS74,HS3152 Blair&Co.(1926)Ld.Stk.	21 " 1 s 3 " 7 17 " 8½	
24179 144833 MKRC	**Edenside** *ss*Hul.No.3-4,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	366 264 148	✠100A1 ~~6,35 11,34~~ 1,36 BS~~4,34~~ ✠LMC5,33 6,35	Sld	*e*	CL 9,34	1921 6mo *Lloyd*	J.&D. Morris,Ld. Newcastle '*sA&CP*	RoseLine,Ld. (T.Rose,*Mgr.*)	135·2 Q44'B8'F18' FK *FPT25t*	23·6	10·0	Sundrland British 3*BH Cem* *APT12t*	C.2Cy.17"&34"-24" (*s*) 130lb 48RHP 1SB,2*pf*,GS36,HS1180 G.T.Grey&Co.Ld.Shl.	11 " 0 s " 0½ 10 " 4	
24180 217336 KECB	**Edenton** *Fitted for oil fuel* 3*Dks* Sub.Sig.	6958 6643 5437					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6	54·2	27·1	Seattle Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24181 375 ICPS	**Edera** (*ex*MistyLaw,*ex*Zuiderdijk, *ex*Sharistan) D.F. 2*Dks*	5254 4822 3259			...		1912	W.Gray& Co.Ld. WHartlepool	A.Lauro	400·0 P30'B124'F49' FK	53·5	27·1	Naples Italian *WB*	T.3Cy.28",46"&77"-48" 603NHP Cen.Mar.Eng.Wrks.WHpl	29 " 7	I †
24182 143710 MKLY	**Edern** 3Mst *ss*Bkn.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	466 321 192	✠100A1 4,36 ~~2,34~~ ✠LMC2,34 BS9,35	Bkn Bly		CL ~~12,32~~ N4,36	1921 1mo *Lloyd*	Cochrane& Sons,Ld. Selby '*sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0 Q86'B9'F25' FK *FPT48t*	25·2	10·8	Liverpool British 3*BH Cem* *APT21t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 " 0 s 3 " 8½ 11 " 10½	
24183 214040 WLCA	**Edgar F. Luckenbach** 4Mst *ss*Mob.No.3-7,28 D.F. GyC. *ss*Mob.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8014 7220 5138	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~11,34~~ ✠LMC MS~~3,33~~3,36 *Fitted for oil*	Sea BS~~8,34~~ 8,35 *fuel* 5,	*b*† 16	CL 10,33 *F.P. a*	1916 5mo *bove* 1	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 50°F. *Ce*	LuckenbachS.S.Co Inc. *1BH in forward* *llDB366'1680t FP*	425·0 FK *hold dispensed with* *Collision BH* *T173t APT80t DTa*	57·3	29·4 38·9	NewYork Utd.States *Cem* 6*BH only* *to U dk only* *12' 158t Top*	T.3Cy.29",49⅝"&84"-54" (*r*) 195lb ~~180lb~~ 709NHP 3SB,12*cf*,GS240,HS10005FD NewportNews SB&DD.Co *side tanks in E&B54'330t*	~~32 " 6~~ ~~s4 " 7~~ ~~26 " 1¾~~ 42 " 0 s10 " 5¼ 31 " 9	
24184 217433 KEBF	**Edgefield** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6990 6781 5511					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6	54·2	27·1	Seattle Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24185 217806 KETN	**Edgehill** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6868 6755 5264					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6	54·2	27·0	N.Orleans Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24186 217892 KETP	**Edgemont** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6865 6755 5257					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6	54·2	27·0	Seattle Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24187 218017 KEVF	**Edgemoor** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk* 3*trB*	7038 5486 5388					1919	Skinner& EddyCorp Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5	54·2	27·1	Seattle Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24188 230960	**Edgewater** TwinSc *ss*Clv.No.1-35 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	1819 1819 1129	✠100A1 *withfreeboard* 12,35 ~~1,34~~ ~~BS3,35~~ ✠LMC~~7,31~~ 2,36 *ForService be* *& Great Lakes* *BargeCanal,* *Norfolk& Bos* *Sound & Cape* *Fitted for oil*	Clv *tween* *via Ne* *also be* *ton via* *Cod C* *fuel* 7,	 *Ne* *wY* *twe* *Lo* *an* 31	CL ~~PN2,32~~ ~~SN2,33~~ 12,35 *wYork* *ork St* *enNew* *ng Isl* *al* *F.P. a*	1931 7mo *Lloyd* *ate* *York,* *and* *bove* 1	Gt.Lakes Eng.Works Ecorse, Mich. '*sA&CP* 50° F.	FordMotorCo. *CellDB234'780t FPT*	292·0 FK	43·0	20·0	Dearborn Utd.States 5*BH* *223t APT49t*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 425lb 376NHP 2WTB HS3480 FD WestinghouseElec.&Mfg. Co.Phl.	20 " 0 s 7 " 8 12 " 6	
24189 FOCF	**Edimbourg** (*ex*CommandantRobot) 1*Dk*	2012 — 1182					1921	Govern- mentYard Cherbourg	CieDelmasFrères etVieljeux	266·7 P19'B54'F23'	39·4	23·0	LaRochlle French *WB*	DR Geared Steam Turbine Soc.Anon.Breguet,Paris		V
24190	**Edimburgo** Ⓟ TwinSc *Well deck* 1*Dk*(*Stl*)	1258 882 758	✠ 11,12 ✠	Dun			1912 11mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q33'B78'F26' FK *WB=FPT*	40·1	10·7	Bns.Ayres Argentine 5*BH Cem* *57t APT23t*	T.8Cy.(2)12"(2)20"&(4)24" -24" 182NHP 2SB,4*cf*,GS78,HS2892 FD CaledonS.B.&E.Co.LdDun	11 " 6	
24191 144916 MKFW	**Edina** (*ex*Alwinton,*ex*Killybegs) *ss*Lth.No.3-11,32 1*Dk*(*Stl*)*Platform dk* *in No.2 hold*	624 485 254	100A1 1,36 ~~2,35~~ BS~~3,35~~ 2,36 LMC11,32	Lth		CL ~~11,32~~ 1,36	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J.Currie&Co. *Mgrs.*)	172·2 B50' FK *CellDBu*	30·0	15·7	Leith British 5*BH Cem* *E26'20t*	T.3Cy.16",26"&44"-26" (*s*) 200lb *100lb* NDB24 94RHP 1SB.3*cf*,GS51,HS1850 Smith'sDockCo.Ld.Mdb.	16 " 6 s 1 " 7½ 15 " 0½	
24192 11136 VJLF	— Ⓟ Iron 2*Dks*	380 289 223					1854	Barclay, Curle&Co. Glasgow	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd)	171·0 P54tF31t	23·6	12·7	Melbourne British	2Cy.22"&40"-26" NE&B82 85RHP D.Rollo&Sons,Liverpool		
24193 129088 GLVR	**Edinburgh Castle** Ⓟ TwinSc *ss*Sou.No.3-10,31 *Ref.Mchy.* D.F. 4*Dks*(*Stl-Uteaks*)	13329 10682 7358	✠100A1 8,35 ~~4,35~~ BS~~5,34~~ ✠LMC~~5,29~~ 6,35 5,34	Sou	*j*†	CL 4,35	1910 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *W*	TheUnion-Castle MailS.S.Co.Ld. *B= CellDBa127'u*	570·2 P83'B115'F116' FK&BK3" *E&B186'f168'1783t*	64·7	38·7	London British 9*BH Cem* *FPT181t*	Q.8Cy.32",46",66½"&96"-60" 220lb (*s*) HS38982 2174NHP 6D&4SB,52*cf*,GS1019 Harland&Wolff,Ld.Bel.	42 " 5 s11 " 8¼ 31 " 5	BT till ~~[illegible]~~ 8,36
Broken up 24194	**Edison** (*ex*Omar, *ex*KöninginLuise) TwinSc 3*Dks*&*Shelter dk*	*11103* *8808* *6806*					1896	Akt.Ges. "Vulcan" Stettin	~~NationalSteam~~ ~~Nav.Co.Ld.of~~ ~~Greece~~	523·1 P82'B257'F67'	60·1	34·9	~~Andros~~ ~~Greek~~ *WB*	Q.8Cy.25 3/16",38 3/16",52⅝"& 74⅝"-55½" 846NHP A.G."Vulcan,"Stettin		C
24195 213472 WKCD	**Edith** *ss*N.Yk.No.3-4,28 *ss*Bal.No.1-32 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3382 2846 2121	✠100A1 11,35 ~~11,34~~ MS8,32 *Fitted for oil*	Bal ✠LMC BS~~3,35~~ 4,3 *fuel* 7,	*u* 6 15	CL 5,33 *F.P. a*	1915 7mo *bove* 1	Maryland SteelCo. Sparro'PtMd A&CP 50°F. *WB=*	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDBa90' uE20'*	320·8 P35'B98'F38' FK *f146'691t FPT78t*	45·2	22·9	NewYork Utd.States 5*BH Cem* *APT296t*	T.3Cy.22",37½"&60"-42" (*s*) 190lb 293NHP 2SB,6*cf*,GS143,HS4933 MarylandStl.Co.Sparr'Pt.	25 " 6 s4 " 6½ 21 " 1¾	
24196 OZVE	— *Ref.Mchy.* Wireless D.F. 1*Dk*	1566 1195 935					1931	Nakskov Skibs.A/S Nakskov.	J.Lauritzen	254·2 P29'Q78'B109'F37'	39·2	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½" HS2350 164NHP A.Borsig,Berlin-Tegel		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24197 7449 SDUR	**Edith** (*ex*N.F.Höffding) 1*Dk*	*1466* *1216* *823*					1903	Helsingörs Jernsk&Msk. Elsinore	Rederi A/B Signe (AugAndersson, *Mgr.*)	246·1 Q90'B108'F27'	37·0	15·8	Hlsngborg Swedish *WB*	T.3Cy.18",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
24198 DDTQ	**Edith Howaldt** (*ex*Most, *ex*JuliusZelck,*ex*Wangard, *ex*Ingo,*ex*ElsaMenzell) 1*Dk*& *deep framing*	2067 1891 1248					1903	Akt.Ges. "Neptun" Rostock	B.Howaldt	291·3 P17'B172'F34'	41·2	18·8	Flensburg German *WB*	T.3Cy.19$\frac{11}{16}$",35$\frac{3}{8}$"&55$\frac{1}{8}$"-35$\frac{3}{8}$" 180NHP A.G."Neptun,"Rostock		V
24199 218887 KOBG	**Editor** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6326 5872 3972					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	402·6 P27'B61'F19'	54·8	32·1	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
24200 1780 IBIK	**Edmondo** (*ex*Primula-32) TwinSc *OilEng.* *Well deck* *Mchy.Aft* *ss*Gen.No.1-26 D.F. 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	2198 1758 1303	✠ — 9,30 ✠	Rot	*s*		1921 7mo	G.&A.Flli. Migliardi Savona	"Ardita"Soc. Anon.diNav. *Cell DBf*170'575*tFPT*130*tAPT*65*t*	290·0 P32'Q125'F35'	41·4	19·1	Genoa Italian FK 4*BHCem*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$"-26$\frac{3}{8}$" 335NHP 2DB FrancoTosi,Legnano	21″11	CI †
24201 122856 CYKB	**Edmonton** *Mchy.Aft* 2*Dks*	1983 1846 1341					1906	R.Stephenson&Co.Ld. Newcastle	CanadaS.S.Lines, Ld.	249·2 F36'	42·7	20·6	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
24202 DGWE	**Edmund Halm** *Now "Pillau," see No.* 39629 *in Supplement* 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	KölnerReed.A.G. (Edm.Halm&Co. *Mgrs.*)	242·1 Q75'B105'F33'	37·0	14·0	Hamburg German *WB*	T.3Cy.17$\frac{1}{8}$",26$\frac{3}{4}$"&43$\frac{5}{16}$"-27$\frac{5}{8}$" Christiansen 99NHP &Meyer,Harburg		G
24203 DHFU	**Edmund Hugo Stinnes IV** Sub Sig. 1*Dk*	2189 1813 1256					1920	Nordseewerke Emden	HugoStinnes G.m.b.H.	283·0 P32'B69'F24'	41·0	20·5	Hamburg German *WB*	T.3Cy.20$\frac{1}{16}$",31½"&51½"-35½" 155NHP Nordseewerke,Emden		G
24204 208762	**Edmund W. Mudge** (*ex*QuincyA.Shaw) ~~ssClv.No.3-9,29~~ *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* GyC. *Longitudinal framing* -*ss*Clv.No.4-11,35	6336 — 5013	✠100A– ~~12,32~~11,35 ✠LMC11,35 ~~MS3,30~~ ~~BS[illegible]~~ *For Service on the Great Lakes*	Bfo Clv			1911 6mo	American S.B.Co. Lorain,O.	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*) *Cell DB & Side tanks f*410'4471*t*	504·0 F48'	54·0	30·0	Wilmgton (Del.) Utd.States FK 4*BH* *Cell DBuE&B*48'297*tFPT*247*tAPT*47*t*	T.3Cy.23½",38"&63"-42" (*s*) 180lb FD 349NHP 2SB,6*cf*,GS115,HS5086 AmericanS.B.Co.Clevelnd.	30″0	
24205 LDLZ	**Edna** (*ex*Kjell, *ex*Anund, *ex*Chr.Gylstorff) *ss*Bgn.2ndNo.3-7,29 *ss*Bgn.No.1-33 1*Dk*(*Stl*)& *deep framing* *Well deck*	915 659 494	✠100A1 6,35 ~~9,33~~ BS~~9,34~~ 9,35 ✠LMC9,33	Bgn	*l*	OG 8,33	1905 5mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	DetBergenske Dampskibsselskab *CellDBa*42' *uE&B*31'*f*86'203*tFPT*26*tAPT*31*t*	195·0 P14'Q46'B81'F21'	32·0	13·5	Bergen Norwegian FK 4*BHCem*	T.3Cy.~~16½"~~,26"&43"-30" (*s*) 180lb 15$\frac{5}{8}$" 123NHP 2SB,4*cf*,GS60,HS2064 N.E.MarineEng.CoLd.Sld.	15″8 S″9 15″0¾	
24206 210767 WEDV	**Edna Christenson** 3Mst (*ex*SantaAlicia,*ex*JohnA.Hooper) *Mchy.Aft* 1*Dk* *Fitted for oil fuel*	2244 1938 1321					1912	Harlan& Hollingsworth Cor. Wlmgtn,Del.	Sudden&Christenson	283·3 P55'F33'	44·0	22·5	S.Frncisco Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingswrth Cor		R
24207 6076 SDUW	**Edo** (*ex*Torland) *Now "Marianne," see No.* 39103 *in Supplement* *ss*Ham.No.2-1,30 *ss*Ham.No.1-35 *Well deck* 1*Dk*(*Stl*)	*840* *606* *449*	✠100A1 5,35 ~~2,35~~ ✠LMC BS3,35 MS8,34	Ham	*k*	OG 6,34	1918 11mo	E.J.Smit& Zoon Westerbroek A&CP	SvenskaHamburg Linien A/B (J.Malmros, *Mgr.*) *CellDB*153'223*tFPT*39*tAPT*18*t*	190·5 Q65'B49'F24'	32·3	12·4	Trelleborg Swedish FK 4*BHCem*	T.3Cy.15",23¼"&39$\frac{9}{16}$"-23$\frac{5}{8}$" 185lb (*s*) 106NHP 2SB,4*cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14″6 s″8¾ 13″10¾	
24208 FOZN	**Edouard Giraud** (*ex*Epoca-32) *Now "Saint Germain," see No.* 40029 *in Supplement* *OilEng.* 1*Dk*	1163 [illegible] 629			…		1924	A.B.KarlshamnsSkpsv. Karlshamn	Soc.Bourbonnaise deNav.	213·7 P20'B47'F26'	35·1	14·5	Havre French FK *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28$\frac{3}{8}$" 173NHP A/B AtlasDiesel,Skm.	16″6	V †
24209 WDET	**Edouard Jéramec** TwinSc (*CableVessel*) D.F. 2*Dks*	2316 1980 1116					1913	Forg.&Ch. de laMédit. Havre	AllAmericaCables, Inc.	289·2 B94'	41·1	23·7	NewYork Utd. States *WB*	T.6Cy.15",24"&37"-28" 290NHP Forg.&Ch.de laMédit.Hav.		V
24210 OZXB	**Edouard Suenson** *ss*Cpn.No.3-6,35 (*CableVessel*) ~~ssCpn.No.2-31~~ Wireless 1*Dk*(*Stl-ws*)& *Awngdk* (*Stl-ws*) *CruiserStern*	1552 1432 646	✠100A1 *Awng dk with freeboard* 6,35 ~~2,34~~ ~~BS1,34~~ ✠LMC~~6,34~~ *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Cpn BS2,35 MS6,35	*p*	OG 1,34	1922 10mo	Orlogsværftet Copenhagen A&CP	A/S DetStore NordiskeTelegraf Selskab. *CellDBa*27'20*t uE*24'39*tf*56'99*t* *Tank on starboard side of tunnel* 18'30*t*	244·6 FK&BK1⅜" *DTf*31'79*tFPT*19*t*	35·2	21·8	Copnhagn Danish 6*BHCem* *Collision BH to A dk* *APT*78*t*	T.3Cy.16$\frac{15}{16}$"28$\frac{3}{8}$"&45$\frac{11}{16}$"-31½" 185lb *100lb* (*s*) 204NHP 2SB,4*cf*,GS90,HS3337 FD Orlogsværftet,Cpn.	24″2 s8″6 16″1	
24211 DAPL	**Eduard Geiss** (*ex*Brünhilde, *ex*Brilliant) 1*Dk*& *Spar dk*	1456 1325 863					1903	Nylands Værksted Oslo	C.E.Geiss	231·7 H90*t*	35·2	14·7 20·4	Stolpmnde German *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo	21″9	G
24212	**Eduardo** (*ex*Kasbek, *ex*RussianPrince) 3Mst *Mchy.Aft* *Carrying Petroleum in bulk*	2688 — 1904					1888	Armstrong Mitchell& Co.Ld. Newcastle	Petroleos-Porto-Pi,S.A.	310·0	40·4	28·3	Barcelona Spanish	T.3Cy.23",37"&60"-39" NB08 225NH WllsndSlpwyCo.Ld.Nwc.		
24213 OXWA	**Edv. Nissen** (*ex*Thorsdal) 1*Dk*	2062 1845 1221			…		1921	PPhStuhrs Msk.&Skbs. Aalborg	D/S Vendila (Svendsen& Christensen, *Mgrs.*)	282·5 P16'B172'F32'	42·7	19·0	Copnhagn Danish FK *WB*	T.3Cy.21",33"&55"-36" 222NHP A/S Frichs,Aarhus	21″5	C †
24214 161156 GJXT	**Edward Blyden** *OilEng.* 2*Dks*& *Shelter dk*	4022 3142 2155					1930	Harland& Wolff,Ld Glasgow	ElderDempster Lines,Ld.	370·6 P37'F43'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
24215 206229	**Edward Chambers** (*ex*NorthSea) *Mchy.Aft* 2*Dks*	4113 — 3045					1909	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorporation	351·2 F32'	46·2	31·0	Buffalo NY Utd. States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP Gt.LakesEng Wks.Detroit		
24216 81733	**Edward E. Loomis** (*ex*Wilkesbarre) *Mchy.Aft* 1*Dk*& *Awng dk*	4279 — 3311					1901	UnionD.D Co. Buffalo,N.Y.	GreatLakesTransitCorporation	381·7	50·5	14·0 28·0	Buffalo,NY Utd.States	Q.4Cy.20½",30",43"&63"-42" 257NHP DetroitS.B.Co.Detroit		
24217																

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24218 237207 KLFG	**Edward F. Farrington** *Oil Eng.* 1*Dk*	492 — 295					1928	Bethlehem SteelCorp. Quincy,Mass.	Norfolk-Baltimore &CarolinaLine,Inc	130·0	30·0	11·3	Norfolk Va Utd. States	Oil Engines & Elec. Motors 6Cy. WintonEng.Co.Clv.		
24219 230184	**Edward G. Seubert** *Fitted for oil fuel* *Mchy.Aft* GyC. 1*Dk* *Carrying oil in bulk* *Longitudinal framing*	4432 — 2724					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo.of Indiana	400·6	53·2	27·0	Whiting, Ind. Utd. States	T.3Cy.23¼″,38″&63″–42″ 257NHP ManitowocS.B Corp.		R
24220 224139 KFTY	**Edward J. Berwind** D.F. GyC. *Mchy.Aft* 1*Dk*	8318 — 6517					1924	Gt.Lakes Eng.Works Michigan	FranklinS.S.Co.	590·0	60·0	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.25½″,41″&67″–42″ 291NHP Gt.LakesEng.Works		
24221 212683 WPCP	**Edward L. Doheny** *ss*N.Yk.No.3–8,25 *Mchy.Aft* *ss*Bal.No.2–33 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5871 5785 4326	✠100A1 ~~7,35~~ ~~3,35~~ 3,36 ~~BS8,34~~ 7,35 ✠LMC9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13	Gal ~~NYk~~ NOs	*z*	CL ~~3,35~~ 3,36 *F.P. above 150° F.*	1913 9mo	Swan,Hunter& Wigham Richardson, Ld Newcastle A&CP	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey. *WB=CellDBuE&B61′* 235*tDTf*45′430*t*	415·0 P88′B26′F42′ *FPT*130*t APT*20*t*	54·0	32·7 FK	Wilmgton (Del.) Utd. States 17*BHCem* (9 *to U dk* 8 ,, 2*nd* ,,)	T.3Cy.27″,45″&75″–48″ (*r*) 180lb 456NHP 2SB,6*cf*,GS139,HS6038 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 0 s 6 ″ 4 26 ″ 10¼	
24222 223441 KFSE	**Edward L. Shea** (*ex*Priscilla) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	6546 6125 4090			...		1924	NewYork S.B.Corp. Camden,N.J.	TideWaterAssociatedTransport Corp.	419·5 P104′B36′F34′	56·6	33·3 FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27″,45″&75″–51″ 649NHP NewYorkS.B.Corp.	33 ″ 4	R †
24223 214560 WLCR	**Edward Luckenbach** *ss*N.Ns.No.3–6,30 *ss*Sea.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	7916 7749 5087	✠100A1 *Shelter dk withfreeboard* ~~3,26~~ 3,36 ✠LMC MS7,34 BS~~12,34~~12,35 *Fitted for oil fuel* 11,16	Sea ~~Bos~~	*b*†	CL ~~3,35~~ N1,36 *F.P. above 150° F.*	1916 11mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP *CellD*	LuckenbachS.S. Co.Inc. 1*BHin* *B*383′ 1651*t* *'tween*	436·6 *foreholddispensedw* *deck tanks in E&B*	57·2	37·6 FK	NewYork Utd. States *ptCem* *ith*6*BHonly* *space*51′598*t*	1DR GearedSteamTurbine 195lb *125lb* (*r*) 824NHP 3SB,12*cf*,HS10640 FD Gen.Elec Co.Schenectady, *FPT*196*t APT*319*t* N.Y.	41 ″ 7 ~~s10 ″ 4~~ ~~31 ″ 7~~ s10 ″ 2¾ 31 ″ 7	
24224 205106 KFSW	**Edward N. Saunders, Jr.** (*ex*W.H.Becker–33,*ex*Alexis W.Thompson) 1*Dk* *Mchy.Aft* GyC.	6436 — 4670					1908	WestBay CityS.B.Co. W.BayCity	MidlandS.S.Line, Inc.	504·0	55·0	26·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP DetroitS.B.Co.Detroit		R
24225 212756 KMOU	**Edward Peirce** D.F. *Mchy.Aft* 1*Dk*	4388 3900 3228			...		1914	NwprtNws S.B.&D.D.Co Newprt News	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs*)	354·2 P94′B19′F31′	49·0	27·4 FK	Boston Utd. States *WB*	T.3Cy.23″,39″&66″–45″ 365NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
24226 203980	**Edward S. Kendrick** (*ex*H.P.McIntosh-34) *Mchy.Aft* GyC. 1*Dk*	6294 — 4910					1907	WestBay CityS B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		R
24227 203449 KGBE	**Edward Y. Townsend** D.F. *Mchy.Aft* 1*Dk*	7438 — 5673					1906	Superior S.B.Co. Superior,Wis	CambriaS.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*)	580·0	58·0	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24″,39″&65″–42″ 274NHP Detroit S.B.Co.Detroit		R
24228 215654 WLCN	**Edwin B. De Golia** (*ex*William Isom) *ss*N.Yk.No.3–3,30 *ss*L.An.No.1–34 *Mchy.Aft* *Longitudinal framing* E.S.D.	3322 2994 2032	✠100A1 3,36 ~~3,35~~ LMC MS6,34 BS~~2,35~~2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,17	LAn	*t*	CL N5,34 *F.P. above 150°F.*	1917 11mo	Baltimore SB&DDCo Baltimore A&CP	HillconeS.S.Co. *CellDBuE*22′42*t*	292·3 P76′F26′ *FPT*73*t APT*112*t*	47·2	26·9 FK	S.Frncisco Utd. States 11*BHptCem* (7 *to U dk* 4 ,, 2*nd* ,,)	2 Steam Turbines SR (*s*) gearedto 1 Sc.Shaft 160lb 241NHP NB17*refitted*9,24 2WaterTubeBoilersHS3964 W&AFletcherCo.Hoboken	28 ″ 1 s 5 ″ 5 23 ″ 0	
24229 215948 WCCG	**Edwin Christenson** (*ex*West Wind) *Fitted for oil fuel* 2*Dks*	5670 5268 3514			...		1918	Northwest SteelCo. Portland.Or.	ChristensonS.S. Co.Inc.	410·0 P47′B115′F44′	54·2	27·5 FK	S.Frncisco Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ *Emade*21*fitted*26 359NHP CanadianAllisChalmers Co.Ld.	30 ″ 2	R †
24230 146334	**Edwin T. Douglass** *Mchy.Aft* 1*Dk*	1749 1594 1275					1923	Napier& Miller Glasgow	EasternS.S.Co.Ld.	253·5 F35′	43·2	17·9 *WB*	S Cathrnes Ont. British	T.3Cy.16″,27″&44″–33″ 111NHP D.Rowan&Co.Glasgow		C
24231 218667 KINQ	**Eelbeck** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6318 5976 4726					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	401·7 P48′F42′	54·8	32·5	Seattle Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
24232 2801 PDUZ	**Eem** *ss*Ams.No 3–4,33 1*Dk*(*Stl*)	1316 1130 738	✠100A1 1,36 ~~6,34~~ ✠LMC MS5,33 BS~~10,34~~ 10,35	Rot	*o*	CL ~~10,32~~ 1,36	1920 8mo	Verschure &Co'sSchpsw & Machinfab. Amsterdam *Lloyd's A&CP*	N.V.Houtvaart (Vinke&Co.*Mgrs*) *Cell*	238·7 P24′B56′F23′ *DB*194′394*tFPT*49	36·6	15·7 FK	Rottrdam Dutch 4*BHCem* *tAPT*63*t*	T.3Cy.17½″,29″&46″–36″ (*s*) 180lb 169NHP 2SB,4*cf*,GS86,HS3025 Verschure&Co.'sSchpsw.& Machinfab.Amsterdam	18 ″ 0 s 2 ″ 2 16 ″ 0	
24233 PDVL	**Eemland** Ⓟ (*ex*Linden) 3*Dks*	4188 3928 2624					1906	Flensburgr Schiffs.Ges. Flensburg	N.V.Koninkl. HollandscheLloyd	375·5 P&B309′F46′	48·8	27·3	Amstrdam Dutch	T.3Cy.27⅞″,46¼″&76″–48″ 400NHP FlensburgerSchiffsb.Ges.		G
24234 842 ESCM	**Eestirand** (*ex*Glenbeath-32, *ex*HaroldDollar, 2*Dks* *ex*Strathardle)	4688 4123 2934					1910	A.McMillan&Son,Ld. Dumbarton	O.-ü"Kalandus"	376·5 P36′B100′F39′	52·2	25·5	Tallinn Estonian *WB*	T.3Cy.25″,41″&68″–48″ 320NHP D.Rowan&Co.Glasgow		C
24235 OYCA	**Effie Mærsk** *ss*Sbv.No.2–34 1*Dk*(*Stl*)	1308 1086 772	✠100A1 4,35 ✠LMC MS2,34 BS~~7,34~~6,36	Svb	*o*	OG 2,34	1925 1mo	Odense Staalskibsvft Odense *Lloyd's A&CP*	A/S D/S Svendborg(A.P.Möller, Copenhagen,*Mgr.*) *CellDB*196′407*t FPT*	233·3 P12′B50′F26′	37·3	15·9 FK	Aalborg Danish 4*BHCem* 50*tAPT*22*t*	T.3Cy.16⅛″,25 3/16″&42⅛″–29½″ 185lb (*s*) 120NHP 2SB,4*cf*,GS67,HS2028 A/S Smith,Mygind& Hüttemeier,Cpn	18 ″ 2 s 1 ″ 9½ 16 ″ 6	
24236 219207 KOLT	**Effingham** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6421 5872 4677					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.-Ripley S.S.Co.Inc.	402·1 P48′F42′	54·8	32·1	N.Orleans Utd. States *WB*	T.3Cy.25 3/16″,42″&72″–48″ 359NHP Skinner&EddyCorp.Sea.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24237 219235 KOMT	**Effna** *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	6461 5872 4702					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	402·6 P48'F42'	54·8	32·1	Seattle Utd.States *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.Sea.		R
24238 131844 MDKF	**Effra** (*ex*Broompark) *ss*Shl.2ndNo.3-7,34 ~~*ss*Shl.No.3-6,22~~ *Well deck* ~~*ss*Shl.No.2-30~~ Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1446 1130 847	✠100A1 ~~6,35~~7,34 ~~6,25~~ 2,36 DBS~~9,34~~ 10,35	Shl MS5,35 ✠LMC~~9,30~~ MBS~~12,34~~ 2,36	*p*	CL ~~7,34~~ ~~5,35~~ 2,36	1910 9mo *Lloyd*	Greenock& Gr'ngemouth Dkyd.Co.Ld. Greenock *'sA&CP*	SouthMetro- politanGasCo. *WB*=C	243·8 Q83'B60'F27' *ellDBa61'f92'263t*	37·2	16·3 BK8¼"	London British *6BHCem* *APT38t*	T.3Cy.18",27½"&45"-33" (*r*) 160lb *100lb* 132NHP 1SB,*3cf*,GS66,HS2227 Dunsmuir&JacksonLd.Gls	17 ″ 5 s1 ″ 6 16 ″ 8	
24239 147735 MNBG	**Efos** (*ex*Forestrow) *ss*Sld.No.2-33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* Wireless	1245 871 723	✠100A1 5,35~~11,31~~ BS~~6,34~~ 7,35	Sld Hpl ✠LMC6,33	*n*	CL 12,32	1924 10mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan *'sA&CP*	Tyne&Wear ShippingCo.Ld. *Intermediate BHin* *Cell*	230·0 Q159'F26' *hold dispensed with* *DBf152'407tFPT*	35·6	13·7 FK	Sundrland British *Cem* *3BHonly* *54tAPT44t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 97RHP 2SB,*6cf*,GS93,HS2744 Plenty&Son,Ld.Newbury	15 ″ 8 s4 ″ 9 14 ″ 11½	
24240 SVAL	**Eftychia** (*ex*SheafMount, *ex*Gifford) *ss*Shl.No.3-9,26 Stranded7/32-Refloated-In port damaged *ss*Rot.No.1-31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5123* *4780* *3207*	✠~~100A1~~ *Shelter dk* *withfreeboard* 11,31 ~~MS11,31~~	Rot ✠~~LMC~~ ~~BS6,32~~	*z*	CL N11,31	1913 8mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	G.Vergottis *1BH in fore* *Ce*	420·0 *hold dispensed with* *llDBa132'uE&B43'*	54·1	26·3 FK	Argostoli Greek *Cem* *6BH only* *f189' 1179t*	T.3Cy.27",44½"&75"-54" (*s*) 180lb 577NHP 3SB,*9cf*,GS189,HS8530 FD W.Doxford&Sons, Ld.Sld. *FPT109tAPT123t*	29 ″ 0 ~~s3 ″ 10½~~ ~~25 ″ 6~~	
24241 35 SVDJ	**Eftychia Vergotti** (*ex*Rowtor, *ex*Asiana) ~~*ss*Pir.No.3-7,22~~ *ss*Nwc.2ndNo 3-11,35 ~~*ss*Pir.No.2-31~~ *Spar dk*(*Stl*)*2trB* *&deepframing*	*2993* *2819* *1867*	✠100A1 *Spar dk* *withfreeboard* 11,35~~1,34~~	Rot Nwc ✠LMC11,34 BS11,35	*u*	CL 11,34	1909 6mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool *'sA&CP*	R.Vergottis	325·0 P32'B101'F31' *CellDBa102'u* *E24'f1*	47·0	22·4 FK	Argostoli Greek *5BHCem* *38'573tFPT*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 290NHP 2SB,*6cf*,GS97,HS4488 Richardsons,Westgarth& *60tAPT77t* Co.Ld.Hpl	24 ″ 10 ~~s4 ″ 1~~ ~~21 ″ 1~~ s3 ″ 11½ 21 ″ 1	
24242 46 IBEK	**Egadi** Ⓟ Wireless 1*Dk*	861 — 440					1929	SocItal.Er- nestoBreda Mestre	"LaMeridionale" Soc.Anon.diNav.	205·7 P&B123'F24'	29·7	13·1	Trapani Italian *WB*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"- $27\frac{9}{16}$" 66NHP SocItalErnstoBreda,Milan		I
24243 136655 GQCM	**Egba** *ss*Liv.No.3-8,26 *Ref.Mchy.* *ss*Brw No 2-34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	4989 4326 3024	✠100A1 *Shelter dk* *withfreeboard* 12,35~~12,34~~	Brw Cff BS12,35 ✠LMC12,34	*z*	CL 11,34	1914 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP* *WB*=	ElderDempster Lines,Ld. *CellDBa124'uE28'*	405·9 P31'B32'F48' *onShelter dk* *f176'961tFPT116t*	54·3	23·5 FK	Liverpool British *7BHCem* *APT65t*	T.3Cy.26",44"&74"-51" (*s*) 205lb FD 574NHP 3SB,*9cf*,GS186,HS8295 Harland&Wolff,Ld.Gls.	26 ″ 2 s2 ″ 9½ 23 ″ 7	
24244 TCBC	**Ege** Ⓟ (*ex*Tabanan) 3*Dks*	5275 3866 3246					1908	Kon.Maats deSchelde Flushing	DenizYollari Idaresi	400·5 P81'B177'F78'	49·2	27·4	Istanbul Turkish *WB*	T.3Cy.30",51"&88"-60" 598NHP Maats.de Schelde,Flushing		V
24245 2002 IBEH	**Egeo** Ⓟ (*ex*Città diBari-34) *OilEng.* 2*Dks*	3220 2191 1882					1927	Stabilmnto Tecnico Trieste	LloydTriestino	332·0 P&B222'F55'	44·8	21·3	Genoa Italian	Oil Engines 4S.C.SA 6Cy.29⅛"-$47\frac{3}{16}$" 493NHP StabilimentoTecnico,Tri.		I
24246 DHFV	**Egeran** (*ex*IlseReichel,*ex*Strauss, *ex*Dortmund) 1*Dk2trB*	986 789 629					1900	Bremer Vulkan Vegesack	WilhemLuers (ErnstKomrowski Reed.G.m.b.H. *Mgrs.*)	221·6 Q75'B49'F16'	33·1	13·5	Hamburg German *WB*	T.3Cy.13½",21½"&34½"-23½" 58NHP BremerVulkan,Vegesack		G
24247 DOMW	**Egeria** 1*Dk*&*Hur dk*	627 617 382					1898	Bremer Vulkan Vegesack	Dampfschifffahrts Ges.Neptun	171·2	27·2	16·4	Bremen German *WB*	T.3Cy.13⅜",21⅝"&34⅝"-23⅝" 58NHP BremerVulkan,Vegesack		G
24248 LDIQ	**Egerö** *OilEng.* *ss*Fal.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7590 7099 4525	✠100A1 ~~3,35~~12,35 DBS~~7,33~~ 12,35 *CarryingPetr*	Fal ✠LMC CS7,33 7,33 *oleum*	*c*† *in*	CL 12,35 *bulk*	1929 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle *'sA&CP*	SkjelbredsRederi A/S(O.A.T. Skjelbred,*Mgr.*) *CellDBuE82'* *258tDTf38'461t*	450·8 P106'B30'F56' *FPT156tAPT139t*	61·0	33·2 FK	Xiansand Norwegian *15BHptCem* (*10to Udk* *5 ,, 2nd,,*)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s6 ″ 5¼ 27 ″ 0	
24249 OYCE	**Egholm** 2*Dks*	1317 1137 754					1924	Frdrkshvn Skibs.&Flydk Fredrikshavn	DetForenede Dampskibsselsk.	254·6	37·2	16·0	Copnhagn Danish *WB*	DR Geared Steam Turbine A/SAtlas,Copenhagen		V
24250 482 SDVI	**Egil** Ⓟ (*ex*SamuelGustaf **Iron** Hermelin) 1*Dk*&*Awng dk*	749 419 542					1876	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·4 H42*t*	25·5	14·4 21·6	Stockholm Swedish	2Cy.27¼"&49½"-29¼" NB91 110NHP MotalaCo.Motala		
24251 2003 IBCK	**Egitto** Ⓟ *OilEng.* 2*Dks*	3220 — 1882					1927	Stabil. Tecnico Trieste	LloydTriestino	317·2 P&B222'F55'	44·8	21·3	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP StabilimentoTecnico,Tri.		I
24252 OOGA	**Eglantier** Ⓟ (*ex*WarBeetle) *ss*Ant.No.3-5,31 D.F. 2*Dks*(*Stl*)	*5355* *4737* *3270*	✠100A1 5,35~~12,34~~ MS~~1,31~~1,36	Ant ✠LMC BS~~1,34~~ 5,35	*y*	CL ~~12,34~~ N5,35	1918 9mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	CieMaritime Belge (LloydRoyal)Soc. Anon. (Agence MaritimeInter- nationale,*Mgrs.*) *CellDB347'1120t*	400·4 P49'B113'F39' *FPT115tAPT170t*	52·3	28·4 FK	Antwerp Belgian *7BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB.*9cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 ″ 0 s5 ″ 11¾ 25 ″ 2¾	
24253 219278 KOPT	**Eglantine** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6325 5872 3972					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros-Ripley S.S.Co.Inc.	402·6 P48'F42'	54·8	32·1	N.Orleans Utd.States *WB*	T.3Cy.25",42¼"&72"-48" 359NHP Hooven,Owens&Rent- schler,Hamilton,O.		R
24254 3555 SDVK	**Egon** (*ex*Skulda) 1*Dk*	*531* *376* *291*					1899	Stavanger Stöberi&Dok Stavanger	RederiA/B Egon (S.M.Stjerna)	151·2 Q44'B46'H30*t*F20'	25·8	13·5	Malmö Swedish *WB*	T.3Cy.13½",22"&34"-27" 60NHP LaxevaagsMsk&Jrns.Bgn		V
24255 135588 GQCT	**Egori** *ss*Liv.No.3-9,26 *Ref.Mchy.* *ss*Cff.No.2-35 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	4998 4329 3023	✠100A1 *Shelter dk* *withfreeboard* 10,35~~1,35~~	Cff Liv ✠LMC1,35	*z*	CL 1,35	1914 6mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	ElderDempster Lines,Ld.	405·6 P31'B82'F48' *onShelter dk* *WB*=*CellDBa124'*	54·3	23·5 32·7 FK	Liverpool British *7BHCem* *uE28'f176'*	T.3Cy.26",44"&74"-51" (*s*) 205lb 574NHP 3SB.*9cf*,GS186,HS8295 FD Harland&Wolff,Ld.Gls. *961tFPT116tAPT65t*	26 ″ 2 s2 ″ 9½ 23 ″ 7	
24256 129570 GCSF	**Egra** Ⓟ **TwinSc** *ss*Cal.No.3-2,28 *ss*Cal.No.1-32 D.F. 2*Dks*(*U Stl*-ws)& *Shadedk*(*Stl*-teaks)	5108 3725 2345	✠100A1 *Shadedk* 11,35~~3,35~~ MS11,31	Cal ✠LMC BS4,35	*z*	CL ~~PN3,35~~ ~~S3,35~~ P11,35 SN 11,35	1911 8mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*= *CellDBa76'* *f156'732t*	410·0 B *on Shade dk* 158' *uE&B108'* *FPT58tAPT44t*	52·8	24·7 FK	Glasgow British *7BHCem* (*5BHtoUdk* *2 ,, 2nddk*)	T.6Cy.24½",41"&69"-48" (*s*) 200lb *100lb* FD 1062NHP 2DB&2SB,*24cf*,GS390, HS16302 Wrkman,Clark&Co.LdBel	27 ″ 3 s4 ″ 4 23 ″ 4	

1 Numero d'Ordre. Numero Official. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce qui est dans le L.R. Durée Cert. B. of Trade
24257 219307 KJIW	**Egremont** *Fitted for oil fuel* Sub.Sig. *2Dks(Stl)&Shelter dk*	6864 6613 5256					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	410·1	54·2	35·1	Seattle Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler,Hamilton,O.		R
24258 OREA	**Egypte** (*ex*Mars) *1 Dk&Shelter dk*	*2568* *2408* *1601*					1905	Eiderwerft Akt.Ges. Tönning	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	283·4	41·9	24·9	Antwerp Belgian *WB*	T.3Cy.20½",34½"&55½"–35½" 180NHP EidrwrftAkt.Ges.Tönning		V
24259 143646 GDNY	**Egyptian** *CruiserStern* *2Dks*	2866 2700 1806					1920	W.Harkess &Son,Ld. Middlesbro'	Ellerman Lines,Ld	316·3 P72'B102'F73'	44·1	23·3	Liverpool British *WB*	T.3Cy.20½",35½"&60"–42" Richardsons, 233NHP Westgarth&Co.Ld.Mdb.		C
24260 146667 GFXY	**Egyptian Prince** *ss*Mch.No.3-10,34 ~~*ss*Mdb.No.2-30~~ Sub.Sig. *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	3490 2911 1804	✠100A1 *Shelter dk* *withfreeboard* ~~10,34~~ ~~9,33~~ 10,35 MS10,34 BS2,36 ✠LMC~~6,30~~ *Fitted for oil fuel 12 22, F.P. above 150° F.* *Carrying oil fuel F.P. above 150° F. in Deep Tank aft*	Mch Gls	*x*	CL ~~6,32~~ 10,35	1922 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in Blr space & forward 143'*	363·3 F68'*onShelter dk* FK *Collision BH to Sh dk* *Cell DB*	52·2	22·0	London British *Cem* 6 „ „ *U* „ 294' 1141*t* *D*	T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb. *Ta22' 645t FPT 56t APT 46t*	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
24261 PDWG	**Eibergen** D.F. *1 Dk*	4751 4503 2965					1914	W.Pickers- gill&Sons,Ld Sunderland	ZuidHolland- scheScheepvMaats	385·0 P36'B119'F41'	52·1	27·2	Rotterdm Dutch *WB*	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
24262 DHFW	**Eider** (*ex*Cleopatra) *Now* "Cleopatra," *see No.* 37550 *in Supplement* *Mchy.Aft* *1 Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·6 P&B197'F37'	37·7	14·7	Hamburg German *WB*	T.3Cy.16½",27½"&43"–33½" 107NHP Reiherst.Machinenf.Ham.		G
24263 113912 GKCB	— *ss*Cff.2ndNo.3-4,25 *ss*Sou.No.2-34 Sub.Sig. Wireless *1Dk(Stl)&deep framing &pt Awng dk(Stl-ptws)*	1236 911 779	✠100A1 *pt Awng dk* *withfreeboard* 6,35 ~~5,34~~ ✠LMC MS6,33 BS~~9,34~~ 10,35	Sou	*n*	CL ~~6,32~~ 6,35	1900 10mo	Campbel- townS.B.Co Campbeltwn A&CP	TheUnion-Castle MailS.S.Co.Ld. *WB*	230·5 Q79' *pt Awng dk*151' FK = *Cell DBa* 54' *f* 94'	32·7	16·4	London British 4*BHCem* 205*t APT* 80*t*	T.3Cy.18",27½"&45"–33" 160lb *80lb* 120NHP 1SB,*3pf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	17 ″ 4 s 7 ″ 2¾ 17 ″ 3	
24264 LIVR	**Eidsvold** *OilEng.* *CruiserStern* *1Dk&Shade dk* D.F.	4184 3602 2368					1934	Götaver- kenA/B Gothenburg	SkibsA/S Eidsiva (SverreDitlev- Simonsen&Co. *Mgrs.*)	382·3 P92*t*H382*t*F20*t*	55·2	22·9	Oslo Norwegian *WB*	Oil Engines 4 S.C.SA 6Cy.29⅛"–59 1/16" 489NHP GotaverkenA/B,Got.		N
24265 DHFX	**Eifel** (*ex*Doris,*ex*Comino,*ex*Ardgorm) *ss*Ham.No.3-8,30 D.F. Sub.Sig. *2Dks(Stl)*	4621 4307 2895	✠ … 6,34 ✠	Ham	*y*		1918 6mo	Russell& Co. PortGlasgow	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Süd- amerik.Dampf- schifff.Ges.*Mgrs.*)	384·1 P34'B111'F47' FK *Cell DB*334'1029*t*	51·8	26·3	Hamburg German 6*BHCem* *APT*20*t*	T.3Cy.26",43"&70"–48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,LdGrk	29 ″ 0	G †
24266 DOFF	— (*ex*Rheingold) Wireless *1 Dk*	1429 1158 810					1924	F.Schichau Elbing	Rabien&Stadt- lander	237·4 Q76'B108'F32'	37·6	16·0	Bremen German *WB*	T3Cy.16½",26⅝"&41 7/16"–27½" 90NHP F.Schichau,Elbing		G
24267 LDOA	**Eika III** *1 Dk*	1113 980 655					1916	Akers Mek.Værks. Oslo	Rederiaktieselsk. Kragerö (K.Sandaas,*Mgr.*)	226·2 P18'B56'F24'	36·4	15·7	Kragerö Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
24268 LDOD	**Eikhaug** (*ex*Brio) *1Dk&Spar dk*	1436 1349 842					1903	Nylands Værksted Oslo	EikhaugsRederi A/S (O.A. Knutsen,*Mgr.*)	231·6 H78*t*	35·1	20·4	Haugesnd Norwegian *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		N
24269 DQOV	**Eilenau** (*ex*Garthorpe, *ex*ThomasHolt) Wireless *1Dk&Webframes&Shelter dk* *Longitudinal framing*	1404 1217 767				…	1910	W.Hamil- ton&Co.Ld. Pt.Glasgow	Bugsier-Reed undBergungsA.G.	249·5 P18'B32' FK	38·0	16·1	Hamburg German *WB*	T.3Cy.18",30"&50"–33" NDB28 183NHP D.Rowan&Co.Glasgow	18 ″ 3	G †
24270 143423 MJRW	**Eilianus** (*ex*WykeRegis, 3Mst *ex*Aldegonde) *ss*Goo.No.3-11,29 *ss*Aml.No.1-34 *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	718 508 333	✠100A1 10,34 BS~~10,34~~ ✠LMC9,33 1,36	Aml	*j*	OG 9,33	1917 8mo	N.VScheep DeMerwede Hardinxveld	W.Thomas&Sons *Cell*	180·2 Q105'B13'F23' FK *DBf*103' 146*t FPT*	28·1	12·2	Beaumaris British 3*BHAsp* 63*t APT*7*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 112NHP 2SB,*4cf*,GS70,HS2042 Verschure&Co.Ams.	14 ″ 6 s 4 ″ 5¼ 14 ″ 2½	
24271 LCIO	**Einar Jarl** *1 Dk*	1858 1616 1091					1921	A/SSörlan- detsSkibs. Fevig	DetNordenfjeldske Dampskibsselskab	265·3 P81*t*H94*t*	42·1	17·9	Trndheim Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
24272 LCWE	**Einvik** (*ex*Rendal-34,*ex*Femund, *ex*Cormount,*ex*WarTaurus) *1 Dk*	2000 1800 1161					1918	PolsonIron WorksCo.Ld. Toronto	Skibs.A/S Einvik (BjarneTetlie)	250·9 P62*t*H99*t*F21*t*	43·4	20·9	Trndheim Norwegian	T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		C
24273 LCJA	**Eir** (*ex*CamillaGilbert) *Fitted for oil fuel* *1Dk&Shelter dk*	5658 5453 3532				…	1920	Nthmblnd S.B.Co.Ld. Newcastle	A/S D/S Eir (O.GrolleOlsen& I.HysingOlsen)	399·5 F37'*on Shelter dk*	53·0	32·8	Bergen Norwegian *WB*	T.3Cy.27",44"&73"–48" 517NHP Palmers'Co.Ld.Newcastle	35 ″ 5	N †
24274 SVAO	**Eirini Kyriakides** *ss*Pir.No.3-12,34 *1Dk(Stl)*	3781 3488 2311	✠100A1 12,35 ~~12,34~~ ✠LMC12,34	Pir Rot	*w*	CL ~~12,34~~ 11,35	1922 5mo	R.Thomp- son&Sons,Ld. Sunderland *Lloyd's* A&CP	N.G.Kyriakides *Cell D*	360·1 P33'B217'F36' FK *B*306'927*t FPT*153*t*	50·0	22·9	Andros Greek 6*BHCem* *APT*158*t*	T.3Cy.25",42"&68"–45" (*r*) 180lb *100lb* 340NHP 2SB,*8cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ 1½ 22 ″ 6½	
24275 SVOS	**Eirini N. Rallia** (*ex*Redgate, *ex*Gordonia) *ss*Nwc.2ndNo.3-12,32 *1Dk(pt Irn&pt Stl) 2tr B&* *deep framing 3 Dk rule*	*3860* *3657* *2461*	✠100A1 ~~4,34~~ 12,35 ✠LMC MS12,32 BS~~1,35~~ 3,36	Rot Bkn	*w*	CL 4,34	1908 1mo	J Readhead &Sons SouthShields *Lloyd's* A&CP	N.D.Rallias *Cell D*	346·1 P30'B96'F33' FK *Ba*115' *u E*25' *f*148'	49·6	26·5	Andros Greek 6*BHCem* 905*t APT*65*t*	T.3Cy.25",42"&68"–45" (*r*) 180lb NDB28 *100lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 ″ 11 s 5 ″ 0½ 23 ″ 2	
24276 DOGW	**Eisenach** Ⓟ *Now* "Rodina," *see No.* 39866 *in Supplement* D.F. Sub.Sig. *2Dks*	4159 3784 2535					1922	Vulcan- WerkeA.G. Stettin	Norddeutscher Lloyd	360·7 P32'B98'F41'	51·0	26·0	Bremen German *WB*	T.3Cy.22⅝",36⅝"&61⅜"–47¼" 260NHP Vulcan-WerkeA.G.Stettin		G
24277 LCIP	**Ek** Wireless *1Dk*	995 707 578					1911	Akers Mek.Værks. Oslo	D/S A/S Ganger Rolf(Fred.Olsen& Co.*Mgr.*)	220·0 F12*t*B121*t*Q84*t* H70*t*	34·6	13·7	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"–33" 116NHP AkersMek.Værks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24278 SVIA	**Ekaterini Coumantarou** (exTalabot–35) ssRot.No.3–11,29 ssRot.No.1–34 2Dks(Stl) Shelter dk(Stl) & Webframes Longitudinal framing	7777 7670 5912	✠100A1 Shelter dk withfreeboard 5,35 ~~4,34~~ ✠LMC5,34 Fitted for oil BS5,35	Rot Cpn fuel 1	a† ,17	CL 4,34 F.P. a	1917 1mo bove 1	Union Iron WorksCo. Alameda,Cal A&CP 50° F.	Coumantaros Bros. CellDB355'1297t	410·7|56·3|29·3 37·8 FK MT25' 792t DTa30'	Piræus Greek 7BH 223tFPT50t	T.3Cy.27",47"&78"–48" (s) 220lb 600NHP 3SB,9cf,GS165,HS8265 FD UnionIronWorksCo.S.Fo. APT200t	41 ″ 0 s10 ″ 8¼ 30 ″ 6	
24279 SVHW	**Ekaterini Nicolaou** (exGeneral Church–32) ssShl.No.3–3,30 1Dk(Stl)&Shelter dk(Stl) ssRot.No.1–34	5177 4868 3182	✠100A1 Shelter dk withfreeboard 12,34 ~~6,33~~ ✠LMC MS~~5,30~~6,33 BS~~4,34~~ 8,35	Shl Rot	z	CL 6,33	1917 11mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP 1 Interme	N.G.Nicolaou diate BH in fore	420·0|54·0|26·4 FK hold dispensed with	Piræus Greek Cem 6BH only CellDB358'	T.3Cy.27",45"&74"–54" (s) 180lb 572NHP 3SB,9cf,GS190,HS8556 FD N.E.MarineEng.CoLdNwc 1151tFPT109tAPT128t	29 ″ 0 s 3 ″ 7¾ 25 ″ 7½	
24280 SVAS	**Ekatontarchos Dracoulis** (exConiscliffe–32, ssCff.No.3–2,33 exDayton,exOlympe. 1Dk(Stl) exWarAnglian)	5329 4807 3238	✠100A1 8,36 ~~2,35~~ BS~~5,35~~ ✠LMC2,53 8,36 Carrying oil	Npt Shi fuel F.	y P.	CL ~~1,33~~ 3,36 above	1918 11mo Lloyd 150° F.	Richardsn, Duck&Co Ld. Stockton 'sA&CP . inDT	G.A.Dracoulis CellDB336'1058t	400·2|52·4|28·4 P49'B113'F40' FK DTa28'1300tFPT1	Ithaka Greek 7BHptCem 32tAPT213t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 10¼ 25 ″ 5	
24281 132999 GCSJ	**Ekma** Ⓟ TwinSc ssCal.No.3–2,28 D.F. ssCal.No.1–32 2Dks(UStl–ws) &Shade dk(Stl–teaks)	5108 3724 2356	✠100A1 Shade dk 8,35 ~~10,34~~ BS~~6,34~~ ✠LMC4,52 8,35	Cal	z	CL ~~P5,34~~ ~~S10,34~~ N8,35	1911 2mo Lloyd	Workman, Clark&Co Ld. Belfast 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa 108'f156' 732t	410·0|52·6|24·7 BonShade dk158' FK 76'uE&B FPT58t APT44t	Glasgow British 7BHCem (5 to Udk 2 „ 2nd „)	T.6Cy.24½",41"&69"–48" (s) 200lb 100lb 1062NHP 2D&2SB,24cf,GS390, HS16302 FD Wrkman,Clark&Co.Ld Bel	27 ″ 3 s4 ″ 4 23 ″ 5	
24282 6858 SGIA	**Eknaren** ssGot.No.3–4,34 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl)	5243 4656 3112	✠100A1 Shelter dk withfreeboard 2,36 ~~2,35~~ ✠LMC CS2,35 DBS~~9,34~~ 8,35	Got	a†	CL 1,35 ~~2,30~~ 8,35	1922 9mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	Rederiaktieb. Transatlantic (G.Carlsson, Mgr.) CellDB364'1299t	420·0|54·0|25·0 F41' on Shelter dk FK Collision FPT105t APT127t	Gothenbrg Swedish pt Cem BH to Sh dk 6 „ „ U „	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"&91¼" DB100lb 640NHP W.Doxford&Sons,Ld.Sld.	29 ″ 0 s3 ″ 7½ 25 ″ 7¼	
24283 LCIQ	**Ekstrand** (exLakeJessup) Now "Iristo," see No. 38571 in Supplement 1Dk	1821 1611 1064			...		1918	American S.B.Co. Lorain,O.	A/S Stadt (C.B. Nielsen, Mgr.)	251·2|43·7|18·2 H119tF24t FK	Skien Norwegian WB	T.3Cy.16",26¼"&43¼"–40" 240NHP AmericanSB.Co.Lorain,O.	20 ″ 2	N †
24284 149885 GNBZ	**El Aleto** TwinSc ssNwc.No.1–31 E.S.D. OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	7203 6706 4249	✠100A1 2,35 DBS2,35 ✠LMC2,55 CarryingPetr	Fal oleum	b† in	CL 2,35 bulk	1927 8mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP C	LobitosOilfieldsLd (C.T.Bowring&Co. Ld.Mgrs.) ellDBuE25'182t D	440·8|57·5|34·1 P98'B32'F46' FK Tf40'386tFPT128t	London British 18BHptCem 7 to 2nd dk APT131t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s6 ″ 7¼ 26 ″ 7	
24285 215411 WICE	**El Almirante** Fitted for oil fuel 3Dks	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	364·0|51·2|23·8	NewYork Utd. States WB	T.3Cy.24½",41½"&72"–48" 359NHP NewportNewsSB&DD.Co.		
24286 149736 GMSC	**El Amin** Ⓟ OilEng. Wireless Mchy.Aft 1Dk&Shelter dk	746 496 334					1926	Bow,Mc- Lachlan&Co. Ld. Paisley	HalalShippingCo. Ld.	191·1|32·9|10·8	London British WB	Oil Engines 2S.C.SA 5Cy.16½"–28$\frac{3}{16}$" 237NHP AtlasDieselCo.Ld.Skm.		C
24287 10 SUAK	**El Amira Fawzia** TwinSc 2Dks Fitted for oil fuel	1881 1541 888			...		1929	Swan,Hun- ter&Wigham Richardson, LdNewcastle	EgyptianGovern- ment(CoastGuard &Fisheries Administration)	275·2|38·2|22·4 B110'F63' FK	Alexndria Egyptian WB	T8Cy.(2)17"(2)28"&(4)32" –27" 348NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6	
24288 160405 GNQD	**El Argentino** TwinSc OilEng. ssLon.No.1–32 Ref.Mchy. 3Dks(StlU–ws) 4th dk(Stl)in holds D.F. CruiserStern	9501 7548 6023	✠100A1 2,36 ~~3,35~~ DBS~~11,34~~ ✠LMC CS7,33 11,35 ✠Lloyd'sRMC~~3,35~~ ~~4,35~~ 2,36 ~~11,35~~	Lon	d†	CL 7,33 7,35	1928 4mo Lloyd Ce	Fairfield Co.Ld. Glasgow 'sA&CP ll DB369' 167	Furness,Withy& Co.Ld.(Furness- HoulderArgentine Lines.Ld.Mgrs.) Duct keel forw 2t Tanks in way of	431·3|64·5|35·4 B250'F82' FK ard of machy.space tunnels466tFPT78t	London British 8BHpt Cem APT113t	Oil Engines 2S.C.SA 12Cy.28½"–39" 1708NHP 3DB125lb FairfieldCo.Ld.Glasgow	38 ″ 2 s7 ″ 4½ 31 ″ 0¾	
24289 FNFP	**El-Biar** Ⓟ D.F. 2Dks	4678 3303 2464					1927	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	381·0|49·4|26·6 P50'F55' len35	Marseilles French WB	T.3Cy.33⅞",53$\frac{9}{16}$"&85"–45¼" &LPTurbine 486NHP Forg.&Ch.de laMédit.Msl.		V
24290 215587 WICF	**El Capitan** Fitted for oil fuel 3Dks	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. NewprtNews	SouthernPacific S.S.Lines	364·0|51·2|23·6	NewYork Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP NewportNewsSB&DD.Co.		
24291 218284 KILP	— (exMeriden) Fitted for oil fuel 1Dk	2227 1963 1340					1919	AlbinaEng &Mch.Works Portland,Or.	E.K.WoodLumber Co.	289·0|44·1|19·2 P26'B148'F32'	S.Frncisco Utd. States WB	T.3Cy.22",36$\frac{31}{32}$"&60"–42" 256NHP AlbinaEng.&Mch.Works		R
24292 EELF	**El Caudal** 1Dk	847 682 621					1921	Astilleros deGijon Gijon	A.Lajusticia	201·7|29·8|13·9 B43'F30'	Bilbao Spanish WB	T.3Cy.13",21"&34"–26" 59NHP A.SanjurjoBadia,Vigo		V
24293 217605 WVOE	**El Cedro** (exCouparle) Fitted for oil fuel Mchy.Aft 1Dk	2512 — 1527					1919	Gt.Lakes Eng.Works Ecorse,Mich.	J.Griffiths&Sons, Inc.	253·5|43·5|27·5 P115'F25' WB	Wilmgton (Del.) Utd.States	T.3Cy.21",34½"&57"–42" 210NHP Gt.LakesEng.Wks.Detroit		
24294 146706 GFKD	**El Ciervo** (exTricentrol) ssFal.No.3–4,36 ~~ssShl.No.2–32~~ 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F. E.S.D.	5841 5228 3542	✠100A1 4,36 ~~1,35~~ ~~BS3,34~~ ✠LMC~~7,32~~ ~~7,35~~ CarryingPetr Fitted for oil	Mch Fal 4,36 oleum fuel 3,	z in 23	CL 7,32 ~~7,35~~ 4,36 bulk F.P. a	1923 3mo Lloyd bove 1	Armstrong Whitworth &Co.Ld Newcastle 'sA&CP 50° F.	LobitosOilfields,Ld (C.T.Bowring&Co. Ld.Mgrs.)	407·4|52·2|31·4 P105'B37'F60' FK CellDBuB26'57t	London British 15BHptCem (10 to Udk 5 „ 2nd „) APT30t	T.3Cy.27",45"&75"–48" (r) 180lb 551NHP 3SB,9cf,GS201,HS8217 FD Armstrong,Whitworth& Co.Ld.Nwc.	31 ″ 6 s5 ″ 3¾ 26 ″ 5	
24295 EAQE	**El Condado** 1Dk	3472 — 2219					1920	W.Hamil- ton&Co.Ld. Pt.Glasgow	Cia.General de Naveg.(A.Navajas Mgr.)	330·2|48·7|24·0 P27'B98'F34'	Bilbao Spanish WB	T.3Cy.23",38"&63"–45" 266NHP Dunlop,Bremner&Co.Ld. Pt.Glasgow		C
24296 224284 WICH	**El Coston** (exBienville) Fitted for oil fuel 3Dks Longitudinal framing	7286 — 4509					1924	ToddD.D. &Const.Corp. Tacoma	SouthernPacific S.S.Lines	426·9|57·0|26·6	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalStm.Turb.Co. Trenton,N.J.		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
24297 136916 WICI	**El Dia** (*ex*Roanoke,*ex*ElDia) *Fitted for oil fuel* *2Dks&Awng dk*	4504 — 2798					1901	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	391·7	48·3	26·0 33·8	NewYork Utd. States	T.3Cy.32″,52″&84″–54″ 518NHP NewportNewsSB&DD.Co.		
24298 FNHI	**El Djem** (*ex*Draa,*ex*Phu-Yen) *1Dk&Spar dk2trB*	1999 1629 1229					1902	Craig, Taylor&Co. Stockton	Soc.Maritime Nationale	270·1 P29'H78'F34'	38·4	20·0	Marseilles French *WB*	T.3Cy.20″,33″&54″–39″ 182NHP N.E.MarineEng.Co.Ld.Sld		V
24299 FNFV	**El Djezaïr** TwinSc E.S.D. *Fitted for oil fuel* *Ref.Mchy. CruiserStern 3Dks*	5790 3224 2407					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte	390·0 P289'B onP221' F82'	53·8	23·8	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Screw Shafts Forg.&Ch de la Médit.S.A.		V
24300 220829 WICJ	**El Estero** *Fitted for oil fuel* *3Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
24301 Broken up SUDY	**El Gharib** (*ex*ElTawil, Iron3Mst *ex*CostaAzurra,*ex Yacht* Caffa, *ex*Triomphante,*ex*Sybil,*ex*Palatine)	316 — 152			...		1870	Steele&Co. Greenock	A.H.A.Karani	160·2	25·1	14·1	Suez Egyptian	T.3Cy.14″,22″&37″–27″ 71NHP Day,Summers&Co.Sou.		
24302 146230 GFRV	**El Grillo** ssShl.No.3–4,35 *2Dks(Stl)&Webframes* *Mchy.Aft Longitudinal framing* D.F. E.S.D.	7264 6702 4267	✠100A1 2,36 ~~4,35~~ BS~~4,35~~ ✠LMC3,34 2,36 *CarryingPetr* *Fitted for oil*	Shl Cff *oleum* *fuel* 1	*b*† *in* ,22	CL 3,34 *bulk* *F.P. a*	1922 1mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50° F. *CellD*	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *BuE&B32'90t DT*	440·5 P92'B32'F46' *f45'439t FPT125t*	57·5	34·0 FK	London British 18*BHptCem* (11 *to Udk* 7 „ *2nd* „) *APT38t*	T.3Cy.29″,48″&81″–54″ (*r*) 180lb 678NHP 3SB*12cf*,GS246,HS10065 FD Armstrong,Whitworth &Co.Ld.Nwc.	33 ″ 11 s 6 ″ 8½ 27 ″ 5	
24303 161327 GJCL	**El Hak** Ⓟ *OilEng.* *Mchy.Aft* Wireless *1Dk&Shelter dk*	1022 689 511					1929	Hawthorn, Leslie&Co.Ld Newcastle	HalalShippingCo. Ld.	231·6	35·2	11·1	London British *WB*	Oil Engines 2S.C.SA 6Cy.16 9/16″–28⅜″ 287NHP AtlasDieselCo.Ld.Skm.		C
24304 220979 WICK	**El Isleo** *Fitted for oil fuel* *3Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland, N.Y.	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
24305 FNFT	**El Kantara** Ⓟ TwinSc *Fitted for oil fuel* *3Dks* E.S.D. *CruiserStern*	5079 3011 2317					1932	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	381·7	53·8	23·4	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
24306 221014 WICL	**El Lago** *Fitted for oil fuel* *3Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
24307 EELK	**El Leon** *Carrying Petroleum in bulk OilEng.* *1Dk*	329 255 242					1926	Corcho Hijos Santander	Compania Arrendataria del Monopolio de Petroleos, S.A.	124·6 F14'	23·5	10·9	Barcelona Spanish	Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NHP GasMfbkDeutzKölnDeutz		V
24308 PDXD	**El Libertador** Ⓟ TwinSc *CruiserStern Fitted for oil fuel* *1Dk*	1713 959 750					1929	Internat'nl S.B.&E.Co. Ld. Danzig	Koninkl.Nederl. Stoomb.Maats. N.V.	240·6 B122'F41'	40·2	12·3	Amstrdam Dutch *WB*	T.6Cy.14⅝″,24″&39⅜″–26⅜″ 160NHP InternationalSB.&E.CoLd		G
24309 FNFU	**El Mansour** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern 3Dks*	5818 3225 2435					1933	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte	387·1	54·0	23·8	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
24310 162487 GTPQ	**El Mirlo** E.S.D *OilEng.* ssNwc.No.1–34 D.F. *2Dks(Stl)&Webframes* *Mchy.Aft Longitudinal framing*	8088 7421 4930	✠100A1 3,36 ~~1,35~~ DBS1,35 ✠LMC1,35 *CarryingPetr*	Yka Npt *oleum*	*c*† *in*	CL ~~2,34~~ N2,36 *bulk*	1930 9mo *Lloyd*	Blythsw'd S.B.Co Ld. Glasgow *'sA&CP*	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE43'* 183*tDTf*36'427*t*	459·7 P94'B32'F42' *FPT247tAPT65t*	60·0	34·5 FK	London British 17*BHptCem* (12 *to Udk* 5 „ *2nd*„)	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 2DB*180lb* 652NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 4 s 6 ″ 10½ 27 ″ 9¾	
24311 EAQF	**El Montecillo** *Fitted for oil fuel* *1Dk*	*3031* 2857 *1918*					1920	Dunlop, Bremner&Co. Ld. P.Gl.	Cia.General de Navig.(A.Navajas, *Mgr.*)	329·2 P27'B98'F34'	48·9	24·3	Bilbao Spanish *WB*	T.3Cy.23″,38″&63″–45″ 266NHP Dunlop,Bremner&Co.Ld.		C
24312 207947 WICM	**El Mundo** *Fitted for oil fuel* *3Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd. States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
24313 EEJG	**El Neptuno** (*ex*Chatton-34) ssNwc.No.1–30 *1Dk(Stl)*	3569 — 2135	✠ ... 8,34 ✠	Bkn	*w*		1925 10mo	W.Dobson &Co. Newcastle	Cia.Anon. Maritima "Union" (M.Urruchua, *Mgr.*) *CellD*	360·0 P30'B225'F33' *B313'892tFPT105t*	50·0	26·0 23·6 FK	Bilbao Spanish 6*BHCem* *APT111t*	T.3Cy.25″,41″&68″–45″ 370NHP 3SB,*9cf*,GS165,HS6165 NEMarineEngCo.Ld.Nwc.	26 ″ 0	C †
24314 58 SUBQ	**El Nil** Ⓟ (*ex*Tjerimai-33 TwinSc *ex*Wadai,*ex*Marie,*ex*MarieWoermann) D.F. *2Dks&Shelter dk*	7769 4702					1916	Reiherst'g Schiffsw. Hamburg	SociétéMisr deNavigation Maritime	426·3	55·9	27·4	Alexndria Egyptian	Q8Cy.22½″,33½″,49⅜″&71¾″– 49⅜″ 720NHP ReiherstiegMaschf.Ham.		G
24315 208166 WICP	**El Occidente** *Fitted for oil fuel* *Fitted for oil fuel* *3Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. NewportNws	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd. States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
24316 224496 WICO	**El Oceano** *Fitted for oil fuel*	6767 4514 4172					1925	FederalS.B &D.D.Co. Kearny,N.J.	SouthernPacific S.S.Lines	415·0	56·1	29·1	NewYork Utd. States	DR GearedSteamTurbines DeLavalSteam TurbineCo.Trenton,N.J.		
24317 208080 WICQ	**El Oriente** *Fitted for oil fuel* *3Dks*	6008 — 3747					1910	NwprtNws S.B &D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd. States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
24318 146105 GFRT	**El Oso** ssFal.No.3–2,34 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	7267 6695 4267	✠100A1 10,35 ~~12,34~~ BS2,35 ✠LMC2,34 *CarryingPetr* *Fitted for oil*	Bkn *oleum* *fuel* 9	*b*† *in* ,21	CL 2,34 *bulk* *F.P. a*	1921 9mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50° F.	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE&* *B32'90tDTf45'439*	440·5 P92'B32'F46' *tFPT125tAPT38t*	57·5	34·0 FK	London British 18*BHptCem* (11 *to U dk* 7 „ *2nd* „)	T.3Cy.29″,48″&81″–54 (*r*) 180lb 678NHP 3SB,*12cf*,GS246,HS10065 FD Armstrong,Whitworth& Co.Ld.Nwc.	33 ″ 11 s 6 ″ 8½ 27 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24319 131434 GCSP	**El Paraguayo** TwinSc *ss*Liv.No.3-10,23 *ss*Liv.No.2-32 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	8508 7433 5161	✠100A1 *Shelter dk* *withfreeboard* 8,35~~11,34~~ MS12.31 ✠Lloyd'sRMC1,~~35 6,36~~ 2,36~~11,35 3,36~~	Liv BS11,35 ✠LMC ~~BS11,34~~	*c*†	CL 10,34	1912 4mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool *'sA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *WB=CellDBa*	440·0 B135'F37' *onShelter dk* 113' *uE&B*81' *f*189'	58·9	35·7 FK	Liverpool British *7BHCem* 1079*t FPT*	T.6Cy.25",41½"&70"-48" (*s*) 200lb 1042NHP 6SB,*18cf*,GS376,HS15588 FD Richardsons,Westgarth& 63*tAPT*76*t* Co.Ld.Hpl.	38 ″ 1 s 9 ″ 0¼ 29 ″ 4	
24320 221121	**El-Petrolero** *Carrying petroleum in bulk* *Mchy.Aft*	617 — 352					1921	Downey S.B.Corp. StatenIsland. N.Y.	Pan-AmericanOil ExportCorporation	170·0 F28'	35·0	10·5	M.Video Uruguayan	T.3Cy.13",22"&36"-24" 87NHP DowneyS.B.Corp.Staten Island,N.Y.		
24321 LOHP	**El Rioplatense** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	1827 1531 976	✠100A1 12,34 *CarryingPetr*	Cpn ✠LMC12,34 *oleum*	*r* *in*	CL *bulk*	1934 12mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP*	"LaRioplatense" Cia.deNavegacion y Transportes,S.A.	260·1 P64'B28'F25' *Trunk*140' *CellDBuE*57' *f*28'119*tDT*	41·1	16·9 FK	Bns.Ayres Argentine 11*BH* *inER*4'17*tF*	Oil Engines 4S.C.SA 6Cy.21⅜"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn *PT*26*tAPT*41*t*	18 ″ 0	
24322 210635 WOCC	**El Segundo** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Webframes* D.F. *Carrying Petroleum in bulk*	3664 3168 2228			…		1912	NewYork S.B.Co. Camden,N.J.	StandardOilCo.of California	321·7 P116'B30'F43'	46·2	27·5 FK	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&58"-42" 318NHP NewYorkSB.Co.CamdnNJ	27 ″ 0	R †
24323 132817 GCSQ	**El Uruguayo** TwinSc 3*Dks&Shelter dk* *Ref.Mchy.* D.F.	8361 7247 4967					1911	A.Stephen &Sons,Ld. Glasgow	Furness,Withy& Co.Ld.(Furness- HoulderArgentine LinesLd.*Mgrs.*)	439·9 B135'F34'	58·8	35·7	W.Hartlpl British *WB*	T.6Cy.25",41½"&70"-48" 679NHP A.Stephen&Sons,Ld.Gls.		C
24324 136882 WICS	**El Valle** *Fitted for oil fuel* 2*Dks&Awng dk*	4605 — 2896					1901	NwprtNws S.B.&D.D.Co. NwportNews	SouthernPacific S.S.Lines	391·7	48·3	26·0 33·8	NewYork Utd.States	T.3Cy.32",52"&84"-54" NB12 518NHP NewportNewsSB&DD.Co.		
24325 PDWO	**Eland** (*ex*Andilette, TwinSc *ex*DiegoRusso, *OilEng.* *ex*Daraghiati i Tret, 1*Dk* *ex*QuoVadis)	348 260 188					1918	Wed.J.de Yong Ruischerbrug	NV.Motorschip "Eland"(D. Oosting,*Mgr.*)	130·7	22·5	10·7	Delfzijl Dutch	Oil Engines 4S.C.SA 4Cy.11"-17¾" NE27 47NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
24326 149919 GNJV	**Elax** *OilEng.* *ss*Ams.No.1-31 Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	7403 6761 4277	✠100A1 2,35 DBS2,35 *CarryingPetr*	Nwc ✠LMC11,31 *oleum*	 *in*	CL 6,34 *bulk*	1927 10mo *Lloyd*	Nederl. Schps.Maats. Amsterdam *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'317*t*	440·4 P99'B34'F58' *DTf*32' 284*t FPT*	59·5	32·7 FK	London British 15*BHptCem* 161*tAPT*65*t*	Oil Engines 4S.C.DA 6Cy.32¼"-59" 1204NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
24327 204727	**Elba** *Mchy.Aft* GyC. 1*Dk*	4671 — 3365					1907	American S.B.Co. Cleveland,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgrs*)	420·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevel'nd		
24328 142260 GQWM	— (*ex*Glenpark-32) *ss*P.Gl.No.3-1,31 *ss*Lth.No.1-34 1*Dk*(*Stl*)	1974 1789 1194	✠100A1 2,36~~2,34~~ MBS~~1,34~~5,35	Lth Gls ✠LMC2,34 DBS~~2,35~~ 2,36	*r*	CL ~~2,34~~ 2,36	1918 7mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *'sA&CP*	ClydesdaleShip- ownersCo.Ld. (Glen&Co.*Mgrs.*) *CellDBa*70'*uE*	280·0 P21'B68'F29' 28' *f*124' 523*t FPT*	41·9	18·9 FK	Glasgow British 4*BHCem* 55*tAPT*46*t*	T.3Cy.21",35"&57"-36" (*r*) 180lb *100lb* 231NHP 2SB,*6cf*,GS112,HS3796 Dunsmuir&Jackson,LdGls	20 ″ 9 s2 ″ 10½ 18 ″ 1	
24329 187 IMIT	**Elbano Gasperi** Ⓟ	742 704 442					1928	Cant.Nav. OderoS.A. Genoa	Nav.ToscanaSoc. Anon.(L.Orlando, *Mgr.*)	194·4	28·3	19·5	Leghorn Italian *WB*	T.3Cy.16",26½"&43"-30" 101NHP CantieriNavaliOderoS.A.		I
24330 DCHF	**Elbe** TwinSc (*ex*WenatcheeStar-34, *OilEng.* *ex*SudExpreso) 2*Dks* *Ref.Mchy.* *CruiserStern* D.F.	9179 8630 5694			…		1929 7mo	Deutsche Werke Kiel	Hanseatische Schiffahrts-und Betriebs.G.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	487·3 len34 B31'F52'	60·6	39·6 FK	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"-43⁵⁄₁₆" 2720NHP NE34 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G †
24331 DHGB	— 4Mst *Mchy.Aft* 1*Dk* Wireless Sub.Sig.	1197 992 641					1921	Werft. Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194'F27'	37·5	12·8	Hamburg German *WB*	T.3Cy.17⁷⁄₁₀",28½"&45³⁄₁₀"- 29½" 110NHP OttensenerMaschf.Altona		G
24332 202014	**Elbert H. Gary** *Mchy.Aft* GyC. 1*Dk*	6331 — 4988					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Clevelnd		R
24333 DHBK	**Elbing** (*ex*Arcadia-34) *Fitted for oil fuel* Wireless 1*Dk*	1441 1152 747					1922	Deutsche WerftA.G. Hamburg	Kohlen-Import u. PoseidonSchiffahrt A.G.	234·5 P30'B54'F22'	36·8	17·9	Königsbrg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft AllgemeineElec.GesBerlin		G
24334 DGXO	**Elbing I** (*ex*Fintel-33,*ex*Fritz Reichel,*ex*Elbing I) 1*Dk*	466 400 251					1893	F.Schichau Elbing	A.Zedler	164·4 B38'F10'	27·7	11·9	Elbing German *WB*	T.3Cy.12½",20½"&31½"-19¾" 44NHP F.Schichau,Elbing		G
24335 DAHN	**Elbing III** 1*Dk*	315 253 186					1898	F.Schichau Elbing	A.Zedler	144·8 Q37'B30' len08	22·2	9·7	Elbing German *WB*	T.3Cy.10⅗,"16½"&24"-11⅗" 20NHP F.Schichau,Elbing		G
24336 DAHO	**Elbing IV** 1*Dk*	314 254 185					1899	F.Schichau Danzig	A.Zedler	144·8 Q34'B30' len07	22·4	9·7	Elbing German *WB*	T.3Cy.10⅗",16½"&24"-11⅘" 20NHP F.Schichau,Elbing		G
24337 UOJS	**Elborus** 1*Dk*	970 816 546					1898	Howaldts- werke Kiel	Sovtorgflot	220·7 Q18'B42'F30'	35·0	12·7	Odessa Russian *WB*	T.3Cy.17⅛",27⅝"&43½"-25" 94NHP Howaldtswerke,Kiel		
24338 EAED	**Elcano** (*ex*WarMaster) *ss*Bbo.No.3-12,30 *ss*Bcl.No.1-34 D.F. 1*Dk*(*Stl*)	5199 4752 3099	✠100A1 11,35~~11,34~~~~10,35~~ BS10,35 *Carrying oil* *Fitted for oil*	Bcl Cdz ✠LMC11,34 *fuel in* *fuel*7,	*y* *bul* 18	CL 1,34 *k F.P.* *F.P. a*	1918 7mo *above* *bove* 1	Vickers,Ld Barrow A&CP 150° F. 50° F.	Cia.Arrendataria delMonopolio de PetroleosS.A. *M* *CellDB*	400·0 P49'B113'F39' *iddle line Bulkhead* 345'1123*t FPT*121*t*	52·4	28·5 FK	S.Sebast'n Spanish 12*BH* *not oil-tight* *APT*180*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux Gréement &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à paré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où il se trouve dans le L.R. Durée. Cert. Inf. Trade.
24339 217994 KEVG	**Eldena** Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6900 6884 5321					1919	Skinner&EddyCorpn. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6	54·2	27·1	Seattle Utd.States	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24340 140314 GVVZ	**Elderol** ssPly.No.3–12,29 ssLon.No.1–34 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1170 854 497	✠100A1 withfreeboard 12,35 ~~9,34~~ ✠LMC9,34 BS12,35 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 6,17	Lon Pts	n	CL ~~6,32~~ 11,35	1917 6mo	Swan,Hunter&Wigham Richardson,Ld Newcastle Lloyd's A&CP	TheAdmiralty	210·0 P44'F40' FK Cell DBuE&B39' 62t DTf30' 240t FPT 30tAPT28t	34·8	16·6	London British 12BHptCem	T.3Cy.13½",22"&36"–30" (s) 180lb 135NHP 2SB,4cf,HS2316 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 " 6 s1 " 6½ 15 " 0½	
24341 160394 GSLT	**Eldonpark** ssRot.No.1–33 D.F. 2Dks(Stl)	5184 4938 3299	✠100A1 ~~5,35~~ ~~11,34~~ 1,36 BS~~11,34~~ 1,36 ✠LMC6,33	Shl ~~Ams~~	z	CL 11,34	1928 6mo	Scotts'S.B.&E.Co.Ld. Greenock Lloyd's A&CP	DenholmLine SteamersLd. (J.&J.Denholm, Ld. Mgrs.)	407·3 P36'B115'F43' FK Cell DB356'1089t DTa35'1021t APT45t Intermediate 'tween dk BH in after hold dispensed with	53·3	28·5	Greenock British Cem 5BHto U dk 1 „ „ 2nd „	T.3Cy.26",43"&73"–48" (r) 200lb 534NHP 3SB,9cf,GS165,HS7758 FD Scotts'S.B.&E.Co.Ld.Grk.	31 " 0 s6 " 1¾ 25 " 0½	
24342 216615 KMOI	**Eldorado** Fitted for oil fuel Mchy.Aft 2Dks	2180 — 1289					1918	LngBeach S.B.Co. LongBeach, Cal.	WesternTransprt Co.Inc. (Swayne&Hoyt Ld. Mgrs.)	245·6	42·0	24·1	S.Frncisco Utd.States	T.3Cy.19",35"&46"–26" 108NHP Emade06refitted18 Watt&Hinds,NewYork		
24343 LCIR	**Eldrid** 1Dk	1712 1513 998					1915	Nylands Værksted Oslo	D/S A/S Eldrid (Bachke&Co.)	265·1 P22'B65'F29'	40·2	18·6	Trondheim Norwegian WB	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
24344 219435 KOTL	**Eleanor Christenson** (exVinita) Fitted for oil fuel 2Dks	5411 — 3386					1919	Long BeachS.B.Co. LongBeach, Cal.	ChristensonS.S.Co. Inc.	410·5 P60'B114'F47'	54·3	27·2	S.Frncisco Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
24344* DOHA	**Electra** (exDouro,exElla) Sub.Sig. Mchy.Aft 1Dk	654 — 349					1919	Werft Nobiskrug Rendsburg	Dampfsch.Ges. "Neptun"	175·6	30·7	12·5	Bremen German WB	T.3Cy.13½",20$\frac{9}{16}$"&32$\frac{7}{16}$"–22" Steen& 50NHP Kauffman,Elmshorn		G
24345	**Elemka** WoodAuxTwinSc5MstSr (exCapNord–35) PetrolMotor Mchy.Aft SSBrs.24 1Dk2trB (SeeSailingShipRegisterSupplement)	1471 1280 1178	✠ 2,29 ✠	Cpn	q		1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	LigaMorska i Kolonjalna	242·8 P28'F32'	44·4	18·7	Gdynia Polish	Petrol Motors 8Cy. NE DB18 ScandiaA.B.Sweden		
24346 3855 PJAS	**Elena** TwinSc ssCco.No.1–33 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2609 1728 1147	✠100A1 3,36 ~~2,35~~ BS3,36 ~~BS2,35~~ ✠LMC3,33 Carrying Petroleum in bulk F.P. above 150°F. Fitted for oil fuel 11,28	Cco	t	CL 2,35	1928 11mo	HowaldtswerkeA.G. Kiel Lloyd's A&CP	Curaçaosche Scheepvaart Maats.	305·5 P87'Trunk189'F29' FK FPT	50·3	15·1	Willmstad Dutch 9BHptCem 135tAPT80t	T.6Cy.12$\frac{13}{16}$",20½"&34$\frac{1}{16}$"–24$\frac{7}{16}$" 180lb (s) 238NHP 2SB,4cf,GS ,HS4168 FD Howaldtswerke,A.G.Kiel	15 " 0 s1 " 6½ 13 " 7	
24347 229 SVML	**Elengo A. Kydoniefs** (exRavenshoe–34, exMarnetown, exKepwickhall) ssShl.No.3–3,29 ssCff.No.1–34 1Dk(Stl) &Shelter dk(Stl)	4129 3827 2564	✠100A1 Shelter dk withfreeboard 11,35 ~~8,34~~ BS10,35 ✠LMC8,34	Cff	x	CL ~~12,32~~ 11,35	1916 12mo	Irvine'sSB&D.D.Co.Ld. WHartlepool Lloyd's A&CP	P.A.Kydoniefs	380·0 FK CellDB333' 964t FPT104t APT76t	51·4	23·7	Andros Greek 6BHCem	T.3Cy.26",42"&70"–48" (s) 180lb 405NHP 3SB,9cf,GS167,HS6733 Richardsons,Westgarth&Co.Ld.Hpl.	26 " 3 s2 " 6¾ 23 " 11½	
24348 SVBL	**Eleni** (exPolamhall,exRhodeIsland) 2Dks	5655 5292 3530					1918	Napier&Miller,Ld. Glasgow	A.Th.Callinicos	420·7 P48'B129'F46'	54·2	29·0	Ithaca Greek WB	T.3Cy.26½",44"&73"–51" 381NHP J.Brown&Co.Ld.Clydebnk		C
24349 SVDO	— (exMonastir,exKythnos) 1Dk	1882 1758 1069					1901	Schiffsw.v. HenryKoch Lübeck	D.M.Los	281·0 P&B231'F36'	40·4	18·1	Chios Greek WB	T.3Cy.21",35½"&55"–35½" 180NHP J.F.Ahrens,Ottensen		G
24350	— Ⓟ (exTschernomore) ssOda.No.2–11 1Dk(Stl)&Spar dk&Web frames	1426 1325 863	✠ 12,13 ✠	Oda	q		1903 4mo	Soc.Anon. Jhn.Cockerill Hoboken	G.M.Embiricos	245·3 P49'B59'F44' 19·9 FK CellDBa67' uE&B98'f42'246t	33·1	13·8	Piræus Greek 5BHCem	T.3Cy.22$\frac{7}{16}$",35$\frac{13}{16}$"&57½"–43$\frac{5}{16}$" 300NHP 2SB,6cf,GS122,HS4576 SocAn.J.Cockerill,Seraing	23 " 0	G †
24351	— TwinSc (exQuillebeuf–34,exVerrier) Mchy.Aft 1Dk	1138 — 564					1920	Ch.&Atel. Aug.Normnd Havre	InterLevantS.S. Co.Ld.	219·4	34·2	12·3	British WB	T6Cy.12⅜",19$\frac{7}{16}$"&31½"–16½" 80NHP Ch.&Atel.Aug.Normand		V
24352	— (exKyril–34, exDevonia) ssCpl.No.2–12 1Dk	509 349 179	✠ 3,16 ✠	Cpl	h		1903 2mo	Grandes Chaud.d'Anvers,Hobokn	T.S.Loverdos	172·5 P21'B70'F26' FK DTf3'25t FPT	27·7	10·3	Piræus Greek 5BHAsp 22tAPT35t	T.3Cy.16",26½"&43"–30" 123NHP 2SB,4cf,GS74,HS2174 SocAnon Mt.d'AnversAnt	10 " 10	V †
24353 SVAT	**Eleni Nicolaou** (exDiadem–34) ssNwc.No.3–12,32 1Dk(Stl)&Shelter dk(Stl)	4528 4186 2731	✠100A1 Shelter dk withfreeboard 9,35 ~~10,34~~ ✠LMC MS6,33 BS~~1,34~~ 5,35	Bry Rot	y	CL ~~9,34~~ 9,35	1920 9mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd's A&CP	N.G.Nicolaou	390·0 FK Collision BHtoShdk CellDB336'1187t FPT81t APT114t	54·0	24·6	Piræus Greek Cem 5 „ „ U „	T.3Cy.26",43"&71"–48" (r) 180lb 450NHP 3SB,9cf,GS186,HS7917 Blair&Co.Ld.Stockton	27 " 0 s2 " 9½ 24 " 5½	
24354 SVPE	**Eleni T.** (exPlateai–32) ssPir.2ndNo.3–10,24 ssPir.No.1–28 1Dk(Stl)&Spar dk(Irn)&deep framing	3039 2930 1956	✠ ... 11,33 ✠	Pir			1897 10mo	Russell&Co. Pt.Glasgow	L.Teryazos	324·6 P22'B68'F32' 22·6 FK CellDBa94'uE&B40'f144'	48·0	15·6	Piræus Greek 5BHCem 335tAPT41t	T.3Cy.25$\frac{7}{16}$",41"&66"–42" NDB13 294NHP 2SB,6rf,GS130.HS4600 J.G.Kincaid&Co Greenock	25 " 0	
24355 129562 GCSK	**Elephanta** Ⓟ TwinSc ~~ssCal.No.3–10,27~~ ssCal 2ndNo.3–4,35 ~~ssCal.No.1–31~~ D.F. 2Dks(UStl–ws)&Shade dk (Stl teaks)	5292 3717 2695	✠100A1 Shade dk ~~4,35~~ ~~3,34~~ 4,36 ~~BS10,33~~ ✠LMC~~9,34~~ 4,35 BS4,36	Cal	z	CL ~~3,34~~ ~~10,32~~ 4,35	1911 5mo	Barclay, Curle&Co.Ld Glasgow Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa85'uE &B100' f151'748t	400·4 BonShade dk166' FK FPT39t APT31t	52·5	25·5	Glasgow British 7BHCem (5 to U dk 2 „ 2nd „)	T.6Cy.23½",39½"&67"–48"(s) 215lb 100lb 1086NHP 2DB&2SB,24cf,GS419, FD HS16851 Barclay,Curle&Co Ld.Gls.	28 " 0 s4 " 5½ 24 " 0½	
24356 99324 MKXM	**Eleth** (exBlack Rock) Steel&Iron3Mst ssAml.3rdNo.3–10,27 ssAml.No.~~1–32~~ 2–35 Well deck Mchy.Aft 1Dk(Irn) Stl plating&Irn framing	368 270 140	✠100A1 ~~8,30~~ ~~8,33~~ 2,36 ✠NB1,29 ✠LMC MS~~5,31~~ 2,36 BS~~9,33~~ 8,35	Aml	f	CL ~~11,32~~ 6,35	1891 10mo	R.Williamson&Son Workington	W.Thomas&Sons	152·3 Q84'B10'F20' BK7"	23·6	8·7	Liverpool British 3BHCem DBf80'100t	C.2Cy.18"&36"–24" (s) 100lb 71RHP 1SB,2cf,GS39,HS1400 Dunsmuir&Jackson,Gls.	11 " 3 s2 " 9 11 " 3	
24357	**Elettra** (exSonderburg, exAgdestein) TwinSc OilEng. Mchy.Aft 1Dk	482 364 350					1920	KalundborgSkibsv. Kalundborg	FelixMicheli y Cia.	146·6 P56tF13t	30·1	10·9	Bns.Ayres Argentine WB	Oil Engines 4S.C.SA 8Cy.12⅜"–12" 117NHP Frederikshvn.Jerns.&Msk.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
24358 145498 GDQZ	**Eleveen** Now "Gordonia," see No. 38271 in Supplement *ss*Bly.No.2-31 *Arch deck* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	1687 1508 969	✠100A1 1,34 MS1,31	Bly LMC BS1,34	*p*	CL 10,33	1922 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	SwanstonS.S.Co. Ld.(W.Swanston& Sons,*Mgrs.*)	245·3 P18'F21' FK *CellDB*210'446*tFPT*	37·3	22·3	Newcastle British 4*BHCem* 42*tAPT*47*t*	T.3Cy.19",31"&51½"-33" (*s*) 180lb 179NHP 2SB,6*cf*,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 ″ 3 s 6 ″ 0¾ 18 ″ 4	
24359 LDRQ	**Elfi** (*ex*Glynarthen,*ex*Kildress) *ss*Osl.No.3-7,31 1*Dk*(*Stl*) *Cargo battens not fitted*	812 677 386	✠100A1 4,35 ~~3,34~~ MS7,31	Osl Mdb ✠LMC BS~~3,34~~6,35	*l*	CL 1,34	1918 11mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	K.Salvesen	211·8 B44'F27' len20 FK *CellDBuE*26'20*t*	30·5	15·2	Kragerö Norwegian 4*BHCem* *DTf*42'100*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb NDB20 *100lb* 132NHP 1SB,3*cf*,GS51,HS1825 FD MacColl&Pollock,Ld.Sld.	16 ″ 5 s 1 ″10 14 ″ 7½	
24360 DGRP	**Elfriede Charlotte Becker** 3Mst (*ex*Charlotte,*ex*Leckwith, *ex*MariaPeulen) 1*Dk* *Mchy.Aft*	754 551 378					1921	NV Schps. v/hA.Baars &Zonen Sliedrecht	Johs.Thode	186·6 Q109'B11'F21'	28·2	12·3	Altona German *WB*	T.3Cy.15",25"&40"-24" 78NHP N.V.Mchfbk.deBiesbosch Dordrecht		G
24361 147708 MLYX	**Elfstone** *ss*Shl.No.2-33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1371 1032 791	✠100A1 2,36 ~~12,34~~ BS~~12,34~~2,36	Nwc LMC6,35	*o*	CL 10,33	1924 8mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CreteShippingCo. Ld.(Stelp& Leighton,Ld. *Mgrs.*)	235·1 Q145'F25' FK *CellDB*198' 380*t FPT*	36·1	15·3	London British 4*BHptCem* 102*tAPT*82*t*	T.3Cy.15$\frac{5}{16}$",25"&40"-27" 180lb (*s*) 120NHP NE&B19*refitted*24 2SB,4*cf*,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn.	17 ″ 6 s 5 ″ 3¼ 16 ″ 4½	
24362 LCKU	**Elg** *OilEng.* *CruiserStern* 1*Dk*	4014 3587 2350					1930	Götaver- kenA/B Gothenburg	Dampskibsslsk. "Björn"(Thorvald Hansen,*Mgr.*)	357·4 P77*t*H207*t*F29*t*	51·2	23·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 354NHP GotaverkenA/B,Got.		N
24363 145518 CYLB	**Elgin** (*ex*Glengeldie) *Mchy.Aft* 1*Dk*	1906 1577 1123					1923	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy16",26½"&44"-33" 111NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
24364 6039 SJDA	**Elgö** (*ex*Bolheim,*ex*Elsa) *ss*Got.No.3-5,27 *ss*Lkr.No.2-35 ~~*ss*Mmo.No.1-31~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	*1888* *1631* *1058*	✠100A1 ~~5,36~~ ~~9,34~~5,36~~Lkr~~ ~~BS6,34~~	Mmo 5,35 ✠LMC~~4,31~~ ~~MS5,35~~	*r*	OG ~~8,34~~ 5,35	1918 10mo	Lindhol- mensV.A. Gothenburg A&CP	RederiA/B Rex (K.M.Källström, *Mgr.*)	262·0 P24'B64'F28' FK *CellDB*224'471*t*	42·7	18·1	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"-36" (*s*) 185lb 210NHP 2SB,6*cf*,GS102,HS3370 LindholmensV.A.Got.	20 ″ 6 s 2 ″ 8¼ 18 ″ 0	
24365 LCGO	**Eli** *OilEng.* 2*Dks*	4332 3935 2629					1931	Eriksbergs M.V.Aktieb. Gothenburg	JörgensensRederi A/S(J.C.Jörgen- sen,*Mgr.*)	380·8 P101*t*H265*t*F30*t*	54·2	24·5	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 474NHP EriksbergM.V.Aktieb.Got		N
24366	**Eliane L. D.** (*ex*Merkator) Now "Lu Hsing," see No. 33903 in Supplement *Fitted for oil fuel* 1*Dk*	4147 3567 2888					1925	Nüscke& Co A.G. Stettin	ChungHsingCoal MiningCo.Ld. (YoungWong*Mgr*)	346·4 P26'B118'F48'	50·9	24·6	Shanghai Chinese *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"- 39⅜" 162NHP A.Borsig,Berlin		V
24367	**Elias** (*ex*Zetta, WoodAux3Mst *ex*JamesG.Joy) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	370 333 148					1918	N'vaScotia SB&Tr'nsptn Co.Ld. Liverp'l.N.S.	S.Kaltsos (G.H.Kokotos, *Mgr.*)	136·4	33·0	12·5	Piræus Greek	Oil Engines 2S.C.SA 4Cy.10½"-12½" 78NHP Fairbanks-MorseCo.Ld. ThreeRivers,Mich.		
24368 223087 KJIZ	**Elias F. Wilcox** Wood 1*Dk*	329 — 164					1923	R.Palmer& Son Noank,Conn.	WilcoxCo.	139·1	24·0	11·6	N.Lndn.Cn Utd.States			
24369 118502 MCFQ	**Elidir** *ss*Bng.2ndNo.3-5,28 *Well deck* *ss*Bng.No.1-32 *Mchy.Aft* 1*Dk*(*Irn*)	398 300 152	✠100A1 1,35 BS3,36 MS9,32	Bng ✠LMC ~~BS1,35~~	*g*	1,35	1903 10mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	W.W.Vivian& F.H.Mills(O.T. Williams,*Mgr.*) *WB*=*Cell*	151·6 Q55'B13'F23' BK7½" *DBf*77'99*tFPT*43*t*	25·1	9·9	Carnarvon British 3*BHCem* *APT*8*t*	T.3Cy.14½",22½"&37"-27" 170lb (*r*) 91RHP 1SB,3*cf*,GS50,HS1640 Ross&Duncan,Glasgow	12 ″ 6 s ″10 12 ″ 4	
24370 OXLB	**Elie** *ss*Cpn.No.3-6,34 1*Dk*(*Stl*)	1873 1674 1112	✠100A1 5,35 BS7,35	Mmo ✠LMC6,34	*r*	OG 5,35	1921 4mo *Lloyd*	Antwerp Eng.Co.Ld Hoboken '*sA&CP*	A/S Dampskslsk. Dania(Chr. Andresen,*Mgr.*)	279·0 P22'B60'F30' FK *CellDB*238'555*t FPT*	40·2	18·2	Esbjerg Danish 4*BHCem* 46*tAPT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 9	
24371 FOYV	**Elima** (*ex*Ingeborg,*ex*Progress) D.F. 2*Dks*	5264 4881 3941					1920	Schiffsw.v. H.KochA.G. Lübeck	Cie.Fluviale et Marit.de l'Ouest Africain(L.Cor- blet&Cie,*Mgrs.*)	386·7 Q191'F45'	52·6	29·9	Havre French *WB*	T.3Cy.27½";43⅓"&67"-47⅓" Ottensener 309NHP Mch.G.m.b.H.Altona		V
24372 DOMZ	**Elin** 1*Dk*2*trB*	596 463 348					1903	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·7 Q52'B43'F22'	27·2	11·9	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝" 51NHP A.G."Weser,"Bremen		G
24373 OXDX	— WoodAux3MstSr (*ex*Fortuna-33,*ex*Else-33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	310 296 256					1919	N.A.Niel- sen Thurö	RederiA/S Elin (A.E.Sörensen)	120·5	28·2	13·7	Svendborg Danish	Oil Engines *Emade&fitted*33 A/S Völund,Cpn.		V
24374 4904 SDWM	**Elinsborg** (*ex*Hamburg,*ex*Gösta) *Mchy.Aft* 1*Dk*	*310* *257* *193*					1908	Eriksbergs M.V.Aktieb. Gothenburg	C.W.Emanuelsson	126·2 P28'H18*t*F15'	22·4	11·4	NyaVarvet Swedish *WB*	C.2Cy.10"&22½"-15" 16NHP EriksbergM.V.Aktieb.Got		N
24375 EELT	**Elisa La Roda Ferrer** Wood Aux3MstSr *OilEng.* Now "Cala Engossauba," see No. 37529 in Supplement 1*Dk* (*See Sailing Ship Register*)	426 356 305					1920	Romani& Miquel Valencia	Romani&Miquel	141·7 P38'F28'	30·1	14·1	Valencia Spanish	Oil Engines 4Cy.14"-16" 30NHP CampbellGasEng.Co.Hfx.		
24376 OYCG	**Elisabeth** 1*Dk*	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	224·3 P14'B59'F29'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",24¾"&38⅝"-25½" 75NHP F.Schichau,Elbing		G
24377 DHZS	— (*ex*Werra-35) 1*Dk*	663 497 363					1920	Howaldts- Werke Kiel	R.J.Rühr(Aug. BoltenWm.Millers Nachf.*Mgr.*)	176·8 P16'Q38'B46'F23'	29·4	13·4	Hamburg German *WB*	T.3Cy.14⅜",23¼"&33$\frac{3}{16}$"- 19$\frac{11}{16}$" 65NHP Howaldtswerke,Kiel		G
24378 ESFV	— WoodAux3MstSr (*ex*Elizabete,*ex*Greif) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	301 272 224					1921	F.Dawartz Tönning	V.Oit	126·8 P13'H20'	25·5	13·8	Tallinn Estonian	Oil Engines 2S.C.SA 2Cy.16"-19$\frac{7}{16}$" 57NHP Möller&Bindseil,Marne		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24379 OXLC	**Elisabeth Mærsk** *ss*Abg.No.2–33 1*Dk*(*Stl*)	1892 1683 1116	✠100A1 10,35 ~~12,34~~ ✠LMC MS11,35 BS~~7,34~~ 8,35	Els Cpn	*r*	CL 11,33	1925 5mo *Lloyd*	F.Schichau Danzig '*sA&CP*	D/S A/S af 1912 (A.P.Müller, Copenhagen, *Mgr*) *Cell*	280·8 P27'B74'F32' FK *DB*240'541*t FPT*	40·2	18·8	Kalundbrg Danish 4*BH Cem* 38*t APT*79*t*	T.3Cy.20½",$32\frac{7}{16}$"&53½"– $37\frac{1}{16}$" &L.P.Turbine with reduction gear&chain drive 200lb (*s*) 245NHP 2SB,4*cf*,GS78,HS3014 FD F.Schichau,Elbing	21 ″ 4 s 2 ″ 9 18 ″ 8¾	
24380 OSBA	**Elisabeth van Belgie** (*ex*Elisabeth von Belgien) *ss*Ant.2ndNo.3–9,34 D.F. 2*Dks*(*Stl*)&*deep framing* *lower dk in Nos.*1&3*holds*	*4241* *3933* *2607*	✠100A1 10,35 ~~2,33~~ ✠LMC MS~~2,30~~ BS~~7,31~~ 3,35 10,35	Ant	*y*	CL 9,34	1909 1mo *Lloyd*	Flensburgr Schiffsb. Ges. Flensburg '*sA&CP*	Cie.Royale Belgo- Argentine (Armement Deppe, *Mgrs.*)	387·0 P&B312'F50' *WB=Cell* FK *DBa*122'*uE&B*41'	51·0	25·2	Antwerp Belgian 7*BH Asp* *f*175'1040*t*	T.3Cy.27¾",46¼"&76"–48" 180lb (*s*) 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9 s 3 ″ 3½ 24 ″ 8¼	
24381 OPEA	**Elisabethville** Twin Sc *ss*Ant.No.3–12,33 *Ref.Mchy.* 2*Dks*(*Stl*–*Uws*)& D.F. *Shelter dk*(*Stl*–teak s)	*8351* *6427* *4869*	✠100A1 *Shelter dk* *with freeboard* 1,35 ~~1,33~~ ✠LMC12,33 Lloyd'sRMC~~10,34~~ ~~9,35~~ 4,36 BS9,35	Ant	*c*†	CL 11,33	1921 11mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	Cie.Maritime Belge(Lloyd Royal)SA(Agence MaritimeInter- nationale,*Mgrs.*) *Cell DB*377'1312*t* *Tanks at sides of*	439·1 P55'F89'*on Shelter dk* FK *tunnel*78*t FPT*90*t*	57·0	34·1	Antwerp Belgian *Cem* 7*BH to Sh dk* *APT*45*t*	Q.8Cy.23",23",47"&67"–48" 215lb (*s*) 964NHP 6SB,18*cf*,GS345,HS14100 FD Soc.An.J Cockerill,Seraing	37 ″ 0 s 10 ″ 9 26 ″ 9	
24382 SVDR	**Elisavet** (*ex*Elisabeth) *ss*Pir.No.3-4,35 ~~*ss*Pir.No.2-30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3553 3263 2159	✠100A1 *Shelter dk* *with freeboard* 3,36 ~~9,34~~ ✠LMC BS~~2,34~~1,35 MS8,34	Pir Bry	*w*	CL ~~8,34~~ 3,36	1922 9mo	NV Burger- houtsM.&S. Rotterdam CP	~~MazarakiBros.~~ A&C.Mazaraki *Cell DB*308'978*t*	360·3 FK *Collisio* *FPT*63*t APT*73*t*	50·3	22·0	Argostoli Greek *Asp* *n BH to Sh dk* 5 „ „ *U* „	T.3Cy.$25\frac{5}{16}$",$41\frac{5}{16}$"&66½"– 45¼" (*s*) 180lb 345NHP 3SB,9*cf*,GS150,HS5565 NV BurgerhoutsM&S.Rot.	24 ″ 6 s 2 ″ 1½ 22 ″ 7	
24383 LDRT	**Elise** *ss*Fal.No.1–35 *Oil Eng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Cruiser Stern* *Longitudinal framing*	7910 7269 4719	✠100A1 ~~7,35~~ ~~9,34~~ 3,36 DBS7,35 ~~✠LMC~~ *Carrying Petroleum in bulk* ✠LMC CS7,35 7,35	Rot Fal	*c*†	CL N4,34	1931 4mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	Bechs Rederi A/S (AlexanderBech, *Mgr.*) *Cell D Bu E*59'214*t*	461·0 P108'B29'F40' FK *DTf*38'387*t FPT s*2	59·8	33·9	Tvedstrnd Norwegian 17*BH pt Cem* (11 „ *to Udk* 6 „ „ 2*nd* „) 16*t APT*179*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 2DB150lb 776NHP Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 ″ 7 s 7 ″ 10 25 ″ 11½	
24384 DGBE	**Elise Schulte** (*ex*Rounton Grange–34) 1*Dk*	4613 4239 2853					1913	Nthmblnd S.B.Co.Ld. Newcastle	"Atlas" Reed.A.G.	384·1 P35'B119'F37'	52·2	27·0	Emden German *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
24385 220667 KDGQ	**Elisha Walker** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	7007 6470 4346			...		1920	SunS.B. Co. Chester,Pa.	~~Pan-American Foreign Corp.~~ StandardOilCo. ofNewJersey.	429·3 P133'B36'F40' FK	59·2	33·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
24386 125 YLBT	**Elizabete** (*ex*Kurzeme–34,*ex*Valka, *ex*Kiowa) *ss*Rot.No.3–4,29 *ss*Lie No.1–33 1*Dk*(*Stl*)	2039 1678 1265	✠100A1 10,33 ✠LMC MS8,33 BS~~6,34~~6,35	Lie	*r*	CL 8,33	1917 7mo	American S.B.Co. Cleveland,O. A&CP	Mrs.E.Katkevics (A.Katkevics, *Mgr.*) *Cell D*	251·0 P27'B64'F26' FK *B*222' 478*t FPT*67*t*	44·0	20·0	Riga Latvian 4*BH Cem* *APT*77*t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Clevelnd	20 ″ 2 s 2 ″ 7½ 17 ″ 8½	
24387 Wrecked 11,35 KORC	**Elizabeth** (*ex*Macomet) *ss*N.Yk.No.3–12,33 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	3483 2817 2112	~~100A1~~ 5,35 ~~2,34~~ ~~BS12,34~~ ~~✠LMC~~ *Fitted for oil fuel* 12,19 *F.P. above* 150°F.	NYk Bal	*u*	CL 12,33	1919	Bethlehem S.B.Corp.Ld. Wlmngtn Del	~~A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.)~~ *Cell DB*	328·0 P26'B98'F37' FK *a*232' 666*t FPT*78*t*	46·2	22·9	New York Utd. States 7*BH pt Cem* *APT*282*t*	T.3Cy.22",37½"&60"–42" (*s*) 190lb 292NHP 2SB,6*cf*,GS144,HS4933 BethlehemS.B.Corp.Ld.	25 ″ 6	
24388 200554 KJJA	— Ⓟ Wood *Mchy.Aft* 1*Dk*	415 — 280					1903	W.F.Stone SanFrancisco	Hobbs,Wall&Co.	142·0	35·8	9·9	S.Frncisco Utd.States	C.2Cy.12½"&27"–24" 30NHP FultonIronWorksS.Frsco.		
24389 219899 KUPK	**Elizabeth Kellogg** (*ex*Darden) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	5189 4521 3156			...		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9 P99'B34'F44' FK	51·0	28·5	New York Utd.States *WB*	T.3Cy.24½",$41\frac{13}{16}$"&72"–48" 550NHP Hooven,Owens,Rentsch- lerCo.Hamilton,O	30 ″ 2	R †
24390 121341 GQKY	**Elizabeth Moller** (*ex*Torbeath, *ex*Strathfillan) 1*Dk*&*Spar dk*&*deep framing*	4353 4063 2816			...		1906	W.Hamil- ton&Co.Ld. PortGlasgow	~~N.E.A.Moller (Moller&Co. Mgrs.)~~ MollerLine,Ld.	369·8 P25'B92'F40' 25·5 FK	52·2	17·5	Shanghai British *WB*	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Gls.	28 ″ 0	
24391 219183 KJJB	**Elizabeth River** (*ex*LakeFelden) *Fitted for oil fuel* 1*Dk*2*tr B*	2592 2243 1613			...		1919	American S.B.Co. Lorain,O.	Philadelphia& NorfolkS.S.Co.Inc.	251·0 P25'B64'F23' FK	43·6	26·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
24392 Dismantled KJJC	**Elkhorn** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6321 5872 4723					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates Shipping Board Bureau~~ The Texas Co,	402·6 P34'F43'	54·8	32·1	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentsch- lerCo.Hamilton,O.		R
24393 161282 ~~MPLY~~	**Elkhound** *ss*Gmh.No.3–9,34 *Mchy.Aft* 1*Dk* *Rudder electrically welded*	729 478 301	✠100A1 ~~3,33~~ ~~11,34~~ 3,36 ✠LMC9,34 ✠NE&B9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,34 *F.P. above* 150°F.	St.J Hfx	*j*	CL ~~11,34~~ ~~8,35~~ 3,36	1929 10mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	IrvingSteamships Ld. *DTf*11'4	180·5 P62'F18' *Trunk in* *well* 100' len34 FK 8*t FPT*46*t APT*40*t*	31·6	10·2	StJohnNB British 10*BH pt Cem* *pt Asp*	T.3Cy.14",23"&38"–24" (*s*) 180lb 83RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank	11 ″ 0 s ″ 8½ 10 ″ 5½	
24394 7536 SELN	**Ella** (*ex*Norburn) 1*Dk*	*2028* *1861* *1171*					1908	Craig,Tay- lor&Co.Ld Stockton	RederiA/B Majvi- ken(C.A.Berglund, *Mgr.*)	281·0 P26'B68'F29'	43·8	18·4	Gothenbrg Swedish *WB*	T.3Cy.22",35"&58"–39" E*made*91*refitted*08 210NHP Cen.Mar.Eng.Wks.W.Hpl		C
24395 7348 SDXE	— (*ex*Querida) *ss*Hbg.2ndNo.3–5,34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1175* *1042* *690*	✠100A1 2,36 ~~5,34~~ ✠LMC5,34 BS6,35	Hbg	*o*	CL ~~5,34~~ 2,36	1909 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	S.Banck *Cell D*	230·0 P16'B60'F27' FK *Ba*70'*uE&B*	36·5	16·0	Helsingbrg Swedish 4*BH Cem* 32'*f*94'400*t FPT*45*t APT*40*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc	18 ″ 2 s 2 ″ 4 16 ″ 0	
24396 OYCI	— 1*Dk*	381 272 214					1890	Helsingör Skibsbygri Elsinore	DetForenede DampskibsSelsk.	149·1 Q57*t*B22*t*F14'	24·1	10·9	Copnhagn Danish *WB*	C.2Cy.19"&35"–21" 47NHP HelsingörsMaskinbyggeri		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24397 DGWJ	**Ella Halm** TwinSc 1*Dk*	984 709 544					1929	N.V.Mch. &Scheepswrf. vanP.SmitZn Rotterdam	KölnerReederei A.G.(Edm.Halm& Co.*Mgrs.*)	216·1|33·2|12·4 Q78'B50'F25'	Cologne German *WB*	T.6Cy.11⅜",17⅜"&28⅜"-16⅞" 66NHP N.V.Mch.&Scheepswerf vanP.Smit,Zn.Rot.		G
24398 145491 VJCT	**Ellaroo** (*ex*AslaugHaaland) *ss*Mel.No.3-6,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4655 3605 2846	✠100A1 7,35 ~~8,34~~ BS~~8,34~~ 7,35 *Fitted for oil*	Mel NSW ✠LMC6,33 *fuel* 1,21	*x*	CL 8,34 *F.P. a*	1921 4mo *Lloyd* *bove* 1	JLThomp- son&Sons,Ld. Sunderland '*sA&CP* 50° F.	MelbourneS.S.Co. Ld. *CellD*	364·5|52·8|24·3 P28'Q118'B68'F29' FK *B* 307'852*t FPT*70*t*	Melbourne British 6*BHptCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8 ~~s 4 ″ 0~~ ~~23 ″ 1~~ s3″10¼ 23 ″ 1	
24399 LDSY	**Ellavore** 1*Dk*	1302 1134 740					1925	Stavanger Stöberi&Dok Stavanger	A/S Vore(Gunstein Stray&Sönn, *Mgrs.*)	243·0|37·3|16·0 P52*t*H64*t*	Farsund Norwegian	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok		N
24400 3054 SDXI	**Ellen** (*ex*Hathersage) Iron *ss*Osc.4thNo.3-6,29 *ss*Got.No.1-32 1*Dk*(*Irn*)2*trB* *Well deck* *Cargo battens not fitted*	*1598* *1267* *965*	✠100A1 5,35 ~~4,34~~ MS4,34	Osc Gms ✠LMC BS4,35	*q*	OG ~~10,32~~ 6,35	1878 12mo	W.Gray& Co. WHartlepool A&CP	V.H.Andersson	258·0|34·8|19·3 Q100'B61'F27' ptND04 BK9" *WB*=*DBa*	Oscrshmn Swedish 4*BHCem* 84'*f*90'330*t*	C.2Cy.30"&61"-33" 75lb NDB02 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	20 ″ 7 s 1 ″ 10 19 ″ 7	
24401 OYCJ	— *ss*Cpn.2ndNo.3-7,29 *ss*Svb.No.1-33 1*Dk*(*ptIrn&ptStl*)&*deepframing*	786 677 443	✠100A1 7,35 ~~5,34~~ BS~~10,34~~ 12,35	Abg Els ✠LMC5,33	*l*	OG 5,33	1907 12mo *Lloyd*	Kjöbnhvns Flydk.&Skbs Copenhagen '*sA&CP*	D/S A/S'Progress' (M.Nielsen&Sön, *Mgrs.*) *WB*=*CellDBa*&	211·2|30·7|13·1 P22'B59'F21' FK *uE*68'*f*88'237*tFPT*	Copnhagn Danish 4*BHCem* 39*tAPT*26*t*	T.3Cy.14",23"&37"-24" (*s*) 180lb 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6 s1 ″ 7½ 14 ″ 0	
24402 DHGC	— (*ex*Granitz,*ex*HansCords) 1*Dk*	557 441 260					1921	Union GiessereiA.G. Königsberg	MathiesReed,A.G.	165·6|28·7|11·9 P112'H9'F21'	Hamburg German *WB*	T.3Cy.13",20¼"&33"-22½" 52NHP UnionGiessereiA.G.		G
24403 DMAW	**Ellen Larsen** (*ex*Erik,*ex*Erik II.) *ss*Stn.2ndNo.3-4,27 *ss*Ant.No.2-35 ~~*ss*Ros.No.1-31~~ 1*Dk*(*Irn*)&*deepframing*	1938 1684 1160	✠100A1 1,36 ~~3,35~~ BS3,35	Stn Kel ✠LMC~~5,34~~ MS6,35	*r*	~~CL~~ ~~3,35~~ ~~N6,35~~ 1,36	1900 10mo	W.Gray& Co.Ld. WHartlepool A&CP	E.Larsen (Erich Ahrens,*Mgr.*) *CellDBa*	279·1|40·1|18·2 P25'B69'F29' FK 88'*u E* 20'*f*118'541*t*	Rostock German 4*BHCem* *APT* 35*t*	T.3Cy.21",33"&56"-36" (*s*) 160lb 194NHP 2SB,4*rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6	
24404 129543 GCSL	**Ellenga** Ⓟ TwinSc *ss*Cal.No.3-11,29 *ss*Cal.No.1-33 2*Dks*(*Stl*-ws)&*Shade dk* (*Stl*-teak s)	5196 3692 2558	✠100A1 *Shade dk* 9,35 ~~8,35~~ BS~~5,34~~ 9,35	Cal ✠LMC5,33	*z*	CL ~~8,35~~ P9,35 SN9,35	1911 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=*CellDBa* *f*165' 781*t*	410·0|52·4|24·7 *B on Shade dk*157' FK 77'*uE&B* 121' *FPT*37*tAPT*47*t*	Glasgow British 7*BHCem* (5*BHtoUpdk* 2 ,, ,, 2*nd* ,,)	T.6Cy.24½",41"&69"-48" (*s*) 200lb *100lb* 1078NHP 2DB&2SB,*18cf*,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3¼ 23 ″ 6	
24405	**Ellenis** Ⓟ (*ex*Molfetta) 1*Dk*2*trB*&*Shelter dk*	876 — 470					1902	Flli. Orlando Leghorn	LakonikiS.N.Co. Ld.	188·0|26·7|15·5 P35'B39'F41'	Piræus Greek *WB*	T.3Cy.16",26½"&43"-30" 101NHP Flli.Orlando,Leghorn		I
24406 219715 KUGX	**Ellenor** (*ex*MasonCity) *ss*Bal.No.3-8,34 D.F. Sub.Sig. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3483 2817 2112	100A1 ~~7,35~~ ~~3,35~~ 2,36 BS~~7,35~~ 2,36 *Fitted for oil*	NYk LMC8,34 *fuel* 4,20	*u*	CL 12,34 *F.P. a*	1920 *bove* 1	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP 50° F.	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD*	328·0|46·2|22·9 P26'B98'F37' FK *B*232' 666*t FPT*78*t*	NewYork Utd.States 7*BHptCem* *APT*282*t*	T.3Cy.22",37½"&60"-42" (*s*) 190lb 292NHP 2SB,6*cf*,GS144,HS4933 BethlehemS.B.Corp.Ld.	25 ″ 6	
24407 OYCL	**Ellensborg** 1*Dk*	1259 948 729					1919	PPhStuhrs Msk.ogSkbs. Aalborg	A/S D/SDannebrog (C.K.Hansen,*Mgr*)	238·7|36·2|13·4 P14'Q71'B94'F29'	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S"Frichs,"Aarhus		V
24408 133657 GPLD	**Ellerdale** *ss*Shl.No.3-6,25 *ss*Shl.No.2-35 D.F. 1*Dk*(*ptIrn ptStl*)	3754 3442 2348	✠100A1 ~~1,36~~ ~~2,35~~ 4,36 BS1,36	Shl Mtl ✠LMC2,35	*w*	CL N2,35	1913 10mo *Lloyd*	R.Thomp- son&Sons,Ld Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (Common Bros.Ld. *Mgrs.*) *WB*=*CellDBa*	350·0|50·1|23·4 P35'B102'F35' FK 106'*uE*25'*f*148'808*t*	London British 6*BHCem* *APT*127*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb *80lb* 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25″10 s 4 ″3¼ 21 ″ 9	
24409 557 SDXK	**Ellida** (*ex*Svea,*ex*Norra Iron Helsingland) 2*Dks*&*Shelter dk*	*608* *350* *406*					1873	Bergsunds Mek.Vrks. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	165·2|24·8|13·2 H22*t* 20·3	Stockholm Swedish	T3Cy13⅜",21¼"&35 13/16"-25 7/16" NE&B07 65NHP GöteborgMekVerkst.Got.		
24410 67 SVAP	**Ellin** *ss*Bly.No.3-4,33 1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Webframes* *Longitudinal framing*	*4577* *4035* *2780*	✠100A1 *Shelter dk* *withfreeboard* ~~9,34~~ 12,35 ~~BS5,34~~	Cff Bly BS5,35 ✠LMC4,33	*y*	CL ~~1,33~~ ~~7,35~~ 12,35	1913 3mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	S.G.Embiricos *WB*	390·0|52·0|23·9 FK =*CellDBa* 117' *uE*	Andros Greek 6*BHCem* &*B*40' *f*171'	T.3Cy.25½",42½"&72"-48" 180lb *100lb* (*s*) 386NHP 2SB,8*cf*,GS162,HS5869 J.Dickinson&Sons,Ld.Sld. 1332*tFPT*143*tAPT*320*t*	26 ″ 2 s 2 ″ 6¾ 23 ″ 9¾	
24411 70 ESAC	**Ellind** (*ex*JacobBright) *ss*Lth.2ndNo.3-8,22 *ss*Hpl.No.2-30 1*Dk*(*Irn*)2*trB*&*Webframes* *Cargo battens not fitted* Now "Kadri," see No. 38773 in Supplement	2775 2490 1691	✠100A1 *withfreeboard* 2,33 MS12,30	Shl ✠LMC BS~~4,34~~ 4,35	*t*	CL N2,33	1897 2mo	Irvine& Co. WHartlepool A&CP	Joh.Linde(E. Bergmann,*Mgr.*) *WB*=*Cell*	314·0|44·0|20·8 P31'B76'F33' FK *DBa*&*uE*130' *f*122'	Pärnu Estonian 5*BHCem* 596*tAPT*60*t*	T.3Cy.23",36½"&62"-39" (*s*) 160lb *80lb* NDB09 240NHP 2SB,6*cf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 s 3 ″ 10 19 ″ 9	
24412 SVKT	**Ellinico** (*ex*Luchana-33) *ss*Gls.2ndNo.3-11,29 1*Dk*(*Stl*)&*deepframing* *ss*Pir.No.1-35	*3059* *2861* *1975*	✠100A1 5,35 ~~9,33~~ ~~BS2,34~~	Shl Pir ✠LMC~~11,29~~ 5,35	*v*	CL 9,33	1904 10mo *Lloyd*	Grngem'th &Greenock DockyardCo. Greenock '*sA&CP*	Sardi,Andrea- daki&Stavridi (T.Papadimitriou, *Mgr.*)	331·0|48·0|22·0 P28'B96'F35' FK *CellDBa*	Piræus Greek 5*BHCem* 98'*u E&B*40'	T.3Cy.24½",40"&65"-42" (*s*) 160lb *90lb* NDB20 285NHP 2SB,6*cf*,GS97,HS4454 D.Rowan&Co.Glasgow *f*140'898*tFPT*78*tAPT*77*t*	24 ″ 4 s 3″10¾ 20 ″ 8	
24413 129577 GCSM	**Ellora** Ⓟ TwinSc *ss*Cal.No.3-8,27 D.F. *ss*Bom.No.2-35 ~~*ss*Bom.No.1-31~~ 2*Dks*(*Stl*-ws) &*Shadedk*(*Stl*-teaks)	5098 3698 2386	✠100A1 *Shade dk* ~~6,35~~ ~~10,34~~ 10,35 ~~BS6,34~~	Bom ✠LMC~~9,31~~ 3,35	*z*	CL P7,33 S 10,34	1911 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=*CellDBa*77 *f*165'781*t*	409·8|52·4|24·7 *BonShadedk*157' FK *uE&B*121' *FPT*37*tAPT*47*t*	Glasgow British 7*BHCem* (5*BHtoUdk* 2 ,, ,, 2*nd* ,,)	T.6Cy.24⅜",41"&69"-48" (*s*) 200lb *100lb* 1078NHP 2DB&2SB,*18cf*,GS369, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3¼ 23 ″ 5	
24414 142761 MJLN	**Elloughton** *ss*Hul.No.3-12,31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Now "Birker Force," see No. 37274 in Supplement	954 682 495	✠100A1 1,34 MS12,31	Sws ✠LMC BS12,31	*l*	OG 12,33	1919 1mo *Lloyd*	GooleS.B. &RepgCo.Ld Goole '*sA&CP*	W.A.Phillips& Sons,Ld. *Cel*	200·1|32·1|13·0 Q118'B13'F24' FK *lDBf*120'195*tFPT*	Swansea British 3*BHCem* 65*tAPT*54*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 113NHP 2SB,4*pf*,GS62,HS2000 Earle'sCo.Ld.Hull	15 ″ 1 s 4″10¼ 14 ″ 8	
24415 148850 GLCP	**Elmbank** TwinSc *ss*Shl.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5156 4768 3117	✠100A1 *withfreeboard* 6,35 ~~11,34~~ 1,36 ~~DBS9,34~~ *Carrying veg* DBS11,35	Auk ~~Syd~~ Shl ✠LMC8,33 *etable* ✠LMC(M)5,35	*a*† *oil*	CL 8,33 *in deep*	1925 4mo *Lloyd* *tank*	Harland& Wolff,Ld. Glasgow '*sA&CP* *Ce*	BankLineLd.(A. Weir&Co.*Mgrs.*) *llDB*357'1121*t DT*	420·1|53·9|26·5 FK *Collision* 6 *f*32'1067*tTanks bet*	Glasgow British 7*BHptCem* *BH to Sh dk* ,, ,, 2*nd* ,, *ween tunnels*	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB*110lb* 717NHP Harland&Wolff,Ld.Gls. 115'251*tFPT*106*tAPT*132*t*	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	

1 Numéro d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres [illegible]
24416 150841	**Elmbay** (exMantes, exPerceur) TwinSc Mchy.Aft 1Dk	1217 814 601					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	ElmbayS.S.Co.Ld. (TreeLineNav.Co. Ld.)	218·6 P74'F30'	34·2	13·1	Montreal British WB	C.4Cy.16″&30″–19″ 77NHP Ch.&Atel.deSt.Nazaire		V
24417 147331 MNKX	**Elmfield** ssLiv.No.2-34 Well deck 1Dk(Stl) Mchy.Aft	450 320 175	✠100A1 4,34 ✠LMC4,34 BS8,35	Liv	g	CL 10,33	1925 10mo Lloyd	LythamSB &Eng.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 Q85'B9'F23' BK6½″ DTf19'48tFPT	25·9	11·5	Liverpool British 4BHCem 12tAPT21t	C.2Cy.17″&38″–24″ (s) 140lb 58RHP 1SB,Spf,GS52,HS1496 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
24418 140340 GVTM	**Elmol** ssLon.No.3-6,30 Mchy.Aft ssPts.No.1-34 1Dk(Stl)&Web frames Longitudinal framing	1170 854 496	✠100A1 withfreeboard 12,34 ✠LMC12,34 BS2,36 Carrying Petroleum in bulk Fitted for oil fuel 8, 17 F.P. above 150° F.	Pts	n	CL 11,34	1917 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	TheAdmiralty Cell DBuE&B39' 62t DTf30' 240t FPT 30tAPT28t	210·0 P44'F40' FK	34·8	16·6	London British 12BHptCem	T.3Cy.13½″,22″&36″–30″ (s) 180lb 135NHP 2SB,4cf,HS2316 FD Swan.Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
24419 143753 GDMF	**Elmpark** ssRot.No.3-6,33 D.F.E.S.D. 2Dks(Stl)&Shelter dk(Stl) Longitudinal framing inDB&at decks Cargo battens not fitted in Shelter 'tween decks CruiserStern	4999 4672 3120	✠100A1 Shelter dk withfreeboard 11,35 ~~1,35~~ BS ~~1,35~~ 11,35 ✠LMC6,33	Rot Shl	z	CL ~~12,34~~ 11,35	1920 5mo Lloyd	Greenock Dkyd.Co.Ld. Greenock 'sA&CP	DenholmLine SteamersLd. (J.&J.Denholm, Ld.Mgrs.) Collision BHtoShelter dk CellDB347'1123tMT39'1010tFPT 61tAPT20t	409·2 F38'onShelter dk FK	53·5	27·9	Greenock British ptCem ptAsp 6BHtoU dk	T.3Cy.27¼″,45″&75″–48″ (s) 180lb 561NHP 3SB,9cf,GS190,HS8451 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 3 ″ 8¼ 26 ″ 11¼	
24420 218435 KILF	**Elmsport** Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6865 6752 5348					1919	Skinner& EddyCorpn. Seattle,Wash	LykesBros.- RipleySS.Co.Inc.	409·5	54·2	27·1	Lake CharlesLa Utd.States	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24421 148102 GLDX	**Elmworth** OilEng. ssGls.No.2-34 D.F. 1Dk(Stl)	4963 4587 3040	✠100A1 10,35 ~~4,34~~ DBS ~~4,34~~ 10,35 ✠LMC CS ~~4,34~~ 10,35	Gls Lth	y	CL 10,35	1924 11mo Lloyd	A.McMillan&SonLd. Dumbarton 'sA&CP	DalglieshStm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.) CellDB351'1296tFPT146tAPT163t	400·0 P36'B120'F34' FK	53·2	26·9	Newcastle British 6BHptCem	Oil Engines 4S.C.SA 6Cy.29½″–59 1⁄16″ DB 100lb 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2¼	
24422 [illegible] SDRN Broken up	**Elna** (exSigvar,exLilly, exAlbania) Iron ssHbg.3rdNo.3-2,22 ssHbg.No.2-30 Well deck 1Dk(Irn)2trB	1685 1404 998	✠ ——— 4,35 ✠NB1,94 ✠	Skm	r		1883 6mo	W.Gray& Co. WHartlepool		263·8 P28'Q68'B70'F39' BK9½″ DBa	35·8	20·0	Stockholm Swedish 4BHCem 30'f102'357t	C.2Cy.21″&56″–40″ NDB13 188NHP 2SB,4rf,GS64,HS2770 Black,Hawthorn&Co.Gts.	21 ″ 5	
24423 LDTH	**Elna E.** 1Dk	1174 1017 659					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Forto (LeifErichsen, Mgr.)	230·0 P47tH68t	36·5	14·8	Bergen Norwegian WB	T.3Cy.16¾″,25¼″&43″–30″ 101NHP LaxevaagsMsk&Jrns,Bgn		N
24424 PKQM	**Elout**	1797 1336 987					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B175'F33'	40·2	16·9	Batavia Dutch WB	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
24425 [illegible] GRQD	**Elpenor**,, Ⓟ Now "Glenfinlas," see No. 38265 in Supplement D.F. 2Dks	7380 6298 4658					1917	Hawthorn, Leslie&Co.Ld Newcastle	~~ChinaMutualS.N. Co.Ld. (A.Holt& Co.Mgrs.)~~ GlenLine,Ld.	455·3 P53'B162'F60'	56·3	32·5	Liverpool British WB	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLdNwc		BT till 4,36
24426 145481 GLPM	**Elphinston** (exVanDyck, exPhyllisSeed, exLangford) Fitted for oil fuel 1Dk Now "Inger Toft," see No. 38577 in Supplement	2226 1982 1283					1920	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	CormackS.S.Co. Ld.(J.Cormack& Co.Mgrs.)	285·3 P36'B74'F28'	41·5	20·2	Leith British WB	T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
24427 SVAB	**Elpis** (exBuranda-34) ssFal.No.3-8,34 1Dk(ptIrn&ptStl)	3651 3404 2276	✠100A1 1,35 BS11,35 ✠LMC8,34	Cff	w	CL 8,34	1912 4mo Lloyd	Richardsn,Duck&Co.Ld. Stockton 'sA&CP	J.N.Goulandris CellDBa115'uE25'f152'1031tFPT110tAPT95t	352·0 P29'B104'F35' FK	50·2	22·7	Andros Greek 6BHCem	T.3Cy.24″,40″&66″–45″ (s) 180lb 90lb 321NHP 2SB,6cf,GS127,HS4985 Blair&Co.Ld.Stockton	25 ″ 3 s 4 ″ 2¼ 21 ″ 3	
24428 LCJB	**Elsa** OilEng. ssNwc.No.1-32 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5381 4795 3177	✠100A1 1,36 ~~3,35~~ DBS ~~7,34~~ 7,35 ✠LMC CS2,33 1,36 ~~2,34~~ Carrying Petroleum in bulk	Phl Nwc	y	CL 3,35	1928 4mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	A/S OljefartII. (HarryBorthen& Co. A/S) CellDBu E64' 195tDTsf 41'540t FPT66tAPT34t	389·0 P85'B27'F45' FK	52·7	30·7	Oslo Norwegian 14BH (10 to U dk 4 ,, 2nd dk)	Oil Engines 2S.C.SA 3Cy.22⅞″–91⅜″ 482NHP 2DB 120lb BarclayCurle&Co.Ld.Gls.	30 ″ 6	
24429 3025 SDXO	— Iron (exErasmus) ssOsc.4thNo.3-7,34 1Dk2trB Cargo battens not fitted	1180 997 646	✠100A– 7,34 ✠NB3,16 ✠LMC BS ~~7,35~~ 6,35 MS5,34	Osc	o	OG 6,34	1884 1mo Lloyd	J.Smit,Czn Rotterdam 'sA&CP	RederiA/B Gevalia (J.J.Malmberg, Mgr.)	244·4 B59'H26tF21' BK8½″ WB=	33·2	15·5	Gefle Swedish 4BHCem DB172'300t	C.2Cy.28″&52⅛″–33″ (s) 90lb 75lb NDB00 132NHP 1DB,6cf,GS71,HS2300 KonMaatsdeSchldeFlshng	17 ″ 10 s 1 ″ 8¼ 16 ″ 10	
24430 DMSI	— 3Mst (exElsaMarie-34,exOskar-32, exPolmina,exHermina) Mchy.Aft Well deck 1Dk	849 635 485			...		1917	Verschure &Co.Sp.&Mh. Amsterdam	E.Weitendorf (CarlBock&Co. G.m.b.H.Mgrs.)	200·7 Q123'B11'F22' FK	30·2	12·3	Rostock German WB	T.3Cy.15″,25″&40″–27″ 113NHP Verschure&Co.Sp&M.Ams	15 ″ 0	G +
24431 DIBH	**Elsa Essberger** TwinSc ssHam.No.1-34 Wireless Mchy.Aft OilEng. 2Dks(Stl) Longitudinal framing at dk. & sides in summer tanks CruiserStern Strengthened for Navigation in Ice Rudder electrically welded	1173 1134 794	✠100A1 1,36 ~~3,35~~ DBS1,36 ~~DBS3,35~~ ✠LMC3,34 Carrying Petroleum in bulk	Ham		CL S12,35 PN12,35	1930 12mo Lloyd	Deutsche Werft.A.G. Hamburg 'sA&CP	Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H.Mgrs.) CellD BuE16'13tFPT39tAPT23t	244·7 F35' FK len34	36·6	15·8	Hamburg German 10BHptCem ptAsp	Oil Engines 4S.C.SA 12Cy.10 7⁄16″–16 9⁄16″ 137NHP WTDB ~~(f)~~ 170lb Maschfbk.Augsburg-NürnbergA.G.Augsburg	11 ″ 9	
24432 OXQE	**Elsborg** (exOveGjedde) Wireless 1Dk	1547 1165 954					1907	Howaldtswerke Kiel	A/S D/S Dannebrog (C.K. Hansen, Mgr.)	241·2 P13'Q73'B105'F29'	36·1	16·5	Copnhagn Danish WB	T.3Cy.16½″,29 9⁄16″&42½″–29½″ 96NHP Howaldtswerke,Kiel		V
24433 OYTB	**Else** (exKotonia-35) 1Dk & Shelter dk ~~2Dks~~	1970 1786 1165					1906	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	281·7	42·1	17·9	Esbjerg Danish WB	T.3Cy.20″,32″&53″–36″ 169NHP HelsingörsJernsk.&Msbk.		V
24434	— (exSiwa,exAggersborg,exCurt Retzlaff,exThuringia) 1Dk	1420 1096 831					1900	Nüscke& Co. Stettin	O/Y Else(Seppinen &Kemppi)	239·7 Q71'B59'F25'	35·9	16·2	Koivisto Finnish WB	T.3Cy.17″,27½″&43″–31½″ 104NHP Kette,Uebigau,Dresden		V
24435 DHGF	**Else Hugo Stinnes 15** Mchy.Aft CruiserStern Sub.Sig. 1Dk	3291 2619 1687					1927	Nüscke& Co.Akt.Ges. Stettin	HugoStinnes G.m.b.H.	302·6 P89'F27'	47·7	22·4	Hamburg German WB	C.4Cy.(2)18 11⁄16″&(2)39⅜″–39⅜″ 194NHP A.Borsig,G.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24436 LCOB	**Else-Marie** (exGungner-33, exAngeSchiaffino, ssNwc.No.3-10,29 exCleveland) ssBgn.No.1-35 1Dk(Stl) Cargo battens not fitted	1885 1672 1099	✠100A1 ~~5,31~~ ~~3,33~~ 4,36 ~~BS5,31~~ ✠LMC~~10,32~~ BS ~~5,35~~ 5,36 MS2,34	Osl Bgn	r	~~8,33~~ 4,35	1917 3mo	Superior S.B.Co. Superior, Wis A&CP	A/S Schanches Rederi(S. Schanche, Mgr.) CellDBa&uE102'	251·1 P28'B65'F27' FK f96'514tFPT68tA	43·8	18·2	Bergen Norwegian 4BHCem PT77t	T.3Cy.20",33"&54"-40" (s) 180lb 266NHP 2SB,6cf,GS132,HS5060 DetroitS.B.Co.Detroit	20 " 3 s 2 " 6 17 " 11¼	
24437 DHGG	**Else Müller** (exFredCleeves) 1Dk	1598 1323 649					1921	W.Harkess &Son,Ld. Middlesbro'	OttoA.Müller	254·9 Q76'P25'B56'F24'	39·0	17·1	Hamburg German WB	T.3Cy.21½",35"&59"-39" Richardsons 217NHP Westgarth&Co.Ld.Mdb		C
24438 SVFH	**Elsi** Ⓟ (exLadyHudson-Kinahan) ssPir.2ndNo.3-2,16 ssPir.No.1-20 Wireless 2Dks(UStl-ws)	1433 1030 649	✠ 4,25 ✠	Pir	p		1891 10mo	AilsaS.B. Co. Troon	JohnToyiasS.S. Co.	273·5 P67'B94'F50' BK9" WB=CellDB103'	34·1	16·6	Piræus Greek 5BHCem 157tFPT22t	T.3Cy.25",40"&65"-42" NDB12 284NHP 2DB,8cf,GS130,HS4408 Dunsmuir&Jackson,Gls.	17 " 6	
24439 ~~6314~~ ~~SDXU~~	**Elsie** (exCairnlyon, Iron exTrelyon) Well deck 1Dk2trB	1424 1128 845		...			1882	J.Read- head&Co. S.Shields	RederiA/BFram (AlgotJohansson)	246·7 Q96'B52'F31' ptND07 BK9"	36·2	17·0	Mariehamn Finnish WB	C.2Cy.29½"&54"-36" 135NHP J.Readhead&Co.S.Shields	18 " 7	V †
24440 OXWH	— (exElisabethMærsk,exTyskland) 1Dk	1420 1172 854					1906	Howaldts- werke Kiel	Hovedstadens KulimportA/S (OveSkou, Mgr.)	241·2 P13'Q73'B105'F29'	36·1	16·5	Copenhgn Danish WB	T.3Cy16¾",26 9/16"&42⅛"-29½" 96NHP Howaldtswerke,Kiel		V
24441 ~~120481~~ EIBG	Wrecked 2,36 **Elsie Annie** (exArrival) ssLiv.2ndNo.3-11,28 Mchy.Aft ssLiv.No.1-33 Well deck 1Dk(Irn)	358 240 141	✠~~100A1~~ 9,35 ~~12,33~~ ✠NB4,32 ✠~~LMC11,35~~	Liv	e	CL ~~4,32~~ 9,35	1904 12mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP	WexfordSteam- ships,Ld.(J.J. Stafford, Mgr.)	143·0 Q50'B13'F19' FK DBf78'	24·1	9·2	Wexford British 3BHCem 83tFPT39t	T.3Cy.13",21"&35"-24"-(s) 180lb 72NHP 1SB,2pf,GS35,HS1214 N.E.MarineEng.CoLdNwc	11 " 1 s " 7¾ 10 " 6¼	
24442 ~~140824~~ MLGB	Now "Grosvenor," see No. 38283 in Supplement **Elsie Thomas** (exElizabethMoffat) ssLiv.No.2-32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	305 216 114	✠100A1 1,32 ~~BS6,33~~ ✠LMC2,31 BS~~11,34~~1,36	Liv	d	CL 4,34	1922 1mo Lloyd	Ritchie, Graham& Milne Glasgow 'sA&CP	~~ThomasCoasters,~~ ~~Ld.~~ A.M.Massie	130·8 Q48'B8'F22' FK FPT22t	22·6	9·8	Aberdeen British 3BHCem APT19t	C.2Cy.15"&32"-24" (s) 130lb 63RHP 1SB,2pf,GS40,HS1240 Gauldie&Gillespie,Gls.	10 " 6 s " 7¼ 9 " 11¾	
24443 ~~123999~~ GLBP	To be Broken up **Elsiston** (exMuncasterCastle) ssShl.2ndNo.3-6,32 1Dk(Stl)&Spar dk(Stl)& deep framing	4757 4411 3050	✠~~100A1~~ Spar dk 11,34 ✠~~LMC~~ ✠NB11,21 ~~MS6,32~~ ~~DBS6,34~~ ~~BS11,34~~	Bkn		CL 9,34	1906 9mo Lloyd	W.Hamil- ton&Co.Ld. Pt.Glasgow 'sA&CP	~~ElsistonS.S.Co.Ld.~~ ~~(W.S.Miller&Co.)~~ ~~TheRed"R"~~ ~~SteamshipCo.Ld.~~ ~~(StephensSutton~~ ~~Ld.Mgrs)~~	400·0 P31'B230'F44' 27·2 FK CellDBa120'uE26'	50·0	18·7	Glasgow British 6BHCem f184'970tD	T.3Cy.26",44"&73"-48" (s) 160lb NDB21 501NHP 2SB,6cf,GS132,HS6980 FD D.Rowan&Co.Glasgow Tf28'752tAPT48t	29 " 10 s 4 " 4¾ 25 " 7¾	
24444 DOEN	**Elster** (exFreiburg) Wireless D.F. Sub.Sig. 2Dks	1136 956 655					1922	Schffb.Ges. Unterweser m.b.H. Weser -münde-L.	ArgoReed,A.G.	230·6 P31'B64'F26'	34·5	14·4	Bremen German WB	T.3Cy.17¼",27⅝"&45⅝"-30¼" 114NHP A.BorsigG.m.b.H.Berlin		G
24445 137495 GBVT	**Elstree Grange** (exAbadesa) ssFal.No.3-4,28 Ref.Mchy. ssFal.No.1-32 2Dks(Stl)&Shelter dk(Stl)& 3rddk(Stl)inNos.1&2holds	6598 6313 4204	✠100A1 Shelter dk with freeboard 1,36 ~~11,34~~ ✠LMC ✠NB(PF)8,25 MS9.32 BS~~5,34~~ 4,35 ✠Lloyd'sRMC ~~12,34~~ ~~1,35~~ ~~8,35~~ 1,36 Fitted for oil fuel 8,25 F.P. above 150° F.	Npt ~~Lon~~Liv	a†	CL ~~8,34~~ N12,35	1916 3mo Lloyd	SirRDixon &Co.Ld. Middlesbro' 'sA&CP	HoulderLine,Ld. (HoulderBrothers &Co.Ld.Mgrs.)	420·0 FonShelterdk34' FK CellDB358'10	53·5	36·6	Liverpool British 7BHCem 53tFPT123t	T.3Cy.29",49"&80"-54" (s) 180lb 790NHP 1SB,15cf,GS301,HS12817FD Richardsons,Westgarth& APT98t Co.Ld.Mdb.	39 " 3 s 10 " 0¼ 29 " 6	
24446 144893 GDQV	**Elswick Park** ssShl.No.3-10,32 1Dk(Stl)	4188 3942 2579	✠100A1 ~~8,35~~ ~~7,34~~ 12,35 ~~BS4,34~~ ✠LMC10,32 8,35	Shl	x	CL ~~10,32~~ ~~7,35~~ 11,35	1920 7mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	ElswickStm.Ship- pingCo.Ld.(Weid- ner,Hopkins&Co. Mgrs.)	364·0 P30'B219'F37' FK CellDB314'929tFPT	51·0	26·3	Newcastle British 6BHCem 83tAPT109t	T.3Cy.26",43"&72"-48" (s) 180lb 474NHP 3SB,9cf,GS156,HS6780 FD N.E.MarineEngCoLd.Nwc	28 " 9 s 4 " 0¼ 24 " 11	
24447 202859 KGBO	**Elton Hoyt II.** (exWilliamP. Snyder) D.F. GyC. 1Dk	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Pickands,Mather &Co.	530·0 WB	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GtLakesEngWrks,Detroit		
24448 ~~116597~~ ~~MLBR~~	Now "Skottland," see No. 40049 in Supplement **Elvier,** 3Mst Mchy.Aft 1Dk	730 520 333					1919	Gebr. Jonker Kinderdijk	F.N.NordböA/S (F.N.NordböMgr)	181·7 Q106'B12'F21'	28·4	12·0	Norwegian WB	T.3Cy.15",25"&40"-27" 83RHP Machfabrk.Bolnes,Bolnes		V
24449	**Elvira** Ⓟ (exGreta,exYacht) ssSou.No.3-8,09 1Dk(ptStl-teak s)2trB	372 — 215	✠ 6,20 ✠	Bkn			1898 4mo	Scott&Co. Greenock	EpirotikiS.Nav.Co. GeorgePotamianos	165·0	22·8	12·0	Piræus Greek 4BHCem	T.4Cy.12¼",20"&(2)23"-26" 77NHP 1B,3cf,GS52,HS1473 Scott&Co.Greenock		
24450 216924 KZOA	**Elwin C. Hale** (exH.J.Lawrence, exLakeMedford) Fitted for oil fuel 1Dk	2084 1750 1223		...			1918	GlobeS.B. Co. Superior, Wis	AlaskaSalmonCo.	251·0 P27'B60'F23' FK	43·7	19·2	S.Frncisco Utd.States WB	T.3Cy.19",32"&56"-36" 276NHP NordbrgMfgCoMilwaukee	21 " 5	R †
24451 128224 GCYM	**Elysia** Ⓟ Fitted for oil fuel 2Dks	6757 5560 4211					1908	D&WHen- dersn&Co.Ld Glasgow	~~AnchorLine(Hen-~~ ~~dersonBros.)Ld.~~ AnchorLine(1935) Ld.	440·5 P47'B157'F48'	53·3	29·7	Glasgow British WB	T.3Cy.29½",49"&81"-54" NB(1)19 482NHP D&W.HendersnGoLdGls		C BT till ~~12,35~~ 3,36
24452 OYCM	**Emanuel** 1Dk	1290 831 784					1907	Helsingörs Jernsk &Msk. Elsinore	D/S A/S Emanuel (Alfr.Petersen)	226·3 P11'Q59'B105'F27'	34·9	12·4	Marstal Danish WB	T.3Cy.16½",26½"&44"-30" Helsingörs 106NHP Jernsk.&Mskb.		V
24453 OOLA	Now "Vasos," see No. 40558 in Supplement **Emanuel Nobel** Mchy.Aft Carrying Petroleum in bulk 2Dks	4733 4255 2529					1912	Nederl. Schps.Maats Amsterdam	BelgianGulfOilCo. S.A.	375·0 P88'B33'F40'	51·0	29·0	Antwerp Belgian WB	T.3Cy.26",43"&72"-48" NE&B20 359NHP WallsendSlipwy.&E.Co.		V
24454 913 IBHK	**Emanuele Accame** (exReliance, exKnightCompanion) D.F. 3Dks	7987 — 5976	✠ 1,13 ✠	Liv	c†		1910 8mo	C.Connell &Co.Ld. Glasgow	Soc.Anon.E.V. Parodi	484·0 B167' FK	58·0	40·0	Genoa Italian WB	T.3Cy.26½",44"&74"-48" 538NHP D.Rowan&Co.Glasgow	42 " 10	I †
24455 UOUS	**Emba** (exEmbaneft-34) TwinSc OilEng. Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing Strengthened for Navigation in Ice Carrying Petroleum in bulk	7791 6786 5335	✠ 12,33 ✠	Ham	b†		1929 9mo	Nicolaieff StateS.B.Yd. 'AndreMarti' Nicolaieff	Sovtorgflot CellDBuE61'142t	437·7 P106'B47'F60' FK DTf29'353tFPT23	58·5	32·3	Odessa Russian 18BH (1 to 2nd dk) 0tAPTs102t	Oil Engines 2S.C.SA 12Cy.21¼"-35 7/16" 944NHP Maschfbk.Augsburg- Nürnberg,Augsburg	34 " 2	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
24456 4931 SDXW	**Embla** 1Dk	1045 891 586					1908	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	227·2 H72t B60' F28'	33·6	14·1	Stockholm Swedish WB	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A.Got.		V
24457 DHGI	**Emden** 1Dk	709 498 415					1907	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	181·4 Q51'P11'B46'F21'	29·0	12·2	Hamburg German WB	T.3Cy.12½",20½"&33½"-23½" 55NHP StettinerOderwerke		G
24458 TCBK	**Emek** (exGazi-35,exGhazi,exMersine, exCossack) ssOda.No.1-94 Well deck 1Dk(Irn)	777 — 425	✠ 6,00 ✠	Oda	k		1890 4mo	Wood, Skinner&Co Newcastle	HaigKeleshyan	200·5 Q64'B53'F25' FK CellDBa42'53t FPT	30·0	12·6	Istanbul Turkish 4BHCem 18t APT12t	T.3Cy.14½",23½"&39"-27" Bmade—fitted10 85NHP 2SB,4pf,GS46,HS1378 N.E.MarineEng.CoLdNwc	13' 8	
24459 119153 MCBD	**Emerald** 3Mst ssTrn.2ndNo.3-2,29 ssAyrNo.1-34 Well deck Wireless 1Dk(Stl) Mchy.Aft Cargo battens not fitted	736 532 305	✠100A1 1,36 ~~2,34~~ ✠NB2,29 MS3,34	Ayr IrV ✠LMC BS~~3,33~~ 1,36	k	CL ~~4,33~~ 1,36	1904 8mo Lloyd's A&CP	A.Rodger &Co. Pt.Glasgow	Wm.Robertson	195·0 Q103'B11'F32' BK7" WB=CellDBa 57'f59'170tFPT75t	30·1	11·2	Glasgow British 3BHCem APT10t	T.3Cy.16 5/16",27½"&44"-33" 160lb (s) 99RHP 1SB,3cf,GS56,HS1902 A.Rodger&Co.Glasgow	13' 6 s 4·5¼ 13·8½	
24460 ONJC	**Emeraude** (exRioPardo,exGaucho, exSanLorenzo) ssRio.No.3-2,15 1Dk(Stl)& Awng dk	613 — 297	✠ 9,16 ✠	Rio	k		1903 12mo	Craig, Taylor&Co. Stockton	Soc.Anon.John Cockerill	195·4 FK CellDB a48' uE15' f84' 159t	28·9	13·0	Antwerp Belgian 4BHCem APT24t	T.3Cy.18",30"&48"-33" 158NHP 2SB,4pf,GS78,HS2644 N.E.MarineEng.CoLd.Sld.	20' 0	V †
24461 220807 KDKD	**Emergency Aid** Fitted for oil fuel Sub.Sig. 2Dks& Web frames	5333 4971 3341				…	1920	Merchant S.B.Corp. Harriman, Pa	PacificArgentine BrazilLine,Inc.	400·7 P36'B124'F44' FK	54·2	30·4	S.Frncisco Utd.States WB	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32' 10	R †
24462 221460 KDTJ	**Emidio** (exHammac) Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk D.F. Longitudinal framing 2Dks	6900 — 4248					1921	Bethlehem S.B.Corp.Ld. SanFrancisco	Socony-Vacuum OilCo.Inc.	435·0 P122'B47'F43'	56·2	33·5	NewYork Utd.States WB	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
24463 FOGR	**Emile Baudot** TwinSc (CableVessel) Wireless 2Dks	1149 1049 441					1917	Swan,Hunter&Wigham Richardson, Ld.Newcastle	FrenchGovernment(Postes& Télégraphes)	222·5	32·2	19·2	LaSeyne s/Mer French WB	T.6Cy.12½",20"&33"-24" 107NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
24464 FOCG	**Emile Delmas** (exArucas) Now "Lina Matkovic," see No. 38934 in Supplement	2317 — 1316					1914	Nuescke& Co. Stettin	Cie.Delmas frères etVieljeux	291·4 P103'F81'	41·5	17·0	LaRochlle French	T.3Cy.23",37⅞"&57"-35½" 224NHP Nuescke&Co.Stettin		V
24465 TVQO	**Emile Deschamps** TwinSc CruiserStern 1Dk	349 — 103					1922	Atel.&Ch. de laLoire Nantes	Cie.Normande de Nav.àVap.	164·4 F30'	23·5	12·0	Havre French	T.6Cy.9½",15⅝"&25¼"-14½" 48NHP Atel.&Ch.de laLoire,Nts.		V
24466 69 OPFB	**Emile Francqui** D.F. Ref.Mchy. CruiserStern 2Dks3trB	5859 5503 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	Cie.Maritime Belge(Lloyd Royal)SA.(Agence MaritimeInternationaleS.A. Mgrs.)	443·7 P94'F49'	57·2	26·7	Antwerp Belgian WB	Q.4Cy.27½",39",55 5/16"&79 9/16"-35 9/16" 383NHP FlensburgerSchiffsb.Ges.		VG
24467 216466 KREA	**Emilia** (exCapeRomain) 2Dks& Web frames Longitudinalframing	4719 4213 2918				…	1918	Bethlehem S.B.Corp. Sparro'PtMd	A.H.Bull S.S.Co. Inc.(A.H.Bull& Co.Inc.Mgrs.)	376·4 P54'B94'F39' FK	52·3	27·0	NewYork Utd.States WB	T.3Cy.24",41"&68"-48" BethlehemS.B. 486NHP Corp.Sparrow'sPt.Md.	29' 6	R †
24468 555 IMML	**Emilia Guidi** Aux3MstSr (exDueAmici,exGiovanna Verderame) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	472 426 362					1920	Gebr.G.& H.Bodewes Martenshoek	Ang.Guidi fuP	160·4	26·7	12·9	Viareggio Italian	Oil Engine 4S.C.SA 4Cy.12½"-13¾" 29NHP BronsMotorenfabriek, Appingdam		I
24469 OXMA	**Emilie Mærsk** D.F. 1Dk	2212 1914 1326					1922	Odense Staalskibsv. Odense	Dampskibsselsk.af 1912 (A.P.Möller, Copenhagen,Mgr.)	284·9 P19'B72'F31'	42·4	19·9	Aalborg Danish WB	T.3Cy.20½",33"&53½"-35½" &1 low pressure turbine NE28 A.Börsig,Berlin-Tegel		V
24470 1395 IMMX	**Emilio Morandi** (exSara) 1Dk&Spar dk	1523 988 886					1904	Howaldtswerke Kiel	Federazione Italiana deiConsorziAgrari	241·4 P49'F29'	36·0	13·2 20·1	Genoa Italian WB	T.3Cy.17½",27½"&45¼"-27½" 117NHP Howaldtswerke,Kiel		I
24471 OHWB	**Emily** (exMongolia, exThornycroft) Iron ssHbg.4thNo.3-1,32 Well deck 1Dk(Irn) Cargo battens not fitted	1565 1308 928	✠100A1 6,33 BS8,31	Got ✠LMC1,32	q	~~N6,33~~ 2,36	1882 8mo	W.Gray& Co. WHartlepool A&CP	RederiA/BEmily (A.Andersson)	257·1 Q98'B66'F30' BK9" WB=DB	35·7	18·9	Mariehmn Finnish 4BHCem a82'f92'316t	C.2Cy.28"&60"-39" 80lb 90lb NDB16 167NHP 2SB,4cf,GS68,HS2602 Blair&Co.Ld.Stockton	20' 2 s 1·5¼ 19·6¼	
24472 33 IMNP	**Emma** Iron 2Dks	867 845 504					1883	G.Howaldt Kiel	G.Girone	203·5	27·0	20·5	Bari Italian WB	C.2Cy.25"&40"-27" NB22 69NHP Gebr.Howaldt,Kiel		I
24473 211442 WGCN	**Emma Alexander** Ⓟ TwinSc (exNanking,ex Congress) Fitted for oil fuel Ref.Mchy. 4Dks&Shelter dk D.F.	7793 — 4428					1913	NewYork S.B.Co. Camden,N.J.	PacificS.S.Lines, Ld.(AdmiralLine)	423·8	54·9	17·4	S.Frncisco Utd.States WB	T.6Cy.28½",46½"&78"-54" 894NHP NewYorkSB.Co.Cmdn,NJ.		R
24474 OYZA	**Emma Mærsk** TwinSc ssRot.No.1-32 D.F. OilEng. Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	8278 7800 5064	✠100A1 8,35 ~~1,35~~ DBS~~8,34~~ 6,35 CarryingPetroleum in bulk	Fal LAn ✠LMC CS5,35 6,35 ~~6,34~~	d†	CL 1,35	1928 2mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	D/S A/S af Svendborg ogA/S D/S af 1912(A.P.Möller, Copenhagen,Mgr.)	466·3 P101'B34'F39 FK CellDBuE48'205tD Tf38'640tFPT185t	61·8	34·2	Nyborg Danish 12BHpt Cem APT100t	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	36' 3 s 8·4¾ 28·1¼	
24475 DHGL	**Emma Sauber** Sub.Sig. 1Dk	2548 2234 1473					1922	Deutsche WerftA.G. Hamburg	Sauber&Co.	291·8 P38'B54'F25'	44·3	22·7	Hamburg German	DRgearedSteamTurbine AllgemeineElecGes.Berlin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T.
24476 PDXO	**Emmaplein** ssRot.No.2–35 2Dks(Stl) Cargo battens not fitted	5436 5018 3156	✠100A1 2,35 ✠LMC2,35	Rot	y	CL 2,35	1926 12mo	NVMach&Schpsw.van P.Smit,Jr. Rotterdam Lloyd'sA&CP	N.V.Scheepvaart Maats"Millingen" (GA.SplicthoffMg) CellDBa&uE135'f167'1218tFPT385tAPT180t Decktanks54t Tanks at sides of tunnels222t	375·5|52·3|30·4 B98'F30' FK	Rottrdam Dutch 6BHCem	T.3Cy.27 3/16",42½"&72 13/16"–51 3/16" 180lb (s) 428NHP 3SB,9cf,GS210,HS6779 N.V.Maschf.&Scheepsw. vanP.Smit,Jr.Rot.	33 ″ 0 s6 ″ 10¼ 26 ″ 3½	
24477 DOAD	**Emmy Friederich** (exBorderer) ssCal.No.3–10,16 ssHpl.No.2–24 D.F. Carrying oil in bulk 1Dk(Stl)&Spardk(Stl)&deep framing	4327 4090 2339	✠ 10,29 ✠	Liv	x		1904 12mo	Russell&Co. PortGlasgow	ReedereiEugen Friederich CellDBa116'uE&B42'f162'987tDTa32' 819t FPT87tAPT44t	374·5|48·9|27·2 P46'B102'F38' FK	Bremen German 6BHCem	T.3Cy.26",42"&70"–45" NDB19 418NHP 2SB,6cf,GS112,HS5826 ClydeS.B.&E.Co.Ld.P.Gl.	30 ″ 2	G †
24478 214318 KFKL	**Emory L. Ford** 1Dk&Webframes D.F. GyC. Mchy.Aft Longitudinal framing	7986 7670 6226			...		1916	American S.B.Co. Lorain,O.	FranklinS.S.Co.	580·0|60·0|32·0 F53' FK	Wilmgton (Del.) Utd. States WB	T.3Cy.24½",41"&65"–42" 414NHP AmericanS.B.Co.Lorain,O	32 ″ 0	R †
24479 126654 VGQK	**Emperor** Mchy.Aft D.F. 1Dk	7031 6780 5408					1910	Collingwd. S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	525·0|56·1|27·0 WB	Midland, Ont. British	T.3Cy.23",38½"&63"–42" 257NHP CollingwoodS.B.Co.		R
24480 119739	**Emperor of India** Ⓟ Pad (exPrincessRoyal) 2Dks&Promenade dk	482 326 206					1906	JI.Thornycroft&Co.Ld. Southampton	Cosens&Co.Ld.	217·2|25·1| 8·5 Q20' len07 Prom.dk133'	Wymouth British	C.2Cy.30"&57"–60" 210NHP J.I.Thornycroft&CoLdSou		BT till 10,35
24481 221600 KDUG	**Empire Arrow** ssBal.No.3–9,33 2Dks(Stl)&Shelter dk(Stl)& Mchy.Aft Webframes D.F. Longitudinal framing	8046 7834 4960	✠100A1 Shelter dk withfreeboard 2,36 ~~1,35~~ BS2,36 ~~BS1,35~~ ✠LMC9,33 Carrying Petroleum in bulk Fitted for oil fuel 9,21 F.P. above 150° F.	Bal	d†	CL ~~1,35~~ 2,36	1921 9mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. CellDBa19'uE&B76'440tDTf40'644t 'tween dk tank a 100t FPT229tAPT131t	468·3|62·7|32·0 FK (Collision	NewYork Utd. States 16BHptCem BH to Sh dk 9 ,, U ,, 6 ,, 2nd ,,)	Q.4Cy.24",36",51"&75"–51" 220lb (r) 625NHP 3SB,9cf,GS173,HS9052 FD NewYorkS.B.Corp.	32 ″ 0 s 4 ″ 1½ 28 ″ 1¼	
24482 143407 GCTB	**Empire Star** (exEmpirestar) ssNwc.No.3–8,32 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. 3rdDk(Stl)inNos.1&2holds Now "Tudor Star," see No. 40273 in Supplement	7199 5356 4524	✠100A1 Shelter dk withfreeboard 6,35 ~~8,34~~ ✠LMC MS2,32 BS1,35 ✠Lloyd'sRMC~~2,35~~ ~~1,35~~ 6,35 Fitted for oil fuel 2,20 F.P. above 150° F	Nwc	d†	CL ~~N8,34~~ 6,35	1919 12mo	Lithgows, Ld. Port Glasgow Lloyd'sA&CP	UnionColdStorage Co.Ld. (BlueStar Line,Ld.Mgrs.)	423·4|56·0|28·7 FK CellDB360'1259tAPT31t 6BHonly Collision&2other bulkheads to Shelter dk	London British Cem 3BHtoUp dk	T.3Cy.25½",44¼"&74"–51" 200lb (r) FD 696NHP 4SB,16cf,GS253,HS11170 J.G.Kincaid&Co.Ld.Grk.	39 ″ 1 s10 ″ 10¾ 28 ″ 4½	
24483 228732 WTDT	**Empire State** TwinSc ssCgo.No.1–33 OilEng. D.F. GyC. 1Dk(Stl) Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck Cargo battens not fitted	1692 1375 1355	✠ A1 withfreeboard ~~6,34~~10,35 LMC4,33 For Service between NewYork, Chicago&Quebec,via Canals. Also between Boston, Mass&Norfolk,Va. with a freeboard corresponding to an extreme draught of 12 feet	NYk		CL SN10,35 P10,35	1929 7mo	St Lawrnce MarineRepair DockCorp. Ogdensburg, N.Y. Lloyd'sA&CP	FederalMotorship Corp.(Geo.D.Macdonald,Mgr.) Wing & deep tanks f64tFPT26tAPT27t	244·5|43·5|14·7 P40'Trunk168' F38' FK	Buffalo,NY Utd. States 10BH	Oil Engines 4S.C.SA 12Cy.12½"–18" 182NHP NE26–refitted7,29 NewLondonS.&E.Co. NewLondon,Conn.	16 ″ 0 ~~s 3 ″ 1½~~ ~~13 ″ 0~~ s4 ″ 1½ 12 ″ 0	
24484 116712	— Pad (exShinnecock–33)	1402 — 768					1896	Harlan&Hollingsworth Co. Wlmgtn,Del.	UnionNav.Co.Inc.	226·0|35·0|14·3	NewYork Utd. States	C.2Cy.28"&56"–102" 261NHP Harlan&HollingsworthCo Wilmington,Del.		
24485 135226 VGKT	**Empress of Asia** Ⓟ QuadSc ssH.Kg.No.3–1,25 ssH.Kg.No.2–33 D.F. CruiserStern 4Dks(Stl)& Ref.Mchy. Shelter dk(Stl–teak s)	16909 12545 8883	✠100A1 1,36 ~~2,35~~ BS~~2,35~~ 1,36 ✠LMC2,32	Hkg	k†	CL Pf1,36 Pa1,36 Sa1,36 sf2,35	1913 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships,Ld.Mgrs.)	570·1|68·2|42·0 B&F394' on Shelter dk FK&BK3" WB=CellDBa63'uE&B295'f100'1548tFPT160t	Vancouvr, B.C. British 12BHCem	4 Steam Turbines (s) 190lb HS54251 3720NHP 6D&4SB,64cf,GS1344, FD FairfieldCo.Ld.Glasgow	46 ″ 0 s17 ″ 5½ 29 ″ 0	
24486 145300 GFSB	**Empress of Australia** Ⓟ TwinSc (exEmpress of China,exTirpitz) ssGls.No.3–6,27 ssSou.No.2-36 ~~ssSou.No.1–34~~ 2Dks(Stl)&Shelter dk(Stl–pt ws)3rd dk(Stl)in holds&cross bunker 4th dk(Stl) D.F. in forward&after holds Sub.Sig. Ref.Mchy.	21833 14149 12177	100A1 withfreeboard 1,36 ~~1,35~~ ✠LMC~~[illegible]~~ 1,35 ✠NE&B6,27 BS~~1,35~~ 10,35 Fitted for oil fuel 5,22 F.P. above 150° F.	Sou		CL ~~12,32~~ 12,35	1914	Vulcan-werkeA.G. Stettin Lloyd'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld.Mgrs.) CellDB467'2210t FPT183t APT238t	589·9|75·2|41·5 B on Shltr dk348' F on Shltr dk113' Prom.dk238' FK UpprProm.dk280'	London British Cem 6BHtoShdk 5 ,, ,,U ,,	6SteamTurbinesSRgeared to2 Sc.Shafts (r) 220lb 3603NHP 6D&1SB,40cf,HS38075 FD FairfieldSB&E.Co.Ld.Gls.	46 ″ 2 s17 ″ 3 29 ″ 3	BT till ~~12,35~~ 11,36
24487 162582 GMBJ	**Empress of Britain** Ⓟ QuadSc D.F. E.S.D. GyC. ssSou.No.1–35 Ref.Mchy 4Dks(Stl–Weather dk pt teak s)5th&6th dks(Stl) in holds,Webframes Sub.Sig. CruiserStern (Topsides–Special quality steel)	42348 29081 22545	✠100A1 withfreeboard ~~12,34~~12,35 ~~BS12,34~~ 12,35 ✠LMC~~[illegible]~~ ✠Lloyd'sRMC11,32 Fitted for oil fuel 4,31 F.P. above 150° F.	Sou		CL Pf11,33 Sf11,33 PaN11,34 SaN11,34	1931 4mo	J.Brown&Co.Ld. Clydebank Lloyd'sA&CP	CanadianPacific RlyCo.(Canadian PacificSteamships,Ld.Mgrs.) CellDB588'3742tDTf48'1050tFPT140tAPT227t	733·3|97·8|56·0 B&F649' UpperBridge545' FK	London British 13BHptCem	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 425lb 2DB200lb 12753NHP 9WTB HS106393 FD J.Brown&Co.Ld.Clydebnk	60 ″ 8 s28 ″ 3¼ 32 ″ 8¼	BT till ~~11,35~~ 11,36
24488 146215 GFXQ	**Empress of Canada** Ⓟ TwinSc ssH.Kg.No.3–1,34 Ref.Mchy. 4Dks(Stl)& D.F. Shelter dk(Stl–ptws) Sub.Sig. CruiserStern	21517 15170 12811	✠100A1 Shelter dk withfreeboard 2,36 ~~2,35~~ ✠NE8,29 ✠LMC MS1,33 BS~~2,35~~2,36 Fitted for oil fuel 5,22 F.P. above 150° F.	HKg	o†	CL ~~1,34~~ 1,36	1922 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld.Mgrs.) CellDB530'3020t Fresh water Tanks in way of tunnels 96'560tFPT109tAPT228t	627·0|77·9|42·2 B&F529'onShelter dk FK Promenadedk405'	London British ptCem 9BHtoShdk Collision ,, ,, F ,,	8SteamTurbinesSRgeared to 2 Sc. Shafts (r) 210lb HS49320 4592NHP 8DB&4SB,60cf,GS1250, FD FairfieldSB&ECo.Ld.Gls.	45 ″ 2 s15 ″ 5 30 ″ 0	
24489 161430 GMLV	**Empress of Japan** Ⓟ TwinSc ssH.Kg.No.1–34 3Dks(Stl–Weather dk teak–s)4thDk(Stl)in holds D.F. Ref.Mchy. 5thDk(Stl)inNos.1&2holds GyC. CruiserStern	26032 17737 15725	✠100A1 withfreeboard 1,36 ~~1,35~~ BS~~1,35~~ 1,36 ✠LMC2,34 Fitted for oil fuel 6,30 F.P. above 150°F.	HKg	r†	CL 1,35	1930 6mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships,Ld.Mgrs.) CellDB541'3273t Tanks in way of tunnels & Engine Room 2006t FPT148tAPT219t	644·0|83·8|44·5 B&F578' UprB443' FK	London British 10BHptCem	6SteamTurbinesSRgeared to2Sc.Shafts (s) 6475NHP 6WaterTubeBoilers425lb 2DB200lb,HS52950 FD FairfieldCo.Ld.Glasgow	48 ″ 6 s18 ″ 2½ 30 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
24490 135197 VGKW	**Empress of Russia** Ⓟ QuadSc ssH.Kg.No.3–2,25 *Ref Mchy.* ssH.Kg.No.2–33 *Cruiser Stern* 4*Dks*(*Stl*)& D.F. *Shelterdk*(*Stl*–teak s)	16810 12557 8789	✠100A1 2,36 ~~1,35~~ ~~BS1,33~~ ✠LMC5,32 2,36	HKg	*k*†	CL *sa*2,36 *pa*2,36 *sf*1,34 *pf*1,35	1913 8mo *Lloyd*	Fairfield Co.Ld. Glasgow 'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld.*Mgrs.*)	570·2 B&F *on Shltr dk*394' FK&BK3" *WB=Cell*	68·2	42·0	Vancouvr B.C. British 12*BHCem* *DBa69'uE&*	4 Steam Turbines (s) 190lb HS54251 8720NHP 6D&4SB,*64cf*,GS1844 FD FairfieldS.B.&E.Co.Ld.Gls *B295' f100' 1548t FPT160t*	46 " 0 s17 " 5½ 29 " 6	
24491 DGCV	**Emsland** (*ex*HeinrichHugo Stinnes7,*ex*DrottningSophia) *Trunk deck* Sub.Sig. 1*Dk*	5170 4222 3249					1901	Howaldtswerke Kiel	~~A.G.fürHandel u. Verkehr~~ Kauffahrtei A.G.	405·3 P28'H326tF38'	52·4	23·1	Emden German *WB*	T.3Cy.26½",42"&69"–48" 312NHP Howaldtswerke,Kiel		G
24492 DGCU	**Emsstrom** (*ex*FritzHugoStinnes5, *ex*OscarFredrik) Sub.Sig. 1*Dk*&*Trunk dk*&*Web frames*	4517 3770 2620					1900	Howaldtswerke Kiel	~~A.G.fürHandel u. Verkehr~~ Kauffahrtei A.G.	388·9 P28'H180tF31'	52·1	21·8	Emden German *WB*	T.3Cy.26½",42"&69"–48" 312NHP Howaldtswerke,Kiel		G
24493 129797 MDRV	**Emsworth Manor** (*ex*Elvet) ssNwc.No.3–5,24 *Well deck* ssSld.No.2–33 *Cargo battens not fitted* 1*Dk*(*Stl*)	1289 980 678	✠100A1 2,36 ~~9,33~~ BS2,36 ✠LMC MS9,32	Sld Cff	*o*	OG ~~9,32~~ 2,36	1912 4mo *Lloyd*	W.Dobson &Co. Newcastle 'sA&CP	DrakelowS.S.Co. Ld.(P.E.Bethell &Co.Ld.*Mgrs.*) *CellDBa69'uE&*	240·0 Q127'B13'F25' *B35'f100'294tFPT*	33·5	15·4	London British 4*BHCem* 40t*APT*66t	T.3Cy.19",31"&51"–36" (s) 180lb 201NHP 2SB,*6pf*,GS84,HS3524 N.E.MarineEngCoLdNwc	17 " 3 s4 " 11½ 15 " 11	
24494 LDTU	**Ena** (*ex*Joyce French,*ex*MaryTamplin, *ex*FrancesHyde) WoodAux3MstSr 1*Dk* (*See Sailing Ship Register*)	785 652 526					1905	Kelley-SpearCo. Bath,Me.	Brödr.Anda	183·4 Q70tH54t	39·4	12·5	Stavanger Norwegian	O.2Cy.13"&27"–20" 27NHP Kelley-SpearCo.Bath,Me.		V
24495 147300 GLBQ	**Ena de Larrinaga** 2*Dks*	5200 4837 3170					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5 P29'F36'	52·7	32·2	Liverpool British *WB*	T3Cy25 5/16",43 5/16"&70 7/8"–47 1/4" 346NHP F.Schichau,Elbing		C
24496 131316 MDXB	**Endcliffe** ssMil.2ndNo.3–2,36 ~~ssArd.No.3–3,27~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	368 253 138	✠100A1 2,36 ~~1,29~~ ✠LMC 2,36	Sws Mil		CL ~~1,29~~ 2,36	1911 1mo *Lloyd*	W.Walker Maryport 'sA&CP	T.W.Ward,Ld.	135·2 Q49'B7'F28' FK *WB=FPT*	25·1	10·3	Liverpool British 3*BHCem* 51t	O.2Cy.17"&36"–24" (s) 130lb 53RHP 1SB,*3pf*,GS47,HS1278 J.Ritchie,Glasgow	11 " 5 s " 7 10 " 11	
24497 218985 KODN	**Endicott** *Fitted for oil fuel* Sub.Sig 2*Dks* *Longitudinal framing*	6319 5970 4720					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.-RipleyS.S.Co.Inc.	401·6 P34'F43'	54·9	32·1	Lake Charles,La Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
24498 129422 VQYM	**Endymion** 3Mst ssGib.2ndNo.3–9,34 ~~ssGrk.No.3–11,21~~ ~~ssSld.No.2–30~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	887 674 415	✠100A1 *Shelter dk* *withfreeboard* ~~9,34~~~~12,32~~10,35 2,35 ~~BS~~ ✠LMC~~2,35~~	Bry Gib	*m*	CL ~~12,32~~ 10,35	1909 8mo *Lloyd*	J.Fullerton&Co. Paisley 'sA&CP	VeranoS.S.Co.Ld. *WB=Cell*	210·0 FK *DBf22'41t FPT55t*	32·7	13·5	Gibraltar British 3*BHCem* *APT15t*	T.3Cy.17½",27½"&45"–33"(s) 170lb *90lb* NDB25 129NHP 1SB,*3cf*,GS61,HS2074 Ross&Duncan,Glasgow	14 " 6 s " 2 14 " 5½	
24499 OYCO	**Energi** 1*Dk*&*Webframes*	990 796 575					1898	Flensburgr Schiffsb.Ges. Flensburg	A/S H.C.ChristensensDamp-og SeilskibsRederi (Alfr.Petersen, *Mgr.*)	219·8 Q68'B58'F25'	34·9	12·6	Marstal Danish *WB*	T.3Cy.16",26"&43"–33" 93NHP FlensburgerSchiffsb,Ges.		V
24500 DGWD	**Energie** TwinSc 1*Dk*	985 804 534					1919	F.Schichau Elbing	KölnerReederei A.G.(EdmundHalm &Co.*Mgrs.*)	221·2 Q66'B53'F23'	33·5	13·6	Cologne German *WB*	T6Cy11½",19 7/16"&31½"–17 7/16" 83NHP F.Schichau,Elbing		G
24501 160692 MPFQ	— TwinSc ssGmh.No.1–33 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)&*Web frames*	501 300 313	✠100A1 ~~7,35~~~~1,35~~ 1,36 ✠LMC6,34 *CarryingPetr*	Cff ~~Gmh~~Sou. *oleum*	*g* *in*	~~7,33~~ 7,35 *bulk*	1928 9mo *Lloyd*	I.J.Abdela &Mitchell (1925),Ld. Queensferry 'sA&CP	~~MedwayOil& StorageCo.Ld.~~ Shell-Mex&B.P Ld.	150·2 P&B79' *27·9* FK F22'*Trunk in well*	27·6	10·2	Rochester British 8*BH* *APT22t*	Oil Engines 4S C.SA 8Cy.11"–17 1/16" 94NHP Motorenfabr."Deutz" A G.Köln-Deutz	10 " 9 s " 2¾ 10 " 7½	
24502 PDYF	**Enggano** ssAms.No 3–9,33 2*Dks*(*Stl*)&*Shltr dk*(*Stl*)	5406 4898 3200	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~1,35~~ BS3,35 ✠LMC2,52	Ams	*a*†	CL 1,35	1920 4mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	N.V.Stoomv. Maats. "Nederland" *Collis* *CellDB*	425·0 FK *ionBH to Shelter dk* 369'1270t*FPT*124t	55·0	26·6	Amstrdam Dutch *Cem* 6*BH to U dk* *APT205t*	T.3Cy.28",46½"&78"–54" (s) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 " 0 s 3 " 6½ 25 " 8½	
Broken up 24503 114451 MKRW	**Engineer** (*ex*System,*ex*Bols,*ex*Siri) ssShl.No.3–2,29 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	317 238 199	✠~~100A1~~ 3,31 ~~D~~ ✠~~LMC~~	Shl	*d*	OG 3,33	1915 10mo	Aktieb. LödöseVarf Lödöse A&CP	~~"T"SteamCoasters Ld.(Robinson, Brown&Co.*Mgrs.*)~~ *C*	121·9 P31'F16' *ellDBf21'35t FPT*	22·5	9·7	Newcastle British 5*BHCem* 27t*APT*11t	O.2Cy.12"&27"–18" (s) 125lb 30RHP 1SB,*2cf*,GS23,HS522 Akt.LödöseVarf,Lödöse	12 " 0 s 1 " 2 10 " 11	
24504 OZTE	**England** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*(*Weather dkStl–ws*) *Ref.Mchy.* Sub Sig. *3rd dk in holds*	2767 2337 1543	✠100A1 *withfreeboard* 1,36 ✠LMC CS2,36 DBS2,36 2,35	Lon	*u*	OG 3,35	1932 4mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore 'sA&CP	DetForenede Dampskibs.Selsk. *CellDB238'364t*	306·3 F39' FK *FPT56tAPT70t* (	44·2	25·9	Esbjerg Danish 6*BHptCem* 2 ,, *to2nd dk*)	Oil Engines 4S.C.SA 12Cy.21 11/16"–35 7/16" 545NHP DB75lb Akt.Burmeistr&Wain,Cpn	28 " 6 s10 " 8¼ 18 " 2	
24505 OXUE	— ssAbg.No.1–35 *Well deck* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2319 1738 1372	✠100A1 4,35 ✠LMC4,35	Abg	*s*	CL 4,35	1930 1mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	A/S Dampskslsk D.F.K.(DeForenedeKulimportörer A/S,*Mgrs.*) *CellDB226'*	283·8 P19'Q93'B55'F28' FK 615t*FPT*69t	42·0	17·8	Copnhagn Danish 4*BHptCem* *APT82t*	T.3Cy.20",32"&53"–36" (s) 180lb 201NHP 2SB,*4cf*,GS81,HS3340 N.E.MarineEng.Co.Ld.Sld	20 " 4 ~~s 2 " 1~~ ~~18 " 6½~~ s1 " 11½ 18 " 6½	
24506 26173 JAGD	**England Maru** ssOsa.No.3–2,36 ~~ssKob.No.3–3,31~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5830 5590 4170	✠100A1 *Awng dk* *withfreeboard* 2,36~~12,31~~ ✠LMC 2,36 *Fitted for oi*	Kob Osa *l fuel*	*y* 7,2	OG ~~5,32~~ 2,36 3 *F.P.*	1919 11mo *above*	Kawasaki Dkyd.Co.Ld. Kobe A&CP 150° F.	KokusaiKisen K.K. *Colli* *CellDB*	385·0 FK *sion BH to Awng dk* 334'1118t*FPT*126t	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT93t*	T.3Cy.26",43½"&72"–48" (s) 200lb 437NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1½ 27 " 1	
24507 XNCU	**Englee** (*ex*Selun) Wireless 1*Dk*&*Spar dk*	1394 1297 863					1901	Nylands Værksted Oslo	ChingKeeS.N.Co. Ld.	231·3 H86t	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		C
24508 129245 VWCG	**Englestan** Ⓟ (*ex*Intaba) ssCal.2ndNo.3–11,33 2*Dks*(*Stl-Uteaks*)&*Webframes* *Longitudinal framing*	4736 3907 3039	✠100A1 5,35~~1,34~~ ~~BS1,34~~ ✠LMC11,35 5,35	Cal	*y*	CL 4,34	1910 10mo *Lloyd*	Hall,Russell&Co.Ld Aberdeen 'sA&CP	BengalBurma SteamNav.Co.Ld. (A.B.Chowdry, *Mgr.*) *CellDBa114'uE&B*	386·1 P62'B145'F40' FK&BK2½"	48·2	27·1	Rangoon British 6*BHCem* *70'f145'795t*	T.3Cy.27½",45½&75"–48" 180lb (r) 510NHP 5SB,*15cf*,GS300,HS9058 Hall,Russell&Co.Ld.Abn.	29 " 7 s 5 " 1½ 25 " 0½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
Broken up 24509 216779	**Englewood** 2*Dks*	4746 4282 2983			...		1918	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0 P25'B106'F34' FK	52·0	26·8	NewarkNJ Utd.States *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
24510 LDUD	**Enid** 1*Dk*	1140 991 856					1924	A/SMoss Værft Moss	A/S Turid (Bachke &Co.*Mgrs.*)	226·7 P44*t*H71*t*	36·6	15·8	Tr'ndheim Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP A/SMossVærft,Moss		N
24511 143539 MKQV	**Enid Mary** *ss*Apl.No.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	582 404 291	✠100A1 4,36 ~~9,34~~ BS~~2,34~~ 12,35 ✠LMC5,33	Apl Shl	*i*	CL ~~8,33~~ 4,36	1921 5mo *Lloyd*'*sA&CP*	TawShip-yards,Ld. Barnstaple	~~W.G.James(W.G.James&Sons *Mgrs.*)~~ BritishIslesCoasters,Ld.	174·5 Q100'B11'F26' FK *CellDBf*94'144*tFPT*	28·6 29·9	10·9	Cardiff British 3*BHCem* 45*t APT*22*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s 4 ″ 3½ 12 ″ 10¾	
24512 OYCP	**Enigheden** 1*Dk*	720 623 406					1918	H.C.Christensen Marstal	A/S H.C.Christensens Damp-og SeilskibsRederi (A.Petersen,*Mgr.*)	199·9 P24'B62'F28'	32·7	12·5	Marstal Danish *WB*	T.3Cy.16",27"&45"-30" 111NHP Akt.Burmeistr&Wain,Cpn.		V
24513 25286	**Enmyo Maru No. 1** Wood 1*Dk*	354 296 195					1918	Hiroshima Seisakusho Nihoshima	Hiroshima SeisakushoK.K.	137·0 B32'F14'	26·0	13·4	Niho Japanese	C.2Cy.11½"&23"-14" 16NHP HiroshimaSeisakusho,Niho		
24514 1871 IMOQ	**Ennio** (*ex*Margot-33,*ex*Newtonia, *ex*Kilmore) 1*Dk*	630 488 249					1919	Smith's DockCo.Ld. Middlesbro'	DavideZolezzi	175·3 170·4	30·0	15·5	Genoa Italian *WB*	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		CI
24515	**Enossis** (*ex*Bruna,*ex*Sava, *ex*Venezia, *ex*Ardgowan) Iron *ss*Fiu.3rdNo.3-12,20 *ss*Fiu.No.3-5,24 *Well deck* 1*Dk*(*ptIrn*) *Mchy.Aft*	317 213 107	✠ 9,25 ✠NB1,91 ✠	Fiu			1883 1mo	Abercorn S.B.Co Paisley	D.Kerambos&Co.	137·5 145·0 Q54'B18'F20' ptND02 BK7"	21·5 21·5	10·6 10·1	Piræus Greek 4*BHCem* *FPT*20*t*	C.2Cy.18"&34"-28" 53NHP 1SB,2*pf*,GS40,HS963 W.Lockhead&Co.Gls.		
24516 28 IMOU	**Enotria** (*ex*MaréchalFoch-34, *ex*Delta,*ex*Maréchal Foch,*ex*Constitucion, *ex*Zeebrugge,*ex*Arizona) *ss*Cff.No.1-11 1*Dk*(*Stl*) *Well deck*	852 — 483	✠ 7,11 ✠	Cff	*i*		1907 7mo	R.Thompson&Sons,Ld Sunderland	TelesforoTarchioni AntonioCiccolella& BartolomeoPisani (MarittimaCommercialeBrindisina *Mgrs.*) D	182·5 176·6 Q85'B17'F23' FK *Ba*33'*f*41'116*tFPT*	29·7	17·4	Brindisi Italian 4*BHCem* 23*tAPT*16*t*	T.3Cy.15½",25"&41"-27" 95NHP 2SB,4*pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	I †
24517 ~~1822~~ ~~IBMK~~	**Enrichetta** (*ex*Presto-33, *ex*AlbertoFassini-32, *ex*KossuthFerencz) *ss*Pal.No.3-11,22 *ss*Ant.No.1-27 1*Dk*(*ptIrn&ptStl*) 2*trB deep framing &Web frames*	4560 4018 2930	✠ 7 33	Rot	*x*		1907 6mo	JLThompson&Sons,Ld. Sunderland	~~I.N.S.A.(IndustrieNavaliSoc.Anon.)~~ ItalianNavy *CellDBa*135' *uE&B*	386·0 378·0 P23'B119'F30' FK 44' *f*155'1055*tFPT*	50·2 52·3	24·5 24·4	~~Genoa~~ Italian 6*BHCem* 127*tAPT*27*t*	T.3Cy.26",42"&68"-48" 392NHP 2SB,8*cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 ″ 1	I †
24518 1974 IBIQ	**Enrico Costa** (*ex*Cerasus-34) *ss*Hul.No.1-31 1*Dk*(*Stl*)	4080 3829 2508	✠100A1 ~~5,35~~ 7,34 1,36 BS~~7,34~~ ✠LMC1,52 7,35	Fal ~~Bry~~ Gen	*x*	CL 7,34	1928 4mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	G.Costa fuA. *CellD*	380·8 370·0 F34' FK *B*318'1126*tFPT*77*t*	51·4 P29'B224'	25·1	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 8¾ 24 ″ 0	
24519 FNGM	**Enseigne Marie Saint-Germain** *Well deck* 1*Dk* D.F.	3139 — 1636			...		1923	Chant.Nav Français Caen	ConsortiumCommercial deTranst. Mar.(UnionIndustrielle etMar.Soc. Française d'Arm. *Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Havre French *WB*	T3Cy.18⅛",29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" 234NHP Soc.Mot.Chaleassiere St.Etienne	23 ″ 0	V ‡
24520 FOGS	**Enseigne Maurice Prechac** D.F. 1*Dk*	4578 — 2549					1924	Atel.&Ch. delaGironde Harfleur	UnionIndustrielle etMaritimeSoc. Française d'Arm.	362·9 P231'F28'	49·1	24·4	Havre French *WB*	T.3Cy.24",38$\frac{9}{16}$"&65$\frac{1}{16}$"-44" 281NHP Schneider&Co.Havre		V
24521 139451 ~~VQVL~~ MLGG	**Ensign** (*ex*Wrotham-35, *ex*Ensign-33, *ex*Uskmouth) *Well deck* *ss*Shl.No.3-4,29 *ss*Sld.No.1-34 *Cargo battens not fitted* 1*Dk*(*Stl*)	2327 1789 1261	✠100A1 5,35 ~~4,35~~ BS4,35 ✠LMC6,34	Shl	*s*	CL 4,35	1916 7mo *Lloyd*'*sA&CP*	J.Priestman&Co. Sunderland	ChellewSteamship ManagementCoLd (F.C.Perman*Mgr*) D	290·0 P24'Q90'B59'F29' FK *Bf*112'385*t DTa*90'	40·7	19·2	London ~~Gibraltar~~ British 5*BHCem* 624*tFPT*94*t*	T3Cy.21$\frac{3}{16}$",35"&57"-39"(*s*) 180lb 218NHP 2SB,6*pf*,GS90,HS3340 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 2 ″ 1½ 18 ″ 7	
24522 220275 KUZS	**Ensley City** *ss*Bal.No.3-7,32 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk withfreeboard* 6,35 ~~10,34~~ ~~BS10,34~~ ✠LMC7,32 *Fitted for oil*	Bal Jck BS11,35 *fuel* 7,20	*z*	CL ~~2,33~~ 6,35 *F.P.*	1920 7mo A&CP *above*	Chickasaw S.B.&CarCo. Chickasaw, Ala. 150°F.	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on Shelter dk* FK 331'1508*t FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BH to S dk* *APT*175*t*	T3Cy.24½",41½"&72"-48"(*s*) 210lb 587NHP 3SB,9*cf*,GS181,HS8919 FD Hooven,Owens,RentschlerCo.Hamilton,O.	34 ″ 11 s7 ″ 10¾ 27 ″ 2¾	
24523 1258 IBNK	**Entella** (*ex*Berta,*ex*Livietta) 1*Dk&Awng dk*	2691 2595 1673			...		1899	N.Odero fu A. SestriPnente	A.Sanguineti fu D.	299·7	40·9	18·2 25·2 FK	Genoa Italian *WB*	T.3Cy.20½",33½"&55"-39" 224NHP N.Odero fuA.SestriPnente	27 ″ 6	I †
24524 136868 KQRD	**Enterprise** Ⓟ (*ex*St.Georg, *ex*Ehrenfels) Iron&Steel *ss*Bhn.No.3-11,94 *ss*S.Fo.No.2-02 1*Dk*(*Irn*)&*Spardk*3*trB* *Ref.Mchy.* *Fitted for oil fuel*	2806 2437 1679	✠ 10,08 ✠NB10,86✠	SFo			1882 3mo	Wigham Richrdsn&Co Newcastle	MatsonNav.Co. *WB=DBa*92'&*uE&B*46'*f*36'375*tFP*	322·8 B106'H28'F31' ptND94&97 len94 T30*tAPT*20*t* BK9"	35·8	26·6	S.Frncisco Utd.States 5*BHCem* *Tpd*86	T.3Cy.25",38"&72"-48" NDB91 328NHP 2SB,6*cf*,GS99,HS4658 Wighm Richrdsn&Co.Nwc	28 ″ 4	
24525 DHGM	**Entrerios** Sub.Sig. 2*Dks*	5179 4798 3142					1923	F.Schichau Danzig	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	386·4 P30'F31'	52·7	29·9	Hamburg German *WB*	T.3Cy.25⅗"43$\frac{3}{10}$"&70$\frac{9}{10}$"-47⅕" 344NHP F.Schichau,Danzig		G
24526 142873 VRXN	**Enugu** 4Mst *Mchy.Aft* 1*Dk*	1425 1060 784					1920	W.Harkess &Son,Ld. Middlesbro'	Government of Nigeria	235·4 P16'Q36'B138'	36·1	15·7	Lagos British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		
24527 UOXT	**Eñukidze** (*ex*CastilianPrince-33, *ex*Sycamore) TwinSc3Mst *OilEng.* *ss*Gls.No.2-31 *Well deck* 1*Dk*(*Stl*)2*nd dk* Sub.Sig. (*Stl*)*in forward holds* *Cruiser Stern*	3907 3317 2041	✠ 2,34 ✠	Gls	*x*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Sovtorgflot *CellDB*270'1164*t DTa between tunnels* 39' 88*t DTf*29'	364·0 P&B225'F88' FK *Duct keel amidships* 140'	52·2	24·1	Odessa Russian 6*BHptAsp* 590*tFPT*80*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-38⅜" 695NHP Richardsons,Westgarth& Co.Ld.Hpl. *APT*67*t*	26 ″ 11	

Now "H. Yagada," *see No.* 33413 *in Supplement*

1 Numéro d'Ordre Numéro Officiel Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24528 150416 VPGX	**Eocene** (*ex*Schulau-35,*ex*Vacoil, *ex*FortMcHenry) ssHam.No.3-2,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	4216 3777 2367	✠100A1 2,35 BS4,36 ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,22 *F.P. above* 150° F.	Ham	*w*	CL 1,35	1922 8mo	Bethlehem S.B.Corp.Ld Baltimore A&CP	StandardTransportationCo.Ld. *CellDBuE&B62'184t*	~~330·8~~ P92'B35'F31' 340·0 FK *FPT95tAPT187t*	49·2	~~28·8~~ 28·6	HongKong British 12*BHpt Asp* (9 *to U dk* 3 ,, *2nd* ,,)	T.3Cy.23",39"&65"-42" (s) 200lb 395NHP 2SB,6cf, ,HS5704 FD EllicottMachineCorp.Balt	28 ″ 7 s4 ″ 5¾ 24 ″ 3¼	
24529 999 ESTW	**Eos** (*ex*Bolivia-34, *ex*Naparima) ssAbg.4thNo.3-5,32 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Stringers&ptBeamsIrn*	1513 1367 888	✠100A1 4,36 ~~10,34~~ BS10,35 ✠LMC MS1,32 ~~BS5,34~~	Osc Tln	*q*	OG 10,34	1890 2mo	Edwards S.B.Co.Ld. Newcastle A&CP	L-ü "Eeroo" (K.Mitt,*Mgr.*)	260·0 P29'Q66'B106' F29' FK *Cell*	36·2	16·8	Tallinn Estonian 4*BHCem* *D B214'342t*	T.3Cy.20",32½"&53"-36" (s) 160lb *100lb* NDB19 174NHP 2SB,6pf,GS84,HS2700 N.E.MarineEng.CoLdNwc	19 ″ 3 s1 ″ 2¾ 18 ″ 2	
24530 SVLZ	**Epaminondas C. Embiricos** (*ex*Benton) ssRot.No.1-31 1*Dk*(*Stl*)	*4385* *4006* *2582*	✠100A1 11,35 ~~10,34~~ BS~~5,34~~ ✠LMC12,31 6,35	Npt Bkn	*x*	CL 10,34	1927 11mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland *'sA&CP*	C.E.Embiricos *CellDB*	373·2 P32'B224'F35' FK 320'1011t*FPT*110t	52·7	25·8	Andros Greek 6*BHptCem* *APT*240t	T.3Cy.25½",41½"&69"-48"(s) 180lb 387NHP 3SB,9cf,GS189,HS6363 G.Clark,Ld.Sunderland	28 ″ 0 s3 ″ 11¼ 24 ″ 3¾	
24531 3 IMPX	**Epiro** Ⓟ 1*Dk*	488 369 257					1901	Flli. Orlando Leghorn	Cia.Adriatica di Nav.	170·9 P48'B42'F29'	23·9	11·8	Bari Italian *WB*	T.3Cy.16½",25½"&40½"-22" 77NHP Flli.Orlando,Leghorn		I
24532	**Epiros** Ⓟ (*ex*Popi-35, Iron *ex Yacht*Refalonia,*ex*Sayonara,*ex* Goize Ko-Izarra,*ex*Romola,*ex*Sans Peur, *ex*Catarina) 2*Dks*	563 — 300					1880 3mo	R.Steele&Co. Greenock	EpirotikiS.N.Co. GeorgePotamianos	186·4	26·1	15·8	Piræus Greek	C.2Cy.28"&48"-36" NB97 91NHP R.Steele&Co.Greenock		
24533 SVOR	**Epsilon** (*ex*MadrasCity-33, *ex*Langholm) *Fitted for oil fuel* 1*Dk*&*Shelter dk*	*4120* — *2579*			...		1911	W.Gray&Co.Ld. WHartlepool	L.N.Embiricos	383·9 B8' FK	53·5	29·0	Andros Greek *WB*	T.3Cy.25",41"&68"-48" 342NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 5	C †
24534 623 OHAO	**Equator** (*ex*ManchesterExchange) ssHul.2ndNo.3-2,27 ssHfs.No.2-36~~ssRot.No.1-31~~ 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deep framing*	3985 — 2415	✠100A1 *Spar dk* B,36 ~~9,31~~ ✠LMC MS~~9,31~~ BS~~5,31~~ 2,36 5,35	Dnz ~~Hfs~~	*x*	CL ~~9,33~~ 9,35	1901 11mo	Furness, Withy&CoLd WHartlepool A&CP	A/B Finland-AmerikaLinjen O/Y *Cell DBa*124'*uE&*	361·1 P29'B100'F35' FK *B*50'*f*136'748t *FP*	48·1	26·7	Helsingfrs Finnish 6*BHCem* *T66tAPT41t*	T.3Cy.25",40"&68"-48" (s) 180lb 374NHP 3SB,9cf,GS147,HS6142 Richardsons,Westgarth&Co.Ld.Hpl.	30 ″ 11 s5 ″ 11¼ 25 ″ 1¾	
24535 LDNH	**Equatore** TwinSc3Mst (*ex*CleliaC., *OilEng.* ssGen.No.3-4,23 *ex*FratelliBandiera, ssGen.No.1-27 *ex*ChristianX) 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	4953 4273 3054	✠ 6,32 ✠	Gen	*x*		1912 6mo	Akt.Burmeistr&Wain Copenhagen	A/S Britannic (Brummenæs&Torgersen,*Mgrs.*) *Cell*	370·2 P25'*aft*B54' *frwd*B77'F32' FK *on Awng dk* *D Ba*60'*u E*39'*f*225'	53·2	27·5	Haugesnd Norwegian 7*BHAsp* 1050t *FPT*	Oil Engines 4S.C.SA 16Cy.20⅞"-28¾" 680NHP AktBurmeistr&Wain,Cpn. 88t*APT*84t*DTf*19'610t	30 ″ 0	N †
24536 132480 VJOW	**Era** ssSyd.No.3-11,33 1*Dk*(*Stl*) *Cargo battens not fitted*	3148 2857 1891	✠100A1 12,35~~1,35~~ ✠LMC MS11,33 BS~~9,31~~7,35	Syd	*v*	CL 12,33	1921 8mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow *'sA&CP*	AustralianSteamshipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.)	330·8 P31'B98'F30' FK *CellDB*287'887t	48·9	22·1	Melbourne British 5*BHCem* *APT*83t	T.3Cy.24",40"&65"-45" (s) 180lb 323NHP 3SB,9cf,GS156,HS5205 D.Rowan&Co.Ld.Gls.	24 ″ 3 s3 ″ 11½ 20 ″ 7	
24537	**Eraklis** (*ex*Maria-34,*ex*Alster, *ex*Nacka,*ex*LuiseBlume, *ex*Spetsopoula,*ex*Federation) 1*Dk*	806 601 332			...		1886	S.P.Austin &Son Sunderland	GeneralCementCo.Ld.	216·7 P39'B66'H19tF29' BK7"	30·7	12·3	Piræus Greek *WB*	T.3Cy.19",31"&51"-33" NB00 161NHP N.E.MarineEng.Co.LdSld	14 ″ 5	
24538 EAEG	**Erandio** (*ex*BegoñaNo.6,*ex*Onton, *ex*Wilderspool) ssBbo.2ndNo.3-10,23 ssBbo.No.2-32 1*Dk*(*Stl*)&*deep framing&ptAwng dk*(*Stl*)	2810 2116 1591	✠ ... 5,35 ✠ ✠NB12,91*refitted*10,32	Bbo	*t*		1894 10mo	W.Pickersgill&Sons Sunderland	Cia.Marit. Elanchove *CellDBa*	310·0 Q77' *ptAwng dk*233' FK 96'*u*B20'*f*120' 576t	42·9	19·2	Bilbao Spanish 5*BHCem* *APT*66t	T.3Cy.22½",37"&61"-42" 253NHP NDB20 *refitted*28 2SB,6cf,GS116,HS3960 G.Clark,Ld.Sunderland	21 ″ 9	
24539 147108 MLQZ	**Erato** ssHul.No.2-32 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1335 1066 735	✠100A1 *Shelter dk* *with freeboard* 2,35 ✠LMC MS3,32 BS~~11,31~~12,35	Hul	*p*	CL ~~2,35~~ 2,36	1923 10mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen *'sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*209'	247·3 FK 358t*FPT*24t*APT*4t	36·2	14·6	Hull British *Cem* 5*BHtoShdk*	T.3Cy.15½",26½"&46"-33" 225lb (s) 207NHP 2SB,4cf,GS77,HS3120 FD W.Beardmore&Co.Ld. Coatbridge	16 ″ 10 s ″ 2 16 ″ 10	
24540 380 IBPK	**Ercole** (*ex*Waaldijk,*ex*Gramsbergen, *ex*Acara) ssRot.2ndNo.3-4,30 2*Dks*(*Stl*) D.F. &*deep framing*	5027 4730 3146	✠ ... 11,33 ✠	Hul			1904 3mo	Palmers' Co.Ld. Newcastle	A.Lauro *CellDBa*131'*uE&* *B*48'*f*169'1081t	415·0 400·0 P30'B144'F41' FK *DTa*38'1016t*FPT*1	50·2	29·4	Naples Italian 6*BHCem* 32t*APT*54t	T.3Cy.26½",43"&71"-48" 317NHP 2SB,6cf,GS115,HS3223 Palmers'Co.Ld.Newcastle	32 ″ 3	I †
24541 EAEI	**Eretza-Mendi** ssBbo.No.3-5,21 D.F. ssBbo.No.2-29 1*Dk*(*ptIrn&ptStl*)&*deep framing*	4153 3831 2534	✠100A1 4,33 ✠LMC MS8,29 BS7,33	Rot	*x*	CL 3,33	1909 3mo *Lloyd*	W.Gray&Co.Ld. WHartlepool *'sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgrs.*) *WB = CellDBa&*	365·0 P27'B94'F34' FK *uE*144'*f*161' 940t	50·3	25·2	Bilbao Spanish 6*BHCem* *APT*113t	T.3Cy.27",43"&72"-45" (s) 180lb 379NHP 3SB,9rf,GS145,HS5875 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 10 s5 ″ 3¾ 22 ″ 9	
24542 DOGC	**Erfurt** Ⓟ *OilEng.* Sub.Sig. 2*Dks*	4201 3770 2554					1923	Vulcan WerkeA.G. Stettin	Norddeutscher Lloyd	360·7 P43'B109'F42'	51·0	26·0	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.28¾"-49⅛" 480NHP VulcanWerkeA.G.Ham.		G
24543 724 OHGD	**Ergo** (*ex*Frano-34,*ex*Senegal-32, *ex*I.P.Justesen, ssHfs.3rdNo.3-7,34 *ex*DavidMainland) *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1928 1499 1097	✠100A1 12,35~~10,34~~ BS12,35 ✠LMC7,34	Lth Abo	*r*	10,34	1893 10mo	W.Gray&Co.Ld. WHartlepool A&CP	AngfartygsErgo O/Y(V.Mäkeläinen,*Mgr.*)	270·0 P27'Q74'B116' F27' FK *DBa*84'*f*106' 463t	37·0	18·4	Helsingfrs Finnish 4*BHCem* *APT*25t	T.3Cy.19",31½"&51"-36" (s) 160lb NDB13 156NHP 2SB,4rf,GS48,HS2330 Cen.Mar.Eng.Wrks.WHpl	19 ″ 6 s1 ″ 3 18 ″ 5	
24544 154097 ZSCB	**Erica** ssP.Nl.No.2-34 2*Dks*(*Stl*)	5112 4804 3209	✠100A1 ~~1,36~~ ~~4,31~~ ~~3,35~~ 3,36 ✠LMC4,34 BS~~4,35~~8,36	PNl ~~Mel~~	*y*	CL ~~1,31~~ 3,36	1926 1mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow *'sA&CP*	UnionGovt.of SouthAfrica(Railways&Harbours Administration, C.Tn.) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*350'1040t *DTa*30'860t*APT*200t	404·9 P35'B128'F41' FK	53·0	27·6	CapeTown British *ptCem* 5*BH to U dk* 1 ,, ,,*2nd*,,	T.3Cy.27",44"&73"-48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s5 ″ 7¾ 24 ″ 7½	
24545 LDUF	— (*ex*Kvernaas,*ex*Kaparika) 1*Dk*	1592 1177 914					1919	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Erica (LeifErichsen)	245·7 P39tQ108tB126t H69tF40t	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18⅔",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
24546 155862 GKJN	**Erica Moller** (*ex*Commercial Pathfinder,*ex*Osage, ssHam.No.1-11 *ex*Serapis) 2*Dks*(*StlU-ptws*) &*deep framing* *Fitted for oil fuel*	4683 4344 3082	✠ 11,15 ✠	Ham	*y*		1906 1mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDBa*125'*u*	~~N.E.A.Moller~~ ~~(Moller&Co.Mgrs.)~~ MollerLine,Ld. *E&B*42'*f*175'1050t	396·7 P38'B112'F49' FK *DTa*31'775t*FPT*75	49·7	27·4	Shanghai British 7*BHCem* t*APT*45t	T.3Cy.27",43½"&73"-48" 448NHP 2SB,6cf,GS128,HS6040 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29 ″ 9	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24547 136624	**Ericsson** Ⓟ 1Dk	681 — 547					1897	Neafie& LevyCo. Philadelphia	Baltimore&PhiladelphiaSteamboat Co.	198·2	23·3	9·2	Baltimore Utd. States	T.3Cy.14″,21″&36″–26″ 66NHP Neafie&LevyCo.Phl.		
24548 OHHK	**Ericus** CruiserStern 1Dk	2200 1945 1332					1919	Osbourne, Graham&Co. LdSunderlnd	A/B OhlsonS.S. Co.O/Y(A/B Nielson&ThordenO/Y, Mgrs.)	285·0 P23'B70'F32'	43·5	19·1	Helsingfrs Finnish WB	T.3Cy.21″,35″&50″–39″ 156NHP MacColl&Pollock,Ld.Sld.		C
24549 FOAU	**Eridan** Ⓟ TwinSc OilEng. D.F. CruiserStern	9928 6738 5701					1928	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	445·4 P56'B177'F46'	61·1	35·0	Dunkirk French WB	Oil Engines 2S.C.SA 16Cy.23⅝″–41¾″ 1555NHP Cie.deConstr.Méc. (ProcédéSulzer),St.Denis		V
24550 1701 ICEN	**Eridano** (exRisano,exZvir, exMonviso, exZvir) ~~ssFiu.No.3-6,28~~ D.F ssGen.2ndNo.3-6,35 ~~ssGen.No.2-34~~ 1Dk(Stl)	3586 3276 2124	✠100A1 ~~6,35~~10,3411,35 ~~BS7,35~~ ✠LMC~~6,34~~ 7,35 ✠Aux.NB10,25	Nap Gen	w	CL 9,33	1912 5mo Lloyd	R.Thompson&Sons,Ld Sunderland 'sA&CP	~~Soc.Anon.diNav.~~ ~~"Ave"~~ "Ave" Soc.Anon.di Nav CellDBa106'uE25	352·9 362·6 P35'B215'F36' FK 'f152'866tFPT93t	50·8 50·9	21·6 21·0	Genoa Italian 6BHCem APT155t	T.3Cy.24½″,40″&66″–45″(s) 180lb HS6004 355NHP 2SB&1Aux.SB,8cf,GS156 N.E.MarineEng.CoLd.Sld.	24 ″ 0 s 3 ″ 0 21 ″ 4	
24551 27078 JELD	**Erie Maru** ssKob.No.3-5,32 2Dks(Stl)	5493 4996 3409	✠100A1 4,36 ~~3,35~~ ✠LMC~~7,35~~ 4,36	Kob Yka	z	CL N3,34	1920 4mo	AsanoS.B. Co. Tsurumi A&CP	~~IshiharaSangyo~~ ~~KaiunK.K.~~ NanyoKaiunK.K.	400·0 P33'B124'F41' FK CellDB339'949t	53·2	29·4	Fuchu Japanese 6BHCem APT27t	T.3Cy.26″,43½″&72″–48″ (s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD IshikawajimaS.B.&E.Co. Ld.Tokio	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
24552 OUSC	**Erik** (exTaurus,exSnapp) Sp OilEng. Mchy.Aft 1Dk	300 249 163					1908	Oskrshmns M.V.Aktieb Oskarshamn	A/S De Danske Sukkerfabrikker	120·7 Q20'H14tF11' len28	22·8	11·3	Odense Danish WB	Oil Engines 2S.C.SA 4Cy.7⅞″–12 9/16″ 43NHP Akt.Diesel'sMotorer,Skm.		V
24553 OYHA	**Erik B.** (exUrsus,exDora) Now "Asko," see No. 37083 in Supplement ssAbg.3rdNo.3-5,31 1Dk(Stl)&deepframing&ptAwngdk(Stl) Cargo battens not fitted in 'tween decks	2191 1501 1378	✠100A1 ptAwngdk withfreeboard 8,35 ~~3,34~~ BS4,35 ✠LMC3,54	Abg Cpn	r	CL 2,34	1897 7mo Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	A/S D/S Ursus (C.A.BoeckHansen,Mgr.) CellDBa92'	279·7 P14'Q88' ptAwngdk176' FK uE&B44'f104'515t	40·7	15·8	Copnhagn Danish 4BHCem APT15t	T.3Cy.19⅝″,32¼″&53½″–35½″ 170lb 100lb (s) 187NHP NDB25 1SB,3rf,GS59,HS3006 A.G."Neptun,"Rostock	18 ″ 6 s ″ 8¼ 17 ″ 11½	
24554 OZAA	**Erik Boye** ssEls.No.2-32 1Dk(Stl)	2238 2010 1344	✠100A1 10,35~~12,31~~ BS~~7,34~~ 10,35 ✠LMC11,32	Cpn Els	t	CL 11,34	1924 3mo Lloyd	A/S NakskovSkibs. Nakskov 'sA&CP Inter	D/S Vendila (Svendsen& Christensen,Mgs.) mediate BH in fore	305·3 P21'B180'F36' FK hold dispensed with CellDB260'687tFPT	45·4	18·5	Copnhagn Danish Cem 4BHonly 87tAPT58t	T.3Cy.22½″,35½″&58½″–36″ 185lb (s) 275NHP 2SB,6cf,GS102,HS3910 FD EriksbergM.V.Aktieb.Got.	20 ″ 10 s1 ″ 10¼ 19 ″ 3	
24555 7290 SDKA	**Erik Frisell** ssNYk.No.2-34 ~~ssGot.No.1-30~~ OilEng. D.F. 2Dks(Stl)	5066 4394 2862	✠100A1 ~~6,35~~~~10,33~~2,36 DBS6,35 ~~✠LMC9,30~~ ✠LMC CS6,35 5,34	Bbo Got		OG ~~10,33~~ 6,35	1926 7mo Lloyd	Aktieb. Götaverken Gothenburg 'sA&CP	Trafikaktieb. GrängesbergOxelösund(M.Waldenstrom,Mgr.) CellDB335'1288tDT	392·2 P39'B115'F41' FK f39'1190tFPT125	52·6	26·6	Stockholm Swedish 7BHptCem 1 ″ to2nddk tAPT301t	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 489NHP DB85lb Aktieb.Götaverken,Got.	30 ″ 0 s 5 ″ 10¾ 24 ″ 3¾	
24556 DMAN	**Erik Larsen** (exKarlLeonhardt, exGustavSalling,exEskasoni, exWilhelmina) 1Dk2trB& deepframing	2730 2385 1672			...		1896	ShortBros. Sunderland	ErikLarsen	314·0 P27'B72'F35' FK	43·1	21·4	Rostock German WB	T.3Cy.22½″,37″&61″–42″ NB20 283NHP Blair&Co.Ld.Stockton	23 ″ 10	G †
24557 DBRQ	**Erika** (exKäthe,exHansHenning) Mchy.Aft 1Dk	1046 834 643					1905	Nüscke& Co. Stettin	Hermann Sankowsky(WikingSchiffahrts G.m.b.H.Mgrs.)	218·1 Q81'B51'F26'	34·7	13·9	Stettin German WB	T.3Cy.15″,24″&38″–27″ 75NHP Schiffsw.Uebigau,Dresden		G
24558 DGAN	**Erika Fritzen** (exDampfen, exHogland,exRyton) Turret deck 1Dk2trB	4169 3961 2630					1905	W.Doxford &Sons,Ld. Sunderland	Akt.Ges.fürHandel &Verkehr	349·0 P86tH116t	50·9	24·0	Emden German WB	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
24559 DAVY	**Erika Schünemann** (exIris,ex EngineerAvdakov, ssFln.2ndNo.3-4,13 exWashington) 1Dk(Irn)2trB Welldeck Sub.Sig.	1177 915 722	✠ 11,15	Hpl	n		1889 5mo	StrandSlipwayCo.Ld. Sunderland	E.HaubussSchiffahrtsges.m.b.H. Ce	225·9 P27'Q61'B46'F30' BK8″ llDB182'368tFPT	34·2	15·0	Stettin German 4BHCem 44tAPT25t	T.3Cy.18″,29″&50″–30″ NB25 NDB97 137NHP N.E.MarineEng.Co.Ld.Sld	17 ″ 7	G †
24560 7108 SDZG	**Eriksborg** (exFylgia,exDanebod, exElse,exLynton) ssHbg.3rdNo.3-4,28 ssHbg.No.1-33 Welldeck 1Dk(Irn)&Webframes Cargo battens not fitted	1464 1197 839	✠100A1 4,35 BS6,35 ✠LMC6,33	Duz	q	OG 3,35	1890 8mo	J.Blumer &Co. Sunderland A&CP	RederiA/B Landskrona(J.Leonard, Mgr.) Cell	250·0 P24'Q64'B110'F33' FK	35·1	17·0	Landskrna Swedish 4BHCem DB200'345t	T.3Cy.18½″,30″&49″–33″ (s) 160lb 135NHP 2SB,4rf,GS66,HS1984 G.Clark,Ld.Sunderland	19 ″ 4 s 1 ″ 2 18 ″ 4	
24561 161884 GRXC	**Erin** 2Dks(Stl–weatherdk–teaks) D.F. 3rd&4thdks(Stl)in holds Ref.Mchy. E.S.D. CruiserStern	~~5739~~ ~~4999~~ ~~2712~~ 5780 4999 2754	✠100A1 withfreeboard 4,36 ~~10,34~~ ✠LMC5,32 ✠Lloyd'sRMC~~4,35~~ 4,36~~10,33~~ for temp. 20° F. BS4,36 Three lower decks for fruit cargoes Fitted for oil fuel 5,32 F.P. above 150° F.	Lon ~~Sou~~Avn	z	CL ~~10,32~~ 4,36	1932 5mo Lloyd	Workman Clark(1928), Ld. Belfast 'sA&CP	ErinS.S.Co.Ld. (StandardFruit& S.S.Co.Mgrs.) CellDB341'935t Tanks in way	415·0 P34'B133'F42' FK of tunnel 393tFPT	54·7	30·4	Belfast British 7BHptCem 75tAPT159t	T4Cy.28½″,47½″&(2)57″–51″ & electric drive from LP Turbine 260lb (s) 1084NHP 5SB,20cf,HS14270 FD WorkmanClark(1928),Ld.	33 ″ 6 s8 ″ 9¾ ~~25 ″ 0~~ 24 ″ 11½	
24562 OYCR	**Erindring** 1Dk	747 641 425					1921	HC.ChristensensStaalskibsbyggeri Marstal	A/S H.C.ChristensensDampSeilskibsreder(A. Petersen,Mgr.)	201·2	32·7	12·5	Marstal Danish	T.3Cy.16″,25½″&39½″–29½″ 83NHP A/S Smith&Mygind,Cpn.		V
24563 SVOP	**Erinoula** (exSweethope) ssBly.2ndNo.3-5,31 1Dk(ptIrn&ptStl)&deepframing ssBly.No.1,36	2715 2513 1708	✠100A1 2,36 ~~4,35~~ ✠LMC MS~~5,31~~2,36 BS4,35	Pir Bly	u	~~9,33~~ 11,35	1905 1mo Lloyd	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	N.J.Tsatsomiros CellDBa110' uE&B36'	314·0 P31'B152'F30' FK f122'701tFPT100t	46·5	20·6	Andros Greek 5BHCem APT125t	T.3Cy.23″,38″&62″–42″ (s) 160lb NDB27–80lb 262NHP 2SB,6pf,GS111,HS4124 N.E.MarineEng.Co.LdSld	23 ″ 0 s2 ″ 10 20 ″ 5	
24564 132998 GJWN	**Erinpura** Ⓟ TwinSc ssCal.No.3-7,27 D.F. ssCal.No.2-35 2Dks(UStl) &Shadedk(Stl–teaks)	5143 3725 2730	✠100A1 Shadedk 2,36~~2,35~~ ✠LMC2,35 BS2,36	Cal	z	CL ~~P2,34~~ SN1,35 P2,36	1911 12mo Lloyd	W.Denny &Bros. Dumbarton 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa89' f160'740t	411·0 B on Shadedk177' newforeend23 FK uE&B116' FPT95tAPT63t	52·5	24·7	Glasgow British 7BHCem (6 ″ to Udk 1 ″ 2nd ″)	T.6Cy.24½″,41″&69″–48″ (s) 200lb 100lb 1059NHP 2D&2SB,18cf,GS381, HS16280 FD Denny&Co.Dumbarton	27 ″ 3 s 4 ″ 3¼ 23 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et où est dans le L.R. Durée Cert. Bd of Trade
24565 397 IBRK	**Eritrea** Ⓟ (exRodiS,exRodi exWarBarrage) D.F.	2517 — 1485			...		1918	BlythS.B. &D.D.Co.Ld. Blyth	"Tirrenia"(Flotte RiuniteFlorio- Citra)	290·4 285·0	41·4 42·0	18·7 19·0 FK	Naples Italian WB	T.3Cy.25",41"&68"–45" 417NHP N.E.MarineEngCoLdNwc	21 ″ 2	I †
24566	**Erivan** Ⓟ 2Dks	2692 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	Sovtorgflot	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
24567 LCIS	**Erland** (exVedamore,exWingate) Corrugated sides 1Dk	1914 1729 1130					1914	Osbourne, Graham&Co. Sunderland	D/S A/S Eikland (I.M.Skaugen, Mgr.)	279·3 P47tH100t	42·0	18·4	Oslo Norwegian WB	T.3Cy.21",33"&56"–36" 188NHP N.E.MarineEng.Co.Ld.Sld		C
24568 6843 SJNA	— OilEng. ssGot.No.3–6,35 ~~ssGot.No.2–31~~ D.F. 1Dk(Stl)&Shelterdk(Stl) CruiserStern	1869 1512 886	✠100A1 Shelter dk withfreeboard 6,35 ~~8,34~~ DBS10,34 ~~✠LMC[illegible]~~ ✠LMC CS6,35 6,35	Dnz Got	s	OG ~~4,33~~ 5.35	1922 9mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP Inter	Ångf.Aktieb.Tir- fing(T.E.J.:son Broström,Mgr.) (SvenskaOrient Linien) mediate BH in fore CellDB254'5	300·0 hold dispensed with 30tFPT29tAPT31t	43·2	16·3 FK	Gothenbrg Swedish ptCem 1BHtoShdk 3 ″ ″ U ″	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" DB100lb 355NHP Aktieb.Götaverken,Got.	19 ″ 0 s – ″ 6⅝ 18 ″ 7	
24569 DOAJ	**Erlangen** D.F. Sub.Sig. 2Dks	6101 5402 3654					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German WB	1SRgearedSteamTurbine Blohm&Voss,Hamburg		G
24570 LDUK	**Erling Jarl** Ⓟ 1Dk&Awng dk	737 405 427					1895	Trondhjms Mek.Verks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·2 H32t len09	26·8	12·0	Tr'ndheim Norwegian WB	T.3Cy.17¼",28"&46"–30" NB09 116NHP TrondhjmsMek.Verks.		
24571 LDUL	**Erling Lindöe** 1Dk	1281 1122 751					1917	N.V.Werf deNoord Alblasserdm	A/S D/S Erling Lindöe(P.Lindöe& Co.A/S)	236·9 P32'B65'F23'H76t	36·4	16·1	Haugesnd Norwegian WB	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
24572 UNZO	**Ermack** TrpSc (Icebreaker) 3Dks	4955 2423 2357					1898	SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle	Sovtorgflot	320·0	71·5	42·5	Leningrad Russian WB	T.9Cy.25",39"&64"–42" NB27 796NHP WllsndSlipwyCo.Ld.Nwc.		
24573 DIBJ	**Ermland** Ⓟ TwinSc D.F. OilEng. Sub.Sig. 2Dks	6528 5706 3802					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1 P&B371'F65'	58·4	25·6	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.28⅜"–51⅛" 935NHP Blohm&Voss,Hamburg		G
24574 OZWA	**Erna** Wireless D.F. Ref.Mchy. 1Dk	1590 1212 924					1930	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	253·5 P16'Q80'B96'F33'	39·1	17·6	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"– 31½"&LPTurbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
24575 DHGP	— Sub.Sig. 1Dk	865 690 491					1922	Howaldts- werke Kiel	ErnstRuss	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German WB	T.3Cy14⅜",23¼"&38$\frac{3}{16}$"–25⅜" 73NHP Howaldtswerke,Kiel		G
24576 DAXX	— (exProsper–33) Mchy.Aft 1Dk&deepframing	751 643 404					1904	Schömer& Jensen Tönning	Reederei"Erna" (F.Ivers&Co. G.m.b.H.Mgrs.)	206·2 P155'F27'	31·0	13·0	Stettin German WB	T.3Cy.15",24¾"&40½"–28" 85NHP Schömer&Jensen,Tonning		G
24577 1735 IBOK	**Ernani** (exValacia,exLuceric) D.F. 2Dks&deepframing &Shelter dk	6619 5938 4113			...		1910	Russell& Co. Pt.Glasgow	I.N.S.A. (IndustrieNavali Soc.Anon.)	476·4 460·0	57·0	28·9 FK	Genoa Italian WB	T.3Cy.28½",47"&78"–54" 690NHP Rankin&Blackmore,Grk.	31 ″ 6	I †
24578 216535 KJUI	**Ernest H. Meyer** (exPointLobos) Fitted for oil fuel 1Dk	2186 1944 1325			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	PortlandS.S.Co.	289·0 P24'B144'F32'	44·1	19·0 FK	Prtlnd, Or. Utd.States WB	T.3Cy.22",37½"&60"–42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
24579 LOFM	**Ernesto Tornquist** (exKommandörenI, Fitted for oil fuel exHampsteadHeath,exCraftsman) 2Dks&deepframing&Webframes	6547 5865 4028			...		1897	C.Connell &Co. Glasgow	Cia.Argentina de Pesca	450·0 P35'B158'F34'	52·5	30·7 FK	Bns.Ayres Argentine WB	T.3Cy.27½",45½"&75"–60" 583NHP Dunsmuir&Jackson,Gls.	33 ″ 9	N †
24580 144090 MKTC	**Ernrix** 3Mst ssHul.No.3–6,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	692 479 317	✠100A1 6,34 BS7,35	Hul LMC6,34	j	CL 5,34	1921 5mo Lloyd	Cochrane& Sons,Ld. Selby 'sA&CP	HumberSteam Coasters,Ld.(R. Rix&Sons,Mgrs.) CellD	175·0 Q99'B11'F23' Bf99' 140t FPT55t	29·1	11·3 FK	Hull British 4BHCem APT27t	T.3Cy.13",23"&37"–26" (s) 200lb 96RHP 1SB,2pf,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
24581 5284 SDZK	**Ernst** (exMargit,exBolbek,exMargit, exDeuxCharentes) ssHbg.2ndNo.3–4,27 ssMmo.No.1–32 Well deck 1Dk(Irn)&deepframing Now "Hermes," see No. 33403 in Supplement Cargo battens not fitted	1555 1214 880	✠100A1 3,34 MS6,32	Sbg ✠LMC BS10,34	p	3,34	1901 5mo	WoodSkin- ner&Co.Ld Newcastle A&CP	LimhamnsRederi Aktieb.(Edv. Persson,Mgr.) CellDBa74'uE&	250·0 P28'Q110'B12'F27' B36'f194'391tFPT	37·2	16·2 FK	Limhamn Swedish 4BHCem 61tAPT67t	T.3Cy20¼",33¼"&54"–36"(s) 160lb 180NHP 2SB,6pf,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 ″ 5 s 5 ″ 4½ 17 ″ 3½	
24582 DAQS	— Iron (exWolf) ssHam.No.2–92 1Dk(Irn)	558 406 340	✠ 6,97	Ham	h		1884 4mo	Kon.Maats deSchelde Flushing	Pommersche landwHauptgenos- senschaft G.m.b.H. WB	170·8 =DBa24'80tFPT	25·3	13·2 BK7"	Stettin German Cem 38tAPT15t	C.2Cy.20½"&38$\frac{3}{16}$"–29$\frac{7}{16}$" NB04 66NHP Maats.deSchelde,Flushing	14 ″ 1	G †
24583 DMBY	**Ernst Brockelmann** Sub.Sig. CruiserStern	1900 1562 1120					1927	Akt.Ges. "Neptun" Rostock	ErichAhrens	266·7 P26'Q92'B110'F30'	42·2	16·9	Rostock German WB	T3Cy19$\frac{5}{16}$"31½"&51$\frac{3}{16}$"–35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
24584 DHGQ	**Ernst Hugo Stinnes 11** 3Mst Sub.Sig. Mchy.Aft CruiserStern 1Dk	3295 2619 1715					1928	Nüscke& Co.Akt.Ges. Stettin	HugoStinnes G.m.b.H.	302·6 P89'F27'	47·7	22·4	Hamburg German WB	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅝"– 39⅝" 195NHP A.BorsigG.m.b.H.Berlin		G
24585	**Erol** (exTello–35,exTroja) ssOsl.No.2–28 1Dk(Stl)	2478 2224 1476	✠ — 7,31	Dnz ✠	s		1918 6mo	Dominion S.B.Co.Ld. Toronto, Ont.	MahmutLutfiBey CellDBa76'u	251·0 P25'B68'F20' E26'f96'482tFPT	43·5	25·8 FK	Istanbul Turkish 4BHCem 72tAPT94t	T.3Cy.20",33½"&55"–40" 253NHP 2SB,6cf,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in wh'h classed, if not in L.R. Date of B. of Trade Cert.
24586 5531 SDNT	**Eros** (exVessman,exEnon,exBiarritz, exRoyal Exchange) ~~ssHam.2ndNo.3-4,23~~ ~~ssGot.No.2-32~~ ssGot.3rdNo.3-2,36 1Dk(pt Irn&pt Stl) &deep framing	2151 1944 1282	✠100A1 2,36 ~~3,35~~ ✠LMC2,36 ~~MS3,34 2,36 DBS3,35~~	Got	s	~~6,34~~ N2,36	1898 8mo	R.Craggs &Sons Middlesbro' A&CP	Rederiet"Belos" (O.Hillerström, Mgr.) CellDBa88	292·0 P27'B56'F33' FK 'uE&B36'f114'607t	43·2	18·9	Hlsngborg Swedish 5BHCem APT48t	T.3Cy.21½",36"&58½"-39" 160lb 100lb NDB14 233NHP 2SB,6pf,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb.	21 " 4 s 3 " 5¼ 18 " 1	
24587 Now a Hulk 140038 VPLG	TwinSc ssMsl.No.2-13 (exYacht,exHonor) 2Dks Wireless	1129 1061 606	✠ 12,13	Msl			1905 6mo	Ramage& Ferguson, Ld. Leith	WebsterShipping Co.Ld.(J.S.Webster&Sons,Mgrs.)	229·3 BK8"	31·1	15·5	KingstnJa. British 5BHCem	T.6Cy.13",21"&34"-21" 145NHP 1B,3cf,GS69,HS2131 FD Ramage&Fergusn,Ld.Lth.		
24588 LDUM	— 1Dk	974 686 560					1922	Pusnæs Stöperi&M.V Arendal	D/S A/S Eros (RasmusF.Olsen)	210·7 P37tQ80tB97tH47t	33·2	13·7	Bergen Norwegian WB	T.3Cy.15",25"&40"-30" 88NHP PusnæsStöperi&Mek.Verk		N
24589 87 IMQY	— WoodAuxScSr (exNuovaItalia-34) OilEng. 1Dk2trB (See Sailing Ship Register)	498 469 393					1920	Co.-op. NinoBixio Castellamare	AntonioManfreda fuTeresa	180·4	31·0	15·5	Trieste Italian	Oil Engine 2S.C.SA 4Cy.10"-10½" 71NHP Emade17fitted20 KahlembergBros.Wiscnsn		I
24590 DOET	**Erpel** D.F. Sub.Sig. 2Dks CruiserStern	1771 1439 817					1927	Akt.Ges. "Neptun" Rostock	ArgoReedA.G.	276·1 P15'B&F255'	42·1	15·6	Bremen German WB	T.3Cy.21⅜",35"&57$\frac{1}{16}$"-37⅜" & 1 LP Turbine 223NHP A.G."Neptun,"Rostock		G
24591 OZPE	**Erria** Ⓟ TwinSc OilEng. D.F. 2Dks(Stl)3rd Dk(Stl)in Nos.1 & 3 holds	8636 6886 5481	✠100A1 withfreeboard 10,35 ~~1,35~~ ✠LMC1,32 DBS12,35 Carrying vegetable oil in deep tank forward	Cpn	d†	CL 9,33	1932 1mo	Nakskov Skibs.A/S Nakskov Lloyd'sA&CP	A/S DetÖstasiatiskeKompagni CellDB378'1384t tanks in way of tunnels DTa12'280tDTf22'556t FPT80t	440·3 P31'B210'F70' FK	62·2	33·7	Copnhagn Danish 8BH (1 to 3rd dk) APT100t	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"-47¼" DB120lb 1283NHP Akt.Burmeistr&Wain,Cpn	37 " 3 s10 " 0½ 27 " 4½	
24592 148611 GLMS	**Errington Court** ssMil.No.2-34 1Dk(Stl)	4913 4560 2988	✠100A1 11,34 BS11,36 ✠LMC11,34	Cff	y	CL 10,34	1925 6mo	Workman, Clark&Co.Ld. Belfast Lloyd'sA&CP	UnitedBritishS.S. Co.Ld. (Haldin& PhilippsLd.Mgrs.) CellDB345'1057tFPT98t	396·6 P46'B119'F41' FK	53·1	26·5	London British 6BHCem APT174t	T.3Cy.26",42"&70"-48" (r) 180lb 414NHP 3SB,9cf,GS198,HS7017 Wrkman,Clark&CoLd.Bel	29 " 0 s5 " 6¼ 23 " 8	
24593 Sunk by collision 7,35– Refloated 145442 MKNQ	**Errol** (exEvelynManor-33,exB.W.1) Mchy.Aft 1Dk	399 299 196					1920	Gebr. Muller Foxhol	Dundee,Perth& LondonShpg.Co.Ld	140·0 P40'F23'	24·6	11·5	Dundee British WB	T.3Cy.11",17"&28"-17" 31NHP Machf."Overrijn,"Leiden		C
24594 LCIT	**Erviken** ssShi.No.3-12,33 1Dk(Stl)&Shelter dk(Stl)	6595 6297 4134	✠100A1 Shelter dk withfreeboard 9,35 ~~2,35~~ BS12,34 ✠LMC12,33 Fitted for oil fuel 5,21 F.P. above 150°F.	Kob Shi	z	CL 2,35	1921 5mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Wallem&Co.A/S (H.J.Wallem, Mgr.) Intermediate BH in fore hold dispensed with CellDB360'1165tFPT105tAPT127t	420·0 FK	54·0	34·4	Bergen Norwegian ptCem 1BHtoSh dk 5 " " U "	T.3Cy.26",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 " 0 s8 " 11½ 28 " 4	
24595 TCBD	**Erzurum** (exSouirah,exZafiro) 1DkSpar dk&Web frames	2539 — 1569				...	1901	DJDunlop &Co. PortGlasgow	DenizYollari Idaresi	294·6 P23'B121'F41' FK	40·8	15·3	Istanbul Turkish — WB	T.3Cy.22½",37"&60"-45" 340NHP D.J.Dunlop&Co.P.Gls.	25 " 1	V †
24596 OXCE	**Esbjerg** Ⓟ TwinSc ssEls.No.1-34 OilEng Ref.Mchy. 2Dks(Weather dk Stl-ws) Sub.Sig. 3rd dk in holds	2762 1519 1553	✠100A1 withfreeboard ~~7,35 2,35~~1,36 DBS~~7,35~~ ✠LMC CS3,34 6,35 6,35	Cpn Lon	u	OG S3,34 P1,36	1929 4mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	DetForenede Dampskibsselsk. CellDB233' 367t wing tanks 9' 52t FPT56t	306·3 F38' FK	44·2	25·9	Esbjerg Danish 6BHCem 2 " to 2nd dk APT70t	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-35$\frac{7}{16}$" 545NHP DB75lb Akt.Burmeistr&Wain,Cpn	28 " 6 s11 " 0¼ 17 " 10	
24597 7276 SDIA	**Esbjörn** (exMaderas,exRichard) ssGot.2ndNo.3-5,30 1Dk(Stl)&deep framing Cargo battens not fitted ssHbg.No.1-35	1816 1643 1040	✠100A1 6,35 ~~9,32~~ ~~BS3,34~~ ✠LMC~~6,29~~ 6,35	Mmo Hbg	r	CL 3,34	1904 8mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	LimhamnsRederi Aktieb.(Edv. Persson,Mgr.) CellDBa90'uE16'f116'406t	280·5 P26'B72'F28' FK FPT79tAPT87t	38·2	18·2	Limhamn Swedish 4BHptCem ptAsp	T.3Cy.19",31"&51"-33" (s) 180lb 100lb NDB23 167NHP 2SB,4pf,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 " 7 s2 " 11½ 17 " 10	
24598 Stranded 10.35 OHHP	**Esbo** (exMalin-33,exEleni,exGenesee, exFinland, exCondylis, exAvristan) ssTri.2ndNo.3-10,27 ssGot.No.1-32 1Dk(Stl)2trB &deep framing 3Dk rule Cargo battens not fitted	3128 2761 1832	✠~~100A1~~ 10,34 ~~✠LMC~~ ~~MS4,32~~ ~~BS10,34~~	Got	u	CL 10,34	1900 12mo	W.Pickersgill&Sons Sunderland A&CP	~~A/B DeepSea Trader (K.Hansen, Mgr.)~~ CellDBa104'uE20'f128'709tAPT39t	324·0 P31'B96'F33' FK	47·1	21·7	Helsingfrs Finnish 6BHCem	T.3Cy.23$\frac{5}{16}$",38$\frac{3}{16}$"&64"-42" 180lb (s) 283NHP 2SB,8pf,GS125,HS4285 G.Clark,Ld.Sunderland	24 " 1 s3 " 10 20 " 6	
24599 1501 IBTK	**Escambia** (exAriele,exVittoria) D.F. 1Dk	2710 2383 1584					1920	S.A.Bacini e Scali Napoletani, Naples	A.T.Rosasco	299·9 P37'Q65'B16'F35'	39·4	23·8	Genoa Italian WB	T.3Cy.23¼",37$\frac{2}{5}$"&59$\frac{1}{16}$"-36" 209NHP S.A.Bacini e ScaliNapol. Naples		CI
24600 PDYY	**Escaut** OilEng. Mchy.Aft 1Dk Cruiser Stern	348 285 234					1929	N.V.Schpw v.J.Smit,Czn Alblasserdam	W.H.Müller&Co. N.V.	145·0 P36'F13'	24·5	10·2	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-19¾" 70NHP Motorenfabr."Deutz" A.G.Koln-Deutz		G
24601 DRCS	**Eschenburg** (exSilvia,exSestri, exSlien,exEdna,exPrésidentCorty) 1Dk	999 806 598					1909	Flensburgr Schiffsb.Ges. Flensburg	Lübeck-Wyburger Dmpsfahrts.Ges.	209·8 P22'Q47'B45'F21'	34·2	13·9	Lübeck German WB	T.3Cy.15",25⅝"&44⅛"-29½" 106NHP FlensburgerSchiffsb.Ges.	15 " 11	G
24602 DOES	**Eschersheim** (exWesterdijk) D.F. 1Dk	3303 2983 2048				...	1913	Rotterdam Droogd.Maat Rotterdam	Lehnkering&Cie A.G.(Unterweser-ReedA.G.Mgrs.)	330·3 P25'B94'F31' FK	48·2	22·2	Bremen German WB	T.3Cy.23",38"&62"-42" 274NHP RotterdamDroogd.Maats.	24 " 6	G †
24603 EAOL	**Escolano** Ⓟ 3Dks	3058 — 2248					1919	Soc.Española deCstNav Carthagena	Cia.Trasmediterranea	310·0	43·4	29·0	Valencia Spanish	T.3Cy.24",40"&65"-45" 283NHP Soc.Española deCnst.Nav.		V
24604 TFSA	**Esja** Wireless 2Dks	749 621 442					1923	Kjöbnhvns Flydk.&Skbs. Copenhagen	Govt.ofIceland (Eimskipafélag Islands,Mgrs.)	176·0 F22'	30·1	18·5	Reykjavik Icelandic WB	T.3Cy.14",22½"&37"-27" 72NHP KjbnhavnsFlydk.&Skbsv.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où Cert. n'est dans le L.R. Durée Cert. Ref. Trade.
24605 137262 MGTX	**Eskburn** (*ex*Northwick) *ss*Shl.No.3-10,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	472 339 236	✠100A1 2,35 BS2,35	Shl ✠LMC10,33	*g*	CL 2,35	1917 6mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd Lloyd'sA&CP	~~W.G.James~~ ~~(W.G.James&~~ ~~Sons,Mgrs.)~~ BritishIslesCoasters,Ld.	158·2 Q57'F24' FK	26·1	10·8	Middlsbro' British 3*BHCem* *FPT*69*t*	T.3Cy.12″,20″&34″-23″ (*s*) 180lb 70RHP 1SB,2*pf*,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 ″ 9 s 1 ″ 0 10 ″ 10	
24606 161403 GFYL	**Eskdalegate** *ss*Npt.No.1-34 1*Dk*(*Stl*)	4250 3927 2634	✠100A1 7,35 ~~11,34~~ 5,36 BS4,36	Cff Nwc ✠LMC7,34	*x*	CL ~~10,34~~ 7,35	1930 4mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) Cell	372·0 P48'B226'F32' FK *DB*317'1116*t* *FPT*9	52·4	25·2	London British 6*BHptCem* 5*t APT*141*t*	T.3Cy.23″,39″&65″-45″ (*s*) 200lb HS5851 354NHP 2SB,&1AuxB,8*cf*,GS167 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 4½ 24 ″ 4½	
24607 163535	**Eskdene** 1*Dk*	3829 3430 2281	✠100A1 7,35 ~~10,34~~	Sld Cff ✠LMC10,34	*x*	CL	1934 10mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	EskdeneShipping Co.Ld.(DeneShipmanagementCo.Ld *Mgrs.*) CellD	371·0 P47'B225'F31' FK B326' 1021*t FPT*10	51·5	22·4	London British 6*BHptCem* 1*t APT*190*t*	T.3Cy.24″,40″&66″-45″ (*s*) 200lb *120lb* 327NHP 2SB,6*cf*,GS127,HS4925 J.Dickinson&Sons,Ld.Sld.	24 ″ 10 s 2 ″ 10½ 22 ″ 1½	
24608 7033 SMAN	**Eskil** (*ex*Wright,*ex*Harlseywood) *ss*Lkr.2ndNo.3-6,32 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	*2738* *2493* *1616*	✠100A1 5,35 ~~7,34~~ BS10,35 MS5,33	Mmo ✠LMC ~~[illegible]~~	*u*	CL ~~3,33~~ 5,35	1907 12mo	Ropner& Son,Ld. Stockton Lloyd'sA&CP	LimhamnsRederi A/B(Edv.Persson, *Mgr.*) CellD	317·0 P31'B94'F37' FK *Ba*102'*uE*22'*f*134'	46·0	20·9	Limhamn Swedish 5*BHCem* 603*t APT*44*t*	T.3Cy.22½″,37″&61″-42″ (*s*) 160lb 247NHP 2SB,6*rf*,GS101,HS3786 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
24609 UOET	**Eskimos** Ⓟ (*ex*EasternBelle) 2*Dks*	3108 2676 1870			...		1919	Ishikawa-jimaS.B.&E. Co.Ld. Tokio	KamchatkaCo.Ld.	305·1 P25'B92'F30' FK	43·7	25·2	Vladivostk Russian *WB*	T.3Cy.22″,37″&61″-42″ 338NHP IshikawajimaSB&ECo.Ld.	27 ″ 3	
24610 128813 MDPW	**Eskwood** *ss*Apl.2ndNo.3-5,35 ~~*ss*Goo.No.3-3,33~~ ~~*ss*Swa.No.2-31~~ *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Well deck* *Cargo battens not fitted*	791 562 370	✠100A1 ~~5,35 11,32~~ 2,36 MS~~2,30~~ 5,35	Shl ~~Apl~~ ✠LMC ~~BS11,31~~ 11,35	*k*	CL ~~11,32~~ 4,35	1911 8mo	W.Harkess &Son,Ld. Middlesbro' Lloyd'sA&CP	S.&R.Steamships Ld.(Stone&Rolfe, Ld.*Mgrs.*) *WB* = Cell	195·0 Q109'B13'F24' FK *DB f*117'158*t FPT*	30·0	11·6	Goole British 3*BHCem* 79*t APT*3*t*	T.3Cy.16″,27″&44″-30″ (*s*) 180lb ~~*100lb*~~ 131NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	13 ″ 10 s 4 ″ 0¼ 13 ″ 4½	
24611 EAQL	**Esles** (*ex*Orio,*ex*Junio) 1*Dk*&*Spar dk*3*trB*	2182 2115 1262			...		1888	W.Doxford&Sons Sunderland	L.Liaño,S.enC.	275·0	39·5	16·7 23·7 FK	Santander Spanish *WB*	T.3Cy.21″,35″&57″-39″ 203NHP W.Doxford&Sons,Sld.	26 ″ 0	V †
24612 161898 VOQV	**Esmond** (*ex*TraprainLaw-33) *ss*Gls.No.1-35 D.F. 1*Dk*(*Stl*)	4975 4587 3131	✠100A1 ~~3,35 10,32~~ 1,36 BS1,36	Ams ~~Gls~~ Mch ✠LMC ~~1,30~~ 4,34	*z*	CL ~~9,32~~ 2,35	1930 1mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Anglo-Newfoundland S.S.Co.Ld. (DonaldsonBros. Ld.*Mgrs.*)	405·3 P35'B255'F40' *CellDB*344' FK 1037*t DTa*27'10	53·4	26·1	SJhnsNFL British 6*BHCem* 45*t APT*33*t*	T.3Cy.25″,38½″&70″-48″ & exhaust turbine driving steam compressor (*s*) 200lb *100lb* 442NHP 2SB,8*cf*,GS143,HS6002 FD D.Rowan&Co.Ld.Glasgow	28 ″ 7 s 4 ″ 0 24 ″ 10	
24613 140654 GDTF	**Esneh** (*ex*WesternCoast) *ss*Liv.No.3-5,32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1931 1620 955	✠100A1 *Shelter dk with freeboard* 9,35 ~~11,34~~ ~~BS8,31~~	Gls BS9,35 ✠LMC8,31	*s*	CL 11,33	1919 9mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd Lloyd'sA&CP	MossHutchison Line,Ld. *CellDB*248'501*t*	290·0 FK *FPT* 31*t APT* 39*t*	42·5	18·8	Liverpool British *ptCem* 2 *BH to S dk* 4 „ „ *U* „	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s 1 ″ 4¾ 19 ″ 11	
24614 OTUA	**Espagne** (*ex*Turin) 1*Dk*	*1749* — *1020*					1911	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	287·1 P&B226'F31'	41·1	16·9	Antwerp Belgian *WB*	T.3Cy.22⅛″,35$\frac{7}{16}$″&55⅝″-37$\frac{7}{16}$″ 192NHP A.G."Neptun,"Rostock		V
24615 DHGT	**España** Ⓟ *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk* D.F. *Corrugated sides*	7418 5163 4515					1921	Howaldtswerke Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	413·3 F43'H- 60·2	55·2	36·2	Hamburg German *WB*	T.3Cy.28$\frac{1}{10}$″,45$\frac{1}{10}$″&74$\frac{1}{20}$″-55$\frac{3}{20}$″ & 1 LP Turbine 585NHP Howaldtswerke,Kiel		G
24616 EAEJ	**España No. 3** (*ex*Roma) D.F. 1*Dk*&*Spar dk*	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	Requisitioned by theSpanish Government	260·1 H26'	38·3	22·5	Carthagna Spanish *WB*	T.3Cy.20$\frac{1}{10}$″,32$\frac{1}{10}$″&52″-35⅜″ 160NHP A.G."Neptun,"Rostock		
24617 EAEK	**España No. 5** (*ex*Riga) D.F. 1*Dk*&*Spar dk*2*trB*	2156 1789 1836					1906	Schiffsw. v. HenryKoch Lübeck	Requisitioned by theSpanish Government	265·8 P15'B73'F38'	39·4	20·9	Seville Spanish *WB*	T.3Cy.20½″,33½″&53¾″-33½″ 164NHP OttensenerMasch.Altona		
24618 EAOM	**Españoleto** (*ex*MatiasF.Bayo) *ex*Adriatico) *ss*Nap.No.2-98 Wireless *Well deck* 1*Dk*(*Irn*)&*Web frames*	1358 957 856	✠ 2,99	Cff ✠	*o*		1890 7mo	S.P.Austin &Son Sunderland	IsleñaMaritima S.A.	231·9 P29'Q54'B102'F29' FK *WB*	35·1	15·0	Valencia Spanish 4*BHptAsp* *ptCem*	T.3Cy.19″,31″&51″-33″ NB25 147NHP 1SB,3*rf*,GS45,HS2180 N.E.MarineEng.Co.Ld.Sld	17 ″ 5	V †
24619 212606 KDAO	**Esparta** Sub.Sig. *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*&*Shelter dk*	3365 3095 1927					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·6	44·5	28·9	NewYork Utd.States *WB*	T.3Cy.25″,41″&68″-48″ 320NHP Wrkman,Clark&Co.LdBel		C
24620 FNJU	**Espérance** Ⓟ 2TwinMsts (*ex*SaintLuc, *Fitted for oil fuel* *ex*Kohistan) 2*Dks* D.F.	5072 3949 3026			...		1923	W.Gray& Co.Ld. WHartlepool	Cie.desMessageries Maritimes	351·5 P30'B215'F35' FK	52·4	26·7	Marseilles French *WB*	T.3Cy.26″,42″&70″-48″ 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
24621 140148 GSMN	**Esperance Bay** Ⓟ TwinSc *ss*Lon.No.3-2,35 ~~*ss*Lon.No.2-29~~ 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ws*)3*rd dk*(*Stl*)*in* D.F. *forward holds*	14176 11881 8582	✠100A1 *Shelter dk with freeboard* 2,36 ~~2,34~~ MS7,35 ✠Lloyd'sRMC ~~2,34~~ *Fitted for oil*	Lon ✠LMC ~~BS10,31~~ 10,35 ~~9,35~~ 2,36 *fuel* 7,22	*i* †	CL 2,34 *F.P.*	1922 7mo *above*	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP 150° F.	Aberdeen& Commonwealth Line,Ld. (G.Thompson& Co. Ld.*Mgrs.*) *CellDB*457'2259*t* *T*	530·9 B215'F76'*onShltr dk* FK *MT*24'1017*t* *anks between tunnels*51' 197*t FPT*174*t*	68·3	39·9	London British *ptCem* 9*BHtoShdk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb FD 1977NHP 3DB&2SB,32*cf*,HS25923 W.Beardmore&Co,Ld.Gls.	43 ″ 6 s 10 ″ 8¼ 33 ″ 2	BT till ~~9,35~~ 10,36
24622 FPCA	**Espérance de Kerguelen** (*ex*Espérance,*ex*Alberta, *ex*Harlingen) 1*Dk* Wireless	*369* — *146*					1917	NVv.dKuy &v.d.Ree's Schpsw. Rotterdam	Cie.Générale des Isles deKerguelen deSt.Paul& Amsterdam	131·5 P15'B9'	23·0	11·0	Diego-Suarez French	T.3Cy.9⅞″,15¾″&26¾″-20″ 32NHP NV.v.dKuy&v.dRee'sMch		
24623																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24624 LCIW	**Esperanza** (exEsperanca, 3Mst exBasII,exSan ssOsl.3rdNo.3-5,33 Bernardo,exJames 1Dk(Stl)&Spar dk Brand) (Irn)&Web frames D.F. Mchy.Aft	3881 3508 2142	✠100A1 Spar dk 1,35 ~~5,32~~ ✠LMC6,35 ✠NB11,12 Pr.BS1,35 BS1,35 Carrying Petroleum in bulk Fitted for oil fuel 3,11 F.P. above 150°F.	Osl Sfj	w	CL 3.33	1893 4mo	Armstrong Mitchell&Co. Ld.Newcastle A&CP	A.Jahre ~~A/S Ishavet av 1933(LeifBryde, Mgr.)~~ ~~LeifBryde~~ DBuE&B64' 138t FPT180t	339·7 P84'B24'F35' FK	44·0	29·9	Sandefjrd Norwegian 12BHCem APT65t	T.3Cy.25",41"&67"-48" (s) 160lb 326NHP NDB20refitted28-160lb 24PrB-60lb 2SB,6cf,GS115,HS4700 WllsndSlpwayCo.Ld.Nwc.	31 ″ 2 s 5 ″ 11½ 25 ″ 5½	
24625 1499 IBUK	**Esperia** Ⓟ TwinSc D.F. Sub.Sig. 4Dks	11398 6643 5963					1918	Soc.Esercizio Bacini RivaTrigoso	LloydTriestino	527·9 P29'	61·9	31·0	Genoa Italian WB	4 Steam Turbines SR geared to 2 Sc. Shafts N.Odero fu A. Sestri P.		I
Broken up 24626 265 IMSI	**Esposito G.** TwinSc (exTamazerII-34,exHoulgate, exMacon) Mchy.Aft 1Dk	1138 824 564					1920	Ch.&Atel. delaGironde Bordeaux	Soc.Anon.Veneta diNav.(Giuseppe Pagan, Mgr.)	219·4 Q67'F29'	34·2	12·3	Venice Italian WB	T.6Cy.12½",20"&31"-16½" 80NHP Ch&AteldelaLoireSt.Denis		I
24627	**Esquel** (exCruz delSud, exCesare,exOistein, OilEng. exSteady,exCornelis) ssOsl.No.3-8,23 ssB.As.No.2-30 1Dk(Stl)	330 — ~~75~~ 275	✠100A1 10,33 ~~DBS10,33~~ DBS5,35 LMC11,30 LMC(M)10,35	BAs	g	~~8,33~~ 6,35	1910 11mo	J.Meyer's S.B.Co. ZaltBommel A&CP	PeiranoHermanos	154·8 F14' FK CellDBf97'	26·9	10·6	Bns.Ayres Argentine 3BHCem 124tFPT21t	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" 125NHP NDB27-100lb NEmade20refitted26 Cant.Off.Savoia,Genoa	12 ″ 6 s 1 ″ 7½ 11 ″ 1	
24628 1747 IBVK	**Esquilino** Ⓟ TwinSc OilEng. D.F. ssGen.No.2-34 GyC. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in forward holds	8657 6733 5355	✠100A1 Shelter dk withfreeboard 5,36 ✠LMC CS5,34 5,34 DBS5,36	Gen	c†	CL ~~SN4,32~~ P1,35 S5,35	1925 6mo Lloyd	Cant.San RoccoS.A. SanRocco 'sA&CP	"Italia"(Flotte RiuniteCosulich-Lloyd-Sabaudo-Navigazione Generale) CellDB3	450·0 B185'F75' FK 93'1510tFP	57·2	32·4	Genoa Italian pt Cem 9BHtoShdk T172tAPT91t	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" DB100lb 984NHP StabilimentoTecnico,Tri.	35 ″ 0 s 7 ″ 11¼ 27 ″ 3½	
24629 DHGV	**Essen** Ⓟ ssHam.No.2-31 Well deck 2Dks(Stl)3rd trB D.F. inNo.1Hold	5158 4478 3093	✠ ... 2,35 ✠	Ham	a†		1923 2mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) CellD	407·0 P&B329'F53' FK B353' 924t FPT51t	56·0	25·9	Hamburg German 8BHAsp APT16t	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP 3SB,9cf,GS200,HS8880 Blohm&Voss	28 ″ 6	G †
24630	**Essequibo** TwinSc ssN.Yk.No.3-11,26 ~~D.F.~~ 2Dks(Stl)&3rd dk(Stl)except in Ref.Mchy. BoilerSpace&CrossBunker Now "Neva," see No.39302 in Supplement	8489 4264 5134	✠100A1 9,30 ✠LMC MS5,26 BS1,30 ✠Lloyd'sRMC9,30 Fitted for oil fuel 6,20 F.P. above 150° F.	NYk	c†	CL s9,29 PN9,29	1914 11mo Lloyd	Workman, Clark&Co.Ld. Belfast 'sA&CP	Sovtorgflot WB=CellDB a117'uE&B101'	450·3 P78'B218'F71' FK f171' 1475t FPT	57·8	30·6	Russian 10BHCem 40tAPT40t	Q8Cy22",31½",45½"&65"-45" 215lb (s) 1055NHP 2DB&2SB,24cf,GS429, HS16790 FD Wrkman,Clark&Co.Ld.Bel	34 ″ 0 s 8 ″ 9 25 ″ 6¾	
24631 136138 WMCS	**Essex** Iron Sub.Sig D.F. 3Dks&Hur dk	3018 — 2155					1890	W.Cramp &Sons Philadelphia	Merchnts&Miners Transportation Co.	295·0 len06	40·0	23·7 30·7	Baltimore Utd.States	T.3Cy.24",39"&59"-48" 241NHP WCramp&Ss.Philadelphia		
24632 147576 GBWQ	**Essex Druid** (exKediri) 1Dk	3508 3258 2139					1919	Rotterdam DroogdMaat. Rotterdam	EssexLine,Ld.(Meldrum& Swinson,Mgrs.)	361·4 P24'B214'F34'	49·9	21·8	London British WB	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
24633 147599 GJMQ	**Essex Envoy** (exThereseHorn) ssShl.No.3-6,35 ~~ssSld.No.2-30~~ 2Dks(Stl)	5210 4813 3208	100A1 withfreeboard 6,35 ~~10,34~~ LMC9,34	Shl		CL ~~10,34~~ 6,35	1922	F.Schichau Danzig	EssexLine,Ld. (Meldrum&Swinson,Mgrs.) Cell f183'1033t	387·0 P30'F32' DBa&uE136' FK FPT141tAPT142t	52·7	29·8	London British 7BHCem 3 ,, to2nd dk	T.3Cy 24",40"&64"-47$\frac{3}{16}$" 185lb (s) 227NHP 3SB,6cf,GS132,HS1905 FD F.Schichau,Elbing	32 ″ 2 s 7 ″ 8½ 24 ″ 8	
Broken up 24634 ~~[illegible]~~ ~~GLFX~~	**Essex Glade** (exAlconda) ssGls.No.3-5,19 ssSld.No.2-28 2Dks(Stl)&deepframing&Shelterdk(Stl)	4298 3929 2695	BS6,35 ~~✠100A1~~ Shelter dk withfreeboard 6,29 ~~✠LMC~~ ~~MS5,24~~ ~~BS6,25~~	Shl	y	CL 6,29	1906 11mo Lloyd	W.Pickersgill&Sons Sunderland 'sA&CP	~~EssexLine,Ld. (Meldrum& Swinson,Mgrs.)~~ CellDBa118'uE&	381·0 FK B46'f166'992tFPT	49·0	25·7	Italian 6BHCem 105tAPT72t	T.3Cy.26",43"&72"-48" (s) 180lb 100lb 421NHP NDB02refitted27 2SB,6cf,GS123,HS5524 FD G.Clark,Ld.Sunderland	28 ″ 5 s 3 ″ 6½ 25 ″ 4	
24635 132070 GBTR	**Essex Judge** (exAlbertoFassio, exBainsizza, ssSpz.No.3-10,24 exAntium, ssSld.No.2-34 exDaghestan) 1Dk(Stl)&Web frames Longitudinal framing	3688 3398 2283	✠100A1 8,35 ~~5,34~~ ✠LMC5,34 BS8,35	Sld Mob	w	CL ~~2,33~~ 8,35	1912 8mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	EssexTransport& TradingCo.Ld. (Meldrum&Swinson,Mgrs.) CellDBa110'uE&B	346·5 P28'B101'F32' FK 40'f148'1116tFPT	50·8	23·3	London British 6BHCem 93tAPT185t	T.3Cy.24½",40"&66"-45" (s) 180lb 180lb 316NHP 2SB,8pf,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s 4 ″ 4¼ 21 ″ 6	
24636 142684 GPFR	**Essex Lance** (exGlensanda, exWarCourage) ssSld.No.3-7,30 1Dk(Stl)&Shelter dk(Stl)& ssShl.No.1-35 Web frames Longitudinal framing bevelled bilge Cargo battens not fitted in Shelter 'tween dks	6625 6299 4068	✠100A1 Shelter dk withfreeboard 10,35 ~~6,31~~ BS~~9,34~~ ✠LMC~~7,30~~ 10,35 9,34	Sld Shl	a†	CL 8,34	1918 10mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	EssexLine,Ld. (Meldrum&Swinson,Mgrs.) CellDB308'1460tDT	412·2 FK a31'1060tFPT141t	55·8	34·2	London British ptCem 6BHtoShdk 2 ,, ,, U ,, APT144t	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	38 ″ 1 s10 ″ 1 28 ″ 2	
24637 161371 GPRT	**Essex Manor** ssShl.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4994 4629 3095	✠100A1 withfreeboard ~~3,35~~ ~~7,34~~ ✠LMC8,34 4,36 BS1,36	Shl Hul	z	CL 7,34	1930 3mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	EssexS.S.Co.Ld. (Meldrum&Swinson,Mgrs.) CellDB349'	405·5 FK 1246tAPT134t	55·2	25·2	London British 6BHCem (Colltoshdk 5 ,, 2nd ,,)	T.3Cy.26",43"&71"-48" (s) 180lb 441NHP 3SB,9cf,GS182,HS7665 N.E.MarineEng.Co.Ld.Sld	27 ″ 8 s 3 ″ 1 24 ″ 9¼	
24638 108220 MQYB	**Essex Queen** Ⓟ Pad (exWaltonBelle) Fitted for oil fuel 1Dk	385 350 158					1897	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld. (S.J.Shippick, Mgr.)	230·0 Promenadedk104'	26·2	9·2	London British	T.3Cy.20½",30"&43"-60" NBmade29fitted35 143NHP Denny&Co.Dumbarton		BT till 11,35
24639 146265 MKWJ	**Essonite** ssIrv.No.3-4,34 Mchy.Aft 1Dk(ptStl) Well deck Cargo battens not fitted	642 445 266	✠100A1 11,35 ~~4,34~~ BS~~4,35~~ ✠LMC4,33 4,36	Irv Sws	i	CL ~~4,33~~ 11,35	1921 11mo	Yarrow& Co.Ld. Scotstoun	Wm.Robertson Cel	175·1 Q96'B11'F31' BK7¼" lDBf103'153tFPT	28·1	11·2	Glasgow British 3BHCem 39tAPT3t	T.3Cy.15",25½"&41"-30" (s) 180lb 120NHP 2SB,4cf,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 s 4 ″ 5½ 13 ″ 8	
24640 DODA	**Este** Ⓟ ssBmn.No.1-34 Ref.Mchy. 2Dks(Stl) Sub.Sig. D.F. CruiserStern	7915 7119 4883	✠100A1 4,35 ✠NB8,30 LMC9,34 ✠Lloyd'sRMC~~4,35~~ ~~7,35~~ 2,36 ~~11,35~~ Fitted for carrying oil 8,30	Bhn		CL 9,34	1930 8mo Lloyd F.P.	Deschimag Akt.Ges. "Weser" Bremen 'sA&CP above 150°F.	Norddeutscher Lloyd in deep tank CellDB430'1980t	495·7 P25'B&F458' UpperF37' FK DTa18'885tFPT9	63·9	28·9	Bremen German 10BHptCem ptAsp 8tAPT73t	T.4Cy.~~24¼"~~ 34$\frac{7}{16}$",56$\frac{5}{16}$"&(2)65⅜" -59$\frac{1}{16}$"& LP Turbine with DRgearing&hydraulic coupling NE26refitted30 (s) 206lb FD 1250NHP 5SB,15cf,GS350,HS16146 BremerVulcan,Vegesack	33 ″ 0	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
24641 LOGX	**Este** ssB.As.No.1-35 (exTabakhandel, ssB.As.No.3-3,30 exVenetier,exLakeForest) 1Dk(Stl)	1285 — 559	✠100A1 6,35 ~~3,34~~ 3,34 ✠LMC MS~~[illegible]~~ BS~~3,34~~6,35	BAs	r	~~3,34~~ 3,35	1917 11mo	Detroit S.B.Co. Wyandotte A&CP	Cia.Argentina de Nav.Mihanovich, Ltda.	251·0 P25′B64′F23′ FK CellDB208′538t FPT	43·8	18·5	Bns.Ayres Argentine 4BHCem 55tAPT69t	T.3Cy.20″,33″&54″–40″ (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 0	
24642 DHGW	Now "Viola," see No. 40562 in Supplement (exViola) 1Dk	991 804 484					1921	Reiherst'g Schiffsw, Hamburg	A.Kirsten	225·7 P&B180′F31′	34·6	13·1	Hamburg German WB	T.3Cy16½″,27⅜″&43$\frac{3}{10}$″–33½″ 109NHP Reiherst.Maschinenf.Ham		G
24643 OXEH	**Ester** (exFredericia) 1Dk	1250 949 725					1917	P.Ph. Stuhr'sMsk& SkbsAalborg	J.Lauritzen	238·7 P14′Q71′B94′F29′	36·3	13·4	Esbjerg Danish WB	T.3Cy.15″,24″&40″–27″ 83NHP Akties."Frichs,"Aarhus		V
24644 6666 SMNA	**Ester Thorden** (exC.G.Thulin) 1Dk	*1836* *1593* *1053*					1921	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Roslagen(G.B. Thorden, *Mgr.*)	264·7 P30′B71′F29′	42·2	17·7	Stockholm Swedish WB	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
24645 100 IMSP	**Esterina** (exBianchina-33, 3Mst exSouthwark) *Mchy.Aft* 1Dk *Well deck*	569 460 331			...		1889	Schlesingr. Davis&Co. Newcastle	SebastianoTuillier diNatale	173·6 167·8 Q86′B13′F22′ FK	30·2 30·2	10·8 11·7	Catania Italian WB	T.3Cy.14″,23″&39″–27″ NB05 75NHP E.Scott&Co.Newcastle	14 ″ 0	I †
24646 131136 CGST	**Estevan** Ⓟ TwinSc Wireless 1Dk	1161 846 607					1912	Colling-woodSBCoLd Collingwood	CanadianGovernment(Ministry of Marine&Fisheries)	212·0	38·0	15·3	Ottawa British	T.6Cy.15″,25½″&42″–26″ 188NHP CollingwoodS.B.Co.Ld.	17 ″ 6	
24647 223313 KJJG	**Esther Johnson** Wood *Fitted for oil fuel* 1Dk	1104 — 611					1923	G.F. Matthews Portland,Or.	A.B.Johnson LumberCo.	208·4	43·6	15·2	S.Frncisco Utd.States	T.3Cy.15″,24″&43″–24″ 91NHP UnitedEng.Wks.S.Fo.		
24648 OXMC	**Esther Maria** ssShl.No.3-8,35 ~~ssCpn.No.2-30~~ 1Dk(Stl) *Cargo battens not fitted*	1865 1674 1119	✠100A1 8,35 ~~1,31~~ ✠LMC MS~~[illegible]~~2,35 BS~~10,34~~8,35	Cpn Shl	r	CL ~~6,32~~ N8,35	1922 7mo Lloyd	Antwerp Eng.Co. Hoboken 'sA&CP	Dampskibsselsk. Dania(Chr.Andresen, *Mgr.*)	279·0 P22′B60′F30′ FK CellD B238′555t FPT46t	40·2	18·2	Esbjerg Danish 4BHCem APT68t	T.3Cy.20″,33″&54″–36″ (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 9	
24649 OYCT	**Estland** 1Dk	1253 948 724					1918	PPhStuhrs Maskinog Skibsbyggeri Aalborg	A/S DetDansk-FranskeD/S(A.N. Petersen, *Mgr.*)	238·7	36·2	13·4	Copenhgn Danish WB	T.3Cy.15″,24″&40″–27″ 106NHP A/S FrichsAarhus		V
24650 143913 MJTD	**Eston** ssLon.No.1-36 ssLon.No.3-12,31 1Dk(Stl) *Cargo battens not fitted*	1487 1327 806	✠100A1 1,36 ~~7,34~~ ~~BS1,36~~ ✠LMC~~12,31~~ 1,36	Lon	p	CL ~~11,32~~ 12,35	1919 12mo Lloyd	GooleS.B. &Repg.Co.Ld Goole 'sA&CP	P.&O.Stm.Nav.Co.	240·2 B52′F23′ FK CellDB198′295t FPT	36·1	19·1	London British 4BHCem 77tAPT66t	T.3Cy.18″,30″&50″–33″ (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10½ 18 ″ 7	
24651 [illegible] YLBZ	**Estoril** (exMajo,exBeta) Now "Ints Faulbaums," see No. 38567 in Supplement 1Dk&Spar dk	1675 1472 970					1902	Schiffsw.v. HenryKoch Lübeck	RobertRubbert (Ch.Jensen, *Mgr.*)	260·8 P14′B162′F30′ 24·0	38·2	17·1	Riga Latvian WB	T.3Cy.17¾″,29½″&47¼″–38½″ 137NHP J.F.Ahrens,Ottensen		G
24652 220924 KDMG	**Estrada Palma** TwinSc (*Car Ferry*) *Fitted for oil fuel* 1Dk	2639 — 1340					1920	WCramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.Inc.	336·7	57·0	18·5	NewYork Utd.States WB	T.6Cy.20″,33″&55″–36″ 181NHP W.Cramp&SnsS&EBCPhl		
24653 LCIU	**Estrella** (exAthene) TwinSc *OilEng.* *CruiserStern* 2Dks	3888 3501 2296					1920	Wrf.voorh. Rijkee&Co. Rotterdam	DetBergenske Dampskibsselskab	375·7 P101tH262tF24t	51·5	22·7	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{20}$″–39$\frac{6}{20}$″ 563NHP Werkspoor,Amsterdam		N
24654 143689 GDPK	**Estrellano** ssLiv.No.3-4,33 1Dk(Stl)&2nd dk(Stl)in *CruiserStern* *forward holds*	1963 1333 1226	✠100A1 3,36 ~~1,35~~ BS~~1,35~~ ✠LMC12,32 3,36	Liv Lon	q	CL ~~1,35~~ 3,36	1920 11mo Lloyd	Hall,Russell&Co.Ld. Aberdeen 'sA&CP	EllermanLines,Ld.	250·8 P&B157′F27′ FK CellDB210′428t	38·2	17·1	Liverpool British 5BHCem APT12t	T.3Cy.16¾″,29″&50″–33″ (r) 220lb *100lb* 230NHP 2SB,4cf,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s 1 ″ 6½ 18 ″ 11½	
24655 OXJH	**Estrid** Wireless *CruiserStern* 1Dk	1397 1225 794					1933	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	262·2 P&B208′F35′	39·7	15·5	Copnhagn Danish WB	C.4Cy.(2)14¾″&(2)31½″ –31½″ & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
24656 HVKD	**Etha** (exEstrella) Iron 1Dk&Shade dk	311 — 231	✠ 11,87				1887 5mo	Blackwood &Gordon Pt.Glasgow	Mutzembecker &Co.	175·0 FK	25·0	10·4	R.Janeiro Brazilian	C.2Cy.22″&44″–30″ 88NHP Blackwood&Gordon		
24657 DHGZ	**Etha Rickmers** 2TwinMasts (exBito, ssHam.2ndNo.3-2,33 exCenturion,exCrown of Galicia) D.F. 2Dks(Stl U-pt ws)	5149 4645 3228	100A1 ~~9,35~~ ~~2,35~~ 1,36 ~~[illegible]~~	Ham BS9,35 LMC8,32	y	CL N3,35	1906 Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	RickmersReed. Akt.Ges.	400·0 P34′B173′F42′ FK CellD B355′1113tFPT99t	52·0	27·1	Hamburg German 6BHCem APT34t	T.3Cy.26½″,42″&70″–54″ (s) 180lb 481NHP 3SB,9cf,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls.	29 ″ 9	
24658 219742 KUJQ	**Ethan Allen** *Fitted for oil fuel* Sub.Sig. 1Dk&Shelter dk& *2nd dk forward Web frames* *Longitudinal framing*	7777 — 4937			...		1920	Pusey& JonesCorp. Gloucester City,N.J.	LykesBros.-RipleyS.S.Co.Inc.	439·6 P41′B134′F46′*on Shelter dk*	60·2	33·7	P.Arthur, Tex. Utd.States WB	Q4Cy25½″,37″,52½″&76″–54″ 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8	R †
24659 5411 SDZW	**Ethel** (exMalta) Iron *Well deck* ssLkr.4thNo.3-11,33 1Dk(Irn)2trB *Cargo battens not fitted*	*1511* *1223* *908*	✠100A1 11,33 BS1,35 ✠LMC11,35	Lkr	q	OG 11,33	1882 9mo	JReadhead &Co. SouthShields A&CP	*Exors.of the late* A.Th.Jonasson (M.Jonasson *Mgr*)	259·0 Q136′B26′F32′ BK9″ *WB=DBa*	36·0	17·5	Råå Swedish 4BHCem 78′f 72′340t	C.2Cy.26⅛″&58″–36″ 80lb 161NHP 2SB,4pf,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s 5 ″ 5½ 17 ″ 11	
24660	**Ethel Conklin** Ⓟ AuxTwinSc (exAlfonso) *OilEng.* 3MstSr *Mchy.Aft* 1Dk(ptStl) (*See Sailing Ship Register*)	464 371 312	✠ 11,19 ✠	Man	y		1918 7mo	NewEng. &S.B.WksLd Shanghai	SmithNav.Co.	143·0 Q36′F24′ BK7″ CellDBf	30·1	13·5	Manila Utd.States 2BHCem 60′82tFPT23t	Oil Engines 4S.C.SA 4Cy.14¾″–15⅞″ 87NHP NiigataEng.Works,Tokio	14 ″ 6	
24661	**Ethel Edwards** (exMarcie, 3Mst exHelaNaval,exSneekermeer, *OilEng.* exUbbekarspel) 1Dk *Mchy.Aft*	395 361 209					1919	Gebr.G&H Bodewes Martenshoek	SmithNav.Co.	144·3	25·4	12·5	Manila Utd.States	Oil Engines 2S.C.SA 4Cy.10¼″–14$\frac{3}{16}$″ 74NHP *Emade21 fitted25* MtrnWerkeMannheimAG		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
24662 94114 MKNZ	**Ethel Moller** TwinSc (exDuckenfield-33) ssSyd.3rdNo.3-3,28 Well deck 1Dk(Stl)2trB Wireless	912 726 552	✠ 6,33 ✠NB4,12 ✠	Syd	m		1890 6mo	Fleming& Ferguson Paisley	Moller'sTowages, Ld. DBa57'100t	220·0 Q109'B22'F24' BK8" FPT42'APT28t	31·0	13·1	Shanghai British 6BHCem	Q.4Cy.13",18",25"&36"-29" 170NHP 2SB,6cf,GS102,HS2760 Fleming&Ferguson,Psy.	15 ″ 6	
24663 145097 GDVX	**Ethel Radcliffe** ssCff.No.3-6,33 D.F. 1Dk(Stl) E.S.D.	5673 5209 3456	✠100A1 5,36 ~~4,35~~ BS5,36 ✠LMC MS3,33 ~~[illegible]~~	Cff Shl	z	CL ~~4,35~~ 5,36	1920 11mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld CellDB	415·2 P45'B&F321' FK 360'1707t FPT135t	55·5	26·6	London British 7BHCem APT183t	T.3Cy.28",46"&75"-48" (s) 180lb 180lb 471NHP 3SB,9cf,GS198,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 9½ 25 ″ 1	
24664 146293 GFTR	**Ethiopia** Ⓟ TwinSc ssCal.No.3-1,30 D.F. ssCal.No.1-33 2Dks(UStl-ws)&Shade dk (Stl-teaks)	5574 3832 [2371	✠100A1 Shade dk ~~6,35 12,34~~ 1,36 BS~~12,34~~ ✠LMC12,33 1,36	Cal	a†	CL 12,33	1922 6mo	W.Denny& Bros.Ld. Dumbarton Lloyd'sA&CP CellD Tank betw	BritishIndiaStm. Nav.Co.Ld. Ba&uE&bunker17 een tunnels 28' 70t	410·6 B182'onShade dk FK 8'f152'633t Collisio FPT98tAPT58t	53·4	24·7	Glasgow British ptCem nBHtoSh dk 8 " " U "	4 Steam Turbines DR (s) geared to 2 Sc. Shafts 200lb FD 1152NHP 6SB,18cf,GS372,HS14274 W.Denny&Bros.Ld.	27 ″ 3 s 4 ″ 4¾ 23 ″ 3	
24665 219849 KJJH Dismantled	**Ethyl** (exLakeHarminia) Fitted for oil fuel 1Dk2trB	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis.	~~StandardShipping~~ ~~Co.~~ StandardOil Co.of NewJersey	253·4 P29'B64'F23' WB	43·8	26·3	Wilmgton (Del.) Utd.States	T.3Cy.19",32"&56"-36" ThePrescottCo. 188NHP Menominee,Mich.		R
24666 145183 MKQB	**Ethylene** ssSld.No.3-5,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	936 746 489	✠100A1 6,35 ~~5,34~~ BS6,35	Sld ✠LMC5,34	m	CL 5,34	1921 5mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompaniesLd.Mgrs.) CellDBuE19'	217·3 Q106'B17'F25' FK f126'252tMT9'137t	32·0	13·4	London British 4BHCem FPT114t	T.3Cy.16",26"&43"-27" (s) 180lb 100lb 116NHP 1SB,3cf,GS57,HS2000 N.E.MarineEngCo.LdNwc	15 ″ 6 s 1 ″ 9¼ 13 ″ 11	
24667 6044 SDXA	**Etna** (exArcturus) ssGot.No.3-8,27 ssLkr.No.2-35 1Dk(Stl)	2619 2344 1537	100A1 ~~8,35~~ ~~3,35~~ 4,36 ✠NE8,27	Lkr BS1,36 LMC3,35	t	CL ~~3,35~~ 8,35	1918	Fredrkstad Mek.Værks. Fredrikstad Lloyd'sCP	A/B Transmarin (B.Ingelsson, Mgr.) CellDB	300·4 P31'B160'F31' FK a&uE124'f118'661t	47·2	20·8	Hlsngborg Swedish 5BHCem APT114t	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$" -35$\frac{7}{16}$" 213lb (s) 179NHP 2SB,4cf,GS56,HS2246 FD A.Borsig,Berlin	23 ″ 1 s 2 ″ 8 20 ″ 10	
24668 30 IMSX	— (exBritannia-32) 1Dk2trB	1064 1007 761					1890	Rostocker Act.Ges. Rostock	TeresaPennisi (CarloPennisi Lella,Mgr.)	201·5 P—B—F56' WB	31·6	12·8	Catania Italian	T.3Cy.14",22½"&36½"-27½" NB04 70NHP RostockerA.G.Rostock		I
24669 140639 GDTC	**Etrib** (exBritishCoast) ssLiv.No.3-7,31 1Dk(Stl)&Shelter dk(Stl)	1943 1633 966	✠100A1 Shelter dk withfreeboard 4,35 ~~BS10,34~~ ✠LMC7,31	Liv BS10,35	s	CL 5,34	1919 7mo	Swan,Hunter&Wigham Richardson, LdSunderlnd Lloyd'sA&CP	MossHutchison Line,Ld. DB248'501t FPT5	290·0 FK 1tAPT39t	42·5	18·8	Liverpool British ptCem 2BHtoSh dk 4 " " U "	T.3Cy.22",36"&59"-39" (s) 180lb 324NHP 3SB,6cf,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s 1 ″ 4¾ 19 ″ 11	
24670 308 IBXK	**Etruria** (exEste,exEger) 1Dk&Awng dk	2633 2481 1632					1906	Flensburgr Schiffsb.Ges. Flensburg	"Tripcovich" ServiziMarittimi delMediterraneo	291·4 H— WB	44·0	16·6 23·7	Trieste Italian	T.3Cy.20$\frac{1}{16}$",33½"&55⅞"-37½" 192NHP FlensburgerSchiffsb.Ges.		I
24671 1698 IBIL	**Ettore** (exCollington,exFairwater, exPenthaw,exFlixton) D.F. 1Dk	4270 4007 2669				...	1912	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.NavigazioneDe-Gregori &Schiaffino	391·9 380·0 P27'B241'F37' FK	51·0	24·9	Genoa Italian WB	T.3Cy.26",42"&70"-48" 404NHP Cen.Mar.Eng.Wrks.WHpl	27 ″ 3	I †
24672 FNMH	**Eubée** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	9645 — 6013	Lloyd'sRMC ~~3,35~~ ~~6,35~~ ~~9,35~~ 4,36 ~~12,35~~ No. 5 hold & 'tween dks. not included				1921	Chantiers deFrance Dunkirk	ChargeursRéunis	483·4	58·9	34·6	Havre French WB	T.3Cy.25⅝",42½"&70"-48" 340NHP ChantiersdeFrance,Dnk.		V
24673	**Euboea** Ⓟ TwinSc (exElliToyia-33,exElliDascalaki-33, exPrinzSigismund) 2Dks	824 — 394					1899	Howaldtswerke Kiel	HellenicCoast LinesCo.Ld.	205·4 B120'H18'F56'	28·6	12·4	Piræus Greek WB	T.6Cy.15½",23⅝"&37¾"-21⅝" 132NHP Howaldtswerke,Kiel		
24674 1509 IBKK	**Eudora** (exLagos,exKurtWoermann) 2Dks3trB	2384 2056 1434					1895	Blohm& Voss Hamburg	Soc.Anon.diNav. Neptunia	290·4 H-F35'	38·2	23·6	Genoa Italian WB	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		I
24675 SVDW	**Eugena Cambanis** (exNeaEllas, exSirW.T.Lewis) ssPir.3rdNo.3-11,32 1Dk(Irn)2trB& Webframes3Dkrule	3470 3245 2232	✠100A1 10,35 ~~11,32~~ BS~~3,34~~ ✠LMC11,32 6,35	Pir	v	~~N2,33~~ 10,35	1898 9mo	Richardsn, Duck&Co. Stockton A&CP C	~~Nic.Geo.Embiricos~~ Geo.Nic.Embiricos ell DB a110'uE22'	339·0 P33'B91'F32' FK f146'810tFPT167t	46·0	24·6	Andros Greek 6BHCem APT165t	T.3Cy.24",40"&66"-45" (s) 160lb 80lb NDB23 306NHP 2SB,6rf,GS132,HS4800 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 11 22 ″ 9	
24676 206147	**Eugene J. Buffington** Mchy.Aft GyC. 1Dk	7528 — 5839					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	Dul'th,Min Utd.States WB	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
24677 229306	**Eugene P. Thomas** Mchy.Aft GyC. 1Dk	7869 — 6201					1930	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0	60·8	28·0	Dul'th,Min Utd.States WB	T.3Cy.24½",40"&65"-42" Gt.LakesEng. 274NHP Works,RiverRouge,Mich.		R
24678 220907 KDMA	**Eugene V. R. Thayer** ssNYk.No.3-2,33 ~~ssNYk.No.3-2,32~~ Mchy.Aft 2Dks(Stl)&Webframes Sub.Sig. Longitudinal framing	7138 6509 5111	✠100A1 3,36 ~~2,35~~ ~~BS2,35~~ ✠LMC2,35 CarryingPetr Fitted for oil	Mob BS3,36 oleum fuel12,	b† in 20	CL ~~2,33~~ 3,36 bulk F.P. a	1920 12mo A&CP bove 1	Bethlehem S.B.Corp.Ld Wilmington, Del. 50° F.	SinclairNavigationCo.Inc. CellDBuE&B 62'200tDTf40'588t	430·2 P134'B36'F40' FK FPT228tAPT72t	59·2	32·8	NewYork Utd.States 17BHptCem (13 " to Udk 4 " 2nd ")	T3Cy.26½" 44"&74$\frac{1}{16}$"-51"(s) 200lb 593NHP 3SB,9cf,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s 6 ″ 8¼ 26 ″ 10	
24679 214747	**Eugene W. Pargny** ssCgo.No.2-28 Mchy.Aft 1Dk(Stl)&Webframes GyC. Longitudinal framing	7724 7559 6020	✠100A- ForServiceon 4,33 ~~BS11,33~~ ✠ ~~6,35~~	Clv theGr LMC4,28 BS9,35	eat	N9,35 Lakes	1917 4mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. CellDBuE&B55'	580·0 F53' FK 230t f&in hopper si	60·0	32·0	Dul'th,Min Utd.States 3BH de tanks479'	T.3Cy.24½",41"&65"-42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanS.B.Co.Lorain,O 8724tFPT299tAPT59t	32 ″ 0	
24680 7846 SEAR	**Eugénie** (exAntigoon,exGeorge Carrier,exRap,exGebroeders OilEng. BodewesIX) Mchy.Aft 1Dk	327 277 241					1919	Gebr.G&H Bodewes Martenshoek	SvenNilsson	136·0 Q26'	24·5	11·2	Djupekås Swedish	Oil Engines 2S.C.SA 2Cy.16$\frac{9}{16}$"-18$\frac{1}{16}$" 97NHP Emade19refitted27 Ruston&HornsbyLdLncln		V
24681 SWUS	**Eugenie S. Embiricos** ssPir.No.3-9,32 1Dk(Stl)&Shelterdk(Stl)	4882 4535 2946	✠100A1 Shelter dk withfreeboard 10,34 MS5,33 Fitted for oil	Rot ✠LMC BS2,35 fuel 7,	z 20	CL N10,34 F.P. a	1920 7mo bove 1	ShortBros. Ld. Sunderland Lloyd'sA&CP 50° F.	S.G.Embiricos CellDB360'1512tF	419·5 FK Collision PT180t APT252t	53·8	25·0	Andros Greek Cem BHto Sh dk 6 " " U "	T.3Cy.25½",43"&72"-48" (s) 180lb 449NHP 3SB,9cf,GS204,HS7745 J.Dickinson&Sons,Ld.Sld.	27 ″ 7 s 3 ″ 1 24 ″ 8¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
24682 650 IMTP	**Eugenio** (*ex*Liesbet, Aux3MstSr *ex*Carmen,*ex*Jeannette, *OilEng* *ex*HarryFrater) 1*Dk* (*See Sailing Ship Register*)	332 — 248					1917	J.Smit& Zoon Foxhol	U.Tomei	141·4 P29'	26·4	11·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 87NHP D.Goedkoop,Jr.Ams.		I
24683 1960 IBEL	**Eugenio C.** (*ex*Cedrus-34) *ss*Hul.No.1-31 1*Dk*(*Stl*)	4078 3829 2509	✠100A1 ~~5,34 6,34~~ 2,36 ~~BS6,34~~ ✠LMC11,31 8,35	Fal Gen	*x*	CL 6,34	1928 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	G.Costa fu A. *CellDB*	380·0 370·0 P29'B224'F34' FK 318' 1126*t* *FPT*77*t*	51·4	25·1	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 8½ 24 ″ 0	
24684 DOME	**Euler** (*ex*Amalfi) *OilEng* *CruiserStern* 1*Dk*&*Shelterdk*	1879 1499 913					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7 P&B231'F34'	41·7	16·5	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.22"-39$\frac{3}{10}$" 280NHP A.G."Weser,"Bremen		G
24685 145843 GDYW	**Eumaeus** Ⓟ D.F. 2*Dks*	7472 6370 4711					1921	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·2 P54'B164'F65'	56·3	32·5	Liverpool British *WB*	DRGearedSteamTurbine 1000NHP Hwthrn,Leslie&Co.LdNwc		BT till 12,36
24686	**Eumeralla** ~~Now "Mow Li" see No. 39063 in Supplement~~ Now "Mowli No. 2," see No 139[illegible] in Supplement	916 646 [illegible]			…		1908	Scott of Kinghorn,Ld Kinghorn	ChingLeeChong	190·0 P&B122'F28' FK	30·1	12·5	Shanghai Chinese *WB*	T.3Cy.16",27"&44"-30" 97RHP Scottof Kinghorn,Ld.Kgn	15 ″ 0	
24687 DHHA	**Eupatoria** D.F. Sub.Sig. 2*Dks*	3172 2781 1854					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik PacketfAkt.Ges. (Ham.-Amr.Linie) (Hamburg-Süd.- Amerik.Dampf- schifffGes,*Mgrs.*)	337·7 F41'	48·3	20·9	Hamburg German *WB*	T.3Cy.23½",38½"&62"-41$\frac{7}{10}$" 247NHP A.G."Neptun."Rostock		G
24688 139905 GKVP	**Euphorbia** D.F. 1*Dk*	3380 3034 2011					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine.Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P34'B97'F29'	48·0	23·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.CoLd.Sld.		C
24689 217687 KFAO	**Eureka** (*ex*Glendoyle) *Fitted for oil fuel* 1*Dk*	2246 1963 1348					1919	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
24690 210334 KJJL	— Wood 1*Dk*	471 — 306					1912	Kelley SpearCo. Bath,Me.	BostonSand& GravelCo.	149·8	35·0	12·5	Boston Utd.States	T.3Cy.15",22"&36"- PortlandCo.Bath,Me.		
24691 1376 IBZK	**Euro** D.F. 2*Dks*	5897 5799 3758					1926	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	404·7 P14'F38'	51·7	34·4	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{7}{10}$"-48" 335NHP Cant.Nav.Riuniti,Palermo		IC
24692 DOAI	**Europa** Ⓟ QuadSc *Fitted for oil fuel* D.F. GyC. 5*Dks* Sub.Sig. E.S.D. *CruiserStern*	49746 31125 20308					1928	Blohm& Voss Hamburg	Norddeutscher Lloyd	890·2 B&F842'	102·1	48·0	Bremen German *WB*	12SteamTurbines SR geared to4Sc.Shafts Blohm&Voss,Hamburg		G
24693 OZFE	— Ⓟ *ss*Cpn.No.1-35 *OilEng.* 2*Dks*(*Stl*)3rd *dk*(*Stl*) *in* *motor space & forward holds* *Ref.Mchy.* D.F.	10224 8350 6430	✠100A1 *withfreeboard* 6,35 ✠LMC CS6,35 DBS6,35 6,35 ~~10,34~~ ✠Lloyd'sRMC 4,36 No. 5 lower 'tween dk. chambers for temp. 18° F. all other chambers for temp. 52° F. *Carrying vegetable oil in forward deep tanks*	Cpn		CL 7,34	1931 5mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasia- tiskeKompagni *CellDB*405'1700*t* *DTsf*63'14	465·4 B179'F73' FK 48*t* *Tanks in way o*	62·2	37·2	Copnhagn Danish 8*BH* (*6 to W dk* 1 „ *2nd* „ 1 „ *3rd* „) *f tunnel* 255*t*	Oil Engines 2S.C.DA 6Cy.24⅜"-55⅛" 1236NHP DB(*Upr*)*80lb* DB*100lb* Akt.Burmeistr&Wain,Cpn *FPT*138*t* *APT*184*t*	40 ″ 0 s11 ″ 9½ 28 ″ 4½	
24694 DGCM	— (*ex*Trude,*ex*Greylight,*ex*Bessarabia,*ex* Selenga,*ex*Claudius) 1*Dk Cell side tanks* *amidships,deep framing & 2trBat ends*	3767 3486 2190			…		1899	W.Gray &Co.Ld. WHartlepool	AtlasReederei Akt.Ges.	338·5 P37'B130'F42' FK	51·0	24·4	Emden German *WB*	T.3Cy.25½",40½"&67"-45" 312NHP Cen.Mar Eng.Wrks.WHpl	26 ″ 11	G †
24695 LIWT	**Europe** *OilEng.* D.F. *Mchy.Aft* E.S.D. 1*Dk* *Longitudinal framing at bottom & deck in* *CruiserStern* *centre tanks* *Rudder electrically welded*	8371 7611 5134	✠100A1 ~~10,34 1,35~~ 2,36 ✠LMC12,34 *CarryingPetroleum in bulk*	LAn NYk	*c*†	CL	1934 12mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*68'227*t* *FPT*134*tA*	471·3 P99'B37'F36' FK *DTf*22'1110*t* *PT*70*t* *UpperAPTs*	62·3	34·1	Oslo Norwegian 11*BH* 119*t*	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" 490NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 7 ″ 6½ 26 ″ 11½	
24696 135488 GQBJ	**Euryades** (*ex*Indra) *ss*Mdb.No.3-11,25 2*Dks*(*Stl*) *Carrying oil fuel F.P. above*150°*F.inDB*	5801 5311 3591	✠100A1 11,29 ✠LMC4,30	Ham	*a*†	CL N7,29	1913 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) *Cell DBa* 118'*uE&B*	430·0 P80'B153'F80' FK 75'*f*195'1260*tFPT*	54·0	30·4	Liverpool British 7*BHCem* 98*tAPT*58*t*	T.3Cy.26½",45"&75"-54" (*r*) 200lb *110lb* 592NHP 2DB,12*cf*,GS216,HS10730 Dunsmuir&JacksonLdGls	33 ″ 1 s 6 ″ 3 27 ″ 3	
24697 149668 GKBS	**Eurybates** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *Fitted for oil fuel*	6276 5419 3879			…		1928	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·9 P43'B150'F48' FK	54·8	29·1	Liverpool British *WB*	Steam & Oil Engines 10OilCy.27"-45" 2S.C.SA 4SteamCy.24"-45"1408NHP 1Regenerator Scott'sS.B &E.Co.Ld.Grk.	32 ″ 9	BT till 7,36
24698 131424 GRQL	**Eurylochus** (*ex*Indraghiri) *ss*Ham.No.3-11,34 2*Dks*(*Stl*)	5723 5277 3600	✠100A1 ~~11,34~~12,35 ✠LMC12,34 BS12,35	Ham	*a*†	CL 10,34	1912 3mo *Lloyd*	Lon.&Gls. Co.Ld. Glasgow '*sA&CP*	ChinaMutualStm. Nav.Co.Ld.(AHolt &Co.*Mgrs.*) *CellDBa*96'*uE&B*	430·5 P79'B148'F85' FK 93'*f*186' 1160*tFPT*	53·9	30·3	Liverpool British 7*BHCem* 100*tAPT*70*t*	T.3Cy.26½",45"&75"-54" (*r*) 200lb 672NHP 2D&1SB15*cf*GS300HS12905 London&Glas.Co.Ld.Gls.	33 ″ 1 s 5 ″ 10½ 27 ″ 5¾	
24699 147291 GLFJ	**Eurymedon** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6223 5382 3858					1924	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt &Co. *Mgrs.*)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP AktBurmeister&Wain,Cpn		BT till ~~7,35~~ 5,36
24700 78 SVDI	— (*ex*Stylianos-35, *ex*Sverre) *ss*Msl.2ndNo.3-10,27 *ss*Pir.No.1-32 1*Dk*(*Irn*)2*trB* & *deep framing* 3 *Dk rule*	3564 3377 2326	✠100A1 3,35 BS3,35 ✠LMC11,32	Pir	*u*	CL 11,32	1904 4mo	W.Gray& Co.Ld. WHartlepool A&CP	P.Venturas&P.D. Marchessini(P.D. Marchessini,*Mgr.*) *CellDBa*	339·6 P25'B67'F32' FK *uE*133'*uB*17'*f*146'1	48·0	24·5	Argostoli Greek 6*BHCem* 005*tAPT*48*t*	T.3Cy.25",40"&65"-42" (*s*) 160lb *180lb* NDB21 290NHP 2SB,6*cf*,GS112,HS4590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 5 ″ 0½ 22 ″ 4	
24701 131445 GRQK	**Eurypylus** (*ex*Indrakuala) *ss*Liv.No.3-12,24 *ss*Liv.No.1-28 2*Dks*(*Stl*) *Carrying oil fuel F.P. above*150°*F.inDB*	5848 5307 3563	✠100A1 1,31 ✠LMC MS7,28 BS6,30	Liv	*a*†	CL 10,34	1912 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	ChinaMutualStm. Nav.Co.Ld.(A.Holt &Co.*Mgrs.*) *Cell DBa*118'*uE&B*	430·0 P80'B148'F80' FK 75'*f*195'1260*tFPT*	54·0	30·5	Liverpool British 7*BHCem* 98*tAPT*58*t*	T.3Cy.26½",45"&75½"-54" 200lb HS13405 (*r*) 687NHP 2D&1AuxSB,15*cf*,GS300 Dunsmuir&Jackson,LdGls	33 ″ 1 ~~s 6 ″ 3~~ ~~27 ″ 3~~ s5 ″ 9¾ 27 ″ 6¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24702	**Eusebio Coterillo** TwinSc (exPerou,exPeru) *Fitted for oil fuel* 1*Dk*	799 615 408					1906	Bow,Mc-Lachlan&Co. Ld. Paisley	EmpresaNaviera deCubaS.A.	211·2 F22′ *Shade dk*52′	34·1	10·8	Havana Cuban *WB*	T.6Cy.11″,18″&30″-22″ 84NHP Bow,McLachln&CoLd.Psy		
24703 PEAC	**Euterpe** 2*Dks*	897 676 543					1903	Rijkee&Co Rotterdam	Konink.Nederl. Stoomb.Maats. N.V.	213·4 Q69′B48′F26′	30·5	13·3	Amstrdam Dutch *WB*	T.3Cy.15″,25″&40″-36″ 96NHP Maats.Feyenoord,Rot.		V
24704 SVPW	**Euthalia** (*ex*Marken) 2*Dks*2*trB*	3553 3398 2029					1918	Rotterdam Droogd.Maat Rotterdam	C.D.Coumarianos (GoulandrisBros. *Mgrs.*)	377·6 P27′B223′F34′	51·6	25·1	Andros Greek *WB*	T.3Cy.25″,41″&68″-45″ 310NHP RotterdamDroogd.Maats.		V
24705 EALN	**Euzkera** (*ex*Virgen deBegoña, *Now "Elanchove," see No. 37957 in Supplement* *ex*Iberia,*ex*JuanOlavarriaga, *ex*Mercedes) *Mchy.Aft* 1*Dk*	4524 — 2925					1902	Nthmblnd S.B.Co.Ld. Newcastle	Cia MaritimaElan-chove(PedroPerez deGante,*Mgr.*)	351·4 F36′	50·8	28·3	Bilbao Spanish *WB*	T.3Cy.27″,43″&72″-48″ 359NHP N.E.MarineEng.CoLdNwc	31 ″ 0	G
24706 LDUN	**Eva** 1*Dk*	1599 1168 937					1929	Bergens Mek Værks. Bergen	AugustKjerland& Co.A/S	244·8 P73*t*Q103*t* B102*t*H73*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼″,29″&49″-33″ 138NHP BergensMekVærksBergen		N
24707 DHHB	— Sub.Sig. 1*Dk*	1504 1190 851					1924	Howaldts-werke Kiel	ChinaRhederei A.G.(Aug.Bolten, Wm.Miller'sNachf. *Mgr.*)	250·8 P18′Q75′B99′F32′	38·5	15·9	Hamburg German *WB*	T.3Cy.18$\frac{11}{16}$″,30$\frac{5}{16}$″&49⅝″-33$\frac{7}{16}$″ 143NHP Howaldtswerke,Kiel		G
24708 160232 VQSC	**Evagoras** (*ex*Darshiel) *ss*Hul.No.1-33 2*Dks*(*Stl*)	5197 4911 3282	✠100A1 2,36 ~~3,35~~ ✠LMC7,33 BS3,35	Shl Rot	*y*	CL 3,35	1929 1mo *Lloyd*	W.Hamil-ton&Co. (1928)Ld. Port Glasgow '*sA&CP* '*T* *Ce*	*Intermediate* *weendkBHin after* *ll DB*350′ 1025*t D*	405·0 P36′B133′F40′ FK *hold dispensed with* *Ta*35′955*tAPT*178*t*	52·4	27·5	Famagsta British *ptCem* 5 *BHto Udk* 1 „ „2*nd* „	T.3Cy.26″,44″&73″-48″ (*s*) 200lb 523NHP 3SB,9*cf*,GS181,HS7503 FD D.Rowan&Co.Ld.Glasgow	29 ″ 10 s 5 ″ 6¾ 24 ″ 6	
24709 226690 KGAZ	**Evangeline** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 2*Dks* *CruiserStern*	5043 — 2714					1927	W.Cramp &SonsCo. Philadelphia	NovaScotiaS.S. Corp. (EasternS.S. Lines,Inc.*Mgrs.*)	365·4 B&F354′ *WB*	55·7	26·8	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Cramp&SonsCo Phl.		R
24710 LCIV	**Evanger** *Fitted for oil fuel* 1*Dk*&*Shelter dk*	3869 3522 2326					1920	Irvine's SB&DDCoLd WHartlepool	Westfal-Larsen &Co.A/S(County Line)	365·4 P90*t*F39*t*H219*t*	52·2	23·7	Bergen Norwegian *WB*	T.3Cy.26″,42″&70″-48″ 340NHP Richardsons,Westgarth& Co.Ld.Hpl.		N
24711	**Evanghelos Nomikos** TwinSc (*ex*Loukia,*ex*Ville deNice, 3Mst *ex*Princyp)	687 — 396					1897	Stabilmnto Tecnico Trieste	PetrosM.Nomikos, Ld.	210·0	31·0	11·0	Piræus Greek *WB*	C.4Cy.13″&28″-20″ 58NHP StabilimentoTecnico,Tri.		
24712 215745 KIKT	**Evansville** (*ex*LakeTahoe, *ex*S.N.A.4) Sub.Sig. 2*Dks*	3543 3247 2186			…		1917	Gt.Lakes Eng.Works Ecorse,Mich.	~~M.&J.Tracy.Inc.~~ Sanders&Green	372·2 P30′B81′F35′ FK	43·9	24·9	NewYork Utd.States *WB*	T.3Cy.24½″,41″&69″-42″ 443NHP Gt.LakesEng.Works.Det.	28 ″ 0	R †
24713	**Evdokia** 1*Dk*	706 347 266			…		1928	Werft. Nobiskrug G.m.b.H. Rendsburg	Soc.Commerciale Bulgare deNav.à Vap.	168·2 P&B108′F46′ *UpperB*51′ FK	28·7	11·3	Varna Bulgarian *WB*	T.3Cy.17⅛″,27⅜″&45$\frac{11}{16}$″-29½″ 173NHP Christiansen&Meyer, Harburg	12 ″ 0	V †
24714 142500 MKFD	**Eveleen** *ss*Bel.No.3-9,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	498 323 190	✠100A1 2,36 ~~3,35~~ ✠LMC MS9,32 BS~~5,34~~5,35	Bel	*g*	CL 7,34	1920 8mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	J.Milligen&Co.Ld. *CellD*	160·4 Q95′B9′F21′ BK7″ *Bf*84′ 108*t FPT*40*t*	25·1 (26·7)	9·7	Belfast British 3*BHCem* *APT*26*t*	T.3Cy.13″,21″&35″-24″ (*s*) 180lb 62RHP 1SB,3*cf*,GS51,HS1610 AitchisonBlair&Co.Ld.Gls	11 ″ 8 s 3 ″ 8 12 ″ 1½	
24715 210004 WKCE	**Evelyn** *ss*N.Yk.No.3-11,24 *ss*Bal.No.2-33 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3141 2759 2443	✠100A1 ~~10,35 3,35~~ 2,36 BS10,35 ✠LMC MS3,33 ~~BS11,34~~ *Fitted for oil*	Bal *fuel*	*u* 11,22	CL ~~3,35~~ N2,36 *FP ab*	1912 6mo *ove* 15	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 0° F. *W*	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) *B*=*CellDBa*100′*u*	313·6 P36′B94′F31′ FK *E*20′*f*136′679*tFPT*	46·1	22·9	NewYork Utd.States 5*BHCem* 78*tAPT*248*t*	T.3Cy22″,37″&60″-42″ (*s*) 180lb 280NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 ″ 6 s 4 ″ 5½ 21 ″ 3	
24716 202560 KJOB	**Evelyn Berg** (*ex*Johan Wood Poulsen-34) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	650 586 423					1906	G.I.White Everett,Wsh.	KetchikanS.S.Co. (J.H.Mulkey, *Mgr.*)	179·1	39·1	13·5	Seattle Utd.States	T.3Cy.13″,22″&36″-24″ 63NHP UnitedEng.Works,S.Fo.		
24717 183 YLDB	**Everalda** (*ex*Mokta-32) *ss*Mdb.No.3-10,24 *ss*Kel.No.2-33 *Cargo battens not fitted* 1*Dk*(*Stl*)	3950 3617 2452	✠100A1 1,36 ~~1,34~~ MS2,33 ✠LMC DBS~~1,34~~8,35 MBS~~1,35~~5,36	Lie Rot	*w*	CL 2,33	1912 11mo *Lloyd*	W.Gray &Co.Ld. WHartlepool '*sA&CP*	~~Mrs.ElzaGrauds~~ F.GraudsShip-pingCo.Ld. *CellDBa*	350·0 P30′B67′F34′ FK 113′ *uE*23′*f*154′10	50·0	27·9	Riga Latvian 6*BHCem* 35*tAPT*105*t*	T.3Cy.24″,38″&64″-42″ (*s*) 180lb *90lb* 312NHP 2SB,6*cf*,GS102,HS4142 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 8 s 5 ″ 2 22 ″ 9	
24718 170 YLCO	**Everanna** (*ex*Disciplina,*ex*Amilcare Cipriani,*ex*Stamboul) 1*Dk*&*deepframing*	2880 2435 1624			…		1908	WoodSkin-ner&Co.Ld. Newcastle	F.GraudsShipping Co.Ld.	313·0 P27′B96′F29′ FK	45·0	23·0	Riga Latvian *WB*	T.3Cy.23″,37½″&61½″-39″ 276NHP N.E.MarineEng.CoLdNwc	23 ″ 0	Cl †
24719 197 YLFN	**Everards** (*ex*Ronturn-33, *ex*Camerata) ~~*ss*Rot.No.3-8,32~~ *ss*Lie.2ndNo.3-4,34 ~~*ss*Shl.No.2-31~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3705 — 2325	✠100A1 2,36 ~~4,34~~ ✠NE6,18 ✠LMC BS~~12,33~~ MS4,34 2,36	Lie	*w*	CL 2,34	1910 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	F.GraudsShipping Co.Ld. *CellDBa*	350·1 P29′B67′F33′ FK 113′*uE*23′*f*154′997*t*	50·1	23·6	Riga Latvian 6*BHCem* *APT*41*t*	T.3Cy.24″,38″&64″-42″ (*s*) 180lb *90lb* 314NHP 2SB,6*cf*,GS98,HS4172 FD Fullerton,Hodgart& BarclayLd.Psy.	25 ″ 11 s 4 ″ 8½ 21 ″ 5	
24720 58 YLAG	**Everelsa** (*ex*Kamfjord, Broken Up *ex*Achecolanda) *ss*Osl.2ndNo.3-7,24 *ss*Kel.No.2-33 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	2210 1960 1343	✠~~100A1~~ 5,33 ~~BS7,34~~ ✠~~LMC[illegible]~~	Kel	*s*	CL 5,32	1899 8mo	W.Pickers-gill&Sons Sunderland A&CP	~~F.GraudsShipping~~ ~~Co.Ld.~~ *Cell*	286·0 P23′B56′F27′ FK *DBa*&*uE*110′*f*108′	43·2	18·7	Riga Latvian 4*BHCem* 575*tAPT*54*t*	T.3Cy.21″,35″&57½″-39″ (*r*) 160lb 210NHP 2SB,6*pf*,GS99,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1¾ 18 ″ 0	
24721 41 YLAF	**Everene** (*ex*Eirene,*ex*Crisia, 5Mst *Now "Frangoula Vrondissis," see No. 38115 in Supplement* *ex*Rudolf Rettich,*ex*RosemarieHolken. *ex*HedwigHeidmann) 1*Dk* *Cantilever framed topside tanks*	2083 1784 1064					1903	SirRaylton Dixon&CoLd Middlesbro'	F.GraudsShipping Co.Ld.	290·8 B59′H42′F26′	40·7	18·7	Riga Latvian *WB*	T.3Cy.20½″,34″&56″-36″ 138NHP N.E.MarineEng.Co.Ld.Sld		G
24722 YLAT	**Everest** *ss*Lie.3rdNo.3-7,32 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2103 1918 1320	✠100A1 ~~5,34~~11,35 BS~~1,35~~ ✠LMC7,32 4,36	Bkn Lie	*s*	CL ~~7,32~~ 11,35	1898 11mo	W.Gray& Co.Ld. WHartlepool A&CP	RigaShippingCo. Ld.(F.Grauds, *Mgr.*) *Intermedi* *CellDB*	289·8 P27′B69′F29′ *ateBHin fore* FK *hold dispensed with* *a*&*uE*110′*f*120′607*t*	42·1	19·2	Riga Latvian 4*BHCem* *APT*54*t*	T.3Cy.21½″,35″&58″-39″ (*s*) 160lb NDB10 217NHP 2SB,6*rf*,GS73,HS3370 Cen.Mar.Eng.Wrks WHpl	21 ″ 9 s 3 ″ 2½ 18 ″ 8¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
24723 218942 KINN	**Everett** (*ex*WestIson) *Fitted for oil fuel* 2*Dks*	5773 5174 3571					1919	AmesS.B. &D.D.Co. Seattle,Wash	TacomaOriental S.S.Co.	410·5|54·2|29·2 P44'B119'F47' *WB*	Tacoma, Wash. Utd.States	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
24724 204579 WJCQ	— 3Mst *Mchy.Aft* 1*Dk*	5065 — 3097					1907	ForeRiver S.B.Co. Quincy,Mass	KoppersCoal& TranspnCo(Mys- ticSSCo.Inc.*Mgrs*)	373·2|52·7|29·8	Boston Utd.States *WB*	T.3Cy.25",44½"&73"–48" 369NHP ForeRiverS.B.Co.Quincy		R
24725 192 YLAO	**Everhope** (*ex*Maplegrove–33, *ex*BenClune,*ex*Oltul, *ss*Shl.No 3–9,24 *ex*Iriston) *ss*Lie.No.2–34 1*Dk*(*Stl*)	3811 3529 2404	✠100A1 ~~2,34~~12,35 ~~BS7,34~~ 9,35	Lie Cff ✠LMC5,33	*w*	CL 1,34	1912 9mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	F.GraudsShipping Co.Ld. *CellDBa*	354·3|51·1|23·8 P22'B90'F36' FK 115'*uE&B*36'*f*156'9	Riga Latvian 6*BHCem* 15*t APT*105*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb ~~90lb~~ 338NHP 2SB,6*cf*,GS130,HS5384 Rankin&Blackmore,Grk.	26 " 3 s 4 " 7½ 21 " 10	
24726 194 YLBF	**Everita** (*ex*Ethelaric–32) *ss*Nwc.No.3–8,29 *ss*Lie.No.1–34 1*Dk*(*ptIrn&ptStl*)	3251 3011 1976	✠100A1 6,35~~5,34~~ 3,35 ~~BS12,33~~	Lie ✠LMC MS5,34	*v*	CL ~~10,32~~ 6,35	1917 2mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	F.GraudsShipping Co.Ld. *CellDBa*	335·0|48·1|23·4 P31'B100'F35' FK 110'*uE*22'*f*145'812*t*	Riga Latvian 5*BHCem* *APT*96*t*	T.3Cy.23½",39"&64"–42" (*s*) 180lb *120lb* 278NHP 2SB,6*cf*,GS119,HS4142 Blair&Co.Ld.Stockton	24 " 10 s 4 " 0½ 21 " 0	
24727 161347 GLSV	**Everleigh** *ss*Cff.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5222 4819 3153	✠100A1 *withfreeboard* 12,35~~1,35~~ BS12,35	Bry ✠LMC12,35	*a*†	CL ~~1,34~~ 12,35	1930 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDBa&* 1387*t*	406·3|56·0|26·9 F33' FK *uE*134'*f*188' (*FPT*139*t APT*104*t*	London British 6*BHCem* *Coll to Sh dk* 5 " 2*nd* ")	T.3Cy.26",43"&73"–48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld	29 " 5 s 3 " 9½ 25 " 10½	
24728 193 YLAD	**Everolanda** (*ex*Berkdale–33, *ex*Wotan,*ex*Oswiga, *ss*Cff.No.3–9,20 *ex*St.Johann) *ss*Cff.No.2–29 1*Dk*(*Stl*)2*trB&deepframing* *&Webframes*	3379 3170 2090	✠ —— 4,34	Shl ✠	*v*		1908 6mo	Chant.Nav Anversois Hoboken	F.GraudsShipping Co.Ld.	347·0|48·1|23·1 P31'B180'F31' FK *CellDBa*108'	Riga Latvian 6*BHCem* *uE&B*42'*f*1	T.3Cy.24",40"&66"–45" 320NHP 3SB,9*cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld 52'788*t FPT*108*t APT*81*t*	25 " 7	V †
24729 178 YLCX	**Everonika** (*ex*Tottenham,*ex*Apsley, *ex*DonCesar) *ss*Npt.No.3–7,19 *ss*Npt.No.2–28 1*Dk*(*ptIrn&ptStl*)2*trBdeep framing* *&Web frames*	3743 3454 2340	✠ —— 12,32	Hul ✠	*w*		1906 6mo	JLThomp- son&Sons,Ld. Sunderland	~~F.GraudsShipping~~ ~~Co.Ld.~~ Z.Hendrik- son	350·0|50·3|23·2 P46'B94'F33' FK *Cell DBa*119'*uE*	Riga Latvian 6*BHCem* 23'*f*148'864*t*	T.3Cy.25",41"&67"–45" 322NHP 2SB,6*cf*,GS124,HS4900 Blair&Co.Ld.Stockton *FPT*74*t APT*100*t*	25 " 9	V †
24730 202 YLFS	**Everosa** (*ex*Munorway–34, *ex*ProgressIII) *ss*Ams.No.3–7,25 *ss*Nwc.No.1–28 1*Dk*(*Stl*)	3529 3327 2234	✠ —— 9,34	NNs ✠	*w*		1912 5mo	Campbel- townS.B.Co. Campbeltwn *Interm*	~~Z.Heinrichsons~~ Z.Hendrikson *ediate B H in after* *CellDBa*	348·0|50·0|23·6 P29'B90'F36' FK *hold dispensed with* 111'*uE*21'*f*153'942*t*	Riga Latvian *Cem* 5*BH only* *APT*80*t*	T.3Cy.24",40"&65"–45" 322NHP 3SB,9*cf*,GS162,HS5142 J.G.Kincaid&Co.Ld.Grk.	25 " 10	V †
24731 SVKN	**Evgenia Chandris** (*ex*Stadsdijk–32, *ss*Rot.No.3–3,33 *ex*RockyMaru) 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)	5317 4885 3166	✠100A1 *Shelter dk* *withfreeboard* ~~8,35~~ ~~4,34~~3,36 ~~BS5,35~~	Rot ~~Ams~~ BS4,36 ✠LMC12,32	*a*†	CL ~~4,34~~ 3,36	1920 3mo	Harima Dkyd.Co. O Harima A&CP	J.D.Chandris *CellDB*371'1139*t*	425·1|54·0|26·7 FK *Coll* *FPT*148*t APT*225*t*	Piræus Greek *Cem* *BH to Sh dk* 6 " " *U* "	T.3Cy.27",47"&79"–51" (*s*) 200lb 552NHP 2SB&1AuxSB,11*cf*, FD GS192,HS7227 KobeSteelWorks,Ld.Kobe	29 " 0 s3 " 7½ 25 " 7½	
24732 SVFW	**Evi** (*ex*VictorianTransport–33) 1*Dk*	4521 4271 2847					1913	Nthmblnd S.B.Co.Ld. Newcastle	N.G.Livanos	385·1|52·0|27·1 P35'B119'F37'	Piræus Greek *WB*	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
24733 LDNQ	**Evina** *ss*Osl.No.1-34 *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy Aft* *Longitudinal framing* *Progressive Survey of oil tanks*	6121 5402 3570	✠100A1 ~~6,35~~ ~~4,34~~ 1,36 DBS8,34 *CarryingPetr*	Fal ✠LMC8,34 *oleum*	*z* *in*	CL ~~3,33~~ 1,36 *bulk*	1930 5mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	A/S Hansen- Tangen'sRederi II. (H.E.Hansen- Tangen,*Mgr.*) *CellDBuE*56'171*tD*	396·2|55·1|32·3 P97'B29'F36' *Trunk*238' FK *Tf*34'347*t FPT*135*t*	Xiansand Norwegian 14*BHptCem* (9 *to U dk* 5 " 2*nd* ") *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	32 " 0	
24734 758 SVFB	**Evinos** (*ex*Waihemo–34) *ss*Auk.No.3–2,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	5627 5448 3540	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~11,34~~ ~~BS2,34~~ *Carrying oil*	Wln Nwc BS8,35 ✠LMC2,32 *fuel F*	*y* *.P.*	CL N3,34 *above1*	1919 12mo *Lloyd* 50° F.	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP* *in DB*	TheofanoMaritime Co.Ld.(~~Livanos~~ ~~Bros.Mgrs.)~~(N.G. Livanos,*Mgr.*) *CellDB*351'1290*tF*	399·5|53·0|32·8 *F on Shelter dk*38' FK *Collisio* *PT*60*t APT*80*t*	Chios Greek *ptCem* *nBHtoShdk* 6 " " *U* "	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD NE.MarineEng.CoLdNwc	35 " 5 s 9 " 4½ 26 " 3	
24735 190 SVOQ	**Evoikos** (*ex*Maid of Psara) *ss*Pir.No.3-5,35 ~~*ss*Bry.No.2–31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4792 4455 2957	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~4,34~~ ~~BS2,34~~ *Fitted for oil*	Ant 5,35 ✠LMC~~3,34~~ *fuel* 7,	*w* 22	CL 11,34 *F.P. a*	1922 7mo *Lloyd* *bove* 1	Cammell Laird&CoLd. Birkenhead '*sA&CP* 50° F.	M.A.Embiricos *CellDB*291'817*tD* *DTf*22'707*t*	360·0|50·2|30·1 F37'*onShelter dk* FK *Ta*22'699*t Collisio* *FPT*185*t APT*135*t*	Andros Greek *ptCem* *n BH to S dk* 7 " " *U* "	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 359NHP 180lb HS6125 2SB&1AuxSB,8*cf*,GS190 CammellLaird&CoLd.Bkn	32 " 9 s 7 " 1½ 25 " 10	
24736 SVLN	**Evros** (*ex*Ethelfreda–33, *ex*WarTulip) *ss*Nwc.No.3–9,31 *ss*Rou.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	5283 4804 3205	✠100A1 10,35~~3,34~~ ~~BS7,34~~	Rot Rou LMC~~7,31~~ 10,35	*y*	CL 3,34	1918 9mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Theofano MaritimeCo.Ld. (NGLivanos*Mgr*) *Cell*	400·3|52·3|28·4 P49'B113'F39' FK *DB*340'1081*t FPT*1	Chios Greek 7*BHCem* 34*t APT*212*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 " 0 s5 " 11½ 25 " 3½	
24737 LDUO	**Evviva** (*ex*EdvardGrieg) 1*Dk*	1597 1194 942					1921	Laxevaags Msk.&Jrnskb Bergen	SkibsA/SWilliam HansensRederi (W.Hansen,*Mgr.*)	245·9|37·9|15·5 P59*t*Q108*t*B127*t* H76*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn.		N
24738 148788 MNQZ	**Ewell** *ss*Shl.No.2–34 *Well deck* Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1350 1062 727	✠100A1 *withfreeboard* ~~9,34~~ 3,36~~11,35~~	Shl ✠LMC7,34 BS5,35	*o*	CL ~~7,34~~ ~~5,35~~ 10,35 3,36	1926 7mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wandsworth& DistrictGasCo. *CellDBu*	226·0|36·4|16·5 Q128'B15'F22' FK *E*18'*f*142'551*t FPT*	London British 4*BHptCem* 90*t APT*8*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 156NHP 1SB,4*cf*,GS73,HS2738 N.E.MarineEng.CoLdNwc	18 " 6 s 6 " 11½ 15 " 8½	
24739 5524 SEAG	**Ewy** 3Mst *Mchy.Aft* 1*Dk*	316 258 203					1913	Eriksbergs M.V.Aktieb. Gothenburg	NilsFriberg	124·7|22·5|11·4 P31'F15'	Visby Swedish *WB*	C.2Cy.10"&22½"–15" 16NHP EriksbergM.V.Aktieb.Got		V
24740 219481 KOVT	**Examelia** (*ex*CoeurD'Alene) *Fitted for oil fuel* 2*Dks*	5081 4598 3163					1920	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24741 219077 KOJD	**Examiner** (*ex*Sinsinawa) *Fitted for oil fuel* *2Dks*	4969 4572 3037					1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B121'F43'	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24742 220989 KDNE	**Exarch** (*ex*Naamhok) *Fitted for oil fuel* *2Dks& Web frames*	5839 4971 3676			...		1921	Merchant S.B.Corp. Harriman,Pa.	ExportS.S.Corpn.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32″10	R †
24743 230363 KGWT	**Excalibur** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *2Dks*	9359 — 5627					1930	NewYork S.B.Co. Camden,N.J.	ExportS.S.Corpn.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
24744 230991 WEEY	**Excambion** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *2Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	ExportS.S.Corpn.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkS.B.Co.Camden, N.J.		R
Broken up 24745 LDUP	**Excellencen** Ⓟ Iron (*ex*ExcellencenToll) *2Dks*	425 378 241					1859	MotalaCo. Norrköping	A/S Arendals Dampskibsselskab	159·2 Q36*t* H6*t*	23·1	16·5	Arendal Norwegian	C.2Cy.33"&57¾"–23¼" NE76&NB84 134NHP MotalaCo.Gothenburg		N
24746 218683 KJJO	**Excellency** (*ex*LibertyLand) *Fitted for oil fuel* *2Dks& Web frames*	5052 4740 3093			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared SteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24747 218486 KJJP	**Excello** (*ex*Luxpalile) *Fitted for oil fuel* *2Dks& Web frames*	4990 4572 3051			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	New York Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24748 219918 KUPT	**Excelsior** Ⓟ (*ex*Waterbury) *Fitted for oil fuel* *2Dks& Web frames*	5847 4971 3677			...		1920	Merchant S.B.Corp. Harriman,Pa	ExportS.S.Corpn.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
24749 3470	— Iron (*ex*Billio,*ex*Wylo) ~~ssOsc.3rdNo.3-4,22~~ *ss*Kel.4thNo.3–1,35 ~~ssKel.No.2-30~~ *Well deck* *1Dk(Irn)2trB*	*1421* *1128* *850*	✠100A1 ~~1,35 7,33~~ 5,36 ~~BS7,33~~ ✠LMC~~4,30~~ 1,35 BS5,36	Kel Sbg	*p*	OG ~~7,33~~ 5,36	1883 8mo	JReadhead &Co. S.Shields *Lloyd'sA&CP*	A/B G.H.Dalgren (G.H.Dalgren, *Mgr.*)	250·0 Q95'B52'F26' BK9" *WB=DBa*	36·2	17·6	Hlsngborg Swedish 4*BHCem* 75'*f*100'371*t*	C.2Cy.29"&54"–36" 80lb*90lb*NDB06*fd*08135NHP 1SB,*4pf*,GS60,HS2196 J.Readhead&Co.S.Shields	18 ″ 8 s1 ″ 5½ 18 ″ 0	
24750 218136 KJJQ	**Exchange** (*ex*Blair) *Fitted for oil fuel* *2Dks& Web frames*	4971 4740 3070			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24751 219873	**Exchester** (*ex*Winona) *Fitted for oil fuel* *2Dks*	4964 4598 3034					1920	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24752 220552 KDDM	**Executive** (*ex*Carenco) *Fitted for oil fuel* *2Dks*	5109 4598 3116					1920	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24753 219633 KUDP	**Exermont** (*ex*Clontarf) *Fitted for oil fuel* *2Dks*	4969 4598 3037					1920	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24754 230755 WCEZ	**Exeter** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *3Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	ExportS.S.Corpn.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1 SR Geared Steam Turbine NewYorkS.B.Co.Camden, N.J.		R
24755 217730 WCDK	**Exhibitor** (*ex*Saucon) *Fitted for oil fuel* *2Dks& Web frames*	5106 4740 3097			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24756 219447 KOTX	**Exilona** Ⓟ (*ex*Delanson) *Fitted for oil fuel* *2Dks& Web frames*	5839 4971 3676			...		1920	Merchant S.B.Corp. Harriman,Pa	ExportS.S.Corpn.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to1ScShaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
24757 218595 KIQV	**Exiria** (*ex*Corson) *Fitted for oil fuel* *2Dks& Web frames*	4999 4740 3074			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24758	**Exito** (*ex*Prentiss-34) Wood *Fitted for oil fuel* *Mchy.Aft* *1Dk*	406 367 267					1901	W.A.Boole &Son Oakland,Cal.	Cia.Nav.Shucas S.A.	144·0	34·5	11·5	Ensenada, B.C. Mexican	C.2Cy.14"&32"–24" 42NHP FultonE.&S.B.Wrks,S.Fo.		
24759 217938 KJJT	**Exminster** (*ex*Saugus) *Fitted for oil fuel* *2Dks& Web frames*	4985 4740 3048			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24760 218960 KJJU	**Exmoor** (*ex*Nobles) *Fitted for oil fuel* *2Dks& Web frames*	4999 4573 3057			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR GearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24761 219712 KUGS	**Exmouth** (*ex*BlueTriangle) *Fitted for oil fuel* *2Dks*	5120 4598 3117					1920	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réfrig.
24762 230435 WBEF	**Exochorda** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9359 — 5627					1931	NewYork S.B.Co. Camden,N.J.	ExportS.S.Corpn.	453·0|61·7|38·6 B197'	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
24763 FOAW	**Explorateur Grandidier** Ⓟ D.F. *Fitted for oil fuel* TwinSc *Ref.Mchy.* 4*Dks*	10268 — 5708					1924	Ch.&Atel. dePenhoët St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	455·8|60·7|38·0	Marseilles French *WB*	T.6Cy.27 5/16",43⅝"&73"–47¼" 733NHP Ch.&Atel.dePenhoët		V
24764 GYJX	**Explorer** *For full particulars see No. 37952 in Supplement* *Cruiser Stern*	6235 [illegible]10 3842	100A1 (*ClassContemplated*)				1935	Swan,Hunter&Wigham Richardson, LdNewcastle	~~T.&J.Harrison,Ld.~~ CharenteS.S.Co. Ld.(T&J.Harrison, *Mgrs.*)	~~435·0~~|56·0|29·5 P46'B144'F42' 437 2¼	Liverpool British	T.3Cy.28",46"&81"–54" WallsendSlpwy&E.Co.Ld.	32 ″ 0 s 6 ″ 5¾ 25 ″ 8¼	
24765 PEAO	**Export** *ss*Rot.No.3–7,30 *Mchy.Aft* *ss*Rot.No.1–35 *Well deck* 1*Dk*(*pt Wood pt Stl*)	760 513 345	✠100A1 2,36 ~~1,33~~ BS~~1,33~~ 2,36 ✠LMC12,35	Rot	*j*	OG 1,35	1918 7mo	NVScheeps H.H.Bodewes Millingen A&CP	N.V.Rotterdam LondonStoomv. Maats. *CellD*	181·3|28·2|12·4 Q52'B64'F19' FK *Bf*103'137*t*FPT46*t*	Rottrdam Dutch *SBHCem* *APT*45*t*	T.3Cy.15¾",25⅝"&41⅜"–27½" 180lb (*s*) 117NHP 2SB,4*cf*,GS67,HS2060 NVBurgerhoutMaschRot	14 ″ 6 s ″ 5 14 ″ 2¼	
24766 217611 KEBZ	**Exporter** (*ex*TheLambs) *Fitted for oil fuel* 1*Dk& Shelter dk& Web frames* *Longitudinal framing*	6629 5895 4122			...		1919	Federal S.B.Co. Kearny,N.J.	ExportS.S.Corpn.	395·5|55·0|31·4 P45'B110'F38' *on Shelter dk* FK	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R +
24767 218991 KJJV	**Express** (*ex*HogIsland) *Fitted for oil fuel* 2*Dks*	4969 — 3037					1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0|54·2|27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24768 3724 SEAM	**Express I** Ⓟ (*ex*Express) Sp 1*Dk*	357 162 208					1900	W.LindbergsM.V. Stockholm	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	144·6|26·6|7·6 B68'H79*t*	Vaxholm Swedish	T3Cy.15 5/16",25 5/16"&41⅜"–25⅜" 86NHP W.LindbergsM.V.Skm.		
24769 5010 SEAO	**Express II** Ⓟ (*ex*Brevik) 1*Dk*	395 167 251					1909	Eriksbergs Mek.Værks. Gothenburg	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	123·1|25·4|9·3 B84'H96*t*	Vaxholm Swedish *WB*	T.3Cy.13",17½"&35"–24 7/16" 61NHP EriksbergsM.V.Gothnbrg.		
24770 219396 KJJW	**Extavia** (*ex*CityofSt.Joseph) *Fitted for oil fuel* 2*Dks*	5091 4598 3119					1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24771 217885 KJJX	**Exton** (*ex*Sangamon) *Fitted for oil fuel* 2*Dks& Web frames*	5083 4740 3113			...		1919	American International S.B.Corp. HogIslandPa	ExportS.S.Corpn.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 386NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R +
24772 1879 IMUW	**Ezilda** (*ex*Anubis-33,*ex*Eastcheap, *ex*Val deTravers) *Mchy.Aft* *Well deck* 1*Dk*	736 558 337			...		1900	SMcKnght &Co.Ld. Ayr	F.ItaloCroce	206·6|30·6|11·6 200·0 Q103'B13'F27' FK	Genoa Italian *WB*	T.3Cy.17",27½"&44"–33" NB27 NDB17 116NHP Ross&Duncan,Glasgow	14 ″ 0	I +

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1	2 3	4	5	6	7	7"	8	9	10	11			12	13	14	15
24773 200560	**F. B. Squire** 1*Dk2trB*	5156 — 3951					1903	JenksS.B. Co. Port Huron, Mich.	BuckeyeS.S.Co (J.T.Hutchinson, *Mgr.*)	~~506·0~~ 512 · 9	50·2	24·0	Wilmington Del. Utd.States	T.3Cy.23",38"&63"–40" 251NHP JenksS.B.Co.Pt.Huron		
24774 107 IMVL	**F. D. Guerrazzi** Ⓟ 2*Dks*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.diNav. Toscana	184·9 P33'B41'F30'	24·4	13·7	Leghorn Italian *WB*	T.3Cy.16",26½"&43"–30" 100NHP FratelliOrlando&Co.		I
24775 111123	**F. D. Underwood** (*ex*Ramapo) GyC. *Mchy.Aft* 1*Dk*& *Spar dk*	3270 — 2878					1896	UnionDry DockCo. Buffalo	GreatLakes TransitCorp.	330·3	44·8	24·4	BuffaloNY Utd.States *WB*	T.3Cy.23",38½"&64"–42" 266NHP KingIronWorks,Buffalo		R
24776	**F. Escaño** Ⓟ (*ex*Panglima) Comp 1*Dk*	452 353 244					1911	…………… Sandakan, Borneo	LaNaviera Filipina,Inc.	179·0	27·0	12·4	Cebu,P.I. Utd.States	C.2Cy.20"&38"–26" 61NHP		
24777 ~~471~~ ~~KMAK~~	**F. H. Bedford, Jr.** TwinSc *OilEng.* *ss*Bmn.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *CruiserStern* *Longitudinal framing–bracketless system* E.S.D. D.F. GyC.	11862 11360 6672	✠100A1 9,35 ~~8,34~~ DBS8,34 ✠LMC CS8,34 8,34 *Carrying Petroleum in bulk* DBS(WTB)9,35	Bmn Ham	*h*†	CL 10,33	1930 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	PanamaTransportCo. ~~G.m.b.H.~~(Waried TankschiffRhedereiG.m.b.H.*Mgrs*) *CellDBuE*65'163*t DTsf*48'1951*tFPT*	521·4 *After*B65'B37'F41'	70·2	38·7 FK 4	Panama Panamanian 17*BHptCem* *ptAsp* *BHto2ndDk* 245*tAPT*196*t*	Oil Engines 2S.C.SA 12Cy.26¾"–51 3/16" 1496NHP 2WaterTubeDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 9 30 ″ 3¾	
24778 221695 KDVK	**F. H. Hillman** TwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks*& *Shelter dk* *Mchy.Aft* *CarryingPetroleum in bulk*	9737 — 6012					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd.States *WB*	T.6Cy.24",39"&65"–42" 548NHP BethlehemS.B.Corp.Ld.		R
24779 215668 WLCC	**F. J. Luckenbach** TwinSc *ss*Bos.No.3-8,30 *ss*Sea.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* D.F. GyC.	7821 5391 4951	✠100A1 *Shelter dk* *withfreeboard* ~~2,36~~ 3,36 ✠LMC BS~~8,34~~8,35MS9,34 *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	Sea NYk	*b*†	CL ~~5,33~~ s2,34 P1,36	1917 11mo	Bethlehem SBCorp(Fore River Plant). Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1*BH in forward hold dispensed with* *CellD B* 356' 1631*t* *DTa*30'165*t 'tween dk tanksinE&Bspaces*24'445*t F PT*220*tAPT*240*t*	446·0 B61'	56·1	27·8 FK	NewYork Utd.States *pt.Cem* 6*B Honly*	2SteamTurbinesDRgeared to 2 Sc. Shafts 1008NHP 4 Water Tube boilers (*s*) 225lb HS15520 FD ForeRiverS.B.Cor.Quincy	40 ″ 8 ~~s10 ″ 0½~~ ~~30 ″ 6~~ s10 ″ 4¾ 30 ″ 6	
24780 ~~XMBF~~	**F. J. Wolfe** TwinSc *ss*Ham.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargotanks 3rd dk*(*Stl*)*aft of cargotanks Web frames* D.F. GyC. *Rudder electrically welded* *Cruiser Stern Longitudinal framing*	12432 11758 7100	✠100A1 2,36 ~~2,35~~ 2,36 DBS2,36 ✠LMC~~8,32~~ *Carrying Petroleum in bulk*	Ham		CL s2,35 P2,36	1932 8mo	Bremer Vulkan Vegesack *Lloyd's* A&CP	PanamaTransportCo. ~~G.m.b.H.~~(Waried TankschiffRhedereiG.m.b.H.*Mgrs.*) *CellDBuE*78' 118*t DTsf*53'2307*t*	521·4 *Aft*B55'B40'F39'	70·3	38·6 FK	Panama Panmanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7/16" 1560NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* BremerVulkan,Vegesack *FPT*295*tAPT*249*t*	38 ″ 9 ~~s 8 ″ 6¼~~ ~~30 ″ 5¼~~ s8 ″ 6½ 30 ″ 5¼	
24781	**F. N. P.** (*ex*GetåII, *ex*AktivI,*ex*Stjerne, *ex*Angeline) AuxSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	362 286 204					1910	Zeeland Yard Hansweert	FabricaNacional dePapel	138·9 Q43'H35*t*	25·4	10·6	M.Video Uruguayan	Oil Engines 2S.C.SA 2Cy.14 13/20"–16 3/20" 79NHP KromhoutWorks,Ams.		
24782 214873 WDCN	**F. Q. Barstow** TwinSc *ss*N.Yk.No.3-3,29 *ss*N.Ns.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9003 — 5616	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~9,34~~ ✠LMC MS4,33 BS~~10,34~~10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	NYk	*f*†	CL SN3,33 P10,34	1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. *CellDBuE&B*59'184*t f*17'71*tDTf*54'673*tFPT*243*tAPT*127*t*	500·0	68·2	35·5 FK	Wilmgton (Del.) Utd.States 19*BHptCem* (15 „ *to Udk* 4 „ *2nd* „)	T.6Cy20½",35½"&60"–42"(*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
24783 204464 KJKB	**F. S. Loop** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	794 642 445					1907	Kruse& Banks, Marshfield, Or.	Wm.Gissler,Jr.	193·0	39·0	13·6	S.Frncisco Utd.States	T.3Cy.12½",22"&36"–42" 64NHP UnitedEngWrks.S.Frisco.		
24784 160720 MPKB	**F. V. Massey** *Mchy.Aft* 1*Dk*	1895 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	FooteTransitCo. Ld.	253·0 F31'	44·1	18·5	Middlsbro' British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
24785 220687 KDGZ	**F. W. Abrams** (*ex*Nora-34) *ss*L.An.No.3-2,31 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. *Longitudinal framing* *ss*NYk.No.1-35	9621 9327 7170	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~8,34~~ ✠LMC MS~~8,34~~8,34BS~~8,34~~11,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk Gal	*d*†	CL ~~1,34~~ 3,36	1920 10mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. *Cell DBuE&B*71'283*tFPT*229*tAPT*131*t*	467·6	62·7	31·3 39 5 FK	Wilmgton (Del.) Utd.States 16*BHptCem* (2 *to Sh dk* 8 „ *U* „ 6 „ *2nd* „)	Q.4Cy.24",36",51"&75½"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B Corp. Camden,N.J.	39 ″ 6 s10 ″ 3½ 29 ″ 5¾	
24786 140655 GBWS	**Fabian** *ss*Liv.No.3-8,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3059 2845 1861	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~2,35~~ ✠LMC MS7,32 BS~~8,34~~10,35	Liv	*v*	CL 8,34	1919 9mo	W.Gray& Co.(1918) Ld. WHartlepool *Lloyd's* A&CP	EllermanLines,Ld. *CollisionBH to Shelter dk* 4*BH to Udk* *CellDB*284'748*tFPT*105*tAPT*45*t*	331·2	46·8	23·2 FK	Liverpool British *ptCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 407NHP 3SB.*9cf*,GS153,HS5829 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 2 ″ 0 23 ″ 8¼	
24787 UNJW	**Fabricius** (*ex*Saïda,*ex*Emmy Friederich,*ex*Antigone) *ss*Rot.No.3-9,20 *ss*Kel.No.2-29 1*Dk*(*Stl*)&*deep framing*	2434 2211 1456	✠ 8,29 ✠	Rot	*t*		1906 9mo	Craig, Taylor&Co.Ld. Stockton	U.S.S.R. *CellDBa*94'*uE*18'*f*132'569*tAPT*86*t*	306·1 P26'B186'F29'	44·3	19·7 FK	Archangel Russian 5*BHCem*	T.3Cy.22",36"&59"–39" 239NHP 2SB.*6pf*,GS100,HS3924 N.E.MarineEng.Co.Ld.Sld	22 ″ 6	
24788 LCIY	**Facto** (*ex*Octo) Wireless 1*Dk*	1522 1319 883					1921	LarvikSlip &Værks.A/S Larvik	A/S D/S Facto (B.Stolt-Nielsen& Sönner A/S)	244·8 P64*t*H70*t*F5*t*	39·5	17·1	Haugesnd Norwegian *WB*	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip&VærkstedA/S		N
24789 LDUT	**Fagerborg** (*ex*Emil) *Mchy.Aft* 1*Dk*	398 285 192					1915	Johs.Berg Delfzijl	HansStoraas	139·2 P60*t*F16*t*	23·5	11·4	Bergen Norwegian	T.3Cy.12⅝",20"&31½"–21 7/10" 46NHP Johs.Berg,Delfzijl		G
24790 LDUU	**Fagerbro** 1*Dk*	994 862 572					1923	Hölens Verksted Larvik	D/S A/S Fagerbro (Rob.Nilson&A. Nyquist)	214·2 P38*t*H62*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–27" 83NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où il est classé. Durée Cert. RefTrade.
24791 LIYT	**Fagerfjell** D.F. *Rudder electrically welded* *OilEng* *Mchy.Aft* 2*Dks* *CruiserStern* *Longitudinal framing–bracketless system*	~~8100~~ 8072 7423 4753	✠100A1 4,36 ~~7,34~~ ~~(Class Contem plated)~~ ✠LMC6,35 *Carrying Petroleum in bulk*	Rot ~~Mmo~~	c†	CL	1935 6mo	Kockums M.V.Aktieb. Malmö *Lloyd's*A&CP	Akties.Dovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellD* BuE39'180t*DT*136'535t	~~462·0~~ P102'B37'F41' 461·6 *FPT*147t*APT*163t	59·8	34·6 FK	Oslo Norwegian 16*BHp*'*Cem* (10 „ *to U dk* 6 „ *to 2nd* „)	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1162NHP 2DB171*lb* Kockums M.V.Akt.Malmö	34 " 7 s 7 " 5 27 " 4½	
24792 LCIZ	**Fagersten** (*ex*FrithjofI) 1*Dk*	2342 2116 1412					1921	Eltringhams,Ld.Willington Quay	SkibsA/S Akershus (Rob.Nilson&A. Nyquist, *Mgrs.*)	290·0 P25'B88'F32'	44·0	20·8	Oslo Norwegian	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld.		N
24793 LDUV	**Fagerstrand** (*ex*Hird) 1*Dk*	1171 929 690					1903	Hasseldalens Jrnskbs. Grimstad.	EsbensensRederi A/S (Wictor Esbensen *Mgr*).	231·4 Q132tB52tF35tH8t	34·2	13·5	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"–30" 106NHP J.S.Vaux&Co.Ld.Sld.		N
24794 5243 SLMA	**Fagervik** (*ex*Gloria,*ex*Rossija) *ss*Osc.2ndNo.3–5,27 *ss*Got.No.1–32 1*Dk*(*Stl*)&*deep framing*	*1912* *1668* *1084*	✠100A1 7,34 BS~~5,34~~ 4,35 ✠LMC6,32	Got	*r*	CL 7,33	1901 10mo	Osbourne, Graham&Co. Sunderland A&CP	RederiA/BNovator (E.Nilsson, *Mgr.*) *CellDBa*86	275·0 P34'B66'F29' *uE*&*B*34*f*108'491t	40·2	17·8 FK	Nrrköpng Swedish 4*BHCem* *APT*45t	T.3Cy.20",32½"&53"–36" (*s*) 160lb *80lb* 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.Co.Ld.Sld	20 " 2 s 2 " 7¾ 17 " 9	
24795 225957 KGCE	**Fairfax** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing* 4*Dks* D.F. GyC. Sub.Sig.	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners Transptn.Co.	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"–48" 404NHP NewportNewsSB.&DD.Co		R
24796 216488 WHDM	**Fairfield** (*ex*CatherineWeems, *ex*Garibaldi) *ss*Phl.No.3–5,26 *ss*N.Ns.No.2–34 1*Dk*(*Stl*)	2848 2514 1641	✠100A1 ~~10,35 4,35~~ 4,36 BS~~4,35~~ 3,36 ✠LMC4,34 *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	Mob NYk	*u*	CL 4,34	1918 6mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	QuinnipiacShippingCorp. (Seas ShippingCo.Inc. *Mgrs.*) *CellD*	309·2 P25'B96'F38' *B*263'701t*FPT*78t	48·2	21·5 FK	NewYork Utd.States 7*BHCem*	T.3Cy.21½",35"&58"–42" (*r*) 190lb 329NHP 2SB,6*cf*,GS121,HS4970 FD BethlehemS.B.Corp.Ld.	24 " 0 s 3 " 10 20 " 5	
24797 221143 KDPY	**Fairfield City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5082 3450					1921	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1Sc. Shaft W&AFletcherHobokenNJ		R
24798 218694 KITB	**Fairisle** (*ex*AnnieMurphy–32, *ex*LakeFalama) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2261 1609			…		1919	Superior S.B.Co. Superior, Wis	WatermanS.S. Corp.	251·0 P25'B64'F20'	43·7	25·8 FK	Mobile Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP SuperiorS.B.Co.Superior	28 " 3	R †
24799 161520	**Fairlake** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	HuronSteamships, Ld.	252·7	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
24800 219404 KOSQ	**Fairland** (*ex*LakeTreba–33) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			…		1920	Detroit S.B.Co. Wyandotte	WatermanS.S. Corp.	251·0 P25'B64'F23'	43·6	26·1 FK	Mobile Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
24801 68808 CYLD	**Fairmount** (*ex*Metcalfe) *Mchy.Aft* 1*Dk*	1851 1652 1302					1923	Ayrshire DkydCo.Ld. Irvine	CanadaSteamship Lines,Ld.	252·0 F37'	43·1	17·3	Montreal British *WB*	T.3Cy.16",26½"&44"–33" 111NHP Bow,McLachln&CoLd.Psy		C
24802 219067 KOGR	**Fairport** (*ex*LakeFairport) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			…		1919	Detroit S.B Co. Wyandotte	WatermanS.S. Corp.	251·0 P25'B64'F23'	43·6	26·1 FK	Mobile Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
24803 161524	**Fairriver** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	HuronSteamships, Ld.	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
24804 96684 KJKD	**Fairview** (*ex*StonyCreek, **Wood** *ex*Huntingdon) 1*Dk*&*Saloon dk*	345 — 316					1903	R.Palmer &SonS.B.Co. Noank,Conn.	StonyCreek ImprovementCo.	120·4	28·0	9·8	Baltimore, Md. Utd.States	C.2Cy.15"&30"–24" 37NHP J.W.Sullivan,NewYork		
24805 148300 GLYW	**Fairwater** *ss*Cff.No.1–33 1*Dk*(*Stl*)	4108 3929 2604	✠100A1 ~~5,35~~ ~~9,34~~ 12,35 BS~~1,33~~ 1,35 ✠LMC MS9,33	Cff	*x*	CL 2,34	1928 8mo	R.Thompson&Sons,Ld. Sunderland *Lloyd's*A&CP	FairwaterShippingCo.Ld. *CellDBa*	380·2 P34'B230'F36' &*uE*149 *f*163'1065t	53·1	24·1 FK	Cardiff British 6*BHCem* *APT*135t	T.3Cy.25",41"&68"–48" 180lb 376NHP 3SB,9*cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 " 6 s 3 " 7¾ 23 " 0¾	
24806 142476 MJBV	**Falavee** **K** *ss*Bel.No.3–5,30 *ss*Bel.No.1–34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	338 245 120	✠100A1 2,35 MS3,34 ✠LMC BS~~3,34~~ 10,35	Bel	*e*	CL 3,34	1918 4mo	A.Jeffrey& Co.Ld. Alloa *Lloyd's*A&CP	HowdensLd.	136·9 24·3 Q49'B10'F27' *FPT*50t	23·2	9·8 FK	Belfast British 3*BHCem* *APT*10t	C.2Cy.16½"&36"–27" (*s*) 135lb 75RHP 1SB,3*pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa	10 " 9 s " 6¾ 10 " 4	
24807 5342 SERN	**Falco** (*ex*Bia,*ex*Augusta, *ex*Polycarp) *ss*Got.3rdNo.3–9,33 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing* *New* "Bosiljka," *see No.* 37257 *in Supplement*	*3003* *2853* *1818*	✠100A1 *Spar dk* 7,34 MS9,33 ✠LMC BS7,34	Got	*u*	CL 6,34	1896 3mo	Barclay, Curle&Co.Ld Glasgow A&CP	Rederiaktieb. Bore(G.E.Sandström, *Mgr.*) *Cell*	322·0 *DBa*&*uE*125'*f*138'598t	42·3	16·9 25·6 FK	Gothenbrg Swedish 5*BHCem* *APT*40t	T.3Cy.23½",39½"&64"–42"(*s*) 160lb *80lb* NDB11 277NHP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 " 0 s 5 " 7½ 22 " 7½	
24808 218427 KIND	**Falcon** (*ex*RockIsland) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2966 2459 1760			…		1919	ThePusey &JonesCo. Wlmgtn,Del.	Atlantic&CaribbeanStm.Nav.Co.	300·0 P37'B76'F29'	44·1	22·9 FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19¾",31½"&54¼"–36" 332NHP Pusey&JonesCo.Wlmngtn	25 " 0	R †
24809 149946 MNXL	— *ss*Lon.No.1–32 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* *CruiserStern*	1025 641 433	✠100A1 *withfreeboard* 11,34 BS~~6,34~~ 6,35 ✠LMC6,32	Lon	*n*	CL 11,34	1927 11mo	AilsaS.B. Co.Ld. Troon *Lloyd's*A&CP	GeneralStm.Nav. Co.Ld. *CellDB*176'220t	213·9 B40' *FPT*22t*APT*15t	35·7	11·6 19·6 FK	London British 5*BHCem* (3 *to W dk* 2 „ 2*nd* „)	T3Cy.17½",28½"&47"–30"(*s*) 200lb 196NHP 2SB,6*cf*,GS121,HS3780 AilsaS.B.Co.Ld Troon	13 " 9 s " 2 13 " 8½	
Broken up 24810 LCJC	**Falk** (*ex*RoaldAmundsen, *ex*Sandhurst,*ex*Toronto, *ex*SaintEnoch) 1*Dk*&*Spar dk*3*trB* D.F.	4503 4006 2600			…		1891	Palmers' Co.Ld. Newcastle	A/S Örnen(A/S ThorDahl, *Mgrs.*)	375·0 P34'B86'F31'	46·5	20·4 28·2 BK11'	Sandefjrd Norwegian *WB*	T.3Cy.25"45"&73"–48" 397NHP Palmers'Co.Ld.Newcastle	31 " 2	N †
24811 DAMU	— 1*Dk*	1459 1027 853					1911	Stettiner Oderwerke Stettin	"Renata,"Dmpfs. Ges.Th.Gribel K.a.A.(R.C.Gribel, *Mgr.*)	230·9 Q75'B101'F25'	36·4	15·0	Stettin German *WB*	T3Cy16 5/16"27⅘"&43 5/16"–31 1/16" 104NHP StettinerOderwerke		G
24812 DOBY	**Falke** (*ex*Düsseldorf,*ex*Poldorf, *ex*Düsseldorf, *ss*Wsm.No.1–14 *ex*Toreador) Sub.Sig. 1*Dk*(*Stl*) Wireless D.F.	998 832 480	✠ 1,17 ✠	Gst	*o*		1909 8mo	Bremer Vulkan Vegesack	ArgoReed.A.G. *CellDBa*69'*u*	239·3 P27'B&F186' *E*15'*f*102'284t*FPT*	33·4	12·7 FK	Bremen German 4*BHCem* 32t*APT*42t	T.3Cy.15¾",25 13/16"&43 5/16"–29½" 160NHP 2SB,4*cf*,GS84,HS3014 BremerVulkan,Vegesack	14 " 9	G †

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24813 LDSN	**Falkefjell** TwinSc ssRot.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing CruiserStern Bracketless system	7927 7338 4603	✠100A1 4,35 DBS4,35 CarryingPetroleum in bulk	Fal Rot ✠LMC CS4,35 4,35	c†	CL 4,35	1931 4mo Lloyd	Kockums M.V.Aktieb Malmö 'sA&CP Cel	Akties.Falkefjell (Olsen&Ugelstad) lDBuE65'242t DTf36'540t	462·0|59·7|34·3 P105'B39'F41' FK FPT148tAPT241t	Oslo Norwegian 16BHptCem (10 to Udk 6 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$"-39⅜" 778NHP 2DB171lb KockumsM.V.Akt.Malmö	34 ″ 7 s 8 ″ 9½ 26 ″ 0	
24814 577 SFWI	**Falken** (exOrion-34,exFalken) ssGot.3rdNo.3-4,28 ssHbg.No.3-8,34 Well deck 1Dk(Irn)&Web frames Cargo battens not fitted	1308 1026 706	✠100A1 7,35 ~~8,34~~ BS7,35	Hbg ✠LMC7,34	o	OG 7,34	1893 5mo	Craig, Taylor&Co. Stockton A&CP	RederiA/BFalken (N.M.Thore,Mgr) CellD	237·0|34·5|15·3 Q89'B58'H65tF29' FK B190'273tFPT109t	Jonstorp Swedish 4BHCem APT100t	T.3Cy.18½",30"&49"-33" (s) 160lb 136NHP 2SB,4pf,GS68,HS2000 N.E.MarineE.Co.Ld.Sld.	17 ″ 9 s 1 ″ 7 16 ″ 4	
24815 OXME	— Ⓟ Wireless 1Dk	369 253 159					1911	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	160·9|26·1| 9·6 P96'F24'	Svendborg Danish WB	T.3Cy.13½",22"&36"-24" 63NHP HelsingörsJernsk.&Mskb.		V
24816 5115 SEAW	— Sp Mchy.Aft 1Dk	368 286 173					1910	Lindholmens M.V. Gothenburg	ÅngbåtsA/B Hallands(~~Hj. Blomberg,Mgr.~~) (HarryTrappMgr)	145·3|24·7|11·2 P44'F21'H8t	Gothenbrg Swedish WB	T.3Cy.12",20"&33"-21" 50NHP LindholmensM.V.Got.		V
24817 DOFM	**Falkenfels** Sub.Sig. 2Dks	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs- fahrts.Ges.Hansa	431·6|56·4|30·4 P64'B135'F52'	Bremen German	T.3Cy.29⅛",47$\frac{5}{16}$"&76$\frac{7}{16}$"- 54" 430NHP A.G."Weser,"Bremen		G
24818 ~~VPRD~~	**Falkland** (exWheatsheaf) 3Mst Now "Teresa," see No. 40287 in Supplement Mchy.Aft 1Dk Well deck Wireless	452 287 158			...		1906	AilsaS.B. Co.Ld. Ayr	~~FalklandIslands Co.Ld.~~	152·0|24·9|10·0 Q88'B24'F24' BK7"	Chilian WB	C.2Cy.18"&39"-27" NB24refitted26 97RHP Muir&Houston,Ld.Gls.	12 ″ 6	
24819 SEBD	**Falksten** (exFurulund,exInger) Now "Kjell Billner," see No. 38782 in Supplement 1Dk	1118 903 660					1907	Trndhjms Mek.Værks Trondheim	RederiA/B Thor (RudolfHedberg, Mgr.)	231·0|34·1|13·7 Q86tH52tF33t	Gothenbrg Swedish WB	T.3Cy.16",25½"&44"-30" 106NHP TrondhjemsM.V. Trondheim		V
24820 3453 SEBG	**Falkvik** (exNordstjernan) 1Dk	1301 1034 621					1899	Howaldtswerke Kiel	RederiAktieb. Falkvik(Th. Carlsson)	236·8|35·2|15·9 Q17'B64'H86tF23'	Sölvesborg Swedish WB	T.3Cy.17",27½"&43½"-24¾" 95NHP Howaldtswerke,Kiel		V
24821 219654 KJKE	**Falmouth** (exLakeFloravista) Fitted for oil fuel Sub.Sig. 1Dk2trB	2606 2261 1612			...		1920	McDougall DuluthCo. Duluth,Minn	EasternS.S.Lines, Inc.	251·0|43·7|25·8 P25'B64'F20' FK WB	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
24822 7226 SEOA	**Falsterbo** OilEng. ssGot.No.2-34 1Dk(Stl)	4085 3651 2353	✠100A1 1,36 ~~3,35~~ DBS~~3,34~~ 7,35	Gen Abg ✠LMC CS10,34 1,36 ~~10,34~~	w	CL ~~4,33~~ 1,36	1925 9mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP Inter	Ångb.Aktieb.Ferm (T.E.J:son Broström,Mgr.) mediateBHinafter	349·5|50·6|25·3 P31'B120'F35' FK hold dispensed with Cell DB297'972t FPT	Krstnhmn Swedish 5BHptCem 55tAPT40t	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb.Got	28 ″ 0 s 4 ″ 10 23 ″ 3½	
24823 OZWB	**Falstria** Ⓟ TwinSc OilEng. ssCpn.No.3-8,27 ssCpn.No.1-31 2Dks(Stl)	4358 3923 2771	✠100A1 6,35 ~~10,34~~ DBS~~10,34~~ 11,35	HKg Sng ✠LMC8,31	w	CL 9,34	1915 3mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	AktiesDetÖstasia- tiskeKompagnie W	365·3|50·1|26·5 P22'B91'F36' FK B=CellDBa88'uE	Copnhagn Danish 1BH to Udk 5 „ 2nd „ 42'f174'770t	OilEngine 4S.C.SA 12Cy.22"-29$\frac{15}{16}$" 567NHP DB80lb Burmeister&Wain,Ld.Gls. FPT49tAPT50t	29 ″ 2 s 5 ″ 11½ 23 ″ 7	
24824 1546 IMWJ	**Famiglia** (exWylam,exZorroza, exWylam) ssNap.2ndNo.3-10,13 Beams&CellDBIrn1Dk(Irn)	813 688 496	✠ 2,20 ✠NB7,09	Nap ✠	l		1888 6mo	Sunderlnd S.B.Co.Ld. Sunderland	Alfio Napoli	209·8|30·1|13·5 Q103'B15'F22' BK8" WB=Cell	Genoa Italian 4BHCem DB163'207t	T.3Cy.16¾",26"&43"-30" NDB11 99NHP 1SB,3cf,GS51,HS1498 N.E.MarineEng.CoLd.Sld.	15 ″ 9	I †
24825 136364 GNWD	**Fanad Head** D.F. 2Dks	5200 4845 3285					1917	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.Mgrs.)	390·4|51·8|29·8 P41'B114'F42'	Belfast British WB	T.3Cy.26½",44"&74"-48" 379NHP Wrkman,Clark&Co.Ld.Bel	32 ″ 6	C
24826 DCCU	**Fanal** (exRhenus-24) 1Dk	540 516 299						....	Ivers-Linie,Kom- manditGes.(Paul- sen&Ivers,Mgrs.)	187·7|23·1|13·4 H-	Kiel German WB	C.2Cy.13"&30"-12" 26NHP P.vanSmit,Jr.Rotterdam		G
24827 LDVC	**Fanefjeld** 1Dk	1354 1179 766					1920	C.Vander Giessen& Zonen Krimpen a/d Ysel	D/S A/S Storfjeld (H.Grieg Martens,Mgr.)	239·7|36·2|16·2 P51tH74tF16t	Bergen Norwegian WB	T.3Cy.17½",29"&46"-36" 126NHP Pannevis&Zoon,Utrecht		N
24828 146 SVPU	**Faneromeni** (exThetis,exRooke, exSlawentzitz) ssPir.2ndNo.3-10,33 1Dk(Stl)2trB&deep framing &Web frames3Dk rule	3404 3192 2127	✠100A1 4,35 MS1,33	Rot ✠LMC BS12,34	v	CL 1,33	1908 1mo Lloyd	Chant.Nav Anversois Hoboken 'sA&CP	L.Vlachakis	345·9|48·1|23·0 P31'B180'F31' FK CellDBa1	Andros Greek 6BHCem 08'uE&B42'	T.3Cy.24",40"&66"-45" (s) 180lb 320NHP 3SB,9cf,GS129,HS4986 N.E.MarineEngCo.Ld.Sld. f152'788tFPT108tAPT81t	25 ″ 7 s 3 ″ 2½ 22 ″ 6½	
24829 241 IBOL	**Fanny Brunner** ssTri.No.2-33 2Dks(Stl)	2366 1944 1409	✠100A1 10,35 ~~11,34~~ BS~~8,34~~ 8,35	Pla ✠LMC9,33	s	CL 1,34	1925 10mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	"Tripcovich" ServiziMarittimi delMediterraneo	303·5|41·7|20·6 P27'B97'F31' FK CellDB251'452t	Trieste Italian 5BHCem APT10t	T.3Cy.20¼",34⅝"&55$\frac{15}{16}$"-36" 200lb HS4137 FD (s) 279NHP 1SB&1Aux.S.B,5cf,GS97 StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10¾	
24830 LCUG	**Fanny Höegh** TwinSc Now "Polykarp," see No. 39640 in Supplement Carrying Petroleum in bulk 1 OilEng. Mchy.Aft Cruiser Stern 1Dk	6405 5554 3840					1931	Eriksbergs M.V.Aktieb Gothenburg	A/S Atlantica (LeifHöegh,Mgr.)	408·6|55·3|32·4 P223tH505tF76t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21$\frac{21}{32}$"-39⅜" 543NHP EriksbergM.V.Aktieb,Got		N
24831 OYFA	**Fanö** 1Dk	1889 1691 1093					1922	DeHaan& Oerlemans Heusden	D/S Baltic(Chr. Jensen,Mgr.)	268·1|42·2|17·9 P24'B69'F25'	Copnhagn Danish	T.3Cy.20",32"&51½"-35½" 159NHP N.V.BurgerhoutsM&S,Rot		V
24832 147598	**Fantiman** TwinSc 1Dk	647 492 402					1924	LythamSB &Eng.Co.Ld. Lytham	UnitedAfricaCo. Ld.	180·0|32·1|10·7 P38'B62'F26'	London British WB	T.6Cy.11",17¼"&29"-22" 84RHP LythamS.B.&Eng.Co.Ld.	11 ″ 3	
24833 LDVF	**Fantoft** 1Dk	964 680 555					1921	Pusnæs Stob.&M.V. Arendal	A/S Fantoft (R.F. Olsen)	210·6|33·2|13·7 P37tQ76tB73tH49t	Bergen Norwegian WB	T.3Cy.15",25"&40"-30" 88NHP PusnæsStob&MV.Arendal		N

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres de coté, et ce n'est dans le L.R. Board of Trade
24834 147458 GPBF	**Faraday** TwinSc *CableVessel* ssLon.No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*except in Mchy. Space* D.F. *Mchy.Aft* *Cruiser Stern*	5533 5201 2639	✠100A1 *Shelter dk* *withfreeboard* 9,34 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Lon MS1,35 BS9,34 ✠LMC	*y*	CL 9,34	1923 4mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	SiemensBros.&Co. Ld. *CellDB*315'1095*t* *MT*226*tDTf*188*t*	394·3|48·3|34·6 B179'*on Shelter dk* FK *DTa*283*t* *Collision* *FPT*186*tAPT*106*t*	London British *pt Cem* *BH to S dk* 6 „ „ *U* „	T.6Cy.21",34"&57"-39" (*s*) 180lb 530NHP 3SB,9cf,HS7527 FD Palmers'Co.Ld.Newcastle	37 ″ 3 s10 ″ 0¼ 27 ″ 5¾	
24835 143696 MKSX	**Farfield** 3Mst ssBkn.No.3-4,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	468 321 192	✠100A1 4,34 1,35 BS11,33	Bkn ✠LMC MS4,34	*g*	CL 4,34	1921 7mo	Cook,Wel-t'n&Gemmell Ld. Beverley *Lloyd's A&CP*	CoppackBros.&Co.	152·0|25·2|10·8 Q86'B9'F25' FK *FPT*48*t*	Chester British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8½ 11 ″ 11	
24836 PEBB	**Farmsum** ssRot.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	5251 4916 3206	✠100A1 *withfreeboard* 4,36 ~~4,35~~ MS8,35 *Fitted for oil fuel* 4,32 *F.P. above* 150° F.	Rot ✠LMC BS~~4,35~~ 4,36	*a*†	CL 4,35	1929 4mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs*) 1*IntermediateBH* 5*B* *CellDB*372'1278	420·0|56·0|29·0 F32' FK *dispensed with*(*Coll* *H*&*one oil fuel tank* *tDTf*17'704*tFPT*1	Amstrdam Dutch *Cem* *BH to Sh dk* „ „2*nd* „) 25*tAPT*188*t*	Q.4Cy.24",34",49"&71"-48" 220lb (*s*) 549NHP 3SB,9cf,GS155,HS8004 FD N.E MarineEngCoLd.Nwc	29 ″ 0 s3 ″ 6¼ 25 ″ 7¼	
24837 149482 GSRD	**Farndale** ssHul.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4235 3946 2582	✠100A1 *withfreeboard* 10,35 ~~4,35~~ MS1,33	Bkn Hul ✠LMC BS~~10,34~~ 1,36	*x*	CL 11,33	1928 11mo	SirJ Priest-man&Co. Sunderland *Lloyd's A&CP*	MorrisonS.S.Co. Ld.(J.Morrison& Son,*Mgrs.*) *CellDB*315'994*t*	365·0|51·5|25·1 F35' FK (*FPT*125*tAPT*247*t*	Newcastle British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.25",41"&69"-48" (*s*) 180lb 380NHP 3SB,9cf,GS156,HS6147 N.E.MarineEng Co.Ld.Sld	27 ″ 6 s2 ″ 10 24 ″ 10¼	
24838 ~~[illegible]~~	**Farnham** (*ex*Fulham-34,*ex*Dublin, *ex*Albistan, ssShl.2ndNo.3-1,31 *ex*Cambyses) 1*Dk*(*pt Irn*&*pt Stl*)&*deep framing* Now "Apollo," *see No.* 37080 *in Supplement*	3245 3007 2053	✠100A1 8,35 ~~12,34~~ MS12,34 MS1,31	Ham Ant ✠LMC BS~~2,34~~4,35	*w*	CL ~~2,34~~ 8,35	1905 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	Soc.Anon. Sbarchi-Imbarchi e Trasporti *CellDBa*	350·1|46·1|23·6 P27'B182'F34' FK 117'*uE*23'*f*150'722*t*	Italian 6*BHCem* *APT*30*t*	T.3Cy.24¾",40"&65"-42" (*s*) 180lb NDB27 291NHP 2SB,6rf,GS112 HS4404 *100lb* Cen.Mar.Eng.Wrks.WHpl	26 ″ 1 s3 ″ 7½ 22 ″ 8½	
24839 125439 VGQP	**Farnorth** Ⓟ (*ex*Hethpool,*ex* RichardWelford) 1*Dk*	1712 908 975					1908	Palmers' Co.Ld. Newcastle	FarnorthS.S.Co. Ld.	255·7|35·5|14·4 P&B170'F32'	Halifax NS British *WB*	T.3Cy.25",41"&66"-45" 292NHP Palmers'Co.Ld.Newcastle		C
24840 161526	**Farrandoc** *Mchy.Aft* 1*Dk*	1925 1627 1143					1929	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	PatersonSteam-ships,Ld.	252·9|43·4|17·8 Q100'F35'	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
24841 160191 GNRD	**Fastnet** Ⓟ *Ref.Mchy.* Wireless 2*Dks*	1415 1045 582					1928	CaledonS. B.&E.Co.Ld Dundee	ClydeShippingCo. Ld.	249·8|37·2|17·2	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C BT till 9,35
24842 154085 MBKW	**Fatshan** Ⓟ TwinSc 2*Dks* *CruiserStern*	2639 863 1575					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	241·0|45·7|10·9	London British *WB*	T.4Cy.16",25"&(2)29"-18" 71NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg.		
24843 PEBE	**Fauna** Wireless 1*Dk*&*Shelter dk*	1254 1081 728					1912	N.V.Werf Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.NV	251·5|36·2|16·0	Amstrdam Dutch *WB*	T.3Cy.19½",31"&50"-36" 150NHP Maats.Fyenoord,Rot.		V
24844 1383 IMXN	— Iron (*ex*FratelliTesta-32,*ex*Palmaria, *ex*Dubrovnik,*ex*King'sLynn) 1*Dk*2*trB*	575 450 334			...		1880	R.Craggs& Sons Middlesbro'	Dott.Ing.Mario Zoboli	187·5|25·6|13·7 180·6|25·5|13·9 Q88'B11'F23' BK7½"	Genoa Italian *WB*	C.2Cy.23½"&44"-30" NB18 93NHP Blair&Co.Ld.Stockton	14 ″ 10	I †
24845 146179 VPDR	**Fausang** ssShi.No.3-4,34 2*Dks*(*StlU*-teaks)	2256 1861 1232	✠100A1 5,35 ~~4,34~~ BS5,35	Shi ✠LMC4,34	*s*	CL ~~4,34~~ 5,35	1921 11mo	Dunlop, Bremner& Co.Ld. Pt.Glasgow *Lloyd's A&CP*	IndoChinaStm. Nav.Co.Ld. *CellDB*237'489	285·0|42·6|20·0 P33'B104'F38' FK *tDTa*20'278*t* *FPT*	HongKong British 4*BHCem* 33*tAPT*46*t*	T.3Cy.21",34"&57"-42" (*s*) 180lb *100lb* 298NHP 2SB,6cf,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s2 ″ 10½ 19 ″ 11	
24846 EAEL	**Faustino R. San Pedro** (*ex*Charito,*ex*Trevalgan) *Well deck* 1*Dk*2*trB*	2420 1857 1535			...		1890	J Readhead &Sons S.Shields	AltosHornos de Vizcaya,S.A.	290·5|40·0|19·8 P28'Q82'B118'F33' BK10"	Bilbao Spanish *WB*	T.3Cy.23",37½"&61½"-39" 234NHP J.Readhead&Sons,S.Shl.	22 ″ 6	
24847 163558 MBBT	**Fauvette** TwinSc *OilEng.* *Mchy Aft* 1*Dk*&*Shelter dk* *CruiserStern*	614 410 218	✠100A1 *withfreeboard* 4,35	Sld ✠LMC1,35	*k*	CL	1935 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld. *DB in ER*11*t* *DTf*10'45*t*	183·2|33·7|10·7 *34·7* FK (*FPT*31*t* *APT*46*t*	London British 3*BHptCem* *Coll to Sh dk* 2 „ 2*nd* „)	Oil Engines 2S.C.SA 10Cy.13⅜"-22 7/16" 312NHP BritishAuxiliaries,Ld.Gls.	11 ″ 9 s ″ 2 11 ″ 8	
24848 LDNW	**Favorit** (*ex*Ionier,*ex*FishersIsland) ssCbo.No.3-2,33 2*Dks*(*Stl*)	2826 2475 1652	✠100A1 3,36 ~~2,33~~ MS10,32	Cbo Cal ✠LMC BS~~7,34~~7,35	*t*	CL ~~2,33~~ 3,36	1920 5mo	ThePusey &JonesCo. Wlmgtn,Del. CP	SmedvigsRederi A/S(P.Smedvig, *Mgr.*) *CellDB*244'644*t*	300·6|44·2|22·9 P37'B76'F29' FK *DTa*12'43*t* *FPT*64*t*	Stavanger Norwegian 6*BHCem* *APT*99*t*	T.3Cy.19¾",31½"&54¼"-36" 200lb (*r*) 305NHP 2SB,6cf,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s3 ″ 11 21 ″ 3	
24849 1864 IBTR	**Favorita** (*ex*Kossuth-33) D.F. 1*Dk*2*trB* *Web frames*&*deep framing*	3576 3323 2228			...		1906	R.Craggs& Sons,Ld. Middlesbro'	I.N.S.A.(Industrie NavaliSoc.Anon.)	349·8|49·8|23·0 P31'B100'F33' FK	Genoa Italian *WB*	T.3Cy 23½",39"&66"-45" 322NHP N.E.MarineEngCo.LdNwc	25 ″ 10	I †
24850 HKBH	— (*ex*Witiaz) To be Broken up ssMsl.No.3-6,20 ssN.Yk.No.2-28 1*Dk*(*Stl*)&*Spar dk* &*Web frames*	1676 1455 958	✠~~100A1~~ *Spar dk* *withfreeboard* 12,31 ✠NB(F)15*refitted*7,25 *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Bos ✠	*r*	CL 12,31	1906 9mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	~~SeaboardS.S.Corp.~~ ~~(StandardFruit&~~ ~~S.S.Co.*Mgrs*~~)	274·5|36·0|13·8 P55'B66'F50' 21·4 FK *CellDBa*63'*uE*&*B*	Ceiba Honduran 5*BHCem* 60'*f*90'325*t*	T3Cy22⅝",35 13/16"&57½"-43 5/16" 170lb (*s*) 356NHP 3SB,9cf,GS154,HS5582 FD SocAn.J.Cockerill,Seraing	23 ″ 6 s5 ″ 10½ 18 ″ 1	
24851	**Favorita Clara** (*ex*Jupiter, TwinSc *ex*TillieGodmann,*ex*Longston, *ex*FavoritaClara) 1*Dk*	520 392 220			...		1907	G.Seebeck Akt.Ges. Bremerhaven	SantiagoFerrando	154·0|29·7|11·5 P15'B87'F21' BK6¼"	Bns.Ayres Argentine *WB*	C.4Cy.11"&20"-15¾" 26NHP G.SeebeckA.G.Bremerhvn	11 ″ 7	
24852	**Favorito Don Santiago** TwinSc 1*Dk*	615 462 302					1911	G.Seebeck Akt.Ges. Weser-münde-G.	SantiagoFerrando	164·0|31·2|12·1	Bns.Ayres Argentine *WB*	C.4Cy.14¾"&22½"-15¾" 84NHP G.SeebeckA.G. Wesermünde-G.		

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 / 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24853	**Favorito Santos Cosme y Damian** (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt) TwinSc 1*Dk*	627 527 325					1898	J.C.TecklenborgA.G. Wesermünde-G.	SantiagoFerrando	204·0 B20'F24'	32·4	9·7	Bns.Ayres Argentine *WB*	T.6Cy.10¼",16½"&26¾"-18" 61NHP J.C.TecklenborgAGWsm.		
24854 6140 SHUA	**Faxen** (*ex*Ovidia) *ss*Got.No.3-8,32 D.F. 1*Dk*(*Stl*)	*4107* *3759* *2537*	✠100A1 ~~6,35~~ ~~6,34~~ 12,35 BS~~6,34~~ 6,35 ✠LMC8,32	Got Skm	*w*	OG ~~6,34~~ 12,35	1919 6mo *Lloyd'sA&CP*	LindholmensV.A. Gothenburg	Rederi A/B Transatlantic (G. Carlsson, *Mgr.*)	358·1 P18'B91'F39' FK *CellDB*304'865*t*	50·7	25·5	Gothenbrg Swedish 6*BHCem* *APT*100*t*	T.3Cy.26",42"&69"-45" (*s*) 185lb 389NHP 3SB,9*cf*,GS120,HS5205 FD LindholmensV.A.Got.	28 ″ 2 s 5 ″ 4¾ 23 ″ 0	
24855 128889 MGCJ	**Faxfleet** *ss*Goo.No.3-10,28 *ss*Goo.No.1-33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	843 588 420	✠100A1 ~~8,35 2,35~~ 10,35 ✠LMC MS10,32 BS~~3,34~~ 8,35	Bly	*k*	2,35	1916 6mo *Lloyd'sA&CP*	J Fullerton &Co. Paisley	OuseS.S.Co.Ld (A.W.Atkinson, *Mgr.*)	195·1 Q99'B11'F24' FK *Cell DBf*116'195*t FPT*	31·1	11·6	Goole British 3*BHCem* 57*tAPT*45*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,4*pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 3 s 4 ″ 9¾ 13 ″ 7	
24856 Wrecked 9,35 CSBK	**Fayal** (*ex*MariaPalmira,*ex*Gier) 4Mst *OilEng.* Wireless *ss*Lis.No.3-4,34 *Mchy.Aft* 1*Dk*(*Stl*)	573 465 393	~~100A1~~ 9,34 ✠NE30 ✠~~LMC10,33~~	Lis		N9,34	1927 *Lloyd'sA&CP*	J.Smit& Zoon Foxhol	Cia.Açoreana de Nav.NavioMotor Ltda.	162·3 P29'F27' BK9½" *FPT*54*tAPT*11*t*	28·5	13·5	Horta-Fayal Portuguese 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$" 108NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	14 ″ 1 s 1 ″ 4 13 ″ 6¾	
24857 207345 WEDF	**Fayette Brown** (*ex*Charles L. Hutchinson) *Mchy.Aft* D.F. GyC. 1*Dk*	6377 — 4860					1910	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
24858 160703	**Fealtie** *OilEng.* 1*Dk*	345 282 278					1928	N.V.IndustrieeleMaats. DeNoord Alblasserdam	MedwayOil& StorageCo.Ld.	152·7 *WB*	24·2	8·9	Rochester British	Oil Engines 4S C.SA 3Cy.11"-$17\frac{11}{16}$" 35NHP Motorenfbr."Deutz" A.G.Köln-Deutz		
24859 OYCW	**Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen) 1*Dk*	955 826 561					1909	Osbourne, Graham&Co. Sunderland	D/S A/S Als (Aage Vollmond, *Mgr.*)	210·0 P16'B65'F24' *WB*	33·3	14·2	Copnhagn Danish	T.3Cy.16",27"&44"-30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
24860 1064 IMXQ	**Fede** Aux3MstSr (*ex*Ester-33,*ex*Esther, *exSailingVessel*Jenny,*ex*Louise Linnemann,*ex*Voorwaarts) *OilEng.* 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	353 303 266					1903	Gebr. Verstockt Martenshoek	Bianchi&Fassio	145·4 Q17'	26·2	10·6	Genoa Italian	Oil Engine 2S.C.SA 2Cy.$14\frac{13}{20}$"-$16\frac{3}{20}$" 79NHP J&CGBolinder'sCoLdSkm		I
24861 217147	**Federal** *Fitted for oil fuel* 1*Dk& Shelter dk & Web frames* *Longitudinal framing*	6868 5895 4809				...	1918	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DRGearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
24862 130908 KDWY	— (*ex*Northwestern) *Fitted for oil fuel* *Carrying oil fuel in bulk* *Mchy.Aft* 1*Dk& Spar dk*	2881 2482 2159					1901	Chicago S.B.Co. Chicago	Petroleum NavigationCo.	298·0 *WB*	42·2	23·2	NewYork Utd.States	T.3Cy.20",33"&54"-40" 184NHP ChicagoS.B.Co.		V
24863	— TwinSc (*ex*C.A.I.M.Primero) *OilEng.* *Mchy.Aft* 1*Dk*	874 717 627					1926	Deutsche WerftA.G. Hamburg	A.Giambelli y Cia.	217·6 B34'Q19'F20' *WB*	38·0	10·1	Bns.Ayres Argentine	Oil Engines 4S.C.SA 8Cy.$9\frac{13}{16}$"-13¾" 75NHP Motorenwerke vorm.Benz. Mannheim		
24864 1435 IMXT	**Federazione** (*ex*Brand,*ex*Labor) 1*Dk*	1487 1174 888					1901	Grngem'th &Greenock DockyardCo. Grngemouth	FederazioneItaliana dei Consorzi Agrari	251·9 245·5 Q99*t*B—H—F31*t*	36·0 36·3	15·7 16·4	Genoa Italian *WB*	T.3Cy.18",30"&50"-33" 144NHP Cooper&Greig,Dundee		I
24865 1730 IMYF	**Federico** (*ex*Ilos,*ex*Emmapark) 2*Dks*	1466 1304 865					1920	Bremer Vulkan Vegesack	G.Costa fuA.	238·8	34·2	19·5	Genoa Italian *WB*	T3Cy.16⅓",26⅔"&$44\frac{1}{10}$"-29½" 106NHP BremerVulkan,Vegesack		I
24866 CBFS	**Federico Schwager** (*ex*Jutland, *ex*MaindyBridge) *ss*Vpo.No.3-5,33 1*Dk*(*Stl*)	*2463* *2217* *1454*	✠100A1 1,36 ~~2,35~~ BS~~7,34~~ 2,36 ✠LMC5,33	Vpo	*t*	CL ~~3,32~~ 1,36	1920 9mo *Lloyd'sA&CP*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	Cia.Carbonifera y deFundicion Schwager	299·8 P25'B85'F34' FK *CellDB*255'602*tFPT*	45·1	20·2	Valparaiso Chilian 5*BHCem* 61*tAPT*89*t*	T.3Cy.22",35"&59"-39" (*r*) 180lb *100lb* 266NHP 2SB,6*cf*,GS123,HS4502 ClydeS.B.&E.Co.Ld.P.Gls.	22 ″ 6 s 3 ″ 4 19 ″ 6	
24867 YTBF	**Federiko Glavic** *ss*Nts.No.2-33 1*Dk*(*Stl*)*Shelter dk*(*Stl*) *3rd dk in No.1 hold*	5283 4899 3292	✠100A1 *with freeboard* ~~11,34~~ 11,35 BS~~7,34~~ 8,35 ✠LMC5,33	Rot	*a*†	CL ~~12,33~~ 11,35	1925 2mo *Lloyd'sA&CP*	Workman, Clark&Co.Ld. Belfast	Dubrovacka Parobrodska Plovidba *CellDB*369'1484*t*	420·6 F38' FK *APT*131*t* *Coll*	54·7	25·0	Dubrovnik Yugoslav 7*BHptCem* *BH to Sh dk* 6 ,, ,, 2nd ,,	T.3Cy.25½",42½"&70"-51"(*s*) 180lb 484NHP 3SB,9*cf*,GS177,HS7104 FD Wrkman,Clark&Co.Ld.Bel	28 ″ 7 s 3 ″ 7¾ 25 ″ 1¾	
24868 1098 ICME	**Fedora** (*ex*Vallescura-35, *ex*Cloutsham) D.F. 1*Dk*	5016 4590 3072					1910	W.Doxford &Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	378·6 P37'B123'F37'	51·5	27·6	Genoa Italian *WB*	T.3Cy.25½",43"&71"-45" 338NHP W.Doxford&Sons,Ld.Sld.		CI
24869 336 IBVL	**Felce** (*ex*Hadiotis,*ex*Freienfels) *ss*Lon.No.3-6,23 *ss*Nap.No.2-31 D.F. 2*Dks*(*Stl-U*teak s)	5639 5351 3518	✠ ... 3,34 ✠	Ams			1910 11mo	J.C.TecklenborgA.G. Wesermünde-G.	A.Lauro *in fore* *CellDBa*141' *u E*24'	421·0 P60'B124'F51' FK *Intermediate BHd hold dispensed with* *f*183'1225*t Tween d*	55·1	28·7	Naples Italian *Cem* 6*BH only* *k tanks a*42'	Q.4Cy.$24\frac{1}{64}$",$34\frac{21}{32}$",$50\frac{25}{64}$"& $74\frac{1}{32}$"-$53\frac{15}{16}$" 517NHP 3SB,9*cf*,GS161,HS6780 J.C.TecklenborgA.G.Wsm 451*tf*40'496*tFPT*85*t*	31 ″ 3	I †
24870 3484 PJBD	**Felipa** TwinSc *ss*Cco.No.2-33 *Mchy Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2683 1804 1472	✠100A1 11,35 ~~11,34~~ BS11,35 ✠LMC MS5,33 ~~BS11,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,25 *F.P. above* 150° F.	Cco	*t*	CL ~~s11,33~~ P11,34 s11,35	1925 10mo *Lloyd'sA&CP*	A.F.Smulders Schiedam	Curaçaosche Scheepv.Maats.	305·0 *Trunk dk*189'Q87' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
24871 LCAC	**Felix** *Mchy.Aft* 1*Dk*	1837 1663 1123					1907	W.Dobson &Co. Newcastle	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	290·4 P68*t*H37*t*F36*t*	42·0	19·2	Bergen Norwegian *WB*	T.3Cy.22",36"&60"-39" 225NHP N.E.MarineEng.CoLdNwc	21 ″ 10	N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
24872 RAAV	Felix Dzerjinsky **~~Felix Dzerinsky~~** Ⓟ *OilEng.* *Ref.Mchy.* Sub.Sig. *2Dks* D.F. *Cruiser Stern*	3767 2934 2164			...		1929	Severney S.B.Yard Leningrad	**U.S.S.R.**	332·5 Q37′B100′F41′ FK	48·1	25·6	**Leningrad** Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP RussianDieselWorks,Len.	27 ″ 9	
24873 FNAW	**Felix-Henri** *Fitted for oil fuel* *Ref.Mchy.* *3Dks*	2526 2208 1477					1933	Fredrkstad Mek.Værks. Fredrikstad	**Mme.Nicolardot** **(L.Martin,** ***Mgr.*****)**	300·9 P23′F23′	46·6	22·5	**Nantes** French *WB*	C.4Cy.(2)15⅝″&(2)37⅜″–34 7/16″ 138NHP FredrikstadM.V.Frdstad		V
24874 DACW	**Felix Heumann** (*ex*B.A.Sanne-33, *ex*England,*ex*Thorhild) *1Dk*	2468 2213 1422					1921	Livingstne &Cooper,Ld. Hessle	**Kohlen-Import undPoseidon-SchifffahrtA.G.**	294·4 P38′B88′F30′	43·6	20·3	**Königsbrg** German *WB*	T.3Cy.20½″,33½″&54″–39″ 182NHP Earle'sCo.Ld.Hull		G
24875 FOAV	**Felix Roussel** Ⓟ **TwinSc** *OilEng.* D.F. *3Dks6trB*	16774 12772 9188					1930	Atel.&Ch. delaLoire St.Nazaire	**Soc.desServices Contractuels des Messageries Maritimes**	534·7 B302′F51′	68·3	44·1	**Marseilles** French *WB*	Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2500NHP Cie.Const.Mecan.St.Denis		V
24876 14726 WJCR	**Felix Taussig** *ss*Bos.No.3-2,30 *ss*Bal.No.1-33 *2Dks(Stl)*	5965 5418 3736	✠100A1 ~~1,35~~11,35 BS11,35 ~~BS[illegible]~~ ✠LMC12,35 *Fitted for oil fuel* 10,23 *F.P above* 150° F.	Bal	*z*	CL 12,33	1917 2mo A&CP	NwprtNws S.B.&D.D.Co Newprt News	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs.*) *Cell DB*	395·0 P27′B117′F37′ FK 326′1711t*FPT*316t	55·1	31·0	**Boston** Utd.States 6*BHCem* *APT*334t	T.3Cy.24½″,41½″&72″–48″(*s*) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6 s 7 ″ 9 27 ″ 1	
24877 1905 MJQB	**Felixstowe** *1Dk*	892 754 360			...		1918	Hawthrns &Co.Ld. Leith	**London&North EasternRailway**	215·1 P49′B64′F59′ FK	33·2	16·0	**Harwich** British *WB*	T.3Cy.21″,33″&54″–36″ 248NHP Hawthorns&Co.Ld.Leith	17 ″ 0	
24878 190 IBTL	**Fella** Ⓟ *OilEng.* *ss*Tri.No.2-34 D.F. *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.*	6072 5353 3748	✠100A1 *withfreeboard* 1,36 ~~,35~~ DBS~~[illegible]~~4,35 ✠Lloyd'sRMC4~~[illegible]~~	Ven Tri ✠LMC CS4,35	11,34 1,36	CL 5,34	1926 3mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	**Nav.Libera TriestinaS.A.** *CellDB*377′1245t *DTa*42′981t	447·7 430·8 FK *FPT*121t*APT*40t	55·4 55·4	27·3 27·6	**Venice** Italian 8*BHptCem* (*Coll BH to Sh dk* 6 ,, ,, *2nd* ,, 1 ,, ,, *3rd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 489NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
24879 200091 KJKK	**Fellowcraft** (*ex*Brignogan, *ex*AlbertM.Marshall) *Mchy.Aft* GyC. *1Dk2trB*	1640 — 987					1903	Detroit S.B.Co. Wyandotte	**NicholsonTransit Co.**	241·0 RQD98′F36′	41·1	18·8	**Detroit** Utd.States *WB*	T.3Cy.15″,25″&42″–30″ 87RHP DetroitS.B.Co.Detroit		R
24880 11864 MLFP	**Fellside** (*ex*OldTrader-34, *ex*London Trader-34, *ex*Edmée, *ex*Mademoiselle Edmere, *ex*Grasmere) **3Mst** *ss*Lon.2ndNo.3-6,24 *ss*Rot.No.3-5,26 *ss*Nwc.No.2-35 ~~No.1-31~~ *1Dk(Stl)* *Cargo battens not fitted* *Well deck* *Mchy.Aft*	619 451 305	✠100A1 5,35~~11,32~~ ~~BS12,33~~ ✠LMC~~7,34~~ 5,35	Hul Nwc	*i*	CL 6,34	1904 9mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	**TheSideShipping Co.Ld.(Connell& GraceLd.*Mgrs.*)** *CellDBf*108′	178·0 Q92′B9′F20′ FK 150t~~*DTf*8′80t~~*FPT*	26·5	11·6	**London** British 3*BHCem* 52t*APT*6t	T.3Cy.15″,25″&41″–27″ (*s*) 180lb 83RHP 1SB,*3pf*,GS50,HS1617 G.T.Grey,SouthShields	13 ″ 9 s3 ″ 11½ 12 ″ 11½	
24881 128199 MCVJ	**Felspar** *ss*Gls.2ndNo.3-6,34 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	799 580 331	✠100A1 10,35~~6,34~~ BS6,35	Gls ✠LMC6,34	*k*	CL 6,33	1908 6mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	**Wm.Robertson** *WB=Cell*	199·0 Q110′B11′F35′ BK8″ *DBf*117′175t*FPT*	30·1	11·3	**Glasgow** British 3*BHCem* 63t*APT*12t	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 99RHP 2SB,*4pf*,GS79,HS2468 A.Rodger&Co.Glasgow	13 ″ 7 s 4 ″ 5½ 13 ″ 10	
24882 207 IBUL	**Feltre** Ⓟ *ss*Tri.No.2-35 *OilEng.* ~~*ss*Tri.No.1-32~~ D.F. *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.*	6101 5353 3773	✠100A1 *withfreeboard* ~~10,34~~10,35 ✠LMC CS10,35 10,35 ✠Lloyd'sRMC~~10,35~~2,36	Ven Tri 2,36 DBS~~[illegible]~~	*b*†	CL ~~10,34~~ ~~4,35~~ 10,35	1927 2mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	**Nav.Libera TriestinaS.A.** *CellDB*377′ 1245t*DTa*42′981	448·5 430·8 FK t*FPT*121t*APT*40t	55·4 55·4	27·3 27·6	**Venice** Italian 8*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 489NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 5 26 ″ 1½	
24883 147949 MNDL	**Fendris** *ss*Npt.No.2-33 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)* Wireless	1018 785 471	✠100A1 *withfreeboard* 2,35 MS5,33	Gls ✠LMC BS~~12,34~~ 12,35	*n*	CL 8,33	1925 2mo *Lloyd*	A&JInglis, Ld. Glasgow '*sA&CP*	**MossHutchison Line,Ld.** *CellDBuE*24′	220·3 F26′ FK *After peak* 27t*DBf*28′64t*FPT*	34·3	20·6 13·6	**Glasgow** British 3*BHCem* *BH to2nd dk* 84t*APT*18t	T.3Cy.16″,27″&44″–33″ (*s*) 180lb 145NHP 2SB,*4cf*,GS84,HS2570 A.&J.Inglis,Ld.Glasgow	14 ″ 11 s ″ 2 14 ″ 10½	
24884 XNBM	**Feng-Lee** (*ex*Pin-Samud,*ex*Samsen, *ex*Ellen Rickmers) *1Dk&Spar dk*	2061 1494 1257					1902	Rickmers Act.Ges. Bremerhaven	**ChingKeeS.N.Co. Ld.**	253·1 P&B161′F16′	37·4	19·6	**Tientsin** Chinese *WB*	T.3Cy.18⅞″,30 11/16″&49 3/16″–33 7/16″ 140NHP OttenserMasch.Ottensen		C
24885	**Feng-Pu** (*ex*Thong-Samud, *ex*Patani) *1Dk&deep framing*	1911 — 1172					1907	Schiffsw. v. HenryKoch Lübeck	**SanPehS.N.Co.Ld.**	265·8 P36′B75′F38′	40·0	16·5	**Shanghai** Chinese *WB*	T.3Cy.17½″,28¾″&46⅛″–32½″ 121NHP J.F.Ahrens,Altona		
24886 18186 JBJE	**Feng Yang Maru** Ⓟ **TwinSc** *4Dks*	3977 1680 2803					1915	OsakaIron Works Osaka	**NisshinKisenK.K.**	320·0	47·0	14·7	**Tokio** Japanese	T.6Cy.15½″,26″&43″–30″ 202NHP OsakaIronWorks,Osaka		
24887 253 IBPM	**Fenicia** (*ex*LakeFife) *Fitted for oil fuel* *1Dk2trB*	2584 2190 1578			...		1919	Toledo S.B.Co. Toledo,O.	**LloydTriestino**	260·9 P25′B64′F23′ FK	43·8	25·4	**Trieste** Italian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	I †
24888 7136 SERM	**Fenja** *1Dk*	*847* *644* *444*					1924	Hlsingbrgs VarfsAktieb. Helsingborg	**RederiA/B Kare (E.Brodin,** ***Mgr.*****)**	201·4 P20′B50′F21′	32·8	12·6	**Stockholm** Swedish *WB*	T.3Cy.16½″,24¼″&42″–27½″ 93NHP HelsingbrgsVarfs.Aktieb.		V
24889 619 OHGJ	**Fennia** *ss*Hfs.3rdNo.3-3,34 *Well deck* *1Dk(ptStl-ws) Web frames*	1198 952 685	✠100A1 ~~7,35~~~~8,34~~4,36 BS~~7,35~~5,36	Gmh Hfs ✠LMC3,34	*n*	~~8,34~~ 4,36	1897 7mo	Murdoch& Murray Pt.Glasgow A&CP	**FinskaAng.Akt.** *WB*	229·9 Q77′B63′F30′ BK8″ = *Cell DBa*48′*f*96′	33·2	16·3	**Helsingfrs** Finnish 4*BHCem* 205t*APT*20t	T.3Cy.17½″,27½″&45″–33″ 165lb (*s*) 118NHP 2SB,*4pf*,GS69,HS1801 J.G.Kincaid&Co.Grk.	17 ″ 3 s1 ″ 5½ 16 ″ 9¼	
24890 OXJS	**Fenris** Ⓟ (*ex*Jylland) (*Icebreaker&Ferry*) Wireless D.F. *1Dk*	749 721 297					1894	Burmeister &Wain Copenhagen	**DeDanskeStats-baner**	180·0	36·0	17·9	**Korsör** Danish *WB*	C.2Cy.30½″&57″–33″ 156NHP Burmeister&Wain,Cpn.		
24891 5048 SBEO	— (*ex*KalmarsundNo.9) *1Dk*	484 258 318					1909	Oskrshmns M.V.Aktieb. Oskarshamn	**Stockholms RederiaktiebSvea (EmanHögberg,** ***Mgr.*****)**	135·0 Q47′ *Awng dk*91′	25·7	10·8	**Stockholm** Swedish *WB*	C.2Cy.16½″&35″–20½″ 46NHP OskarshamnsM.V.Aktieb.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24892 106 UNYZ	**Feodor Litke** TwinSc (*ex*Canada,*ex*EarlGrey) (*Icebreaker*) *ss*Nwc.No.3–11,18 2*Dks*(1*DkStl*–ws & *UptStl*–ws)3*trB*	2216 — 375	✠ 7,21	Shl ✠	*t*		1909 8mo	Vickers,Ss. &Maxim,Ld. Barrow *CellDBuE&* *DTf*	U.S.S.R. *B*97'*f*54'266*t* 20'87*t D tanks betw*	272·9|47·7|27·5 B128'F36' FK *een tunnels*37'108*tT*	Vladvstok Russian 4*BHCem* *ween dk tank*	T.6Cy.$27\frac{1}{2}$",43"&70"–39" 956NHP 2D&2SB*18cf*GS396HS15024 VickersSs.&MaximLd.Brw *aft*27'171*tFPT*17*tAPT*108*t*	26 ″ 6	
24893 DHHV	**Feodosia** D.F. Sub.Sig. 1*Dk&Shelter dk*	3075 2781 1775					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7|48·3|20·9 B42'	Hamburg German *WB*	T.3Cy.$23\frac{5}{8}$",$38\frac{3}{16}$"&62"–$41\frac{5}{16}$" 246NHP A.G."Neptun,"Rostock		G
24894 LDTZ	**Ferm** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6593 5949 3901					1933	Götaver- kenA/B Gothenburg	SkibsA/S Ferm (N.Chr.Evensen, *Mgr.*)	408·1|55·2|33·9 P239*t*H286*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{8}$" 488NHP GötaverkenA/B,Got.		N
24895 163727 MBKR	**Fermain** (*ex*Nero–33,*ex*Jan 4Mst Borremans) 1*Dk*	759 535 359					1920	WedC. Boele&Zonen Slikkerveer	O.Dorey&Sons,Ld.	181·8|28·2|12·2	Guernsey British *WB*	T.3Cy.15",24"&40"–24" N.V.Overschiesche 63NHP Motorfab.Overschie		V
24896 148148 MNYX	**Fermanagh** *ss*Bel.No.1–31 *Mchy.Aft* 1*Dk*(*Stl*)	355 266 143	✠100A1 9,34 BS~~9,34~~ 9,36	Bel ✠LMC7,31	*f*	CL 9,34	1927 1mo	J.Lewis &Sons,Ld Aberdeen *Lloyd*'*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	138·1|24·3|10·0 Q44'B9'F23' FK *CellDB*79'92*t FPT*	Belfast British 3*BHCem* 30*tAPT*6*t*	T.3Cy.$10\frac{1}{2}$",18"&30"–21" (*s*) 200lb 50RHP 1SB,*2pf*,GS34,HS1180 J.Lewis&Sons,Ld.	12 ″ 1 s ″ $9\frac{1}{2}$ 11 ″ $5\frac{1}{2}$	
24897 7482 SDFA	**Fermia** *ss*Got.No.1–33 *OilEng.* 1*Dk*(*Stl*)	*4080* *3664* *2366*	✠100A1 3,36~~12,34~~ ~~10,35~~ DBS~~8,35~~ 4,35	Gen Bal ✠LMC CS12,33 8,33	*w*	CL 3,36	1928 12mo	Oskrshmns M.V.Aktieb. Oskarshamn *Lloyd*'*sA&CP*	Ang.A/B Ferm (T.E.J: sonBros- tröm,*Mgr.*) *IntermediateBHin* *CellD*	350·4|50·6|25·4 P31'B115'F33' FK *afterhold dispensed* *B*297' 962*t FPT*47*t*	Krstnhmn Swedish 5*BHptCem* *with* *APT*62*t*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$66\frac{15}{16}$" 350NHP DB*100lb* A.B.Götaverken,Got.	28 ″ 0 s 4 ″ $8\frac{1}{2}$ 23 ″ $4\frac{3}{4}$	
24898 KZCY	**Fernandez Hermanos** (*ex*Juno) *Now* "Masbate," *see No.* 39115 *in Supplement* Wireless 1*Dk& Awng dk*	742 702 483				...	1895	Gourlay Bros.&Co. Dundee	Cia.Maritima (Fernandez Hnos. Inc.*Mgrs.*)	180·0|28·0|10·7 17·7 FK	Manila Utd.States *WB*	T.3Cy.14",$22\frac{1}{2}$"&36"–27" 67NHP GourlayBros.&Co.Dundee	19 ″ 10	
24899 EAEO	**Fernando L. de Ybarra** *ss*Bbo.No.3–1,33 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* D.F. *Cargo battens not fitted*	3308 2673 1997	✠100A1 4,36~~3,35~~ BS~~2,35~~ 3,36	Val Bbo ✠LMC1,33	*u*	CL ~~1,33~~ 3,36	1919 10mo	Soc.Espan- ola deConst. Naval Bilbao *Lloyd*'*sA&CP*	AltosHornos de VizcayaSoc.Anon. *CellD*	314·0|48·1|22·1 P88'F44' FK *B*267'801*t FPT*268	Bilbao Spanish 5*BHCem* *tAPT*88*t*	T.3Cy.22",35"&58"–39" (*s*) 190lb *100lb* HS5528 304NHP 2 Water Tube Boilers Swan,Hunter&Wigham- Richardson,Ld.Nwc.	24 ″ 4 s 4 ″ $5\frac{1}{4}$ 20 ″ 2	
24900	**Fernando Poo** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* *Cruiser Stern* 2*Dks* 3*rd dk in holds*	6914 4523 3866	✠100A1 *withfreeboard* 9,35 ~~(ClassContemplated)~~ ✠Lloyd'sRMC4,36 for temp.28°F.	Bbo ✠LMC9,35	*e*	CL	1935 9mo	CiaEuskal- duna Bilbao *Lloyd*'*sA&CP*	Cia.Trasmediter- ranea *CellDB*285 *of tunnels* 6	391·7|53·8|29·0 P39'F68'*connected* *by Shade deck* FK '755*t Tanks at sides* 2'364*tFPT*78*tAPT*7	Valencia Spanish 8*BHCem* (1,,*to2nd dk*) 5*t*	Oil Engines 2S.C.SA 12Cy.$24\frac{7}{16}$"–$45\frac{1}{4}$" 1240NHP DB*100lb* LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0 s7 ″ 7 21 ″ $10\frac{3}{4}$	
24901 LCJD	**Fernbank** D.F. *OilEng.* *CruiserStern* 2*Dks*	4333 3920 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	382·7|53·4|24·4 P101*t*H285*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$47\frac{1}{4}$" 493NHP AlgemeineElec.Ges.Berlin		N
24902 LDQA	**Fernbrook** TwinSc D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	4633 4188 2667					1932	Akt.Bur- meistr&Wain Copenhagen	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	391·4|55·2|24·4 *P*105*tH*326*tF*14*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 625NHP Akt.Burmeistr&Wain,Cpn		N
24903 LCJE	**Ferncliff** D.F. *OilEng.* *CruiserStern* 2*Dks*	4333 3921 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	382·7|53·4|24·4 P101*t*H285*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$47\frac{1}{4}$" 493NHP AlgemeineElec.Ges.Berlin		N
24904 LCJF	**Ferndale** D.F. *OilEng.* *CruiserStern* 2*Dks*	4302 3846 2450					1925	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	382·7|53·4|24·9 P112*t*H317*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{10}$"–$47\frac{1}{8}$" 493NHP AlgemeineElec.Ges.Berlin		N
24905 6296 SJBA	**Fernebo** (*ex*Brävalla) *ss*Got.No.3-5,33 D.F. 1*Dk*(*Stl*) *Now* "Granö," *see No.* 33287 *in Supplement*	*1885* *1621* *1068*	✠100A1 7,35~~9,34~~ BS~~7,34~~ 11,35	Got Els ✠LMC5,33	*r*	OG 3,33	1920 6mo	Aktieb. Lindholmen- Motala Gothenburg A&CP	Ångb.A/B Ferm (T.E.J: sonBros- tröm,*Mgr.*)	262·0|42·7|18·1 P26'B150'F24' FK *CellDB*223'470*t*	Kristine- hamn Swedish 4*BHCem* *APT*41*t*	T.3Cy.$20\frac{1}{2}$",33"&55"–36" (*s*) 185lb 216NHP 2SB,*4cf*,GS66,HS2850 FD Aktieb.Lindholmen- Motala,Got.	20 ″ 6 s 1 ″ $8\frac{3}{4}$ 18 ″ 11	
24906 141395	**Fernfield** (*ex*R.W.Hendry) Wood 1*Dk*	335 276 188					1921	B.N. Melanson P.Gilbert,NS	A.BryantHarding	132·2|28·4|11·2	SJhnsNFL British	T.3Cy.$12\frac{1}{2}$",$19\frac{5}{8}$"&$30\frac{7}{8}$"–20" NewBurrell 50RHP JohnsonIrnCoYarmthNS		
24907 LCJG	**Fernhill** *OilEng.* D.F. 2*Dks*	4116 3718 2454					1926	Kockums M.V.Aktieb. Malmö	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	377·6|54·0|22·9 P112*t*H262*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"–$55\frac{1}{8}$" 438NHP KockumsM.V.Akt.Malmö		N
24908 154461 CYKD	**Fernie** *Mchy.Aft* 2*Dks*	2419 2233 1455					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·6|42·9|24·3 F36'	Montreal British *WB*	T.3Cy.20",33"&54"–40" E&B*made*21 *fitted*29 PortArthurS.B. 184NHP Co.Ld.PortArthur,Ont.		C
24909 LCJL	**Fernlane** *OilEng.* D.F. 2*Dks*	4310 3827 2527					1927	Akt.Bur- meistr&Wain Copenhagen	Dampskintsk Garonne (Fearnley &Eger,*Mgrs.*)	376·5|53·8|23·6 P68*t*B87*t*H252*t* F28*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP Akt.Burmeistr&Wain,Cpn		N
24910 LDGP	**Fernmoor** TwinSc *OilEng.* 2*Dks*	4268 3854 2498					1928	Akt.Bur- meistr&Wain Copenhagen	A/S Glittre(Fearn- ley&Eger,*Mgrs.*)	381·4|53·8|23·7 P61*t*B81*t*H251*t* F21*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn		N
24911 LCKR	**Fernwood** TwinSc D.F. *OilEng.* *Cruiser Stern* 2*Dks*	4695 4238 2727					1930	A/SNak- skovSkibs. Nakskov.	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	390·5|55·2|25·7 P83*t*H352*t*F22*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 625NHP Akt.Burmeistr&Wain,Cpn		N
24912 147556 GBKS	— *ss*Sld.No.2–32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1532 1090	✠100A1 6,35~~3,34~~ MS1,32	Shl ✠LMC BS1~~,35~~1,36	*q*	OG 3,34	1923 11mo	SirJ.Laing &SonsLd. Sunderland *Lloyd*'*sA&CP*	W.FranceFenwick &Co.Ld. *CellDB*188'374*t*	268·0|37·8|18·1 P21'B51'Q85'F22' FK *DTa*36' 195*t FPT*7	London British 4*BHCem* 0*tAPT*65*t*	T.3Cy.$20\frac{1}{2}$",33"&54"–39" (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 G.ClarkLd.Sld.	20 ″ 3 s 2 ″ 0 18 ″ 5	
24913 DOHR	**Feronia** (*ex*Tejo,*ex*Hans) *Mchy.Aft* 1*Dk*	651 534 343					1919	Werf. Nobiksrug Rendsborg	Dampfsch.Ges. "Neptun"	175·6|30·7|12·5 P&B116'F22'	Bremen German *WB*	T.3Cy.$13\frac{1}{8}$",$20\frac{9}{16}$"&$32\frac{7}{16}$"–22" Steen& 50NHP Kauffmann,Elmshorn		G

1 Numero l'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, &c. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24914 163303 MKFF	**Ferranti** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1317 985 729	✠100A1 5,35 ~~4,34~~ ✠LMC11,32	Lth Shl	*o*	CL 4,34	1932 11mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCoLd (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *CellDBuE25′f151*′*369tDTf109tFPT132tAPT27t*	227·0 Q138′B16′F21′	36·4	15·4	London British FK *5BHCem*	T.3Cy.17″,28″&46″-33″ (*s*) 200lb *100lb* 143NHP 1SB,3*cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s 4 ″ 11¼ 16 ″ 1	
24915 349 INBC	**Ferruccio** (*ex*Latalf, *ex*Ecuador,*ex*GualeguaychuG., *ex*Itahy) TwinSc 1*Dk*	667 — 357					1896	Scott&Co. Greenock	Gius.Riccardi	182·0 B26′F25′	34·8	10·0	Naples Italian	T.6Cy.9″,15″&25″-21″ 57NHP Scott&Co.Greenock		I
24916 139814 MJSG	**Ferryhill** *ss*Bly.No.3-7,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1086 767 456	✠100A1 4,36 ~~2,35~~ BS~~7,34~~ 6,35 ✠LMC7,32	Bly	*n*	CL 2,34	1919 10mo *Lloyd's A&CP*	Hall,Russell&Co.Ld Aberdeen	AberdeenCoal&ShippingCo.Ld. *CellDBa54′uE20′f90′306tFPT33tAPT91t*	221·1 Q131′B16′F27′	33·4	14·0	Aberdeen British FK *4BHCem*	T.3Cy.17½″,29″&47″-33″ (*r*) 180lb *100lb* 178NHP 2SB,6*cf*,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16 ″ 5 s 4 ″ 9 15 ″ 7	
24917 636 INBO	**Fiammetta** WoodAux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	390 329 293					1922	Cant.Nav. Riuniti Ancona	M.Vannucchi	140·0 P53′F10′	30·8	12·8	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.10¼″-13″ 74NHP W.Beardmore&Co.Ld.Gls.		I
24918 1495 IBYL	**Fianona** (*ex Ital.Navy*Pola) D.F. 2*Dks*	6660 5729 3371					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop. di Nav."Garibaldi"	438·7 P64′B20′F70′	55·6	31·1	Genoa Italian *WB*	T.3Cy.26″,43½″&73″-48″ 370NHP StabilimentoTecnico,Tri.		I
24919 LDVJ	**Fidalgo** 1*Dk*	1124 974 655					1918	Trndhjms Mek.Værks. Trondheim	A/S Fido (M.Hansen, *Mgr.*)	226·3 P16′B57′F27′	36·5	15·7	Xiansand Norwegian *WB*	T.3Cy.17″,27½″&46″-30″ Trondhjems 116NHP M.V.Trondheim		N
24920	**Fidelense** (*ex*Pilcomayo, *ex*Fidelense,*ex*Pilcomayo) TwinSc 1*Dk*	*433* *401* *259*			...		1890	Murdoch& Murray Pt.Glasgow	Cia.Nav.S.João deBarraCampos	160·3 B26′ FK	33·1	9·0	R.Janeiro Brazilian *WB*	T.4Cy.(2)9″,18″&32″-22″ 57NHP Rankin&Blackmore,Grk.	9 ″ 7	
24921 LCKN	**Fidelio** 1*Dk*	1843 1618 1095					1930	Burntislnd S.B.Co.Ld. Burntisland	A/S Fidelio (M.Hansen, *Mgr.*)	265·8 P59tH83t	43·0	18·0	Xiansand Norwegian *WB*	T.3Cy.18½″,30″&49″-36″ 144NHP MacColl&Pollock,Ld.Sld		N
24922 LDLD	**Fido** (*ex*LakeBenton) 1*Dk*	1857 1616 1079			...		1918	American S.B.Co. Lorain,O.	A/S Fido (M.Hansen, *Mgr.*)	251·3 P61tH91tF29t FK	43·7	18·1	Xiansand Norwegian *WB*	T.3Cy.20″,33″&54″-40″ 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	N †
24923	**Fidra** (*ex*Eidsfos,*ex*LisaBrodin) 1*Dk*	*1811* *1591* *1073*					1917	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Europa	265·2 P57tH80t	42·1	17·9	Åbo Finnish *WB*	T.3Cy.18½″,29½″&50″-36″ 150NHP FredrikstadM.V.Frdstad.		N
24924 [illegible] GWCZ	**Fife** (*ex*Penybryn-32) *Now "Leith Hill," see No. 38935 in Supplement* *ss*Sld.No.1-33 1*Dk*(*Stl*)	4233 3878 2626	✠100A1 9,35 ~~10,34~~ BS9,35 ✠LMC5,33	Bkn Bly	*x*	CL 10,34	1929 3mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld Burntisland	B.J.Sutherland&Co.Ld. *CellDB322′1133tFPT96tAPT175t*	370·9 P29′B233′F35′	51·4	25·1	Newcastle British FK *6BHptCem*	T.3Cy.23″,39″&65″-45″ (*s*) 200lb *120lb* 331NHP 2SB,6*cf*,GS129,HS5190 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7¼ 24 ″ 1½	
24925 162394 MBKT	**Fife Coast** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	367 246 198					1933	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5 Q91′B9′F19′	25·2	9·4	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.11⅛″-15¾″ 98NHP J.G.Kincaid&Co.Ld Grk.		C
24926 4375 SEBU	**Figge** (*ex*Wilhelm) 1*Dk*	*696* *501* *386*					1904	F.Schichau Danzig	NyaÅngfartygs A/B Heimdal(J.E. Manne, *Mgr.*)	192·5 Q57′B55′H23tF22′	30·9	10·8	Gothenbrg Swedish *WB*	T.3Cy.15″,24¾″&38½″-25½″ 75NHP F.Schichau,Danzig		V
24927 LDON	**Filefjell** *ss*Rot.No.1-34 D.F. *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7616 7247 4564	✠100A1 5,35 ~~11,34~~ DBS11,34 ✠LMC11,34 *Carrying Petroleum in bulk*	Rot Fal	*c* †	CL 5,33	1930 7mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A/S "Filefjell" (Olsen&Ugelstad) *CellDBuE85′327t DTf41′523tFPT199tAPT146t*	460·5 P109′B30′F60′	59·5	34·1	Oslo Norwegian FK *16BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31″-43″ 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	34 ″ 1 s 8 ″ 3½ 26 ″ 0	
24928 220 IBRM	**Filippo Grimani** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	3431 — 1964					1928	Stab. Tecnico Triestino	Cia.Adriatica di Nav.	329·3	44·4	20·9	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½″-32¼″ 438NHP FiatSanGiorgio,Turin		I
24929 160584 GSQY	**Filleigh** 1*Dk*&*Shelter dk*	4856 4462 2936					1928	W.Pickersgill&Sons,Ld. Sunderland	AtlanticShipping&TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	395·5 F34′	55·4	25·9	London British *WB*	T.3Cy.25″,42″&70″-48″ 339NHP G.Clark,Ld.Sunderland		C
24930 SVRM	**Filomila** (*ex*Marika,*ex*Mortlake, *ex*Lovaine) *ss*Msl.2ndNo.3-8,26 1*Dk*(*ptIrn*&*ptStl*) *2trB*&*deep framing*	*3175* *2854* *1986*	✠ 9,31 ✠	Rot	*u*		1898 6mo	WoodSkinner&Co.Ld. Newcastle	S.Katopodis *CellDBa96′uE28′f136′754tAPT84t*	325·5 P31′B104′F36′	48·6	21·7	Ithaca Greek FK *6BHCem*	T.3Cy.23½″,39″&64″-42″ 270NHP 2SB,6*rf*,GS124,HS4120 N.E.MarineEngCo.LdNwc	24 ″ 0	V †
24931 ~~[illegible]~~ ~~[illegible]~~ [illegible]	**Finchley** (*ex*Westra,*ex*Nantwen) *ss*Rot.No.3-11,24 E.S.D. *ss*Fal.No.2-33 *Now "Iolanthe," see No. 33654 in Supplement* 1*Dk*(*Irn*)	4773 4547 2997	✠100A1 3,34 ✠LMC MS1,33 BS3,34	Shl	*x*	CL 4,32	1912 3mo *Lloyd's A&CP*	Richardsn, Duck&Co.Ld Stockton	Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H. *Mgrs.*) *CellDBa130′uE&B45′f168′1117tAPT126t*	380·2 P34′B111′F31′	50·9	28·0	Hamburg German FK *6BHCem*	T.3Cy.26″,42″&70″-48″ (*s*) 180lb *80lb* 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s 5 ″ 9¼ 24 ″ 8	
24932 115763 MGDG	**Findhorn** 2*Dks*	1121 844 477					1903	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·3 P151′F47′	33·0	16·2	Glasgow British *WB*	T.3Cy.22½″,35″&59″-42″ NDB15 226NHP D.Rowan&Co.Glasgow		C
24933 LCJM	**Fingal** 1*Dk*	2137 1848 1244					1923	A/S Moss Værft Moss	D/S A/S International (A.F.Klaveness&Co. *Mgrs.*)	276·1 P73tH119tF21t	43·7	18·9	Oslo Norwegian *WB*	T.3Cy.20½″,33″&56″-36″ 188NHP A/S MossVærft,Moss		N
24934 LIVN	**Fingal I** Comp (*ex*Fingal-34,*ex*Treau) 1*Dk*	460 350 240					1919	A/B Amåls Skeppsvarf Amål	A/S D/S "Fingal I" (B.Romsöe)	147·7 P60tH7tF24t	26·9	11·5	Stavanger Norwegian	C.2Cy.12¼″&27⅞″-17¾″ 26NHP BohusMekVærks.Akt.Got.		V
24935 TUGL	**Finistère** (*ex*Teessider) 1*Dk*	1158 833 482					1909	Irvine'sSB &D.D.Co.Ld WHartlepool	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. *Mgrs.*)	250·7 P&B144′F44′	34·5	13·9	Algiers French *WB*	T.3Cy.23½″,38″&64″-42″ 265NHP Richardsons,Westgarth&Co.Ld.Hpl.		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24936 DOCZ	**Fink** (*ex*Hornburg) Wireless Sub.Sig. 1*Dk*	1004 883 556					1924	F.Schichau Elbing	ArgoReedA.G.	229·9 P14'B65'F31'	33·5	14·2	Bremen German *WB*	T.3Cy.15",26⅜"&38⅜"-25½" 75NHP F.Schichau,Elbing		G
24937 DQOY	**Finkenau** (*ex*Cattaro) 2*Dks*	916 774 473					1923	Memeler Schiffsw.Lindenau&Co. Memel	BugsierReed.&BergungsA.G.	227·2 H21'B66'F33'	34·3	12·5	Brmrhavn German *WB*	T.3Cy.15¾",26"&$43\frac{3}{10}$"-27⅜" 98NHP Vulcan-WerkeA.G.Ham.		G
24938 202960	**Finland** (*ex*HarryCoulby) *Mchy.Aft* GyC. 1*Dk*	6495 — 4939					1906	DetroitS.B Co. Wyandotte	GreatLakesS.S. Co.Inc.	549·0	56·1	32·0	Oswego, N.Y. *WB* Utd.States	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		
24939 OYTE	**—** *ss*Els.No.1-35 *Well deck* D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2302 1754 1345	✠100A1 7,35 ~~7,34~~ ✠LMC~~10,30~~ 7,35	Cpn Els	*s*	CL ~~6,34~~ 7,35	1930 10mo *Lloyd*	SirJ Priestman&Co. Sunderland '*sA&CP*	A/S D/S Finland (O.H.Christensen) *CellD*	283·8 P26'Q85'B55'F28' *B*236'611*t* *FPT*74*t*	42·0	17·8	Copnhagn Danish FK 4*BHptCem* *APT*145*t*	T.3Cy.20",32"&53"-36" (*s*) 180lb 198NHP 2SB,4*cf*,GS67,HS3272 G.Clark,Ld.Sunderland	20 ″ 4 s1 ″ 11 18 ″ 7¼	
24940 144579 MJYZ	**—** (*ex*Mahmoudieh) 2*Dks*	1333 1094 552					1920	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	270·6	38·1	16·1	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&JacksonLd.Gls		C
24941 OHGK	**Finlandia** 4Mst Wireless 1*Dk*	1146 944 628					1920	Maskinoch Brobyg.Akt. Helsingfors	FinskaÅngfartygsA/B	216·5 P21'B62'F26'	34·6	13·4	Helsingfrs Finnish *WB*	T.3Cy.15¾",26"&41"-27½" Msk&Brbyggnads 87NHP A/BHelsingfors		N
24942 LDVK	**Finmarken** Ⓟ 1*Dk&Awng dk*	1119 988 659					1912	Trndhjms Mek.Værks. Trondheim	A/S Vesteraalens Dampskibsselskab	214·2 H129*t*	31·7	20·2	Stokmarknæs *WB* Norwegian	T.3Cy.19½",30½"&52"-33" Trondhjems 155NHP M.V.Trondheim		N
24943 6394 SDCA	**Finn** TwinSc *OilEng.* *Mchy.Aft* Wireless 2*Dks*	*1572* *1266* *857*					1920	A/B Finnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	271·3	41·1	15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"-28⅜" 345NHP AktiebolagetAtlas-Diesel, Stockholm		V
24944 LCAH	**Finnanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom&at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4 P513*t*H181*t*F14*t*	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP Werkspoor,Amsterdam		N
24945 143533 MKPQ	**Finola** *ss*Dub.No.3-3,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	879 621 374	✠100A1 1,36 ~~2,35~~ BS2,35 ✠LMC3,34	Dub Cff	*l*	CL ~~3,34~~ 1,36	1921 2mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	MichaelMurphy, Ld.(SirAlfredH. Read,*Mgr.*) *CellDBu B32'*	200·0 *32·6* Q128'F28' BK7" *f*102'161*t* *FPT*123*t*	30·8	13·2	Cardiff British 3*BHCem* *APT*49*t*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NHP 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s4 ″ 1½ 15 ″ 2¾	
24946 LDTA	**Finse** (*ex*Snar) 1*Dk*	1618 1177 939					1916	Bergens Mek.Værks. Bergen	J.M.Johannesen, RederiA/S (F.WalterJohannesen)	244·5 P32*t*Q105*t*B150*t* F35*t*H87*t*	37·6	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
24947 142444 GMXZ	**Fintra** (*ex*Carcavellos,*ex*Tutshill) *ss*Gls.No.1-35 *ss*Gmh.No.3-4,31 D.F. 1*Dk*(*Stl*)	2089 1865 1283	✠100A1 ~~5,35~~~~3,34~~ 11,35 ✠LMC 5,35 ~~MS4,31~~ ~~BS1,34~~	Gmh ~~Gls~~	*s*	CL 3,34	1918 5mo *Lloyd*	E.Finch& Co.(1916) Ld. Chepstow '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB244'*	284·8 P29'B78'F28' FK	41·7	19·4	Leith British 4*BHCem* 576*t* *APT*87*t*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 6 s2 ″ 10¾ 18 ″ 10	
24948 142499 MJZC	**Finvoy** K *ss*Bel.No.3-8,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	374 272 132	✠100A1 8,35 ~~9,34~~ BS~~9,34~~ 9,35 ✠LMC8,52	Bel	*e*	CL ~~9,34~~ 8,35	1920 6mo *Lloyd*	ForthS.B. Eng.Co.Ld. Alloa '*sA&CP*	HowdensLd.	145·3 Q49'B9'F26' BK7" *FPT*54*t*	23·2	9·8	Belfast British 3*BHCem* *APT*9*t*	C.2Cy.16½"&36"-27" (*s*) 135lb 75RHP 1SB,3*pf*,GS44,HS1298 ForthS.B.&E.Co.Ld.Alloa	10 ″ 9 s ″ 8½ 10 ″ 8	
24949 157604 VJPS	**Fiona** *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Carrying Molasses in cantilever framed side tanks and below 2nd dk.*	2198 1833 1148	✠100A1 *with freeboard* ~~5,35~~ ~~5,31~~ 1,36 ✠LMC4,53	Syd	*l*	CL 5,35	1933 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	ColonialSugar RefiningCo.Ld. *CellD*	286·3 F30' FK Coll *B*241'507*t* *FPT*116*t*	44·1	19·1	Sydny NSW British 5*BHCem* „ to Sh dk 4„ „ 2nd „) *APT*97*t*	T.3Cy.20½",33½"&57"-39" 200lb (*s*) 258NHP 2SB,4*cf*,GS66,HS3386 FD N.E.MarineEng.CoLdNwc	21 ″ 4 s ″ 10¾ 20 ″ 7	
24950 OXKE	**—** Ⓟ Broken up Wireless	367 257 181					1890	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	161·4	24·1	11·2	Aabenraa Danish *WB*	T.3Cy.14",23"&36"-24" 63NHP Burmeister&Wain,Cophgn		V
24951 OZKP	**Fionia** Ⓟ TwinSc4Mst *OilEng.* *ss*Cpn.No.3-3,27 *ss*Cpn.No.2-35 ~~*ss*Cpn.No.1-31~~ 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	5219 4297 3337	✠100A1 *Awng dk* *with freeboard* 9,35 ~~10,34~~ DBS7,35 ~~DBS5,34~~ ✠LMC CS7,34 11,33	Cpn	*y*	CL PN7,35 S9,33	1914 3mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP* W	A/S DetÖstasiatiskeKompagni *B=CellDBa*68'*u*	394·4 P26'B168'F37' *on Awng dk* FK *E*46'*f*213'988*t* *FPT*	53·2	27·0	Copnhagn Danish 6*BHptCem* 75*t* *APT*97*t*	Oil Engines 4S.C.SA 12Cy.29⅛"-$43\frac{5}{16}$" 988NHP DB-*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s5 ″ 11 24 ″ 6	
24952 1968 IBQP	**Fior d'Arancio** (*ex*Bowden-34) Wireless 2*Dks* *Now "Ninfea," see No. 39301 in Supplement*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	OrazioRosini (SocietàAnonima diNavigazione "ItaloSomala," *Mgrs.*)	245·9	33·7	19·9	Genoa Italian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		IN
24953 1991 IBQO	**Fior di Mandorlo** (*ex*Soma-34 *ex*Concettina di Giorgio) *Fitted for oil fuel* Wireless 2*Dks*3*trB* *Now "Arnando," see No. 37088 in Supplement*	1541 — 916					1911	Nylands Værksted Oslo	SocietàAnonima di Navigazione "ItaloSomala"	261·4 249·7 H104*t*	34·7	22·2	Genoa Italian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		I
24954 139238 GMQW	**Firby** *ss*Sws.No.2-34 D.F. 1*Dk*(*Stl*)	4869 4640 3029	✠100A1 7,35 ~~9,34~~ BS~~11,33~~ 11,34 ✠LMC MS9,34	Sws	*y*	CL 9,34	1926 6mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDB*	390·0 P30'B220'F40' FK 345'1041*t* *FPT*180*t*	55·0	26·5	W.Hartlpl British 6*BHCem* *APT*179*t*	T.3Cy.25½",43"&71"-48" (*s*) 180lb *150lb* 439NHP 3SB,9*cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s4 ″ 5¾ 24 ″ 6¼	
24955 LDVO	**Firda** Ⓟ 1*Dk*3*trB*	500 316 269					1900	Fevigs Jernskibsbyg Arendal	Fylkesbaatane i Sogn og Fjordane	162·2 P64*t*H62*t*F57*t*	24·3	13·5	Bergen Norwegian	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire, Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bof Trade.
24956 147346 MNLS	**Fire King** ssP.Gl.No.2-33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	758 552 291	✠100A1 1,35 BS1,35 ✠LMC9,33	Bkn	*k*	CL 9,33	1925 12mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*)	190·3 Q125'BonQ13'F29' *CellDBf*94'154*tFPT*	32·1	11·8 FK	Liverpool British 3*BHCem* 64*tAPT*20*t*	T.3Cy.16¼",27"&45"-33" (*s*) 185lb 155NHP 2SB,4*cf*,GS77,HS2766 A.Hall&Co.Ld.Aberdeen	14 ″ 0 s 3 ″ 9¼ 13 ″ 8¾	
24957 145595 MKTR	**Fire Queen** (*ex*Arclight-33) ssP.Gl.No.3-9,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	650 433 249	✠100A1 4,36 ~~12,34~~ ~~BS1,35~~ ✠LMC9,33 4,36	Liv	*i*	CL ~~8,33~~ 4,36	1921 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GilchristsTraders (Steamships)Ld. (F.B.Johnston, *Mgr.*) *CellD*	175·2 Q100'B9'F33' *Bf*93' 129*t FPT*78*t*	28·2 29·5	11·2 BK7¼"	Liverpool British 3*BHCem* *APT*33*t*	T.3Cy.15",24½"&40"-30" (*s*) 180lb 81RHP 2SB,4*cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon	13 ″ 6 s 1 ″ 4½ 13 ″ 8½	
24958 149359	**Firecrest** ssShl.No.1-33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	538 343 259	✠100A1 8,35 ~~9,34~~ ✠LMC1,33 BS8,35	Shl	*h*	CL ~~3,34~~ 8,35	1929 9mo *Lloyd*	JohnLewis &Sons,Ld. Aberdeen '*sA&CP*	R.&W.Paul,Ld. *CellDB*95'121	160·2 Q113'B9'F23' *tFPT*42*tAPT*19*t*	26·6	9·9 FK	Ipswich British 3*BHptCem* *ptAsp*	T.3Cy.12",21"&34"-24" (*s*) 200lb 65RHP 1SB,2*cf*,GS40,HS1484 JohnLewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11¼	
24959 148642 MNJT	**Fireglow** ssShl.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1261 966 675	✠100A1 ~~8,35~~ ~~7,34~~ 12,35 ✠LMC7,34 BS8,35	Shl ~~Sld~~	*n*	CL ~~7,34~~ 8,35	1925 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *Cell*	225·0 Q127'B16'F24' *DBuE*20'*f*137'335*t*	36·0	15·3 FK	London British 5*BHCem* *DT f* 9'154*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS74,HS2550 N.E.MarineEngCo.Ld.Sld *FPT*133*tAPT*23*t*	17 ″ 3 s 5 ″ 2 15 ″ 8	
24960 396 IBBM	**Firenze** Ⓟ (*ex*Roma) TwinSc D.F. 2*Dks*3*trB*	3952 — 2328					1912	Soc.EsercizioBacini RivaTrigoso	"Tirrenia"(Flotte RiuniteFlorio-Citra)	360·9 P69'B72'F46'	44·6	24·5	Naples Italian *WB*	T.6Cy.21¼",34¼"&$59\frac{7}{16}$"-41¾" Soc.Escerzio 454NHP Bacini,Genoa		I
24961 216565 WQCF	**Firmore** ssBal.No.1-35 3Mst ssBal.No.3-9,30 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	7117 6365 4431	✠100A1 ~~7,33~~ 11,35 BS4,36 ~~[illegible]~~ ✠LMC1,35 ~~[illegible]~~ *Fitted for oil*	Bal *fuel* 9,	*c*† 19	CL ~~7,33~~ 11,35 *F.P.*	1918 7mo A&CP *above*	Bethlehem S.B.Corp.Ld. SparroPt.Md *CellDBuE&B* 150° F. 58'*f*3	OreS.S.Corp. 2*Intermedia* 20'1622*t side tanks*	449·1 P106'F39' *teBHds dispensed w* *Nos.*1,2&3*P&S*1950	57·2	34·3 FK	NewYork Utd.States *Cem* *ith*5*BHonly* *tFPT*395*t A*	1DR GearedSteamTurbine 200lb (*s*) 556NHP 3SB,9*cf*,GS185,HS7877 FD GeneralElectricCo. *PT*213*t* Schenectady,N.Y.	37 ″ 0	
24962 140656 MJRX	**Firth Fisher** (*ex*Freeland-34) ssLan.No.3-1,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	574 394 263	✠100A1 6,35 ~~1,34~~ BS~~4,35~~ ✠LMC1,34 4,36	Lan Cff	*h*	CL 1,34	1919 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	J.Fisher&Sons,Ld.	164·8 Q94'B11'F21' *CellDBf*97'125*tFPT*	27·0	11·1 FK	Barrow British 3*BHCem* 44*tAPT*19*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¾ 13 ″ 2¾	
24963 148355	**Firtree** (*ex*Ramshope) ssSld.No.2-35 ~~ssCff.No.1-31~~ *Now "Wrotham," see No. 40661 in Supplement* 1*Dk*(*Stl*) *Cargo battens not fitted*	1884 1493 1107	✠100A1 10,35 ~~12,33~~ ~~BS12,35~~ ✠LMC~~5,31~~ 10,35	Bry Sld	*g*	CL 12,33	1927 2mo *Lloyd*	JLThompson&Sons,Ld Sunderland *sA&CP*	Constants(South Wales)Ld. (M. Constant,*Mgr.*) *CellDB*229'	270·8 P21'Q126'B12'F22' 523*t MTs*109*t FPT*	38·0	18·0 FK	Sunderlnd British 4*BHCem* 47*tAPT*99*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s 6 ″ 1½ 18 ″ 4½	
24964 FOYM	**Firuz** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Longitudinal framing* *Carrying Petroleum in bulk*	7327 6666 4005					1929	Chant.Nav. Français Caen	Association Pétrolière	446·8 P120'B32'F53'	56·9	33·8	Dunkirk French *WB*	T.3Cy.26",44"&74"-51" 391NHP N.E.MarineEngCoLd.Nwc		V
24965 TCBE	**Firuzan** Ⓟ (*ex*Kephalinia, Iron *ex*Argostoli,*ex*PolisMyteline, *ex*VilledeCette) 2*Dks*	1074 937 686			...		1880	Hodgson& Soulsby Blyth	VapurculukTurk AnonimSirketi	221·5 P36'B52'F29'	31·3	18·3 BK8"	Istanbul Turkish *WB*	C.2Cy.29½"&55"-36" NB95 141NHP Black,Hawthorn&Co.Gts.		
24966 148298 GNTB	**Fiscus** ssNwc.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *withfreeboard* ~~9,35~~ ~~1,35~~ 12,35 BS~~4,34~~ ✠LMC3,33 9,35	Lon ~~Shi~~	*z*	CL ~~1,35~~ 9,35	1928 4mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle *sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348'1358*t*	399·0 F36' *FPT*106*t APT*195*t*	54·5	25·2 FK (	Cardiff British 6*BHCem* *ColltoSh dk* 5 ,, 2*nd* ,,)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB,9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 ″ 7 s 2 ″ 11½ 24 ″ 9¾	
24967 226004	**Fishers Island** Ⓟ 1*Dk*	862 — 563					1926	Bethlehem S.B.Corp.Ld. WlmngtnDel	FishersIsland Nav.Co.	150·1	40·1	14·4	N.Lndn.Cn Utd.States *WB*	T.3Cy.17",25"&43"-30" 101NHP VulcanI.Wks,JersyCy.NJ		
24968 132822 GQST	**Fishpool** ssShl.No.3-7,25 ssSws.No.2-34 D.F. 1*Dk*(*ptIrn-ptStl*)	4575 4263 2826	✠100A1 ~~9,35~~ ~~2,35~~ 5,36 ✠LMC12,35 BS~~2,35~~ 5,36	Bry ~~Cff~~	*y*	CL ~~12,33~~ 8,35	1912 5mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *WB=* *uE*24'*f*	379·0 P30'B221'F39' *CellDBa*127' 167'1046*t FPT*157*t*	56·0	24·4 FK	W.Hartlpl British 6*BHCem* *APT*184*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 380NHP 3SB,9*cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 9½ 23 ″ 1½	
24969 EADZ	**Fito** (*ex*Marques delTuria-32, *ex*VelazquezDuro,*ex*Gobelas,*ex*Milo) *Well deck* 1*Dk*(*Stl*)& *Web frames*	1754 1308 1045			...		1892	W.Gray& Co.Ld. W Hartlepool	AdolfoRamirez Escudero	259·6 P27'Q80' ptND09	36·1	15·9 FK	Bilbao Spanish *WB*	T.3Cy.19",30½"&51"-36" 156NHP Cen.Mar.Eng.Wrks WHpl	19 ″ 5	
24970 50 IBTM	**Fiume** Ⓟ (*ex*Calitea-32, *ex*PrestolonaslednikPeter) Wireless 2*Dks*	654 557 382					1926	Lübecker Masch.Ges. Lübeck	Cia.Adriaticadi Nav.	164·9	25·7	17·4	Fiume Italian *WB*	T.3Cy.16⅝",$24\frac{13}{16}$"&$41\frac{5}{16}$"-23⅝" 83NHP LübeckerMasch.Ges.		I
24971 LDSQ	**Fjordaas** TwinSc ssFal.No.1-35 *OilEng.* D.F. *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	7361 6916 4360	✠100A1 ~~8,35~~ ~~2,35~~ 3,36 DBS5,35 ✠LMC ~~CS5,35~~ 5,36 *CarryingPetr*	Bkn Fal *oleum*	*b*† *in*	CL 3,36 *bulk*	1931 5mo *Lloyd*	Deutsche WerkeKiel A.G. Kiel '*sA&CP*	Mörland's TankrederiA/S (A.J.Mörland, *Mgr.*)	424·2 P92'B28'F35' *CellDBuE*60'207*t DTf*34'224*t FPT*244	60·2	34·6 FK	Arendal Norwegian 12*BHptCem* *tAPT*189*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-$35\frac{7}{16}$" 726NHP 2DB*114lb* DeutscheWerkeKielA.G.	34 ″ 0	
24972 LDOR	**Fjordheim** ssStv.No.1-34 D.F. 1*Dk*(*Stl*)	4115 3721 2497	✠100A1 ~~5,30~~ ~~12,34~~ 12,35 ✠LMC6,34	Msl ~~Fiu~~Gen	*x*	CL 11,33	1930 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd '*sA&CP*	A/S Theologos (N.Rögenæs, *Mgr.*) *Intermediate BHs* *in fwd.&after*	374·8 P38'B106'F28' *holds dispensed with* *CellDB*316'956*t FPT*	51·5	23·7 FK	Haugesnd Norwegian 4*BHptCem* 85*tAPT*121*t*	T.3Cy.22¼",37"&60"-42"& LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 363NHP 2SB,6*cf*,GS105,HS4342 FD N.E.MarineEng.Co.Ld.Sld	26 ″ 0	
24973 DIBM	**Flachsee** (*ex*KapitänRuge) TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	757 566 355					1927	Howaldtswerke A.G. Kiel	W.Schuchmann	181·4 P44'F23'	32·1	12·1	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.$12\frac{3}{16}$"-16½" 45NHP Gebr.Sulzer.Ludwgshfn.		G
24974																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Now "Svint," see No. 40043 in Supplement 24975 LDVY	**Flaks** (exSvint-34,exFlaks-34, exEnare-33, ssN.Yk.No.3-8,30 exRingfond,exMargitSiemers, 1Dk(Stl) exGraafAdolf) Well deck Mchy.Aft	1147 861 652	✠ ... 8,34 ✠NB8,22 ✠	Cgo	n		1918 5mo	Wilton'sE. &SlipwayCo. Rotterdam	SkibsA/S Sjofna (C.A.Olsen,Mgr.) CellDBuE	230·1 Q131'B13'F24' 23'f152'389tFPT	34·2	13·3 FK	Oslo Norwegian 4BHCem 88tAPT48t	T.3Cy15½",25½"&41"-36" 120NHP 1SB,3cf,GS67,HS1991 Wilton'sE&SlpwyCo.Rot.	16 ″ 0	
24976 FNJC	**Flamand** Ⓟ TrpSc (exLonderry) D.F. 2Dks	2280 1913 734					1904	W.Denny &Bros. Dumbarton	"Angleterre- Lorraine-Alsace" Soc.Anon.de Nav.	330·8	41·9	17·1	Dunkirk French WB	3Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
24977 140521 GRBV	**Flaminian** CruiserStern 2Dks	2699 2526 1696					1917	W.Harkess &Son,Ld. Middlesbro'	EllermanLines, Ld.	315·0 P73'B140'F33'	42·4	23·6	Liverpool British WB	T.3Cy.20¼",34½"&59"-42" Richardsons, 226NHP Westgarth&Co.Ld.Mdb.		C
24978 140296 GPDY	**Flamma** ssShl.No.3-6,30 ssShl.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1874 1484 1119	✠100A1 6,35 ~~5,34~~ ✠LMC5,34 BS6,35	Shl	r	CL ~~4,34~~ 6,35	1917 6mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs)	270·6 Q163'BonQ11'F29' CellDB222'595tFPT	38·2	18·0 FK	London British 4BHCem 91tAPT56t	T.3Cy.20½",33"&54"-39" (s) 180lb 202NHP 2SB,6cf,GS112,HS3178 Geo.T.Grey&Co.Ld.S.Shl.	20 ″ 6 s 6 ″ 0¼ 18 ″ 3¾	
24979 FNRY	**Flandre** Ⓟ QuadSc D.F. 5Dks	8571 6439 3187					1914	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	464·4 P50'B220'F50'	57·0	29·6	St.Nazaire French WB	C.8Cy.25¼"&43$\frac{11}{16}$"-35½" & 2 LowPressureTurbines Chant.del'AtlantiqueSt.N		V
24980 ONGA	**Flandres** (exGreiffenfels) ssAnt.No.3-3,24 D.F. ssAnt.No.1-29 2Dks(Stl-Uteaks)	5827 5502 3634	✠100A1 10,30 ✠LMO MS3,28 BS2,30	Ant	a†	CL 2,29	1914 3mo	Akt.Ges. "Weser" Bremen Lloyd'sA&CP	Cie.RoyaleBelgo- Argentine(ArmementDeppe,Mgs.) 1BH in forward hold dispensed with 6BH only CellDB a139' uE23' f189'	422·5 P60'B126'F54' 1187t FPT48t 'Tween dk tank a	56·2	29·6 FK	Antwerp Belgian Cem	T.3Cy.28¾",46⅞"&75$\frac{9}{16}$"-(s) 53$\frac{15}{16}$" 192lb 121lb 520NHP 3SB,9cf,GS148,HS6950 FD A.G."Weser,"Bremen 36'470t Tween dk tanks f36'	32 ″ 6 s 6 ″ 9½ 26 ″ 1 494t	
24981 PECC	**Flandria** Ⓟ TwinSc ssAms.No.3-11,34 ~~ssAms.No.2-30~~ 2Dks(Stl-Uptws) Shelter dk(Stl)& Prom.dk(Stl-ws) 3rd dk Ref.Mchy. D.F. (Stl)inNo.1hold Sub.Sig. GyC. CruiserStern	10171 8984 5937	✠100A1 Shelter dk withfreeboard 11,34 ~~9,34~~ ✠LMO BS~~6,33~~9,34 MS3,34 ✠Lloyd'sRMC7,33 Fitted for oil fuel 9,22 F.P.above 150° F.	Ams	d†	CL 3,34	1922 9mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	N.V.Koninklijke HollandscheLloyd CellDB375'1268tDTf Tanks between T	450·1 36'693tDTa21'306t unnels 55'93tFPT1	59·2	41·7 FK	Amstrdam Dutch Cem 7BHtoPrdk 14tAPT137t	4 Steam Turbines DR geared to 2 Sc.Shafts (s) 215lb 1292NHP 6SB,24cf,HS16938 FD Barclay,Curle&Co.Ld.Gls.	45 ″ 0 s 18 ″ 7 26 ″ 10	
24982 3320 SECI	— Sub,Sig 1Dk	1179 800 662					1898	Helsingörs Jernsk&Msk. Elsinore	FörnyadeÅngf. Aktieb.Göta(F. Sternhagen,Mgr.)	228·2 P141'H85tF11'	33·1	13·1	Gothenbrg Swedish WB	T.3Cy.18½",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb		V
24983 144598 MJZX	**Flashlight** ssSld.No.3-6,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	934 747 482	✠100A1 2,36 ~~4,35~~ BS4,35 ✠LMC6,33	Sld	m	CL 4,35	1920 6mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs.) CellDBuE19f	216·5 Q106'B17'F25' 124'248tMT11'158t	32·0	13·4 FK	London British 5BHCem FPT114t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 117NHP 1SB,3cf,GS50,HS1822 Richardsons,Westgarth &Co.Ld.Sld.	15 ″ 6 s 1 ″ 9¼ 13 ″ 11	
24984 162665 MQDJ	**Flathouse** Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1546 1152 837	✠100A1 10,35 ~~3,35~~ ✠LMC12,31	Shl Nwc	p	CL ~~10,34~~ 10,35	1931 12mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd'sA&CP	StephensonClarke &Associated Companies,Ld. CellDB19	244·0 Q145'F28' 8'413tMT186tFPT	36·5	16·0 FK	London British 4BHptCem 93tAPT35t	T.3Cy.19",31"&51"-36" (s) 180lb 179NHP 2SB,6cf,GS101,HS2888 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5½ 16 ″ 10½	
24985	**Flecha** (exFairfield) TwinSc 2Dks	781 699 322			...		1919	ClydeS.B. &Eng.Co.Ld. PortGlasgow	SouthAmerican Tours,Ld.	219·3	28·6	15·6 FK	Bns.Ayres Argentine WB	T.6Cy.13¼",21¼"&34"-21" 378NHP ClydeSB.&Eng.Co.Ld.PGl	16 ″ 3	
24986 125421 MCQN	**Fleetwing** ssNwc.2ndNo.3-2,32 1Dk(Stl)&deepframing Well deck Cargo battens not fitted	1351 1076 837	✠100A1 10,34 BS~~6,34~~ ✠LMC2,32 9,35	Shl	o	10,34	1907 5mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	TheHillStm.Shppg Co.Ld.(Witherington&Everett, Mgrs.)	240·0 P24'Q59'B50'F27' WB=CellD	36·0	15·5 FK	Newcastle British 4BHCem Ba65' uE17'	T.3Cy.19",31"&51"-36" (s) 160lb 90lb 170NHP 1SB,4pf,GS66,HS2746 N.E.MarineEng.CoLd.Sld. f104'351tFPT61tAPT73t	17 ″ 9 s 1 ″ 6½ 16 ″ 4	
24987 77587	**Fleetwood** (exWiarton-34, exGlenvegan,exCicoa,exJohnSharples) Mchy.Aft GyC. 1Dk2trB	1588 — 915					1903	Superior S.B.Co. W.Superior	NicholsonTransit Co.	241·1 Q88'F36'	41·0	16·3	Detroit, Mich. Utd.States WB	T.3Cy.14",25"&42"-30" NB10 97NHP SuperiorS.B.Co.		R
24988 PECI	**Flensburg** 3Mst D.F. 2Dks	6421 5836 3515					1922	Flensburgr Schiffsb.Ges. Flensburg	Halcyon-Lijn	454·9	60·1	27·8	Rottrdam Dutch WB	T.3Cy.28¾",46⅝"&76"-48" 400NHP FlensburgerSchiffsb.Ges.		G
24989 102470 MCZV	**Fleswick** 3Mst ssLiv.No.3-7,34 Mchy.Aft Well deck 1Dk(Irn)	610 438 241	✠100A1 2,36 ~~7,34~~ ✠LMO MS4,34 BS~~6,34~~ 10,35	Liv	i	CL ~~7,33~~ 2,36	1900 3mo	AilsaS.B. Co. Troon Lloyd'sA&CP	Belfast,Mersey& ManchesterS.S.Co. Ld. (W.M.May, Mgr.)	179·3 Q101'B10'F35' DBf94'137tFPT	28·0	11·2 FK&BK1"	Belfast British 3BHCem 65tAPT8t	C.2Cy.21"&47"-33" (s) 130lb 90RHP 1SB,3pf,GS63,HS1730 McKie&Baxter,Glasgow	13 ″ 10 s 4 ″ 5¾ 13 ″ 7¾	
24990 153063	**Fleurus** Ⓟ Fitted for oil fuel 2Dks	1122 976 652					1926	At.&Ch.de laSeineMarit LeTrait	AnticostiShipping Co.	189·8	33·0	20·8	Quebec British WB	T.3Cy.18⅛",29⅞"&50"-33$\frac{1}{16}$" Atel.&Ch.dela 143NHP SeineMaritime,LeTrait		V
24991 LCJO	— Now "Thorodd," see No. 40261 in Supplement Wireless 1Dk	400 330 178			...		1919	Foundat'n Co. Savannah,Ga	EinarVeim	140·4 Q12tF18tH34t	25·1	13·4 BK7"	Bergen Norwegian WB	T.3Cy.12¾",21½"&35"-24" Goldie& 89NHP McCullochCo.Ld.Galt,Ont	14 ″ 8	V †
24992 148584 GKNF	**Flimston** ssAvn.No.2-33 D.F. E.S.D. 1Dk(Stl)	4674 4272 2794	✠100A1 ~~1,35~~ 12,35 BS~~4,34~~ ✠LMC7,33 4,35	Cff Bry	y	CL ~~1,35~~ 12,35	1925 5mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	PictonS.S.Co.Ld. (E.ThomasRadcliffe&Co.Mgrs.) CellDB	385·4 P39'B&F306' 342'1110tFPT116t	52·0	26·0 FK	London British 7BHCem APT174t	T.3Cy.26",44½"&73"-48" (s) 180lb 180lb 451NHP 3SB,9cf,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s 3 ″ 1½ 24 ″ 10¼	
24993 LCTM	**Flint 2** (exElginCounty,exFlint2, exAtlantis,exSierraQuemada) 2Dks	5614 5094 3345			...		1918	J Coughlan &Sons Vancouver, B.C.	D/S A/S Flint (WillyKubon)	410·5 P59'B115'F47'	54·2	27·4 FK	Bergen Norwegian WB	T.3Cy.27",44"&73"-48" NE24 512NHP McKie&Baxter,Gls.	29 ″ 9	N †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. & Durée Cert. B. of Trade
24994 219269 KOPL	**Flomar** (*ex*Corvus) *ss*Bal.No.3–11,32 D.F. 2*Dks*(*Stl*)	5551 5144 3422	✠100A1 ~~4,37~~0,35 ✠LMC MS3,32 BS~~4,36~~2,36 *Fitted for oil fuel* 12,19 *F.P. above* 150°F.	Bal SFo	*z*	CL 3,35	1919 11mo	Columbia RiverSBCorp Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold & intermediate 'tween dk BH's in fore hold & aft hold dispensed with* *CellDB*355'1139*t MT*29'745*t FPT*132*t APT*143*t*	410·0 P44'B115'F47'	54·2	27·5 FK	NewYork Utd.States *pt Cem* 5*BH to U dk* 1 „ „ 2nd „	T.3Cy.24½",41½"&72"–48" 210lb (*s*) 582NHP 3SB,9*cf*,GS196,HS8780 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 3 s 6 ″ 5 24 ″ 0¾	
24995 1135 CBFL	**Flora** Ⓟ (*ex*Chile) TwinSc 2*Dks*&*Shade dk*	3225 2300 1703					1896	Caird&Co. Ld. Greenock	Soc.Marit.yComercial R.W.James yCia.	350·3 *Promenade dk*318' *Shade dk*153'	43·1	19·4	Valparaiso Chilian *WB*	T.6Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
24996 SVRC	— (*ex*Panaghi *ss*Pir.2ndNo.3–7,34 Vagliano–34) 1*Dk*(*pt Irn&pt Stl*)2*trB*&*Web frames* 3*Dk rule*	2980 2791 1878	✠100A1 *withfreeboard* 4,36 ~~7,34~~ ✠LMC7,34 BS3,35	Pir Rot	*v*	CL ~~5,34~~ 4,36	1904 7mo	R.Craggs& Sons,Ld. Middlesbro' Lloyd's*A&CP*	E.P.Nomikos (PetrosM.Nomikos, Ld.*Mgrs.*) *CellDBa* 100'*uE*26'*f*140'699*tDTa*26'468*t FPT*85*tAPT*66*t*	330·1 P36'B166'F36'	46·0	22·2 FK	Piræus Greek 5*BHCem*	T.3Cy.23½",39"&64"–42" (*s*) 180lb 295NHP 2SB,6*cf*,GS120,HS4640 Blair&Co.Ld.Stockton	24 ″ 4 s 3 ″ 1¾ 21 ″ 4½	
24997 7658 SIBN	— *ss*Hbg.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *withfreeboard* 5,35 ~~10,34~~ ✠LMC8,34	Els Mch	*r*	CL N11,33	1930 7mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd's*A&CP*	A/BTransmarin (B.Ingelsson, *Mgr.*) *CellDB*212'545*t FPT*35*t APT*80*t* (*Coll BH to Shelter dk* 3*BH to* 2*nd dk*)	269·0	42·2	17·6 FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
24998 PJBL	— *Ref.Mchy.* *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*	1417 — 824					1921	H.teVeld- huis Papendrecht	Koninkl.Nederl. Stoomb.Maats. N.V.	238·5	37·2	16·1	Curaçoa Dutch *WB*	T.3Cy.20",31"&50"–36" 150NHP J.&K.Smit,Kinderdijk		V
24999 OXNB	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1218 1040 655					1909	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	253·5 P19'B104'F25'	34·6	16·8	Esbjerg Danish *WB*	T.3Cy.21",35"&60"–39" 225NHP Akt.Burmeistr&Wain,Cpn		V
25000 DONA	— 1*Dk*	344 284 196					1891	Eriksbergs Mek.Werks. Gothenburg	Dampfschiffahrts Ges.Neptun	140·9 Q31' B24' F12' len93	22·4	11·9	Bremen German	C.2Cy.13⅜"&26 5/16"–17½" NB03 24NHP EriksbergsMek.Wrks.Got.		G
25001 SKJL	— WoodAux3MstSr (*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	301 277 228					1919	J.Ph.Jör- gensen Thurö	J.Jönsson	126·5 Q26'H9*t*	29·2	12·6	Brantevik Swedish	Oil Engines 2S.C.SA 2Cy.13¾"–16½" 67NHP *E made & fitted*33 JönköpingsMotorfbrk		V
25002 OHVJ	**Flora H.** (*ex*Jupiter–34) Sub.Sig. 1*Dk&deep framing&pt Awng dk*	2025 1374 1212			...		1899	Flensburgr Schiffsb.Ges. Flensburg	WernerHacklin	267·0 P16'Q84' *pt Awng dk*168'	39·5	23·5 16·0 FK	Björnebrg Finnish *WB*	T.3Cy.19",31½"&51"–36" 170NHP FlensburgerSchiffsb.Ges.	18 ″ 2	G †
25003 SVOM	**Flora Nomicos** (*ex*NicolasJean–34, *ex*DéputéPaulProust) 1*Dk*	1783 1586 1054					1921	Ministère de laMarine Cherbourg	LoukasN.Nomicos	266·4 P19'B55'F23'	39·4	23·0	Santorin Greek *WB*	T3Cy.18¾",29 1/16"&49¼"–37½" Etablissements 147NHP d'Indret,Indret		V
25004 OTXC	**Flore** (*ex*CharlesLeBorgne–33) *Mchy.aft* 1*Dk*	*1019* *742* *506*			...		1913	Osbourne, Graham&Co. Sunderland	RenéGeurts	210·0 Q122'F22'	33·2	13·7 FK	Antwerp Belgian *WB*	T.3Cy.17",28½"&46"–33" 155NHP MacColl&Pollock,Ld.Sld.	15 ″ 9	V †
25005	**Floreana** (*ex*Start, Aux3MstSr *ex*Olga, *ex Sailing Vessel* *OilEng.* Vigilant) 1*Dk* (*See Sailing Ship Register*)	410 333 319			...		1895	Cumming &Ellis Inverkeithng	LloydColumbiano	150·0 Q70'F16'	27·2	11·3	Colon Pnamanian	Oil Engines 2S.C.SA 2Cy.16½"–18⅛" 96NHP NE*fitted*17 J&CGBolinder'sCoLdSkm	12 ″ 2	
25006 109396 MCVN	**Florence** *Well deck* *Mchy.Aft* 1*Dk*	328 239 126			...		1898	S.Mc- Knight&Co. Ld. Ayr	JohnS.Monks,Ld.	141·7 Q51'B14'F27'	24·1	9·8 BK7"	Liverpool British *WB*	C.2Cy.18"&38"–27" NB15 70RHP Ross&Duncan,Glasgow	11 ″ 0	
25007 KZAY	**Florence D.** (*ex*LakeFarmingdale) *Fitted for oil fuel* 1*Dk*2*trB*	2638 2261 1518			...		1919	Superior S.B.Co. Superior,Wis	Cadwallader- GibsonLumberCo.	251·0 P25'B64'F20'	43·7	26·1 FK	ManilaP.I. Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 3	R †
25008 210587 WLCL	**Florence Luckenbach** (*ex*Damara) *ss*Sea.2ndNo.3–7,34 D.F. 2*Dks*(*Stl*)	4953 4691 3197	✠100A1 ~~8,35~~~~3,35~~2,36 BS11,35 ✠LMC MS7,34 ~~BS12,34~~ *Fitted for oil fuel* 12,13 *F.P. above* 150°F.	Sea Mob	*y*	CL 1,34	1910 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd's*A&CP*	LuckenbachS.S. Co.Inc. *WB = CellDB a*131'*uE&B*42'*f*181'994*tFPT*141*t APT*265*t*	401·8 P45'B125'F38'	52·2	27·3 FK	NewYork Utd.States 6*BHCem*	T.3Cy.25",41"&67"–51" (*s*) 175lb 425NHP 3SB,9*cf*,GS150,HS6144 FD A.Stephen&Sons,Ld.Gls.	29 ″ 10 ~~s 5 ″ 11¼~~ ~~24 ″ 3~~ s5 ″ 9½ 24 ″ 3	
25009 210812 KJKN	**Florence Olson** (*ex*Paraiso) TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1437 — 891					1912	CraigS.B. Co. Long Beach,Cal.	OliverJ.Olson&Co.	216·5	40·2	14·1	S.Frncisco Utd.States *WB*	C.4Cy.13"&30"–24" 74NHP CraigS.B.Co.		
25010 147861 MLPB	**Florence Reynolds** 3Mst (*ex*Coniscrag–33) *ss*Liv.No.3–3,25 *Mchy.Aft* *ss*Shl.No.2–33 *Well deck* 1*Dk*(*Stl*)	397 263 152	✠100A1 2,36 ~~8,34~~ ✠LMC MS1,33 ~~BS1,34~~ BS5,36	Shl Fal		CL 8,34	1923 5mo	Pitcher's Ld. Gt.Yarmouth Lloyd's*A&CP*	A.C.Reynolds	142·2 Q48'B9'F26'	24·1	10·3 FK *FPT*	Ipswich British 3*BHCem* 45*t APT*20*t*	T.3Cy.12",21"&34"–24" (*s*) 180lb 66RHP 1SB,2*pf*,GS34,HS1090 Amos&Smith,Ld.Hull	11 ″ 0 s ″ 8¾ 10 ″ 4½	
25011 145881 GJBD	**Florentino** *ss*Liv.No.3–3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1822 1550 970	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~3,33~~ ~~BS3,34~~ ✠LMC6,33 9,35	Liv	*r*	CL 4,33	1921 9mo	H.&C. Grayson,Ld. Garston Lloyd's*A&CF*	MacAndrews&Co. Ld. *CellDB*224'410*t FPT*63*t APT*18*t*	264·8	41·2	18·8 FK *Collision*	Liverpool British *Cem BH to Sh dk* 4 „ „ *U* „	T.3Cy.21",34"&56"–36" (*s*) 180lb 252NHP 2SB,6*cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 ″ 0 s ″ 10¼ 20 ″ 3¾	
25012 LOEB	**Florentino Ameghino** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Cruiser Stern* *Longitudinal framing*	*6948* *6341* *4429*			...		1925	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	431·2 P104'B32'F49'	57·0	33·2 FK	Bns.Ayres Argentine *WB*	T.3Cy.27",45"&75"–54" 632NHP FairfieldCo.Ld Glasgow	33 ″ 6	
25013 LDWD	**Flores** 1*Dk*&*Spar dk*3*trB*	3610 3430 2813					1899	Nederl. Schp.Maats Amsterdam	Skibs A/S "Parana" (J.Jürgensen *Mgr*)	339·6 B78'F45'	44·7	28·5	Oslo Norwegian *WB*	T.3Cy.23",38"&62"–42" 249NHP Ned.Fab.v.Werk.Mat.Ams		
25014 FNBG	**Florida** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. *Cruiser Stern* 3*Dks*4*trB*	9331 6659 5515					1926	Atel.&Ch. de laLoire St.Nazaire	Soc.Gén.deTransp. Mar.àVap.	468·9 P52'B232'F57'	60·6	31·6	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch.de laLoire,St.N.		IV

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25015 230773 KGWR	**Florida** Ⓟ TwinSc *Fitted for oil fuel* D.F. *6Dks*	4923 — 2698					1931	NwprtNws S.B.&D.D Co NewprtNews	Peninsular& OccidentalS.S.Co.	365·0	56·5	28·5	NewHaven Utd. States *WB*	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.		R
25016 218945 KOCP	— (*ex*PointFermin-34, *Fitted for oil fuel* *ex*ContinentalBridge) 1*Dk*2*trB in* *fore&after holds&Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	RecordS.S.Line, Inc.	324·0 P30'B90'F35'	46·2	25·0 FK	NewYork Utd. States *WB*	DR Geared Steam Turbine WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †
25017 126150	— Ⓟ IronPad (*ex*State of New York, *ex*City of Mackinoc) 1*Dk*	807 — 565					1883	DetroitDry DockCo. Wyandotte, Mich.	G.F.Benedict	203·0	32·4	10·5	Michigan (City) Utd. States	B.C.2Cy.36"&44"-78"&120" NB00 177NHP W.&A.FletcherCo. Hoboken,N.J.		
25018 1491 IBOM	**Florida II** (*ex*FortunatoTerzo, *ex*Nicolaos *ss*Gen.2ndNo.3-10,28 Pateras, *ss*Gen.No.1-32 *ex*Tideway,*ex*Typhoon, 1*Dk*(*Irn*)& *ex*Twilight) *deep framing* D.F. *Cargo battens not fitted*	3313 3069 2072	✠100A1 ~~1,35~~10,35 ~~BS8,34~~ ✠LMC11,32 7,35	Gen	*u*	CL 1,35	1905 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	A.T.Rosasco *CellDBa*108'	331·0 P29'B88'F33' *uE&B*40'*f* 140'828*t*	47·5	22·3 FK	Genoa Italian 5*BHCem* *APT*39*t*	T.3Cy.24",38"&64"-42" (*s*) 180lb *120lb* NDB25 283NHP 2SB,*6cf*,GS109,HS4304 Cen.Mar.Eng.Wks.WHpl.	24 ″ 9 s4 ″ 2½ 20 ″ 8½	
25019 30522 JAIB	**Florida Maru** *OilEng.* *ss*Kob.No.2-33 2*Dks*(*Stl*)	5845 5333 3651	✠100A1 7,35 ~~7,34~~ ~~DBS6,34~~ ✠LMC5,32 7,35	Kob	*z*	CL 6,34	1925 3mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	KawasakiKisen K.K. *CellDB*	405·0 P28'B116'F31' 338'1452*t FPT*104*t*	53·0	34·0 FK	Kobe Japanese 6*BH* *APT*55*t*	Oil Engines 2S.C.SA 6Cy.22"-66" 902NHP DB*120lb* J.Brown&CoLdClydebank	34 ″ 0 s7 ″ 4½ 26 ″ 11	
25020 FNSW	**Floride** (*ex*LaMarseillaise) *Fitted for oil fuel* D.F. 2*Dks*	7030 6400 4265					1921	Ch.&Atel. deSt.Nazaire GrandQuevilly	Cie.Générale Transatlantique	429·5 P38'B135'F53'	58·3	31·8	Havre French *WB*	T.3Cy.27⅜",44½"&75"-51" 400NHP Ch.&Atel.deSt.Nazaire		V
25021 216220 KJIL	**Floridian** (*ex*Muscatine) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Now "Elizabeth," see No.* 37985 *in Supplement*	4727 2993			...		1918	Standard S.B.Corp. ShootersIsld. N.Y.	A.H.Bull'S.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	377·0 P25'B106'F37'	52·0	26·8 FK	Savannh,G Utd.States *WB*	T.3Cy.24",40"&70"-48" 485NHP StandardS.B.Corporation	29 ″ 0	R †
25022 160549 GSPW	**Floristan** *ss*Lon.No.1-32 D.F. 2*Dks*(*Stl*)	5478 5065 3483	✠100A1 3,36~~6,34~~ ~~BS10,34~~ ✠LMC11,32 10,36 *Fitted for oil*	Cff Mdb *fuel*8,28	*z*	CL N6,34 *F.P. a*	1928 8mo *Lloyd* *bove* 1	J Readhead &Sons,Ld. SouthShields '*sA&CP* 50° F.	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*	415·3 P31'B126'F52' 365'1192*t DTa*37'9	54·2	27·6 FK	London British 7*BHptCem* 62*tFPT*110*t*	T.3Cy.28",46"&77"-48" (*r*) 200lb 630NHP 3SB,*12cf*,GS191,HS9411 FD J.Readhead&Sons,Ld.SShl *APT*24*t*	30 ″ 1 s6 ″ 0¾ 24 ″ 3	
25023 DHHZ	**Flottbek** *ss*Ham.No.2-34 1*Dk*(*Stl*)	1930 1728 1128	✠100A1 3,35 BS3,36 ✠LMC MS1,34 ~~BS2,35~~	Ham	*r*	CL 3,35	1926 2mo *Lloyd*	F.Schichau Danzig '*sA&CP*	Knöhr&Burchard, Nfl. *CellD*	279·7 P27'B74'F32' *B*240'541*t FPT*38*t*	40·2	19·1 FK	Hamburg German 4*BHCem* *APT*78*t*	T.3Cy.19 11/16",32¾"&53½"- 37 7/16" (*s*) 200lb 223NHP 2SB,*4cf*,GS78,HS3014 FD F.Schichau,Elbing	21 ″ 4	
25024 Sunk 9,35 DRCK	— Aux4MstSr *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* (*See Sailing Ship Register*)	320 269 127					1927	Neustädter SlipG.m.b.H. Neustadt	WilhelmTietjen	131·3 Q35'H26'	26·0	11·0	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.11"-17 11/16" 47NHP DeutzMotorfb.Köln-Deutz		G
25025 143815 GBRW	**Flowergate** (*ex*Schildturm) *ss*Nwc.2ndNo.3-8,35 ~~*ss*Cff.No.3-3,21~~ ~~*ss*Nwc.No.2-30~~ 2*Dks*(*Stl-U*teaks)	5156 4837 3226	✠100A1 8,35~~10,30~~2,36 ✠LMC~~5,30~~ 8,35	Nwc Cff	*z*	CL ~~10,30~~ 7,35	1911 6mo *Lloyd*	J.C.Teck- lenborgA.G. Weser- münde-G. '*sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs*) *CellDB*1 '*Tween dk tanks*	400·8 P50'B124'F52' 33'*uE*22'*f*172'1029*t* *a*46'*f*42'903*t FPT*5	53·6	28·5 FK	London British 6*BHCem* 7*tAPT*53*t*	T.3Cy.26",45¼"&74"-53⅛" 192lb *121lb* (*r*) 474NHP 3SB,*9cf*,GS129,HS6120 FD J.C.TecklenborgA.G.Wsm	31 ″ 0 ~~s6 ″ 0½~~ ~~25 ″ 4~~ s5″10¼ 25 ″ 4½	
25026 148864 MNGW	**Fluor** *ss*Gls.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	914 638 453	✠100A1 ~~5,33~~9,34 3,36 ✠LMC MS9,34 BS~~10,34~~ 1,36	Gls ~~Bkn~~Ayr	*l*	CL ~~3,33~~ 5,35	1925 6mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Wm.Robertson *Cel*	199·0 Q117'B9'F32' *lDBf*122'190*tFPT*	32·6	13·2 FK	Glasgow British 3*BHCem* 61*tAPT*35*t*	T.3Cy.16".26"&42"-30" (*s*) 180lb 90RHP 2SB,*4cf*,GS74,HS2400 AilsaS.B.Co.Ld.Troon	15 ″ 0 s4 ″ 7¼ 14 ″ 6¼	
25027 218596 KIQX	**Fluor Spar** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5055 4740 3095			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0 P39'B122'F43'	54·2	27·6 FK	Savannh,G Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
25028 1627 INFA	**Fluvior** TwinSc *OilEng.* *ss*Gen.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	389 281 191	✠100A1 2,36 ~~3,35~~ ✠LMC CS4,34 12,35 ~~1,34~~ *CarryingPetr*	Lgn *oleum*	*f* *in*	CL P1,34 SN2,36 *bulk*	1930 2mo *Lloyd*	Cant.Fedl. perCostru- zioniNavali PietraLigure '*sA&CP*	"LaColumbia" Soc.Marit.per Trasporto diPetro- lio eDerivati	148·5 148·6 P44'F24' *APT*22*t*	25·6	9·7 FK	Genoa Italian 9*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.10¼"-17 11/16" 146NHP Soc.Anon.Fiat.Turin	10 ″ 3 s1 ″ 1⅓ 9 ″ 2½	
25029 PECX	**Flying Irishman** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	391 290 198	✠100A1 10,35~~11,34~~ ✠LMC1,32 ✠LMC(M)12,35	Rot	*f*	4,34	1932 1mo *Lloyd*	N.V.Indus- trieeleMaats. DeNoord Alblasserdam '*sA&CP*	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.*Mgrs.*)	148·8 P40'F21' *CellDBf*102'	25·2	9·1 FK	Rottrdam Dutch 3*BHCem* 115*tFPT*25*t*	Oil Engines 4S.C.SA 6Cy.12¼"-14 3/16" 88NHP Mtrn WerkeMannheimAG *APT*20*t*	11 ″ 0 s1 ″ 0 10 ″ 1	
25030 PECZ	**Flying Norseman** *ss*Rot No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	394 290 196	✠100A1 8,35~~8,34~~ ~~✠LMC6,31~~ ~~✠LMC(M)6,33~~	Fal Rot 8,35		~~6,34~~ N8,35	1931 6mo *Lloyd*	N.V.Indus- trieeleMaats. DeNoord Alblasserdam '*sA&CP*	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.*Mgrs.*)	148·8 P40'F21' *CellDBf*102'	25·2	9·1 FK	Rottrdam Dutch 3*BHCem* 115*tFPT*25*t*	Oil Engines 4S.C.SA 6Cy.12¼"-14 3/16" 88NHP MtrnWerkeMannheimA.G *APT*20*t*	11 ″ 0 s1 ″ 0 10 ″ 1	
25031 PEDB	**Flying Scotsman** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	392 291 229					1929	N.V. Industrieele DeNoord Alblasserdam	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.*Mgrs.*)	148·8 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11 13/16"-17 11/16" 54NHP Motorenfabr."Deutz" A.G.Koln-Deutz		V
25032 OYGE	**Flynderborg** *ss*Els.No.1-34 D.F. 1*Dk*(*Stl*)	1999 1764 1198	✠100A1 4,35~~5,34~~ ✠LMC2,34	Cpn Els	*r*	OG ~~5,34~~ 4,35	1930 5mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	A/S Dampskibs. "Dannebrog," (C.K.Hansen, *Mgr.*)	280·0 P22'B85'F27' *CellDB*240'	40·1	19·2 FK	Copnhagn Danish 4*BHCem* 515*tAPT*75*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 194NHP 2SB,*4cf*,GS79,HS3134 Cen.Mar.E.WrksLd.WHpl	21 ″ 4 s2 ″ 8¾ 18 ″ 9½	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. dHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
25033 145716 MLDX	**Foam Queen** (*ex*RiverExe) ssGoo.No.3–4,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	811 577 404	✠100A1 8,35 ~~4,35~~ ✠LMC BS~~11,34~~ MS4,35 8,35	Goo Shl	*k*	CL ~~8,33~~ 8,35	1922 10mo	London& MontroseS.B. &R.Co.Ld. Montrose *Lloyd's* A&CP	London&Channel IslandsS.S.Co.Ld. (Cheeswright& Ford,*Mgrs.*) *Cell*	189·2 Q109'B11'F24' FK *DBf*119'171*t FPT*	30·3	12·5	London British 3*BHCem* 60*tAPT*5*t*	T.3Cy.14½",24"&40"–27" (*s*) 180lb *100lb* 79RHP 1SB,3*cf*,GS59,HS2102 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s 4 ″ 2½ 14 ″ 2¼	
25034 139289 MGCD	**Foamville** (*ex*PollyBridge) ssLan.No.3–7,29 *Mchy.Aft* ssApl.No.1–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	403 291 163	✠100A1 2,36 ~~6,33~~ ~~BS5,35~~ ✠LMC6,33 BS~~5,35~~2,36	Apl Bkn	*f*	CL ~~5,33~~ ~~6,35~~ N2,36	1916 5mo	J.P.Ren- noldson&Sns. Ld.S.Shields *Lloyd's* A&CP	JohnS.Monks,Ld.	143·1 Q47'B9'F19' FK *FPT*34*t*	24·4	10·4	Liverpool British 4*BHCem* *APT*16*t*	C.2Cy.17"&36"–24" (*s*) 130lb 75RHP 1SB,3*pf*,GS47,HS1400 JPRennoldsn&SnsLdSShl	11 ″ 9 s ″ 10½ 11 ″ 0	
25035 1377 INFG	**Foce** (*ex*Mireille,*ex*MariaRosa, *ex*MarieSchroder,*ex*National) 1*Dk*	879 — 516					1888	Rostocker Akt.Ges. Rostock	IgnazioMessina &C.	199·8 P&B108'F57'	29·0	14·3	Genoa Italian *WB*	T.3Cy.14½",22½"&36½"–27½" NB00 71NHP RostockerA.G.Rostock		I
25036 145960 MLBT	**Foch Rose** ssGoo.No.3–3,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1135 801 616	✠100A1 3,35 1,36 ✠LMC BS~~[illegible]~~ MS3,35	Goo	*n*	CL 2,35	1922 7mo	J Fullerton &Co. Paisley *Lloyd's* A&CP	RichardHughes& Co.(Liverpool)Ld. *Cell*	220·2 Q108'B15'F28' FK *DBf*136'215*t FPT*	34·2	13·2	Liverpool British 3*BHCem* 80*tAPT*84*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 96RHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow	15 ″ 6 s 1 ″ 1 14 ″ 7¼	
25037 102605 MQLP	**Fodhla** (*ex*Beryl) Steel&Iron3Mst ssShl.3rdNo.3–3,25 *Well deck* ssLth.No.2–34 *Mchy.Aft* 1*Dk*(*Irn*) *Irn framing&Stl plating*	402 284 149	✠100A1 5,35 ~~2,34~~ ✠LMC MS11,33 BS~~6,34~~ 5,35	Lth	*f*	CL ~~12,34~~ 5,35	1893 7mo	Scott&Sns Bowling A&CP	J.Mitchell&Co.Ld.	142·3 Q68'B9'F24' BK7" *WB*	25·2	10·7	Glasgow British 3*BHCem* =*FPT*18*t*	C.2Cy.18⅝"&40"–27" (*s*) 110lb 66RHP 1SB,2*pf*,GS38,HS1283 Ross&Duncan,Glasgow	12 ″ 1 s ″ 3½ 12 ″ 5¼	
25038	**Fofo Macri** (*ex*Damas,*ex*Port Fouad,*ex*Damas,*ex*Karaks) 1*Dk*	1196 — 512					1903	Soc.Anon. Jhn.Cockerill Hoboken	JohnStroum- boulakis	221·8 Q51'B42'F27'	37·0	13·5	Piræus Greek *WB*	T.3Cy.16½",26"&41 11/16"–29½" 93NHP SocAn.J.Cockerill,Seraing		
25039 DHIA	**Föhr** (*ex*Hamm,*ex*Hestia) 1*Dk&deep framing&pt Awng dk*	1245 868 788			...		1907	WoodSkin- ner&Co.Ld. Newcastle	Schiffahrt-u. Assekuranz Ges.m.b.H.(Ernst Russ,*Mgr.*)	225·3 Q81'F28'RFD19' *pt Awng dk*98' FK	34·2	14·3	Hamburg German *WB*	T.3Cy.17",28"&46"–33" 141NHP N.E.MarineEng.Co.Ld.S'd	16 ″ 6	G +
25040 LCJV	**Föina** 1*Dk*	1674 1159 998					1915	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Föina (KnutKnutsen O.A.S.)	248·8 P17'Q77'B96'F29'	38·1	15·4	Haugesnd Norwegian *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		N
25041	**Fokion** Ⓟ (*ex*Lussino,*ex*Sarajevo) Wireless 1*Dk&Shade dk*	1158 794 527			...		1910	Cant.Nav. Triestino Monfalcone	EpirotikiSteam- shipNav.Co. "GeorgePota- mianos"	224·3 FK	33·2	15·1	Piræus Greek	T.3Cy.21",35"&56"–36" 247NHP Barclay,Curle&Co.Ld.Gls.	16 ″ 5	
25042 145981 MLFR	**Folda** (*ex*Aintree,*ex*Atlas) ssLth.No.3–11,34 *Well deck* D.F. *Cargo battens not fitted* 1*Dk*(*Stl*)	1165 872 594	100A1 9,35 ~~11,34~~ LMC BS~~6,34~~7,35 MS11,34	Lth Gmh	*n*	CL ~~10,32~~ 8,35	1920	J.S.White &Co. Cowes *Lloyd's* A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB*165'291	221·0 Q119'B13'F21' FK *t FPT*22*t APT*15*t*	34·2	14·6	Leith British 4*BH*~~*ptAwp*~~ *ptCem*	T.3Cy.15½",29"&49"–33" (*s*) 180lb 157NHP 2SB,4*cf*,GS72,HS2530 J.S.White&Co.Ld.Cowes	16 ″ 6 s 4 ″ 10 15 ″ 7½	
25043 LDWH	**Folden** Ⓟ 1*Dk&Awng dk*	303 286 176					1905	Akers Mek.Værks. Oslo	Saltens Dmpskslsk	135·1 H17*t*	20·6	15·8	Bodö Norwegian	T.3Cy.11",18"&29"–20" E&B*made*00,*fitted*05 38NHP AkersMek.Værks.Oslo.		
25044 200948 KFTW	**Fontana** (*ex*FrankSeither, *ex*R.W.England) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3887 3680 2935					1904	Gt.Lakes Eng.Works Ecorse,Mich.	ProgressS.S.Co.	362·8 F46'	50·2	29·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",32"&54"–42" 189NHP E*made*74T*pd*89*fitted*04 S.F.Hodge&Co.Detroit		R
25045	**Foo An** (*ex*Vzryvatel)	640 496 382					1911	Kreyton& Co. Abo	ChenAnStm.Nav. Co.	180·5	30·1	14·1	Shanghai Chinese *WB*	T.3Cy.16",26"&41"–30" 92NHP Kreyton&Co.Abo		
25046 XNCS	**Foo Lee** (*ex*Fri) Wireless 1*Dk&Spar dk*	1398 1302 857					1900	Nylands Værkstad Oslo	ChingKeeS.N.Co. Ld.	231·5 H74*t*	35·0	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"–32" NB29 109NHP NylandsVerks.Oslo		C
25047 XNFW	**Foo Nan** (*ex*FooKong–33,*ex*Pukaki) Wireless 1*Dk*	1540 — 1108					1887	W.Denny &Bros. Dumbarton	FooNingSteam- shipCo.	230·0	36·2	17·5	Shanghai Chinese	Q.4Cy.16",24",32"&47"–36" 132NHP Denny&Co.Dumbarton		
25048	**Foo Ping** (*ex*Davao–34, *ex*LesFils de PaulDoumer) 1*Dk*	1191 — 609					1922	At.Mar.de Haïphong Haïphong	ChinShunS.N.Co.	226·5 P18'B51'F26'	32·8	16·5	Chinese *WB*	T.3Cy.16½",27"&43"–31½" 104NHP At.&Ch.deBretagneNantes		
25049 118365 VPBY	**Foo Shing** 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s) &*deep framing*	2284 2126 1423	✠ 12,03 ✠	Nwc	*t*		1903 12mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld. *WB=CellDBa* 399*t DTf*18' 256*t*	290·8 B67'F38' 22·7 FK 84'*uE*22'*f*108' *DTa*24' 374*t FPT*	42·1	15·5	Hong Kong British 5*BHCem* 56*tAPT*25*t*	T.3Cy.21",34"&56"–42" 226NHP 1SB,4*rf*,GS76,HS2913 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	25 ″ 0	
25050	**Foo Tong** (*ex*Song-Bo–32, *ex*Titania) 1*Dk*	1187 841 730					1912	Schiffsw.v. H.KochA.G. Lübeck	FooNingSteamship Co.	225·6 P&B177'F28'	32·8	14·9	Shanghai Chinese *WB*	T3Cy18⅒",29⅒"&46¼"–32½" 122NHP OttensenerMaschf.Altona		
25051 153566	**Fook On** *Oil Eng.* 2*Dks*	738 533 560					1924	QuanLee HongKong	LauWaPing	160·6	27·1	8·4	HongKong British	Oil Engines 2S.C.SA 8Cy.14½"–15" 297NHP VickersPetters,London		
25052	**Fooyu** (*ex*ShirakawaMaru,*ex*Foyle) 2*Dks*	559 543 327			...		1887	C.J.Bigger Londonderry	FuYueS.S.Co.	165·3 P24'B17'F22' *WB*	22·9	18·7	Shanghai Chinese	T.3Cy.15⅝",22"&38"–27" NB04 75NHP Dunsmuir&Jackson,Gls.		
25053 148929 ~~GNDC~~ VTJC	**Forafric** (*ex*Landvard,*ex*Songvaar, *ex*Landvard, *Oil Eng.* ssShl.No.3–6,27 *ex*Chumpon) ~~ssBel.No.1–34~~ 1*Dk*(*Stl*)&*deep framing*& *Awng dk*(*Stl*–teak s) ssHKg.No.2–35	3475 3170 2122	✠100A1 *Awng dk* *with freeboard* 11,35 ~~1,35~~ 9,35 ✠LMC~~6,31~~ ✠NE1,15 ~~✠LMC(M)6,35~~ DBS6,35	Bom HKg	*v*	CL ~~6,34~~ 10,35	1909 2mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's* A&CP	WingNingS.S.Co Ld.(Williamson& Co *Mgrs.*) *CellDBa*106'*uE*	330·1 P31'B65'F67' alt.15 FK 16'*f*146' 702*t FPT*	47·3	25·7	HongKong British 5*BHCem* 20*tAPT*12*t*	Oil Engines 4S.C.SA 6Cy.26⅝"–39⅜" 405NHP NDB31 *120lb* Burmeister& WainOilEng.Co.Gls.	28 ″ 0 s 7 ″ 1½ 21 ″ 1	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25054 217441 KEJF	**Forbes Hauptman** (*ex*Western Ally) Sub.Sig. 2*Dks*	5674 5218 2545			...		1919	AmesS.B. &D.D.Co. Seattle, Wash	Chas.R. McCormick LumberCo.	409·8 P44'B120'F47' FK	54·2	29·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",46"&80"-48" 639NHP AmesS.B.&D.D.Co.Seattle	32 ″ 0	R †
25055 FNMJ	**Forbin** *Ref.Mchy* 3*Dks*	7291 — 4501					1922	Forg.&Ch. de laMédit. Havre	ChargeursRéunis	417·8 B45'	55·2	34·5	Havre French *WB*	T.3Cy.27$\frac{15}{16}$",42$\frac{3}{16}$"&76"-52" 417NHP Forg.&Ch.de laMédit.Hav.		V
25056 LDWJ	**Force** (*ex*Mallin-32,*ex*Nicolas) *Well deck* 1*Dk*	499 375 248			...		1906	VanVliet &Co. Hardinxveld	D/S A/S Force (M.Clausen)	159·2 Q82'B14'F18' FK	26·2	11·3	Haugesnd Norwegian *WB*	T.3Cy.13",21"&34"-24" 75NHP G.T.Grey,SouthShields	12 ″ 0	N †
25057 139633 MJDS	**Ford Fisher** (*ex*JollyDiana, *ex*HanilIV,*ex*B.A.H.W.No.15) *Mchy.Aft* 1*Dk*(*Stl*)	449 342 222	✠ 2,13 ✠	Npt			1913 2mo	CHWalker &Co.Ld. Sudbrook	J.Fisher&Sons,Ld.	158·0 Q56'B *on Qdk*13' F20' FK *FPT*38*t*	29·7	8·3	Barrow British 3*BHCem* *APT*8*t*	C.2Cy.15"&30"-20" 52RHP 1SB,2*pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4	V †
25058 160891 GCSY	**Forde** Ⓟ (*ex*Ford) TwinSc *Cruiser Stern* Wireless 2*Dks*	829 689 303					1919	Dunlop, Bremner&Co. Ld. PortGlas.	TownsendBros. (Ferries),Ld.	219·7 B&F165'	28·6	15·5	Hull British *WB*	T.6Cy.13¼",21¼"&34"-21" 106NHP AilsaS.B.Co.Ld.Troon		C BT till 2,36
25059 LCJW	**Fördefjord** TwinSc3Mst (*ex*EmmaMærsk) *OilEng.* 1*Dk*&*Shelter dk*	5242 4858 3264			...		1924	Skbvs.v/d A.P.Möller Odense	DenNorske AmerikalinjeA/S	378·8 F33' FK	50·2	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn	34 ″ 5	N †
25060 151988 GSMW	**Fordsdale** TwinSc ssLon.No.2-32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold* *CruiserStern*	9949 8124 5647	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~1,35~~1,36 BS12,35 ~~BS1,35~~ ✠LMC7,32 ✠Lloyd'sRMC~~1,35~~ ~~7,35~~ 12,35 *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	Lon ~~Gls~~ Boa	*f*†	CL ~~P1,35~~ S11,33 PN6,35	1924 3mo *Lloyd'sA&CP*	Common-wealthDkyd. SydneyNSW	Shaw,Savill& AlbionCo.Ld. *CellDB*	500·0 F83' FK 409' 1734*t FPT*199*t*	63·2	37·4	London British *Cem* 4*BHtoSh dk* 5 „ „ *U* „ *APT*178*t*	Q 8Cy24½",34",48½"&70"-54" 180 ~~220~~lb (*s*) FD 1205NHP 6SB,24*cf*,GS437,HS18150 Commonwealth Dkyd,Syd.	36 ″ 0 s 6 ″ 1½ 30 ″ 1¾	
25061 161356 GBRV	**Foreland** (*ex*Dirksland) ssRot.No.3-9,27 Sub.Sig. ssNwc.No.1-32 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1817 1384 1042	✠100A1 10,34 BS~~10,34~~ 10,35 ✠LMC10,32	Nwc	*q*	OG 11,33	1915 8mo *Lloyd'sA&CP*	JanSmit Czn. Alblasserdm	Shipping&CoalCo. Ld. *CellDBf*92'447*tDT*	262·2 P69'Q78'F25' FK *amids* 10'221*t FPT*	38·2	17·4	London British 5*BHCem* 65*tAPT*42*t*	T.3Cy.19",32"&52"-39" (*s*) 180lb 203NHP 2SB,6*cf*,GS101,HS3450 Maats.deSchelde,Flushing	19 ″ 9 s 6 ″ 1½ 18 ″ 1	
25062 143795 MJSV	— (*ex*Montazah) 2*Dks*	1331 1094 524					1919	CaledonS. B.&E.Co.Ld Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	270·6	38·1	16·1	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
25063 DOAG	**Forelle** (*ex*Castorp) Wireless 1*Dk*	1005 711 599					1920	Atlas-Werke,A.G. Bremen	ArgoReed.A.G.	217·0 P&B112'F31'	32·9	13·1	Bremen German *WB*	T.3Cy.18$\frac{1}{16}$",29½"&45$\frac{1}{16}$"-29½" 113NHP Atlas-Werke A.G.Bremen		G
25064 220354 KJKO	**Forest King** Wood SS Sea.28 *Mchy.Aft* 1*Dk*2*trB* *Salted* *Fitted for oil fuel*	2426 2105 1725	10,29	SFo	*t* 12		1919 5mo	Grant, Smith PorterCo. AbrdeenWsh *Completed by* Gray's Harbor M.S. Corp.	SouthlandS.S.Co.	267·6 P74'F29'	46·2	24·0	Seattle, Wash. Utd.States	T.3Cy.19",32"&56"-36" 275NHP 2 Water Tube Boilers NordbergMfg.Co. Milwaukee	26 ″ 1	
25065 FORB	**Formigny** (*ex*FridaHorn,*ex*Stettin) 2*Dks*	2166 — 1305					1915	Nüscke& Co.A.G. Stettin	Cie.deTransp.Mar. &Fluviaux (Heuzey& Chastellain,*Mgrs.*)	310·8 P35'B44'F35'	42·5	26·1	Rouen French	T.3Cy.22½",37"&57$\frac{1}{10}$"-35⅜" Christiansen 194NHP &Meyer,Harburg		V
25066 6722 SDMN	**Formosa** TwinSc ssGot.No.3-5,33 *OilEng.* D.F. ~~2*Dks*(*Stl*)&*Awng dk*(*Stl*-ws)~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	5554 5104 3338	✠100A1 *Shelter dk* *withfreeboard* 11,35 ✠LMC OS6,34 11,35 DBS5,35	Got	*a*†	OG ~~S5,35~~ P11,34	1921 2mo *Lloyd'sA&CP*	Akt.Bur-meistr&Wain Copenhagen	Aktieb.Svenska Ostasiatiska Komp (G.Borin,*Mgr.*) *CellDB*370'12	425·4 F35' 27·4 FK *Collision* 50*tFPT*84*tAPT*80*t*	55·1	35·4	Gothenbrg Swedish *ptCem* *BHtoSh dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NH DB-100lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s3 ″ 11¾ 26 ″ 9½	
25067 LOHM	— Ⓟ Pad (*ex*Porvenir) Wireless 1*Dk*&*Promenade dk*	1057 438 620	✠ 12,11 ✠	Dun			1911 12mo	Dundee S.B.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	215·0 P58'F48' FK	32·1	8·6	Bns.Ayres Argentine 5*BHAsp*	T.3Cy.18½",30"&50"-60" 232NHP 2SB,4*cf*,GS79,HS3087 Bow,McLachln&CoLdPsy	9 ″ 0	
25068 FNMK	**Formose** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9975 — 6136	Lloyd'sRMC~~4,35~~ ~~9,35~~ 3,36 ~~12,35~~ No. 5 hold & 'tween dks. not included				1921	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4 B266'F56'	58·9	34·5	Havre French *WB*	T.6Cy.26",42½"&70"-48" 676NHP Forg.&Ch.de laMédit.		V
25069 148857 GLMN	**Forresbank** TwinSc ssCff No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5155 4768 3115	✠100A1 *withfreeboard* 8,35 ~~2,35~~ DBS~~2,35~~ 2,36 ✠LMC4,33 ✠LMC(M)2,35 *Carrying vegetable oil in deep tank*	Lon Bry	*a*†	CL ~~2,33~~ 9,35	1925 6mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow *DTf*32'1067*t*	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *tanks'tween tunnels*	420·1 FK *Coll* 115' 251*t FPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* *BHtoSh dk* 6 „ „ 2nd „ *APT*132*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8¼	
25070 LDWN	**Forsete** Wood Foundered 2,36 1*Dk*2*trB*	537 409 304					1894	Knud Flage Bergen	A/SNordlandslin-jen(O.Jacobsen, *Mgr.*)	162·7 Q33*t*B60*t*H23*t*F18*t*	26·1	14·5	Harstad Norwegian	T.3Cy.11½",18"&29½"-24" 43NHP LaxevaagsMskinbyggeri		N
25071 6058 SECU	**Forshult** *CruiserStern* *Mchy.Aft* 1*Dk*	658 507 337					1918	Eksbergs V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·6 P53'H54*t*F23'	29·0	11·6	Uddeholm Swedish *WB*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"-24" 65NHP EriksbergsMVAktieb.Got		V
25072 6178 SECW	**Forsvik** (*ex*Hildegard) 1*Dk*	1248 1019 698					1919	A/BOre-sunds varvet Landskrona	Ångfartygs-aktiebFerm(T.E. J:sonBroström, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Krstnhmn Swedish *WB*	2 Steam Turbines DR geared to 1 Sc Shaft A/BDeLavalsAngturbin, Stockholm		V
25073 FNMZ	**Fort Archambault** (*ex*Ariano, *ex*WarPython) D.F 2*Dks*	5549 4677 3288			...		1918	Harland& Wolff,Ld. Belfast	ChargeursRéunis	399·0 P49'B113'F40' FK	52·3	28·4	Havre French *WB*	T.3Cy.27",44"&73"-48" 518NHP Harland&Wolff,Ld.Bel.	31 ″ 0	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25074 219759 KJKP	**Fort Armstrong** *Fitted for oil fuel* 1*Dk2trB in fore&after holds&Web frames*	3249 3005 1988			...		1920	Submarine BoatCorp. Newark,N.J.	TheCharlesNelson Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd. States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
25075 FNLU	**Fort Binger** (*ex*CornishCity) 2*Dks*	5250 4744 3123			...		1919	Craig,Taylor&Co.Ld. Stockton	ChargeursRéunis	402·2 P49'B113'F40' FK	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25076 FNML	**Fort de Douaumont** (*ex*WarDeer) 2*Dks*	5266 — 3142					1918	W.Doxford &Sons,Ld. Sunderland	ChargeursRéunis	399·9 P49'B112'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP W.Doxford&Sons,Ld.Sld.		V
25077 FNMM	**Fort de Souville** (*ex*WarFinch) 2*Dks*	5229 — 3129			...		1918	Craig,Taylor&Co.Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F40' FK	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25078 FNMN	**Fort de Troyon** (*ex*WarRider) 2*Dks*	5206 — 3114			...		1919	J.Brown& Co.Ld. Clydebank	ChargeursRéunis	400·0 P49'B113'F43' FK	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 490NHP J.Brown&Co.Ld.Clydebnk	31 ″ 0	V †
25079 FNMO	**Fort de Vaux** (*ex*WarGnat) 2*Dks*	5186 — 3151					1918	Ropner& Sons,Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP Blair&Co.Ld.Stockton		V
25080 FNMY	**Fort Lamy** (*ex*Portfield) 2*Dks*	5234 4744 3117			...		1919	Craig,Taylor&Co.Ld Stockton	ChargeursRéunis	400·5 P49'B113'F40' FK	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25081 FNLE	**Fort Médine** (*ex*BradfordCity) *Fitted for oil fuel* 2*Dks*	5355 4731 3141			...		1919	Craig, Taylor&Co.Ld. Stockton	ChargeursRéunis	400·9 P49'B113'F40' FK	52·4	28·4	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25082 200894	**Fort Orange** Ⓟ **Pad** (*ex*C.W.Morse) 1*Dk2trB&Saloon dk*	4307 — 2800					1903	Harlan& Hollingsworth Co. WlmngtnDel	HudsonRiverNav. Corp.	411·1	50·8	12·8	NewYork Utd. States	B1Cy.81"–144" 606NHP W.&A.FletcherCo. Hoboken,N.J.		
25083 122741 VQJB	**Fort St. George** Ⓟ **TwinSc** (*ex*Wandilla) ssN.Yk.No.3-1,34 D.F. E.S.D. *Ref.Mchy.* 2*Dks*(*StlU*–ws)&*Shelter dk* Sub.Sig. (*Stl*–ws)&3*rd dk in Nos.* GyC. 1,3,4&5*holds* *Now* "Cesarea," *see No.* 37520 *in Supplement*	7785 5915 4532	100A1 *Shelter dk with freeboard* 6,35~~6,34~~ BS~~6,34~~6,35LMC6,35 Lloyd'sRMC4,35 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	NYk	*a*†	CL ~~6,32~~ 6,35	1912	W.Beardmore&Co.Ld. Glasgow Lloyd's*A&CP*	Bermuda&West IndiesS.S.Co.Ld. *CellDB*317'853*tFPT*60*tAPT*65*t*	411·3 B155'F70' *on Shelterdk* FK&BK2"	56·7	34·1	Hamilton, Bermuda British *Cem* *Collision BH to S dk* *After peak „ 2nd „* 6 „ *Up* „	Q.8Cy.23½",34",50"&72"–54" 250lb (*s*) 1374NHP 6 Water Tube Boilers HS25390 W.Beardmore&Co.Ld.Gls.	37 ″ 0 s10 ″ 9½ 26 ″ 7	
25084 153114 VGXZ	**Fort Willdoc** (*ex*Regulus, *ex*JohnJ.Albright) *Mchy.Aft* 1*Dk2trB*	4542 4332 3055					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·1 *WB*	50·2	23·7	Ft.William Ont. British	T.3Cy.23",37½"&63"–42" 257NHP AmericanSB.Co.Cleveland		
25085 149391 MNYB	**Forth** 2*Dks*	1058 878 410					1928	ClydeS.B. &E.Co.Ld. PortGlasgow	TheCarronCo.	240·0 P&B152'F57'	36·2	16·0	Grngemth British *WB*	T.3Cy.22",36"&59"–42" 226NHP ClydeS.B.&E.Co.Ld.P.Gls		C
25086 148169 GJQX	**Forthbank** ssBel.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5057 4628 3001	✠100A1 *withfreeboard* 8,35~~12,34~~ ✠LMC10,35 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 12,29 *F.P. above* 150° F.	Liv Mch	*a*†	CL 5,33	1929 12mo	Workman, Clark(1928) Ld. Belfast Lloyd's*A&CP*	BankLineLd.(A. Weir&Co. *Mgrs.*) *CellDB*366'1176*tDTa*27'1105*tFPT*156*tAPT*79*t*	421·8 FK	56·8	26·7	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Q.4Cy.22",32",46¾"&68"–48" 260lb (*s*) 565NHP 3SB,*12cf*,GS214,HS8112 FD Workman,Clark(1928)Ld.	29 ″ 3 s3 ″ 9½ 25 ″ 8	
25087 139254 GCSN	Lost by Fire 1,36 **Forthbridge** ssHpl.No.1-31 D.F. 1*Dk*(*Stl*)	5140 4772 3156	✠~~100A1~~ 8,35~~11,33~~ ~~BS[illegible]~~ ✠~~LMC[illegible]~~ ~~8,35~~	Bry Osa	*z*	CL ~~11,33~~ 8,35	1928 3mo	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	North ofEngland S.S.Co.Ld.(Crosby,Son&Co.Ld. *Mgrs.*) *CellDB*336'1065*tFPT*125*t*	390·0 P32'B254'F28' FK	54·8	27·7	W.Hartlpl British 6*BHCem* *APT*163*t*	T.3Cy.25½",42"&69"–48" (*s*) 180lb HS7878 439NHP 2SB&1AuxSB,*11cf*,GS211, Richardsons,Westgarth &Co.Ld.Sld.	30 ″ 2 s4 ″ 6 25 ″ 10½	
25088 140341 GVNT	**Fortol** ssGmh.No.1-35 ssPts.No.3-1,30 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 1202	✠100A1 11,35~~9,31~~ ~~BS12,30~~ ✠LMC11,35 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,17 *F.P.above* 150°F.	Pts Gmh	*t*	CL 6,33	1917 9mo	A.McMillan&Son,Ld. Dumbarton Lloyd's*A&CP*	TheAdmiralty *CellDBuE&B*68'148*tDTf*24' 93*t FPT*53*t*	320·0 P46'B107'F45' FK	41·6	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „) *APT*36*t*	T.3Cy.26",42½"&70"–45" (*s*) 200lb 562NHP 3SB,*9cf*,HS8865 FD D.Rowan&Co.Glasgow	25 ″ 6 ~~s5 ″ 4~~ ~~20 ″ 6~~ s3 ″ 4 22 ″ 4½	
25089 DHMK	**Fortuna** (*ex*Imbros-33,*ex*Isar, *ex*Helene,*ex*Erika) 1*Dk&Spar dk*	2700 2535 1651					1906	Akt.Ges. "Neptun" Rostock	E.Behnke ("Orion" Schiffahrts-G.m.b.H. *Mgrs.*)	291·1	44·0	16·6 23·8	Rostock German *WB*	T.3Cy.20½",35⁷⁄₁₆"&55⅞"–37⅞" 191NHP A.G."Neptun,"Rostock		G
25090 KZDF	— **TwinSc** *OilEng.* Wireless 1*Dk*	527 390 297					1923	Howaldtswerke Kiel	Rio y Olabarrieta	151·1 P&B87'F33'	27·5	12·6	Manila P.I. Utd. States *WB*	Oil Engines NE29 J&CGBolinder'sCoLdSkm		
25091 DOMY	— 1*Dk*	513 385 304					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 Q44'B38'F21'	25·9	11·9	Bremen German *WB*	C.2Cy.18⅝"&31½"–21⅝" NB10 38NHP A.G."Weser,"Bremen		G
25092 153 INFR	**Fortunata** (*ex*Burriana-33) ssLth.2ndNo.3-5,30 ssPal.No.1,34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1348 1214 780	✠100A1 6,35 ~~7,34~~ ✠LMC7,34 BS9,35	Pal Gen	*q*	CL 7,33	1906 10mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd's*A&CP*	M.Scuderi *CellDB*	258·8 250·0 P23'B105'F29' FK *a*72'*uE&B*32' *f*110'	36·1	16·5	Catania Italian 4*BHCem* 414*tAPT*50*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb *130lb* NDB19 204NHP 2SB,*6cf*,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3 s1 ″ 2½ 18 ″ 2½	
25093 702 INFU	**Fortunato Pio** **Aux3MstSr** (*ex*Fimmo-34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	468 — 326					1917	F.Lemm Boitzenburg	PioBonucelli	168·2 Q41'F23'	26·9	12·3	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"–18⁵⁄₁₆" 96NHP J.&C.G.BolindersMVSkm.		IV

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25094 2876 SEDG	**Fortunatus** Iron ssSbg.4thNo.3-7,34 *Welldeck* 1*Dk*(*Irn*)	*1272* *1071* *722*	✠100A1 7,34 ✠LMC7,34 BS8,35	Sbg	*o*	OG 7,34	1884 3mo	Irvine&Co. WHartlepool A&CP	K.A.Andersson	245·0|33·0|16·0 Q94' B61'H25*t*F31' BK8½" *WB=Cell*	Karlskrna Swedish 4*BHCem* *DB*201'315*t*	C.2Cy.30"&57"-33" 75lb *90lb* NDB03 156NHP 2SB,4*pf*,GS66 T.Richardson&Sons,Hpl.	18″11 s1″7¼ 17″11½	
25095 138 ICKZ	**Fortunstar** (*ex*Tuscanstar, *ex*Brodliffe, ssBkn.2ndNo.3-12,23 *ex*Morayshire) ssGen.No 1-29 *Now "Semien," see No. 40088* 2*Dks*(*Stl*)&*deep* D.F. *framing&Shelter dk* *Fitted for oil fuel*	5500 5198 3447	✠ — 8,33 ✠	Gen	*a*†		1898 12mo	R&WHaw-thorn,Leslie &Co.Ld. Newcastle	FratelliRizzuto *CellDBa*105'*uE*30'/	420·0|54·0|28·6 P50'B&F355' FK 208'1068*tFPT*130*t*	Rome Italian 7*BHCem* *APT*25*t*	T3Cy29½",46½"&76¼"-54" 430NHP 3SB,9*cf*,GS178,HS6415 Hwthrn,Leslie&CoLdNwc	32″0	I †
25096 82 IBZR	**Foscolo** (*ex*Maringa-34, *ex*Rogier) ssAnt.No.3-2,32 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* *Nos*.1,2,3&4*holds*	3059 — 1830	✠100A1 7,35~~8,34~~ ✠NB8,27 ✠LMC10,31 BS~~10,34~~8,35	Ant Nap	*u*	CL 8,34	1919 3mo *Lloyd*	Lloyd RoyalBelge, (Gt.Britain) Ld. Glasgow '*sA&CP*	"Adria" Soc.Anon. diNav.Marittima	342·0|46·7|23·2 P33'B100'F28' FK *CellDB*284'738*t*	Fiume Italian 7*BHptCem* *FPT* 94*t* A	T.3Cy.25",41"&68"-45" (*s*) 181lb 390NHP 3SB,9*cf*,GS194,HS6717 Mackie&Baxter,Glasgow *PT*124*t*	25″6 s4″0 21″9	
25097 LDPW	**Fosna** TwinSc ssGot.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	8202 7534 4855	✠100A1 1,36~~3,34~~ DBS1,36 ✠LMC~~11,33~~ ~~✠LMC(M)3,32~~ *CarryingPetr*	LAn Got 1,36 *oleum*	*c*† *in*	CL 3,34 *bulk*	1930 11mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	A/S.J.Ludwig MowinckelsRederi *CellDBuE*70'279*tD*	451·1|59·2|35·9 P96'F37' FK *Tf*29'470*tFPT*114*t*	Bergen Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35″6	
25098 56 SUBC	**Fostat** (*ex*TartarPrince-33, *ex*WarJackdaw) ssGrk.No.3-11,33 2*Dks*(*Stl*)	5219 4758 3222	✠100A1 9,35~~9,34~~ BS~~1,30~~ ✠LMC11,33 11,35	Alx	*y*	CL 11,33	1918 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	SociétéMisr de NavigationMari- time *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 345'1129*t FPT*116*t*	Alexndria Egyptian 7*BHptCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31″0 s5″11½ 25″3½	
25099 SVFC	**Fotis** ssGen.No.3-5,25 ssPir.No.2-33 1*Dk*(*ptIrn ptStl*)	3507 3268 2091	✠100A1 5,36~~8,34~~ ~~BS5,34~~ ✠LMC5,33 MBS~~4,35~~ DBS11,35 5,36	Rot Cff	*w*	CL ~~N7,33~~ 5,36	1912 12mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland '*sA&CP*	CephalonianMari-timeCo.Ld.(N.D. Lykiardopulo, *Mgr.*) *WB=CellD*	352·7|50·8|21·4 P30'B216'F38' FK *Ba*108'*uE&B*43'*f*1	Argostoli Greek 7*BHCem* 47'1015*t DT*	T.3Cy.24½",40"&66"-45" (*s*) 180lb *120lb* 331NHP 2SB,6*cf*,GS130,HS5296 N.E.Marine Eng.Co.Ld.Sld *a*18'538*tFPT*124*tAPT*176*t*	24″0 s2″9 21″5¼	
25100 34522 JBCE	**Fou Ling Maru** TwinSc 1*Dk*	621 349 259					1929	Kiangnan Dk.&E.Co. Shanghai	NisshinKisenK.K.	148·0|29·0| 8·5 B111'	Tokio Japanese	T.6Cy.11⅞",17¼"&27¾"-16" 62NHP KiangnanDock&E.Co		
25101 145531 GCQF	**Fouadieh** Ⓟ (*ex*Hadrian-35) ssAlx.No.3-6,35~~ssNwc.No.2-32~~ D.F 2*Dks*(*Stl*)& *Shelterdk*(*Stl-ptws*)	1853 1092 784	✠100A1 *withfreeboard* 6,35~~12,34~~ 1,36 ~~BS2,34~~ ✠LMC~~3,32~~ *Fitted for oil fuel* 6,35 *F.P. above*	Nwc Alx 6,35	*s*	CL 12,34 150°F	1923 6mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	KhedivialMailS.S. &GravingDockCo. Ld.(LordE. Hamilton,*Mgr.*) *CellDBa*62'*uE*	280·2|40·2|16·3 B108'F29' FK 30'*f*96'180*tAPT*35*t*	London British 5*BHCem* (2 *to Sh dk* 3 „ 2*nd* „)	Q.4Cy.24",33",48"&71"-45" 210lb (*s*) 534NHP 3SB,9*cf*,GS186,FS7953 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17″7 s″8½ 17″1	BT till 6,35
25102 FNMQ	**Foucauld** Ⓟ (*ex*Hoedic) TwinSc *Fitted for oil fuel* D.F. 3*Dks*	11028 — 6599					1922	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	483·4|58·9|34·9 B266'F56'	Havre French *WB*	T.6Cy.25⅜",42½"&70"-48" 679NHP Forg.&Ch.de laMèdit.Msl.		V
25103 161527 GBSZ	**Fowberry Tower** ssSld No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4484 4212 2756	✠100A1 *withfreeboard* 12,35~~7,34~~ ✠LMC2,34 BS8,35	Cff Rot		CL 5,34	1929 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	MilburnLine,Ld. (W.Milburn&Co. Ld.*Mgrs.*) *CellDB*348'1210*tF*	400·7|53·3|25·0 F41' FK *PT*126*tAPT*209*t* (	Newcastle British 6*BHCem* *ColltoShdk* 5 „ 2*nd* „)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 426NHP 3SB,9*cf*,GS190,HS7350 N.E.MarineEngCoLd.Nwc	27″6 s3″2 24″7	
25104 146387 MLRY	**Fowey Rose** (*ex*CornishMerchant) ssBly.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	470 317 183	✠100A1 6,33 BS~~8,34~~ ✠LMC12,32 9,35	Cff	*f*	CL 6,33	1923 11mo *Lloyd*	I.J.Abdela &Mitchell,Ld Queensferry '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	142·1|25·0|11·6 Q79'B9'F23' FK *FPT*45*t*	Liverpool British 3*BHCem* *APT*24*t*	C.2Cy.18"&38"-27" (*s*) 130lb 74RHP 1SB,2*cf*,GS39,HS1400 I.J.Abdela&Mitchell,Ld. Brimscombe	12″7 s4″5 12″2½	
25105 161870 GTQM	**Foylebank** TwinSc ssFal.No.1-34 *OilEng.* *Ref.Mchy* 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt ws*)	5582 4959 3439	✠100A1 *withfreeboard* 4,36~~7,34~~ ✠LMC7,34 ✠Lloyd'sRMC~~1,35~~~~10,30~~ 4,36 *for temp.* 20° F. *Carrying veg* *and in tanks*	Fal Bal *etable* *betwee*	*b*† *oil* *n t*	CL ~~11,33~~ 4,36 *in deep* *unnels*	1930 11mo *Lloyd* *tanks*	Harland& Wolff,Ld. Belfast '*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*351'1108*t* *way of tunnels*	426·8|57·3|25·8 FK (*Tanks in* 206*tMTs*57'2102*tF*	Belfast British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd*„) *PT*64*t APT*	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP DB*120lb* Harland&Wolff,Ld.Bel. 127*t*	29″10 s3″7½ 26″4½	
25106 139121 EIDQ	**Foynes** (*ex*IslandQueen) ssBkn.No.3-5,28 ssBkn.No.2-36 ~~ssBkn.No.1-32~~ *Well deck* 1*Dk*(*Stl*)	822 514 390	✠100A1 ~~5,05~~ ~~4,34~~2,36 ~~BS4,34~~ ✠LMC~~4,32~~ 2,36 ~~5,35~~	Bkn	*j*	OG ~~5,32~~ ~~5,35~~ 2,36	1916 4mo *Lloyd*	GooleS.B. &RepgCo.Ld Goole '*sA&CP*	LimerickS.S.Co. Ld.(S.J.K.Roy-croft,*Mgr.*) *CellD*	180·2|30·1|13·0 P19'Q35'B57'F26' BK7" *Ba*35'*f*70'111*tFPT*	Limerick British 4*BHCem* 48*tAPT*41*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 82RHP 2SB,4*cf*,GS70,HS2880 Earle'sCo.Ld.Hull	13″9 s″4¼ 14″1	
25107	**Fracona** (*ex*MaréchalJoffre, Iron *ex*Progress, ssOda.No.3-2,95 *ex*Nutford) ssGen.No.1-00 1*Dk*(*Irn*)2*trB*	1173 1018 668	✠ 4,05 ✠	Oda	*o*		1882 4mo	JLThomp-son&Sons Sunderland	Cie.Française de Com.&deNav. "Fracona"	240·0|35·0|15·0 P23'B44'F24' FK *DBa*77'*f*46'251*t*	Marseilles French 4*BHCem* *APT*14*t*	C.2Cy.28$\frac{3}{16}$"&54⅝"-36" NDB97 138NHP 2SB,4*pf*,GS70,HS2416 J.Dickinson,Sunderland	16″	
25108 LCJR	**Fram** 1*Dk*	2865 2557 1743					1907	TyneI.S.B. Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell &Co.A/S,*Mgrs.*)	313·0|47·0|20·4 H77*t*F44*t*P76*t*	Haugesnd Norwegian *WB*	T.3Cy.23",38"&62"-42" 249NHP N.E.MarineEngCoLd.Nwc		N
25109 6876 SDON	— (*ex*Russ) 1*Dk*	*2491* *2297* *1525*					1897	SirRaylton Dixon&Co. Middlesbro'	Ångf.A/B"Kjell" (H.Jeansson, *Mgr.*)	314·7|43·0|20·5 P25'B84'F30'	Kalmar Swedish *WB*	T.3Cy.22",36½"&60"-42" 233NHP G.Clark(Lim.),Sunderland		V
25110 147622 GKCP	**Framlington Court** ssCff.No.3-4,36~~ssMil.No.2-32~~ D.F. 1*Dk*(*Stl*)	4888 4527 2989	✠100A1 4,36~~11,34~~ ✠LMC MS~~10,32~~ BS~~11,34~~ 4,36 2,36	Bry Cff	*y*	CL ~~10,34~~ 3,36	1924 5mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.*Mgrs.*) *Cell*	396·7|53·3|26·7 P46'B119'F38' FK *DB*348' 1139*t FPT*	London British 6*BH* 81*tAPT*143*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb 411NHP 3SB,9*cf*,GS194,HS6915 J.G.Kincaid&Co.Ld.Grk.	29″0 s5″5¼ 23″8½	
25111														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou code, si ne sont dans le L.R. Durée Cert. Bo'Trade
25112 LDWX	**Framnæs** Ⓟ Iron 1*Dk*	307 181 163					1858	A.Denny Dumbarton	Fylkesbaatane i Sogn og Fjordane	134·9 Q15tB49tH17tF30t	21·0	11·1	Bergen Norwegian *WB*	T.3Cy.11",18"&29"–20" NE&B09 88NHP AkersM.V.Oslo		
25113 7784 SBFD	**Framnäs** 1*Dk*	721 578 361					1931	Framnæs Mek.Værks. A/S Sandefjord	Ång.Aktieb.Ferm (T.E.J:sonBroström, *Mgr.*)	181·8 P20'B57'F28'	30·1	12·6	Krstnhmn Swedish *WB*	T.3Cy.14",28"&38"–27" 75NHP FredrikstadM.V.Frdstad.		N
25114 TSJY	**Franc** (*ex*Cherbourg,*ex*B.F.) *ss*Msl.2ndNo.3–5,32 *Well deck* 1*Dk*(*Stl*)	424 282 125	✠100A1 10,35~~3,35~~ BS~~6,34~~ 10,35	Msl ✠LMC6,31	*g*	~~6,33~~ 9,35	1907 2mo *Lloyd*'*sA&CP*	WoodSkinner&Co.Ld. Newcastle	EntrepriseCôtière deTransports Maritimes *DB*	145·0 Q70'B19'F24' BK7" *a*21'*uBkr*7'19*tFPT*10*tAPT*4*t*	25·1	10·2	Marseilles French 4*BHCem*	T.3Cy.14",23"&39"–27" (*s*) 180lb 92NHP 2SB,4*cf*,GS47,HS1494 N.E.MarineEng.CoLd Nwc	12 " 3 s 7 " 3½ 12 " 7	
25115 20 INFY	**Franca** (*ex*Silex) TwinSc *CruiserStern* 2*Dks*	392 388 190					1919	Atel.&Ch. de laLoire St.Nazaire	Soc.Anon. diNav. TrasportoAnimali	186·0	24·9	12·1	Messina Italian	T3Cy.12½",20⅒"&32½"–19⅒" Geared to2Shafts 47NHP Cochot,Paris		
25116 1361 IBGM	**Franca Fassio** (*ex*Thule) 1*Dk*&*Spardk*	1858 1662 985			...		1892	Wigham Richrdsn&Co Newcastle	Villain&Fassio Soc.Anon.Italiana diNav.	292·0 284·7 37·2 15·8 P9'B44'H160*t* 23·4 F28' FK	37·2	22·6	Genoa Italian *WB*	T.3Cy.26",42"&69"–48" 366NHP WighmRchrdsn&Co.Nwc.	25 " 6	I †
25117 PUXB	**Franca M.** (*ex*Chézine,*ex*Luise) *Spar dk*	3383 3061 2122			...		1900	W.Hamilton&Co. Pt.Glasgow	Soc.Paulista de Nav.Matarazzo, Lda.	330·6 P31'B118'F39'23·9 FK	45·7	16·2	SaoPaulo Brazilian *WB*	T.3Cy.24",40"&65"–42" 302NHP D.Rowan&Co.Glasgow	26 " 6	
25118 26168 JAJD	**France Maru** *ss*Kob.No.3–2,31 *ss*Yka.No.1–34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5828 5590 4241	✠100A1 *Awng dk withfreeboard* 10,35 ~~9,34~~ ✠LMC9,34 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Yka Nag BS10,35	*y*	OG ~~8,34~~ N9,35	1919 11mo A&CP	Kawasaki Dckyd Co.Ld. Kobe	KokusaiKisenK.K. *CellDB*334'1118	385·0 FK *Collision* *tFPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *ptCem* *BHtoAwdk* 5*BH*,, *U* ,,	T.3Cy.26½",43½"&72"–48" 200lb (*s*) 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLd Kobe	36 " 0 s 9 " 1½ 27 " 1	
25119 218040 WODM	**Frances** (*ex*FrancesWeems, *ex*Chautauqua) *ss*N.Ns.No.3–10,29 *ss*Bal.No.1–33 1*Dk*(*Stl*)&2nd*Dk*(*Stl*)*in holds* *Ref.Mchy.*	2323 — 1894	100A1 ~~8,35~~~~11,34~~ 9,35 MS10,33 ✠Lloyd'sRMC~~11,34~~ 11,35 for temp. 38° F.	Bal LMC BS~~8,34~~8,35	*r*	CL ~~10,33~~ 8,35	1919 *Lloyd*'*sA&CP*	McDougall-DuluthCo. Duluth,Minn.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*) *CellD*	251·0 P25'B64'F23' FK *B*208' 552*t FPT*60*t*	43·5	24·2	Baltimore Utd.States 4*BHCem* *APT*95*t*	T.3Cy.20",33½"&54"–40" (*s*) 185lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthCo.	24 " 2	
25120 160060 GBDZ	**Frances Massey** *ss*Mdb.No.2–36 ~~*ss*Bry.No.1–31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4212 3946 2538	✠100A1 *withfreeboard* 2,36~~12,34~~ BS~~12,34~~ 11,35	Hul Mdb ✠LMC~~11,34~~ MS3,36	*x*	CL ~~12,33~~ 1,36	1927 9mo *Lloyd*'*sA&CP*	SirJPriestman&Co. Sunderland	W.A.Massey&Sons Ld. *CellDB*315'994*t*	365·0 F35' FK *FPT*125*tAPT*247*t*	51·5	25·1	Hull British 6*BHCem* (*Coll toSh dk* 5 ,, 2*nd*,,)	T.3Cy.25",41"&69"–48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 " 6 s 2 " 10 24 " 10½	
25121 427 INGM	**Francesca R.** (*ex*Tosca-34, *ex*SaraMinnola,*ex*MaréchalLyautey, *ex*Gloria,*ex*Belgica,*ex*Wearmouth) *Well deck* 1*Dk*&*Web frames*	986 733 585			...		1894	Strand SlipwayCo. Sunderland	GiuseppeParisi fu Giovanni	220·1 211·6 | 32·0 | 13·5 P22'Q46'B42'F28' BK7"	32·0	13·2	Naples Italian *WB*	T.3Cy.17",28"&46"–30" 120NHP N.E.MarineEng.Co.Ld.Sld	15 " 7	I †
25122 1438 IBJM	**Francesco Crispi** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	7464 — 4255					1925	Ansaldo SanGiorgio Muggiano	"Tirrenia"(Flotte RiuniteFlorio-Citra)	447·1 F51'	52·9	26·8	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts S.A.Ansaldo,Samp.darena		I
25123 269 INHW	**Francesco Garrè** Aux4MstSr (*ex*NiniPodestà-34,*ex*Drogden) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	395 351 212					1917	Svendborg Skibs.&Msk Svendborg	RiccardoGarrè	151·2 Q24'	29·7	11·2	Leghorn Italian *WB*	Oil Engines 4S.C.SA 4Cy.11⅝"–16⅞" 54NHP H.Christoffersen,Holeby		I
25124 223 IBQM	**Francesco Morosini** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	2423 — 1016					1928	Stabilmnto Tecnico Triestino Trieste	Cia.Adriatica di Nav.	292·1	41·5	17·1	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–32 5/16" 880NHP SocAn"Fiat"S.G.M.Turin		I
25125 203917	**Francis E. House** (*ex*WilliamB. Kerr) *Mchy.Aft* GyC. 1*Dk*	7769 — 5943					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	605·0	60·0	32·0	Dulth,Min. Utd.States *WB*	T.3Cy.22¼",37½"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
25126 221868 KFIG	**Francis E. Powell** (*ex*MacyWillis) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames* *Mchy.Aft* *CarryingPetroleum in bulk* GyC. *Longitudinal framing*	7096 6500 4325			...		1922	Baltimore DryDocksCo Baltimore	AtlanticRefining Co.	431·0 P123'B37'F39' FK	59·2	33·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 593NHP W.&A.FletcherCo. Hoboken,N.J.		R †
25127 163396 MBGN	**Francis Fladgate** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2268 1663 1280	✠100A1 7,35 ~~6,34~~	Bly ✠LMC10,33	*r*	CL	1933 10mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd *Mgs*) *CellDBuE*	275·0 Q168'F27' FK &*B*38'*f*193'609*tDTf*267*t FPT*160*tAPT*30*t*	41·0	18·8	London British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 200lb 218NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Gls.	21 " 0 s 7 " 4½ 19 " 3¼	
25128 FNZA	**Francis Garnier** (*ex*Henli,*ex*Joan Craig,*ex*Bentinck) *Well deck* Wireless 1*Dk*&*Webframes*	1243 1143 815			...		1903	WoodSkinner&Co.Ld. Newcastle	Cie.Côtière de l'Annam(Denis Frères d'Indochine S.A.*Mgrs.*)	229·3 Q120'B10'F25' FK	33·1	17·3	Saïgon French *WB*	T.3Cy.18½",30"&49"–33" 151NHP N.E.MarineEng.CoLdNwc	16 " 10	V †
25129 [illegible] Broken up ~~GCSW~~	**Francisco** *Ref.Mchy.* 3*Dks*	6272 4576 4746					1910	Nthmblnd S.B.Co.Ld. Newcastle	~~LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)~~	410·0	52·0	27·8	~~Hull~~ ~~British~~ Italian *WB*	T.3Cy.28",45½"&76"–54" 424NHP Earle'sCo.Ld.Hull		C
25130 TUTY	**Francois Tixier** (*ex*LittleEvy-35, *ex*Mona-32,*ex*Orpen, *ex*Ualan, *ex*Slikkerveer) *ss*Ant.No.3–2,30 *ss*Ham.No.1–31 *OilEng.* 1*Dk*(*Stl*)	~~461~~ — ~~221~~ 499 346 230	100A- ~~3,35~~ 11,35	Rot Dnk LMC3,35		CL N3,35	1918 5mo	N.V.Schps. "DeMass" Slikkerveer	Soc.Dunkerquoise duCabotage (L.Dewulf,*Mgr.*) *CellDBuE*9' *f*96' 11	~~155·0~~ P49'B13'F20' 155·4 FK 5*tFPT*22*tAPT*20*t*	25·1	10·3	Dunkirk French 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12 3/16"–17 11/16" 87NHP NE3,35 NDB35 100lb MtrnWerkeMannheimAG	12 " 8 s " 10 12 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R.
25131 140441 GVNY	**Francol** ssH.Kg.No.3-6,30 ssH.Kg.No.1-34 2Dks(Stl)&Webframes CruiserStern	2607 2187 963	✠100A1 4,35 ~~6,34~~ BS5,35 ✠LMC6,34 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 12,17 F.P. above 150° F.	HKg	t	CL 5,34	1917 12mo	Earle'sCo. Ld Hull Lloyd'sA&CP	TheAdmiralty CellDBuE&B69'135t DTf24'90tFPT48tAPT30t	320·0 P46'B106'F40'	41·5	23·1 FK	London British 16BHptCem (12 to U dk 4 „ 2nd „)	T.3Cy.26½",45"&76"-45" (s) 200lb 603NHP 3SB,9cf,HS9075 FD Earle'sCo.Ld.Hull	25 ″ 6 s 3 ″ 3½ 22 ″ 5	
25132 147216 GBRQ	**Franconia** Ⓟ TwinSc ssSou.No.3-12,35 ~~ssLiv.No.2-30~~ D.F. 2Dks(Stl)&Shelter dk Ref.Mchy. (Stl-ptws)&Shade dk Sub.Sig. (Stl-ptws)3rd dk(Stl)in E.S.D. GyC. holdsexceptNo.4	20175 14266 12162	✠100A1 Shelter dk withfreeboard 12,35 ~~12,34~~ BS12,35 ~~BS12,34~~ ✠LMC~~11,30~~ 12,34 Lloyd'sRMC~~12,34~~ ~~6,35~~ 12,35 Fitted for oil fuel 5,23 F.P. above 150° F.	Lon Sou	n†	CL ~~1,33~~ 12,35	1923 6mo	J.Brown& Co.Ld. Glasgow Lloyd'sA&CP	CunardWhite Star,Ld. CellDB517'2585t DTf47'1620t	601·3 Prom dk419' Tanks at sides & between tunnels	73·7	40·6 FK	Liverpool British 10BHCem (CollisionBH to Shade dk 9 „ „ Shelter „)	6 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 2562NHP 3D&3SB,36cf,HS29163 FD J.Brown&Co.Ld.Glasgow 598tFPT117tAPT67t	45 ″ 0 s12 ″ 9½ 32 ″ 7	BT till ~~12,35~~ 12,36
25133 142539 GKVX	**Françunion** ssFal.No.3-5,34 Mchy.Aft 1Dk(Stl) Wireless	737 668 472	✠ A1 withfreeboard 12,35 ~~5,34~~ ✠LMC MS5,34 BS12,35 For Coasting services Dover to Falmouth Dunkirk to Cherbourg also Southampton to Rouen Carrying Petroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	Fal Sou		CL 5,34	1921 4mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.) Middle line bulkhead not oil tight	180·0 F30'	40·1	12·2 FK	London British 9BHptCem	C.2Cy.13½"&27"-18" (s) 100lb 74RHP 1SB,3cf,HS1654 FD A.&J.Inglis,Ld.Gls.	12 ″ 9 s 2 ″ 11 9 ″ 11	
25134	**Francunion V** 3Mst (exComanchee-33) ssNwc.No.3-10,24 Mchy.Aft ssLiv.No.1-29 2Dks(Stl)&Web frames Carrying Petroleum in bulk (Fuel Depot Ship) Fitted for oil fuel	*5602* *4814* *3408*	✠ ... 12,33 ✠	Shl			1912 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cie.Venture-Weir, S.A. CellDBuB43'89t DTf49'500tFPT54tAPT22t	395·5 P107'B26'F42'	51·7	29·0 FK	Algiers French 17BHptCem (12 to U dk 5 „ 2nd „)	Q.4Cy.23",32½",47"&68"-48" 505NHP 3SB,9cf,GS163,HS7377 N.E.MarineEngCoLd.Nwc	30 ″ 9	
25135 230158 KJKS	**Frango** (exGolaa) ssOsl.No.3-1,28 Mchy.Aft 1Dk(Stl)	6400 5057 4547	✠100A1 Whaling Service 7,30 ✠NE7,30 ✠LMC7,30 Fitted with cylindrical tanks for carrying Petroleum Fitted for oil fuel 6,17 F.P. above 150° F.	Nwc	z	CL 1,33	1917 5mo	ChesterS.B Co.Ld. Chester,Pa. A&CP	AmericanWhaling Co. CellDB350'1611tFPT115tAPT144t	401·9 P99'B27'F50'	54·3	30·2 FK	Wilmgton (Del.) Utd.States 10BH	T.3Cy.27",44"&73"-48" (r) 180lb 569NHP 16Pr.B60lb2Pr.B43lb 3SB,9cf,GS176,HS8862 FD LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9 s 6 ″ 4¾ 26 ″ 6½	
25136 SVBH	**Frangoula B. Goulandris** (exBrecon,exDunbridge) ssPir.No.3-9,30 ssPir.No.1-35 1Dk(Stl)&Shelter dk(Stl)	*5304* *4899* *3242*	✠100A1 Shelter dk withfreeboard 1,36 ~~3,35~~ ✠LMC3,35	Pir Cff	z	CL ~~3,35~~ N1,36	1918 2mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	GoulandrisBros. CellDB 366' 1360t DTa27'1090t FPT101t APT229t	412·3	55·5	34·4 FK	Andros Greek 7BHCem	T.3Cy.27⅞",45"&76"-54"(r) 180lb 558NHP 4SB,12cf,GS248,HS9932 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 6 25 ″ 8¾	
25137 LDXD	**Frank** Mchy.Aft CruiserStern 1Dk	1048 817 562					1929	Porsgrund Mek.Værks. Porsgrunn	A/S Frank (Chr.J.Reim)	210·2 H115tP52t	34·2	15·8 WB	Porsgrunn Norwegian	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundMVPorsgrunn		N
25138 147854	**Frank B. Baird** Mchy.Aft 1Dk	1748 1594 1276					1923	Napier& Miller,Ld. Glasgow	EasternS.S.Co.Ld.	253·5	43·2	17·9 WB	SCathrnes Ont. British	T.3Cy.16",27"&44"-33" 111NHP D.Rowan&Co.Ld.Glasgow		C
25139 207284 KDXM	**Frank Billings** (exChamplain) Mchy.Aft D.F. GyC. 1Dk	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	444·0 F48'	56·2	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP GtLakesEngWrks.Detroit		R
25140 209997	**Frank C. Osborn** 3Mst (Self-Unloader) Mchy.Aft 1Dk	681 — 345					1912	American S.B.Co. Cleveland,O.	ErieSand&Gravel Co.	155·0	37·0	10·5	Erie,Pa. Utd.States	C.2Cy.17½"&38½"-30" 68NHP AmericanS.B.CoCleveland		
25141 204799	**Frank E. Taplin** (exCharles W.Kotcher) Mchy.Aft GyC. 1Dk	4650 — 3446					1907	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	427·2	52·2	24·2	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" AmericanS.B.Co. 218NHP Cleveland,O.		R
25142 221147 KDQZ	**Frank G. Drum** ssS.Fo.No.3-9,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7048 6412 4295	✠100A1 8,35 ~~9,34~~ BS8,35 ✠LMC MS1,33 ~~BS9,34~~ Carrying Petroleum in bulk Fitted for oil fuel 4,21 F.P. above 150° F.	SFo	b†	CL ~~1,33~~ N8,35	1921 4mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	AssociatedOilCo. CellDBuE&B62' 197tDTf50'884t FPT104tAPT70t	435·0 P106'B50'F42'	56·2	33·5 FK	S.Frncisco Utd.States 13BHptAsp (9 „ to U dk 4 „ „2nd„)	T.3Cy.27⅝",47"&78"-48" (s) 220lb *220lb* 600NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	
25143 212090 WQCQ	**Frank H. Buck** 3Mst ssS.Fo.No.3-9,26 ssS.Fo.No.2-34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6077 5536 3850	✠100A1 ~~8,35~~ ~~9,34~~ 3,36 BS8,35 ✠LMC MS5,34 ~~BS9,34~~ Carrying Petroleum in bulk Fitted for oil fuel 4,14 F.P. above 150° F.	SFo	z	CL ~~1,32~~ N7,35	1914 4mo	Union Iron Works S.Francisco A&CP	AssociatedOilCo. WB=CellDB uE&B92'f45'553t FPT70tAPT52t	408·8 P126'B52'F42'	55·5	31·7 FK	S.Frncisco Utd.States 12BHptAsp 8 to U dk 4 „ 2nd „	T.3Cy.26½",45$\frac{5}{16}$"&75"-48" 200lb (s) 534NHP 4SB,12cf,HS9360 UnionIronWorks,S.Fo.	31 ″ 0	
25144 215204 KFEG	**Frank H. Goodyear** Mchy.Aft D.F. GyC. 1Dk	8243 — 6409					1917	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	580·0 F54'	60·0	32·0	Buffalo NY Utd.States WB	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
25145 217189 KJQL	**Frank J. Peterson** (exCrathorne) 1Dk	2241 — 1349					1918	Gt.Lakes Eng.Works Ashtabula,O.	PetersonSteamshipCo.	253·6	43·5	22·5 WB	Gnd.Haven Mich. Utd.States	T.3Cy.19",32"&54"-40" 184NHP GtLakesE.Wks.Ashtabula		
25146 216260 KLIU	**Frank Lynch** (exLakeSunapee) OilEng. 1Dk	1954 1631 1053			...		1918	ToledoS.B. Co. Toledo,O.	W.J.Gray,Jr.	252·0 P21'B64'F29'	43·5	18·9 FK	S.Frncisco Utd.States WB	Oil Engines 4S.C.SA 6Cy.20⅞"-35$\frac{7}{16}$" 253NHP Emade20fitted23 PacificDieselEng.Co. Oakland,Cal.	21 ″ 0	R †
25147 LGJA	**Frank Seamans** 1Dk	4271 3899 2635					1928	SirJPriestman&Co. Sunderland	Skibs-A/SIgadi (S.Holter-Sörensen,Mgr.)	352·0 P90tH127t	60·0	22·2	Oslo Norwegian WB	T.3Cy.23½",39"&65"-45" 283NHP N.E.MarineEng.CoLd.Sld		N

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25148 DOGD	**Franken** Ⓟ Sub.Sig. D.F. E.S.D. *2Dks*	7789 7110 4821					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5	63·9	29·0	Bremen German *WB*	T.4Cy.34¼",56$\frac{5}{16}$"&(2)65⅝"-59$\frac{1}{16}$" 656NHP BremerVulkan,Vegesack		G
25149 DHIB	**Frankenwald** *Fitted for oil fuel* Sub.Sig. D.F. *2Dks*	5062 4478 3012					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F40'	54·2	27·4	Hamburg German *WB*	T3Cy26$\frac{5}{16}$"43¾"&70½"-47$\frac{3}{16}$" 346NHP Gute-hoffnungshütte,Sterkrade		G
25150 DOIS	**Frankfurt** Sub.Sig. D.F. *2Dks*	5522 4918 3304					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6	56·2	25·9	Bremen German *WB*	T.3Cy.29⅞",48⅝"&78"-55⅛" &L.P.Turbine 627NHP BremerVulkan,Vegesack		G
25151 DHID	— **TwinSc** *1Dk*	1186 1017 687					1914	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz G.m.b.H.	241·9 B45'F26'	35·6	11·9	Hamburg German *WB*	T.6Cy.11⅜",17$\frac{7}{16}$"&26½"-18½" 62NHP StettinerOderwerke		G
25152 233238 WIFV	**Franklin** *OilEng.* *Mchy.Aft* *1Dk* *Electrically welded* *Longitudinal framing* *Carrying Petroleum in bulk*	602 538 355					1934	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	194·5 P38'	34·1	11·3	Phildlphia Utd.States	Oil Engines 4S.C.SA connected to electric motor & screw shaft 6Cy.9½"-10½" 53NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
25153 220865 KDLH	**Franklin K. Lane** *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6589 — 4091			...		1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	~~Pan-American~~ ~~ForeignCorp.~~ StandardOilCo. of NewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 600NHP BethlehemS.B.Corp.Ld.	33 " 6	R †
25154 OYCX	**Frankrig** ssCpn.No 2-33 *1Dk(Stl)* *Cargo battens not fitted*	1361 1117 778	✠100A1 1,36 ~~9,04~~ MS6,35 BS8,36 ~~4,35~~	Cpn ✠LMC ~~BS3,34~~	*o*	CL ~~9,34~~ 1,36	1924 11mo *Lloyd's A&CP*	A/S Rödby Havns Jernskibs. RödbyHavn	H.A.Christensen	234·3 P12'B50'F25' FK *CellD* *B195' 400t FPT59t*	37·1	15·8	Copnhagn Danish *4BHCem* *APT73t*	T.3Cy.16½",25¼"&43"-30"(*s*) 185lb 129NHP 2SB,*4cf*,GS68,HS2240 A/S"Frichs,"Aarhus	18 " 3 s1 " 11 16 " 4½	
25155 7118 SEDK	**Frans** *1Dk*	*1169* *1010* *668*					1924	Skiens VerkstedA/S Skien	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*)	222·9 P23'B50'F27'	36·8	16·1	Trelleborg Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerksted.Skien		N
25156 SEDO	**Frans Suell** (*ex*Ittersum) Now Sando, see No. 40013 in Supplement ssAms.2ndNo.3-3,27 ssMo.No.2-34 *1Dk(Stl)&deep framing*	*1334* *1192* *776*	✠100A1 12,34	Mmo ✠LMC11,34	*p*	CL 9,34	1902 9mo *Lloyd's A&CP*	Russell&Co Pt.Glasgow	RederiA/B Malmö (*in liq.*)	245·5 P20'B64'F29' FK *Cell* *DBa66'uE20'f108'*	36·2	16·2	Malmö Swedish *4BHCem* *372tAPT68t*	T.3Cy.18½",30"&50"-33"(*s*) 160lb NDB21 *85lb* 144NHP 1SB,*3pf*,GS59,HS2166 D.Rowan&Co.Glasgow	18 " 6 s2 " 2½ 16 " 5½	
25157 1027 UONZ	**Frantz Mering** Ⓟ (*ex*Ekaterina, *ex*Mavis) ssRot.No.3-5,14 Wireless *1Dk(Stl-ws)&pt2nd dk&* *Shelter dk(Stl-ws)* *Fitted for oil fuel*	1573 855 950	✠ 8,19	Rot ✠	*p*		1912 1mo	AilsaS.B. Co.Ld. Troon	U.S.S.R.	244·9 B *onShelter dk*64' BK7½" *CellD* *Ba54'uE&B51'f96'*	34·5	21·3	Odessa Russian *5BHCem* *310tFPT17t*	T.3Cy.23",37½"&62"-39" 359NHP 2SB,*8cf*,GS148,HS5504 AilsaS.B.Co.Ld.Troon		
25158 DHIE	**Franz Haniel** (*ex*Cornwood) ssSld.No.3-6,24 *Well deck* ssKel.No.2-32 *1Dk(Irn)* *Cargo battens not fitted*	2188 1683 1336	✠100A1 3,35 BS~~8,34~~ 10,35	Ham ✠LMC8,32	*r*	OG N3,35	1911 9mo *Lloyd's A&CP*	J.Blumer &Co. Sunderland *Intermediate BHd in forehold dispensed with-4BHonly*	Haniel G.m.b.H.	287·0 P20'Q114'B56'F26' FK *Cell DBa 88' uE &B38'f120'*	41·0	17·2	Hamburg German *Cem*	T.3Cy.21½",36"&59"-39"(*s*) 180lb 246NHP 2SB,*6cf*,GS101,HS3922 N.E.MarineEng.CoLd.Sld. *602tFPT46tAPT112t*	19 " 9	
25159 DAWK	**Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) ssKel.2ndNo.3-3,34 Sub.Sig. *1Dk(Stl)* *Cargo battens not fitted*	2166 1854 1233	100A1 4,36 ~~8,34~~ BS~~4,35~~ 4,36	Kel Stn LMC5,34	*r*	CL ~~8,33~~ 4,36	1910 *Lloyd's A&CP*	Stettiner Oderwerke Stettin	F.L.Nimtz	283·6 P24'B66'F30' FK *CellD* *B229'546tFPT144t*	41·2	18·8	Stettin German *6BHAsp* *APT71t*	T.3Cy.21¼",34¼"&55⅜"-39½" 170lb (*s*) 235NHP 2SB,*6cf*,GS118,HS4080 StettinerOderwerke	21 " 6 s3 " 0½ 18 " 10	
25160 ~~XMBR~~	**Franz Klasen** **TwinSc** *OilEng.* *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)clear of* D.F. *cargo tanks 3rd dk(Stl)aft of* GyC. *cargo tanks Web frames* *Rudder electrically welded* *Cruiser Stern* *Longitudinal framing*	12425 11757 7090	✠100A1 9,35 ~~9,34~~ DBS9,35 *Carrying Petroleum in bulk*	Ham ✠LMC7,32		CL 9,35	1932 7mo *Lloyd's A&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	PanamaTransportCo. ~~G.m.b.H.~~(Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*)	521·4 *Aft*B55'B40'F39' FK *Cell DBuE50'119t D* *Tsf53'2308t*	70·4	38·7	Panama Panamanian *16BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1560NHP 4DB*200lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg *FPT290tAPT244t*	38 " 9 s8 " 6½ 30 " 6½	
25161 DAVS	**Franz Rudolf** (*ex*Veratyr) *1Dk*	1419 1163 850					1906	Howaldtswerke Kiel	FranzL.Nimtz	240·6 P13'Q71'B63'F30'	36·0	16·7	Stettin German *WB*	T.3Cy.16¾",26$\frac{5}{16}$"&42⅝"-29½" 96NHP Howaldtswerke,Kiel		V
25162 3552 PJAI	**Frasca** **TwinSc** ssCco.No.2-34 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	2602 1715 1131	✠100A1 6,35 ~~6,34~~ BS6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,26 *F.P. above* 150° F.	Cco ✠LMC6,34	*t*	CL ~~6,34~~ S6,35 N12,35	1926 10mo *Lloyd's A&CP*	A.F.Smulders Schiedam	Curacaosche Scheepv.Maats.	305·0 Q87'F29' *Trunk*189' FK	50·2	15·1	Wilemstad Dutch *9BHptCem* *APT81t*	T.6 Cy.12¾"20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*,GS87,HS4168 FD A.F.Smulders,Schiedam	15 " 0 s1 " 6½ 13 " 7½	
25163 502 INKH	**Fratelli Bertolli** **WoodAuxBkn** (*ex*SailingVessel) *OilEng.* *1Dk2trB* (*See Sailing Ship Register*)	429 400 365					1920	L.Pegollo PietraLigure	GinoFenili&Co.	140·3	28·9	15·7	Viareggio Italian	Oil Engines 2S.C.SA 6Cy.8¼"-12⅝" 40NHP Motorenfbr."Deutz"A.G. Köln-Deutz		I
25164 641 INKZ	**Fratelli Garrè** **Aux3MstSr** (*ex*Annen) *OilEng.* Sub.Sig. *1Dk* (*See Sailing Ship Register*)	413 336 299					1920	Frd.Krupp Akt.Ges Kiel	RiccardoGarrè fu F.	155·8 Q37'F17'	29·6	12·5	Viareggio Italian *WB*	Oil Engines 4S.C.SA 6Cy.10¼"-14⅛" 60NHP Maschf.Augsburg-Nürnberg,Augsburg		I
25165 OYPE	**Fraternitas** (*ex*SirJamesClark Ross,*ex*Mahronda) ssNwc.2ndNo.3-7,30 D.F. *2Dks(Stl)&deep framing*	8179 7391 5066	✠100A1 7,30 BS10,34 *Carrying Whale oil in bulk* *Fitted for oil fuel*8,29 *F.P. above* 150°F. *Carrying oil fuel in bulk F.P. above* 150° F. *in tanks abaft cofferdam*	Nwc ✠LMC7,30	*c*†	CL 9,34	1905 8mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	Fraternitaskompagniet Aktieselskab (A.P.Moller)	470·2 P50'B87'F62' FK&BK8 *CellDBa139'uE& B82' f180'* 2016t	58·4	31·3	Copnhagn Danish *7BHCem* *APT87t*	Q.4Cy.26½",39½",56"&78½"-54" 215lb (*s*) 658NHP 2D&2SB*18cf*GS332HS11604 NDB8,29 *125lb* 21Pr.B-*60lb* Harland&Wolff,Ld.Bel.	35 " 5 s8 " 9¾ 26 " 11¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25166 113126 MGMN	Sunk in port 5,35 **Fraternity** Ⓟ ssMch.2ndNo.3-3,29 1*Dk*(*Stl*)&*Web frames*	676 460 281	✠~~100A1~~ 1,31 ~~BS5,35~~	Mch ✠~~LMC5,30~~	*j*	OG 6,33	1903 11mo *Lloyd*	Murdoch& Murray Pt.Glasgow '*sA&CP*	~~ChantiersManseau Ld.~~ *WB = CellDBa29'*	180·2 Q52'B59'F20' *uE17'f81'152tFPT*	28·1	13·0 FK	Sorel P.Q. British 4*BHCem* 14*tAPT*33*t*	T.3Cy.16",27"&43¼"-30" (*s*) 180lb NDB14 116NHP 1SB,3*cf*,GS62,HS1960 Lees,Anderson&Co.Ld.Gls	15 ″ 6 s ″ 10 14 ″ 9	
25167 147039 MNKW	**Fratton** TwinSc *CruiserStern* 1*Dk*&*pt dk*	757 624 305					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·3 B90'F37'	33·6	14·1	S'thamptn British *WB*	T.6Cy.15",25"&41"-24" 165NHP D.&W.Henderson&Co.Ld.		
25168 DOIA	**Frauenfels** Sub.Sig. 2*Dks*	7487 7040 4679					1920	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	468·7 P82'B138'F59'	58·5	32·4	Bremen German *WB*	T3Cy31½",50⅔"&82 7/10"-55 1/10" & 1 L.P. Turbine 692NHP J.C.Tecklenborg AG.Wsm		G
25169 SVPB	**Fred** (*ex*Hartington) *6s*Pir.No.1-35 *ss*Hul.No.3-9,29 1*Dk*(*ptIrn&ptStl*) & *deep framing*	*4043* *3815* *2500*	✠100A1 5,35 ~~9,32~~ ~~BS...~~	Ant Pir ✠LMC~~9,32~~ 5,35	*x*	CL ~~9,32~~ 11,35	1907 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	*Exors. of the late* C.D.Calafatis (PetrosM.Nomikos,Ld. *Mgrs.*) *CellDBa117'uE27'*	360·0 P31'B227'F35' *f154'1051tFPT158*	50·0	25·7 FK	Syra Greek 6*BHCem* *tAPT191t*	T.3Cy.26",42"&70"-45" (*r*) 180lb *90lb* NDB26 358NHP 2SB,6*cf*,GS134,HS5542 Cen.Mar.Eng.Wrks.W.Hpl	28 ″ 4 s 3 ″ 10 24 ″ 9	
25170 141256	**Fred B.** (*ex*BernardM, *ex*Trawler) Wood 1*Dk*	370 305 194					1920	H.T.Le Blanc Wedgeport, N.S	C.K.Stewart	143·1	26·3	12·4	HalifaxNS British	T.3Cy.14",22"&36"-24" 66RHP NewBurrellJohnson IronCo.Yarmouth,N.S.		
25171 222641 KFKJ	**Fred G. Hartwell** *Mchy.Aft* D.F. GyC. 1*Dk*	9144 — 7108					1922	American S.B.Co. Lorain,Ohio	FranklinS.S.Co.	602·8	64·2	28·5 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O.		R
25172 217055 WNAI	**Fred W. Green** (*ex*Craycroft) (*Self-Unloader*) GyC. 1*Dk*	2292 1884 1367					1918	Gt.Lakes Eng.Works Ecorse,Mich.	NorthwesternCo.	253·5 P27'B66'F26'	43·8	20·4	Charlevoix Mich. Utd.States	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		R
25173 202625	**Fred W. Sargent** (*ex*Delaware) *Mchy.Aft* 2*Dks*	3901 — 3250					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Gt.LakesTransit Corp.	350·0	46·2	30·2	Buffalo NY Utd.States *WB*	Q.4Cy.19",27",40"&58"-42" 218NHP GtLakesEngWrks.Detroit		
25174 215847 WOCO	**Fred W. Weller** TwinSc *ss*N.Yk.No.3-10,29 *ss*N.Yk.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter* D.F. GyC. *dk*(*Stl*)&*Web frames* *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~ ~~11,34~~ 11,35 *CarryingPetroleum in bulk* *Fitted for oil fuel 12,17 F.P. above 150° F.*	N Yk Gal BS5,35 ✠LMC4,34	*ft*	CL ~~4,33~~ PN 10,34 SN4,35	1917 12mo	Bethlehem S.B.Corp. SanFrancisco A&CP	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. *CellDBinE&B85'*	500·0 *374t DTf54' 626tF*	68·0	35·8 FK	Wilmgton (Del.) Utd.States 19*BHptAsp* (14*BHtoUdk* 5 ,, ,,2*nd*,, *PT200t AP*	T.6Cy.20½",35"&60"-42" (*r*) 200lb 638NHP 3SB,12*cf*,HS8943 FD BethlehemS.B.Corp.S.Fo.) *T164t*	38 ″ 0 s 9 ″ 7 28 ″ 8	
25175 708 OHEJ	**Fredavore** (*ex*Thames) *ss*Hfs.2ndNo.3-8,31 *Well deck* 1*Dk*(*ptIrn&ptStl*) &*deepframing* *Cargo battens not fitted*	1138 856 626	✠100A1 4,34 MS8,31 MBS~~11,34~~ 2,36	Sws ✠LMC DBS~~4,35~~ 4,36	*n*	CL 3,34	1905 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	FredavoreO/Y (A.Wihuri) *CellDBa60'*	221·2 Q75'B49'F23' *uE17'f96'278tFPT*	33·3	14·1 FK	Helsingfrs Finnish 4*BHCem* 49*tAPT*87*t*	T.3Cy.18",29½"&48¼"-33"(*s*) 160lb *90lb* 145NHP 1SB,3*pf*,GS62,HS2371 G.Clark,Ld.Sunderland	16 ″ 6 s 1 ″ 2½ 15 ″ 5	
25176 5995 SEDR	**Fredborg** (*ex*ElsieMary) 1*Dk*	*904* *716* *485*					1917	Hlsingbgs Varf.Aktieb. Helsingborg	RederiA/B Fredborg(Fredr. Olsson)	205·1 Q64'B54'F19'	33·6	12·7	Verkebäck Swedish *WB*	T3Cy.17¾",29 5/16"&46⅞"-27½" 110NHP HelsingborgsVarf.Aktieb.		V
25177 7586 SEDU	**Freden** 1*Dk*	*1172* *1010* *652*					1924	A/S Moss Værft Moss	RederiA/B Ferlef (And.Smith,*Mgr.*)	224·6 P23'B51'F27'	36·7	15·2	Stockholm Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP A/S MossVærft,Moss		N
25178 OXVA	**Fredensborg** *ss*Els.No.3-4,35 1*Dk*(*Stl*)	2094 1794 1195	✠100A1 1,36 ~~4,35~~ BS7,35	Els Cpn ✠LMC6,34	*s*	OG 4,35	1922 12mo *Lloyd*	Schpw.v. JanSmitCzn. Alblasserdam '*sA&CP*	A/S"Dannebrog" (C.K.Hansen, *Mgr.*) *CellDB237'603t FPT*	283·4 P26'B176'F27'	42·1	18·3 FK	Copnhagn Danish 4*BHCem* 74*tAPT*40*t*	T.3Cy.20½",32"&52"-39"(*s*) 180lb 205NHP 2SB,6*cf*,GS84,HS3450 Kon Maats.deSchelde, Vlissengen	20 ″ 9 s 1 ″ 7 19 ″ 4½	
25179 215424 WPCE	**Frederic R. Kellogg** *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks*&*Webframes* *Longitudinalframing* *CarryingPetroleum in bulk*	7127 6564 4418			...		1917	Moore& ScottIron Works Oakland,Cal.	~~Pan-American ForeignCorp.~~ StandardOilCo. of NewJersey	425·8 P97'B40'F41'	57·0	31·4 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"-51" NE&B19 NDB19 575NHP SunShipbuildingCo. Chester,Pa.	33 ″ 0	R †
25180 OYEE	**Fredericia** Ⓟ Wireless D.F. *OilEng.* 1*Dk*	693 463 389					1930	Frdkshvns. Værft& Flydedok A/S Frederikshvn	DetForenede DampskibsSelsk.	189·4	31·5	10·9	Kolding Danish *WB*	Oil Engines 4S.C.SA 6Cy. Burmeister&Wain,Cpn.		V
25181 OZLB	**Frederik VIII** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig D.F. GyC. 2*Dks*&*Awng dk*	11850 7013 7555			...		1913	Akt.Ges. "Vulcan" Stettin	DetForenede DampskibsSelsk.	523·5 P42'B221'F52' *on Awng dk*	62·3	38·3 FK	Copnhagn Danish *WB*	T.8Cy.(2)32¼",(2)52¾"&(4) 62⅝"-55⅛" 1702NHP A.G."Vulcan,"Stettin	41 ″ 6	V †
25182 133214 GPJM	**Frederika Lensen** (*ex*Trevaylor-34) *ss*Fal.No.3-11,25 *ss*Rot.No.2-34 1*Dk*(*ptIrn ptStl*)	4283 4016 2713	✠100A1 ~~6,35~~ ~~12,34~~ 12,35 BS~~5,34~~ 12,35	Rot Vcr ✠LMC MS12,34	*x*	CL ~~4,34~~ 5,35	1912 12mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP*	LensenTransport Ld.(CornelisA. Lensen,*Mgr.*) *CellD*	369·9 P33'B226'F34' *Ba119' uE26' f163'*	51·1	26·1 FK	London British 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb ~~90lb~~ 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sns.Ld.S.Shl	27 ″ 8 s 3 ″ 10½ 24 ″ 1¼	
25183 OXSB	**Frederiksborg** 4Mst 1*Dk*	1816 1600 1106					1916	Akties Sörlandets Skibs. Fevig	A/S Dmpskselsk Dannebrog(C.K. Hansen,*Mgr.*)	265·0 P22'B71'F29'	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20½",35"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
25184 7452 SFPA	**Fredhem** (*ex*Grekland, *ex*HeinzHorn) *Well deck* Sub.Sig. D.F. 1*Dk*	*2172* *1881* *1252*					1923	Schiffsw. v. H.KochA.G. Lübeck	RederiA/B Manhem(E. Högberg,*Mgr.*)	290·6 P14'B209'F31'	42·6	18·2	Stockholm Swedish *WB*	T.3Cy.22⅛",34¼"&58¼"-39⅜" Lübecker 212NHP MaschinenGes.Lübeck		G
25185 6282 SEDW	**Fredman** (*ex*Pandion,*ex*Thisted) Sub.Sig. 1*Dk*	*1018* *787* *545*					1917	DeHaan& Oerlemans Heusden	RederiA/B Fredborg(Fr. Olsson,*Mgr.*)	216·2 P19'Q51tB57' H109tF25'	34·6	13·0	Verkebäck Swedish	T.3Cy.15",25"&40"-27" 83NHP Kuypers,Rotterdam		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25186 LCJS	**Frednes** Now "Carmen Sylva," see No. 37563 in Supplement 1 *Dk & Spar dk*	1601 1402 998					1903	Bergens Mek.Værks. Bergen	F.C.Knudsen	245·1 | 36·0 | 15·5 B60′H105t 20·8 F32t	Porsgrunn Norwegian *WB*	T.3Cy.19″,30″&50″–33″ 144NHP BergensMk.Værks,Bergen		N
25187 3751 SGNA	**Fredrika** (*ex*Holmengrå, *ex*Elfsborg, *ss*Got.2ndNo.3–6,31 *ex*G.P.Braathen,*ex*Helen 1*Dk*(*Stl*) Heidtmann) *Well deck*	*1839* *1395* *1033*	100A1 1,34 BS4,35	Got LMC6,31	*q*	CL 12,33	1904 *Lloyd's A&CP*	Schiffsw.v. HenryKoch Lübeck	RederiA/B Fredrika(E.Högberg) *CellD*	264·4 | 38·4 | 16·7 P15′Q59′B68′F21′ FK *B225′ 543t FPT81t*	Stockholm Swedish *4BHCem* *APT67t*	T.3Cy.19¾″,32¼″&51¼″–32½″ 185lb (*s*) 187NHP 2SB,*4cf*,GS90,HS3164 J.F.Ahrens,Altona	19 ″ 9 s 2 ″ 1 17 ″ 10	
25188 LIYI	**Fredville** (*ex*Agneta) *ss*Cff.No.3–4,30 *Well deck* *ss*Shl.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1155* *872* *678*	✠100A1 ~~5,35~~ ~~2,35~~ 9,35	Shl Sws ✠LMC2,35	*n*	CL ~~2,35~~ 5,35	1917 7mo A&CP	Wilton's Eng.&SlipwayCo. Rotterdam	D/S A/S Fredville (M.HalbertMikkelsen) *CellDBuB*	230·4 | 34·1 | 13·2 Q131′B13′F24′ FK *15′ f159′389tFPT8*	Sandefjord Norwegian *4BHCem* *8t APT48t*	T.3Cy.15¾″,25½″&41″–36″ 180lb *100lb* (*s*) 120NHP 1SB,*3cf*,GS60,HS1982 Wilton's E. & Slpwy.Co.	16 ″ 0 s 4 ″ 8½ 14 ″ 11½	
25189 216032 WBCI	**Freeman** D.F. *ss*N.Ns.No.3–9,30 *Mchy.Aft* *ss*Bos.No.1–34 Sub.Sig. 1*Dk*(*Stl*) *Cargobattens not fitted*	3350 2710 1949	✠100A1 7,35 ~~10,34~~ BS7,35	Bos ✠LMC6,34	*v*	CL N1,34	1918 4mo A&CP	NewYork S.B.Corp. Camden,N.J.	PocahontasS.S.Co. *CellDB269′125*	318·5 | 49·5 | 24·2 P79′B18′F31′ FK *4tDT13′412tFPT2*	Wilmgton (Del.) Utd.States *7BHCem* *93tAPT92t*	T.3Cy.21¹³⁄₁₆″,35¼″&58″–42″ 200lb (*r*) 318NHP 2SB,*6cf*,GS110,HS4643 FD NYorkSB CorpCamdenNJ	27 ″ 6 s 5 ″ 6 22 ″ 4	
25190 219830 KUMK	**Freeport Sulphur No. 5** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	4127 3567 2440					1920	Federal S.B.Corp. Kearny,N.J.	FreeportSulphur TransportationCo.	355·5 | 52·5 | 24·8 P88′B37′F36′	NewYork Utd.States *WB*	T.3Cy.23¹³⁄₁₆″,39″&66″–42″ 261NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
25191	**Freia** (*ex*Lircai) Now a Lighter 2*Dks*	708 — 403					1892	J.Reid& Co.Ld. Glasgow	H.E.Wolden	165·5 | 29·1 | 16·5	Bns.Ayres Argentine	T.3Cy.14″,23″&37″–27″ 71NHP Kincaid&Co.Greenock		
25192 DHIG	**Freiburg** Ⓟ *ss*Ham.No.2–31 D.F. *Well deck* 2*Dks*(*Stl*)3rd*trB* *in*No.1*hold*	5165 4478 3097	✠ … 3,35	Ham ✠	*a*†		1923 3mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	407·0 | 56·0 | 25·9 P&B329′F53′ FK *B353′ 924t FPT51t*	Hamburg German *8BHAsp* *APT16t*	4SteamTurbinesSRgeared to 1 Sc. Shaft 634NHP 3SB,*9cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 6	
25193 DOHI	**Freienfels** Sub.Sig. 2*Dks* *CruiserStern*	7563 6688 4589					1929	Deutsche Sch-u-Mschb A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4 | 62·2 | 27·9 F51′	Bremen German *WB*	T.3Cy.30⅝″,49¼″&78¾″–55⅛″ &L.P.Turbine 785NHP A.G."Weser,"Bremen		G
25194 616 OHKB	**Frej** (*ex*Vladimir) *ss*Lbc.2ndNo.3–2,25 Wireless *ss*Hfs.No.2–33 1*Dk*(*Stl*)	561 438 251	✠100A1 3,35 BS5,35	Hfs ✠LMC5,33	*h*	CL 5,34	1900 2mo A&CP	A.McMillan&Son,Ld. Dumbarton	FinskaÅngf.A/B	170·0 | 26·0 | 13·3 B53′F23′ BK5″ *WB=FPT*	Helsingfrs Finnish *4BHCem* *62tAPT38t*	T.3Cy.15″,25″&40½″–27″ (*s*) 160lb *100lb* NDB29 102NHP 1SB,*3pf*,GS63,HS1800 McKie&Baxter,Glasgow	14 ″ 0 s 1 ″ 4½ 13 ″ 0½	
25195 1730 SEFK	**Freja** (*ex*RievaulxAbbey, **Iron** *ex*Ithaca) Broken up *Well deck* 1*Dk*2*trB*	*1070* *798* *606*				…	1873	R.Thompson,jun. Sunderland	A/B Lindholmen- Motala	217·4 | 30·3 | 16·6 P130′H22tF30′ BK8″	Gothenbrg Swedish *WB*	C.2Cy.27″&51″–33″ NB10 125NHP J.Dickinson,Sunderland	18 ″ 3	
25196 OYXA	— (*ex*Salvator) Wireless 1*Dk*	347 317 122					1915	Akties. MossVærft Moss	A/S Em.Z.Svitzers BjergningsEnterprise	148·8 | 24·1 | 12·4	Copnhagn Danish *WB*	T.3Cy.14″,23″&38″–27″ 75NHP MossVærft,Moss		
25197 OZBA	**Frem** Ⓟ *OilEng.* Wireless **D.F.** 2*Dks*	1008 470 610					1924	Akt.Burmeistr&Wain Copenhagen	D/S paaBornholm af1866(T.H.Lund, *Mgr.*)	210·3 | 35·2 | 10·7	Rönne Danish	Oil Engines 4S.C.SA 6Cy.19¹¹⁄₁₆″–35⁷⁄₁₆″ 225NHP Akt.Burmeistr&Wain,Cpn		V
25198 160573 MPFN	**Freshmoor** Wireless *OilEng.* *ss*Sld.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system* Now "Foss Beck," see No. 33123 in Supplement	1074 881 560	✠100A1 9,35 ~~3,35~~ DBS1,35 *Carrying Petroleum in bulk*	Sld Mtl ✠LMC CS2,35 3,35	*n*	CL 1,35	1928 9mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	FreshmoorNavigationLd.(Harris &Dixon,Ld.) *CellDBuE33′32t*	210·5 | 34·3 | 17·4 P75′F27′ *Trunk in well* FK *DTf14′68tFPT19t*	London British *12BHptCem* *APT24t*	Oil Engines 2S.C.SA 3Cy.15¾″–51¼″ 230NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	17 ″ 9 s1 ″ 10½ 16 ″ 0½	
25199 CBFR	**Fresia** Ⓟ (*ex*Guatemala) **TwinSc** 2*Dks*	3327 2359 1708					1899	Caird&Co. Ld. Greenock	Soc.Marit.yComercialR.W.James yCia.	359·3 | 43·3 | 19·1 P34′F59′	Valparaiso Chilian *WB*	T.6Cy.19¾″,32″&52″–36″ 324NHP Caird&Co.Ld.Greenock	22 ″ 3	
25200 216455	**Fresno** 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6002 5551 4492				…	1918	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 | 53·0 | 32·0 P34′F39′*on Shltr dk* FK	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 618NHP W.&A.FletcherCo. Hoboken,N.J.	34 ″ 6	
25201 226344	— (*Ferry-Screws fore & aft*) *OilEng.* 2*Dks*	2468 — 1604					1927	Bethlehem S.B.Corp.Ld. SanFrancisco	SouthernPacific GoldenGate Ferries,Ld.	234·0 | 46·1 | 19·9	S.Frncisco Utd.States	Oil Engines 2S.C.SA 6Cy.15″–22″ 236NHP NewLondon S.&E.Co.NewLondon,Con		
25202 161613 GBNT	**Fresno City** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelterdk*	4955 4626 3004					1929	W.Doxford &Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	415·6 | 55·0 | 24·5 F*on Shelter dk*41′	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″–91⁵⁄₁₆″ 687NHP W.Doxford&Sons,Ld.Sld.		C
25203 141930 GCFK	**Fresno Star** (*ex*Woodarra) **TwinSc** *ss*Nwc.No.3–10,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. *CruiserStern*	7998 7599 5020	✠100A1 *Shelter dk with freeboard* 2,35 ~~8,34~~ MS9,31 ✠Lloyd'sRMC ~~12,34~~ 1,36	Shl Lon ✠LMC BS~~8,34~~ 4,35	*c*†	CL 8,34 ~~4,35~~ ~~2,35~~	1919 11mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow	~~UnionColdStorage Co.Ld.(BlueStar Line,Ld.Mgrs.)~~ FrederickLeyland &Co.Ld. *CellDB*	449·5 | 58·2 | 37·1 P31′F43′*on Shelter dk* FK *386′1275t FPT125t*	London British *Cem* *8BHtoSh dk* *APT80t*	T.6Cy.26½″,44″&73″–48″ (*s*) 200lb 1162NHP 2D&2SB,*24cf*,GS440, FD HS17604 BarclayCurle&Co.Ld.Gls.	40 ″ 0 s 11 ″ 0½ 29 ″ 3	
25204	**Fresone** (*ex*Frensham) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	739 528 405	✠ 9,26	BAs ✠	*f*		1922 7mo	CH Walker &Co.Ld. Sudbrook	F.Fresone *CellDB113′2*	180·0 | 32·2 | 10·8 Q111′F22′ FK *01tFPT45tAPT21t*	Bns.Ayres Argentine *3BHptCem* *pt Asp*	T.3Cy.13″,22″&34″–22½″ 83NHP 1SB,*3pf*,GS50,HS1610 Plenty&Son,Ld.Newbury	12 ″ 11	
25205 5248 SEGD	**Frey** *Well deck* 1*Dk*	*1102* *864* *595*					1911	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	223·1 | 35·3 | 13·3 P18′Q59′B106′ H90tF27′	Stockholm Swedish *WB*	T.3Cy.17½″,29″&48″–30″ 126NHP OskarshamnsM.V.Aktieb.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
25206 OYDG	**Freya** 1*Dk*	1207 921 719					1924	A/SNak-skovSkibs. Nakskov	Dmpselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	235·4 P13'Q65'B102'F30'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾",25⅝"&41⅜"–26¾" Ottensener 89NHP Mch.G.m.b.H.Altona		C
25207 6488 SEGK	**Frida** 1*Dk*	677 *510* *356*					1920	Kalund-borgSkibs. Kalundborg	Rederi-A/B Simrishamn (O.Modén, *Mgr.*)	185·2 P12'B57'F23'	30·7	11·3	Simrishmn Swedish *WB*	T.3Cy.13⅝",20⅞"&33⅞"–19⅝" Smith, 51NHP Mygind&Hüttemeier,Cpn		V
25208 DIBO	**Frida Horn** *OilEng.* Sub.Sig. 2*Dks*	3184 2552 1903					1925	FlensburgrSchiffsb.Ges. Flensburg	H.C.Horn	306·5 P25'B100'F33'	45·8	22·8	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.25$\frac{9}{16}$"–47¼" 453NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
25209 DOBI	**Friderun** Ⓟ D.F. Sub.Sig. 1*Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden	Norddeutscher Lloyd	296·2 P&B233'F37'	42·8	19·6	Bremen German *WB*	T.3Cy.20",31½"&53¼"–36" NE28 190NHP N.V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		G
25210 210837 WQCT	**Frieda** 4Mst *ss*N.Yk.No.3-12,25 *ss*Gal.No.2-34 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Mchy.Aft*	3365 2459 1901	✠100A1 ~~6,35~~ ~~3,35~~ ~~8,35~~ 3,36 ~~1,36~~ MS9,33 *Fitted for oil fuel* 8,31	Phl ~~NYkCal~~ ✠LMO BS4,35	*u*	CL 8,34 *F.P. above* 150°F.	1913 2mo	ForeRiver S.B.Co. Quincy,Mass. A&CP	UnionSulphurCo. Inc. *CellDBf*240'1010*t*	348·7 P80'B25'F39' len17 *Topside tanks* 216'643*t*	45·1	25·4 FK	NewYork Utd.States 5*BHCem*	T.3Cy.22½",39"&63"–48" (*s*) 190lb 372NHP 2SB,*6cf*,GS120,HS5277 FD ForeRiverS.B.Co.Quincy	28 ″ 0 s 5 ″ 7½ 22 ″ 6¾	
25211 DIBP	— (*ex*Sailing Vessel) *OilEng.* 1*Dk*	352 301 206					1912	F.Lemm Boizenburg	J.A.Reinecke	132·3	27·9	9·9	Hamburg German	Oil Engines 2S.C.SA 4Cy.12⅓"–16½" 104NHP *Emade*25, *fitted*27 Gebr.SulzerA.G. Ludwigshaven		G
25212 DIZJ	**Frieda Peters** (*ex*L.M.G.) *OilEng.* 1*Dk*	465 414 249					1920	Lübecker Maschb.Ges. Lübeck	H.Peters	150·4	27·4	11·5	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Koln-Deutz		G
25213 DCRX	**Frieda Rehder** (*ex*Altenwerder, *ex*Alexanderpolder) *Mchy.Aft* 1*Dk*	705 530 341					1918	Wortelboer &Co. Westerbroek	CarstenRehder	180·3 P25'Q89'B11'	26·9	12·4	Altona German *WB*	T.3Cy.14⅖",23⅖"&38⅗"–26⅘" N.V.Machfab. 77NHP H.J.Koopman,Dordrecht		G
25214 UOBK	**Friedrich Engels** *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·3 P14'B52'F38'	48·7	27·1	Leningrad Russian *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"–35$\frac{7}{16}$" 390NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
25215 DOAA	**Frielinghaus** D.F. Sub.Sig. 1*Dk*	4339 3398 2356					1922	Frd.Krupp Act.Ges. Kiel	FriedKrupp,A.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	380·1 P41'B157'F47' len32	47·4	26·4	Bremen German *WB*	T3Cy23⅗",39⅕"&65$\frac{7}{10}$"–45$\frac{3}{10}$" 289NHP Frd.KruppA.G.Kiel		G
25216 DIBQ	**Friesland** *OilEng.* D.F. Sub.Sig. 3*Dks*	6310 5613 3780					1925	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1	58·3	27·0	Hamburg German *WB*	2 Oil Engines geared to 1 Sc. Shaft 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP *Port by* Vulcan-Werke,Ham. *Stbd. by* MaschfAugsburg-Nünbrg		G
25217 PEEK	— *ss*Rot.No.1-34 D.F. *Mchy.Aft Well deck* 1*Dk*(*Stl*)	2662 1952 1532	✠100A1 11,35 ~~10,34~~ BS ~~4,35~~ 3,36	Rot ✠LMC10,34	*s*	OG 10,34	1930 1mo	Cowpen D.D.&S.B. Co.Ld. Blyth *Lloyd's*A&CP	Scheepvaart en SteenkolenMaats. *CellDB*210'569*tM*	295·2 P69'Q108'F30' *Trunk in Well & on Q dk* *T*10' 295*t FPT*130*t*	44·0	18·9 FK	Rottrdam Dutch 6*BHptCem* *APT*16*t*	T.3Cy.20",33½"&57"–39" (*s*) 200lb 270NHP 2SB,*6cf*,GS112,HS4640 N.E.MarineEng.CoLdNwc	21 ″ 0 s 6 ″ 4 19 ″ 5½	
25218	— (*ex*Slotholm, *ex*Avessac, *ex*Cratloe,*ex*Wellpark) *ss*Osl.2ndNo.3-5,28 *ss*Kel.No.1-33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1029 775 585	✠100A1 2,36 ~~3,34~~ BS ~~5,34~~ 4,35	Kel Ham ✠LMC3,33	*n*	CL N3,34	1904 12mo	G.Brown& Co. Greenock *Lloyd's*A&CP	A.H.Schwedersky Nachf.	221·3 Q154'*Bon*Q18'F29' *DB a*55' *f*50' 194*t FPT*	31·6	12·4 BK7"	Memel Lithuanian 4*BHCem* 50*tAPT*22*t*	T.3Cy.16",26"&44"–33" (*a*) 160lb *100lb* NDB16 107NHP 1SB,*3cf*,GS50,HS1548 Ross&Duncan,Glasgow	15 ″ 6	
25219 4790 SDYE	**Frigg** (*ex*EmilR.Boman-34, *ex*Coranian) 1*Dk&deep framing*	*1248* *865* *706*			...		1901	W.Harkess &Son Middlesbro'	ÅngfartygsA/B Kjell(H.Jeansson, *Mgr.*)	223·4 Q85'B55'RFD85' F21'H90*t*	35·1	14·0 FK	Kalmar Swedish *WB*	T.3Cy.17",28½"&46"–33" 131NHP MacColl&Pollock,Sld.	16 ″ 6	V †
25220 DHIJ	**Frigga** *CruiserStern* *Mchy.Aft* Sub.Sig. 1*Dk*	5831 4922 3394					1924	Brückenbu FlenderA.G. Lübeck	Seereederei "Frigga"A.G.	401·4 P79'F41'	53·3	26·9	Hamburg German *WB*	T3Cy27$\frac{9}{16}$",43$\frac{5}{16}$"&70⅞"–47¼" 346NHP OttenserMchGmbHAltona		G
25221 OXQA	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1095 868 571					1922	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede DampskibsSelsk.	236·2	35·7	14·2	Esbjerg Danish *WB*	T.3Cy.18",30"&50"–36" HelsingörsJernsk. 150NHP &Mskb.Elsinore		V
25222 DARJ	— (*ex*Deutschland) Wireless 1*Dk*	557 468 220					1925	Nüscke& Co.A.G. Stettin	StettinerDampfs. Ges.J.F.BraeunlichG.m.b.H.	188·7 B136'F17'	28·1	12·7	Stettin German *WB*	T.3Cy 18⅓",29½"&47¼"–31½" 125NHP Waggon&MschAGGorlitz		G
25223	**Frigorifico Gualeguaychu No.1** (*ex*Faraon, *ex*Ibera) *OilEng.* TwinSc 1*Dk* *Mchy.Aft Ref.Mchy.*	732 340 565	Lloyd'sRMC ~~7,34~~ ~~1,36~~ 4,36 ~~7,35~~				1929	D.W.KremerSohn Hamburg	Frigorifico Gualeguaychu Soc.Anon.	191·3	36·0	9·8	Gualeguay-chu Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"–11$\frac{13}{16}$" 72NHP Mot.WerkeMannheim		
25224 FOTG	**Frimaire** *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	9242 8322 6447					1929	Deutsche WerftAGBet Reihstgwrft Hamburg	Cie.Nationale de Nav.	468·0 P107'B36'F39'	61·8	36·4	Rouen French *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"–47¼" 256NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		V
25225 SYGA	**Frinton** Ⓟ (*ex*Kilkenny) *ss*Ant.2ndNo.3-1,27 *ss*Pir.No.1-31 Wireless 2*Dks*(*U dkStl*-ws) *Cargo battens not fitted*	*1361* *1034* *576*	6,35 ~~BS5,34~~	Pir ~~LMC5,31~~	*q*	CL N2,32	1903	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd's*A&CP	D.InglessiFils S.A.deNav.de Samos *CellDB f*56'90*tDTs*	269·7 P&B182'F73' *f* 33'212*tAPT*35*t*	36·2	16·3 BK8"	Samos Greek 8*BHCem* 2 ,, *to 2nd dk*	T.3Cy.26$\frac{9}{16}$",43"&69"–42"(*s*) 190lb *80lb* 542NHP 2DB,*12cf*,GS258,HS8813 FD ClydeS.B.&E.Co.Ld.P.Gl.	17 ″ 3 ~~s 2 ″ 6~~ ~~15 ″ 10½~~	

1 Numero l'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudière & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
25226 1321 IBKM	**Frisco** (*ex*W.S.Porter) 3Mst ssGen.2ndNo 3-3,31 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes*	4794 4562 2946	✠100A1 3,31 ✠LMC5,31 *CarryingPetr* *Fitted for oil*	Gen *oleum* *fuel* 1	*x* *in* 1,0	CL 7,29 *bulk* 6 *F.P.*	1906 11mo *above*	NwprtNws S.B.&DD.Co. NewprtNews A&CP 150° F.	PetroleumSoc. Anon.diNav. *CellDB*	395·3 P69′B27′F34′ FK *uE&B*65′ 168*tFPT*	49·6	28·0	Genoa Italian 12*BHCem* 88*tAPT*62*t*	T.3Cy.28″,44″&74″–54″ 180lb *180lb* 497NHP 3SB,*12cf*,GS266,HS8502 NewportNewsSB&DD.Co.	30 ″ 3 s7 ″ 3½ 23 ″ 3½	
25227 LDXM	— *Mchy.Aft* 1*Dk*	870 627 473					1927	Porsgrund Mek.Værks. Porsgrunn	A/S Valberg (Olsen&Ugelstad, *Mgrs.*)	202·4 Q113*t*B21*t*H39*t* F27*t*	32·0	12·1	Oslo Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75NHP PorsgrundM.V.Porsgrunn		N
25228 5056 SEGM	**Frisia** (*ex*Karlsborg) ssGot.2ndNo.3-7,35 ~~ssGot.No.3-6,32~~ ~~ssKel.No.2-31~~ 1*Dk*(*Stl*)&*deep framing*	*1059* 874 583	✠100A1 ~~5,34~~ 1,36 ✠LMC MS~~12,30~~ BS~~8,34~~ 2,35 7,35	Got	*n*	OG ~~2,32~~ 7,35	1909 7mo	Bergens Mek.Værks. Bergen A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *WB=CellDBa*69′	222·8 P24′B62′H92*t*F24′ FK *uE*13′*f*88′209*tFPT*	35·0	13·5	Gothenbrg Swedish 4*BHCem* 77*tAPT*29*t*	T.3Cy.17″,26½″&46″–30″ (*s*) 180lb 139NHP 2SB,*4cf*,GS65,HS2317 BergensMekVærksBergen	15 ″ 10 s 1 ″ 11 14 ″ 2	
25229 DGCE	**Frisia I.** Ⓟ TwinSc 2*Dks*	504 322 208					1928	J.L.Meyer Papenburg	A.G.Reederei Norden-Frisia	170·9 P115′F25′	28·2	9·0	Norderney German *WB*	T.6Cy.9⅞″,16½″&26⅞″–15¾″ 56NHP J.L.Meyer,Papenburg		G
25230 91 INMD	**Frisio** Ⓟ (*ex*Posillipo) 1*Dk*	354 272 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·1	24·7	11·0	Naples Italian	T.3Cy.11½″,18⅒″&30″–21⅜″ 42NHP Cant.Nav.Riuniti,Ancona		I
25231 DAAR	**Fritz Schoop** Sub Sig.	1598 1294 903					1925	Nuescke& Co.A.G. Stettin	KohlenImport-u. PoseidonSchiffahrt A.G.	250·9 Q81′B67′F25′	37·8	17·0	Königsbrg German	C4Cy(2)14¾″&(2)31½″–31½″ 93NHP A.Borsig,G.m.b.H.Berlin		G
25232	**Fritzöe** OilEng. Now "Pictou County," see No. 39607 in Supplement *Mchy.Aft* 1*Dk*	667 323 355					1920	A/SNes Mek.Værks. NesTonsberg	H.F.Williams	179·8 P56′F28′	29·7	12·1	Panama Pnamanian *WB*	Oil Engine 4S.C.SA 6Cy.18⅞″–29½″ 207NHP Akt.Burmeistr&Wain,Cpn		N
25233 OXUC	**Frode** 1*Dk*	2140 1909 1285					1918	Nylands Værksted Oslo	DetForenede DampskibsSelsk	289·7 P25′B144′F32′	44·2	18·9	Copnhagn Danish *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		N
25234 7458 SDLW	— (*ex*Bravo-34, ssLkr.3rdNo.3-12,33 *ex*E.M.Dalgas) 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1535* *1335* *862*	✠100A1 2,34 BS~~11,34~~ ✠LMC12,33 10,35	Lkr	*q*	OG 11,33	1898 5mo *Lloyd*	Grngemth DockyardCo. Grngemouth 'sA&CP	RederiA/B Frode (H.Selander) *CellDBa&uE*94′*u*	254·0 P25′B62′F25′ FK *B*16′*f*94′391*t FPT*	36·8	18·1	Stockholm Swedish 4*BHCem* 41*tAPT*17*t*	T.3Cy.19″,31″&51″–36″ 160lb *90lb* 160NHP 1SB,*3cf*,GS62,HS2451 Hutson&Son,Glasgow	20 ″ 4 s 2 ″ 7½ 17 ″ 11	
25235 LDXQ	— (*ex*HollandiaI.) *Well deck* *Mchy.Aft* 1*Dk*	697 508 360			...		1917	NVScheep. DeMerwede Hardinxveld	RederiA/SStein- mann(OttarHolter *Mgr.*)	180·3 Q100*t*B22*t*F17*t* H20*t* FK	28·2	12·1	Sarpsborg Norwegian *WB*	T.3Cy.13½″,22½″&36″–27″ 100NHP Penn&Bauduin,Dordrecht	14 ″ 6	N †
25236 ~~[illegible]~~	**Frodingham** Ⓟ (*ex*Dandie PadSp Dinmont) Broken up 1*Dk*	318 232 173					1895	A.&J. Inglis Glasgow	~~London&North~~ ~~EasternRailway~~	209·6 Q9′ len.12 *Promenade dk*135′	22·1	7·2	~~Grimsby~~ ~~British~~ Belgian	D.1Cy.48″–66″ NB18 144NHP A.&J.Inglis,Glasgow		BT till 11,35
25237 TSUS	**Fronsac** *Mchy.Aft* 1*Dk*2*trB*	518 355 174					1906	Scottof Kinghorn,Ld Kinghorn	Worms&Co.	160·0 P106′F27′	26·1	11·5	Havre French *WB*	T.3Cy.12″,19″&33″–24″ 53NHP Scottof Kinghorn,Ld.Kgn.		V
25238 223078 KFLJ	**Frontenac** *Mchy.Aft* D.F. 1*Dk*	8158 7828 6531					1923	Gt.Lakes Eng.Works RiverRouge, Mich.	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo. *Mgrs.*)	580·0	60·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,40″&65″–42″ 274NHP GreatLakesEngineering Works,Detroit,Mich.		R
25239 LCTA	— ssFal.No.2-35 ~~ssNwc.No.1-32~~ *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7350 6777 4397	✠100A1 4,36 ~~3,35~~ BS~~9,56~~ ✠LMC~~1,32~~ 4,36 2,35 *CarryingPetr* *Fittedforoil*	Fal *oleum* *fuel* 2	*b*† *in* ,28	CL ~~3,35~~ 3,36 *bulk* *F.P. a*	1928 2mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP* 50° F.	D/S A/S Baltimore (Halle&Peterson, *Mgrs.*) *CellDBuE&B*66′	440·9 P105′B30′F40′ FK 254*tDTf*34′ 551*tFPT*126	58·4	33·7	Oslo Norwegian 16*BHptCem* (11 *to Udk* 5 „*2nd*„) *tAPT*174*t*	T.3Cy.27³⁄₁₆″,45″&75″–54″(*s*) 180lb 605NHP 3SB,*12cf*,GS226,HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
25240 107668	— Ⓟ 2*Dks*	304 184 206					1899	Carrier, Lainé&Co. Levis	ThousandIsland Nav.Co.Ld.	119·6	28·1	9·6	Quebec British	1Cy.12″–12″ 48RHP Carrier,Lainé&Co.Levis		
25241 6883 SEGW	**Frost** TwinSc Wireless *OilEng.* *Mchy.Aft* 1*Dk*&*ShelterDk*	*1573* *1265* *834*					1922	A/B Finn- bodaVarf Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	270·9 H82*t*	41·1	15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾″–28⅜″ 345NHP Akt.Atlas-Diesel,Skm.		V
25242 LDXS	**Fröya** Ⓟ 2*Dks*	324 300 165					1912	Trndhjems Mek.Værks Trondheim	FosensAktie- Dampskibsselskab	132·3 H24*t* len.26	21·1	15·6	Tr'ndheim Norwegian *WB*	T.3Cy.12″,20″&33″–21″ 50NHP TrondhjemsM.V.Trondhm		
25243 161547 GPNL	**Frumenton** ssNwc.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6675 5992 4059	✠100A1 *withfreeboard* ~~5,35~~ ~~12,33~~ 2,36 ✠LMC~~2,33~~ 4,35	Shl ~~Nwc~~	*c*† Bry	CL ~~2,33~~ N2,36	1930 2mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *Cell DB*369′1904*tF*	436·3 FK *PT*305*tAPT*340*t* (	60·3	29·0	Newcastle British 8*BHCem* *Coll toSh dk* 7 „ *2nd* „)	T.3Cy.23½″,40¾″&70½″–48″ 220lb *220lb* (*s*) 451NHP 2SB,*8cf*,GS147,HS5898 FD J.Dickinson&Sons,Ld.Sld.	32 ″ 0 s4 ″ 5½ 27 ″ 8½	
25244 EEOM	**Frumiz** (*ex*Otzari, Iron *ex*Annandale) ssShl.2ndNo.3-9,04 Now a Pontoon *Well deck* ssLon.No.1-08 1*Dk*(*Irn*)2*trB*	*1521* *1190* *938*	✠ 10,13 ✠	Sld	*q*		1878	E.Withy& Co. Hartlepool	Mancomunidad del vapor "Frumiz" (J.deZabalandi- cœchea, *Mgr.*)	264·5 Q96′B68′F40′ BK9″ *DBa*86′*f*82′&	33·4	17·1	Bilbao Spanish 4*BHCem* *uE&B*45′37*t*	C.2Cy.32″&59″–33″ NDB91 167NHP 1DB,*4pf*,GS69 T.Richardson&Sons,Hpl.	20 ″ 0	
25245 EEON	**Frutero** Steel&Iron3Mst (*ex*Normand,*ex*BellRock) *Well deck* 1*Dk* *Mchy.Aft* *IrnframingStlplating*	341 273 205			...		1893	R.William- son&Son Workington	J.Llovet	153·8 Q84′B10′F20′ BK7″	23·6	9·8	Valencia Spanish *WB*	C.2Cy.19″&38″–27″ 68NHP Dunsmuir&Jackson,Gls.	11 ″ 3	
25246 7139 SEHD	**Fryken** ssGot.No.2-33 1*Dk*(*Stl*) Now "Torö," see No. 40289 in Supplement	*1467* *1280* *819*	✠100A1 ~~6,33~~ ~~1,34~~ 11,35 BS~~6,34~~ ✠LMC5,35 9,35	Hul ~~Ant~~ Got	*q*	OG 11,34	1924 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	Ångb.Aktieb.Ferm (T.E.J:sonBros- tröm, *Mgr.*) *CellDB*214′403*t*	254·3 P20′B70′F26′ FK *FPT*48*tAPT*73*t*	38·3	16·5	Krstnhmn Swedish 4*BHCem*	T.3Cy.18½″,29½″&48″–33¹⁄₁₆″ 185lb (*s*) 156NHP 2SB,*4cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 10 s 2 ″ 4½ 16 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25247 146547 MKYT	**Fu-Kwang** TrpSc *OilEng.* *Mchy.Aft* ssShi.No.3–2,34 1*Dk(Stl)&pt2nd dk(Stl)* *&Web frames*	1402 1238 643	✠100A1 *withfreeboard* 2,36 ~~2,35~~ ~~DBS2,35~~ ✠LMC2,34 *CarryingPetroleum in bulk* ✠LMC(M)2,36	Shi DBS~~2,35~~ 2,36	*p*	~~12,33~~ 2,36	1922 4mo	Rotterdam Droogd.Maat Rotterdam A&CP	AsiaticPetroleum Co.(NorthChina) Ld.	257·8 B54'F27'	37·4	15·6 FK *FPT*100*t*	Shanghai British 11*BHptCem* *APT*48*t*	Oil Engines 2S.C.SA 12Cy.16½"–18 15/16" 165lb 274NHP NDB13*refitted*22 Ruston&Hornsby,Ld. Lincoln	17 ″ 0 s 7 ″ 0½ 10 ″ 2	
25248 XNFX	**Fu-Lung** (*ex*Doen-Samud, *ex*Chiengmai) 1*Dk&deep framing*	1911 — 1172					1906	Schiffsw. v. HenryKoch Lübeck	SanPehS.N.Co.Ld.	265·8 P36'B75'F38'	40·0	16·6	Shanghai Chinese *WB*	T.3Cy.17½",28¾"&46⅜"–32½" 121NHP J.F.Ahrens,Altona		
25249 129008	**Fuelite** (*ex*HerculesNo.7) Now Limalite, see No. 33905 in Supplement *Fitted for oil fuel* 1*Dk* *Carrying fuel oil in bulk*	376 349 254			...		1909	Lobnitz& Co.Ld. Renfrew	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*)	145·5	27·6	10·1 FK	Vancouver B.C. British	C.2Cy.14"&32"–21" 50RHP Lobnitz&Co.Ld.Renfrew	10 ″ 6	
25250 219302 KJKW	**Fueloil** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	1370 1090 760			...		1919	National S.B.Co. Violet,La.	Mexican PetroleumCorp.	242·5 P72'F21'	36·9	19·7 FK	NewYork Utd.States *WB*	C.4Cy.16"&32"–24" NE&B21 194NH StatenIslandS.B.Co.N.Yk.	19 ″ 0	R †
25251 EAEP	**Fuerteventura** Ⓟ ssLaP.No.3–9,24 Wireless ssMga.No.2–32 1*Dk&Shelter dk(Teak)*	478 270 187	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS3,35 ✠LMC11,32	LaP	*h*	CL 2,35	1912 4mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Cia.Trasmediter-ranea *WB=Cell DBa*33'	160·0 *uE*14' *f*66' 87*tFPT*	25·9	10·4 FK	L.Palmas Spanish 4*BHCem* 10*tAPT*10*t*	T.3Cy.13",22"&36"–26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	11 ″ 0 s ″ 3 11 ″ 0	
25252 151712 FDHR	**Fuh Wo** TwinSc ssShi.No.3–3,29 1*Dk(Stl)* *Fitted for oil fuel*	953 527 500	... 12,33	Shi			1922	Yarrow& Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld.	204·0 F25'	33·1	10·0 FK	Shanghai British 8*BHAsp* *MT*6'6*t*	T.6Cy.18",26"&39½"–18" HS8253 446NHP 2 WaterTubeBoilers Yarrow&Co.Ld.Gls.	10 ″ 6	
25253 22679 JILE	**Fuji Maru** 1*Dk*	994 840 657					1918	Samba Tetsuo Osaka	SaitoGomei Kaisha	195·5	31·5	18·0	Hashidate Japanese	T.3Cy.13½",22½"&37½"–28" 70NHP FushidaTekkosho,Osaka		
25254 37065 JUFH	— *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.* *Cruiser Stern*	703 603 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaShosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"–24 7/16" 163NHP MitsuiZosenKaisha,Ld. Kob.		
25255 36743 JJZC	**Fujisan Maru** *OilEng.* 1*Dk(Stl)2nd dk(Stl)clear of cargo tanks* *Mchy.Aft* *Web frames* *Longitudinal framing*	9520 8605 5440	✠100A1 4,35 ~~3,34~~ DBS4,35 ✠LMC8,31 ✠LMC(M)10,35 *CarryingPetroleum in bulk*	Yka Kob	*f*†	CL 3,34	1931 8mo *Lloyd*	Harima S.B.&Eng. Co.Ld. Harima '*sA&CP*	IinoShojiK.K. *Cell DBuE*89'358*tD*	493·4 P147'B38'F40' *Tf*65'709*tFPT*172*t*	65·0	37·0 FK	Tokio Japanese 12*BHptCem* *APT*23*t*	Oil Engines 2S.C.DA 7Cy.27 9/16"–47¼" 1857NHP 2DB200lb DB(s)100lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	37 ″ 0 s 9 ″ 4 27 ″ 10¾	
25256 24469 JPMB	**Fuki Maru** 1*Dk*	2451 — 1698					1918	Asaki S.B.Co. Osaka	Kuribayashi ShosenK.K.	284·0	41·0	24·5	Tokio Japanese *WB*	T.3Cy.19½",31"&54"–36" 175NHP HirotaniSeikosho,Osaka	24 ″ 6	
25257 26548 JFJD	**Fukkai Maru** ssKob.No.3–5,32 2*Dks(Stl)*	3830 3460 2326	✠100A1 5,35 ~~5,34~~ ✠LMC~~5,34~~ 5,35	Kob	*w*	CL 5,34	1920 1mo	Yokohama DockCo. Yokohama A&CP	MeijiKaiunK.K.	345·0 P33'B77'F41' *CellDB*316'793*tFPT*	50·0	29·1 FK	Tarumi Japanese 6*BHCem* 56*tAPT*29*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 343NHP 2SB,6*cf*,GS106,HS4414 FD YokohamaDk.Co.Yka.	29 ″ 1 s 5 ″ 5½ 23 ″ 11	
25258 30509 JAKB	**Fukko Maru** TwinSc *OilEng.* ssKob.No.2–33 1*Dk(Stl)*	3834 3385 2290	✠100A1 8,35 ~~7,34~~ ~~DBS7,34~~ 8.35 ✠LMC CS7,33 7,34	Kob		CL P8,35 S7,34	1924 12mo *Lloyd*	KobeSteel Works Harima '*sA&CP*	FukkoShosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDB*280'81	350·7 P21'B97'F35' 4*t DTa*29'855*tFPT*	50·0	27·0 FK	Hashidate Japanese 6*BHptCem* 91*tAPT*75*t*	Oil Engines 2S.C.SA 8Cy.18½"–29⅛" 478NHP DB120lb SulzerBros&CoWinterthur	27 ″ 0 s 4 ″ 9½ 22 ″ 5	
25259 20606 JFCD	**Fuku Maru** ssKob.No.3–2,30 ssKob.No.1–33 1*Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing* *&Web frames*	4378 3692 2767	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~3,35~~ ✠LMC~~3,35~~ 4,36	Osa Kob	*w*	CL 3,35	1917 8mo *Lloyd*	OsakaIron Works,Ld. Innoshima '*sA&CP*	TaishoKisen GomeiKaisha (OtaniMokun-osuke) *Cell DB*298'1136*t D*	345·0 P30'B99'F34' *on* *Shelter dk* *Ta*32'693*tFPT*115*t*	49·8	28·2 FK	~~Kobe~~Osaka Japanese 6*BHCem* *APT*29*t*	T.3Cy.24",41"&67"–48" (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
25260 19585 JATB	**Fukui Maru No. 2** Wireless 1*Dk*	1572 1332 1106					1917	Hakodate Dock,K.K. Hakodate	TeikokuKisenK.K.	235·0	36·0	21·5	Tokio Japanese *WB*	T.3Cy.18",29"&49"–33" 138NHP HakodateDk.Co.Hakodate		
25261 27463 JFIA	**Fukuken Maru** Ⓟ 2*Dks*	2568 2009 1570			...		1920	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5 P41'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
25262 9395 JTVB	**Fukura Maru** (*ex*Bogstad) 1*Dk2trB&Web frames&ptAwng dk*	3122 2345 1926			...		1894	Nylands Værksted Oslo	TanakaShojiK.K.	325·0 P28'Q100' BK10" *pt Awng dk*194'	41·8	21·2	Takuma Japanese *WB*	T.3Cy.23",37½"&61½"–42" NB06*refitted*10 258NHP NylandsVærksted,Oslo	24 ″ 0	
25263 23570 JRDE	**Fukusei Maru** 1*Dk*	1223 1039 722					1918	Osaka Zoseusho Osaka	MeijiKaiunK.K.	225·0	33·0	18·7	Tazumi Japanese *WB*	T.3Cy.16",26"&42"–30" 97NHP LettsuTekkosho,Osaka		
25264 9445 JCWC	**Fukushu Maru** (*ex*Standard) Wireless 1*Dk&Spar dk*	1455 1335 989					1903	Framnes Mek.Værks. Sandefjord	KitaNipponKisen K.K.	237·1	34·2	19·2	Fuchu Japanese *WB*	T.3Cy.16½",27"&44"–33" 111NHP Akers.Mek.Værks.Oslo		
25265 25517	**Fukuun Maru No. 1** Wood	649 — 459					1918	....	KajiYonezo	174·8	28·0	15·7	Shikitsu Japanese			
25266 22720 JPKB	**Fukuyei Maru** 1*Dk*	1113 985 772					1918	Hakodate Dockyard Hakodate	Kuribayashi ShosenK.K.	215·0 B49'F28'	31·5	18·5	Tokio Japanese *WB*	T.3Cy.14½",24½"&40"–30" 88NHP HakodateDockyard		
25267 27732 JTHD	**Fukuyo Maru** (*ex*HoshuMaru) ssKob.No.3–5,34 2*Dks(Stl)*	5463 4996 3405	✠100A1 6,35 ~~5,34~~ ✠LMC~~5,34~~ 6,35	Kob	*z*	CL 5,34	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' *CellDB*339'944*t*	53·2	29·4 FK	Yokohama Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 7 25 ″ 9	

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où cotés si ce n'est dans le L.R. Bureau Cert. B. of Trade
25268 DDBS	**Fulda** Ⓟ TwinSc *Corrugated sides* *Oil Eng.* D.F. GyC. Sub.Sig. 4*Dks*	7744 6840 4138					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·8 62·3 B139'F45'	57·6 31·3	~~30·5~~	Bremen German *WB*	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1493NHP Gebr.Sulzer,Ludwigshafen		G
25269 1097 IHMM	**Fulgor** *ss*Pal.No.3–6,34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig.	6654 5730 3843	✠100A1 ~~4,35~~12,35 ✠NB1,29 BS11,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,22	Pal Gen ✠LMC MS6,34	*z*	CL N6,34 *F.P. above 150° F.*	1922 6mo	Cant.Nav. dellaSpezia Spezia A&CP	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *Cell D BuE&B58' 200t D*	399·6 P105'B30'F36' FK *Tf29'365t FPT290t*	55·1	30·9	Genoa Italian 17*BHptCem* (14 *to U dk* 3 „ *2nd* „) *APT*290*t*	Q.4Cy.21",29½",43"&62"–45" 230lb *120lb* (*s*) 399NHP 3SB,*9cf*,GS135,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s 5 ″ 4 26 ″ 1¾	
25270 MNFJ	**Fullerton Rose** *ss*Shl.No.2–33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1594 1243 943	✠100A1 ~~5,30,34~~ 2,36 ✠BS~~9,34~~ 11,35	Sws ~~Clf~~ ✠LMC10,35	*p*	CL ~~9,34~~ ~~6,35~~ 11,35	1925 4mo *Lloyd's A&CP*	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld. *CellDB*	250·3 Q140'B15'F23' FK *f*169' 410*t FPT*93*t*	37·1	16·4	Liverpool British 4*BHCem* *APT*62*t*	T.3Cy.19",31"&50"–36" (*s*) 180lb 226NHP 2SB,*6cf*,GS135,HS4366 Ross&Duncan,Govan	18 ″ 6 s 5 ″ 4½ 17 ″ 3	
25271 LDXT	**Fulton** (*ex*Hardanger) 1*Dk*	1109 974 655					1905	Bergens Mek.Værks. Bergen	A/S Fulton (RasmusF.Olsen)	226·8 P12*t*H45*t*F31*t*	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25"&43"–30" 106NHP BergensMekVærksBergen		N
25272 34833 IDZE	**Funagawa Maru** *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	865 647 462					1929	Asano Zosensho Tsurumi	NakagawaKisen K.K.	185·0 P65'F21'	29·5	15·7	Yokohama Japanese *WB*	T.3Cy.13",21"&36¾"–27" 67NHP AsanoS.B.Co.Ld.Tsurumi		
25273	**Funchalense** (*ex*Everhard) *Oil Eng.* *Mchy.Aft* 1*Dk*	374 268 193					1927	Gebroeders Bos Groningen	Empresa de NavegaçaoMadeirense Ltda.	142·4 Q38'F15'	23·2	10·7	Funchal Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.11"–19⅛" 70NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
25274 954 JUXB	**Fusan Maru** Ⓟ 2*Dks*	1625 1374 953					1920	Osaka Tekkosho Habu	ChosenYusenK.K.	260·0 P21'B80'F31'	35·0	21·0	Jinsen Japanese	T.3Cy.18",30"&50"–36" 150NHP OsakaTekkosho		
25275 17741 JFMD	**Fushimi Maru** Ⓟ TwinSc *ss*Yka.No.2–35 *ss*Yka.No.3–1,27 ~~*ss*Yka.No.1–31~~ 2*Dks*(*Stl–U* ws)&3*rd Dk* (*Stl*) *in Nos.*1,3&4*holes*	10936 8971 6846	✠100A1 10,35~~1,32~~ ~~BS4,35~~	Yka ✠LMC~~7,33~~ 10,35	*g*†	CL ~~P4,34~~ ~~s1,35~~ s5,35 P10,35	1914 12mo *Lloyd's A&CP*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *WB*	513·0 P99'B191'F56' FK =*Cell DBa*157' *uE*	63·5	37·5	Tokio Japanese 8*BHCem* &*B* 92'*f*193'	T.6Cy.28",47"&79"–51" (*s*) 200lb FD 1337NHP 7SB,*21cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag 2056*t FPT*148*t APT*57*t*	37 ″ 6 s 8 ″ 11¼ 29 ″ 0	
25276 29815 JPMA	— (*ex*Hobart) *ss*Mel.No.3–5,15 *ss*Mel.No.1–19 1*Dk*(*Irn*)&*deep framing*	2542 2287 1539	✠ 9,24	Mel ✠	*t*		1902 10mo	W.Gray& Co.Ld. WHartlepool	MasudaKyugoro	306·4 P25'*pt Shltr dk a*18' B80'*pt Shltr dk f*18' F31' FK	45·1	20·1	Kobe Japanese 5*BHCem* *CellDBa*98'	T.3Cy.22",35"&59"–39" 231NHP 2SB,*6rf*,GS91,HS3510 Cen.Mar.EngWrks.WHpl. *uE*22'*f*128'671*t APT*129*t*	22 ″ 5	C †
25277 10293 JOJE	— IronBg (*ex*SunChangMaru, 2*Dks*&*Spar dk* *ex*FushimiMaru,*ex*Veteran,*ex*Thales)	1234 1165 766			...		1864	A.Denny Dumbarton	Amagasaki KisenbuGomei Kaisha	233·7 F54' BK8"	30·3	22·5	Shimonoseki Japanese	C.2Cy.30¾"&50½"–36" NB80 127NHP *Cmp.*80H.Kg.Dk.Co.H.Kg.	24 ″ 3	
25278 293 IBVM	**Fusijama** TwinSc *ss*Tri.No.1–33 *Oil Eng.* D.F. 2*Dks*(*Stl*) *Ref.Mchy.*	6244 5025 3907	✠100A1 11,35~~5,35~~ DBS5,35 Lloyd'sRMC~~2,36~~ 2,36 ~~9,34~~ for temp. 43° F.	Tri ✠LMC CS2,34 4,35	*a*†	CL ~~6,32~~ 5,35	1929 3mo *Lloyd's A&CP*	Stabilmnto Tecnico Trieste	LloydTriestino *CellDB*365'1026*t*	448·3 430·0 P36'B283'F44' FK *FPT*114*t APT*47*t*	55·4 55·4	27·7 27·7	Trieste Italian 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
25279 29718 JYJA	**Fuso Maru** Ⓟ (*ex*Latvia, TwinSc *ex*Russia, *ss*Kob.2ndNo.3–3,33 *ex*Russ,*ex*Rossija) 3*Dks*(*Stl–* *MwsU* teaks) *ss*Kob.No.1–36	8199 6744 4990	✠100A1 2,36~~2,35~~	Kob ✠LMC~~2,35~~ 3,36	*e*†	CL S2,34 P2,35	1908 5mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	OsakaShosenK.K. *CellDBa* 115' *uB*& *Tank between tunnels*135*t FPT*	475·0 P47'B199'F83' FK *f*248'1174*t*	57·7	32·6	Osaka Japanese 8*BHCem* 61*t APT*36*t*	T.6Cy.26",45"&76"–54" (*s*) 185lb 1130NHP 3D&1SB,*21cf*,GS409, HS16040 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
25280 12181 JKMC	— Wireless 1*Dk*	987 923 578					1909	OsakaIron Works Osaka	MiyakoKisenK.K.	217·7	29·1	19·0	Shimoda Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
25281 Wrecked 9,34 1833 JTQE	— Wood 2*Dks*	339 289 195					1895	OsakaIron Works Osaka	TosaDomeiKisen K.K.	138·0	19·7	15·5	Kochi Japanese	C.2Cy.17¼"&34¼"–22" 46NHP OsakaIronWorks,Osaka		
25282 137086 GKSR	**Fylingdale** *ss*CffNo.–2,33 1*Dk*(*Stl*)	3918 3499 2322	✠100A1 1,36 ~~2,35~~ BS4,36 MS8,33	Cff Bry ✠LMC ~~BS2,35~~	*x*	CL 2,35	1924 12mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*320' 962*t FPT*	364·5 P33'B222'F33' FK	51·5	22·7	Whitby British 6*BH~~pt~~Cem* 68*t APT*194*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *180lb* 345NHP 2SB,*6cf*,GS126,HS5423 Richardson,Westgarth& Co.Ld.Sld.	25 ″ 0 s 3 ″ 0½ 22 ″ 2	
25283 OYDL	**Fylla** *ss*Cpn.2ndNo.3–4,29 Wireless *ss*Svb.No.1–33 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	785 677 443	✠100A1 6,35 ~~5,34~~ MS6,35	Abg Els ✠LMC BS~~10,34~~ 12,35	*l*	OG 5,33	1906 5mo *Lloyd's A&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*) *WB*=*Cell DBa*&	211·2 P13'B59'F28' FK *uE*68'*f*88'237*t FPT*	30·7	13·1	Copnhagn Danish 4*BHCem* 39*t APT*26*t*	T.3Cy.14",22½"&37"–24" (*s*) 180lb 79NHP 2SB,*4cf*,GS40,HS1300 Kjbnhavns.Flydk.&Skbsv.	15 ″ 6 s 1 ″ 7½ 14 ″ 0	
25284 OXUS	**Fyn** Ⓟ (*Ferry—Screws fore & aft*) 2*Dks*	799 719 309					1919	Orlogsvarftet Copenhagen	DeDanskeStatsbaner	222·9	34·5	14·1	Fredricia Danish *WB*	C.4Cy.19"&38"–20" 108NHP Orlogsvarftet,Cpn.		
25285 6668 SEHI	**Fyrileif** 1*Dk*	924 714 495					1921	Helsingbrg WarfsAktieb. Helsingborg	A.Smith	205·0 Q67'B56'F19'	33·5	15·2	Stockholm Swedish *WB*	T.3Cy.18⅛",29½"&46⅞"–27½" 110NHP HelsingborgWarfsA/B		V

⁎⁎Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25286 206423	**G. A. Boeckling** Pad 1*Dk*	328 — 157					1909	Gt.Lakes Eng.Works Ecorse	BayTransportationCo.	155·2	30·0	9·1	Sandusky Utd.States	C.2Cy.25½"&44½"-72" E*made—refitted*09 140NHP		
25287 206623 KDXJ	**G. A. Tomlinson** *Mchy.Aft* D.F. GyC. 1*Dk*	6361 — 4862					1909	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
25288 LCPW	**G. C. Brövig** TwinSc *ProgressiveSurveyofOil tanks* *OilEng.* *Mchy Aft* *ss*Got.No.1-34 1*Dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	9718 8987 5860	✠100A1 ~~6,25~~~~10,34~~1,36 DBS6,34 ✠LMC CS12,34 7,35 *CarryingPetroleum in bulk*	Got Yka	*e*†	CL 2,34	1930 10mo	GötaverkenA/B Gothenburg *Lloyd'sA&CP*	Th.Brövig *CellDBuE*71'304*t*	475·6 P103'F40' *DTf*33'622*tFPT*19	64·2	37·8 FK	Farsund Norwegian 10*BHptCem* 6*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 2DB*180lb* 724NHP GotaverkenA/B,Got.	37 ″ 3	
25289 141783 WDDZ	**G. G. Post** (*ex*JohnAnderson-32, *ex*Luzon) *Mchy.Aft* 1*Dk*2*tr*B	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTransportationCo.(John T.Kelly,*Mgr*.)	346·0	48·2	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		R
25290 230210 KGRY	**G. Harrison Smith** *Mchy.Aft* *Fitted for oil fuel* D.F. GyC. 2*Dks* E.S.D. *Carrying Petroleum in bulk*	11752 11387 7328					1930	Federal S.B.&D.D.Co Kearny,N.J.	~~StandardShipping Co.~~ StandardOil Co.of NewJersey	525·0 B36'F40'	74·3	40·5	Wilmgton (Del.) Utd.States *WB*	2 Steam TurbinesDR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J.		R
25291 86610 KFSM	**G. J. Grammer** *Mchy.Aft* 1*Dk*2*tr*B	4471 — 3703					1902	Superior S.B.Co. W.Superior, Wis.	GrammerS.S.Corp. (Boland&Cornelius,*Mgrs.*)	438·0 len05	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&55"-40" 191NHP SuperiorS.B.Co.		R
25292 159441 VPJG	~~**G. S. Wilden**~~ G. S. Walden D.F. GyC. *Cruiser Stern* 2*Dks* (*OilEng.* *Mchy.Aft.* *Longitudinalframing-* *bracketless system "Arcform"*	~~10300~~ 10627 9704 6292	✠100A1 2,36 ~~8,35~~ ✠LMC8,35 ~~(ClassContemplated)~~ *CarryingPetroleum in bulk*	Sng		CL *Lloyd's*	1935 8mo	NVRotterdamDroogd. Maats. Rotterdam *A&CP*	OrientalTankers, Ld. 16*BH* *CellDBuE*36'15	489·1 P107'B33'F51' FK (12*BHtoUpperdk*4 7*tDTf*31'895*tFPT*2	75·1	37·0	HongKong British *BHto2nddk*) 82*tAPT*130*t*	Oil Engines 2S.C.SA 8Cy.25⅝"-49¼" 908NHP 3DB*200lb* Fr.KruppGermaniawftA.G.Kiel	37 ″ 0 s6 ″ 11½ 30 ″ 4¼	
25293 PEFF	**Gaasterkerk** (*ex*Gaasterdijk) *ss*Rot.No.3-4,35~~*ss*Rot.No.2-31~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6630 [illegible] ~~4059~~ 8679 8170 ~~5444~~	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~~~6,34~~2,36 ~~BS6,34~~ ✠LMC~~9,31~~ 6,34 *Fitted for oil fuel*10,22 *F.P. above* 150° F. BS9,35	Rot		CL N6,34	1922 10mo	New WaterwayS.B.Co. Schiedam *Lloyd'sA&CP*	N.V.Vereenigde Nederlandsche Scheepvaartmaatschappij(Directie enAgentuur Maats.HollandOost AzieLijnN.V., *Mgrs.*)	493·3 F56'*on Shelter* *dk* len.32 *CellDB*393'1574*t* *MT*27'1255*t*	58·2	37·2 28·5 FK *Collisio*	TheHague Dutch *ptCem* *nBHtoShdk* 7 " " *U* " *DTa*30'682*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 215lb 965NHP 4SB,*12cf*, HS11308 FD J.Brown&CoLdClydebank *FPT*158*tAPT*100*t*	~~40 ″ 1~~ ~~s10 ″ 7¼~~ ~~29 ″ 8~~ 31 ″ 4 s4 ″ 7½ 26 ″ 11½	
25294 ~~PEFL~~	**Gaasterland**(*ex*CastellPelesch) *Now "Mogy," see No. 39066 in Supplement* 1*Dk*&*Shelter dk*	3464 3192 2128					1912	Akt-Ges. "Neptun" Rostock	Cia.Carbonifera RioGrandense	365·9 F36'	50·5	21·6	R.Janeiro Brazilian *WB*	T.3Cy.23⅝",38 3/16"&62"- 41 3/16" 247NHP A.G."Neptun," Rostock		G
25295 428 IBOP	**Gabbiano** (*ex*Grete-34) *ss*Ham.No.2-31 Sub.Sig. 2*Dks*(*Stl*)	6584 6090 3951	✠ ... 9,35 ~~[illegible]~~ ✠~~LMC[illegible]~~	Ham Nap	*b*†	CL 10,34	1923 7mo	Akt.Ges. "Neptun" Rostock *Inter* *CellD*	A.Lauro *mediate BH in fore* *Ba*151'*uE*25'*f*191	462·0 440·0 P57'B144'F39' FK *hold dispensed with* '1355*tDTa*32'115*t*	57·1	29·6	Naples Italian *Asp* 6*BH only* *FPT*134*t*	T.3Cy.29⅛",48"&78¾"-51 3/16" & LP Turbine with DR gearing & hydraulic coupling 214lb (*s*) 720NHP 3SB,*9cf*,GS198,HS9041 FD A.G."Neptun,"Rostock	32 ″ 2	
25296 FNGE	**Gabriel Guist'hau** (*ex*Gorgona, *ex*GiuseppinaIlardi, *ex*WarPlatoon) 1*Dk* *Well deck* D.F.	2352 1759 1306			...		1918	ForthS.&E Co.Ld. Alloa	ConsortiumCommercial deTransportsMaritimes (UnionIndustrielle &Mar,Soc.Française d'Arm. *Mgrs.*)	284·6 P28'Q69'B64'F32'	41·9	19·1 FK	Rouen French *WB*	T.3Cy.25",41"&68"-45" 310NHP MacColl&Pollock,Ld.Sld.	21 ″ 3	V †
25297 150183 VJNJ	**Gabriella** *ss*Wln.No.3-11,32 1*Dk*(*Stl*) *Cargo battens not fitted*	1587 1338 946	✠100A1 11,35~~11,34~~ ~~BS11,34~~ ✠LMC11,32 11,35	Wln	*p*	OG ~~1,32~~ 11,35	1920 5mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *C*	252·0 P22'B59'F26' *ellDB*210'429*tFPT*	38·2	17·4 FK	SydneyNSW British 4*BHCem* 65*tAPT*24*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 207NHP 2SB,*6cf*,GS100,HS3438 N.E.MarineEng.CoLdNwc	19 ″ 6 s2 ″ 5 17 ″ 3	
25298	**Gadila** *For full particulars see No. 38254 in Supplement* *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7970 7202	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1935	Howaldts-WerkeA.G. Kiel	PetroleumMaats "LaCorona"	460·0 P94'B46'F48'	59·0	33·9	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" HowaldtswerkeA.G.Kiel	34 ″ 0 s6 ″ 8¾ 27 ″ 6	
25299 140302 GNXC	**Gaelic Star** (*ex*Gaelicstar, *ex*Montilla) *ss*Nwc.No.3-9,29 *ss*Shl.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ptws*) *CruiserStern*	5596 5187 3528	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~7,34~~ ✠LMC MS11,35 BS~~5,34~~ 5,35 ✠Lloyd'sRMC~~[illegible]~~ 1,36~~9,36~~ *Fitted for oil fuel* 1920 *F.P. above* 150° F.	Shl Nwc	*y*	CL ~~1,32~~ 3,35	1917 8mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	UnionCold Storage Co.Ld.(BlueStar LineLd.*Mgrs.*) *CellD*	389·8 F*onShelter dk*50' *B*342'912*t FPT*48*t*	53·2	32·9 FK	London British 6*BHCem* *APT*24*t*	T.3Cy.24½",41½"&70"-48" 200lb (*s*) 548NHP 3SB,*9cf*,GS150,HS8433 FD D.Rowan&Co.Glasgow	36 ″ 0 s9 ″ 1¼ 27 ″ 1¼	
25300 332 ICET	**Gaeta** (*ex*Roana) Broken up D.F. 1*Dk*&*Shelter dk*	6278 5966 3823			...		1920	Furness S.B.Co.Ld. Middlesbro'	"Polena"Società di Navigazione	412·4 F41'*onShelter dk*	55·6	34·4 FK	Naples Italian *WB*	2SteamTurbinesDRgeared to1Sc.Shft 678NHP Richardsons,Westgarth & Co.Ld.Hpl.	38 ″ 1	I †
25301 74 YLCQ	**Gaida** (*ex*Maria,*ex*Orrik) Iron 1*Dk*&*Awng dk*	460 274 258					1885	Jernsk.og Mskinbyggr Elsinore	KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*)	141·0	23·8	10·8 17·5	Riga Latvian *WB*	C.2Cy.19⅝"&35⅝"-22" 50NHP HelsingörsJernsk.&Mskb.		V
25302 141924 GCZB	**Gairsoppa** *ss*Cal.No.1-35 *ss*Cal.No.3-3,32 2*Dks*(*Stl*)	5237 4754 3227	✠100A1 7,35~~9,34~~ ✠LMC MS~~7,32~~ 1,36 BS~~9,34~~10,35	Bom Cal	*y*	CL 8,34	1919 10mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	399·3 P49'B113'F39' 344'1112*t FPT* 122	52·2	28·5 FK	Glasgow British 7*BHCem* *tAPT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
25303 129 YLCD	**Gaisma** (*ex*Marietta,*ex*Penare) *ss*Lie.No.1-35 *ss*Msl.2nd.No.3-3,26 *ss*Lie.No.3-10,30 1*Dk*(*Irn*)2*tr*B&*Web frames*3*Dk rule*	3077 2862 1906	✠100A1 *withfreeboard* ~~3,34~~ 11,35 ~~BS7,34~~ ✠LMC~~10,30~~ 11,35	Sld Lie	*u*	CL ~~3,34~~ 11,35	1900 11mo	Ropner& Son Stockton A&CP	"Jura"Shipping Co.Ld.(Fr.Karklins,*Mgr.*) *CellDB*	323·9 P29'B166'F36' *a&uE*124'*f*136'626*t*	48·1	21·7 FK	Ventspils Latvian 5*BHCem* *APT*104*t*	T.3Cy.23½",39"&64⅜"-42" 160lb (*s*) 273NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s3 ″ 2¾ 21 ″ 2¼	

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et se n'est dans le L.R. Bureau Cert. Lof Trade
25304 154 INOC	**Gala** (exLovart) ssGmh.3rdNo.3-4,31 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1029 772 591	✠100A1 11,34 BS5,34 ✠LMC4,31	Nap	*n*	~~10,33~~ 3,36	1897 5mo	Crmichael, Maclean&Co. Greenock A&CP	S.Spampinato *CellDB*	233·7 225·8 Q77'B52'F27' FK *a50' f88' 215t FPT*	34·1	13·1	Catania Italian *4BHCem* *36t APT24t*	T3Cy17⅞",27½"&44"-33" (s) 160lb *100lb* NDB13 99RHP 1SB,*3rf*,GS55,HS1660 Muir&Houston,Ld.Gls.	15 ″ 3 s1 ″ 3 14 ″ 2	
25305 133263 MFYW	**Galacum** 3Mst *Well deck* ssWrk.No.3-10,27 *Mchy.Aft* ssWrk.No.1-32 *Cargo battens not fitted* 1*Dk*(*Stl*)	585 391 243	✠100A1 11,34 ✠LMC MS4,31 BS5,34	Bly	*h*	CL 10,33	1915 11mo *Lloyd*	R.William-son&Son Workington 'sA&CP	Northwest ShippingCo.Ld. (R.Williamson, *Mgr.*)	165·7 Q100'B9'F21' FK *WB=CellDBf97'*	26·6	11·0	Workngtn British *3BHCem* *123t FPT38t*	T.3Cy.13",21½"&35"-27" (s) 170lb 86RHP 1SB,*3pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s4 ″ 8½ 12 ″ 10	
25306 TCBJ	**Galata** (exSamsoun,exUrania, Iron exVrissiis,exVrisida, ssBbo.No.3-1,95 exKlyde) ssPir.No.2-03 *Well deck* 1*Dk*(*Irn*)2*trB*	1376 — 849	✠ 5,08 ✠	Gtz	*p*		1882 8mo	C.S.Swan&Hunter Newcastle	KirzadeSevki ve Surekâsi *DB*	256·0 Q96'B62'F28' BK9"	35·0	17·9	Istanbul Turkish *4BHCem* *a70'f46'225t*	C.2Cy.32"&62"-36" 180NHP 2SB,*4pf*,GS73,HS2980 WallsendSlipwayCo.Nwc.	19 ″ 3	
25307 1553 INOF	— (exLeaside,exKildavin) *OilEng.* 1*Dk*	618 487 350			...		1918	Smith's DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	176·6 170·2 B35'F25' FK	29·8 30·0	15·7 15·7	Genoa Italian *WB*	Oil Engine 2S.C.SA 4Cy.13⅝"-21¼" NE29 Cant.Offic. 125NHP SavoiaCornigliano	16 ″ 6	I †
25308 LDYD	**Galatea** 1*Dk*	1152 997 671					1912	Laxevaags Msk &Jrnskb Bergen	A/S D/S Galatea (Th.Gjesdahl)	228·2 P10tH49tF32t	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
25309 120924 MCLR	— Ⓟ TwinSc ssLiv.2ndNo.3-5,34 Wireless Sub.Sig. 2*Dks*(*UptStl*-teaks)	569 475 221	✠100A1 6,35 ~~5,34~~ BS6,35 ✠LMC5,34	Liv	*i*	CL 5,34	1906 2mo *Lloyd*	J.P.Ren-noldson&Sns. SouthShields 'sA&CP	MerseyDocks& HarbourBoard	170·0 BK7" *WB=*	30·3	13·8	Liverpool British *4BHCem* *DTf15'60t*	T.6Cy.12¼",21"&33"-24" (s) 180lb 137NHP 2SB,*4cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl	15 ″ 0 s4 ″ 8 11 ″ 2	BT till 10,35
25310 EAET	**Galdames** ssBbo.No.3-3,30 ssBbo.No.1-34 1*Dk*(*Stl*)	3337 3002 2013	✠100A1 9,35 ~~4,34~~ ✠LMC4,34 BS9,35	Bbo	*u*	CL 4,34	1918 9mo *Lloyd*	Soc.Anon. Astilleros del Nervion Bilbao 'sA&CP	Auxiliar MaritimaS.A.	325·7 P31'B80'F39' FK *CellDB*280'818t	47·1	22·5	Bilbao Spanish *6BHCem* *FPT130t*	T.3Cy.24",40"&65"-45" (s) 180lb *100lb* 295NHP 2SB,*6cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s4 ″ 4¼ 20 ″ 9	
25311 [illegible] ZMKD	**Gale**, (exRawlinson,exBoschpolder) Now "Wannon," see No. 40655 in Supplement 1*Dk*	567 394 287					1919	N.V.Werf Vooruit Enkhuizen	Belfast&Koroit SteamNav.Co.Ld.	167·4 Q58'B41'F24'	26·6 *27·9*	11·0	Melbourne ~~Lyttltn NZ~~ British *WB*	T.3Cy.13⅝",21¾"&35⅞"-24⅞" DeMan& 61NHP TeVeldhuys,Dordrecht		
25312 EAES	**Galea** ssBbo No.3-3,30 ssBbo.No.1-34 1*Dk*(*Stl*)	3333 3062 1974	✠100A1 12,34 ✠LMC12,34	Bbo	*u*	CL 12,34	1918 4mo *Lloyd*	Soc.Anon. Astilleros del Nervion Bilbao 'sA&CP	Cia.Naviera Guipuzcoana	325·7 P31'B80'F39' FK *CellDB*280'818t	47·1	22·5	S.Sebast'n Spanish *6BHCem* *APT130t*	T.3Cy.24",40"&65"-45" (s) 180lb *100lb* 295NHP 2SB,*6cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s4 ″ 4¼ 20 ″ 9	
25313 YTAO	**Galeb** (exCefnbryn-35,exGaleb-34, Now "Greek Mariner," see No. 38980 in Supplement ex[illegible] ssPir.No.3-5,27 exCefnbryn,exTheo-fano,exIoannisVatis) ssSsk.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3714* [illegible] *2317*	✠100A1 *Shelter dk withfreeboard* 8,35 ~~8,34~~ BS6,35 ✠LMC4,34	Ssk Rot	*w*	CL 7,34	1914 5mo *Lloyd*	J.Priest-man&Co. Sunderland 'sA&CP	Jugoslavenska PlovidbaD.D. *CellDBa106' uE25' f*	350·0 ... FK 154'863t*DTa*29'936	50·9	24·5	Susak Yugoslav *7BHCem* *t APT106t*	T.3Cy.25",41"&67"-45" (s) 180lb 327NHP 3SB,*9pf*,GS156,HS5044 G.Clark,Ld.Sunderland	26 ″ 0 s2 ″ 6½ 23 ″ 8½	
25314 5127 SEQO	**Galeon** (exHafsten-34, Iron exAlassio) ssGot.4thNo.3-11,34 1*Dk*(*Irn*)&*Web frames* *Well deck*	*1165* *923* *648*	✠100A1 2,36 ~~11,34~~ ✠LMC11,34 BS12,35	Got Hbg	*n*	CL ~~6,33~~ 1,36	1883 9mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Galeon(Torsten Hillerstrom)	224·1 Q81'B46'F27' FK *DBa57 f90'*	34·9	15·8	Malmö Swedish *4BHCem* *338tAPT20t*	C.2Cy.26½"&52"-36" 80lb *80lb* NDB02 135NHP 1SB,*3pf*,GS57 N.E.MarineEng.Co.Nwc.	17 ″ 4 s1 ″ 4¼ 16 ″ 2	
25315 87 ICBZ	**Galilea** Ⓟ (exPilsna-35) TwinSc ssTri.No.3-9,31 2*Dks*(*StlU*-ws) D.F. &*Shelter dk*(*Stl*-ws)	8040 6050 4829	✠100A1 *Shelter dk withfreeboard* 5,35 ~~1,35~~ ✠LMC7,~~[illegible]~~10,35 *Fitted for oil fuel 9,22 F.P. above 150° F.*	Tri	*b*†	CL F6,34 S9,34	1918 4mo	Cantiere SanRoccoS.A SanRocco A&CP	LloydTriestino *CellDB*	443·6 432·7 B213'F83' *onShelter dk* FK *Collisio* 368'1073t *APT*57t	53·1	24·9	Trieste Italian *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,,	T6Cy.25½",40½"&66"-48"(r) 180lb 853NHP 5SB,*15cf*,GS314,HS12735 Stabilimento FD TecnicoTriestino,Tri.	36 ″ 11 s11 ″ 5¼ 25 ″ 11	
25316 DHIN	— 2*Dks* Sub.Sig.	1927 1669 1092					1922	Schiffs-u. Dockbau-werft Flender A.G. Siems/ Lübeck	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	287·7 H71'F33'	41·7	17·5	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅛"-37⅜" 191NHP Act. Ges."Neptun," Rostock		G
25317 7037 SLYA	**Gallia** 1*Dk*&*deep framing*	*1855* *1682* *1084*			...		1897	W.Gray& Co.(Ld.) WHartlepool	Rederi A/B Viken (JoelFänge,*Mgr.*)	278·4 P17'B72'F29' FK	40·1	18·0	Viken Swedish *WB*	T.3Cy.20",31½"&53"-36" 188NHP Cen.Mar.Eng.Wrks. W.Hpl.	20 ″ 6	V †
25318 7763 SEIK	— (exOrion) 1*Dk*	*1436* *1089* *794*					1926	Howaldts-werke Kiel	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	245·9 P28'Q71'B100'F30'	37·9	14·6	Gothenbrg Swedish *WB*	T3Cy.16½",27⅞"&43³⁄₁₆"-29½" 101NHP Howaldtswerke,Kiel		G
25319 138 IBGN	**Gallipoli** Ⓟ Wireless 2*Dks*	1049 799 612					1898	Flli. Orlando Leghorn	"Tirrenia"(Flotte RiuniteFlorio-Citra)	224·3 P&B122'F35'	29·0	17·0	Palermo Italian *WB*	T.3Cy.17⅛",26¾"&45¾"-33" 120NHP Flli.Orlando,Leghorn		I
25320 FOPS	**Gallium** ssNwc.No.2-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1775 1286 880	✠100A1 1,36 ~~10,34~~ BS~~10,34~~ ✠LMC12,32 1,36	Rot	*q*	CL 10,34	1924 7mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *CellDB*180'381t*D*	260·2 *Pon*Q22'Q100'B54' F24' FK *Ta*37'118t*FPT*114t	37·3	16·4	Caen French *4BHptCem* *APT*110t	T.3Cy.21",34"&56"-36" (s) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s1 ″ 7 17 ″ 1¼	
25321 FOYC	**Gallois** (exLordAberconway, exTynemouth) ssNwc.No.3-8,29 ssShl.No.1-34 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2687 2193 1592	✠100A1 2,36 ~~6,34~~ ✠LMC6,34 BS2,36	Shl Npt	*t*	CL ~~N2,33~~ 2,36	1917 1mo *Lloyd* *Inter*	WoodSkin-ner&Co.Ld. Newcastle 'sA&CP	Etablissements Odon deLubersac *mediateBHin fore*	321·2 Q186'B63'*on*RQD F32' FK *hold dispensed with*	43·2	19·6	Rouen French *Cem* *4BH only* *CellDB*	T.3Cy.24",40"&65"-42" (s) 180lb *100lb* 329NHP 2SB,*8cf*,GS149,HS5524 N.E.MarineEngCo.LdNwc 263'695t*FPT*130t*APT*151t	21 ″ 9 s7 ″ 0¼ 19 ″ 2	
25322	**Gallus** (exDalaskär) Wood *OilEng.* 1*Dk*	*352* *272* *223*					1919	Dalaskär VarvaA/B Bergkvara	A/S M/S Gallus (L.H.Torkildsen)	142·7	25·8	10·0	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15"-16¼" 159NHP J.&C.G.Bolinders,Skm.		V
25323 LDYE	**Galtesund** Ⓟ (exSkandiaII) 1*Dk*&*Awng dk*	623 557 293					1905	Akt.Bur-meistr&Wain Copenhagen	Arendals Dampskibsselskab	170·1	27·6	18·2	Arendal Norwegian *WB*	T.3Cy.14½",24"&40"-24" 78NHP Akt.Burmeistr&Wain,Cpn		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25324 142429 GMSW	**Galvan** (*ex*Foreric,*ex*Verentia, *ex*WarLemur) ssNpt.No.3-2,31 ssAms.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5185 4747 3152	✠100A1 11,35 ~~8,34~~ BS4,35 ✠LMC~~2,34~~	Ams MS11,35	y	CL 3,35	1918 5mo	Harland& Wolff,Ld. Belfast Lloyd's*A&CP*	Kaye,Son&Co.Ld.	400·4 P49'B113'F40' FK *CellDB*345'1123*t FPT*122*t*	52·3	28·4	London British 7*BHptCem* *APT*181*t*	T.3Cy.27⅛",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 " 0 s5 " 11½ 25 " 3½	
25325 221110 KDQE	**Galveston** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6173 — 3820					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
25326 141943 GCZF	**Gamaria** ssCal.No.3-12,31 2*Dks*(*Stl*)	5255 4766 3232	✠100A1 4,35 ~~5,34~~ ✠LMC MS12,31 BS~~3,34~~8,35	Cal	y	CL ~~12,31~~ 4,35	1920 2mo	Palmers' Co.Ld. Newcastle Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld.	399·5 P49'B113'F39' FK *CellDB*345'1112*t FPT*122*t*	52·2	28·5	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0 s5 " 11½ 25 " 3¼	
25327 142614 GSBK	**Gambada** (*ex*WarRobin) ssCal.No.3-8,30 ssCal.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5307 4841 3252	✠100A1 3,36 ~~2,35~~ BS8,35 ✠LMC8,34	Cal	y	CL 2,35	1918 7mo	J Readhead &Sons,Ld. S.Shields Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld.	400·2 P49'B112'F39' FK *CellDB*345'1085*t FPT*130*t*	52·4	28·5	London British 7*BHptCem* *APT*205*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7563 FD J.Readhead&Sns,Ld.S.Shl	31 " 0 s5 " 11½ 25 " 3¾	
25328 142757 GCQY	**Gambhira** (*ex*WarMerlin) ssCal.No.3-3,31 ssCal.No.1-34 2*Dks*(*Stl*) *Cargobattensnotfitted in 'tween decks*	5257 4845 3196	✠100A1 2,36 ~~10,34~~ BS9,35 ✠LMC10,34	Cal Bom	y	CL 9,34	1919 1mo	ShortBros. Ld. Sunderland Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld.	400·0 P49'B113'F40' FK *CellDBa&uE*149'*f*180'997*tFPT*1	52·4	28·5	London British 7*BHptCem* 35*tAPT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 " 0 s5 " 11¼ 25 " 3¼	
25329 145653 GTBK	**Gambian** (*ex*Knight of theRose-33) ssNpt.No.1-33 D.F. 2*Dks*(*Stl*) Now "Jalamani," see No. 33675 in Supplement	3865 3591 2348	✠100A1 ~~9,35~~ ~~2,35~~ 5,36 ✠LMC4,35 BS9,35	Ham Hul	w	CL ~~N3,33~~ 4,36	1929 7mo	SirJPriest- man&Co. Sunderland Lloyd's*A&CP*	~~UnitedAfricaCo.~~ ~~Ld.~~ScindiaSteam Nav.Co.Ld.	352·5 P34'B108'F38' FK *CellDB*305'852*t FPT*	50·5	24·9	Liverpool British 6*BHptCem* 83*tAPT*96*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb GS143HS5501 373NHP 2SB(FD)&1AuxB,8*cf*, G.Clark,Ld.Sunderland	27 " 3 s4 " 9¼ 22 " 8¼	
25330 CSGK	**Gamo** WoodAux3MstSr (*ex*SailingVessel, *OilEng.* *ex*Fernando) 1*Dk* (*See Sailing Ship Register*)	318 295 237					1921	L.Basilio Funchal	ParceriaGeral de Pescarias(Ben- saude&Co.*Mgrs.*)	129·8	30·8	12·8	Lisbon Portuguese	Oil Engines 4Cy.7⅞"-10¼" E*made&fitted*33 SulzerBros.Winterthur		
25331 161511	**Ganandoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	PatersonSteam- ships,Ld.	252·8	43·4	17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
25332 OPGA	**Gand** (*ex*Langley) ssAnt.No.3-2,33 2*Dks*(*Stl*)	5086 4788 3140	✠100A1 7,35 ~~3,35~~ ✠LMC MS2,32 BS4,35	Ant	y	CL ~~1,33~~ 7,35	1919 12mo	Bartram& Sons,Ld. Sunderland Lloyd's*A&CP*	ArmementDeppe	400·3 P49'B113'F39' FK *Cell DB*338'1114*tFPT*1	52·3	28·5	Antwerp Belgian 7*BHCem* 33*tAPT*225*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 " 0 s5 " 11½ 25 " 3¾	
25333 CSFW	**Ganda** (*ex*City of Milan,*ex*Plauen) ssHam.No.1-11 2*Dks*(*Stl*)&*deep framing* *lower dk in Nos.1&3holds*	4333 3966 2704	✠ 6,16 ✠	Ham	y		1907 4mo	Flensburgr Schiffsb.Ges. Flensburg	Cia.Colonial de Navegaçao	387·8 P&B315'F50' FK *Cell DBa* 122'*u E&B*42'	51·0	25·2	Loanda Portuguese 7*BHCem* *f*175'1040*t*	T.3Cy.27¾",46¼"&76"-48" 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 " 9	C †
25334 141925 GCMR	**Gandara** ssCal.No.1-35 ssCal.No.3-2,32 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5281 4823 3190	✠100A1 8,35 ~~8,34~~ BS3,35 ✠LMC~~2,32~~ MS11,35	Cal	y	CL 10,33	1919 10mo	Craig,Tay- lor&Co.Ld. Stockton Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld.	400·0 P49'B113'F40' FK *CellDB*336'1015*t FPT*128*t*	52·4	28·4	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s5 " 11¼ 25 " 4	
25335 70 ICCW	**Gange** Ⓟ TwinSc (*ex*PresidenteWilson, ssTri.No.3-9,30 *ex*KaiserFranzJosefI.) ssTri.No.1-34 3*Dks*(*Stl-Uws*)&*Shelter dk*(*Stl-ws*) D.F. Sub.Sig. ~~Now "Aurelia," see No. 37071 in Supplement~~ Should be Now "Marco Polo," see No. 39117 in Supplement	12272 9739 6752	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~6,34~~ ✠LMC ~~MS10,29~~ *Fitted for oil fuel*5,26 *F.P. above* 150° F.	Tri Nap MS6,34 BS11,34	f†	CL ~~N6,33~~ S8,35 PN6,33	1912 5mo	Cant.Nav. Triestino Monfalcone Lloyd's*A&CP*	LloydTriestino	477·5 62·0 FK B*on Shelter dk*176' *CellDBa*89'*uE&B*147' *f*165'	60·2	43·2	Trieste Italian 9*BHCem* 1418*t FPT*	Q8Cy.28"40"57"&82"-57"(*s*) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,39*cf*,GS732 D.Rowan&Co.Glasgow 52*t APT*40*tMT's*560*t*	45 " 0 s16 " 6 29 " 0	
25336 162497 GQZM	**Ganges** Ⓟ ssCal.No.1-35 D.F. 2*Dk*(*Stl-U*teaks)	6246 5613 3912	✠100A1 ~~9,30~~ ~~7,34~~ 4,36 ✠LMC MS3,34 BS7,34 *Fitted for oil fuel*10,30 *F.P. above* 150° F.	Cal	a†	CL ~~3,34~~ 4,36	1930 10mo	Harland& Wolff,Ld. Glasgow Lloyd's*A&CP*	JamesNourse,Ld.	424·6 P43'B159'F40' FK *CellDB*358'1265*tDTa*40'1024*t* *FPT*107*tAPT*22*t*	56·0	28·8	London British 9*BHptCem* *ptAsp* 2*BHto2nd dk*	T.3Cy.26½",44½"&74"-54" & LP Turbine with DR gear- ing & hydraulic coupling 230lb (*s*) 864NHP 3SB,12*cf*,HS10194 FD D&W.Hendersn&CoLdGls	31 " 4 s6 " 1 25 " 7¾	
25337 23336 JEPD	**Ganges Maru** Ⓟ ssOsa.No.3-11,30 ssOsa.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	4382 3677 2733	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~12,34~~ ✠LMC~~12,34~~ 12,35	Osa Kob	w	CL ~~12,32~~ 12,35	1918 8mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K.	345·0 P30'B99'F34' *on* *Shelter dk* FK *CellDB*298'1095*t FPT*115*t APT*29*t*	49·8	28·1	Osaka Japanese *Cem* 3*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.24",41"&67"-48" (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 " 2 s4 " 8¾ 23 " 8	
25338 LDYH	**Gann** Ⓟ (*ex*Sandnæs) 1*Dk&Awng dk*	433 381 251					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDamp- skslskA/S	143·1 B37*t*H16*t*	23·5	17·6	Sandnæs Norwegian *WB*	T.3Cy.14¼",23"&38"-26" 74NHP StavangerStöberi&Dok		
25339 146190 MKWP	**Gannet** ssLon.No.3-2,34 *Ref.Mchy.* 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl-ws*)	~~1443~~ ~~982~~ ~~731~~ 1336 982 619	✠100A1 *Shelter dk* *withfreeboard* 1,35 ~~BS5,35~~ ✠LMC3,34 Lloyd'sRMC~~12,34~~ ~~6,35~~ 1,36	Lon BS4,36	p	CL 1,35	1921 12mo	Bow,Mc- Lachlan&Co. Ld. Paisley Lloyd's*A&CP*	GeneralStm.Nav. Co.Ld.	250·2 FK *CellDBf*161'255*t FPT*20*tAPT*18*t*	37·2	14·0	London British 4*BHCem* (2,, *toShdk* 2,, ,,*2nd*,,)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5½	
25340 LDYG	**Gansfjord** 1*Dk*	1087 918 602					1913	Stavanger Stöberi&Dok Stavanger	A/S D/S Gansfjord (K.Olsen)	237·5 P12*t*H48*t*F36*t*	33·1	15·2	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"-33" 149NHP StavangerStöberi&Dok		N
25341 DOGV	**Ganter** Sub.Sig. ssBmn.No.1-31 D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1770 1406 785	✠ ... 4,34 ✠	Bmn			1927 10mo	G.Seebeck A.G. Weser- münde-G.	ArgoReedereiA.G.	276·9 P15'B&F257' FK *CellDB*217'503*t FPT*63*tAPT*73*t*	42·1	14·8	Bremen German 5*BHptCem* *ptAsp*	T.3Cy.23⅝",38 3/16"&62"-41 5/16" 344NHP 2SB,6*cf*,GS110,HS4844 G.Seebeck,A.G.Wsm.	17 " 6	G †

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cotés, si ce n'est dans le L.R. Durée Cert. Bd of Trade
Broken up 25342 ~~325~~ ~~OHAP~~	**Gantoise** (*ex*Ripley) *ss*Rot.2ndNo.3-6,29 *ss*Got.No.1-34 2*Dks*(*Stl*)&*Web frames* *Hatch covers dispensed with in'tween decks*	3939 3078 2363	✠~~100A1~~ 7,34 ✠~~LMC~~ ~~MS7,34~~ ~~BS5,33~~	Got		CL 11,33	1902 5mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	~~StQuentinShippingCo.Ld.(B.&S.ShippingCo.Ld.Mgrs.)~~	365·0|48·2|25·4 B78'F41' FK *CellDBa126'uE26'f148'819tAPT34t*	British 6*BHCem*	T.3Cy.24½",41½"&70"-45" 200lb (*s*) 392NHP 2SB,6*cf*,GS120,HS4993 FD Palmers'Co.Ld.Newcastle	28 ″ 4 s5 ″ 8½ 22 ″ 10	
25343 PEFQ	**Ganymedes** *Cruiser Stern* *Fitted for oil fuel* 3*Dks*	2682 2319 1551					1917	J.&K.Smit Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	347·9|48·2|18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 249NHP Werkspoor,Amsterdam		V
25344 6062 SEIU	**Gapern** (*ex*Gunborg,*ex*TorleifHugo) 1*Dk*	*918* *718* *498*					1918	Hlsingbrg VarvsAktie. Helsingborg	O.F.Ahlmark&Co. Eftr.A/B(Bror Pettersson,*Mgr.*)	208·2|32·3|12·4 Q64'B56'F20'	Karlstad Swedish *WB*	T3Cy.17¾",29 5/16"&46⅞"-27½" 110NHP HelsingborgsVarvsAktieb		V
25345 141933 GCMS	**Garada** *ss*Cal.No.1-35 *ss*Cal.No.3-4,32 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5333 4850 3218	✠100A1 9,35 ~~8,34~~ BS11,35 ✠LMC ~~MS5,32~~ ~~BS11,34~~ 12,35	Bom Cal	*y*	CL ~~10,33~~ 9,35	1919 12mo *Lloyd*'*sA&CP*	W.Gray& Co.(1918)Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	400·0|52·3|28·4 P49'B113'F39' FK *CellDB*344'1073*t FPT*129*t*	Glasgow British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
25346 144195 GCYX	**Garbeta** *ss*Bom.No.1-35 *ss*Cal.No.3-2,32 2*Dks*(*Stl*)	5327 4850 3204	✠100A1 11,35~~11,34~~ 11,35 ✠LMC ~~MS2,32~~ ~~BS7,34~~ 7,35	Cal Bom	*y*	CL 11,34	1920 4mo *Lloyd*'*sA&CP*	W.Gray& Co.(1918)Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	400·0|52·3|28·4 P49'B113'F39' FK *CellDB*344'1073*t FPT*129*t*	Glasgow British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
25347 LCTL	**Gard** (*ex*Matti,*ex*Songelv) 1*Dk*	2496 2199 1433					1921	Forth S.&E.Co.Ld. Alloa	A/SSkibsfart (Jac.Salvesen *Mgr.*)	295·7|43·6|20·6 P88*t*H126*t*	Farsund Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.&E.Co.Ld.Alloa		N
25348 6649 SKJW	**Gärd** **WoodAuxBkn** (*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 279 236					1921	C.A.Eder- ström Djursvik	J.A.Mårtensson	126·3|28·7|12·8	Bergkvara Swedish	Oil Engines 2S.C.SA 2Cy.14¼"-15¾" 40NHP *Emade&fitted*33 SkandiaverknA/B,Lysekil		V
25349 Wrecked 12,35 [illegible] INPJ	**Garda** (*ex*Benaco) 1*Dk*	568 — 325					1899	Lloyd Austriaco Trieste	Genn. Uccella	179·7|28·9|13·6 B40'F21'	Naples Italian	T.3Cy.11½",19"&30"-22" 42NHP Plenty&Son,Newbury	14 ″ 5	
25350 SVAR	**Gardelaki** (*ex*Cité deReims, *ex*CityofRheims, *ss*Shl.3rdNo.3-11,20 *ex*Ivanhoe,*ex*Falshaw) 1*Dk*(*Stl*)2*trB* *Well deck*	*2282* *1814* *1431*	✠ 6,24	Gls	*s*		1888 4mo	T.Turnbull &Son Whitby	E.Theophilatos	288·0|38·3|21·0 P28'Q76'B124'F32' FK *DBa*88'*f*114'440*t*	Ithaca Greek 6*BHCem*	T.3Cy.22",36"&59"-39" NDB20 219NHP 2SB,6*cf*,GS101,HS3301 Blair&Co.Ld.Stockton	22 ″ 2	
25351 100035	**Garden City** Ⓟ **Pad** 2*Dks*	637 557 401					1892	JohnDoty EngineCo. Toronto	~~J.H.Beaudoin~~ J.L. Lachance.Lté.	177·9|26·1|10·0	~~Toronto~~ British Montreal	C.2Cy.28"&54"-48" 168NHP J.DotyE.Co(Lim.)Toronto		
25352 148804 GBNW	**Gardenia** *ss*Avn.No.1-33 D.F. 1*Dk*(*Stl*)	3745 3485 2316	✠100A1 ~~5,33~~ ~~6,34~~ 3,36 ✠LMC12,32 BS~~6,34~~3,36	Cff Sws	*w*	CL 6,34	1928 12mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	360·8|48·3|25·1 P31'B106'F41' FK *CellDB*304'821*t FPT*	N.Shields British 6*BHptCem* 123*tAPT*80*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 321NHP 3SB,8*cf*,GS165,HS5404 ArmstrngWhitwth&Co.Ld	27 ″ 6 s5 ″ 0¼ 22 ″ 8¼	
25353 138277 VGKC	**Gargantua** **Wood** Wireless 1*Dk*	381 241 259					1923	Toronto D.D.Co.Ld. Toronto	AbitibiPower& PaperCo.Ltd. (*in liq.*)	130·0|32·1|15·4	Toronto British *WB*	T.3Cy.17",25"&43"-30" Filer&StowellCo. 75RHP Milwaukee,Wis.		
25354 221070 KDPE	**Gargoyle** *ss*Phl.No.3-12,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,21	7003 6433 4303	✠100A1 ~~6,35~~ ~~9,34~~ 4,36 BS4,36 ✠LMC MS12,32 ~~BS2,34~~ 6,36	Bal NYk	*a*†	CL 9,34	1921 2mo A&CP	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·0|57·2|33·1 P106'B50'F41' FK *CellDBuE&B*61'143*tDTf*35'948*tAPT*122*t*	NewYork Utd. States 16*BH ptAsp* (9 *to U dk* 7 „ 2*nd* „)	T.3Cy.27½",46"&78"-51" 220lb (*s*) 680NHP 3SB,9*cf*,HS9900 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	33 ″ 0 s5 ″ 10¾ 27 ″ 4	
25355 402 IBPN	**Garibaldi** Ⓟ **TwinSc** (*ex*Virginia) *Ref Mchy.* 2*Dks*&*Shelter dk*4*trB* D.F.	5278 4580 3040					1906	Soc.Eser- cizioBacini RivaTrigoso	"Tirrenia"(Flotte RiuniteFlorio- Citra)	381·4|48·1|25·7	Naples Italian	T.6Cy 22½",37⅞"&61⅞"-40" 477NHP G.Ansaldo,Armstrong& Co.Sampierdarena		I
25356 LDYJ	— 1*Dk*	772 585 431					1902	Stavanger Stöberi&Dok Stavanger	SkibsA/S Hardy (Osw.L.Mörch& OttarHolter, *Mgrs.*)	195·0|30·2|11·2 Q73*t*B46*t*H13*t*F30*t*	Sarpsborg Norwegian *WB*	T.3Cy.14",23½"&38"-27" 150NHP StavangerStöberi&Dok		N
25357 142319 GQTF	**Garlinge** (*ex*Petworth)*ss*Cff.No.1-36 *ss*Cff.No.3-10,30 1*Dk*(*Stl*) *Cargo battens not fitted*	2012 1850 1224	✠100A1 1,36~~11,33~~ ✠LMC1,36 ~~[illegible]~~ ~~[illegible]~~	Cff	*s*	CL 2,35	1918 3mo *Lloyd*'*sA&CP*	E.Finch& Co.(1916)Ld. Chepstow	Constants(South Wales)Ld.(M. Constant,*Mgr.*)	284·3|41·7|19·4 P29'B78'F28' FK *CellDB*244'576*t*	London British 4*BHCem* *APT*87*t*	T.3Cy.21½",35"&59"-39"(*s*) 180lb 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld	21 ″ 6 s2 ″ 10¾ 18 ″ 10	
25358 5375 SEIW	**Garm** *ss*Skm.No.3-5,24 *ss*Skm.No.2-32 *Well deck* 1*Dk*(*Stl*)	*1231* *1008* *709*	✠100A1 7,35 ~~9,34~~ ✠LMC MS1,32 BS~~6,34~~7,35	Skm Ant	*o*	CL 9,34	1912 9mo *Lloyd*'*sA&CP*	Campbel- townS.B.Co. Campbeltwn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	230·0|35·8|15·6 Q79'B58'F28' FK *CellDBa*56'*f*102'318*t*	Stockholm Swedish 4*BHCem* *APT*85*t*	T.3Cy.18½",27½"&45"-33" 180lb (*s*) 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s1 ″ 2¾ 16 ″ 7	
25359 144203 GCZJ	**Garmula** *ss*Cal.No.3-4,32 2*Dks*(*Stl*)	5254 4766 3234	✠100A1 1,36~~12,34~~ ~~BS5,34~~ ✠LMC5,32 6,35	Cal	*y*	CL ~~11,32~~ 1,36	1920 5mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	BritishIndia SteamNav.Co.Ld.	400·0|52·3|28·5 P49'B113'F39' FK *CellDB*345'1112*t FPT*122*t*	Glasgow British 7*BHptCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
25360 LDYK	**Garnes** 1*Dk*	1559 1361 888					1930	Bergens Mek.Værks. Bergen	A/S Kr.Jebsens Rederi(Kr. Jebsen,Jr.*Mgr.*)	250·6|39·3|17·4 P60*t*H81*t*	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
25361 220256 KUZQ	**Garnet Hulings** (*ex*Salina) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7311 6780 4555			...		1920	MooreS.B. Co. Oakland, Cal.	ContinentalS.S.Co.	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25362 PEFV	**Garoet** *CruiserStern* 3*Dks*	7133 6754 4543					1917	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	446·6 B75'F57'	54·3	34·3	Rottrdam Dutch *WB*	SRGearedSteamTurbines Maats.deSchelde,Flushing		V
25363 LDRO	**Garonne** TwinSc *OilEng.* 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*clear of cargo tanks,Web frames* D.F. *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk*	7113 6340 4211	✠ ... 5,35 ✠	Rot	*b*†		1931 3mo	Akt.Bur-meistr&Wain Copenhagen	Dmpskibsinteresk Garonne(Fearnley &Eger)	427·6 P92'B33'F39' *TrunkinWells* FK *CellDBuE70'345tDTf43'522tFPT137tAPT137t*	58·8	33·2	Oslo Norwegian 11*BHCem*	OilEngines 4S.C.SA 12Cy.23¼"–43 5/16" 625NHP 2DB Akt.Burmeistr&Wain,Cpn	33 ″ 3	
25364 OYDO	— *Well deck* 2*Dks*	1502 1109 890					1899	R.Stephen-son&Co.Ld. Newcastle	DetForenede DampskibsSelsk.	250·3 Q97'B60'F32'	35·2	15·5	Copenhagn Danish *WB*	T.3Cy.19½",32½"&54"–36" 175NHP R.Stephenson&CoLd.Nwc		V
25365 ONKC	— (*ex*Peterhof) 1*Dk*	*1208* *980* *711*					1911	Stettiner Oderwerke Stettin	Cie.Nationale Belge deTransp. Marit.(Armement Deppe,*Mgrs.*)	230·6 Q75'B101'F29'	36·5	15·0	Antwerp Belgian *WB*	T3Cy16 9/10",27½"&45 3/10"–31½" 105NHP StettinerOderwerke		V
25366 SVRG	**Garoufalia** (*ex*OrangeRiver–34) 1*Dk*	*4708* *4353* *2959*					1914	Irvine'sSB &D.D.Co.Ld. W Hartlepool	S.A.Lemos&P.A. Lemos	385·0 P36'B119'F36'	52·0	27·0	Chios Greek *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
25367 603 OHAQ	**Garryvale** *Turret deck* 1*Dk*	4067 — 2903					1907	W.Doxford &Sons,Ld. Sunderland	RederiA/B Garry-vale(Kristian Hansen)	349·8 P32'F31'	49·1	24·0	Helsingfrs Finnish *WB*	T.3Cy.25",41"&66"–45" 292NHP W.Doxford&Sons,Ld.Sld.		C
25368 146525 GJKF	**Gartavon** (*ex*Gelves) *ss*Gls.No.3–6,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1777 1545 934	✠100A1 *Shelter dk withfreeboard* 6,35 ~~2,35~~ ✠LMC MS6,33 BS~~9,34~~ 9,35	Gls	*r*	CL 1,34	1921 9mo *Lloyd*	H.&C. Grayson,Ld. Liverpool '*sA&CP*	GartLine,Ld. (Whimster&Co. *Mgrs.*)	264·5 FK *Collision* *CellDB224'410tFPT63tAPT18t*	41·2	18·7	Glasgow British *Cem* *BHto Sh dk* 3 ,, ,, *U* ,,	T.3Cy.21",34"&56"–36" (*s*) 180lb ~~100lb~~ 252NHP 2SB,6*cf*,GS118,HS4550 McKie&Baxter,Ld.Gls.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
25369 161950 GPLR	**Gartbrattan** 2*Dks*	1811 1517 923					1931	Barclay, Curle&Co.Ld Glasgow	GartLine,Ld. (Whimster&Co. *Mgrs.*)	275·5 F27'	42·1	18·2	Glasgow British *WB*	T.3Cy.19",32"&54"–36" 175NHP Barclay,Curle&Co.Ld.Gls.		C
25370 129078 GLWF	**Garth Castle** Ⓟ TwinSc *ss*Lon.No.3–5,23 *ss*Lon.No.2–32 2*Dks*(*StlM–wsUteaks*)&*deep framing* D.F. *Well deck* *Ref.Mchy.* Sub.Sig. *Lower dk*(*Stl*)*inNos.*1,3&4*holds*	7625 6001 4639	✠100A1 5,35 ~~10,34~~ BS~~4,34~~ 5,35 ✠LMC11,30	Lon	*c*†	CL S3,33 PN9,33	1910 3mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	TheUnion-Castle MailS.S.Co.Ld.	452·6 P&B272'F66' FK&BK2½" *WB=CellDBa128'uE48'f171'1144tFPT71t*	54·3	30·7	London British 8*BHCem*	Q.8Cy.18¾"26¾"39"&57"–48" 220lb (*s*) 647NHP 2D&1SB15*cf*GS302HS11225 Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s6 ″ 7¼ 27 ″ 3	BT till ~~4,35~~ 5,36
25371 ~~113903~~ ~~GKRW~~	**Gartmore** (*ex*Cahiracon,*ex*Cid, *ex*Dee) *ss*Gls.2ndNo.3–2,27 *ss*Gls.No.1–32 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Webframes* Now "Anna Madre," *see No.* 37051 *in Supplement*	1871 1747 1182	✠100A1 *Spar dk withfreeboard* 1,35 ✠LMC8,32 ✠NB10,28 BS3,35	Gls	*r*	CL 11,32	1902 4mo *Lloyd*	Craig, Taylor&Co. Stockton '*sA&CP*	~~GartLine,Ld.~~ ~~(Whimster&Co. *Mgrs.*)~~ A.Alfino &Figli	282·0 B74'F34' 20·3 FK *CellDBa82'uE18'f116'351t*	38·6	12·8	Italian 5*BHCem*	T.3Cy.21¾",37"&61"–42" (*s*) 180lb 265NHP 2SB,6*cf*,GS107,HS4102 N.E.MarineEng.Co.Ld.Sld	22 ″ 7 s 3 ″ 6¾ 19 ″ 1¼	
25372 147339 GLXS	**Gascony** *Longitudinal framing* *OilEng.* D.F. 2*Dks*&*Shelter dk*	4716 3975 2631					1925	A.McMil-lan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	385·4 P38'F33' *on Shelter dk*	53·2	25·5	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
25373 144696 GDSZ	**Gaslight** *ss*Sld.No.3–8,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1696 1309 997	✠100A1 7,35 ~~11,34~~ BS~~7,34~~ 7,35 ✠LMC8,33	Sld Shl	*q*	CL 6,34	1920 8mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCom-panies,Ld.*Mgrs.*)	260·6 Q153'B*on*Q52'F29' *CellDB* FK 214' 448*t* *FPT*92*t*	37·7	16·4	London British 4*BHCem* *APT*150*t*	T.3Cy.18¼",31"&51"–36" (*s*) 180lb 180NHP 2SB,4*cf*,GS73,HS2900 N.E.MarineEng.CoLdNwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
25374 151049 CYFT	**Gaspe County** (*ex*Tondern, *ex*ThoraFredrikke) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	569 381 376					1919	Kalundbrg Skibsværft Kalundborg	EllisShippingCo. Ld.(1929)	140·9 P48'F18'	30·5	10·5	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18 9/16" 192NHP J&CGBolindersCoLd.Skm		V
25375 144625 VGFK	**Gaspesia** Ⓟ (*ex*Arbroath, *ex*Alexandra) *ss*Qbc.2ndNo.3–5,34 *Well deck* 1*Dk*(*Stl*)	1014 683 520	100A1 ~~4,35~~ 5,34 4,36 BS~~4,35~~ 3,36 LMC5,34	Qbc Mtl	*m*	CL 4,34	1909 *Lloyd*	Akt.Ges. "Neptun" Rostock '*sA&CP*	ClarkeS.S.Co.Ld.	214·6 P&B130'F25' FK *CellDB176'279tFPT25tAPT18t*	32·1	13·7	Quebec British 5*BHCem*	T3Cy.17¼",27 9/16"&46⅞"–31½" 200lb 182NHP 2SB,4*cf*,GS76,HS3337 A.G."Neptun,"Rostock	16 ″ 3 s1 ″ 3½ 15 ″ 3	
25376 EAKE	**Gastelu** *ss*Bbo.No.3–12,32 D.F. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	3272 3093 2102	✠100A1 1,34 ✠LMC MS12,32 BS~~1,34~~ 6,35	Bbo	*v*	CL 2,35	1921 8mo *Lloyd*	Echevar-rieta y Larrinaga Cadiz '*sA&CP*	Cia.Naviera Guipuzcoana	331·0 P31'B91'F32' FK *CellDB284'872tFPT63tAPT175t*	48·0	23·3	S.Sebast'n Spanish 5*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb *100lb* 411NHP 2SB,8*cf*,GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 8 s4 ″ 0¼ 21 ″ 10	
25377	**Gaston** Iron *Fitted for oil fuel* 2*Dks*	847 — 464					1881	Harlan& HollngswthC WlmngtnDel	PoydrasFruitCo.	212·0 *WB*	31·5	19·0	Nicaraguan	C.2Cy.26"&44"–36" 97NHP Harlan&HollingsworthCo		
25378 LDYL	**Gaston Micard** (*ex*Spero–33, *ex*Sjösprõit,*ex*Dorothea, *ex*Rövær) 1*Dk*	982 862 568					1917	Hölens VærksAkties Larvik	SigurdS.Aarstads RederiA/S	214·4 P39*t*H52*t*	34·2	14·2	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"–30" 97NHP MossVærft,Moss		N
25379 143040 MJNL	**Gateshead** (*ex*ThePresident–33, *ex*CatherineAnnie) *ss*Shl.No.3–8,31 *Mchy.Aft* *ss*Shl.No.1–35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	744 506 323	✠100A1 ~~2,35~~ ~~3,33~~ 3,36 BS3,36 BS~~1,34~~ ~~2,35~~ ✠LMC~~8,31~~ MS7,35	Shl	*j*	CL ~~8,31~~ 2,35	1919 2mo *Lloyd*	ForthS.B. &Eng.Co.Ld. Alloa '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld.	190·9 Q105'B9'F23' BK7½" *CellDBf114'173tFPT50tAPT37t*	29·2	11·5	Newcastle British 3*BHCem*	T.3Cy.16",26½"&44"–30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthSB&Eng.CoLd.Alloa	13 ″ 8 s4 ″ 2½ 13 ″ 10	
25380 220623 KDFD	**Gateway City** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5432 4971 3335			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
25381 TVYZ	**Gatinais** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	389 343 185					1933	Ziegler Frères Dunkirk	CompagnieMari-time de laSeine	161·9 Q42'B&F49'	23·5	11·8	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11⅛"–18⅞" 80NHP ZieglerFrères,Dnk.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant. pds. ps.	15
25382 HRBG	**Gatun** Ⓟ ssN.Os.No.2-33 2Dks(Stl)Wthr dk (teak s)& *Ref. Mchy.* 2 lower dks sparred for fruit cargo	*3362* *2970* *2143*	✠100A1 *withfreeboard* ~~1,36~~ ~~1,36~~ 1,36 BS11,35 ~~BS11,31~~ ✠LMC11,35 *Lower dks for* *Fitted for oil*	Phl ~~NOs~~ ~~NYk~~ *fruit* *fuel*10	*u* *ca* ,25	OG ~~12,34~~ 1,36 *rgoes* *F.P. a*	1925 10mo *Lloyd* *bove* 1	Workman, Clark&Co.Ld Belfast *'sA&CP Inter* ✠Lloyd'sRMC ~~...~~ for 50° F. 4,36	StandardNavCorp. (StandardFruit& S.S.Co., *Mgrs.*) *mediateBH in fore* temp.50°F. *CellD*	315·6 F38' FK *hold dispensed with* *B255' 362t FPT49t*	45·2	29·4	Ceiba Honduran *4BHptCem* *APT84t*	T.3Cy.28",39"&66"-45" (*s*) 200lb 525NHP 3SB,*12cf*,GS216,HS8448 Wrkman,Clark&Co.LdBel	31 ″ 6 s11 ″ 9¼ 20 ″ 1	
25383 1 YLCZ	**Gauja** (*ex*Norburg,*ex*Marie) 1*Dk*	1408 1214 829					1899	Akt.Ges. "Neptun" Rostock	Government of Latvia(Valsts KuguParvalde, *Mgrs.*)	241·5 P24'B58'F26'	36·1	16·9	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33⅛" NB07 133NHP A.G."Neptun,"Rostock		V
25384 TSVG	**Gaulois** 1*Dk*	500 — 276					1903	Claparède frères Argenteuil	EntrepriseCôtière deTransp.Mar.	164·9 H—F21'	25·3	10·6	Marseilles French *WB*	C.2Cy.20$\frac{3}{10}$"&35⅝"-25½" 53NHP Claparèdefrères,Argnteuil		V
25385 161570 MKGK	**Gaunless** (*ex*Boreas-33) 1*Dk*	1381 1202 772					1925	SirJ.Priestman&Co. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son, *Mgrs.*)	245·7 P24'B54'F20'	37·0	16·2	Newcastle British *WB*	T.3Cy.17½",29"&48"-33" 132NHP N.E.MarineEng.CoLd.Sld.	18 ″ 3 s 2 ″ 2¼ 16 ″ 2¼	N
25386 DOHJ	**Gauss** Wireless *OilEng.* Sub.Sig. *CruiserStern* 1*Dk*	1236 955 592					1925	Deutsche Werke,A.G. Kiel	Dmpfschifffarhts Ges.Neptun	232·6 P&B151'F28'	36·1	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-37$\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
25387 OYDP	**Gautatyr** (*ex*Ansta) *New* "Heino," *see No.* 38436 *in Supplement* 1*Dk*	1127 1006 674					1906	Sunderlnd S.B.Co.Ld. Sunderland	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	229·0 P21'B61'F26'	35·0	15·2	Copnhagn Danish *WB*	T.3Cy.16½",27"&44"-33" 111NHP N.E.MarineEng.Co.Ld.Sld		V
25388	**Gaviota** (*ex*Haabet, *ex*Gideon) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*394* *340* *293*					1918	J.Th.Wilmink&Co. Gideon	J.Boccardo	144·6 P29'F14'	26·3	11·6	Bluefields Nicaraguan	Oil Engines 2S.C. 2Cy.15⅝"-16$\frac{7}{16}$" 83NHP N.V.Steywal-Motorenfab. Overschie		
25389 CSAR	**Gaza** (*ex*Hof) ssLis.No.3-9,25 ssLis.No.2-34 2*Dks*(*Stl*)&*lower dk* *Well deck* *beams inNo.1hold*	6037 4333 3802	✠100A1 ~~9,34~~10,35 BS10,35 ✠LMC MS12,35 ~~BS9,34~~	Lis Ant	*z*	CL 7,34	1914 3mo *Lloyd*	Akt.Ges. "Neptun" Rostock *'sA&CP*	Soc.Geral deComercioIndustria e Transportes,Ltda.	400·0 P&B321'F54' FK *CellDBa1*	53·9	26·0	Lisbon Portuguese *7BHCem* *21'uE&B56'*	T.3Cy.28¾",47⅝"&77½"-48" 213lb (*s*) 653NHP 3SB,*9cf*,GS261,HS9688 FD A.G."Neptun,"Rostock *f178'1254tFPT85tAPT5t*	28 ″ 6 s 3 ″ 5¼ 25 ″ 2	
25390 Wrecked10,35 TCBL	**Gazal** (*ex*Selamet,*ex*Ararat) 1*Dk*(*Stl*)	935 — 483	✠ 6,96 ✠	Nwc	*m*		1896 6mo	Hawthorn, Leslie&Co.Ld Newcastle	AhmetSelimBey& HuseyinNaciBey *CellDBa46'uE&*	220·0 B34'F26' FK *B40'f98'270tFPT*	34·0	12·2	Istanbul Turkish *5BHCem* *59tAPT28t*	T.3Cy.16",26"&43"-30" 120NHP 2SB,*4cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 0	
25391 144192 GCYZ	**Gazana** ssCal.No.3-5,32 2*Dks*(*Stl*)	5284 4821 3191	✠100A1 8,35 ~~7,34~~ BS~~7,34~~ ✠LMC5,32 6,35	Cal Bom	*y*	CL ~~5,32~~ 8,35	1920 3mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P49'B113'F40' FK 336'1015t *FPT*128t	52·4	28·4	Glasgow British *7BHCem* *APT207t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
25392 FOZM	**Gazcon** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4131 3746 2439	✠100A1 *withfreeboard* 7,35 ~~8,34~~ ✠LMC7,32	Ant	*y*	CL 7,35	1932 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP* *CellDBa*	Cie.deNav. d'Orbigny *&uE152'f180'939t*	394·5 F34' FK (*FPT77tAPT124t*	53·0	22·7	LaRochlle French *6BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.24",41"&68"-48" (*s*) 210lb 493NHP 3SB&1Aux.SB,*9cf*,GS165 HS7511 FD A.Stĕphen&Sons,Ld.Gls.	25 ″ 0 s2 ″ 3½ 23 ″ 0	
25393	**Gdansk** Ⓟ 1*Dk*	538 350 234					1927	Intrnationl S.B.&E.CoLd Danzig	"ZeglugaPolska" SpolkaAkcyjna	164·0 B29'F19'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15⅓"25⅝"&41$\frac{7}{16}$"-26" International 89NHP S.B.&Eng.Co.Ld.Danzig		G
25394 7980 SFDA	**Gdynia** Ⓟ *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* *Rudder electrically welded*	*1636* *1207* *750*	✠100A1 *withfreeboard* 11,35~~12,34~~ ✠LMC12,34 ✠Lloyd'sRMC~~12,34~~ 9,35	Mmo Skm	*s*	CL	1934 12mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB240'44*	284·3 FK (*6t FPT23t APT27t*	41·2	15·2	Gothenbrg Swedish *5BHptCem* *Coll to Sh dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"-43$\frac{5}{16}$" 377NHP DB*40lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11½	
25395	— Ⓟ 1*Dk*	538 353 236					1927	Intrnationl S.B.&E.CoLd Danzig	"ZeglugaPolska" SpolkaAkcyjna	164·0 B94'F18'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15⅓",25⅝"&41$\frac{7}{16}$"-26" International 89NHP S.B.&E.Co.Ld.Danzig		V
25396 DJLT	**Gedania** *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	8923 7884 5101					1919	Howaldtswerke Kiel	WariedTankschiff RhedereiG.m.b.H.	499·0	64·1	31·7	Hamburg German *WB*	Q.4Cy.25⅝",36⅝",52"&74⅝"-52"&L.P.Turbine 462NHP Howaldtswerke,Kiel		G
25397 160564 GSQM	**Geddington Court** ssSld.No.1-32 D.F. 2*Dks*(*Stl*)	6903 6562 4333	✠100A1 *withfreeboard* 2,36~~10,34~~ BS~~10,34~~ ✠LMC8,32 8,35	Cff Bry	*a*†	CL ~~11,32~~ 2,36	1928 9mo *Lloyd*	Nthmblnd S.B.Co. (1927),Ld Newcastle *'sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*) *Upper 'tween dk collision* *CellDB*369'1477*t*	420·1 F42' FK *BH except* *Coll* *BH dispensed with* *FPT108tAPT149t*	56·5	33·8	London British *Cem* *BH to W dk* 6 ,, ,, *2nd* ,,	T.3Cy.27",45"&75"-51" (*r*) 180lb 569NHP 3SB,*9cf*,GS162,HS8487 FD WllsndSlpwy.Co.Ld.Nwc.	36 ″ 4 s 9 ″ 6 27 ″ 1½	
25398 5440 SEJI	**Geflon** *Well deck* ssLbc.No.3-6,25 ssSkm.No.2-33 1*Dk*(*Stl*)	*640* *441* *260*	✠100A1 8,35~~6,34~~ BS~~6,34~~ ✠LMC5,33 5,35	Skm	*i*	~~1,33~~ 8,35	1913 2mo *Lloyd*	VanVliet &Co. Hardinxveld *'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB*	169·3 Q89'B15'F24' FK *=DBa33' 35t FPT*	28·3	12·3	Stockholm Swedish *4BHCem* *44tAPT18t*	T.3Cy.14",23"&37"-24" (*s*) 180lb *100lb* 94NHP 1SB,*3pf*,GS51,HS1750 ShieldsEng.Co.Ld.N.Shl.	13 ″ 5 s4 ″ 4¾ 13 ″ 1½	
25399 DOBE	**Geier** Wireless 1*Dk*	1174 887 614					1924	Akt.Ges. "Neptun" Rostock	ArgoReed.A.G.	221·5 P14'Q65'B52'F26'	34·9	14·2	Bremen German *WB*	T3Cy17$\frac{3}{10}$",29$\frac{3}{10}$"&47½"-31½" 125NHP A.G."Neptun,"Rostock		G
25400 DOKU	**Geierfels** 2*Dks* Sub.Sig. *CruiserStern*	7605 6728 4575					1930	Deutsche Sch-u.Mschb. A.G.Weser Bremen	DeutscheDmpfs. Ges."Hansa"	503·8 P63'B&F421' *UpperF32'*	62·2	27·7	Bremen German *WB*	T.3Cy.30¾",49¼"&78¾"-55⅛" &LPTurbine withDRgearing&hydraulic coupling 672NHP DeutscheSch.-uMschbA.G Weser,Bremen		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25401 LCJZ	**Geisha** TwinSc OilEng. *Ref.Mchy.* 2*Dks*	5113 4751 3125					1921	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.&O.A.Knutsen,*Mgrs.*)	375·8|51·4|30·7 B59'H331*t*F41'	Haugesund Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP Werkspoor,Amsterdam		N
25402 ~~DBHH~~	**Gelria** Ⓟ TwinSc Now "Gradisca," *see No.* 3326[illegible] *in Supplement* *ss*Ams.No.2–33 *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk* D.F. E.S.D. GyC. (*Stl*–teaks)	13868 [illegible]451 8121	✠100A1 *Shelter dk* *withfreeboard* 1,34 *Fitted for oil fuel* 9,28 *F.P. above* 150° F.	Ams ✠LMC8,33	*i* †	CL P5,32 SN5,32	1913 10mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP	LloydTriestino *WB=CellDB* *a*125'*uE&B*150'*f*	541·1|65·8|35·3 P&B395'F99' FK 206'1781*tFPT*147*t*	Italian 8*BHCem* *APT*117*t*	Q.8Cy.28",40",57"&82"–54" 220lb (*r*) 1725NHP 3D&3SB(FD),&3SB,36*cf*, GS718,HS27867 A.Stephen&Sons,Ld.Gls.	39 ″ 0 s10″7½ 28 ″ 9	
25403 147915 MLYZ	**Gem** 3Mst *ss*Bwg.No.2–33 *Mchy.Aft* 1*Dk*(*ptStl*) *Well deck* *Cargo battens not fitted*	640 428 289	✠100A1 7,35 ~~5,34~~ BS~~2,36~~ 2,36	Rou Bly ✠LMC4,33	*i*	CL ~~3,33~~ 7,35	1924 8mo	Scott& Sons Bowling *Lloyd's*A&CP	Wm.Robertson	175·3|27·6|11·0 27·8 Q101'B11'F27'BK7" *CellDBf* 105'141*tFPT*	Glasgow British 3*BHCem* 34*tAPT*8*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 72RHP 1SB,3*cf*,GS58,HS1830 Aitchison,Blair,Ld. Clydebank	13 ″ 4 s 4 ″ 4 13 ″ 7¼	
25404 LCKD	**Genale** (*ex*I.K.Ward–34) TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*	1840 1549 1080	✠Lloyd'sRMC~~10,34~~ 1,36 for temp 40° F.				1929	Akt.Lindholmen- Motala Gothenburg	A/SSantaMartha (Chr.Gundersen& Co.*Mgrs.*)	269·5|37·7|22·0 P33*t*B136*t*F17*t* H53*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 449NHP GotaverkenA/B,Got.		N
25405 31340 JCWB	**Genbu Maru** Ⓟ *Longitudinal framing* 1*Dk*2*nd dk in* *forward hold& Web frames*	1872 1615 1141			…		1925	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	255·0|39·0|22·7 P17'B66'F28' FK	Tokio Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWrks,Ld.Osaka	22 ″ 9	
25406 PKFV	**Generaal Michiels** 1*Dk*	1282 1031 716					1928	Wilton'sE. &Slpwy.Co Rotterdam	Koninkl.Paketv. Maats.	230·2|38·7|15·0 P&B140'F33'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 93NHP Gebr.Stork,&Co.Hengelo		V
25407 PKFX	**Generaal v. d. Heyden** 1*Dk*	1213 988 640					1928	N.V.Haar- lemsche SchpsbMaats Haarlem	Koninkl.Paketv. Maats.	230·7|38·2|14·8 P&B152'F35'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 93NHP Gebr.Stork&Co.Hengelo		V
25408 PKFU	**Generaal van Geen** 1*Dk*	1290 1031 719					1928	Wilton'sE. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·2|38·8|14·1 P&B140'F34'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 111NHP Gebr.Stork&Co.Hengelo		V
25409 PKFW	**Generaal van Swieten** 1*Dk*	1300 1031 681					1928	Wilton'sE. &Slpwy.Co. Rotterdam	Koninkl.Paketv. Maats.	230·2|38·7|15·0 P&B144'F33'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 111NHP Gebr.Stork&Co.Hengelo		V
25410 PKFY	**Generaal Verspijck** 1*Dk*	1213 988 641					1928	Haarlem- scheScheepsb MijHaarlem	Koninkl.Paketv. Maats.	230·8|38·2|14·9 F33'*ptAwngdk*140'	Batavia Dutch *WB*	C4Cy(2)14½"&(2)31½"–31½" 93NHP Gebr.Stork&Co.Hengelo		V
25411 225327	**General** *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	571 545 364			·		1925	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	GeneralPetroleum Corpn.ofCalifornia	170·0|32·0|14·0	SFrancisco Utd. States	Oil Engines connected to electric motor&screw shaft 4S.C.SA 12Cy.11½"–15" 154NHP AtlasImperialEng.Co.		
25412 LOFP	**General Alvear** Ⓟ Pad (*ex*CaboCorrientes) 1*Dk*(*Teak*) & *Promenade dk*	2754 1126 1570	✠ 2,18	BBl ✠			1914 1mo	A&J.Inglis Ld. Glasgow	CiaArgentina de Nav.Mihanovich Lda.	320·4|40·1|12·3 FK	Bns.Ayres Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" 597NHP 4SB,8*cf*,GS188,HS7260 FD A.&J.Inglis,Ld.Glasgow	13 ″ 0	
25413 DHIO	**General Artigas** Ⓟ (*ex*Westphalia) *Fitted for oil fuel* D.F. GyC. 3*Dks*& *Shelter dk* Sub.Sig.	11254 9874 6613					1923	Howaldts- werke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Südamerik,Dampfschiff Ges.*Mgrs.*)	473·6|60·7|41·9 B148'	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Braun,Boveri&Co.Mnnhm.		G
25414 LOGW	**—** Ⓟ Pad (*ex*CaboSantaMaria) 1*Dk*(*Teak*)& *Promenade dk*	2754 — 1570	✠ 11,17	Gls ✠			1913 10mo	A&J.Inglis Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	320·0|40·1|12·3 FK	Bns.Ayres Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" & L.P. Turbine 834NHP 4SB,8*cf*,GS188,HS7260 A.&J.Inglis,Ld.Glasgow	13 ″ 0	
25415 FOOE	**General Bonaparte** D.F. *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2796 — 1004					1922	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	315·4|44·6|24·5 P56'B121'F79'	Marseilles French *WB*	T4Cy27⅝"45$\frac{11}{16}$"&(2)55"–51¼" 434NHP Ch.&Atel.deProvence,Msl.		V
25416	**General Flores** (*ex*Anglo No.2–35,*ex*Reformer) TwinSc *Ref.Mchy.* *Mchy.Aft* 1*Dk*	1206 — 729			…		1901	A.Rodger &Co. Pt.Glasgow	CranstonWoodhead&Co.	230·2|42·0|11·5 FK *WB*	Rio Grande doSul Brazilian	T.6Cy.11",17"&28"–21" 130NHP Ross&Duncan,Glasgow	13 ″ 6	
25417 203974	**General Garretson** Now "E.J.Kulas," *see No.* 37953 *in Supplement* GyC. *Mchy.Aft* 1*Dk*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilson Transit Co.	520·0|54·0|26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
25418 FNDJ	**Général Gassouin** *OilEng.* D.F. GyC. 2*Dks* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	5011 4399 1966					1926	Ch.&Atel. de laGironde Bordeaux	Soc.Auxiliaire de Transports	377·7|52·6|28·9 P110'B35'F39'	Rouen French *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47¼" 498NHP SulzerBros.,Winterthur		V
25419 212584 KDAA	**General Lee** Ⓟ (*ex*Cartago–32) *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&2*ptDks*	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|49·8|29·6 B154'F44'	Prtlnd, Or. Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark &CoLd.Bel		C
25420 220740 KDFT	**General M.H.Sherman** (*ex*Mursa) *Fitted for oil fuel* 1*Dk*& *Shelter dk* *Longitudinal framing*	6047 — 3822					1920	Moore S.B. Co. Oakland, Cal.	MatsonS.S.Co.	402·6|53·0|32·2 P34'F36'	L.Angeles Cal. Utd. States *WB*	T.3Cy.24½",41½"&72"–48" NE&B29 359NHP AllisChalmersMfg.Co., Milwaukee,Wis.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B.of Trade.
25421 211610 WFDP	**General Markham** (exRadiant) ssL.An.No.3-3,26 ssClv.No.2-34 Mchy.Aft 1Dk(Stl)&Web frames D.F. Longitudinal framing	2487 2137 1258	✠100A1 4,34 For service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 9,13	Clv BS1,33 ✠LMC4,34		CL N1.31 F.P. above 150° F.	1913 9mo	American S.B.Co. Cleveland,O. A&CP	ClevelandTankers Inc. CellDBa12'uE&B	250·0 P83' F53' 54'f30'260tFPT77t	43·0	26·0 FK	Wilmgton (Del.) Utd. States 11BHAsp APT22t	T.3Cy.19",31"&54"-42" (s) 200lb 277NHP 2SB,6cf,GS100,HS5052 AmericanSBCo.Clvelnd,O.	25 " 0 s 3 " 3¼ 21 " 11¼	
25422 FOAY	**General Metzinger** Ⓟ TwinSc (exSobral,exCapVilano) D.F. Ref.Mchy. 2Dks	9312 — 5492					1906	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	476·6 P&B376'F80'	55·2	30·8	Marseilles French WB	Q.8Cy.24½",35½",50½"&74"- 54" 805NHP Blohm&Voss,Hamburg		V
25423 ~~DHIG~~	**General Mitre** (exArtus) 4Mst Now "Sannio," See No. 40028 in Supplement D.F. Sub.Sig. 2Dks&Awng.dk	9891 7384 5859					1921	Bremer Vulkan Vegesack	"Italia"(Flotte riuniteCosulich- LloydSabaudo- Navigazione Generale)	468·8	58·3	40·3	~~Hamburg~~ ~~German~~ Genoa Italian	T3Cy32 3/16",52½"&86⅝"-55 1/16" &LPTurbine 556NHP BremerVulkan,Vegesack		G
25424 86501	**General Orlando M.Poe** Mchy.Aft GyC. 1Dk2trB	4835 — 3705					1900	American S.B.Co. Cleveland,O.	PittsburghS.S.Co.	470·0	50·0	29·0	D'luth,Min Utd.States WB	Q.4Cy.17",25",38½"&60"- 42" NB29 233NHP AmericanS.B.Co.Clevelnd		
25425 DIBR	**General Osorio** Ⓟ TwinSc D.F. GyC. OilEng. Sub.Sig. Ref.Mchy. Cruiser Stern 3Dks	11590 8274 6750					1929	Bremer Vulkan Vegesack	Hamburg-Amerik Packet.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Südamerik.Dampschifffarts-Ges.Mgrs)	498·5 B&F492' Uppr.F62'	66·0	32·8	Hamburg German WB	Oil Engines 2S.C.DA 12Cy.23⅝"-35⅝" 2335NHP BremerVulkan,Vegesack		G
25426	**General Paiva de Andrada** (exArmisticio, Ferro-Concrete exArmistice) Mchy.Aft 1Dk	894 790 535			...		1919	Ferro-Con- creteShip Const.Co.Ld. Barrow	Cia.deCombusti- veis doLobito	205·0 P31'F23'	32·0	16·6 FK	Lobito Portuguese WB	C.2Cy.15½"&33"-24" 73NHP ShieldsEng.Co.Ld.N.Shl.	19 " 7	
25427 212605 KDAH	**General Pershing** Ⓟ (exHeredia-32) Fitted for oil fuel D.F. Ref.Mchy. 2Dks&2ptDks	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	Prtlnd, Or. Utd. States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
25428 DHIR	**General San Martin** Ⓟ (exThuringia) Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk D.F. GyC. Sub.Sig.	11251 7882 ~~6579~~ 6585					1922	Howaldts- werke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Süda- merikDampf- schifftGes Mgrs.)	473·6 B148'	60·7	41·9	Hamburg German WB	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co. Mannheim		G
25429 212632 KDAG	**General Sherman** Ⓟ (exParismina-32) Fitted for oil fuel D.F. Ref.Mchy. 2Dks&2ptDks	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	Prtlnd, Or. Utd. States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
25430 DOAQ	**General von Steuben** Ⓟ TwinSc (exMünchen) Fitted for oil fuel D.F. E.S.D. GyC. 4Dks Sub.Sig.	14690 12150 8584					1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9 B234'F41'	65·0	43·7	Bremen German WB	T.8Cy.(2)31½"(2)51½"&(4) 59 1/16"-55 1/16"&L.P.Turbines 1622NHP VulkanWerke,Stettin		G
25431 215110 WQCZ	**General W. C. Gorgas** (exPrinz Sigismund) Ⓟ ssSea.2ndNo.3-5,26 ssSea.No.1-30 2Dks(StlWeather dk-ws)	4636 3602 2723	100A1 withfreeboard 4,34 MS1,30	Sea LMC BS4,34	x	CL N4,32	1902	Akt.Ges. "Neptun" Rostock	Libby,McNeill& Libby	370·1 P&B244'F51'	45·3	26·8 FK CellDB	S.Frncisco Utd. States 8BHAsp 305'750t	Q4Cy.22 7/16",32¼",47¼"&68 7/16" -47¼" 185lb (s) 444NHP 2DB&1AuxSB,10cf,GS196, HS7884 FD A.G."Neptun,"Rostock	29 " 6 ~~s 5 " 4½~~ ~~24 " 5¾~~ s5 " 2¾ 24 " 5¼	
25432 ~~202886~~ IBSN	**Generale Petitti** ssLgn.No.3-4,33 D.F. 2Dks(Stl) Now "Giacomo C," see No. 38275 in Supplement	5656 4202 3509	✠100A1 ~~4,35~~12,35 BS10,34 ✠LMC6,32	Tri	y	CL ~~7,32~~ 12,35	1920 5mo Lloyd's A&CP	Cantiere SanRocco Trieste	G.Costa fu A. CellDB326'	394·2 382·8 P34'B247'F39' 1092t DTa 35' 824t	52·5	26·1 FK	Genoa ~~Trieste~~ Italian 6BHCem APT37t	T.3Cy.26",42"&70"-48" (s) 180lb 100lb 411NHP 2SB,6cf,GS118,HS5534 FD J.G.Kincaid&Co.Ld.Grk.	27 " 10 s 3 " 8 24 " 4½	
25433 EAOQ	**Generalife** (exEspañaNo.2, exJavorina) 1Dk2trB deep framing&Web frames	3387 3189 2138			...		1908	Chant.Nav Anversois Hoboken	Cia.Trasmediter- ranea	345·9 P31'B180'F31'	48·1	23·0 FK	Barcelona Spanish WB	T.3Cy.24",40"&66"-45" 317NHP N.E.MarineEngCo.LdNwc	25 " 7	V †
25434 218718 KITP	**Genevieve Lykes** (exLake Gadsden) Fitted for oil fuel 1Dk2trB	2659 — 1772			...		1919	Manitowoc S.B.Co. Manitowoc	Lykes Bros.S.S.Co. Inc.	253·5 P125'B65'F26'	43·9	25·9	Galveston Utd. States WB	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.CoM'lw'kee	28 " 5	R †
25435 20604 JBND	**Genmei Maru** 2Dks	3181 2674 1941			...		1917	Mitsubishi Dkyd&EWks Kobe	KinkaiYusenK.K.	305·0 P25'B94'F33'	43·7	27·2 FK	Tokio Japanese WB	T.3Cy.19",32"&54"-48" 270NHP MitsubishiD&E.WksKobe	27 " 3	
25436 1419 INQY	**Gennargentu** Ⓟ (exMaddalena) 1Dk&Shelter dk	499 — 217					1910	Soc.Eser- cizioBacini RivaTrigoso	Soc.Sarda di Navig.	157·8	26·5	13·4	Genoa Italian	T.3Cy.13⅜",21⅝"&35⅝"-23⅝" 62NHP Soc.EsercizioBacini		I
25437 25752 JSLD	**Genoa Maru** ssKob.No.1-35 ssYka.No.3-7,30 2Dks(Stl)&Shelter dk(Stl)	6785 6491 4894	✠100A1 Shelter dk withfreeboard 8,35 ~~8,33~~	Yka Kob ✠LMC8,34 BS8,35	a†	OG 8,34	1919 6mo Lloyd's A&CP	Mitsubishi Zosen Kaisha,Ld. Nagasaki	NipponYusen K.K. CellDB349'1091t	425·0 FPT156tAPT229t	53·6	37·5 FK Collision	Tokio Japanese Cem BH to Sh dk 6 " " U "	T.3Cy.26½",44½"&75½"-48" 200lb (s) 518NHP 3SB,9cf,GS196,HS7104 FD MitsubishiZosenKaisha Ld	37 " 6 s 9 " 1¾ 28 " 7	
25438 PEHL	**Genota** OilEng. For full particulars see No. 33255 in Supplement Mchy.Aft D.F. CruiserStern Longitudinal framing at bottom & at deck	7987 — 4754	100A1 (ClassContemplated) CarryingPetroleum in bulk				1935	Deutsche WerftAG Bet Finkenwrder Hamburg	PetroleumMaats "LaCorona"	460·0 P94'B46'F48'	59·0	33·9	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 " 0 s 6 " 8¾ 27 " 6½	
25439	**Genova** Ⓟ TwinSc OilEng. 1Dk	1500 — 859					1930	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Ayres Argentine WB	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff Ld.Gls.		
25440 EEPJ	**Genoveva-F.** (exCaboSan Martin-32,exLa Giralda) ssBbo.2ndNo.3-4,17 ssBbo.No.2-25 2Dks(Stl)&Awng dk	1869 1799 1201	✠ — 4,51 ✠	Bbo	q		1892	Bartram, Haswell&Co. Sunderland	FedericoG.Fierro	252·1 CellDB198'268t	36·0	17·1 24·6 BK9"	Seville Spanish 6BHCem	T.3Cy.19½",31½"&53"-36" NDB20 168NHP 1SB,3pf,GS60,HS2500 J.Dickinson,Sunderland	26 " 10	
25441 DHIS	**Genua** D.F. E.S.D. CruiserStern 2Dks	1949 1597 1130					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'F268'	42·7	16·2	Hamburg German WB	C.4Cy.(2)18 13/16"&(2)39⅝"- 39⅜" 162NHP A.Borsig,G.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25442 3750 SEJM	**Georg** (*ex*China) Iron *ss*Mmo.4thNo.3–8,26 *ss*Sbg.No.3–6,34 *Well deck* 1*Dk*	478 355 239	✠100A1 4,36 ~~3,35~~ ✠NB84 BS8,35	Sbg LMC6,34	*h*	OG ~~10,33~~ 4,36	1877 10mo	J.Readhead&Co. S.Shields A&CP	RederiaktFalkvik (Th.Carlsson, *Mgr.*)	169·6 Q77'B14'F19'	25·7	12·2 BK7" *WB*=	Sölvesbrg Swedish 5*BHCem* *DBa*30'*f*52'	C.2Cy.22$\frac{5}{16}$"&40"–27" (*s*) 80lb NDB05 *80lb* 80NHP 1SB,*2pf*,GS36,HS1600 J.Readhead&Co.S.Shields	13 ″ 0 s1 ″ 1½ 12 ″ 9	
25443 86671	**George B. Leonard** *Mchy.Aft* 1*Dk2trB*	4037 — 2844					1902	Chicago S.B.Co. Chicago	GreatLakesSS.Co. Inc.	380·0 F48'	50·0	23·6	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP ChicagoS.B.Co.Chicago		
25444 207792	**George D. Dixon** (*ex*Allegheny) *Mchy.Aft* 2*Dks*	4090 — 3159					1910	Detroit S.B.Co. Wyandotte	GreatLakes TransitCorpn.	350·0	46·0	31·0	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitS.B.Co.Detroit		
25445 204225	**George F. Baker** GyC. *Mchy.Aft* 1*Dk*	7210 — 5459					1907	Superior S.B.Co. Superior,Wis.	PittsburghS.S.Co.	586·0	58·0	25·5	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP AmericanS.B.Co.Clevel'nd		R
25446 208396 KFCT	**George F. Rand** (*ex*WilliamC. Agnew) D.F. GyC. *Mchy.Aft* 1*Dk*	6533 — 4985					1911	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	532·0 F48'	58·0	31·0	BuffaloNY Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevel'nd		R
25447 113975 MFJJ	**George Frusher** (*ex*Carlston) 3Mst *ss*Gms.2ndNo.3–4,26 *Well deck* ~~*ss*Gms.No.1–30~~ *Mchy.Aft* *ss*Lwt.No.2–34 1*Dk*(*Irn*) *Cargo battens not fitted*	662 447 267	✠100A1 ~~5,35~~ ~~11,32~~ 3,36 BS~~5,34~~ 7,35	Lwt Bly ✠LMC MS1,35	*j*	CL ~~7,32~~ 4,35	1901 8mo *Lloyd's*A&CP	JFullerton &Co. Paisley	Consolidated Fisheries,Ld. (Sir JohnD.Marsden, Bart.*Mgr.*)	189·0 Q101'B11'F34' len05	29·2	10·5 FK *DBf*99'	Lowestoft British 3*BHCem* 178*tFPT*81*t*	C.2Cy.21⅜"&47"–33" (*s*) 130lb *100lb* NDB18 126NHP 1SB,*2pf&1cf*,GS56,HS2118 W.V.V.Lidgerwood,Gls.	13 ″ 4 s4 ″ 5½ 12 ″ 11½	
25448 202088	**George G. Barnum** (*ex*Socapa) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. W.BayCity	SuperiorS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0	54·0	26·7 *WB*	Duluth, Minn. Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
25449 204251	**George G. Crawford** (*ex*LeGrand S.DeGraff) GyC. *Mchy.Aft* 1*Dk*	7971 — 6196					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0	60·0	32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.22¼",37½"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
25450 215154 WPCF	**George G. Henry** *Fitted for oil fuel* *Mchy.Aft* 2*Dks& Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	6265 — 3849			...		1917	Union Iron WorksCo. S.Francisco	~~Pan-American ForeignCorp.~~ StandardOilCo. of New Jersey	435·0 P106'B50'F42'	56·0	32·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" NE19 574NHP SunS.B.Co.Chester,Pa.	33 ″ 6	R †
25451 81747 KFTO	**George H. Ingalls** (*ex*WilliamL. Brown) *Mchy.Aft* 1*Dk2trB*	4904 — 3879					1901	ChicagoS. B.Co. Chicago	WesternS.S.Corp. (Boland&Cornelius, *Mgrs.*)	430·0	50·2	24·4 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23",38"&64"–40" 259NHP ChicagoS.B.Co		R
25452 218629 KIPS	**Geo. H. Jones** 3Mst *ss*Bal.No.3–11,32 *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* D.F. GyC. *Longitudinal framing*	6914 6133 4273	✠100A1 12,34 BS12,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,19 *F.P. above* 150° F.	NOs ✠LMC11,32	*b*†	CL 3,33	1919 9mo	TheSun S.B.Co. Chester,Pa. A&CP	~~StandardShppg. Co.~~ StandardOil Co.ofNewJersey. *CellDBuE&B*60'259*tDT*40'552*t* *FPT*222*tAPT*57*t*	429·3 P133'B36'F40	59·2	31·4 FK	Wilmgton (Del.) Utd.States 17*BHptCem* 13*BHtoUdk* 4 „ „ *2nd* „	T3Cy.27⅝",45½"&76"–51"(*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 ″ 3	
Broken up 25453 ~~SVGE~~	**George J. Goulandris** (*ex*Berlin, *ex*Regina) *ss*Kel.2ndNo.3–10,23 *ss*Pir.No.2–32 1*Dk*(*Stl*)*&deep framing& ptAwng dk*(*Stl*)	2187 1505 1400	✠~~100A1~~ *pt Awng dk withfreeboard* 9,33 ~~MS5,31~~	Pir ✠~~LMC~~ ~~BS10,5~~ ~~10,35~~	*r*	CL N6,32	1896 11mo	Helsingörs Jernsk&Msk. Elsinore A&CP	~~N.&G.Simbouras. (GoulandrisBros, *Mgrs.*)~~ *CellDBa*92'	279·3 Q102' *ptAwng dk*176' *uE&B*36' *f*108'515*t*	40·5	16·2 FK	~~Andros~~ ~~Greek~~ Dutch 4*BHCem* *APT*20*t*	T.3Cy.19½",31½"&53"–36"(*s*) 170lb 186NHP 2SB,*4rf*,GS68,HS2984 HelsingörsJernsk.&Mskb.	18 ″ 6 s7 ″ 6½ 18 ″ 1	
25454 160717	**George L. Eaton** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
25455 215007 KJRB	**George L. Olson** Wood3Mst (*ex*Gabriel, *ex*RyderHanify) *Fitted for oil fuel* 1*Dk2trB*	1428 — 814					1917	F.Stone Oakland,Cal.	OliverJ.Olson&Co.	225·0	43·0	17·0	S.Frncisco Utd.States	T.3Cy.15½",26"&43"–33" 106NHP F.Stone,Oakland,Cal.		
25456 149070	**George L. Torian** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8 *WB*	S Cathrnes Ont. British	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
25457 SWFS	**George M. Embiricos** *ss*Nwc.No.3–8,33 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	5728 5272 3445	✠100A1 *Shelter dk withfreeboard* 1,36 ~~7,34~~ ~~BS1,36~~ *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Rot Bkn BS1,36 ✠LMC8,35	*b*†	CL ~~8,33~~ 1,36	1921 9mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	S.G.Embiricos *CellDB*379'1641*t* *MT*32'1232*t*	441·5 *FPT*134*tAPT*219*t*	56·3	28·2 FK *Collision*	Andros Greek *Cem BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",46½"&77"–51" (*s*) 180lb 522NHP 3SB,*12cf*,GS234,HS8902 J.Dickinson&Sons,Ld.Sld.	30 ″ 9 s4 ″ 0¾ 26 ″ 10¾	
25458 226276	**George M. Humphrey** *ss*Clv.No.1–34 GyC. *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames* *Longitudinal framing at bottom&at deck* *Cargo battens not fitted*	8004 7643 6311	100A– 5,35 ~~4,28~~ ~~BS5,34~~ *For Service on the Great Lakes*	Clv 5,35 LMC~~4,28~~			1927	American S.B.Co.Ld. Lorain,O.	KinsmanTransit Company(G.M. Steinbrenner, *Mgr.*) *CellDBuE&B*56'242*t* *CellDB&side tanks in way of holds*471' 7934*tFPT*471*tAPT*68*t*	586·3 F48'	60·2	27·9 FK	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"–42" (*r*) 185lb 450NHP 3SB,*6cf*,GS148,HS7155 FD AmericanSB.Co.Lorain,O.	32 ″ 0	
25459 SVBK	**George M. Livanos** *ss*Ams.No.1–32 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	3831 3543 2294	✠100A1 *withfreeboard* 8,35 ~~8,34~~ BS~~8,34~~ 7,35	Cff ✠LMC4,32	*y*	CL ~~4,32~~ 7,35	1928 5mo *Lloyd's*A&CP	R.Thompson&Sons,Ld. Sunderland	LivanosBros. ~~(N.G.Livanos, *Mgr.*)~~ *CellDBa&uE* 140'*f*175'1095*t*	380·8 F34' *FPT*118*tAPT*117*t*	52·0	22·5 FK (	Chios Greek 6*BHCem* *Coll toSh dk* 5 „ *2nd* „	T.3Cy.25½, 42"&70"–48" (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS6746 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 11 s2 ″ 3¾ 22 ″ 9¾	
25460 220889 KDLT	**George Peirce** *Fitted for oil fuel* Sub.Sig. 2*Dks& Web frames*	5462 4971 3365			...		1920	Merchant S.B.Corp. Chester,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44'	54·2	30·4 FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 635NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32 ″ 10	R †
25461 147782	**Geo. R. Donovan** *Mchy.Aft* 1*Dk*	1780 1594 1280					1926	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo., Ld.(J.B.Foote, *Mgr.*)	252·5 F34'	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull.		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
25462 203377	**George R. Fink** (*ex*J.J.Turner, *ex*J.Q Riddle) GyC. *Mchy.Aft* 1*Dk*	6832 — 5376					1906	American S.B.Co. Lorain,O.	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	532·0	56·0	31·0 *WB*	Wlmgton (Del.) Utd. States	T.3Cy.23½″,38″&68″–42″ 257NHP AmericanSB.Co.Cleveland		R
25463 86367	**George Stephenson** *Mchy.Aft* 1*Dk2trR*	3884 — 3503					1896	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	407·4	49·3	23·8 *WB*	Duluth, Minn. Utd. States	T.3Cy.35″,40″&67″–44″ 298NHP F.W.Wheeler&Co.		
25464 216388 KMUI	**George W. Barnes** *ss*N.Yk.No.3–7,30 *ss*N.Yk.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	~~6460~~ ~~6317~~ ~~6909~~ 6214 5917 3804	✠100A1 ~~4,25~~ ~~1,34~~ 5,36 ✠LMC4,54 BS~~4,035~~,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	NYk ~~Gat~~	*a*†	CL ~~6,32~~ 4,35	1918 6mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	StandardOilCo. ofNewJersey. *CellDBuE&B50′ 200tDTf420t*	416·8	56·1	31·1 P107′B35′F33′ FK *FPT229tAPT130t*	Wilmgton (Del.) Utd. States 16*BHptCem* (12 *to Udk* 4 *to2nd dk*)	T.3Cy.26½″,44″&74″–51″ (*s*) 190lb 525NHP 3SB,9*cf*, ,HS7425 FD BethlehemS.B.Corp.Ld. Quincy	32 ″ 9 s6 ″ 5½ 26 ″ 5½	
25465 [illegible]	**Geo. W. McKnight** TwinSc D.F. *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of cargo tanks*3rd *dk*(*Stl*) *aft of cargo tanks Web frames Rudder electrically welded* GyC. E.S.D. *CruiserStern Longitudinal framing*	12442 11763 7097	✠100A1 ~~1,05~~ ~~7,34~~ 3,36 ✠LMC1,53 *Carrying Petroleum in bulk*	Ham Bmn		CL 3,56	1933 1mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd'sA&CP*	PanamaTransportCo. G.m.b.H. (Waried TankschiffRhederi G.m.b.H.*Mgrs.*)	521·7	70·4	38·7 *aft*B55′B40′F39′ FK *CellDBuE77′*	Panama Panamanian 16*BHptCem ptAsp* 228*t DT″s f*	Oil Engines 2S.C.SA 12Cy.23⅝″–45¼″ 1165NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* FrKruppGermaniawftAG 53′2318*tFPT*285*tAPT*280*t*	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
25466 201802	**George W. Mead** (*ex*Francis L. Robbins) *Mchy.Aft* 1*Dk*	4222 — 3036					1905	American S.B.Co. Cleveland	NewaygoTugLine Inc.	380·0	50·0	28·0 *WB*	Mlwaukee Wis. Utd. States	T.3Cy.19″,30″&52½″–40″ E*made*88 *fitted*05 171NHP ClevelandS.B.Co.Clevelnd		
25467 202166	**George W. Perkins** *Mchy.Aft* GyC. 1*Dk*	6406 — 4922					1905	Superior S.B.Co. SuperiorWis.	PittsburghS.S.Co.	558·2	56·0	26·5 *WB*	Duluth, Minn. Utd. States	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		R
25468 215447 KDCL	**GeorgeWashington** Ⓟ TwinSc *Ref.Mchy.* 5*Dks*&3*Promdks* Sub.Sig. D.F. GyC.	23788 20816 13902					1908	Akt.Ges. "Vulcan" Stettin	UnitedStates ShippingBoard Bureau	699·1	78·2	50·1 B367′F111′	NewYork Utd. States	Q.8Cy.38″,57″,80″&112″–67″ 2052NHP *WB* A.G."Vulcan,"Stettin		R
25469 224216 WECJ	— Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 4*Dks*	5184 — 3167					1924	NwprtNws SB.&D.D.Co. NewprtNews	EasternS.S. Lines,Inc.	375·5	54·0	17·2	NewYork Utd. States	2SteamTurbinesSRGeared to 1 Sc. Shaft *WB* NewportNewsSB&DD.Co.		R
25470 214587 WODP	**Georgeanna** (*ex*Georgeanna Weems) *ss*N.Ns.No.3–10,29 *ss*N.Ns.No.1–33 *Well deck* 2*Dks*(*Stl*)	2089 1273 1556	✠100A1 10,35 ~~1,35~~ BS~~6,34~~ 6,35 ✠LMC6,35	Bal	*q*	CL 6,33	1916 11mo A&CP	Harlan& Hollings-worthCor. Wlmgtn. Del.	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	242·2	39·0	18·0 P&B191′F41 FK *FPT32t*	Baltimore Utd. States 4*BHCem* *APT11t*	T.3Cy.17″,27″&44″–30″ (*s*) 180lb 150NHP 2SB,4*cf*,GS87,HS2793 Harlan&HollingswrthCor	19 ″ 4 s2 ″ 2½ 17 ″ 3½	
25471 229164 KLFG	**Georgene** (*ex*Przemysl) *OilEng.* 1*Dk*	446 — 267					1921	Wortelboer &Co. Delfzijl	EasternTankers Corp.	142·9	26·3	12·2 P28′H20′	Boston Utd. States	Oil Engines E*fitted* 30 StandardGasEng.Co.		
25472 47 SUBF	**Georges Mabro** (*ex*Bordeaux-32) *ss*Alx.No.3–8,33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2477 2301 1538	✠100A1 ~~8,33~~ 11,35 BS~~9,34~~ 8,35 ✠LMC4,55	Alx		CL ~~10,32~~ 11,35	1918 1mo	ForthS.B. &Eng.Co.Ld. Alloa	G.&T.Mabro *Intermediate fore CellD*	305·3	42·8	21·5 P24′B85′F32′ *BH in* FK *hold dispensed with* *B256′ 548t FPT78t*	Alexndria Egyptian *Cem* 4*BH only* *APT29t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.Ld.S.Shl.	23 ″ 9 s 3 ″ 10½ 20 ″ 1	
25473 FNEG	**Georges et Henri** (*ex*Sulima, *ex*Bassam) *ss*Alg.2ndNo.3–4,32 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*ptStl ptIrn*)	3058 2813 1848	✠ [illegible] 5,36 *Shelter dk with freeboard* ✠~~LMC~~ ~~MS4,32~~ ~~BS5,34~~	Msl	*w*	CL ~~9,34~~ 2,36	1909 11mo *Lloyd'sA&CP*	Irvine'sSB &D.D.Co.Ld. WHartlepool	Scotto,Ambrosino PuglieseFils&Co. *CellDBa*	340·4	46·0	23·2 P29′F41′ FK *102′uE26′f150′593t*	Marseilles French 6*BHCem* *APT35t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb ~~90lb~~ 335NHP 2SB,6*cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 3 ~~s 2 ″ 4½~~ ~~23 ″ 3~~	
25474 DHIT	**Georgia** Sub.Sig. D.F. 2*Dks*	3023 2681 1775					1922	Brücknbau FlenderA.G. Siems, Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (HamburgSüdamerik.Dampfschifff Ges.*Mgrs.*)	337·7	48·2	21·1 B59′F36′	Hamburg German	T.3Cy.23⅜″,38 5/16″&62″–41 5/16″ 246NHP *WB* A.G."Neptun,"Rostock		G
25475 OXOD	— (*ex*Yokohama) *ss*Cpn.No.3–5,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2272 2029 1327	✠100A1 *Shelter dk with freeboard* 4,35 ✠LMC MS5,52 BS~~10,31~~ 4,35	Els	*u*	OG 4,35	1920 5mo	Aktieb. Öresunds-varvet Landskrona *Inter*	DetForenede DampskibsSelsk *mediateBH in fore CellD*	310·0	44·7	19·5 FK *Collisio* *hold dispensed with* *B262′ 543t FPT89t*	Copnhagn Danish *Cem* *nBHtoShdk* 3 ,, ,, *U* ,, *APT105t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 364NHP 2SB,6*cf*,GS82,HS3533 FD DeLavalsÅngturbin,Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0½	
25476 85961	— Ⓟ Iron 3*Dks*	1749 — 1189					1887	Harlan& HollngswthC WilmngtnDl.	M.Podoloff	280·0	40·0	15·0	Nw.Haven Con. Utd. States	C.2Cy.34″&64″–42″ 221NHP Harlan&HollingswrthCo.		
25477 1280 INRW	— *ss*Gen No.1–25 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Fitted for oil fuel*	797 627 450	✠ 6,26 ✠	Gen	*k*		1920 10mo	W.C. Boele &Zonen Slikkerveer	Soc.Anon.Ilva *CellDBuB30′f*	200·0	30·2	12·9 Q122′B11′F23′ FK *121′252t FPT38t A*	Genoa Italian 4*BHCem* *PT8t*	T.3Cy.15″,25″&40″–27″ 121NHP 2SB,4*cf*,HS2282 Verschure&CoAmsterdam	15 ″ 0	I †
25478 219628 WACY	**Georgian** (*ex*Willsolo,*ex*Cajacet) *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	5825 5479 3608			...		1920	SunS.B. Co. Chester,Pa.	WilliamsS.S.Corp.	434·3	57·7	27·2 FK	NewYork Utd. States	T.3Cy.27″,45½″&76″–51″ 612NHP *WB* SunS.B.Co.Chester,Pa.	30 ″ 3	R †
25479 [illegible] KJUA	— Now "Hilton," see No. 38443 in Supplement (*ex*IceKing, *ex*Passaic) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4741 — 2970			...		1918	Standard S.B.Corp Shooter's Island	SouthAtlanticS.S. Co.of Delaware	377·0	52·0	26·8 P25′B104′F34′ FK	Savannah Utd. States	T.3Cy.24″,40″&70″–48″ 485NHP *WB* StandardS.B.Corp.	29 ″ 0	R †
25480 162365 GRLJ	**Georgic** Ⓟ TwinSc *OilEng.* D.F. GyC. 4*Dks*(*Stl–Weather dk–ws*) *Ref.Mchy.* 5*th dk*(*Stl*)*in holds, except* Sub.Sig. *aftermost hold* 6*th dk*(*Stl*)*in* *CruiserStern Nos.* 1, 2 & 3 *holds*	27759 21122 16839	✠100A1 *with freeboard* ~~5,35~~ ~~12,34~~ 1,36 ✠LMC6,32 *Carrying vegetable oil in after centre forward deep tank*	Liv ~~Lon~~		CL s11,34 P1,36	1932 6mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	CunardWhiteStar, Ld.	683·6	82·4	48·6 B327′F114′ *UpperB248′* FK&BK2¼″ *CellDB585t3374tD*	Liverpool British 12*BHCem* *Tsf56′2013t*	Oil Engines 4S.C.DA 20Cy.33 1/16″–63″ 4214NHP 2DB*150lb* 4DB(*Upr*)*100lb* Harland&Wolff,Ld.Bel. *FPT181tAPT231t*	52 ″ 10 s18 ″ 4¾ 35 ″ 0½	BT till ~~[illegible]~~

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25481	**Georgii** (exAntoniosYannoulatos) Now "Udarnik," see No. 40451 in Supplement [illegible] 1Dk(Stl) Cargo battens not fitted	3425 — 2005	✠100A1 4,35 MS9,35	Rot ✠LMC BS12,34	u	CL 9,34	1920 12mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	U.S.S R.	330·2|48·0|22·4 P23'B96'F38' FK CellDB283'851t	Russian 5BHCem APT68t	T.3Cy.24",40"&65"–45" (s) 180lb 391NHP 2SB,6cf,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8 s 4 ″ 0¼ 20 ″10	
25482 RAHD	**Georgij Sedow** (exBeothic) ssLiv.No.3–1,20 1Dk(Stl)&Shelter dk(Stl) &deep framing	1538 1420 598	✠ 7,21 ✠	Liv	p		1909 2mo	D&WHendersn&Co.Ld. Glasgow	U.S.S.R. Cell DBa65' uE&B40'f94'331tFPT32tAPT49t	240·4|35·8|24·5 FK	Archangel Russian 5BHCem	T.3Cy.22",36"&59"–39" GS150,HS5318 328NHP 2SB(FD)&1Aux.SB,8cf, D&W.Hendersn&CoLdGls	19 ″ 2	
25483 SYKS	**Georgios** (exCastelrosso–33, exMasr, exH.M.S.Imogene) Iron Wireless	330 — 121					1880	.... Glasgow	N.A.Moraitis& E.G.Loucas	159·4|24·8|12·0	Piræus Greek	C.2Cy.12¼"&30$\frac{5}{16}$"–24$\frac{5}{16}$" 38NHP ,Glasgow		
25484 SVBP	**Georgios G.** (exKurdistan) ssRot.No.3–1,31 1Dk(Stl)	4289 4035 2682	✠100A1 1,34 BS6,35 MS1,51	Hul ✠LMC ~~BS1,51~~	y	CL 1,34	1918 3mo Lloyd's A&CP	W.Gray&Co.Ld. WHartlepool	D.J.Dambassis	380·1|53·5|24·1 P27'B230'F36' FK CellDB317'1172t	Andros Greek 6BHCem APT130t	T.3Cy.24",41"&68"–48" (s) 180lb ~~100lb~~ ~~90lb~~ 437NHP 2SB,8cf,GS160,HS6381 FD Cen.Mar.Eng.Wks.WHpl.	26 ″ 8 s 3 ″ 9½ 23 ″ 0¾	
25485	**Georgios Koniordos** (exGeorge, exSaxon) ssApl.2ndNo.3–9,24 Well deck ssPir.No.1–29 1Dk(Stl)	489 376 254	✠ —— 2,31 ✠NB11,20✠	Pir	h		1898 11mo	W.Harkess &Son Middlesbro'	KoniordosBros.	163·2|26·0|12·2 Q82'B14'F20' ptND11 FK DBa32'35t FPT	Salonica Greek 4BHCem 35tAPT18t	T.3Cy.12",21¼"&33"–24" NDB20 80NHP 1SB,2pf,GS36,HS1123 Whyte&Mair,Dundee	13 ″ 0	
25486 SVBF	**Georgios Kyriakides** (exTrevalgan) ssFal.No.3–10,24 ssIps.No.2–33 1Dk(ptStl&ptIrn)2trB	4201 3966 2672	✠100A1 3,36 ~~4,35~~ BS~~10,34~~ 12,35	Rot ✠LMC6,53	x	CL ~~2,34~~ 3,36	1911 9mo Lloyd's A&CP	JReadhead &Sons,Ld. South Shields	N.G.Kyriakides CellDBa119'uE24'f158'922t	363·0|51·1|26·1 P31'B225'F32' FK	Andros Greek 6BHCem APT62t	T.3Cy.26",42"&69"–48" (r) 180lb 90lb 385NHP 2SB,6cf,GS132,HS6330 J.Readhead&Sns,Ld.S.Shl.	27 ″ 8 s 3 ″ 9½ 24 ″ 2¼	
25487 SVGS	**Georgios Mantacas** (exGeorgios) ssPir.No.3–2,34 1Dk(Stl) Cargo battens not fitted	3246 2969 1953	✠100A1 7,35 ~~11,34~~ BS~~4,33~~ 3,36 Fitted for oil fuel 3,21 F.P. above 150° F.	Rot ✠LMC2,54	v	CL ~~11,34~~ 7,35	1921 3mo Lloyd's A&CP	ClydeS.B. &Eng.Co. Ld. Port Glasgow	MantacasBros. CellDB275'749tFPT110t	325·0|47·2|24·2 P29'B100'F34' FK	Andros Greek 5BHCem APT99t	T.3Cy.24",40"&65"–42" (s) 180lb 306NHP 3SB,9cf,GS150,HS4830 ClydeS.B.&E.Co.Ld.Pt Gls	26 ″ 6 s 4 ″ 4¼ 22 ″ 4½	
25488 240 SVOJ	**Georgios Nicolaou** (exAtthis) ssBry.No.1–33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4108 3832 2467	✠100A1 withfreeboard 3,36 ~~11,33~~ MS11,53	Bry Rot ✠LMC BS~~10,54~~ 3,36	y	CL ~~11,33~~ 2,36	1930 5mo Lloyd's A&CP	W.Gray&Co.Ld. Sunderland	~~Mrs.Z.G.Nicolaou~~ N.G.Nicolaou CellDB345'1137tFPT139tAPT189t	390·7|53·7|23·3 F35' FK	~~Syra~~Piræus Greek 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.24½",41"&68"–48" (s) 200lb 435NHP 3SB,9cf,GS173,HS7590 Cen.Mar.E.Wks.Ld.WHpl	25 ″ 8 s 2 ″ 5¼ 23 ″ 5½	
25489 SVGT	**Georgios P.** (exCrosbyHall) 2Dks	4052 3799 2597					1903	C.S.Swan&Hunter,Ld. Newcastle	D.G.Coucoumbanis (T.N.Epiphaniades Mgr.)	365·0|46·7|27·3 P31'B94'F38'	Piræus Greek WB	T.3Cy.23½",39"&68"–48" 320NHP Wllsnd.Slpwy.Co.Ld.Nwc		C
25490	**Georgios S. Krinis** (exIsidoros Condoyannis–33,exMarmaras, exHeerengracht) 1Dk	365 290 184					1918	J.W.Boerma Martinshoek	GeorgiosS.Krinis	138·8|23·1|11·1 P38'F17'	Piræus Greek	T.3Cy11⅔",17¾"&29$\frac{9}{16}$"–17¾" Machinefab. 37NHP Fulton,Hoogezand		G
25491 DHIW	**Gera** Ⓟ ssHam.No.2–31 2Dks(Stl)3rd trBinNo.1 hold D.F. Well deck	5155 4478 3100	✠ .... 5,35 ~~BS4,51~~	Ham ✠~~LMC4,51~~	a†	CL 5,32	1923 6mo	Blohm&Voss Hamburg	Hamburg-Amerik. Packetf.Atk.Ges. (Ham.-Amr.Linie) CellDB353'924tFPT51tAPT16t	407·0|56·0|25·9 P&B329'F53' FK	Hamburg German 8BHAsp	4SteamTurbinesSRgeared to 1 Screw Shaft (s) 213lb 634NHP 3SB,9cf,GS200,HS8880 FD Blohm&Voss,Hamburg	28 ″ 6	
25492 151629 VOQD	**Geraldine Mary** ssLon.No.2–32 D.F. 3Dks(Stl) E.S.D.	7244 6723 4595	✠100A1 withfreeboard 3,35 ~~5,34~~ ~~BS4,34~~ Fitted for oil fuel 10,24 F.P. above 150° F.	Gls BS4,35 ✠LMC4,53	b†	CL 4,34	1924 10mo Lloyd's A&CP	Vickers, Ld. Barrow	Anglo-Newfoundland S.S.Co.Ld. (DonaldsonBros. Ld.Mgrs.) CellDB369'1335tDTf30'998tDTa27'845t FPT140tAPT32t	425·1|56·1|28·5 F49' FK Collision	S.JhnsNFL British 7BHCem BH to W dk	T.3Cy.26½",44"&74"–54" (r) 200lb FD 724NHP 4SB,12cf,GS276,HS11672 Vickers,Ld Barrow	38 ″ 6 s 11 ″ 6 27 ″ 1½	
25493 7581 SHCN	**Gerania** (exAnastassiosA.Syrmas, exAntinoe, ssGfl.3rdNo.3–6,33 exRossetti) 1Dk(ptStl ptIrn)& Web frames&ptAwng dk(Irn)	2147 1505 1311	✠100A1 pt Awng dk withfreeboard 9,35 ~~8,34~~ ~~BS8,34~~	Cff Skm BS9,35 ✠LMC6,53	r	CL ~~1,32~~ 9,35	1894 8mo	JLThompson&Sons,Ld Sunderland A&CP	RederiA/B Gerania ~~(E.Högberg)~~(J.J. Malmberg) CellDBa84'f108'327t	280·0|39·0|17·3 P24'Q80' ptAwng dk174' FK	Gefle Swedish 6BHCem APT20t	T.3Cy.21½",35"&58"–39" (s) 160lb 100lb NDB10 220NHP 2SB,6cf,GS108,HS3443 J.Dickinson,Sunderland	19 ″ 8 s 7 ″ 4½ 19 ″ 2	
25494 1151 IBWN	**Gerarchia** (exNazareno,exLuigi Rizzo,exFerrara,exSturmfels) 2Dks D.F.	5859 5317 3757		...			1912	J.C.TecklenborgA.G. Weser-münde-G.	SocAnon.Cooperativa diNav. Garibaldi	421·2|55·5|28·6 P78'B124'F54' FK	Genoa Italian WB	Q4Cy.24"34⅝"50⅜"&74"–53½" 510NHP J.C.TecklenborgAG.Wsm	31 ″ 3	I †
25495 4807 SLBA	**Gerd** Sunk by Collision 11,35 ssSkm.No.3–5,27 ssSkm.No.1–31 1Dk(Stl)&deep framing	2092 1907 1227	✠~~100A1~~ 3,35 ~~BS1,51~~	Skm ✠~~LMC5,51~~	s	OG 3,35	1907 7mo Lloyd's A&CP	Murdoch &Murray Pt.Glasgow	StockholmsRederiaktiebSvea. (EmanHögberg, Mgr.) Intermediate BH in forehold dispensed with 4BHonlyCem WB=CellDBa82'uE&B53'f108'567tFPT62tAPT72t	285·3|42·1|19·6 P27'B74'F35' FK	Stockholm Swedish	T.3Cy.21",35"&57"–39" (s) 180lb 100lb 230NHP 2SB,6cf,GS107,HS3705 D.Rowan&Co.Glasgow	22 ″ 0 s 2 ″ 11½ 19 ″ 2	
25496 OXZH	— D.F. 1Dk CruiserStern	1700 1492 961					1935	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskibs. Torm (A.Schmiegelow&A.Kampen Mgrs.)	~~290·0|41·6|19·1~~ 16·8 P&B222'F37' 292·3|41·7|	Copenhagen Danish WB	C.3Cy.(2)15¾"&39⅜"–37⅜" &LPTurbine 234NHP HS3337 HelsingörsJernsk&Mskb.		
25497 OYDQ	**Gerda** 1Dk	1151 929 675					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	J.Lauritzen	231·5|34·6|14·1 P25'B56'F33'	Esbjerg Danish WB	T.3Cy.15",24"&40"–27" NE26 83NHP KjbnhavnsFlydk. &Skbsv.Cpn.		G
25498 DAXS	**Gerda Kunstmann** (exVulcan) Mchy.Aft 1Dk	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	W.Kunstmann	166·1|32·0|14·1 P56'F26'	Stettin German	2Cy.22⅞"–23⅝" 39NHP A.G."Vulcan,"Stettin		G
25499 OYHE	**Gerda Toft** ssAbg.No.1–34 1Dk(Stl)	1960 1778 1167	✠100A1 10,35 ~~11,34~~	Abg Els ✠LMC11,54	s	CL 11,34	1930 6mo Lloyd's A&CP	Antwerp Eng.Co.Ld. Hoboken	A/S D/S Jutlandia (JensToft,Mgr.) Intermediate BH in fwd. hold dispensed with CellDB243'624t FPT53tAPT58t	294·9|43·7|18·0 P27'B165'F34' FK	Copnhagn Danish 4BHCem	T.3Cy.20",33"&54"–36" (s) 180lb 204NHP 2SB,6cf,GS73,HS3344 N.E.MarineEng.Co.Ld.Sld	20 ″ 4 s 1 ″ 9 18 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
25500 DDUH	**Gerda Vith** (exGerda-33, exGerdaVith-33, exMerkator, exGustavSalling, exHollandia, exHenner, exCarlMenzell) *1Dk&deep framing*	1312 1087 771					1903	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith,G.m.b.H.	245·6 P20'Q58'B112'F27'	35·5	15·3	Flensburg German *WB*	T 3Cy.15",25⅜"&43$\frac{5}{16}$"-34$\frac{1}{16}$" 110NHP FlensburgerSchiffsb.Ges.		G
25501 DHIX	**Gerhard** (exClausHorn, exImmo) *1Dk*	667 522 349					1921	J.Frerichs &Co.A.G. Einswarden	MathiesReed.A.G.	184·8 P66'F19'	29·7	11·8	Hamburg German *WB*	T.3Cy.15$\frac{3}{16}$",24"&39½"-26¼" 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck		G
25502 SYEE	**Germaine** (exOceanPrince-35, exGlenetive) ssPly.No.3-10,23 ssShl.No.2-32 *2Dks(Stl)*	*5217* *4960* *3320*	✠100A1 1,35 BS~~5,34~~ ✠LMC2,32 2,36	Mch	*z*	CL ~~1,35~~ N2,36	1911 9mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	S.Castanos&Sons *CellDBa117'uE& f199'1143tD*	410·3 P35'B129'F44' FK *B48'* *Ta30' 865t APT40t*	52·3	28·6	Piræus Greek *Cem* *6BHonly* *(5 to Up dk* *1 „ 2nd „)*	T.3Cy.26½",44"&73"-51" (*s*) 200lb *100lb* 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls	31 ″ 2 s5 ″ 10½ 25 ″ 6	
25503 DHIY	**Gerolstein** Ⓟ TwinSc (exMamari) D.F. *2Dks&deep framing&Shelter dk*	7772 6189 4834			...		1904	Harland& Wolff,Ld. Belfast	A.Bernstein	453·8 FK&BK3"	56·4	30·5	Hamburg German *WB*	Q.8Cy.21¼",30$\frac{3}{16}$",43½"&62"-48" 808NHP Harland&Wolff,Ld.Bel.	42 ″ 4	GC †
25504 115333 MCVP	**Gertie** ssApl.2ndNo.3-9,32 *Mchy.Aft* *Well deck* *1Dk(Stl)*	341 264 132	✠100A1 1,36~~9,32~~ ~~BS11,33~~ ✠LMC9,32 BS~~12,34~~ 1,36	Apl Lan	*f*	~~12,34~~ CL N1,36	1902 11mo	Dublin DockyardCo. Dublin *Lloyd'sA&CP*	JohnS.Monks,Ld.	150·0 Q54'B14'F28' BK7" *WB=*	24·2	10·2	Liverpool British *3BHCem* *FPT47t*	C.2Cy.20"&42"-27" (*s*) 130lb 94RHP 1SB,*3pf*,GS52,HS1621 Ross&Duncan,Glasgow	11 ″ 8 s ″ 7½ 11 ″ 8	
25505 OHWW	**Gertrud** (exRandsfjord-34, exKongsfos) *1Dk&2nd dk inNos.1&4holds*	3396 2964 1877			...		1914	R. Thompson&Sons,Ld Sunderland	RederiA/BGertrud (KristianHansen, *Mgr.*)	339·4 P27tH116tF58t FK	48·4	21·9	Helsingfrs Finnish *WB*	T.3Cy.24",39"&65"-42" 301NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 4	N †
25506 YMDT	— (exDonator-33, exGorm, exNedenes) *1Dk*	1578 1418 938					1899	ShortBros. Sunderland	O.Behnke	255·7 P15tH58tF36t	36·8	18·1	Danzig *WB*	T.3Cy.19",31"&51"-36" 156NHP W.Allan&Co.Ld.Sld.		N
25507 7466 SEJR	— (exBretagne, exSkinfaxe) ssOpn.No.3-2,24 ssSkm.No.1-28 *Well deck* *1Dk(Stl)&deep framing*	*1298* *1029* *728*	✠ 14,35 ✠	Hbg	*p*		1908 6mo	Helsingörs Jernsk&Msk Elsinore	RederiA/BGertrud (G.Olows) *CellDBa77'uE*	237·9 P18'Q77'B100'F23' FK *&B31'f98'415tFPT*	36·7	14·2	Stockholm Swedish *4BHCem* *26tAPT15t*	T.3Cy.17",27½"&47"-33" 148NHP 2SB,*4cf*,GS54,HS2426 HelsingörsJernsk.&Mskb.	16 ″ 9	V †
25508 DHIZ	— *1Dk*	373 302 176					1922	Union Giesserei Königsberg	MathiesReed.A.G.	137·8 P&B98'F21'	25·2	11·3	Hamburg German *WB*	C.2Cy.13⅜"&23¼"-17¾" 19NHP UnionGiesserei, Königsberg		G
25509 7317 SEJU	**Gertrud Bratt** ssGot.No.2-35 ~~ssSkm.No.1-31~~ *1Dk(Stl)*	*1510* *1297* *843*	✠100A1 7,35~~7,34~~ ~~BS2,34~~ ✠LMC~~1,34~~ BS~~12,34~~1,36 MS7,35	Got	*q*	OG ~~8,33~~ N7,35	1927 2mo	Kockums Mek.Værks. Malmö *Lloyd'sA&CP*	ÅngfartygsAktieb. Östersjön (A.Bratt &Co.*Mgrs.*) *CellDBa&u*	254·2 P20'B70'F26' FK *E98' f98' 403t FPT*	38·3	16·3	Gothenbrg Swedish *4BHCem* *48tAPT73t*	T.3Cy.18½",29⅝"&48"-33$\frac{1}{16}$" 185lb (*s*) 140NHP 2SB,*4cf*,GS70,HS2068 KockumsM.V.Malmö	18 ″ 10 s2 ″ 4½ 16 ″ 7½	
25510 OYDA	**Gertrud Rask** Ⓟ WoodAux 4MstSr Wireless *1Dk* *(See Sailing Ship Register)*	662 455 378					1923	A/S Nakskov Skibs. Nakskov	Grönlands Styrelse	155·5 P93'F27'	34·5	14·5	Copnhagn Danish	T.3Cy.12½",21"&34½"-24" Helsingörs 58NHP Jernsk.&Msk.Elsinore		V
25511 220606 KDEV	**Gertrude Kellogg** (exGladysbe) *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* Sub.Sig. *2Dks&Web frames* *Longitudinal framing*	5159 4522 3170			...		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9 P99'B34'F44' FK	51·0	28·5	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
25512 OYFE	**Gertrude Mærsk** TwinSc ssHKg.No.1-34 *OilEng.* D.F. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)in No.1 hold* *CruiserStern*	5038 4622 3155	✠100A1 *withfreeboard* 7,35 ~~5,34~~ DBS10,33 ✠LMC CS8,34 4,34~~9,33~~ *Fitted for carrying oil 5,30 F.P. above 150° F. in deep tanks*	HKg	*a*†	CL 7,33	1930 5mo	Odense Staalskibsvft Odense *Lloyd'sA&CP*	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*) *(Cell DB371'1266t*	418·9 F38' FK *Tanks in way of tunnels 25tDTa*	54·7	25·4	Svendborg Danish *8BH* *(Coll to Sh dk* *7 „ 2nd „)* *11' 281t MT*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *27'1068tFPT148tAPT248t*	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
25513 94 IBMI	**Gerusalemme** Ⓟ TwinSc (exCracovia-34) ssTri.No.3-7,33 D.F. *2Dks(Stl-U ws)&* *Shelter dk(Stl-ws)*	8052 6050 4566	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~ ~~1,35~~ 3,36 BS3,36 ~~BS12,34~~ ✠LMC4,35 *Fitted for oil fuel 9,23 F.P. above 150° F.*	Tri	*b*†	CL 12,34	1920 11mo	Cant.San RoccoS.A. S.Rocco *Lloyd'sA&CP*	LloydTriestino *CellDB*	443·6 *B213'F83'on* *Shelter dk* FK *Collision* *368'1110tAPT57t*	53·1	24·9	Trieste Italian *Cem* *BHtoSh dk* *6 „ „ U „*	4 Steam Turbines SR geared to 2 Sc.Shafts (*r*) 180lb 904NHP 5SB,*15cf*,GS314,HS12785 FD StabilimentoTechnico,Tri.	36 ″ 11 s 3 ″ 7½ 25 ″ 2¾	
Wrecked 10.35 25514 TCBI	**Gerze** Ⓟ (exSparti, exSanFernando) Iron *Well deck* *1Dk2trB*	1034 — 565	✠ 9,80 ✠	Sld	*m*		1880 8mo	R.Thompson,jun. Sunderland	VapurculukTurk AnonimSirketi *DB*	210·4 P&B112'F40' FK *a45'uE&B42'162t*	29·5	16·1	Istanbul Turkish *5BHCem*	C.2Cy.28"&51"-33" NB09 125NHP J.Dickinson,Sunderland		
25515 UNYL	**Gerzen** (exCastro, exMichail, exSappho) *Ref.Mchy.* Wireless *1Dk*	1336 844 805					1898	CaledonS. B.&E.Co.Ld. Dundee	U.S.S.R.	267·0 P&B116'F34'	33·6	14·5	Leningrad Russian *WB*	T.3Cy.18",32"&56"-36" 188NHP CaledonS.B.&E.CoLd.Dun		
25516 39102 JRHT	**Getsuyo Maru** *OilEng.* *2Dks*	7509 6070 5521	✠100A1 6,35 ~~6,34~~ ✠LMC6,34 DBS6,35 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Nag Kob	*b*†	CL	1934 6mo	Mitsubishi Jukogyo K.K. Nagasaki *Lloyd'sA&CP*	ToyoKisenK.K. *'Tween dk BH above after deep tank BH dispensed with*	436·3 P30'B157'F41' FK *CellDB369'*	58·5	32·8	Tokio Japanese *ptCem* *6BH to U dk* *1 „ „ 2nd „* *1405tDTa36'*	Oil Engines 2S.C.SA 6Cy.28¾"-49$\frac{3}{16}$" 839NHP DB*120lb* MitsubishiJukogyoK.K. *1145t FPT263tAPTs227t*	32 ″ 9	
25517 7 SEJW	**Gevalia** (exÖrnen) *1Dk & Web frame*	*1198* *1050* *673*			...		1891	J.Blumer &Co. Sunderland	RederiA/B Progress(J.H. Pettersson, *Mgr.*)	237·2 B54'H17tF22' FK	34·2	16·2	Hlsngborg Swedish *WB*	T.3Cy.18½",30"&49"-33" 142NHP N.E.MarineEng.CoLd.Sld.	19 ″ 0	V †
25518 LCLC	**Gezina** (exLakeErie) D.F. *1Dk*	1828 1585 1054			...		1917	Detroit S.B.Co. Wyandotte	Rederiselskabet Gezina(ThBrövig)	251·0 P25'B64'F23' FK	43·8	18·5	Farsund Norwegian *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25519 141926 GCDP	**Gharinda** *ss*Cal.No.3-10,26 *ss*Cal.No.2-34 2*Dks*(*Stl*)	5306 4844 3212	100A1 5,36~~4,35~~ BS7,35	Cal LMC7,34	*y*	CL 5,34	1919 *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·4|28·4 P50'B113'F40' FK 338'1113*t* *FPT*118*t*	Glasgow British 7*BHCem* *APT*203*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
25520 1839 IBZZ	**Giambattista** (*ex*VillaCarla-34, *ex*Orte-33,*ex*Kelet) 1*Dk&deep framing*	873 711 493			...		1904	W.Dobson &Co. Newcastle	Dani&Co.	213·8|30·4|14·0 205·8 32·0 13·9 B63'F25' FK	Genoa Italian *WB*	T.3Cy.17",28"&46"-33" 134NHP N.E.MarineEng.CoLdNwc	16 ″ 0	I †
25521 320 INUK	**Giampaolo** (*ex*Chryssula, *ex*Aldebaran,*ex*Wm.Minlos2,*ex*Hebron) 1*Dk*	358 292 196					1920	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	OnoratoGorlato	139·0|22·5|11·8 B34'F21'	Trieste Italian *WB*	C.3Cy.14¾"&22⅘"-15¾" 17NHP SeebeckA.G. Wesermünde-G.		I
25522 1988 IBMP	**Gianfranco** (*ex*Ouderkerk-34, **4Mst** *ex*Orsino,*ex*Gera) 2*Dks&3rd dk* *inNo.*1*hold*	8181 7267 5163			...		1915	Bremer Vulkan Vegesack	Soc.Anon.Com- pagniaItaliana Trasporti Marittimi	493·2|60·7|32·8 476·1 P28'B140'F87' FK	Genoa Italian *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{13}{16}$"&86$\frac{11}{16}$" -55⅛" 819NHP BremerVulkan,Vegesack	35 ″ 6	I †
25523 156345 VSRP	**Giang Ann** (*ex*Gouverneur GeneraalDaendels) 1*Dk&Shade dk*	1063 817 546					1902	Nederl. Schps Maats. Amsterdam	HeapEng.Moh S.S.Co.Ld.	222·7|36·2|14·0 P58'F50'	Singapore British	T.3Cy.17",27"&46"-36" 127NHP NedFb.v.Wrk&Spoor,Ams		V
25524 156342 ~~VSQQ~~ VSRQ	**Giang Seng** (*ex*Mossel) *Fitted for oil fuel* 2*Dks&Shade dk*	1811 1473 1085					1899	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	HeapEng.Moh S.S.Co.Ld.	291·8|37·9|17·4 P12'B61'F58'	Singapore British	T.3Cy.22",34"&57"-42" NB13 211NHP N.V.Maats.voorSch.en Werk"Fyenoord"Rot.		V
25525 1493 IBAO	**Gianna M.** (*ex*Wotan) *ss*Ham.No.3-11,27 *Mchy.Aft* *ss*Msl.No.1-32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5719 4920 3396	✠100A1 10,35~~9,34~~ ~~BS9,34~~ *CarryingPetroleum in bulk*	Gen BS10,35 LMC2,32	*y*	CL ~~6,33~~ 9,35	1913 8mo *Lloyd*	Reiherst'g Schiffsw. Hamburg '*sA&CP* *CellDBuE*65'	"C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali 285*t* *DTf*31'390*t* *F*	405·0|52·5|26·8 P104'B33'F35' FK *PT*210*t* *APT*70*t*	Genoa Italian *Cem* 11*BHtoUdk* 4 „ 2*nd* „	T3Cy26$\frac{9}{16}$",43$\frac{5}{16}$"&70⅞"-47¼" 200lb DB13 *120lb* 480NHP 3SB,9*cf*,GS165,HS6889 (*s*) Gutehoff- NE&B11,27 nungshütte,Oberhausen	29 ″ 6	
25526 SVGN	**Giannoulis Gounaris** (*ex*Zanos Sifneo, *ss*Syr.2ndNo.3-10,26 *ex*Armanistan) *ss*Pir.No.~~1-32~~ 2-36 *Cargobattens not fitted* 1*Dk*(*Irn*)&*deep framing*	2238 2123 1396	✠100A1 3,36~~1,32~~ ~~BS6,34~~ ~~6,35~~	Pir ✠LMC~~1,32~~ 3,36	*s*	CL 11,34	1901 1mo	W.Gray& Co.Ld. WHartlepool A&CP	G.Z.Gounaris *CellDB*	302·6|43·2|19·8 P27'B69'F29' FK *a&uE*120'*f*124'621*t*	Piræus Greek 5*BHCem* *APT*40*t*	T.3Cy.~~22"~~22⅜",35"&59"-39" (*s*) 160lb NDB16 222NHP 2SB,6*pf*,GS84,HS3383 *100lb* Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 7 18 ″ 10	
25527	**Gibara** (*ex*Cecilia) *Fitted for oil fuel* 1*Dk*	1288 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	EmpresaNaviera de Cuba,S.A.	230·3|36·1|14·4 P22*t*H83*t*F32*t*	Havana Cuban *WB*	T.3Cy.16½",27"&44"-32" 109NHP FredrikstadM.V.Frdstad.		
25528 99941 VQYD	**Gibel Dersa** (*ex*Duchessof **TwinSc** Devonshire) Wireless 2*Dks*	1226 970 498					1897	NavalCon. &Arm.Co.Ld. Barrow	M.H.Bland&Co.Ld	300·0|35·1|15·7 P68'B131'F60'	Gibraltar British *WB*	T.6Cy.21",32"&50"-30" NB10 273NHP NavalCon.&Arm.Co.Ld.	15 ″ 0 s 4 ″ 4¼ 12 ″ 8¾	
25529 148928 VQYJ	**Gibel Dris** (*ex*CaidKébir-34, **3Mst** *ex*Northfield,*ex*Dido, *ss*Shl.No.3-2,30 *ex*Aug.Borremans) *ss*Gib.No.1-34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	744 526 340	✠100A1 11,35~~8,34~~ BS11,35	Gib ✠LMC8,34	*j*	CL 6,34	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	M.H.Bland&Co.Ld *Cell*	181·0|28·2|12·5 Q105'B11'F23' FK *DBf*103'140*t* *FPT*	Gibraltar British 3*BHCem* 65*t* *APT*6*t*	T 3Cy.15",24"&40$\frac{3}{16}$"-24" 192lb (*s*) 109NHP 2SB,4*cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 ″ 6 s4 ″ 5¾ 14 ″ 1¼	
25530 106375 VQYK	**Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ss*Gib.3rdNo.3-4,26 *ex*Eugalia) ~~*ss*Gib.No.1-30~~ *Well deck* *ss*Gib.No.2-34 1*Dk*(*Irn*)	551 439 331	✠100A1 ~~9,34~~ ~~6,33~~ 7,35 MBS7,35 DBS2,36	Mdb Gib ✠LMC9,34	*i*	~~9,34~~ 7,35	1887 11mo	R.Dixon& Co. Middlesbro' A&CP	M.H.Bland&Co.Ld *WB*	175·0|26·6|12·3 Q105'F22' BK7½" =*CellDBa*37'*f*66'	Gibraltar British 4*BHptAsp* 102*t* *ptCem*	T.3Cy.15",25"&40"-30" (*s*) 160lb *80lb* NDB20 80RHP 1SB,2*cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 ″ 5 s1 ″ 3½ 13 ″ 10	
25531 153725 VQYF	**Gibel Zerjon** (*ex*BatavierVI.) Wireless 2*Dks&Awng dk*	1435 961 882					1903	Mackie& Thomson Glasgow	M.H.Bland&Co.Ld	240·0|35·5|15·5 P54'B&F162'	Gibraltar British *WB*	T.3Cy.20",32"&53"-36" 169NHP Hutson&Sons,Ld.Gls.		V
25532 137517 GPFK	**Gibraltar** (*ex*Maplemore) *ss*Lth.No.3-4,29 *ss*Sld.No.1-34 1*Dk*(*Stl*)	4330 3970 2668	✠100A1 3,36~~1,34~~ BS12,35	Sld Rot ✠LMC11,34	*x*	CL 10,34	1916 7mo *Lloyd*	W.Pickers- gill&Sons,Ld Sunderland '*sA&CP*	GlasgowShip- ownersCo.Ld. (Glen&Co.*Mgrs.*) *CellDBa*119'*uE*25'	365·0|51·0|25·9 P36'B117'F32' FK *f*162'977*t* *FPT*108*t*	Glasgow British 6*BHCem* *APT*161*t*	T3Cy.26",42½"&69½"-45"(*s*) 180lb *100lb* 361NHP 2SB,8*pf*,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4 s 4 ″ 11¾ 23 ″ 7	
25533 ~~PEIV~~	**Giekerk** (*ex*Bawean) *Now* "Liana," *see No.* 38915 *in Supplement* *ss*Ham.No.3-2,27 *ss*Rot.No.1-31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6427 6062 4074	✠100A1 *Shelter dk* *withfreeboard* 9,34 BS9,34	Rot ✠LMC4,31	*a*†	CL N9,34	1914 9mo *Lloyd*	W.Hamil- ton&Co.Ld. Pt.Glasgow '*sA&CP*	~~Vereenigde~~ ~~Nederlandsche~~ ~~Scheepv.Maats.~~ ~~(DirectieenArgen-~~ ~~tuurMaats."Hol-~~ ~~landBritsch-Indie~~ ~~Lijn"N.V.*Mgrs.*)~~ *CellDBa*	420·1|54·5|34·0 '*Tweendk* FK *BHin No.*3 *hold dispensed with* 132'*uE&B*58'*f*172'	Italian *Cem* 5*BHto Udk* 1 „ „ *Sh* „ 1 „ „ 2*nd* „ 1278*t* *DTa*32'	T.3Cy.27½",45"&75"-51" (*r*) 180lb 638NHP 4SB,12*cf*,GS187,HS10128FD D.Rowan&Co.Glasgow *only* 712*t* *FPT*64*t* *APT*15*t*	36 ″ 6 s8 ″ 10¼ 27 ″ 10	
25534 28218 JOHB	**Gifu Maru** 2*Dks*	2933 2670 1753			...		1921	Toba Shipyard Toba	KinkaiYusenK.K.	305·0|43·7|27·2 P22'B92'F32' FK	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 350NHP KubataIronWorks,Osaka	27 ″ 3	
25535 942 CBGI	**Gilda** (*ex*FoamQueen,*ex*Boreas) *ss*Lon.No.1-11 *Well deck* Wireless 1*Dk*(*Stl*)	518 367 234	✠ 1,13	Lon ✠	*g*		1906 7mo	VanVliet &Co. Hardinxveld	FontbonayCordero Ltda.	159·0|26·3|11·2 Q82'B14'F18' FK *WB*=*FPT*56*t*	Valparaiso Chilian 4*BHCem* *APT*58*t*	T.3Cy.13",21"&34"-24" 76NHP 1SB,3*pf*,GS44,HS1377 G.T.Grey,SouthShields	12 ″ 0	G †
25536	**Gilda Ambatielou** **TwinSc** (*ex*Bolbec,*ex*Chaudronnier) *Mchy.Aft* Wireless 1*Dk*	1138 — 564					1920	Forg.&Ch. delaMédit. LaSeyne	Constants(South Wales)Ld.(M. Constant,*Mgr.*)	219·4|34·2|12·3 P75'F29'	British *WB*	T6Cy12¼",19$\frac{7}{10}$"&31$\frac{9}{10}$"-16½" 80NHP Forg.&Ch.delaMédit.Msl.		C
25537 UOFM	**Giliak** (*ex*EasternPilot) Sub.Sig. 2*Dks*	3148 — 1886			...		1920	Teikoku S.S.Co.Ld. OHarima	U.S.S.R.	305·1|43·8|25·2 P23'B102'F33' FK	Vladvostk Russian *WB*	T.3Cy.22",37"&61"-42" 298NHP KobeSteelWorks,Kobe	27 ″ 3	
25538 DOAP	**Gillhausen** Sub.Sig. D.F. 1*Dk*	4339 3798 2350					1921	Frd.Krupp Akt.Ges. Kiel	FriedKruppA.G. (FriedKrupp's ReederijenTrans- portbedrijfN.V. *Mgrs.*)	380·1|47·4|26·4 P41'B115'F47' len32—	Bremen German *WB*	DRGearedSteamTurbines Frd.KruppA.G.Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
25539 LDYQ	**Gimle** (*ex*Troldheimen,*ex*Froland) *ss*Osl.No.3-1,30 *ss*Osl.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1271 1120 738	✠100A1 4,35 ✠LMC5,34 BS4,35	Osl	*o*	CL 2,34	1916 12mo A&CP	Jonker& Stans HendrikIdo Ambacht	SkibsA/SFroland (E.Torstensen, *Mgr.*)	238·2 P20′B59′F24′ FK *CellDB*195′339*t*	36·5	15·8	Arendal Norwegian 4*BHCem* *APT*37*t*	T3Cy17½″,29½″&46 1/16″-36 13/16″ 180lb (*s*) 177NHP 2SB,*4cf*,GS89,HS3260 Machinefabriek,Bolnes	18 ″ 0 s 2 ″ 1 16 ″ 1	
25540 92 INWR	**Gina** (*ex*Helios,*ex*Barraclough) *Well deck* 1*Dk*2*tr B*	1579 — 943			...		1889	Ramage& Ferguson Leith	F.Grasso fuC.	260·1 P32′Q72′B100′ F31′ BK9½″	37·1	17·1	Catania Italian *WB*	T.3Cy.19″,30″&51″-39″ 165NHP Ramage&Ferguson,Leith	19 ″ 5	I †
25541 18 INWS	Now "Jelisaya," see No. 38663 in Supplement TwinSc (*ex*Alessandro,*ex*Teresa,*ex*Marmara, *ex*Bearn) 1*Dk*	460 393 204					1900	DelaBrosse &Fouché Nantes	G.Pagano	170·6 Q28′H47′RFD28′	24·0	12·4	Tripoli Italian *WB*	C.4Cy.17¾″&29 11/16″-16½″ NB08 61NHP DelaBrosse&Fouché,Nts.		I
25542 FOGY	**Ginette Le Borgne** (*ex*Breughel, *ex*A.E.Ames) *Mchy.Aft* 2*Dks*	1619 — 978					1903	Nthmblnd S.B.Co.Ld. Newcastle	Ch.LeBorgne	245·0	36·6	18·3	Havre French *WB*	T.3Cy.20¼″,33″&54″-36″ 175NHP WllsndSlpwyCo.Ld.Nwc.		V
25543 1825 IBKO	**Ginetto** (*ex*Capri-33) *ss*Lth.No.3-7,21 *ss*Shl.No.2-29 2*Dks*(*Stl*)	1817 1641 1083	... 5,34	Lon	*r*		1909	Akt.Ges. "Neptun" Rostock	Cap. LuigiMonta	273·9 286·2 P29′B75′F37′ *CellDB*217′492*t* *FPT*26′ FK	39·1	19·8	Genoa Italian 4*BHCem*	T.3Cy.20⅛″,33½″&55⅝″-37½″ 235NHP 2SB,*4cf*,GS89,HS3948 A.G."Neptun,"Rostock	22 ″ 6	I †
25544 TTVL	**Ginouse** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing*	688 607 472					1931	Soc.Provencale de Cnst.Nav. LaCiotat	Cie. des Produits Chimiques& Raffineries de Berre	224·0	29·6	10·6	Berre French *WB*	Oil Engines 4S.C.SA 4Cy.17¾″-11 1/16″ 47NHP Motorenfbr."Deutz"A.G. Koln-Deutz		
25545 28181 JBLA	**Ginyo Maru** Ⓟ TwinSc *ss*Kob.No.3-10,33 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	8613 7884 6128	✠100A1 *Shelter dk* *withfreeboard* ~~10,34~~ 10,35 BS10,35 ~~BS10,34~~ ✠LMC10,33 *Fitted for oil fuel* 9,21 *F.P. above* 150°F.	Yka	*c*†	CL ~~10,32~~ 10,35	1921 8mo A&CP	Asano S.B.Co. Tsurumi	NipponYusenK.K.	445·0 F49′*onShelter dk* FK *CellDB*386′1562*tDT a*15′393*t* *MT*15′430*t* *FPT*84*t* *APT*66*t*	58·0	40·0	Tokio Japanese *Cem* 7*BHtoShdk*	4 Steam Turbines DR geared to 2 Sc. Shafts 200lb (*s*) 965NHP 4SB*12cf*,GS242,HS10844 FD MidwestE.Co.Indianapolis	40 ″ 0 s12 ″ 5¼ 28 ″ 0	
25546 23126 JCYC	**Ginzan Maru**	1708 — 1007					1918	....	OsakaKisenK.K.	250·0	37·7	20·5	Kobe Japanese			
25547 383 IBOG	**Gioacchino Lauro** (*ex*Canadian Commander-32) *ss*Gen.No.3-1,33 D.F. 2*Dks*(*Stl*)	5345 4853 3151	✠ ... 6,34 ✠	Rot	*y*		1921 4mo	Canadian Vickers,Ld. Montreal	A.Lauro	413·1 400·0 P49′B120′F41′ FK *CellDB*333′1025*t* *FPT*149*t*	52·2	28·5	Naples Italian 6*BHptCem* *APT*133*t*	T.3Cy.27″,44″&73″-48″ 520NHP 3SB,*9cf*,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 2	I †
25548 1461 IBMO	**Giorgio** (*ex*Sun) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Webframes* D.F. *Carrying Petroleum in bulk*	4887 — 2977			...		1907	NwprtNws S.B.&D.D.Co. Newprt News	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	382·0 P77′B25′F33′ FK	49·9	29·0	Genoa Italian *WB*	T.3Cy.24½″,43½″&72″-48″ 416NHP NB20*refitted*26 NewportNewsSB&DD.Co.	30 ″ 3	I †
25549 1408 IBOO	**Giorgio Ohlsen** D.F. 1*Dk*	5694 4541 3364					1926	Cantieri Cerusa Voltri	LloydMediterraneoSoc.Italiana di Nav.	394·2 P&B254′F38′	51·9	27·6	Genoa Italian *WB*	T.3Cy.26″,42 11/16″&69⅞″-48″ 335NHP Armstrong-Pozzuoli,Nap.		CI
25550 73 INZO	**Giovanni** (*ex*Lyngstad-34, *ex*Magna,*ex*Siegrune,*ex*Livingstone) 1*Dk*	990 763 586					1905	Stavanger Stöberi&Dok Stavanger	MicheleBottiglieri	230·9 Q115*t*B58*t*H14*t* F33*t*	32·1	12·5	Torre del Greco Italian *WB*	T.3Cy.16″,26″&43½″-30″ 103NHP StavangerStöberi&Dok		GI
25551 238 IBRO	**Giovinezza** *ss*Tri.No.2-33 2*Dks*(*Stl*)	2362 1944 1410	✠100A1 ~~6,35 7,34~~ 2,36 ✠LMC MS10,33 BS~~7,34~~ 7,35	Fiu Pla	*s*	CL 7,31	1925 8mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	"Tripcovich" ServiziMarittimi delMediterraneo	303·5 P27′B97′F31′ FK *CellDB*251′548*t*	41·7	20·6	Trieste Italian 5*BHCem* *APT*10*t*	T.3Cy.20¼″,34⅝″&55 15/16″-36″ 200lb HS4137 (*s*) 279NHP 1SB&1Aux.SB,*5cf*,GS97,FD StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10½	
25552 TTVI	**Girafe** (*ex*Vanghelis, TwinSc *ex*RoxaneAmbatielo, *Fitted for oil fuel* *ex*Favieros,*ex*Harfleur, 1*Dk* *ex*Fondeur) *Mchy.Aft* *Carrying oil in bulk* (*IN PORT DAMAGED 3,34*)	1171 842 486					1920	Ch.&Atel. deProvence Port deBouc	Raffineries de Pétrole de la Gironde ("Transmarine"Soc.Anon. deNav.*Mgrs.*)	219·4 P&B75′Q125′F29′	34·2	12·8	Marseilles French *WB*	T.6Cy.12″,20″&32″-17″ 81NHP Ch.&Atel.deProvence,Msl.		V
25553 145743 GBRS	**Giralda** (*ex*BettyLlewellyn) *ss*Gls.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	2178 1719 1341	✠100A1 1,36 ~~11,34~~ BS~~6,34~~ 6,35 ✠LMC4,32	Cff Bry	*r*	CL 5,33	1924 3mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	280·2 P18′Q84′B65′F23′ FK *CellDB*235′500*t* *FPT*48*t*	40·7	18·8	Leith British 4*BHCem* *APT*68*t*	T.3Cy.21″,34″&56″-39″ (*s*) 180lb 230NHP 2SB,*6pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 ″ 0 s 2 ″ 3 18 ″ 11¼	
25554 149730 MNRV	**Girasol** (*ex*Outwood) *ss*Gls.No.2-35 ~~*ss*Shl.No.1-30~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	648 449 318	✠100A1 5,35 ~~4,34~~ BS~~2,35~~ 2,36 ✠LMC~~11,30~~ MS5,35	Grk Gls	*i*	CL 4,34	1926 10mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	Wm.Robertson	171·2 Q96′B11′F24′ FK *CellDB*103′142*t* *FPT*52*t*	27·8	11·3	Glasgow British 3*BHCem* *APT*21*t*	T.3Cy.13″,23″&37″-26″ (*s*) 200lb 70RHP 1SB,*3pf*,GS48,HS1440 J.Lewis&SonsLd.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 4	
25555 DHJA	**Girgenti** Wireless D.F. 2*Dks*	1454 1265 817					1923	F.Schichau Elbing	Rob.M.Sloman,jr.	253·0 P&B200′F33′	38·2	16·6	Hamburg German *WB*	T.3Cy.19 13/16″,31⅞″&51 9/16″-29 9/16″ 143NHP F.Schichau,Elbing		G
25556 ONRA	**Gironde** *ss*Ant.No.3-1,33 2*Dks*(*Stl*)	*1770* *1562* *1039*	✠100A1 6,35 ~~3,34~~ BS~~6,34~~ 7,35 ✠LMC4,33	Ant	*q*	CL ~~1,33~~ 6,35	1920 11mo Lloyd's A&CP	Antwerp Eng.Co.Ld. Hoboken	CieNationaleBelge deTransportsMarit (ArmementDeppe, *Mgrs.*)	249·3 P23′B60′F27′ FK *CellDB*209′439*t*	38·2	19·7	Antwerp Belgian 4*BHCem* *APT*12*t*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s 3 ″ 0 19 ″ 5	
25557 DHJB	**Gisela L.-M. Russ** *Mchy.Aft* Wireless 1*Dk*	1175 1106 628					1922	Stettiner Oderwerke Stettin	ErnstRuss	230·9 P&B180′F27′	36·4	14·6	Hamburg German *WB*	T.3Cy.17⅜″,27⅞″&43 3/16″-31¼″ 105NHP StettinerOderwerke		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25558 DRDL	**Gisela Oldendorff** (exPeter Benoit-32) 1Dk&deep framing	1361 1245 824			...		1902	Soc.Anon. Chant.Naval Anversois Hoboken	E.L.Oldendorff&Co.G.m.b.H. (NordischeDampf-Reed.(Lilienfeld&Oldendorff)m.b.H. Mgrs.)	253·3|36·2|16·3 B50'F26' FK	Lübeck German WB	T.3Cy.19″,31″&51″-33″ 158NHP N.E.MarineEng.CoLdNwc	19 ″ 2	V †
25559 Burnt 2,36 LCLD	**Gisla** TwinSc OilEng. 2Dks	3549 3174 2098					1924	Odense Staalskibs. Odense	D/S A/S Avenir (BiörnBiörnstad &Co.Mgrs.)	360·5|51·0|21·5 P96tH252tF27t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$″-$35\frac{7}{16}$″ 450NHP Akt.Burmeistr&Wain,Cpn		N
25560 144082 GFQC	**Gitano** CruiserStern D.F. 2Dks	3956 2561 2460					1921	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0|46·6|20·4	Hull British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft Earle'sCo Ld.Hull		C
25561 844 ICMK	**Giuan** (exValprato-35,exNicolòII) D.F. GyC. 1Dk	5473 4563 3384					1918	N.Odero &Co. Genoa	I.N.S.A.(Industrie NavaliSoc.Anon.)	393·7|51·8|27·6 P37'B113'F33'	Genoa Italian WB	T.3Cy.26″,42½″&$69\frac{7}{10}$″-48″ 337NHP N.Odero&Co.Genoa		CI
25562 250 IBVO	**Giulia** OilEng. ssTri.No.2-34 2Dks(Stl)Weather dk-ws D.F. Ref.Mchy.	5921 4955 3737	✠100A1 ~~5,35~~ ~~7,34~~ 3,36 DBS7,35 ✠LMC7,34 ✠Lloyd'sRMC7,34	Tri ~~Mil~~ Pla		CL N7,34	1926 1mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone Cell	"Cosulich"Soc. Triestina diNav. DB335'1135tDTa38'1010tFPT108tAPT30t	407·7|53·9|29·1 P38'B137'F39' FK	Trieste Italian 7BHptCem (1to2nddk)	Oil Engines 4S.C.SA (s) 8Cy.29⅛″-$59\frac{1}{16}$″ 652NHP 2DB100lb NDB(s)27 StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 1¾ 26 ″ 0½	
25563 1589 IODQ	— (exPierrot,exPierrotII.) 1Dk	302 — 112					1918	Forg.&Ch. de laMédit. Havre	Fort.OlivarifuE.	131·3|23·9|11·5 Q79'F25'	Genoa Italian	C.2Cy.18″&36″-24″ 53NHP Forg.&Ch.delaMédit.Hav.		I
25564 263 [illegible]	**Giuliana Pagan** (exNicoleLe Borgne-34,exMemling,exH.M.Pellatt) Mchy.Aft 2Dks Now "Scillin Secondo," see No. 40015 Supplement	1579 — 952					1903	Russell& Co. Pt.Glasgow	GiuseppePagan	240·1|36·8|21·7	Venice Italian WB	T.3Cy.21″,35″&57″-36″ 196NHP D.Rowan&Co.Glasgow		V
25565 1111 IBWO	**Giulio Cesare** Ⓟ QuadSc ssGen.No.3-2,34 4Dks(Stl)&Awngdk(Stl-teaks)&Shadedk(Stl-teaks)&Webframes CruiserStern D.F. GyC. Ref.Mchy.	21900 16326 12966	✠100A1 Awngdk with freeboard ~~12,35~~ 3,36 ~~10,35~~ BS8,35 ✠LMC2,34 ✠Lloyd'sRMC~~5,35~~ 10,35 Fitted for oil fuel 3,32	Gen	o†	P/10,35 OG Pa9,34 CL sa1,34 sf1,34 F.P.above 150°F.	1921 11mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-NavigazioneGenerale) CellDB488'2591t DTa14'68t	634·0|76·1|46·3 602·4 76·5 FK DTf24'281t side tanks a26' 216tFPT153tAPT29t	Genoa Italian Cem 13BHtoAwdk 2 ,, ,, 2nd ,,	4SteamTurbinesSR geared to 4 Sc.Shafts (s) 220lb HS41034 3620NHP 6D&4SB,48cf,GS1020, FD Wllsnd.Slpwy.Co.Ld.Nwc	50 ″ 2 s 20 ″ 3 30 ″ 2	
25566 42 IOGQ	**Giuseppe Dormio** (exJulius, exItalia) 1Dk	1008 903 610					1904	Napier Miller,Ld. Glasgow	DittaGius.Dormio	245·4|36·2|14·2 B61'F27'	Bari Italian WB	T.3Cy.18½″,30″&50″-33″ 144NHP D.Rowan&Co.Glasgow		I
25567 1577 IOGW	**Giuseppe Leva** (exBalillaII.-32, exAlto,exTees) ssShl.No.3-3,20 Well deck ssNwc.No.1-25 1Dk(Stl)&deepframing Cargo battens not fitted	1430 1095 815	✠ 4,29 ✠	Nwc	o		1907 4mo	J.Crown& Sons,Ld. Sunderland	Lucio&LuigiLeva CellDBa65'uE17'f104'350tFPT154tAPT92t	239·5|36·0|15·5 P24'Q59'B50'F26' FK	Genoa Italian 4BHCem	T.3Cy $19\frac{5}{16}$″,$31\frac{5}{16}$″&51″-36″ 170NHP 1SB,4pf,GS66,HS2746 N.E.MarineEng Co.Ld.Sld	17 ″ 9	I †
25568 63 IOGZ	**Giuseppe Magliulo** (exDamocle-33,exAnnaB.,exIndustria, exKishiniMaruNo.3) 1Dk	846 — 473					1917	Matsuda KisenK.K. Osaka	GiuseppeMagliulo	207·8|35·0|15·9 P27'B50'F21'	Torre del Greco WB Italian	T.3Cy.14½″,24″&40″-30″ 88NHP Okamoto Kosakusho Osaka		I
25569 1421 IBYO	**Giuseppe Mazzini** Ⓟ TwinSc D.F. Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk	7453 — 4237					1926	Ansaldo SanGiorgio Spezia	"Tirrenia"(Flotte RiuniteFlorio-Citra)	434·6|51·2|28·1	Genoa Italian WB	6 Steam Turbines DR geared to 2 Sc.Shafts Soc.Anon Ansaldo,Smp.		I
25570 1657 IBOT	**Giuseppina Ghirardi** 3Mst (exLucerna) 2Dks Mchy.Aft CarryingPetroleum in bulk	3319 3148 1902					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	Ing.L.Ghirardi	342·5|42·6|28·5 330·0 B38tH34tF51t	Genoa Italian	T.3Cy.24″,40″&65″-42″ NB15 274NHP Blair&Co.(Lim.),Stockton		I
25571 1078 IOJN	**Giuseppina V.** WoodAux4Mst (exCarina-34,exDana) Motor 1Dk (See Sailing Ship Register)	363 — 295					1919	Nakskov Skibsverft Nakskov	PietroRossetti	144·6|31·1|12·9 137·7 Q39t	Genoa Italian	Motor 2S.C SA 3Cy.14½″-15½″ 106NHP TuxhamA/SCopenhagen		IV
25572 224402 KFTR	**Glacier** (exPortChalmers) Fitted for oil fuel Well deck 2Dks(1Stl)&Upt(Stl)3trB	4043 — 2158	✠ 6,96 ✠	Syd			1891	JLThompson&Sons, Sunderland	Northern Fisheries Inc.	371·0|46·1|27·7 P&B218'F49'	S.Frncisco Utd.States WB	T.3Cy.30″,48″&78″-54″ 459NHP 3DB,18pf,GS246,HS7050 J.Dickenson,Sunderland	29 ″ 0	
25573 VSBF	**Gladys** 1Dk	358 236 173			...		1910	GooleS.B. &Repg.Co.Ld Goole	SarawakS.S.Co. Ld.	150·5|25·1| 8·2 P13'B63'F31' FK	Kuching Sarawak WB	C.2Cy.18″&36″-24″ Richardsons, 76RHP Westgarth&Co.Ld.Mdb.	9 ″ 0	
25574 161012 GJYL	**Glaisdale** ssNpt.No.1-33 1Dk(Stl)	3777 3407 2262	✠100A1 ~~7,34~~ 10,35 BS10,35 ✠LMC MS8,33	Bry Cff	w	CL 8,33	1929 9mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	Headlam&Sons S.S.Co.Ld. (Headlam&Son, Mgrs.)	360·5|49·9|23·1 P32'B219'F37' FK Cell DB320'928tAPT135t	Whitby British 6BHCem	T.3Cy.25″,42″&68″-45″ (s) 180lb 180lb 341NHP 2SB,8cf,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1¼ 22 ″ 6¼	
25575 147638 MLWC	**Glanrhyd** ssShl.No.2-32 1Dk(Stl) Well deck Cargo battens not fitted	1525 1194 820	✠100A1 4,36 ~~2,35~~ BS~~9,34~~ 11,35 ✠LMC~~4,32~~ MS4,36	Shl	p	CL ~~10,33~~ 3,36	1924 5mo Lloyd'sA&CP	Vickers, Ld. Barrow	HarriesBros.&Co. Ld. CellDBuE&B&f138'264t DTat sides of tunnel 74'483tFPT60tAPT12t	245·9|38·8|16·0 Q150'F19' FK	London British 4BHCem	T.3Cy.18″,30″&50″-33″ (s) 180lb 173NHP 2SB,4cf,GS90,HS2900 Vickers,Ld.Barrow	18 ″ 0 s 1 ″ 5½ 16 ″ 7½	
25576 161543 GLJP	**Glanton** ssShl.No.1-34 1Dk(Stl) D.F. Cargo battens not fitted	2822 2378 1662	✠100A1 11,35 ~~3,34~~ ✠LMC3,34 BS11,35	Shl	t	CL 3,34	1929 11mo Lloyd'sA&CP	Smith's DockCo.Ld. Middlesbro'	SharpS.S.Co.Ld. (Sharp&Co.Mgrs) CellDB205'681tDTa56'255tFPT164tAPT100t	305·0|45·5|21·3 P23'B50'F23' Trunk in wells FK	Newcastle British 6BHCem	T.3Cy.21″,35″&57½″-42″ (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 1¾ 20 ″ 6¾	
25577 LDGO	**Glarona** TwinSc OilEng. ssGot.No.1-32 1Dk(Stl) Mchy Aft CruiserStern D.F. Progressive survey of oil tanks	9912 9003 5921	✠100A1 ~~6,35~~ ~~12,34~~ 4,36 DBS~~1,35~~ 1,36 ✠LMC10,32 CarryingPetroleum in bulk	Gen ~~Fal~~ Fal	e†	CL ~~12,34~~ 4,36	1928 12mo Lloyd'sA&CP	A.B.Götaverken Göthenburg	HenryTschudis TankrederiA/S (CamilloEitzen &Co.Mgrs.) CellDBuE71'304tDTf33'624t FPT196tAPT310t	475·4|64·2|37·5 P103'F39' FK	Oslo Norwegian 10BHptCem	Oil Engines 4S.C.SA. 16Cy.21⅝″-39⅜″ 2DB150lb 724NHP A.B.Götaverken,Göt.	37 ″ 0	
25578 Broken up FOCJ	**Glasgow** (exPréfetCollignon, exC.A.13) 1Dk	2038 — 1184					1921	Arsenal de laMarine Rochefort	Cie.DelmasFrères etVieljeux	266·4|39·3|22·9	La Rochlle French	DR geared Steam Turbine MaisonBréguet,Paris		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Greement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
25579	**Glasgow** Ⓟ TwinSc *OilEng.* 1*Dk*	1500					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentinade Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.15¾″–29½″ 287NHP Harland&Wolff,Ld.Gls.		
25580 24780 JSGD	**Glasgow Maru** *ss*Nag.No.3-12,30 *ss*Yka.No.1-35 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5831 5586 4227	✠100A1 *Awng dk withfreeboard* 2,36 ~~1,35~~ ✠LMC ~~1,35~~ 2,36 *Fitted for oil fuel* 6,23 *F.P.above* 150°F.	Yka	*y*	OG ~~N8,36~~ 2,36	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisen K.K. *Cell DB*	385·0 FK *CollisionBH to Awng dk* 334'1118*t FPT*126*t*	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld. Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
25581 DHJC	**Glattesee** (*ex*MartaSchröder, *ex*Farmsum) 1*Dk*	590 417 344					1921	Johs.Berg Delfzijl	W.Schuchmann	165·9 Q54'B42'F22'	25·8	11·8	Brmrhven German *WB*	T.3Cy.12¾″,20″&31″–22″ 45NHP Johs.Berg,Delfzijl		G
25582 145852 GDYZ	**Glaucus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	7586 6300 4783					1921	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	459·5 P53'B162'F57'	56·3	32·5	Liverpool British *WB*	DR Geared Steam Turbine 1000NHP Hwthrn,Leslie&C.Ld.Nwc		
25583 143530 MKLB	**Gledburn** (*ex*MaindyTower) *Mchy.Aft* 1*Dk*	975 774 495					1920	Rennie, Ritchie&Nw-portS.B.Co. Ld.Wivenhoe	J.Geddes&A.M. Couper(Anthony& Bainbridge,Ld. *Mgrs.*)	207·5	33·6	13·5	Newcastle British *WB*	T.3Cy.16½″,27″&44″–30″ 98RHP Plenty&Son,Ld.Newbury		C
25584 129325 MKJS	**Glen Avon** Ⓟ PadSk 2*Dks*	509 351 213					1912	AilsaS.B. Co.Ld. Troon	P.&A.Campbell, Ld.	220·0 *Promenade dk* 205'	27·1	8·9	Bristol British	C.D.2Cy.26½″&52″–54″ 165NHP AilsaS.B.Co.Ld.Troon		BT till 10,35
25585 145953 MLBV	**Glen Gairn** (*ex*Allerton, *ex*Acklam) E.S.D. *ss*Lth.No.3-12,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	904 638 410	✠100A1 3,36 ~~12,34~~ BS2,36 ✠LMC12,34	Lth Gmh	*l*	CL ~~8,32~~ 3,36	1922 6mo *Lloyd*	J.S.White &Co.Ld. Cowes '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *Cell D*	198·3 Q120'B13'F27' FK *Bf*130'227*t FPT*46*t*	30·7	12·2	Aberdeen British 3*BHCem* *APT*46*t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 127NHP 2SB,4*cf*,GS68,HS2122 J.S.White&Co.Ld.Cowes	14 ″ 5 s3 ″ 11¾ 14 ″ 2½	
25586 143976 GFNT	**Glen Gower** Ⓟ Pad Wireless D.F. 1*Dk*&*Promenade dk*	553 387 217					1922	AilsaS.B.& E.Co.Ld. Troon	P.&A.Campbell, Ld.	235·1	28·5	9·1	Bristol British	C.2Cy.26″&55″–54″ Emade93*fitted*21 184NHP J.&G.Thomson,Ld.Gls.		BT till 10,35
25587 138873 MJDG	**Glen Helen** (*ex*MaryAiston) K *ss*Liv.No.3-7,31 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *ss*Sws.No.1-35	315 211 131	✠100A1 7,35 ~~8,34~~ ✠LMC5,35 ~~MS6,30~~ ~~[illegible]~~ *Fitted for carrying & pumping Sand in bulk*	Sws	*d*	~~11,32~~ OG N7,35	1918 7mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth '*sA&CP*	SouthWalesSand& GravelCo.Ld. (R.A.Bevan,*Mgr.*)	130·5 Q44'B9'F16' FK *FPT*22*t*	23·2 *24·4*	9·5	Swansea British 5*BHCem* *APT*30*t*	C.2Cy.16″&33″–22″ (*s*) 130lb 45RHP 1SB,2*pf*,GS37,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9 9 ″ 10	
25588 145864 MLPD	**Glen-Mary** *ss*Lon.No.3-1,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	394 281 148	✠100A1 1,36 ~~1,34~~ ✠LMC MS1,34 BS~~2,34~~1,36	Lon Yar	*f*	CL ~~1,33~~ OG N4,36	1921 8mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	143·2 Q50'B9'F19' FK *FPT*39*t*	24·6	10·5	London British 3*BHCem* *APT*12*t*	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 61RHP 1SB,3*pf*,GS46,HS1540 Crabtree&Co.Ld.Gt.Yar.	11 ″ 6 s ″10½ 10 ″ 9	
25589 102599	**Glen Rosa** Ⓟ PadSk 1*Dk*&*Promenade dk*	306 269 116					1893	J.&G. Thomson,Ld. Clydebank	LondonMidland& ScottishRly.	200·0 *Promenade dk*150'	25·0	8·3	Glasgow British	C.D.2Cy.26″&55″–54″ NB26 185NHP J&GThomsonLdClydebnk		BT till ~~5,35~~ 5,36
25590 148858	**Glen Sannox** Ⓟ TrpSc 2*Dks*	664 465 267					1925	W.Denny& Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	249·9 Q18'	30·1	10·1	Glasgow British	3 Steam Turbines W Denny&Bros.Ld.Dmb.		BT till 10,35
25591 139822 MKFQ	**Glen Tanar** D.F. *Mchy.Aft* 1*Dk*	876 627 427					1920	W.Harkess &Son,Ld. Middlesbro'	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	198·0 Q111'B13'F25'	30·6	12·5	Aberdeen British *WB*	T.3Cy.16″,27″&44″–30″ Richardsons, 106NHP Westgarth&Co.Ld.Mdb.		C
25592 134723 MJWS	**Glen Tilt** (*ex*Goodwill ofBristol) *Mchy.Aft* 1*Dk*	871 628 426					1920	W.Harkess &Son,Ld. Middlesbro'	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	198·0 Q112'B13'F25'	30·6	12·5	Bristol British *WB*	T.3Cy.16″,27″&44″–30″ Richardsons, 100RHP Westgarth&Co.Ld.Mdb.		C
25593 135796 GFNS	**Glen Usk** Ⓟ Pad Wireless 2*Dks*	524 367 226					1914	AilsaS.B. Co.Ld. Troon	P.&A.Campbell,Ld	224·3 *Promenade dk* 212'	28·1	8·9	Bristol British	C.2Cy.26½″&52″–54″ 165NHP AilsaS.B.Co.Ld.Troon		BT till 10,35
25594 216529 KSIE	**Glen White** *ss*Bos.No.3-7,30 D.F. *ss*Bal.No.1-34 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5438 4795 3349	✠100A1 7,35 ~~5,34~~ ✠LMC5,34 BS7,35	Bal Bos	*y*	CL ~~3,32~~ 7,35	1918 7mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs*) *Cell DB*	368·6 P27'B72'F31' FK 320'1832*t FPT*220*t*	55·2	30·5	Boston Utd.States 7*BHCem* *APT*201*t*	T.3Cy.24½″,41½″&70″–46″(*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corporation	34 ″ 5 s 7 ″10 27 ″ 0	
25595 140469 EIDV	**Glenageary** *ss*Dub.No.3-9,32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	446 318 170	✠100A1 10,34 ✠LMC MS9,32 BS~~9,34~~ 10,35	Ard	*g*	CL 3,34	1920 5mo *Lloyd*	Lytham S.B.&Eng. Co.Ld. Lytham '*sA&CP*	Alliance&Dublin ConsumersGasCo.	142·0 Q85'B9'F21' BK6½″ *DTf*19'48*t FPT*12*t*	25·8	11·5	Dublin British 4*BHCem* *APT*21*t*	T.3Cy.14″,22″&38″–24″ (*s*) 180lb 88NHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
25596 137826 GPFQ	**Glenamoy** TwinSc *OilEng.* *ss*Lon.No.3-6,28 *ss*Ham.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7306 6837 4589	✠100A1 *Shelter dk withfreeboard* 8,35 ~~11,34~~ ✠LMC CS11,32 DBS ~~1,34~~ 4,35 11,32 ✠Lloyd'sRMC ~~4,34~~ 9,35 1,36	Ham	*b*†	CL ~~10,32~~ 8,35	1916 10mo *Lloyd*	Harland& Wolff,Ld. Irvine '*sA&CP*	GlenLine,Ld. *Cell D*	436·0 B159'F43' *on Shelter dk* FK *B*375'1081*t FPT*84*t*	55·3	35·2	Glasgow British 7*BHCem* *APT*54*t*	Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ 810NHP DB–*100lb* Burmeister&Wain,Gls.	38 ″ 1 s 9 ″ 0¼ 29 ″ 2¼	
25597 144230 GDXT	**Glenapp** TwinSc *OilEng.* *ss*Kob.No.3-5,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in Bridge & Forecastle*	9503 8534 5802	✠100A1 *Awng dk withfreeboard* 11,35 ~~,33~~ ✠LMC CS8,32 DBS ~~1,34~~ 1,36 1,35 ✠Lloyd'sRMC ~~2,34 6,35~~ 11,35	Mdb	*e*†	CL ~~5,32~~ 6,35	1920 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	GlenLine,Ld. *Cell DB*422'1667*t*	485·6 P40'B153'F58' *on Awng dk* FK&BK2″ 1*BH dispensed with* 7*BH only, all to Awng dk* *DTa*30'706*t FPT*	62·3	35·8	Glasgow British *ptCem* 130*t APT*75*t*	Oil Engine 4S.C.SA 16Cy.29⅛″–45¼″ 1317NHP DB*100lb* Harland&Wolff,Ld.Gls	38 ″ 9 s 9 ″ 4¼ 29 ″ 7¾	
25598 136981 MFYQ	**Glenarch** (*ex*Wheatsheaf) 3Mst *ss*Bkn.No.3-11,27 *ss*Cff.No.2-35 ~~*ss*Cff.No.1-30~~ *Well deck Mchy.Aft* 1*Dk*(*Stl*)	500 331 190	✠100A1 ~~8,35~~ ~~12,34~~ 11,35 BS~~12,34~~ 8,35 ✠LMC~~12,34~~ MS11,35	Cff	*h*	OG ~~11,34~~ 7,35	1915 9mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	~~RaglanS.S.Co.Ld.~~ ~~(H.Elliott,*Mgr.*)~~ J.Bowles *Cell*	162·8 Q96'B11'F24' BK8' *DB f* 82' 102*t FPT*	25·6	9·8	Cardiff British 3*BHCem* 34*t APT*30*t*	C.2Cy.20″&42″–30″ (*s*) 135lb 72RHP 1SB,3*pf*,GS60,HS2000 McKie&Baxter,Glasgow	12 ″ 0 s 4 ″ 2 12 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25599 146322 GDKF	**Glenardle** (*ex*NordkynII.) ssNpt.No.3-8,34 2*Dks*(*Stl*) *Longitudinal framing in DB & at decks*	4584 4235 2786	✠100A1 ~~7,35~~ ~~1,35~~ 4,36 ✠LMC BS~~8,34~~7,35 MS2,34 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Cal ~~Bry~~ Shl	*x*	CL ~~7,34~~ ~~7,35~~ 4,36	1921 11mo	Greenock DockyardCo. Ld. Greenock *Lloyd's A&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*)	376·6|52·3|26·1 P37'B105'F37' FK *CellDB*321'1068*t*	Glasgow British 6*BHptCem* *APT*128*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 432NHP 3SB,9*cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 ″ 6 s5 ″ 1½ 23 ″ 7	
25600 147907 GKLC	**Glenbank** TwinSc ssShl No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5151 4768 3116	✠100A1 *withfreeboard* 8,35~~11,34~~ DBS~~6,34~~ 6,35 ✠LMC7,33 ✠LMC(M)6,35 *Carrying vegetable oil in deep tank*	Cal	*a*†	CL S6,33 PN11,34	1924 6mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*) *CellDB*357' 1121*t tanks 'tween tunnels*115'251*tDTf* 32' 1067*t FPT*106*tAPT*132*t*	420·4|53·9|26·5 FK *Coll*	Glasgow British 7*BHptCem* *BHto Sh dk* 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
25601 146292 GBZK	**Glenbeg** TwinSc *Ref.Mchy.* ~~ssHam.No.2-30~~ ssHul.No.3-1,35 *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in bridge &forecastle*	9461 8534 5789	✠100A1 *Awng dk* *withfreeboard* ~~11,35~~4,36 ✠LMC CS1,35 DBS~~8,34~~11,35 8,34 ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 4,36~~11,35~~	Mdb ~~Hul~~	*e*†	CL P4,36 SN4,36	1922 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	GlenLine,Ld. *CellDB*422'1667*t*	485·6|62·3|35·8 P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with* 7*BHonly, all to Awng dk* *DTa*30'706*tFPT*130*tAPT*75*t*	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB-*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 7¾	
25602 111142 VOLS	**Glencoe** ssNFL.2nd.No.3-10,24 Wireless ssNFL.No.2-31 2*Dks*&*Web frames*	767 682 336	✠100A1 5,35~~4,34~~ ✠NB10,28 ✠LMC5,31 BS~~4,34~~5,35	NFL	*l*	CL 5,33	1899 12mo	A&J Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.) *WB*=*CellDBa*28'*uE&B*39' *f*71'135*t FPT*17*tAPT*8*t*	208·0|30·1|16·7 F29' ND24 BK8"	SJhnsNFL British 5*BHCem*	T.3Cy.18",30"&50"-36" 160lb (*r*) FD 185NHP 2SB,4*cf*,GS76,HS2614 A.&J.Inglis,Glasgow	19 ″ 0 s2 ″ 11½ 17 ″ 1	
25603 159301 EIKR	**Glencree** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	481 320 187	✠100A1 8,35~~12,34~~ ✠LMC12,34	Dub Ard	*g*	CL	1934 12mo	Dublin DydCo.(Vickers,Ireland) Ld. Dublin *Lloyd's A&CP*	Alliance&Dublin ConsumersGasCo.	142·0|26·0|11·5 *27·0* Q81'B11'F22' BK7" *DTf*18'45*tFPT*10*t*	Dublin British 3*BHCem* *APTs*22*t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 77RHP 1SB,3*cf*,GS50,HS1617 Aitchison,Blair,Ld. Clydebank	12 ″ 6 s 4 ″ 2 12 ″ 11½	
25604 144974 EIKD	**Glencullen** ssArd.No.3-9,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	448 319 176	✠100A1 10,34 BS~~9,34~~ 10,35 ✠LMC9,33	Ard	*g*	CL 9,33	1921 10mo	LythamSB &Eng.Co.Ld. Lytham *Lloyd's A&CP*	Alliance&Dublin Consumers'GasCo.	142·7|26·0|11·5 Q85'B9'F23' BK6½" *DTf*19'48*tFPT*12*t*	Dublin British 4*BHCem* *APT*21*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 71RHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
25605 161015 GLTX	**Glendene** ssShl.No.1-32 1*Dk*(*Stl*)	4412 4056 2726	✠100A1 11,35~~9,34~~ ✠LMC3,33 BS12,35	Shl Bry	*y*	CL 9,34	1929 11mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	GlendeneShipping Co.Ld.(DeneShipmanagementCo., Ld.*Mgrs.*) *CellDB*340'1087*tFPT*109*tAPT*83*t*	387·5|52·5|24·8 P55'B241'F31' FK	Whitby British 6*BHCem*	T.3Cy.24½",40"&65"-42" (*s*) 180lb 360NHP 3SB,9*cf*,GS154,HS6402 Cen.Mar.EWrks.Ld.WHpl	27 ″ 2 s 3 ″ 7¼ 23 ″ 9¾	
25606 136352 MFYJ	**Glendun** (*ex*Clareisland) ssLiv.No.3-2,27 *Well deck* ssBel.No.2-35~~ssBkn.No.1-31~~ *Mchy.Aft* 1*Dk*(*Stl*)	633 445 239	✠100A1 7,35~~4,34~~ BS~~7,34~~ 7,35 ✠LMC~~3,31~~ MS4,35	Bwg Bel	*j*	CL 4,34	1915 9mo	Scott& Sons Bowling *Lloyd's A&CP*	AntrimIronOreCo. Ld. *CellDBf*103'161*tFPT*46*tAPT*7*t*	180·5|28·6|10·8 Q103'B9'F33' BK7¼"	Belfast British 3*BHCem*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
25607 152643 VGQW	**Gleneagles** D.F. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom&at deck*	8233 7627 4780					1925	Midland S.B.Co.Ld Midland,Ont.	CanadaSteamship Lines,Ld.	582·0|60·2|28·2 P50'F44'	Midland Ont. British *WB*	T.3Cy.24½",41½"&72"-48" E*made*18 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		CR
25608 162370 GWDC	**Glenearn** (*ex*Toltén-33) ssMdb.No.1-34 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. 3*rdDk*(*Stl*)*except in Afterhold* *Now* "Toltén," *see No.* 40230 *in Supplement*	5348 4697 3225	✠100A1 *withfreeboard* 3,35~~10,34~~ ✠LMC CS5,34 DBS8,35 2,35 ✠Lloyd'sRMC~~3,35~~8,35	Ant	*a*†	CL 5,34	1930 10mo	Lithgows' Ld. PortGlasgow *Lloyd's A&CP*	GlenLine,Ld. *CellDB*362'1349*t*	421·3|56·0|25·5 F37' FK *FPT*195*tAPT*149*t*	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 3 ″ 2½ 25 ″ 0¼	
25609 128280 GPFT	**Gleneden** ssLth.2ndNo.3-11,33 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4772 4490 3025	✠100A1 *Spar dk* ~~10,34~~11,35 BS~~10,34~~ 11,35 ✠LMC11,33	Shl Bry	*y*	CL 10,34	1909 6mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's A&CP*	GlenedenS.S.CoLd (J.Napier) *WB*=*CellDBa*130'*uE&B*42 *f*180' 1002*t APT*20*t*	400·0|52·0|17·8 P36'B120'F48' 27·0 FK	Glasgow British 6*BHCem*	T.3Cy.27",43"&72"-48" (*s*) 180lb *100lb* 526NHP 3SB,9*cf*,GS153,HS7989 FD Scotts'SB&Eng CoLd.Grk.	29 ″ 7 s5 ″ 8¾ 24 ″ 1	
25610 150237 VGFX	**Glenelg** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2099 1929 1200					1923	Midland S.B.Co. Midland,Ont.	CanadaSteamship Lines,Ld.	252·0|43·1|23·3 F36'	Midland, Ont. British *WB*	T.3Cy.17",25"&43"-30" E*made*18 92RHP C.&G.CooperCo. MountVernon,O.		C
25611 146283 GCXD	**Glengarry** TwinSc ssMdb.No.3-12,33 *OilEng* *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in Bridge & Forecastle*	9460 8534 5772	✠100A1 *Awng dk* *withfreeboard* 1,36~~2,35~~ ✠LMC CS5,34 DBS~~3,35~~ 1,36 5,34 ✠Lloyd'sRMC~~3,35~~ ~~7,35~~ 1,36	Ham Mdb	*e*†	CL ~~7,33~~ 12,35	1922 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	GlenLine,Ld. *CellDB*422'1667*t*	485·6|62·3|35·2 P40'B153' *on Awng dk*F58' FK&BK2" 1*BHdispensed with* 7*BHonly,all to Awng dk* *DTa*30'706*tFPT*130*tAPT*75*t*	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 7¾	
25612 139052 GPFN	**Gleniffer** Ⓟ TwinSc ssHam.No.3-10,27 *Ref.Mchy.* ssHul.No.1-31 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 6 *hold*	9429 8712 6021	✠100A1 9,35~~12,34~~ BS9,35 ~~BS12,34~~ ✠LMC8,31 ✠Lloyd'sRMC~~12,34~~ 2,36 ~~5,35~~ ~~8,35~~	Ham	*f*†	CL 12,34	1915 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	GlenLine,Ld. *WB*=*CellDBa*132'*uE*45'*f*195'1516*tFPT*174*tAPT*49*tDTa*33'1170*t*	500·1|62·3|34·6 P60'B192'F88' FK&BK2½"	London British 8*BHCem*	T.6Cy.24",40½"&68"-48"(*r*) 200lb 988NHP 5SB,*20cf*,GS380,HS14775FD WllsndSlpwy.Co.Ld.Nwc.	37 ″ 6 s 8 ″ 0¾ 29 ″ 9½	BT till ~~12,35~~ 9,36
25613 161557 GSML	**Glenlea** ssHul.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4252 3945 2541	✠100A1 *withfreeboard* 9,35~~5,34~~ ✠LMC~~8,30~~ 3,36 3,35	Rot ~~PN~~Cff	*x*	CL ~~5,34~~ 9,35	1930 8mo	SirJPriestman&Co. Sunderland *Lloyd's A&CP*	CliffsideShipping CoLd(J.Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	367·5|51·5|25·1 F38' FK *FPT*134*tAPT*247*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 ,, 2nd,,)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10½	
25614 141941 GCWK	**Glenluce** TwinSc ssGls.No.3-10,25 *Ref.Mchy.* ssHul.No.2-35 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6755 6095 4120	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~4,35~~ 3,36 DBS~~4,35~~ 5,36 ✠LMC CS4,35 ~~3,36 2,32~~ ✠LMC(M)5,36	Hul Gen	*z*	CL ~~6,32~~ ~~7,35~~ 3,36	1920 1mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	GlenLine,Ld. *CellDB*348' 1039*t DTa* 46'706*t*	405·9|54·2|32·9 P43'B81'F48'*on Shelter dk* FK *FPT*116*tAPT*123*t*	Glasgow British *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s8 ″ 9 27 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25615 136044 MGNS	**Glenmaroon** 3Mst *ss*Bel.No.1-35 *ss*Bel.No.3-8,30 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	716 502 293	✠100A1 9,35~~3,34~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 9,35	Ayr Bel	*k*	CL ~~1,35~~ 9,35	1917 4mo *Lloyd*	J.Fullerton&Co. Paisley '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDBf*109'164*tFPT*48*tAPT*40*t*	190·0|29·6|11·2 Q99'B9'F31' FK	Belfast British 3*BHCem*	T.3Cy.16",26"&44"-33" (*s*) 180lb 144NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 " 9 s4 " 7 13 " 3¼	
25616 160407 GNSY	**Glenmoor** *OilEng* *ss*Lon.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	4393 4070 2649	✠100A1 *withfreeboard* ~~2,35~~~~7,34~~4,36 ~~DBS7,34~~ DBS8,35 ✠LMC4,32 ✠LMC(M)7,34	Shl Mch	*y*	CL ~~4,32~~ 8,35	1928 4mo *Lloyd*	W.Doxford&Sons,Ld. Sunderland '*sA&CP* *CellDB*317'	MoorLine,Ld. (W.Runciman&Co.Ld.*Mgrs.*) '1011*tMT*26'988*tFPT* 140*t APT*220*t*	375·0|52·6|25·7 F30' FK	London British 7*BHptCem* (*Cell to Sh dk* *6 to 2nd* ,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120*lb* W.Doxford&Sons,Ld.Sld.	28 " 3 s3 " 0½ 25 " 5	
25617 144217 GDQW	**Glenogle** TwinSc *Ref.Mchy.* *ss*Hul.No.3-7,32 *OilEng.* 2*Dks*(*Stl*)&*Awngdk*(*Stl*) *Cargo battens not fitted in Bridge & Forecastle*	9513 8539 5826	✠100A1 *Awning dk* *withfreeboard* 2,36 ~~12,34~~ ✠LMC CS5,33 12,34 DBS~~[illegible]~~10,35 ✠Lloyd'sRMC~~12,34~~ 2,36~~10,35~~	Ham ~~Hul~~Mdb	*e*†	CL 7,34	1920 8mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	GlenLine,Ld. 1*BH dispensed with 7BH only, all to Awning dk* *CellDB*422' 1667*t DTa*30'706*tFPT*130*t APT*75*t*	485·8|62·3|35·8 P40'B153'F58' FK&BK2"	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29½"-45¼" DB100*lb* 1317NHP Harland&Wolff,Ld.Gls.	38 " 9 s9 " 4½ 29 " 7½	
25618 213369 WOCP	**Glenpool** (*ex*Hagen) TwinSc *ss*N.Yk.No.3-5,26 *ss*NOs.No.2-34 ~~*ss*N.Yk.No.1-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC.	5444 — 3333	✠100A1 ~~7,35~~~~1,34~~ 1,36 ~~[illegible]~~ ✠LMC7,34 ✠NE&B8,19 BS~~7,34~~7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,19 F.P. above 150° F.*	NOs	*z*	OG ~~PS8,32~~ SN7,34 PN7,35	1913 3mo *Lloyd*	Frd.Krupp Akt.Ges. Kiel '*sA&CP*	~~StandardShipping Co.~~ StandardOil Co.ofNewJersey. *Cell DBu E*87'214*t DT f*36' 308*t FPT* 159*tAPT*72*t*	400·0|53·2|30·0 P107'~~B42~~'F44' FK	Wilmgton (Del.) Utd.States 14*BHCem*	T.6Cy.~~18~~18⅝",30"&51"-36" (*s*) 190lb DB13 474NHP 3SB,9*cf*,GS189,HS7200 FD StatenIslandS.B.Co.	32 " 4	
25619 136454 VJPJ	**Glenreagh** WoodTwinSc Now a Lighter *Mchy.Aft* 1*Dk*	498 401 291					1919	E.Wright Tuncurry, N.S.W.	~~NorthCoastSteam Nav.Co.Ld.~~ PenguinLd(H Stacey &J Williams*Mgrs*)	154·5|37·2|10·0 F21'	SydnyNSW British	T.6Cy.10",16½"&27"-22" 72RHP Fleming&Ferguson,Psy.		
25620 148134 CYJK	**Glenross** *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3219 2948 2360	✠100A1 *withfreeboard* 5,26 ✠LMC7,25 *ForService on the Great Lakes*	Clw		CL 6,28	1925 8mo *Lloyd*	Swan,Hunter&Wigham Richardson,Ld.Newcastle '*sA&CP*	CanadaSteamship Lines,Ld. *CellDB*311'832*tFPT*133*t APT*8*t*	343·1|43·7|22·9 F42' len26 FK	MidlndOnt. British 3*BHptCem*	T.3Cy.18",30"&49"-36" (*s*) 200lb 185NHP 2SB,6*cf*,GS98,HS3126 McColl&Pollock,Ld.Sld.	25 " 0 s6 " 8 18 " 7½	
25621 145439 GKLN	**Glenshiel** TwinSc *OilEng.* *ss*Mdb.No.2-32 2*Dk*(*Stl*)&*Awng dk*(*Stl*) D.F. *Ref.Mchy.*	9415 8505 5769	✠100A1 *Awngdk* *withfreeboard* 12,35 ~~1,35~~ ✠LMC CS7,33 7,35 DBS~~1,34~~7,35 ✠Lloyd'sRMC~~[illegible]~~ 12,35	Hul Mdb	*e*†	CL 9,34	1924 5mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP* *CellDB*421'	GlenLine,Ld. 1718*t DTa*30' 686*t DT f*28' 864*t FPT* 130*tAPT*78*t*	485·7|62·2|35·5 P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with 7 ,, only all to Awng dk*	Belfast British *Cem*	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB100*lb* Harland&Wolff,Ld.Gls.	38 " 9 s9 " 4½ 29 " 8½	
25622 127074 GNZB	**Glitra** (*ex*Greldale,*ex*Sterndale) *ss*Lth.No.3-5,23 *ss*Lth.No.2-32 D.F. 1*Dk*(*ptIrn ptStl*)	2925 2689 1808	✠100A1 2,34 ✠LMC MS3,32 BS~~2,34~~ 4,35	Sld	*u*	CL 2,34	1910 2mo *Lloyd*	Richardsn,Duck&Co. Stockton '*sA&CP*	Douglas&Ramsey *CellDBa*104'*uE*26'*f*148'825*tFPT*88*tAPT*68*t*	331·1|47·5|20·6 P28'B202'F29' FK	Leith British 5*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 160lb 292NHP 2SB,6*cf*,GS118,HS4658 Blair&Co.Ld.Stockton	23 " 0 s2 " 6½ 20 " 8½	
25623 LIUT	**Glitrefjell** *CruiserStern* *Mchy.Aft* Wireless D.F. ~~1*Dk*~~2*Dks*	1568 1283 897					1934	Porsgrund Mek.Værks. Porsgrunn	A/S Rudolf (Olsen&Ugelstad, *Mgrs.*)	246·6|37·9|18·2 P29*t*H147*t*	Oslo Norwegian *WB*	C.4Cy.(2)12 1/16"&(2)27 9/16"-27 9/16" &L.P. Turbine with D.R. gearing&hydraulic coupling 109NHP PorsgrundM.V.Porsgrunn		N
25624 7628 SEKU	**Glitt** (*ex*Ture,*ex*Ferlo,*ex*Dich-taoo) 1*Dk*	*1120* *908* *595*			…		1907	Hawthorn,Leslie&Co.Ld Newcastle	RederiA/B Malmöhus(Ture Hillerstrom, *Mgr.*)	242·4|35·0|12·7 Q29'B42'F42' FK	Malmö Swedish *WB*	T.3Cy.16",26"&44"-33" 143NHP Ross&Duncan,Glasgow	14 " 10	V †
25625 LGCP	**Glittertind** (*ex*Oddersjaa) Wood *OilEng.* 1*Dk*	457 411 329					1920	Otterdals Interessen-skabsSkibs-byggeri, Xiansand	SkibsA/SGlittertind(Jonas Fjörtoft)	146·9|28·6|16·0 Q26*t*H14*t*	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.15¾"-17¾" 175NHP LysekilsMek.Verksted A/B,Lysekil		N
25626 LCEB	**Glittre** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6409 5587 3788					1928	Akt.Götaverken Gothenburg	SmedvigsTankrederi A/S(Peder Smedvig,*Mgr.*)	408·3|55·3|32·3 P358*t*H383*t*F82*t*	Stavanger ~~Oslo~~ Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.21⅝"-39⅜" 543NHP Akt.Götaverken,Got.		N
25627	**Glorioso** TwinSc (*exSail*Irmgard,*ex*Ostlinie2) *OilEng.* 1*Dk*	564 — 327					1921	Deutsche Werft,A.G. Hamburg	Pittsburgh&CardiffCoalCo.	219·1|31·5|11·8 len28	Bns.Ayres Argentine	Oil Engines 2S.C.SA 8Cy10⅝"-14⅝" NE28 158NHP SulzerBros.Winterthur		
25628 86269 WMCT	**Gloucester** Ⓟ Sub.Sig. 3*Dks*&*Saloon dk*	2541 — 1976					1893	Maryland SteelCo. Maryland	Merchnts&Miners TransportationCo.	272·7|42·0|16·0 H—	Baltimore Utd.States	T.3Cy.28",45"&72"-48" NB16 359NHP MarylandSteelCo.,Md.		
25629 132592 GLWP	**Gloucester Castle** Ⓟ TwinSc *ss*Lon.No.3-11,33 *Ref.Mchy.* 2*Dks*(*Stl-Uteaks&2nddk-ws*)&3*rddk*(*Stl*)*in* Sub.Sig. *Nos.1,3,4&5 holds* D.F.	8006 6196 4880	✠100A1 ~~6,35~~~~12,34~~12,35 BS~~[illegible]~~ ✠LMC7,33 9,35	Lon	*c*†	CL P3,32 S11,33	1911 8mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP* *WB*	TheUnion-Castle MailS.S.Co.Ld. = *CellDBa*85'*uE*87'*f*191' 1103*t FPT*75*tAPT*80*t*	452·7|56·2|30·7 P&B272'F68' FK&BK2"	London British 8*BHCem*	Q.8Cy.19¾",28",41"&60"-48" 220lb (*s*) 722NHP 2D&1SB15*cf*GS325HS12570 FairfieldCo.Ld.Glasgow	33 " 9 s6 " 8½ 27 " 4	BT till ~~5,35~~ ~~1,36~~ 6,36
25630 135448 MDWS	**Gloucester Coast** (*ex*SirWalterBacon) Note: Alecto see No. 37037 in Supplement *ss*Liv.No.3-10,25 *ss*Mch.No.2-34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	919 704 453	✠100A1 7,34 ✠LMC MS7,34 BS12,34	Mch	*m*	CL 7,34	1913 3mo *Lloyd*	G.Brown&Co. Greenock '*sA&CP*	CoastLines,Ld. *WB*=*CellDBf*137'203*tFPT*30*tAPT* 14*t*	210·2|33·2|13·3 P&B124'F28' FK	Liverpool British 3*BHCem*	T.3Cy.16",26"&44"-30" (*s*) 180lb 96RHP 2SB,6*pf*,GS99,HS2740 Ross&Duncan,Glasgow	15 " 7 s " 10⅜ 14 " 10	
25631 [illegible] GLYZ	**Gloucestershire** Ⓟ TwinSc To be Broken up *ss*Bkn.No.3-11,22 *ss*Bkn.No.2-31 3*Dks*(*Stl-Uws*)&*Webframes* Sub.Sig. *Ref.Mchy.* D.F.	8252 6310 5148	~~✠100A1~~ 11,34 ~~[illegible]~~ ✠~~LMC~~ *Fitted for oil fuel 7,19 F.P. above 150° F.*	Bkn	*c*†	CL P1,34 S5,34	1910 10mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP*	~~BibbyLine,Ld.~~ ~~(BibbyBros.&Co. *Mgrs.*)~~ *CellDBa*115'*uE&B*73'*f*207' 1238*t FPT*83*tAPT*55*t*	467·2|54·3|31·7 P52'B243'F78' FK	Liverpool British 7*BHCem*	Q8Cy.22",31½"46"&65½"-48" 215lb (*s*) HS14094 823NHP 2SB&2DB,24*cf*,GS372 Harland&Wolff,Ld.Bel.	35 " 1 s7 " 7 27 " 10	BT till ~~5,34~~ 1,36

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
25632 139896 GDWB	**Gloxinia** ss.Bkn No.2-29 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	3336 3038 1961	✠100A1 6,30 MS10,28 *Carrying oils in bulk F.P. above 150° F.* *also Molasses in bulk* *Fitted for oil fuel* 3.21 *F.P. above 150° F.*	Shl ✠LMC BS11,29	*v*	CL 6,29	1920 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd'sA&CF*	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) *CellDBa19'uE&B*	331·5|47·9|23·0 P34'B98'F29' FK 39'*f*58'351*t FPT*82*t*	N.Shields British 12*BHptCem* *APT*163*t*	T.3Cy.22½"36½"&62"-42"(*s*) 180lb 289NHP 2SB,6*cf*,GS124,HS4724 N.E.MarineEngCoLdNwc	25 ″ 6 s 4 ″ 2 21 ″ 8	
25633 DMAX	**Glückauf** (*ex*Rondo) *Well deck* 1*Dk*	1915 1496 1083			...		1912	S.P.Austin &Son,Ld. Sunderland	GlückaufKohlenhandelsG.m.b.H.	265·8|37·8|17·8 P28'Q71'B51'F28' FK	Rostock German *WB*	T.3Cy.20½",33"&54"-39" 199NHP G.Clark,Ld.Sunderland	19 ″ 10	G †
25634 DCGU	**—** (*ex*GeheimratMahn,*ex*JohnS.Calvert, *ex*Eider,*ex*Gertrude, *ex*Marianne) 1*Dk* *Well deck*	1061 852 609					1907	Nüscke& Co. Stettin	Zerssen&Co.	218·1|34·7|13·8 Q74'B51'F29'	Kiel German *WB*	T3Cy$14\frac{13}{16}$",$23\frac{5}{8}$"&$38\frac{3}{16}$"-$27\frac{5}{8}$" 77NHP DresdenMch.Sch.Uebigau, Dresden		G
25635 DONF	**—** Ⓟ TwinSc (*ex*Bubendey) Wireless Sub.Sig. 1*Dk*	904 552 347					1913	Stettiner Oderwerke Stettin	Norddeutscher Lloyd	213·7|40·1|12·3 B94'F20'	Bremen German *WB*	T.6Cy.$14\frac{1}{8}$",22½"&$36\frac{1}{8}$"-$25\frac{3}{8}$" 133NHP StettinerOderwerke		G
25636 DDTY	**Glücksburg** (*ex*Heathpark, *ex*Mühlhofen) *ss*Ham.No.3-2,34 1*Dk*(*Stl*)	2680 2432 1567	100A1 1,35 BS1,35	Kel LMC2,34		CL 1,34	1922 2mo	Frd.Krupp Akt.Ges. Kiel *Lloyd'sCP*	FlensburgerDmpf. Co.(H.Schuldt, *Mgr.*) *CellD*	328·7|44·2|20·6 P&B219'F37' len35 FK *B*289' 682*t FPT*56*t*	Hamburg German *ptAspptCem* 5*BH* *APT*120*t*	T3Cy$19\frac{9}{16}$",$32\frac{11}{16}$"&54¾"-$39\frac{3}{8}$" 185lb (*s*) 245NHP 2SB,4*cf*,GS84,HS3445 FD Fried.KruppA.G.Essen	22 ″ 6	
25637 217972 KEXZ	**Glymont** *Fitted for oil fuel* 1*Dk*	2722 1963 1672					1919	AlbinaEng &Machine Works Portland,Or.	TheCharlesNelson Co.	289·0|44·1|19·2 P26'B148'F32'	S.Frncisco Utd.States *WB*	T.3Cy.22",36½"&60"-42" 233NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
25638 ~~110509~~ ~~MDDL~~	**Glynn** *ss*Shl.2ndNo.3-12,23 *Well deck* *ss*Shl.No.2-32 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* Now "Aghios Nicolaos," see No 3703 in Supplement	1106 805 450	✠100A1 9,35 ~~1,35~~ BS11,34	Npt Cff ✠LMC9,32	*n*	OG 9,35	1899 11mo	AilsaS.B. Co. Troon A&CP	~~ShamrockShppg. Co.Ld.~~ Petros M.Nomikos,Ld. *WB*= *CellDBa*56'	230·3|33·1|16·0 P24'Q54'B53'F26' FK&BK1" *uE*19'*f*84'330*t FPT*	Greek 4*BHCem* 57*t APT*55*t*	T.3Cy15¾",28¼"&45"-33"(*s*) 170lb *100lb* NDB14 98RHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 0 s 1 ″ 2¾ 16 ″ 0¼	
25639 145573 MLNY	**Glynwen** *ss*Nwc.No.3-7,35~~*ss*Shl.No.2-32~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1076 843 629	✠100A1 7,35 ~~4,34~~ MS~~1,32~~ 7,35	Shl Nwc ✠LMC BS~~12,33~~ 4,35	*m*	CL ~~4,34~~ 6,35	1923 6mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd'sA&CP*	S.&R.Steamships. Ld.(Stone&Rolfe, *Mgrs.*) *CellDB*172'241*t FPT*	210·0|32·0|15·4 Q108'B10'F24' FK	Llanelly British 4*BHCem* 47*t APT*82*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 130NHP 1SB,3*cf*,GS58,HS2207 N.E.MarineEng.Co.Ld.Sld	17 ″ 6 s 4 ″ 10½ 16 ″ 3	
25640 DOQY	**Gneisenau** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 3*Dks* GyC. *Ref.Mchy.* *CruiserStern*	~~18000~~ 18160 — 10713					1935	Deutsche Sch-u-Mschb A.G.Weser Bremen	Hanseat.Schiffahrts-u.Betriebs-G m.b.H(NorddeutscherLloyd*Mgrs.*)	~~610·2|73·8|44·9~~ B407'F52' |41·4 625·6|74·1|	Bremen German *WB*	2 geared Steam Turbines 4333NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
25641 141914 GCBW	**Goalpara** *ss*Cal.No.3-9,27 *ss*Cal.No.2-35 ~~*ss*Cal.No.1-31~~ 2*Dks*(*Stl*)	5314 4844 3216	100A1 11,35 ~~1,35~~ BS9,35 ~~[illegible]~~	Cal MS11,35 LMC ~~[illegible]~~	*y*	CL 1,35	1919	Sunderl'nd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·4|28·4 P50'B113'F38' FK 338'1113*t FPT*118*t*	Glasgow British 7*BHCem* *APT*203*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld	31 ″ 0 s 5 ″ 11¼ 25 ″ 4¼	
25642 137084 GBZX	**Goathland** *ss*Shl.No.2-32 1*Dk*(*Stl*)	3821 3454 2273	✠100A1 5,35 ~~1,35~~ BS3,35 MS5,32	Cff Avn ✠LMC ~~BS2,34~~	*w*	CL 2,33	1924 4mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	364·8|50·5|22·5 P33'B217'F36' *CellDB*310' FK 1014*t FPT*168*t*	Whitby British 6*BHCem* *APT*144*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *180lb* 340NHP 2SB,8*cf*,GS122,HS5276 N.E.MarineEng.Co.Ld.Sld	24 ″ 11 s 3 ″ 0¾ 22 ″ 0½	
25643 EAQD	**Gobeo** *ss*Bbo.No.3-3,33 1*Dk*(*Stl*) *Mchy.Aft*	*3346* *2889* *2088*	✠100A1 3,33 *Carrying Petroleum in cylindrical tanks* *Fitted for oil fuel* 3,21 *F.P. above 150° F.*	Bbo ✠LMC3,33	*v*	CL 2,33	1921 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	Cia.Cantabrica deNav.(J.deGobeo, *Mgr.*) *Cell DBuE* 26'*f* 22'62*t*	330·2|47·8|22·4 P38'B96'F23' FK	Bilbao Spanish 7*BHptCem* *APT*68*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb *75lb* 309NHP 2SB,6*cf*,GS126,HS4786 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 8 s 3 ″ 4¾ 21 ″ 6	
25644 TFMA	**Godafoss** Ⓟ Wireless D.F. 2*Dks*	1542 1389 940					1921	Svendborg Skbs.&Msk Svendborg	H/FEimskipafelag Islands	230·0|34·6|20·5	Reykjavik Iceland *WB*	T.3Cy.20",32"&53"-36" A/SKjöbenhavns 168NHP Flydedok&Skibs.Cpn.		V
25645 134511 VGQZ	**Goderich** (*ex*Marquette,*ex*Glenshee, *ex*HowardM.Hanna,Jr.) *Mchy.Aft* D.F. 1*Dk*	5667 5345 3789					1908	American S.B.Co. Cleveland	CanadaSteamship Lines,Ld.	480·0|54·0|26·0	MidlndOnt British *WB*	T.3Cy 22½",36"&60"-42" American NB15 233NHP S.B.Co.Cleveland		R
25646 161103 GTCZ	**Godfrey B. Holt** *ss*Liv.No.1-33 ~~D.F.~~ 2*Dks* (*Stl-Weather dk* teaks)	3563 3108 2180	✠100A1 *with freeboard* 2,36 ~~12,34~~ BS~~8,33~~7,35	Liv ✠LMC MS1,34		CL ~~8,32~~ 7,35	1929 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	J.Holt&Co.(Liverpool)Ld. *CellDB*282'647*t FPT*	330·5|47·1|25·3 P15'B126'F32' FK	Liverpool British 6*BHCem* 56*t APT*20*t*	T.3Cy22½",36½"&62"-42"(*s*) 180lb HS6666 401NHP 2SBFD&1AuxSB9*cf*,GS173 CammellLaird&Co.Ld.Bkn	27 ″ 6 s 7 ″ 5¾ 20 ″ 4¼	
25647 DFZT	**Godfried Bueren** (*ex*Atna) Sub.Sig. 1*Dk*&*Shelter dk*	4664 4368 2831					1911	W.Doxford &Sons,Ld. Sunderland	"Atlas"Reederei Akt.Ges.	390·3|53·4|26·6 P101*t*H193*t*	Emden German *WB*	T.3Cy.27",45½"&77"-54" 436NHP W.Doxford&Sons,Ld.Sld.		G
25648 989 IBCP	**Goffredo Mameli** (*ex*Myrza Blumberg,*ex*MaiRickmers, *ex*Hornstein) D.F. 2*Dks*	4338 3817 2502					1909	Rickmers Akt.Ges. Bremerhaven	Soc.Anon.Cooperativa diNav. Garibaldi	367·1|47·7|27·3 B82'F36'	Genoa Italian *WB*	T.3Cy23⅛",$38\frac{9}{16}$"&63"-$43\frac{5}{16}$" 262NHP BremerVulkan,Vegesack		I
25649 160182 GNKD	**Gogovale** *ss*Bly.No.2-34 D.F. 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 11,35 ~~3,35~~ BS3,35	Shl ✠LMC8,34	*y*	CL ~~8,34~~ 11,35	1927 11mo	Lithgows' Ld. PortGlasgow *Lloyd'sA&CP*	CrawfordShipping Co.Ld(A.Crawford &Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in after* *CellD*	385·0|52·0|26·6 P29'B112'F44' FK *hold dispensed with* *B*329'1010*t DTa*30'	Glasgow British *ptCem* 4*BH to Udk* 2 „ „ 2nd „ 784*t APT*16*t*	T.3Cy.~~25~~" 25⅛",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmreLd.Grk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
25650 141915 GCLB	**Gogra** *ss*Cal.No.1-35 *ss*Cal.No.3-11,31 2*Dks*(*Stl*)	5190 4747 3126	✠100A1 ~~9,35~~ ~~9,34~~ 12,35 ~~MS11,31~~	Cal ~~Bom.~~ ~~✠LMC~~ ~~BS12,34~~ ✠LMC12,35	*y*	CL 1,34	1919 8mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·2|52·3|28·4 P49'B113'F39' FK 347'1120*t FPT*115*t*	Glasgow British 7*BHCem* *APT*170*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD WorkmanClark&CoLdBel	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où copie si ce n'est dans le L.R. Durée, Cert. B. of Trade
25651 16938 JPSE	**Gokenzan Maru** (*ex*Abchurch) *Well deck* 1*Dk*2*tr B*	1646 1308 1171			...		1898	Strand SlipwayCo. Sunderland	HongoShoten GoshiKaisha	257·9|36·5|19·0 P28'Q62'B50'F31' FK	Kobe Japanese *WB*	T.3Cy.19",31"&51"–33" 159NHP N.E.MarineEng.CoLd.Sld.	19 " 2	
25652 LDYY	**Gol** (*ex*MargareteSchröder, *ex*Margarete) 1*Dk*	985 824 564					1920	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	AugustKjerland& Co.A/S	216·4|34·6|13·5 Q52*t*H56*t*F28*t*	Bergen Norwegian *WB*	T.3Cy.16½",26"&41$\frac{1}{10}$"–25½" 86NHP A.Borsig,Berlin-Tegel		N
25653 141919 GCKP	**Golconda** *ss*Cal.No.3-7,32 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5316 4850 3203	✠100A1 ~~6,31 5,32~~ 6,35 MS7,32 ✠LMC BS~~5,34~~6,35	Cal ~~Bom~~	*y*	CL ~~5,33~~ 6,35 *Lloyd*	1919 9mo	W.Gray& Co.(1918)Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 344'1073*t* *FPT*129*t*	Glasgow British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&78"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s5 " 11½ 25 " 3¾	
25654 162635 GRDP	**Gold Shell** TwinSc E.S.D. *ss*Rot.No.1-36 *OilEng.* D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Mchy.Aft clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8208 7464 4817	✠100A1 ~~1,35 6,34~~1,36 ✠LMC CS1,36 DBS1,36 1,36 *Carrying Petroleum in bulk*	Fal ~~Cf~~Rot	*c* †	CL 6.34 *Lloyd*	1931 9mo	Bremer Vulkan Vegesack '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*68'208*t*	451·2|62·1|34·1 P103'B35'F43' FK *DTf*32'355*t* *FPT*	London British 14*BH* 220*t* *APT*40*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150*lb* BremerVulkan,Vegesack	34 " 0 s6 " 7½ 27 " 7¼	
25655 217906 KEXX	**Golden Bear** (*ex*WestCajoot) *Fitted for oil fuel* D.F. 2*Dks*	5342 — 3339					1919	LsAngeles S.B.&D.D.Co. L.AngelesCal	Oceanic&Oriental NavigationCo.	410·0|54·4|27·2 P43'B115'F47' *WB*	S.Frncisco Utd.States	T.3Cy.28½",47¼"&78"–48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
25656 217932 WSOI	**Golden Cloud** (*ex*WestSequana) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5670 — 3604					1919	S.Western S.B.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	410·5|54·3|27·2 P46'B112'F46' *WB*	S.Frncisco Utd.States	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
25657 219937 KUQJ	**Golden Coast** (*ex*WestNivaria) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5705 — 3625					1920	S.Western S.B.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	410·5|54·2|27·2 P46'B112'F46' *WB*	S.Frncisco Utd.States	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
25658 218426 KEBQ	**Golden Cross** (*ex*WestHenshaw) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5833 5245 3674					1919	J.F.Duthie &Co. Seattle,Wash	Oceanic&Oriental NavigationCo.	409·7|54·2|27·7 P44'B115'F47' *WB*	S.Frncisco Utd.States	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
25659 221666 KDVH	**Golden Dragon** (*ex*WestChopaka) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Shelter dk*	7460 — 4520					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	430·7|54·3|26·2 *WB*	S.Frncisco Utd.States	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
25660 129003 MCZN	**Golden Eagle** Ⓟ Pad 1*Dk&Prom.dk*	793 585 435			...		1909	J.Brown& Co.Ld. Clydebank	GeneralSteamNav. Co.Ld.	275·7|32·1|10·1 Q16' FK *Promenade dk*259'	London British	D.3Cy.30½",46½"&71"–60" 455NHP J.Brown&Co.Ld.Clydebnk	10 " 9	BT till 10,35
25661 218990 KODT	**Golden Fleece** (*ex*Dewey) *Fitted for oil fuel* 2*Dks*	5630 5113 3495					1919	J.F.Duthie &Co. Seattle,Wash	Oceanic&Oriental NavigationCo.	410·4|54·2|27·6 P44'B115'F47'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
25662 LDEZ	**Golden Gate** *Fitted for oil fuel* 2*Dks*(*Stl*)	4854 4441 2950	✠ 2,20 ✠	Bkn	*y*		1917 5mo	SeattleCon- struction& DryDockCo Seattle,Wash	D/S A/S Golden Gate(Knut KnutsenO.A.S.) 1*BH in after* *CellDB*	381·5|53·1|27·0 P53*t*H149*t*F88*t* FK *hold dispensed with* 325' 960*t* *FPT*115*t*	Haugesund Norwegian *Cem* 5*BHonly* *APT*264*t*	T.3Cy.24",40"&70"–48" 472NHP 3SB,9*cf*,GS169.HS6831 SeattleConstruction& DryDockCo.Seattle,Wash.	29 " 4	N †
25663 219832 KUMM	**Golden Harvest** (*ex*WestCalera) *Fitted for oil fuel* D.F. 2*Dks*	5644 — 3524					1920	Western Pipe&Steel Co.SFrncisco	Oceanic&Oriental NavigationCo.	410·5|54·0|27·1 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		R
25664 221385 KDSX	**Golden Hind** (*ex*WestFaralon) *Fitted for oil fuel* 2*Dks&Shelter dk*	7493 — 4595					1921	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	430·7|54·3|26·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
25665 219157 KOKP	**Golden Horn** (*ex*Crisfield) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6367 5872 4011					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	402·6|54·9|32·1 P48'F42'	S.Frncisco Utd.States *WB*	T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.Sea.		R
25666 217492 KELK	**Golden Kauri** (*ex*WestElcajon) *Fitted for oil fuel* D.F. 2*Dks*	5548 — 3474					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	409·6|54·2|27·1 P43'B115'F47'	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady.N.Y.		R
25667 219550 KUBK	**Golden Mountain** (*ex*Bearport) *Fitted for oil fuel* 1*Dk&Shelter Dk* *Longitudinal framing*	6069 5563 3823					1920	GMStandi- ferCnstCorp Vancouver, Wash.	Oceanic&Oriental NavigationCo.	401·4|53·2|31·9 P48'B81'F38'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
25668 219416 KOTD	**Golden Peak** (*ex*Crosskeys) *Fitted for oil fuel* *Ref.Mchy* 2*Dks*3*tr B*	7031 6617 4381					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	410·5|54·2|35·1 P27'B61'F19'	S.Frncisco Utd.States *WB*	T.3Cy.25",42"&72¼"–48" 364NHP SeattleMachineWorks, Seattle		R
25669 147658 GKNX	**Golden Sea** *ss*Hak.No.3-4,35 ~~*ss*Rot.No.2-33~~ 2*Dks*(*Stl*)	4555 4286 2901	✠100A1 4,36 ~~1,34~~ ~~BS2,34~~ 4,36 ✠LMC~~1,34~~ 4,35 *Fitted for oil fuel* 3,24	Rot Grk	*z*	CL ~~1,34~~ 4,35 F.P. above	1924 5mo *Lloyd* 150° F.	W.Hamil- ton&Co.Ld. Pt.Glasgow '*sA&CP*	GoldenSeaS.S.Co. Ld. *CellDB*332'985*tD*	387·6|52·0|26·5 P33'B114'F44' FK *Tf*28'746*t* *APT*17*t*	London British *ptCem* 6*BH to U dk* 1 " " 2*nd* "	T.3Cy.26",38"&70"–48"& exhaust turbine driving steam compressor 180lb (*s*) 382NHP 3SB,9*cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 " 0 s5 " 3¾ 23 " 11	
25670 218812 KISG	**Golden Star** (*ex*Elkridge) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6379 5976 4017					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	402·6|54·8|32·1 P48'F42'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
25671 220763 KDFW	**Golden State** (*ex*WestCarmona) *Fitted for oil fuel* D.F. 2*Dks*	5645 — 3517					1920	Western Pipe&Steel Co.SFrncisco	Oceanic&Oriental NavigationCo.	410·5|54·2|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		R
25672 221603 KDUK	**Golden Sun** (*ex*WestProspect) *Fitted for oil fuel* *Ref.Mchy* 2*Dks&Shelter dk*	7460 — 4520					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	430·7|54·3|26·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
25673 219236 KOMV	**Golden Tide** (*ex*Montague) *Fitted for oil fuel* *1Dk&Shelter dk 2tr B* *Longitudinal framing*	6076 5500 3729					1919	GMStandi-ferCnst.Corp. Vancouver, Wash.	Oceanic&Oriental NavigationCo.	402·5 P48'B81'F37'	53·0	34·5	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
25674 219541 KOZS	**Golden West** (*ex*WestIvan) *Ref.Mchy.* *Fitted for oil fuel* D.F. *2Dks*	5802 5113 3639					1919	J.F.Duthie &Co. Seattle, Wash	Oceanic&Oriental NavigationCo.	410·3 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
25675 DOND	**Goldenfels** (*ex*Brocktown, *ex*Goldenfels) *2Dks*	7463 7033 4703			...		1911	Swan,Hun-ter&Wigham Richardson, LdNewcastle	DeutscheDampfs. Ges."Hansa"	467·9 P65'B131'F57' FK	58·3	32·0	Bremen German *WB*	Q.4Cy.26½",39",56"&80"–54" 606NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 // 9	G †
25676 160039 MNTL	**Goldfinch** (*ex*Vivonia) *ss*Yar.No.2-35 ~~*ss*Lon.No.1-31~~ *Mchy.Aft* *1Dk(Stl)*	327 226 122	✠100A1 6,35~~5,34~~ ~~BS5,34~~ ✠LMC~~9,34~~ 6,35	Yar	*e*	OG 3,33	1927 5mo *Lloyd*	W.J.Yar-wood&SnsLd Northwich *'sA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·8 Q45'B9'F19' FK *FPT25t*	23·6	9·5	Yarmouth British *3BHCem* *APT10t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 53RHP 1SB,*2cf*,GS42,HS1375 W.J.Yarwood&Sons,Ld.	10 // 6 s // 8 9 // 11	
25677 149838 GLRD	**Goldmouth** *ss*Nwc.No.2-36 *OilEng.* ~~*ss*Ams.No.1-31~~ *Mchy.Aft* *1Dk(Stl)* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	7402 6758 4275	✠100A1 1.36~~3,35~~ ✠LMC CS1,36 DBS3,35 1,36 *CarryingPetroleum in bulk*	Nwc	–	CL ~~2,34~~ 1,36	1927 6mo *Lloyd*	Maats. Fyenoord Rotterdam *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE69'285*	440·4 P99'B34'F58' FK *t DTf32' 284t FPT*	59·5	32·7	London British *15BHptCem* *162tAPT67t*	Oil Engines 4S.C.~~DA~~SA 6Cy.32¼"–59$\frac{1}{16}$" ~~1200NHP~~ 2DB*180lb* 600NHP Werkspoor,Amsterdam	32 // 9 s6 // 3½ 26 // 8¾	
25678 658 FOTR	**Goleta** *ss*Npt.No.2-36 ~~*ss*Gmh.No.1-30~~ *1Dk(Stl)* *Cargo battens not fitted*	2496 — 1515	✠100A1 3,36~~11,34~~ ~~BS11,34~~ ✠LMC~~1,30~~ 10,35	Bdx Npt	*t*	CL 6,33	1927 3mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	Soc.Commerciale deNav.	298·5 P23'B79'F26' *CellDBa&uE* FK *110'f104'688tFPT*	44·0	21·2	Marseilles French *5BHptCem* *83tAPT116t*	T.3Cy.22",36"&60"–39" (*s*) 180lb *120lb* 259NHP 2SB,*6cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 // 6 s3 // 5½ 20 // 3	
25679 EARP	**Gomera** Ⓟ (*ex*Gomera-Hierro) *ss*La.P.No.3-6,24 Wireless *ss*La.P.No.2-32 *1Dk&Shelter dk(Teak)*	*447* *270* *237*	✠100A1 *Shelter dk withfreeboard* 8,32 BS12,35 ~~BS9,34~~ ✠LMC7,32	LaP	*h*	CL ~~7,32~~ 5,35	1912 3mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	CompañiaTras-mediterranea *WB=CellDBa*	160·3 FK *29'uE16'f61'101tF*	26·0	10·1	LasPalmas Spanish *4BHCem* *PT7tAPT8t*	T.3Cy.13",21½"&35"–27" (*s*) 180lb *100lb* 100NHP 1SB,*3cf*,GS57,HS1964 CaledonS.B.&E.CoLd.Dun	18 // 3 s 7 // 7 11 // 0	
25680 CSAS	**Gonçalo Velho** (*ex*Balboa, *ex*Linmere) *ss*Ant.No.3-1,26 *ss*Ham.No.2-34 Wireless *1Dk(Stl)&Shelter dk(Stl)*	1595 1330 832	✠100A1 *Shelter dk withfreeboard* 6,35~~8,34~~ BS6,35 ✠LMC8,34	Ham	*r*	CL ~~N9,32~~ 6,35	1913 3mo *Lloyd*	Murdoch & Murray,Ld. PortGlasgow *'sA&CP*	Cia.deNav.Carre-gadoresAçoreanos *CellDBa67'uE16'*	265·5 *f121'395t* FK *FPT29tAPT29t*	38·6	16·7	Ponta Delgada Portuguese *5BHCem*	T.3Cy.19½",33"&54"–36" (*s*) 180lb 211NHP 2SB,*6cf*,GS107,HS3534 Muir&Houston,Ld.Gls.	18 // 11 s // 5¼ 18 // 7¼	
25681 7451 SEGN	**Gondul** Wireless *1Dk&Shelter dk* *Ref.Mchy.* Sub.Sig *Cruiser Stern*	*1322* *1010* *606*					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2 H157*t*	37·3	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"&36" 168NHP HelsingörsJernsk.&Mskb.		V
25682 FOYT	**Gonneville** (*ex*Tetuan) *2Dks*	2285 1511 1409					1912	Schiffsw.v. HenryKoch Lübeck	Cie.MaritimeNor-mande(Heuzey& Chastellain,*Mgrs*)	278·8 P&B220'F35'	38·9	17·7	Rouen French *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&53⅛"–33$\frac{7}{16}$" 160NHP OttensenerMaschf.Altona		V
25683	**Gonza** AuxTwin4MstSr Now a Hulk (*ex*Ajuricaba-31,*ex*Capitan *OilEng.* AlfredoKlingII,*ex*Kapitän *1Dk* J.Frobeen,*ex*FranziskaKimme) (*See Sailing Ship Register*)	783 692 586					19$\frac{}{20}$	Akt.Ges. "Weser" Bremen	Cia."Serras"de Navegação e Com-mercio	201·4 P27'F30'	29·8	15·3	R.Janeiro Brazilian	Oil Engines 2S.C.SA 4Cy.12⅗"–12⅗" 112NHP NE20 H.Callesen&Co.Apenrade		
25684 DOPW	**Gonzenheim** (*ex*JoTaylor-33) E.S.D. *1Dk(Stl)&Shelter dk(Stl)* D.F.	4574 4272 2733	✠ ... 11,33 ✠	Nwc			1930 9mo'	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle	Unterweser ReedereiA.G. *CellDB338'1202t*	394·1 F37' FK (*FPT125tAPT249t*	53·7	25·7	Bremen German *6BHCem* *Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.26",43"&72"–48" 419NHP 3SB,*9cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 // 3	G †
25685 130056 MJTF	**Goodig** *ss*Sws.No.3-9,31 *Mchy.Aft* *ss*Apl.No.1-35 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	749 512 338	✠100A1 9,35~~7,32~~ ✠LMC9,35 ~~MS7,32~~ ~~BS7,34~~	Shl Apl	*k*	CL ~~7,32~~ 9,35	1919 12mo *Lloyd*	ForthS.B. &E.Co.Ld. (Jeffreys) Alloa *'sA&CP*	Stone&Rolfe,Ld. *CellD*	191·0 Q108'B11'F28' FK *Bf156'174tFPT49t*	29·2	11·3	Llanelly British *3BHCem* *APT10t*	T.3Cy 16",26½"&44"–30" (*s*) 180lb 127NHP 2SB,*4cf*,GS66,HS2128 ForthS.B.&Eng.Co.Ld. (Jeffreys)Alloa	13 // 8 s4 // 1¾ 13 // 5¼	
25686 160368 GNQB	**Goodleigh** *ss*Cff.No.1-32 *1Dk(Stl)*	3845 3581 2323	✠100A1 12,34 DBS1,36 ✠LMC MS4,32 BS10,34	Cff	*w*	CL 10,33	1928 3mo *Lloyd*	R.Thomp-son&Sons,Ld. Sunderland *'sA&CP*	DulvertonS.S.Co. Ld. *CellDBa&uE135*	360·0 P34'B225'F33' FK *'f156'869tFPT152t*	50·0	23·9	London British *6BHCem* *APT150t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *100lb* 361NHP 2SB,*6cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld.	26 // 3 s3 // 3½ 23 // 2½	
25687 126546 WTCU	**Goodtime** Ⓟ Pad (*ex*City ofDetroitII,*ex*City ofDetroit) *2Dks*	1919 849 1454					1889	Detroit DryDockCo. Wyandotte	Cleveland& BuffaloTransitCo.	286·6	40·8	14·0	Wilmgton (Del.) Utd.States	B.C.2Cy.44"–96"&98"–144" W.&A.Fletcher& 462NHP Co.Hoboken,N.J.		
25688 137845 GFLX	**Goodwin** Ⓟ Wireless *2Dks*	1570 1160 698					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C BT till *10.35*
25689 147796 GNMS	**Goodwood** E.S.D. *ss*Nwc.No.1-31 D.F. *1Dk(Stl)* *Now* "Merchant Royal," *see No.* 39131 *in Supplement*	5008 4579 3119	✠100A1 10,35~~4,35~~ ~~BS5,34~~ 4,35 ✠LMC7,31	Lon Shl		CL 10,33	1928 2mo *Lloyd*	JReadhead &Sons,Ld. SouthShields *'sA&CP*	JosephConstan-tineS.S.Line,Ld. *CellDB35*	401·2 P34'B254'F31' FK *1'1143tDTa26'990t*	55·0	25·6	Middlsbro' British *7BHCem* *APT121t*	T.3Cy.25",40¾"&67"–45" (*r*) 200lb 423NHP 3SB,*9cf*,GS164,HS6027 FD J.Readhead&Sons,Ld.	28 // 1 s3 // 11¾ 24 // 3½	
25690 114046 MGZM	**Goole** *ss*Gms.2ndNo.3-12,27 *Mchy.Aft* *ss*Goo.No.1-32 *1Dk(Stl)* *Cargo battens not fitted*	358 261 148	✠100A1 ~~2,35~~10,35 ~~BS2,35~~ ✠LMC8,32 1,36	Goo	*e*	~~2,35~~ 12,35	1904 7mo *Lloyd*	J.P.Ren-noldson&Sns. SouthShields *'sA&CP*	Goole&HullSteam TowingCo.Ld.	145·0 Q51'F20' FK *WB*	24·6	10·0	Goole British *3BHCem* =*FPT57t*	C.2Cy.19"&40"–26" (*s*) 125lb *60lb* 75RHP 1SB,*3pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl.	10 // 9 s 1 // 0 9 // 10	
25691 161512 GSWP	**Goolistan** *ss*Avn.No.1-34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5851 5316 3531	✠100A1 *withfreeboard* 7,35~~11,34~~ ✠LMC MS11,33 ~~BS5,34~~ 7,35	Bkn Nwc	*b*†	CL 5,33	1929 4mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB* *380'1657tDTa*	440·0 F38' FK (*Coll* *28' 1170t FPT156t*	57·5	27·4	Newcastle British *7BHCem* *BH to Sh dk* 6 ,, ,,*2nd*,,) *APT300t*	T.3Cy.25",41¾"&72½"–48" 220lb *220lb* (*s*) 472NHP 2SB,*8cf*,GS158,HS6130 FD J.Dickinson&Sons,Ld.Sld.	30 // 0 s4 // 1 26 // 1½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visites	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25692 151983	**Goondi** (exGartmore) 1Dk(Stl)	339 261 162	✠ 9,23 ✠	Syd			1923 9mo	Poole&Steele Sydney NSW	TheAdelaide SteamshipCo.Ld. Tankabo	150·0 B54'F22' FK ve forepeak5tFPT	29·0	7·0	Melbourne British 4BHCem 7tAPT27t	T.3Cy.14⅝",22 1/16"&36⅝"-27" 65RHP Emade94,refitted23 1SB,3cf,GS55,HS1522 J.Scott&Co.Kinghorn	8 ″ 0	
25693 PEJJ	**Goote** (exGrane) 1Dk	1096 897 489					1921	JohnCran &Somerville, Ld. Leith	P.A.vanEs&Co.	235·2 P25'B63'F25'	34·0	15·2	Rottrdam Dutch WB	T.3Cy.17½",28½"&47½"-28" 120NHP JohnCran&Somerville,Ld.		G
25694 EAEW	**Gorbea-Mendi** ssBbo.No.3-6,25 D.F. ssBbo.No.2-34 1Dk(ptStl&ptIrn)	4291 3949 2678	✠100A1 2,36 ~~7,34~~ BS7,35 ✠LMC7,34	Bbo Rot	w	CL ~~2,33~~ N2,36	1913 9mo Lloyd	Cia.Euscalduna deConst Bilbao 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota, Mgr.) WB=CellDBa	365·0 P29'B99'F38' FK 119'uE26'f162'884t	50·2	25·2	Bilbao Spanish 6BHCem APT152t	T.3Cy.27",44½"&73"-48" (s) 180lb 401NHP 3SB,9cf,GS189,HS6169 Blair&Co.Ld.Stockton	27 ″ 10 s 5 ″ 4 22 ″ 8	
25695 EAEX	**Gordejuela** (exAsturienne, exSonora) ssAnt.No.3-11,19 ssBbo.No.2-28 2Dks(Stl)	1951 1774 1124	✠100A1 4,31 BS7,30 ✠LMC5,28	Sws	r	6,29	1905 5mo Lloyd	W.Hamilton&Co. Pt.Glasgow 'sA&CP CellDBa74'	Maura yAresti uE&B30'f120'479t	274·6 F33' FK FPT52tAPT38t	39·7	19·5	Bilbao Spanish Cem 2BHto M dk 2 „ lwr „	T.3Cy.18",29"&48"-33" (s) 165lb 70lb 151NHP 2SB,6cf,GS84,HS2530 D.Rowan&Co.Glasgow	22 ″ 0 s 4 ″ 0½ 18 ″ 3	
25696 162391 MBKC	**Gorgon** Ⓟ OilEng. Ref.Mchy. 3Dks	3533 2555 2120					1933	CaledonS.B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co.Mgrs) &WestAustralian Stm.Nav.Co.Ld. (Bethell,Gwyn& Co.Mgrs.)	320·3 B88' on Shelter dk	51·2	21·6	Liverpool British WB	Oil Engines 2S.C.DA 6Cy.17 1/16"-47¼" 580NHP Akt.Burmeistr&Wain,Cpn		
25697 161320 GPWZ	**Gorjistan** ssLon.No.1-33 D.F. 2Dks(Stl)	5888 5443 3710	✠100A1 6,35 ~~8,34~~ BS11,35 ✠LMC12,33 Fitted for oil fuel11,29 F P. above 150°F.	Cff Bry	a†	CL 11,33	1929 11mo Lloyd	J.Readhead&Sns,Ld SouthShields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB367'1237t	425·6 P38'B131'F47' FK DTa38'903tFPT1	55·0	28·5	London British 7BHptCem 07tAPT38t	T.3Cy.28",46"&78"-51"& LPTurbine withDRgearing & hydraulic coupling 210lb (r) FD 787NHP 3SB,12cf,GS207,HS9756 J.Readhead&SonsLd.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
25698 OXWC	**Gorm** 1Dk	2156 1909 1290					1916	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish WB	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
25699 UNVK	**Gorniak** TwinSc Wireless 1Dk	968 — 437					1929	Nicolaieff StateSB.Wks 'AndreMarti' Nicolaieff	U.S.S.R.	230·3	34·2	12·1	Mariupol Russian	T.6Cy. NicolaieffStateS.B.Wks. "AndreMarti,"Nicolaieff		
25700 147177 MLGD	**Gorsefield** ssLiv.No.3-1,36 ~~ssLiv.No.2-31~~ Mchy.Aft 1Dk(Stl)&Web frames ~~Cargo battens not fitted~~	628 434 250	✠100A1 1,36 ~~8,33~~ ~~BS6,34~~ ✠LMC~~11,34~~ 1,36	Liv	i	CL 4,35	1922 12mo Lloyd	Lytham S.B.&ECo.Ld Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) CellDB88'	175·0 Q101'B9'F29' FK 150tDTf29'68tFP	28·2	11·2	Liverpool British 3BHCem T9tAPT38t	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 2SB,4cf,GS49,HS1820 FD LythamS.B.&E.Co.Ld.Lyt.	13 ″ 6 s 4 ″ 4 13 ″ 3¾	
25701 147570 MKCK	**Gorselands** (exRijn-34, (exJollyGuy,exMeerdrecht) Mchy.Aft 1Dk	503 371 277					1918	Johs.Berg Delfzijl	A.Chester	160·0 P49'F22'	25·7	11·9	Middlsbro' British WB	T3Cy12 9/16",19⅞"&31 7/16"-21⅝" NBmade20fitted31 56RHP Johs.Berg.Delfzijl		C
25702 160275 MPNG	**Goschen** Ⓟ TwinSc Fitted for oil fuel 1Dk&Promenadedk	970 801 377			...		1929	D&WHendersn&Co.Ld. Glasgow	SouthIndian RailwayCo.Ld.	250·0 FK	38·1	11·4	Glasgow British WB	2SteamTurbinesSRgeared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
25703 DOBV	**Goslar** Sub.Sig. D.F. 2Dks	6040 5402 3613					1929	Blohm&Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German WB	1SRGearedSteamTurbine Blohm&Voss,Hamburg		G
Broken up 25704 3310 SEPR	**Göta** (exRishanglys) Iron ssNpt.No.3-8,89 Well deck ssShl.No.1-94 1Dk(Irn)2trB	1116 884 674	✠ 3,97	Shl	o		1877 3mo	JReadhead &Co. S.Shields	RederiA/B Mercurius (H.Selander,Mgr)	236·9 Q93'B49'H17tF31' BK8½" WB=	31·0	15·2	Stockholm Swedish 4BHCem DB172'	C.2Cy.26½"&51"-33" NDB94 125NHP 1B,GS49 J.Readhead&Co.S.Shields	18 ″ 4	V †
25705 500 SFWM	**Göteborg** ssGot.3rdNo.3-7,29 ssGot.No.1-34 Well deck 1Dk(ptStl)&Webframes	880 708 376	✠100A1 5,35 ~~1,34~~ BS~~11,34~~ ✠LMC9,33 1,36	Got	n	OG ~~1,34~~ 5,35	1893 4mo Lloyd	Act.Ges. "Neptun" Rostock 'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	221·2 P&B149'H34tF54' FK WB=Cell	30·3	14·4	Gothenbrg Swedish 5BHCem DB186'237t	T3Cy20½"32 11/16"&51 3/16"-35 7/16" 156lb (s) 181NHP 2SB,4cf,GS84,HS3075 A.G."Neptun,"Rostock	16 ″ 10 s ″ 9⅞ 16 ″ 2⅞	
25706 738 SEQI	— Ⓟ 1Dk&ptShelterdk	412 218 213					1891	Bergsunds Mek.Verks. Stockholm	Ångb.Aktieb.Bohuslänska Kusten (C.Thorburn)	148·6 H59t ptShelterdk143t	25·2	10·8 17·9	Uddevalla Swedish WB	T.3Cy.15⅝",24⅜"&41"-27¼" NB98 88NHP BergsundsM.V.Stockholm		
25707 DAOC	**Gotenhof** Wireless 1Dk	1454 1015 847					1914	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.Th.GribelK.G. a.A.(RudChrist Gribel,Mgr.)	230·6 Q83'B101'F29'	36·4	15·0	Stettin German	T3Cy16 9/16",27⅜"&43 3/16"-31½" 105NHP StettinerOderwerke		G
25708 2550 SEQK	**Göthe** (exMotala) Iron 1Dk	740 677 431					1870	Motala M.V.Aktieb. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	192·4 B38'H9t	27·2	18·0	Stockholm Swedish	T.3Cy.14⅛",22½"&37½"-27¼" NE&B93 73NHP BergsundsM.V.Skm.		V
25709 5813 SMTN	**Gothia** (exRoxen) 4Mst ssN.Yk.No.3-10,29 ssOsc.No.1-34 1Dk(Stl)	1823 1621 1089	✠100A1 6,35 ~~6,34~~ BS6,35 ✠LMC6,34	Osc Got	r	OG 5,34	1916 7mo	LindholmensV.A. Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB224'471t	262·0 P24'B65'F31' FK	42·7	18·1	Gothenbrg Swedish 4BHCem APT41t	T.3Cy.20½",33"&55"-36"(s) 185lb 214NHP 2SB.6cf.GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 3 ″ 8¼ 18 ″ 0	
25710 143511 GBYZ	**Gothic** (exNashLight) ssGmh.No.3-7,33 1Dk(Stl) CruiserStern	2546 2225 1401	✠100A1 5,35 ~~7,33~~ BS5,35 ✠LMC5,33	Gmh Bkn	t	CL 4,33	1920 7mo Lloyd	Monmouth S.B.Co.Ld. Chepstow, Mon. 'sA&CP	W.H.Cockerline& Co. Ce	303·0 P33'B80'F33' FK llDB260'677tFPT	43·0	20·7	Hull British 5BHCem 87tAPT193t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 100lb HS5526 223NHP 2 Water Tube Boilers BritishWestinghouse Electric&Mfg.Co.Mch.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25711 108793 GNXJ	**Gothic Star** (*ex*Gothicstar, *ex*Brodholme, *ex*Nairnshire) *ss*Shl.3rdNo.3–12,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*	5685 5228 3573	✠100A1 *with freeboard* 8,35 ~~5,34~~ ✠LMC12,33 ✠NB(P)11,20 BS~~4,35~~5,36 ✠Lloyd'sRMC~~9,34~~~~1,35~~ 5,36 ~~12,35~~~~3,35~~ *Fitted for oil fuel* 11,20 *F.P. above 150° F.*	Nwc	*a*†	CL 12,33	1899 2mo *Lloyd's A&CP*	Clydebank E.&S B.Co.Ld Clydebank	BlueStarLineLd. *CellDBa*105'*uE*30'*f*210'1083*t*	420·5|54·7|28·8 P50'B&F352' FK (*Coll BH to Sh dk* 6 „ 2*nd* „) *FPT*165*t*	London British 7*BHCem*	T.3Cy.30",48"&$76\frac{3}{4}$"–54" (*r*) 160lb 493NHP 3SB,9*cf*,GS167,HS6660 FD ClydebankE.&S.B.Co.Ld.	32 ″ 0 s 4 ″ $6\frac{3}{4}$ 27 ″ $7\frac{3}{4}$	
25712 161829 MJMS	**Gothland** 1*Dk*&*Shelter dk* *CruiserStern*	1286 968 503					1932	H.Robb, Ld. Leith	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co. *Mgrs.*)	251·5|38·2|15·9	Leith British *WB*	T.3Cy.21",34"&56"–39" 196NHP Barclay,Curle& Co.Ld.Gls.		C
25713 DMAQ	**Gotia** (*ex*RitaLarsen, *ex*JoachimZelck, *ex*EllenLarsen, *ex*MagdalenaFischer, *ex*GeorgMahn)	1081 947 628					1893	Akt.Ges. "Neptun" Rostock	"Orion"Schiffahrts Ges.m.b.H.	234·1|34·4|14·0 B50'F22'	Rostock German *WB*	T.3Cy.$13\frac{3}{4}$",$22\frac{1}{2}$"&$36\frac{1}{2}$"–$27\frac{1}{2}$" 68NHP A.G."Neptun,"Rostock		G
25714 7582 SHGN	**Gotland** *OilEng.* *ss*Skm.No.1–34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1946* *1567* *966*	✠100A1 *with freeboard* 3,36 ~~3,34~~ ✠LMC CS4,35 DBS~~8,34~~2,36 10,35~~6,34~~ *Carrying vegetable oil in No. 4 DB tank*	Cpn ~~Hem~~Got	*l*	CL ~~2,34~~ 3,36	1929 12mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.Aktieb.Tirfing(T.E.J:son Broström, *Mgr.*) (SvenskaOrient Linien) *CellD B*246'646*t APT*25*t*	289·3|43·0|16·6 FK (*Coll to Shdk* 5 „ 2*nd* „)	Gothenbrg Swedish 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.$24\frac{1}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* Eriksberg M.V.Aktieb.Got	19 ″ 0 s ″ $4\frac{1}{2}$ 18 ″ 9	
25715	— 1*Dk*	990 752 591					1913	Antwerp Eng.Co.Ld Hoboken	ReedWiese & Co. G.m.b.H. (A.H. Schwedersky Nachf. *Mgr.*)	210·0|33·3|13·6 Q70'B50'F22'	Klaipeda Lithuanian *WB*	T.3Cy.$15\frac{3}{4}$",26"&44"–27" 101NHP MacColl&Pollock,Ld.Sld.		G
25716 3502 SKDA	**Gottfrid** *ss*Hbg.2ndNo.3–5,24 *Well deck* *ss*Got.No.2–31 *Cargo battens not fitted* 1*Dk*(*Irn*)2*trB*	*1620* *1264* 938	✠100A1 5,35 ~~2,34~~ ✠LMC MS10,31 MBS~~2,34~~5,35	Got	*q*	OG ~~10,31~~ 5,35	1899 6mo A&CP	Strand SlipwayCo. Sunderland	Rederiaktieb. Gottfrid(P. Hagelqvist, *Mgr.*) *WB=CellDBa*68'*uE*&*B*34'*f*112'476*t*	258·0|36·8|16·7 P26'Q64'B50'F31' FK	Stockholm Swedish 4*BHCem* *APT*31*t*	T.3Cy.$19\frac{1}{2}$"$31\frac{1}{4}$"$51\frac{3}{16}$"–33"(*s*) 160lb *100lb* NDB32 159NHP 1SB,4*pf*,GS66,HS2535 N.E.MarineEng.Co.Ld.Sld.	19 ″ 2 s 2 ″ $0\frac{1}{2}$ 17 ″ 4	
25717 136742 VJCZ	**Goulburn** *ss*Mel.No.3–9,27 *ss*Mel.No.1–32 1*Dk*(*ptIrn*& *ptStl*) *Cargo battens not fitted*	2367 2101 1407	✠100A1 11,34 BS~~11,34~~ 11,35 ✠LMC9,31	Mel	*l*	CL 11,34	1915 1mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	HuddartParker, Ld. *WB=CellDBa*94'*uE*&*B*38'*f*124'675*t*	295·0|45·0|20·1 P27'B68'F30 FK	Melbourne British 5*BHCem* *APT*66*t*	T.3Cy.$22\frac{1}{16}$",37"&61"–42" 180lb *100lb* (*r*) 286NHP 2SB,6*cf*,GS128,HS4750 G.Clark,Ld.Sunderland	22 ″ 3 ~~s 3 ″ $5\frac{1}{2}$~~ ~~19 ″ 2~~ s3 ″ $3\frac{3}{4}$ 19 ″ 2	
25718 132295 GRCQ	**Gourko** Ⓟ 2*Dks* *Ref.Mchy.* *CruiserStern* D.F.	1975 1653 1073					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0|42·2|17·3	Hull British *WB*	T.3Cy.22",36"&60"–42" 233NHP Earle'sCo.Ld.Hull		C BT till 5,35
25719 FNFD	**Gouverneur Général Cambon** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 2394 1745					1922	Forg.&Ch. delaMédit. LaSeyne	FrenchGovernment(Ministère de laMarine Marchande)	346·4|44·7|21·8 P262'F74'	Marseilles French *WB*	T.3Cy.34",53"&85"–45" 502NHP Forg.&.Ch.de laMédit.Msl.		V
25720 TUAQ	**Gouverneur Général Cardé** (*ex*Windau, *ex*Meerschaum) Iron 1*Dk*	379 — 281					1873	E.Lindsay Newcastle	Soc.Indust.de la GrandePêche	152·8|23·6|15·2	P.Etienne, Mauritania French *WB*	C.2Cy.$18\frac{1}{2}$"&36"–24" NB97 53NHP BowdenBros.Newcastle		
25721 FNSD	**Gouverneur Général Chanzy** *Fitted for oil fuel* TwinSc D.F. 3*Dks*	4397 3202 1934					1921	Cammell Laird&Co.Ld. Birkenhead	FrenchGovernment(Ministère de laMarine Marchande)	362·6|53·4|26·9 P225'F53'	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts CammellLaird&Co.Ld.		V
25722 FNSE	**GouverneurGénéral de Gueydon** *Fitted for oil fuel* TwinSc D.F.	4513 — 1791					1922	Ch.&Atel. deProvence Port-de-Bouc	FrenchGovernment(Ministère de laMarine Marchande)	362·7|53·2|28·6 P39'B164'F59'	Marseilles French *WB*	2 DR Geared Steam Turbines Atel.&Ch. deBretagne,Nts.		V
25723 FNSF	**Gouverneur Général Grevy** (*ex*P.A.1) TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4565 — 1158					1921	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)	361·1|49·3|26·8 P44'B191'F58'	Havre French *WB*	2 DR Geared Steam Turbines Atel.&Ch. deBretagne,Nts.		V
25724 FNSG	**Gouverneur Général Jonnart** (*ex*P.A.2) TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4513 — 1791					1922	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)	362·6|53·2|28·6	Brest French *WB*	2 DR Geared Steam Turbines Atel.&Ch.de Bretagne,Nts.		V
25725 FNBI	**Gouverneur Général Laferriere** Ⓟ TwinSc 2*Dks*	3453 — 1728					1923	Forg.&Ch. delaMédit. Havre	FrenchGovernment(Ministère de laMarine Marchande)	344·5|44·5|21·8 B157'F46'	Havre French *WB*	2 DR Geared Steam Turbines Forg.&Ch.de laMédit.Hav.		V
25726 FNFE	**Gouverneur Général Lépine** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 — 1746					1923	Forg.&Ch. de laMédit. LaSeyne	FrenchGovernment(Ministère de laMarineMarchande) (Cie.de Nav.Mixte, *Mgrs.*)	346·4|44·6|21·8 P262'B164'F74	Marseilles French *WB*	T.3Cy.34",$53\frac{9}{16}$"&$85\frac{3}{8}$"–$45\frac{3}{16}$" 486NHP Forg.&Ch.de laMédit.Msl.		V
25727 FNZW	**Gouverneur Général Merlin** (*ex*VanOuthoorn) Wireless 2*Dks*&*Shade dk*3*trB*	1543 — 954					1896	Nederl. Schps.Maats Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	278·5|36·5|19·2 P19'B46'F74'	Saigon French	T.3Cy.24",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
Broken up 25728 FNZR	**Gouverneur Général Paul Beau** (*ex*VanGoens) Iron Wireless 2*Dks*&*Awng dk*	1066 — 644					1890	Koninklijke Fabriek Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	220·1|31·4|15·7	Saigon French	T.3Cy.17",26"&43"–39" 115NHP KoninklijkeFabriek,Ams.		
25729 FNYT	**Gouverneur Général Paul Doumer** (*ex*LeMyre de Vilers, *ex*Pera, *ex*Trostburg) Wireless 2*Dks*	1467 1206 734					1918	Nüscke& Co.A.G. Stettin	Cie.des Messageries Maritimes	265·0|40·0|14·6 H20'F25'	Saigon French *WB*	T.3Cy.$23\frac{3}{8}$",$37\frac{3}{8}$"&$50\frac{1}{2}$"–$41\frac{7}{16}$" 163NHP OttensenerMschf.Ottensen		V
25730 FNZN	**Gouverneur General Roume** (*ex*Victoria) *ss*Syd.No.3–10,14 *ss*Syd.No.2–23 2*Dks*(*Stl–Uws*)&*Webframes*	3063 2755 1860	✠ 3,28 ✠	Saigon	*v*		1902 9mo	Gourlay Bros.&Co. Dundee	Soc.lesAffréteurs Maritimes Indochinois *CellDBa*72'*uE*&*B*58'*f* 154'429*tFPT*43*tAPT*26*t*	335·0|43·2|20·6 P201'F100' BK$8\frac{1}{2}$" *Prom.dk on*P101'	Saigon French 7*BHCem*	T.3Cy.$27\frac{1}{2}$",45"&74"–48" 521NHP 2D&1SB,15*cf*,GS348HS9550 GourlayBros.&Co.Dundee	23 ″ 2	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
25731 FNFF	**Gouverneur Général Tirman** Ⓟ *Fitted for oil fuel* *2Dks*	3509 — 1746					1922	Forg.&Ch. de la Médit. LaSeyne	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Nav.Mixte,*Mgrs.*)	346·4 P262'B164'F74'	44·6	21·8	Marseilles French *WB*	T.3Cy.34",53$\frac{3}{16}$"&85¾"–45$\frac{5}{16}$" 486NHP Forg.&Ch.delaMédit.Msl.		V
25732 FNZE	**Gouverneur Général Van Vollenhoven** (*ex*Atjeh) Wireless *1Dk2trB*	691 589 393					1909	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs MaritimesIndochinois	174·0 P20'F25'	29·1	16·2	Saigon French *WB*	T.3Cy.14¾",24½"&40"–27" 83NHP Maats.Fyenoord,Rot.		V
25733 TTUH	**Gouverneur Mouttet** *1Dk* *Cruiser Stern*	467 347 175					1931	Lübecker Flender-WerkeA.G. Lübeck Siems	FrenchGovernment(Colonial Ministry)	154·7 Q14'B5'F22'	28·0	12·3	Fort de France French *WB*	T.3Cy.16¾"24$\frac{13}{16}$"&42¼"–23⅝" 85NHP LübeckerMaschb.Ges.		V
25734 TSWM	**Gouverneur Ponty**	434 300 245					1908	A.Dubigeon&fils Nantes	Soc.Anon.des Messageries Africaines	159·1 P39'H41'F37'	24·6	11·5	Dakar French	C.2Cy.18⅛"&31½"–23⅝" 40NHP Brissonneau et Lotz,Nts.		V
25735 PEJS	**Gouwe** *ss*Rot.No.1–32 D.F. *1Dk(Stl)* *Cargo battens not fitted*	2119 1892 1264	✠100A1 4,35 BS~~11,34~~ ✠LMC2,32 3,36	Rot	*s*	CL ~~12,33~~ 3,36	1927 9mo Lloyd'sA&CP	A.Vuijk&Zonen Capelle a/d Yssel	N.V.Maats. "Houtvaart" (Vinke&Co.*Mgrs.*) *CellDB242' 542t FPT62t APT54t*	281·3 P22'B64'F22'	42·7	19·3 FK	Rottrdam Dutch *4BHptCem ptAsp*	T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoomsleephellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
25736 140587 GQPB	**Governor** *ss*Liv.No.1–36 *ss*Liv.No.3–3,31 *2Dks(Stl)3rd dk(Stl) in No.1hold*	5571 5242 3495	✠100A1 2,36~~5,34~~ ~~BS5,34~~ ✠LMC~~5,34~~ BS~~5,34~~4,36 MS2,36 *Fitted for oil fuel 7,20 F.P. above 150° F.*	Bkn Liv	*z*	CL N5,34	1918 7mo Lloyd'sA&CP	D&WHendersn&Co.Ld Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB344'1117tDTa31'880t FPT64tAPT24t*	410·3 P34'B136'F53'	52·2	30·2 FK	Liverpool British *7BHCem*	T.3Cy.24½",42½"&72"–54" 215lb (*s*) 536NHP 2DB&1AuxSB,*15cf*,GS281, HS9263 D&WHenderson&Co.Ld.	32 ″ 7 s 6 ″ 2 26 ″ 7½	
25737 203584 WHCX	**Governor Cobb** Ⓟ TrpSc *1Dk*	2522 — 1556					1906	Delaware RiverCo. Chester,Pa	Peninsular & OccidentalS.S.Co. Inc.	289·1	54·0	18·0	NewHaven Utd.States *WB*	SteamTurbines W&AFletcherCo.Hoboken		
25738 216871 WREU	**Governor John Lind** *Fitted for oil fuel* *1Dk*	3431 2906 2039			...		1918	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular Line,Inc.(A.H.Bull &Co.Inc.*Mgrs.*)	305·0 P33'B79'F26'	46·0	24·5 FK	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"–42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 ″ 9	R †
25739 129243 MDBS	**Gowrie** (*ex*Haller) *ss*Dun.2ndNo.3–9,34 *Well deck* *1Dk(ptStl)*	689 518 265	✠100A1 ~~11,30~~9,34 3,36 BS11,35 ✠LMC9,34 *Carrying bean or similar oil in deep tank*	Dun ~~Shl~~	*j*	CL ~~8,33~~ 3,36	1909 9mo Lloyd'sA&CP	Cochrane &Sons,Ld. Selby	Dundee,Perth& LondonShipping Co.Ld. *CellDBa&uE33'f86'142tDTf17'185tFPT28tAPT4t*	178·0 Q83'B12'F24'	30·0	12·3 FK	Dundee British *4BHCem*	T.3Cy.16⅛",26½"&43"–30" 180lb (*s*) 93RHP 2SB,*4pf*,GS66,HS2140 C.D.Holmes&Co.Ld.Hull	14 ″ 6 s ″ 8½ 18 ″ 11	
25740 22317 JIDD	**Gozan Maru** *ss*Kob.No.3–2,31 *2Dks(Stl)*	3203 2676 1978	✠ ... 11,33 ✠	Yka			1919 1mo	IshikawajimaSBCoLd Tokio	Kuribayashi ShosenK.K. *CellDB262'587tFPT58tAPT56t*	305·0 P25'B94'F33'	43·7	27·2 FK	Tokio Japanese *5BHCem*	T.3Cy.22",37"&61"–42" 279NHP 2SB,*6cf*,GS93,HS3640 IshikawajimaS.B.Co.Ld.	27 ″ 3	C †
25741 149477 GSPZ	**Gracefield** *ss*Mch.No.1–31 *1Dk(Stl)*	4631 4290 2852	✠100A1 5,35~~8,34~~ ✠LMC MS5,32 BS~~8,34~~ 6,35	Nwc	*y*	CL 12,33	1928 8mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	ConfieldS.S.Co.Ld. (E.J.Sutton&Co. *Mgrs.*) *CellDB 344' 1192tFPT83tAPT195*	390·0 P36'B250'F32'	53·5	25·4 FK	Newcastle British *6BHptCem ptAsp*	T.3Cy.25½",36½"&70"–48"& exhaust turbine driving steam compressor (*s*) 200lb 457NHP 3SB,*9cf*,GS190,HS6830 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 10 s 3 ″ 10½ 24 ″ 2	
25742 142482 MJKC	**Gracehill** *ss*Bel.No.1–35 *ss*Bel.No.3–8,31 *Mchy.Aft Well deck* *1Dk(Stl)* *Cargo battens not fitted*	452 313 172	✠100A1 8,35~~8,31~~ ~~BS8,31~~ ✠LMC~~8,31~~ 8,35	Bel	*g*	CL ~~8,32~~ 8,35	1918 9mo Lloyd'sA&CP	ForthS.B. &EngCo.Ld. (Jeffrey's Yard),Alloa	Howdens,Ld.	156·5 Q88'B9'F29' *CellDBf82'95tFPT26tAPT7t*	25·2	9·8 BK7"	Belfast British *3BHCem*	T.3Cy.15",25½"&42½"–27" 180lb (*s*) 52RHP 1SB,*3cf*,GS53,HS1860 ForthS.B.&Eng.Co.Ld. (Jeffrey'sYard),Alloa	12 ″ 0 s 3 ″ 8 12 ″ 4½	
25743 144258 GFDR	**Gracia** *ss*Gls.No.3–4,34 D.F. *2Dks(Stl)3rd dk* *Ref.Mchy.* *(Stl)inNos.2&3holds*	5642 5261 3537	✠100A1 ~~3,35~~ ~~4,34~~2,36 BS~~3,32~~2,36 ✠LMC MS12,32 ~~BS~~ ✠Lloyd'sRMC~~11,33~~ 3,36~~7,35~~ *Carrying oil fuel F.P. above 150° F. in deep tank aft* *Fitted for oil fuel 6,21 F.P. above 150° F.*	Gls	*a*†	CL ~~4,33~~ 3,35	1921 6mo Lloyd'sA&CP	Scotts'S.B. &E.Co.Ld. Greenock	DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*) *Intermediate 'tween dk BH dispensed with*	415·5 P35'B151'F46' *2BHto* *CellDB355'*	54·2	30·8 FK	Glasgow British *ptCem* *6BHtoUdk* *2nd dk only* *1123t FPT*	2SteamTurbinesDRgeared to1Sc.Shaft (*r*) 200lb 736NHP 4SB,*12cf*,GS230,HS10468FD Scotts'S.B.&E.Co.Ld.Grk. *89tAPT46t*	33 ″ 5 s 6 ″ 4¼ 27 ″ 2½	
25744 LDJY	**Graciosa** (*ex*Edfou,*ex*Rabymere) *ss*Dun.No.3–8,29 *ss*H.Kg.No.1–33 *1Dk(Stl)&Shelter dk(Stl)*	1773 1592 ~~1092~~ 1029	✠100A1 *Shelter dk withfreeboard* 2,36 ~~2,35~~ ✠LMC MS8,33 BS~~2,34~~2,36	Bom Sng	*r*	CL 2,35	1917 2mo Lloyd'sA&CP	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Skibs.A/S Fjeld (HansKiær&Co. A/S.*Mgrs.*) *CellDB223' 493t FPT52t APT53t*	265·2	42·2	17·8 FK	Drammen Norwegian *4BHCem*	T.3Cy.21",33"&57"–36" (*s*) 180lb 214NHP 2SB,*6cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 0 s ″ 9 19 ″ 4¾	
25745 7048 SGKA	**Graculus** (*ex*Bifrost) *ss*Lkr.No.3–1,36 ~~*ss*Hbg.No.2–32~~ *1Dk(Stl)* *Cargo battens not fitted*	*1977* *1708* *1078*	100A1 3,36~~7,34~~ 6,35 MS~~5,32~~ LMC BS~~[illegible]~~1,36	Mmo Lkr	*r*	OG 3,36	1923 2mo A&CP	NV.Boele's Scheepsw. Slikkerveer	RederiA/B Brubor (R.Brunkman, *Mgr.*) *CellDB219'436tFPT82tAPT77t*	265·9 P28'B69'F24'	42·1	18·2 FK	Hlsngborg Swedish *4BHCem*	T.3Cy.21",34½"&57"–36" (*s*) 180lb 246NHP 2SB,*6cf*,GS128,HS4272 N.V.v.d.Kuy&v.d.Ree,Rot.	20 ″ 10 s 2 ″ 9½ 18 ″ 2¼	
25746 5740 SJUA	**Graecia** (*ex*MariettaN.) *ss*Abg.2ndNo.3–1,36 ~~*ss*Got.No.3–10,24~~ ~~*ss*Got.No.2–33~~ *1Dk(ptIrn ptStl)*	*2951* *2693* *1727*	✠100A1 ~~6,35 9,34~~ 1,36 ~~BS5,35~~ ✠LMC~~1,33~~ 1,36	Mmo ~~Osc~~ Abg	*u*	CL ~~9,34~~ ~~6,35~~ 1,36	1911 11mo Lloyd'sA&CP	J.Blumer& Co. Sunderland	RederiaktSvenska Lloyd(K.R.Bökman,*Mgr.*)	331·0 P28'B176'F38' *WB=CellDBa 110'uE&B43'f137'915tFPT78tAPT110t*	47·5	20·7 FK	Gothenbrg Swedish *5BHCem*	T.3Cy.23½",38"&64"–42" (*s*) 180lb *180lb* 294NHP 2SB,*6cf*,GS124,HS4619 J.Dickinson&Sons,Ld.Sld.	23 ″ 2 s2 ″ 8½ 20 ″ 8½	
25747 205009 WEDG	**Graham C. Woodruff** (*ex*M.A.Bradley) D.F. *1Dk* *Mchy.Aft*	5539 — 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniversalS.S.Co.	462·0	52·0	30·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.21½",35"&58"–42" 218NHP Gt.LakesEng.Wks.Detroit		R
25748 145749 GBTC	**Graig** *ss*Sld.No.2–32 *1Dk(Stl)*	3683 3505 2280	✠100A1 11,35~~8,34~~ ✠LMC MS6,32 BS~~5,34~~ 10,35	Bry	*w*	CL ~~7,33~~ 11,35	1924 4mo Lloyd'sA&CP	R.Duncan &Co.Ld. PortGlasgow	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *CellDB332'790tAPT140t*	365·0 P27'B220'F37'	51·5	23·0 FK	Cardiff British *6BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 392NHP 3SB,*9cf*,GS177,HS6301 D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1¾ 22 ″ 1	

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25749 148289 GLQZ	**Graigwen** ssSld.No.2–33 1Dk(Stl)	3697 3505 2277	✠100A1 ~~9,34~~10,35 BS~~9,31~~ 10,35 ✠LMC6,35	Bry	w	CL ~~6,33~~ 10,35	1926 2mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	GraigShippingCo. Ld.(I.Williams& Co.Mgrs.) CellDB332'870t	365·0 P27'B220'F40' APT140t	51·5	23·0 FK	Cardiff British 6BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 392NHP 3SB,9cf,GS177,HS6801 D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1¾ 22 ″ 1	
25750 154473 CYLF	**Grainmotor** OilEng. 1Dk	1829 1681 1093					1929	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadaSteamship Lines,Ld.	251·9	43·1	18·3	Montreal British WB	Oil Engines 4S.C.SA 8Cy.16"-22" 199NHP BessemerGasEngineCo. GroveCity,Pa.		C
25751 149489 GSWB	**Grainton** ~~Beached after Collision 6,35&Refloated~~ ~~ssShl.No.1-33~~ ~~ssShl.No.1-33~~ 1Dk(Stl) ssAms.No.3-8,35	6341 5804 3777	✠100A1 2,36~~8,35~~ ~~BS8,35~~ ✠LMC~~8,33~~ 8,35	Shl ~~Ams~~	a†	CL ~~N3,35~~ 7,35	1929 1mo	Short Bros. Ld. Sunderland Lloyd'sA&CP	CarltonS.S.Co.Ld. (R.Chapman&Son, Mgrs.) CellDB	423·0 P36'B132'F45' 352'2020t FPT350t	58·3	29·8 FK	Newcastle British 7BHCem APT378t	Q.4Cy.22",33",48"&70"-48" 240lb 220lb (s) 462NHP 3SB,9cf,GS190,HS7434 J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s6 ″ 7¾ 26 ″ 7¾	
25752 LDZB	**Grana** 1Dk	1297 1115 728			...		1920	N.V.Schbs. "Baanhoek" Sliedrecht	Rederi-A/S "Kragerö" (K.Sandaas,Mgr.)	237·4 P23'B60'F24'	36·7	15·9 FK	Kragerö Norwegian WB	T.3Cy.17¼",29"&47"-36" 175NHP J&A.v.d.Schuyts'Mch.Fab	18 ″ 0	N †
25753 HRBA	**Granada** Ⓟ ssN.Os.No.2-33 2Dks(Stl-Wthr dk teak s)& 2lower dks sparred for fruit cargo Ref.Mchy.	3332 2919 2085	✠100A1 withfreeboard 3,36 ~~11,35~~ ✠LMC11,33 ✠Lloyd'sRMC3,35for temp.50°F. Lower decks for fruit cargoes Fitted for oil fuel12,25 F.P. above 150° F.	NYk BS12,35	u	OG 11,34	1925 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	StandardNav. Corp.(Standard Fruit&S.S.Co. Mgrs.) IntermediateBH in fore hold dispensed with CellD	315·1 F34' B255'405t FPT47t	45·2	29·4 FK	Ceiba Honduran 4BH APT55t	T.3Cy.23¼",39"&66"-45" (s) 200lb 510NHP 3SB,12cf,HS8112 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 6 s 11 ″ 8¾ 20 ″ 2	
25754 7972 SLOA	**—** (exKalfond, exSt.Roch) D.F. ssMch.No.3-5,34 1Dk(Stl) Well deck	1781 1339 764	✠100A1 3,35 BS3,35 ✠LMC5,34	Lkr	q	CL 5,34	1922 2mo	Osbourne, Graham&Co. Ld. Sunderland Lloyd'sA&CP	A/B Arafart (A.R.Appelqvist, Mgr.) CellD	258·9 P23'Q76'B62'F23' B222' 460t FPT25t	39·5	16·2 FK	Stockholm Swedish 4BHCem APT55t	T.3Cy.19½",32"&53"-36" (s) 180lb 197NHP 2SB 6cf,GS105,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
25755 150820 CYLG	**Granby** (exFrankA.Augsbury) Mchy.Aft 1Dk	2051 1707 1221					1922	Frazer, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2 Q93'F34'	43·1	18·1	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
25756 202711 KFNA	**Grand Island** (exEugene Zimmerman) D.F. Mchy.Aft 1Dk	5446 — 4143					1905	CraigS.B. Co. Toledo,Ohio	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCoMgrs)	488·6	52·0	31·0 WB	Wilmgton (Del.) Utd.States	Q.4Cy.15",23",36"&55"-40" 191NHP CraigS.B.Co.Toledo,O.		R
25757 156702	**Grand Manan II** Ⓟ ssSt.J.No.1-34 OilEng. 1Dk(Stl)	841 363 508	✠100A1 withfreeboard 5,35 ~~5,34~~ DBS~~5,34~~ 5,35 ✠LMC5,54 For service in the Bay of Fundy	StJ		CL 5,34	1930 2mo	St.John D.D.&S.B. Co.Ld. St.JohnN.B. Lloyd'sA&CP	EasternCanada CoastalSteam- ships,Ld.	144·3 B&F120' UpperF22' FPT	32·1	12·5 FK	St JohnNB British 4BHCem 28t APT33t	Oil Engines 2S.C.SA 6Cy.16"-20" 270NHP DB100lb FairbanksMorse&Co. Beloit,Wis.	13 ″ 6 s 3 ″ 4½ 10 ″ 2½	
25758 161564 FPCH	**Grande-Terre** (exAnatolian-33) D.F. 1Dk(Stl-ws) Ref.Mchy. CruiserStern Sparred lower decks for fruit cargoes	1920 1515 1142	✠100A1 ~~5,35~~ ~~9,34~~10,35 BS4,35 ✠LMC5,32 ✠Lloyd'sRMC~~5,34~~ 3,36 for temp. 54°F. Fitted for oil fuel 1,33 F.P. above 150° F.	Rou	r	CL 5,35	1932 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Cie.Generale d'Armements Maritimes	266·2 P26'Q72'B70'F29' CellDBa&uE104' f102'378t FPT	40·0	19·5 FK	Havre French 4BHptCem 25tAPT81t	T.3Cy.20½",34"&56"-39"(s) 200lb 292NHP 2SB,6cf,GS118,HS4294 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	20 ″ 9 s1 ″ 6½ 19 ″ 4¼	
25759 FOMC	**Grandlieu** (exWarDrummer) ssNts.No.3-4,32 1Dk(Stl)&Web frames 2nddk(Stl)inNos.1,2&3holds ssNts.No.1-36	3290 2814 2004	✠100A1 ~~6,35~~ ~~6,34~~ 4,36 ✠LMC 4,36 ~~MS9,31~~ ~~BS1,35~~	Nts StN	u	CL ~~5,33~~ 3,36	1919 2mo	Hong K'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	Cie.Nantaise de Nav.àVap. CellDB274'644t FPT	325·0 P33'B90'F28'	45·2	23·9 FK	Nantes French 6BHCem 134tAPT93t	T.3Cy.23",38"&61"-42" (s) 180lb 100lb 259NHP 2SB,6cf,GS124,HS3946 HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s4 ″ 2¼ 22 ″ 0	
25760 DOCP	**Grandon** (exCity ofBoston, exDusseldorf) ssBkn.No.3-8,24 ssBhn.No.2-33 Well deck 2Dks(Stl)&3rd dk D.F. inNo.1hold only	5883 5491 3705	✠100A1 12,35~~1,35~~ BS~~6,31~~ 8,35 ✠LMC1,33	Bmn Ham	b†	CL 1,35	1912 3mo	J.C.Teck- lenborgA.G. Weser- münde-G. Lloyd'sA&CP	Hamburg- SüdamerDamp- fschifff.-Ges. Cell	450·9 P&B392'F45' DBa146'uE&B71'	57·2	27·0 FK	Bremen German 9BHCem f190'1453t	T3Cy27$\frac{15}{16}$",46$\frac{13}{16}$"&78¾"-53⅞" 206lb (s) 697NHP 4SB,12cf,GS236,HS10334 FD J.C.TecklenborgA.G.Wsm	29 ″ 8 s4 ″ 1½ 25 ″ 8¾	
25761 LDZE	**Granfos** 1Dk	1461 1327 890					1913	Nylands Værksted Oslo	Skibs-A/S Thor ThoresensLinje (ThorThoresenA/S Mgr.)	254·2 P46tH78t	39·2	16·5	Oslo Norwegian WB	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
25762 124259 MFLG	**Grangemouth** 2Dks	1419 1187 588					1908	Grngem'th &Greenock DockyardCo. Grngemouth	G.Gibson&Co.Ld.	275·2 P38'B96'F58'	36·1	17·3	Glasgow British WB	T.3Cy.25",42"&68"-45" 310NHP Dunsmuir&JacksonLd Gls		C
25763 143746 GCNW	**Grangepark** ssShl.No.3-5,32 1Dk(Stl)&Platform dk(Stl) D.F. inNos.1,2,4&5holds Longitudinal framing in double bottom & at decks	5132 4720 3172	✠100A1 8,35~~2,35~~ BS~~5,34~~ 6,35 ✠LMC5,32	Vcr Rot	y	CL 3,34	1919 11mo	Greenock Dkyd.Co.Ld. Greenock Lloyd'sA&CP	DenholmLine Steamers,Ld.(J.& J.Denholm,Ld. Mgrs.) CellDB	400·4 P51'B114'F39' 347'1296t FPT125t	52·3	28·5 FK	Greenock British 7BHptCem APT200t	T.3Cy.27",44½"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
25764 6480 SLTA	**Grängesberg** ssGot.No.3-7,33 Sub.Sig. D.F. 2Dks(Stl) Cargo battens not fitted	4575 4130 2460	✠100A1 1,36~~3,35~~ ~~BS6,31~~ ✠LMC7,33 BS~~5,35~~1,36	Got	y	CL 3,35	1921 3mo	NVLobith- scheScheepsb MyGebr.Bod- ewes Lobith Lloyd'sA&CP	TrafikAktieb. Grängesberg- Oxelösund(M. WaldenströmMgr) CellDBa66'uE&B 667tDTa51'420t	385·2 P42'B242'F42' 45'f102' DTf68' 595t FPT	50·1	25·9 FK	Stockholm Swedish 6BHptCem ptAsp 106tAPT50t	T.3Cy.26",39"&70"-48" (s) &LPTurbine with DR gearing&hydraulic coupling 180lb 518NHP 3SB,9cf,GS148,HS6660 FD Scheeps.Maats.Nieuwe Waterweg,Schiedam	29 ″ 0 s4 ″ 3¾ 24 ″ 11	
25765 ~~140286~~ ~~MGQZ~~	**Grangewood** (exGrangetown) ssNwc.No.3-5,30 1Dk(Stl) Now "Libra," see No. 38938 in Supplement	1574 1133 914	✠100A1 1,31 ✠LMC5,30	Nwc	p	CL ~~1,31~~ 3,36	1917 4mo	Murdoch & Murray,Ld. PortGlasgow Lloyd'sA&CP	~~TheSwanstonS.S.~~ ~~Co.Ld.(W.Swanston&Sons,Mgrs.)~~ CellDB190'344tD	257·2 Q188'F31' Ta29'125t FPT51t	36·6	15·0 FK	Norwegian 4BHCem APT71t	T.3Cy.19",31"&50"-36" (s) 180lb 196NHP 2SB,6cf,GS110,HS3478 Ross&Duncan,Glasgow	17 ″ 2 s 0 ″ 1 16 ″ 4	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Dates Cert. H. of Trade
25766 LCLM	**Granheim** (exAvecappelle, exYselveer) ssOsl.No.3-4,33 1Dk(Stl) Cargo battens not fitted	1923 1668 1107	✠100A1 ~~5,35~~ ~~7,34~~ 11,35 BS~~7,34~~ 5,35 Fitted for oil fuel 11,20 F.P. above 150° F.	Gms Osl ✠LMC4,35	r Rot	OG ~~3,33~~ 11,35	1920 11mo A&CP	NVSchpsb. enMachfab. "deKlop" Sliedrecht	Sam.Marcussen's RederiA/S	267·7 P26'B64'F21' FK CellDB225'476t	42·1	18·3	Oslo Norwegian 4BHCem APT63t	T.3Cy.19½",31⅞"&51"-36" 185lb (s) 238NHP 2SB,6cf,GS110,HS3660 N.V.Scheepb.en Machfab."deKlop"	20 " 6	
25767 SVAJ	**Granicos** (exPencisely-34, exAndree) ssCff.No.3-9,28 ssLth.No.1-32 1Dk(Stl)	3689 3449 2283	✠100A1 ~~9,35~~ ~~1,34~~ 4,36 BS9,35 MS5,32	Bry ~~Spt~~ Rot ✠LMC ~~BS7,34~~	w	CL ~~4,34~~ 9,35	1916 4mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	M.J.Lyras &Co. CellDBa	360·2 P29'B225'F35' FK 110'uF25'f165'991t	51·0	22·7	Piræus Greek 6BHCem APT187t	T.3Cy.25",40½"&67"-45" (s) 180lb HS6515 378NHP 2SB&1Aux.SB,8cf,GS165, Cen.Mar.Eng.Wrks,WHpl	25 " 1 s 3 " 1¼ 22 " 2¾	
25768 149423 GBVF	**Granta** ssShl.No.2-35 ~~ssShl.No.1-31~~ 1Dk(Stl) D.F. Cargo battens not fitted	2719 2353 1642	✠100A1 ~~1,36~~ ~~7,34~~ 4,36 BS6,35 ~~MS1,31~~	Shl MS1,36 ✠LMC ~~BS7,34~~	t	CL ~~7,34~~ ~~5,35~~ 1,36	1927 3mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	GrantaS.S.Co. Ld.(Witherington &Everett) CellD	305·0 P23'B50'F28' FK B262'713t FPT106t	45·5	21·3	Newcastle British 6BHptCem APT101t	T.3Cy.21",35"&57½"-42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 s 3 " 2¼ 20 " 5¼	
25769 129058 GLWM	**Grantully Castle** Ⓟ TwinSc ssLon.2ndNo.3-4,35 ~~ssLon.No.3-10,32~~ D.F. ~~ssLon.No.2-30~~ Well deck 2Dks(Stl-MwsUteaks) Ref.Mchy. Sub.Sig. &deep framing Lowerdk(Stl)inNos.1,3&4holds	7592 5989 4647	✠100A1 12,35 ~~10,34~~ BS~~9,34~~ 11,35	Lon ✠LMC~~8,30~~ 9,34	c†	CL SN9,33 P4,35	1910 1mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	TheUnion-Castle MailS.S.Co.Ld. WB=CellDBa128'	450·7 P&B270'F66' FK&BK2½" uE48' f171' 1124t	54·3	30·7	London British 8BHCem FPT71t	Q.8Cy.18½",26¼",38½"&56"-48" 220lb (s) 625NHP 2D&1SB,15cf,GS295, HS10847 Barclay,Curle&Co.Ld.Gls.	33 " 6 s 6 " 7½ 27 " 3	BT till ~~9,33~~ 10,36
25770 HPBK	**Granville** TwinSc CruiserStern OilEng. Ref.Mchy. 2Dks	5745 5193 3507					1930	Odense Staalskibsv. Odense	PacificAsiatic ShippingCo.Inc.	426·4 P37'F36'	58·5	26·6	Panama Pnamanian WB	Oil Engines 4S.C.SA 12Cy.24 11/16"-51 3/16" 710NHP Akt.Burmeistr&Wain,Cpn		N
25771 TUEU	— ssHav.No.3-3,33 Mchy.Aft 1Dk(Stl)	511 372 148	✠100A1 3,36 ~~3,35~~ BS~~3,34~~ 3,36	Hav ✠LMC3,35	h	CL ~~3,33~~ 3,36	1930 2mo Lloyd	Cochrane &Sons,Ld. Selby 'sA&CP	Soc.Havraise de Transport et de Transit Cell	170·2 P74'F21' FK DB88'115tFPT67t	28·6 30·0	8·9	Havre French 3BHCem APT21t	T.3Cy.13",21½"&35"-24" (s) 180lb 87NHP 1SB,3cf,GS50,HS1635 C.D.Holmes&Co.Ld.Hull	11 " 3 s " 11½ 10 " 4½	
25772 FOLD	**Graslin** 1Dk	2323 — 1334					1924	Anciens Chantiers Dubigeon Nantes	Soc.Anon.des Chargeurs de l'Ouest	279·0 P22'F24'	41·3	17·3	Nantes French WB	T.3Cy.18¼",30"&49¼"-38¾" 150NHP Atel.LaChaléassière,Lyon		V
25773 DDRU	**Gratia** Sub.Sig. 1Dk&deep framing	2068 1780 1300					1905	Eiderwerft Akt.Ges. Tönning	J.JostG.m.b.H.	274·0 P11'B82'F24'	39·7	15·8	Flensburg German WB	T.3Cy.18½",30¾"&49½"-33½" 139NHP EiderwerftA.G.Tönning		G
25774 DHJH	**Gravenstein** (exHansa, exTranquebar) D.F. 2Dks&deep framing	3522 3275 2193			...		1906	Akt.Bur- meistr&Wain Copenhagen	A.Bernstein	369·0 P285'F39' FK	47·5	23·5	Hamburg German WB	T.3Cy.24¾",42"&70"-45" 380NHP Atk.Burmeistr&Wain,Cpn	26 " 6	C †
25775 218417 KILJ	**Grays Harbor** (exEdmore) Fitted for oil fuel 2Dks&Shelter dk3trB	6999 6752 5442					1919	Skinner& EddyCorp. Seattle,Wash	TacomaOriental S.S.Co.	409·6	54·2	27·1	Tacoma Utd.States WB	T.3Cy.24½",41½"&72"-48" Hooven,Owens& 359NH RentschlerCo.Hamilton,O		R
25776 1200 ICLT	**Grazia** (exValcerusa-35) Fitted for oil fuel D.F. Mchy.Aft 1Dk	5857 4526 3408					1923	Cantieri Cerusa Voltri	I.N.S.A.(Industrie NavaliSoc.Anon.)	394·3 P251'F46'	51·8	28·4	Genoa Italian WB	T.3Cy.26",42 11/16"&62 11/16"-48" 338NHP Armstrong,Naples		CI
25777 LCLP	**Graziella** (exKeighley) 1Dk	2137 1900 1274					1917	Osbourne, Graham&Co. Sunderland	Dampskintsk. Garonne(Fearnley &Eger,Mgrs.)	285·0 P26'B76'F33'	43·4	19·0	Oslo Norwegian WB	T.3Cy.21",34"&56"-39" 196NHP Richardsons,Westgarth& Co.Ld.Sld.		N
25778 260 IOLJ	— (exMarie-Thérèse-LeBorgne-33, exUstaritz) Well deck 1Dk	1217 863 712			...		1914	G.Brown& Co. Greenock	Soc.Anon.Tras- portiMarittimi& Affini	243·1 231·3 Q166'F28' FK	33·1	13·9	Venice Italian WB	T.3Cy.17½",27½"&45"-33" 152NHP Ross&Duncan,Glasgow	15 " 9	I †
25779 135958 GNYR	**Great City** 1Dk&Shelter dk	5491 5123 3332					1914	Ropner& Sons,Ld. Stockton	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	420·0	56·7	26·4	Bideford British WB	T.3Cy.28",46"&75"-48" 390NHP Blair&Co.Ld.Stockton		C
25780 163433 GWRD	**Great Western** Ⓟ TwinSc 1Dk(Stl)2nd dk(Stl) Sub.Sig. clear of machinery space D.F.	1659 1119 666	✠100A1 withfreeboard 2,36 ~~1,35~~ ~~BS1,35~~ For Irish Channel Service	Cff Bry BS2,36 ✠LMC1,34	s	OG P1,35	1934 1mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP CellDBa&uE	GreatWestern Railway 74'f40'97t DTa14'	282·9 P75'B92'F93' UpperBridge84' FK UpperFo'c'sle43' 12tMT10'98tDTf2	40·4	16·1	London British 7BHCem 2'63tFPT20	T.6Cy.13½",22"&38"-24" (s) 200lb 306NHP 2WTB,GS150,HS5280 FD CammellLaird&Co.Ld Bkn tAPT65t	17 " 1 s 4 " 0¼ 13 " 3¼	BT till ~~1,36~~ 2,37
25781 145476 MKKR	**Greatend** (exVille deDannemarie) ssNwc No.3-2,34 1Dk(Stl) Well deck Cargo battens not fitted	1495 1060 771	✠100A1 ~~2,35~~ ~~2,34~~ 2,36 BS~~2,35~~ 2,36	Nwc Shl ✠LMC2,34	p	CL ~~2,34~~ ~~2,35~~ 2,36	1920 12mo Lloyd	JI Thorny- croft&Co.Ld Southampton 'sA&CP	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.Mgrs.) CellD	240·4 Q136'B10'F28' FK B226'438t FPT29t	36·1	16·3	Newcastle British 4BHCem APT112t	T.3Cy.18",30"&50"-33" (s) 180lb 178NHP 2SB,4cf,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 " 6 s 5 " 1¼ 17 " 7¼	
25782 223663 WSBH	**Greater Buffalo** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd.States WB	C.3Cy.66"&(2)96"-108" American 1915NHP S.B.Co.Detroit,Mich.		
25783 223664 WSBI	**Greater Detroit** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd.States	C.3Cy.66"(2),96"-108" American 1900NHP S.B.Co.Detroit,Mich.		
25784 149415 GJBF	**Greathope** ssNwc.No.2-35 ~~ssNwc.No.1-31~~ 1Dk(Stl) D.F. Cargo battens not fitted	2297 2015 1292	✠100A1 11,35 ~~8,34~~ MS~~8,31~~ 11,35	Shl ✠LMC BS~~10,33~~ 2,35	s	CL ~~7,32~~ 11,35	1926 9mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP CellDB	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.Mgrs.) fore 255'741t side tanks	310·1 P23'B67'F30' IntrmdteBHin FK hold dispensed with inER128tFPT147t	41·9	19·7	Newcastle British 4BHptCem APT144t	T.3Cy.22½",37"&61"-42" (s) 180lb 100lb 302NHP 2SB,6cf,GS135,HS5210 N.E.MarineEngCoLd.Nwc	22 " 0 s 3 " 4½ 18 " 10	
25785 148737 MNPV	**Grebe** ssLon.No.2-34 1Dk(Stl)&Shelter dk(Stl) CruiserStern	880 691 366	✠100A1 withfreeboard 10,34 BS11,35	Lon ✠LMC10,34	o	CL 10,34	1926 3mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	GeneralStmNav. Co.Ld. CellDB182'250t	220·5 B on Shelter dk62' FK Coll FPT28tAPT12t	35·2	11·8	London British 5BHCem BH to Sh dk 4 ,, ,, 2nd ,,	T.3Cy.16",26½"&43"-33" (s) 200lb 175NHP 2SB,6cf,GS102,HS3404 AilsaS.B.Co.Ld.Troon	14 " 0 s " 2 13 " 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25786 146341 MLTX	**Greenawn** ssShl.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	784 540 405	✠100A1 9,35 7,32 ✠LMC MS7,32 BS~~12,34~~1,36	Shl Cff	*k*	OG ~~7,32~~ 8,35	1924 3mo *Lloyd's A&CP*	A.Hall&Co.Ld. Aberdeen	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*)	190·7|29·1|11·9 Q125'B9'F21' FK *CellDBƒ126'212tFPT*	Goole British 3*BHCem* *40tAPT38t*	T.3Cy.16",26½"&44"-30" (*s*) 180lb 140NHP 2SB,4*pf*,GS61,HS2506 A.Hall&Co.Ld.Aberdeen	14 ″ 1 s4 ″ 0¾ 13 ″ 7½	
25787 125447 MCWS	**Greenbatt** ssNwc,2ndNo.3-12,34 ~~ssNwc.No.3-4,21~~ ~~ssNwc.No.2-30~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1407 1118 842	✠100A1 12,34~~1,32~~ 2,36 ✠LMC12,34 ~~MS11,29~~ ~~MBS6,33~~ MBS1,36	Nwc Bly	*o*	CL ~~7,33~~ 2,36	1908 11mo *Lloyd's A&CP*	J.Priestman&Co. Sunderland *WB*	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs.*) =*CellDBa70'uE&*	240·0|36·0|15·8 Q129'B10'F21' FK *B32'ƒ96'372t FPT*	Newcastle British 4*BHCem* *63tAPT94t*	T.3Cy.19",31"&51"-36" (*s*) 180lb *100lb* NDB31 180NHP 1SB,4*cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 5 ″ 2¾ 15 ″ 11¾	
25788 144620 MKBS	**Greenland** (*ex*Desdemona) ssLth.No.3-3,25 ssGls.No.2-34 *Well deck* 1*Dk*(*Stl*)	1281 1095 702	100A1 *withfreeboard* 11,35~~1,35~~ BS4,35 LMC5,34	Gls		CL 4,35	1914	Schiffsw. v. HenryKoch Lübeck	Leith,Hull&HamburgS.P.Co.Ld.(J. Currie&Co.*Mgrs.*) *CellDBa55'uE20'*	241·1|36·2|15·6 P&B186'F34' FK *ƒ106' 322t FPT56t*	London British 4*BHCem* *APT17t*	T3Cy.18⅛",29⅞"&46$\frac{15}{16}$"-32½" 199lb (*s*) 162NHP 2SB,4*cf*,GS72,HS2715 OttensenerMchFab.Altona	18 ″ 0 s 1 ″ 4¾ 16 ″ 9¾	
25789 160261 GTFK	**Gregalia** ssGls.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 4*thDk*(*Stl*)*inNos.*1,2&3*holds* *Ref.Mchy.* **D.F.**	5802 5321 3580	✠100A1 *withfreeboard* 4,36 ~~12,34~~ BS8,35 ✠LMC6,33 ✠Lloyd'sRMC~~8,34~~ ~~5,35~~ 12,35 Nos. 2 & 3 holds for temp. 30°F. *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Gls	*b*†	CL ~~12,34~~ 4,36	1929 7mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	DonaldsonLine,Ld. (DonaldsonBros. Ld.*Mgrs.*) *Intermediate 'tween dkBHin after hold dispensed with* *CellDB362'1181t*	425·0|56·0|28·7 F38' FK *Coll* *DTa 27' 622t FPT*	Glasgow British *ptCem* *BH to Sh dk* 5 „ „ 2nd „ 1 „ „ 3rd „ *97tAPT32t*	Q.4Cy.25½",36½",52½"&75"-51" 220lb (*s*) 708NHP 4SB,12*cf*,GS248,HS10924 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s4 ″ 1¼ 27 ″ 5	
25790 DOBF	**Greif** Wireless **D.F.** Sub.Sig. 1*Dk*	996 813 430					1923	Atlaswerke A.G. Bremen	ArgoReedA.G.	235·8|33·6|13·5 P&B154'F30'	Bremen German *WB*	T.3Cy.21⅝",34⅝"&57⅛"-37⅜" 198NHP AtlaswerkeA.G.Bremen		G
25791 DAMH	— 1*Dk*	617 476 337					1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8|29·0|11·5 Q52'B43'F21'	Stettin German *WB*	T.3Cy.14",22"&36"-25" 65NHP StettinerOderwerke		G
25792 139090 GMBW	**Grelhead** (*ex*BeachyHead) ssSld.No.3-4,28 ssCff.No.1-31 **D.F.** 1*Dk*(*Stl*)	4274 4001 2602	✠100A1 12,35~~10,34~~ BS5,35 ~~BS12,33~~ ✠LMC12,31	Cff	*x*	CL ~~10,34~~ 11,35	1915 9mo *Lloyd's A&CP*	Richardsn, Duck&Co.Ld. Stockton	HeantonShippingCo.Ld. (W.T.Gould,*Mgr.*) *Cell DBa123'uE27'*	380·0|51·0|24·8 P38'B244'F37' FK *ƒ173' 1151tFPT136t*	London British 6*BHCem* *APT154t*	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 395NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 6½ 23 ″ 11¾	
25793 LIXB	**Grena** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	8117 7462 4891	✠100A1 2,36 ~~3,35~~ ✠LMC12,34 *CarryingPetroleum in bulk*	Fal Ams	*c*†	CL	1934 12mo *Lloyd's A&CP*	Götaverken A/B Gothenburg	A/SJ.Ludwig MowinckelsRederi *CellDBuE75'209t*	455·5|59·2|35·9 P101'F59' FK *DTƒ22'375tFPT*	Bergen Norwegian 10*BHptCem* *95tAPT152t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6 s 8 ″ 1 27 ″ 8¼	
25794 LDIZ	**Grenland** (*ex*ErichLindöe) Wireless 1*Dk*	1497 1187 848					1919	Laxevaags Msk.&Jrnskb Bergen	Rederi A/S Harald Grenske(Thoralf Holta,*Mgr.*)	245·2|37·9|15·6 P39tQ108tH69t F40t	Porsgrunn Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
25795 147545 GPCL	**Gresham** (*ex*Margretian) TwinSc ssBly.No.3-3,36 *OilEng.* ~~ssGmb.No.1-30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *Cruiser Stern*	2578 2299 1537	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~7,31~~ DBS~~12,30~~ 11,35 LMC~~12,30~~ 3,36	Ant Bly	*t*	CL ~~B12,30~~ ~~s7,31~~ 2,36	1923 11mo *Lloyd's A&CP*	C.Hill& Sons,Ld. Bristol	GreshamShipping Co.Ld. *CellDB57'328tMT47 770t*	297·8|43·6|21·5 F26'*onShelter dk* FK *Coll* *FPT57tAPT80t*	London British *ptCem* *BH to Sh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.20⅞"-20⅞" 518NHP NE12,30NDB(*f*)30 NDB(*a*)23 *120lb* Maschfbk.Augsburg-NurnbergA.G.Augsburg	24 ″ 0 ~~s 3 ″ 0~~ ~~22 ″ 4~~ s1 ″ 7 22 ″ 7¼	
25796 OHCC	**Greta** (*ex*Rolf) 1*Dk*	1868 — 1042					1903	Helsingörs Jernsk&Msk. Elsinore	LovisaÅngf.A/B (A/B.R.Nordström &Co.O/Y,*Mgrs.*)	288·7|39·9|18·0 277·5 P17'B166'F32'	Lovisa Finnish *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		N
25797 3343 SEMK	— Iron (*ex*Neptunus-33,*ex*Tibor) *Well deck* 1*Dk*2*trB*	*1335* *1044* *764*				...	1882	Burrell& Son Dumbarton	RederiA/BNordia (NilsM.Thore)	245·4|35·1|16·9 Q77'B62'F30' ptND05 BK8"	Jonstorp Swedish *WB*	C.2Cy.27¾"&55"-36" 144NHP Paul&Co.Dumbarton	18 ″ 0	V †
25798 5623 SEKW	— 3Mst 1*Dk*	*304* *254* *191*					1914	Eriksbergs M.V.Aktieb. Gothenburg	HugoSilvén	127·4|22·5|11·5 P30'H18tF15	Seffle Swedish *WB*	C.2Cy.11¼"&27¾"-16½" 26NHP EriksbergM.V.Aktieb.Got		V
25799 134949 MNYP	**Greta Force** ssBkn.No.2-35 ~~ssLiv.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	914 637 456	✠100A1 ~~12,35 8,34~~ 3,36 BS~~6,34~~ 10,35 ✠LMC~~4,32~~ MS12,35	Lon Bkn	*l*	CL ~~8,34~~ 11,35	1928 2mo *Lloyd's A&CP*	J.Fullerton&Co. Paisley	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*)	195·5|31·1|12·5 Q109'B13'F28' FK *CellDB120'214tFPT79t*	Whitehvn British 3*BHCem* *APT44t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 2SB,4*cf*,GS75,HS2490 Aitchison,Blair&Co.Ld. Glasgow	14 ″ 7 s 4 ″ 6¼ 14 ″ 2¼	
25800 699 OHCX	**Greta Thordén** (*ex*Greta,*ex*Frieda Fahrenheim,*ex*Regnator, *ex*Rendsburg) 1*Dk*&*deepframing*	2084 1807 1230					1906	Eiderwert Akt.Ges. Tönning	RederiA/BThor (G.B.Thordén, *Mgr.*)	287·1|39·8|19·8 Qaft15tQ88tH73t F32t	Helsingfrs Finnish *WB*	T.3Cy.18½",30¾"&49¼"-33½" 140NHP EiderwerftA.G.Tönning		G
25801 149468 GNVP	**Gretafield** ssShl.No.2-36 ~~ssShl.No.1-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck* **D.F.**	10191 9516 6071	✠100A1 ~~9,35 11,34~~ 2,36 ✠LMC~~3,34~~ 2,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150°F.	Yka Shl	*f*†	CL ~~1,34~~ 2,36	1928 5mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	NorthernPetroleumTankS.S.Co. Ld.(Hunting& Son,*Mgrs.*) *CellDBuE32' 105t DTa42'720t DTƒ42*	500·2|67·9|36·9 P144'B36'F48' FK	Newcastle British 16*BHptAsp*	Q.4Cy.28½",41",59"&85"-57" & exhaust turbine driving steam compressor (*s*) 220lb 2DB~~180lb~~ 874NHP 4SB,16*cf*, HS11100 FD CammellLaird&CoLd.Bkn *779tFPT245tAPT301t*	37 ″ 0 s7 ″ 6¼ 29 ″ 8½	
25802 147881 GKBN	**Gretaston** ssRot.No.2-33 2*Dks*(*Stl*)	5008 4781 3177	✠100A1 4,35 ~~7,34~~ BS~~3,34~~ 4,35 ✠LMC2,33	Shl Bkn	*y*	CL 2,33	1924 2mo *Lloyd's A&CP*	R.Duncan &Co.Ld. Port Glasgow	GretastonSSCo. Ld.(W.S.Miller& Co.) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB343'*	404·9|53·0|27·6 P38'B119'F43' FK *1120t DTa 30' 860t*	Glasgow British *Cem* 5*BHto U dk* 1 „ „ 2nd „ *APT102t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 476NHP 3SB,9*cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
25803 160200 GNKF	**Gretavale** ssShl.No.2-34 **D.F.** 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 10,35 ~~2,35~~ ✠LMC7,34 BS10,35	Shl	*y*	CL ~~2,35~~ 10,35	1928 4mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	CrawfordShipping Co.Ld.(A.Crawford&CoLd.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB329'*	385·0|52·0|26·6 P29'B112'F44' FK *1010t DTa 30' 784t*	Glasgow British *ptCem* 4 *BH to U dk* 2 „ 2nd „ *APT16t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138HS6789 FD Rnkin,Blckmre&CoLdGrk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25804 DHJI	**Gretchen Müller** Sub.Sig. 1*Dk*	1421 1098 720					1909	Akt.Ges. "Neptun" Rostock	O.A.Müller	256·1 Q94'B59'F30'	35·7	14·7	Hamburg German *WB*	T.3Cy.17½",27$\frac{9}{16}$"&46$\frac{27}{32}$"-31½" 124NHP A.G."Neptun,"Rostock		G
25805 OZME	**Grete** Wireless D.F. *Ref.Mchy.* 1*Dk*	1563 1212 909					1931	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 P24'Q66'B102'F33'	39·1	15·4	Esbjerg Danish *WB*	C.4Cy(2)14¾"(2)31½"-31½" &L.P.Turbine 184NHP HS2350 HelsingörsJernsk.&Mskb.		G
25806 DIBU	**Grete Glad** (*ex*Stige) *Oil Eng.* *Mchy.Aft* 1*Dk* Wireless *Carrying oil in bulk*	869 708 459					1916	Soc.Eser- cizioBacini Genoa	"Debag"Deutsche Betriebsstoff-A.G. (Europäische Tanklager u TranspA.G.*Mgrs*)	199·5 B54' len32	30·8	14·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-22$\frac{1}{16}$" 117NHP Motorenfabr. NE27 "Deutz"A.G Köln-Deutz		G
25807 6713 SDWU	**Greth** (*ex*Ella-35) 1*Dk*	*1540* *1341* *916*					1922	Nylands Verksted Oslo	RederiA/B Mercurius (H.Selander,*Mgr.*)	254·8 P23'B63'F25'	39·2	16·9	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"-33" 153NHP NylandsVerksted,Oslo		N
25808 160722 MPKJ	**Grey Beaver** (*ex*Southton-32) *Mchy.Aft* 1*Dk*	1892 1705 1190					1929	Smith's DockCo.Ld Middlesbro'	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F33'	44·1	18·6	Middlsbro' British *WB*	T 3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
25809 LCLQ	**Grey County** (*ex*Turkistan, *ex*WarLark) D.F.	5194 4738 3184					1918	Earle'sCo. Ld. Hull	LorentzW.Han- sensRederiA/S (CountyLine)	400·2 P157*t*H191*t*	52·2	28·5	Bergen Norwegian *WB*	T.3Cy.27",44"&73"-48" 369NHP Earle'sCo.Ld.Hull		C
25810 145536 MLQN	**Greyfriars** ssNwc.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1142 843 625	✠100A1 1,35 ~~2,34~~ MS11,31	Nwc LMC BS~~2,34~~ 1,35	*n*	CL ~~2,34~~ 1,35	1923 8mo	J.&D. Morris,Ld. Newcastle	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs.*)	217·5 Q121'B15'F30'	33·9	13·7	Newcastle British FK 4*BHptCem* 110*tAPT*39*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 2SB,4*cf*,GS67,HS2254 ShieldsE.&D.D.CoLd.NShl	15 ″ 9 s 4 ″ 5¾ 15 ″ 2¾	
						Completed by	*Lloyd's A&CP*	T. Mitchison, Ld.		*CellDB*167' 304*t FPT*						
25811 86621 Broken up	**Greyhound** Ⓟ Pad	1392 — 748					1902	Detroit S.B.Co. Wyandotte	Security-Home TrustCo.	276·0	38·0	15·0	Toledo, O. Utd. States	1Cy.60"-144" *Eblt*86 *fitted*02 332NHP 3B(2*blt*.86,*fttd*02&1*blt*.02) S.F.Hodge&Co.Detroit		
25812 221536 KDTV	**Greylock** (*ex*WestGreylock) *Fitted for oil fuel* 2*Dks*&*Shelter dk*	7460 — 4520					1921	LsAngeles S.B &D.D.Co. SanPedro,Cal	GreylockS.S.Corp. (SeasShippingCo. Inc.*Mgrs.*)	430·7	54·3	26·2	New York Utd. States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
25813 121234 MJRS	**Greypoint** (*ex*Rathlin-33) 2*Dks*	1128 1008 463					1905	W.Beard- more&Co.Ld. Glasgow	Belfast,Mersey& ManchesterS.S.Co. Ld. (W.M.May, *Mgr.*)	252·2 P&B156'F51'	35·1	17·1	Belfast British *WB*	T 3Cy.25",40"&65"-48" 293NHP W.Beardmore&Co.Ld.Gls.		C
25814	— (*ex*OlofWijk,*ex*Polwick,*ex*OlafWijk) 1*Dk*	*793* *635* *455*					1891	Bergsunds M.V.Aktieb Stockholm	F.Verzone	195·9 Q&B111'F26'	28·1	14·6	Bluefields Nicaraguan *WB*	T.3Cy.18",29"&46½"-30" 118NHP BergsundsM.V.Aktb.Skm		
25815 149667 GNRW	**Greystoke Castle** TwinSc *OilEng.* ~~ssN.Yk.No.1-31~~ ssNYk.No.2-35 2*Dks*(*Stl*) *Longitudinal framing at bottom & decks* D.F.	5853 5328 3622	✠100A1 ~~2,35~~ 10,35 DBS~~4,34~~ 5,35	Yka NYk ✠LMC CS11,33 11,33	*a*†	CL 10,35	1928 3mo	Cammell Laird&Co.Ld Birkenhead	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*)	428·0 P28'B275'F39'	56·1	28·9	Liverpool British FK 7*BH*	Oil Engines 4S.C.SA 12Cy.28¾"-59$\frac{1}{16}$" DB*135lb* 953NHP N.E.MarineEngCoLdNwc	31 ″ 9 s 5 ″ 0¾ 26 ″ 11	
			Fitted for carrying oil			3,28	*Lloyd's A&CP*	*F.P. above 150° F. in deep tanks*	*CellDB*375'1376*t* 107*t*	*Tanks in way of tunnels* *MT's*37'1224*t FPT*			136*tAPT*56*t*			
25816 DOFU	**Griesheim** (*ex*ValdemarSkogland) *Fitted for oil fuel* D.F. 2*Dks*	4998 4723 3009					1920	F.Schichau Danzig	Lehnkering&Cie A.G.(Unterweser ReedereiA.G.*Mgrs*)	361·0	51·4	31·5	Bremen German *WB*	T.3Cy.23⅝",43"&70$\frac{9}{16}$"-47" 344NHP F.Schichau,Elbing		G
25817 PEKS	**Grietje** (*ex*Cary) *Oil Eng.* *Mchy.Aft* 1*Dk*	410 352 279					1919	Gebrs.Tak. N.V. Geertrui- denberg	A.Davids	143·5 Q29'F14'	26·4	12·6	Delfzijl Dutch	Oil Engines 4S.C.SA 6Cy11"-19$\frac{11}{16}$" NE29 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		G
25818 154731 VGCT	**Griffco** Ⓟ (*ex*ElAbeto,*ex*Cowan) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2518 2146 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	CoastwiseSteam- ship&BargeCo.Ld. (J.Griffiths&Sons, *Mgrs.*)	253·4 P115'F25'	43·6	24·5	Vict'ria BC British *WB*	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
25819 220755 KILP	**Griffdu** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1484 1200 828					1920	J.F.Duthie &Co. Seattle, Wash	TheCharlesNelson Co.	219·9 P66'B15'F20'	40·1	18·5	SFrncisco Utd.States *WB*	T.3Cy.19",32"&56"-36" 188NHP HendricksManufacturing Co.Seattle		
Now	*"Noyo," see No. 39322 in Supplement*															
25820 86140	**Griffin** 3Mst *Mchy.Aft* 2*Dks*	1879 — 1526					1891	Cleveland S.B.Co. Cleveland,O	JonesNavigation Co.	266·0 H— F40'	38·2	19·6	GrndHavn. Mich. *WB* Utd. States	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		R
25821 822 SVDP	**Grigorios C. II** (*ex*BaronAilsa-35, *ex*WarGuava) ssShl.No.3-7,31 *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted*	*2546* *2259* *1428*	✠100A1 3,35 ✠NB5,27 MS5,31	Pir ✠LMC BS5,35	*t*	CL 12,34	1919 4mo	C.Hill& Sons Bristol	P.G.Callimano- pulos	303·0 P33'B80'F33'	43·0	20·7	Piræus Greek FK 6*BHptCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 265NHP 2SB,6*cf*,GS119,HS4478 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
							Lloyd's A&CP		*CellDB*	252'670*t FPT*70*t A*			*PT*180*t*			
25822 6064 SELD	**Grim** ssOsc.No.1-35 ssSkm.No.3-4,31 1*Dk*(*Stl*)	*1323* *1139* *758*	✠100A1 2,35 ~~6,34~~ MS~~1,32~~2,35	Skm Osc ✠LMC BS~~2,34~~ 10,35	*p*	OG ~~1,32~~ 2,35	1919 2mo	Kockums M.V.Aktieb Malmö A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDB*196'364*t*	232·7 P17'B63'F25' *FPT*44*tAPT*59*t*	37·7	16·5	Stockholm Swedish FK 4*BHCem*	T.3Cy.18⅛"28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 2½ 16 ″ 7	
25823 129760 MDKQ	**Gripfast** ssNwc.No.3-10,23 ssNwc.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1109 903 636	✠100A1 4,35 ~~6,34~~ BS 2,36	Nwc ✠LMC9,32	*n*	CL ~~N9,32~~ 4,35	1910 9mo	J.Crown& Sons,Ld. Sunderland	NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,Ld. *Mgrs.*)	225·0 P19'B45'F24'	35·6	13·6	Newcastle British FK 4*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 164NHP 1SB,4*cf*,GS67,HS2782 N.E.MarineEng.Co.Ld.Sld	15 ″ 8 s 1 ″ 9½ 14 ″ 0	
							Lloyd's A&CP	*WB*	=*CellDBa*62'*u E*	&*B*32'*f*96'338*tFPT*			51*tAPT*49*t*			

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25824 7236 SKBA	**Gripsholm** Ⓟ TwinSc *OilEng.* Sub.Sig. GyC. *ss*Got.No.2-33 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* ws) D.F. 4*th dk*(*Stl*) *in*Nos.1,2,3&4*holds*	*17944* — *9772*	✠100A1 *withfreeboard* 1,36~~1,35~~ DBS~~1,35~~ ✠LMC CS1,34 1,36 1,35	Got		CL P5,33 S10,33	1925 11mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP *CellD*	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*) *B*481′ 2192*t Tanks*	553·0 B&F486′ *UpperBridge*262′ FK *in way of Tunnels* 1	74·4	37·7	Gothenbrg Swedish 10*BHptCem* 075*t MT* 40′	2 Oil Engines 4S.C.DA 12Cy.$33\frac{1}{16}$″–$59\frac{1}{16}$″ 2DB*120lb* 2533NHP Burmeister&Wain,Cpn. 157*tFPT*147*tAPT*168*t*	42 ″ 6 s13 ″ 11 29 ″ 0	
25825 163519 MBYG	**Grit** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	501 322 254	✠100A1 2,36~~9,34~~ ✠LMC9,34	Grk Goo	*g*	OG	1934 9mo	G.Brown &Co. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	160·5 Q102′F19′ FK *FPT*94*t*	26·7	9·4	London British 3*BHAsp* *APT*56*t*	Oil Engines 2S.C.SA 5Cy.$12\frac{5}{8}$″–$15\frac{3}{4}$″ 140NHP NewburyDieselCo.Ld. Newbury	10 ″ 3 s3 ″ 11 10 ″ 3	
25826 LCLS	**Gro** (*ex*Tenterden) *ss*Bgn.No.3-8,33 1*Dk*(*Stl*)	4211 3836 2610	✠100A1 ~~8,34~~11,35 BS~~8,34~~ ✠LMC8,33 11,35	Rot Bgn	*w*	CL 8,34	1917 10mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	A/S Gro(O.Grolle Olsen&I.Hysing Olsen) *Cell*	352·2 P23′B96′F31′ FK *DB*310′1014*tFPT*	50·9	26·0	Bergen Norwegian 6*BHCem* 79*tAPT*146*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 365NHP 2SB,8*cf*,GS147,HS5869 J.Dickinson&Sons,Ld Sld.	28 ″ 5 s5 ″ $1\frac{1}{4}$ 23 ″ 7	
25827 139340 GBVY	**Grodno** *ss*Lon.No.3-10,31 1*Dk*(*Stl*) *CruiserStern*	2458 2270 1470	✠100A1 10,35~~10,34~~ ✠LMC MS~~4,32~~2,36 BS~~4,34~~5,35	Hul	*t*	CL 8,33	1919 6mo	Wm.Gray &Co.Ld. W Hartlepool Lloyd'sA&CP	Ellerman'sWilson Line,Ld. *CellD*	303·0 P33′B162′F32′ FK *B*260′ 647*t FPT*70*t*	43·0	20·8	Hull British 6*BHptCem* *APT*60*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.WrksWHpl	23 ″ 0 s2 ″ 6 20 ″ $8\frac{3}{4}$	
25828 PEKX	**Groenlo** (*ex*Helsinki-35, *ex*Groenlo-32) *ss*Ams.No.2-33 1*Dk*(*Stl*)	1984 1761 1169	✠100A1 3,35 BS3,35 ✠LMC6,33	Ams	*r*	CL N2,35	1926 7mo	N.V.Boele's Schps&Mchfb Bolnes Lloyd'sA&CP	N.V.Stoomv. Maats."Noordzee" *CellD*	275·3 P24′B65′F28′ FK *B*235′ 548*t FPT*46*t*	41·2	18·6	Amsterdm Dutch 4*BHCem* *APT*41*t*	T.3Cy.$18\frac{7}{8}$″,$31\frac{1}{8}$″&$51\frac{5}{16}$″–$36\frac{1}{4}$″ 180lb (*s*) 209NHP 2SB,6*cf*,GS122,HS3654 NV.Boele'sSchps&Machfb	20 ″ 9 s2 ″ $11\frac{1}{4}$ 17 ″ 11	
25829 FNMP	**Groix** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9975 — 6136	✠Lloyd'sRMC~~4,35~~ ~~7,35~~ 3,36 ~~1,36~~ No. 5 hold & 'tween dks. not included				1922	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4 P27′B261′	58·9	34·5	Havre French *WB*	T.6Cy.$25\frac{1}{2}$″,$42\frac{1}{2}$″&70″–48″ 676NHP Forg.&Ch.de laMédit.Msl.		V
25830 160377 MNZD	**Groningen** *ss*Lon.No.1-32 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	1205 861 547	✠100A1 *withfreeboard* 12,35~~10,32~~ ~~BS5,34~~ ✠LMC1,32 ✠Lloyd'sRMC~~2,35~~ ~~8,35~~ 2,36	Lon Lth BS5,35	*q*	CL ~~10,32~~ 12,35	1928 3mo	AilsaS.B. Co.Ld Troon Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. *CellDB*202′30	245·5 B62′ FK (1*t FPT*31*t APT*15*t*	40·1	12·8	London British 5*BHCem* *Collto Shdk* 4 „ 2*nd*„)	T.3Cy.21″,34″&56″–36″ (*s*) 200lb 302NHP 2SB,8*cf*,GS153,HS5780 AilsaS.B.Co.Ld.Troon	14 ″ 9 s ″ 2 14 ″ $8\frac{1}{2}$	
25831 OYDT	**Grönland** 1*Dk*	1264 — 728					1923	Howaldtswerke Kiel	A/S DetDansk FranskeD/S (A.N. Petersen,*Mgr.*)	238·0 P16′Q65′B98′F31′	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.$16\frac{3}{16}$″,$26\frac{13}{16}$″&$43\frac{5}{16}$″–$29\frac{1}{2}$″ 102NHP Howaldtswerke,Kiel		G
25832 PELC	**Grootekerk** (*ex*Grootendijk) *ss*Rot.No.3-1,36 ~~*ss*Rot.No.2-31~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	~~6633~~ ~~6023~~ ~~4060~~ 8685 6023 5446	✠100A1 *Shelter dk* *withfreeboard* 1,36~~11,34~~ ✠LMC11,34 BS1,36 *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Rot		CL N11,34	1923 3mo	New WaterwayS.B.Co. Schiedam Lloyd'sA&CP	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*) *CellD*	493·3 F56′*onShltr dk* len32 FK *Collisio* *B*393′ 1574*t MT*27′	58·2	37·2 28·5	TheHague Dutch *ptCem* *nBHtoShdk* 7 „ „ *U* „ 1255*t DTa*3	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 215lb 968NHP 4SB,12*cf*,HS11308 FD J.Brown&Co.Ld.Gls. 0′682*tFPT*158*tAPT*100*t*	~~31 ″ 4~~ ~~s4 ″ $7\frac{1}{2}$~~ ~~26 ″ $11\frac{1}{2}$~~ 40 ″ 1 s10 ″ $7\frac{1}{4}$ 29 ″ 8	
25833 UNZJ	**Grosny** (*ex*Grozneft-34) TwinSc *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* D.F. 2*Dks* *CruiserStern*	4969 3956 3166					1916	Poutilov Shipyard Leningrad	U.S.S.R.	487·0 P104′B59 F89′	49·8	26·9	Batoum Russian	Oil Engines 2S.C.SA 12Cy.$16\frac{1}{8}$″–$19\frac{1}{16}$″ 548NHP Russian NE26 DieselWorks,Leningrad		
25834 148310 GFTW	**Grovedene** (*ex*Portfield-35) *ss*Rot.No.1-34 D.F. 1*Dk*(*Stl*)	4425 4075 2662	✠100A1 ~~1,35~~11,35 BS12,35 ✠LMC3,34	Cff Npt	*y*	CL 2,34	1929 10mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	GrovedeneShippng Co.Ld.(W.S.Hinde, *Mgr.*) *CellDBa*&*uE*151′*f*	380·3 P61′B227′F29′ FK 153′1068*t FPT*150*t*	52·0	25·3	Cardiff British 6*BHCem* *APT*165*t*	T.3Cy.$24\frac{1}{2}$″,41″&67″–45″ (*s*) 180lb *100lb* 373NHP 2SB,8*cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 ″ 8 s3 ″ $9\frac{1}{4}$ 24 ″ $1\frac{1}{2}$	
25835 4258 SGYD	**Groveland** (*ex*Trelleborg-35, *ex*Bertha) 1*Dk*& *Web frames*	*668* *570* *378*					1890	Howaldtswerke Kiel	RederiA/B Grovehill(RagnarL. Nilsson,*Mgr.*)	181·7 Q12′B39′H20*t*F29′	29·4	13·2	Råå Swedish	T.3Cy.$14\frac{1}{4}$″,$22\frac{1}{4}$″&$36\frac{5}{8}$″–$19\frac{3}{4}$″ NB97 60NHP Howaldtswerke,Kiel		
25836 DHJN	**Grundsee** (*ex*Holstein) *Mchy.Aft* 1*Dk*	866 711 478					1926	DeutscheWerkeA.G. Kiel	W.Schuchmann	181·3 Q58′F21′	33·0	15·0	Hamburg German *WB*	T3Cy$13\frac{3}{8}$″,$20\frac{1}{2}$″&$33\frac{1}{16}$″–$22\frac{13}{16}$″ 52NHP DeutscheWerkeA.G.Kiel		G
25837 PELQ	**Grutto** *ss*Rot.No.2-34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	920 780 449	✠100A1 *withfreeboard* 2,36~~12,34~~ ✠LMC MS1,34 BS~~12,34~~ 12,35	Rot	*p*	CL 12,34	1925 12mo	N.V.C.Van derGiessen Zonen'sSchps Krimpen Lloyd'sA&CP	Smith&Van Ommeren *CellDB*196′299*t*	244·8 FK *Coll* *FPT*26*tAPT*31*t*	36·2	12·5	Rottrdam Dutch 5*BHCem* *BHto Sh dk* 4 „ „ 2*nd*„	T3Cy$19\frac{11}{16}$″,$32\frac{5}{16}$″&52″–$35\frac{7}{16}$″ 208lb (*s*) 258NHP 2SB,6*cf*,GS194,HS3875 FD Burgerhout'sEngWks.Rot	14 ″ 6 s ″ 2 14 ″ 5	
25838 UOUH	**Gruzia** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4857 3279 2661					1928	Frd.Krupp Act.Ges. Kiel	U.S.S.R.	362·8	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$″–$45\frac{1}{4}$″ 1163NHP Frd.Krupp,Act.Ges.Kiel		
25839 160269 GTFR	**Gryfevale** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in way of Mchy.space*	4424 4197 2762	✠100A1 ~~5,35~~ ~~3,35~~ 7,35 BS7,35 ✠LMC6,34	Shl ~~Rio~~ Cff	*y*	~~CL~~ ~~6,34~~ ~~N5,35~~ CL N7,35	1929 9mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	GryfevaleS.S.Co. Ld.(A.Crawford &Co.Ld.*Mgrs.*) *CellDBa*&*uE*137′	385·0 P31′B239′F41′ FK *f*173′986*tFPT*114*t*	53·5	25·2	Glasgow British 6*BHptCem* *APT*145*t*	T.3Cy.$23\frac{1}{2}$″,40″&65″–45″& LP Turbine with DR gearing & hydraulic coupling 200lb (*s*) 473NHP 3SB,9*cf*,GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 ″ 6 s3 ″ 8 24 ″ $0\frac{3}{4}$	
25840 FNRP	**Guadeloupe** (*ex*Chicago) TwinSc D.F. 3*Dks*&*Spar dk*	10502 8983 5871					1908	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	508·4	57·8	39·5	St.Nazaire French *WB*	T.6Cy.$26\frac{7}{8}$″,$43\frac{15}{16}$″&$73\frac{5}{8}$″–$45\frac{5}{16}$″ 788NHP Chant.del'AtlantiqueStN.		V
25841	**Guanaco** (*ex*Langosta) Sp *ss*B.As.2ndNo.3-7,11 *Mchy.Aft* 1*Dk*(*Stl*)	369 331 210	✠ 1,17 ✠NB7,11 ✠	BAs	*f*		1889 12mo	Blackwood &Gordon Pt.Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	153·0 F23′ FK *WB*	28·1	8·8	Bns.Ayres Argentine 4*BHCem* = *FPT*20*t*	T.3Cy.$9\frac{1}{2}$″,15″&25″–18″ 26NHP 1SB,2*pf*,GS30,HS735 Blackwood&Gordon,P.Gl.	9 ″ 4	
25842 LOGQ	**Guarany** Ⓟ Pad Wireless 2*Dks*	1482 — 593					1908	A.&J. Inglis,Ld Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·0	34·0	17·7	Bns.Ayres Argentine	T.3Cy.21″,35″&54″–66″ 320NHP A.&J.Inglis,Ld.Glasgow		

Numéro d'Ordre Numéro Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] Cert. B. of Trade
Broken up 25843 PUBF	Guaratuba (exCorrientes) 2Dks&Webframes	3726 3042 2408					1894	Blohm&Voss Hamburg	~~LloydBrasileiro~~	342·8 P&B210'F41'	42·1	26·4	~~R.Janeiro~~ Brazilian WB	T.3Cy.23$\frac{3}{16}$″,37½″&68″-42″ 257NHP Blohm&Voss,Hamburg		
25844 WBDP	Guardian TwinSc CableVessel ssN.Yk.2ndNo.3-9,31 E.S.D. 1Dk(Stl)&Spar dk (Stl-teaks)deepframing amidships&lower dk(Stl)in holds	1768 1655 981	✠100A1 Spar dk 4,35 ~~8,31~~ ~~[illegible]~~	NYk Jck ✠LMC3,35 ~~[illegible]~~	r	CL P8,33 s8,34	1907 9mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	AllAmerica Cables,Inc. WB=CellDBa33' Tank between	uE21'f134'250t tunnels 23' 27tFPT	36·0	14·9 22·5 FK	NewYork Utd.States 4BHCem 25tAPT30t	T.6Cy.15¾″,25″&43″-30″ (r) 180lb 100lb 265NHP 2SB,6cf,GS102,HS3762 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7 20 ″ 6	
25845 216079 KJLQ	Guaro (exIsobelWeems,exGuaro) Sub.Sig. 1Dk	2873 2514 1658			...		1918	Bethlehem S.B.Corp.Ld. Wlmgtn,Del.	UnitedStates ShippingBoard Bureau	309·2 P25'B96'F38'	48·2	21·5 FK	Wilmgton (Del.) WB Utd.States	T.3Cy.21½″,35″&58″-42″ 329NHP BethlehemS.B.Corp.Ld.	24 ″ 0	R †
25846 FNBJ	Guaruja Ⓟ Fitted for oil fuel Welldeck 2Dks&2ptDks	4282 — 2660					1921	Forg.&Ch. delaMédit. LaSeyne	Cie.deNav.France Amérique(Soc. Gén.deTrans. Mar.àVap.Mgrs.)	362·2 P233'F46'	45·9	23·6	Marseilles French WB	2 Steam Turbines & Electric Motors Sauter-Harlé,Paris		V
25847	Guayana (exEdda-34) TwinSc Fitted for oil fuel 1Dk	1235 842 824					1919	Nüscke&Co.A.G. Stettin	Cia.Anon.Venezolana de Nav.	221·5 Q64'B54'F27'	33·6	14·0	La Guayra Venezuelan WB	T.6Cy.11$\frac{13}{16}$″,18⅞″&30$\frac{13}{16}$″-19$\frac{13}{16}$″ Emade15 83NHP Christiansen&Meyer, Harburg		V
25848 219110 KEKN	Guayaquil (exLakeFanquier) Fitted for oil fuel Sub.Sig. 1Dk2trB	2592 2243 1613			...		1919	American S.B.Co. Lorain,O.	PanamaRailRoad Co.Inc.	251·0 Q25'B64'F23'	43·6	26·1 FK	NewYork Utd. States WB	T.3Cy.21″,35″&59″-42″ 352NHP AmericanS.B.Co Lorain,O.	28 ″ 2	R †
25849 LOGS	Guayra Ⓟ TwinSc OilEng. Wireless 1Dk&promenade dk CruiserStern	755 — 448					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	170·0	36·0	8·0	Bns.Ayres Argentine WB	Oil Engines 4S.C.SA 12Cy.12$\frac{3}{16}$″-21⅝″ 172NHP Harland&Wolff,Ld.Gls.		
25850 6504 SDLN	Gudmundrå ssRio.No.3-1,34 1Dk(Stl)&Shelter dk(Stl)	1776 1532 984	✠100A1 Shelter dk withfreeboard ~~4,35~~ ~~1,31~~ 12,35 MS1,34 Fitted for oil fuel 5,21 F.P. above 150° F.	Rio ~~M.Vo~~ NYk ✠LMC BS~~[illegible]~~12,35	s	OG ~~1,34~~ ~~4,35~~ 12,35	1921 5mo Lloyd'sCP	A/B Öresundsvarvet Landskrona	Rederiaktieb. Fredrika(E.Högberg,Mgr.) CellDB224'473t	FPT58t APT66t	41·2	17·8 FK Collision	Stockholm Swedish ptCem BH to Sh dk 3 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 200lb 229NHP 2SB,4cf,HS3230 FD A/BdeLavalsAngtrbnSkm	20 ″ 6 s 1 ″ 3½ 19 ″ 6	
25851 LDZQ	Gudrid 1Dk	1328 1138 748					1922	Stavanger Stöberi&Dok Stavanger	A/S Herdis (Bachke&Co. Mgrs.)	242·9 P56tH70tF14t	37·3	16·1	Tr'ndheim Norwegian WB	T.3Cy.17½″,28½″&48″-39″ 144NHP StavangerStöberi&Dok.		N
25852 7147 SELM	Gudrun 1Dk	1499 1321 844					1924	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (B.Ingelsson, Mgr.)	259·4 P19'B161'F27'	40·1	16·7	Hlsngborg Swedish WB	T.3Cy.18¾″,29½″&49″-33″ 138NHP FredrikstadMek.Værks.		N
25853 OXDU	— 1Dk	1498 1156 875					1924	Howaldtswerke Kiel	A/S D/S Torm (A.Schmiegelow& A.Kampen,Mgrs.)	248·4 P16'Q&B173'F32'	38·1	14·9	Copnhagn Danish WB	T.3Cy.17½″,28$\frac{9}{16}$″&46$\frac{1}{16}$″-33$\frac{7}{16}$″ 123NHP Howaldtswerke,Kiel		G
25854 DAQJ	— 1Dk	1485 1018 863					1923	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.Th.GribelK.G. a.A.(RudChrist Gribel,Mgr.)	231·3 Q76'B101'F29'	36·5	15·0	Stettin German	T3Cy16$\frac{9}{16}$″,27⅝″&43$\frac{5}{16}$″-31½″ Stettiner 105NHP Oderwerke,Stettin		G
25855 5460 SELO	— (exMoskov) Welldeck 1Dk	960 810 444					1880	Burmeister&Wain Copenhagen	K.A.Andersson	224·4 P113'H37tF29'	30·2	15·6	Krlskrona Swedish	C.4Cy.21″&42″-30″ 161NHP Burmeister&Wain,Cpn.		V
25856 OXYC	Gudrun Mærsk Now "Honestas," see No. 38443 in Supplement ssAwg.No.3-5,34 Sub.Sig. 1Dk(Stl)&Awng dk(Stl)	4932 4712 3037	100A1 Awng dk withfreeboard 11,35 ~~1,35~~ MS5,34 Fitted for oil fuel 12,20 F.P. above 150° F.	Rot Ham ✠LMC BS1,35	x	4,34	1920 12mo	F.Schichau Danzig CellDB3	D/SA/S Svendborg (A.P.Möller, Copenhagen, Mgr) 09'918t MT13'430t	360·0 FPT110tAPT164t	51·2	31·5 FK	Kalndborg Danish ptCem 4BHtoAwdk 2 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 185lb 357NHP 3SB,6cf,GS132,HS5700 FD F.Schichau,Elbing	34 ″ 0 s 8 ″ 4¾ 25 ″ 9½	
25857 7469 SFJA	Gudur Wireless 1Dk&Shelter dk Ref.Mchy. Sub.Sig. Cruiser Stern	1321 1010 559					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	264·2 H156t	37·3	14·1	Stockholm Swedish WB	T.3Cy.20″,32″&53″-36″ 168NHP HelsingörsJernsk.&Mskb.		V
25858 LDZR	Gudvangen Ⓟ 1Dk&Spar dk	575 530 344					1903	Bergens Mek.Værks. Bergen	Fylkesbaatane i Sogn&Fjordane	148·1 H46t	25·4	12·9 19·0	Bergen Norwegian	T.3Cy.14″,23½″&38″-27″ 75NHP BergensMekVærksBergen		
25859 LCZQ	Gudvin (exSörland-33) 1Dk	1824 1625 1086					1918	Sörlandets Skibsbyggeri Fevik	D/S A/S Gudvin (H.Gjerpen)	265·4 P50tH82t	42·1	17·9	Oslo Norwegian WB	T.3Cy.20½″,33″&56″-36″ 188NHP FredrikstadM.V.Frdstad.		N
25860 EAGW	Guecho (exCanadianTrapper) ssBbo.No.3-3,34 1Dk(Stl) Cargo battens not fitted in bridge	3276 2880 1865	✠100A1 5,35 ~~10,34~~ BS5,35	Bbo ✠LMC3,34	v	CL 3,34	1920 4mo Lloyd's A&CP	DavieS.B. &Repairing Co. Levis,P.Q.	Cia.Nav.Amaya (C.deZabala, Mgr.) C	ellDB266'674tFPT 331·3 P33'B98'F33'	46·8	23·3 FK	Bilbao Spanish 6BHCem 95tAPT73t	T.3Cy.25″,41″&68″-45″ (s) 180lb 470NHP 3SB,9cf,GS156,HS7275 FD Goldie&McCullochCo.Ld. Galt.Ont.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
25861 135512 MDZW	Guelder Rose ssBly.No.3-2,26 ssHul.No.2-34 Welldeck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	700 504 302	✠100A1 3,36 ~~10,34~~ BS~~[illegible]6,35~~ 3,36	Hul Bly ✠LMC MS10,34	j	OG ~~11,34~~ 3,36	1913 11mo Lloyd's A&CP	NVScheep. DeMerwede v/hVanVliet &Co. Hardinxveld	RichardHughes& Co.(Liverpool)Ld.	180·0 Q105'B11'F22' WB=CellDBf	28·1	12·2 FK	Liverpool British 3BHCem 105'144t FP	T.3Cy.15″,25″&40″-27″ (s) 130lb 82RHP 2SB,4pf,GS59,HS1800 Earle'sCo.Ld.Hull T63tAPT7t	14 ″ 6 s 4 ″ 6 14 ″ 1½	
25862 143989 GNSZ	Guelma ssFal.No.1-33 1Dk(Stl)	4402 4080 2738	✠100A1 ~~6,35~~ ~~9,34~~ 12,35 BS~~7,34~~ 6,35	Mdb ~~Shl~~ Mch ✠LMC5,35	x	CL ~~1,33~~ 6,35	1928 3mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	LaTunisienneStm Nav.Co.Ld.(F.C. Strick&CoLdMgs) CellDBa&uE144'	370·2 P28'B104'F36' f160'1075tFPT135	52·3	25·9 FK	Swansea British 6BHCem tAPT115t	T.3Cy.24½″,41″&66″-45″ (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tailshaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25863 TVAX	**Guermor** (*ex*Arbeit) 1*Dk*	305 — 149					1923	Gebr.E.&M.Coops. Hoogezand	Cie.Nantaise de Nav.àVap.(Service des Messageries de l'Ouest et côtiers)	130·2 P38'H—F21'	22·8	8·2	Nantes French	T.3Cy.10¼",15¾"&26¾"–19$\frac{7}{10}$" 31NHP Botje,Ensing&Co. Groningen		V
25864 EAKF	**Guernica** *ss*Bbo.No.3–3,32 1*Dk*(*Stl*)	3109 2923 1865	✠100A1 3,35 BS~~7,34~~ 9,35	Bbo ✠LMC3,32	*u*	3,35	1920 5mo	Soc.Anon. Astilleros del Nervion Bilbao *Lloyd's A&CP*	AuxiliarMaritima S.A.	325·7 P28'B100'F45' FK *CellDB*279'743t*FPT*58t*APT*98t	47·1	22·0	Bilbao Spanish 5*BHCem*	T.3Cy.24",40"&65"–45" (*s*) 180lb 352NHP 3SB,*9cf*,GS174,HS6000 AstillerosdelNervion,Bbo.	24 ″ 10 s4 ″ 1¾ 20 ″ 11	
25865	**Guerrero** (*ex*Dianthus) *ss*Sou.No.1–22 1*Dk*(*Stl-*ws)2*nd dk*(*Stl*)*inNos.*1&3*holds* *Well deck* *Fitted for oil fuel*	1415 845 844	✠ 12,30	SFo ✠			1917 12mo	Barclay,Curle&Co.Ld. Glasgow	W.Maggio	254·9 P&B163'F35' FK *CellDBuB*11'*f*11'21t*DTf*34t*FPT*12t*APT*18t	35·1	17·3	Mazatlan Mexican 8*BHptCem*	T.4Cy.20½",33"&(2)37"–30" 209NHP 1SB,*4cf*,GS78,HS3077 Barclay,Curle&Co.Ld.Gls.	18 ″ 0	
25866 656 IOME	**Guglielmo** Aux3MstSr (*ex*LaBonneLorraine, *ex*Hermanos) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	331 294 277					1918	J.Th.Wilmink&Co. Groningen	Carm.DelPrete Belluomini	136·0 Q27'H13'F17'	26·4	11·2	Viareggio Italian	Oil Engines 2S.C. 2Cy.15⅘"–17$\frac{7}{10}$" 88NHP D.Goedkoop,Jr.Amstrdam		I
25867 144063 GDNV	**Guido** *CruiserStern* 2*Dks*	3922 3692 2424					1920	GooleS.B.&RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld	333·0	46·6	29·0	Hull British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Earle'sCo.Ld.Hull		C
25868 231 IOMQ	**Guido Brunner** *ss*Gen.No.2–33 *Well deck* 1*Dk*(*Stl*)	1081 767 630	✠100A1 10,35~~10,34~~ BS~~6,34~~ 6,35	Gen ✠LMC8,33	*n*	CL 10,34	1925 6mo	Cant.Nav.Triestino Monfalcone *Lloyd's A&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	222·2 Q79'B56'F26' *CellDBa*47' FK *uE*25'*f*93'246t	35·0	13·0	Trieste Italian 4*BHCem* *APT*8t	T.3Cy.17½",29"&47"–33" (*r*) 180lb 194NHP 2SB,*4cf*,GS68,HS3000 FD Offic.Nav.TriestineS.A.Tri	15 ″ 7 s1 ″ 0 14 ″ 9	
25869 EEQI	**Guillermo Schulz** (*ex*Gatton) *ss*Bbo.2ndNo.3–3,19 1*Dk*(*ptStl ptIrn*) &*Webframes*&*ptAwng dk*(*Irn*)	2538 1915 1473	✠ 8,24	Bcl ✠	*s*		1892 7mo	R.Thompson&Sons Sunderland	Cia.deNav "Vasco Asturiana"(R.C. delosCobos,*Mgr.*)	295·0 P29'Q83' *ptAwng dk*184' FK *WB=CellDB*242'481t*APT*51t	41·0	18·5	Bilbao Spanish 6*BHCem*	T.3Cy.23",37½"&61½"–39" NDB04 238NHP 2SB,*6pf*,GS108,HS3590 G.Clark,Ld.Sunderland	21 ″ 0	
25870 218042 KJLR	**Guimba** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&*Shelterdk*&*Webframes* *Longitudinal framing*	6100 5657 4545			...		1919	MooreS.B.Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34'F39'*on Sh dk* FK	53·0	32·0	S.Frncisco Cal. Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 652NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	34 ″ 6	R †
25871 CSBP	**Guiné** Ⓟ (*ex*SanMiguel) TwinSc *ss*Lis.No.1.34 *ss*Lis.2ndNo.3–9,30 1*Dk*&*Spar dk*(*Stl*–teaks) E.S.D. *lower dk in Nos.*1&2*holds* *hold beams in No.*3*hold*	2566 2169 1570	✠100A1 *Spar dk* 2,35 ~~9,34~~ MS9,34	Lis ✠LMC BS~~2,35~~ 8,36	*u*	CL 5,34	1905 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	Cia.Colonialde Nav.	300·0 B102'F49' 24·3 BK9" *CellDBa*50'*uE&B*60'*f*136'425t	42·0	16·4	Lisbon Portuguese 5*BHCem* *APT*36t	T.6Cy 18½",30"&50"–36" (*s*) 180lb 386NHP 2SB,*6cf*,GS120,HS5424 FD N.E.MarineEng.CoLd.Sld.	27 ″ 0 s4 ″ 10¼ 23 ″ 2¼	
25872 162577 MPZW	**Guinness** *ss*Liv.No.1–35 *Mchy.Aft* 1*Dk*(*Stl–pt* ws) *Ref.Mchy.* *CruiserStern*	1151 959 556	✠100A1 *withfreeboard* 2,36 ~~2,35~~	Liv ✠LMC2,35	*m*	CL 2,35	1931 5mo	AilsaS.B.Co.Ld. Troon *Lloyd's A&CP*	A.Guinness,Son&Co.Ld.	211·8 F27' FK *CellDB*127'204t*FPT*91t*APT*10t	34·4	16·6	London British 3*BHptCem*	T.3Cy.16½",27½"&46"–33" 200lb (*s*) 194NHP 2SB,*6cf*,GS113,HS3710 AilsaS.B.Co.Ld.Trn.	19 ″ 0 s3 ″ 7½ 15 ″ 9½	
25873 EAEY	**Guipuzcoa** (*ex*Bergsdalen) Now "El Saturno," see No.37954 in Supplement D.F. 1*Dk*	3450 3197 2002					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia.Naviera "Mundaca,"S.A.(José de Zabalandicoechea, *Mgr.*)	331·9 P94tH121t	48·7	25·1	Bilbao Spanish *WB*	T.3Cy.24",40"&65"–42" 274NHP Cooper&Greig,Ld.Dundee		N
25874 147879 GJZQ	**Gujarat** Ⓟ *OilEng.* *ss*Cal.No.2–31 1*Dk*(*Stl*)&*Shelter dk*(*Stl–*ws)	4148 3607 2538	✠100A1 *withfreeboard* 9,35~~11,34~~ ~~DBS5,34~~ ✠LMC(M)8,33 *Carrying vegetable oil in deep tank*	Cal DBS6,35 ✠LMC2,31	*x*	CL 11,34	1923 12mo	Harland&Wolff,Ld. Glasgow *Lloyd's A&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*309'1121t *MT*34'1140t *FPT*128t*APT*95t	370·4 F37' FK Coll	48·2	25·6	Glasgow British 7*BHptCem* *BHto Sh dk* 6 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	28 ″ 0 s2 11¾ 25 ″ 2	
25875 TCBF	**Gulcemal** Ⓟ Iron4Mst (*ex*Ottawa,*ex*Germanic) 3*Dks*	5122 — 3021					1874	Harland&Wolff Belfast	DenizYollari Idaresi	455·0 P50'F104' *WB*	45·2	34·0	Istanbul Turkish 8*BH*1PBH	T.3Cy.35½",58½"&96"–69" NE&B95 765NHP Harland&Wolff,Ld.Bel.	36 ″ 1	
25876 215404 WJCB	**Gulf of Mexico** *ss*N.Yk.No.3–1,29 *ss*Mob.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Webframes* D.F. *Longitudinal framing*	7807 7152 4867	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~4,35~~ ~~BS8,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	N Yk BS1,36 ✠LMC3,33	*d*†	CL N4,35	1917 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania *CellDBa*23'*uE&B*76'463t *DTf*40'441t*FPT*229t*APT*131t	467·6 FK	62·7	32·0	Pt.Arthur, Texas Utd.States 16*BHptCem* 10 ,, ,, *toUdk* 6 ,, ,, 2*nd* ,,	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSBCorp.Camden	32 ″ 0 s4 ″ 2 28 ″ 0¾	
25877 219527 KOZM	**Gulf of Venezuela** (*ex*Miskianza) *OilEng.* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* GyC. *Carrying Petroleum in bulk*	6910 — 4333			...		1919	MooreS.B.Co. Oakland,Cal.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	425·8 P106'B40'F41' FK	57·0	31·2	Pt.Arthur, Texas Utd.States *WB*	Oil Engine 2S.C.SA 4Cy.22⅘"–91½" 615NHP NE25 SunS.B.Co.Chester,Pa.	33 ″ 0	R †
25878 227796 WRBF	**Gulfbird** *OilEng.* *ss*N.Yk.No.1–32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing–bracketless system*	10208 9918 6326	✠100A1 ~~6,35~~~~10,34~~ 3,36 ~~DBS10,34~~ ✠LMC(M)10,34 *Carrying Petroleum in bulk*	NYk DBS3,36 ✠LMC7,32	*g*†	CL 1,34	1928 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania *CellDBuE*93'363t*FPT*203t*APT*246t	511·7 B40'F38' FK	69·5	36·7	Pt.Arthur, Texas Utd.States 16*BHptCem* 6 ,, *to2nd dk*	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"–97⅝" 785NHP 2DB*150lb* Wm.Doxford&Sons,Ld. Sld.	36 ″ 9	
25879 222750 KFDW	**Gulfbreeze** (*ex*Eurana) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6651 6125 4159			...		1922	NewYork S.B.Corp. Camden,N.J.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	419·5 P101'B36'F34' FK	56·5	33·3	Pt.Arthur, Texas Utd.States *WB*	T.3Cy.27",45"&75"–51" 649NHP NewYorkS.B.Co.Camden, N.J.	33 ″ 4	R †

1 Numéro d'Ordre. Numéro Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
25880 213099 WJCC	**Gulfcoast** ssMob.No.2-35 ssMob.No.3-4,27 Mchy.Aft ~~ssMob.No.1-31~~ 2Dks(Stl)&Web frames Longitudinal framing	5189 4591 3202	✠100A1 ~~5,35 9,34~~ 4,36 ~~BS12,35~~ ✠LMC~~[illegible]~~ 5,35 BS1,36 Carrying Petroleum in bulk Fitted for oil fuel 5,15 F.P. above 150° F.	Mob	y	CL 8,34	1915 5mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania Cell DBuE&B62'222t	383·0|51·2|30·1 P97'B34'F33' FPT159tAPT30t	Pt.Arthur, Texas FK Utd.States 14BHCem 8 ,,toUprdk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
25881 225390 KFZY	**Gulfcrest** TwinSc OilEng. 2Dks&Web frames Mchy.Aft CruiserStern D.F. GyC. Longitudinal framing Carrying Petroleum in bulk	~~8053~~ ~~[illegible]~~ ~~5590~~ 8916 5537			...		1926	American Brown Boveri Elec.Corp. Camden,N.J.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	460·4|65·3|38·3 P69'B32'F48'	Pt.Arthur, Texas FK Utd.States WB	Oil Engines 4S.C.SA 12Cy.27"-47" 845NHP AmericanBrownBoveri Elec.Corp.Camden,N.J.	38″4	R †
25882 220298 KDAD	**Gulfgem** (exAgwisun) ssN.Yk.No 3-1,32 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6917 — 4304	✠100A1 ~~2,35~~12,35 ✠LMC MS1,32 BS~~[illegible]~~12,35 Carrying Petroleum in bulk Fitted for oil fuel 6,20 F.P. above 150° F	Mob NYk	b†	CL 2,35	1920 6mo	SunS.B. Co. Chester,Pa. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania CellDBuE&B59' f41'408t	429·3|59·2|33·2 P133'B36'F40' FPT222tAPT57t	Pt.Arthur, Texas FK Utd.States 16BHptCem (12 to U dk 4 ,, 2nd ,,)	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33″3	
25883 227978 WJCO	**Gulfhawk** OilEng. ssN.Yk.No 1-32 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing-bracketless system	10208 — 6326	✠100A1 ~~6,35~~ ~~9,34~~ 2,36 ~~DBS[illegible]~~ ✠LMC7,32 DBS2,36 ✠LMC(M)9,34 Carrying Petroleum in bulk	NYk	g†	CL 9,34	1928 8mo	Furness S.B.Co Ld. Haverton Hill-on-Tees Lloyd'sA&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania CellDBuE93'363t	511·7|69·5|36·7 B40'F38' FPT203tAPT246t	Pt.Arthur, Texas FK Utd.States 16BHptCem (6 ,,to2nd dk)	Oil Engines 2S.C.SA 4Cy.25$\frac{1}{16}$"-97$\frac{5}{8}$" 785NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Mdb.	36″9	
25884 221003 KDNO	**Gulfking** Fitted for oil fuel 2Dks&Web frames Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	6561 6048 4098			...		1921	UnionS.B. Co. Baltimore	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	419·5|56·4|33·3 P102'B36'F35'	Pt.Arthur, Texas FK Utd.States WB	T.3Cy.27",45"&75"-51" 601NHP NewYorkSBCorp.Camden	33″4	R †
25885 216299 WJCD	**Gulfland** ssMob.No.3-7,30 ssMob.No.1-34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5277 4646 3207	✠100A1 ~~8,35 12,34~~ 4,36 ✠LMC MS4,34 BS~~12,34~~4,36 Carrying Petroleum in bulk Fitted for oil fuel 6,18 F.P. above 150° F.	NYk Mob	y	CL ~~N7,32~~ 8,35	1918 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania CellDBuE&B62'222t	391·1|51·2|30·2 P97'B34'F32' FPT159tAPT30t	Pt.Arthur, Texas FK Utd.States 14BHCem (8 ,, to U dk 6 ,, ,,2nd ,,)	T.3Cy.~~27"~~27⅛",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
25886 212524 WJCE	**Gulflight** ssMob.No 3-12,26 ssMob.No.2-34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5189 4591 3202	✠100A1 1,36 ~~4,35~~ BS1,36 ✠LMC8,34 Carrying Petroleum in bulk Fitted for oil fuel 8,14 F.P. above 150° F.	Mob	y	CL ~~4,33~~ 1,36	1914 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	Gulf Oil Corp. of Pennsylvania WB=CellDB uE&B62'222t	383·0|51·2|30·1 P97'B34'F32' FPT159tAPT30t	Pt.Arthur, Texas FK Utd.States 14BHCem 8 ,, toUprdk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
25887 214827 WJCF	**Gulfmaid** ssMob.No.3-6,29 ssMob.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5225 4646 3248	✠100A1 ~~4,35~~ ~~8,34~~ 2,36 BS2,36 ✠LMC2,33 Carrying Petroleum in bulk Fitted for oil fuel 3,17 F.P. above 150° F.	Mob ~~NYk~~	y	CL ~~4,32~~ 5,35	1917 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania Cell DBuE&B62' 222t	391·1|51·2|30·2 P97'B34'F32' FPT 159tAPT30t	Pt.Arthur, Texas FK Utd.States 14BHCem 8 ,, toUprdk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (r) 190lb 120lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
25888 210514 WJCG	**Gulfoil** ssN.Yk.No.3-3,25 ssMob.No.2-32 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	5189 4591 3202	✠100A1 1,36~~3,35~~ BS~~7,34~~ 1,36 ✠LMC12,32 Carrying Petroleum in bulk Fitted for oil fuel 12,12 F.P. above 150° F.	NYk Mob	y	CL 3,35	1912 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania WB=Cell DBuE&B62'222t	383·0|51·2|30·0 P98'B34'F32' FPT159tAPT30t	Pt.Arthur, Texas FK Utd.States 14BHCem 8 ,,toUprdk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
25889 221244 KDRX	**Gulfpenn** (exAgwihavre) ssN.Yk.No.3-4,33 1Dk(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames Longitudinal framing	8862 8562 5522	✠100A1 Shelter dk withfreeboard ~~5,35~~ ~~9,34~~ 1,36 BS1,36 ~~[illegible]~~ ✠LMC4,33 Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	NYk	e†	CL ~~N4,33~~ 1,36	1921 8mo	SunS.B. Co. Chester,Pa. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania CellDBuE&B89' f40'448t	480·5|66·0|36·8 F44' on Shelter dk FPT 186tAPT84t	Pt.Arthur, Texas FK Utd.States 18BHptCem (9 to Sh dk 9 ,, U ,,)	Q.4Cy.26"38¼",56"&82"-54" 220lb (r) 819NHP 4SB,12cf,GS260,HS12264 FD SunS.B.Co.Chester,Pa.	37″0 s9″2 28″1½	
25890 219800 KUPF	**Gulfpoint** (exHahatonka) Fitted for oil fuel Mchy.Aft 2Dks Carrying Petroleum in bulk Longitudinal framing	6972 — 4293					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	435·6|~~52·2~~|31·7 P106'B47'F42' [56·2]	Pt.Arthur, Texas Utd. States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
25891 226315 KGEJ	**Gulfpride** TwinSc OilEng. Mchy.Aft 2Dks&Web frames D.F. GyC. Carrying Petroleum in bulk Longitudinal framing-bracketless system	12510 9249 7834			...		1927	Federal S.B.&D.D. Co. Kearny,N.J.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	525·0|74·3|31·6 B36'F42'	Pt.Arthur, Texas FK Utd.States WB	Oil Engines 2S.C.SA 8Cy.26"-48" 939NHP BethlehemSteelCo. Bethlehem,Pa.	40″6	R †
25892 221213 KDRB	**Gulfprince** Fitted for oil fuel Mchy.Aft 2Dks&Web frames Longitudinal framing Carrying Petroleum in bulk	6561 6048 4098			...		1921	Union S.B. Co. Baltimore Md	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	419·5|56·4|33·3 P102'B36'F35'	Pt.Arthur, Texas FK Utd.States WB	T.3Cy.27",45"&75"-51" 600NHP NewYorkSBCorp.Camden	33″4	R †
25893 217775 WJOH	**Gulfqueen** ssN.Yk.No.3-5,31 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing ssNYk.No.1-35	6599 6250 4117	✠100A1 ~~4,35~~ ~~8,34~~ 1,36 ~~BS8,34~~ 1,36 ✠LMC~~5,34~~ MS4,35 Carrying Petroleum in bulk Fitted for oil fuel 4,19 F.P. above 150° F.	Mob NYk	a†	CL ~~N2,32~~ N4,35	1919 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania CellDBuE&B65'272t	419·5|56·5|31·7 P101'B36'F34' FPT294tAPT46t	Pt.Arthur, Texas FK Utd.States 14BHptCem (9 to Up dk 5 ,, 2nd ,,)	T.3Cy.27",45"&75"-51" (r) 195lb 120lb 600NHP 3SB,9cf,GS190,HS8952 FD NewYorkSBCorp.Camden	33″4 s8″2½ 25″6	
25894 220575 KDEB	**Gulfstar** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk 2Dks&Web frames Longitudinal framing	6969 6595 4361			...		1920	SunS.B. Co. Chester,Pa.	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania	429·3|59·2|33·2 P103'B36'F40'	Pt.Arthur, Texas FK Utd.States WB	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33″3	R †

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25895 220675 KDFQ	**Gulfstate** (*ex*Halway) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6882 — 4230					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	~~Gulf Refining Co. Inc.~~ GulfOilCorp. of Pennsylvania	435·0 P106'B47'F42'	56·0	32·0	Pt.Arthur, Texas Utd.States *WB*	T.3Cy.27″,47″&78″-48″ 421NHP BethlehemS.B.Corp. S.Francisco		R
25896 212676 WJCI	**Gulfstream** *ss*N.Yk.No.3-8,26 *Mchy.Aft* *ss*Mob.No.2-35 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5189 4591 3202	✠100A1 ~~2,35~~12,35 ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,14 *F.P.* *above* 150° F.	Mob	*y*	CL ~~9,32~~ 12,35	1914 10mo	New York S.B.Co. Camden,N.J. A&CP	Gulf Oil Corp. of Pennsylvania *WB*=*CellDB* *uE&B*62'222*t*	383·0 P97'B34'F33' FK *FPT*159*tAPT*30*t*	51·2	30·1	Pt.Arthur, Texas Utd.States 14*BHCem* (8 ,,*to Up dk* 6 ,, ,, *2nd* ,,)	T.3Cy.27″,45″&75″-48″ (*r*) 190lb 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s5 ″ 9½ 24 ″ 7	
25897 219453 KOVB	**Gulftrade** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* 2*Dks*&*Webframes* *Longitudinal framing*	6776 6334 4223			...		1920	SunS.B. Co. Chester,Pa.	~~Gulf Refining Co. Inc.~~ GulfOilCorp. of Pennsylvania	429·3 P103'B36'F40' FK	59·2	31·4	Pt.Arthur, Texas Utd.States *WB*	T.3Cy.27″,45½″&76″-51″ 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
25898 221612 KDUQ	**Gulfwax** (*ex*Agwimex) *ss*N.Yk.No.3-11,33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	8862 8562 5522	✠100A1 *Shelter dk with freeboard* ~~6,35~~ ~~10,34~~ 3,36 BS3,36 ~~BS10,34~~ ✠LMC11,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P.* *above* 150° F.	Mob NYk	*e*†	CL ~~4,32~~ 6,35	1921 9mo	SunS.B. Co. Chester,Pa. A&CP	~~Gulf Refining Co. Inc.~~ GulfOilCorp. of Pennsylvania *CellDB uE&B*84'*f*40'448*t*	480·5 F44'*on Shelter dk* FK *FPT*186*tAPT*84*t*	66·0	36·8	Pt.Arthur, Texas Utd.States 18*BHptCem* (9 *to Sh dk* 9 ,, *U* ,,)	Q.4Cy.26″,38¼″56″&82″-54″ 220lb (*r*) 819NHP 4SB*12cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s9 ″ 2 28 ″ 1½	
25899 228046 WJCP	**Gulfwing** *OilEng.* *ss*N.Yk.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing-bracketless system*	10208 — 6326	✠100A1 ~~6,35~~ ~~10,34~~ 3,36 ~~DBS10,34~~ ✠LMC8,32 DBS3,36 ✠LMC(M)10,34 *Carrying Petroleum in bulk*	NYk	*g*†	CL 10,34	1928 10mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~GulfRefiningCo. Inc.~~GulfOilCorp. of Pennsylvania *CellDBuE*93' 363*t*	511·7 B40'F33' FK *FPT*203*t APT*246*t*	69·5	36·7	Pt.Arthur, Texas Utd.States 16*BHptCem* 6 ,,*to2nddk*	Oil Engines 2S.C.SA 4Cy.25 3/16″-97 5/8″ 785NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9	
25900 LDZV	**Gulhaug** (*ex*Activ) 1*Dk*	1243 960 741					1910	Kjöbnhvns Flydk.&Skbs. Copenhagen	**D/S A/S Gulhaug (LarsMæland&Co. A/S)**	231·5 P12'Q73'B42'F26'	36·2	14·4	**Haugesnd** Norwegian *WB*	T.3Cy.16½″,27″&44″-30″ 106NHP KjbnhavnsFlydk.&Skbsv		V
25901	**Gull** (*ex*Broompark-32) now "Budeni," see No.37258 in S *ss*Rot.No.3-2,35 1*Dk*(*Stl*)	*2464* *2174* *1439*	✠100A1 2,35 ✠LMC MS2,35 BS10,34 *Intermediate BH in fore hold dispensed with*	Rot	*s*	CL 2,35	1923 9mo *Lloyd's A&CP*	Livingstne &Cooper,Ld. Hessle	**U.S.S.R.** *CellDB*241'685*t*	295·4 P28'B90'F33' FK *FPT* 113*tAPT*125*t*	43·7	20·4	Russian *Cem* 4*BH only*	T.3Cy.20½″,33″&54″-39″ (*s*) 180lb 234NHP 2SB,*6cf*,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 ″ 8 s3 ″ 3 19 ″ 9¾	
25902 5149 SELR	**Gullborg** *ss*Got.2ndNo.3-8,35 **Sp** ~~*ss*Skm.No.3-3,23~~ *Mchy.Aft* ~~*ss*Got.No.2-31~~ 1*Dk*(*Stl*)	658 *504* *365*	✠100A1 8,35 ~~7,34~~ BS3,35 ✠LMC~~7,34~~ MS8,35	Got	*i*	OG 8,33	1910 8mo *Lloyd's A&CP*	Akers. Mek.Værks. Oslo	**StockholmsRederiaktiebolagSvea (Eman.Högberg, *Mgr.*)** ~~*CellDBu*~~	183·7 P64'F27' len.14 FK ~~*E*11'*f*112'152*t FPT*~~ *CellDB*132'180*t*	29·0	12·3	**Stockhlm** Swedish 3*BHCem* 27*tAPT*18*t*	T.3Cy.13½″,22″&35¾″-26″ 185lb 86NHP 2SB,*4cf*,GS46,HS1514 Akers.Mek.Værks.Oslo	14 ″ 8 s1 ″ 6½ 12 ″ 10	
25903 TFGA	**Gullfoss** *Ref.Mchy.* Wireless D.F. 2*Dks*	1414 1258 886					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	**H/F Eimskipafelag Islands**	230·1	35·2	21·1	**Reykjavik** Icelandic *WB*	T.3Cy.20″,32″&53″-36″ 169NHP KjbnhavnsFlydk.&Skbsv		V
25904 889	**Gullkrona** **WoodAux4MstSr** *Motor* 1*Dk* (*See Sailing Ship Register*)	476 392 340					1921	KärraVarv Dragsfjärd	**O.J.Engman**	180·1 P44'B14'	33·8	11·3	**Mariehmn** Finnish	Motor 2S.C.SA 4Cy.13 3/16″-14 3/16″ 48NHP BergsundsM.V.Aktb.Skm.		V
25905 139252 GNLS	**Gullpool** D.F 1*Dk*	4868 4586 3026					1928	CowpenD. D.&S.B.CoLd Blyth	**PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)**	405·1 P30'B229'F41'	53·6	26·4	**W.Hartlpl** British *WB*	T.3Cy.26″,43″&71″-48″ 349NHP Blair&Co.(1926),Ld.Stk.		C
25906 LOPD	**Gulnes** (*ex*Kis,*ex*Höidal, *ex*EllenJensen, *ss*Stv.3rdNo.3-8,24 *ex*Hundborg, *ss*Bgn.No.3-4,30 *ex*Edison, *ss*Kel.No.1-33 *ex*Stjerneborg, 1*Dk*(*Stl*)&*Web frames* *ex*Rosario) *FloorsIron* *Well deck* *Cargo battens not fitted*	1196 1078 695	✠100A1 6,35 ~~11,33~~ ✠LMC11,35 ~~MBS10,31~~ BS4,36 ~~DBS6,35~~	Kel Bgn	*n*	CL 9,33	1888 6mo *Lloyd's A&CP*	Richardsn, Duck&Co. Stockton	**D/S A/S Gulnes (HansStoraas)**	232·0 P27'Q59'B49'F28' ptND03 BK3½' *CellDBa*65'*uB&f*115'	33·3	15·1	**Bergen** Norwegian 4*BHCem* 291*tAPT*7*t*	T3Cy.17″,28½″&46½″-33″(*s* 160lb *100lb* NDB12 122NH 1SB,*3cf*,GS57,HS1812 N.E.MarineEngCoLdNw	17 ″ s1 ″ 3½ 16 ″ 11¼	
25907 TCBG	**Gulnihal** Ⓟ (*ex*Gul **TwinSc** Nihal,*ex*Cambridge)	1632 — 960					1886	Earle'sS.B. &Eng.Co.Ld. Hull	**DenizYollari Idaresi**	280·5	31·0	15·2	**Istanbul** Turkish	C.4Cy.30″&57″-36″ NB02 324NHP Earle'sCo.Ld.Hull		
25908 DHBA	**Gumbinnen** (*ex*Ambria-34) *Fitted for oil fuel* Wireless 1*Dk*	1381 1152 800					1922	Deutsche WerftA.G. Hamburg	**KohlenImport u. PoseidonSchiffahrt A.G.**	234·5 P30'B54'F22'	36·8	17·9	**Königsbrg** German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft AllgemeineElec.GesBerlin		G
25909 Wrecked 5.35 EAHG	**Gumersindo Junquera** (*ex*Motrico, *ss*Bbo.2ndNo.3-9,20 *ex*Adolfo, *ss*Bbo.No.2-29 *ex*Neptune) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3669 3203 2623	✠ —— 2,34 ✠	Val	*v*		1896 7mo	C.S.Swan& Hunter,Ld. Newcastle	**F.Gumersindo Junquera**	330·5 B38'F38' FK *CellDBa*106'*uE&B*	45·2	18·3 26·6	**Gijon** Spanish 5*BHCem* 38'*f*140'673*t*	T.3Cy.24″,40″&64″-42″ 289NHP NDB04*refitted*15 2SB,*8pf*,GS126,HS4700 N.E.MarineEng.CoLdNwc	28 ″ 10	
25910 LEUJ	**Gun** (*ex*Siggen-34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) 1*Dk* *Mchy.Aft*	670 547 351					1918	Werf Zeeland Hanswert	**D/S A/S Gun (AugustKjerland)**	179·2 P64*t*H9*t*F21*t*	30·1	12·6	**Bergen** Norwegian *WB*	T.3Cy.15½″,25½″&41½″-27″ 90NHP N.V.Maschfab.v/hSchippr. vanDeugen,Gertruidenbrg		N
25911 131507 VLFQ	**Gunbar** **TwinSc** 1*Dk*	501 319 192					1911	Ardrossan S.B.Co.Ld. Ardrossan	**~~Richardson&Co. Ld.~~ ~~Smith&Ellis~~** Freighters,Ld	150·3 Q41'F27'	30·0	8·7	SydnyNSW British *WB*	C.4Cy.12½″&26″-18″ 89RHP Dunsmuir&Jackson,LdGls		
25912 7692 SELW	**Gunborg** 1*Dk* *CruiserStern*	*1588* *1372* *856*					1930	Oskrshmns M.V.Aktieb. Oskarshamn	**TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)**	269·2	40·4	16·6	**Trelleborg** Swedish *WB*	T.3Cy.17⅞″,28¾″&47¼″-30″& 1 LP turbine with DR gearing & hydraulic coupling 122NHP OskarshamnsM.V.Aktieb.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L. R. Durée Cert. Rof Trade.
25913 LDIX	**Gunda** (*ex*Chantier) 1*Dk*	2241 1984 1328					1919	McDougall Duluth,Co. Duluth,Minn	OleFröiland	251·3 P64*t*H103*t*F24*t*	43·7	22·2	Farsund Norwegian *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougallDuluthCo.		N
25914 7664 SICN	— *ss*Els.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *withfreeboard* 1,36 ~~4,35~~ ✠LMC8,34	Osl Bal	*r*	CL 9,33	1930 8mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad '*sA&CP*	A/B Transmarin (B.Ingelsson, *Mgr.*) *CellDB*212' 54	269·0 5*tFPT*35*tAPT*80*t*	42·2	17·6 FK	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd*„)	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
25915 7277 SEMG	**Gundborg Segrell** (*ex*Agnes Harrison,*ex*Kalliope) *ss*Osc.No.3–4,34 *Well deck* *Cargo battens not fitted* 1*Dk*(*Stl*)	*1435* *1189* *844*	✠100A1 7,35 ~~4,34~~ BS7,35 ✠LMC4,34	Osc	*p*	OG ~~9,33~~ 7,35	1914 6mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	Ångf.A/B Kjell (H.Jeansson,*Mgr*) *CellDBa*75'*uE*	243·2 P18'Q79'B50'F24' &*B*35'*f*96'444*tFPT*	38·2	15·7 FK	Kalmar Swedish 4*BHCem* 49*tAPT*51*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 185NHP 2SB,4*cf*,GS66,HS3090 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s1 ″ 4 16 ″ 10	
25916 169 YLCY	**Gundega** (*ex*Wokingham,*ex*River Trent,*ex*Antar) 1*Dk*2*trB*&*deep framing*	3583 3368 2256			...		1906	TyneI.S.B. Co.Ld. Newcastle	J.Freyman&Co. (LatvianShipping Co.*Mgrs.*)	348·8 P29'B102'F36'	50·0	23·2 FK	Riga Latvian *WB*	T.3Cy.24",39"&66"–45" 311NHP N.E.MarineEng.CoLdNwc	25 ″ 8	C †
25917 LCLV	**Gundersen** TwinSc D.F. *OilEng.* *Ref.Mchy.* 2*Dks*	1841 1550 1002					1927	Aktieb. Götaverken Gothenburg	A/S Titchfield (Chr.Gundersen& Co.*Mgrs.*)	269·0 P30*t*Q17*t*B136*t* H50*t*F24*t*	37·6	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 448NHP Aktieb.Götaverken,Got.		N
25918 LCKQ	**Gundine** (*ex*EmileDeutsch de la Meurthe) *ss*Cpn.No.3–7,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6025 5266 3575	✠100A1 3,35 BS9,35 ✠LMC7,34 *CarryingPetr* *Fitted for oil*	Fal *oleum* *fuel* 5,	*z* *in* 21	CL 7,34 *bulk* *F.P. a*	1921 6mo *bove* 1	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. A&CP 50° F.	A/S Jensens Rederi(J.P.Jensen *Mgr.*) *CellDB*63'185*t* *DTf*32'322*t*	412·4 P125'B33'F43' *FPT*98*tAPT*102*t*	53·3	30·9 FK	Arendal Norwegian 16*BHptAsp* *ptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 552NHP 3SB,9*cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s6 ″ 8½ 24 ″ 7	
25919	**Güneysu** Ⓟ (*ex*Bulgaria–34,*ex*Graz) D.F. 1*Dk*&*Spar dk*&*deep framing*	3845 2822 2247			...		1908	Lloyd Austriaco Trieste	VapurculukTurk AnonimSirketi	356·0 P&B246'F65'	44·2	22·9 FK	Istanbul Turkish *WB*	T.3Cy.26",43¾"&73"–48" 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
25920 OYDW	**Gunhild** 1*Dk*	1142 975 682					1918	Fredrkstad Mek.Værks. Fredrikstad	Dampskslsk Torm(A.Schmiegelow&A.Kampen, *Mgrs.*)	230·4	36·0	14·6	Copnhagn Danish *WB*	T.3Cy.16½"26"&44"–30" 110NHP FredrikstadM.V.Frdstad		V
25921 5920 SEMB	**Gunlög** 1*Dk*	*1396* *1105* *770*					1917	J.&A.Van derSchuyt Papendrecht	StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*)	236·4 P27'B58'H107*t* F20'	36·7	15·4	Stockholm Swedish *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.Van derSchuyt		V
25922 4472 SEMU	**Gunnar** (*ex*Scotian) *Well deck* 1*Dk*	*1258* *926* *703*			...		1901	Mackie& Thomson Glasgow	BlekingeÅngbåts A/B (O.E.Lundström,*Mgr.*)	227·9 P16'Q67'B59'F30'	34·5	14·4 FK	Karlshmn Swedish	T.3Cy.17",27½"&46"–33" 135NHP W.V.V.Lidgerwood,Gls.	16 ″ 7	V †
25923 Wrecked 8,35 [illegible] SHRN	**Gunnaren** TwinSc *ss*Got.No.1–34 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*	*3229* *2743* *1779*	✠~~100A1~~ *withfreeboard* 4,35 ✠~~[illegible]~~ ~~[illegible]~~	Got	*w*	CL s11,32 p10,34	1930 4mo *Lloyd*	Akt.Lindholmen- Motala Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*290'841*t* *Tanks in way of*	354·1 *Tunnel* 88*t FPT*41*t*	50·1	21·7 FK (	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*122*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.	25 ″ 6 s2 ″ 2 23 ″ 5½	
25924 6768 SEMW	**Gunnel** ~~*ss*Osc.No.2–31~~ *ss*Osc.No.3–6,35 1*Dk*(*Stl*) *Cargo battens not fitted*	*1465* *1132* *823*	✠100A1 6,35 ~~6,33~~ ~~[illegible]~~ ✠~~LMC7,31~~ 6,35	Osc	*p*	OG ~~5,33~~ 5,35	1922 4mo *Lloyd*	Oskrshmns M.V.A/B Oskarshamn '*sA&CP*	J.H.Wingren& R.Wingren(J.H. Wingren,*Mgr.*) *CellD*	232·5 P26'B58'F21' *B*199'374*t FPT*31*t*	38·3	15·7 FK	Oscrshmn Swedish 4*BHCem* *APT*30*t*	T.3Cy.17½",29"&48"–30" (*s*) 200lb 165NHP 2SB,4*cf*,GS68,HS2812 OskarshamnsM.V.Aktieb.	17 ″ 9 s1 ″ 8½ 16 ″ 3	
25925 LCLW	**Gunny** 1*Dk*	2362 2104 1403					1920	Eltringhams,Ld. Willington Quay	D/SA/SGunny (EilertLund)	290·4 P63*t*H126*t*F26*t*	44·0	20·8	Bergen Norwegian *WB*	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld. WillingtonQuay		N
25926 DHJP	**Günther Russ** Sub.Sig. Wireless 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. AssekuranzGes. m.b.H.(Ernst Russ,*Mgr.*)	210·8 P23'Q59'B58'F25'	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾",25½"&34½"–29½" 64NHP StettinerOderwerke		G
25927 Broken up [illegible] SEND	**Gunvall** (*ex*Havtor,*ex*BankchefFasting,*ex*GeneralRoberts) Iron *Well deck* 1*Dk*2*trB*	*1412* *1172* *809*			...		1882	Palmers' Co.Ld. Newcastle	RederiA/BVallde (J.A.Edvall,*Mgr.*)	248·3 Q110*t*B97*t*F30*t*	35·0	16·6	Oscrshmn Swedish *WB*	C.2Cy.24"&54"–36" NB95 146NHP Palmers'Co.Ld.Nwc.	19 ″ 0	V †
25928 OYDX	**Gunver**	941 813 549					1920	Atlas Werke Bremen	J.Lauritzen	224·3 P29'B120'F23'	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15$\frac{4}{16}$",25$\frac{3}{16}$"&41¾"–25$\frac{6}{16}$" 88NHP AtlasWerke,Bremen		G
25929 LIWO	**Gunvor** D.F. *Cruiser Stern* 1*Dk*	1942 1699 1121					1934	Trndhjms Mek.Verks. Trondheim	A/SHerdis(Bachke &Co.*Mgrs.*)	277·7 P23'B163'F29'	43·2	18·1	Trndheim Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"–31$\frac{7}{16}$" & LP Turbine HS2874 214NHP TrondhjemsM.V., Trondheim		N
25930 OXNH	**Gunvor Mærsk** (*ex*Josephine Gray–34) D.F. 1*Dk*	1984 1767 1162					1931	W.Gray& Co.Ld. WHartlepool	A/S Dampskslsk.af 1912(A.P.Möller, *Mgr.*)	276·4 P25'B68'F28'	42·3	18·7	Copnhagn Danish *WB*	T.3Cy.20½",34"&56"–39" 196NHP CenMar.E.Wrks.LdWHpl		N
25931 FOIF	**Gure Herria** (*ex*Mulhouse,*ex*KibiMaruNo.10) Wireless 1*Dk*	1330 1130 848					1919	KibiS.B. Co.Ld. Osaka	LaMorueFrançaise	219·3 B52'F24'	32·5	18·7	Bordeaux French *WB*	T.3Cy.14½",24"&40"–30" Hashimoto 88NHP IronWorks,Osaka		V
25932 141929 GCZD	**Gurna** *ss*Cal.No.1–36 *ss*Cal.No.3–2,32 2*Dks*(*Stl*)	5248 4754 3228	✠100A1 3,36 ~~3,35~~ ✠LMC1,36 ~~[illegible]~~ ~~[illegible]~~	Cal	*y*	CL 3,35	1919 10mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB*	399·3 P49'B113'F39' 344'1122*t FPT*122*t*	52·2	28·5 FK	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 8½	
25933 PUQF	**Gurupy** (*ex*RomanPrince) *ss*N.Yk.No.3–1,00 *ss*Mch.No.2–08 *Well deck* 1*Dk*(*Stl*)2*trB*	*1934* *1539* *1221*	✠ 3,12 ✠	Brs	*r*		1887 8mo	Short Bros. Sunderland	Cia.Commercio e Navegação) *WB*=*Cell*	290·0 P33'Q68'B70'F27' *DBa* 80' 107*t f* 110'	38·8	17·6 BK10"	R.Janeiro Brazilian 4*BHCem* 159*tAPT*25*t*	T.3Cy.21",34"&56"–42" NDB02 198NHP NB12*fitted*14 2SB,6*cf*,GS116,HS3019 G.Clark,Sunderland	20 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draugnt. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25934 5348	**Gustaf** (*ex*Sailing Vessel,*ex*Fjeld,*ex*Elissa Eliasson) **IronAuxBk** *OilEng.* 1*Dk* (*See Sailing Ship Register*)	433 388 350			...		1877	A.Hall& Co. Aberdeen	ErikNylund	144·3|28·1|14·6 Q28'H13*t*F19*t* BK7'	Mariehmn Finnish	Oil Engine 2S.C.SA 2Cy.15⅘"–16½" 88NHP E*made*16*fitted*18	15 〃 6	V †
25935 6390 SENI	**Gustaf Adolf** 1*Dk*	926 *711* *483*					1920	Hlsingbrgs Varfs.A.B. Helsingborg	Ångf.A/B Nordsjön(A.Bratt &Co.*Mgrs.*)	204·5|33·8|12·8 Q64'B56'F19'	Gothenbrg Swedish *WB*	T.3Cy.18⅛",29½"&46⅞"–27½" 112NHP HelsinborgsVarfs.A.B.		V
25936 7461 SFYA	**Gustaf E. Reuter** **TwinSc** *ss*Got.No.2-35~~*ss*Got.No.1-32~~ *OilEng.* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	6336 *5458* *3449*	✠100A1 12,35~~7,34~~ ✠LMC CS12,35 DBS12,35 12,35 *CarryingPetroleum in bulk*	Fal Got	*a*†	CL ~~s2,32~~ ~~p3,33~~ 10,35	1928 7mo *Lloyd's*A&CP	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb.Reut (HakonReuter, *Mgr.*)	418·9|55·1|32·1 P100'F50' *Trunk*256' FK *CellDBuE*58'168*t*	Gothenbrg Swedish 15*BHptCem* *APT*375*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*150lb* EriksbergM.V.Aktieb,Got	32 〃 0 s 6 〃 1 26 〃 1½	
25937 7151 SENM	Wrecked 2.36 **Gustaf Wasa** (*ex*London,*ex*Ainamo, *ex*Craigallan, *ex*Camperdown) *ss*Hbg.3rdNo.3-4,25 *ss*Osc.No.2-34 *Well deck* 1*Dk*(*Irn*)&*Webframes*	*1382* *1172* *798*	✠~~100A1~~ 5,35~~3,34~~ ~~BS5,35~~ ✠~~LMC3,34~~	Hbg Osc	*p*	OG ~~3,32~~ 5,35	1890 3mo	J.Blumer &Co. Sunderland A&CP	RederiA/B Gustaf Wasa(K.Englund)	250·0|37·0|16·7 Q89'B106'F28' FK *Cell*	Kalmar Swedish 4*BHCem* *DB*162'263*t*	T.3Cy.18",30"&84"–36" (*s*) 160lb 139NHP 2SB,4*rf*,GS77,HS2084 Alley&McLellan,Glasgow	18〃10 s 1 〃 0 18 〃 0	
25938 2509 SENO	— 1*Dk*	487 *359* *254*					1895	Helsingörs Skibsbyggri Elsinore	Stockholm Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·7|25·2|10·0 Q39'B51'H12*t*F26'; len04	Stockholm Swedish *WB*	T.3Cy.13½",22"&37"–24" 67NHP HelsingörsMskbyggeri		V
25939 OZND	**Gustav Diederichsen** Ⓟ 1*Dk*	2332 2061 1353					1930	Howaldtswerke A.G. Kiel	RhederiM.Jebsen A/S(J.F.C.Jebsen, *Mgr.*)	281·2|41·9|21·9 P21'B75'F37'	Aabenraa Danish *WB*	T3Cy.22$\frac{3}{16}$",37⅜"&62¼"–39⅜" 243NHP HowaldtswerkeA.G.Kiel		G
25940 OYVB	**Gustav Holm** **Wood3Mst** (*ex*Grönland,*ex*FoxII.) Wireless 2*Dks*	409 354 217					1893	Forenede OplagsPladsr ogVærfter Copenhagen	GrönlandsStyrelse	144·7|28·0|15·1	Copnhagn Danish	C 2Cy.21½"&37"–18" 48NHP Burmeister&Wain,Cpn.		V
25941 DHJR	**Gustav Schindler** (*ex*Astrakhan) Now "Torcello," see No. 40279 in Supplement *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	3249 3130 1909					1892	Palmers' Co.Ld. Newcastle	TankschiffReedereiJuliusSchindler,G.m.b.H.	328·5|42·6|28·5 P20'F30'	Hamburg German *WB*	T.3Cy.24",40"&64"–42" NB16 265NHP Palmers' Co.Ld.Newcastle		V
25942 5185 SEOG	**Gustavsberg** Now "Marina," see No. 39083 in Supplement 1*Dk*	*1379* *1109* *775*					1910	Oskrshmns M.V.Aktieb. Oskarshamn	Akt.Gustavsbergs Fab.Intressenter (A.S.W.Odelberg, *Mgr.*)	227·9|36·8|15·9 P26'B52'F28'	Gustavsbg Swedish *WB*	T.3Cy.17½",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
25943 7268 SEPG	**Gute** *CruiserStern*	435 272 225					1926	Nüscke& Co.A.G. Stettin	Ångf.Aktieb. Gotland (C.E.Ekman *Mgr.*)	130·6|26·2|11·4 Q39'B&F90'	Visby Swedish *WB*	T3Cy.13¾"22$\frac{13}{16}$"&36⅝"–25$\frac{9}{16}$" 68NHP A.Borsig,Berlin		G
25944 4764 SEPI	**Gwalia** (*ex*Heimdal) *ss*Mmo.No.1-36 *ss*Stn.2ndNo.3-1,31 1*Dk*(*Stl*)&*deep framing*	*1258* *830* *722*	✠100A1 *ptAwngdk withfreeboard* 2,36 ~~5,34~~ ~~BS2,35~~ ✠LMC~~1,31~~	Got Mmo MS5,35 BS2,36	*n*	CL 5,34	1907 6mo *Lloyd's*A&CP	S.P.Austin &Son,Ld. Sunderland	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*63'*uE*&	221·5|34·5|14·1 P24'Q61'B124' H53*t* FK B33'*f*88'320*t* *FPT*	Gothenbrg Swedish 4*BHAsp* 48*t* *APT*50*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb *80lb* 141NHP 1SB,3*cf*,GS58,HS2305 N.E.MarineEng.Co.Ld.Sld	16 〃 3 s 〃 8 15 〃 9	
25945 147718 MLZV	**Gwentgate** (*ex*Forestgate) Now "Nerva," see No. 39309 in Supplement *ss*Npt.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	1600 1373 887	✠100A1 1,35 ✠LMC MS1,33 BS1,35	Npt	*q*	CL 1,35	1924 9mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld. Glasgow	Mordey,Son&Co. Ld. *CellDB*204'454*t*	250·2|39·7|17·9 P17'B58'F23' FK *FPT*72*t* *APT*35*t*	Newport, Mon. British 4*BHCem*	T.3Cy.18",30"&50"–35" (*s*) 180lb 169NHP 2SB,6*cf*,GS93,HS2790 J.G.Kincaid&Co.Ld.Grk.	19〃10 s 2 〃 6¾ 17 〃 6	
25946 [illegible] GFDS	**Gwentland** Now "Bramhill," see No. 37291 in Supplement *ss*Npt.No.2-31 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1821 1408 1090	✠100A1 11,34 BS~~2,34~~ ✠LMC8,31 9,35	Npt	*q*	CL ~~11,34~~ 1,36	1923 7mo *Lloyd's*A&CP	R.Thompson&Sons,Ld. Sunderland	BramhallSSCoLd (Angel,Dalling& Co.Ld.*Mgrs.*) *CellDBa* 78'183*tuE*20'62*t*	264·0|39·0|16·9 Q102'B57'F24' FK *f*108'273*t* *FPT*60*t*	Newport, Mon. British 4*BHCem* *APT*111*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb *100lb* 214NHP 2SB,6*cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19 〃 5 s 1 〃 9¼ 17 〃 10	
25947 132642 VLCK	**Gwydir** Ⓟ (*ex*Hailoong, *ex*Morialta) **TwinSc** 1*Dk*	1929 1628 1108					1911	D&WHendersn&Co.Ld. Glasgow	Newcastle& HunterRiverS.S. Co.Ld.	240·0|40·3|22·1 P&B162'F42'	Newcastle N.S.W. British	T.6Cy.16",27"&43"–33" 212NHP D&WHendersn&Co.LdGls		
25948 OXQH	**Gyda** D.F. *CruiserStern* 1*Dk*	1695 1492 958					1934	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Torm (A.Schmiegelow& A.Kampen)	292·3|41·7|16·8 P&B218'F38'	Copnhagn Danish *WB*	C.3Cy.(2)15¾"–39⅜"–37⅜"& LPTurbineHS3337 234NHP HelsingörsJernsk.&Mskb		C
25949 LDFW	— (*ex*Gijonés) 1*Dk*	1591 1190 933					1920	Laxevaags Msk.&Jrnskb Bergen	Skibs.A/S William HansensRederi (W.Hansen,*Mgr.*)	245·8|37·9|15·5 P59*t*H77*t*B124*t* Q106*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
25950 LDQL	**Gylfe** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6129 5412 3565	✠100A1 11,34 ✠LMC11,30 *CarryingPetroleum in bulk*	Bkn	*z*	CL 6,33	1930 11mo *Lloyd's*A&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle	Skibs.A/S Gylfe (E.Evensen) *CellDBuE*56'171*t*	396·2|55·1|32·3 P97'B29'F36' *Trunk*238' FK *DTf*34'347*t* *FPT*135*t*	Oslo Norwegian 14*BHptCem* (9 *to Udk* 5 „ 2*nd* „) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 〃 0	
25951 4478 SEPK	**Gylsboda** *Mchy.Aft* 1*Dk*	*340* *244* *135*					1905	Act.Ges. "Neptun" Rostock	SvenskaGranitindustriAktieb. (C.Fieber)	131·7|24·9|10·4 Q50'H62*t*F20'	Karlshmn Swedish *WB*	C.2Cy.14$\frac{3}{16}$"&27$\frac{3}{16}$"–19$\frac{11}{16}$" 27NHP A.G."Neptun,"Rostock		G
25952 137851 GRFC	**Gymeric** *ss*Ant.No.3-4,36 ~~*ss*Bel.No.3-5,30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6138 5743 3838	✠100A1 4,36~~2,34~~ ~~BS5,34~~ ✠LMC~~5,30~~ 4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	Fal Ant	*a*†	CL ~~4,33~~ 4,36	1917 8mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	BankLine,Ld. (A. Weir&Co. *Mgrs.*) *CellDBuB*41' 116*t*DT*f*46'577*t*	420·3|54·6|32·3 P99'B30'F48' FK *FPT*83*t* *APT*37*t*	Glasgow British 16*BHptCem* (9 „ *toUdk* 7 „ „ 2*nd*„)	T.3Cy.27",45"&74"–48" (*r*) 180lb 536NHP 3SB,9*cf*,HS7983 FD Hwthrn,Leslie&CoLdNwc	32 〃 8 s 5〃11½ 26 〃 11¼	
25953 JHQA	**Gyokoh Maru** (*ex*Tamaqua, *ex*DenofGlamis) ~~*ss*Nag.No.3-7,22~~ *ss*Kob.2ndNo.3-4,34 ~~*ss*Kob.No.2-30~~ 2*Dks*(*Stl*)	5342 4713 3320	✠100A1 4,35 ~~4,34~~ ✠LMC~~4,34~~ 4,35 *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	Kob	*z*	CL 4,34	1910 7mo *Lloyd's*A&CP	Napier& Miller,Ld. Glasgow	YamashitaKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*) *CellDBa*134'*uE*&*B*43'*f*180'1070*t*	405·0|52·2|28·0 P38'B119'F50' FK *DTa*33'880*t*	Dairen Japanese 6*BHCem* *APT*60*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 2SB,8*cf*,GS146,HS7020 FD D.Rowan&Co.Glasgow	30 〃 6	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH^{P}=Force en chevaux d'après les formules de la Société. IH^{P}=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25954 160719 GSYM	**Gypsum Empress** Ⓟ *ss*NYk.No.1-33 D.F. GyC. E.S.D. Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing*	4034 3404 2071	✠100A1 4,36 ~~4,35~~ ~~MS4,35~~	NYk ✠LMC4,36 ~~BS4,35~~	*w*	CL 4,34	1929 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	GypsumPacketCo. Ld.	347·8 P101'F64'	52·8	23·0	Middlsbro' British *pt Cem* 5*BH only*	T.3Cy.24½",41"&68"-45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl	27 " 0 5 " 2¾ 21 " 11¼	
	Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with FK *Fitted for oil fuel* 4,31 *F.P. above* 150° F. *Cell D Bu E& B48 f*243' 1755*t Side tanks*1136*t FP T*177*t APT*74*t*															
25955 147788 GNCK	**Gypsum King** Ⓟ ~~*ss*N.Yk.No.1-34~~ *Mchy.Aft* *ss*NYk.No.2-35 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 4,36 BS4,36	Hfx NYk ✠LMC MS1,35	*w*	CL 4,34	1927 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	GypsumPacketCo. Ld.	347·8 P101'F53'	52·8	23·0	Middlsbro' British *pt Cem* 5*BH only*	T.3Cy.~~24½~~",41"&68"-45" (*s*) 190lb 24⅝" 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 5 " 3¼ 21 " 10¾	
	Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with FK *Cell D Bu E& B48' f*243' 1765*t Side tanks*1136*t FP T*177*t APT*74*t*															
25956 147789 GNCM	**Gypsum Prince** Ⓟ *ss*N,Yk.No,2-35 ~~*ss*Bal.No.1-34~~ D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3401 1970	✠100A1 ~~5,35~~ ~~8,34~~12,35 BS~~6,34~~ 7,35	NYk Bal ✠LMC~~4,31~~ MS1,35	*w*	CL ~~10,33~~ 5,35	1927 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	GypsumPacketCo. Ld.	347·8 P101'F53'	52·8	23·0	Middlsbro' British *pt Cem* 5*BH only*	T.3Cy.24½",41"&68"-45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 5 " 3¼ 21 " 10¾	
	Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with FK *Fitted for oil fuel* 4,31 *F.P. above* 150° F. *Cell D Bu E& B48' f*243' 1765*t Side tanks*1136*t FP T*177*t APT*74*t*															
25957 147787 GNCL	**Gypsum Queen** *ss*N.Yk.No.2-34 *Mchy.Aft* GyC. 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1969	✠100A1 4,36 ~~8,33~~ BS~~3,33~~ 4,36	NYk ✠LMC3,34	*w*	CL ~~8,34~~ 3,36	1927 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	GypsumPacketCo. Ld.	347·8 P101'F53'	52·8	23·0	Middlsbro' British *pt Cem* 5*BH only*	T.3Cy.24½",41"&68"-45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl	27 " 0 5 " 3¼ 21 " 10¾	
	Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with FK *Fitted for oil fuel* 4,31 *F.P. above* 150° F. *Cell D Bu E& B48' f*243' 1765*t Side tanks*1136*t FP T*177*t APT*74*t*															

⁎ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
25958 DOHB	**H. A. Nolze** 1*Dk&Web frames*	687 622 410					1893	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges. "Neptun"	179·0 Q115'B46'F19'	27·0	20·4	Bremen German *WB*	T.3Cy.14", 21½" & 37"–24" NB15 67NHP FlensburgerSchiffsb.Ges.		G
25959 207011	**H. A. Scandrett** (*ex*NorthStar) *Mchy.Aft* 2*Dks*	4011 — 2928					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 F32'	46·0	26·0	Buffalo NY Utd. States *WB*	Q4Cy.19", 27½", 40" & 58"–42" 218NHP Gt.LakesEng.Wrks.St.Cl.		
25960 LCNR	**H. C. Flood** 4Mst 1*Dk*	1907 1678 1136					1917	Bergens Mek.Værks Bergen	Dampsk.A/S Falkeid (Th. Nordbö jr.*Mgr.*)	266·9 P26'B67'F23'	42·1	18·0	Haugesnd Norwegian *WB*	T.3Cy.19½", 30" & 52"–36" 162NHP BergensMekVærksBergen		N
25961 214615 WFCW	**H. C. Folger** *ss*Phl.No.3–11,28 *ss*N.Ns.No.1–32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7086 6444 4389	✠100A1 ~~7,35~~11,314,36 ✠NE6,21 ✠LMC9,32 ~~BS9,34~~~~9,35~~ BS4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150° F.	Phl	*b*†	CL N11,31	1916 12mo	UnionIron WorksCo. SanFrancisco A&CP	AtlanticRefining Co. *CellDB uE&B*64'197*tDT*56'10	435·0 P134'B50'F42' 38*tFPT*97*tAPT*74*t*	56·0	32·0	Phildlphia Utd.States FK 15*BHptAsp* 10 „ *toUdk* 5 „ „*2nd*„	1DRGearedSteamTurbine 220lb (*s*) 672NHP 3SB, *9cf*, GS165, HS8325 FD DeLavalSteamTurbine Co.Ld.Trenton,N.J.	33 ″ 6 ~~s7 ″ 10½~~ ~~26 ″ 0~~ s6 ″ 5¼ 27 ″ 3½	
25962 DJEC	**H. C. Horn** Ⓟ *OilEng.* D.F. 2*Dks*	4132 3388 2511					1932	Flensburgr Schiffsb.Ges Flensburg	H.C.Horn	327·1 F35'	49·7	26·7	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"–$43\frac{5}{16}$" 1360NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		G
25963 TCBM	**H. Esref** (*ex*Charalambos Vaiannis-33, *ex*MariaM., *ex*Alpha, *ex*Lieutenant Corriol, *ex*Prado, *ex*Isafold, *ex*Pierre-Paul, *ex*Skinningrove) *ss*Bdx.No.–95 1*Dk*(*Irn*) *Well deck*	346 — 195	✠ 2,01	Bdx	*e*		1891 12mo	Wood, Skinner&Co. Newcastle	CerahZade MehmetTahsin	139·7 Q69'B12'F26' FK *FPT*41*t*	22·4	10·9	Istanbul Turkish 4*BHCem* *APT*10*t*	T.3Cy.10½", 17" & 28"–21" NB12 36NHP N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
25964 212719 WGCO	**H. F. Alexander** Ⓟ TrpSc (*ex*GreatNorthern) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)3rd *dk* (*Stl*) *forward&aft* D.F. GyC. *Shade dk*(*Stl*)	8357 4071 3708	✠ 5,17 ✠	SFo			1915 1mo	W.Cramp SonsS&EBCo Philadelphia	PacificS.S.Lines Ld.(AdmiralLine)	509·5 *Prom dk*482' FK *CellDBa*90'*uE&*	63·1	21·0	S.Frncisco Utd.States 10*BHAsp* *B* 178' *f* 130'	3 Steam Turbines WTMB 12B, HS59808 WCramp&SnsS&EBCoPhl 1005*tFPT*24*tAPT*69*t*	34 ″ 6	R †
25965 OYDZ	**H. H. Petersen** 1*Dk*	975 772 570					1927	A/S H.C. Christensen's Staalskibs. Marstal	D/SA/S"Emanuel" (Alfr.Petersen, *Mgr.*)	221·7	35·0	12·8	Marstal Danish *WB*	T.3Cy.$15\frac{6}{16}$", $25\frac{10}{16}$" & $44\frac{2}{16}$"–$29\frac{8}{16}$" 105NHP FlensburgerSchiffsb.Ges.		V
25966 214066 WOCQ	**H. H. Rogers** TwinSc3Mst *ss*N.Os.No.3–3,28 *ss*N.Yk.No.1–32 *Mchy.Aft* 2*Dks*(*Stl*) *Shelter dk*(*Stl*) &*Web frames* D.F. GyC. *Longitudinal framing*	8807 7159 5488	✠100A1 *Shelter dk withfreeboard* ~~9,358,34~~ 3,36 BS9,35 ~~BS8,34~~ ✠LMC9,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,16 *F.P. above* 150° F.	NYk ~~Gal~~	*f*†	CL 8,34	1916 5mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	~~StandardShppng. Co.~~ StandardOil Co.ofNewJersey *CellDBuE&B*57'184*t*	500·0 FK	68·0	35·5	Wilmgton (Del.) Utd.States 19*BHCem* 15 „ *to Udk* 4 „ „ *2nd*„ *f*17'71*tDTf*	T.6Cy.20½", 35" & 60"–42" (*s*) 200lb 628NHP 3SB, *12cf*, GS213, HS8700 FD NewportNewsSB&DD.Co 54'673*tFPT*243*tAPT*127*t*	30 ″ 9 s 5 ″ 0½ 25 ″ 11½	
25967 LDKG	**H. J. Kyvig** (*ex*TormodBakkevig) 1*Dk*	763 606 431					1921	Mjellem& Karlsen Bergen	A/SKyviksRederi (JakobKyvik, *Mgr.*)	187·9 Q66*t*B83*t*H46*t*F29*t*	31·2	12·2	Haugesnd Norwegian *WB*	T3Cy.14", 23½" & 33"–27" 56NHP Mjellem&Karlsen,Bergen		N
25968 216456 WOCR	**H. M. Flagler** *ss*Gal.No.1–34 *ss*N.Os.No 3–4,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. GyC. *Longitudinal framing*	8208 8017 6183	✠100A1 *Shelter dk withfreeboard* ~~5,35~~ ~~12,33~~ 12,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150° F.	Bal NOs BS5,35 ✠LMC5,34	*c*†	CL ~~6,32~~ 5,34	1918 7mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP *CellDBa*17	~~StandardShppng. Co.~~ StandardOil Co.ofNewJersey, *uE&B*69'*f* 50' 452*t*	461·6 FK *FPT*173*tAPT*100*t*	60·0	27·7	Wilmgton (Del.) Utd.States 18*BHptCem* (3*BHtoS dk* 11 „ „ *U*„ 4 „ „*2nd*„)	Q.4Cy.24", 36" ~~$35\frac{7}{16}$"~~, $51\frac{3}{16}$" & 75"–51" 220lb (*s*) 533NHP 3SB, *9cf*, GS177, HS7035 FD NewportNewsSB&DD.Co.	37 ″ 2 s10 ″ 2½ 27 ″ 3	
25969 221784 KJLW	**H. M. Storey** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* D.F. GyC. 2*Dks&Shelter dk*	9838 — 6007					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States *WB*	T.6Cy.24", 39" & 65"–42" 548NHP BethlehemS.B.Corp.Ld.		R
25970 221701 KDVM	**H. T. Harper** TwinSc *OilEng* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	3803 — 2300					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	329·9 P88'B36'F55'	46·2	25·7	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.20½"–35½" 488NHP PacificDieselEngineCo. Oakland,Cal.		R
25971	**Ha-Yih** (*ex*Caraïbe-35, *ex*Registan) D.F. 1*Dk&Spar dk&deep framing*	2976 2603 1888			...		1906	Gourlay Bros.&Co. (Dundee)Ld Dundee	WahShangSteamshipCo.Ld.(YihZui Fong, *Mgr.*)	331·8 P25'B84'F34' FK	43·2	14·4 22·4	Shanghai Chinese *WB*	T.3Cy.24", 40" & 65"–42" 355NHP GourlayBros.&Co. FD (Dundee)Ld.Dundee	24 ″ 9	V †
25972 LDKH	**Haakon Adalstein** Ⓟ Iron 2*Dks&Awngdk*	710 681 430					1873	Mitchell &Co. Newcastle	Det Nordenfjeldske Dampskibsselskab	180·2 H29*t*	26·4	16·7 21·2	Trndheim Norwegian *WB*	T.3Cy.16½", 26" & 44"–30" NE&B02 106NHP TrondhjemsMV.Trndheim		
25973 LIZQ	**Haakon Hauan** *OilEng.* E.S.D. 1*DkCruiserStern* *MchyAft*	~~6400~~ 6582 6021 3705	✠100A1 11,35~~7,35~~ ✠LMC7,35 ~~(ClassContemplated)~~ *CarryingPetroleum in bulk*	Osl	*a*†	CL	1935 7mo	A/S Akers Mek.Verksted,Oslo *Lloyd's*A&CP	Ostlandske Petroleums Compagni *CellDBuE*48'172*t*	~~407·0~~ 409·1 P96'B40'F34' FK *DTf*19'410*tFPT*185*tAPT*246*t*	56·3	33·8	Oslo Norwegian 12*BH*	Oil Engines 4S.C.SA 6Cy.29⅛"–~~59~~$59\frac{1}{16}$" 489NHP A/SAkersMek.Værks.Oslo 2DB-*150lb*	33 ″ 6 s6 ″ 2¾ 27 ″ 5¾	
25974 LDIR	**Haakon Jarl** (*ex*SanTelmo) Wireless 1*Dk & Spar dk*	1482 1331 899					1904	Fredrkstad Mek.Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskab	237·6 B89*t*H38*t*	35·1	19·6	Trndheim Norwegian *WB*	T.3Cy.17", 30" & 49"–33" NB12 138NHP FredrikstadM.V.Frdstad.		N
25975 LDXA	**Haalegg** (*ex*Fagervik-34) 1*Dk*	1758 1542 1032					1922	Hölens Verks.A/S Larvik	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*)	261·2 P54*t*H82*t*	41·2	17·8	Skien Norwegian *WB*	C.4Cy.(2), 14⅜" & (2)32¼"–30½" NE35 HS4258 248NHP FredrikstadM.V.Frdstad.		N
25976 LDQE	**Haardraade** (*ex*Sfinx) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	750 538 398					1922	P.&A. Ruytenberg Raamsdonksveer	A/SHavlide (O.&H.HoltaA/S, *Mgrs.*)	184·8 Q115'B11'F23'	29·3	12·3	Skien Norwegian *WB*	T.3Cy.$13\frac{3}{16}$", $22\frac{1}{16}$" & 36¼"–23⅝" 54NHP N.V.Schpsw.&Maschf. "deKlop," Sliedrecht		V
25977 LDTN	**Haarfagre** (*ex*Belgica-32, *ex*Yzerhandel, *ex*Carabinier, *ex*Aurora) *ss*Ant.No.3–10,30 1*Dk*(*Stl*) *ss*Osl.No.1–35	2478 2161 1397	✠100A1 12,35~~9,34~~ ✠NE5,33 ~~BS9,34~~	Rot Osl ✠LMC~~5,33~~ 12,35	*t*	~~5,38~~ 11,35	1918 9mo	ThePusey &JonesCo. Wlmgtn,Del. A&CP	A/SHavlide (O.&H.HoltaA/S, *Mgrs.*) *CellD*	300·3 P29'B75'F29' FK *B*254'702*tFPT*106*t*	44·2	19·9	Skien Norwegian 6*BHCem* *APT*137*t*	C.4Cy.(2), 14⅜" & (2)32¼"–30½" 200lb 248NHP 2SB, *4cf*, GS84, HS4258 FD FredrikstadM.V Frdstad	22 ″ 3 s3 ″ 7 19 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
25978 145562 MLGF	**Haarlem** (*ex*StadKampen) 1*Dk*	970 775 565					1917	NV.Schpsb Mij.Ijselwerf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	216·9 Q&B120'F28'	32·6	13·8	Leith British *WB*	T.3Cy.14",23"&38"–27" E&B*made*19 75RHP Machf.Utrecht,Utrecht		G
25979 EAAM	**Habana** Ⓟ TwinSc (*ex*AlfonsoXIII) *ss*Bbo.No.2–31 Sub.Sig. 3*Dks*(*Stl–Uws*)&*Shade dk* D.F. GyC. (*Stl*–teak s) *CruiserStern*	10551 7238 5915	✠100A1 *Shade dk* 7,35 ~~1,34~~ ✠LMC MS5,31 BS~~9,34~~ 9,35	Ferrol	*f*†	~~s7,23~~ CL ~~F1,31~~ ~~EN7,30~~ 1,36	1923 8mo	Soc.Espan- ola deCon- structn Naval Bilbao A&CP	*CellDB*403'1305*t* *Tank between*	480·6 F58'*onShade dk* FK&BK1" *tunnels* 31'60*t FPT*	61·2	32·7	Barcelona Spanish 10*BHCem* 84*t APT*79*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 180lb FD 1775NHP 7SB,*21cf*,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol	35 〃 9 ~~6 – 7¼~~ ~~29 – 7½~~ 6 〃 7¾ 29 〃 7½	
25980	— Ⓟ *Fitted for oil fuel* 1*Dk*	1501 1342 862					1906	W.Hamil- ton&Co.Ld. PortGlasgow	Empresa Naviera deCuba, S.A.	235·0 P20'B165'F50'	35·2	15·5	Havana Cuban	T.3Cy.19",32"&52"–36" 162NHP Muir&Houston,Ld.Gls.		
25981 LCND	**Hada County** (*ex*Hada,*ex*Nordkyn) *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	4853 4415 2936			...		1921	Craig,Tay- lor&Co.Ld. Stockton	A/S J.Ludwig MowinckelsRederi (CountyLine)	386·0 P49'B232'F34' FK	53·0	26·6	Bergen Norwegian *WB*	T.3Cy.27",45"&74"–51" 528NHP Blair&Co.Ld.Stockton	29 〃 0	N †
25982 SVFF	**Hadiotis** *ss*Syr.No.1–32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing at bottom&at deck*	*4386* *4024* *2639*	✠100A1 *with freeboard* 3,36~~10,34~~ ✠LMC9,32 BS~~10,34~~11,35	Syr NNs	*z*	CL ~~9,32~~ 3,36	1929 1mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	KassosStm.Nav. Co.Ld.(Pnevma- ticos,Rethymnis, Yannaghas,*Mgrs*) *CellDB*344'1550*t*	396·6 FK *FPT*152*t APT*170*t*	53·4	24·1	Syra Greek 6*BHCem* (*ColltoS dk* 5,,*2nd*,,)	T.3Cy.25½",43"&72"–48" (*s*) 200lb 462NHP 3SB,*9cf*,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl.	27 〃 0 s2 〃 10¼ 24 〃 4¼	
25983 SVBA	**Hadjipateras** (*ex*Oued Beht–34, *ex*ZwarteZee) 1*Dk*	3551 — 2175					1919	A.Vuijk& Zonen Capelle a/d Ysel	J.C.&A.C. Hadjipateras	360·2 P22'B101'F25'	48·2	22·7	Chios Greek *WB*	T.3Cy.24½",40"&67"–45" 301NHP Maats.Fyenoord,Rot.		V
25984 161349 GLSY	**Hadleigh** *ss*Bry.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5222 4819 3192	✠100A1 *with freeboard* 4,36 ~~6,34~~ ✠LMC MS10,33 BS~~1,34~~3,36	Bry ~~NNs~~	*a*†	CL ~~10,33~~ 6,35	1930 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDBa&* 1387*t*	406·3 F33' FK *uE*134'*f*188' (*FPT*139*t APT*104*t*	56·0	26·9	London British 6*BHCem* *Coll to Shdk* 5 ,,*2nd*,,)	T.3Cy.26",43"&73"–48" (*s*) 200lb 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	29 〃 5 s 3 〃 9¼ 25 〃 10¼	
25985 219063 KOGP	**Hadnot** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	6257 — 3845					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass	CitiesService TransportationCo.	416·9 P91'B38'F33'	56·2	31·0	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld.		R
25986 LOUL	**Hadrian** (*ex*Nyhavn–33) 1*Dk*	1620 1184 925					1919	Bergens Mek.Værks. Bergen	RederiA/S Hadrian(Hilmar Reksten)	244·6 P72*t*Q105*t*B120*t* H90*t*F31*t*	37·7	15·8	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP Bergens Mek VærksBergen		N
25987 LDQG	**Hadsel** Ⓟ Iron&Steel 1*Dk*&*Awngdk*	330 293 185					1892	Trond- hjems M.V. Trondheim	Vesteraalens Dampskibsselskab	129·2 H36*t*	20·7	15·7	Stkmrkns Norwegian	T.3Cy.12",20"&32"–21" 47NHP TrondhjemsMek.Verksted.		
25988 OXZB	**Hadsund** (*ex*Östen,*ex*East, Iron Now "Jytte," see No. 38658 in Supplement *ex*Demetrios, *ss*Cpn.StdNo.3–10,19 *ex*BenLedi) *ss*Cpn.No.2–28 *Well deck* 1*Dk*(*Irn*)2*trB*	1877 1586 1163	✠100A1 1,31 BS10,32 ✠LMC6,28	Cpn	*r*	OG 2,30	1884 3mo	J.Laing Sunderland	D/S HafniaA/S (T.C.Christensen, *Mgr.*)	270·0 Q98'B56'F34' BK9½" *DBa*	36·4	21·0	Frdrkshvn Danish 4*BHCem* 80'*f*52'209*t*	C.2Cy.30"&60"–39" 80lb 173NHP 2SB,*4pf*,GS72,HS2794 G.Clark,Sunderland	22 〃 4 s 2 〃 6 20 〃 8	
25989 XNCH	**Hae-an** (*ex*KungYi,*ex*Hae-an, Iron *ex*Shingking) Wireless 2*Dks*	1378 — 869					1873	A&J Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	244·0	33·0	18·2	Shanghai Chinese	T.3Cy.20",32"&52"–?9" 169NHP Lees,Anderson&Co.,Gls.		
25990 OYYA	**Hafnia** *ss*Abg.No 2–32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	2031 1458 1159	✠100A1 4,35 BS4,35 ✠LMC MS8,32 ~~BS4,34~~	Cpn	*r*	CL 4,34	1924 2mo *Lloyd*	Howaldts- werke Kiel '*sA&CP*	A/SDampskibssel- skabetD.F.K. (De forenede Kulim- portörerA/S,*Mgrs.*) *CellDB*222'706*t Deck*	264·8 P67'Q95'F30' FK *Tanks* 135*t FPT*92*t*	41·2	17·0	Copnhagn Danish 4*BHptCem* *APT*24*t*	T.3Cy.$20\frac{1}{16}$",$32\frac{11}{16}$"&$54\frac{5}{16}$"– $37\frac{3}{8}$" 185lb (*s*) 220NHP 2SB,*6cf*,GS104,HS3660 Howaldtswerke,Kiel	19 〃 9 s 5 〃 4 18 〃 5⅞	
25991 LDQH	— 1*Dk*	1315 1140 739					1920	Verschure &Co. Amsterdam	SkibsA/S William HansensRederi II. (WilliamHansen, *Mgr.*)	239·2 P25'Q60'	36·7	15·9	Bergen Norwegian	T.3Cy.17½",$28\frac{9}{16}$"&$46\frac{1}{16}$"–36" Verschure&Co's 127NHP Scheepswerf,Amsterdam		N
25992 LDQI	**Hafthor** 1*Dk*	1350 1186 761					1921	TheNewE. &S.B.Wks. Shanghai	Bruusgaard KiösterudsD/S A/S	243·0	37·0	15·0	Drammen Norwegian	T.3Cy.18½",29"&49"–33" 138NHP TheNewE.&S.B.Wks.Shi.		N
25993 6032 SEQU	**Haga** *ss*Hbg.No.1–35 *ss*Hbg.No.3–3,31 1*Dk*(*Stl*) *Cargo battens not fitted*	*1296* *1157* *748*	✠100A– 6,35 ~~6,34~~ ~~BS6,34~~ ✠LMC~~3,31~~ 6,35	Hbg		OG 6,34	1918 8mo	Sölvesb'rgs Skeppsvarf Sölvesborg	~~E.Banck~~ Erik BancksRederi *CellDB*201' 368*t FPT*	242·7 P19'B59'F25' FK	36·2	16·0	Hlsngborg Swedish 4*BHCem* 46*t APT*40*t*	T.3Cy.17½",29"&48"–30" (*s*) 200lb 159NHP 2SB,*4cf*,GS66,HS2624 SölvesborgsSkeppsvarf	18 〃 6 s 2 〃 2½ 16 〃 5	
25994 219287 KOQC	**Hagan** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* Sub.Sig. 2*Dks* *Longitudinal framing*	6401 — 3941					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	Pennsylvania ShippingCo.	416·9 P92'B39'F33'	56·2	31·0	Phildlphia Utd.States *WB*	T.3Cy.26½",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
25995	**Hagar** (*ex*Julia,*ex*Calcium) Wood *OilEng.*	*423* *311* *218*					1918	Norrköp- ingsVrfsA/B Norrköping	RederiA/BHagar (O.J.Engman)	137·9 P47'F21'H14*t*	28·1	10·9	M'riehamn Finnish *WB*	Oil Engines 3Cy.$17\frac{1}{16}$"–18½" 165NHP JV.SvenssonsMtrfbk.Skm		V
25996 134250 VGRP	**Hagarty** (*ex*J.H.G.Hagarty) *Mchy.Aft* D.F. GyC. 1*Dk*	7462 7078 5704					1914	Collingwd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0 F47'	58·3	27·3	Toronto British *WB*	T.3Cy.24",40"&66"–42" 282NHP CollingwoodS.B.CoLdOnt		R
25997 DHJU	**Hagen** D.F. 2*Dks*	5988 5520 3685					1921	Vulcan- Werke Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	450·0 P&B371'	58·3	26·8	Hamburg German	T.3Cy.31½",$52\frac{1}{16}$"&84"–$59\frac{1}{16}$" & 1 LPTurbine 831NHP Vulcan-Werke,Hamburg		G
25998 5888 SEQW	**Hagfors** (*ex*Uddeholm) *CruiserStern* *Mchy.Aft* 1*Dk*	*654* *507* *534*					1917	Eriksbergs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·5 P57'F22'	28·9	11·6	Uddeholm Swedish *WB*	T3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&$36\frac{5}{8}$"–24" 65NHP Eriksberg M.V.Aktieb.Got		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25999 135329 GKYS	**Haggersgate** (*ex*Chalister) *ss*Rot.No.3-9,26 *ss*Cff.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Hödur," see No. 38440 in Supplement	5344 5012 3369	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~12,34~~ ✠LMC MS3,34 BS~~12,34~~12, 35	Bry Cff	*a*†	CL 3,34	1913 8mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	Turnbull,Scott Shppg.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *Cell DBa*144'*uE&B*39'*f*184' 1373*t FPT*167*tAPT*80*t*	425·6	54·6	25·9	London British FK 7*BH*	T.3Cy.24½",46"&74"-48" (*s*) 180lb 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGls	28 ″ 6 s 3 ″ 7¾ 25 ″ 1¼	
26000 219418 KOQD	**Hagood** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6866 — 4221					1919	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	CitiesService TransportationCo.	435·6 P122'B50'F45'	56·2	31·7	NewYork Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.	..	R
26001 38130 JLRE	**Hagoromo Maru** 1*Dk*	322 — 165						Japan NavalWorks Saseho	Amagasaki KisenbuGomei Kaishi	140·0	22·8	14·7	Osaka Japanese	T.3Cy.	..	
26002 145563 MLGJ	**Hague** (*ex*StadUtrecht) 1*Dk*	974 773 574					1919	N.V.Yseiwerf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	217·3 Q&B120'F29'	32·6	13·7	Leith British *WB*	T.3Cy.14",23"&38"-27" N.V.Maschinef 75RHP "Utrecht,"Utrecht		G
26003 26273 JHXD	**Hague Maru** *ss*Osa.No.1-36 *ss*Osa.No.3-12,31 2*Dks*(*Stl*)	5642 5149 3452	✠100A1 1,36~~12,34~~ ! ✠LMC~~12,34~~ 1,36 *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	Kob Osa	*z*	CL ~~11,32~~ 12,35	1920 2mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. *CellDB*358'980*tDTa*27'767*tFPT*106*tAPT*26*t*	407·2 P40'B137'F46'	50·8	32·5	Osaka Japanese FK 7*BHCem*	T.3Cy.26½",44½"&74½"-51" 200lb (*s*) 559NHP 3SB,*9cf*,GS183,HS7988 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″ 10 26 ″ 1	
26004 33611 JROB	**Haguro Maru** *ss*Kob.No.1-33 1*Dk*(*Stl*)	3353 3071 2048	✠100A1 2,36~~2,33~~ ✠LMC~~2,33~~ 2,36	Kob	*v*	CL ~~2,34~~ 2,36	1928 10mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP*	ItayaShosenK.K. *IntermediateBH in after hold dispensed with* *CellDB*287' 748*t FPT*61*t APT*141*t*	340·0 P32'B112'F35'	49·0	25·7	Fuchu Japanese FK 5*BHCem*	T.3Cy.23",38"&64"-64" (*s*) 200lb 392NHP 2SB,*6cf*,GS124,HS5530 FD YokohamaDockCo.Ld.	25 ″ 9 ~~s 4 ″ 4~~ ~~21 ″ 7¼~~ s 4 ″ 3 21 ″ 8¼	
26005 220242 KUZC	**Hahira** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	6855 — 4234					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AtlanticRefining Co.	435·5 P122'B50'F45'	56·2	33·5	Phildlphia Utd.States	T.3Cy.27",47¼"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
26006	**Hai Chen** Ⓟ E.S.D. 2*Dks* D.F.	3406 2715 2060	✠100A1 *withfreeboard* 7,35~~1,35~~ ✠LMC10,34	Shi		CL 7,35	1934 10mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	ChinaMerchants' Stm.Nav.Co. *CellDB*275'575*tDTa*23'435*tFPT*42*tAPT*43*t*	329·3 P35'B125'F45'	47·2	23·2	Shanghai Chinese FK 6*BHptCem*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* 388NHP 2SB,*6cf*,GS138,HS6042 FD Barclay,Curle&Co.Ld.Gls	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
26007 XNDQ	**Hai Chow** (*ex*Lerke,*ex*DinaLea, *ex*Vitalia) Wireless 1*Dk*	1471 — 888					1906	Fredrkstad Mek.Værks. Fredrikstad	ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*)	230·3 P24*t*H84*t*F34*t*	36·1	14·4 15·7	Shanghai Chinese *WB*	T.3Cy.16½",27"&44"-32" 109NHP FredrikstadM.V.Frdstad		
26008	**Hai Heng** Ⓟ D.F. E.S.D. 2*Dks*	3415 2715 2065	✠100A1 *withfreeboard* 6,35~~11,34~~ ✠LMC9,34	Shi		CL	1934 9mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	ChinaMerchants' Stm.Nav.Co. *CellDB*275'575*tDTa*23'435*tFPT*42*tAPT*43*t*	329·3 P35'B125'F45'	47·2	23·2	Shanghai Chinese FK 6*BHptCem*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* 388NHP 2SB,*6cf*,GS138,HS6042 FD Barclay, Curle&Co.Ld.Gls.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
26009 LDMW	**Hai Hing** Ⓟ TwinSc *OilEng.* *ss*H.Kg.No.1-34 1*Dk*(*Stl-ws*)*2nd dk in holds* *Cruiser Stern*	2561 1721 1445	✠100A1 2,36 ~~1,35~~ ✠LMC CS1,34 ~~2,33~~1,33	HKg	*s*	OG ~~7,32~~ 2,36	1929 10mo *Lloyd*	Götaverken A/B Gothenburg '*sA&CP*	Bruusgaard KiösterudsD/S A/S *CellDB*230'607*t FPT*20*t APT*63*t*	287·2 P32'B166'F31'	45·1	17·0	Drammen Norwegian FK 5*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP GötaverkenA/B,Got.	20 ″ 3	
26010	**Hai Hsiang** (*ex*Bestik-34, *ex*LakeTulare) Sub.Sig. 1*Dk*	1850 1619 1094				...	1918	Superior S.B.Co. Superior,Wis.	ChinaMerchants' Stm.Nav.Co.	251·6 P25'B64'F23'	43·6	18·2	Shanghai Chinese FK *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS B.Co.Detroit	20 ″ 3	
26011	**Hai Jui** (*ex*Bestum-34,*ex*Lake Lillian) Sub.Sig. 1*Dk*	1852 1647 1086				...	1918	American S.B.Co. Cleveland,O.	ChinaMerchants' Stm.Nav.Co.	251·2 P25'B64'F23'	43·6	18·3	Shanghai Chinese FK *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCoClevelnd,O	20 ″ 2	
26012 153708 MLDC	**Hai Kwang** TwinSc *OilEng.* *ss*Shi.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	~~899~~ ~~828~~ ~~501~~ 907 828 498	✠100A1 *Awng dk* *withfreeboard* 3,35 LMC(M)5,35 DBS~~1,34~~5,35 LMC3,33 *CarryingPetroleum in bulk*	Shi	*k*	OG 3,33	1926 8mo *Lloyd*	NewEng.& S.B.Wrks.Ld. Shanghai '*sA&CP*	AsiaticPetroleum Co.(NorthChina) Ld. *CellDB*12'11*tFPT*28*tAPT*30*t*	190·0	32·0	16·7	Shanghai British FK 13*BHptCem* 3 ,, *to Aw dk*	Oil Engines 2S.C.SA 8Cy.16¾"-18$\frac{15}{16}$" 383NHP 1DB*160lb* Ruston&Hornsby,Lincoln	17 ″ 7 s5 ″ 8¼ 12 ″ 0¼	
26013 LIVC	**Hai Lee** Ⓟ TwinSc *OilEng.* 2*Dks*,*3rd dk in Nos.*1&2*holds* D.F. *CruiserStern*	3616 3157 2160	✠100A1 *withfreeboard* ~~6,35~~ 7,34 ✠LMC7,34 10,35	Osl ~~Sng~~HKg	*v*	CL	1934 7mo *Lloyd*	A/S Akers Mek.Værks. Oslo '*sA&CP*	Bruusgaard KiösterudsD/S A/S *CellDB including wing tanks in way of tunnels* 255'757*t centre tanks in way of tunnels*112*tFPT*55*tAPT*90*t*	337·7 F38'	49·0	26·1	Drammen Norwegian FK 6*BH*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP A/SAkersMek.Værks.Oslo	29 ″ 0 s 6 ″ 9 22 ″ 6½	
26014	**Hai Li** Ⓟ E.S.D. 2*Dks* D.F.	3395 2714 2055	✠100A1 *withfreeboard* 6,35 ~~12,34~~ ✠LMC10,34	Shi		CL	1934 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	ChinaMerchants' Stm.Nav.Co. *CellDB*275'575*tDTa*23' 435*t FPT*42*tAPT*43*t*	328·7 P35'B126'F44'	47·2	23·2	Shanghai Chinese FK 6*BHptCem*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* 383NHP 2SB,*6cf*,GS138,HS5927 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
26015 153543 VPCK	**Hai Ning** Ⓟ (*ex*Repose) 2*Dks*	2104 1324 840					1896	Delaware RiverCo. Chester,Pa.	DouglasS.S.Co.Ld.	297·3	46·1	16·4	HongKong British *WB*	T.3Cy.27½",48$\frac{5}{16}$"&75½"-54" NB05 419NHP DelawareRiverCo.Chester		
26016	**Hai Shang** (*ex*Nord-32) *Well deck* 2*Dks*&*deep framing*	3193 2511 2052				...	1904	Sunderland S.B.Co.Ld. Sunderland	WahShangSteamshipCo.Ld.(YihZui Fong,*Mgr.*)	314·0 P&B215'F29'	46·5	20·6	Shanghai Chinese FK *WB*	T.3Cy.23",38"&62"-42" 262NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	
26017 XNDA	**Hai Shun** (*ex*TakasagoMaru, *ex*Vostok,*ex*Tai-Yick) 1*Dk*&*Spar dk*2*trB*	1677 — 1005					1897	Akt.Ges. "Neptun" Rostock	HaichangSteamshipCo.Ld.	259·7 F35'	34·8	20·8	Newchwang Chinese *WB*	T.3Cy.21",35½"&55¾"-36¼" 187NHP A.G."Neptun,"Rostock		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
Stranded 10,35 26018	**Hai Wah** (exSpolanne-33, exTorontonian) ssMsl.No.2-29 1Dk(Stl)	2103 — 1216	✠ 7,33 ✠	Brt	r		1920 6mo	Dominion S.B.&Repair Co.Ld. Toronto	YihZuiFong CellD	251·6|43·5|20·9 P24'B68'F21' FK B220'556t FPT 55t	Shanghai Chinese 4BHCem APT100t	T.3Cy.21$\frac{3}{16}$",33"&54"-36" 216NHP 2SB,6cf,GS116,HS3700 DominionS.B.&RepairCo. Ld.Toronto	23 " 1	
26019	**Hai Yuan** Ⓟ E.S.D. 2Dks D.F.	3363 2714 2078	✠100A1 withfreeboard 5,35 ~~11,34~~ ✠LMC9,34	Shi HKg		CL	1934 9mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	ChinaMerchants, SteamNavigation Co. CellDB275'575tD	328·7|47·2|23·2 P35'B126'F44' FK Ta23' 435t FPT42t	Shanghai Chinese 6BHptCem APT43t	T.3Cy.22",36"&60"-42" (s) 200lb 100lb 383NHP 2SB,6cf,GS138,HS5927 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 " 0 s 7 " 8 17 " 6$\frac{3}{4}$	
26020	**Haichang** (exGouverneurGénéral MauriceLong,exSpeelman) 2Dks&Shade dk	955 — 524					1890	KoninklijkeFabriek Amsterdam	HaichangS.S.Co. Ld.	219·8|31·3|15·6	Shanghai Chinese	T.3Cy.17",26"&43"-39" 115NHP KoninklijkeFabriek,Ams.		
26021 107029 VPFJ	**Haiching** Ⓟ 1Dk&Spar dk3trB	2182 1893 1822			...		1898	D.J.Dunlop &Co. Pt.Glasgow	DouglasS.S.Co.Ld.	280·9|38·2|16·9 P62'B70'F50' 23·9 BK8"	HongKong British WB	T.3Cy.22",35"&57"-39" 239NHP D.J.Dunlop&Co.P.Gl.	25 " 0	
26022 137040 VWBP	**Haideri** (exDoros,exJulianapark) Wireless 2Dks	1510 1324 912					1920	Bremer Vulkan Vegesack	EasternStm.Nav. Co.Ld. (Man. Agents,Shariff Hassum&Co.)	239·7|34·2|19·5 P12'B&F217'	Bombay British WB	T.3Cy.16$\frac{5}{8}$",26$\frac{3}{4}$"&44"-29$\frac{1}{2}$" 106NHP BremerVulkan,Vegesack		V
26023 143705 MKJZ	**Haig Rose** 4Mst ssGoo.No.3-2,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1117 801 608	✠100A1 12,34 BS11,35 ✠LMC MS2,35 ~~BS10,34~~	Goo	m	CL 12,34	1920 12mo Lloyd'sA&CP	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld. CellDB	220·2|34·2|13·1 Q108'B15'F28' FK f136' 215t FPT80'	Liverpool British 3BHCem APT34t	T.3Cy.16",26"&44"-33" (s) 180lb 96RHP 2SB,4pf,GS78,HS2550 W.Beardmore&Co.Ld.Gls.	15 " 6 s1 " 1 14 " 7$\frac{3}{4}$	
26024 Broken up DOAW	**Haimon** (exQuebecCity,exHaimon) D.F. 2Dks(Stl)&Shelter dk(Stl)	4920 4672 3077	✠ 3,16 ✠	Rot	z		1911 2mo	Flensburgr Schiffsb.Ges Flensburg	Norddeutscher Lloyd CellDBa131'uE20'	402·5|54·1|26·7 FK	Bremen German 7BHCem f185'1119t	T.3Cy.28$\frac{3}{8}$",47$\frac{1}{4}$"&78"-54" 580NHP 3SB,9cf,GS189,HS8106 FlensburgerSchiffsb.Ges.	29 " 0	
26025 ONKA	**Hainaut** (exMarksburg) ssAnt.No.3-2,24 ssAnt.No.2-32 1Dk(Stl)&Spar dk(Stl-ptws) &Web frames	4312 4041 2661	✠100A1 Spar dk 7,35 ~~3,34~~ ✠LMC MS4,32 BS~~4,34~~7,35	Ant	y	CL ~~10,32~~ 6,35	1905 2mo Lloyd'sA&CP	Blohm& Voss Hamburg	Cie.RoyaleBelgo-Argentine (ArmementDeppe,Mgrs.) CellDBa122'u	387·1|51·7|24·6 P48'B116'F40' 25·0 FK&BK2" E22'f174'946tFPT	Antwerp Belgian 6BHCem 93tAPT18t	Q.4Cy.23",31$\frac{1}{2}$",48"&71"-48" 213lb 120lb (s) 447NHP 2SB,6cf,GS127,HS5842 FD Blohm&Voss,Hamburg	27 " 6 s5 " 3 22 " 6$\frac{3}{4}$	
26026	**Haipin** (exHwahKuei,exHelene) 1Dk&Spar dk	1237 1120 771					1903	Howaldtswerke Kiel	PeiJenSan (Newson&Co. Mgrs.)	218·8|33·1|11·8 B62'F31' 20·4	Shanghai Chinese WB	T.3Cy.17",26$\frac{3}{8}$"&45$\frac{5}{16}$"-24$\frac{3}{4}$" 102NHP Howaldtswerke,Kiel		
26027 232021 WKEJ	**Haiti** Ⓟ Fitted for oil fuel Ref.Mchy. D.F. GyC. E.S.D.	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	ColombianMail S.S.Corp.	385·0|57·5|31·5 P39'B183'F43'	NewYork Utd.States WB	3SR gearedSteamTurbines NewportNewsSB.&DD.Co		R
26028 Now "Ingrid" see No. 38573 in Supplement [illegible] KUFK	— (exGreatFalls) Fitted for oil fuel 1Dk2trB	2606 2261 1612			...		1920	McDougall DuluthCo. Duluth,Minn.	AmericanCaribbeanLine,Inc.	251·0|43·7|25·8 P25'B64'F20' FK	NewYork Utd.States WB	T.3Cy.21",35"&59"-42" 226NHP McDougallDuluthCo.	28 " 2	R †
26029 127001 VPGQ	**Haiyang** Ⓟ 1Dk&Spardk(Stl-teak s)3trB	2360 2033 1431	✠ 7,10 ✠	HKg	t		1908 9mo	D.J.Dunlop&Co. PortGlasgow	DouglasS.S.Co.Ld. WB= CellDBa84'u	300·5|38·1|15·1 B71'F48' 22·6 FK&BK1$\frac{1}{2}$" E20'f124'390tFPT	HongKong British 5BHCem 45tAPT24t	T.3Cy.21$\frac{1}{2}$",35"&57"-39" 247NHP 2SB,6cf,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 " 0	
26030 7595 SERD	**Hakefjord** (exBaltic) 1Dk&deep framing	1072 902 595					1907	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fjord (TorkelSanne, Mgr.)	231·2|32·2|14·6 P24'H34t	Gothenbrg Swedish WB	T.3Cy.16",25$\frac{1}{2}$"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn	17 " 1	V
26031 26015 JMBD	**Hakodate Maru** ssYka.No.1-35 ssYka.No.3-2,31 2Dks(Stl)	5303 4826 3226	✠100A1 5,35 ~~7,34~~ ✠LMC~~7,34~~	Osa Yka 5,35	z	OG N7,33	1919 9mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	NipponYusenK.K. CellD	400·0|54·5|30·0 P38'B121'F40' FK B350'996tFPT132t	Tokio Japanese 6BHCem APT89t	T.3Cy.26$\frac{7}{8}$",43"&72"-48"(s) 180lb 510NHP 3SB,9cf,GS183,HS7618 FD MitsubishiZosenKaishaLd	30 " 0 s5 " 6$\frac{3}{4}$ 24 " 8	
26032 28453 JHGD	**Hakone Maru** Ⓟ TwinSc ssYka.No.3-6,33 2Dks(StlU-ws)3rd dk(Stl) Ref.Mchy. inNos.1,3&4holds	10420 8392 6307	✠100A1 9,35 ~~7,34~~ BS9,35 ~~BS12,34~~ ✠LMC6,33 ✠Lloyd'sRMC~~12,34~~~~6,35~~ 2,36 Fitted for carrying oil 11,21 F.P.above150°F. in Nos.2,3&7 double bottom tanks	Yka	f†	CL ~~8,32~~ 9,35	1921 11mo Lloyd'sA&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	NipponYusenK.K. CellDB416'1877t Tanks at sides of tunnels6'90t FPT168t APT110t	495·0|62·0|37·0 P94'B186'F56' FK	Tokio Japanese 9BHCem	6 Steam Turbines DR geared to 2Sc.Shafts (s) 200lb FD 1510NHP 7SB,21cf,GS448,HS18027 MitsubishiZosenKaishaLd.	37 " 0 s8 " 4$\frac{1}{2}$ 29 " 2	
26033 34431 JDUC	**Hakonesan Maru** TwinSc ssTamaNo.1-33 OilEng. Ref.Mchy. 2Dks(Stl)	6676 5922 4086	✠100A1 1,36 ~~11,34~~ ✠LMC CS10,33 1,36 ✠Lloyd'sRMC2,36 DBS1,36 Carrying cargo oil F.P.above150°F.in deeptanks	Tama	a†	CL 11,34	1929 6mo Lloyd'sA&CP	MitsuiBussanKaisha,Ld TamaDkyd.	MitsuiBussan Kaisha,Ld. Intermediate 'tween dk BH in fwd. hold dispensed with CellDB373'1355t ~~MT30'1024t~~ Tanks in way of tunnels 95tFPT103tAPT184t MT's33'1117t	437·6|56·5|33·0 P31'B121'F34' FK	Kobe Japanese ptCem 6BH to U dk 1 " 2nd "	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB100lb MitsuiBussanKaisha,Ld	33 " 0 s6 " 11$\frac{1}{4}$ 26 " 3$\frac{3}{4}$	
26034 28858 JHHD	**Hakozaki Maru** Ⓟ TwinSc ssYka.No.3-9,34 ~~ssYka.No.2-30~~ Ref.Mchy. 2Dks(Stl-ws)&3rd dk(Stl) D.F. inNos.1,3&4 holds	10413 8392 6310	✠100A1 6,35 ~~2,34~~ 3,36 BS~~[illegible]~~3,36 ✠LMC9,34 ✠Lloyd'sRMC~~6,35~~ 8,36 ~~[illegible]~~ Fitted for carrying oil 6,22 F.P. above 150° F. in Nos. 2 & 7 D.B. tanks	Lon Yka		CL ~~PN10,32~~ S9,34 P6,35	1922 6mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. CellDB416'1862t Tanks at sides of Tunnels6'90t FPT168t APT110t	495·0|62·0|37·0 P94'B186'F56' FK	Tokio Japanese 9BHCem	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 200lb FD 1590NHP 7SB,21cf,GS448,HS18157 MitsubishiZosenKaisha,Ld	37 " 0 s 8 " 4$\frac{1}{2}$ 29 " 2	
26035 3863 JOFA	**Hakuai Maru** ssYka.No.2-06 2Dks&Spar dk(Stl-teak s)	2615 2484 1252	✠ 11,06 ✠	Yka	t		1898 12mo	Lobnitz& Co.Ld. Renfrew	NipponGodoKosen K.K. WB = Cell DBa 90'uE&B90'f88'468tFPT 20tAPT14t	312·0|39·2|18·7 B8' 26·2 BK10"	Tokio Japanese 5BHCem	T.3Cy.25",42"&67"-48" 374NHP 2DB,12cf,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 " 6	
26036 34004 JCRC	**Hakubasan Maru** TwinSc ssKob.No.1-34 OilEng. Ref.Mchy. 2Dks(Stl) D.F. GyC.	6650 5922 4070	✠100A1 4,35 ~~3,34~~ DBS~~3,34~~4,35 ✠LMC CS3,34 4,35 ✠Lloyd'sRMC~~[illegible]~~ 11,35	Kob	a†	CL 3,34	1928 12mo Lloyd'sA&CP	MitsuiBussanKaisha,Ld Tama	MitsuiBussan Kaisha,Ld. Intermediate 'tween dk BH in fwd. hold dispensed with CellDB373'1355t MT30'1024t tanks in way of tunnels 95tFPT103tAPT184t	437·6|56·5|33·0 P31'B121'F34' FK	Kobe Japanese ptCem (6BH to U dk 1 " 2nd ")	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn.	33 " 0 s 7 " 0$\frac{3}{4}$ 26 " 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
26037 29444 JDXD	**Hakusan Maru** Ⓟ TwinSc *ss*Yka.No.2-31 *Ref.Mchy.* 2*Dks*(*StlU*-ws)3*rd dk*(*Stl*) D.F. GyC. *inNos.*1,3&4*holds*	10380 8390 6271	✠100A1 7,35 ~~2,35~~ ~~BS2,35~~ ✠LMC 12,35 ✠Lloyd'sRMC 4,36 *Fitted for carrying oil F.P. above 150°F in Nos2,3&7 D.B. tanks*	Yka	*f*†	CL ~~11,32~~ P7,35 S11,35 9,23	1923 9mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha, Ld. Nagasaki *Cell DB* 416' 1839*t*	NipponYusenK.K. *Tanks at sides of tunnels* 6' 90*t*	495·0 P94'B186'F56' FK *FPT*164*t*	62·0	37·0	Tokio Japanese 9*BHCem* *APT*107*t*	6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1607NHP 7SB,*21cf*,GS448,HS18027 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4¼ 29 ″ 1¾	
26038 27151 JYHA	— (*ex*SapporoMaruNo.8) *ss*Kob.No.1-24 1*Dk*(*Stl*)	2197 1863 1320	✠ 12,25 ✠	Yka	*r*		1920 5mo	UchidaSB. &Eng.Co. Yokohama	TomoyeGumi KabushikiKaisha *CellD*	270·0 P16'B65'F29' FK *Ba*227'423*t FPT*70*t*	39·0	23·9	Hashidate Japanese 4*BHCem* *APT*89*t*	T.3Cy.19″,31½″&52″–39″ 216NHP 2SB,*4cf*,GS81,HS3019 FD UchidaS.B.&Eng.Co.Yka.	23 ″ 11	C †
26039 20805 JBXD	**Hakushika Maru** TwinSc *ss*Osa.No.3-10,29 *ss*Kob.No.1-33 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	8151 7734 5037	✠100A1 *Shelter dk withfreeboard* 11,35 ~~10,34~~ ✠LMC ~~10,34~~ 11,35	Kob	*c*†	CL 10,33	1917 10mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TatsuumaKisen K.K. *CellDB*	445·0 FK 389' 1318*t FPT*82*t*	58·0	40·0	Nishino- miya Japanese 7*BH* *APT*32*t*	T.6Cy.22″,36½″&61″–48″ (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS9835 FD IshikawajmaSB&ECTokio	40 ″ 1 s12 ″ 0 28 ″ 7	
26040 106 JLQG	**Hakushin Maru** Ⓟ 1*Dk*,2*nd dk inNo.*2*hold only* *Mchy.Aft* *CruiserStern*	1482 1161 827			...		1914	MitsuBishi Dkyd&EWks Kobe	DairenKisenK.K.	253·9 P58'B15'F27' FK	38·3	15·0	Dairen Japanese *WB*	T.3Cy.16″,26¼″&43″–30″ 150NHP MitsuBishiD.&E.Wks.Kob	17 ″ 8	
26041 222 JPEA	**Hakutatsu Maru** (*ex*Grace Dollar,*ex*War Melody) *ss*Kob.No.3-10,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Kob.No.1-35 *CruiserStern* *Straight frames & bevelled bilge*	6538 6176 4052	✠100A1 *Shelter dk withfreeboard* 5,35 ~~1,34~~ ✠LMC ~~1,34~~ 5,35 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Kob	*a*†	CL 2,33	1918 11mo	Harland& Wolff,Ld. Belfast A&CP	TatsuumaShokai GoshiKaisha *CellD*	412·4 FK B343'1571*t FPT*91*t*	55·8	34·4	Dairen Japanese *ptCem* 6*BHtoShdk* 2 „ „ *U* „ *APT*126*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0¾ 28 ″ 3	
26042 20910	**Hakutetsu Maru No. 1** (*ex*KounMaru) 1*Dk*	626 — 403					1917	Aizawa Iwakichi Osaka	HakatawanTet- sudoKisenK.K.	179·1	25·0	15·7	Fukuoka Japanese	T.3Cy.11⅛″,18$\frac{1}{16}$″&30″–24″ 44NHP AizawaIwakichi,Osaka		
26043 17764	**Hakutetsu Maru No. 3** (*ex*NagauraMaru) 1*Dk*	763 627 450					1915	MitsuBishi Dkyd&EWks Kobe	HakatawanTet- sudoKisenK.K.	182·0 P12'Q47'B49'F15'	32·0	15·5	Hashidate Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E.Wks.Kob		
26044 38850 JEBJ	**Hakutetsu Maru No. 5** *Mchy.Aft* 1*Dk*	800 — 435					1933	Namura ZosenK.K. Osaka	Hakatawan TetsudoKisenK.K.	190·0 P63'B11'F23'	29·0	17·0	Shikajima Japanese	T.3Cy.13½″,22¾″&37½″–27″ 73NHP NagaokaIrnWks.Nagaoka		
26045 35354 JFCC	**Hakuyo Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Wireless Sub.Sig. 2*Dks*4*trB*	1327 979 620					1929	Kawasaki Dkyd.Co.Ld. Kobe	Govt.ofJapan (Dept.ofAgricul- ture&Forestry)	225·0 P139'F44'	36·0	20·0	Tokio Japanese *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{9}{16}$″–25$\frac{3}{16}$″ 320NHP KobeSeikoK.K.Kobe		
26046 31281 IDVE	**Halaban Maru** (*ex*Halaban) *ss*Sng.No.3-3,10 *ss*Sng.No.2-19 *Mchy.Aft* 1*Dk*(*Stl*)&*pt Shade dk*(*ptStl*) *Carrying Petroleum in bulk* *Fitted for oil fuel*	682 424 458	✠ 12,21 ✠	Sng	*h*	CL 11,20	1897 8mo	Rijkee&Co Rotterdam	MiyakoKisenK.K.	185·5 F20' *ptShadedk*150' FK	25·9	10·3	Yokohama Japanese 11*BHCem* *FPT*40*t*	T.3Cy.12½″,20″&33¾–21″ 64NHP 1SB,*2cf*,GS28,HS1115 Maatschappij deMaas,Rot.	11 ″ 0	
26047 147908 GKMT	**Halbeath** *ss*Hul.No.2-33 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted* *CruiserStern*	2085 1875 1239	✠100A1 *withfreeboard* ~~12,34~~ 11,35 ~~BS7,34~~ 9,35 ✠LMC5,33	Sws	*r*	CL 3,34	1924 6mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland *Cell DB*231'579*t*	GrahamstonShip- pingCo.Ld.(T.L. Duff&Co.*Mgrs.*) *Side tanks inER*139*t*	274·5 P19'F19' FK *FPT*85*t*	39·9	23·3	Glasgow British 4*BHptCem* *APT*101*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 220NHP 2SB,*6cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9¾ 18 ″ 9¼	
26048 151436 VPBC	**Haldis** Ⓟ 1*Dk*&*Spar dk*& *deep framing*	1819 1577 1144			...		1902	J.Priest- man&Co. Sunderland	WingHingS.S.Co. Ld.	265·0 B66'F24' 19·8 FK	37·0	12·2	HongKong British *WB*	T.3Cy.20½″,33″&56″–36″ 189NHP G.Clark,Ld.Sunderland	22 ″ 0	
26049 222695 KJLX	**Haleakala** Ⓟ *Fitted for oil fuel* 2*Dks*	3679 — 1546					1923	SunS.B. Co. Chester,Pa.	Inter-IslandStm. Nav.Co.Ld.	345·2 F92'	46·2	27·0	Honolulu Utd. States *WB*	T.4Cy.30″,52″&(2)65″–54″ 620NHP SunS.B.Co.Chester,Pa.		R
26050 131427	**Halesius** (*ex*ClanMacbeolan, *ex*LordCromer) *ss*Rot.No.3-10,25 *Now "Avra," see No. 37067 in Supplement* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	4652 4396 2903	✠100A1 8,35 ~~7,34~~ ✠LMC MS1,34 ~~BS7,34~~ 8,35	Grk	*y*	CL N3,33	1912 3mo *Lloyd'sA&CP*	Craig,Tay- lor&Co.Ld. Stockton	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDBa*119' *uE&B*36'*f*	385·0 P32'B116'F36' FK 173'1231*t FPT*130*t*	51·5	27·4	Liverpool British 6*BHCem* *APT*150*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *85lb* 419NHP 3SB,*9cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11 s 5 ″ 6¾ 24 ″ 7	
26051 OYEG	**Halfdan** *ss*Cpn.No.3-3,32 1*Dk*(*Stl*)&2*ndDk*(*Stl*)*in holds*	1448 1151 854	✠100A1 7,35 ~~10,34~~ ✠LMC MS6,31 ~~BS6,34~~ 7,35	Cpn		OG 10,34	1919 1mo *Lloyd'sA&CP*	Kockums M.V.Aktieb. Malmö	DetForenede DampskibsSelskab *CellDB*196'364*t*	235·6 P17'B63'F35' FK *FPT*44*t*	37·7	16·3	Copnhagn Danish 4*BHCem* *APT*59*t*	T.3Cy.18⅛″28¾″&48$\frac{13}{16}$″–31½″ 185lb (*s*) 157NHP 2SB,*4cf*,GS64,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 7½ 17 ″ 2	
26052 1840 IBVP	**Haliotis** TwinSc *ss*Gen.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at top of trunk*	2093 1394 1081	✠100A1 ~~7,35~~ ~~1,35~~ 1,36 ✠LMC CS7,35 7,35 DBS7,35 *Carrying Petroleum in bulk*	Gen	*r*	CL ~~9,35~~ 1,36	1931 5mo *Lloyd'sA&CP*	N.V.Wrf. v.Rijkee&Co. Rotterdam	"Nafta"Soc.Ita- liana pelPetrolio edAffini(Soc.Anon diNav." Haliotis," *Mgrs.*) *CellDBuE*48'81*t*	271·9 260·4 P31'F47' *Trunk*129' FK *FPT*27*t*	48·0	15·0	Genoa Italian 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾″–31½″ 286NHP DB*150lb* Werkspoor,Amsterdam	14 ″ 9 s ″ 7 14 ″ 3½	
26053 143626 GCKX	**Halizones** *ss*Mdb.No.3-4,32 D.F. 2*Dks*(*Stl*)	5298 4787 3137	✠100A1 ~~3,35~~ 11,35 Grk BS10,35 ✠LMC MS4,32 ~~BS11,34~~	Mdb	*y*	CL 3,35	1920 4mo *Lloyd'sA&CP*	Ayrshire Dkyd.Co.Ld. Irvine	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellD*	400·7 P49'B113'F39' FK *B*340'1134*t FPT*128*t*	52·2	28·5	Liverpool British 7*BHCem* *APT*200*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
26054 143270 MKLZ	**Halladale** (*ex*Broswall-34, *ex*MaryAistonII) K *ss*Dub.No.3-5,33 *Well deck* *Mchy.Aft.* 1*Dk*(*Stl*) *Cargo battens not fitted*	312 211 128	✠100A1 2,35 BS1,36 ✠LMC MS5,35 ~~BS1,34~~	Shl		CL 2,35	1921 1mo *Lloyd'sA&CP*	Crabtree& Co.Ld. Gt.Yarmouth	G.Couper&Co.Ld.	130·0 Q51'B9'F16' FK *FPT*21*t*	23·2	9·5 24·3	Liverpool British 3*BHCem* *APT*28*t*	C.2Cy.16″&33″–22″ (*s*) 130lb 45RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
26055 OYEI	**Halland** 1*Dk*	1264 971 727					1923	Howaldts- werke Kiel	A/S DetDansk- FranskeDampsks. (A.N.Petersen, *Mgr.*)	238·0 P23'Q90'B100'F30'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.16$\frac{9}{16}$″,26$\frac{13}{16}$″&43$\frac{5}{16}$″–29½″ 102NHP Howaldtswerke,Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. BofTrade.
26056 3062 SERG	**Halland** Ⓟ (*ex*Vestkusten) 1*Dk*	*599* *346* *318*					1897	Lindholmens V.A. Gothenburg	HallandsÅngbåts A/B ~~Hj. Blomberg,~~ (Harry Trapp *Mgr*)	174·6 P104'H44*t*F16' len27	25·9	10·9	Gothenbrg Swedish	T.3Cy.14½",23¼"&39"–27" 79NHP N.E.MarineEngCoLdNwc		V
26057 LFWA	**Hallanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4 P513*t*H182*t*F14*t*	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅝"–47¼" 806NHP Werkspoor,Amsterdam		N
26058 7538 SEON	**Hallaren** *OilEng.* *ss*Skm.No.1–34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *CruiserStern*	*2749* *2338* *1462*	✠100A1 *with freeboard* ~~9,32~~12,35 DBS~~1,34~~8,35 ✠LMC CS7,34 ~~3,32~~ 8,35	Hfs ~~Skm~~ ~~NY~~	*v*	CL 4,33	1929 6mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) *CellDB*280'842*t*	337·1 FK *FPT*131*t* *APT*155*t*	45·7	20·3	Gothenbrg Swedish 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd*„)	Oil Engines 4S.C.SA 6Cy.24⅞"–51 5/16" 355NHP DB*80lb* ErikebergM.V.Aktieb.Got	22 " 11 s1 " 7½ 21 " 5½	
26059 LEAD	**Halldor** 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	Bruusgaard KiöstrudsD/S A/S	261·7 P61*t*H101*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy18 3/16",31 3/16"&51¼"–29½" 141NHP F.Schichau,Elbing		N
26060 DHJX	**Halle** *ss*Ham.No.2–29 2*Dks*(*Stl*)3*rd dk in No.* 1 *hold* *Well deck* D.F.	5889 5389 3599	✠ ... 9,33 ✠	Ham			1921 9mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie) *CellD*	~~450·0~~ P&B366'F59' 449·4 FK *B*388'1560*t* *FPT*60*t*	58·2	~~27·0~~ 26·8	Hamburg German 8*BHAsp* *APT*11*t*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 " 6	G †
26061 LDMS	**Hallingdal** *OilEng.* D.F. 1*Dk*	3180 2747 1930					1929	Akt.Burmeistr&Wain Copenhagen	A/S Vesterhav (Boe&Pedersen, *Mgrs.*)	326·5 P44*t*H306*t*	50·0	21·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅝"–59 1/16" 258NHP Akt.Burmeistr&Wain,Cpn		N
26062	**Halmstad** (*ex*Spigerborg-33, *ex*HenrikBjelke) Wireless 1*Dk*	*1546* *1160* *909*					1907	Howaldtswerke Kiel	RederiA/B Halmstad(C.O.Johansson)	238·8 P13'Q73'B105'F29'	36·3	16·8	Halmstad Swedish *WB*	T3Cy.16¾",29 9/16"&42¼"–29½" 96NHP Howaldtswerke,Kiel		V
26063 DHJY	— 1*Dk*	814 625 471					1909	Akt.Ges. "Neptun" Rostock	BissmarkLinie G.m.b.H.	216·1 P13'Q62'B52'F23'	30·6	12·0	Hamburg German *WB*	T.3Cy.16¼",25⅝"&41¾"–29½" 95NHP A.G."Neptun,"Rostock		G
26064 220521 KDCP	**Halo** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesService TransportationCo.	435·0 P123'B50'F33'	56·0	32·0	NewYork Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
26065 143426 GCLX	— *ss*Sld.No.3–7,32 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2365 1780 1348	✠100A1 7,35~~10,34~~ BS~~7,34~~ 7,35	Shl LMC7,32	*s*	CL 7,34	1919 9mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld. Dublin	GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellD*	284·4 PonQ28'Q98'B66' F31' FK *B*228'576*t* *FPT*102*t*	41·9	19·0	London British 6*BHCem* *APT*234*t*	T.3Cy.19",32"&52"–36" (*s*) 180lb 162NHP 2SB,*6cf*,GS98,HS2960 J.G.Kincaid&Co.Ld.Grk.	21 " 3 s 2 " 1½ 19 " 3	
26066 LCNE	**Halse** (*ex*Quernstad,*ex*Signe) 1*Dk*	2136 1934 1317		...			1910	Sunderland S.B.Co.Ld. Sunderland	J.Ö.Bugge	290·1 P57*t*H73*t*F28*t* FK	42·1	19·3	Mandal Norwegian *WB*	T.3Cy.22",36"&59"–39" 232NHP N.E.MarineEng.Co.Ld.Sld	21 " 6	N †
26067 220585 KDDR	**Halsey** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	7088 — 4389					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	435·0 P128'B50'F33'	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
26068 5369 SEXM	**Hälsingborg** Ⓟ Wireless 1*Dk*	*669* *471* *234*					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	SvenskaRederiaktieb.Oresund (E.Hain,*Mgr.*)	195·1 B69'H194*t*F28'	33·0	12·7	Malmö Swedish	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		G
26069 135598 MFGD	**Halton** (*ex*Heimat) 3Mst *Mchy.Aft* 1*Dk*	460 317 191					1914	Montrose S.B.Co. Montrose	OvertonS.S.Co.Ld. (R.Clark,*Mgr.*)	150·0 Q85'B8'F26'	25·2	10·9	Liverpool British *WB*	T.3Cy.13",22"&36"–24" 80RHP Lidgerwood,Ld.Glasgow		C
26070 7621 SERK	**Halvard Bratt** (*ex*Maj)	*1023* *833* *530*					1921	F.Schichau Elbing	ÅngfartygsA/B Nordsjön(A.Bratt &Co.*Mgrs.*)	224·3	33·6	13·5	Gothenbrg Swedish	T.3Cy.15",24¾"&38⅝"–25½" 72NHP F.Schichau,Elbing		G
26071 LEAE	**Halvdan** 1*Dk*	1350 1136 761					1920	NewEng.& S.B.Works Shanghai	Bruusgaard Kiösteruds D/S A/S	242·6 B52'F23'	37·1	15·0	Drammen Norwegian	T.3Cy.17½",28½"&48"–33" NewEng.&S.B. 132NHP Works,Shanghai		N
26072 DHJZ	**Hamburg** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. Sub.Sig 5*Dks* *CruiserStern* E.S.D. *CorrugatedSides*	22117 17687 12109					1926	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6 F78'	72·4 79·0	42·1 len33	Hamburg German *WB*	8SteamTurbinesSR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
26073 27468 JHRD	**Hamburg Maru** *ss*Osa.No.3–8,32 2*Dks*(*Stl*)	5220 4774 3159	✠100A1 11,35~~8,34~~ ✠LMC~~9,34~~ 11,35 *Fitted for oil fuel* 12,20	Kob	*z*	CL 8,34 *F.P. above*	1920 12mo A&CP 150° F.	UchidaS.B &Eng.Co. Yokohama	OsakaShosenK.K. *CellDB*	400·0 P39'B121'F40' FK 340'1106*t* *FPT*133*t*	54·5	30·0	Osaka Japanese 7*BHCem* (1„*to2nd dk*) *APT*92*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 " 0 s 5 " 8½ 24 " 8	
26074	**Hamburgo** Ⓟ TwinSc *OilEng.* 1*Dk*	1500 — 859					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·1 P37'B46'F21'	43·2	12·3	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 286NHP Harland&Wolff,Ld.Gls.		
26075 136641 GLSR	**Hamdale** (*ex*Batsford) *ss*Gls.No.3–10,26 *ss*Hul.No.2–35 ~~*ss*Nwc.No.1–31~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4782 4464 2906	✠100A1 *Shelter dk with freeboard* ~~7,35~~ ~~7,34~~1,36 DBS4,36 ✠LMC MS~~3,34~~3,35 BS~~3,34~~ 7,3 5	Bry Hul	*y*	CL ~~N7,34~~ 7,35	1914 2 mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	Turnbulls(Cardiff) Ld. *CellDB*	388·7 FK a136'*uE*&*B*46'*f*163'	54·1	26·0	Cardiff British 6*BHCem* 1270*t* *FPT*	T.3Cy.26",44½"&74"–48" 180lb *120lb* (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld. 115*t* *APT*238*t*	28 " 6 s 3 " 2½ 25 " 6	
26076 149433	**Hamildoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William Ont. British *WB*	T.3Cy.15",25"&40"–33" 92NHP MacColl&Pollock,Ld.Sld.		C

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26077 111661 CYLJ	**Hamilton** CompTwinSc 1*Dk* *Mchy.Aft*	1614 1185 928				*Rebuil*	1901 *t* 1921	Hamilton BridgeCo. Hamilton *by*DavieSB.&	CanadaSteamship LinesLd. RpgCo.Lauzon,P.	250·1|40·0|11·5 F31' Q.	Montreal British *WB*	T.6Cy.12¾",21½"&35"–24" B*made*98*fitted*21 115NHP NationalS.B.Co. Goderich,Ont.		C
26078 103842	— Pad 2*Dks*	344 169 146					1896	Bertram E. WorksCo. SandPnt.Ont	UpperOttawa ImprovementCo. Ld.	118·0|23·6| 7·3	Ottawa British	C.2Cy.20"&38"–54" 75RHP BertramE.WorksCo.Tto.		
26079 161290 GSZX	**Hamla** *ss*Fal.No.1–33 1*Dk*(*Stl*)	4416 4098 2737	✠100A1 ~~6,35~~8,34 4,36 BS8,36	Shl Mdb ✠LMC8,33	*x*	CL ~~7,32~~ 6,35	1929 8mo *Lloyd*	J Readhead &Sons,Ld. South Shields '*sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*144'	370·4|52·3|25·9 P28'B104'F36' FK *f*160'1075*tFPT*135	London British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.SShl	28 " 3 s 5 " 3¾ 23 " 1½	
26080 LDEL	**Hamlet** TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* *Cruiser Stern* 1*Dk*	5069 4364 2714					1915	Göteborgs M.V.Aktieb Gothenburg	Bruusgaard, Kiösteruds D/S A/S	355·1|55·2|29·9 P342*t*H203*t*F73*t*	Drammen Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"–35 7/16" 1170NHP Akt.DieselsMotorer,Skm.		V
26081 217440 KESD	**Hamlin F. McCormick** (*ex*Castle Point) *Fitted for oil fuel* 1*Dk*	3317 2750 2025			...		1919	Pusey& JonesCo. Gloucester City,N.J.	CharlesR.McCormickLumberCo.	321·7|50·0|21·6 P37'B82'F31'	S.Frncisco Utd.States *WB*	T.3Cy.19¾",31½"&54¼"–36" 354NHP Pusey&JonesCo.Wil.Del.	24 " 9	R †
26082 DHKA	**Hamm** (*ex*Hannover) *ss*Ham.No.2–30 2*Dks*(*Stl*)3rd*dk* in*No.*1*hold* D.F. *Well deck*	5874 5389 3556	... 6,33	Ham			1921 4mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*	449·4|58·2|26·9 P&B366'F59' FK 389'1560*tFPT*60*t*	Hamburg German 9*BHptCem* *pt Asp*	4 Steam Turbines SR geared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 " 6	G †
26083 7594 SHKN	**Hammaren** TwinSc *OilEng.* *ss*Got.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *Strengthened for navigation in ice*	*3220* *2743* *1781*	✠100A1 *with freeboard* ~~6,35~~ ~~12,34~~ 3,36 ✠LMC CS3,34 ~~8,34~~ 6,35	Got Skm	*w*	CL ~~12,32~~ 3,36	1930 2mo *Lloyd*	A/B Götaverken Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *CellDB*290'841*tT* *tunnel*88*tF*	*anks in way of* *PT*41*tAPT*122*t* FK	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 " 2*nd* ")	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.	25 " 6 s 2 " 2 23 " 5¾	
26084 122553 VGRQ	**Hamonic** Ⓟ D.F. *Mchy.Aft* 4*Dks*	5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	349·7|50·0|32·0	Collingw'd British *WB*	Q.4Cy.24",35",52"&80"–42" 415NHP CollingwoodS.B.Co.Ld.		R
26085 211888 WXUI	**Hampden** *ss*Bos.No.2–34 *ss*Bos.No.3–10,26 ~~*ss*N.Yk.No.1–30~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. Sub Sig. *Cargo battens not fitted*	4725 4108 2779	✠100A1 10,35 ~~8,34~~ ~~BS4,35~~ 4,36	Bos Bal ✠~~LMC4,33~~ MS4,34	*x*	CL 6,33	1914 1mo	NewYork S.B.Co. Camden,N.J. A&CP	CoastwiseTransportationCorp. *WB=CellDBuE*&	369·0|50·1|28·0 P80'B18'E34' B43'*f*265'1636*t* FK *MT*4'294*tFPT*	Prtlnd,Me. Utd.States 8*BHCem* 300*tAPT*86*t*	T.3Cy.24¼",~~30½~~38¾"&67"–45"(*r*) 185lb 357NHP 2SB,*8cf*,GS204,HS5838 NewYorkSBCo.Camdn.NJ	32 " 0	
26086 131387 MFZJ	**Hampshire Coast** *ss*Liv.No.3–6,28 *Well deck* *Mchy.Aft* *ss*Liv.No.1–32 1*Dk*(*Stl*)	787 558 378	✠100A1 4,35 BS1,35	Liv ✠LMC11,32	*k*	CL 3,34	1911 9mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	CoastLines,Ld. *WB=Cell*	195·0|30·0|11·6 Q109'B13'F33' FK *DBf*117'158*t FPT*	Liverpool British 3*BHCem* 39*tAPT*24*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 136NHP 2SB,*4cf*,GS72,HS2374 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 10 s 4 " 0¼ 13 " 5½	
26087 163542 GYBL	**Hampton Ferry** TwinSc E.S.D. 1*Dk*&2*nd dk at ends* *CruiserStern*	2839 2014 1044	✠ ... 11,35 *Train Ferry* *For Channel Service*	Sou ✠~~LMC11,34~~			1934 11mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	SouthernRailway *Cell DBuE*34'58*tDTf* 18'180*t Wing tanks*	346·8|60·7|18·2 62·3 B&F319' FK *abreast ER*44' 376*t*	London British 8*BHptCem* *ptAsp* *APT*63*t*	4SteamTurbinesSRgeared to 2 Sc Shafts (*s*) 270lb Superheater*250lb* 4WTB,GS248,HS9416, FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 " 0 ~~s 6 " 7¾~~ ~~13 " 6~~	
26088 219118 KJLY	**Hampton Roads** (*ex*LakeGalien) *Fitted for oil fuel* 1*Dk*2*trB*	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	Philadelphia& NorfolkS.S.Co.Inc.	253·5|43·9|25·9 P25'B65'F26' FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'kee	28 " 5	R †
26089 148114 GKSX	**Hamsterley** *ss*Shl.No.2–34 1*Dk*(*Stl*) *Cargo battens not fitted*	2160 1853 1261	✠100A1 9,35 ~~9,34~~ ~~1,35~~ ~~BS1,34~~	Shl BS1,36 ✠LMC MS7,34	*s*	CL ~~3,32~~ 9,35	1925 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	HartleyS.S.Co.Ld. (Richley,Halvorsen&Sample*Mgrs*) *Cell D*	280·0|41·6|20·1 P27'B49'F26' FK *B*234'644*tFPT*160*t*	Newcastle British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 228NHP 2SB,*6cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 " 3 s 3 " 2¼ 19 " 5	
26090	**Han Ping** TwinSc 1*Dk*(*Stl*)	952 793 581	✠ 11,11	Shi ✠	*m*		1908 6mo	W.S.Bailey &Co. HongKong	HanYehPingIron &CoalCo.Ld.	223·0|36·2|13·5 F52' FK&BK1⅛" *WB=FPT*	Shanghai Chinese 4*BHCem* 52*tAPT*73*t*	C.4Cy.14"&32"–22" 125NHP 1SB,*3cf*,GS63,HS2459 HongKong&Whampoa DockCo.Ld.HongKong	13 " 6	
26091 9999 JBTB	**Hanasaki Maru** Ⓟ (*ex*Gisla) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) Wireless &*deep framing*	1464 1348 860	✠ 5,07	Yka ✠	*p*		1905 12mo	Fevigs Jernskibsbyg Fevig	KinkaiYusenK.K. *WB=Cell*	235·0|35·2|14·5 B64' 21·6 FK *DBa* 61' *uE*19' *f*88'	Tokio Japanese 4*BHCem* 304*tAPT*15*t*	T.3Cy.16⅞",28"&48"–33" 176NHP 1SB,*3cf*,GS59,HS2417 Richardsons,Westgarth& Co.Ld.Mdb.	22 " 9	
26092 DHKB	**Hanau** *ss*Ham.No.2–29 2*Dks*(*Stl*)3*rd dk in No.*1 *hold* D.F. *Well deck*	5892 5389 3597	... 6,33	Ham			1921 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*389'1560*t*	450·0|58·2|27·0 P&B366'F59' FK *FPT*60*tAPT*11*t*	Hamburg German 8*BHptCem* *ptAsp*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 " 6	G †
26093 LCNF	**Handicap** TwinSc *OilEng.* 2*Dks*	5013 4565 3028					1921	Rosenberg Mek.Værk. Stavanger	Bruusgaard Kiösteruds D/S A/S	415·3|54·7|25·4 P112*t*H311*t*F25*t*	Drammen Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23 6/10"–41⅓" 774NHP Sülzer Frères,Winterthur		N
26094 4627 SKTG	**Haneström IV** (*ex*Astriana–34,3Mst *ex*Inga,*ex*Fermia) *ss*Bgn.2ndNo.3–5,33 *Mchy.Aft* 1*Dk*(*Stl*)	522 417 274	✠100A1 ~~2,35~~ 11,35 DBS9,35 ~~BS7,34~~	Got Osc ✠LMC5,33 MBS2,35	*i*	~~CL~~ ~~10,33~~ 11,35	1906 8mo	Eriksbergs M.V.Aktieb. Gothenburg A&CP	WikersA/B (G.Ryding,*Mgr.*) *Cell*	166·5|28·2|12·0 P54'H28*t*F22' FK *DBf*106' 166*t FPT*	Göta Swedish 3*BHCem* 29*tAPT*23*t*	T.3Cy.13¼",22"&36"–24" (*s*) 180lb ~~*100lb*~~ *75lb* 65NHP 1SB,*2cf*,GS36,HS959 EriksbergM.V.Aktieb.Got	13 " 10 s 1 " 2 12 " 9	
26095 4965 SEKO	**Haneström V** (*ex*Godhem–34) *Mchy.Aft* 1*Dk*	*515* *390* *251*					1908	Gøteborgs NyaM.V.A.B Gothenburg	WikersA/B (G.Ryding,*Mgr.*)	160·7|27·5|11·1 P50'H48*t*F23'	Göta Swedish *WB*	T.3Cy.13⅜",22¼"&37⅜"–23⅝" 68NHP GöteborgsNya.M.V.Got.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
26096 153502	**Hang Cheong** Ⓟ TwinSc *2Dks*	1086 765 666					1923	Taikoo Dkyd.&E.Co. LdHongkong	Woo&Mok,Ld.	178·1	35·5	10·7	HongKong British *WB*	T.6Cy.10",16"&26"–18" 57NHP TaikooDkyd.&Eng.Co.Ld.		
26097 114779 VPDZ	**Hang Sang** *1Dk(Stl)&Spar dk(Stl-pt teak s)&* Sub.Sig. *deep framing*	2143 2010 1356	✠ 10,01 ✠	Gls	*s*		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. *WB = Cell DBa84'* *f108'285t*	B60'F36' 22·5 FK *D T a 20'358t FPT*	290·3	42·0	15·5	HongKong British *5BHCem* *25tAPT22t*	T.3Cy.21",34"&56"–42" NB22 224NHP 1SB,4cf,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 ″ 0	
26098 25454 JNND	**Hankow Maru** ssKob.No.3–3,32 *1Dk(Stl)&Awng dk(Stl)*	4105 3613 2513	✠100A1 *Awng dk* *withfreeboard* 4,35 ~~[illegible]~~ ✠LMC ~~4,35~~	Yka	*v*	OG N4,35	1919 6mo *Lloyd*	Kawasaki Dkyd.Co.Ld Kobe *'sA&CP*	KokusaiKisen K.K. *CellDB294'778tF*	345·0 P29'B74'F41' *on* *Awng dk* FK *PT62tAPT31t*	48·0	30·0	Kobe Japanese *Cem* *6BHtoA dk*	T.3Cy.23½",39"&65"–48"(*s*) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawaskiDkydCoLd.Kobe	30 ″ 0 s 6 ″ 1¼ 24 ″ 2	
26099 220936 KDIF	**Hanley** *Fitted for oil fuel* D.F. GyC. *1Dk&Shelter dk* *Longitudinal framing*	7583 — 4825					1920	Bethlehem S.B.Corp.Ld. S.Francisco	WeyerhaeuserS.S. Co.	440·0	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
26100 DMAK	**Hanna Cords** Sub.Sig *CruiserStern 1Dk*	1891 1569 1129					1926	Akt.Ges. "Neptun" Rostock	Dampfsch.Ges.Aug CordsG.m.b.H.	266·3 P14'Q87'B108'F31'	42·2	16·9	Rostock German *WB*	T.3Cy.19 1/16",31½"&51 3/16"– 35 7/16" 156NHP A.G."Neptun,"Rostock		G
26101 PENE	**Hannah** ssShl.No.3–6,25 ssRot.No.2–34 *1Dk(ptIrn ptStl)*	3730 3480 2311	✠100A1 2,35 BS2,35 ✠LMC2,34	Rot	*w*	CL 1,35	1913 4mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *'sA&CP* *W*	N.V.Stoomschip "Hannah" (F.W. Uittenbogaart) *B = Cell D B a 113*	350·1 P44'B163'F36' FK *uE23'f152'908tAP*	50·1	23·8	Rotterdam Dutch *6BHCem* *T142t*	T.3Cy.25",42"&68"–45" 180lb 348NHP 2SB,6cf,GS139,HS5506 Blair&Co.Ld.Stockton	26 ″ 1 s 3 ″ 6 22 ″ 9	
26102 7705 SERU	— (*ex*Achroite) ssHul.3rd.No.3–7,33 *Well deck* *1Dk(Stl)&Webframes* *Cargo battens not fitted*	*1196* *939* *710*	✠100A1 6,35 ~~7,33~~ ✠NB9,25 BS~~5,34~~1,35	Hul Gmb ✠LMC11,32	*n*	CL 7,33	1898 8mo	J.Shearer &Son Glasgow A&CP	RederiA/BHannah ~~(G.H.Dalgren,~~ ~~*Mgr.*)~~ (Stig Gorthon *Mgr.*)	230·0 Q77'B56'F27' BK8" *CellDBa51'f95'*	34·1	14·2	Hlsngborg Swedish *4BHCem* *256tFPT66t*	T3Cy.17⅜"27¾"&44⅜"-33"(*s*) 160lb 126NHP 1SB,3cf,GS63,HS2400 Muir&Houston,Ld.Gls.	16 ″ 9 s 1 ″ 1¾ 16 ″ 4	
26103 129546 GPZD	**Hannah Moller** (*ex*Hexham-32, *ex*Amphion) ssSyd.No.3–1,23 ssN.S.W.No.2–31 *1Dk(Stl)&deep framing*	2931 2785 1835	✠ ... 9,33 ✠	NSW			1911 2mo	Cmpbltwn S.B.Co. Campbeltwn	~~N.E.A.Moller~~ ~~(Moller&Co.,~~ ~~*Mgrs.*)~~ Moller Line,Ld. *CellD*	331·4 P29'B178'F33' FK *Ba102'uE20'f146'*	45·5	22·0	Shanghai British *5BHCem* *686tAPT95t*	T.3Cy.24",40"&65"–42" 287NHP 2SB,6cf,GS129,HS4278 D.Rowan&Co.Glasgow	24 ″ 7	
26104 135157 GRSZ	**Hannington Court** ssShl.No.3–9,24 ssShl.No.1-28 *1Dk(Stl)2trB*	5181 4875 3189	✠100A1 12,29 BS8,30 ✠LMC6,28	Cff	*y*	CL N5,29	1912 11mo *Lloyd*	J.Priest- man&Co. Sunderland *sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgs.*) *a130'uE24' f*	400·0 P47'B124'F38' *CellDB* FK *173' 1039t FPT120t*	53·5	26·6	London British *6BHCem* *APT218t*	T.3Cy.27",44½"&74"–48"(*s*) 180lb 440NHP 3SB,9cf,GS192,HS7158 Blair&Co.Ld.Stockton	29 ″ 1 s 5 ″ 8½ 23 ″ 9	
26105	**Hanö** (*ex*Småland,*ex*Drott, *ex*Alexey ssAnt.2ndNo.3–4,25 Goriainow) ssMmo.No.2–34 *1Dk(Stl-ws)&deep framing*	1760 1617 1069	✠100A1 7,35 ~~5,34~~ BS7,35	Mmo Gms ✠LMC5,34	*r*	CL 11,33	1900 10mo	Grngem'th DockyardCo. Grngemouth A&CP	RederiA/BHanö (Sig.Nybonde) *CellDBa72'*	270·0 B52'F30' FK *uE&B34'f 104'485t*	42·2	17·6	Helsingfrs Finnish *4BHCem* *APT23t*	T.3Cy.19⅜",33"&53"–36"(*s*) 160lb 204NHP 2SB,6cf,GS96,HS3576 Hutson&Sons,Ld.Glasgow	19 ″ 10 s 3 ″ 2¼ 16 ″ 10	
26106 219098 KOJK	**Hanover** *Fitted for oil fuel* Sub.Sig. *2Dks&Shelter dk*	5840 5479 3584		...			1919	SunS.B.Co. Chester,Pa.	LykesBros.- RipleyS.S.Co.Inc.	434·3 FK	57·7	27·2	Pt.Arthur, Tex. Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NH TheSunS.B.Co.Chester,Pa	30 ″ 3	R †
26107 DHKD	**Hans Arp** ssHam.No.1–30 *Well deck* *1Dk(Stl)*	2645 2393 1507	✠ ... 7,35 ~~[illegible]~~	Ham ✠~~LMC11,30~~	*u*	OG 7,34	1926 9mo *Compl* *Lloyd*	A/S Rödby Havns Jernskibs RödbyHavn *eted by* N.V.Holland,Hendrik-Ido-Ambacht(Holland) *'sA&CP*	HeinrichF.C.Arp DampfschReed (S.Öllgaard& Thoersen,*Mgrs.*)	316·6 P&B248'F33' *Cell* FK *DB262'545tFPT*	44·0	21·2	Hamburg German *5BHptCem* *89tAPT108t*	T.3Cy.21½",33⅝"&57 1/16"–39⅜" 180lb (*s*) 316NHP 3SB,6cf,GS109,HS5005 FD A.Börsig,G.m.b.H.Berlin	23 ″ 6	
26108 OYAB	**Hans Broge** ssAbg No.2–31 *1Dk(Stl)*	2095 1881 1253	✠ ~~1,35~~ ~~[illegible]~~	Abg ✠~~[illegible]~~	*s*	OG 1,34	1922 9mo *Lloyd*	A/SKöge VærftSkibs. &Mask. Kjöge *Inter* *'sA&CP*	D/S A/SProgress (M.Ö.Nielsen& Son,*Mgrs.*) *mediateBH in fore* *Cell*	289·9 P30'B72'F32' FK *hold dispensed with* *DB 254' 620t FPT*	43·1	19·5	Copnhagn Danish *ptCem* *4BHonly* *37tAPT59t*	T.3Cy.22 7/16",34⅝"&57⅞"–36¼" 185lb *100lb* (*s*) 228NHP 2SB,6cf,GS108,HS3480 KockumsM.V.Akt.Malmö	21 ″ 9 ~~s 2 ″ 11¼~~ ~~19 ″ 0~~	
26109 DHKE	**Hans-Carl** (*ex*Groningen) *Mchy.Aft* *1Dk*	462 336 220					1918	Erven Aller Hasselt	L.F.Mathies&Co.	149·9 B9'F16'	25·0	11·3	Hamburg German *WB*	T.3Cy.10½",16¼"&27⅝"–18" 32NHP Mchfbk.Delfshaven,Rot.		V
26110 OXYA	**Hans Egede** Ⓟ 3Mst Wireless *Mchy.Aft* *2Dks*	900 723 506					1905	Akt.Bur- meistr&Wain Copenhagen	GrönlandsStyrelse	184·0 Q52'F24'	34·7	17·8	Copnhagn Danish *WB*	T.3Cy.14½",23"&40"–33" 92NHP Akt.Burmeistr&Wain,Cpn		V
26111 DIBW	**Hans Leonhardt** (*ex*Vulcan) *Now* "Ticino," *see No.* 40300 *in Supplement.* Wireless *1Dk*	1314 989 681					1924	Akt.Ges. "Vulcan" Hamburg	Leonhardt& Blumberg	230·8 P21'Q55'B102'F23'	36·1	14·9	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.13⅜"–13⅜" 222NHP A.G."Vulcan,"Stettin		G
26112 OYEB	**Hans Mærsk** ssRot.No.3–10,29 ssSvb.No.1–34 *1Dk(Stl)*	1930 1745 1136	✠100A1 8,35 ~~8,34~~ BS3,35	Svb Rot ✠LMC MS8,34	*r*	CL 10,33	1916 8mo *Lloyd*	A.Vuijk& Zonen,Cap- elle a/dYsel *'sA&CP*	Dampskslsk.af 1912(A.P.Möller, Copenhagen, *Mgr*) *C*	281·3 P22'B74'F31' FK *ellDB252'535tFPT*	40·2	19·1	Kalundbrg Danish *4BHCem* *78tAPT82t*	T.3Cy.20",31½"&53"–36"(*s*) 180lb *140lb* 187NHP 2SB,2pf,2cf,GS74,HS2940 G.Clark,Ld.Sunderland	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
26113 DIBY	**Hansa** *CarryingPetroleum in bulk* *OilEng.* D.F. *Mchy.Aft* *2Dks* *Longitudinal framing* *CruiserStern*	5978 5354 3368					1929	F.Schichau Danzig	GermanGovern- ment(Operated by J.T.Essberger G.m.b.H.)	413·1 P116'B30'F42'	52·6	34·8	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.23½"–41⅜" 575NHP E.Schichau,Elbing		G
26114 ~~[illegible]~~ ~~[illegible]~~	— (*ex*Nordfold) *1Dk*	*1323* *1117* *738*					1917	N.V.Schps. "Juliana" Papendrecht	~~RederiA/BHansa~~ ~~(N.Hammar)~~ A.H.Smith	240·1 P30'H83'F24'	36·3	15·7	~~Hlsngborg~~ ~~Swedish~~ British *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Pap.		V
26115 LEAK	— *1Dk*	1137 1003 660					1906	Trndhjms Mek.Værks. Trondheim	SkibsA/S William Hansens RederiII. (WilliamHansen)	230·4 H53tF32t	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–30" 106NHP TrondhjemsM.VTrndheim		N
26116 DHKH	— (*ex*Marga,*ex*Antares,*ex*Seresina, *ex*Rosa,*ex*Roca) *1Dk*	958 838 564					1914	A.F.Smul- ders Schiedam	TheodorGrammer- storf(KarlGram- merstorf,*Mgr.*)	174·4 B25'F25'Q31'	34·1	16·3	Kiel German *WB*	T3Cy.12½",20¼"&33½"–19 7/16" 50NHP A.F.Smulders,Schiedam		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in LR. Date of B. of Trade Cert.
26117 118477 GLJN	**Hansa** *ss*Sou.2ndNo.3–6,29 Sub.Sig. *ss*Sou.No.1–34 Wireless 1*Dk*(*Stl*)&*deep framing*	880 750 516	100A1 6,35 ~~5,34~~ BS10,35 MS6,35	Sou LMC ~~BS10,34~~	*l*	OG ~~6,33~~ 6,35	1904 8mo *Lloyd*	Act.Ges. "Neptun" Rostock '*sA&CP* *WB*	TheUnionCastle MailSS.Co.Ld. = *Cell DBa*51′ *u E*	215·0|30·6|14·1 B53′F20′ FK &*B*36′*f*87′270*t FPT*	London British 4*BHCem* 15*tAPT*9*t*	T.3Cy.$16\frac{3}{16}$",$25\frac{9}{16}$"&$41\frac{11}{16}$"– 28¾" ~~150lb~~ (*s*) 98RHP 2SB,4*cf*,GS61,HS2138 153lb A.G."Neptun,"Rostock	16 ″ 4 s 1″11½ 14 ″5¾	
26118 DMSK	— (*ex*Ragnar–33,*ex*AntonStub, *ex*Theodora) 1*Dk*	831 587 434					1917	Burger- houtsMchfbk &Scheeps. Rotterdam	A.L.Busecke	200·4|30·3|15·9 Q124′B12′F20′	Wismar German *WB*	T3Cy.15¾",25½"&$41\frac{3}{16}$"–27½" 89NHP BurgerhoutsMchfabriek& Scheepswerf,Rotterdam		G
26119 7222 SETD	— Ⓟ 1*Dk*	762 455 388					1925	Schiffsw.v. H.KochA.G. Lübeck	HallandsÅngbåts A/B~~(Hj.Blomberg,~~ (HarryTrapp *Mgr*)	191·9|29·4|12·5 P&B102′F33′H95*t*	Gothenbrg Swedish *WB*	T.3Cy.$16\frac{15}{16}$",26¾"&$43\frac{5}{16}$"– 29½" 102NHP LübeckerMsch.GesLübeck		V
26120 3542 SETG	– Ⓟ 1*Dk*&*Shelter dk*	563 255 406					1899	W.Lind- bergsAktieb. Stockholm	Ångf.Aktieb.Got- land(CarlE. Ekman,*Mgr.*)	157·2|25·8|11·4 H70*t* len04 18·4	Visby Swedish *WB*	T.3Cy.15",24"&39"–26" 77NHP W.LindbergsAktieb.Skm.		
26121 DHKK	**Hansburg** (*ex*Yalta,*ex*Horncap) Sub.Sig. 1*Dk*	2369 2058 1432					1921	Schiffs w.v. H.Koch Lübeck	FlensburgerDmpf. Co.(H.Schuldt, *Mgr.*)	295·6|42·6|19·8 P14′Q39′B180′F31′	Hamburg German *WB*	T.3Cy.$20\frac{7}{16}$,33½"&52⅖"–35⅖" Ottensener 164NHP Mch.G.m.b.H.Altona		G
26122 ~~YMAH~~	**Hanseat** *OilEng.* *ss*Ham.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *CruiserStern* D.F. GyC. *Longitudinal framing*	8499 7593 4769	✠100A1 8,35 ~~5,34~~ DBS~~5,34~~ 8,35 ✠LMC OS5,34 5,33	Ham	*c*†	CL 5,33	1929 12mo *Lloyd*	Deutsche Sch.-u.Mschb A.G.Vulcan Hamburg '*sA&CP*	PanamaTrans- portCo. ~~G.m.b.H.~~(Waried TankschiffRhede- reiG.m.b.H. *Mgrs.*) *CellDB*325′1500*t*	442·0|64·2|32·3 P114′B36′F38′ FK *DTf*37′275*tFPT*16	Panama Panmanian 13*BHptAsp* 9*tAPT*101*t*	Oil Engines 2S.C.SA 7Cy.28⅜"–47¼" 983NHP Water Tube DB*250lb* DB*86lb* DeutscheSch.u.MschbA.G.	35 ″ 3 s 6″11½ 28 ″ 5¾	
			CarryingPetroleum in bulk *12 Rectangular compartments* *and5pairs of Round Tanks of small diameter*											
26123 DATI	**Hansestadt Danzig** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F. GyC. *CruiserStern*	2431 1662 1303					1926	Vulcan- Werke,A.G Stettin	Reichsverkehrs- ministerimn (Norddeutscher Lloyd,*Mgrs.*)	296·8|38·3|19·1 B&F288′ len33	Swnemnde German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"–23⅝" 814NHP Vulcan-Werke,A.GStettin		G
26124 LEAL	**Hansi** (*ex*Otranto) 1*Dk*	1028 815 571					1921	Verein. Elbe u.Nor- derwerft A.-G. Boizenburg	D/S A/S Forto (L.Erichsen,*Mgr.*)	221·4|34·6|13·4 Q67*t*H83*t*F41*t*	Bergen Norwegian *WB*	T.3Cy.17⅓",27½"&$45\frac{7}{16}$"–27½" 109NHP A.BorsigG.m.b.H.Berlin- Tegel		N
26125 131803 GPBL	**Hantonia** Ⓟ TwinSc *CruiserStern* E.S.D. Wireless Sub.Sig. 2*Dks*	1560 957 662					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3|36·1|15·3 P46′B160′F48′	S'thamptn British *WB*	2 Sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		BT till ~~1,36~~ 2,36
26126 DHKJ	**Haparanda** 1*Dk*	999 708 533					1903	Schiffsw.v. HenryKoch Lübeck	NautikGes.m.b.H.	210·6|32·5|12·8 Q62′B62′F28′	Hamburg German *WB*	T.3Cy.17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		G
26127	**Har Carmel** Ⓟ (*ex*Progresso–35, *ex*Commewyne–33, *Fitted for oil fuel* *ex*St.Thomas) D.F. *Well deck* 2*Dks*	2468 1768 1493			...		1907	Akt.Bur- meistr&Wain Copenhagen	PalestineMaritime Lloyd,Ld.	323·3|40·7|19·4 P&B214′F32′ FK	Haifa Palestine *WB*	T3Cy.21⅞",34½"&50"–39" 281NHP Akt.Burmeistr&Wain,Cpn	21 ″ 9	I †
26128 114941 VQSF	**Har Zion** Ⓟ (*ex*Risveglio–35, *ex*Nickerie–32, *Fitted for oil fuel* *ex*St.Jan) *Well deck* D.F. 2*Dks*	2508 1760 1539			...		1907	Akt.Bur- meistr&Wain Copenhagen	PalestineMaritime Lloyd,Ld.	310·8|40·7|18·8 P&B213′F33′ FK	Famag'sta British *WB*	T.3Cy.21½",34½"&60"–39" 332NHP Akt.Burmeistr&Wain,Cpn	21 ″ 9	I †
26129 29791 JSUA	**Harada Maru** Ⓟ (*ex*Bharata) 3*Dks*(1*Stl*-ws&*UStl*-teak s) *Ref.Mchy*	4109 3244 1992	✠ 1,03	Grk ✠	*x*		1903 1mo	Scotts'S.B. &Eng.Co.Ld. Greenock	HaradaKisenK.K. *CellDBa*94′ *uE&B*94′*f*142′603*t*	373·5|45·2|26·3 P75′B130′F84′ FK&BK1" *DTf*22′513*t FPT*	Kobe Japanese 6*BHCem* 30*tAPT*24*t*	T.3Cy.33",55"&88"–54" 870NHP 5SB,*15cf*,GS330,HS13515 Scotts'S.B.&EngCoLdGrk	29 ″ 6	
26130 25469 JJIC	**Harada Maru No. 7** Ⓟ Wireless 1*Dk*	1269 1015 852					1919	Harada Zosensho Osaka	HaradaKisenK.K.	224·8|31·5|19·0 B54′F25′ *WB*	Amagasaki Japanese	T.3Cy.14¼",$24\frac{1}{16}$"&$39\frac{1}{16}$"–27" 79NHP HaradaZozensho,Osaka		
26131 OYBC	**Harald** *ss*Cpn.2ndNo.3–2,29 *ss*Cpn.No.1–34 1*Dk*(*Irn*)&*deep framing*	1970 1717 1206	✠100A1 9,35 ~~5,34~~ BS9,35 MS5,34	Cpn Els ✠LMC ~~BS1,35~~	*r*	CL ~~2,35~~ N9,35	1903 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	DetForenede DampskibsSelsk. *WB*=*Cel*	280·5|40·3|18·4 P24′B69′F29′ FK *lDBa*88′*uE*20′*f*118′	Copnhagn Danish 4*BHCem* 541*tAPT*28*t*	T.3Cy.21",33"&56"–36" (*s*) 160lb ~~80lb~~ 194NHP 2SB,*4rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2″11¼ 17 ″ 9	
26132 DHKL	— Sub.Sig. 1*Dk*	1064 883 612					1921	Schiffsw(v. J.&Sch)A.G. Hamburg	BissmarkLinie G.m.b.H.	215·6|34·1|14·1 Q70′B59′F26′	Hamburg German *WB*	T.3Cy.18½",29½"&$47\frac{5}{16}$"– Hannover- $33\frac{7}{16}$" 130NHP ischeMschA.G.Hannover		G
26133 LEAN	**Harald Haarfager** Ⓟ Iron (*ex*Fiskeren) 1*Dk*&*Awng dk2trB*	512 468 298					1884	Stavanger Stöberi&Dok Stavanger	A/S Christians- sandsDampskslsk (LeifRosenkilde)	153·8|25·1|18·5 H44*t*	Xiansand Norwegian *WB*	C.2Cy.16⅓"&40"–26" NB95 68NHP N.E.Mar.E.Co.(Lim.),Nwc		N
26134 LCBA	**Haraldsvang** (*ex*ThomasHaaland) 1*Dk*	3112 2823 1865			...		1920	Craig,Tay- lor&Co.Ld. Stockton	Skibs.A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	325·3|48·0|22·4 P91*t*H158*t* FK	Haugesnd Norwegian *WB*	T.3Cy.24",39"&64"–42" 324NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 3	N †
26135 161432 GMXJ	**Harberton** *ss*Shl.No.1–35 D.F. 1*Dk*(*Stl*)	4585 4215 2728	✠100A1 1,35 BS9,34	Shl ✠LMC MS1,35	*z*	CL 3,34	1930 6mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·0|54·5|24·3 P35′B261′F33′ FK 349′1370*t FPT*144*t*	London British 6*BHCem* *APT*180*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb HS7551 417NHP 2SB&1AuxB,*9cf*,GS186, G.Clark,Ld.Sunderland	27 ″ 6½ s 3 ″ 8 24 ″ 1	
26136 17691 JHBD	**Harbin Maru** Ⓟ TwinSc *ss*Kob.No.3–5,27 *ss*Osa.No.2–35 D.F. 1*Dk*(*Stl*)*Shelter dk*(*Stl*-ws) &*2ndDk*(*Stl*)*inNo.1hold*	5167 4102 3106	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~1,35~~	Osa Kob ✠LMC~~1,35~~ 1,36	*y*	~~S1,34~~ P1,35 S1,36	1915 1mo *Lloyd*	Kawasaki Dkyd.Co.Ld Kobe '*sA&CP*	OsakaShosenK.K. *CellDBa*102′*u E&*	400·0|50·0|27·6 B170′F47′*on* *Shelter dk* FK *B*61′*f*174′686*tFPT*	Osaka Japanese *BHCem* 52*tAPT*50*t*	T.6Cy.21",35"&59"–48" (*s*) 200lb 659NHP 4SB,*12cf*,GS242,HS9219 FD KawasakiDkydCoLdKobe	30 ″ 0 s 6 ″ 1½ 24 ″ 4	
26137 163338 MBDJ	**Harbledown** D.F. 1*Dk*(*Stl*) *CruiserStern*	5414 4948 3207	✠100A1 ~~5,35~~~~10,34~~ 11,35 ✠LMC5,33	Shi Shl	*a*†	CL 11,35	1933 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	NationalS.S.Co.Ld (J.&C.Harrison Ld.*Mgrs.*) *Cell DBa&uE*160′*f*	428·0|56·2|26·0 P41′B270′F38′ FK 189′1409*t FPT*167*t*	London British 7*BHCem* *APT*240*t*	T.3Cy.23½",39"&72"–48" (*r*) & exhaust Turbine driving steam compressor 220lb HS6850 544NHP 2SB&AuxB,*9cf*,GS152, FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
26138 LDIT	**Harboe Jensen** TwinSc OilEng. D.F. 2Dks	1862 1575 1071					1929	A/B Göta- verken Gothenburg	A/S Bananfart (L.HarboeJensen &Co.Mgrs.)	269·3|37·7|21·9 P44tB148tF24t H49t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.19¼″–35 7/16″ 455NHP A/B Götaverken,Got.		N
26139 162745 GTWR	**Harborough** D.F. 1Dk(Stl) CruiserStern	5415 4948 3205	✠100A1 ~~6,351,35~~3,36 ✠LMC8,32	Npt ~~Shl~~Shl	a†	CL 8,35	1932 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE160′	428·0|56·2|26·0 P41′B270′F38′ FK f189′1409tFPT167	London British 7BHCem tAPT240t	T.3Cy.23½″,39″&68″–48″ (r) 220lb HS6850 FD 481NHP 2SB&1AuxB,9cf,GS157 D.Rowan&Co.Ld.Gls.	28″9 s4″2 24″9¼	
26140 163399 GWQP	**Harbury** D.F. 1Dk(Stl) CruiserStern	5081 4530 3033	✠100A1 2,36 ~~1,35~~ ✠LMC10,33	Shl Cff	z	CL	1933 10mo Lloyd	Lithgows Ld. PortGlasgow sA&CP	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellD	418·0|56·2|24·6 P39′B276′F34′ FK B353′1336tFPT14	London British 7BHCem 0tAPT212t	T.3Cy.22½″,36″&65″–48″ (r) 220lb HS6348 444NHP 2SB&AuxSB,9cf,GS145 FD D.Rowan&Co.Ld.Gls.	27″3 s3″6¼ 23″11¼	
26141 163410 GWNY	**Harcalo** D.F. 1Dk(Stl) CruiserStern	5081 4530 3033	✠100A1 7,35~~12,34~~ ✠LMC11,33	Cff Npt	z	CL	1933 11mo Lloyd	Lithgows Ld. Port Glasgow 'sA&CP	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDB	418·0|56·2|24·6 P38′B276′F34′ FK 353′1336tFPT140t	London British 7BHCem APT212t	T.3Cy.22½″,39″&65″–48″ (r) 220lb HS6348 444NHP 2SB&1AuxB,9cf,GS145 FD D.Rowan&Co.Ld.Gls.	27″3 s3″6¼ 23″11¼	
26142 LCNI	**Hardanger** Fitted for oil fuel 1Dk&Shelter dk	4000 3625 2485					1924	Lithgows Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3|52·3|23·9 P104tH241tF30t	Bergen Norwegian WB	T.3Cy.26″,42″&70″–48″ 339NHP J.G.Kincaid&Co.Ld.Grk.		N
26143 LEAP	**Hardangerfjord** Ⓟ Iron (exKongCarl) 2Dks	664 633 382					1868	C.Mitchell &Co. Newcastle	Hardanger- Sunnhordlandske Dampskibsselskab	170·2|25·2|21·0 H19t	Bergen Norwegian WB	T.3Cy.14½″,23½″&38″–27″ NE&B05 61NHP BergenMek.Værks.Bergen		
26144 163310 GTWV	**Hardingham** 1Dk(Stl) D.F. CruiserStern	5415 4948 3208	✠100A1 ~~6,3511,34~~ 1,36 ✠LMC2,33	Shl ~~Shl~~ Kob	a†	CL 1,36	1933 2mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE16	428·0|56·2|26·0 P41′B270′F38′ FK 0 f189′1409tFPT1	London British 7BHCem 67tAPT240t	T.3Cy.23½″,43″&72″–48″ (r) & exhaust Turbine driving steam compressor 544NHP 220lb HS6850 FD 2SB&1AuxB,9cf,GS152 D.Rowan&Co.Ld.Gls.	28″9 s4″2 24″9¾	
26145 146177 GFQD	**Hardwicke Grange** TwinSc ssLon.No.3–11,33 Ref.Mchy. 3Dks(Stl)& D.F. Shelter dk(Stl–ws) CruiserStern	9005 7466 5628	✠100A1 Shelter dk withfreeboard 1,36~~4,35~~ MS5,34 ✠Lloyd'sRMC~~...~~ Fitted for oil	Lon ✠LMC BS~~...~~2,36 4,36~~12,35~~ fuel11,21	c†	CL 5,34 F.P. a	1921 10mo Lloyd bove 1	W.Hamil- ton&Co.Ld. PortGlasgow 'sA&CP 50° F.	HoulderLine,Ld. (HoulderBrothers &Co.Ld.Mgrs.) CellDB	430·0|61·1|35·7 B257′F41′on Shelter dk FK 375′1188tFPT	London British ptCem 7BHtoShdk 47tAPT132t	T6Cy.26¾″,42½″&70″–45″(s) 200lb 1086NHP 5SB,20cf,GS404,HS16890FD D.Rowan&Co.Ld.Gls.	38″3 s8″8¼ 29″9	
26146 109510 MFJM	**Harelda** ssLiv.2ndNo.3–8,26 ssMch.No 2-35~~ssBkn.No.1-30~~ Well deck 2Dks(UptStl&ptIrn)	1288 1141 651	✠100A1 2,36~~8,33 12,33~~ ✠NB8,26 BS~~...~~11,35	Sou ~~Mch~~ Bkn ✠LMC~~10,34~~ 9,34	p	CL ~~8,33~~ 2,36	1901 8mo Lloyd	Wigham- Richrdsn&Co LdNewcastle 'sA&CP	British&Conti- nentalS.S.Co.Ld. CellDB	255·0|33·7|18·6 P&B143′F26′ BK9″ a67′ f96′217tFPT	Liverpool British 5BHCem 27tAPT17t	T.3Cy.21 7/16″,33½″&54″–39″ 160lb 80lb (s) 197NHP NDB16fitted26 2SB,6cf,GS98,HS3180 WghmRchrdsn&C.LdNwc	19″9 s1″9¼ 18″8¼	
26147 141909 GBQR	**Haresfield** ssCal.No.3–5,27 ssBom.No.2-35~~ssCal.No.1-31~~ Cargo battens not fitted 1Dk(Stl)	5299 4830 3212	✠100A1 ~~6,357,34~~ 4,36 ~~BS5,34~~	Cal ~~Bom~~ LMC~~5,31~~ 6,35	y	CL ~~8,33~~ 4,36	1919 7mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	400·0|52·4|28·5 P49′B113′F38′ FK 340′1098tFPT 133t	Glasgow British 7BHptCem APT204t	T.3Cy.27″,44″&73″–48″ 180lb 517NHP 3SB,9cf,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31″0 s6″0 25″3½	
26148 146340 MLTV	**Harfry** ssGoo.No.2–32 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	909 614 438	✠100A1 1,36~~11,34~~ BS~~5,34~~ 4,35	Goo ✠LMC2,33	l	OG ~~11,34~~ 1,36	1924 2mo Lloyd	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	JamesHargreaves &Son(Leeds),Ld. CellD	200·2|32·1|11·7 Q117′B11′F26′ FK Bf122′245tFPT58t	Goole British 3BHCem APT36t	T.3Cy.16″,27″&44″–33″ (s) 180lb 100lb 129NHP 1SB,3cf,GS64,HS2101 Earle'sCo.Ld.Hull	14″0 s4″8¼ 13″8¼	
26149 ESCU	**Harjurand** (exCefalonia, Iron exKarin-Irmgard,exAspasia,exGero, exPregel,exAfrica) 1Dk Wireless	396 306 227					1871	Reiherst'g Schiffsw. Hamburg	T.Liimann	150·9|22·8|12·9 Q36tB36tF22t	Tallinn Estonian	C.2Cy.17″&28″–24″ NB02 32NHP Reiherst.Maschinenf.Ham.		G
26150 122580	**Harland** Ⓟ WoodTwinSc 1Dk	352 352 217					1908	NwBurrell JhnsnI.CoLd YrmouthN.S	Charlottetown S.S.Co.Ld.	113·0|27·0| 6·7	Charlotte- townP.E.I. British	C.4Cy.10″&20″–16″ NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS		
26151 132632 MDQN	**Harlaw** (exSwift,exDeanSwift, exSwift) ~~ssLon.No.3-9,28~~ ssAbn.2ndNo.3–3,35 ~~ssAbn.No.2-32~~ 2Dks(UStl)& Shelter dk(Stl–ws)	1141 899 466	✠100A1 Shelter dk withfreeboard 10,35~~3,33~~	Abn MS3,35 ✠LMC BS~~6,34~~7,35	q	CL 11,33	1911 11mo Lloyd	Ramage& Ferguson,Ld. Leith 'sA&CP	AberdeenSteam Nav.Co.Ld. CellD	244·8|34·6|14·2 BK8½″ BaA5′uE&B53′f94′	Aberdeen British 5BHCem 286tFPT36t	T.3Cy.23″,37½″&62″–39″(s) 180lb 337NHP 2SB,8cf,GS148,HS5052 FD Ramage&Fergusn,Ld.Lth.	16″6 s″3½ 16″11¼	
26152 162738 GTWZ	**Harlesden** D.F. 1Dk(Stl) CruiserStern	5483 4963 3219	✠100A1 ~~7,3612,34~~1,36 ✠LMC7,32	Shl ~~Syd~~Yka	a†	CL 1,36	1932 7mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	J.&C.Harrison,Ld. CellDBa&uE164′	427·7|56·3|26·0 P41′B270′F37′ FK f196′1347tFPT19	London British 7BHCem 1tAPT252t	T.3Cy.23½″,40″&68″–48″ (r) 220lb HS6876 482NHP 2SB&1AuxB,9cf,GS139, FD N.E.MarineEngCoLd.Nwc	28″9 s4″2¼ 24″9¼	
26153 163305 GTWS	**Harlingen** D.F. 1Dk(Stl) CruiserStern	5415 4948 3205	✠100A1 ~~9,3311,34~~2,36 ✠LMC1,33	Shl ~~Syd~~PNl	a†	CL 2,36	1933 1mo Lloyd	Lithgows Ld. Port Glasgow 'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE16	428·0|56·2|26·0 P41′B270′F38′ FK 0′f189′1409tFPT1	London British 7BHCem 67tAPT240t	T.3Cy.23½″,39″&72″–48″ (r) & exhaust Turbine driving steam compressor 544NHP 220lb HS6850 FD 2SB&1AuxB,9cf,GS152 D.Rowan&Co.Ld.Gls.	28″9 s4″2 24″9¾	
26154 162723 GTWQ	**Harmanteh** ssShl.No.1–35 D.F. 1Dk(Stl) CruiserStern	5415 4948 3243	✠100A1 ~~4,3311,34~~10,35	Npt ~~Shl~~ Shl ✠LMC~~6,32~~ 10,35	a†	CL 9,35	1932 6mo Lloyd	Lithgows Ld PortGlasgow 'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE158t	428·0|56·2|26·0 P41′B270′F38′ FK f189′1397tFPT167	London British 7BHCem tAPT240t	T.3Cy.23½″,39″&68″–48″ 220lb (r) 481NHP 2SB&1AuxB,9cf,GS157, HS6850 FD D.Rowan&Co.Ld.Gls.	28″9 s4″2 24″9¾	
26155 162711 GTWP	**Harmatris** D.F. 1Dk(Stl) CruiserStern	5395 4931 3230	✠100A1 ~~5,3510,34~~ 11,35 ✠LMC5,32	Shl ~~Shl~~ Bry	a†	CL 5,35	1932 5mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE158′	428·0|56·2|26·0 P41′B270′F38′ FK f189′1397tFPT167	London British 7BHCem tAPT240t	T.3Cy.23½″,39″&68″–48″ (r) 220lb HS6850 FD 481NHP 2SB&1AuxB,9cf,GS157 D.Rowan&Co.Ld.Gls.	28″9 s4″2¼ 24″9¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26156 161438 GNYD	**Harmattan** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 7,35 ~~9,34~~ ✠LMC9,34	Shl Bry	*y*	CL 11,33	1930 6mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*146'	395·4 P33'B264'F32' *f*180'1162*tFPT*126	54·5	24·6 FK	London British 6*BHCem* *tAPT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 408NHP 2SB&1AuxB,*9cf*,GS180, HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5¾ 23 ″ 8½	
26157 140657 GCBX	**Harmodius** *ss*Lon.No.3-6,32 D.F. 2*Dks*(*Stl*)	5229 4737 3179	✠100A1 ~~8,35~~ ~~12,34~~ 5,36 BS~~8,34~~ 8,35 ✠LMC2,32	Grk	*y*	CL 12,33	1919 10mo *Lloyd*	Ayrshire DkydCo.Ld Irvine '*sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDB*	400·7 P42'B127'F39' 340'1142*t FPT*121*t*	52·3	28·5 FK	Liverpool British 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
26158 6825 SDPN	**Harmonia** (*ex*WladimirSawin) *ss*Hbg.2ndNo.3-5,24 *ss*Mmo.No.2-33 1*Dk*(*Stl*)&*Webframes*& *ptAwng dk*(*Stl*)	2010 1485 1160	✠100A1 *ptAwng dk* *withfreeboard* ~~6,35~~ ~~5,33~~ 5,36 ~~BS8,34~~ ✠LMC5,33	Mmo ~~Lkr~~Sbg BS8,35	*r*	CL ~~6,32~~ 5,35	1898 8mo	Craig, Taylor&Co. Stockton A&CP	RederiA/B Harmonia(N. Hammar) *CellDBa*88'	271·0 P27'Q72' *ptAwng dk*172' *uE&B*32' *f*108'442*t*	40·7	16·5 FK	Hlsngborg Swedish 4*BHCem* *APT*54*t*	T.3Cy.20",32½"&53"-36" (*r*) 160lb 182NHP 2SB,*4cf*,GS74,HS2920 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9 s 7 ″ 8 18 ″ 5	
26159 161490 GRFN	**Harmonic** *ss*Cff.No.1-34 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 ~~6,34~~ 11,35 ✠LMC6,34	Cff Hul	*y*	CL 10,33	1930 8mo *Lloyd*	R.Thompson&Sons, Ld. Sunderland '*sA&CP*	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*146'*f*	395·4 P33'B264'F32' 180'1162*tFPT*126*t*	54·5	24·6 FK	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb HS7277 408NHP 2SB&1Aux.B,*9cf*,GS180 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5¾ 23 ″ 8½	
26160 143610 GCKW	**Harmonides** *ss*Gls.No.3-10,32 D.F. 2*Dks*(*Stl*)	5237 4775 3098	✠100A1 9,35 ~~8,34~~ ✠LMC MS10,32 BS~~8,34~~ 9,35	Grk	*y*	CL 8,34	1920 1mo *Lloyd*	Ayrshire DkydCo.Ld. Irvine '*sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDB*	400·2 P49'B113'F39' 340' 1134*tFPT*128*t*	52·3	28·5 FK	Liverpool British 7*BHCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) &L.P.Turbine with D.R. gearing & hydraulic coupling 180lb 599NHP 3SB,*9cf*,GS190.HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
26161 230548 KLFU	**Harmony** TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	~~GulfRefiningCo.~~ ~~Inc.~~GulfOilCorp. ofPennsylvania	219·0 P43'	37·0	13·7	Pt.Arthur Tex. Utd. States	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NHP ElectricBoatCo.Groton, Conn.		
26162 215152 WPCG	**Harold Walker** *ss*N.Os.No.3-1,29 *Mchy.Aft* *ss*N.Yk.No.1-32 D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* Now "W. C. Fairbanks," see No. 40662 in Supplement	6353 6056 3925	✠100A1 9,35 ~~4,35~~ BS4,35 ✠LMC9,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	NYk Gal	*b*†	CL 3,35	1917 6mo	WCramp& SonsS&EBCo Philadelphia A&CP	PanAmerican ForeignCorp. *CellDB*61' 235*tDTf*45'629*t*	430·0 P103'B36'F49' *FPT*246*tAPT*49*t* (	58·2	33·3 FK	Wilmgton (Del.) Utd.States 15*BHptCem* 7 ,, *to Udk* 8 ,, ,, *2nd* ,,	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD WCramp&SnsS&EBC.Phl)	33 ″ 4 s 6 ″ 7½ 26 ″ 11½	
26163 162538 GTQK	**Harpa** TwinSc *ss*Suz.No.1-35 *OilEng.* *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Longitudinal framing at bottom& at deck*	3007 2251 1630	✠100A1 3,36 ~~7,35~~ ✠LMC CS7,35 DBS7,35 2,35 *Carrying Petroleum in bulk*	Suz		CL 11,34	1931 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *C*	305·0 P86'F50' *Trunk*169' *ellDB*49'112*tFPT*	50·1	19·2 FK	London British 11*BHptCem* 52*tAPT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-35 7/16" 380NHP DB*150lb* Hwthrn.Leslie&CoLd.Nwc	19 ″ 3 s 1 ″ 9¼ 17 ″ 7½	
26164	**Harpagon** For full particulars see No. 38405 in Supplement D.F. *CruiserStern*	5700	100A1 *withfreeboard* (*Class Contemplated*)				1935	Lithgows Ld. PortGlasgow	 (J.&C.Harrison,Ld *Mgrs.*)	428·5 F38'*on shelter dk*	58·2	26·0	London British	T.3Cy.23½",37½"&68"-48" D.Rowan&Co.Ld.Gls.		
26165 161451 GNYP	**Harpagus** *ss*Hul.No.1-34 D.F. 1*Dk*(*Stl*)	4689 4308 2857	✠100A1 3,36 ~~5,35~~ ✠LMC7,34	Cff Bry	*y*	CL 12,33	1930 7mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NationalSS.Co.Ld. (J&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*15	395·0 P36'B245'F32' 2'*f*177'1160*tFPT*1	54·2	24·8 FK	London British 6*BHCem* 02*tAPT*220*t*	T.3Cy.24¾",41"&68"-45"(*r*) 200lb HS7743 436NHP 2SB&1Aux.B,*9cf*,GS176 J.Readhead&Sons,Ld.	27 ″ 2 s 3 ″ 8 23 ″ 8¾	
26166 162707 GTWX	**Harpalion** *ss*Shl.No.1-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5486 4963 3220	✠100A1 ~~4,35~~ ~~9,34~~ ~~10,35~~ 5,36 ✠LMC~~5,32~~ 5,36	Shl ~~Syd~~ ~~Cal~~	*a*†	CL 10,35	1932 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*16	427·7 P41'B270'F37' 4'*f*196'1347*t FPT*1	56·3	26·0 FK	London British 7*BHCem* 91*tAPT*252*t*	T.3Cy.23½",40"&68"-48" (*r*) 220lb HS6876 FD 482NHP 2SB&1AuxB,*9cf*,GS139 N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 2¼ 24 ″ 9¼	
26167 162484 GRFX	**Harpalyce** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)	4708 4308 2824	✠100A1 ~~7,35~~ ~~7,34~~ 5,36 ✠LMC7,34	Shl ~~Sws~~Cff	*y*	CL ~~4,32~~ 7,35	1930 9mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*152'*f*	395·0 P36'B245'F32' 177'1160*t FPT*102*t*	54·2	24·8 FK	London British 6*BHCem* *APT*220*t*	T.3Cy.24¾",41"&68"-45"(*r*) 200lb HS7743 436NHP 2SB&1AuxB,*9cf*,GS176 J.Readhead&Sons,Ld.SShl	27 ″ 2 s 3 ″ 8 23 ″ 8¾	
26168 163434 GWRC	**Harpasa** 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 4,35 ✠LMC1,34	Gib	*z*	CL	1934 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	NationalS.S.Co.Ld. (J.&.C.Harrison, Ld.*Mgrs.*) *CellDB*353'1336*t*	418·0 P39'B276'F34' *FPT*140*tAPT*212*t*	56·2	24·6 FK	London British 7*BHCem*	T.3Cy.22½",36"&65"-48"& exhaust turbine driving steam compressor (*r*) 220lb HS6058 FD 472NHP 2SB&1AuxSB,*9cf*,GS140 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6¼ 23 ″ 11¾	
26169 161434 GNXK	**Harpathian** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)	4671 4306 2775	✠100A1 7,35 ~~10,34~~ ✠LMC10,34	Shl Cff	*z*	CL 10,33	1930 6mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·9 P34'B257'F34' 356'1148*t FPT*149*t*	54·5	24·6 FK	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb HS7277 408NHP 2SB&1AuxB,*9cf*,GS180 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
26170 162474 GRKS	**Harpenden** *ss*Shl.No.1-35 D.F. 1*Dk*(*Stl*)	4678 4306 2774	✠100A1 ~~3,34~~ 10,35 ✠LMC~~9,30~~ 10,35	Bry Shl	*z*	CL 3,34	1930 9mo *Lloyd*	Bartram& Sons,Ld Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·9 P34'B257'F34' 356'1148*t FPT*149*t*	54·5	24·6 FK	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb HS7277 408NHP 2SB&1AuxB,*9cf*,GS180 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
26171 161459 GRCT	**Harperley** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)	4586 4225 2724	✠100A1 1,36 ~~6,34~~ ~~12,34~~ ✠LMC~~7,30~~ 6,34	Shl ~~PNl~~ Cff	*z*	CL 1,34	1930 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·2 P36'B261'F32' 355'1385*t FPT*115*t*	54·5	24·5 FK	London British 6*BHCem* *APT*214*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 425NHP 3SB,*9cf*,GS173,HS7774 Cen.Mar.EWrks.Ld.WHpl	27 ″ 3 s 3 ″ 9 23 ″ 9¼	
26172 LOFQ	**Harpon** (*ex*Zaandijk,*ex*Silesia, *ex*Wally) *ss*Rot.3rdNo.3-8,31 *Well deck* 2*Dks*(*Stl–U*teaks)3*trB*	4940 4018 2816	✠100A1 8,35 ~~1,35~~ BS8,35 ✠LMC5,32 *Carrying Whale oil in bulk or Carrying oil fuel in bulk F.P. above* 150°F. *in Nos*. 1,2,3,5 & 6*tanks only* *Fitted for oil fuel*8,31 *F.P. above* 150°F.	Cpn Osl	*y*	CL 1,35	1897 2mo *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	Cia.Argentina de Pesca	401·5 P&B264'F44' *CellDBa*106'*uE*30'	46·5	27·4 BK11"	Bns.Ayres Argentine 11*BHCem* 4 ,, *to 2nd dk* *f*184'722*t*	T.3Cy.26¾",43¼"&71¾"-48" 170lb *170lb* (*s*) 430NHP 2DB,*12cf*,GS232,HS7386 Blohm&Voss,Hamburg	30 ″ 3 ~~s 5 ″ 9½~~ ~~25 ″ 10~~ s5 ″ 5½ 26 ″ 0¼	
26173																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. On.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce navire n'est pas dans le L.R. Durée Cert.Refrig.
26174 220801 KDKC	**Harpoon** (*ex*Hopatcong) 2*Dks*&*Shelter dk* Sub.Sig. *Fitted for oil fuel* D.F. *Longitudinal framing*	5964 5702 3797			...		1920	Groton Iron Works Groton,Conn.	ShepardS.S.Co.	402·6 P48'F37'	53·0	33·2	Prtlnd,Me Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 467NHP VulcanIronWorks,Inc. JerseyCity	34 ″ 6	R †
26175 133617 MDYV	**Harptree Combe** (*ex*Cromwell, *ex*NorahElsmie) *ss*Lan.No.3-1,26 *Mchy.Aft* *ss*Apl.No.2-34 *Well deck* 1*Dk*(*Stl*)	439 309 171	✠100A1 12,35 ~~2,34~~ ✠LMC12,34 BS12,35	Apl Brs	*g*	CL ~~2,34~~ 11,35	1912 12mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	AldShippngCo.Ld.	155·3 Q91'B9'F22'	25·1	10·7 BK7'	Bristol British 3*BHCem* *FPT*30*t*	T3Cy12½",21½"&34"-24" (*r*) 180lb 75RHP 1SB,2*pf*,GS40,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s 3 ″ 7½ 12 ″ 2	
26176 161552 GPSF	**Harraton** *Mchy.Aft* *ss*Sld.No.1-35 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2795 2178 1586	✠100A1 2,36 ~~1,35~~ ✠LMC1,36 BS2,36	Sld	*l*	CL ~~1,35~~ 2,36	1930 3mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet *Mgr.*) *CellDB*245'6	308·0 Q180'F35' 82*tMT*12'415*tFPT*	44·5	19·6 FK	Newcastle British 6*BHCem* 251*tAPT*67*t*	T.3Cy.21",35"&58"-39" (*s*) 180lb 261NHP 2SB,6*cf*,GS116,HS4476 N.E.MarineEng.CoLd.Sld	21 ″ 9 s 7 ″ 2¾ 19 ″ 4½	
26177 OYEM	**Harriet** 1*Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H Weser -münde-L.	J.Lauritzen	230·6 P21'B56'F28'	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½"- 27½" NE30 66NHP Christiansen&Meyer, Harburg		G
26178 148414 MNDB	**Harrogate** *ss*Hul.No.2-33 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	1029 870 552	✠100A1 5,35 ~~3,33~~ ✠LMC MS3,35 BS~~2,35~~2,36	Hul	*o*	OG ~~6,32~~ 5,35	1925 1mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines) *CellD*	240·4 P&B157'F48' B200' 251*t FPT*13*t*	33·9	14·2 FK	Hull British 5*BHptCem* *APT*32*t*	T.3Cy.16¾",28¾"&50"-33"(*s*) 225lb 257NHP 2SB,6*cf*,GS99,HS3956 FD Ramage&Ferguson,Ld.	16 ″ 3 s ″ 6½ 15 ″ 10½	
26179 210861 WZUA	**Harry Bowen** (*ex*Norfolk) *ss*N.Yk.No.3-1,31 *Mchy.Aft* *ss*Bos.No.1-35 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3522 3050 1986	✠100A1 7,35 ~~10,31~~ ~~BS10,34~~ ✠LMC~~1,31~~ 7,35	NNs Bos	*v*	CL 10,33	1913 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co.	310·7 P79'B18'F30' *CellDBuE&B*53	48·1	25·5 FK	Wilmgton (Del.) Utd.States 6*BHCem* *f*217' 1274*t*	T.3Cy23¼",38½"&64"-45"(*r*) 180lb 326NHP 2SB,8*cf*,GS175,HS5426 NewYorkS.B.Co.CmdnNJ *MT*235*tFPT*304*tAPT*110*t*	29 ″ 1	
26180 226742 WPBF	**Harry Coulby** D.F. GyC. *ss*Clv.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	9467 — 7485	✠100A1 *For Service on the Great Lakes* 4,35 ~~12,32~~ ~~BS12,32~~ ✠LMC~~9,27~~ 4,35	Cgo Clv			1927 9mo *Lloyd*	American S.B.Co. Lorain,O. '*sA&CP*	InterlakeSteam- shipCo.(Pickands, Mather&Co.*Mgrs*) *CellDBuE&B*235*t* *in way of h*	615·2 F66' *CellDB&sideTanks* *olds* 9060*t FPT*496*t*	65·2	28·6 FK	Wilmgton (Del.) Utd.States 3*BH* *APT*88*t*	T.3Cy.25½",41"&67"-42" (*s*) 220lb 573NHP 3 Water Tube Boilers FD GS191,HS9345 AmericanS.B.Co.Lorain,O	33 ″ 0	
26181 120375 ZSDL	**Harry Escombe** **Steel&IronTwin ScSp** Wireless 1*Dk*(*Teak*)	505 437 13	✠ 1,02 ✠	Dun	*h*		1902 1mo	Gourlay Bros.&Co. Dundee *WB=DB*	UnionGovt. of S. Africa(Railways& HarboursAdminis- tration,Durban) *a*17' *CellDBuE*25'	160·0 B53' 35*tDTf*17'41*tFPT*	29·1	15·4 BK6"	Durban British 1*BHCem* 11*tAPT*14*t*	T.6Cy.16",26½"&42"-27" NB21*fitted*23 234NHP GourlayBros.&Co.Dundee	16 ″ 4	
26182 230411 KGOK	**Harry F. Sinclair, Jr.** D.F. *ss*Mob.No.1-35 *Mchy.Aft.* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. GyC. *Longitudinal framing-bracketless system* *Rudder electrically welded*	6151 5525 3796	✠100A1 1,36 ~~3,35~~ BS1,36 ✠LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,31 *F.P. above* 150° F	Mob	*a*†	CL 3,34	1931 2mo *Lloyd*	Bethlehem S.B.Corp.Ld. Quincy,Mass. '*sA&CP*	Sinclair NavigationCo. *CellDBuE&B* *DT*	416·5 P91'B36'F35' 70'172*t* *f*31'221*tFPT*219*tA*	57·1	31·9 FK	NewYork Utd.States 15*BHptCem* *PT*176*t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 3WTB 400lb 996NHP HS10116 FD DelavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
26183 210590 KJMA	**Harry Farnum** (*ex*GeorgeE. Warren) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Cantilever framed Topside tanks* *Carrying Petroleum in bulk*	3098 2156 2364			...		1912	Toledo S.B.Co. Toledo,Ohio	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	304·0 P76'B19'F24'	44·2	24·7 FK	Baltimore Utd.States *WB*	T.3Cy.21",34½"&57"-42" NB23 323NHP ToledoS.B.Co.Toledo,O	27 ″ 6	
26184 ~~460~~ ~~[illegible]~~	**Harry G. Seidel** TwinSc *OilEng.* GyC. E.S.D. *ss*Ham.No.1-34 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *in fore hold* 2nd&3rd*Dks*(*Stl*)*Aft*&*Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	11395 10795 6362	✠100A1 4,36 ~~4,35~~ DBS~~7,34~~4,36 DBS(WTB)3,35 ✠LMC CS7,34 7,34 *Carrying Petroleum in bulk*	Ham Kel	*g*†	CL 6,34	1930 10mo *Lloyd*	Frd.Krupp Akt.Ges. Kiel '*sA&CP* *Cell*	PanamaTrans- portCo. ~~G.m.b.H.~~(Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*) *DBuE*92'417*tDTs*	513·2 *afterBridge*47'B39' F44' *f*53'2163*t FPT*285*t*	68·1	39·4 FK	Panama Panmanian 12*BHptCem* *ptAsp* *APT*189*t*	Oil Engines 2S.C.SA 8Cy.26¾"-51$\frac{3}{16}$" 997NHP 2WTDB200*lb* 2DB100*lb* Frd.KruppA.G.Kiel	39 ″ 5 s 9 ″ 7½ 30 ″ 1½	
26185 203907	**Harry L. Findlay** (*ex*Matthew Andrews-33) *Mchy.Aft* 1*Dk*	7014 — 5497					1907	American S.B.Co. Cleveland,O.	KinsmanTransit Co.(G.M. Steinbrenner *Mgr*)	532·0	56·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd.		R
26186 218157 KIGS	**Harry Luckenbach** TwinSc (*ex*SolNavis) 6TwinMsts GyC. *ss*Sea.No.1-35 *ss*Bos.No.3-4,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6355 — 3967	✠100A1 *Shelter dk* *with freeboard* 7,35 ~~10,35~~ ✠LMC 2,36 ~~1,35~~ ~~BS10,34~~ *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Sea ~~Bos~~Pld BS9,35	*b*†	CL ~~9,33~~ ~~P3,34~~ P7,35 S2,36	1919 7mo	SunS.B.Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *IntermediateB.H.* *CellDB*389' 1831*t* *'tween dk tanks*	448·9 *dispensed with* *in E & B space* 36' 4	60·2	37·8 FK (	NewYork Utd.States 6*BHptCem* *Coll to Shdk* 5 „2nd„) 05*tFPT*281*t*	4SteamTurbinesSRgeared to 2 Screw Shafts 968NHP 300lb. (*s*) HS8652 4 Water Tube Boilers FD DeLavalSteamTurbineCo. *APT*271*t* Trenton,N.J.	31 ″ 3 s 4 ″ 3¼ 27 ″ 4½	
26187 157696	**Harry R. Jones** (*ex*D.G.Kerr) GyC. *Mchy.Aft* 1*Dk*2*trB*	5315 — 4160					1903	Superior S.B.Co. Superior	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	468·0 F48'	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	Q4Cy15",23¾",36½"&56"-40" 198NHP SuperiorS.B.Co.Superior		
26188 81803	**Harry T. Ewig** (*ex*JohnW.Ailes, *ex*Baltic,*ex*W.W.Brown) *Mchy.Aft* 1*Dk*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTrans- portationCo. (John T.Kelly,*Mgr.*)	346·0	48·2	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.		R
26189 204987 WEDD	**Harry W. Croft** (*ex*Fred.G. Hartwell) *Mchy.Aft* D.F. GyC. 1*Dk*	6223 — 4865					1908	ToledoS.B. Co. Toledo	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	514·0	58·0	25·6 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo		R
26190 204815 KDVS	**Harry Yates** (*ex*Consumers Power-34,*ex*G.N.Wilson, *ex*JacobT.Kopp) 1*Dk* D.F. *Mchy.Aft*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0	54·2	31·2	Buffalo NY Utd.States *WB*	T.3Cy.22¼",36"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
26191 139242 GNBM	**Hartbridge** *ss*Shl.No.2-36 ~~*ss*Shl.No.1-31~~ 1*Dk*(*Stl*)	5080 4781 3132	✠100A1 1,36 ~~2,33~~ BS~~1,33~~ ✠LMC~~1,33~~ 11,35 MS1,36	Shl	*z*	CL ~~N3,33~~ 12,35	1927 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	North ofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs*) *CellDB*	390·1 P30'B247'F33' 343'1037*t FPT*123*t*	55·0	27·7 FK	W.Hartlpl British 6*BHCem* *APT*162*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb HS8542 472NHP 2SB&1AuxSB,11*cf*,GS210, Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 4 ″ 6½ 25 ″ 8¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26192 96472	**Hartford** TwinSc 1*Dk&SaloonDk*	1488 — 1012					1899	Columbian I.W.&D.D.Co Baltimore	NewEnglandS.S. Co.	243·3	45·7	12·5	N.LndnCn Utd.States	C.4Cy.20″&40″–28″ NB13 141NHP ColumbianIron Works&DryDockCo.Bal.		
26193 131426 MDRX	**—** K ssLiv.No.3–11,25 *Mchy.Aft* ssLth.No.2–33 *Well deck* 1*Dk*(*Stl*)	407 291 156	✠100A1 4,35 BS12,35 MS6,33	Lon ✠LMC ~~BS10,34~~	*f*	CL 3,33	1912 4mo	J.P.Ren- noldsn&Sons South Shields *Lloyd'sA&CP*	CementMarketing Co.Ld.	144·0 Q47′B9′F26′ FK *WB*=*FPT*30*t*	24·4 |25·3|	10·5	Liverpool British 3*BHCem* *APT*29*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 75RHP 1SB,3*cf*,GS45,HS1405 J.P.Rennoldsn&Sns,S.Shl.	11 ″ 9 s ″ 9½ 11 ″ 1	
26194 162716 GTWY	**Hartington** ssShl.No.1-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5496 4973 3250	✠100A1 ~~6,35~~~~12,34~~2,36	Shl ~~Shi~~ ✠LMC~~6,32~~ 2,36	*a*†	CL 1,34	1932 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*187′1412*tFPT*204	56·2	26·0	London British 7*BHCem* *tAPT*184*t*	Q.4Cy.20″,28½″,41½″&61″– 48″ 260lb (*r*) FD 470NHP 2SB&1AuxB,8*cf*,GS147, HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
26195 163309 GTXC	**Hartismere** D.F. 1*Dk*(*Stl*) *CruiserStern*	5498 4970 3260	✠100A1 ~~5,35~~ ~~9,34~~2,36	Npt ~~Bry~~Cff ✠LMC1,35	*a*†	CL 2,36	1933 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*189′ 1426*t FPT*20	56·2	26·0	London British 7*BHCem* 4*tAPT*184*t*	Q4Cy20″,28½″,41½″&61″–48″ 260lb (*r*) 470NHP 2SB&1AuxB,8*cf*,GS146, HS6867 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
26196 163443 GWQS	**Hartlebury** D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~1,35~~ 10,35	Shl ✠LMC3,34	*z*	CL	1934 3mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	418·0 P38′B276′F34′ FK 353′1336*t FPT*140*t*	56·2	24·6	London British 7*BHCem* *APT*212*t*	T.3Cy.22½″,36″&65″–48″ (*r*) & exhaust Turbine driving steam compressor 472NHP 220lb HS6058 FD 2SB&1AuxSB,9*cf*,GS140, D.Rowan&Co.Ld.Gls.	27 ″ 3 s3 ″ 6¼ 23 ″ 11¾	
26197 162759 GTXB	**Hartlepool** D.F. 1*Dk*(*Stl*) *CruiserStern*	5500 4972 3262	✠100A1 2,36~~8,34~~ ~~11,35~~	Shi ~~Syd~~Cff ✠LMC9,32	*a*†	CL ~~8,33~~ 11,35	1932 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*189′1426*t FPT*20	56·2	26·0	London British 7*BHCem* 4*tAPT*184*t*	Q.4Cy.20″,28½″,41½″&61″– 48″ 260lb (*r*) 470NHP 2SB&1AuxB,8*cf*, FD GS146,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
26198 148084 GDZY	**Hartside** ssNwc.No.2–33 D.F. 1*Dk*(*Stl*)	3786 3519 2317	✠100A1 ~~11,34~~ 12,35 MS7,35	Cff Npt ✠LMC BS5,35	*w*	CL 11,34	1924 8mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	CharltonSShpg.Co Ld.(Charlton,Mc- Allum&Co.*Mgrs.*)	363·8 P25′B101′F35′ FK *CellDB*318′989*t*	50·5	23·6	Newcastle British 6*BHptCem* *APT*170*t*	T.3Cy.25″,42″&69″–45″ (*r*) 180lb ~~125lb~~ *115lb* 371NHP 2SB,6*cf*,GS120,HS6044 J.Readhead&Sons,Ld.	26 ″ 0 s 4 ″ 8¾ 21 ″ 6	
26199 222133 WJDV	**Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo Bank) ssLiv.No.3–9,09 ssShl.No.1–14 1*Dk*(*ptIrn&ptStl*)*deepframing&* *Webframes*	3078 2610 1921	✠ 10,16	Ham ✠	*u*		1902 6mo	J.Blumer& Co. Sunderland	HartwelsonS.S. Co.(H.N.Hartwell &Sons,Inc.*Mgrs.*) *CellDBa*108′	319·7 P28′B91′F31′ FK *uE&B*42′*f*124′802*t*	46·0	21·2	Boston Utd.States 5*BHCem* *APT*110*t*	T.3Cy.23″,38″&63″–42″ 276NHP 2SB,8*cf*,GS117,HS4190 J.Dickinson&Sons,Ld.Sld.	23 ″ 9	CR †
26200 28462 JIND	**Haruna Maru** Ⓟ TwinSc ssYka.No.3–3,35 *Ref.Mchy.* 2*Dks*(*Stl*)*U–ws&3rd dk* D.F. (*Stl*)*in*1,3*&*4*holds*	10421 8392 6311	✠100A1 ~~3,35~~12,35 BS12,35 ✠Lloyd'sRMC~~3,35~~ 12,35 *Fitted for carrying oil 2,22 F.P. above 150° F. in Nos. 2 & 7 double bottom tanks*	Yka ✠LMC3,35	*f*†	CL ~~6,34~~ s12,35 P6,34	1922 2mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	NipponYusen K.K. *CellDB*416′1877*t* *Tanks at sides of tu*	495·0 P94′B186′F56′ FK *nnels*6′90*tFPT*168*t*	62·0	37·0	Tokio Japanese 9*BHCem* *APT*110*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts 1615NHP 200lb (*s*) FD 7SB,21*cf*,GS448,HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
26201 29173 JNWA	**—** *Mchy.Aft* *Ref.Mchy.* Wireless 1*Dk*	1566 1200 872					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56′B60′F38′	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17″,28½″&48″–30″ 126NHP YokohamaDockCo.Yka.		C
26202 96507	**Harvard** GyC. *Mchy.Aft* 1*Dk*2*trB*	4565 — 3435					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	461·0	50·2	29·5	D'luth,Min Utd.States *WB*	Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP DetroitS.B.Co.Detroit		
26203 220700 KDHC	**Harvester** ssMob.No.3–2,30 *Mchy.Aft* ssN.Yk.No.1–34 D.F. GyC. 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	6416 6071 3991	✠100A1 ~~6,35~~~~12,34~~1,36 ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 10,20 F.P. above 150° F.*	NYk BS12,35 ✠LMC5,34	*a*†	CL ~~11,32~~ 6,35	1920 10mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCo. *CellDBu*	416·8 P107′B35′F33′ FK *E&B*209*t FPT*229*t*	56·1	31·1	Wlmngton (Del.) Utd.States 16*BH* *APT*130*t*	T.3Cy.26½″,44″&74″–51″ (*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3¼ 26 ″ 9	
26204 202977	**Harvey D. Goulder** *Mchy.Aft* 1*Dk*	6617 — 5219					1906	American S.B.Co. Lorain	ColumbiaTrans- portation Co.(John T.Kelly,*Mgr.*)	525·0 F46′	55·0	31·0	Wlmngton (Del.) Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 273NHP AmericanS.B.CoCleveland		R
26205 205072 WEDA	**Harvey H. Brown** (*ex*HarryA. Berwind) D.F. GyC. *Mchy.Aft* 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0	58·3	32·0	Wlmngton (Del.) Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP GtLakesEngWrks.Detroit		
26206 144925 VTCL	**Hashemi** (*ex*Padma,*ex*Wearmouth, *ex*Kildorough) ssBom.No.3–8,33 1*Dk*(*Stl*) *Cargo battens not fitted*	634 489 298	100A1 ~~5,35~~ ~~7,34~~ 4,36 BS2,36 MS5,35	Bom LMC ~~BS1,35~~		CL 8,33	1918 6mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	EasternSteam Nav.Co.Ld.(*Man. Agents*,Shariff Hassum&Co.) *Ce*	175·4 B50′ FK *llDBuE*26′20*tFP*7	30·0	15·7	Bombay British 5*BHCem* 20*t APT*15*t*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 10 14 ″ 11	
26207 148636 MNJP	**Haslemere** TwinSc *CruiserStern* 1*Dk*	756 624 305					1925	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·3 B90′F37′	33·6	14·1	London British *WB*	T.6Cy.15″,25″&41″–24″ 165NHP D&WHendersn&CoLd.Gls		
26208 7741 SETM	**Hasting** (*ex*Danevirke,*ex*Vilja, *ex*Capax) 1*Dk*	*1106* *964* *629*					1916	Akers Mek.Værks. Oslo	RederiA/BHasting (E.Håkanson)	223·7 P34*t*H54*t*F5*t*	36·6	15·4	Hlsngborg Swedish *WB*	T.3Cy.17″,29″&47″–33″ 127NHP Akers.Mek.Værks.Oslo		V
26209 220551 KDDL	**Hastings** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Web frames*	5401 4942 3364				...	1920	Pensacola S.B.Co. Pensacola, Fla.	WatermanS.S. Corp.	400·7 P36′B124′F44′ FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft 674NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa	32 ″ 10	R †

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
26210 145533 CYLK	**Hastings** (*ex*Glencalvie) *Mchy.Aft* 1*Dk*	1906 1574 1128					1923	N.ofIrel'nd S.B.Co.Ld. Londonderry	CanadaSteamship Lines,Ld.	252·0 Q100′F36′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C
26211 140430 GRZW	**Hatarana** (*ex*WarSailor) **TwinSc** *ss*Cal.No.3-10,29 *ss*Cal.No.1-33 2*Dks*(*Stl*)	7522 6476 4592	✠100A1 ~~4,35~~ ~~5,34~~10,35 BS~~4,34~~ ✠LMC7,33 11,35	Cal Bom	*b*†	OG ~~R8,32~~ s5,34 P4,35	1917 8mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*375′1192*t*L	445·0 P34′B138′F37′ FK *Ta*42′1312*tFPT*55*t*	58·3	31·3	London British 7*BHCem* *APT*60*t*	T.6Cy.21″,35″&59″–48″ (*s*) 200lb 659NHP 4SB,*12cf*,GS242,HS9219 FD KawasakiDkyd.Co.Ld.	34 ″ 0 s7 ″ 8½ 26 ″ 5½	
26212 145893 GFZX	**Hatasu** *ss*Liv.No.3-5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3198 2915 1890	✠100A1 *Shelter dk* *withfreeboard* 10,35~~12,34~~ ✠LMC MS11,33 BS~~5,34~~6,35	Liv	*w*	CL 5,34	1921 11mo *Lloyd*	J.Blumer& Co.Ld. Sunderland '*sA&CP*	MossHutchison Line,Ld. *CellDB*304′ 776*tDTa*25′7	352·7 FK *Collision* 50*tFPT*95*tAPT*21*t*	50·4	21·9	Liverpool British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 367NHP 3SB,*9cf*,GS162,HS6072 J.Dickinson&Sons,Ld.Sld.	25 ″ 0 s2 ″ 5 22 ″ 10	
26213 142732 GRZX	**Hatimura** (*ex*WarOpal) *ss*Bom.No.3-4,30 *ss*Cal.No.1-34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	6690 6398 4158	✠100A1 *Shelter dk* *withfreeboard* 4,35~~5,34~~ ✠LMC5,34 BS4,35	Cal	*a*†	CL 5,34	1918 12mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*366′1362*t*	412·5 F*onShelter dk*36′ FK *MT*27′994*t* *FPT*154*tAPT*224*t*	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27″,45″&75″–54″ (*s*) 180lb 566NHP 3SB,*10cf*,GS200,HS8287 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9½ 28 ″ 6	
26214 142417 GSBL	**Hatipara** (*ex*WarLance) **TwinSc** *ss*Cal.No.3-12,29 *ss*Cal.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7764 7377 4893	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~2,35~~ BS9,35 ✠LMC10,35	Bom	*c*†	CL 3,35	1918 2mo	Asano S.B. Co.Ld. Tsurumi A&CP	BritishIndiaStm. Nav.Co.Ld. *CellD*	445·0 FK *B*389′1347*tFPT*84*t*	58·0	40·0	London British 7*BHCem* *APT*32*t*	T.6Cy.22″,36½″&61″–48″ (*s*) 200lb 703NHP 4SB.*12cf*,GS232,HS9835 FD IshikawajimaS.B.Co.Ld.	40 ″ 1 s11 ″ 8½ 28 ″ 7½	
26215 215865 KJMD	**Hatteras** 2*Dks*&*Webframes* Sub.Sig. *Longitudinalframing*	4571 4214 3472					1917	Bethlehem S.B.Corp.Ld Sparro'PtMd	UnitedStates ShippingBoard Bureau	376·4 P54′B94′F39′ FK	52·3	27·0	Baltimore Utd.States *WB*	T.3Cy.23″,39″&64½″–45″ 410NHP BethlehemS.B.Corp.Ld.	29 ″ 6	R †
26216 LCNL	**Haugar** **IronTwinSc** (*exSailingVessel*ScottishGlens) *OilEng.* D.F. *ss*Ham.2ndNo.3-10,08 *Mchy.Aft* 2*Dks* *Fitted for carrying whale oil in bulk*	2243 1945 1568	✠ 10,18	NNs	Lv		1885	Oswald, Mordaunt& Co. Southampton	Hvalfangerslsk HaugarA/S	279·6 P192*t*H91*t*	40·4	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{17}$″–20¼″ 281NHP E*made*&*fitted*22 A/B AtlasDiesel,Skm.		N †
26217 LCNM	**Haugarland** (*ex*Sandefjord) 1*Dk*&*Shelter dk* *Longitudinal framing*	6049 5420 3569					1911	Armstrong Whitworth& Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell & Co.Akties, *Mgrs.*)	440·0 P138*t*H366*t*F29*t*	58·1	24·6	Haugesnd Norwegian *WB*	T.3Cy.28½″,47″&78″–54″ 447NHP N.E.MarineEngCoLdNwc.		N
26218	**Haugland** (*ex*Andros,*ex*Ardova) Now "Pamyat Kirova," see No.[illegible] in Supplement (*STRANDED 10,33—REFLOATED*)	3153 2002 1952				…	1896	BlythS.B. Co.Ld. Blyth		325·2 P88*t*H47*t*F56*t* FK	47·1	22·2	 *WB*	T.3Cy.24″,40″&65″–42″ NDB13 281NHP Blair&Co.Ld.Stockton	24 ″ 10	
26219 LEAU	**Hauk** (*ex*Asbjörn,*ex*Ethel) 1*Dk*	1385 1136 753					1918	Verschure &Co. Amsterdam	RederiA/SHauk (BuchaGodager &Co)	239·4 P53*t*H67*t*F26*t*	36·7	15·6	Oslo Norwegian *WB*	T.3Cy.17″,29″&46″–36″ 127NHP Verschure&Co.Amsterdam		N
26220 LONO	**Haukefjell** 1*Dk*	2495 2200 1426					1921	ForthS.B. &Eng.Co.Ld. Alloa	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	295·8 P89*t*H131*t*	43·6	20·7	Oslo Norwegian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ld.Alloa		N
26221 PEOJ	**Haulerwijk** *ss*Rot.No.2-32 D.F. 1*Dk*(*Stl*)	3278 2947 1951	✠100A1 1,36~~4,35~~ BS~~5,34~~ ✠LMC6,32 1,36	Rot	*v*	CL ~~5,34~~ 1,36	1924 8mo *Lloyd*	ClydeS.B. &E.Co.Ld. PortGlasgow '*sA&CP*	N.V.Stoomvaart Maats'Oisterwijk' (Erhardt&Dekkers *Mgrs.*) *CellD*	325·0 P34′B90′F34′ FK *B*275′716*tFPT*104*t*	48·2	23·7	Rottrdam Dutch 5*BHCem* *APT*130*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 307NHP 2SB,*6cf*,GS132,HS4850 ClydeS.B.&E.Co.Ld.P.Gls.	26 ″ 1 s4 ″ 3½ 21 ″ 11½	
26222 146533 GJFR	**Hauraki** **TwinSc** *OilEng.* *ss*Syd.No.3-9,34 ~~*ss*Syd.No.2-33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	7113 6489 4425	✠100A1 *Shelter dk* *withfreeboard* 12,35~~5,35~~ ✠LMC CS5,35 DBS~~8,34~~8,35 9,34	Syd	*c*†	CL 9,34	1922 3mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*392′1248*t* *MT*50′1741*t*	450·3 F49′*onShelter dk* FK&BK1″ *Collision* *FPT*189*tAPT*54*t*	58·2	31·4	London British *ptCem* *BHtoShdk* 6 „ „ *U* „	Oil Engines 4S.C.SA 16Cy.26½″–47″ 1085NHP DB–*100lb* NorthBritishDieselEng. Works,Ld.Gls.	34 ″ 0 s5 ″ 8½ 28 ″ 6	
26223 149404 GWBD	**Hauxley** *ss*Shl.No.2-33 ~~*ss*Shl.No.1-29~~ Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1595 1449 937	✠100A1 *withfreeboard* 12,34~~11,33~~ BS~~9,34~~ ✠LMC~~9,29~~ 9,35 MS12,34	Shl	*p*	CL 11,33	1925 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Broomhill Steamships,Ld. *CellDB*176′482*t* *Tank at sides of*	245·6 F24′ FK *tunnel* 178*tFPT*84*t*	39·4	19·1	Newcastle British 4*BHptCem* *APT*44*t*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb 163NHP 2SB,*4cf*,GS80,HS2802 G.Clark,Ld.Sunderland	21 ″ 1 s5 ″ 0½ 16 ″ 3	
26224 203791 WQBI	**Havana** Ⓟ (*ex*Comfort, *ex*Havana) **TwinSc** *Fitted for oil fuel* *Ref.Mchy* 4*Dks* Now "Yucatan," see No.40802 in Supplement	6678 — 4075					1907	W Cramp& SonsS&EBCo Philadelphia	AtlanticGulf& WestIndiesS.S. Lines,(NewYork& CubaMailS.S.Co. *Mgrs.*)	413·0	50·2	30·0	NewYork Utd.States *WB*	T.6Cy.29¼″,49¾″&86¼″–48″ NB27 1030NHP W.Cramp&SnsS&EBCPhl		R
26225 26750 JHCD	**Havana Maru** *ss*Osa.No.3-4,34 2*Dks*(*Stl*)	5652 5148 3450	✠100A1 5,35 ~~4,34~~ ✠LMC~~5,34~~ 5,35 *Fitted for oil fuel*12,23 *F.P. above* 150° F.	Osa	*z*	CL ~~4,34~~	1920 4mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosen K.K. *CellDB*358′980*tD*	407·2 P40′B137′F46′ FK *Ta*27′767*tFPT*106*t*	50·8	30·0	Osaka Japanese 7*BHCem* *APT*26*t*	T.3Cy.26½″,44½″&74½″–51″ 200lb (*s*) 559NHP 3SB,*9cf*,GS183,HS7988 FD OsakaIronWrks.Ld.Osaka	32 ″ 7 s6 ″ 10 26 ″ 1	
26226 LCNC	**Havbör** *ss*Rot.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *ProgressiveSurvey of Oil tanks*	7614 7247 4563	✠100A1 ~~9,35~~ ~~2,35~~ 4,36 DBS10,34 ✠LMC CS~~2,35~~ 4,36 *Carrying Petroleum in bulk*	Rot Fal	*c*†	CL 4,36	1930 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	A/S"Havbör" (P.Meyer) *CellDBuE*85′327*tD*	460·5 P109′B30′F60′ FK *Tf*41′523*tFPT*199*t*	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „*2nd* „) *APT*146*t*	Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2DB*120lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	34 ″ 0	
26227 LEAY	**Havborg** (*ex*Standart) 1*Dk*	1234 1078 707					1924	A/S Rödby Havns Jernskibsv. RödbyHavn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	236·9 H67*t*F34*t*	37·2	14·8	Tr'ndheim Norwegian *WB*	T.3Cy.16″,25″&72″–30″ 96NHP A/SMossVærft,Moss		N
26228 LEAZ	**Havbris** (*ex*Hindöy) 1*Dk*	1315 1121 742					1918	Stavanger Stöberi&Dok Stavanger	AlbertHarloff's Rederi A/S (A. Harloff, *Mgr.*)	242·3 P53*t*B60′H71*t*F14*t*	37·2	16·0	Bergen Norwegian *WB*	T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStoberi&Dok		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
26229 LEBC	**Havda** Ⓟ (exHjörungavaag Iron exChristianssund) *Well deck* 1*Dk&Awng dk*	678 379 400					1881	Lobnitz &Co. Renfrew	Indherreds Aktiedampskibsselskap	180·9 H28t	25·3	13·0 20·2	Stenkjær Norwegian	C.2Cy.24"&44"-30" 88NHP Lobnitz&Co.Renfrew		
26230 LDSB	**Havdrot** (exHildaLea,exCygnus) Wireless 1*Dk*	1186 1073 713					1906	WoodSkinner&Co Ld. Newcastle	A/S ChinaCoasting(Osw.Aamodt, *Mgr.*)	235·0 P22tH47tF30t	36·3	15·8	Oslo Norwegian *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		N
26231 DOFB	**Havel** Ⓟ 4Mst *OilEng.* Sub.Sig. *Ref.Mchy* 2*Dks* D.F.	7256 6524 4418	✠Lloyd'sRMC~~4,35~~ ~~4,35~~ 1,36				1928	F.Schichau Danzig	Norddeutscher Lloyd	474·3 P25'B&F439'	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.27¾"-47¼" 1291NHP F.Schichau,Elbing		G
26232 DIBZ	**Havelland** Ⓟ TwinSc *OilEng.* Sub.Sig 2*Dks* D.F.	6334 5592 3836					1921	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 P&B381'F57'	58·3	26·9	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅞"-20⅞" 856NHP E*made*16,*fitted*21 Mchfb.Augsburg-NürnbergA.G.Augsburg		G
26233 DHKP	**Havenstein** 4Mst D.F. Sub.Sig. 2*Dks*	7973 7472 4994					1921	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2 P74'B102'F43'	58·2	32·4	Hamburg German *WB*	T.3Cy.$32\frac{7}{20}$",$52\frac{4}{5}$"&$86\frac{13}{20}$"-$55\frac{3}{20}$" 558NHP FlensburgerSchiffsb.Ges.		G
26234 LDGH	**Havfru** TwinSc *OilEng.* ssFal.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	7923 7338 4602	✠100A1 ~~5,35~~12,35 ✠LMC CS5,35 DBS2,35 6,35 *Carrying Petroleum in bulk*	Rot Fal	*c*†	CL P4,34 s10,34	1931 6mo Lloyd	Kockums M.V.Aktieb. Malmö '*sA&CP*	P.MeyersTankrederiA/S. (P.Meyer,*Mgr.*) *CellDBuE*65'242*t*	462·0 P105'B39'F41' *DTf*36'540*t* *FPT*148*t APT*241*t*	59·7	34·3 FK	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"-39⅜" 778NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 8 ″ 11 26 ″ 0	
26235 ~~131334~~ ~~GQTP~~	**Havildar** ssCal.No.3-7,23 ssCal.No.2-31 2*Dks*(*Stl&U*-teaks)	4911 4589 3086	✠100A1 3,35 BS9,34 ✠LMC7,31	Cal	*y*	CL N3,35	1911 4mo Lloyd	C.Connell &Co.Ld. Glasgow '*sA&CP*	~~AsiaticStm.Nav.Co.Ld.~~ *WB=Cell DBa*119'*uE&B*46'	400·5 P40'B132'F46' *f*182'1087*t FPT* 111*t APT*75*t*	51·9	28·2 FK	Japanese 6*BHCem*	T.3Cy.25",42"&70"-48" (*r*) 200lb *100lb* 455NHP 2SB,*6cf*,GS115,HS6324 FD Dunsmuir&Jackson,LdGls	30 ″ 9 s6 ″ 4¾ 24 ″ 7	
26236 ~~3455~~ ~~SETC~~	**Havnia** (exBertil,exSchiehallion) ssMmo.2ndNo.3-2,13 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1597 1204 885	✠ 9,19 ✠	Skm	*q*		1888 5mo	Russell& Co. Pt.Glasgow	RederiA/BHavnia ~~(NilsHammar)~~ (AlgotJohansson, *Mgr.*)	255·8 Q100'B92'F31' ptND05 *CellDB*212'400*t*	36·0	16·8 BK9"	Mariehamn Finnish 4*BHCem* *APT*42*t*	T.3Cy.18⅝",$30\frac{5}{16}$"&48⅝"-36" NDB00 144NHP 2SB,*3rf*,*1cf*,GS76,HS2249 Kincaid&Co.Ld.Greenock	19 ″ 3	V †
26237 LDCA	**Havö** (exBra-Kar) Now "**Mabuhay II**," *see No.* 39067 *in Supplement* 2*Dks*	4861 4506 2992					1911	TyneI.S.B. Co.Ld. Newcastle	FarEasternS.S.Co. Ld.A/S(Johan Gran)	385·0 P27*t*H98*t*F52*t*	51·0	27·6	Bergen Norwegian *WB*	T.3Cy.26",42"&71"-48" 349NHP J.Dickinson&Son,Sld.		N
26238 LEBN	**Havörn** (exUlrikkaII,exÖrn) 1*Dk*	1527 1347 913					1902	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Havörn (JacobOdland& SönA/S, *Mgrs.*)	257·6 P11*t*H63*t*F43*t*	36·3	17·0	Haugesnd Norwegian *WB*	T.3Cy.17½",24"&48"-33" 132NHP LaxevaagsMsk.&Jrns.Bgn		N
26239 LJAG	**Havprins** D.F. *Rudder electrically welded* *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system*	~~8100~~ 8066 7423 4754	✠100A1 2,36~~9,35~~ ✠LMC9,35 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk*	Rot	*c*†	CL	1935 9mo Lloyd	Kockums M.V.Aktieb Malmö *sA&CP*	AktiesHavprins (P.Meyer, *Mgr.*) *CellDBuE*69'186*t DTf*36'535*t FPT*47*t APT*168*t*	461·6 P102'B37'F41' (10*BH to U dk* 6*BH to 2nd dk*)	59·8	34·6 FK	Oslo Norwegian 16*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1162NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s7 ″ 5 27 ″ 4¼	
26240 118720 GFRN	**Havre** ssSng.No.1-35 ssSng.2ndNo.3-10,30 *Mchy.Aft* 1*Dk*(*Stl*)&*deepframing*	2073 1828 1201	✠100A1 12,35~~7,34~~ ~~BS7,34~~ LMC~~10,30~~ 12,35 *Fitted for oil fuel* 5,12	Sng	*s*	CL 7,34 *F.P. above* 150° F.	1905 9mo Lloyd	W.Gray& Co.Ld. WHartlepool '*sA&CP* *Intermediate Bulkhead in forehold dispensed with*, 4*BH only*	Anglo-Saxon PetroleumCo.Ld. *WB=CellDB*	288·0 P67'B14'F35 *f*184'456*t FPT*224*t APT*36*t*	39·0	22·4 FK	London British	T.3Cy.22",35"&59"-39" (*s*) 180lb ~~NDB11~~ 274NHP NB8,18*refitted*11,20 2SB,*6pf*,GS103,HS3650 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s3 ″ 3½ 19 ″ 3	
26241 26757 JDLD	**Havre Maru** ssKob.No.3-3,32 2*Dks*(*Stl*)	5652 5148 3450	✠100A1 4,35 ✠LMC4,35 *Fitted for oil fuel*12,23	Kob	*z*	CL 3,34 *F.P. above* 150° F.	1920 5mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. *CellDB*358'980*t DTa* 27'767*t FPT*	407·2 P40'B137'F46'	50·8	30·0 FK	Osaka Japanese 7*BHCem* 106*t APT* 26*t*	T3Cy26½"44½"&74½"-51" (*s*) 200lb 559NHP 3SB,*9cf*,GS183,HS7988 FD OsakaIronWorksLd.Osaka	32 ″ 7 s6 ″ 8¼ 26 ″ 1	
26242 27164 JEJD	— ssKob.No.3-5,33 2*Dks*(*Stl*)	5467 4996 3409	✠100A1 7,35 ~~7,34~~ ✠LMC~~7,34~~ 7,35	Kob	*z*	CL 6,34	1920 5mo	AsanoS.B. Co. Tsurumi A&CP	IshiharaSangyo KaiunK.K.	400·0 P33'B124'F41' *CellDB*339'941*t*	53·2	29·4 FK	Fuchu Japanese 6*BHCem* *APT*28*t*	T.3Cy.26½",43½"&72"-48" 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronworks,Osaka	32 ″ 0 s6 ″ 5¼ 25 ″ 9	
26243 LDOG	**Havsö** 1*Dk*	1843 1618 1094					1930	Burntislnd S.B.Co.Ld. Burntisland	D/S A/S Havsö (P.Dedekam)	265·8 P59*t*H83*t*	43·0	18·0	Arendal Norwegian *WB*	T.3Cy.18½",30"&49"-36" 144NHP MacColl&Pollock,Ld.Sld.		N
26244 LDPG	**Havsten** ssNwc No.1-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6161 5794 3720	✠100A1 ~~7,36~~ ~~4,34~~ 4,36 DBS4,34 ✠LMC CS8,34 12,35 ~~8,34~~ *Carrying Petroleum in bulk*	Nwc Ams	*a*†	CL N4,36	1930 8mo Lloyd	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Skibsaktieselskap Havsten(Rafen& Loennechen) *CellDBuE*76' 275*tDTf*38'498*t*	420·8 P105'B27'F38' *FPT*113*t APT*87*t*	58·5	31·2 FK	Tönsberg Norwegian 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NHP 2DB-*120lb* Barclay,Curle&Co.Ld.Gls	31 ″ 3	
26245 LEBM	**Havtor** *Mchy.Aft* *CruiserStern* 1*Dk*	1524 1234 867					1930	Porsgrund Mek.Værks. Porsgrunn	A/S Havtor (P.Meyer)	245·7 P65'F31'	37·9	18·3	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundM.V.Porsgrunn		N
26246 224252 KJME	**Hawaii** Ⓟ *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	851 659 444					1924	Bethlehem S.B.Corp.Ld. (UnionPlnt) SanFrancisco	Inter-Island SteamNav.Co Ld.	190·0 P75'F31'	36·2	12·1	Honolulu Utd.States *WB*	T.3Cy.17",27"&45½"-30" 113NHP BethlehemS.B.Corp.Ld.		R
26247 18436 JHWD	**Hawaii Maru** Ⓟ TwinSc ssKob.No.3-9,27 ssKob.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNos.*1&4*holds*	9467 8830 5916	✠100A1 *Shelter dk with freeboard* 10,35~~12,34~~ ✠LMC~~12,34~~ 10,35 *Fitted for oil fuel*10,24	Kob	*d*†	CL ~~4,33~~ N10,35 *F.P. above* 150° F.	1915 8mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	OsakaShosenK.K. *WB=CellDBa*144' *uE&B* 84' *f* 180'1819*t DTa*45'735*tFPT*97*tAPT*53*t*	475·0 P33'B30'F46'*on Shelter dk*	61·0	40·7 FK	Osaka Japanese 8*BHCem*	T.6Cy.26",43½"&73"-48" (*s*) 200lb 895NHP 5SB,*15cf*,GS302,HS11524FD KawasakiDkydCoLdKobe	40 ″ 9 s13 ″ 6¼ 27 ″ 9	
26248																

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant à l'appareil. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.		Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
26249 217933 WACG	**Hawaiian** (*ex*SantaMalta) *ss*S.Fo.No.3-9,31 *2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)inNo.1hold only&Web frames* *Fitted for oil fuel* D.F. *Longitudinal framing*	4868 4353 2899	✠ ... 11,34 ✠	SFo	*z*			1919 5mo	W.Cramp &Sons S.&E.B.Co. Philadelphia	American- HawaiianS.S.Co. *CellDB*314'1188*t*	404·6 F31' *onShelter* 36·7 *dk* FK *Col* *FPT*69*t APT*17*t*	53·9	26·2	NewYork Utd.States *Cem* *lBHtoSh dk* 5 „ „*U*„ 1 „ „*2nd*„	Q4Cy25½",37",52½"&76"-54" 633NHP 4SB,*12cf*,GS215,HS8923 W.Cramp&Sns S&EBCPhl	28 ″ 9	R †
26250 224456 WOOD	**Hawaiian Standard** *OilEng.* *CarryingPetroleum in bulk* 1*Dk* Wireless D.F.	1217 891 663						1925	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0 P50'B94'F32'	36·1	14·3	S.Frncisco Utd. States *WB*	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 4Cy.16 5/16"-24⅝" 107NHP PacificDieselEng.Co. Oakland,Cal.		
26251 147713 GKRD	**Hawkinge** (*ex*Pentraeth) *ss*Cff.No.2-32 1*Dk*(*Stl*)	2475 2256 1493	✠100A1 3,35 ✠LMC MS3,32 BS12,34	Cff	*t*	CL 3,35		1924 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Constants(South Wales)Ld.(M. Constant,*Mgr.*) *Ce*	298·5 P23'B79'F26' FK *llDB*250'663*t FPT*	44·0	21·2	London British 5*BHCem* 122*tAPT*94*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb *100lb* 251NHP 2SB,*6cf*,GS115,HS3970 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5¾ 20 ″ 2¼	
26252 163545 GYBM	**Hawkwood** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	2024 1491 1143	✠100A1 ~~9,35 11,34~~ 1,36 ✠LMC11,34	Sld Shl		CL		1934 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	W.FranceFenwick &Co.Ld. *CellDB*224'613*t M*	267·8 Q160'F30' FK *T*8'208*t FPT*139*t A*	41·0	17·4	London British 5*BHCem* *PT*90*t*	T.3Cy.17½",29"&48"-36"(*s*) 200lb 202NHP 2SB,*6cf*,GS60,HS2904 FD N.E.MarineEng.Co.Ld.Sld	19 ″ 6 s 6 ″ 2½ 18 ″ 0	
26253 160760 GTCB	**Haxby** *ss*Shl.No.1-33 D.F. 1*Dk*(*Stl*)	5207 4930 3227	✠100A1 ~~5,35 12,34~~ 2,36 ✠LMC11,33 BS5,35	Shl ~~Hpl~~	*z*	CL 11,33		1929 5mo *Lloyd*	W.Gray& Co. WHartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*	421·2 P30'B240'F43' 173'*f*180'1413*t* FK *FPT*175*t*	54·2	27·2	WHartlpl British 8*BHCem* *APT*167*t*	T.3Cy.~~26½",44"~~&73"-48"(*s*) 180lb 26",40" 529NHP 3SB,*9cf*,GS172,HS7932 FD Cen.Mar.E.WrksLdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3¼	
26254 22522 JDCG	**Hayataka Maru** Ⓟ (*ex*Hokkai MaruNo.2) Wireless	852 — 456						1923	Mitsui Bussan Kaisha,Ld. TamaDkyd.	TeikokuSalvage K.K.	190·0 F32'	31·5	18·2	Otaru Japanese	T.3Cy.14½",24"&40"-30" 88NHP HaseTekkosho,Osaka		
26255 30368 JMRE	**Hayatomo Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379						1925	Mitsubishi ZosenK.K. Kobe	OsakaShosenK.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18½"-27" 194NHP Vickers,Ld.Barrow		
26256 96562 MQNR	**Hayle** 3Mst *ss*Bly.3rdNo.3-12,26 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck*	476 347 203	✠ — 6,32 ✠	Bkn	*h*			1893 7mo	Harvey& Co.(Ld.) Hayle	RichardHughes& Co.(Liverpool)Ld.	183·2 Q120'B9'F25' len01 BK7" *WB=FPT*30*t*	24·1	10·1	Liverpool British 4*BHCem* *APT*4*t*	T.3Cy.15",23"&38"-30" 70RHP 1SB,*3pf*,GS56,HS1703 Harvey&Co.(Ld.),Hayle	11 ″ 0	
26257 27962 JFAD	**Hayo Maru** *ss*Yka.No.3-5,34 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 8,35 ~~5,34~~ ✠LMC~~5,34~~ 8,35 *Fitted for oil*	Yka *fuel* 4,21	*z*	CL ~~5,32~~ 7,35 *F.P. a*		1921 3mo *bove* 1	AsanoS.B. Co. Tsurumi A&CP 50° F.	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*334'886*t*	53·2	29·4	Yokohama Japanese 6*BHptCem* *APT*28*t*	T3Cy.26¼",43½"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
26258 148603 MNGP	**Haytor** *ss*Goo.No.2-33 1*Dk*(*Stl*)	1189 921 592	✠100A1 ~~7,35 4,35~~ 2,36 BS~~1,36~~ ✠LMC12,33 3,36	Goo Shl	*n*	CL ~~3,35~~ 3,36		1925 6mo *Lloyd*	J.Crown& SonsLd. Sunderland '*sA&CP*	T.&C.Wilton&Co. Ld. *CellDBa&uE*75'*f*	220·0 P20'B49'F23' FK 93'276*tFPT*75*t AP*	35·2	14·6	London British 4*BHCem* *T*52*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 158NHP 2SB,*4cf*,GS74,HS2792 N.E.MarineEng.Co.Ld.Sld	16 ″ 7 s1 ″ 10½ 14 ″ 10½	
26259 149478 GSPK	**Hazelside** *ss*Sld.No.1-33 D.F. 1*Dk*(*Stl*)	4646 4268 2782	✠100A1 ~~9,35 11,34~~ 1,36 BS~~11,34~~ ✠LMC6,33 9,35	Shl ~~Rot~~	*y*	CL ~~11,34~~ ~~9,35~~ 1,36		1928 9mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CharltonS.ShpgCo Ld.(Charlton,Mc- Allum&Co.Ld. *Mgrs.*) *CellDB*	395·0 P36'B238'F36' FK 342'1251*tFPT*128*t*	52·7	25·9	Newcastle British 6*BHCem* *APT*225*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 388NHP 3SB,*9cf*,GS165,HS6255 N.E.MarineEng.Co.Ld Sld	28 ″ 3 s 4 ″ 1¼ 24 ″ 4¼	
26260 147792 GBTX	**Hazelwood** *ss*Shl.No.2-35 ~~*ss*Shl.No.1-32~~ D.F. E.S.D. 1*Dk*(*Stl*)	3814 3506 2352	✠100A1 ~~12,34~~ 12,35 MS10,35 ✠LMC MBS12,35 DBS4,35	Ros Shl	*x*	CL 12,33		1927 8mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	JosephConstantine S.S.Line,Ld. *CellDBa&uE*	388·8 P29'B229'F44' len34 FK 145'*f*161'900*tFPT*	52·5	22·1	Middlsbro' British 6*BHCem* 80*tAPT*135*t*	T.3Cy.21½",37"&61½"-45" 200lb *120lb* (*r*) 334NHP 2SB,*6cf*,GS115,HS4564 FD J.Readhead&Sons,Ld.	24 ″ 3 s 2 ″ 10 21 ″ 7¼	
26261 203473	**Hazen Butler** (*ex*FrankSeither-33, *ex*JoshuaW.Rhodes) 1*Dk*	4871 — 3586						1906	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	420·0 *WB*	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 158NHP AmericanSB.Co.Cleveland		R
Wrecked 1,36 26262 147261 MNTD	**Heatherfield** *ss*Liv.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	447 318 174	✠~~100A1~~ 6,35 ~~8,32~~ ~~BS1,34 ✠LMC8,32~~ ~~6,35~~	Liv	*g*	CL ~~8,32~~ 6,35		1924 7mo *Lloyd*	Lytham SB&E.Co.Ld Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·4 Q85'B9'F23' BK6½" *DT f*19'48*tFPT*	26·0	11·5	Liverpool British 4*BHCem* 12*tAPT*21*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 71RHP 1SB,*3pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
26263 146342 MLZS	**Hebble** *ss*Goo.No.2-33 Sub.Sig. 1*Dk*(*Stl*)	1040 828 425	✠100A1 ~~8,34~~ 10,35 BS10,35 ✠LMC MS5,33 ~~[illegible]~~	Goo	*o*	OG 5,33		1924 9mo *Lloyd*	W.Beard- more&Co.Ld Glasgow '*sA&CP*	LondonMidland& ScottishRly.Co. *CellDBa&*	240·5 P39'B88'F34' FK *uE*73'*f*90'198*tFPT*	34·2	15·4	Goole British 5*BH* 12*tAPT*24*t*	T.3Cy.22",36"&61"-39" (*s*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD W.Beardmore&Co.Ld.	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
26264 148075 GKLX	**Hebburn** *ss*Nwc.No.2-33 1*Dk*(*Stl*) D.F. E.S.D. *Cargo battens not fitted*	2881 2576 1685	✠100A1 2,36 ~~11,34~~ BS~~11,34~~ ✠LMC11,33 1,36	Shl Nwc	*u*	CL 11,34		1924 7mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	HebburnS.S.Co. Ld.(W.A.Souter& Co.Ld.*Mgrs.*) *CellD*	333·8 P27'B70'F27' FK *B*272'788*tFPT*122*t*	44·6	21·6	Newcastle British 5*BHptCem* *APT*230*t*	T.3Cy.23",38½"&65"-42" (*s*) 200lb *100lb* 359NHP 2SB,*8cf*,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 0 s 4 ″ 1½ 20 ″ 1	
26265 FOPT	**Hebe** *ss*Shl No.3-6,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 1,36 ~~11,34~~ BS~~11,34~~ ✠LMC6,32 1,36	Rot	*q*	CL ~~6,32~~ 1,36		1920 6mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie., *Mgrs*) *CellDB*180'381*tD*	260·3 P22'Q100'B54' F24' FK *Ta*36'118*tFPT*114*t*	37·3	16·4	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,*6cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 3	
26266 PEOT	— *Cruiser Stern* Wireless 2*Dks*	1140 — 628						1916	Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0	Amsterdm Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP Boele'sSchps&Mch.Bolnes		V
26267 OYQA	— *Ref.Mchy.* 2*Dks* Wireless	957 689 436						1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	232·1	33·9	21·2	Aalborg Danish *WB*	T.3Cy.19½",32"&53"-36" 169NHP KjbnhavnsFlydk.&Skbsv		V
26268 5711 SETR	— (*ex*Sandar,*ex*EmmaFernström, *ex*Polstream,*ex*Emma 1*Dk* Fernström,*ex*Polstream,*ex*Margarete)	910 741 510						1905	Grngem'th &Greenock DockyardCo. Grngemouth	OttoHellstenA/B	207·8 Q79*t*B103*t*H47*t* F21*t*	34·6	12·8	Stockholm Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP Cooper&Greig,Dundee		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
26269 7783 SDBK	**Hebe** (*ex*Alice-35,*ex*Tensift, *ex*Rubin) Wireless 1*Dk*	*682* *457* *367*					1911	Hlsingbrgs VarfsAktieb. Helsingborg	FinskaÅngfartygs A/B	175·7|30·5|12·2 P25*t*Q38*t*B85*t*H18*t* F13*t*	Helsingfrs Finnish *WB*	C2Cy.16$\frac{3}{4}$″&31$\frac{1}{2}$″–21$\frac{1}{16}$″ 38NHP HelsingbrgsVarfs.Aktieb		V
26270 PKMT	— TwinSc *OilEng.* *ss*Sba.No.3–3,29 *ss*Sng.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)	635 500 356	✠100A1 10,35 ~~4,35~~ DBS~~9,34~~ ✠LMC CS7,35 10,35 9,34	Sng Sba	*j*	8,34 P10,35	1916 9mo	N.V.Schps Dordrecht Dordrecht A&CP	Koninklijke Paketvaart Maats *Cell*	180·3|30·0|12·0 F23' FK *DB f* 59' 75*t* *FPT*	Batavia Dutch 5*BHCem* 8*tAPT*24*t*	Oil Engines 2S.C.SA 8Cy.13$\frac{3}{16}$″–13$\frac{3}{4}$″ 244NHP DB*100lb* D.Goedkoop,jr.Ams.	13″0 s 1″5$\frac{3}{4}$ 11″8	
26271 108735 GFTC	**Hebrides** Ⓟ *ss*Grk.2ndNo.3–3,24 *ss*Irv.No.2–33 Wireless 2*Dks*	585 428 234	✠100A1 2,36 ~~3,35~~ ~~BS5,35~~ ✠LMC4,35	Irv BS2,36	*i*	~~3,34~~ 2,36	1898 5mo	AilsaS.B. Co. Troon A&CP	McCallum,Orme& Co.Ld.	180·0|28·1|13·2 30·0 P50'B70'F46' BK7$\frac{1}{2}$″	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16″,26″&42″–30″ (*s*) 160lb *80lb* NDB24 90RHP 1SB,*3rf*,GS54,HS1555 A.&J.Inglis,Glasgow	13″10 s 1″1$\frac{3}{4}$ 13″7$\frac{1}{4}$	BT till ~~2,36~~ 2,37
26272 DOAF	**Hecht** (*ex*Brun vonWarendorp) Wireless 1*Dk*	999 714 600					1915	Atlas WerkeA.G. Bremen	ArgoReed.A.G.	216·5|32·8|13·1 P&B113'F29'	Bremen German *WB*	T.3Cy.18$\frac{1}{16}$″,29$\frac{1}{2}$″&45$\frac{7}{16}$″–29$\frac{1}{2}$″ 113NHP AtlasWerke,A.G.Bremen		G
26273 DHKR	**Hecksee** (*ex*Schleswig) *Mchy.Aft* 1*Dk*	865 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3|32·9|15·0 Q51'F21'	Hamburg German *WB*	T.3Cy.13$\frac{5}{16}$″,20$\frac{3}{8}$″&33″–22$\frac{13}{16}$″ 52NHP DeutscheWerkeA.G.Kiel		G
26274 147282 GCBQ	**Hector** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	11198 8572 6841					1924	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (AHolt&Co*Mgrs.*)	498·8|62·3|34·9 P57'B195'F60'	Liverpool British *WB*	SR geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~11,35~~ 8,36
26275 DOHD	— (*ex*Doelwijk) *Well deck* 1*Dk*(*Irn*)&*deepframing*	872 610 527			...		1890	Bonn& Mees Rotterdam	Dampfschifffahrts Ges.Neptun	199·1|31·2|12·7 P127'F54' BK7$\frac{1}{2}$″	Bremen German *WB*	T.3Cy.15″,24″&45″-30″ NB08 114NHP Knik.Mts.deScheldeFlsng	15″3	G †
26276 114589 MGGR	— TwinScCtr 1*Dk*	316 278 35			...		1903	Day,Sum- mers&Co.Ld. Southampton	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld	129·5|25·1|11·9 B33' BK9″	S'thamptn British *WB*	C.4Cy.19″&38″–30″ 184NHP Day,Summers&Co.Ld.Sou.	12″6	
26277 7738 SETU	**Hedda** (*ex*Jomaas,*ex*MarieNielsen) 1*Dk*	*1502* *1288* *835*					1920	LarvikSlp. Verksted A/S Larvik	RederiA/B Kullaberg(Axel Sjösten,*Mgr.*)	242·9|39·5|16·9 P64*t*H73*t*F9*t*	Höganäs Swedish *WB*	T.3Cy.18″,29$\frac{1}{2}$″&49″–33″ 138NHP LarvikSlipVerks.A/SLar.		V
26278 DOFP	**Heddernheim** (*ex*FridericusRex, *ex*StadDelft) *Fitted for oil fuel* 2*Dks* D.F. Sub.Sig. *CruiserStern*	4947 4723 3006					1921	F.Schichau Danzig	UnterweserReed. A.G.	361·0|51·4|31·4	Bremen German *WB*	C.4Cy.18$\frac{7}{10}$″&39$\frac{2}{5}$″–39$\frac{2}{5}$″ & 1 low-pressure Turbine NE28 323NHP A.G."Weser"Bremen		G
26279 3578 SIJA	**Hedera** (*ex*Baltia–35,*ex*Varna, *ex*Daland, *ss*Got.2ndNo.3–5,25 *ex*Helsingborg) *ss*Mmo.No 2–33 1*Dk*(*Irn*)&*deep framing*	*2289* *2103* *1390*	✠100A1 ~~4,356,34~~ 4,36 ~~BS7,34~~ ✠LMC7,35 BS~~5,25~~4,36	Shl ~~Mmo~~ Got	*s*	CL 6,34	1900 1mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/B Kulla- berg(A.Sjösten, *Mgr.*) *CellDBa*98'	302·6|43·2|19·8 P21'B79'F31' FK *uE&B*40'*f* 122' 692*t*	Höganäs Swedish 5*BHCem* *APT*40*t*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 221NHP 2SB,*6rf*,GS82,HS3378 Cen.Mar.Eng.Wks.W.Hpl	22″3 s 3″6$\frac{1}{4}$ 18″11$\frac{1}{2}$	
26280 6359 SMFA	**Hedrun** (*ex*HjalmarBlomberg) *ss*Skm.No.3–6,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*2325* *2044* *1311*	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~6,34~~ ✠LMC MS6,33 BS~~6,34~~5,35	Skm	*u*	OG 10,32	1920 9mo	Aktb.Ore- sundsvarvet Landskrona *Intermediate*	Stockholms Rederiaktiebolag Svea(Eman. Högberg,*Mgr.*) *BHin forehold dis* *CellDB*262'546*t*	317·5|44·9|19·4 FK *pensed with Collisio* *FPT*91*tAPT*106*t*	Stockholm Swedish *Cem* *nBHtoShdk* 3 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 ScShaft (*s*) 200lb 252NHP 2SB,*6cf*,GS82,HS3533 FD A.B.deLavalsAngturbin, Skm.	22″0 s 1″2 21″0$\frac{1}{4}$	
26280* 6167 SETW	**Hedströmmen** (*ex*Comp.Stm. *ex*Adlershorst,*ex*Ulf,*ex*Carbonat) 1*Dk*	*452* *334* *251*					19$\frac{19}{28}$	Norrköp- ingsWrfsA/B Norrköping	A/B Lindegren& Rae(G.Lindegren, *Mgr.*)	141·5|27·7|10·7 P43'H7*t*F19'	Stockholm Swedish	C.2Cy.12$\frac{5}{8}$″&26$\frac{3}{8}$″–17$\frac{3}{4}$″ 29NHP BergsundsM.V.Aktb.Skm.		V
Broken up 26281 DHKS	**Hedwig** (*ex*HedwigFischer,*ex*Mary, *ex*Praga,*ex*HedwigFischer, *ex*Pollux,*ex*Byzanz,*ex*Godrevy) 1*Dk*&*Web frames*&*ptAwng dk*	1827 1318 1087			...		1892	W.Dobson &Co. Newcastle	Leth&Co.	254·0|35·1|18·1 Q89'B67'F32' FK	Hamburg German *WB*	T.3Cy.19″,31$\frac{1}{2}$″&51″–36″ 152NHP Blair&Co.Ld.Stockton	19″3	G †
26282 DHKT	**Hedwigshütte** Sub.Sig. 1*Dk*	2240 1873 1224					1922	Stettiner Oderwerke Stettin	Hedwigshütte Anthracit-Kohlen- u.Kokesw J.StevensonA.G. (Kohlen-,Koks-u. Anthracitwerke G.SchulzeG.m.b.H. *Mgrs.*)	284·0|42·4|18·8 P26'B61'F33'	Hamburg German *WB*	T.3Cy.22$\frac{2}{5}$″,35$\frac{4}{5}$″&57$\frac{1}{10}$″–39$\frac{2}{5}$″ 205NHP StettinerOderwerke		G
26283 PEPK	**Heemskerk** Ⓟ (*ex*Witram) 2*Dks*	6516 6037 4065					1919	Neptun- werft Rostock	N.V.Vereenigde Nederlandsche Scheepvaart Maats(Directie-en AgentuurMaats. "Holland-Afrika Lijn"N.V.*Mgrs.*)	438·0|57·2|30·2 P55'B97'F43'	The Hague Dutch *WB*	Q.4Cy.26$\frac{2}{5}$″38$\frac{2}{5}$″55$\frac{3}{10}$″&80$\frac{7}{10}$″–55$\frac{1}{10}$″ 482NHP Neptunwerft,Rostock		V
26284 217952 WBAI	**Heffron** D.F. *Fitted for oil fuel* GyC. 1*Dk*&*Shelter dk*& *Longitudinal framing* *Web frames*	7611 7553 4886			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0|56·0|35·2 FK	Tacoma, Wash, Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld.	38″0	R †
26285 218209 KIDF	**Hegira** *Fitted for oil fuel* GyC. 1*Dk*&*Shelter dk*&*Web frames* D.F. *Longitudinal framing*	7588 7553 4818			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0|56·0|35·2 FK	Tacoma, Wash. Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld.	38″0	R †
26286 36813 JGZC	**Heian Maru** Ⓟ TwinSc *OilEng.* D.F. GyC. 3*Dks*(*Stl–weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*inNo.*3*hold* *ss*Kob.No.1–35	11616 9381 6789	✠100A1 *withfreeboard* ~~11,35~~ ~~8,34~~ 1,35 DBS11,34 ✠LMC CS11,34 1,35 ✠Lloyd'sRM C~~11,34~~ 11,35 ~~4,30~~ *Fitted for car*	Osa ~~Kob~~ *rying*	*h*† *oil*	CL P11,33 S1,35 (11,30	1930 11mo) *F.P.*	OsakaIron Works,Ld. Osaka *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*424'2189*t* *tunnels*319*tD*	511·6|66·0|41·0 B226'F76' FK *Tanks in way of* *Tsa*39'1309*tFPT*11	Tokio Japanese 9*BHptCem* 6*tAPT*176*t*	Oil Engines 4S.C.DA 16Cy.26$\frac{3}{4}$″–63″ 2190NHP 2DB*120lb* Akt.Burmeistr&Wain,Cpn	41″1 s10″11$\frac{3}{4}$ 30″3$\frac{1}{2}$	
			above 150° F.	*in* 3 *de*	*ep*	*tanks*	*aft*							
26287 467 JCXC	— Ⓟ Wireless 2*Dks*	1580 — 923					1917	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K.	240·0|36·0|21·0 P14'B44'F32'	Jinsen Japanese *WB*	T.3Cy.16″,26″&43″–30″ 101NHP KawasakiDkydCoLd.Kobe		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Greement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Refr'rage.
26288 DICB	**Heidelberg** Ⓟ (exDuisburg) ssHam.No.1-29 OilEng. D.F. Well deck 2Dks(Stl) 3rd dk in No. 1 hold CruiserStern	6530 5558 3958	✠ ... 6,33 ✠	Ham			1925 7mo	Vulcan-Werke Hamburg	Hamburg-Amerik. Packetf. Akt.Ges. (Ham.-Amr.Linie) CellD	450·3 P&B375'F56' FK B400'1525tFPT75t	58·2	26·6	Hamburg German 9BHptCem ptAsp APT46t	2 Oil Engines 4S.C.SA coupled to 1 Sc Shaft by hydraulic transformers & SR gear 16Cy.25 3/16"-27 9/16" 993NHP Vulcan-Werke,Hamburg	29 ″ 5	G †
26289 DAPO	**—** Wireless 1Dk	692 499 381					1925	Stettiner Oderwerke Stettin	"Renata" Dampfsch.-Ges. Th.Gribel,K.G.a.A. (R.C.Gribel, Mgr.)	184·8 Q53'B45'F19'	28·9	11·4	Stettin German WB	T3Cy.14",22 13/16"&38 3/16"-27 9/16" 77NHP StettinerOderwerke		G
26290 LEBP	**Heien** 1Dk	995 862 561					1926	Hölens Verks.Hölen, nr.Larvik	D/S A/S Heitmanns Rederi(H.Heitmann&Søn, Mgrs.)	214·2 P39tH56t	34·3	14·1	Oslo Norwegian WB	T.3Cy.14½",25"&40"-27" 83NHP W.Beardmore &Co.Ld.Coatbridge		N
26291 36056 JJDC	**Heijo Maru** Ⓟ Wireless 2Dks	1090 927 627					1903	Kawasaki Dkyd.Co.Ld. Kobe	MatsuuraKisen K.K.	212·0 B48' WB	31·5	20·0	Jinsen Japanese	T.3Cy.17⅞",28¼"&46 5/16"-33" 123NHP KawasakiDockyardCo.Ld.		
26292 LEBR	**Heilo** (exKristineTysland) 1Dk	989 861 569					1921	Hölens VerkstedA/S Larvik	D/S A/S Heilo(H. Heitmann&Son)	214·2 P39tH57t	34·3	14·2	Oslo Norwegian WB	T.3Cy.15½",25"&42"-30" 96NHP Moss.Værft,Moss		N
26293 DHKU	**Heimdal** (exMinnaHorn) 1Dk	2186 1834 1257					1921	Nordsee-werkeA.G. Emden	Seereederei "Frigga," A.G.	283·0 P20'B58'F24'	40·9	20·5	Hamburg German WB	T.3Cy.20",31½"&51½"-35⅜" 155NHP CäsarWollheimBreslau		G
26294 OZJA	**—** Ⓟ Wireless D.F. 2Dks	985 462 546					1914	Akt.Bur-meistr&Wain Copenhagen	A/S Dampskselsk. paaorBornholm af 1866(T.H.Lund, Mgr.)	209·6	34·2	18·6	Rönne Danish WB	T.3Cy.16½",27"&45"-27" 105NHP Akt.Burmeistr&Wain,Cpn		V
26295 OXHS	**—** Ⓟ TwinSc (Ferry) OilEng. Wireless D.F. CruiserStern 1Dk	978 821 335					1930	A/S Aalbrg Msk-ogSkibs. Aalborg	DeDanske Statsbaner	246·1	38·6	14·6	Korsör Danish WB	Oil Engines 4S.C.SA 12Cy.14 3/16"-23⅝" 247NHP A/S Frichs,Aarhus		V
26296 5715 SGHA	**Heimdall** Sub.Sig. Wireless 1Dk	*1386* *742* *644*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	225·0 P&B147'F47'	36·0	14·4	Stockholm Swedish WB	T.3Cy.21½",35½"&58½"-36" 205NHP OskarshamnsM.V.Aktieb.		\
26297 24982 JKPD	**Heimei Maru** ssKob.No.3-7,31 1Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing	4364 3677 2734	✠ 10,35 Shelter dk withfreeboard ~~[illegible]~~ ✠~~LMC[illegible]~~	Nag	w	CL 9,34	1919 9mo	OsakaIron Works,Ld. Innoshima CP CellDB294'	TochigiShojiK.K. 1120t DTa32'690t	345·0 P30'B98'F34' on Shelter dk FK Collision FPT115tAPT29t	49·8	28·2	Waka-matsu Japanese Cem BH to Sh dk 5 „ „ U „	T.3Cy.24",41"&67"-48" (s) 180lb 391NHP 2SB,6cf,GS126,HS5400 FD OsakaIronWrks.Ld. Innoshima	28 ″ 2 ~~4 ″ 0~~ ~~28 ″ 5~~	
26298 LCUY	**Heimvard** OilEng. D.F. 1Dk&Shelter dk	4851 4299 2745					1930	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, Mgr.)	396·9 P140tH396tF16t	54·8	25·1	Oslo Norwegian WB	Oil Engines 4S.C.SA 8Cy.27 9/16"-55½" 587NHP KockumsM.V.Akt.Malmö		N
26299 LEVA	**Heina** OilEng. 2Dks	4028 3695 2417					1925	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S J.Ludwig MowinckelsRederi	377·8 P101tH202tF30t	52·2	24·5	Bergen Norwegian WB	Oil Engines 4S.C.SA 8Cy.24 13/16"-51 3/16" 473NHP Akt.Burmeistr&Wain,Cpn		N
26300 DHKV	**Heinrich Arp** 1Dk	1428 1160 813					1923	F.Schichau Elbing	H.F.C.Arp Dampfsch.Reed. (S.Ölgaard& Thoersen, Mgrs.)	237·2 Q77'B97'F26'	37·6	16·0	Hamburg German WB	T3Cy.16 5/16"27⅝"&42 5/16"-27⅝" 95NHP F.Schichau,Elbing		G
26301 DCGF	**Heinrich Grammerstorf** (exElsa) 1Dk	590 492 335					1911	Nüscke& Co.Act.Ges Stettin	KarlGrammers-torf	186·1 Q43'B67'F20'	30·2	11·1	Wismar German WB	T3Cy.12⅝",20½"&33½"-22 1/16" 53NHP OttensenerMaschf.Altona		G
26302 ~~PMAO~~ E.S.D. ~~GyC.~~	**Heinrich v. Riedemann** TwinSc OilEng. ssBmn.No.1-34 2Dks(Stl)&Webframes D.F. Mchy.Aft CruiserStern Rudder partly electrically welded Longitudinal framing–bracketless system	12097 11570 6802	✠100A1 ~~5,35~~ ~~1,34~~1,36 DBS~~4,34~~ ~~5,35~~4,36 ✠LMC CS4,34 5,35 Carrying Petroleum	Bmn Ham in	g†	CL ~~12,32~~ SN5,35 ~~P5,35~~ P3,36 bulk	1930 11mo Lloyd	Bremer Vulkan Vegesack 'sA&CP	PanamaTransportCo. (Waried Tankschiff RhedereiG.m.b.H. Mgrs.)	521·1 afterBridge55' B40'F41' FK 4 CellDBuE62'216t	70·2	38·8	Panama Panmanian 17BHptCem ptAsp BHto2nd dk DTsf48'199	Oil Engines 2S.C.SA 12Cy.27 9/16"-47¼" 1592NHP 2WaterTubeDB200lb 2DB100lb BremerVulkan,Vegesack 7tFPT270tAPT290t	38 ″ 9 s 8 ″ 5¼ 30 ″ 6¼	
26303 DICC	**Heinz Horn** Ⓟ OilEng. D.F. 2Dks	3994 3332 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 H130'F37'	48·7	27·7	Hamburg German WB	Oil Engine 2S.C.SA 6Cy.26¾"-47¼" 745NHP F.Schichau,Elbing		G
26304 DAXP	**Heinz W. Kunstmann** (exSevenSeas ssStn.2ndNo.3-8,32 Transport,exPicton) 1Dk(Irn)2trB&deepframing 3Dkrule	5100 4753 3104	✠100A1 2,36 ~~7,34~~ ~~11,35~~ ~~MS9,34~~	Stn Ham ✠LMC11,35 ~~BS5,34~~ 7,35	y	CL 7,34	1906 8mo Lloyd	Richardsn Duck&Co. Stockton 'sA&CP	W.Kunstmann	377·6 P28'B111'F27' FK CellDBa126'uE	52·1	27·7	Stettin German 6BHptCem PtAsp &B43'f169'	T.3Cy.27",44½"&73"-48" (s) 180lb 120lb NDB27 419NHP 3SB,9cf,GS175,HS6700 Blair&Co.Ld.Stockton 1260tFPT177tAPT193t	30 ″ 4	
26305 LEBU	**Heire** (exStend) 1Dk	807 682 449					1917	Pusnes Stob.&M.V. Arendal	Dampsk.A/S Heitmann'sRederi (H.Heitmann& Son, Mgrs.)	211·0 P36tH46tF12t	33·2	13·5	Oslo Norwegian WB	T.3Cy.15",25"&40"-30" 88NHP PusnesStob.&MV.Arendal		N
26306 24151 JJCE	**Heiryo Maru** (exDaitokuMaruNo.2) Wireless 1Dk	1224 1039 699					1918	Osaka ZosenshoK.K Osaka	TanakaShojiK.K.	225·0 F28'B54'P16'	33·0	18·7	Osaka Japanese WB	T.3Cy.16 1/16",26¼"&42¼"-30" 97NHP SanyoTekkosho,Osaka		
26307	**Heito Maru** 2Dks	4509 4033					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	354·3 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
26308 14	**—** 1Dk	569 — 220					1910	....	MinamimanshuTetsudoK.K.	170·0	35·0	13·0	Dairen Japanese			

1 No. in Book Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. D.=Det. of B. of Trade Cert.
26309 36240 JBBE	**Heiyei Maru No. 6** (*ex*Hakata MaruNo.1) 1*Dk*	469 429 269					1910	OsakaIron Works Osaka	NipponShojiK.K.	168·9	23·8	16·5	Tokio Japanese	T.3Cy.11⅓",19"&32"–22" 48NHP OsakaIronWorks		
26310 29341 JTVA	**Heiyei Maru No. 7** (*ex*Ravenrock, *ex*Rabenfels) 2*Dks& Web frames*	4815 4415 2971			...		1903	Swan,Hunter&Wigham Richardson, LdNewcastle	InuiKisenK.K.	390·4 P50'B123'F53' BK10"	51·5	27·5	Tokio Japanese *WB*	Q.4Cy.23",32",48"&72"–54" 492NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 3	C †
26311 29343 JYEA Broken up	**Heiyei Maru No. 11** (*ex*Delia, *ex*Erinier, *ex*Dongola) *ss*Cff.No.3–8,09 *ss*Gls.No.1–14 2*Dks(1Stl&U-Irn)&deep framing*	4397 4192 3346	✠ 5,20 ✠	Bom	*x*		1898 5mo	D&WHenderson&Co Glasgow	KarafutoKisen K.K. *CellDBa*121' *u E*38'	375·0 P40'B98'F40' FK *f*161'1143*tFPT*135*t*	50·0	26·0	Tokio Japanese 6*BHCem* *APT*120*t*	T.3Cy.25⅛",41⅜"&67"–48" NDB14 368NHP 2SB,*6cf*,GS111,HS4930 D.&W.HendersonGlasgow	28 ″ 8	
26312 26562 JMSD	**Heiyei Maru No. 12** (*ex*UralsanMaru) *ss*Kob.No.3–2,32 2*Dks(Stl)*	5460 4988 3365	✠100A1 12,35~~1,35~~ ✠LMC~~1,35~~ 12,35	Yka	*z*	CL ~~6,33~~ N12,35	1920 2mo	AsanoS.B. Co. Tsurumi A&CP	KarafutoKisen K.K.	400·0 P33'B124'F41' FK *CellDB*339'941*t*	53·2	29·4	Tokio Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
26313 35365 JRXB	**Heiyo Maru** Ⓟ **TwinSc** *ss*Kob.No.1–35 *OilEng.* D.F. GyC. 3*Dks(Stl-Weather dk* ws)	9816 7990 5871	✠100A1 *withfreeboard* ~~3,35 7,33~~1,36 DBS~~3,35~~ 1,36 ✠LMC CS3,35 1,36	Kob	*e*†	CL P3,35 ~~s7,33~~ s1,36	1930 3mo *Lloyd*	OsakaIron Works Osaka '*sA&CP*	NipponYusenK.K. *Cell DB* 384' 1596*t* *of tunnels* 7	460·0 B58'F47' *Tanks in way* FK 4*tDTa*8'217*tFPT*1	60·0	40·5	Tokio Japanese 7*BHptCem* 06*t APT*86*t*	Oil Engines 2S.C.SA 16Cy.26¾"–39⅜" 2004NHP 2DB*100lb* MitsubishiZosnKaishaNag	40 ″ 6 s10 ″ 9¾ 30 ″ 2⅝	
26314 24078 JIHE	**Heiyu Maru** 1*Dk*	993 851 590					1918	Hakemoto Chukichi Osaka	DaidoShosenK.K.	199·2	31·5	18·0	Hakodate Japanese *WB*	T.3Cy.13½",22½"&37⅜"–28" 74NHP YutaniKoshakuso,Osaka		
26315 TFAB	**Hekla** (*ex*KongInge–32, *ex*ClothildeCunco) 1*Dk&Spar dk*	1215 1053 676					1907	Fredrkstad Mek.Værks. Fredrikstad	H/F Eimskipafjelag Reykjavikur (Faaberg& Jakobsson,*Mgrs.*)	225·0 H101*t*F24*t*	33·7	20·3	Reykjavik Icelandic *WB*	T.3Cy.18½",30"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
26316 LCNT	**Hektor** *ss*Got.No.3–8,34 2*Dks(Stl)*	5243 4742 3134	✠100A1 ~~4,35~~12,35 ✠LMC BS~~1,35~~ 1,36 MS8,34	Gen NYk	*y*	CL ~~12,32~~ 12,35	1921 3mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong '*sA&CP*	Bruusgaard KiösterudsDmpsks *CellDB*	400·2 P49'B113'F40' FK 340'1105*t FPT*117*t*	52·2	28·5	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"–48" (*s*) &exhaust Turbine driving steam compressor 180lb 568NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.	31 ″ 0	
26317 110573 GBQL	**Hektoria** (*ex*Medic) **TwinSc** *Fitted for oil fuel* D.F. GyC. 3*Dks&Shelter dk* *Fitted for carrying whale oil in bulk*	13797 13611 9564					1899	Harland& Wolff,Ld. Belfast	Hektoria,Ld.	550·2 H132*t*	63·3	32·0 47·9	London British *WB*	Q.8Cy.22",31½",46"&67"–51" 641NHP Harland&Wolff,Ld.Bel.		N
26318 244 OHAS	**Hektos** *ss*Hfs 3rdNo.3–4,35 1*Dk(Stl)&Webframes& pt Awngdk(Stl)*	2108 1524 1233	✠100A1 *pt Awngdk* *withfreeboard* 1,36 ~~4,35~~ BS1,36 ✠LMC4,35	Hfs	*s*	CL ~~4,35~~ 1,36	1903 3mo *Lloyd*	R.Craggs& Sons,Ld. Middlesbro' '*sA&CP*	FinskaÅngf. Aktiebolaget *WB=CellDBa*	280·0 Q103' *ptAwng dk*175' FK 88'*uE*24' *f*114'457*t*	39·9	17·2	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.21",34"&56"–39" (*s*) 165lb 217NHP 2SB,*6pf*,GS108,HS3542 N.E.MarineEng.CoLdNwc	19 ″ 6 s7 ″ 9 19 ″ 0	
26319	**Hel** Wireless 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1066* *825* *504*	✠100A1 *withfreeboard* 4,35 ✠LMC4,35	Nwc	*p*	CL	1935 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	ZeglugaPolska S.A. *CellDB*192'	233·1 B51'F22' FK (*Coll* 293*tAPT*35*t*	36·4	13·1	Gdynia Polish 5*BHptCem* *BH to Sh dk* 4 ,, ,, *2nd* ,,)	C.2Cy.17"&34"–28" & LP Turbine with DR gearing & hydraulic coupling 210lb (*s*) 152NHP 2SB,*4cf*,GS60.HS1925 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0¼	
26320 PEPQ	**Helder** Ⓟ *ss*Ams.No.3–5,32 2*Dks(Stl)&Shelter dk(Stl)*	3623 3272 2229	✠100A1 *Shelter dk* *withfreeboard* 9,35~~11,34~~ ✠LMC MS5,32 BS~~3,34~~ 7,35 *Fitted for oil fuel*6,20 *F.P.above* 150° F.	Ams	*w*	CL ~~1,34~~ 1,36	1920 6mo *Lloyd*	Rotterdam Droogd. Maats. Rotterdam '*sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellD*	361·5 FK *Coll* *B*309' 929*t FPT*85*t*	49·8	22·0	Amstrdam Dutch *Cem* *BH toSh dk* 5 ,, ,, *U dk* *APT*127*t*	T.3Cy.25",39¾"&68"–45" (*s*) 180lb 389NHP 3SB,*9cf*,GS154,HS5379 FD RotterdamDroogd.Maats.	24 ″ 6 s 2 ″ 0¾ 22 ″ 8½	
26321 145564 MLGK	— (*ex*StadSchiedam) Sub.Sig. 1*Dk*	979 786 581					1920	Flensburgr Schiffsb.Ges. Flensburg	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	210·7 P17'Q47'B48'F27'	34·2	13·4	Leith British *WB*	T.3Cy.15⅜",25⅜"&44⅛–29½" 106NHP FlensburgerSchiffsb.Ges.		G
26322 214503 WKCF	**Helen** *ss*N.Yk.No.3–7,28 *ss*NYk No.2–35~~*ss*Bal.No.1–32~~ *Ref.Mchy.* 2*Dks(Stl)&Web frames* Sub.Sig. *Longitudinalframing*	3129 2620 1944	✠100A1 ~~10,35 12,34~~2,36 ✠LMC10,35 ~~MS1,32~~ ~~BS11,34~~ ✠Lloyd'sRMC~~11,34~~ for temp 38° F. 3,36 ~~10,35~~ *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	NYk	*u*	CL ~~N4,33~~ 8,35	1916 10mo A&CP	Bethlehem SteelCo. Sparro'Pt Md	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellDB*255'662*t*	327·7 P38'B94'F37' FK *FPT*50*tAPT*145*t*	46·7	23·5	NewYork Utd.States 6*BHCem*	T.3Cy.24¼",41"&68$\frac{3}{16}$"–48" 200lb (*s*) 487NHP 3SB,*9cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 ″ 3 s 4 ″ 6 21 ″ 11¼	
26323 OYJN	**Helen Clausen** (*ex*Annemarie–34, *ex*Wm.Minlos1,*ex*Libanon) 1*Dk*	355 296 193					1920	Sch-u.Dock -bauFlender A.G. Lübeck	C.Clausen	139·1 B34'F20'	22·6	11·8	Odense Danish *WB*	C.2Cy.14¾"&22⅘"–15¾" G.SeebeckA.G. 17NHP Wesermünde-G.		G
26324 96270 MQGY	**Helen Craig** *ss*Bel.3rdNo.3–11,33 *Well deck* 1*Dk(ptStl&ptIrn)*	417 307 169	✠100A1 10,35~~1,35~~ ✠LMC MS11,33 BS~~8,34~~11,35	Bel	*g*	~~11,33~~ 10,35	1891 1mo *Lloyd*	Workman, Clark&CoLd. Belfast '*sA&CP*	H.Craig&Co. *WB=CellD*	165·3 Q91'B44'F24' BK6" *B*74'70*t deeptanka*	24·1	9·9	Belfast British 4*BHCem* 28*tAPT*11*t*	C.2Cy.21"&42"–30" (*s*) 100lb 68RHP 1SB,*3pf*,GS58,HS1425 V.Coates&Co.,Belfast	12 ″ 3 s ″ 7½ 12 ″ 2	
26325 142660 GWRB	**Helen Moller** (*ex*Sierentz–33, *ex*WarCateran) *ss*Liv.No.3–12,29 *ss*Rot.No.1–33 D.F. 1*Dk(Stl)*	5259 4800 3427	✠100A1 8,35~~9,33~~ LMC BS~~7,33~~ 8,35 MS9,33	Ant Shi	*y*	CL ~~9,33~~ 8,35	1918 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	N.E.A.Moller (Moller&Co. *Mgrs.*) *CellDB*	400·9 P49'B117'F39' FK 343'1093*t FPT*118*t*	52·3	28·5	London British 7*BHptCem* *APT*184*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Dunsmuir&Jackson,LdGls	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
26326 162281 KJMI	**Helen P. Drew** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	309 — 142					1904	J.R.Hitchings Hquiam,Wsh	BeadleS.S.Co.Ld.	134·6	32·2	10·5	S.Frncisco Utd.States	C.2Cy.12"&26"–20" FultonIronWorks, 25NHP SanFrancisco		
26327 216274 KJAO	**Helen Whittier** (*ex*WestLianga) *Fitted for oil fuel* 2*Dks*	5506 5309 3412					1918	Skinner& EddyCorp. Seattle,Wash	MatsonS.S.Co.	409·6 P43'B115'F47' *WB*	54·2	27·1	Ls.Angeles Cal. Utd.States	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registre du role, si ce n'est dans le L.R. Durée Cert. B. of Trade
26328 500 OHNO	**Helena** WoodAux4MstSr (*ex*Schleswig-33,*ex*Dronning *OilEng.* Thyra) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	466 410 359					1920	A/S I.Koefoed Faxe	T.W.Blomqvist	141·7 Q27'	31·4	14·7	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.$14\frac{1}{16}$"–$15\frac{1}{16}$" 106NHP A/S HeraMotorfbrk.Cpn.		V
26329 185 YLBL	**Helena Faulbaums** (*ex*Firpark-32) *ss*Kel No.3-12,32 1*Dk*(*Stl*)	1951 1769 1188	✠100A1 8,35 ~~4,35~~ BS~~11,34~~ 1,36	Gmh Bkn ✠LMC6,32	*r*	CL ~~12,32~~ 3,36	1920 6mo Lloyd	Grngem'th Dckyd.Co.Ld Grangem'th 'sA&CP	MaxFaulbaums (JamesSiering&Co.*Mgrs.*) *CellDBa65'uE2*	280·1 B68'P21'F29' FK *8'f125'492tFPT46t*	41·9	18·9	Riga Latvian 4*BHCem* *APT46t*	T.3Cy.21",35"&57"–36" (*r*) 180lb 230NHP 2SB,6*cf*,GS113,HS3796 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 8 18 ″ 3	
26330 149156 GRMF	**Helena Lensen** (*ex*Helena) *ss*Rot.No.3-4,33 1*Dk*(*Stl*) *Now* "Roseburn," *see No.* 39862 *in Supplement* *Cargo battens not fitted*	3103 2821 1844	✠100A1 4,33 MS4,35	Rot ✠LMC BS10,35	*u*	CL 4,33	1922 3mo Lloyd	Craig, Taylor&Co.Ld. Stockton 'sA&CP *Inter*	Craig,Taylor&Co. Ld.(C.A.Lensen, *Mgr.*) *mediateBH in fore* *CellD*	325·0 P33'B94'F31' FK *hold dispensed with* *B280' 812t FPT86t*	48·0	22·4	Stockton British *Cem* 4*BH only* *APT109t*	T.3Cy.24",39"&64"–42" (*s*) 180lb *100lb* 293NHP 2SB,6*cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9 20 ″ 8	
26331 OZSE	**Helene** (*ex*Ceres,*ex*MimiHorn) Sub.Sig.	2414 2073 1412					1922	Schiffsw.v. H.KochA.G. Lübeck	J.Lauritzen	296·4 P14'Q39'H71'F31'	42·5	20·2	Esbjerg Danish *WB*	T.3Cy.$20\frac{1}{16}$",$33\frac{1}{2}$"&$52\frac{3}{8}$"–$35\frac{3}{8}$" 163NHP OttensenerMaschf.Altona		G
26332 DDTD	— (*ex*Druidstone, *ss*Shl.No.3-5,11 *ex*Queenmoor) 1*Dk*(*Irn*)&*deep framing*	2160 1952 1324	✠ 7,16	Cff ✠	*s*		1898 9mo	J.Blumer& Co. Sunderland	H.W.Christophersen *WB=CellDBa*	290·0 P27'B75'F31' FK *90'uE20'f114'527t*	42·0	19·2	Flensburg German 5*BHCem* *APT43t*	T.3Cy.22",36"&59"–39" 227NHP 2SB,6*pf*,GS102,HS3525 J.Dickinson&Sons,Ld.Sld.	21 ″ 6	G †
26333 TVWQ	**Hélène Louys** TwinSc (*ex*Theotocos,*ex*Taroudant) *OilEng.* 1*Dk*	580 374 370					1913	Jonker& Stans HendrikIdo Ambacht	A.Sénéjoux	180·4 Q65'B66'F32'	24·7	11·5	Marseilles French *WB*	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{2}$"–$18\frac{1}{8}$" 192NHP NE29 J&CGBolindersCoLd.Skm		V
26334 DHKX	**Helene Russ** Wireless 1*Dk*	993 788 577					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0 P12'Q59'B57'F21'	33·9	13·4	Hamburg German	T.3Cy.$15\frac{3}{16}$",$25\frac{1}{8}$"&$41\frac{3}{16}$"–$29\frac{1}{2}$" 93NHP StettinerOderwerke		G
26335 SVJQ	**Heleni D.** (*ex*Peebles-33) *ss*Mch.No.3-10,31 1*Dk*(*Stl*)	*5260* *4790* *3218*	✠100A1 12,33 MS10,31	Rot ✠LMC BS~~4~~9,35	*y*	CL ~~9,32~~ 1,36	1919 5mo Lloyd	Richards'n Duck&CoLd. Stockton 'sA&CP	D.J.Dambassis *CellDB*	400·1 P49'B113'F40' FK *345' 1058tFPT132t*	52·4	28·4	Andros Greek 7*BHptCem* *APT213t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *100lb* 455NHP 2SB,8*cf*,GS153,HS6204 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ $11\frac{1}{2}$ 25 ″ $3\frac{1}{2}$	
26336 135519 GPZY	**Helenus** Ⓟ D.F. 2*Dks*	7366 6306 4672					1913	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	455·2 P54'B162'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",$51\frac{1}{2}$"&86"–60" 572NHP Scotts'SB.&Eng.CoLdGrk		BT till ~~10,35~~ 10,36
26337 7998 SKVM	**Helfrid** (*ex*Bill-35) 1*Dk*	*1304* *1114* *719*					1922	Trosvik Mek.Verks. Brevik	RederiA/B Sylvia (Alb.Billner, *Mgr*)	243·3 P53*t*H70*t*F14*t*	37·3	16·0	Gothenbrg Swedish *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{4}$"&48"–33" 132NHP StavangerStöberi&DokStv		N
26338 DHKZ	**Helga Böge** 1*Dk*	2181 1804 1290					1925	Lübecker Maschb.Ges Lübeck	Joh.M.K.Blumenthal	279·7 P27'B69'F38'	41·7	19·1	Hamburg German *WB*	T.3Cy.$21\frac{5}{8}$",$34\frac{1}{4}$"&$55\frac{1}{8}$"–$35\frac{7}{16}$" 181NHP LübeckerMaschb.Ges.		G
26339 DMBH	**Helga Ferdinand** (*ex*Ursula Fischer-33,*ex*Ambassador) 1*Dk*2*trB*&*Web frames*	2566 2395 1598			...		1897	W.Gray& Co.(Lim.) WHartlepool	HugoFerdinand	314·0 P27'B70'F31' FK	44·1	20·8	Rostock German *WB*	T.3Cy.23",$36\frac{1}{2}$"&62"–39" 242NHP Cen.Mar.Eng.Wrks.WHpl	23 ″ 3	G †
26340 DHLA	**Helga L.-M. Russ** Sub.Sig. *CruiserStern* 1*Dk*	1709 1399 1001					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt.u. Assekuranz-Ges. m.b.H.(ErnstRuss, *Mgr.*)	256·9 P25'Q81'B107'F28'	41·1	16·2	Hamburg German *WB*	T.3Cy.$19\frac{5}{16}$",$31\frac{1}{2}$"&$51\frac{3}{16}$"–$35\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
26341 7132 SLWA	**Helge** 1*Dk*&*Webframes*	*1740* *1400* *969*					1895	Helsingörs Jerns.Mask. Elsinore	RederiA/BPortos (R.Philis, *Mgr.*)	271·6 P17'Q80'B116'F32'	38·1	23·5	Hälsngbrg Swedish *WB*	T.3Cy.$18\frac{1}{2}$",30"&49"–36" 144NHP HelsingörsJrnsk&Mskbyg		V
26342 DRAG	**Helgoland** (*ex*NormanQueen, *ex*Abbotshall) *ss*Goo.2ndNo.3-9,11 *Mchy.Aft Well deck* Wireless 1*Dk*(*Irn*)	498 393 243	✠ 3,16	Lbc ✠	*h*		1890 1mo	J.Scott& Co. Kinghorn	Reed.K.K.Skriver G.m.b.H.	189·6 Q59'B48'F54' len20 BK7" *DBf35'*	25·1	12·3	Lübeck German 5*BHCem* 27*tFPT*33*t*	T.3Cy.16",25"&42"–30" NB20 97NHP J.Scott&Co.Kirkcaldy	12 ″ 10	G †
26343 139573 VPBZ	**Helikon** Ⓟ *ss*H.Kg.No.3-3,29 *ss*H.Kg.No.1-32 2*Dks*(*Stl U*-teak s)	2036 1786 1220	✠100A1 ~~6,35~~ ~~12,34~~ 12,35 BS~~12,34~~ 12,35	HKg ✠LMC11,32	*r*	CL ~~12,34~~ 6,35	1917 9mo Lloyd	HongK'ng & Whampoa DockCo.Ld. HongKong 'sA&CP	TaiHingS.S.Co.Ld. *CellD*	270·6 P26'B76'F26' FK *B231' 442t FPT34t*	40·1	19·4	Hong Kong British 4*BHCem* *APT71t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s 3 ″ 0 18 ″ 10	
26344 DOIH	**Helios** D.F. 2*Dks* Sub.Sig. *CruiserStern*	2883 2552 1616					1929	Deutsche Sch.u-Mschb. A.G."Weser" Bremen	Dampfschifff.Ges. "Neptun"	296·9 F28'B45'	46·0	23·3	Bremen German *WB*	T.3Cy$19\frac{11}{16}$"$31\frac{1}{2}$"&$50\frac{3}{8}$"–$35\frac{7}{16}$" &LPTurbine 180NHP DeutscheSchiff.-u.Mschb. A.G."Weser,"Bremen		G
26345 LCNV	— Ⓟ 2*Dks*	1922 1647 1113					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösteruds D/S A/S	280·3 P59*t*H149*t*F51*t*	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad		N
26346 4433 SEUI	— Iron (*ex*Tremayne) *ss*Kel.3rdNo.3-5,25 *Well deck* *ss*Hbg.No.2-34 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1541* *1240* *924*	✠100A1 1,36 ~~6,34~~ BS11,35	Hbg ✠LMC6,34	*q*	CL ~~2,32~~ 1,36	1886 6mo Lloyd	JReadhead &Co. S.Shields 'sA&CP	RederiA/B Nordsjön i Helsingborg (M.Jonasson, *Mgr.*)	259·0 Q100'B64'F33' BK9" *WB=DBa78'*	36·0	17·9	Råå Swedish 4*BHCem* *f72'340t*	C.2Cy.30"&58"–36" (*s*) 80lb NDB99 160NHP 2SB,4*pf*,GS70,HS2701 J.Readhead&Co.S.Shields	19 ″ 1 s 1 ″ $5\frac{1}{2}$ 18 ″ $5\frac{1}{2}$	
26347 1038 ESUR	— (*ex*Edvard-35,*ex*Barbro,*ex*Bolero, *ex*Barbro, *ex*Elorrio) *ss*Hbg.3rdNo.3-4,27 *ss*Mmo.No.1-32 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1309 1148 770	✠100A1 7,33 BS~~6,34~~ 5,35	Hbg ✠LMC5,32	*o*	~~5,32~~ CL N5,35	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	L-ü"Eeroo"(K. Mitt, *Mgr.*)	240·2 Q87'B58'F30' FK *DBa69'*	35·8	16·0	Tallinn Estonian 4*BHCem* *f88'309t*	T.3Cy.$19\frac{5}{16}$",$31\frac{5}{16}$"&51"–36" 160lb (*r*) 171NHP 2SB,4*pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17 ″ 0 s 1 ″ 3 15 ″ 11	
26348 137548 MGLY	**Helium** K *ss*Bkn.No.3-6,29 *Well deck* *ss*Bkn.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)	301 206 113	✠100A1 7,35 ~~11,34~~ MS11,35	Bkn ✠LMC BS5,35	*e*	OG N12,34	1917 5mo Lloyd	Cochrane Sons,Ld. Selby 'sA&CP	~~I.C.I.(General Chemicals),Ld.~~ I.C.I.(Alkali)Ld.	135·2 Q50'B9'F21' FK *FPT*	23·1	9·4	Liverpool British 3*BHCem* 38*tAPT*17*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69RHP 1SB,2*cf*,GS33,HS1175 ShieldsEng.Co.Ld.N.Shl.	10 ″ 6 s ″ $6\frac{1}{2}$ 10 ″ $1\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26349 FNFW	**Helix** TwinSc *OilEng.* ssBdx.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3007 2251 1629	✠100A1 4,35 DBS4,35 ✠LMC CS4,35 *Carrying Petroleum in bulk*	Bdx		CL 4,34	1931 4mo Lloyd	Hawthorn Leslie&Co.Ld Newcastle 'sA&CP	SocAnon Francaise desPetroleShell ~~(Soc.Anon desPetroles Jupiter, Mgrs.)~~ CellDB	305·0 P86'F50' *Trunk*169' FK *uE*49' 112*t* *FPT*52*t*	50·1	19·2	Algiers French 11*BHptCem* *APT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅜"-35 7/16" 380NHP DB150lb Hwthrn,Leslie&CoLd Nwc	19 " 3 s 1 " 9¼ 17 " 7½	
26350 162725 GCTX	**Helka** (*ex*Mijdrecht) 3Mst ssRot.2ndNo.3-6,35 ~~ssRot.No.3-11,22~~ D.F. ~~ssIst.No.2-30~~ 1*Dk*(*Stl*)& *Web frames*	3471 2840 2457	✠100A1 *Trunk dk* 6,35 ~~1,34~~ ✠NB12,22 *Carrying Petroleum in bulk*	Ist Rot 6,35 ✠LMC~~9,30~~ ~~BS7,34~~	*u*	OG N1,34	1912 12mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP	EuxineShipping Co.Ld.	325·9 P71'F33' FK	47·2	22·6	London British 15*BHptAsp*	T.3Cy.23",38"&62"-42" (*s*) ~~170lb~~ 180lb 324NHP 2SB,6*cf*,GS113,HS4598 FD RotterdamDroogd.Maats.	24 " 0 s 2 " 11 21 " 3¼	
26351 SVBV	**Hellas** Ⓟ (*ex*IraM.-33, TwinSc *ex Yacht* Valiant) ssMsl.No.3-2,06 ssSou.No.1-11 2*Dks*(*UdkStl*-ws)&*Spar dk*(*Stl*-ws)	2295 — 1227	✠ 1,14 ✠	Sou			1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	307·7 F42' *Prom.dk*128' Cell	39·1	13·8	Piræus Greek 9*BHCem* *DB*158'180*t*	T.6Cy.23",36"&55"-36" 820NHP 2DB,12*cf*,GS288,HS9595 LairdBros.Birkenhead		
26352 SVCP	— (*ex*Adele-34,*ex*Ashantian,*ex*Fördefjord, *ex*Kaggefos) 1*Dk*& *Shelter dk*	2081 1869 1206					1916	Nylands Værksted Oslo	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·9 P32*t*H113*t*F69*t*	44·8	18·0	Piræus Greek WB	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
26353 LEOA	— 2*Dks* *CruiserStern*	1921 1647 1114					1925	Fredrkstad Mek.Værks. Fredrikstad	Bruusgaard KiösterudsD/S A/S (BruusgaardKiösterud&Co. *Mgrs.*)	280·3 P59*t*H147*t*F51*t*	42·1	18·0	Drammen Norwegian WB	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
26354 LDTO	**Helle** (*ex*Ganda-32,*ex*Marconier, *ex*Piqua) ssAnt.No.3-11,30 1*Dk*(*Stl*)	2467 2162 1398	✠ [illegible] 12,35 ✠NE4,35 ~~[illegible]~~	Gls ✠~~LMC4,33~~	*t*	3,33	1918 5mo A&CP	Pusey& JonesCo. Wilmington, Del.	RederiA/S Henneseid(Thoralf Holta,*Mgr.*) CellDB	300·5 P29'B75'F29' FK 254' 702*t* *FPT*106*t*	44·2	19·9	Porsgrunn Norwegian 5*BHCem* *APT*137*t*	C.4Cy.(2)14⅜"&(2)32¼"-30½" 200lb (*s*) 248NHP 2SB,4*cf*,GS84,HS4258 FD FredrikstadM.V.Frdstad.	22 " 3	
26355 7020 SEUK	— (*ex*Marguerite, ssGot.2ndNo.3-5,32 *ex*Adrana,*ex*Lilleborg, *ex*Washington) *Well deck* 1*Dk*(*Stl*)	861 707 555	✠100A1 4,36 ~~3,35~~ ~~10,35~~ BS~~5,35~~ 4,36	Got ✠LMC5,52	*m*	OG 3,35	1908 2mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	RederiA/B. Kinnevik(J.E. Johnson*Mgr.*) *CellDBa*	215·5 Q69'B58'F23' FK 46'*uE*14'*f*107' 246*t*	35·1	12·3	Lidköping Swedish 4*BHCem* *APT*15*t*	T.3Cy.16",26"&45"-30" (*s*) 180lb 116NHP 2SB,4*cf*,GS45,HS1720 AktBurmeister&Wain,Cpn	14 " 9¼ s 1 " 1¾ 13 " 10¼	
26356 LCNX	**Hellen** ssGot.No.3-6,34 2*Dks*(*Stl*)	5289 4742 3151	✠100A1 ~~7,35~~ 6,34 1,36 MS6,34	Got ~~NYk~~ Gen ✠LMC BS~~10,34~~ 10,35	*y*	CL ~~N6,34~~ 7,35	1921 6mo Lloyd	HongK'ng &Whampoa Dock Co.Ld. HongKong 'sA&CP	Bruusgaard KiösterudsD/S A/S CellDB	400·2 P49'B113'F40' FK 340'1105*t* *FPT*117*t*	52·2	28·5	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"-48"&exhaust turbine driving steam compressor (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 " 0 s 6 " 1½ 25 " 3	
26357 SVIP	**Hellenic** ssBkn.No.1-36 ssGot.2ndNo.3-11,31 D.F. 2*Dks*(*Stl*)&*deep framing* ~~Now "Oinoussai," see No. 39512~~ & *Shelter dk*(*Stl*)	4404 4026 2722	✠100A1 *Shelter dk* *with freeboard* 4,~~35~~10,34 1,36 ~~BS5,34~~	Got ~~Ver~~ Bkn BS8,35 ✠LMC~~[illegible]~~ MS1,36	*y*	CL 10,34	1909 2mo Lloyd	Hawthorn, Leslie&CoLd Newcastle 'sA&CP	~~Rederiaktieb. Transatlantic (G.Carlsson, Mgr.)~~ MJLyras&Co *WB* = Cell*DBa*	380·2 FK 119'*uE*&B64'*f*150'	52·0	25·7	Piræus Greek 6*BHCem* 972*t* *APT*30*t*	T.3Cy.27⅛",46"&76"-48" 180lb (*s*) 492NHP 2SB(FD)&1Aux.SB,10*cf*, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	28 " 6 s 3 " 3¾ 25 " 4½	
26358 145565 MLGN	**Helmond** (*ex*StadVlaardingen) Sub.Sig. 1*Dk*	983 788 581					1921	Flensburgr Schiffsb.Ges. Flensburg	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	210·5 P17'Q47'B48'F27'	34·2	13·5	Leith British WB	T.3Cy.15⅛",25⅜"&44 1/10"-29⅛" 105NHP FlensburgerSchiffsb.Ges.		G
26359 145831 MKVC	**Helmsdale** (*ex*MarjorieMellonie-32) ssShl.No.3-4,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	717 479 367	✠100A1 4,35 ~~4,34~~ BS4,35	Shl ✠LMC4,34	*j*	CL 4,34	1921 10mo Lloyd	J.Chambers,Ld. Lowestoft 'sA&CP	G.Couper&Co.Ld. Cell	179·2 Q116'F22' FK *DBf*105'173*t* *FPT*	28·6	11·3	Ipswich British 3*BHCem* 70*t* *APT*27*t*	T.3Cy.15",25"&41"-27" (*r*) 180lb 107NHP 1SB,3*cf*,GS55,HS1826 Yeaman&Baggesen,Dun.	13 " 5 s 4 " 4½ 13 " 2¼	
26360 162092 GQXR	**Helmspey** D.F. 1*Dk*(*Stl*)	4764 4424 2885	✠100A1 12,34	Kob ✠LMC6,31	*z*	CL 3,34	1931 6mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	StrathS.S.Co.Ld. (L.E.L.Downing, *Mgr.*) CellDB	401·0 P29'B250'F38' FK 351'1204*t* *FPT*106*t*	54·5	25·0	Cardiff British 6*BHCem* *APT*190*t*	T.3Cy.26",43"&72"-48" (*s*) 180lb 424NHP 3SB,9*cf*,GS178,HS6999 J.Dickinson&Sons,Ld.Sld.	27 " 5 s 3 " 9¾ 23 " 9¾	
26361 148302 GSPM	**Helmstrath** ssSld.No.1-33 1*Dk*(*Stl*)	4214 3953 2572	✠100A1 7,35 ~~10,34~~ MS7,35	Cff ✠LMC BS~~10,34~~ 1,36	*y*	CL ~~10,34~~ 7,35	1928 8mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	StrathS.S.Co.Ld. (E.C.Downing, *Mgr.*) Cel	385·6 P27'B243'F35' FK *lDB*338'1126*t* *FPT*	52·5	23·9	Cardiff British 6*BHCem* 97*t* *APT*173*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 370NHP 3SB,9*cf*,GS162,HS6000 J.Dickinson&Sons,Ld.Sld	26 " 3 s 3 " 6¼ 22 " 11¼	
26362 147546 GCMD	**Helmwood** ssShl.No 2-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2156 1723 1278	✠100A1 2,35 BS~~11,34~~ 11,35	Sld ✠LMC10,32	*r*	OG 11,34	1923 10mo Lloyd	Vickers, Ld. Barrow 'sA&CP	W.FranceFenwick &Co.Ld. *CellDBa*48'*uE*& B39'*f*113'433*tD*	281·2 P20'Q113'B48'F19' FK *Ta*37' 249*t* *FPT*50*t*	40·2	18·8	London British 4*BHCem* *APT*55*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 203NHP 2SB,6*cf*,GS110,HS3210 Vickers,Ld.Barrow	20 " 11 s 2 " 1½ 18 " 11	
26363 2013 IBSP	**Helouan** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*& *Awng dk 3rd dk in holds*	7156 5988 3288				...	1912	Lloyd Austriaco Trieste	LloydTriestino	442·7 55·7 FK	53·4	28·5	Genoa Italian WB	Q.8Cy.27½",39",56"&80"-54" 1580NHP LloydAustriaco,Trieste	40 " 6	I †
26364 OXVS	**Helsingborg** Ⓟ (*Ferry-Screws fore & aft*) 1*Dk*	530 490 213					1902	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	177·0	32·1	13·9	Copnhagn Danish WB	C.4Cy.19"&38"-20" 108NHP HelsingörsJernsk.&Mskb.		
26365 DHLC	**Heluan** (*ex*HansRudolfReichel, *ex*Elbing II) 1*Dk*	563 419 340					1895	F.Schichau Danzig	ErnstKomrowski Reed.G.m.b.H.	179·2 Q59'B39'F20'	27·6	11·9	Hamburg German WB	T.3Cy.12⅔",20½"&31½"-19¾" 44NHP F.Schichau,Elbing		G
26366 115741 MFWW	**Hematite** ssGls.No.2-36 *Mchy.Aft* ssTrn.2ndNo.3-12,27 *Well deck* ~~ssBwg.No.1-32~~ *Cargo battens not fitted* 1*Dk*(*Irn*)	722 517 302	✠100A1 ~~5,32~~ ~~8,34~~ 4,36 ~~BS2,34~~ 5,35	Bwg ~~Npt~~ Gls ✠LMC~~5,32~~ 3,36	*k*	CL ~~3,32~~ 5,35	1903 1mo Lloyd	Scott& Sons Bowling 'sA&CP	Wm.Robertson *WB* = Cell	195·7 Q103'B11'F35' BK7½" *DBf*117'185*t* *FPT*	30·1	11·2	Glasgow British 3*BHCem* 70*t* *APT*11*t*	T.3Cy17 5/16"27½"&44"-33"(*s*) 160lb *100lb* NDB14 98RHP 1SB,3*pf*,GS61,HS1840 Ross&Duncan,Glasgow	13 " 6 s 4 " 5 13 " 8¾	
26367 143063 GBCP	**Heminge** (*ex*Rudchester-34, *ex*Leicester,*ex*War ssShl.No.3-4,34 Currant) 1*Dk*(*Stl*) *Cargo battens not fitted*	2499 2269 1466	✠100A1 10,34 BS5,35	Cff ✠LMC4,34	*t*	CL 3,34	1919 4mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Constants (SouthWales)Ld. (M.Constant,*Mgr*)	303·0 P33'B81'F32' *CellDB* FK 260'647*t* *FPT*	43·0	20·8	Newcastle British 6*BHptCem* 70*t* *APT*60*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.E.Wrks.LdWHpl	23 " 0 s 3 " 4¾ 19 " 10	
26368 7511 SEHN	**Hemland** ssSkm.No.1-33 D.F. *OilEng.* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	1937 1567 967	✠100A1 *with freeboard* 3,36 DBS5,35 ✠LMC CS12,33 8,35 *Carrying Vegetable Oil in No. 4 D.B. tank*	Dnz Got	*t*	CL ~~1,33~~ 12,35	1929 4mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	Angf.A.-B.Tirfing (T.E.J:sonBroström,*Mgr.*) (SvenskaOrientLinien) CellD	289·2 F26' FK (Coll *B*246'646*t* *APT*25*t*	43·0	16·6	Gothenbrg Swedish 6*BHptCem* *BH to Sh dk* 5,, ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.24 3/16"-51 3/16" 355NHP DB80lb EriksbergM.V.Aktieb.Got	19 " 0 s " 4½ 18 " 9	

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
26369 204346	**Hemlock** *Mchy.Aft* GyC. 1*Dk*	4684 — 3390					1907	WestBay CityS.B.Co W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	24·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
26370 203474	**Hendrick Hudson** Ⓟ Pad	2847 — 1598					1906	T S.Marvel &Co. [Newburgh,N.Y.	HudsonRiverDay Line	379·1	45·1	13·4	NewYork Utd.States	C.3Cy.45″&(2)70″–84″ 750NHP W&AFletcherCoHbkn.NJ		
26371	**Heng-Shan** (*ex*Vale,*ex*Girasol, *ex*Roumanier,*ex*LakeDuane) 1*Dk*	1922 — ‡1146			...		1917	Detroit S.B.Co. Wyandotte	SanPehStm.Nav. Co.Ld.	251·0 P24′B64′F23′ FK	43·8	18·5	Shanghai Chinese *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
26372 160648 MPCX	**Hengist** *Ref.Mchy.* *CruiserStern* 1*Dk&Shelter dk*	984 823 400					1928	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20″,33″&54″–36″ 175NHP CaledonS.B&E.Co.Ld.Dun		C
26373 LEBY	**Henneseid** (*ex*Fri,*ex*Ytteröy, *ex*KonsulOlsen) 1*Dk*	1314 1134 744					1918	Stavanger Stöberi&Dok Stavanger	RederiA/S Henneseid(Thoralf Holta)	242·4 P50*t*H67*t*F14*t*	37·1	16·0	Porsgrunn Norwegian *WB*	T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStöberi&Dok		N
26374	**Henning B.** (*ex*Bisham,*ex*Sheridan, *ex*Dernes,*ex*J.L.Lassen) Now "Spyros," see No. 40039 in Supplement	2108 1698 1288					1904	Schömer& Jensen Tönning	A/S D/S "Ursus" (C.A.Boeck-Hansen,*Mgr.*)	274·0 P12′Q149′B83′F29′	39·8	20·0	Copnhagn Danish *WB*	T.3Cy.19¾″,32¼″&53½″–36¼″ 169NHP Schömer&Jensen,Tönning		V
26375 DALK	**Henny** Wireless 1*Dk*	764 600 450					1906	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	202·9 Q64′B45′F22′	30·3	12·4	Stettin German *WB*	T.3Cy.14″,22″&35″–26″ 62NHP StettinerOderwerke		G
26376 FOMV	**Henri Estier** Ⓟ D.F. 2*Dks*	1984 1384 1037					1930	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	SociétéMaritime Nationale	253·6 P19′B74′F26′	38·6	18·8	Marseilles French *WB*	T.3Cy.20″,33″&54″–36″ 175NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
26377 OSBC	**Henri Gerlinger** ssAnt.2ndNo.3–1,33 *Well deck* 1*Dk(Stl)&deep framing* *Partial lower dk(Stl)at ends*	*1219* *1013* *755*	✠100A1 1,36 ~~4,35~~ ✠LMC MS9,32 BS2,35	Ant	*o*	CL ~~4,35~~ 1,36	1906 9mo	Chant.Nav Anversois Hoboken *Lloyd's A&CP*	CieNationaleBelge deTransportsMarit (ArmementDeppe, *Mgrs.*) *WB=Cell*	229·7 Q87′B54′F26′ FK *DBa65′uE27′f92′*	35·7	14·7	Antwerp Belgian 4*BHCem* 317*tAPT*12*t*	T.3Cy.17″,28″&46″–33″ (*s*) 160lb *100lb* 133NHP 1SB,*3cf*,GS57,HS2159 N.E.MarineEng.CoLd.Sld.	17 ″ 3 s1 ″ 2¼ 16 ″ 8¼	
26378 93 OPJB	**Henri Jaspar** ssAnt.No.1–33 *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. 3*rdDk(Stl)inNos.1&3holds* *PlatformDk inNo.2hold* *CruiserStern*	*5760* *5079* *3465*	✠100A1 *with freeboard* ~~NYk~~ 3,36 ~~2,36~~ ✠LMC MS4,33 BS7,35 ✠Lloyd'sRMC ~~10,34~~ 3,36 ~~9,35~~ for temp. 35° F.	Ant	*c*†	CL ~~3,35~~ 5,35	1929 7mo	Rotterdam DroogdMaat. Rotterdam *Lloyd's A&CP*	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	440·2 P71′F46′ FK *CellDBa&uE135′f*	57·2	26·1	Antwerp Belgian 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 203′1253*tF*	Q.4Cy.27$\frac{3}{16}$″,39″,56¼″&80⅛″–51$\frac{3}{16}$″ 225lb (*s*) 765NHP 4SB,*12cf*,GS272,HS11342 FD RotterdamDroogd.Maats. *PT118tAPT92t*	29 ″ 6 s4 ″ 0¼ 25 ″ 7¾	
26379 TSVK	**Henri-Jean** (*ex*GeneralArchinard–34) 1*Dk*	461 343 296			...		1912	JohsBerg Delfzijl	AndréBrannens	165·9 P23′B58′F27′ FK	25·2	9·9	Dakar French	C.2Cy.14$\frac{5}{16}$″&29$\frac{5}{16}$″–16½″ 66NHP JohsBerg,Delfzijl	11 ″ 4	
26380 FNGQ	**Henri Mory** (*ex*Martine, *ex*Thorium) D.F. 1*Dk*	2564 1884 1517					1920	Atel&Ch. deBretagne Nantes	UnionIndustrielle &Mar.StéFrançaise d'Arm.	292·6 B57′F26′Q111′	43·5	19·7	Rouen French *WB*	DRGearedSteamTurbine Atel&Ch.deBretagne,Nts.		V
26381 OYEX	**Henriette** TwinSc *Mchy.Aft* 1*Dk*	379 316 164					1909	Helsingörs Jernsk&Msk. Elsinore	A/S DeDanske Sukkerfabrikker	152·5 B29′	27·0	8·6	Copnhagn Danish *WB*	C.4Cy.11″&22″–14″ 30NHP HelsingörsJernsk.&Mskb.		V
26382 LEBZ	**Henrik** 1*Dk*	1350 1136 761					1920	NewEng. &Shipbldg. Works,Ld. Shanghai	Bruusgaard-Kiösteruds D/S A/S	242·7 P24′B62′F24′	37·2	15·0	Drammen Norwegian *WB*	T.3Cy.17½″,28½″&48″–33″ 132NHP NewEng.&S.B.Works,Ld. Shanghai		N
26383 LCNY	**Henrik Ibsen** 1*Dk&Spar dk&deep framing*	4671 4356 2903			...		1906	SirRaylton Dixon&CoLd Middlesbro'	A/S D/S Henrik Ibsen(V.Torkildsen)	383·9 P33′B114′F36′ 25·7 FK	52·8	17·7	Bergen Norwegian *WB*	T.3Cy.25″,41″&67″–45″ 376NHP N.E.MarineEng.CoLdNwc	28 ″ 4	N †
26384 LECB	**Henrik Wergeland** IronSc 1*Dk&Awng dk*	488 475 283					1883	G.Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5 H15*t*	24·5	17·0	Tr'ndheim Norwegian *WB*	C.2Cy.21½″&35½″–23½″ NB92 51NHP GebrüderHowaldt,Kiel		
26385 LECC	**Henry** (*ex*Wasa) 1*Dk*	626 482 336					1907	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S "Henry" (E.Krogh)	172·6 P91*t*H12*t*F23*t*	28·2	12·0	Haugesnd Norwegian *WB*	T.3Cy.13¾″,22″&36½″–24″ 65NHP Eriksberg M.V.Aktieb.Got		V
26386 202443	**Henry C. Frick** GyC. *Mchy.Aft* 1*Dk*	6490 — 5016					1905	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	549·0	56·0	26·4	D'luth,Min Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Clevelnd		R
26387 221211 KDRM	**Henry D. Whiton** TwinSc ssN.Yk.No.3–7,33 D.F. 1*Dk(Stl)* *Cargo battens not fitted*	4548 3977 2600	✠100A1 3,36 ~~3,35~~ ✠LMC MS7,33 BS~~9,34~~3,36 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk Phl	*x*	CL P3,35 S9,34	1921 5mo	Newburgh ShipyardsInc Newbrgh,~~NY~~ A&CP	UnionSulphurCo. Inc. *CellDB299′1186t* *Topside tanks*	356·0 Q19′F23′ FK 304′1368*t FPT*178*t*	51·6	30·0	NewYork Utd.States 7*BHCem* *APT*152*t*	2 Steam Turbines DR geared to 2 Sc. Shafts 210lb (*s*) 663NHP 3SB,*9cf*,HS8916 FD W&AFletcherCoHoboken	32 ″ 5	
26388 FOEP	**Henry Desprez** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*	9805 8930 5038					1932	Akt.Burmeistr&Wain Copenhagen	Cie.Auxiliaire de Navigation	489·9 P115′B37′F43′	65·2	36·7	Havre French *WB*	Oil Engines 4S.C.SA 16Cy.21⅝″–59$\frac{1}{16}$″ 712NHP Akt.Burmeistr&Wain,Cpn		V
26389 223980 KFTD	**Henry Ford II** ssClv.No.1–31 GyC. *Mchy.Aft* *OilEng.* D.F. 1*Dk(Stl)2ndDk(Stl)inNo.1hold* *Longitudinal framing at bottom&at deck* *Cargo battens not fitted*	8877 8428 7074	✠100A1 *For Service on the Gt. Lakes* 5,35 ~~11,34~~ ✠LMC1,31 ✠LMC(M)4,34	Clv			1924 8mo	American S.B.Co. Lorain,O. *Lloyd's A&CP*	FordMotorCo. *CellDBuE82′f*	597·5 F60′ 468′4092*t* FK *side tanks*2233*t FPT*	62·2	27·8	~~Detroit~~ Dearborn Utd. States 4*BH* 413*tAPT*38*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\frac{1}{16}$″ 688NHP SunS.B.Co.Chester,Pa.	32 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26390 214051 KGAE	**Henry G. Dalton** ssCgo.No.3-12,32 *Mchy.Aft* 1*Dk(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	7810 7445 6092	✠100A- 12,32 BS4,35 ✠LMC3,34 *For Service on the Great Lakes*	Cgo		12,32	1916 5mo	American S.B.Co. Lorain,O. Cell	InterlakeSteamshipCo.(Pickands, Mather&Co.*Mgrs*) *DB u E&B 55' f & in Hopper side tanks 479' 8724t*	580·0 F33' FK	60·0	32·0	Wlmngton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O. *FPT*299*t* *APT*59*t*	32 " 0	
26391 203332	**Henry H. Rogers** GyC. *Mchy.Aft* 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0 *WB*	58·0	27·4	Duluth, Minn. Utd States	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R
26392 Broken up GPTC	**Henry Holmes** TwinSc (*Cable Vessel*) Wireless *Well deck* 2*Dks*	978 785 493			...		1903	Napier& Miller,Ld. Glasgow	~~W.India&Panama TelegraphCo.Ld.~~	221·0 Q77'B33'F44' BK8"	31·6	15·5	London British *WB*	T.3Cy.14",22½"&36"-27" NB26 168NHP D.Rowan&Co.Glasgow	17"10	
26393 145251 MLBN	**Henry Lancaster** K 1*Dk*	363 287 155			...		1919	Cochrane &Sons,Ld. Selby	AberdeenMutual&GeneralMarine InsuranceCo.Ld. (D.Rennie,*Mgr.*)	138·3 Q78'F19' BK7½"	23·7	12·7	Aberdeen British	T.3Cy.13",23"&37"-26" 87RHP C.D.Holmes&Co.Ld.Hull	13 " 6	
26394 DHLF	**Henry Lütgens** Wireless 2*Dks*	1141 958 631					1920	Nüscke& Co.A.G. Stettin	BugsierReed.u. BergungsA.G.	250·8 F25'P&B192'	37·7	12·9	Hamburg German *WB*	T3Cy$16\frac{1}{10}$",$26\frac{2}{5}$"&$43\frac{3}{10}$"-27½" Christiansen 97NHP &Meyer,Harburg		G
26395 214161 WPCK	**Henry M. Dawes** (*ex*OscarD. Bennett-32, *ex*GeorgeE. Paddleford) *ss*N.Yk.No.3-12,30 *ss*Gal.No.1-35 2*Dks(Stl)* *Mchy.Aft* *&Web frames* D.F. *Longitudinal framing*	4710 4293 3587	✠100A1 1,36~~3,35~~ ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,16 *F.P. above* 150° F.	Gal	*y*	CL ~~12,33.~~ N1,36	1916 6mo	Harlan& Hollingsworth Cor. Wlmgtn.Del. A&CP	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*) *Cell DBuE&B*72'216*t* *DTf*65'818*t* *FPT*89*t* *APT*30*t*	391·8 P99'B34'F44' FK	51·3	28·8	Baltimore Utd.States 14*BHptCem* (7 *to U dk* 7 " 2*nd* ")	T.3Cy.27",45"&75"-48" (*s*) 190lb 511NHP 3SB,9*cf*,GS174,HS7127 FD Harlan&HollingswrthCor.	30 " 2 s 5 " 4¾ 24"11¾	
26396 212826 WCCK	**Henry M. Flagler** TwinSc *Fitted for oil fuel* (*CarFerry*) 3*Dks*	2699 — 878					1914	W Cramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·8	59·0	18·8	NewYork Utd.States *WB*	T.6Cy.20",32½"&54"-36" 350NHP W.Cramp&SnsS&EBCPhl		
26397 86667 KFTN	**Henry P. Werner** (*ex*G.Watson French) *Mchy.Aft* 1*Dk2trB*	3883 — 2725					1903	WestBay CityS.B.Co. BayCty,Mich	WesternS.S.Corp. (Boland&Cornelius,*Mgrs.*)	356·0 F48' *WB*	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		R
26398 204136	**Henry Phipps** GyC. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	WestBay CityS.B.Co. BayCty,Mich	PittsburghS.S.Co.	580·0 *WB*	58·0	27·5	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R
26399 214458 WHCF	**Henry R. Mallory** Ⓟ *Fitted for oil fuel* 3*Dks*	6063 — 4519					1916	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	424·3	54·5	22·3	NewYork Utd.States *WB*	T.3Cy.29",49"&84"-54" 518NHP NewportNewsSB&DD.Co.		R
26400 220879 KDLN	**Henry S. Grove** *Fitted for oil fuel* 2*Dks&Shelter dk* *Longitudinal framing*	6220 5850 3812			...		1921	W Cramp& SonsS&EBCo Philadelphia	ArgonautLine,Inc.	404·6 F31'*onShelter dk* FK	53·9	34·2	NewYork Utd.States *WB*	Q4Cy25½",37",52½"&76"-54" 633NHP W.Cramp&SonsS.&E.BCo.	36 " 9	R †
26401 161382 GSJV	**Henry Stanley** *OilEng.* *Ref.Mchy.* 2*Dks&Shelterdk*	4028 3152 2188					1929	Ardrossan DD&SBCoLd Ardrossan	ElderDempster Lines,Ld.	370·5 P36'F43'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 650NHP J.G.Kincaid&Co.Ld.Grk.		C
26402 96584	**Henry Steinbrenner** GyC. *Mchy.Aft* 1*Dk2trB*	4345 — 3178					1901	JenksS.B. ,Co. PortHuron	KinsmanTransit Co.(G.M.Steinbrenner,*Mgr.*)	420·0 *WB*	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-40" 251NHP JenksS.B.Co.		R
26403 OYEY	**Henry Tegner** *ss*Svb.No.3-3,27 *ss*Els.No.1-32 *Well deck* 1*Dk(Stl)*	1457 1158 865	✠100A1 2,35 ~~5,34~~ BS~~1,34~~ 5,35 ✠LMC10,32	Cpn Ant	*p*	OG 10,32	1914 3mo *Lloyd*'*s A&CP*	Helsingörs Jernsk&Msk Elsinore	D/S A/S Progress (MariusNielsen&Sön,*Mgrs.*)	249·2 P16'Q79'B96'F31' FK *WB = CellDBa* 77'*uE&B*31'	38·1	15·1	Copnhagn Danish 4*BHCem*	T.3Cy.18",30"&50"-36" (*s*) 170lb 158NHP 2SB,4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb. *f*100'421*t* *FPT*31*t* *APT*76*t*	17 " 6 s " 1¼ 16 " 8¾	
26404 164040 GWYB	**Henzada** 1*Dk* D.F. *CruiserStern*	4161 3836 2444					1934	D&WHendersn&Co Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	392·7 P42'B236'F40'	53·2	24·0	Glasgow British *WB*	T.3Cy.20½",34½"&58"-42" 218NHP D&W.Hendersn&CoLdGls		C
26405 149767 GKTJ	**Hera** *ss*N Yk.No.3-11,20 *ss*Nwc.No.2-29 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing*	4774 4209 2900	✠100A1 5,30 ✠LMC MS10,29 BS5,30 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,12 *F. P. above* 150° F.	Sou	*x*	CL 12,28	1912 7mo *Lloyd*'*s A&CP*	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*)	374·7 P103'B28'F42' FK *WB = CellDB u E&B*78'123*t*	51·2	29·0	London British 16*BHCem* (15 *to U dk* *&* 1 " 2*nd* ")	T.3Cy.27",44"&73"-48" (*r*) 180lb *120lb* 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk. *FPT*138*t* *APT*90*t*	29 " 2 s 5"10½ 23 " 8	
26406	— **Iron** *ss*Skm.4thNo.3-5,32 (*ex*Cairnalt,*ex*Sarah) 1*Dk(Irn)2trB*	*1331* *1116* *753*	✠100A1 ~~10,35~~~~4,35~~4,36 BS~~8,33~~ 4,35 ✠LMC5,32	Skm ~~Lon~~	*p*	CL ~~4,35~~ 10,35	1882 5mo *Lloyd*'*s A&CP*	JReadhead &Co. SouthShields	RederiA/BHera (A.Jansson,*Mgr.*)	248·8 Q96'B52'F31' ptND08 BK9" *WB = DBa*74'*f*100'371*t*	36·1	17·5	Mariehamn Finnish 4*BHCem*	C.2Cy.29"&54"-36" 80lb *100lb* NDB13 135NHP 1SB,4*pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 " 7 s 1 " 6½ 17 " 10½	
26407 139163 GPYK	**Heraclides** (*ex*AngloChilean) *ss*Grk.No.1-34 *ss*Shl.No.3-12,29 D.F. 2*Dks(Stl)&Web frames* *Shelter dk(Stl)* *Longitudinal framing*	6987 6598 4256	✠100A1 *Shelter dk withfreeboard* 8,35 9,~~33~~ MS8,35 ✠LMC1~~2,29~~ ✠NB8,28 BS4,35	Grk	*c*†	CL 9,33	1916 11mo *Lloyd*'*s A&CP*	ShortBros. Ld. Sunderland	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. *Mgrs.*)	470·5 FK *CollBHto Upr dk only* *CellDB*397'1610*t* *DTa*36'1183*t*	58·3	37·8	London British 7*BHCem*	Q.4Cy.26",36½",53"&76"-54" 225lb *120lb* (*s*) 633NHP 3SB,9*cf*,GS183,HS8880 FD G.Clark,Ld.Sunderland *FPT*186*t* *APT*53*t*	32 " 0 s 4 " 8¼ 27 " 6¾	
26408 DHLH	**Heraklea** Sub.Sig 2*Dks*	1927 1669 1092					1922	Schiffs-u. Dockbauw. FlenderA.G. Siems Lübeck	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H,*Mgrs.*)	287·7 H71'F33'	41·7	17·5	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅛"-37⅜" 191NHP Act.Ges."Neptun"Rostock		G
26409 ~~657~~ ~~GHAT~~	**Herakles** (*ex*ClanMackinnon) *ss*Shl.2ndNo.3-12,27 *ss*Rot.No.1-32 2*Dks(Stl)&deep framing*	4905 — 2945	✠100A1 8,35 ~~8,34~~ BS5,35 ✠LMC4,32	Hfs	*y*	CL 8,33	1903 3mo *Lloyd*'*s A&CP*	W.Denny &Bros. Dumbarton Cell	~~Aktieb.Oceanfart (LarsKrogius, Mgr.)~~ *DBa*123'*uE&B*56'	395·4 P40'B110'F38' FK *f*171'1033*t* *APT*18*t*	50·9	27·0	~~Helsingfrs~~ ~~Finnish~~ 6*BHCem* British	T.3Cy.26⅝",43"&71"-48" (*s*) 200lb 447NHP 2SB,6*cf*,GS124,HS6000 FD Denny&Co.Dumbarton	30 " 0 s 6 " 1 24 " 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Courses. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Hoff Trade
26410 LCGM	**Heranger** TwinSc *OilEng.* *Ref.Mchy.* D.F. 1*Dk&Shelter dk*	4877 4313 2994					1930	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S.	398·1|54·8|26·1 P74tH394tF35t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 625NHP Akt.Burmeistr&Wain,Cpn		N
26411	**Herbert G. Wylie** ssN.Yk.No.3-11,23 ssN.Yk.No.2-31 *Carrying Petroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	4292 3860 2579	✠ ... 12,34 ✠	Mob	*w*		1912 12mo	Armstrong Whitworth &Co.Ld. Newcastle	StandardOilCo.of Venezuela *WB=CellDBuB* 22'50t*DTf*37'415t	360·0|50·2|28·7 P83'B25'F36' FK *FPT*58t *APT*19t	Venezuelan 14*BHCem* (9 *to Upr dk* 5 *to 2nd dk*)	T.3Cy.23½",38½"&64"–45" 330NHP 2SB,6cf,GS109,HS4420 WllsndSlpwy.Co.Ld.Nwc.	27 " 9 s 5 " 3½ 22 " 8	
26412 215969 WFCX	**Herbert L. Pratt** ssPhl.No.3-5,30 *Mchy.Aft* ssN.Ns.No.1-34 GyC. 2*Dks(Stl)&Web frames* *Longitudinal framing*	7118 6410 4477	✠100A1 ~~4,36~~ ~~8,34~~10,35 ✠NE5,21 MS6,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	NNs ~~N.Yk~~ ✠LMC BS~~[illegible]~~10,35	*b*†	CL 7,34	1918 2mo A&CP	Bethlehem S.B.Corp. Alameda,Cal.	AtlanticRefining Co. *CellDBuE&B*57' 179t*DT*56'10	435·0|56·0|32·0 P122'B50'F42' FK 38t*FPT*97t*APT*74t	Phldlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 ,, *2nd* ,,)	1DR GearedSteamTurbine 250lb HS9750 763NHP 3 Water Tube Boilers FD DeLavalSteamTurbineCo Trenton,N.J.	33 " 6 ~~s7 " 10½~~ ~~26 " 0~~ s6 " 6½ 27 " 2¼	
26413 LDIF	**Herbjörn** TwinSc ssCco.No.1-33 *Mchy.Aft* *OilEng.* D.F. 1*Dk(Stl)*	8038 7242 4767	✠100A1 ~~7,25~~~~12,34~~ 3,36 DBS~~10,32~~6,35 ✠LMC CS11,32 6,35 *CarryingPetroleum in bulk*	Fal ~~Gen~~	*b*† Sng	CL ~~3,33~~ 3,36	1929 2mo Lloyd's A&CP	A.B.Gotaverken Gothenburg	SkibsA/S Herbjörn (S.Herlofsen&Co. A/S) *Cell DBuE*65'278t	441·1|59·2|35·4 P96'F37' FK *DTf*29'468t*FPT*11	Moss Norwegian 10*BHptCem* 3t*APT*247t	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 634NHP 2DB*150lb* Akt.Götaverken,Got.	35 " 0 s 9 " 4 25 " 10½	
26414 LCDS	**Herborg** TwinSc *OilEng.* 2*Dks(Stl)&Web frames* *Mchy.Aft* ssFal.No.1-35 *CruiserStern* *Longitudinal framing–bracketless system* *Special Surveys to date from* 2,32	7892 7368 4694	✠100A1 ~~3,30~~ ~~2,35~~ 3,36 DBS9,35 ✠LMC CS3,36 9,35 *CarryingPetroleum in bulk*	Yka ~~Fal~~ Cff	*c*†	CL ~~10,33~~ 3,36	1931 11mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen *CellDBuE*68'	Skibsaktieselskapet"Jölund" (S.Herlofsen&Co. A/S,*Mgrs.*) 318t*DTf*43'512t*F*	457·2|59·7|34·9 P93'B28'F43' FK *PT*138t*APT*166t	Moss Norwegian 16*BH* (11 *to U dk* 5 ,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 625NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 0 s 9 " 2¼ 26 " 0½	
26415 YTBK	**Hercegovina** ssSsk.2ndNo.3-12,34 1*Dk(Stl)*	748 554 426	✠100A1 3,35 ✠LMC12,34	Ssk	*k*	CL N11,32	1913 12mo Lloyd's A&CP	Akers Mek.Værks. Oslo	Jadranska PlovidbaD.D. *CellDBa*35'	184·2|30·1|14·2 P22'B54'F27' FK *uE*22'*f*66'136t*FPT*	Split Yugoslav 4*BHCem* 18t*APT*16t	T.3Cy.13½",22"&37½"–28" 180lb (*s*) 115NHP 2SB,2cf,GS40,HS1801 FD AkersMek.Værks.Oslo	14 " 11 s 1 " 3 13 " 9¾	
26416 EAFB	**Hercules** ssBbo.2ndNo.3-10,25 ssBbo.No.1-30 1*Dk(Stl)&Spar dk(Stl)*3trB	*4238* *4021* *2759*	✠ ... 12,34 ✠	Bry	*x*		1900 1mo	R.Craggs &Sons Middlesbro'	Cia.Anon. Maritima "Union"(M. Urruchua,*Mgr.*) *CellDBa*120'*uE&B*	360·0|48·1|20·3 P29'B86'F35' 28·2 FK 40'*f*146'767t *FPT*	Bilbao Spanish 6*BHCem* 83t*APT*10t	T.3Cy.25",40 7/16"&68"–48" 342NHP NDB00,*refitted*22 3SB,6rf,GS120,HS5196 SirC.Furness,Westgarth &Co.Ld.Mdb.	30 " 10	
26417 DONX	— *CruiserStern* Sub.Sig. D.F. 2*Dks*	2883 2552 1616					1929	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9|46·0|23·3 F28'B29'	Bremen German *WB*	T.3Cy.19⅝",31½"&50⅝"–35⅝" & LP Turbine 180NHP A.G."Weser,"Bremen		G
26418 PEQZ	— 3*Dks*	2317 2056 1388					1914	A.Vuijk& Zonen, Capelle a/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	326·9|45·1|18·5	Amstrdam Dutch *WB*	T.3Cy.21½",34"&56"–42" 203NHP G.T.Grey,SouthShields		V
26419 94188	— TwinSc 1*Dk*	895 840 347					1900	Armstrong Whitworth &Co.Ld. Newcastle	Government of Queensland	230·5|39·3|11·0	Brisbane British *WB*	T.6Cy.10",16"&28"–18" 100RHP WllsndSlpwy.Co.Ld.Nwc.		
26420 [illegible]	**Herdebred** (*ex*Alliance,*ex*Dorte Jensen,*ex*Vordingborg,*ex*Urania) 1*Dk* Now "Rona," see No. 39865 in Supplement	1376 924 856					1894	Flensburgr Schiffsb.Ges Flensburg	A/S Herdebred (O.&H.HoltaA/S, *Mgrs.*)	232·1|34·2|13·6 Q88tH52tF32t B244t	Skien Norwegian *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		V
26421 OXXH	**Herdis** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	1659 1406 925					1935	Helsingörs Jernsk&Msk. Elsinore	A/S Dampsk.Torm (A.Schmiegelow& AxelKampen)	301·9|42·7|16·5	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 13/16"–35 3/16" 404NHP Akt.Burmeistr&Wain,Cpn		
26422 152185	**Herekino** *Well deck* *Mchy.Aft* 1*Dk*	464 302 185			...		1924	Scott& Sons Bowling	Wilsons(N.Z.) PortlandCement Ld.	140·1|29·1|9·9 Q57'F23' BK6¾"	AuklndNZ British *WB*	T.3Cy.12",20"&32"–24" 76RHP Aitchison,BlairLd.Gls.	10 " 9	
26423 LECF	**Herfinn** *Mchy.Aft* 1*Dk*	860 627 483					1920	Porsgrund MekVærks. Porsgrunn	A/S Herdebred (O.&H.HoltaA/S, *Mgrs.*)	202·4|32·0|12·1 Q113tH32tB21t F27t	Skien Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundMekVærks.		N
26424 LCSW	**Herleik** (*ex*Mai,*ex*Wigmore, *ex*Venice) 1*Dk*	1894 1706 1114					1914	Greenock& Grangem'th Dkyd.Co.Ld. Grngemouth	A/S Herdebred (O.&H.HoltaA/S, *Mgrs.*)	279·0|40·3|18·8 P45tH110t	Skien Norwegian *WB*	T.3Cy.20½",33"&54"–36" 175NH Richardsons,Westgarth& Co.Ld.Mdb		C
26425 DAQQ	**Herma** 1*Dk*	519 408 311					1905	Howaldtswerke Kiel	Pommersche landwHauptgenossenschaft G.m.b.H.	165·3|27·1|12·7 Q43'B39'F20'	Kiel German *WB*	T.3Cy.11 13/16",18¾"&29½"–17¾" 37NHP Howaldtswerke,Kiel		G
26426 1179 IBTP	**Hermada** (*ex*Carventum, *ex*Strathness) D.F. 1*Dk&Spar dk*	4421 4102 2778			...		1907	W.Hamilton&Co.Ld. Port Glasgow	"Corrado" Soc. Anon.diNav.	370·0|52·2|17·5 P26'B92'F40' 25·5 FK	Genoa Italian *WB*	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Glasgow	28 " 0	I †
26427 219221 KOML	**Herman F. Whiton** (*ex*J.R.Gordon) ssN.Yk.No.3-7,31 2*Dks(Stl)* D.F. *Cargo battens not fitted*	5557 5138 3430	✠100A1 2,35 MS7,31 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Gal ✠LMC BS~~[illegible]~~12,35	*z*	CL 2,35	1919 11mo A&CP	Northwest SteelCo. Portland,Or.	UnionSulphurCo. Inc. *CellDB*355'1139t *M*	409·8|54·2|27·7 P44'B115'F47' FK *T*29'745t *FPT* 132t	NewYork Utd.States 7*BHptCem* *APT*143t	T3Cy.24½",42"&72"–48" (*s*) 210lb 582NHP 3SB,9cf,GS196,HS8780 FD Hooven,Owens,Rentschler Co.Hamilton,Ohio	30 " 2 s 6 " 4½ 24 " 0	
26428 220895 KDLW	**Herman Frasch** TwinSc ssN.Yk.No.3-4,33 1*Dk(Stl)* D.F. *Cargo battens not fitted*	4494 3977 2641	✠100A1 ~~9,3~~ ~~4,35~~ 3,36 BS10,35 MS11,31 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	NYk ✠LMC ~~BS~~	*x*	CL 10,33	1920 12mo A&CP	Newburgh Shipyrds,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc. *CellDB*299'1186t *Topside tanks*	356·0|51·6|30·0 FK 302'1368t *FPT*178t	NewYork Utd.States 7*BH ptCem* *APT*152t	2SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 210lb 663NHP 3SB,9cf,GS181,HS8916 FD W.&A.Fletcher,Hoboken	32 " 5 s 7 " 5 25 " 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26429 95903 KJMS	**Herman Winter** **Iron** *2Dks&Spar dk*	2625 — 1768					1887	W.Cramp &Ss.S.&E.Co. Philadelphia	**EasternS.S.Lines,** **Inc.**	271·8	41·6	19·2 29·9 *WB*	Portsmth N.H. Utd.States	T.3Cy.23″,39″&66″–42″ NE&B25 284NHP Hooven,Owens,Rent-schlerCo.Hamilton,Ohio		
26430 DRBC	**Hermann** (*ex*RückforthOtto Ippen17,*ex*RückforthI,*ex*Westfalia, *ex*Köln) 1*Dk* *Mchy.Aft*	400 365 242					1897	J.H.N. Wichhorst Hamburg	**Ippen-Linie** **Reederie-A.G.**	151·4 B8′	25·5	11·2	**Lübeck** German	C.2Cy.13$\frac{3}{8}$″&24$\frac{3}{4}$″–15$\frac{3}{4}$″ 20NHP OttensenerMaschf.Altona		G
26431 PERE	**Hermes** **TwinSc** *ss*Sba.2ndNo.3–2,34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	3768 3373 2313	✠100A1 10,35~~2,34~~ DBS12,34 ✠LMC2,34 *CarryingPetroleum in bulk*	Sba Tri	*v*	CL 12,33	1914 10mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP* *WB=Cell*	**PetroleumMaats.** **"LaCorona"** *Midship portion* *(cargo tanks) renewed* 1934 *DBuE*44′55*t* *DTf*	344·6 H73′F34′ 30′270*tAPT*70*t*	46·1	25·5	**TheHague** Dutch FK 14*BHptCem* (11*BHtoUdk* 3 ,, ,, 2*nd*,,	Oil Engines 4S.C.SA 12Cy.20$\frac{1}{2}$″–35$\frac{7}{15}$″ 375NHP DB*120lb* NedFb.v Wrk&Spoor,Ams)	27 ″ 6 s 4 ″ 10$\frac{3}{4}$ 22 ″ 10	
26432 DOIO	— **D.F.** 2*Dks* Sub.Sig. *CruiserStern*	2883 2552 1616					1929	Akt.Ges. "Weser" Bremen	**Dampfschiffahrts** **Ges.Neptun**	296·9 F28′	46·0	23·3	**Bremen** German *WB*	T.3Cy.19$\frac{3}{5}$″,31$\frac{1}{2}$″&50$\frac{2}{5}$″–35$\frac{2}{5}$″ & LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen		G
26433 PERG	— *Fitted for oil fuel* *CruiserStern* 3*Dks*	2746 2392 1559					1920	NVBoele's Schps.&Mchf Bolnes	**Koninkl.Nederl.** **Stoomb.Maats.** **N.V.**	345·8	48·3	18·6	**Amstrdam** Dutch *WB*	T.3Cy.23″,37″&61″–45″ 250NHP N.V.Boele'sSchp.&Machf.		V
26434	**Hermia** 1*Dk&Spar dk*	1068 — 760					1891	Howaldts-werke Kiel	**LouisDelom**	211·2 B46′	29·3	19·6 17·9	French	T.3Cy 14$\frac{1}{4}$″,22$\frac{1}{4}$″&36$\frac{1}{2}$″–19$\frac{3}{4}$″ 59NHP Howaldtswerke,Kiel		V
26435 DHLJ	— 1*Dk*	997 897 604					1909	Flensburgr Schiffsb.Ges. Flensburg	**A.Kirsten**	226·3 P&B139′F30′	33·3	15·2 *WB*	**Hamburg** German	T.3Cy.16″,26$\frac{4}{5}$″&44″–33″ 111NHP FlensburgerSchiffsb.Ges.		G
26436 LECJ	**Hermod** 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	**Bruusgaard** **KiösterudsD/S A/S**	261·7 P61*t*B74′F36*t* H101*t*	40·1	15·6	**Drammen** Norwegian *WB*	T3Cy18$\frac{9}{10}$″,31$\frac{9}{10}$″&51$\frac{1}{5}$″–29$\frac{1}{2}$″ 141NHP F.Schichau,Elbing		N
26437 6074 SEVI	— 1*Dk*	*1495* *1223* *771*					1919	Södra VarfetsA/B Stockholm	**Stockholms Rederi** **A/B Svea(Eman.** **Högberg,***Mgr.***)**	246·8 P33′B140′F9′H145*t*	38·3	16·0	**Stockholm** Swedish	T.3Cy.18″,30″&49″–33″ Lindholmens 138NHP M.V.A/B Gothenburg		V
26438 DJOS	**Hermonthis** Ⓟ **D.F.** **E.S.D.** *OilEng.* *Ref.Mchy.* *CruiserStern* ~~2*Dks*~~3*Dks*	4833 3857 2819	~~✠Lloyd'sRMC5,35~~ ~~for temp 32°F~~				1935	Bremer Vulkan Vegesack	**Hanseat.Schiff-** **fahrts-u.Betriebs** **-G.m.b.H.** (Ham-burgAmerikaLinie*Mgs*)	~~431·1~~ P20′F379′ 409·9	~~54·5~~ 54·6	~~26·6~~ 21·9	**Hamburg** German *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1165NHP BremerVulkan,Vegesack		G
26439 EEQV	**Hernani** **Iron** 1*Dk*	398 — 216					1876	Cunliffe& Dunlop Pt.Glasgow	**Fabrica Municipal** **de Gas**	155·8 P74*t*	24·3 F19*t*	11·8	**S.Sebast'n** Spanish	C.2Cy.23″&40″–27″ NB90 69NHP Cunliffe&Dunlop,Pt.Glas.		
26440 6281 DHLK	**Hernia** (*ex*Markelo) *ss*Ham.No.3–8,29 *Well deck* *ss*Ham.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)	717 516 332	100A1 1,36 ~~5,34~~ BS5,35 LMC2,34	Ham		CL ~~2,34~~ 1,36	1918 1mo	NVBurger-hout'sM.&S. Rotterdam	**HaraldA.O.Becker** **(Johs.Thode,***Mgr.***)**	181·4 Q106′B9′F22′ *CellDBf*114′142*t*	28·1	12·3 FK	**Hamburg** German 3*BHCem* *FPT*55*t*	T3Cy.15$\frac{3}{4}$″,25$\frac{5}{8}$″&41$\frac{5}{16}$″–27$\frac{9}{16}$″ 185lb 126NHP 2SB,4*cf*,GS70,HS2303 N.V.Burgerhout'sM.&S.		
26441 6091 SEVM	**Hernö** **WoodAux3MstSr** (*ex*DynäsIII,*ex*Rolando, *OilEng.* *ex*Rossö) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*465* *351* *273*					1918	Rossö SågverksA/B Nyland	**RederiA/B Norr-land(Ödmark&** **Andersson,***Mgrs.***)**	139·2 P44′F11′H41*t*	29·6	12·4	**Hernösand** Swedish	Oil Engines 2S.C.SA 4Cy.16$\frac{3}{8}$″–14$\frac{13}{16}$″ 190NHP BergsundsM.V.A/B.Skm.		V
26442 7038 SEVK	**Hernodia** 1*Dk*	*1293* *1110* *709*					1918	Huiskens &VanDyk Dordrecht	**RederiA/BPatria** **(C.H.Witt,***Mgr.***)**	234·6 P27′B55′F14′	37·1	15·5	**Hlsngborg** Swedish	T.3Cy.17$\frac{1}{2}$″,29″&46″–36″ 127NHP Eluishens&VanDyk		V
26443 DHLL	**Hernösand** 1*Dk*2*trB*	953 792 569					1894	Helsingörs Skibsbyggeri Elsinore	**H.M.Gehrckens**	224·9 Q68′B105′F24′	33·1	13·5	**Hamburg** German *WB*	T.3Cy.18″,27$\frac{1}{2}$″&47″–33″ NB25 127NHP HelsingörsMaskinbyggeri		G
26444 LECK	**Hero** 1*Dk*	1375 1136 823					1918	NewEng. &S.B.Works Shanghai	**Bruusgaard,** **KiösterudsD/S A/S**	242·7	37·2	14·7	**Drammen** Norwegian *WB*	T.3Cy.17$\frac{1}{2}$″,28$\frac{1}{2}$″&48″–33″ NewEngineering 132NHP &S.B.Works,Shanghai		N
26445 DOIM	— Wireless Sub.Sig. *Mchy.Aft* 1*Dk*	989 797 589					1924	Atlas WerkeA.G. Bremen	**Dampfschiffahrts** **Ges.Neptun**	224·0 Q86′B66′F31′	33·2	13·7	**Bremen** German *WB*	T.3Cy.18$\frac{1}{8}$″,29$\frac{1}{2}$″&48$\frac{13}{16}$″–29$\frac{1}{2}$″ 129NHP AtlasWerkeA.G.Bremen		G
26446 LCTH	**Heron** (*ex*Chilton,*ex*WarShikari) *ss*Rot.No.3–6,32 1*Dk*(*Stl*)2*trB*& *Web frames* *Longitudinal framing*	*5540* *4696* *3444*	✠100A1 11,35~~10,34~~ BS~~10,34~~ ✠LMC6,32 11,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	Yka Nag	*z*	CL 7,33	1919 5mo *Lloyd*	Lithgows' Ld. PortGlasgow '*sA&CP*	**A.S.Heron(S.H.** **SmithSörensen)** *Middle lineBulkhead not oil tight* *CellDBuE&B*	400·3 P50′B121′F39′ 250*tf*50′65*tFPT*95*t*	52·2	28·4 FK	**Arendal** Norwegian 11*BHptCem* *APT*75*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0	
26447	— (*ex*Neptunus) *Now* "Hollandia," *see No.* 33419 *in Supplement* 2*Dks*	1516 1224 877					1906	Werf.vrhn Rijkee&Co. Rotterdam	**Dem.N.Koufos**	251·5 Q78′B62′F32′	34·6	18·5	**Piræus** Greek *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Maats.Fyenoord,Rot.		V
26448 160759 GTBN	**Heronspool** *ss*Cff.No.1–33 **D.F.** 1*Dk*(*Stl*)	5202 4928 3222	✠100A1 4,36 BS4,36 ✠LMC11,33	Sld Hpl	*z*	CL 12,34	1929 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	**PoolShippingCo.** **Ld.(SirR.Ropner&** **Co.Ld.***Mgrs.***)** *CellDB*	421·2 P30′B240′F43′ 371′1413*t FPT*175*t*	54·2	27·2 FK	**W.Hartlpl** British 8*BHCem* *APT*167*t*	T.3Cy.26″,40″&73″–48″ (*s*) 180lb 529NHP 3SB,9*cf*,GS172,HS7932 FD Cen.Mar.E Wrks.LdWHpl	30 ″ 1 s 5 ″ 0$\frac{1}{2}$ 25 ″ 3$\frac{1}{4}$	
26449 4975 SEVR	**Heros** (*ex*Torwald,*ex*Hawthorn) **Iron** *ss*Sbg.4th.No.3–5,33 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1071* *879* *554*	✠100A1 8,35~~5,33~~ BS11,34 LMC5,35	Sbg	*n*	~~4,33~~ 8,35	1879 6mo	W.Doxford &Sons Sunderland A&CP	**K.A.Andersson** ~~**(TureHillerström,**~~ ~~*Mgr.*)~~ *D*	224·6 Q91′B43′F27′ *Ba*71′*f*59′220*tFPT*	32·0	16·2 BK8″	**Krlskrona** Swedish 4*BHCem* 28*tAPT*15*t*	C.2Cy.28″&54″–36″ 75lbNB92*refitted*24 128NHP 2SB,4*pf*,GS73,HS2020 W.Doxford&Sons,Sld.	17 ″ 7 s 1 ″ 2$\frac{3}{4}$ 17 ″ 0$\frac{1}{4}$	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en code, si ce n'est dans la L.R. Date Cert. Bof Trade
26450 LCBM	**Heröy** (*ex*Adour-34) Sub.Sig. *1Dk&Shelter dk CruiserStern*	2321 2054 1303			…		1921	A/B Öresundsvarvet Landskrona	RederiA/S Henneseid(Thoralf Holta,*Mgr.*)	311·8 F30′ *on Shelter dk* FK	44·8	19·7	Oslo Norwegian *WB*	C.2Cy.17¾″&34 1/16″–35 7/16″& LP Turbine with DR gearing & hydraulic coupling NE34 KockumsM.V.A/BMalmö	30 ″ 0	N †
26451 144656 GDKP	**Hertford** (*ex*Friesland) TwinSc ssGls.No.3–7,34 ~~ssFal.No.3–5,22~~ ~~ssBrs.No.2–30~~ *Ref.Mchy.* D.F. *3Dks(Stl)4th dk(Stl)in No.1hold*	10923 10183 6889	100A1 *withfreeboard* 12,35 BS12,35 LMC7,34 ✠Lloyd'sRMC12,35 *Fitted for oil fuel* 11,23 *F.P. above* 150° F.	Liv ~~Lon~~ Gls		OG 12,35	1917	Bremer Vulkan Vegesack	FederalSteamNav. Co.Ld. *CellDB*477′2082*t*	520·7 P70′B254′F44′ FK *FPT*111*tAPT*119*t*	64·2	38·1	London British *8BHptCem ptAsp*	T.6Cy.28⅜″,46⅞″&75⅝″–51¼″ L.P.Turbines withDR gearing&hydraulic couplings 199lb (*s*) 1290NHP 5SB,*15cf*,GS337,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8¾ 31 ″ 10	
26452 LECL	**Hertha** (*ex*Venus2) *1Dk*	1365 1120 707					1917	NVSchpbwrfBaanhoek Sliedrecht	Skibs A/S William Hansens Rederi II. (W.Hansen,*Mgr.*)	240·1 P23′B56′F21′	36·7	15·8	Bergen Norwegian *WB*	T.3Cy.19 3/16″,29 1/16″&46 1/16″–35 5/16″ 127NHP J.&A.v.d.Schuijt,Ppndrcht		N
26453 DALD	— TwinSc Sub.Sig. Wireless *1Dk&Hur.dk3trB*	1221 633 487					1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch.Ges.J.F. BraeunlichG.m.bH	250·3 H117′	33·9	13·4 21·8	Stettin German *WB*	T.6Cy.18″,28″&46″–28″ 224NHP StettinerOderwerkeStettin		G
26454 OYFJ	**Hertha Mærsk** (*ex*Duro) *1Dk*	1498 1183 866					1920	Svendborg Skbsv&Mskb Svendborg	D/S Svendborg (A.P.Möller, Copenhagen,*Mgr*)	253·2 F42*t*B250*t*Q107*t* P40*t*H64*t*	38·2	14·9	Aalborg Danish *WB*	T.3Cy.17″,27½″&47″–34″ 129NHP SvendborgSkbsv.&Mskb.		V
26455 PUNC	**Herval** (*ex*Alvarado-33) ssNpt.No.3–3,33 *2Dks(Stl) CruiserStern*	*2478* *2242* *1448*	✠100A1 5,35~~3,33~~ ~~BS7,34~~ 5,35 ✠LMC5,35	Npt Rio	*t*	CL ~~3,33~~ 5,35	1920 10mo	A.&J. Inglis,Ld. Glasgow *Lloyd's*A&CP	Cia.Carbonifera Rio-Grandense *Cell*	303·0 P33′B81′F32′ FK *DB*260′661*t FPT*94*t*	43·0	20·7	R.Janeiro Brazilian *6BHptCem* *APT*180*t*	T.3Cy.22¼″,36″&59″–39″ (*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0 s 3 ″ 4¼ 19 ″ 10¼	
26456 143082 GBCQ	**Hesione** (*ex*Itajahy) ssRot.No.3–6,33 D.F. *2Dks(Stl)& Shelter dk(Stl)*	4158 3757 2499	100A1 *Shelter dk withfreeboard* 3,36~~1,35~~ MS6,33	Mdb Grk LMC BS~~1,35~~ 3,36		OG ~~3,32~~ 3,36	1915	Reiherst'g Schiffsw. Hamburg	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. *Mgrs.*) *CellDBa*103′*uE*39	361·6 *EonShltrdk*39′ FK *Collision* ′*f*158′1068*tDTa*34′	51·2	25·6	Liverpool British *Cem BH to Sh dk* 5 „ „ *U* „ 741*tAPT*41*t*	T.3Cy.24¾″,40⅛″&66⅛″–47 3/16″ 200lb (*s*) 410NHP 2SB,*6cf*,GS130,HS5758 FD Reiherst.Maschinenf.Ham.	28 ″ 2 s 3 ″ 0 25 ″ 4¾	
26457 144661 GDKW	**Hesperia** (*ex*Patria) ssGls.No.3–1,34 D.F. *1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in fore hold*	3895 3570 2380	100A1 *Shelter dk withfreeboard* 8,35 ~~3,35~~ MS1,34	Grk Ant LMC BS~~10,34~~ 1,36	*x*	~~OG~~CL 2,34	1919	Flensburgr Schiffsb.Ges. Flensburg	Brit.&S. American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. *Mgrs.*) *CellDB*346′1140*t*	384·5 FK *Collision* *FPT*40*t APT*47*t*	52·0	22·5	Liverpool British *Cem BH toSh dk* 5 „ „ *U* „	T.3Cy.28¾″,46 7/16″&76″–48″ 185lb (*s*) 530NHP 3SB,*9cf*,GS165,HS7537 FD FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 0½ 22 ″ 11	
26458 144694 GDLR	**Hesperides** (*ex*Parthia) ssRot.No.3–3,28 ssMdb.No.1–32 D.F. *1Dk(Stl)&Shelter dk(Stl) 2nddk(Stl)inforehold*	3929 3597 2392	100A1 *Shelter dk withfreeboard* 12,35~~10,34~~ MS8,32	Grk Ant LMC BS~~10,34~~ 11,35	*x*	OG ~~5,33~~ ~~11,35~~ 4,36	1919	Flensburgr Schiffsb.Ges. Flensburg	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. *Mgrs.*) *CellDB*346′1140*t*	382·4 FK *Collision* *FPT*40*tAPT*47*t*	52·7	22·5	Liverpool British *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.28¾″,46⅝″&76″–48″ 185lb (*s*) 527NHP 3SB,*9cf*,GS165,HS7433 FD FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 1¼ 22 ″ 9¾	
26459 OHHD	**Hesperus** (*ex*Kilstroom-33) *2Dks*	1703 1290 1029					1922	Maats. Fyenoord Rotterdam	FinskaÅngfartygs A/B	273·4 P58′Q93′B79′F34′	40·2	16·8	Helsingfrs Finnish *WB*	T.3Cy.19½″,31″&52″–36″ 612NHP Maats.Fyenoord,Rot.		V
26460 DHLO	**Hessen** 4Mst Now "Fechenheim," *see No.* 33110 and Supplement *Ref.Mchy.* D.F. Sub.Sig. *2Dks*	8116 7397 4887					1922	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7 P55′B260′F41′	58·3	32·7	Hamburg German *WB*	T.3Cy.32¼″,52¾″&86⅝″–55⅛″ 560NHP BremerVulkan,Vegesack		G
26461 DOII	**Hestia** D.F. Sub.Sig. *2Dks CruiserStern*	2883 2552 1616					1929	Deutsch Schiff-u.-MaschfkA.G. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9 F28′	46·0	23·3	Bremen German *WB*	T.3Cy19⅝″,31½″&50⅝″–35⅝″& LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen		G
26462 LECN	**Hestmanden** *Mchy.Aft* *2Dks*	979 921 671					1911	Laxevaags Msk.&Jrnskb Bergen	Vesteraalens Dampskibsselskab	186·1 H39*t*	30·1	20·4	Stokmarknæs *WB* Norwegian	T.3Cy.14½″,23″&39″–27″ 79NHP LaxevaagsMsk&Jrns.Bgn	22 ″ 8	N
26463 148068 GKQD	**Hetton** ssSld.No.2–32 D.F. *1Dk(Stl)* *Cargo battens not fitted*	2714 2345 1541	✠100A1 ~~5,35~~ ~~5,34~~10,35 BS~~6,34~~ 5,35	Sld Shl ✠LMC9,32	*t*	CL ~~5,34~~ 5,35	1924 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*A&CP	TanfieldS.S.Co.Ld. (W.B.Nisbet,*Mgr*) *CellDB*255′755*t* *MT*p16′s12′172*tF*	308·0 P21′B60′F28′ FK *PT*163*tAPT*130*tP*	44·5	20·8	Newcastle British *6BHCem* *ooptank*110*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E.MarineEng.Co.Ld.Sld	23 ″ 0 s 3 ″ 8¼ 19 ″ 6	
26464 147676 VLDV	**Hetton Bank** (*ex*Coralstone-34) ssShl.No.2–33 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1375 1032 791	✠100A1 1,36~~12,34~~ ~~BS~~ ✠NE&Bmade5,20refitted6,24	Syd BS1,36 ✠LMC7,33	*o*	CL 9,34	1924 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	McIlwraith, McEacharn,Ld. *Ce*	235·1 Q145′F25′ FK *llDB*198′380*t FPT*	36·1 *37·7*	15·3	SydnyNSW British *4BHptCem* 102*tAPT*82*t*	T.3Cy.15″,25½″&40″–27″ (*s*) 180lb 120NHP 2SB,*4cf*,GS49,HS1820 FD Davey,Paxman&CoLd.Col	17 ″ 6 s 5 ″ 3½ 16 ″ 4½	
26465 DHLP	**Hever** (*ex*Adjutor,*ex*Alliance) *Mchy.Aft* *1Dk*	441 328 228					1909	Stavanger Stöberi& Dok Stavanger	BugsierReed.& Bergungs A.-G.	141·5 P84*t*H6*t*F8*t*	27·0	10·7	Bremerhvn German *WB*	T.3Cy.11¼″,17½″&30″–20″ 40NHP StavangerStöberi&Dok	13 ″ 0	G
26466 148063 GKDZ	**Heworth** ssSld.No.2–33 D.F. *1Dk(Stl)* *Cargo battens not fitted*	2855 2490 1682	✠100A1 ~~12,34~~ ~~1,34~~ ~~9,35~~ 12,35 MS5,33	Shl Nwc ✠LMC BS~~1,34~~ ~~1,35~~ 2,36	*u*	CL ~~1,35~~ ~~12,34~~ 12,35	1924 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool *Lloyd's*A&CP	TanfieldS.S.Co. Ld.(W.B.Nisbet, *Mgr.*) *CellD*	334·2 P36′B78′F30′ FK *B*281′1072*tFPT*77*t*	44·5	21·1	Newcastle British *5BHCem* *APT*193*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 350NHP 2SB,*8cf*,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 3 s 4 ″ 0½ 20 ″ 5½	
26467 144969 EIBC	**Hibernia** Ⓟ TwinSc Sub.Sig. *1dk&Shelter dk*	3467 1817 1405			…		1920	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6 BK7′	45·2	17·2	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
26468																

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26469 6306 SFAN	**Hibernia** ssN.Yk.No.3-12,32 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1809 1512 909	✠100A1 Shelter dk withfreeboard 6,35 ~~2,34~~ MS12,52	Got Dnz ✠LMC BS~~2,34~~6,35	s	OG 2,34	1920 7mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP Inter	Rederiaktieb SvenskaLloyd (KRBökmanMgr.) mediateBH in fore CellDB256'54	299·9 hold dispensed with 0t FPT29t APT31t	43·2	23·3 16·3 FK	Gothenbrg Swedish Cem 1BHtoSh dk 3 „ „ U „	T.3Cy.22½",35½"&58½"-36" 185lb 100lb (s) 274NHP 2SB,6cf,GS103,HS3910 FD EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 6¾ 18 ″ 7½	
26470 122260	**Hibou** Ⓟ (exAlice) TwinSc OilEng. 1Dk(Stl-ws)	559 420 308	✠ 5,07	Tto	e		1906 10mo	Bertram Engine WorksCo.Ld. Toronto,Ont.	BoothFisheries CanadianCo.Ld.	121·8	26·0	11·1 BK7"	OwenS'nd Ont. British 4BHCem	Oil Engines 2S.C.SA 8Cy.10¼"-$14\frac{9}{16}$" 148NHP NE26 Aktieb.Atlas-Diesel,Skm.	11 ″ 9	
26471 233749 WNFF	**Hibueras** ssGal.No.3-10,32 1Dk(Stl)&Shelter dk	1445 1391 819	✠100A1 Shelter dk withfreeboard ~~10,35 1,34~~ 4,36 ~~BS11,34~~ Fitted for oil	NOs ~~Bal~~ Mob BS10,35 ✠LMC10,32 fuel 8,	o 20	CL 4,34 F.P. a	1920 8mo bove 1	Standard S.B.Corp. Shooters Island,N.Y. A&CP 50° F.	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) CellDB197'306t	234·3 B88' FPT34tAPT36t	34·1	20·8 FK	NewYork Utd. States ptCem 2BHtoSh dk 2 „ „ U „	T.3Cy.19",30"&50"-33" (s) 185lb 200NHP 2SB,6cf,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
26472 142314	**Hickorol** ssLon.No.3-2,31 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing ssMtl No.1-35	1176 858 451	✠100A1 withfreeboard ~~5,35~~ ~~4,34~~ 4,36 ~~BS4,34~~ CarryingPetr Fitted for oil	Hfx ~~BS12,34~~ MS5,35 ✠LMC~~2,31~~ oleum fuel 3,	n in 18	CL 3,34 BS4,36 bulk F.P. a	1918 3mo Lloyd bove 1	A.McMil- lan&Son,Ld. Dumbarton 'sA&CP 50° F.	TheAdmiralty Middle line Bulkh Cell DBuE&B39' 64tD	210·2 P62'F57' ead not oil-tight T f30'243t FPT33t	34·7	16·6 FK	London British 12BHptCem APT29t	T.3Cy.15",25½"&41"-30" (s) 180lb 141NHP 2SB,4cf, HS2202 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s 2 ″ 9½ 13 ″ 9½	
26473	**Hidalgo** (exEthelM. Sterling-34,exSailingShip, exHawaii) TwinSc OilEng. ssS.Fo.No.3-7,12 ssAdl.No.1-17 1Dk(Stl)	1049 — 838	✠ 7,26	SFo			1900	A.McMil- lan&Son,Ld. Dumbarton	Cia.Naviera del PacificoSoc.Anon.	206·3 P30'F22'	42·2	17·9 BK12"	Ensenada Mexican 1BHCem	Oil Engines 2S.C.SA 8Cy.14"-17" 275NHP Emade00fitted26 FairbanksMorseCo.Inc. Seattle		
26474 35845 JIOC	**Hide Maru** 2Dks	5256 4774 3231					1930	HarimaS. B.&E.Co.Ld. Hyogo-ken	TochikiShojiK.K.	400·9 P36'B119'F31'	53·0	31·0	Kobe Japanese WB	T.3Cy.25",43½"&75"-48" Emade14 390NHP WllsndSlpwy,Co.Ld.Nwc.		C
26475 100 JNVH	**Hideyoshi Maru** Ⓟ Iron (exOrduna) 1Dk2trB	712 — 427			…		1877	W.F.Pile& Co. Sunderland	Amagasaki KisenbuGomei Kaisha	191·2 Q26'F23'	26·4	11·4 BK7"	Osaka Japanese WB	C.2Cy.24¼"&44½"-30" NB86 90NHP Pattison&Atkinson,Sld.	14 ″ 4	
26476 LCOI	**Hidlefjord** TwinSc OilEng. ssRot.No.1-32 2Dks(Stl)&Webframes D.F. Mchy.Aft CruiserStern Longitudinal framing-bracketless system	7639 7038 4489	✠100A1 5,35 ~~10,34~~ 4,36 DBS~~10,34~~8,35 ✠LMC CS12,32 10,34 CarryingPetr	Fal ~~Sng~~ ~~S~~ oleum	b† in	CL ~~8,33~~ 8,35 bulk	1928 8mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	A/S M/S"Hidle- fjord"(K.Olsen) CellDBuE70'324t DTf45'518t	451·9 P93'B28'F42' FPT176tAPT144t	59·2	33·9 FK	Stavanger Norwegian 16BHptCem (11 to U dk 5 „2nd„)	Oil Engines 4S C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	34 ″ 0	
26477 EARO	**Hierro** Ⓟ (exVojvodina) Wireless 2Dks	648 — 449					1922	Danziger Werft Danzig	Cia.Trasmediter- rànea	154·1	24·1	17·6	LasPalmas Spanish WB	T.3Cy.12⅗",20½"&32¼"-22⅘" 50NHP DanzigerWerft,Danzig		G
26478 139916 GKCY	**Highcliffe** ssShl.No.2-35 1Dk(Stl)	3847 3515 2323	✠100A1 ~~5,31~~ 11,35	Shl ✠LMC~~10,27~~ 12,35	w	CL ~~5,31~~ 11,35	1927 10mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	CliffeS.S.Co.Ld. (G.T.Readhead& Co.Mgrs.) Ce	363·9 P34'B104'F34' llDB318'987tFPT	50·5	23·7 FK	S.Shields British 6BHptCem 59tAPT170t	T.3Cy.25",42"&69"-45" (r) 180lb 125lb 371NHP 2SB,6cf,GS120,HS6044 JReadhead&Sons,Ld.SShl.	26 ″ 0 s4 ″ 7¾ 21 ″ 7	
26479 ~~142351~~ ~~MJZZ~~	**Highland** (exOosterland-32) ssRot.No.3-5,27 ssRot.No.1-32 Well deck 1Dk(Stl) Now "Mano," see No. 39133 in Supplement	1209 926 728	✠100A1 8,34 ~~BS8,34~~	Shl ✠LMC~~10,32~~ 11,35	o	OG ~~9,33~~ 10,35	1916 2mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	~~Shipping&CoalCo.~~ ~~Ld.~~ CellDBa65'u	230·0 Q83'B52'F26' E19' f98'309tFPT	34·6	14·8 FK	Estonian 4BHCem 21tAPT18t	T.3Cy.17½",29"&46"-36" (r) 180lb 155NHP 2SB,4cf,GS78,HS2620 Maats.Fyenoord,Rot.	17 ″ 1 s1 ″ 1¾ 16 ″ 0¾	
26480 148164 GJKN	**Highland Brigade** Ⓟ TwinSc OilEng. ssLon.No.1-33 4Dks(Stl)5th dk(Stl)in D.F. Ref.Mchy. Nos.1,2,3,4&6holds CruiserStern	14131 11605 8732	✠100A1 withfreeboard 3,36 ~~9,34~~ ✠LMC CS4,34 11,34 ✠Lloyd'sRMC~~4,35~~ 6,35 3,36 ~~1,36~~ ~~11,35~~ 8,35	Lon DBS~~7,34~~6,35	i†	CL 9,34	1929 4mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	RoyalMailLines, Ld. Duct keel fwd of CellD	523·4 B97'F101' mchy space Coll B438'1993tFPT70t	69·4	37·1 FK	Belfast British 9BHptCem BH to U dk APT234t	Oil Engines 4S.C.DA 16Cy 26¾"-63" DB100lb 2190NHP Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~9,35~~ 5,36
26481 148161 GCTY	**Highland Chieftain** Ⓟ TwinSc OilEng. ssLon.No.1-32 4Dks(Stl)5th Dk(Stl)in D.F. Ref.Mchy. Nos.1,2,3,4&6holds CruiserStern	14131 11605 8730	✠100A1 withfreeboard 12,35 ~~9,34~~ ✠LMC CS1,34 1,35 ✠Lloyd'sRMC~~5,35~~ ~~5,35~~ 2,36 ~~12,35~~	Lon DBS~~6,34~~5,35	i†	CL S1,34 P12,35 ~~7,35~~ ~~10,35~~	1929 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	RoyalMailLines, Ld. Duct kee Cell	523·4 B97'F101' l fwd of mchy space DB438' 1993t FPT	69·4	37·1 FK	Belfast British 9BHptCem Coll„toWdk 70tAPT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~10,35~~ 7,36
26482 133072 MDTQ	**Highland Coast** (exPrincessMelita) 1Dk	1075 907 438					1912	Ramage& Ferguson,Ld. Leith	CoastLines,Ld.	240·0 P&B148'F58'	34·1	16·5	Liverpool British WB	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
26483 148158 GMZF	**Highland Monarch** Ⓟ TwinSc ssLon.No.1-32 OilEng. Ref.Mchy. 4Dks(Stl)5th dk(Stl)in D.F. Nos.1,2,3,4&6 holds CruiserStern	14137 11605 8734	✠100A1 withfreeboard 7,35 ~~3,35~~ ✠LMC CS8,33 6,35 ✠Lloyd'sRMC~~2,35~~ ~~5,36~~ 2,36 ~~12,35~~ ~~9,35~~ ~~7,36~~	Lon DBS~~5,34~~5,35	i†	CL 12,33	1928 10mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	RoyalMailLines, Ld. Duct keel fwd of CellD	523·4 B97'F101' mchy space Coll B438'1993tFPT70t	69·4	37·1 FK	Belfast British 9BHptCem BH to W dk APT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~7,35~~ 7,36
26484 161883 GJQT	**Highland Patriot** Ⓟ TwinSc OilEng. Ref.Mchy. 4Dks(Stl)5th dk(Stl) D.F. inNos.1,2,3,4&6holds CruiserStern	14157 11605 8743	✠100A1 withfreeboard 7,35 ~~9,34~~ ~~DBS5,34~~ ✠Lloyd'sRMC~~2,35~~ ~~4,35~~ 4,36 ~~1,36~~ ~~11,35~~ ~~7,35~~	Lon DBS4,35 ✠LMC5,32	i†	CL 9,34	1932 5mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	RoyalMailLines, Ld. Duct keel fwd CellDB	523·4 B97'F101' of mchy space (Co 443' 2033t FPT70t	69·4	37·1 FK	Belfast British 9BHptCem ll „ to W dk) APT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~9,35~~ 6,36
26485 ~~129422~~ ~~GKNC~~	**Highland Prince** (exGlenshiel) ssHul.2ndNo.3-1,35 Sub.Sig. 1Dk(Stl)&Spar dk(Stl) Deep framing Now "Orion," see No. 39515 in Supplement	4798 4549 3054	✠100A1 Spar dk 10,35 ~~1,35~~ MS6,34	Hul Mdb ✠LMC BS1,35	y	CL ~~11,32~~ 9,35	1909 8mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP Cell	P.Lyras DBa118'uE&B50'	400·0 P37'B120'F44' f180'1067tDTa34'	52·0	26·9 FK	Greek 6BHCem 878tAPT29t	T.3Cy.27",43"&72"-48" (s) 180lb 100lb 513NHP 3SB,9cf,GS149,HS7680 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s5 ″ 8¾ 24 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté et n'est dans le L.R. Durée Cert. Ref. Trade.
26486 161859 GMFN	**Highland Princess** Ⓟ TwinSc ssLon.No.1-34 E.S.D. *OilEng.* *Ref.Mchy.* 4*Dks*(*Stl*)5*thDk* D.F. (*Stl*)*inNos.*1,2,3,4&6*holds* *CruiserStern*	14128 11605 8729	✠100A1 *withfreeboard* ~~6,35 8,34~~ 8,35 6,35 DBS~~6,34~~ ✠LMC CS6,34 12,35 ~~1,36~~ ✠Lloyd'sRMC~~5,35~~ ~~6,36~~ ~~5,30~~ 6,35 12,35 6,36	Lon	*i*†	CL 6,33	1930 2mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	RoyalMailLines, Ld. *Duct keel fwd* *CellDB*	523·4 F101′B97′ FK *of mchy space Coll* 438′ 1993*t FPT*70*t*	69·4	37·1	Belfast British 9*BHptCem* *BH to W dk* *APT*234*t*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ 2190NHP DB100*lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~8,35~~ 8,36
26487 137187 GBMX	**Highlander** Ⓟ ssAbn.No.3-5,28 ~~ssAbn.No.35-28~~ *Well deck* ~~ssAbn.No.1-32~~ Wireless 2*Dks*(*UStl*-ws) ssAbn.No.2-36	1216 825 618	✠100A1 ~~5,35 8,34~~ 5,36 ~~BS5,34~~ ✠LMC~~5,37~~ ~~5,35~~ 5,36	Hul Abn	*p*	OG ~~5,30~~ 5,35	1916 2mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP* *W*	Aberdn,Newcastle &HullSteamCo.Ld. (R.C.Cowper,*Mgr*) *B=Cell DBa* 54′*u*	243·3 *36·9* P&B161′F64′ BK8″ *E*20′*f*92′160*t FPT*	34·9	15·2	Aberdeen British 4*BHCem* 14*tAPT*5*t*	T.3Cy.18″,30½″&50″-36″ (*r*) 185lb 214NHP 2SB,6*cf*,GS126,HS3967 CaledonS.B.&ECo.Ld.Dun	16 ″ 3 s1 ″ 6½ 15 ″ 5	BT till 11,35
26488 219581 KUBV	**Higho** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4828 4265 2988					1920	ToddDry Dock&Const. Corp. Tacoma	UnitedStates ShippingBoard Bureau	380·5 P39′B102′F41′	53·1	27·0	Tacoma, Wash. Utd.States *WB*	T.3Cy.24″,40″&70″-48″ 340NHP Skinner&EddyCpn. Seattle,Wash.		R
26489 937 ESRA	**Hiiola** (*ex*Aviateur-35, Iron *ex*Relli-34, ssOsl.3rdNo.3-12,17 *ex*Virurand-34, ssBgn.No.2-27 *ex*Relis-32,*ex*Hanseat2,*ex*Duddon) *Well deck* Wireless 1*Dk*	322 258 174	✠ — 1,31 ✠NB2,89 ✠	Stv			1882 10mo	R.Smith Preston	G.Sergo&Co.	144·6 Q79′B14′F19′ *DBa*28′*f*54′80*t*	23·3	10·6	Tallinn Estonian 3*BHCem*	C.2Cy.17¼″&34″-24″ 45NHP 1SB,2*pf*,GS30, R.Smith,Preston	11 ″ 2	G †
26490 35370 JGXC	**Hikawa Maru** Ⓟ TwinSc ssOsa.No.1-35 *OilEng.* D.F. GyC. 3*Dks*(*Stl-weather dk* ws) *Ref.Mchy.* 4*th Dk*(*Stl*) *in No.*3 *hold*	11622 9388 6788	✠100A1 *withfreeboard* 7,35~~12,33~~ DBS~~5,34~~5,35 ✠LMC CS7,34 12,35~~7,34~~ ✠Lloyd'sRMC~~12,34~~ ~~5,35~~ 12,35 *Fitted for car*	Osa *rying*	*h*† *oil*	CL P12,33 S7,34 (5,30)	1930 5mo *Lloyd* *F.P.a*	Yokohama DockCo.Ld. Yokohama '*sA&CP* *bove* 150° F. *in*	NipponYusenK.K. *CellDB*424′2020*t* *oftunnels*249*tD* 3 *Deep Tanks Aft*	511·6 B228′F74′ *Tanks in way* FK *Ts a*39′1307*tFPT*1	66·0	41·0	Tokio Japanese 9*BHptCem* 10*tAPT*166*t*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ 2DB120*lb* 2187NHP Akt.Burmeistr&Wain,Cpn	41 ″ 0 s10 ″ 11½ 30 ″ 3½	
26491 29828 JSCB	**Hikosan Maru** (*ex*NiitagaMaru-34, *ex*ElvaSeed,*ex*Relentless,*ex*Alto) 1*Dk&deep framing*	2073 1915 1253			...		1902	S.P.Austin &Son,Ld. Sunderland	TomoyeGumi KabushikiKaisha	289·0 P27′B72′F28′ FK	43·1	18·7	Kobe Japanese *WB*	T.3Cy.21″,35″&57½″-39″ 215NHP G.Clark.Ld.Sunderland	21 ″ 6	C †
26492 22808 JLGE	**Hikoshima Maru** 1*Dk*	951 869 648					1918	BingoDock Co. Mitsunosho	IinoTorakichi	208·0	31·0	18·4	Tokio Japanese *WB*	T.3Cy.14½″,24″&40½″-30″ 90NHP ShinzaikeTekkosho,Saigo		
26493 162350 GQVM	**Hilary** Ⓟ ssBkn.No.1-35 D.F. 3*Dks*(*Stl-Weather dk* ws) E.S.D.	7403 6184 4350	✠100A1 *withfreeboard* 4,36~~8,34~~ ✠LMC~~8,34~~ ~~BS8,35~~ 8,35	Bkn	*b*†	CL ~~8,34~~ 4,36	1931 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	BoothS.S.Co.Ld. *CellDB*365′1167*t*	424·2 F81′ FK *DTs a*8 123*t FPT*8	56·2	34·2	Liverpool British 9*BHCem* (*Coll to W dk* 8 ,, 2*nd*,,) 2*tAPT*112*t*	T.3Cy.29″,48½″&81½″-57″& LP Turbine with DR Gear- ing&hydraulic coupling(*s*) 230lb FD 1033NHP 5SB,15*cf*,GS298,HS13200 CammellLaird&CoLd.Bkn	37 ″ 0 s12 ″ 9½ 24 ″ 7½	BT till ~~8,35~~ 8,36
26494 LECO	**Hild** (*ex*Kristin,*ex*Ruhr,*ex*Saar, *ex*MontCenis) 1*Dk*	1356 1163 772					1919	Naam.Ven. Scheepsb. "DeMaas" Slikkerveer	Skibs A/S Hild (Jac.Salvesen)	238·4 P58*t*H69*t*F35*t*	36·8	15·8	Farsund Norwegian	T.3Cy.17½″,29″&46″-36″ 127NHP N.V.Machinefabrik Th.v.Cappelle,Bolnes		N
26495 17 IBUP	**Hilda** ssTri.No.1-32 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in No.*1 *hold*	4901 4296 2974	✠100A1 *withfreeboard* 1,35 DBS~~4,34~~ ✠LMC6,31 4,35	Tri	*z*	CL 1,35	1927 3mo *Lloyd*	Cant.San RoccoS.A. SanRocco '*sA&CP*	Soc.Anon.diNav.a Vap."Lussino" *CellDB* 341′ 1153*t* 1037*t*	424·8 404·8 *DTa*33′ FK *FPT*208*tAPT*121*t*	54·1	31·2	Lussin- piccolo Italian 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅝″-59 1/16″ 489NHP DB100*lb* StabilimentoTecnico,Tri.	27 ″ 1 s3 ″ 1½ 24 ″ 1½	
26496 LECP	— 1*Dk*	1237 1011 705					1925	Trndhjms Mek.Værks. Trondheim	A/S Djerv(Bachke &Co.*Mgrs.*)	232·6 P51*t*H71*t*	36·5	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.17″,27½″&46″-30″ 116NHP TrondhjemsMV.Trondhm.		N
26497 ESDR	— ssBrs.2ndNo.3-6,26 ssTln.No.1-30 *Well deck* 1*Dk*(*Irn*)&*deep framing*	1140 986 658	✠ — 10,34 ✠	Sld	*n*		1901 5mo	BlythS.B. Co. Blyth	KäsmuLaeva- Omanikud (O. Tiedemann,*Mgr.*) *CellDBa*54′*uE&*	220·0 Q110′B10′F26′ FK *B*61′*f*65′ 315*t FPT*	33·0	14·5	Käsmu Estonian 4*BHCem* 73′*APT*72*t*	T.3Cy.18″,29″&48″-33″ 141NHP 1SB,4*pf*,GS64,HS2240 N.E.MarineEng.CoLdNwc	16 ″ 9 ~~s1 ″ 4¼~~ ~~15 ″ 7~~	
26498	— (*ex*Bommestad-34,*ex*Remus) 1*Dk*	1115 970 652					1915	Trndhjms Mek.Værks. Trondheim	Laiva O/Y Hilda (K.F.Holmberg, *Mgr.*)	226·2 P12′B51′F27′	36·5	15·7	Raumo Finnish *WB*	T.3Cy.17″,27½″&46″-30″ 116NHP TrondhjemsM.V.Trondhm		N
26499	— (*ex*Chersones) 1*Dk*	*1064* *840* *448*					1903	Soc.Anon. Jhn.Cockerill Hoboken	K.A.Andersson	224·7 Q42′H55′F27′	37·0	12·9	Karlskrna Swedish *WB*	T.3Cy.16¾″,26″&41½″-29½″ 93NHP SocAn.J.Cockerill,Seraing		V
26500 213 ESEQ	— (*ex*Valve-34,*ex*Gledhill,*ex*Taywood, *ex*Cattersty) *Well deck* 1*Dk*	489 439 225			...		1894	JLThomp- son&Sons Sunderland	H.Roman	155·0 P16′Q84′F19′ FK	26·8	11·7	Tallinn Estonian *WB*	T.3Cy.13″,21″&34″-24″ 57NHP J.Dickinson,Sunderland	12 ″ 3	V †
26501 LGVA	**Hilda Knudsen** TwinSc ssGot.No.1-33 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* *Longitudinalframing*	9178 8457 5472	✠100A1 ~~11,35~~ ~~3,35~~ 4,36 ~~DBS7,35~~ ✠LMC2,33 ✠LMC(M)2,35 *CarryingPetr*	Kob Fal Rot *oleum*	*d*† *in*	CL 3,35 *bulk*	1928 7mo *Lloyd*	Nakskov Skibsværft Nakskov '*sA&CP* *CellDBuE*	Skibs A/S Hilda Knutsen(Knut KnutsenO.A.S. *Mgr.*) 67′286*tDTf*38′426*t*	470·3 P100′B31′F47′ FK *FPT*203*tAPT*95*t*	64·5	35·6	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16″-43 1/16″ 714NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4	
26502 133076 GQNV	**Hilda Moller** (*ex*Orator,*ex*Saint Fillans,*ex*Hawkhead) 2*Dks*	4622 4299 2947			...		1912	Russell& Co. PortGlasgow	MollerLine,Ld.	385·5 P37′B115′F45′ FK	52·0	26·5	Shanghai British *WB*	T.3Cy.26″,42″&70″-48″ 381NHP Rankin&Blackmore,Grk.	29 ″ 0	
26503 OZLE	**Hilde** Wireless 1*Dk*	1595 1212 935					1930	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm (A.Schmiegelow & A.Kampen, *Mgrs.*)	253·5 P16′Q70′B106′F34′	39·1	15·4	Copnhagn Danish *WB*	C.4Cy.(2)14¾″&(2)31½″- 31½″ HS2350 144NHP HelsingörsJernsk.&Mskb.		V
26504 DRAS	— (*ex*Paris,*ex*Saturn) *Well deck* Sub.Sig. 1*Dk*2*trB*	1371 931 851					1894	Flensburgr Schiffsb.Ges. Flensburg	Riga-Lübecker Dampfsch.Ges.(F. H.Bertling,*Mgr.*)	232·1 Q71′B107′F25′	34·3	13·7	Lübeck German *WB*	T.3Cy.16″,26″&43″-33″ NB28 106NHP FlensburgerSchiffsb.Ges.		G
26505 DAMW	— (*ex*RudolfOttoIppen16,*ex*MargotKunst- mann) *Mchy.Aft* 1*Dk*	491 444 290					1907	Nordswrke A.G. Emden	Ippen-LinieReed. A.G.	132·2 Q18′B69′F44′	26·6	13·5	Stettin German *WB*	C.2Cy.12¾″&22 1/16″&13¾″ NB10 150NHP DresdenerMsch&SchiffAG		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26506 859	**Hildegaard** (*ex*Butetown,*ex*Eda) *ss*Hfs.No.1-36 *ss*Rot.2ndNo.3-2,31 1*Dk*(*ptIrn&ptStl*) &*deep framing*	2362 — 1380	✠100A1 ~~1,369,34~~ 5,36 ~~MS2,31~~	Bry ~~Hfs~~ Bkn ✠LMC5,35 ~~BS1,345,35~~	*t*	CL ~~9,34~~ ~~1,36~~ 5,36	1906 3mo Lloyd's A&CP	Richardsn, Duck&Co. Stockton	Rederi A/B Hildegaard (H.Lundqvist) *CellDBa*110'*uE*22'	313·1 P32'B78'F36' FK *f*128'694*t FPT*74*t*	44·6	20·7	Mariehmn Finnish 5*BHCem* *APT*75*t*	T.3Cy.23",38"&62½"–42" (*s*) 160lb 257NHP 2SB,6*cf*,GS110,HS3900 Blair&Co.Ld.Stockton	23 ″ 1 s3 ″ 6½ 19 ″ 9	
26507 DAPT	**Hildegard** (*ex*Gerhilde,*ex*Randhulf Hansen) *ss*Sld.No.2-14 1*Dk*(*Stl–ptws*)& *deep framing*	1260 1123 770	✠ 11,19	Bdx ✠	*p*		1906 6mo	Fevigs Jernskibsbyg Fevig	FranzL.Nimtz	245·2 P26'B70'F24' FK *CellDBa*50'*uE*	35·6	17·6	Stettin German 4*BHCem* 20'*f*102'284*t*	T.3Cy.18",29"&48"–33" 159NHP 2SB,4*cf*,GS78,HS2650 Richardsons,Westgarth& *APT*51*t* Co.Ld.Mdb.	18 ″ 9	G †
26508 4656 SLKA	**Hildur** (*ex*Colombia,*ex*Brei,*ex*Nord) 1*Dk*	*2189* *1795* *1161*					1906	Kockums M.V.Aktieb. Malmö	RederiA/B Atos (AllanBörjesson, *Mgr.*)	279·8 Q76'B104'H143*t* F26'	43·7	18·0	Hlsngborg Swedish *WB*	T.3Cy.21",35"&58"–39" 210NHP Richardsons,Westgarth& Co.Ld.Sld		V
26509 LECR	**Hill** Wood 1*Dk*	496 380 281					1920	Tvdestrnds Verk.A/S Tvedestrand	GeorgA.Andersen	149·1 Q49*t*B55*t*H32*t*F22*t*	29·7	14·2	Arendal Norwegian	T.3Cy.$13\frac{4}{10}$",$21\frac{3}{10}$"&$35\frac{8}{10}$" –$25\frac{4}{10}$" 65NHP E*made*05*fitted*20 QvillebäckensMek. Verksted,Gothenburg		V
26510 To be broken up 129326 GBCD	**Hillcroft** (*ex*Sheba) *ss*Bry.No.3-2,26 *ss*Ams.No.1-30 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2268 1752 1341	✠~~100A1~~ 2,34 ~~MS10,29~~	Sws ✠~~LMC~~ ~~BS9,33~~	*s*	CL N1,34	1912 8mo Lloyd's A&CP	J.Crown& Sons,Ld Sunderland	~~RisingSunNav.Co.Ld.(WalterVaughan(Cardiff)Ld.Mgrs.)~~ *Intermediate BH in fore hold dispensed with*	290·0 P24'Q90'B53'F30' FK *CellD*	40·7	17·8	London British *Cem* 4 *BH only* *Ba* 96' *f*116'	T.3Cy.21",35"&57"–39" (*s*) 180lb 222NHP 2SB,6*pf*,GS104,HS3463 G.Clark,Ld.Sunderland 489*tFPT*127*tAPT*104*t*	20 ″ 0 s 2 ″ 1 18 ″ 2	
26511 144452 GWDK	**Hillfern** (*ex*TyneBell) Wireless 1*Dk*	1535 1343 827			...		1920	C.Ren- noldson&Co. SouthShields	BramhallS.S.Co. Ld.(AngelDall- ing&Co.Ld.*Mgrs.*)	240·0 B52'F23' FK	36·2	19·1	Belfast British *WB*	T.3Cy.18",30"&50"–33" 174NHP ShieldsEng.Co.Ld.S.Shl.	21 ″ 3	C †
26512 214694 KJMT	**Hillsborough** Wood *Fitted for oil fuel* 1*Dk*	328 — 223					1916	FAVerdon &CoW.Brigh- ton,N.Y.	U.S.Gypsum Transptn.Co.Inc.	106·3	30·5	11·8	NewYork Utd.States	C.2Cy.13"&28"–18" NE&B*made*18*fitted*23 UnionIronWorks, 28NHP Hoboken,N.J.		
26513 Wrecked 1,36 DHLQ	**Hilma Bissmark** (*ex*Norman) *ss*Ham.No.3-3,08 *ss*Ham.No.1-12 *Well deck* 1*Dk*(*Stl*)	652 502 270	✠ 12,16	Ham	*k*		1896 11mo	Sunderlnd SB.Co.Ld. Sunderland	BissmarkLinie G.m.b.H.	206·0 Q105'B15'F23' BK6" *WB*=*CellDBa*	29·0	12·4	Hamburg German 4*BHCem* 37'*f*79'130*t*	T.3Cy.17",28"&46"–30" 116NHP NB21 N.E.MarineCo Ld.Sld.	13 ″ 2	G †
26514 PERQ	**Hilversum** *ss*Rot.No.3-5,33 D.F. 1*Dk*(*Stl*)	3720 3349 2254	✠100A1 ~~3,35~~11,35 BS~~5,35~~ 2,36 *Fitted for oil fuel* 9,20	Rot ✠LMC5,33	*w*	OG 3,34 *F.P. above* 150° F.	1920 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. Oostzee(Vinke& Co.*Mgrs.*) *Intermediate BH in after hold dispensed with*	359·9 P30'B229'F27' FK *CellDB*312' 950*t FPT*74*t*	48·3	23·0	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	T.3Cy.$25\frac{7}{8}$",41"&67"–45" (*s*) 180lb 388NHP 3SB,6*cf*,GS144,HS5490 FD Kon.Maats.deSchelde, Vlissingen	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
26515 298 IBDQ	**Himalaya** TwinSc *ss*Tri.No.1-33 *OilEng.* *Ref.Mchy.* D.F. 2*Dks*(*Stl*)	6240 5021 3904	✠100A1 ~~6,35~~ ~~9,34~~ 12,35 DBS~~6,34~~ 6,35 ✠LMC CS6.34 9,35~~12,33~~ Lloyd'sRMC~~12,34~~ ~~6,35~~ 3,36 ~~9,35~~ for temp. 43° F.	Tri	*a*†	CL ~~7,32~~ 9,34	1929 5mo Lloyd's A&CP	Stabilmnto Tecnico Trieste	LloydTriestino	448·3 430·0 P36'B283'F44' FK *CellDB*365'1026*t*	55·5 55·4	27·7 27·7	Trieste Italian 8*BHptCem* *FPT* 114*tA*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri *PT*47*t*	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
26516 23554 JFND	**Himalaya Maru** *ss*Yka.No.3-4,29 *ss*Kob.No.1-33 2*Dks*(*Stl*)	5229 4844 3187	✠100A1 7,35 ~~7,34~~	Kob ✠LMC~~7,34~~ 7,35	*z*	OG 7,33	1918 9mo A&CP	Mitsubishi ZosenKaisha Ld.Nagasaki	OsakaShosenK.K.	400·0 P39'B121'F40' FK *Cell DB*350'1075*t FPT*	54·5	30·0	Osaka Japanese 6*BHCem* 130*tAPT*87*t*	T.3Cy26½",44½"&75"–48" (*s*) 200lb 494NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
26517 131503 ZMKW	**Himatangi** (*ex*Coolebar) TwinSc 1*Dk*	479 320 224					1911	Ardrossan D.D.Co.Ld. Ardrossan	AnchorShipping &FoundryCo.Ld.	150·3 Q41'F27 *WB*	30·0	8·7	NelsonN.Z. British	C.4Cy.12½"&26"–18" 89RHP Dunsmuir&JacksonLd.Gls		
26518 119875 VPDW	**Hin Sang** Ⓟ (*ex*Parklands) 1*Dk*2*trB*&*Webframes*	2929 2789 1885			...		1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	Indo-ChinaSteam Nav.Co.Ld.	339·9 P34'B200'F32' FK	48·0	20·8	HongKong British *WB*	T.3Cy.23½",39"&64"–42" 291NHP Blair&Co.Ld.Stockton	23 ″ 2 s2 ″ 11 20 ″ 8	
26519 LDKC	**Hindanger** TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	4884 4372 3005					1929	Armstrong Whitworth &Co.(Ship- builders)Ld Newcastle	Westfal-Larsen& Co.A/S	398·0 P70*t*F22*t*H371*t*	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
26520 DHLR	**Hindenburg** 4Mst D.F. Sub.Sig. 2*Dks*	7880 7384 4836					1921	Bremer Vulkan Vegesack	Hamburg-Amerik- Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8 P56'B101'F41'	58·3	32·7	Hamburg German	T.3Cy.$32\frac{3}{10}$",53¼"&86½"– $55\frac{3}{10}$" 554NHP BremerVulkan,Vegesack		G
26521 163525 GWWT	**Hindhead** (*ex*ConsulHorn-34) *OilEng.* *ss*Ham.No.3-9,34 2*Dks* *CruiserStern*	3121 2744 1859	100A1 *withfreeboard* ~~6,35~~ ~~9,34~~ 1,36 DBS~~9,34~~1,36	Ham ~~Shl~~ Lon LMC9,34	*u*	CL 8,34	1924 Lloyd's A&CP	Frd.Krupp Act.Ges. Kiel	KnollShippingCo. Ld.(E.H.Mundy& Co.Ld.*Mgrs.*)	306·5 P25'B98'F23' FK *CellDB*248'652*t FPT*	47·7	23·5	London British 5*BHCem* 58*tAPT*48*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–39⅜" 381NHP DB*70lb* Frd.Krupp,A.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
26522 139256 GSLP	**Hindpool** *ss*Shl.No.1-32 D.F. 1*Dk*(*Stl*)	4897 4621 3024	✠100A1 ~~5,35~~~~10,34~~2,36 BS~~10,34~~ 2,36	Hpl ~~Cff~~ Bry ✠LMC11,32	*z*	CL ~~11,32~~ 2,36	1928 5mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*)	405·0 P30'B229'F41' FK *CellDB*359'1402*t FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",41"&71"–48" (*s*) 180lb 505NHP 3SB,9*cf*,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
26523 OYFL	**Hindsholm** *ss*Cpn.No.3-5,35 ~~*ss*Cpn.No.2-29~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1512 1336 876	✠100A1 *Shelter dk* *withfreeboard* 5,35~~11,33~~ ~~BS4,34~~	Cpn ✠LMC~~12,29~~ 5,35	*q*	OG ~~4,34~~ 5,35	1922 3mo Lloyd's A&CP	Frdrkshvn Værft.&Flyd. Frederikshvn	DetForenede DampskibsSelsk. *CellDB*215'512*t*	253·2 FK *Collision BH to Sh dk* *FPT*62*tAPT*65*t*	39·1	16·2	Aalborg Danish *Cem* 3 „ „ *U* „	T.3Cy.18⅓",30"&50"–36" (*s*) 185lb 169NHP 2SB,4*cf*,GS63,HS2652 HelsingörsJernsk &Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
26524 142827 GPKZ	**Hindustan** *ss*Nwc.No.3-10,34 D.F. 2*Dks*(*Stl*)	5217 4845 3242	✠100A1 12,35 ~~3,35~~ BS12,35	Cff ✠LMC10,34	*y*	CL 10,34	1919 3mo Lloyd's A&CP	ShortBros. Ld. Sunderland	HindustanStm. ShippingCo.Ld. (CommonBros. Ld.*Mgrs.*) *CellD*	400·0 P49'B113'F40' FK *B*340'1067*tFPT*135	52·4	28·5	Newcastle British 7*BHptCem* *tAPT*198*t*	T.3Cy.25½",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26525 69016 ZMBK	**Hinemoa** Ⓟ Iron Wireless 2Dks	559 478 234	✠ 6,76	Cly			1876 5mo	Scott&Co. Greenock	D.W.McKay	207·4	25·2	15·2	Wellingtn British N.Z. *4BHCem*	C.2Cy.29¾"&58½"–36" NB88 NDB05 171NHP GreenockFndry.Co.Grk.		
26526 34872 JDYC	**Hino Maru** *OilEng.* 1*Dk&2nd dk in fwd. holds*	2666 2329 1604			...		1929	Mitsubishi ZosenKaisha, Ld. Kobe	NipponShokuen KaisoK.K.	315·0 P82'B62'F43'	46·0	25·0 FK	Tarumi Japanese *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41⅜" 388NHP MitsubishiZosenKaisha	25 ″ 0	C †
26527 35883 JCBH	**Hinode Maru** *ss*Osa.No.1–35 *OilEng.* *Mchy Aft* 1*Dk(Stl)& Webframes* *CruiserStern*	321 222 129	✠100A1 *Coasting Service Japan* 2,36 ~~2,35~~ ✠LMC2,35 *Carrying Petroleum in bulk*	Osa	e	CL 2,35	1930 2mo *Lloyd's A&CP*	MitsuiBussanKaisha, Tama	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)	135·5 Q58'F18' PonQ49'	23·5	9·5 FK *FPT20t*	Yokohama Japanese *8BH pt Cem* *APT6t*	Oil Engines 2S.C.SA 4Cy.15⅝"–17¹¹⁄₁₆" 175NHP KromhoutMotorenfb.Ams.	9 ″ 6	
26528 DCBJ	**Hinrich** (*ex*Roon) 1*Dk*	523 389 308					1909	Nüscke& Co. Stettin	Sartori&Berger	167·8 Q48'B41'F18'	26·7	11·1	Kiel German *WB*	C.2Cy.18"&31"-20" 36NHP OttensenerMasch Ottensen		G
26529 DHLS	**Hinrich Peters** (*ex*Bornholm, *ex*Rimfaxe) *Well deck* 1*Dk*	856 686 483					1908	Helsingörs Jernsk&Msk Elsinore	H.Peters	210·4 P13'Q52'B90'F24'	32·1	12·7	Hamburg German *WB*	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		G
26530 PERW	**Hinry** (*ex*Johanna te Velde) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	323 283 233					1921	Gebr. Niestern Delfzijl	N.V.M/S"Hinry" (D.Oosting,*Mgr.*)	133·8 Q23'F15'	25·4	10·7	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 3Cy.11"–13¾" 35NHP AppingedammerBrons-Motorenfbk.Appingedam		G
26531 LCOL	**Hiram** 2*Dks*	1930 1646 1108					1926	Fredrkstad Mek.Værks. Fredrikstad	Bruusgaard, KiösterudsD/S A/S	280·3	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
26532 30479 JPIA	**Hiran Maru** Ⓟ TwinSc (*Ferry*) D.F. 2*Dks*	3459 2363 1269					1923	Uraga DockK.K.	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokio Japanese	SR geared Steam Turbines		
26533 19224 JLNB	**Hirano Maru** Ⓟ Wireless 1*Dk*	1218 1006 847					1916	OsakaIron Works,Ld. Osaka	ShimataniKisen K.K.	220·0 P24'B35'F30'	33·5	18·5	Yesumi Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
26534 138908 VTCM	**Hiravati** Ⓟ TwinSc 1*Dk*	580 470 246			...		1930	Bow,Mc- Lachlan&Co. Ld. Paisley	BombayStm.Nav. Co.Ld.	199·7 *Shade dk*	33·1	10·9 FK	Bombay British *WB*	T.6Cy.12",20"&33"–21" 240NHP Bow,McLachln&CoLdPsy.	11 ″ 6	
26535 142729 ~~LCKI~~ GYRR	**Hird** (*ex*Athelfoam,*ex*Caprella, *ex*WarGhurka) *ss*Rot.No.3–3,31 1*Dk(Stl)2trB&Webframes* *Longitudinalframing* ~~*ProgressiveSurvey of oil tanks*~~	~~5552~~ ~~4713~~ ~~3434~~ 5571 4722 3544	✠100A1 9,34 BS2,36 MS3,31 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel*12,18 *F.P. above 150° F.*	Bkn LMC ~~BS1,30~~	z	CL 4,35	1918 12mo *Lloyd's A&CP*	Irvine's SB &D.D.Co.Ld. WHartlepool	~~D/SA/S"Vard"~~ ~~(G.O.Aarvold&Co.~~ ~~*Mgrs.*~~) United MolassesCo.Ld *CellDBuE&B*	400·0 P49'B121'F39' 59'218tf50'60t*FPT*	52·3	28·4 FK	London British *11BHptCem* *100tAPT83t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 546NHP 3SB,*9cf*,GS187,HS8328 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
26536 32826 TKMB	**Hiro Maru** Ⓟ 1*Dk*	549 443 330					1927	Namura Gennosuke Osaka	KitaKyushu ShosenK.K.	170·0	25·0	15·0	Fukuoka Japanese	T.3Cy.		
26537 148710 GWDR	**Hirondelle** *ss*Lon.No 2–34 1*Dk(Stl)&Shelter dk(Stl)* Wireless *CruiserStern*	893 703 391	✠100A1 *withfreeboard* 3,35 BS~~5,30~~ 1,36 ✠LMC12,33	Lon	n	CL 3,35	1925 12mo *Lloyd's A&CP*	Greenock Dkyd.Co.Ld. Greenock	GeneralStm.Nav. Co.Ld. *CellDB182'273tFPT*	210·7 B60' *32tAPT22t*	34·7	12·1 FK *Coll*	London British *5BHptCem* *BH to Sh dk* *4 ,, ,, 2nd ,,*	T.3Cy.16",27½"&45"–33" (*s*) 200lb 159NHP 2SB,*4cf*,GS82,HS2804 Ross&Duncan,Glasgow	14 ″ 0 s ″ 2 13 ″ 11½	
26538 9981 JDTB	**Hirosaki Maru** Ⓟ (*ex*OhioNo.4, *ex*Nord I) Wireless 1*Dk&Spar dk*	1354 1119 718					1902	SirRaylton Dixon&CoLd Middlesbro'	KinkaiYusenK.K.	243·8 P24'B74'F40'	34·2	20·5	Tokio Japanese *WB*	T.3Cy.22",35"&59"–39" Richardsons, 217NHP Westgarth&Co.Ld.Mdb.		
26539 23352 JMGE	**Hiroshi Maru No. 3** (*ex*Kirishima MaruNo.20) 1*Dk*	940 800 656					1918	NamuraCo Osaka	Kobayashi Hiroshi	190·0	31·0	18·5	Yesumi Japanese *WB*	T.3Cy.13½",22¼"&37½"–27" 73NHP NagaokaIrn.Fndry.Nag.		
26540 39715 JWXI	**Hirota Maru** *OilEng.* 1*Dk*	485 — 391					1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
26541 TCBN	**Hisar** (*ex*Hissar,*ex*KirZade, Wood *ex*KirChehir,*ex*Charwood, *ex*Cawood,*ex*Diana) 2*Dks*	2398 — 1710					1919	Supple- BallinS.B.Co Portland,Or.	KalkavanZadé Riza ve Mahdumu Ismail(Vapur Sirketi)	294·0 P28'B71'F32'	46·7	23·8	Istanbul Turkish	T.3Cy.21",34"&57"–40" PacificMarine 205NHP IronWorks,Portland,Or.		
26542 30052 JAAC	**HisayoshiMaru** Ⓟ (*ex*Falkefjell, *ex*Kingston,*ex*Salvatore di Giorgio) Wireless 1*Dk&Awng dk3trB*	1264 1169 775					1903	Akers Mek.Værks Oslo	KagoshimaYusen K.K.	227·0 H93*t*	31·6	22·1	Kobe Japanese *WB*	T.3Cy.20",32"&52"–33" 155NHP AkersMek.Værks.Oslo		
26543 37279 JCDH	**Hishi Maru** (*ex*MitsubishiMaru) *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	492 413 305					1931	Mitsubishi ZosenKaisha Ld. Kobe	OgimachiTanker K.K.	159·0 Q42'F20'	27·5	15·0	Yokohama Japanese *WB*	Oil Engines 4S.C.SA 6Cy.9⅝"–15" 57NHP MitsubishiZosenKaishaLd.		
26544 5896 SEWG	**Hispania** 2*Dks*	*1323* *1096* *603*					1912	Antwerp Eng.Co.Ld. Hoboken	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	236·8 H95*t*	37·3	16·2 23·2	Gothenbrg Swedish *WB*	T.3Cy.20",33"&54"–36' 175NHP N.E.MarineEngCoLd Nwc		V
26545 147290 GKYF	**Historian** *ss*Bku.No.2–33 2*Dks(Stl)*	5074 4720 3156	✠100A1 ~~9,34~~ 4,36 MS9,33	Bkn ~~Lon~~ Liv ✠LMC BS~~12,34~~ 4,36	y	CL ~~10,31~~ 6,35	1924 12mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB340'1122t*	395·5 P38'B128'F40' *DTa30'762t* *FPT76tAPT26t*	52·5	28·0 FK	Liverpool British *Cem* *7BHto Udk* *1 ,, ,, 2nd ,,*	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB,*12cf*,GS210,HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10½	
26546 8124 JKWB	**Hitaka Maru** Wireless 1*Dk&Awng dk*	734 687 395			...		1901	Kawasaki DockyardCo. Ld. Kobe	TaiyoShosenK.K.	188·5	25·5	12·8 19·8 BK7'	Kago-shima Japanese *WB*	T.3Cy.16¼",26"&43"–30" 118NHP KawasakiDockydCo.Kobe	13 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26547 36219 JGYC	**Hiye Maru** Ⓟ TwinSc ssOsa.No.1-35 OilEng. Ref.Mchy. 3Dks(Stl-weather dk ws) D.F. GyC. 4th dk(Stl)inNo.3hold E.S.D.	11621 9388 6818	✠100A1 withfreeboard 7,35 ~~7,34~~ ✠LMC CS7,34 5,35 ✠Lloyd'sRMC ~~2,35~~ 2,36 ~~7,35~~	Osa 7,35 DBS ~~7,34~~	h†	CL 7,34	1930 8mo	Yokohama DockCo. Ld. Yokohama Lloyd'sA&CP	NipponYusenK.K.	511·6 B228'F74'	66·0	41·0 FK	Tokio Japanese 9BHptCem	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2187NHP 2DB 120lb Akt.Burmeistr&Wain,Cpn	41 ″ 0 s10 ″ 11¾ 30 ″ 3½	
			Fitted for carrying oil 8,30 F.P. above 150°F. in 3 deep tanks aft						CellDB424'1975t Tanks in way of tunnels 294tDT's a39'1307tFPT110tAPT166t							
26548 24710	**Hiyoshi Maru** WoodAuxSr 1Dk	328 269 206					1918	Yamamoto Shikakichi Sakihama	MiwaKisenK.K.	111·5 B21'F19'	25·6	13·5	Ushioye Japanese	O.2Cy.13⅛"&24⅛"-16" 18NHP		
26549 9449 JLGB	**Hizen Maru** Ⓟ (exMathilde) Wireless 1Dk&Spar dk	944 — 685					1891	Blohm& Voss Hamburg	OnishiShinji	222·1 B31'H—	29·3	17·0	Otaru Japanese WB	T.3Cy.15¼",24$\frac{5}{16}$"&39½"-33" 90NHP Blohm&Voss,Hamburg		
26550 Broken up OXWS	**Hjalmar** Ⓟ IronPad (Ferry) 1Dk	332 320 135					1883	F.Schichau Elbing	DeDanskeStats-baner	166·0 H23t	26·6	11·7	Frdericia Danish	O.2Cy.32"&62"-45½" 216NHP F.Schichau,Elbing		
26551 6869 SMHA	**Hjelmaren** ssGot.No.3-6,35 ~~ssSkm.No.2-31~~ D.F. OilEng. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2467 2030 1186	✠100A1 Shelter dk withfreeboard 4,36 ~~6,35~~ ✠LMC CS6,35 DBS ~~8,34~~ 8,35 10,34	Got	u	OG 5,34	1922 10mo	A/BGöta-verken Gothenburg Lloyd'sCP	RederiA/B Transatlantic (G.Carlsson, Mgr)	312·3	45·6	19·8 FK	Gothenbrg Swedish ptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-35$\frac{7}{16}$" DB-80lb 585NHP Aktieb.AtlasDiesel, Stockholm	22 ″ 9 s1 ″ 5 21 ″ 7¼	
									CellDB223'780t FPT121tAPT81t			Collision BHtoSh dk	4 ,, ,, U ,,			
26552 LECX	**Hjort** 1Dk	1220 1008 699					1926	Trndhjms Mek.Værks Trondheim	D/S A/S Björn (Thorv.Hansen, Mgr.)	232·3 P15tH65t	36·5	15·7	Oslo Norwegian WB	T.3Cy.17",27"&46"-30" 116NHP TrondhjemsM.VTrndheim		N
26553 155922	**Ho Kwang** TwinSc OilEng. Mchy.Aft 1Dk(Stl)&Web frames ssShi.No.1-36	685 537 364	✠ A1 ForService on the YangtzeRiver 3,36 ~~10,34~~ DBS2,36 ✠LMC 2,36 ~~6,31~~ ~~✠LMC(M)6,33~~	Shi		OG ~~9,33~~ S1,36 P3,36	1931 5mo	NewE.& S.B.Wks.Ld. Shanghai Lloyd'sA&CP	AsiaticPetroleum Co.(NorthChina), Ld.	200·0 F26' DTf40t	32·3	10·5 FK	Shanghai British 10BHptAsp APT38t	Oil Engines 2S.C.SA 12Cy.11½"-13½" 276NHP DB160lb H.Widdop&Co.Ld.Kghley.	11 ″ 3	
			Draught not to exceed 9 ft. Carrying Petroleum in bulk & petroleum products													
26554 151802 GSMP	**Hobsons Bay** Ⓟ TwinSc ssLon.No.3-5,34 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk Ref.Mchy. (Stl) in forward holds D.F.	14204 11883 8572	✠100A1 Shelter dk withfreeboard ~~4,35~~ ~~12,34~~ 1,36 ✠LMC ~~BS6,34~~ MS7,33 ✠Lloyd'sRMC ~~5,35~~ 5,36 ~~1,36~~ ~~9,35~~	Lon 4,36 BS ~~5,35~~	i†	CL ~~PN3,32~~ S4,34 P4,35	1922 1mo	Vickers, Ld. Barrow Lloyd'sA&CP	Aberdeen&Com-monwealthLine, Ld.(G.Thompson &Co.Ld.Mgrs.) CellDB458'2228t Tanks between Tunnels	530·6 B208'F78'on Sheltr dk MT24'1016t els 51'195tFPT128t	68·3	39·9 FK	London British ptCem 9BHtoSh dk APT142t	4SteamTurbinesDRgeared to 2 Sc Shafts (r) 220lb HS25923 FD 1977NHP 3DB&2SB,32cf,GS663 Vickers,Ld.Barrow	43 ″ 6 s10 ″ 8½ 33 ″ 1¾	BT till ~~4,35~~ 4,36
			Fitted for oil fuel 1,22 F.P. above 150° F.													
26555 138074	**Hochelaga** Ⓟ (exYacht, exWaturus) ~~ssHfx.2ndNo.3-12,28~~ Sub.Sig. ~~ssHfx.No.2-31~~ ~~ssHfx.No.3-4,31~~ 2Dks ssHfx.3rdNo.3-4,34	628 — 427	✠100A1 For Service between Pictou&Prince Edward Island ~~5,35~~ ~~4,34~~ 4,36 ✠LMC BS4,36 ~~DS4,34~~ MS4,34	Hfx		CL ~~4,33~~ 4,36	1900 4mo	Hawthorns &Co.Ld. Leith A&CP	HochelagaShppg. &TowingCo.Ld.	192·6 Q54'	27·6	14·8 BK7"	Ottawa British 4BHCem	T.3Cy.18",28"&49"-33" (s) 160lb 90lb 162NHP 1B,4cf,GS91,HS2682 Hawthorns&Co.Ld.		
26556 DHLV	**Hochsee** (exRheinland) 1Dk CruiserStern	2245 1859 1341					1926	Schiffsw.v. H.KochA.G. Lübeck	W.Schuchmann	282·8 Q99'B69'F31'	45·3	17·8	Hamburg German WB	T.3Cy.21⅝",35$\frac{7}{16}$"&55$\frac{15}{16}$"-35$\frac{7}{16}$" 186NHP J.Frerichs&Co.Osterholz-Scharmbeck		G
26557	**Hock Lee** 2Dks	422 392 233					1908	Bow,Mc-Lachlan&Co. Ld. Paisley	TsangKokWah	135·0 P24'F20' Shade dk66'	22·2	16·0	Macao Portuguese WB	O.2Cy.16"&34"-24" 47NHP Bow,McLachln&CoLdPsy.		
26558 128872 MDFN	**Hodder** ssGoo.2ndNo.3-9,35 ~~ssGoo.No.3-12,22~~ ~~ssGoo.No.2-31~~ 1Dk(Stl)&deep framing	1016 833 421	✠100A1 ~~3,34~~ 9,35 ~~BS11,34~~ ✠LMC ~~9,31~~ 9,35	Goo	o	OG ~~9,31~~ 8,35	1910 2mo	W.Dobson &Co.Ld. Newcastle Lloyd'sA&CP	LondonMidland& ScottishRly. WB=CellDBa58'	240·2 P38'B88'F35' uE15'f91'182tFPT	34·2	15·4 FK	Goole British 5BHCem 14tAPT31t	T.3Cy.22",36"&61"-39" (r) 180lb 331NHP 2SB,6cf,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s1 ″ 10¼ 14 ″ 9¼	
26559 LIWC	**Höegh Merchant** OilEng. D.F. 1Dk&Shelter dk CruiserStern	4858 4362 2921	✠100A1 withfreeboard 11,35 ~~3,35~~ ✠LMC9,34	Shi Kob	z	CL	1934 9mo	Akt Bur-meistr&Wain Copenhagen Lloyd'sA&CP	SkibsA/S Noruega, SkibsA/S Astrea& SkibsA/S Aruba SkibsA/SAbaco (LeifHöegh, Mgr.) CellDB337'1256tM	387·9 P31'F34' T28'1079tFPT133t	54·2	26·0 FK	Oslo Norwegian 7BH (Coll to Sh dk 6 ,, 2nd ,,) APT190t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 ″ 3 s3 ″ 0¾ 25 ″ 4½	
			Carrying cargo oil F.P. above150° F. in deep ~~tan~~ tank													
26560 LISZ	**Höegh Trader** TwinSc (exGuldborg-33) ssRot.No.1-34 D.F. OilEng. 1Dk(Stl)&Shelterdk(Stl) New "Gausdal," see No.38277 in Supplement	4732 4232 2865	✠100A1 withfreeboard 10,35 ~~10,34~~ ✠LMC CS4,34 ~~3,35~~ 10,35	Fal ~~Ver~~Syd DBS4,34	z	CL ~~S4,34~~ ~~P9,33~~ 9,35	1930 2mo	Odense Staalskibsvft Odense Lloyd'sA&CP	SkibsA/SNoruega, SkibsA/SAstrea& SkibsA/SAruba (LeifHöegh, Mgr.) CellDB338' Tanks in way of Tunnels	385·6 P30'F33' 1138t els81tMT27'	54·2	25·4 FK	Oslo Norwegian 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB90lb Akt.Burmeistr&Wain,Cpn 1085tFPT135tAPT140t	28 ″ 0 s2 ″ 11¼ 25 ″ 3¼	
			Fitted for carrying oil 2,30 F.P. above 150° F. in deep tank													
26561 24035 JHMD	**Hofuku Maru** ssKob.No.3-5,31 2Dks(Stl)&Awng dk(Stl)	5825 5586 4243	✠100A1 Awng dk withfreeboard 7,34 ~~BS7,34~~ ✠LMC ~~5,30~~ 8,35	Nag	y	OG ~~7,34~~ 8,35	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. Collision BH to Awng dk CellDB334'1118tFPT	385·0	51·0	36·0 FK	Hashidate Japanese Cem 5BHto U dk 126tAPT93t	T.3Cy.26",43½"&72"-48" (s) 200lb 436NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
			Fitted for oil fuel 3,23 F.P. above 150° F.													
26562 FOOG	**Hoggar** Ⓟ Ref.Mchy. Fitted for oil fuel D.F. 2Dks	5146 — 3109					1923	Forg.&Ch. de laMédit. LaSeyne	Cie.deNavigation Fraissinet	390·2 P85'B161'F54'	50·2	25·9	Marseilles French WB	T.3Cy.27¾",44½"&74"-47½" 375NHP Forg.&Ch.delaMédit.Msl.		V
26563 OHCE	**Hogland** (exKingswood, exRumney, exOnwen) ssShl.No.3-4,26 ssLkr.No.2-35 ~~ssHfs.No.1-20~~ 1Dk(ptIrnptStl) Cargo battens not fitted	~~4608~~ — ~~2733~~ 4360 — 2590	✠100A1 5,35 ~~4,34~~ ~~BS6,34~~ ✠LMC ~~6,30~~ 5,35	Cpn Lkr	x	CL ~~4,31~~ 5,35	1914 1mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	A/B NaxosPrince ~~(B.Mattsson, Mgr.)~~ (CurtMattson Mgr) CellDBa110'uE&B	363·1 P32'B110'F34' 42'f161'1017tFPT	51·0	26·3 FK	Helsingfrs Finnish 6BHCem 75tAPT61t	T.3Cy.24",43"&71"-48" (r) 180lb 400NHP 3SB,9cf,GS173,HS6467 J.Readhead&Sons,LdSShl	28 ″ 9 s5 ″ 4¼ 23 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres en cote, et non dans le L. Durée Cert. B. of Trade
26564 LEDT	**Högoy** (*ex*Union-32) Now "Union," *see No.* 40460 *in Supplement* 1*Dk*2*tr B*	607 483 323					1893	Nylands Værks Oslo	D/S A/S Högöy (JohanEliassen)	162·1 Q29*t*B49*t*H13*t*F11*t*	26·9	15·6	Bergen Norwegian *WB*	T.3Cy.11⅝",17½"&30"-27" 47NHP NylandsVærks,Oslo		N
26565 LECZ	**Hogstad** 3Mst *Mchy.Aft* 1*Dk*	696 526 365					1917	LarvikS. &Værksted Larvik	A/R Jötun(Paul Jebsen,*Mgr.*)	179·2	30·2	12·4	Bergen Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP BergensMekVærksBergen		N
26566 DONJ	**Hohenfels** Now "Tchaviatcha," *see No.* 40254 *in Supplement* Sub.Sig. 2*Dks*	3021 2681 1742					1923	Schiffs.u Dockbau-werftA.G. Lübeck	DeutscheDampfs. Ges."Hansa"	337·7 B36'	48·2	21·1	Bremen German *WB*	T.3Cy.23½",38 5/16"&62"-41½" 248NHP G.SeebeckA.G. Wesermünde-G.		G
26567 DHLX	**Hohenstein** D.F. *CruiserStern* 2*Dks*	4576 4265 2774					1927	Howaldts-werke Kiel	Hamburg-Amerik Packetf.Akt.Ges. (Ham.Amr.Linie) (HamburgSüdamerik.Dampfschifff.Ges.*Mgrs.*)	349·5 F72'	50·3	29·0	Hamburg German *WB*	C.4Cy.(2)20 1/16"&(2)43 5/16"-43 5/16" 247NHP A.Borsig,G.m.b.H.Berlin		G
26568 XNAC	**Hohsing** (*ex*Zira,*ex*Tanglin) *Fitted for oil fuel* 2*Dks*	*2030* *1795* *1303*					1900	Workman, Clark&Co.Ld Belfast	Shawhsing S.S.Co. Ld.	278·6 P74'Q26' *WB*	41·2	20·9	New-chwang Chinese	T.3Cy.19",32"&52"-30" 148NHP Workman.Clark&Co.Ld.		
26569	**Hoi Nam** WoodTwinSc (*ex*ChineseGunboat) 2*Dks*	777 — 484						.... HongKong	TeungKwongKee	175·0	29·9	19·4	Canton Chinese	C.2Cy.13"&26"-13" 20NHP		
26570 LGJY	**Höiaas** WoodAux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 283 247					1921	Mölhau-gensVerft og Skibsbyggeri Porsgrunn	M.Kjerstad	123·6 Q5*t*H10*t*P42*t*	27·5	13·1	Oslo Norwegian	Oil Engines 2S.C.SA 2Cy.16½"-18 5/16" 96NHP J&CGBolindersCoLd.Skm		N
26571 154079 GCTK	**Hoihow** Ⓟ 2*Dks*	2798 2348 1629					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
26572 359 JPHC	**Hojo Maru** (*ex*GardMaru, *ex*Gard,*ex*Athelstane, *ex*TheodoreF.Reynolds) *Fitted for oil fuel* 1*Dk* D.F. *Carrying oil fuel in bulk*	2417 2012 1292			...		1920	McDougall DuluthS.BCo Duluth, Minn	DairenKisenK.K.	251·0 P25'B64'F22' FK	43·7	22·2	Dairen Japanese *WB*	T.3Cy.19",30¼"&54"-40" 262NHP McDougall Duluth S.B.Co.	24 ″ 3	
26573 38123 JKVE	**Hokkai Maru** TwinSc *OilEng.* *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *CruiserStern*	8416 7813 5114	✠100A1 *withfreeboard* 2,36~~2,35~~ ~~DBS2,35~~ ✠LMC3,33 ✠Lloyd'sRMC~~2,35~~ *Carrying cargo oil*	Kob DBS2,36 *go oil*	*d*† ~~6,35~~ 2,36 *F.*	CL 2,36 *P. abo*	1933 3mo *Lloyd* *ve*150°	Mitsubishi ZosenKaisha Ld. Nagasaki '*s*A&CP *Cel* *F. in deep tan*	OsakaShosenK.K. *l*DB373'1316*t Tan* 1063*tM* *ks*	446·8 F40' FK *ks in way of tunnels* *Ts*36'1185*tFPT*96*t*	60·5	40·7	Osaka Japanese 8*BH* (*Coll to W dk* 7 ,,2*nd*,,) *APT*89*t*	Oil Engines 2S.C.SA 12Cy.28⅜"-49 5/16" 1678NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag.	40 ″ 9 s5 ″ 4 28 ″ 2¼	
26574 178 JHWA	**Hokkoh Maru** (*ex*Castellano, *ex*WarSpaniel) *ss*Yka.No.3-5,31 GyC. *ss*Kob.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5347 4795 3253	✠100A1 7,35 ~~7,34~~	Kob ✠LMC~~7,34~~	*y* 7,35	CL 7,34	1918 7mo *Lloyd*	ShortBros. Ld. Sunderland '*s*A&CP	YamashitaKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*) *CellD*	400·0 P49'B113'F40' FK *B*340' 1137*tFPT*12	52·4	28·5	Dairen Japanese 7*BHptCem* 0*tAPT*203*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld.	31 ″ 0	
26575 29318 JNCA	**Hoko Maru** Wireless *Mchy.Aft* *Ref.Mchy.* 1*Dk*	1504 1159 815					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·5 P42'B58'F36' *WB*	37·0	19·0	Shina-gawa Japanese	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.Yka.		C
26576 30331 JYNA	**Hokurei Maru** Ⓟ 2*Dks*	2085 1751 1249					1924	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	274·5 P35'B84'F37'	41·5	22·8	Tokio Japanese	T.3Cy.		
26577 36396 JJMC	**Hokuroku Maru** TwinSc *OilEng.* D.F. GyC. 3*Dks*(*Stl*) *Ref.Mchy.* *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* 1,34 ~~✠LMC11,30~~ DBS1,36 ✠LMC CS1,36 1,36 ✠Lloyd'sRMC1,36 *Fitted for carrying oil* *F.P.above*150°*F. in DeepTanks*	Kob	*d*†	CL 1,34	1930 11mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*s*A&CP	OsakaShosenK.K. *CellDB*373'1295*t* *of tunnels*978*t*	446·0 F40' FK *Tanks in way* *MTs*36'1185*tFPT*	60·5	40·7	Osaka Japanese 8*BHptCem* (*Coll to Wdk* 7 ,, 2*nd* ,,) 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP DB*100lb* Mitsubishi ZosenKaishaLdNag	40 ″ 9 s13 ″ 0½ 28 ″ 2	
26578 32485 JDVA	**Hokusei Maru** Ⓟ (*ex*Nanyo MaruNo.3,*ex*Nagpur,*ex*Nanyo MaruNo.3) Wireless 2*Dks*	1277 1061 758					1918	Uraga DockCo.Ld Uraga	HokurikuKisen K.K.	228·0 *WB*	33·0	16·3	Fusan Japanese	T.3Cy.15½",26"&43"-33" 106NHP UragaDockCo Ld.Uraga		
26579 22307 JQUE	— (*ex*NanyoMaruNo.1) 2*Dks*	1275 1137 765					1918	Uraga DockCo.Ld. Uraga	OgawaGomei Kaisha	200·0 B42'F22'	32·0	22·9	Hakodate Japanese *WB*	T.3Cy.15½",26"&43"-33" 106NHP UragaDockCo.Ld.Uraga		V
26580 26771 JNED	**Hokushin Maru** (*ex*Honolulu Maru-34) *ss*Osa.No.3-8,32 2*Dks*(*Stl*)	5751 5149 3541	✠100A1 ~~11,35~~~~10,34~~3,36 ✠NE&B09*refitted*20	Yka Kob ✠LMC~~10,34~~	*z* 3,36	CL ~~9,33~~ 3,36	1920 7mo	OsakaIron Works,Ld. Innoshima A&CP *CellDB*36	NipponGodoKosen K.K. 2'1098*tDTa*27'756	407·2 P40'B137'F46' FK *tFPT*106*tAPT*26*t*	50·8	30·0	Osaka Japanese *Cem* 7*BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy27 3/16",46½"&76⅜"-47¼" 200lb (*s*) 651NHP 4SB,*12cf*,GS234,HS10032 FD F.Schichau,Elbing	32 ″ 7 s6 ″ 8½ 26 ″ 1	
26581 33177 JATC	— (*ex*RyuguMaru-34,*ex*TamiMaru-33, *ex*DeikeRickmers, *ex*Cartagena,*ex*Cette) 1*Dk*	1997 1283 1446					1910	Akt.Ges. "Neptun" Rostock	HakodateKaiun Kaisha,Ld.	272·9 P200'F33'	37·6	16·0	Takasago Japanese *WB*	T3Cy22 1/16",35 7/16"&55⅝"-37⅜" 192NHP A.G."Neptun,"Rostock		
26582 13094 JDLG	— 2*Dks*	469 — 277					1910	S.Ono Osaka	FujiyamaKaiun K.K.	156·4	22·8	16·1	Otaru Japanese	T.3Cy.12",19½"&31½"-22" E&B*made*03*refitd*10 47NHP S.Ono,Osaka		
26583 10742 JBJA	**Hokusui Maru** (*ex*Yetorofu Maru-34, *ex*Aphrodite) *ss*Kob.2ndNo.3-9,23 *ss*Kob.No.2-32 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	~~4118~~ ~~3648~~ ~~3040~~ 3945 3648 2849	✠[illegible] 1,36 *Spar dk* ~~DS3,35~~ ~~✠LMC1,34~~	Kob	*w*	CL 12,32	1898 1mo	Russell& Co. Pt.Glasgow A&CP	NipponGodoKosen K.K. *CellD*	344·9 P20'B72'F36' FK *Ba* 112' *uE* 18'*f*146'	49·8	17·8 25·8	Habu Japanese 6*BHCem* 820*tAPT*71*t*	T.3Cy.25",41"&66"-45" (*s*) 160lb *65lb* 346NHP 2SB,6*cf*,GS112,HS4804 FD Rankin&Blackmore,Grk.	28 ″ 5 ~~s6 ″ 1½~~ ~~22 ″ 7~~	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26584 28138 JIYB	**Hokuto Maru**	2270 1935 1368					1923	Hakodate DkydCo. Hakodate	KinkaiYusenK.K.	270·0 P26'B62'F33'	40·8	24·0	Tokio Japanese *WB*	T.3Cy.20",33"&55"-39" 189NHP		C
26585 19249	— Wood 1*Dk*	833 685 493					1916	Mihara Mannosuke Osaka	TakeuchiSeichiro	187·3	31·2	16·6	Kinaye Japanese	T.3Cy.13",21¾"&36"-27" 67NHP MiharaMannosuke,Osaka		
26586 23866 JTTB	**Hokuyo Maru** (*ex*ShunkaiMaru) Wireless	1586 1312 904					1919	NittaKisen K.K. Osaka	KyodoGyogyo K.K.	240·0 P13'B55'F32'	36·0	20·9	Moto Japanese *WB*	T.3Cy.17",26⅝"&45"-30" 111NHP InnariIronWorks,Kobe		
26587 28504 JALB	**Hokuyu Maru** Ⓟ Wireless 1*Dk*	1450 1197 805					1924	Toba Shipyard Toba	HokurikuKisen K.K.	233·0 P20'B59'F39'	34·0	20·0	Fushiki Japanese	T.3Cy.15½",26"&42½"-32" 102NHP		
26588	**Holanda** (*ex*Falucho) 1*Dk*	729 577 397			...		1907	J.Fuller-ton&Co. Paisley	Cia.Argentina de Nav.Mihanovich, Ltda.	200·7 F32' FK	36·1	10·1	Asuncion Paraguayan *WB*	C.2Cy.15"&32"-24" 65NHP McKie&Baxter,Glasgow	10 ″ 0	
26589 147317 MNJS	**Holburn Head** (*ex*Ribblemere) *ss*Lth.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	489 317 220	✠100A1 10,35 ~~7,34~~ BS10,35 MS12,33	Lth ✠LMC ~~BS7,34~~	*g*	CL 11,33	1925 7mo *Lloyd*	J.Lewis&Sons,Ld. Aberdeen '*sA&CP*	A.F.Henry& MacGregor,Ld.	160·5 Q92'B11'F24' FK *CellDB*95'114*t FPT*	25·2	9·7	Leith British 3*BHCem* 33*tAPT*12*t*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
26590	**HolgerStruckmann** TwinSc *Carrying Cement in bulk* *OilEng.* *Mchy.Aft* 1*Dk* (*Self-Unloader*)	967 763 —					1929	A/S Aal-borgSkibsv. Aalborg	CubanPortland CementCorp.	210·0 P52'F22'	34·0	15·5	Havana Cuban *WB*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbankMorseCo.Chicago		R
26591 OUHC	**Holland** (*ex*Dansted) 1*Dk*	1251 948 720					1919	Akt.P.Ph. Sturh Aalborg	H.A.Christensen	238·7 P15'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/SFrichs,Aarhus		V
26592	— (*ex*HeinrichSchuldt) 1*Dk*	991 742 612					1891	Flensburgr Schiffsb.Ges. Flensburg	A.H.Schwedersky Nachf.	218·9 Q75'B51'F20'	32·3	13·2	Memel Lithuanian *WB*	T.3Cy.15",22½"&43"-30" NB19 101NHP FlensburgerSchiffsb.Ges.		G
26593 PESM	— *ss*PNl.No.3-1,36 ~~*ss*.P.Nl.No.2-32~~ 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-teaks) Wireless *CruiserStern*	895 582 312	✠100A1 *withfreeboard* ~~7,35~~ ~~12,34~~ 1,36 ~~BS12,34~~	PNl ✠LMC~~1,32~~ 1,36	*n*	CL ~~1,33~~ 12,35	1923 9mo *Lloyd*	New Waterway S.B.Co. Schiedam '*sA&CP*	VereenigdeNeder-landscheScheep. Maats.(Directie enAgentuur Maats."Holland AfrikaLijn"N.V. *Mgrs.*) *CellD*	211·0 B66'F22' FK (*Coll* *B*180' 230*t FPT*21*t*	33·4	10·8	TheHague Dutch 4*BHptCem* &*pt Asp* *BH to Sh dk* 3 ,, ,, 2nd ,,) *APT*26*t*	T.3Cy.16",26"&43"-30" (*s*) 200lb 142NHP 2SB,4*cf*,GS59,HS2028 FD NewWaterwayS.B.Co.	13 ″ 5 s ″ 2 13 ″ 5¼	
26594 TSYM	— TwinScSp *ss*Bou.2ndNo.3-12,26 *ss*Bou.No.2-35 1*Dk*	446 348 140	✠100A1 ~~4,35~~ 12,35 BS~~1,35~~ 1,36	Bou ✠LMC MS4,35	*g*	CL s4,35 PN4,35	1902 4mo *Lloyd*	JTEltring-ham&Co. SouthShields '*sA&CP*	Cie.Franco-Hol-lando-Américaine *WB*=	150·0 B112' BK7" *DeepTanks f* 11'15*t*	28·1	12·3	Boulogne French 4*BHCem* &16'20*t*	T.6Cy.13",21"&35"-24" (*s*) 180lb 143NHP 2SB,4*cf*,GS70,HS2482 G.T.Grey,SouthShields	13 ″ 0 s 2 ″ 9 11 ″ 2	
26595 26199 JORD	**Holland Maru** *ss*Yka.No.3-9,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *ss*Nag.No.1-36	5870 5590 4266	✠100A1 *Awng dk* *withfreeboard* 3,36 ~~12,34~~	Nag ✠LMC~~12,34~~ 3,36	*y*	OG N12,34	1920 1mo	Kawasaki DockydCoLd Kobe A&CP	KawasakiKisen K.K. *CellDB*334'1118	385·0 FK *Collisio* *tFPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *n BHto A dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1Aux.SB,8*cf*, FD GS154,HS5741 KawasakiDckydCoLdKob	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
26596 161553 GTKF	**Hollinside** *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)	4172 3747 2467	✠100A1 8,35 ~~10,34~~	Shl ✠LMC10,34	*x*	CL 2,33	1930 3mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CharltonSShpg.Co Ld.(Charlton,Mc-Allum&Co.Ld. *Mgrs.*) *CellD*	365·0 P36'B105'F33' FK *B*312'984*tFPT*116*t*	52·3	24·2	Newcastle British 6*BHCem* *APT*230*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *125lb* 368NHP 2SB,8*cf*,GS132,HS6108 N.E.MarineEng.CoLd.Sld.	26 ″ 6 s 4 ″ 6¼ 22 ″ 2¼	
26597 220527 KDCS	**Hollywood** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5508 — 3435					1920	South-WesternS.B.Co. L.AngelesCal	PacificArgentine BrazilLineInc.	410·5 P43'B114'F46' *WB*	54·3	27·2	S.Frncisco Cal. Utd. States	T.3Cy.24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
26598 147323 GLPK	**Holmbury** (*ex*Wirral-34) *ss*Cff.No.2-33 2*Dks*(*Stl*)	4566 4325 2894	✠100A1 8,35 ~~8,34~~ BS8,35	Cff Npt ✠LMC12,33	*y*	CL 8,34	1925 8mo *Lloyd* *In*	Lithgows Ld. PortGlasgow '*sA&CP* *termediate 'tw*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *een dk BH in after* *CellD*	385·0 P33'B112'F44' FK *hold dispensed with* *B*331'1012*t DTa*30'	52·0	26·6	Liverpool British *ptCem* 5*BH to U dk* 1 ,, ,,2*nd*,, 767*tAPT*52*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 0 s5 ″ 3¼ 23″ 11½	
26599 146275 ZMJQ	**Holmdale** (*ex*Kylebeg) *Mchy.Aft* 1*Dk* *Well deck*	681 455 295			...		1921	Dublin Shipbuilders, Ld.Dublin	DunedinWanganui ShippingCo.Ld. (Holm&Co.~~*Mgrs*~~) Ld.*Mgrs.*)	180·0 Q105'B12'F24' FK	29·0	10·8	Dunedin, N.Z. British *WB*	T.3Cy.14",24"&40"-27" 99RHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 4	
26600 134950 MPRC	**Holme Force** 4Mst *ss*Bkn.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1216 840 645	✠100A1 10,34	Bkn ✠LMC10,34	*n*	CL 10,34	1930 2mo *Lloyd*	GooleS.B. &R.Co. (1927)Ld Goole '*sA&CP*	WestCoastShip-pingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *CellD*	216·0 Q128'B13'F30' FK *B*139'255*t FPT*96*t*	34·2 37·8	13·6	Whitehvn British 4*BHCem* *APT*60*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 144NHP 2SB,4*cf*,GS81,HS2625 MacColl&Pollock,Ld.Sld.	15 ″ 9 s 4″10¾ 15 ″ 2¾	
26601 149476 GSNQ	**Holmelea** *ss*Hul.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4223 3946 2535	✠100A1 *withfreeboard* ~~3,35~~ ~~3,34~~ 4,36 BS~~3,35~~ 4,36	Cff ~~Hul~~ Liv ✠LMC5,32	*x*	CL ~~7,33~~ 3,35	1928 8mo *Lloyd*	SirJPriest-man&Co. Sunderland '*sA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	365·0 F35' FK (*FPT*125*tAPT*247*t*	51·5	25·1	Newcastle British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.25"41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
26602 150355 VQCV	**Holmewood** (*ex*MathiasenTrader-34, *ex*Holmewood-34,*ex*Novadoc, *ex*NormanM.Paterson, 1*Dk* *ex*CanadianPathfinder)	2244 1989 1317			...		1921	Collingwd. S.B.Co.Ld. Toronto	MargareeS.S.Co. Ld.&V.O.Peardon	251·0 P25'B64'F28' FK	43·7	22·3	Bridgtn, Barbados British *WB*	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	C †
26603 157647 ZMFZ	**Holmglen** (*ex*Argus) *OilEng.* *Mchy.Aft* Sub.Sig. 1*Dk*	448 337 290					1928	Gebr.Bod-ewes Foxhol	HolmShippingCo. Ld.(Holm&Co.Ld. *Mgrs.*)	138·0 P36'F28'	26·1	12·1	Wellingtn, N.Z. British *WB*	OilEngines 2S.C.SA 4Cy.11⅜"-16 9⁄16" 90NHP Grossmotoren-Werke Hamb.-Mannheim,Ham.		

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
26604 Broken Up SKGA	**Holmia** (exReserv-33, Iron exMerkur, ssGot.4thNo.3-2,29 exBestevaer,exWellfield) 1Dk(ptIrn. Well deck ptStl)2trB	1725 1439 1014	~~✠100A~~ 1,32 ✠~~LMC~~	Skm		N11,33	1882 8mo	E.Withy& Co. WHartlepool	~~RederiA/BBothnia (E.Högberg,Mgr.)~~ DBa	275·0 P30'Q82'B66'F81' ptND04 BK9½" 84'f96'287tAPT15t	35·6	19·5	Gefle Swedish 4BHCem DTa14'184t	C.2Cy.33¼"&65"-36" 80lb 211NHP 2SB,4pf,GS89,HS2469 T.Richardson&Sons,Hpl.	21 ″ 2 s1 ″ 8¾ 20 ″ 8¼	
26605 149372 GMZN	**Holmpark** ssRot.No.2-35 ~~ssGls.No.1-32~~ D.F. 2Dks(Stl)	5780 5510 3685	✠100A1 3,36~~9,34~~ ~~BS9,34~~ ✠LMC~~9,32~~ BS3,36 6,35	Shl Rot	a†	CL ~~9,32~~ 5,35	1927 8mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP 1Intermediate	DenholmLine Steamers,Ld.(J&J DenholmLd.Mgrs) BH & 1'Tween dk CellDBa&uE162'	423·5 P38'B123'F41' FK BH dispensed with f186'1241tDTa36'	56·0	28·8	Greenock British Cem 5BH to Udk 1 „ „ 2nd „ 1114t APT3	T.3Cy.27",45"&74"-51" (s) 180lb 563NHP 3SB,9cf,GS190,HS8489 J.G.Kincaid&Co.Ld.Grk. 2t	31 ″ 4 s6 ″ 2¼ 25 ″ 5	
26606 161556 GQWT	**Holmside** ssHpl.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	3433 2932 2038	✠100A1 ~~7,35~~ ~~7,34~~ 4,36 BS7,34 ✠LMC~~8,30~~ MS1,35	Shl ~~Nwc~~ Cff	v	CL 1,35	1930 8mo Lloyd	Cowpen D.D.&S.B. Co.Ld. Blyth 'sA&CP	BurnettS.S.Co.Ld. CellDB	338·0 P29'B77'F34' Trunk in Wells FK 294'1198t FPT107t	48·0	22·4	Newcastle British 6BHCem APT162t	Q.4Cy.20",28",40"&58"-42" 225lb (s) 298NHP 2SB,6cf,GS115,HS4968 N.E.MarineEngCoLdNwc	25 ″ 5 s3 ″ 9½ 21 ″ 10½	
26607 DOBN	**Holstein** Sub.Sig. 2Dks&Shelter dk D.F.	4969 4647 3045					1911	Flensburgr Schiffsb.Ges. Flensburg	Hamburg- Südamerik. Dampfschifff.Ges	402·3	54·0	26·5	Bremen German WB	T.3Cy.28⅝",47½"&78"-54" 447NHP FlensburgerSchiffsb.Ges.		G
26608 DHLZ	**Holstenau** (exMaas) Wireless 1Dk	904 741 466					1904	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	212·1 P120'F58'	31·6	14·6	Hamburg German WB	T3Cy16 3/16",26¾"&44 5/16"-29½" 108NHP BremerVulkan,Vegesack		G
26609 DRCU	**Holstentor** (exNaiga,exCity of Brussels,exPrince ssOsl.2ndNo.3-3,31 Charles) 1Dk(Stl)	370 278 157	✠100A1 3,35 BS~~3,35~~ ✠LMC6,30 3,36	Osl	f	OG 3,35	1905 5mo Lloyd	Mackay Bros. Alloa 'sA&CP	Lübeck-OsloLinie m.b.H.	135·0 P15'Q67'F21' B on Q8' FK	23·6	11·7	Lübeck German 4BHCem APT15t	T.3Cy.13",22"&36"-24" (s) 160lb ~~80lb~~ 65NHP 1SB,2pf,GS43,HS1379 MacColl&Pollock,Ld.Sld.	12 ″ 6 s ″ 10 11 ″ 10	
26610 GQVN	**Holtby** Now "Poseidonia," see No. 39624 in Supplement 1Dk	3681 3384 2255					1909	Ropner& Sons,Ld. Stockton	~~RopnerShipping Co.Ld.~~	346·5 P23'B98'F36'	51·0	23·3	W.Hartlpl British WB	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
26611 149450 GMBC	**Holystone** ssShl.No.1-32 D.F. 1Dk(Stl)	5462 4956 3336	✠100A1 4,35~~12,32~~ BS~~12,32~~ ✠LMC9,32 4,35	Shl	z	CL N12,33	1927 12mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	Northumbrian ShippingCo.Ld. (CommonBros.Ld. Mgrs.) CellDB342'1444tDT	397·4 P33'B113'F36' FK a28'1190tFPT242t	54·0	28·6	Newcastle British 7BHCem APT210t	C4Cy.(2)20⅝"&(2)43⅝"-43⅝" 220lb 180lb (s) 332NHP 2SB,8cf,GS137,HS5500 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 2¾ 25 ″ 5¾	
26612 113024 VOBG	**Home** ssNFL.2ndNo.3-6,24 ssNFL.No.2-32 1Dk&Web frames, lower dk in main hold	439 343 200	✠100A1 ~~5,35~~ ~~5,34~~ 6,35 ~~BS5,34~~ ✠LMC5,32 ✠NB1,00refitted5,22	NFL BS5,35	g	CL ~~5,32~~ 3,35	1900 10mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.)	154·7 F15' BK7" CellDBa&uE&B	25·1	12·6	SJhnsNFL British 4BHCem 47'f61'84t	T.3Cy.15",24"&40"-30" (s) 160lb 99RHP 1SB,3cf,GS52,HS1411 FD A.&J.Inglis,Glasgow	15 ″ 0 s2 ″ 1½ 13 ″ 10	
26613 138212 VGJB	**Home Smith** (exWilliamS.Mack) D.F. Mchy.Aft 1Dk2trB	3495 3318 2526					1901	American S.B.Co. Lorain,O	AlgomaCentral& HudsonBay RailwayCo.	346·0	48·0	28·0	Midland, Ont. British WB	T.3Cy.20",33½"&55"-40" 191NHP AmericanS.B.CoCleveland		R
26614 141900 GRZS	**Homefield** ssCal.No.3-12,26 ssCal.No.2-34 1Dk(Stl) Cargo battens not fitted	5324 4822 3228	✠100A1 ~~4,35~~ ~~5,34~~ 2,36 ✠LMC MS8,34 BS~~5,34~~2,36	Cal	y	CL ~~4,34~~ 2,36	1919 5mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa&uE143'	400·0 P49'B113'F38' FK f180'1028tFPT133	52·4	28·5	Glasgow British 7BHptCem tAPT204t	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,9cf,GS189,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 1¾ 25 ″ 3¾	
26615 148688 MNKY	**Homefire** ssSld.No.2-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1262 967 675	✠100A1 ~~10,35~~ ~~9,34~~ 11,35 ✠LMC9,34 BS10,35	Sld ~~Shl~~	n	CL ~~5,34~~ 9,35	1925 10mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.Mgrs.) CellDBuE20'f137'3	225·0 Q127'B16'F24' FK 33tDTf9'154tFPT	36·0	15·3	London British 5BHCem 133tAPT23t	T.3Cy.18",30"&49"-33" (s) 180lb 100lb 156NHP 1SB,4cf,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s5 ″ 2 15 ″ 8	
26616 144906 ZSJT	**Homeford** (exKillygordon) ssP.Nl.No.3-12,32 1Dk(Stl) Cargo battens not fitted	629 492 287	100A1 4,35 BS~~11,34~~ LMC9,32 3,36	PNl		CL 8,34	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	Smith'sCoasters (Prop.),Ld.(C.G. Smith&Co.Ld. Mgrs.)	175·4 B50' FK CellDBuE26'	30·0	15·7	Durban British 5BHCem 20tFPT20t	T.3Cy.16",26"&44"-26" (s) 200lb 94RHP 1SB,3cf,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 8¼ 14 ″ 11	
26617 215159	**Homer D. Williams** D.F. ssClv.No.3-36 ~~ssClv.No.2-30~~ GyC. 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing	7742 7471 6029	✠100A- For Service on the Great Lakes 4,36~~1,33~~ ~~BS5,34~~ ✠LMC~~11,30~~ 4,36	~~Cgo~~ Clv ~~BS3,35~~			1917 6mo	American S.B.Co. Lorain,O.	PittsburghSteam- shipCo. CellDBuE&B55' hopper side tanks	580·0 F53' 230tf & in FK 479'8724tFPT299t	60·0	32·0	Dluth, Min Utd.States 3BH APT59t	T.3Cy.24½",41"&65"-42" (s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 ″ 0	
26618 146513 GDLJ	**Homeric** Ⓟ TwinSc D.F. Ref.Mchy. GyC. Sub.Sig. E.S.D. 5Dks	34351 23990 16978					1922	F.Schichau Danzig	~~CunardWhiteStar, Ld.~~	751·0 B675'	83·3	48·6	Liverpool British WB	T.8Cy.53",82½"&(2)96½"-71" 3152NHP F.Schichau,Elbing		BT till 11,35
26619 148100 GKXB	**Homeside** ssShl.No.2-33 D.F. 1Dk(Stl)&Web frames Longitudinal framing	4617 4256 2859	✠100A1 4,35~~10,34~~ BS~~5,34~~ ✠LMC5,33 4,35	Shl	y	CL 10,34	1924 10mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	CharltonStm.Shpg Co.Ld.(Charlton, McAllum&Co.Ld. Mgrs.) CellD	384·0 P36'B118'F39' FK B339'1304tFPT99t	52·2	26·5	Newcastle British 6BHCem APT166t	T.3Cy.25½",42"&70"-48" (s) 180lb 406NHP 3SB,9cf,GS174,HS6774 N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s5 ″ 3¾ 23 ″ 8¼	
26620 147785 MNSJ	**Homewood** ssShl.No.2-34 ~~ssShl.No.1-30~~ Mchy.Aft 1Dk(Stl) Well deck	870 586 426	✠100A1 3,35~~5,34~~ BS~~5,34~~ ✠LMC~~5,30~~ 3,35 5,34	Shl	k	CL 5,34	1927 1mo Lloyd	R.William- son&Son,Ld. Workington 'sA&CP	JosephConstantine S.S.Line,Ld.	188·3 Q116'B11'F23' FK CellDB114'177t	30·2	12·4	Middlsbro' British 3BHptCem FPT44t	T.3Cy.14",24"&40"-27" (s) 200lb 100lb 99RHP 1SB,3cf,GS54,HS1960 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10 14 ″ 4½	
26621 LCON	**Homledal** (exHaslemere) Now "Spind," see No. 40042 in Supplement 1Dk	2129 1900 1279					1917	S.P.Austin &Son,Ld. Sunderland	A/S Glittre (Fearnley&Eger, Mgrs.)	285·0 P27'B76'F32'	43·4	18·9	Oslo Norwegian WB	T.3Cy.21",35"&57"-39" Richardsons, 203NHP Westgarth&Co.Ld.Sld.		N
26622 163168	**Hondene** (exCondor-34) Mchy.Aft 1Dk	400 295 185					1919	A.deYong Vlaardingen	J.E.P.Hocken	133·3 P49'B9'F14'	24·1	11·2	London British WB	T.3Cy.10",16"&27½"-21" 35RHP My.Hera,Ymuiden		V
26623 FNCB	**Honfleuraise** (exNivelle) ssNwc.No.2-32 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	1782 1381 955	✠100A1 7,34 BS10,35 ✠LMC MS2,32 ~~BS5,34~~	Rot	q	CL ~~10,33~~ 10,35	1923 5mo Lloyd	S.P.Austin &Son,Ld Sunderland 'sA&CP	SociétéNavale Caennaise (G. Lamy&Cie.Mgrs.)	260·0 Q154'F30' FK CellDB215'503t	37·5	17·5	Caen French 5BHCem MT10 224t	T.3Cy.20¼",33"&54"-39" (s) 180lb 206NHP 2SB,6cf,GS88,HS3296 N.E.MarineEng.Co.Ld.Sld FPT140tAPT56t	19 ″ 8 s6 ″ 5 18 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26624 142385 VPKF	**Hong Kheng** Ⓟ TwinSc (*ex*LingNam, *ss*H.Kg.3rdNo.3-9,35 *ex*FieldMarshal, *ex*Feldmarschall) 2*Dks*(*Stl–U*teaks) Sub.Sig. *3rd dk in Nos.*1,2*&*4*holds* *Web frames in Nos.*3,5*&*6*holds* D.F. *Well deck*	6167 4719 3975	100A1 9,35 ~~9,34~~ ~~MS10,30~~	HKg LMC 9,35 ~~BS9,34~~	*z*	CL ~~11,33~~ 9,35	1903	Reiherst'g Schiffsw. Hamburg A&CP	HoHongS.S.Co. (1932)Ld. *CellDB*342'756*tM*	415·8|50·4|28·1 P&B274'F86' FK&BK3" *T*52'1358*t FW Tan*	Singapore British 180 9*BHCem* *ks at sides &*	T.6Cy.23¼",38½"&64½"-48" ~~200lb~~ (*s*) 763NHP 3DB,*18cf*,GS10473 FD Reiherst.Maschinenf.Ham. *between Tunnels* 73*t*	31 ″ 0 s 5 ″ 1¼ 26 ″ 6	
26625 123658 VPNX	**Hong Peng** Ⓟ TwinSc (*ex*Bloemfontein, *ss*H.Kg.3rdNo.3-3,33 *ex*Daker, 2*Dks*(1*Stl–pt* ws*&* *ex*Anversville) *U Stl*–ws)*&deep* *Well deck* D.F. *framing*	4055 2977 2525	✠100A1 10,35 ~~10,34~~ BS ~~10,34~~ 10,35	HKg Sng ✠LMC3,33	*w*	CL ~~7,33~~ ~~P10,34~~ 10,35	1899 5mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	HoHongS.S.Co. (1932)Ld. *CellDBa*100'*u*	370·1|46·1|22·8 P&B261'F42' FK *E*26'*f*144'532*tFPT*	Singapore British ~~6*BH*~~*Cem* 47*tAPT*26*t* 7*BH*	T.6Cy.21½",34"&59"-42" (*s*) 180lb 584NHP 4SB,*12cf*,GS199,HS8240 FD Wllsnd Slpwy.Co.Ld.Nwc.	25 ″ 4 s 3 ″ 4½ 22 ″ 5½	
26626 1610 IBXP	**Honor** (*ex*Bakana) D.F. 1*Dk*	5303 4746 3195					1919	Ropner& Sons,Ld. Stockton	FratelliLagorara	400·4|52·3|28·5 P49'B113'F40'	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" Richardson, 369NHP Westgarth&Co.Ld.Mdb.		CI
26627 PESY	**Hontestroom** *Ref.Mchy.* 1*Dk*	1857 1496 1075					1921	N.V.Haar- lemsche Scheepsb.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	265·5|37·2|20·2 Q88'*pt Awng dk*176'	Amstrdam Dutch	T.3Cy.21",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
26628 ~~HAAA~~	**Honvéd** *ss*Rot.No.2-35 ~~*ss*Rot.No.1-32~~ D.F. 1*Dk*(*Stl*)	*4251* *3928* *2595*	✠100A1 7,35 ~~11,33~~ ~~[illegible],32~~	Rot ✠LMC7,35 ~~MS3,33~~	*x*	CL ~~8,31~~ 7,35	1928 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	Nav.CarloMartin- olich S.a g.l *CellDB*	373·0|52·0|24·9 P37'B221'F32' FK 320'1110*t FPT*113	Trieste Italian 6*BHCem* *tAPT*127*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb *120lb* 331NHP 2SB,*6cf*,GS130,HS5410 N.E.MarineEng.CoLd.Sld	27 ″ 3 s 3 ″ 8¾ 23 ″ 8¾	
	Now "Carlo Martinolich," *see No.* 37515 *in Supplement*													
26629 PETD	**Hoogkerk** (*ex*St.AugustineAbbey, *ex*Atto) *ss*Rot.No.3-3,25 *ss*Rot.No.2-34 2*Dks*(*Stl*)*& Shelter dk*(*Stl*)	5137 4816 3170	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~12,34~~ BS ~~3,34~~ 9,35	Rot ✠LMC6,33	*a*†	CL ~~12,34~~ 1,36	1911 9mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	VereenigdeNeder- landscheScheep. Maats.(Directie en ArgentuurMaats. "HollandBritsch- IndieLijn," N.V. *Mgrs.*)	410·0|54·7|26·7 *F on Shelter dk*41' FK *Cell DBa*134'*uE*30' *f*181'1195*tFPT*	TheHague Dutch 7*BHCem* 77*tAPT*15*t*	Q4Cy24$\frac{3}{16}$",34",51"&74"-54" 213lb (*s*) 563NHP 3SB,*9cf*,GS183,HS7808 FD FlensburgerSchiffsb.Ges.	29 ″ 3 s 3 ″ 5¾ 26 ″ 0½	
26630 PETM	**Hoogland** *ss*Rot.No.3-7,28 *Well deck* *ss*Rot.No.1-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1298 961 783	✠100A1 4,36 ~~1,35~~ ✠NB7,32 BS4,36	Rot ✠LMC7,32	*o*	OG 1,35	1916 4mo	N.V.Werf DeNoord Alblasserdam A&CP	Scheepvaart en SteenkolenMaats.	232·0|34·6|15·2 Q79'B56'F26' FK *DB*188'272*tFPT*	Rottrdam Dutch 4*BHCem* 41*tAPT*22*t*	T.3Cy.17½",29⅛"&46"-36" 180lb (*s*) 164NHP 2SB,*4cf*,GS83,HS2884 Alblasserdam.Msch.Fab.	17 ″ 3 s 1 ″ 0 16 ″ 5½	
26631 160408 GNST	**Hooiberg** TwinSc *ss*Cco.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 ~~3,35~~ 5,34 3,36 ~~BS5,34~~ *Carrying Petr* *Fitted for oil*	Cco BS8,35 ✠LMC11,32 *oleum* *fuel* 4,	*t* *in* 28	CL ~~5,34~~ 8,35 *bulk* *F.P. a*	1928 4mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks* *f* 286*t Wing t*	305·7|50·2|14·3 P67'F34' *Trunk*204' FK *anks a* 356*tFPT*60*t*	London British 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ 10¼ 13 ″ 3¾	
26632 203969 KJMW	**Hook Mountain** Ⓟ (*ex*Machigonne) 1*Dk*	425 — 289					1907	Neafie& LevyCo. Philadelphia	McAllisterNav.Co.	136·5|29·0|9·6	NewYork Utd. States *WB*	T.3Cy.11",18"&32"-22" 48NHP Neafie&LevyS&E.BCoPhl		
26633 147515 MLPF	**Hookwood** *ss*Shl.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1537 1260 926	✠100A1 11,34 BS ~~11,34~~ 11,35	Bly ✠LMC10,32	*p*	CL 11,33	1923 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	HookwoodS.S.Co. Ld.(P.Hawksfield &Son,Ld.) *Ce*	244·8|38·0|17·5 P19'B43'F23' FK *llDB*205'498*t FPT*	Dover British 4*BHptCem* 51*tAPT*63*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Glasgow	19 ″ 7 s 3 ″ 0½ 16 ″ 8	
26634	**Hoong-Chen** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·6|11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾"-15¾" 74NHP BenzMotorfMannheim		
26635	**Hoong-Heng** TwinSc *OilEng.* 1*Dk*	504 310 272					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·0|9·6	Shanghai Chinese	OilEngines 8Cy.10¼"-15¾" Koerting		
26636	**Hoong-Li** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·6|11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾"-15¾" 74NHP BenzMotorfMannheim		
26637	**Hoong-Yuan** TwinSc *OilEng.* 1*Dk*	479 307 276					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·0|9·6	Shanghai Chinese	Oil Engines 4S.C.SA 6Cy.9¾"-16½" 55NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
26638 LEDE	**Hop** 1*Dk*	1351 1172 780					1916	N V Boele's Scheepsw. Slikkerveer	A/S D/S Fro AugustKjerland	239·6|36·1|16·8 P65*t*H80*t*	Bergen Norwegian *WB*	T.3Cy.18½",30"&48"-36" 138NHP Machinefabriek,Bolnes		N
26639 114748 VPFB	**Hop Sang** 1*Dk*(*Stl*)*&Spar dk* (*Stl–pt* teak s)*&deep framing*	2149 2016 1359	✠ 9,01	Gls ✠	*s*		1901 9mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. *WB=Cell* *DBa*84'*f*108'285*t*	290·0|42·0|15·4 B60'F36' 22·5 *DTa*20'358*t FPT*	HongKong British FK 5*BHCem* 25*tAPT*22*t*	T.3Cy.21",34"&56"-42" NB22 224NHP 1SB,*4rf*,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 ″	
26640 161539 GKJT	**Hopecrag** *ss*Nwc.No.1-33 D.F. 1*Dk*(*Stl*)	4007 3625 2457	✠100A1 ~~9,35~~ ~~12,34~~ 1,36 BS1,36	Shi Nwc ✠LMC6,33	*w*	CL ~~N3,35~~ 1,36	1929 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.*Mgrs.*) *CellDBa&uE*	364·5|50·7|24·4 P34'B115'F35' FK 135'*f*157'918*tFPT*	Newcastle British 6*BHptCem* 86*tAPT*132*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb *100lb* 338NHP 2SB,*8cf*,GS148,HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 4 ″ 6¼ 22 ″ 5¼	
26641 161581 GYKC	**Hopecrest** *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	5099 4757 3106					1935	Barclay, Curle&Co.Ld. Glasgow	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.*Mgrs.*)	418·0|57·4|25·6 F29'	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{7}{16}$" 688NHP Barclay,Curle&Co.Ld.Gls		

1 Numero d'Ordre Numero Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés et ce n'est dans le L. Durée Cert. B. of Trade
26642 161545 GKVW	**Hopedene** ssNwc.No.1–34 D.F. 1*Dk*(*Stl*)	4010 3625 2457	✠100A1 ~~5,06~~ ~~5,34~~ 2,36 ✠LMC9,34 BS2,36	Nwc	*w*	CL 9,34	1929 12mo *Lloyd*'s A&CP	Swan, Hunter&Wigham Richrdsn,Ld. Sunderland	Hopemount Shppg. Co.Ld.(A.Stott& Co.Ld. *Mgrs.*) *Cell DBa&u E135' f157'918t FPT86t APT132t*	364·5 P34'B115'F35' FK	50·7	24·4	Newcastle British 6*BHptCem*	T.3Cy.24",39"&65"–45" (*s*) 180lb *100lb* 338NHP 2SB,8*cf*,GS148,HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s4 ″ 6¼ 22 ″ 5¼	
26643 149490 GSWF	**Hopemount** *OilEng.* ssFal.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7434 7057 4529	✠100A1 9,35 ~~2,35~~ DBS3,35 ✠LMC CS7,35 8,34 *Carrying Petroleum in bulk*	Nwc Fal	*c*†	CL 3,35	1929 2mo *Lloyd*'s A&CP	Swan, Hunter&Wigham Richardson, Ld Newcastle	Hopemount Shppg. Co.Ld.(A.Stott& Co.Ld. *Mgrs.*) *Cell DBuE82' 258t DTf38'461t FPT156t APT139t*	450·8 P106'B30'F56' FK	61·1	33·2	Newcastle British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld Nwc.	33 ″ 3 s6 ″ 4¾ 27 ″ 0¾	
26644 147681 GKCD	**Hoperange** (*ex*Swanley–32) ssGls.No.3–12,30 ssNwc.No.1–35 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	4950 4646 3058	✠100A1 *with freeboard* ~~4,35~~ ~~3,34~~ 12,35 ✠NE12,27 DBS4,35 ✠LMC CS4,35 12,34	Bkn ~~Nwc~~	*a*†	CL ~~12,32~~ 4,35	1924 6mo *Lloyd*'s A&CP	Barclay Curle&Co.Ld. Glasgow	Hopemount Shppg. Co.Ld.(A.Stott& Co.Ld. *Mgrs.*) *Duct keel inway of No.2hold134'* *1 Intermediate BH in fore hold dispensed with* *Cell DB352'1204t DTa26'1049t FPT147t APT58t*	411·9 F40' FK	55·4	26·3	Newcastle British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.22 1/16"–91 5/16" 482NHP NDB(*f*)32–*120lb* NDB(*a*)made16 *refitted32–125lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s3 ″ 7½ 25 ″ 7	
26645 147326 GLPD	**Hopetor** (*ex*Prunus–32,*ex*City of Stockholm) ssNwc.No.2–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4980 4675 3099	✠100A1 *with freeboard* 4,36 ~~4,35~~ ~~11,33~~ ~~BS4,35~~ BS4,36 ✠LMC ✠NE&B9,27 MS5,34 *Fitted for oil fuel 9,27 F.P. above 150° F.*	Nwc	*a*†	CL ~~12,32~~ 11,35	1925 8mo *Lloyd*'s A&CP	Barclay, Curle&Co.Ld. Glasgow	Hopemount Shppg. Co.Ld.(A.Stott& Co.Ld. *Mgrs.*) *1 Intermediate BH in fore hold dispensed with* *Cell DB354'1234t DTa26'1049t FPT141t APT58t*	411·8 F40' FK	55·4	26·3	Newcastle British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	T.3Cy.25½",42"&70"–48" (*s*) 200lb 504NHP 3SB,9*cf*,GS180,HS7410 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29 ″ 0 s3 ″ 7¼ 25 ″ 7¼	
26646	**Hopper No. 62** (*ex*No.62) Sp ssN.Yk.2ndNo.3–9,18 *Mchy.Aft* ssHna.No.2–25 *Carrying Molasses in bulk* 1*Dk*(*Stl*)	*492* — *281*	1,30	Hna			1898	Exors.of lateT.A. Walker Sudbrook	O.Lunar	164·0 B18' FK	27·1	10·7	Havana Cuban 6*BH*	T 3Cy.13",22¼"&34"–22½" 55NHP 1SB,2*pf*,GS36,HS1100 Plenty&Son,Newbury	11 ″ 4	
26647 203508 KJMX	**Hoquiam** Wood3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	644 — 440					1906	M.Turner Fairhaven, Cal.	OaklandScavenger Co.	174·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP UnitedEng.Wks.S.Fo.		
26648 228899	**Horace Johnson** *Mchy.Aft* GyC. 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd.States *WB*	T.3Cy.24½",41"&65"–42" 610NHP AmericanS.B.Co.Lorain,O		R
26649 219796 KULK	**Horace Luckenbach** TwinSc (*ex*EasternTrader) ssBos.No.3–9,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. ssSea.No.1–35	6475 — 4008	✠100A1 *Shelter dk* *with freeboard* ~~12,34~~ 3,36 BS11,35 ✠LMC MS~~9,34~~11,35 ~~BS12,34~~ *Fitted for oil fuel 12,19 F.P. above 150° F.*	Sea	*c*† P	CL S2,34 N12,35	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	LuckenbachS.S. Co.Inc. *Cell DB386'1401t 'tween dk tanks18'272t FPT88t APT35t*	445·0 FK	58·0	32·0	NewYork Utd. States *Cem* 4*BHtoSh dk* 3 ,, ,, *U* ,,	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS9835 FD KubotaIronWorks,Kobe	32 ″ 1 ~~s5 ″ 1½~~ ~~27 ″ 8~~ s4 ″ 8½ 27 ″ 6	
26650 215122	**Horace S. Wilkinson** *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC.	8338 — 6829	✠ 5,24 ✠	Toledo			1917 5mo	ToledoS.B. Co. Toledo,O.	GreatLakes SteamshipCo.Inc. *Cell DB528'3960t Hopper sidetanks 438'2866t FPT375t*	588·3 F61' FK	60·0	27·0	OswegoNY Utd.States 3*BH*	Q.4Cy.20½"30½"43"&61"–42" 402NHP 3SB,6*cf*,GS132,HS6033 ToledoS.B.Co.Toledo,O.	32 ″ 0	
26651 215342 WDDG	**Horace X. Baxter** Wood *Mchy.Aft* *Fitted for oil fuel* Wireless	1293 — 700					1917	Kruse& Banks, NorthBend, Or.	HoraceX.Baxter S.S.Co.Inc. (J.H.Baxter&Co., *Mgrs.*)	214·0	42·0	17·0	S.Frncisco Utd.States	T.3Cy.14",23"&40"–30" 88NHP MainSt.I.Wks.S.Fo.		
26652 29715 JTRA	**Horai Maru** Ⓟ (*ex*Pays deWaes,*ex*Indarra) TwinSc 2*Dks*(*U Stl*&*2nd dk ptStl*) &*Awng dk*(*Stl*–teak s) *3rd dk in No.2hold*	9192 7493 5597	✠ 1,13 ✠	Syd	*d*†		1912 11mo	W.Denny &Bros. Dumbarton	OsakaShosenK.K. *Cell DBa64'uE&B151'f163' 976t FPT122t APT73t*	451·0 B215'F51'*on Awng dk* FK&BK1"	60·1	37·4	Osaka Japanese 7*BHCem*	Q.8Cy.26½",38",54"&76"–48" 1378NHP 7SB,28*cf*,GS560,HS21420 Denny&Co.Dumbarton	40 ″ 0	
26653 LCPA	**Hörda** ssShl.No.1–35 ssOsl.No.3–2,31 1*Dk*(*Stl*)	4301 3980 2606	✠100A1 2,36 ~~12,34~~ ~~10,35~~ ✠LMC~~9,35~~ ~~MS5,32~~ ~~BS11,34~~ *Fitted for oil fuel 10,20 F.P. above 150° F.*	Bdx ~~Shl~~ Avn	*y*	CL ~~10,32~~ 9,35	1920 7mo *Lloyd*'s A&CP	W.Gray& Co.(1918)Ld. WHartlepool	A/S J.Ludwig Mowinckel's Rederi *Cell DB338'1172t FPT96t APT130t*	380·1 P27'B230'F36' FK	53·5	24·1	Bergen Norwegian 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 413NHP 3SB,9*cf*,GS184,HS7278 Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s3 ″ 9½ 23 ″ 0½	
26654 133583 GSDN	**Horden** ssNwc.No.3–11,28 ssShl.No.1–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2677 2150 1607	✠100A1 11,35 ~~12,33~~ ✠LMC MS10,33 BS~~10,34~~ 11,35	Shl Hpl	*t*	CL 1,33	1916 8mo *Lloyd*'s A&CP	WoodSkinner&Co.Ld. Newcastle	TynedaleS.Shippg. Co.Ld.(Kirsop, Marshall&Co. *Mgrs.*) *Intermediate BH in fore hold dispensed with* *Cell DB263'695t FPT130t APT151t*	321·0 B*on*Q63'Q186' F32' FK	43·2	19·5	Newcastle British *Cem* 4*BH only*	T.3Cy.24",40"&65"–42" (*s*) 180lb 329NHP 2SB,8*cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc	21 ″ 9 s7 ″ 0½ 19 ″ 2	
26655 27635 JFCI	**Horei Maru** *Mchy.Aft* 1*Dk*	658 512 324					1920	Toba Zosensho Toba	AsahiSekiyuK.K.	182·0 P65'F24'	28·5	13·5	Tokio Japanese *WB*	T.3Cy.13½",23"&38"–30" Hashimota 79NHP Tekkosho,Osaka		
26656 CSGP	**Horisonte** (*ex*Tabasco, *ex*Jacoba) Aux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	423 345 304					1918	N.V.Schps. "DeMaas" Slikkerveer	ParceriaGeral de Pescarias(Bensaude&Co. *Mgrs.*)	138·9 P27'F17'	26·2	12·1	Lisbon Portuguese	Oil Engines 4Cy.14"–16" 138NHP NE26 Petter,Yeovil		V
26657 162671 GRDW	**Horn Shell** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)*2nd dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8272 7515 4837	✠100A1 10,35 ~~2,35~~ ✠LMC12,31 *Carrying Petroleum in bulk*	Shl Cff	*c*†	CL 2,35	1931 12mo *Lloyd*'s A&CP	Deutsche WerftAG Bet Finkenwrder Hamburg	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE70'318t DTf32'373t FPT209t APT54t*	456·1 P103'B35'F43' FK	62·1	34·0	London British 14*BH*	Oil Engines 4.S.C.SA 12Cy.29½"–51 3/16" 983NHP 2DB*150lb* AlgemeineElec.Ges.Berlin	34 ″ 0 s6 ″ 8½ 27 ″ 7	
26658 143340 GCDL	**Hornchurch** ssShl.No 3–2,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2162 1735 1250	✠100A1 1,36 ~~1,35~~ BS~~1,35~~ ✠LMC2,32 1,36	Shl	*r*	CL 1,35	1919 7mo *Lloyd*'s A&CP	Osbourne, Graham& Co.Ld. Sunderland	HudsonS.S.Co.Ld. *Cell DB196'472t DTa42'153t FPT95t APT120t*	280·0 P23'Q94'B52'F27' FK	40·5	18·5	London British 6*BHptCem*	T.3Cy.21",35"&58"–39" (*s*) 180lb 231NHP 2SB,6*cf*,GS119,HS3616 MacColl&Pollock,Ld.Sld.	20 ″ 9 s2 ″ 0¼ 18 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
26659 23050 JRFB	**Horonai Maru** (*ex*TsukubaMaru) Wireless 1*Dk*	999 840 671					1918	Senba Zosensho Osaka	HokkaidoTanko KisenK.K.	195·5	31·5	18·0	Kobe Japanese *WB*	T.3Cy.13½",22½"&37½"-28" 74NHP SenbaZosensho,Osaka		
26660 132757 GLYP	**Hororata** Ⓟ TwinSc 2*Dks*&*Shelter dk* *Ref.Mchy.* D.F.	9178 8246 5291	Lloyd'sRMC~~11,34~~		~~5,35~~ 1,36		1914	W.Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	511·1 P37'B189'F67' *on* *Shelter dk*	64·2	32·0	Plymouth British *WB*	Q.4Cy.26",37",53"&76"-48" 800NHP Denny&Co.Dumbarton		C
26661 160651 MPFJ	**Horsa** 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	979 824 392					1928	Ramage& Ferguson,Ld. Leith	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co.*Mgrs.*)	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
26662 161354 MPQV	**Horseferry** *ss*Sld.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	951 751 496	✠100A1 ~~12,34~~10,35 BS~~5,34~~ 10,35	Sld ✠LMC MS12,34	*m*	CL ~~11,34~~ N10,35	1930 1mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE*19'*f*13	217·0 B17'Q105'F25' FK 3'262*tMT*128*tFPT*	32·0	13·5	London British 4*BHCem* 120*tAPT*19*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 115NHP 1SB,3*cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10½	
26663 OYJT	**Horsia** (*ex*Heljo-34,*ex*Kenrhos,*ex* Kilfinny) *ss*Tln.No.3-7,32 1*Dk*(*Stl*) *Cargo battens not fitted*	811 697 398	✠100A1 1,36~~10,34~~ DBS~~4,34~~6,35	Els ✠LMC7,32 MBS~~9,34~~1,36	*l*	CL ~~10,34~~ 1,36	1918 11mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	D/S VikingA/S (Chr.Borg,*Mgr.*)	213·5 B44'F27' len20 FK *CellDBuE*26' 20*t*	30·0	15·4	Copnhagn Danish 5*BHptCem* *DTf*42' 100*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb *100lb* NDB20 116NHP 1SB,3*cf*,GS51,HS1825 MacColl&Pollock,Ld.Sld.	16 ″ 5 s1 ″ 11¾ 14 ″ 6	
26664 148129 GLKR	**Horsley** *ss*Shl.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	2143 1853 1244	✠100A1 9,34 BS5,35	Shl ✠LMC11,33	*s*	CL 8,34	1925 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	ElisabethShipping Ld.(A.C.Lensen, *Mgr.* ~~*Mgrs.*)~~ *CellD*	280·0 P24'B49'F26' FK *B*234'644*t FPT*160	41·6	20·1	London British 4*BHCem* *tAPT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 2¼ 19 ″ 5	
26665 146539 VPCB	**Hosang** Ⓟ *ss*H.Kg.No.3-7,34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-teaks)	5698 4990 3293	✠100A1 *Shelter dk* *withfreeboard* 7,35~~7,34~~ BS~~5,34~~7,35 *Fitted for oil*	HKg Kob ✠LMC MS7,34 *fuel*3,	*a*† 22	CL ~~7,33~~ 7,35 *F.P. a*	1922 3mo *Lloyd* *bove* 1	N.of Ire- landSB.CoLd Londonderry '*sA&CP* *CellD* *dks af* 50° F.	Indo-ChinaSteam Nav.Co.Ld. *B*350'1137*tFWtan* *t*13'88*t DTa*23'592	411·0 F37' *on Shelter dk* FK *ks in'tween Collisio* *tFPT*86*tAPT*122*t*	53·8	28·3	HongKong British *Cem* *nBHtoSh dk* 8 ,, ,, *U* ,,	T.3Cy.27",46"&77"-51" (*s*) 200lb 708NHP 4SB,12*cf*,GS247,HS11044FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s4 ″ 6½ 26 ″ 10	
26666 LEDJ	**Hosanger** 1*Dk*	1591 1197 927					1911	Bergens Mek.Værk. Bergen	D/S Hosangers Rederi(Westfal- Larsen&Co.A/S, *Mgrs.*)	244·6 P25*t*Q105*t*B121*t* H77*t*F32*t*	37·7	15·6	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
26667 21737 JDFB	**Hosei Maru** (*ex*NichiroMaru, *ex*Leonora) 1*Dk*2*trB*&*Webframes*	2670 2441 1904			...		1895	Richardsn, Duck&Co. Stockton	ShoyoKisenK.K.	315·0 P29'B62'F33' FK	43·0	21·1	Amagasaki Japanese *WB*	T.3Cy.23",37"&61$\tfrac{3}{16}$"-42" 246NHP Blair&Co.Ld.Stockton	23 ″ 8	
26668 277 JPJC	**Hoten Maru** Ⓟ TwinSc 2*Dks* *CruiserStern*	3975 3024 2120					1928	Mitsubishi Zosen Kaisha Kobe	DairenKisenK.K.	360·0 B36'F41'	46·0	28·5	Dairen Japanese *WB*	S.R.gearedSteamTurbines MitsubishiZosenKaisha, Kobe		
26669 1220 JFEI	**Houn Maru** IronCtr *Mchy.Aft* 1*Dk*	528 — 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	HounMaru UnpanbuK.K.	160·8	27·2	13·4	Tokio Japanese	C.2Cy.21"&39"-24" 62NHP KawasakiDkydCoLdKobe		
26670 586	**Houn Maru No. 3** WoodAuxSr *OilEng.* *Mchy.Aft* 1*Dk*	301 277 215					1918	Takami Yoshitaro Antoken, China	NakanoHatsutaro	114·0	29·0	13·0	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
26671 589	**Houn Maru No. 5** WoodAuxSr *OilEng.* *Mchy.Aft* 1*Dk*	336 304 258					1918	Takami Yoshitaro Antoken	MorikamiUhei	122·1	29·3	12·8	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
26672 143298 GCDN	**Housatonic** (*ex*WarDogra) *ss*Shl.No.3-7,32 D.F. 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5559 4696 3425	✠100A1 1,36~~3,35~~ BS~~5,35~~ 1,36 *Carrying oil* *Fitted for oil*	Fal Bel ✠LMC7,32 *in bu* *fuel*6,	*z* *lk* 19	CL 3,35 *F.P. a* *F.P. a*	1919 7mo *Lloyd* *bove* 1 *bove* 1	W.Hamil- ton&Co.Ld. Pt.Glasgow '*sA&CP* 50° F. 50° F.	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *M*	400·3 P50'B121'F39' FK *iddleline Bulkhead* *CellDBuE&B*	52·2	28·4	London British 10*BHptCem* *notoil-tight* 64' 277*t f*50'	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow 63*tFPT*97*tAPT*13*t*	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
26673 161621 GWRF	**Houston City** *OilEng.* D.F. 2*Dks* *CruiserStern*	4935 4637 3009					1934	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld.)	425·5 F42'	56·3	25·4	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\tfrac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld		C
26674 PKEC	**Houtman** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*3*trB*	5069 —— 3180					1913	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	391·6 P19'B146'F41'	49·3	25·8	Batavia Dutch *WB*	T.3Cy.29¼",48½"&80"-54" 470NHP NedFb.v.Wrk&Spoor,Ams		V
26675 133629 MDYW	**Hove** (*ex*Collairnie) *ss*Sld.No.3-12,25 *ss*Sld.No.2-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	435 311 170	✠100A1 7,35~~10,34~~	Sld ✠LMC10,34	*g*	CL 9,34	1913 7mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	~~StephensonClarke~~ ~~&Associated~~ ~~Companies,Ld.~~ CoppackBros&Co.	155·8 Q91'B9'F21' BK7"	25·2	10·8	London British 3*BHCem* *FPT*54*t*	T.3Cy.12½",21½"&34"-24" 180lb ~~*100lb*~~ (*s*) 59RHP NDB26 1SB,2*pf*,GS36,HS1354 W.V.V.Lidgerwood,Gls.	11 ″ 8 s3 ″ 7½ 12 ″ 2	
26676 96308 WMCV	**Howard** Ⓟ Sub.Sig. D.F. 3*Dks*&*Hurricane dk*	3581 — 2278					1895	Harlan& Hollings- worthCo. Wilm.Del.	Merchnts&Miners TransportationCo.	310·5 len09	42·0	26·0	Baltimore Utd.States	T.3Cy.28",46"&72"-48" NB09 359NHP Harlan&HollingsworthCo.		
26677 96524	**Howard L. Shaw** *Mchy.Aft* GyC. 1*Dk*2*trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5 *WB*	51·5	28·0	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"-42" NB20 218NHP DetroitS.B.Co.Detroit		
26678 212353	**Howard M. Hanna, Junior** *Mchy.Aft* GyC. 1*Dk*	6204 — 4689					1914	American S.B.Co. Cleveland,O.	ColumbiaTrans- portationCo. (John T.Kelly,*Mgr.*)	504·0 F60' *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O		

1 Numero d'Ordre. — Numero Officiel. — Signaux	3 Nom du Navire. Matériaux, Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
26679 146304 GFSJ	**Howra** ssCal.No.3-3,34 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	6709 6252 4096	✠100A1 *Shelter dk* *with freeboard* 11,35 MS3,34	Cal Bom ✠LMC BS~~11,34~~12,35	a†	CL 5,33	1922 8mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*320'1367*t* *DTa*31'1080*t*	412·2 P42'F36' *on Shelter dk* FK *FPT*112*t* *APT*247*t*	55·8	34·7	Glasgow British *Cem* 6*BHtoShdk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600NHP 3SB,9*cf*,GS190,HS7890 FD C.A.ParsonsLd.Nwc.	38 ″ 1 s9 ″ 11½ 28 ″ 4½	
26680 218221 KIJQ	**Hoxbar** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* *Mchy.Aft* *Longitudinal framing*	6958 — 4329					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	MalstonCo.Inc. (C.D.Mallory&Co. Inc. *Mgrs.*)	434·8 P92'B50'F42'	56·2	31·8	Wilmgton (Del.) Utd.States	T.3Cy.27¼",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. Sparrow's Point,Md.		R
26681 217616 KEMK	**Hoxie** Sub.Sig. 2*Dks* *Longitudinal framing*	4623 4213 2838					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	UnitedStates ShippingBoard Bureau	377·0 P41'B94'F38'	52·0	29·5	Baltimore Utd.States *WB*	T.3Cy.24",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld.		R
26682 LCOQ	**Höyanger** TwinSc *OilEng.* 2*Dks*	4624 4201 2765					1926	Akt.Bur- meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 P103*t*H259*t*F22*t*	53·8	25·9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP Akt.Burmeistr&Wain,Cpn		N
26683 23650 JFQD	**Hoyeisan Maru** ssKob.No 3-9,31 ssKob.No.1-35 D.F. 2*Dks*(*Stl*)	6037 5183 3822	✠100A1 1,35 *Fitted for oil fuel* 11,23 *F.P. above* 150° F.	Kob ✠LMC1,35	z	CL 12,33	1918 10mo A&CP	OsakaIron Works,Ld. Innoshima	MitsuiBussan Kaisha,Ld. *CellDB*360'980*t*	407·2 P40'B138'F46' FK *DTa*27'767*t* *FPT*106*t*	50·8	32·5	Kobe Japanese 7*BHCem* *APT*26*t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWorks,Ld.	32 ″ 7 s6 ″ 8½ 26 ″ 1	
26684 22541 JEOC	**Hoyo Maru** WoodAuxSr Wireless 1*Dk*	479 414 338					1918	Hatohama SenkyoIrWk Hatohama	TashiroMagoichi	140·6	28·2	15·7	Niigata Japanese	C.2Cy.11½"&25"–16" 21NHP YutaniKusakusho,Osaka		
26685 10349 JFFA	**Hozan Maru** Ⓟ 2*Dks*	2347 1920 1386					1907	Kawasaki DckyrdCo.Ld Kobe	OsakaShosenK.K.	305·9 P25'B106'F41'	39·7	21·6	Osaka Japanese *WB*	T.3Cy.23",38"&63"–39" 248NHP KawasakiDkydCoLdKobe		
26686 16928 JPRE	— 1*Dk*	1170 1029 836					1914	OsakaIron Works Osaka	HayashiKisen K.K.	218·7	32·2	17·3	Nishino- miya *WB* Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorks,Osaka		
26687 1565 JTRE	**Hozukawa Maru** Wood 1*Dk*&*Awng dk*	339 297 194					1896	OsakaIron Works Osaka	TosaDomei KisenK.K.	143·0	18·9	14·8	Osaka Japanese	T.3Cy.11⅝",16⅝"&26½"–20" 30NHP Ross&Duncan,Glasgow		
26688 OYMA	**Hroar** Ⓟ Wireless D.F. *Ref.Mchy.* 2*Dks*	1401 1107 748					1923	Frdkshvns. Værft& FlydedokA/S Frderikshavn	DetForenede DampskibsSelsk.	253·7	37·2	16·9	Copnhagn Danish *WB*	T.3Cy.21",33½"&56"–39" 196NHP HelsingörsJernsk.&Mskb.		V
26689 YTKJ	**Hrvatska** Ⓟ (*ex*Croatia) ssSsk.3rdNo.3-12,29 ssSsk.No.1-34 1*Dk*(*Stl*)	492 — 303	✠100A1 ~~9,35~~ ~~9,34~~2,36 MS1,34	Ssk LMC BS~~6,34~~ 8,35	h	OG N4,34	1891 11mo *Lloyd'sA&CP*	Howaldts- werke Kiel	Jadranska PlovidbaD.D.	167·9 P45'B38'F41' BK7" *CellDB*	25·0	10·6	Susak Yugoslav 4*BHCem* *a&uE*52'51*t*	T.3Cy.17",27½"&43⅜"–24¼" 172lb *80lb* (*s*) 174NHP NB06*refitted*23 NDB91*refitted*23 HS2998 FD 1 Water Tube Boiler GS55 Howaldtswerke,Kiel	12 ″ 8 s ″ 5½ 12 ″ 9¾	
26690	**Hsin An** (*ex*TenbuMaru-34, *ex*Vorwärts) 2*Dks*	1030 787 563					1895	Howaldst- werke Kiel	YinKeeHong	231·3 P28'B69'F29'	32·8	15·1	Chinese *WB*	T.3Cy.17",27⅝"&43⅜"–24 7/16" 93NHP Howaldtswerke,Kiel		
26691 151743	**Hsin Chang Wo** TwinSc (*ex*Kingwo-33) 2*Dks*	582 247 242					1923	Kiangnan D&E.Wks.Ld Shanghai	Indo-ChinaSteam Nav.Co.Ld.	147·1	28·0	7·8	Shanghai British	T.6Cy.11½",17¼"&27¾"–16" B*made*17*fitted*23 40RHP KiangnanD&EWksLd.Shi		
26692 XNCE	**Hsin-Fung** (*ex*MingYi, *ex*HsinFung) 2*Dks*	1707 — 1062					1891	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	260·0 *Shade dk*92'	37·0	21·3	Shanghai Chinese *WB*	T.3Cy.19",31"&50"–36" 150NHP Dunsmuir&Jackson,Gls.		
26693 XNCX	**Hsin Kiangteen** TwinSc	3659 2594 2387					1921	Shanghai Dk.&E.Co.Ld Shanghai	ChinaMerchants' Stm.Nav.Co.	300·0	48·2	22·9	Shanghai Chinese	T.8Cy.(2)17",(2)28"& (4)31½"–33" 227NHP ShanghaiDk.Co.Shanghai		
26694 XNCW	**Hsin Lee** Wireless 2*Dks*	1174 — 704					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·7 P24'B35'F30'	33·5	18·5	Chefoo Chinese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWrks.Ld.Osaka		
26695 XNCD	**Hsin Ming** (*ex*HsinTsieh) 2*Dks*	2133 1603 1428					1907	Napier& Miller Glasgow	ChinaMerchants' Stm.Nav.Co.	270·0	41·2	20·2	Shanghai Chinese *WB*	T.3Cy.24",39"&64"–42" 265NHP Dunsmuir&Jackson,LdGls		
26696 XNBY	**Hsin Ningshao** TwinSc 1*Dk*&2*nd dk*&*Promenade dk*	3407 2401 2151			...		1914	NewEng.& S.B.Wks.Ld. Shanghai	NingpoShaohsing Stm.Nav.Co.Ld.	289·5	46·0	15·0 FK	Shanghai Chinese *WB*	T.6Cy.16",27"&43"–30" Richardsons, 325NHP Westgarth&Co.Ld.Mdb.	23 ″ 0	
26697 XNBT	**Hsin Ningshin** (*ex*Bertha) 1*Dk*&*Spar dk*& *deep framing*	2175 — 1345			...		1906	Fevigs Jernskibsbyg Arendal	SanPehS.N.Co.Ld.	269·6 F33'	39·0	10·5 18·4 FK	Shanghai Chinese *WB*	T.3Cy.20½",33"&56"–39" 207NHP Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 3	
26698 ~~[illegible]~~ ~~[illegible]~~	**Hsin Peking 1** TwinSc (*ex*Hsin Peking-36 *ex*Li-Ta) 1*Dk*&*Spar dk*3*tr B* *Prom dk*&*Shade dk*	2866 2270 1724					1906	Atel.&Ch. deFrance Dunkirk	~~ChinaNav.Co.Ld.~~	278·2	43·0	24·8	Japanese *WB*	T.6Cy.15",24"&39"–20" 136NHP Caillard&Co.Havre		
26699	**Hsin Ping** (*ex*Blink-33, *ex*Cap d'Ailly,*ex*Ars,*ex*WarCross) 1*Dk*	1833 1672 1108			...		1917	American S.B.Co. Cleveland,O.	TaiPingS.S.Co.	251·0 P27'B64'F36'	43·8	18·3 FK	Shanghai Chinese *WB*	T.3Cy.20½",33"&54"–40" 272NHP AmericanSBCoClevelnd,O	20 ″ 0	
26700 XNDG	**Hsin Ping An** Wireless	1524 — 916					1919	.... Shanghai	TungYueS.S.Co. (ChunSiDong, *Mgr.*)	245·0	34·0	20·5	Shanghai Chinese *WB*	C.2Cy.26½"&36"–48" 75NHP		
26701	**Hsin Pu** (*ex*PongTong-34, *ex*Quinnebaug,*ex*PongTong, *ex*ElisabethRickmers) 2*Dks*&*Spar dk*	1723 1489 1001					1903	Rickmers Akt.Ges. Bremerhaven	SanPehSteamNav. Co.Ld.	253·2 P&B161'F26'	37·4	19·6	Shanghai Chinese *WB*	T.3Cy.19 5/16",30⅞"&49½"–33½" 142NHP OttensenerMaschinenf.Alt		

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
26702	**Hsin Tai** (*ex*Tungus) Iron 2*Dks*	481 — 281					1840	Nevsky S.B &M.Wks Leningrad	TungShunS.S.Co. Ld.	168·9	26·6	15·0	Tientsin Chinese *WB*	C.2Cy.22"&37"-24" 56NHP E&B*made*03*refitted*18 CrichtonEng.Works,Abo		
26703 153629	**Hsin Tseangtah** (*ex*Tseang Comp TahII,*ex*ShanghaiNo.2) 2*Dks*	977 896 546					1918	Kiangnan Dk&EngWks Shanghai	ChinaImport& ExportLumber Co.Ld.	201·3	29·6	19·1	Shanghai British *WB*	T.3Cy.12½",21"&36"-24" 63RHP KiangnanDck&EngWrks.		
26704 34530 JBQE	**Hsin Yang Maru** Ⓟ TwinSc 1*Dk*	1674 1290 774					1929	Shanghai Dck&ECo.Ld Shanghai	NisshinKisenK.K.	239·0 B194'	39·9	10·0	Tokio Japanese	T.6Cy.10½",17"&28"-16" 54NHP ShanghaiDck.&E.Co.Ld.		
26705 155840 GMXL	**Hsin Yangtse** 2*Dks* Wireless	921 649 341			...		1927	Shanghai Dk&En.CoLd Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·8	34·0	15·2 FK	Shanghai British *WB*	T.3Cy.18½",29"&49"-33" 187NHP ShanghaiDk.&Eng.Co.Ld.	16 ″ 6	
26706	**Hsin Yuan An** (*ex*Hua Iron Feng-32,*ex*StoreNordiske) 1*Dk*&*Hur dk*	874 837 609					1880	Burmeister &Wain Copenhagen	ChuangYuanAn	192·0	29·1	13·5 20·4	Foochow Chinese *WB*	C.4Cy.21"&42"-30" 161NHP Burmeister&Wain,Cpn.		
26707	**Hsing Hwa** (*ex*KiyoMaru-34, *ex*Else) 1*Dk*&*Spar dk3trB*	1424 1277 1058					1896	Howaldts- werke Kiel	HsingHwaS.S.Co.	238·5 B51'F27'	32·4	20·7	Chefoo Chinese *WB*	T.3Cy.17⅛",27⅝"&43⅜"-24⅞" 94NHP Howaldtswerke,Kiel		
26708	**Hsing Shih** (*ex*Kwang-ping) 2*Dks*	2018 — 1239					1898	J.Scott& Co. Kinghorn	SanPehSteamNav. Co.Ld.	265·0 B69'F41'	40·2	20·9	Shanghai Chinese *WB*	T.3Cy.20",32"&54"-36" 175NHP J.Scott&Co.Kinghorn		
26709	**Hsing Sui Ping** (*ex*HsinYiLi-34, *ex*JohnWilliams) *ss*Syd.2ndNo.3-2,18 *ss*Syd.No.2-26 2*Dks*(*UTeak*) Now "Hsin Jui On," *see No.* 384 *in Supplement*	*663* *545* *370*	✠ 3,31 ✠	Syd	*j*		1894 3mo	R.Napier& Sons Glasgow	SuiPingS.S.Co. *Cell*	188·6 B75'F25' *DB*145'167*tAPT*6*t*	32·0	13·5 BK7½"	Nanking Chinese 5*BHptAsp* *ptCem*	T.3Cy.15",24"&39"-27" NDB16 80RHP 1SB,3*cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0	
26710 XNFG	**Hsing Tai Ping** (*ex*Kooringa) *ss*Mel.2ndNo.3-1,27 1*Dk*(*Stl-pt*ws)2*tr B*&*deepframing*	3175 — 2055	✠ 3,32 ✠	Mel	*t*		1902 5mo	W.Hamil- ton&Co. Pt.Glasgow	ChungWeiS.S.Co. *CellDBa*	324·0 P31'B84'F39' 92'*uE*22'*f*142'677*t*	47·0	22·4 FK	Shanghai Chinese 6*BHCem* *APT*82*t*	T.3Cy.24",40"&65"-42" 305NHP 2SB,6*cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld PtGls	24 ″ 9	
26711 XNCT	**Hsinking** (*ex*LiangHsing-34, *ex*NanaoMaru-29) Wireless 1*Dk*	1229 1016 721					1919	Osaka Tekkosho Osaka	SawayamaBros. Co.Ld.	220·0 P23'B44'F30'	33·5	18·5	Nwchwng Chinese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaTekkosho,Osaka		
26712 XNDK	**Hsu Chow** (*ex*Escondido, *ex*Hallgjerd) 1*Dk*	1658 — 926					1917	Laxevaags Msk.&Jrnskb Bergen	ChinaUnitedNav. Co.Ld. (N.Tsu,*Mgr.*)	246·0 P39*t* H69*t* Q109*t* B127*t* F38*t*	38·0	15·6	Shanghai Chinese *WB*	T.3Cy.18⅜",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		
26713	**Hua An** (*ex*HwahKun,*ex*KeongWai) 2*Dks*	*1777* *1638* *1115*					1895	Fairfield Co.Ld. Glasgow	ChangAnS.S.Co. Ld.	289·0 P10'B22'F42'	37·8	21·5	Shanghai Chinese	T.3Cy.22",36"&57"-42" 211NHP FairfieldCo.Ld.Glasgow		
26714 XNFZ	**Hua-Shan** (*ex*Werribee-33) *ss*Shi.2ndNo.3-1,34 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deep framing*	*3904* *3590* *2364*	✠100A1 1,36 ~~2,35~~ ✠LMC MS5,33 BS~~2,35~~ 1,36	Shi HKg	*w*	CL 1,35	1909 1mo *Lloyd*	BlythS.B. Co.Ld. Blyth *'sA&CP*	San Peh Steam Nav.Co.Ld *CellDBa*98'*uE*&*B*44'	354·8 P11'B85'F38' *f*165'941*tFPT*135*t*	50·0	23·7 FK	Shanghai Chinese 7*BHCem* *APT*240*t*	T.3Cy.24",39"&66"-45" (*r*) 180lb 327NHP 3SB,9*cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 5 s4 ″ 11½ 21 ″ 8	
26715 31667 JEJB	**Hua Shan Maru** Ⓟ *Longitudinal framing* 2*Dks*	2089 1707 1284					1926	OsakaIron Works,Ld. Osaka	NisshinKisenK.K.	280·0 P23'B80'F30'	41·0	21·0	Tokio Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorks,Ld.		
26716 228613 KJMY	**Hualalai** Ⓟ TwinSc *Fitted for oil fuel* 2*Dks* *CruiserStern*	3088 — 1803					1929	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	Inter-IslandStm. Nav.Co.Ld.	295·0 F34'	48·1	25·6	Honolulu Utd.States *WB*	DRgearedSteamTurbines 666NHP Westinghouse Elec.&Mfg. Co Phl.Pa.		R
26717 743 CBHU	**Huasco** Ⓟ 3Mst 2*Dks*&*deep framing* *Promenade dk*&*Shade dk*	3798 2575 2218			...		1906	J.Reid& Co. Glasgow	CompaniaSud Americana deVap.	379·7	44·3	21·5 BK11"	Valparaiso Chilian *WB*	T.3Cy.29",47"&78"-57" 596NHP Dunsmuir&Jackson LdGls	25 ″ 0	
26718 145131 MKLF	**Hubbastone** *ss*Sws.No.3-7,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 431	✠100A1 2,36 ~~1,35~~ BS~~9,34~~ ✠LMC7,33 2,36	Sws	*k*	CL ~~1,34~~ 2,36	1921 1mo *Lloyd*	HansenSB &ShipRep. Co.Ld. Bideford *'sA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *CellDBf*126' 239*tFWtank in*	190·0 Q120'B*on*Q14'F26' *break* 7'14*t FPT*53*t*	30·1	12·6 FK	London British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,4*cf*,GS69,HS1824 LythamS.B.&Eng.Co.Ld.	14 ″ 6 s4 ″ 6¼ 14 ″ 1½	
26719 216355 KLUE	**Hubert Schafer** (*ex*Robert Johnson,*ex*Lake *Fitted for oil fuel* Sebago) 1*Dk*	2010 1631 1227			...		1918	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines.	252·0 P21'B64'F30'	43·5	18·9 FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
26720 7540 SEBI	**Hudiksvall** 1*Dk*	*782* *589* *487*					1892	Burmeister &Wain Copenhagen	RederiA/S Beku (KnutBergquist, *Mgr.*)	197·5 Q74'B53'F25'	31·0	12·9	Gothenbrg Swedish	C.2Cy.25½"&46"-30" 97NHP Burmeister&Wain,Cpn.		V
26721 CBLU	**Huemul** Ⓟ (*ex*Luisa,*ex*Albaro, *ex*Skutari,*ex*Serapis) 2*Dks*	2850 2206 1666			...		1890	Blohm& Voss Hamburg	Soc.Maritima y ComercialR.W. James yCia.	321·1 P&B217'F34'	40·2	23·4 BK10"	Valparaiso Chilian *WB*	T.3Cy.23¾",38"&63"-42" NB27 261NHP Blohm&Voss,Hamburg	26 ″ 2	
26722 7141 SDEA	**Hugin** *CruiserStern* Wireless 2*Dks*	*1276* *992* *578*					1924	Helsingörs Jernsk&Msk. Elsinore	Stockholms RederiA/B"Svea" (EmanHögberg, *Mgr.*)	~~250·0~~ 260·4	~~37·0~~ 37·1	~~24·0~~ 14·3	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
26723 218579 KIQR	**Hugoton** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	6943 — 4267					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	MalstonCo.Inc. (C.D.Mallory &Co.Inc.*Mgrs.*)	434·8 P122'B56'F33'	56·2	31·7	Wilmgton (Del) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
26724 218771 KIVQ	**Huguenot** *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* D.F. *Longitudinal framing 2Dks*	6964 — 4282					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	RichfieldOilCo.of California	434·8 P122'B50'F45'	56·2	31·7	Ls.Angeles Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
26725 151587 CYJR	— (*ex*Glenrig,*ex*Matoa) *Mchy.Aft* 1*Dk*	2723 2529 1538					1890	GlobeIron WorksCo. Cleveland,O.	CanadaSteamship Lines,Ld.	326·0 H—F36' len23	40·0	21·2	MidlndOnt British *WB*	T.3Cy.24",38"&61"-42" 241NHP GlobeIronWorksCo.		
26726 120615 GLJW	**Huichow**	2001 1728 1222					1905	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·0 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"-39" 196NHP Scott'sS.B.&E.Co.Ld.Grk.		
26727 OUHE	**Hulda Mærsk** (*ex*N.A.Christensen) 1*Dk*	891 674 493					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk.af 1912(A.P.Möller, Copenhagen,*Mgr*)	218·2 P17'Q56'B86'F29'	32·5	12·0	Aarhus Danish *WB*	T.3Cy.14",22½"&37"-24" 67NHP KjbnhavnsFlydk.&Skbsv.		C
26728 OHBY	**Hulda Thordén** (*ex*Herbert Fischer, *ex*Woodburn) *ss*Ros.2ndNo.3-6,26 ~~*ss*Osc.No.1-30~~ *ss*Shl.No.2-35 1*Dk*(*Irn*)&*deepframing* *Cargo battens not fitted*	2255 — 1349	✠100A1 2,35 2,31 ✠LMC8,34	Ham Shl	*t*	1,35	1900 11mo	BlythS.B. Co.Ld. Blyth A&CP	RederiA/B Thor (G.B.Thordén, *Mgr.*) *CellDBa120'uE&B16'f120'690t APT116t* *IntermediateBHinfor'd hold dispensed with*	302·9 P25'B78'F34' FK	43·2	19·9	Helsingfrs Finnish 4*BHCem*	T.3Cy.23",37"&61"-39" (*s*) 180lb 257NHP 2SB6*cf*,GS88,HS4015 T.Richardsn&Sns,Ld.Hpl.	22 ″ 4 s 3 ″ 3¾ 19 ″ 3	
26729 124752 MCQB	**Hull** — 1*Dk*	1132 879 451					1907	CaledonS. B.&E.Co.Ld. Dundee	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines)	255·7 P&B172'F29'	36·2	14·8	Hull British *WB*	T.3Cy.23½",38"&62"-39" 240NHP CaledonSB.&E.Co.Ld.Dun		C
26730 139312 MNJG	**Hull Trader** (*ex*Edith) *ss*Lon.No.3-4,29 *Mchy.Aft* *ss*Hul.No.1-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	717 538 297	✠100A1 4,35 BS4,35 ✠LMC7,32 *Fitted for carrying Vegetable Oil in fore & after peaks*	Hul	*j*	CL 4,35	1917 2mo	J.P.Rennoldsn&Sons, Ld. S.Shields *Lloyd'sA&CP*	FreeTradeWharf Co.Ld. *CellDBf61'64t FPT60tAPT40t*	178·2 Q92'B15'F18' FK	30·0	13·1	London British 4*BHCem*	T.3Cy.16".26½"&43"-30" (*s*) 180lb 98RHP 2SB,4*pf*,GS68,HS2432 J P Rennoldson&Sons,Ld.	14 ″ 6 s 4 ″ 2 13 ″ 11¼	
26731 151649 VOQC	**Humber Arm** *ss*Lon.No.2-34 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Strengthened for Navigation in Ice*	5758 5244 3504	✠100A1 *withfreeboard* ~~5,35~~ ~~2,35~~ 3,36 ~~BS2,35~~ ✠LMC3,34 3,36 *Fitted for oil fuel 7,25 F.P. above 150° F.*	Lon	*b*†	CL ~~2,35~~ 5,35	1925 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	International Power&PaperCo. ofN.F.L.Ld. *CellDB347' 1082tDTf30'1018t DTa28'868t FPT223tAPT170t*	424·9 F50' FK	56·3	28·6	SJhnsNFL British 8*BHptCem* *Coll BH to Sh dk* 6 „ „ *2nd* „ 1 „ „ *3rd* „	T.3Cy.28 1/16",46"&77"-51"(*r*) 180lb 620NHP 3SB,12*cf*,GS225,HS9420 FD Armstrong,Whitworth& Co.Ld.Nwc.	31 ″ 3 s 4 ″ 1¾ 27 ″ 3½	
26732 228877 KJNA	**Humuula** Ⓟ *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CruiserStern*	961 757 519					1929	Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal	Inter-IslandStm. Nav.Co.Ld	210·7 P58'F33'	38·0	14·2	Honolulu Utd.States *WB*	1DRGearedSteamTurbine WestinghouseElec.&Mfg. Co.Phl.Pa.		R
26733 163304 GPQL	**Hunan** Ⓟ 2*Dks*	2827 2374 1621					1932	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"-39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
26734 LEDO	**Hundvaag** (*ex*Haaland,*ex*Friesland) *ss*Stv.No.3-5,28 *Well deck* 1*Dk*(*Stl*)	690 518 323	✠ —— 5,33 ✠	Stv	*j*		1908 5mo	VanVliet &Co. Hardinxveld	D/S A/S Isbjörn (P.Smedvig,*Mgr.*) *CellD Ba37'f75'139t FPT48tAPT18t*	183·2 Q92'B15'F21' FK	29·0	11·8	Stavanger Norwegian 4*BHCem*	T.3Cy.15",25 7/16"&41"-27" 110NHP 1SB,3*cf*,GS50,HS1915 N.E.MarineEng.Co.Ld.Sld.	14 ″ 0	N †
26735	**Hung Lee** (*ex*LoiYue,*ex*Gilbert, *ex*Sascha,*ex*Inlander) *Mchy.Aft* 1*Dk*&*Awng dk3trB*	772 705 602					1901	B.Wencke Söhne Hamburg	Ching-Kee S.N.Co. Ld.	176·7 19·0	26·5	12·6	Chefoo Chinese *WB*	C.2Cy.16"&32"-21⅝" 35NHP B.WenckeSöhne,Ham.		
26736	**Hung Yuen** (*ex*Daphne-35, *ex*Seawall) *ss*Wtf.No.3-1,23 *ss*Rou.No.2-31 1*Dk*(*ptIrn ptStl*) Now Hai Yun, see No. 33421 in Supplement	*2810* — *1900*	✠100A1 5,32 ✠LMC4,35	Hul	*u*	CL 10,33	1910 5mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	HungYuenS.S.Co. Ld. *CellDBa112'uE24'f140'703t APT103t*	325·1 P27'B173'F31' FK	47·0	22·5	Shanghai Chinese 5*BHCem*	T.3Cy.23½",39"&64"-42" (*s*) 180lb 278NHP 2SB,6*cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 2½ 21 ″ 10½	
26737 142848 GCDZ	**Hunstanworth** *ss*Shl.No.3-12,32 1*Dk*(*Stl*) *Cargo battens not fitted Cruiser Stern*	2579 2236 1435	✠100A1 1,36 ~~12,34~~ ✠LMC MS11,32 BS~~12,34~~ 1,36	Cff Nwc	*t*	CL ~~1,34~~ 1,36	1919 10mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd'sA&CP*	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh, Ld.*Mgrs.*) *CellDB260'644tFPT68tAPT172t*	303·1 P33'B80'F32' FK	43·0	20·7	Newcastle British 6*BHCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
26738 121177 VJQK	**Hunter** Ⓟ TwinSc 2*Dks*	1840 1555 985					1907	Ramage& Ferguson, Ld. Leith	Newcastle&HunterRiverS.S.Co.Ld	255·0	40·2	20·7	SydnyNSW British *WB*	T.6Cy.17½",28½"&48"-30" 252NHP Ramage&Fergusn,Ld.Lth.		
26739 145104 GJFZ	**Huntingdon** TwinSc (*ex*Munsterland) *ss*Fal.No.3-6,34 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*)*in No.1hold* D.F.	10946 10210 6880	100A1 *withfreeboard* ~~5,35~~ ~~12,34~~ 1,36 ✠Lloyd'sRMC~~5,35~~ BS10,35 4,36 ~~10,35~~ *Fitted for oil fuel 2,25 F.P. above 150° F.*	Fal ~~Gl~~ Gls LMC6,34	*g*†	OG 5,34	1920	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB473'2084t FPT111tAPT121t*	520·7 P62'B255'F43' FK	64·2	38·1	London British 8*BHptAsp ptCem*	T.6Cy.28⅜",46⅞"&75⅝"-51 3/16" &L.P.Turbines withDR gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB15*cf*,GS338,HS15600 FD BremerVulkan,Vegesack	41 ″ 4 s9 ″ 8¾ 31 ″ 10	
26740 145895 GFWS	**Huntsman** *ss*Bkn.No.3-6,34 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.1hold*	8196 7383 5241	✠100A1 1,36 ~~6,34~~ ✠LMC BS~~2,34~~ 5,35 MS6,34	Bkn	*d*†	CL 11,33	1921 11mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB422'1554tDTa38'1324t FPT101tAPT49t*	482·0 P54'B188'F51' FK	58·3	33·4	Liverpool British 9*BHCem*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb HS13452 871NHP 2D&2SB,18*cf*,GS379, Dunsmuir&Jackson,LdGls	35 ″ 10 s 7 ″ 7 28 ″ 7	
26741 PEUS	**Hunze IX** *ss*Ham.No.3-8,30 *Well deck* *ss*Ham.No.1-36 1*Dk*(*Stl*)	445 286 234	✠100A1 5,36 ~~5,33~~ ~~BS4,33~~ ✠LMC~~8,30~~ 5,36	Ham	*f*	CL ~~5,33~~ 5,36	1917 9mo	N.V.Werf Hubertina Haarlem A&CP	GroningerRotterdammerStoomboot Maats. *CellD BuE12'16tFPT10t APT11t*	141·1 Q51'B44'F15' FK	23·9	10·8	Groningen Dutch 4*BHCem*	T.3Cy.11⅝",17¾"&29½"-24" 185lb (*s*) 59NHP 1SB,2*cf*,GS35,HS1069 NVWrf HubertinaHaarlm	11 ″ 6 s ″ 3¼ 11 ″ 3¼	
26742 154087 GWRN	**Hupeh** Ⓟ 2*Dks*	2801 2348 1628					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"-39" 169NHP TaikooD.&E Co. ofH.Kg.Ld.H.Kg.		
26743 96669	**Hurlbut W. Smith** *Mchy.Aft* 1*Dk2trB*	4662 — 3415					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	414·0 F48'	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSBCo.ClevelndO		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26744 212080 WBCC	**Huron** D.F. (*Self-Unloader*) *Mchy.Aft* GyC. 1*Dk*	4810 — 3051					1914	Gt.Lakes Eng.Works. Detroit	Wyandotte TransportationCo.	415·0 F60'	56·0	27·5 *WB*	Detroit, Mich. Utd.States	Q.4Cy19½",28¼",41"&60"–42" 233NHP Gt.LakesEng.Wks.Detroit		R
26745 107168 VGRT	**Huronic** Ⓟ 2*Dks&Awng dk* D.F.	3330 3330 2211					1902	Colling- woodS.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0	43·0	23·4 *WB*	Collingwd Ont. British	T.3Cy.26",42"&70"–42" 318NHP J.Inglis&Sons,Toronto		R
26746 Foundered 9,35 148914 VGJM	**Hurry on** (*ex*Oswiga) *OilEng.* *Mchy.Aft* 1*Dk* Wireless	638 506 334					1923	Nordd. Union- WerkeA.G Biotzenburg	UnusShippingCo. Ld.(J.Cruick- shanks,*Mgr.*)	174·0 P45'F22'	29·4	12·7	Halifax N.S. British *WB*	Oil Engines 2S.C.SA 4Cy.13⅜"–21$\frac{5}{16}$" 121NHP GebrSülzer,Ludwigshaven		C
26747 145100 GFCZ	**Hurunui** *ss*Liv.No.3–1,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	9315 8959 5803	✠100A1 *Shelter dk withfreeboard* 1,36 ~~1,35~~ ~~BS1,35~~ ✠LMC1,33 ✠Lloyd'sRMC~~1,35~~ ~~8,35~~ 1,36	Fal BS1,36	*e*†	CL ~~1,33~~ 1,36 *Lloyd*	1920 10mo '*sA&CP*	Sir Raylton Dixon&Co Ld Middlesbro'	NewZealandShip- pingCo.Ld. *CellDB*390'1385*t*	470·0 B150'F47' *on Shelter dk* *FPT*173*t**APT*65*t*	62·5	37·7 FK *Collision*	Plymouth British *Cem* *BH to Sh dk* 6 „ „ *U* „	2 Steam Turbines DR geared to1Sc.Shaft (*s*) 190lb 1018NHP 5SB,*15cf*,GS325,HS13335FD Richardsons,Westgarth &Co.Ld.Hpl.	40 ″ 9 s 9 ″ 9½ 31 ″ 2	
26748 232881 WCEQ *Now* "Sea Cloud," *see No.* 40044 *in Supplement*	**Hussar** TwinSc4MstBk AnnualSurveyNYk.10,34 (*Yacht*) *OilEng.* 2*Dks*(*Stl–U Teak*)3*rd dk*(*Stl*) *clear of mchy space*	2323 2051 1187	✠100A1 10,34 DBS3,35 ✠LMC2,35	NYk		CL 10,34 *Lloyd*	1931 9mo '*sA&CP*	Frd.Krupp Germaniawf. A.G. Kiel	E.F.Hutton *CellDB* 124'268*t T* *DTa*25'91	281·8 Q25'F39' *anks between tunnel* *tDTsf*29'141*tFPT*	49·2	24·5 BK10"	NewYork Utd.States 9*BHptCem* *s*113*t* 22*tAPT*50*t*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 579NHP 24Cy.15¾"–22$\frac{1}{16}$" DB*175lb* Frd.KruppGermaniawfAG	28 ″ 0	
26749 160663 GKTQ	**Husvik** (*ex*Danekonge) TwinSc *ss*Gal.No.3–8,32 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	1744 1516 1301	✠100A1 5,35 ~~3,34~~ DBS~~6,34~~8,35 LMC2,32 LMC(M)6,34	Gal Pca	*t*	OG P8,32 SN9,33	1920 1mo	Akt.Rödby HavnsJern- skibsv. RödbyHavn	HusvikMotorship Co.Ld.(J.S.Web- ster&Sons,*Mgrs.*) *Cell D BuE*32'*a*3	250·6 P44'B66'F42' 8'*f*76'188*t* *FPT*63*t*	40·6	22·1 BK9"	Georget'n CaymanIs. British 3*BHptCem* *APT*50*t*	Oil Engines 2S.C.SA 8Cy.13⅜"–21¼" 243NHP DB*100lb* NE*made*19*refitted*7,29 SulzerBros.Winterthur	23 ″ 8 s 2 ″ 9 21 ″ 8½	
26750 DHMC	**Hüxter** Wireless D.F. 1*Dk*	991 858 537					1924	Union Giesserei Königsberg	H.M.Gehrckens	230·6 P187'F23'	35·6	13·5	Hamburg German *WB*	T.3Cy.18½",29⅛"&47$\frac{5}{16}$"–29½" 120NHP UnionGiesserei,Königsbrg		G
26751 YTKK	**Hvar** Ⓟ (*ex*Zara) *ss*Spt.2ndNo.3–11,28 *ss*Spt.No.1–32 *Well deck* 1*Dk*(*ptStl*)	345 281 193	✠100A1 5,35 ~~6,34~~ ✠NB4,08 ✠LMC12,32 BS~~12,33~~5,35	Spt	*f* !	CL 10,33 *Lloyd*	1903 2mo '*sA&CP*	Rttrdmsch D.D.Maats. Rotterdam	JadranskaPlovid- ba d.d.	140·9 Q52'B18'F19'	23·3	11·3 FK	~~Hvar~~ Split Yugoslav 4*BHCem*	T3Cy.12½",20"&33¾"–21"(*s*) 165lb 70NHP 1SB,*2cf*,GS38,HS1251 Rot.DroogDokMaats.Rot.	12 ″ 0 s1 ″ 0½ 11 ″ 0	
26752 LCOP	**Hvoslef** *ss*N.Os.No.2–35 D.F. 2*Dks*(*Stl–U* ws) 3*trB in holds*	1630 1381 892	✠100A1 12,35 ~~4,35~~ ✠LMC4,35 *Fitted for oil*	NOs	*q* *fuel* 4	CL ~~4,35~~ N12,35 *Lloyd* ,27 *F.P. a*	1927 4mo '*sA&CP* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 50° F.	A/S "Hav" (H.Staubo&Co. *Mgrs.*) *C*	255·1 F26' *ellDB*210'281*tFPT*	35·5	21·4 FK	Oslo Norwegian 4*BHptCem* 12*tAPT*18*t*	T.3Cy.20",33"&56"– 39" (*s*) 200lb 314NHP 2SB,*6cf*,HS4810 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	23 ″ 6 s 3″10¾ 20 ″ 0	
26753 XNFF	**Hwah An** (*ex*HwahYih,*ex*Silesia) *ss*Tri.No.3–1,14 *ss*Shi.No.1–17 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)&*Web frames*	5174 4584 3318	✠ 7,22 ✠	Shi	*y*		1899 2mo	Wigham- Richrdsn&Co Newcastle	ChineseGovern- ment(Navy Department)	400·0 P40'B103'F44' 27·7 *Cell DBa* 128'*uE*	49·0	19·9 FK	Shanghai Chinese 6*BHCem* 32'*f*166'955*t*	Q.4Cy.23",31½",48"&71"–45" 421NHP 3SB,*9cf*,GS141,HS5427 FD WighmRichrdsn&Co.Nwc.	30 ″ 6	
26754	**Hwah Chong** (*ex*Winifred Moller–33,*ex*Gurth–32,*ex*Albr.W. Selmer,*ex*Saltwell) 1*Dk*	2503 — 1446			…		1900	ShortBros. Ld. Sunderland	NelsonS.S.Co. (WooPingS.S.Co. *Mgrs.*)	299·0 P27'B68'F32'	43·0	19·8 FK	Shanghai Chinese *WB*	T.3Cy.21½",35"&59"–39" NDB19 219NHP J.Dickinson&Sons,Ld.Sld.	22 ″ 0	
26755	**Hwah Peng** (*ex*Passat,*ex*Raritan, *ex*CarlDiederichsen) 1*Dk&Spar dk*2*trB*	1375 — 835					1901	Howaldts- werke Kiel	MingSingS.S.Co. Ld.	218·8 Q61'H16'F31' 20·4	33·1	11·8	Shanghai Chinese	T.3Cy.16$\frac{15}{16}$",27$\frac{9}{16}$"&43$\frac{5}{16}$"–24$\frac{1}{16}$" 94NHP Howaldtswerke,Kiel		
26756	**Hwah Shun** (*ex*Arica–33,*ex*Jessie, *ex*Katina,*ex*Manor, *ex*Dowgate) *ss*Osl.2ndNo.3–9,27 1*Dk*(*ptStl&ptIrn*) 2*trB&deep framing*	3033 — 1888	✠ —— 2,33 ✠	Shi	*u*		1895 1mo	C.S.Swan &Hunter Newcastle	HwahSungS.S.Co. ~~(WooPingS.S.Co. Mgrs.)~~	326·7 P24'B60'F34' *CellDBa*100'*uE&B*	41·0	24·5 FK	Shanghai Chinese 5*BHCem* 38'*f*140'624*t*	T.3Cy.23¾",38"&61"–39" NDB13 252NHP 2SB,*6pf*,GS97,HS4080 N.E.MarineEng.CoLdNwc	27 ″ 1	
26757	**Hwah Sung** (*ex*Komura) *Turret deck* 1*Dk*	2122 — 1284					1905	W.Doxford &Sons,Ld. Sunderland	HwahSungS.S.Co. Ld.	295·5 P25'F35'	40·2	19·4	Shanghai Chinese *WB*	T.3Cy.22",37"&61"–42" 241NHP W.Doxford&Sons,Ld.Sld.		
26758 Wrecked 8,35 XNDH	**Hwah Wu** (*ex*Albenga,*ex*Mayflower) *ss*Rot.No.3–10,11 *ss*Shi.No.1–18 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	4249 3955 2769	✠ 9,21 ✠	Kob	*x*		1898 11mo	Craig, Taylor&Co. Stockton *Cell*	SouthChinaS.S. Co.Ld. *DBa*118'*uE&B*38'	360·2 P31'B86'F38' 28·3 *f*148'830*tFPT*188*t*	48·2	20·3 FK	Shanghai Chinese *WB* *APT*59*t*	T.3Cy.23½",38½"&68"–48" 359NHP 3SB,*9rf*,GS141,HS5440 W.Allan&Co.Ld.Sld.	30″11	
26759 XNBQ	**Hwei An** (*ex*Chenghai,*ex*Oleg, *ex*Pronto) Wireless 1*Dk&Spar dk*	1377 1264 880					1896	Helsingörs Jernsk&Msk. Elsinore	HweiHaiS.S.Co.	239·9 H99*t*	34·4	20·1	Chefoo Chinese *WB*	T.3Cy.17",27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		
26760	**Hwei Chong** Ⓟ (*ex*Halvard–34) 1*Dk&Spar dk&deep framing*	1907 — 1204			…		1902	J.Priest- man&Co. Sunderland	HweiTungS.S.Co.	265·0 B66'F24' 19·8	37·0	12·3 FK	Chefoo Chinese *WB*	T.3Cy.20½",33"&56"–36" NDB17 191NHP G.Clark,Ld.Sunderland	22 ″ 1	
26761 XNFO	**Hwei Kong** (*ex*HeijunMaru–31, *ex*BinhThuan) Wireless 1*Dk&Spar dk*	1599 — 935					1902	N.Odero& Co. Genoa	HweiTungS.S.Co.	246·5 P25'B43'F26'	34·7	20·1	Chefoo Chinese *WB*	T.3Cy.18$\frac{1}{16}$",29⅛"&47¼"–35$\frac{7}{16}$" 133NHP N.Odero&Co.Genoa		
26762	**Hwei Ping** Ⓟ (*ex*FukujuMaru–33, *ex*Donai) Wireless 1*Dk*2*trB*	760 — 396					1895	R.Napier &Sons,Ld. Glasgow	HweiTungS.S.Co.	212·0 P22'B74'F39'	28·0	13·7	Chefoo Chinese *WB*	T.3Cy.18",29½"&47"–30" NB04 121NHP R.Napier&Sons,Glasgow		
26763 ~~96503~~ ~~WCDY~~ *Now* "Feng Ho," *see No.* 38118 *in Supplement*	**Hyades** *Fitted for oil fuel* 2*Dks*	3817 3329 2668					1900	Maryland SteelCo. SparrowsPnt	~~RedSalmon CanningCo.(F.B. Peterson,*Mgr.*)~~	331·5 P40'B75'F35'	47·0	25·0	~~S.Francisco~~ ~~Utd.States~~ Japanese *WB*	T.3Cy.21",35"&56"–42" 203NHP MarylandStlCo.Baltimore		R

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres etc.
26764 33590 JNDH	**Hyakufuku Maru** Ⓟ 1*Dk*	986 844 695					1928	Harada Zosen K.K. Osaka	Amagasaki Kisenbu Gomei Kaisha	200·0	30·0	18·8	Osaka Japanese	T.3Cy.		
26765 220435 KDCA	**Hybert** Sub.Sig. 1*Dk& Shelter dk& Web frames* *Longitudinal framing* *Fitted for oil fuel*	6120 5630 3776			…		1920	G.A.Fuller Co. Wilmington, N.C.	LykesBros.-Ripley S.S.Co.Inc.	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	34·9	N.Orleans Utd.States *WB*	T.3Cy.24$\frac{7}{16}$″,41½″&72″–48″ 596NHP BadenhausenCo.Buffalo	34 ″ 11	R †
26766 LEDS	**Hydra II** 1*Dk*	1375 1136 823					1919	TheNew Eng.&S.B. Wks.Ld. Shanghai	Bruusgaard KiöstrudsD/SA/S	242·7 P22'B61'F24'	37·2	15·9	Drammen Norwegian *WB*	T.3Cy.17½″,28″&48″–33″ 132NHP TheNewEng.&S.B. Wks.Ld.Shanghai		N
26767 5 SVFG	**Hydraios** (*ex*Parnon,*ex*Isfond, *ex*Lothian) *ss*Pir.2ndNo.3-10,27 *ss*Pir.No.1-33 2*Dks(1StlUptIrn ptStl)& deep framing*	4476 4436 3068	✠100A1 7,34 BS~~12,33~~ ✠LMC2,33 5,35 *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Bom	*y*	CL 9,34	1902 5mo	C.Connell &Co. Glasgow *Lloyd's A&CP*	Ath.Coulouras *Cell D Ba*125'*u* *E&B*45'*f*164'1066*t*	385·5 P39'B117'F51' FK *DTa*31'853*t FPT*84	50·2	28·5	Hydra Greek 6*BHCem* *tAPT*39*t*	T.3Cy.27″,43″&72″–48″ (*s*) 185lb ~~110lb~~ 80lb 422NHP 2SB,8*cf*,GS136,HS5497 FD Dunsmuir&Jackson,Gls.	31 ″ 0 s 5 ″ 10¼ 25 ″ 4¼	
26768 151413 VPBL	**Hydrangea** Ⓟ Wireless *CruiserStern 2Dks(Stl-Uws)*	1131 879 561	✠ 5,16 ✠	Gls			1916 5mo	C.Connell &Co.Ld. Glasgow	ChiuOnS.S.Co.Ld. *Cell D BuB*	255·2 B47'F63' FK 20*tDTf*21*t FPT*11*t*	33·5	16·7	HongKong British 12*BHptCem* *APT*18*t*	T.3Cy.22½″,36½″&60″–27″ 187NHP 2SB,6*cf*,GS147,HS6000 D.Rowan&Co.Glasgow		
26769 SVCQ	**Hydroussa** (*ex*Capitaine Commelin-34) 1*Dk(Stl)*	2038 — 1184	✠ 3,22 ✠	Bdx	*r*		1922 2mo	Soc.Anon. deTrav.Dyle &Bacalan Bordeaux	P.Christopoulos *Cell DB*222'520*t* *tanks for'd* 97'	268·5 P20'B55'F23' *Topside* FK 138*t aft* 82'94*t FPT*	39·5	23·0	Andros Greek 4*BHCem* 55*t APT*114*t*	T3Cy18⅛″29$\frac{15}{16}$″&49$\frac{3}{16}$″–37$\frac{13}{16}$″ 193NHP 2SB,4*cf*,GS90,HS3283 A tel.&Ch.delaLoire.Nts.	23 ″ 0	V †
26770 551 SEXI	**Hyperion** Ⓟ (*ex*Transit 5) **Iron** 1*Dk& Shelter dk*	*616* *337* *364*					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	166·9 H42*t* 19·4	25·0	12·3	Stockholm Swedish	C.2Cy.16$\frac{13}{16}$″&37¾″–25½ NE&B03 72NHP MotalaCo.Motala		
26771 741 SVKX	**Hyphaestos** (*ex*Milcovul-33, *ex*Mariston) *ss*Bla.No.3-11,24 *ss*Cff.No.2-33 1*Dk(Stl)*	3793 3514 2408	✠100A1 4,36 ~~8,34~~ BS10,34 ✠LMC8,32	Rot Bom	*w*	CL ~~12,32~~ 4,36	1912 5mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's A&CP*	Ant.G.Yannoulatos Sons *Cell D Ba*115'*u*	353·3 P21'B90'F36' FK *E&B*36' *f*156'915	51·1	23·8	Piræus ~~Cephalonia~~ Greek 6*BHCem* *tAPT*105*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 338NHP 2SB,6*cf*,GS130,HS5384 Rankin&Blackmore,Grk	26 ″ 3 s4 ″ 7¼ 21 ″ 10	
26772 148613 MNKS	**Hythe** **TwinSc** *CruiserStern* 1*Dk*	685 625 269					1925	D&W Hendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15″,25″&41″–24″ 165NHP D&WHendersn&CoLd.Gls		

⁎ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys No of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26773 220513 KDDB	**I. C. White** Fitted for oil fuel *Mchy.Aft* 2Dks&Web frames D.F. Longitudinal framing Carrying Petroleum in bulk	7052 ~~6923~~ 6453 ~~4802~~ 4381				...	1920	SunS.B. Co. Chester,Pa.	~~Pan-American Foreign Corp.~~ Standard Oil Co. of New Jersey	429·3 P133'B36'F40'	59·2	33·2 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
26774 Dismantled&Sunk 219487	**I. J. Merritt** Wood Wireless 2*Dks*	794 — 396					1919	A.C.Brown &Sons Tottenville, N.Y.	Merritt-Chapman &ScottCorp.	163·0	35·0	18·3	NewYork Utd.States	T.3Cy.18",28"&45"-30" 111NHP W.&A.FletcherCo Hoboken,N.J.		
26775 221276	**I. L. I. 101** TwinSc (*ex*Interwaterways LineIncorporated101-32) *ss*N.Yk.No.3-4,33 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	1040 956 797	✠ A1 *Self-propelled Barge* 4,36 ~~4,35~~ LMC4,32 LMC(M)4,35 *For service between New York Port Huron & Montreal via Erie & Welland Canals*	Bal.		~~N4,35~~ 4,36	1921 5mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23tFPT30tAPT13t*	254·0	36·0	14·0 FK	NewYork Utd.States 9*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE5,26 FairbanksMorseCo. Beloit, Wis.	14 ″ 0	
26776 221286	**I. L. I. 102** TwinSc (*ex*Interwaterways LineIncorporated102-32) *ss*N.Yk.No.3-4,33 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	1040 956 797	✠ A1 *Self-propelled Barge* 3,36 ~~3,35~~ LMC3,32 LMC(M)3,35 *For service between New York Port Huron & Montreal via Erie & Welland Canals*	NYk		~~2,34~~ 3,36	1921 6mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23tFPT30tAPT13t*	254·0	36·0	14·0 FK	NewYork Utd.States 9*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
26777 221344	**I. L. I. 103** TwinSc (*ex*Interwaterways LineIncorporated103-32) *ss*N.Yk.No.3-3,32 *OilEng.* *Mchy.Aft* 1*Dk* *ss*Bal.No.1-36	1040 956 797	✠ A1 *Self-propelled Barge* 4,36 ~~4,35~~ LMC~~3,32~~4,36 ~~LMC(M)4,35~~ *For service between New York Port Huron & Montreal via Erie & Welland Canals*	Bal.		~~4,34~~ 4,36	1921 6mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23tFPT30tAPT13t*	254·0	36·0	14·0 FK	NewYork Utd.States 9*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE8,27 FairbanksMorse Co.Beloit, Wis.	14 ″ 0	
26778 221434	**I. L. I. 104** TwinSc (*ex*Interwaterways LineIncorporated104-32) *ss*N.Yk.No.3-4,33 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	1040 956 797	✠ A1 *Self-propelled Barge* 3,36 ~~3,35~~ LMC2,32 LMC(M)4,35 *For service between New York Port Huron & Montreal via Erie & Welland Canals*	NYk		~~4,34~~ 3,36	1921 7mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23tFPT30tAPT13t*	254·0	36·0	14·0 FK	NewYork Utd.States 9*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,28 FairbanksMorseCo,Beloit, Wis.	14 ″ 0	
26779 221467	**I. L. I. 105** *ss*Clv.No.3-4,35 TwinSc (*ex*Interwaterways LineIncorporated105-32) ~~*ss*N.Yk.No.3-3,32~~ *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) Now "Michigan," see No. 39127 in Supplement	1040 956 797	✠ A1 *Self-propelled Barge* 4,35 ~~4,34~~ LMC~~3,32~~4,35 *For service between New York Port Huron & Montreal via Erie & Welland Canals*	Clv		3,34	1921 7mo	McDougall DuluthS.BCo. Duluth,Minn. A&CP	MichiganAtlantic Corporation *Side tanks f12'23tFPT30tAPT13t*	254·0	36·0	14·0 FK	NewYork Utd.States 5*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
26780 7584 SEXR	**I. W. Winck** *ss*Hbg.No.1-34 *Cargo battens not fitted* *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1514 1333 844	*Carrying liquid caustic soda in deep tanks in Nos.2,4&6holds* ✠100A1 ~~6,35~~ ~~4,34~~ 3,36 ✠LMC4,34 BS3,35	Hbg ~~Shi~~ Rot	*q*	OG ~~3,33~~ 3,36	1929 12mo *Lloyd's A&CP*	Fredrkstad Mek. Værks. Fredrikstad	Rederi A/BWalhall (C.W.Winck, *Mgr.*) *CellD*	259·6 P19'B161'F27' *B214' 497t FPT41t*	40·2	16·6 FK	Hlsngborg Swedish 4*BHCem* *APT69t*	T.3Cy.18½",29½"&49"-33" 185lb (*s*) 179NHP 2SB,4*cf*,GS58,HS2500 FD FredrikstadM.V.Frdstad.	19 ″ 1 s 1 ″ 6 17 ″ 9	
26781 SVNF	**Ia** (*ex*Adra-33) 1*Dk*	4860 4466 2996					1917	ShortBros. Ld. Sunderland	ManuelHadjilias	385·0 P32'B130'F36'	53·0	27·3	Syra Greek *WB*	T.3Cy.26½",44"&73"-48" 369NHP N.E.MarineEng.Co.Ld.Sld		C
26782 SYGZ	**Iacovos** (*ex*Cavalla,*ex*Bylgia) 1*Dk*	2107 1868 1287					1901	Akt.Ges. "Neptun" Rostock	G.Angelidis	291·2 P19'B160'F34'	41·2	18·7	Chios Greek *WB*	T3Cy20⅞",35$\frac{7}{16}$"&55⅜"-35$\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		V
26783	**Ian Rudzutak** Ⓟ *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*	3870 2889 2231				...	1928	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36'	48·0	25·9 FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP Russian DieselWorks,Len.	28 ″ 0	
26784 DIDB	**Iberia** Ⓟ (*ex*Magdalena-34) TwinSc Sub.Sig. *OilEng.* D.F. GyC. *CruiserStern* 3*Dks*	9829 5804 5483					1928	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	485·9 F45' len34	60·8	34·6	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.26⅘-47$\frac{3}{10}$" 2000NHP F.Schichau,Elbing		G
26785 4199 SEXU	— *ss*Cpn.2ndNo.3-3,29 *Well deck* *ss*Got.No.1-34 1*Dk*(*Stl*)&*deep framing*	1399 971 709	✠100A1 1,36 ~~2,35~~ ✠LMC MS6,33 BS2,35	Got	*p*	OG ~~N3,31~~ 1,36	1903 9mo *Lloyd's A&CP*	Lindholmens V.A. Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa58' uE&B*	237·3 P&B148'H78tF69' 38' *f*106' 345*t FPT*	35·3	15·3 FK	Gothenbrg Swedish 4*BHCem* 37*tAPT*48*t*	T3Cy19$\frac{11}{16}$",31½"&53"-36"(*s*) 175lb 80lb 186NHP 2SB,4*cf*,GS80,HS2950 MotalaV.NyaAkt.Motala	17 ″ 9 s ″ 10½ 17 ″ 0	
26786 PUCS	**Ibiapaba** TwinSc 1*Dk*	1810 1673 1082					1907	Craig, Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-24" 134NHP Blair&Co.Ld.Stockton		
26787 LEEA	**Ibis** 1*Dk*	1367 1184 800					1918	N.V.Werf DeNoord Alblasserdm.	A/S D/S Ibis (J. Larsen)	239·0 P43tH68tF34t	36·2	17·0	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP NVAlblasserdamMschFab		N
26788 DOIV	— (*ex*AlbertSauber,*ex*Lotte) 1*Dk*	593 468 336					1920	Howaldtswerke Kiel	ArgoReed.A.G.	176·0 P16'B36'Q48'F22'	29·2	11·9	Bremen German *WB*	T.3Cy.14⅖",23⅕"&38⅕"-19$\frac{7}{10}$" 65NHP Howaldtswerke,Kiel		G
26789 CSAU	**Ibo** Sp 1*Dk*&*Awng dk*(*Stl*-teaks) *Mchy.Aft* Wireless	853 — 422	✠ 11,07 ✠	Mdb	*k*		1907 11mo	SirRaylton Dixon&CoLd Middlesbro'	Cia.Nacional de Navegação *W B=CellDBuE&B*	200·0 37' *f*128' 206*t FPT*	30·1	9·2 16·2 FK	Lisbon Portuguese 4*BHCem* 108*tAPT*6*t*	T.3Cy.13",21"&35"-24" 84NHP 1SB,3*cf*,GS44,HS1530 N.E.MarineEng.CoLdNwc	18 ″ 7	
26790 28537 JCVA	**Ibukisan Maru** *ss*Kob.No.3-10,32 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*) Now "Dainichi Maru," see No. 37761 in Supplement	5815 5514 4057	✠100A1 *Awng dk withfreeboard* 6,35 ~~11,34~~ ✠LMC6,35 ~~11,34~~ *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Kob Yka	*y*	CL 11,34	1922 1mo	MitsuiBussanKaisha Ld TamaDkyd. A&CP	~~MitsuiBussan Kaisha,Ld.~~ ItayaShosenK.K. *CellDB323'986t* *DTa28'62*	385·0 5*tFPT*119*tAPT*68*t*	51·0	36·0 FK *Collision*	Kobe Japanese *ptCem* *BH to A dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 488NHP 3SB,9*cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno	36 ″ 1 s 9 ″ 1¾ 27 ″ 1	
26791 PUZC	**Icarahy** (*ex*Soure) TwinSc Wireless 1*Dk*(*Stl*-ws)	495 — 297	✠ 9,16 ✠	PGl			1912 8mo	Murdoch& Murray,Ld. PortGlasgow	PedroBrando	180·1	31·1	11·5 FK *FPT*	R.Janeiro Brazilian 5*BHCem* 30*tAPT*70*t*	T.6Cy.12",20"&32"-22" 145NHP 2SB,6*cf*,GS99,HS2786 Aitchison,Blair&CoLd.Gls	12 ″ 0	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
26792 141633 MKBX	**Iceland** (exDelia) ssLth.2ndNo.3-4,33 *Well deck* 1*Dk*(*Stl*)	1236 1091 723	100A1 *withfreeboard* 7,35~~6,34~~ BS~~6,34~~7,35	Mch LMC4,33		CL ~~4,33~~ 6,35	1914 *Lloyd's A&CP*	Schiffsw.v. HenryKoch Lübeck	Leith,Hull&HamburgS.P.Co.Ld. (J.Currie&Co. *Mgrs.*) *CellDBa56'uE20' f108' 312t FPT56t APT17t*	241·4 P&B186'F34' FK	36·2	15·6	London British *4BHCem*	T.3Cy 18½",29⅞"&46½"–32½" 199lb (*s*) 76RHP 2SB,4*cf*,GS72,HS2715 OttensenerMasch.f.b.Ham	18 ″ 0 s 1 ″ 4¾ 16 ″ 9¾	
26793 1559 IBZP	**Ichnusa** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	1242 844 687					1928	Cant.Nav. Odero Genoa	Soc.Sarda di Navigazione	226·7	34·5	16·0	Genoa Italian *WB*	T.3Cy.17¾",29¼"&47¼"–27⁹⁄₁₆" 117NHP CantieriNavaliOdero,Gen.		I
26794 EALK	**Iciar** (exCapitaineLeMasne) D.F. 1*Dk*	4554 — 2653					1922	Ch.&Atel. de laGironde Bordeaux	Cia.Naviera Guipuzcoana	362·9 F28'B213'	~~49·1~~ 48·9	~~26·8~~ 26·7	Bilbao Spanish *WB*	T.3Cy.24",39"&65"–44" 280NHP Schneider&Co.Havre		V
26795 EEEJ	— (exMagnusBarfod,exStrathcathro) *Well deck* 1*Dk*(*Stl*)	485 361 187	✠ 12,87	Ayr	*h*		1884 4mo	JM'Arthur &Co. Paisley	José Lopez de Haro Fernandez *WB=DBa42'70t*	160·3 Q60'B42'H16*t*F22' *FPT44tAPT9t*	27·2	11·6	S.Sebast'n Spanish *4BHCem*	C.2Cy.24"&48"–30" 105NHP Walker,Hendersn&Co.Gls	12 ″ 3	
26796 149846 GNCB	**Icotea** TwinSc ssCco.No.2-35 ~~ssCco.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 *withfreeboard* 4,36~~1,35~~ ~~BS1,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Cco BS4,36 MS8,35 ✠LMC~~8,32~~	*t*	CL ~~SS1,33~~ P6,34 S1,36	1927 6mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	LagoShipping Co. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks* *f286t wing tanks a 356t FPT60t APT75t*	305·7 P67'F34'*Trunk*204' FK	50·2	14·3	London British *7BHptCem*	T.6Cy.13½",28½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
26797 108 IBAQ	**Ida** ssMfl.No.3-9,33 D.F. 2*Dks*(*Stl*)&*Web frames*	6131 5022 3731	✠100A1 1,36 ~~2,35~~ BS~~7,34~~ 9,35 *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Pla ✠LMC9,33	*z*	CL 2,35	1923 2mo A&CP	Cant.Nav. Triestino Montfalcone	CosulichSoc.Triestina diNav. *CellDB342'1248t MT27' 816t FPT107t APT135t*	401·0 P36'B124'F44' FK	54·2	30·2	Trieste Italian *6BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cole,Marchart,Morley, Ld.Bradford	32 ″ 10 s 7 ″ 11½ 25 ″ 2	
26798 ~~LDEV~~	Nou·Mars," *see No.* 39123 *in Supplement* 1*Dk*	1912 1669 1119					1924	Bergens Mek.Værks. Bergen	Rederi A/B Iris	266·9 P77*t*H96*t*F8*t*	42·2	17·9	Stockholm Swedish *WB*	T.3Cy.19½",30"&52"–36" 162NHP BergensMekVærksBergen		N
26799 DHME	**Ida Blumenthal** Wireless Sub.Sig 1*Dk*	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·6 P16'Q75'B114'F29'	37·9	14·3	Hamburg German *WB*	T.3Cy.21⅝",34¼"&55"–35⅝" 178NHP LübeckerMaschb.Ges		G
26800 OYJO	**Ida Clausen** (exAlice-34, exHelikon) *Mchy.Aft* 1*Dk*	346 289 191					1921	Sch-u.Dock-bauFlender A.G. Lübeck	C.Clausen V	139·1 B34'F21'	22·6	11·8	Haderslev Danish *WB*	C.2Cy.14⅝"&22⅝"–15¾" G.SeebeckA.G. 17NHP Wesermünde-G.		G
26801 218066 WXOI	**Ida Hay Atwater** (exPenobscot-33,exCraigrownie) *Mchy.Aft* 2*Dks*	2496 — 1490					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwaterS.S.Co.	253·0	43·5	25·1	FallRiver, Mass. Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
26802 DMAM	**Ida Joerk** (exHeinzFerdinand, exGrossherzogFriedr.FranzIV.) 1*Dk*	954 724 538					1901	Schömer& Jensen Tönning	Partenreederei d.Dampfers "IdaJoerk" (A.Cords,*Mgr.*)	201·0 Q71'B59'F18'	32·2	14·4	Rostock German *WB*	T.3Cy.16½",27"&44"–31½" NB23 109NHP Schömer&Jensen,Tönning		G
26803 LCOR	**Ida Knudsen** TwinSc ssGot.No.2-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8913 8224 5275	✠100A1 ~~5,35 5,34~~ 1,36 DBS~~5,34~~ 8,35 *Carrying Petroleum in bulk*	Got ~~SFo~~ Ant ✠LMC5,34	*d*†	CL 7,33	1925 10mo *Lloyd's A&CP*	A/S Nakskov Skibs. Nakskov	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) *CellDBuE67'233tDTf38'360t FPT182tAPT120t*	465·7 P106'B30'F47' FK	62·1	37·3	Haugesnd Norwegian *17BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24⅛"–43⁵⁄₁₆" 714NHP 2DB*185lb* Akt.Burmeistr&Wain.Cpn	37 ″ 3 s 9 ″ 9½ 27 ″ 11	
26804 29831 JPWA	**Ida Maru** (exIda,exPulawski,exIda) ssKob.2ndNo.3-5,24 ssKob.No.2-32 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* ws)& *deep framing*	4414 4077 2753	✠100A1 *Spar dk* 9,35 ~~9,34~~	Kob Osa ✠LMC~~9,34~~ 9,35	*x*	CL 8,34	1906 6mo *Lloyd's A&CP*	Russell& Co. Pt.Glasgow	TanakaKisen KogyoK.K.(Taiyo KaiunK.K.*Mgrs.*) *CellDB318'1010t APT45t*	370·3 P36'B108'F40' 27·0 FK	49·8	19·2	Amagasaki Japanese *6BHCem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 410NHP 2SB,6*cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 ″ 8	
26805 1007 IBBQ	**Ida Z.O.** D.F. *Mchy.Aft* 1*Dk*	4935 4389 2939					1920	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	385·9 P246'F34'	51·5	30·2	Genoa Italian *WB*	T.3Cy.26",42½"&69⅝"–48" 335NHP N.Odero&Co.Genoa		I
26806 214627 KJNC	**Idaho** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	994 — 563					1916	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.&Co.	205·5	41·4	14·8	S.Frncisco Utd.States	T.3Cy.13",21"&36"–24" 64NHP MainStreetIronWrks.S.Fo		
26807 DHMF	**Idarwald** Sub.Sig. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*&*Shade dk*	5033 4478 2990					1923	Deutsche Werft,A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F50'	54·2	27·4	Hamburg German *WB*	T3Cy.28½",45³⁄₁₆"&74⅘"–55¹⁄₁₆" Gutehoff-nungshütte,Sterkrade 414NHP		G
26808 149886 GNFT	**Iddesleigh** ssCff.No.2-35 ~~ssBry.No.1-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5205 4810 3100	✠100A1 *withfreeboard* 10,35~~2,35~~ BS~~1,35~~ 10,35	Cff ✠LMC~~9,31~~ MS3,35	*a*†	CL ~~2,35~~ 9,35	1927 9mo *Lloyd's A&CP*	R.Thompson&Sons,Ld. Sunderland	TatemStm.Nav.Co Ld.(W.J.Tatem, Ld.*Mgrs.*) *CellDBa&uE138' f201'1422t FPT210tAPT147t*	420·7 F34' FK	55·3	25·7	London British *7BHptCem* (*Coll to S dk* 6 *to 2nd dk*)	T.3Cy.27",45"&75"–51" (*s*) 180lb 570NHP 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 3 ″ 7¾ 24 ″ 11	
26809 LCOS	**Idefjord** *Fitted for oil fuel* D.F. 2*Dks*	4287 3784 2572					1921	Canadian Vickers.Ld. Montreal	A/S DenNorske Amerikalinje	365·6 P134*t*H259*t*F44*t*	49·8	26·6	Oslo Norwegian *WB*	T.3Cy.27",43"&70"–48" 339NHP CanadianVickers,Ld.		N
26810 149597 GKYZ	**Idomeneus** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy* 2*Dks*	7792 6591 4776					1926	Workman, Clark&Co.Ld Belfast	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	459·6 P50'B162'F63'	58·4	32·6	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29³⁄₁₆"–59" 1307NHP Akt.Burmeistr&Wain,Cpn		BT till ~~9,35~~ ~~1,36~~ 6,36
26811 LCFY	**Idræt** *Fitted for oil fuel* Wireless 1*Dk*	1068 825 620					1917	Stavanger Stöperi&Dok Stavanger	D/S A/S"Idræt" (SverreMonsen)	225·1 P20*t*Q118*t*H46*t* B46*t*F33*t*	33·1	13·2	Stavanger Norwegian *WB*	T.3Cy.17½",28"&48"–33" 132NHP StavangerStöperi&Dok	15 ″ 8	N
26812 160644 MPGZ	**Iere** ssTrd.No.1-33 1*Dk*(*Stl*)&*2nd dk*(*Stl*) *in way of cargo tanks* *Mchy.Aft* *CruiserStern*	835 729 408	✠100A1 4,~~[illegible]~~ 3,36 ~~BS6,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*2,29 *F.P. above* 150° F BS8,36	Cco ~~BS7,35~~ ✠LMC9,33	*k*	CL ~~8,31~~ 4,35	1929 3mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	TrinidadLeaseholds,Ld. *CellDBuE&B36'31tFPT48tAPT3t*	180·0 F21' FK	33·2	16·3	London British *8BHptCem* 1 „ *to 2nddk*	T.3Cy.13½",23"&37"–27" (*s*) 180lb 74RHP 1SB,2*cf*, HS1656 FD Smith'sDockCo.Ld.Mdb.	17 ″ 6 ~~s 2 ″ 6~~ ~~15 ″ 3½~~ s2 ″ 4½ 15 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26813 128884 MFDL	**Ightham** (*ex*Neville-33, *ex*Wharfedale, *ss*Hul.No.3-2,30 *ex*Abbeville,*ex*Edwin *ss*Cff.No.1-34 Hunter) *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1337 968 719	✠100A1 10,34 ✠LMC MS1,34 BS~~5,34~~ 3,35	Cff	*o*	OG 12,33	1914 6mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd'sA&CP*	Constants (SouthWales),Ld. (M.Constant*Mgr*) *CellDBa63'*	238·4|36·1|14·1 Q140'F27'B*on*Q52' FK *uE*18'*f*99'382*tFPT*	Cardiff British 4*BHCem* 51*tAPT*83*t*	T.3Cy.18$\frac{3}{16}$",30"&50"-33" 180lb (*s*) 176NHP 2SB,6*pf*,GS98,HS2984 G.Clark,Ld.Sunderland	16 ″ 3 s 5 ″ 0 15 ″ 2	
26814 71 IOQC	**Iglesias** (*ex*Formica,*ex*Libellule)	360 313 148					1918	Ch.&Atel. deProvence Port-de-Bouc	Soc.diMonteponi (FonderiaMon-teponi,*Mgrs.*)	138·3|24·1|13·2	Savona Italian	C.2Cy.17$\frac{7}{10}$"&35⅗"-23⅗" NB20 51NHP Forg.&Ch.de laMédit.Msl.		I
26815 UOJH	**Ignatii Sergeev** Ⓟ TwinSc (*ex*Batoum) Wireless 1*Dk*&*Spar dk*	1354 872 806			...		1896	J.Laing Sunderland	U.S.S.R.	272·9|34·4|16·4 P&B151'F37' FK	Odessa Russian *WB*	T.6Cy.14½",23"&38"-27" 182NHP G.Clark(Lim.)Sunderland	18 ″ 6	
26816 124212 CYLM	**Ignifer** (*ex*Carleton) *Mchy.Aft*	1351 1137 830					1907	Grngem'th &Greenock DockyardCo Greenock	CanadaSteam-shipLines,Ld.	240·0|41·0|14·2	Montreal British *WB*	T.3Cy.17",28"&45"-33" 116NHP Muir&Houston,Ld.Gls.		C
26817 EAFC	**Igotz-Mendi** *ss*Bbo.No.3-8,31 D.F. 1*Dk*(*ptIrn*&*ptStl*)	4648 4293 2877	✠100A1 7,34 ✠LMC MS8,31 BS~~9,34~~ 10,35	Shl	*x*	CL 7 34	1916 1mo	CiaEuskal-duna deConst Bilbao *Lloyd'sA&CP WB=*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*) *CellDBa*132' *uE*2	385·0|50·2|25·8 P30'B101'F41' FK 6'*f*166' 1104*t FPT*1	Bilbao Spanish 6*BHCem* 13*tAPT*174*t*	T.3Cy.27",44½"&73"-48" (*s*) 180lb 401NHP 3SB,9*cf*,GS190,HS6169 Blair&Co.Ld.Stockton	28 ″ 4 s 5 ″ 7½ 22 ″ 11	
26818 PUBG	**Iguassú** (*ex*SantaRosa) 2*Dks*	3797 3383 2355					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	351·0|50·2|23·7 P24'B222'F42'	R.Janeiro Brazilian *WB*	T.3Cy.22",36⅗"&59⅘"-40⅕" 220NHP FlensburgerSchiffsb.Ges.		V
26819 LOGR	**Iguazú** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*	700 — 453					1927	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	131·8|34·0|7·7	Bns.Ayres Argentine	Oil Engines 2S.C.SA 12Cy.13¼"-15" 371NHP L.Gardner&Sons,Ld.Mch.		
26820 Sunk 2,36	**Ihsan** Pad 1*Dk*	375 256 262					1903	Danubius Schoenichen HartmnnA.G Budapest		180·4|22·0|9·5	Turkish	C.2Cy.26¾"&42$\frac{1}{10}$"-48" 102NHP DanubiusSchoenichen-HartmannA.G.Budapest		
26821	**Ijora** (*ex*Windermere-34) *ss*Mdb.No.3-7,33 1*Dk*(*Stl*) *Cargo battens not fitted*	*2815* *2525* *1688*	... 8,35 ~~LMC~~ ~~[illegible]~~ ~~BS5,34~~	Mdb	*u*	CL 11,34	1921 11mo	Murdoch& Murray,Ld. PortGlasgow *Lloyd'sA&CP*	U.S.S.R. *CellD*	324·0|44·2|23·1 P28'B88'F34' FK *B*273' 646*t FPT*70*t*	Russian 6*BHCem* *APT*57*t*	T.3Cy.21",33"&57"-39" (*s*) 180lb 265NHP 2SB,6*cf*,GS121,HS4698 ClydeS.&E.Co.Ld.Pt.Gls.	25 ″ 6 ~~s 3 ″ 11½~~ ~~21 ″ 10~~	
26822 RBBN	— (*ex*Mountpark-33) *ss*Shl.No.2-29 1*Dk*(*Stl*)	*2699* *2386* *1617*	✠ — 12,33 ✠	Shl	*t*		1921 3mo	C.Hill& Sons,Ld. Bristol	U.S.S.R.	310·0|44·2|21·1 P28'B86'F32' FK *CellDB*263' 612*t FPT*	Leningrad Russian 5*BHCem* 90*t APT*90*t*	T.3Cy.21",34"&56"-36" 242NHP 2SB,6*cf*,GS122,HS4260 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 10	
26823 TCBT	**Ikbal** (*ex*Doris,*ex*Alfold,*ex*Mount Summit,*ex*Kerkenna,*ex*Borneo) *Spar dk 2trB*&*deep framing*	3722 3062 2189			...		1900	W.Hamil-ton&Co. PortGlasgow	Barzilay& Benjamin	330·8|45·7|16·2 P31'B118'F39' 23·9 FK	Istanbul Turkish *WB*	T.3Cy.24",40"&65"-42" 301NHP D.Rowan&Co.Glasgow	26 ″ 6	V †
26824 9043 JJXE	**Iki Maru** Ⓟ TwinSc 2*Dks*	1612 1417 825					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosenK.K.	272·9|35·8|22·0	Osaka Japanese *WB*	T.6Cy.16",26"&43¼"-30" 205NHP MitsuBishiD.&E.Wks.Nag		
26825 31404 JCAB	**Ikoma Maru** Ⓟ 2*Dks*	3156 2700 1887					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·7|46·0|27·0 P41'B87'F39'	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
26826 19230 JBVD	**Ikomasan Maru** *ss*Kob.No.3-12,28 *ss*Kob.No.1-34 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3173 2757 1952	✠100A1 5,35 ~~4,34~~ ✠LMC~~4,34~~ 5,35	Kob	*t*	CL 4,34	1916 8mo	OsakaIron Works,Ld. Innoshima *Lloyd'sA&CP*	MitsuiBussan Kaisha,Ld. *CellDB*255'518*t DT*	305·0|43·7|27·2 P19'B82'F32' FK *a*25' 534*t FPT*112*t*	Kobe Japanese 5*BHCem* *APT*20*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
26827 40013 JFCJ	**Ikuta Maru** *OilEng.* 1*Dk.*	485 — 391					1934	Kasado Dck.K.K. Suyetakemi-nami	KobeSanbashiK.K.	140·8|28·5|13·0	Kobe Japanese	Oil Engines		
26828 FOOI	**Ile de Beauté** TwinSc *Fitted for oil fuel* D.F. 2*Dks* Sub.Sig. *CruiserStern*	2600 2148 577					1930	Deutsche Sch.u.Mschb. A.G.Weser Bremen	Cie.deNavigation Fraissinet	319·6|43·4|25·4 B39'	Marseilles French *WB*	4 Steam Turbines geared to 2 Sc. Shafts DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen		V
26829 FNSM	**Ile de France** Ⓟ QuadSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 4*Dks*&*Awng dk*&*Promenade dk*	43450 28716 21923					1926	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	763·7|92·0|55·9	Havre French *WB*	4 Steam Turbines Ch.&Atel.deSt.Nazaire		V
26830 Dismantled & Sunk FNKA	**Ile Saint Paul** (*ex*CaïdMima, *ex*MichelMazzella, Wireless *ex*Dageid,*ex*Fagersand) 1*Dk*&*Spar dk*	1064 831 469					1906	A.Vuijk& Zonen CapelleYsel	SociétéLaLang-ousteFrançaise (Lailré,*Mgr.*)	210·8|32·2|16·9 P22'B59'F29'	Havre French	T.3Cy.17½",28½"&47"-30" 121NHP G.T.Grey,SouthShields		
26831 1686 IORG	**Ileana** (*ex*Renzo,*ex*AmedeoCeretti, *ex*SunnyMaid,*ex*Anthony, *OilEng.* *ex*Julienne, 1*Dk*&*Web frames* *ex*Q.H.C.GrainBoatNo.1) *Mchy.Aft*	935 — 687			...		1914	Smith's DockCo.Ld. Middlesbro'	CesareCasareto fu G.B.(Banca Casareto,*Mgrs.*)	202·0|39·1|15·4 FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.20½"-29½" 294NHP NE30 J&CG.Bolinder'sM.V.A/B Skm.	16 ″ 0	I †
26832	**Ilgaz** (*ex*Esperos-34) *ss*Pir.No.3-2,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	683 512 324	✠100A1 5,35 ~~2,33~~ BS~~6,34~~ ✠LMC2,33 2,36	Pir Ist	*j*	CL ~~5,32~~ 5,35	1920 8mo A&CP	NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld	NecibeN.Basri (Cap.Basri,*Mgr.*) *CellD*	180·3|28·1|12·4 Q103'B15'F23' FK *B/*103'146*tFPT*63*t*	Istanbul Turkish 3*BHCem* *APT*7*t*	T.3Cy.13½",22½"&36"-27" 180lb (*s*) 100NHP 2SB,4*cf*,GS61,HS1916 Machfabr.OudeMaas.	14 ″ 6 s ″ 8½ 14 ″ 0	
26833 PUYB	**Ilheos** Ⓟ TwinSc Wireless 1*Dk*(*Teak*)&*Shadedk*(*Teak*)	*760* *481* *394*	✠ 8,10 ✠	Trn	*l*		1910 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·0|32·1|11·1 FK *WB=FPT*36*t*	Bahia Brazilian 4*BHCem* *APT*15*t*	T.6Cy.13½",22"&36"-24" 152NHP 1SB,3*cf*,GS65,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
26834 SVGO	**Ilissos** (exDerwentRiver-33) 1Dk	4724 4368 2984					1915	Irvine'sSB &D.D.Co.Ld WHartlepool	Theofano MaritimeCo.Ld. (NGLivanos,Mgr)	385·1 P36'B126'F38'	52·0	27·1	Chios Greek WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
26835 UOLG	**Ilitch** Ⓟ (exVetche,exEmperor NicolasII) 3Dks	4166 3289 2407			...		1895	W.Denny &Bros. Dumbarton	U.S.S.R.	390·0 P62'B146'F38' FK	45·0	27·5	Odessa Russian WB	T.3Cy.28¼",47½"&76"-54" NB16 501NHP Denny&Co.Dumbarton	30 ″ 1	
26836 221400 KDSZ	**Illinois** ssNYk.No.3-4,34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6448 6117 3980	✠100A1 ~~7,35 12,34~~ 2,36 ✠LMC MS1,34 BS~~7,34~~7,36 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	NYk	a†	CL 3,34	1921 7mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany CellDBuE&	416·8 P107'B35'F33' FK B64'209t FPT229t	56·1	31·1	Wilmgton (Del.) Utd.States 16BHptCem APT130t	T.3Cy.~~26½",45"~~&74"-51" (s) 190lb 27¼",45¾" 549NHP 3SB,9cf,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10 s 6 ″ 3½ 26 ″ 9½	
26837 219931 KUQM	— (exLasVegas) Fitted for oil fuel 2Dks	5447 — 3380					1920	L.Angeles S.B.&D.D.Co SanPedro,Cal	StatesSteamship Co.	410·0 P43'B114'F46' WB	54·0	27·2	PortlndOr. Utd.States	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
26838 100680 WPCY	— Ⓟ D.F. Mchy.Aft 1Dk&Shade dk&Promenade dk	2427 — 1468					1899	Chicago S.B.Co. Chicago	Wisconsin& MichiganS.S.Co.	225·0	40·0	24·7	Duluth, Minn. Utd.States	T.3Cy.20",33"&54"-36" 175NHP ChicagoS.B.Co.Chicago		
26839 DODM	**Ilmar** (exSunheath,exPolladern, exEmir) ssBom.No.3-4,25 ssBmn.No.1-29 D.F. 2Dks(Stl)	5470 5037 3419	✠ ... 6,33 ✠	Ham			1911	Bremer Vulkan Vegesack	Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie, Mgrs.)	419·8 P&B333'F60' FK One bulkheadinfwd hold dispensed with CellDB358' 1255t	54·5	28·2	Bremen German Cem 6BHonly FPT92tAP	Q4Cy.24",34 11/16",50⅝"&72 13/16"-53 3/16" 601NHP 4SB,12cf,GS188,HS8611 BremerVulkan,Vegesack T11t	30 ″ 6	G †
26840 696 OHCN	**Ilmatar** Ⓟ ssHfs.No.1-33 D.F. 2Dks(Stl-Weather dk ws) Ref.Mchy. Sub.Sig. Strengthened for Navigation in Ice	2365 1874 1208	✠100A1 withfreeboard 11,35 ~~1,35~~ ~~BS4,35~~ ✠LMC5,33 ✠NB11,35	Hfs Els	s	CL ~~2,34~~ 11,35	1929 5mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	FinskaÅngfAktieb Duct keel in way of No. 2 hold Ce	270·1 F24' FK & mchy. space C llDB229'253t FPT	41·6	23·6	Helsingfrs Finnish 5BHCem oll„ to W dk 17tAPT43t	T.3Cy.22⅝",36½"&61"-39" 213lb (s) 417NHP 2SB,6cf,GS150,HS6566 FD Akt.Burmeistr&Wain,Cpn	26 ″ 3 s 8 ″ 6¾ 18 ″ 0½	
26841 UOBV	**Ilmen** (exAthena-33,exIrmaKimme) Sub.Sig. 1Dk	2288 2011 1379					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·2 P27'Q36'B179'F36'	42·8	19·6	Leningrad Russian WB	T.3Cy.21⅝",35⅜"&55¾"-35⅜" J.Frerichs&Co. 186NHP A.G.Osterholz		G
26842 DHMG	**Ilmenau** 4Mst Mchy.Aft Wireless Sub.Sig. 1Dk	1201 992 640					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194'F26'	37·5	12·9	Hamburg German WB	T.3Cy.17¾",28 9/16"&45 5/16"-29 9/16" 111NHP OttensenerMch.G.m.b.H. Altona		G
26843 KZCW	**Iloilo** (exSugbo) Fitted for oil fuel Wireless 2Dks	560 — 317					1898	J. & K. Smit's Scheepswrvn Kinderdijk	De la RamaS.S.Co. (E.H.Pirovano, Mgr.)	168·0	30·0	16·0	Iloilo Utd.States	T.3Cy.18",28"&46"-36" 127NHP J.&K.Smit'sMchfbrk,Kdk.		
26844 DHMH	**Ilona Siemers** Sub.Sig. 1Dk	3243 2534 1859					1923	Nordseewerke Emden	G.J.H.Siemers& Co.	332·7 P29'B87'F33'	46·5	20·6	Hamburg German WB	T.3Cy.24⅝",~~38⅛"~~&62"-41⅜" Ottensener 247NHP Mch.G.m.b.H.Altona		G
26845 143527 MKJL	**Ilorin** (exSmerdis-34,exKirkwynd, exMarionMerrett) ssGls.No.3-6,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	815 582 413	✠100A1 8,34 BS~~8,34~~ 12,35 ✠LMC6,33	Gls	k	CL 7,34	1920 12mo	London& MontroseS.B. &R.Co.Ld. Montrose Lloyd'sA&CP	ElderDempster Lines,Ld. CellD	189·4 Q109'B11'F24' FK Bf119'171tFPT55t	30·3	12·6	Liverpool British 3BHCem APT6t	T.3Cy.14½",24"&40"-27" (s) 180lb *100lb* 99RHP 1SB,3cf,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2¼ 14 ″ 2½	
26846 161337 GRQX	**Ilse** ssShl.No.1-34 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted Strengthened for Navigation in Ice	2844 2182 1673	✠100A1 8,35 ~~9,34~~ ✠LMC9,34 BS8,35	Shl	t	CL 9,34	1929 11mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	MarisExport& TradingCo.Ld. (StephensonClarke &AssociatedCompanies,Ld.Mgrs.)	308·3 Q181'F33' FK CellD	44·2	19·7	London British 5BHptCem B264'753tM	T.3Cy.22½",37"&61"-42" (s) 180lb 300NHP 2SB,6cf,GS132,HS5155 Smith'sDockCo.Ld.Mdb. T11'345tFPT240tAPT74t	21 ″ 9 s 7 ″ 1¼ 19 ″ 8¼	
26847 7579 SEYI	— ssGot.No.1-34 Mchy.Aft 1Dk(Stl) CruiserStern	584 416 280	✠100A1 1,36 ~~1,35~~ ✠LMC3,34 BS2,36	Rot	h	OG 3,34	1929 12mo	Aktieb. LödöseVarf. Lödöse Lloyd'sA&CP	Rederiaktieb. Unda(P.Waller, Mgr.) Ce	167·6 P48'F20' FK llDB110'168t FPT	28·2	11·3	Gothenbrg Swedish 3BHCem 12tAPT18t	C.2Cy.14 9/16"&32½"-21⅝" (s) 130lb 50NHP 1SB,2cf,GS28,HS850 Aktieb.LödöseVarfLödöse	13 ″ 5 s 1 ″ 4 12 ″ 2½	
26848 DHMI	**Ilse L. M. Russ** Sub.Sig. 1Dk Cruiser Stern	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u Assekuranz G.m.b.H.(Ernst Russ,Mgr.)	263·2 P16'Q81'B108'F35'	41·9	15·4	Hamburg German WB	T.3Cy.17¾",29⅛"&48"-37⅞" 141NHP FlensburgerSchiffsb.Ges.		G
26849 DHMJ	**Ilsenstein** Ⓟ TwinSc (exMatatua) D.F. 2Dks&deep framing&Shelter dk	8216 6093 5108			...		1904	Workman, Clark&Co.Ld Belfast	A.Bernstein	447·6 FK&BK1 13/20"	56·2	38·8	Hamburg German WB	T.6Cy.22",37"&63"-48" 800NHP Wrkman,Clark&Co.LdBel	33 ″ 6	CG †
26850 EAFE	**Iluntzar-Mendi** (exAlemania, exKirkwall) ssBbo.2ndNo.3-9,20 ssBbo.No.2-28 1Dk(Irn)&Web frames &ptAwngdk(Irn)	2098 1547 1255	✠ ... 9,33 ✠	Bbo			1894 10mo	BlythS.B. Co.Ld. Blyth	Cia.Nav.Sota y Aznar(SirRamon de laSota,Mgr.) CellDB	275·0 P27'Q80' ptAwngdk168' FK a90'uE18'f108'394t	37·7	18·4	Bilbao Spanish 5BHCem APT22t	T.3Cy.20",33"&54"-36" 179NHP 2SB,6pf,GS81,HS2740 N.E.MarineEng.CoLdNwe	20 ″ 9	
26851 147615 GKJW	**Ilvington Court** (exIolcos, exMeandros) ~~ssCff.No.2-29~~ ssShl.No.3-9,32 2Dks(Stl)	5187 4736 3222	✠100A1 8,35 ~~1,31~~ ~~BS1,31~~ ✠LMC~~1,31~~ 8,35	Rot Shl	y	CL ~~2,32~~ 8,35	1919 8mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld. Mgrs.) CellDB	400·0 P49'B113'F40' FK 340'1120t FPT123t	52·3	28·5	London British 7BHptCem APT175t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,6cf,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 ~~s 6 ″ 1¼~~ ~~25 ″ 3~~ s5 ″ 11¾ 25 ″ 3	
26852 LDPF	**Ima** ssFiuNo.1-34 OilEng. 1Dk(Stl)&Web frames D.F. Mchy.Aft Longitudinal framing-bracketless system	6842 5985 4026	✠100A1 3,36 ~~3,35~~ DBS8,34 ✠LMC8,34 Carrying Petroleum in bulk	Sws Rot	a†	CL ~~12,34~~ 3,36	1930 8mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	A/S I.M.A. (S.Marcussen) CellDBuE35'157t	416·2 P112'B32'F56' Trunk in wells FK DTf35'538t FPT1	58·0	32·8	Oslo Norwegian 11BHptCem 51tAPT276t	Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Nett.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26853 39 YLDE	**Imanta** (*ex*Kildin,*ex*Laboe, *ex*Scheldestad) *ss*Lie.2ndNo.3-7,30 *ss*Lie.No.1-35 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1233 999 721	✠100A1 4,36 ~~2,35~~ ✠LMC2,35	Lie		~~1,35~~ 4,36	1903 7mo	Cmpbltwn S.B.Co. Campbeltwn *Lloyd*'*sA&CP*	LatvianGovernment(ValstsKugu Parvalde, *Mgrs.*) *CellDBa*54' *f*94'224*t*	231·4	34·5	17·4	Q79'B58'F29' FK	Riga Latvian 4*BHCem* *APT*86*t*	T.3Cy.18",27½"&45"-33" 160lb *80lb* 120NHP 1SB,3*rf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	18 ″ 3 s 1 ″ 5¾ 17 ″ 0½	
26854 135 OHAV	**Imatra** (*ex*Alcor) 1*Dk*	3260 2949 2336					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin	332·0	48·1	22·1	P37'B100'F31'	Hangö Finnish *WB*	T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats.		V
26855 DRAY	**—** (*ex*Sebenico) 1*Dk*	990 796 544					1922	Norddeutsche UnionWerke Boizenburg	Lübeck-Wyburger Dampfsch.Ges.	221·4	34·6	13·4	P23'Q56'B97'F30'	Lübeck German *WB*	T.3Cy.17$\frac{5}{16}$",27$\frac{9}{16}$"&45$\frac{11}{16}$"-27$\frac{9}{16}$" 108NHP A.BorsigG.m.b.H.Berlin		G
26856 FNHK	**Imérethie II** Ⓟ *Fitted for oil fuel* *CruiserStern* 2*Dks*	3713 — 2174					1924	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	330·5	43·4	25·7	P186'F49'	Marseilles French *WB*	T.3Cy.26$\frac{9}{16}$",41"&65"-43$\frac{5}{16}$" 280NHP Forg.&Ch.de laMédit.Msl.		V
26857 23039 JEYF	**Imizu Maru** 1*Dk*	986 837 565					1918	Takahashi Yeitaro Osaka	SanrikuKisenK.K.	202·0	29·0	18·7		Okada Japanese	T.3Cy.12⅞",22"&37¼"-24" 68NHP KuboYoshizo,Osaka		
26858 218859 KIZV	**Imlay** *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6779 — 4203			...		1919	Moore S.B. Co. Oakland,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	425·8	57·0	31·2	P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks		R †
26859 155800 VOLK	**Imogene** *ss*NFL.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice*	1638 1224 715	✠100A1 *withfreeboard* 8,35 ~~9,34~~ ✠LMC3,34 BS10,35	NFL	*r*	CL ~~9,31~~ 6,35	1929 2mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	BowringBrothers, Ld. *CellDB*151'238*t*	250·0	42·0	17·7	F35' FK *FPT*86*tAPT*58*t*	SJhnsNFL British 5*BHptCem* (2 *to Sh dk* 3 ,, 2*nd* ,,)	T.3Cy.21",35½"&60"-42" (*s*) 200lb *100lb* 381NHP 2SB,6*cf*,GS117,HS5870 FD Smith'sDockCo.Ld.Mdb.	27 ″ 1 s7 ″ 9¼ 19 ″ 6	
26860 437 IOTC	**Imperia** (*ex*Andora) **WoodAuxBkn** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	399 — 323					1919	Cant.Nav. diAndora Andora	Flli.Montanari	136·1	30·5	13·6		Rimini Italian	Oil Engines 2S.C.SA 6Cy.9$\frac{27}{32}$"-10⅝" 102NHP AnsaldoSan Giorgio,Turin		1
26861 903 CBIM	**Imperial** Ⓟ **3Mst** 2*Dks*(1*Stl-ws*)&*Shade dk*	2729 1804 1633	✠ 3,89	Liv			1889 3mo	Laird Bros. Birkenhead	CompañiaSud Americana deVap.	336·8	41·2	18·7	F57' BK10" *WB*=*CellDB*280'373*t*	Valparaiso Chilian 5*BHCem*	T.3Cy.31",49"&75"-54" NB14 413NHP LairdBros.Birkenhead	22 ″ 3	
26862 108346	**—** (*ex*Minoco) *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*&*Web frames*	796 671 412			...		1898	TyneI.S.B. Co.Ld. Newcastle	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*)	200·0	32·0	14·4	P35'F23' FK	Sarnia,Ont British *WB*	T.3Cy.17",26"&45"-30" 129NHP WallsndSlpwyCo.Ld.Nwc	15 ″ 3	
26863 148892 GCYQ	**Imperial Monarch** 1*Dk*	5831 5444 3707					1926	Napier& Miller,Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*)	430·4	56·2	28·0	P49'B131'F45'	Glasgow British *WB*	Q.4Cy.25",35½",51"&72"-51" J.Brown& Co.Ld.Clydebank 370NHP		C
26864 146553 GFWL	**Imperial Prince** (*ex*London Mariner,*ex*Feliciana) *ss*Lon.No.1-26 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* D.F. Now "Craftsman," see No. 37508 in Supplement	7896 7377 4939	✠100A1 *Shelter dk* *withfreeboard* 4,30 BS8,29 ✠LMC4,26 *Fitted for oil fuel* 5,22 *F.P. above* 150° F. *Adapted for carrying oil* 3,29 *F.P. above* 150° F.	NYk	*c* †	CL 4,30	1922 5mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd*'*sA&CP*	~~Furness,Withy& Co.Ld.~~ Charente S.S.Co.Ld.(T.&J. Harrison,*Mgrs.*) *Duct keel in Boiler space&forward*154' *CellDB*368'1596*tDT* *in after deep tank*	450·5	58·0	38·4	F42'*onShelter dk* FK *CollisionBHtoShdk* *f*33'967*tDT*	London British *ptCem* 6 ,, ,, *U* ,,	2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Glasgow *a*33'790*tFPT*68*tAPT*82*t*	41 ″ 0 s11″ 3 30 ″ 2	
26865 163212 GYCT	**Imperial Star** **TwinSc** *OilEng.* D.F. E.S.D. GyC. 2*Dks*&*Shelter dk* Sub.Sig. 4*th dk inNos.*2&3*holds* *Ref.Mchy.* *CruiserStern*	10733 8839 6523	✠100A1 *withfreeboard* 12,35 ~~1,35~~ ✠LMC1,35 ✠Lloyd'sRMC ~~12,34~~ 12,35 ~~7,35~~ ~~4,35~~	Lon Liv		CL	1935 1mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	BlueStarLine,Ld. *CellDB*431'2293*t FPT*126*tAPT*172*t* *Duct keel forward of machinery space*	524·2	70·4	32·3	B193'F72' FK	Belfast British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59$\frac{1}{16}$" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
26866 162620 GMRB	**Imperial Transport** *OilEng.* *Special Surveys to date from* 9,33 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8022 7434 4830	✠100A1 8,35 ~~11,34~~ DBS11,34 ✠LMC9,31 *Carrying Petroleum in bulk*	Fal	*c*†	CL N10,34	1931 9mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd*'*sA&CP*	EmpireTransport Co.Ld.(Houlder Brothers&Co.Ld. *Mgrs.*) *CellDBu* 38'476*t*	459·7	60·0	34·5	P95'B37'F40' FK *E*55'153*tDTf* *FPT*275*tAPT*56*t*	London British 16*BH* (10 *to U dk* 6 ,,2*nd* ,,)	Oil Engines 4S.C.SA 8Cy.28¾"-63" 633NHP 2DB*180lb* N.E.MarineEng.CoLdNwc	34 ″ 5 s6 ″ 10 27 ″ 10¾	
26867 144727 GKXY	**Imperial Valley** (*ex*Buchanness) *Fitted for oil fuel* D.F. 2*Dks*	4573 4318 2841					1924	Workman, Clark&Co.Ld Belfast	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	401·6	54·3	25·3	F41'	Bideford British *WB*	T.3Cy.26",42"&71"-48" 349NHP Wrkman,Clark&CoLd.Bel		C
26868 135209	**Imperoyal** *ss*Hfx.No.3-10,25 *ss*Tto.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	2253 1734 1384	✠100A1 4,35 ~~12,32~~ BS1,35 ~~BS1,34~~ ✠LMC12,32 ~~*For Service on the Great Lakes*~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1920 *F.P. above* 150° F.	Clw	*r*	CL ~~1,32~~ 12,34	1913 4mo	Greenock& Grngemouth DckydCo.Ld. Grngemouth *Lloyd*'*sA&CP*	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*)	249·5	43·1	19·7	P77'F37' FK *WB*=*CellDBuE&B*48'102*tFPT*360*tAPT*44*t*	Sarnia,Ont British 10*BHCem*	T.3Cy.21",34"&56"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS116,HS3716 Cooper&Greig,Dundee	21 ″ 0 ~~s 2 ″ 8~~ ~~10 ″ 1~~ s1 ″ 8½ 19 ″ 5¾	
26869 DHML	**Ina Lotte Blumenthal** Sub.Sig. Wireless 1*Dk*	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·2	37·9	14·3	P16'Q75'B114'F29'	Hamburg German *WB*	T.3Cy.21⅗",34¼"&55$\frac{1}{10}$"-35⅖" 181NHP LübeckerMaschb.Ges.		G
26870 19782 JDLB	**Inabasan Maru** Wireless	983 843 692					1916	Nagata Sanjuro, Osaka	KusakabeKyutaro	190·0	32·0	18·5		Kobe Japanese *WB*	T.3Cy.13",21½"&36$\frac{7}{32}$"-27" 68NHP NagataSanjuro,Osaka		
26871 147310 GLMB	**Inanda** Ⓟ *ss*Lon.No.2-33 2*Dks*(*Stl*)3*rd dk*(*Stl*)*inNo.*1 *hold* D.F.	5985 4742 3746	✠100A1 ~~8,35~~ ~~2,35~~ 1,36 ~~BS7,34~~ ✠LMC6,33 8,35	Lon	*z*	CL 12,33	1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	CharenteS.S.Co. Ld(T&J.Harrison, *Mgrs.*) *CellDB*340'1002*t*	407·0	52·2	28·5	P33'B165'F52' FK *DTa* 28' 669*t FPT*	Liverpool British 9*BHCem* 68*tAPT*32*t*	Q.4Cy.26",36",52"&76"-54" 220lb (*r*) 606NHP 2DB&1AuxSB, 15*cf*,GS275, HS10458 Wllsnd.Slpwy.Co.Ld.Nwc.	31 ″ 0 s 5″ 5¾ 25 ″ 8¼	BT till ~~7,35~~ 8,36

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
26872 213730 KJND	**Inca** 1*Dk*	1414 1172 948			...		1915	Gt.Lakes Eng.Works Ecorse,Mich.	ValleyCampS.S. Co.	246·0|38·4|15·5 B65'F25' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.17",28½"&48"–36" 200NHP Gt.LakesEngWrksDetroit	18 ″ 0	
26873 143716 GDVP	**Incemore** Sub Sig. *Fitted for oil fuel* D.F. E.S.D. 1*Dk2trB*	4098 3573 2341					1920	Irvine's SB &D.D.Co.Ld. W Hartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0|52·0|24·6 P35'B171'F32'	Liverpool British *WB*	T.3Cy.26",43"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
26874 163206 GWRJ	**Inchanga** Ⓟ TwinSc *OilEng.* *2Dks(Stl-Weather dk ws)3rd dk(Stl)* *Ref.Mchy.* *in Nos.1,2,3&4 holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* 1,36 ~~1,35~~ ✠LMC3,34 ✠Lloyd'sRMC~~11,34~~ 3,36~~10,36~~ for temp. 33° F. *Carrying vegetable or fuel oil F.P. above 150° F. in deep tanks*	Cal	*a*†	CL 7,35 ✠LMC(M)10,35	1934 3mo	Workman Clark(1928) Ld. Belfast *Lloyd's*A&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB345' 1155t MTs27'1089t FPT65t APT161t*	403·5|57·2|32·4 F44' FK	Belfast British *7BH*	Oil Engines 2S.C.SA 12Cy.23⅝"–40⁹⁄₁₆" 1165NHP DB*100lb* WorkmanClark(1928),Ld.	37 ″ 0 s12 ″ 2½ 25 ″ 3	
26875 163207 GWRK	**Incomati** Ⓟ TwinSc *OilEng.* E.S.D. *2Dks(Stl-Weather dk ws)* D.F. *3rd dk(Stl)inNos.1,2,3&4holds* *Ref.Mchy.* *CruiserStern*	7369 6228 4540	✠100A1 *withfreeboard* ~~5,35~~ 11,35 ✠LMC4,34 ✠Lloyd'sRMC~~4,35~~ 4,36 ~~10,35~~ for temp. 33° F. *Carrying vegetable or fuel oil F.P. above 150° F. in deep tanks*	Cal		CL 5,35 ✠LMC(M)11,35	1934 4mo	Workman Clark(1928) Ld. Belfast *Lloyd's*A&CP	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB360'1222t MTs27'1060tFPT73t APT167t*	418·4|57·2|32·4 F44' FK	Belfast British *7BH*	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 12 ″ 2 25 ″ 3	BT till 4,35
26876 DHMM	**Indalsälfven** (*ex*Matador) *ss*Bmn.No.2-12 1*Dk(Stl)*	658 521 292	✠ 9,16 ✠	Gst	*i*		1904 6mo	G.Seebeck Akt.Ges. Bremerhaven	MathiesReed, A.G. *WB=Cell DBa40'uE&B28' f81' 181t*	185·6|29·4|11·9 P16'B&F152' FK	Hamburg German *4BHCem* *APT16t*	T.3Cy.15⅝",24"&39⅜"–28⅜" 112NHP 2SH,*4cf*,GS60,HS2314 G.SeebeckA.G.Bremerhvn	13 ″ 9	G †
26877 EAQW	**Indauchu** (*ex*Monkton) *ss*Bbo.No.3–6,32 1*Dk(Stl)* *Cargo battens not fitted*	3126 2856 1827	✠100A1 ~~9,34~~11,35 ✠LMC MS6,32	Bbo Rot BS~~9,34~~ 11,35	*u*	CL 9,34	1920 1mo	RopnerSB. &RepairgCo. (Stockton)Ld Stockton *Lloyd's*A&CP	Cia.Maritima Bilbao~~(E.Cortina,~~ ~~Mgr.)~~ (A.Opitz, *Mgr.*) *CellDB276'728tFPT111t*	331·2|46·7|25·4 P33'B98'F29'|23·2 FK	Bilbao Spanish *5BHCem* *APT139t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 378NHP 3SB,*9cf*,GS155,HS6420 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 11½ 21 ″ 9	
26878 FOGT	**Indénié** (*ex*Hameln,*ex*Hilda, *ex*HildaHorne,*ex*AndréeRickmers) D.F. 2*Dks*	4221 3863 3065					1907	Rickmers Akt.Ges. Bremerhaven	Cie.Fluviale et Maritime de l'OuestAfricain	368·9|47·5|27·1 B91'F44'	Havre French *WB*	T.3Cy.23¼",38⁹⁄₁₆"&63"–43¼" 265NHP BremerVulkan,Vegesack	30 ″ 0	V
26879 220447 KDCG	**Independence Hall** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5050 4598 3076					1920	American International Corp. HogIslnd.Pa.	UnitedStates ShippingBoard Bureau	390·0|54·2|27·8 P50'B121'F40'	Phildlphia Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
26880 OYZE	**India** TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks(Stl)* *3rk dk(Stl)inNo.1hold* *ss*Cpn.No.1-35	9549 8813 6031 —	✠100A1 *withfreeboard* 11,35~~2,34~~ ✠LMC CS12,34 12,34 ✠Lloyd'sRMC~~12,34~~ 2,36~~...~~ 2 forward chambers for temp. 31° F. 2 aft chambers for temp. 18° F *Fittedforcarryingoil 12,30 F.P.above 150° F. in deep tank & in tunnel wing tanks*	Cpn 11,35 DBS~~9,34~~		CL ~~P7,32~~ ~~S9,34~~ 10,35	1930 12mo	A/SNaks- kovSkibsvft. Nakskov *Lloyd's*A&CP *CellDB417*	A/S DetÖst- asiatiske Kompagni *Upper'tween dkBHs except CollBHdispensed with* *1810tTanks in way of tunnels MT28'1270tFPT140t*	470·3|63·7|37·4 B165'F69' FK *Coll*	Copnhagn Danish *BH to W dk* *6 „ „ 2nd „* *APT93t*	Oil Engines 4S.C.SA 16Cy.24¹³⁄₁₆"–47¼" DB*100lb* 948NHP Akt.Burmeistr&Wain,Cpn	40 ″ 3 s10 ″ 9½ 29 ″ 7½	
26881 1363 IBGQ	— *ss*Gen.No.2-35 ~~ssGen.No.1-30~~ *OilEng.* D.F. 2*Dks(Stl)*	6367 5217 4077	✠100A1 ~~4,35~~ ~~9,33~~2,36 ✠LMC CS4,35 4,35	Bom DBS~~4,35~~ 4,36		CL ~~9,33~~ 3,35	1926 2mo	Stabilmnto Tecnico Trieste *Lloyd's*A&CP	LloydTriestino *CellDB341'1329t* *DTf40'123t*	430·6|53·9|28·9 P34'B170'F40' FK *FPT149tAPT73t*	Genoa Italian *8BHptCem* *1 „ to 2nd dk*	Oil Engines 4S.C.SA 8Cy.29⅛"–59¹⁄₁₆" 652NHP DB*100lb* StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 3½ 25 ″ 10½	
26882 221036 KDHP	**India Arrow** *ss*Mob.No.3–4,33 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* D.F. *&Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~2,35~~ ~~BS8,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 3,21 F.P. above 150° F.*	NYk BS9,35 ✠LMC4,35	*d*†	CL 2,35	1921 3mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP *CellDBuE&B*	Socony-Vacuum OilCo.Inc. *80'285t DTf40'518t*	468·3|62·7|32·0 FK *FPT270tAPT131t*	NewYork Utd.States *17BHptCem* *(1BHto S dk* *10 „ „ U „* *6 „ „ 2nd „)*	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,*9cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 2	
26883 26813 JIED	**India Maru** *ss*Kob.No.3–8,31 *2Dks(Stl)&Awng dk(Stl)*	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 1,35 ✠LMC1,35	Kob	*y*	OG 2,34	1920 6mo	Kawasaki Dkyd Co.Ld. Kobe A&CP	KawasakiKisen K.K. *Cell DB334' 1118t*	385·0|51·0|36·0 FK *Collision* *FPT126t APT93t*	Kobe Japanese *Cem* *BH to Awdk* *5 „ „ U „*	T.3Cy.26",43½"&72"–48" (*s*) 200lb HS5636 440NHP 2SB&1AuxSB,*8cf*,GS154 FD KawasakiDkyd.Co.Ld.	36 ″ 0 s9 ″ 1½ 27 ″ 1	
26884 140860 GDPC	Broken up **Indian City** 1*Dk&Shelter dk*	6221 5960 3889					1919	RopnerS.B &Repg.Co. (Stockton) Ld. Stockton	~~ReardonSmith~~ ~~LineLd.(SirW.R.~~ ~~Smith&Sons,Ld.~~ ~~Mgrs.)~~	411·7|54·5|33·6 F36'	Bideford British *WB*	T.3Cy.28",46"&75"–51" 401NHP Blair&Co.Ld.Stockton		C
26885 137859 GQTX	**Indian Prince** (*ex*Glenlyon) *ss*Liv.No.3–10,29 *ss*Liv.No.1–34 Sub.Sig. 2*Dks(Stl)*	4933 4639 3123	✠100A1 12,35~~3,35~~ BS3,35	Shl NNs ✠LMC2,34	*y*	CL 3,35	1917 9mo	C.Connell &Co.Ld. Glasgow *Lloyd's*A&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *'Tween dk BH in after hold dispensed with* *CellDB 344'1066t DTa33'890tAPT24t*	400·3|53·0|27·3 P35'B121'F45' FK	Newcastle British *Cem* *5BH to Udk* *1 „ „ 2nd „*	T.3Cy.27",43"&72"–48" (*s*) 180lb *100lb* 510NHP 3SB,*9cf*,GS150,HS7647 FD Dunsmuir&JacksonLdGls *only*	29 ″ 7 s 5 ″ 8 24 ″ 2	
26886 FNSO	**Indiana** (*ex*Kagera) D.F. 2*Dks*	5751 — 3555					1915	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2|56·2|28·3 P&B333'F58'	Havre French	Q.4Cy.24",34⁷⁄₁₆",50⅝"&72⅛"–53½" 386NHP BremerVulkan,Bremen		V
26887 200920 KJNE	**Indianapolis** Ⓟ 2*Dks*	765 — 520					1904	CraigS.B. Co. Toledo,O.	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	180·0|32·0|18·6	Seattle, Wash. Utd.States	T.3Cy.18",30"&50"–30" 137NHP CraigS.B.Co.Toledo		

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
26888 ~~4908~~ ~~SFEN~~	**Indianic** ssGot.2ndNo.3-8,31 D.F. 2Dks(Stl)&deepframing &Shelterdk(Stl) Now "Pindos," see No. 39638 in Supplement	4360 4026 2712	✠100A1 Shelter dk withfreeboard 6,35 ~~11,34~~ ✠LMC MS8,31 BS~~7,34~~5,35	Got	y	CL 11,34	1908 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	A.Lusi ~~Rederiaktieb.~~ ~~Transatlantic~~ ~~(G.Carlsson,Mgr.)~~ CellDB	380·4 FK a119'uE&B64'f150'	52·0	25·7	British 6BHCem 972tAPT30t	T.3Cy.27½",46"&76"-48" (s) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,10cf, Hwthrn,Leslie&C.Ld.Nwc.	28 " 6 s 3 " 3¾ 25 " 4½	
26889 OYDC	**Indien** TwinSc3Mst OilEng ssCpn.No.3-10,32 1Dk(Stl)&Awngdk(Stl)	5702 5390 3583	✠100A1 Awng dk withfreeboard 4,36 ~~7,34~~ DBS~~7,34~~8,35 ✠LMC OS8,33 7,34	Cpn ~~Syd~~ Ven	y	CL ~~s10,32~~ ~~P8,33~~ 4,36	1920 10mo	A/SNakskovSkibs. Nakskov Lloyd'sA&CP	A/SDampskibsselskabetOrient CellDB342'1140t betweentunnels68t	390·7 F36' on Awning dk FK Collision FPT70tAPT110t	53·2	33·7	Copnhagn Danish ptCem BHtoAwdk 4 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.24 1/16"-37 1/16" 717NHP DB 100lb Akt.Burmeistr&Wain,Cpn.	36 " 6 s9 " 7¼ 27 " 2	
26890 ONJA	**Indier** Ⓟ (exWarRedcap) ssAnt.No.3-7,30 D.F. 2Dks(Stl) ssAnt.No 1-34	5409 4791 3286	✠100A1 7,35 ~~1,34~~ ✠LMC BS~~1,34~~5,35 MS11,34 4,36	Ant	y	CL 9,33	1918 8mo	J.Priestman&Co. Sunderland Lloyd'sA&CP	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale S.A.Mgrs.)	400·3 P49'B113'F40' FK CellDB344' 975tFPT117tAPT177t	52·3	28·4	Antwerp Belgian 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s5"11½ 25" 3¼	
26891 RAFL	**Indigirka** Ⓟ (exTsinan exIndighirka,exTsinanfu,exTsinan) 2Dks	2336 1938 1423					1886	Scott&Co. Greenock	U.S.S.R.	314·9 P52'B102'F45'	38·0	23·7	Vldivostck Russian WB	T.3Cy.23",40"&60"-48" NB20 249NHP Scott&Co.Greenock		
26892 144911 VTCN	**Indira** (exEmbleton,exKildysart) ssBom.No.3-8,33 1Dk(Stl) Cargo battens not fitted	637 493 278	100A1 1,36 ~~12,34~~ BS~~10,34~~ LMC8,35 3,36	Bom		CL ~~4,33~~ 1,36	1918	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	~~G.P.Aiyer~~ MalabarSSCo.Ld. ~~(G.P.Aiyer,Mgr.)~~	172·2 B50' FK CellD	30·0	15·7	Bombay British 5BHCem BuE26'20t	T.3Cy.16",26"&44"-26" (s) 200lb 94RHP 1SB,3cf,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 " 6 s1 " 8½ 14 " 11	
26893 LCOV	**Indra** TwinSc OilEng. 2Dks	5041 4770 3101					1923	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.&O.A. Knutsen,Mgrs.)	375·8 H238t	51·4	30·7	Haugesnd Norwegian WB	Oil Engines 4S.C.SA 12Cy.22 1/16"-39" 565NHP Werkspoor,Amsterdam		N
26894 7592 SHMN	— (exVareg-34,exNordafrika, exLoppersum) 1Dk&deepframingptAwngdk	2072 1371 1471			...		1900	W.Gray& Co.Ld. WHartlepool	RederiA/BIndra (RudolfHedberg, Mgr.)	270·1 P17'Q86' ptAwngdk167' FK	39·0	16·0	Gothenbrg Swedish WB	T.3Cy.19",30½"&51"-36" NB24 153NHP Cen.Mar.EngWrks.WHpl	18 " 2	G †
26895 DHMN	— Fitted for oil fuel 1Dk	1384 1152 756					1922	Deutsche WerftA.G. Hamburg	Wachsmuth &Krogmann (Aug.Bolten,Wm. Miller'sNachf. Mgr.)	234·5 B52' F23'	36·8	17·9	Hamburg German WB	T3Cy16 15/16"27 9/16"&43⅜"-31½" 105NHP StettinerOderwerkeStettin		G
26896 PEWD	**Indrapoera** Ⓟ TwinSc CruiserStern OilEng. Sub.Sig. D.F. 3Dks E.S.D. GyC.	10825 — 6535					1925	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.)	487·7 P116'F95'	60·2	35·1	Rottrdam Dutch WB	Oil Engines 2S.C.DA 12Cy.27 9/16"-47 3/16" 3170NHP NE31 Maats.deSchelde,Flushing		V
26897	**Indravati** ssBom.2ndNo.3-12,20 1Dk&Spardk(Teak)&deepframing	1053 963 513	✠ 5,26 ✠	Bom	m		1896 6mo	AilsaS.B. Co. Troon	J.A.Halloween	211·8 20·2 BK7½" WB=FPT	31·1	12·9	Portuguese 6BHCem 25tAPT20t	T.3Cy.18",29"&48"-30" 156NHP 2SB,6cf,GS102,HS2678 Dunsmuir&Jackson,Gls.	20"10	
26898 148854 GKZV	**Induna** ssAnt.No.2-33 D.F. 1Dk(Stl)	5086 4655 3221	✠100A1 2,36 ~~10,34~~ BS~~10,34~~ ✠LMC5,35 2,36	Shl	y	CL ~~N10,34~~ 1,36	1925 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	S.S."Induna"Co. Ld.(Maclay& McIntyre,Ld.) CellDB350'985t	402·0 P45'B125'F45' FK FPT85tAPT216t	52·2	27·5	Glasgow British 6BHptCem ptAsp	T.3Cy.25",41"&67"-51" (s) 175lb 431NHP 3SB,9cf,GS157,HS6297 FD A.Stephen&Sons,Ld.Gls.	29"11 s 5 "8½ 24 " 5½	
26899 6507 SEYM	**Indus** Mchy.Aft CruiserStern 1Dk	728 592 351					1920	Bergsunds M.V.Aktieb. Stockholm	Rederiaktieb. Stjernan (Hj.Nerman,Mgr.)	192·6 P65'H70tF27'	30·4	12·5	Karlstad Swedish WB	T.3Cy.13",21¼"&34⅝"-23⅝" 58NHP BergsundsM.V.Aktb.Skm.		V
26900 21782 JCRD	**Indus Maru** ssOsa.No.3-8,29 ssOsa.No.1-33 1Dk(Stl)&Shelterdk(Stl) Longitudinalframing &Webframes	4361 3677 2705	✠100A1 Shelter dk withfreeboard 1,36 ~~12,34~~ ✠LMC~~12,34~~ 1,36	Osa	w	CL 12,34	1918 2mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosen K.K. CellDB	345·0 P30'B99'F34' on Shelterdk FK 298' 1123tFPT115t	49·8	28·1	Osaka Japanese 7BHCem APT29t	T.3Cy.24",41"&67"-48" (s) 180lb 390NHP 2SB,6cf,GS126,HS5400 FD OsakaIrnWksLdInnoshma	28 " 2 s4 " 8¾ 23 " 8	
26901 4728 SMOA	**Industria** (exNils,exWinnie) ssHbg.4thNo.3-4,30 Well deck 1Dk(Irn)&Webframes Now "Elise" see No. 37951 in Supplement	1896 1405 1143	✠100A1 4,34 ✠NB5,08 ✠LMC4,30 BS10,34	Got	r	CL N1,34	1889 6mo	Grangemth Dockyard Co. Grngemouth A&CP	RederiAktieb. SvenskaLloyd (KRBökman,Mgr) CellDB228'	270·3 P25'Q78'B114'F33' BK9½"	36·9	17·1	Gothenbrg Swedish 4BHCem 387t &uE96'	T.3Cy.19¾",31"&51"-36" 160lb 167NHP 2SB,4cf,GS68,HS2680 Hutson&Corbett,Glasgow f112'340tFPT74tAPT45t	19" 5 s1 " 3 19 " 0	
26902 Sunk 11,35 TCBP	**Inebolu** Ⓟ (exDungeness) Iron Welldeck 2Dks	1080 — 450			...		1892	Gourlay Bros.&Co. Dundee	DenizYollari Idaresi	246·3 P&B150'F52' BK8"	33·7	16·2	Istanbul Turkish WB	T.3Cy.23½",39"&61"-48" NB99 303NHP GourlayBros.&Co.Dundee	17 " 3	
26903 1691 IBNQ	**Ines Corrado** (exRiverTigris, exVellavia,exWar ssGen.No 3-6,31 Setter) D.F. 2Dks(Stl)	5159 4730 3109	✠ ... 9,33 ✠	Gen			1918 6mo	Armstrong Whitworth& Co.Ld. Nwc.	"Corrado"Soc. Anon diNav. CellDB	413·0 400·2 P49'B112'F39' FK 345'1113t FPT118t	52·3	28·4	Genoa Italian 7BHptCem APT174t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS189,HS7668 G.Clark,Ld.Sunderland	31 " 0	I †
26904 CSKA	**Infante de Sagres** WoodAux (exSailingVessel) OilEng. 3MstSr 1Dk (See Sailing Ship Register)	329 310 248					1921	M.J.Calção Nazaré	Soc.Infante de Sagres,Ltda.	134·1	31·2	13·6	Aveiro Portuguese	Oil Engines 2S.C.SA 2Cy.14 3/16"-15¾" 70NHP Emade&fitted33 SkandiaVerkenABLysekil		
26905 PUBH	**Ingá** (exEtruria) 2Dks&deepframing	4437 4192 2855			...		1900	Nthmblnd S.B.Co.Ld. Newcastle	LloydBrasileiro	378·4 P27'B93'F32' FK	48·0	27·8	R.Janeiro Brazilian WB	T.3Cy.26",42"&70"-48" 393NHP Blair&Co.Ld.Stockton	30"10	
26906 OHFK	**Inga** (exLynntown,exCapelcourt, exHermia) ssCff.2ndNo.3-9,29 ssKel.No.1-33 1Dk(Stl)&deepframing Cargo battens not fitted	2342 1926 1314	✠100A1 4,36 ~~4,33~~ ~~BS6,34~~ ✠LMC~~4,33~~ ~~8,35~~ 4,36	Kel Els	s	CL ~~4,33~~ 2,36	1903 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow A&CP	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,Mgrs.) CellDBa86'	289·3 P29'B81'F32' FK uE&B32' f126'556t	42·0	19·6	Lovisa Finnish 5BHCem APT27t	T.3Cy.21",33 5/16"&57"-36" 160lb (s) 202NHP 2SB,6cf,GS108,HS3150 ClydeS.B.&E.Co.Ld.P.Gl.	22 " 0 s 3 " 2¾ 18 " 11	
26907 OUHH	— (exStyrbjörn) 1Dk	1494 1183 876					1921	Svendborg Skibs&Mask. Svendborg	A/S Myren (Holm&Wonsild, Mgrs.)	253·2 P29'Q78'B102'F34'	38·2	14·9	Copnhagn Danish WB	T.3Cy.17",27½"&47"-34" 129NHP SvendborgMsk.Svendborg		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
26908 LEEB	**Inga I** 1*Dk*	1183 1000 689					1918	A/SMoss Værft, Moss	A/S D/S IngaI (JohanEliassen)	226·8 P41*t*H68*t*F32*t*	36·6	15·7	Bergen Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP A/SMossVærft,Moss		N
26909 7367 SDWA	**Ingarö** (*ex*RiverDart,*ex*Denpark) *ss*Got.No.3–5,29 *ss*Osc.No.1–31 1*Dk*(*Stl*) *Cargo battens not fitted*	*2000* *1756* *1138*	✠100A1 ~~4,35~~ ~~6,34~~10,35 MS5,34	Osc Mmo ✠LMC BS~~5,34~~ 9,35	*r*	CL ~~5,31~~ 4,35	1916 6mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth '*sA&CP*	RederiA/BRex. (K.M.Källström, *Mgr.*) *CellDBa*70'*uE*28'	280·2 P21'B68'F29' *f*124' 523*t FPT* 55*t*	41·9	18·9 FK	Stockholm Swedish 4*BHCem* *APT*46*t*	T.3Cy.21",35"&57"–36" (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3784 Cooper&Greig,Ld.Dundee	20 " 9 s 2 " 11 18 " 1	
26910 OUHI	**Inge Mærsk** 1*Dk*	1494 1183 877					1921	Svendborg Skibs& Mask Svendborg	Dampskslsk Svendborg(A.P. Möller,Copen- hagen,*Mgr.*)	253·2 P29'Q77'B101'F34'	38·2	14·9	Aalborg Danish *WB*	T.3Cy.17",27½"&47"–34" 140NHP SvendborgMsk.Svendborg		V
26911 4849 SEYO	**Ingeborg** 2*Dks*	*1156* *676* *676*					1908	Lindhol- mensV.A. Gothenburg	RederiA/BSvenska Lloyd(K.R.Bök- man,*Mgr.*)	203·6	33·1	13·2 20·9	Gothenbrg Swedish *WB*	T.3Cy.16",26½"&44"–30" 35NHP LindholmensV.A.Got.		V
26912 3219 SEYR	— (*ex*Nanset,*ex*Ingeborg) *Mchy.Aft* 1*Dk*	*385* *283* *185*					1898	P.Larsson Thorskog	RederiA/BCarl- sten(E.H.Edman, *Mgr.*)	133·1 Q42'B35'H14*t*F15'	23·9	12·7	Marstrand Swedish *WB*	C.2Cy.15⅝"&24"–17$\frac{7}{16}$" 20NHP ThorskogsM.V.Thorskog		V
26913 Broken up OXXS	— Ⓟ **IronPad** (*Ferry*) 1*Dk*	332 320 132					1883	F.Schichau Elbing	DeDanskeStats- baner	166·0 H23*t*	26·2	11·3	OddsundS. Danish	C.2Cy.32"&62"–45½" 216NHP F.Schichau,Elbing		
26914 OUHK	**Ingeborg S.** 1*Dk*	1200 913 710					1924	Kjöbnhvns Flydk.Skbsv. Copenhagen	D/S Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP KjöbnhavnsFlydk.Skbsv.		C
26915 LOEC	**Ingeniero Luis A. Huergo** 2*Dks& Web frames* *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk*	3327 2986 1993			...		1917	ForeRiver S.B.Corp. Quincy,Mass.	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	329·1 P71'B27'F31'	46·2	25·7 FK	Bns.Ayres Argentine *WB*	T.3Cy.22",37"&60"–42" 317NHP ForeRiverS.B.Corp.	27 " 0	
26916 TVMU	**Ingenieur Cachin** **TwinSc** (*ex*Alsatia–34) ~~*ss*Chb.No.2–31~~ *ss*Hav.No,3–5,35 2*Dks* *CruiserStern*	1310 952 632	✠100A1 *with freeboard* ~~6,35~~ ~~5,34~~ 3,36 ✠NB6,23 *For service in Cherbourg Harbour*	Chb ~~Hav~~ 5,35 LMC~~5,34~~ ~~BS5,34~~ BS3,36		CL ~~8,32~~ 4,35	1923 6mo *Lloyd*	Coaster Const.Co.Ld. Montrose '*sA&CP*	Soc.Cherbour- geoise deRemorq. &deSauvetage	200·5 B95' *DTa*16'125*t*	37·8 38·1	15·6 FK	Cherbourg French 5*BHCem* *FPT*100*t*	T.6Cy.13¾",21¼"&34"–21" 180lb (*s*) 164NHP NE19*refitted*6,23 2SB,*6cf*,GS104,HS3177 WallsendSlpwy&E.Co Ld.	17 " 0 s 8 " 3 9 " 1	
26917 TTMX	**Ingénieur Minard** **TwinScSp** (*ex*Nomadic–34) (*Tender*) 2*Dks*	1273 — 814					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbour- geoise deRemorq. &deSauvetage	221·0 Q23'B72'	37·1	12·4	Cherbourg French	C.4Cy.13½"&27"–18" 52NHP Harland&Wolff,Ld.Bel.		V
26918 TVCB	**Ingénieur Reibell** **TwinScSp** (*ex*Traffic–34) (*Tender*) 2*Dks*	675 609 420					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbour- geoise deRemorq. &deSauvetage	175·0	35·1	12·4	Cherbourg French	C.4Cy.12"&24"–15" 36NHP Harland&Wolff,Ld.Bel		V
26919 7849 SFAM	**Inger** *Strengthened for Navigation in Ice* 1*Dk& Shelter dk*	*1562* *1346* *827*					1932	Nya Varvs- aktb.Öresund Landskrona	A/B Transmarin (B.Ingelsson, *Mgr.*)	258·7	40·5	16·0	Hlsngborg Swedish *WB*	T.3Cy.17$\frac{5}{16}$",29$\frac{5}{16}$"&48$\frac{7}{16}$"– 33½" 136NHP NyaVarvsaktiebÖresund		N
26920 LEEC	— *CruiserStern* 1*Dk*	1409 1095 836					1930	Trndhjms Mek.Værks. Trondheim	A/S Inger(Bachke &Co.)	249·8 Q98*t*P47*t*H143*t*	38·0	15·7	Trondheim Norwegian *WB*	T.3Cy.18",29"&50"–33" 144NHP TrondhjemsM.V.Trondhm		N
26921 OUHL	— 1*Dk*	1208 999 728					1922	A/S Köge Værft Kjöge	J.Lauritzen	239·9	35·7	14·5	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½"– 27½" NE30 66NHP Christiansen&Meyer,Hrbg		N
26922 7387 SIXR	— **WoodAux4MstSr** (*ex*Lynetten) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*381* *332* *278*					1920	A/S Codan- værftet Kjöge	RederiA/B Simris- hamn (Oscar Moden,*Mgr.*)	137·2	30·2	12·7	Simrishmn Swedish	Oil Engines A/S DanskDieselmotor Kompagni,Holeby		V
26923 LEED	**Inger Elisabeth** (*ex*Arthur) *ss*Bgn.2ndNo.3–5,32 *Well deck* 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	1287 1037 751	✠100A1 5,35 ~~1,34~~ BS~~1,34~~ 5,35	Bgn ✠LMC5,32	*o*	~~2,33~~ 4,35	1908 11mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellD*	230·4 Q86'B52'F25' *Ba*67'*uE&B*31'*f*94'	36·1	15·0 FK	Bergen Norwegian 4*BHCem* 321*tFPT*48*t*	T.3Cy.19",31"&51"–36" (*s*) 160lb *80lb* 159NHP 1SB,*3pf*,GS55,HS2424 Richardsons,Westgarth& *APT*75*t* Co.Ld.Hpl.	17 " 2 s 1 " 3½ 16 " 0½	
26924 LCOW	**Ingeren** (*ex*Berwindvale) *ss*Bel.No 3–7,23 *ss*Bgn.No.2–31 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cantilever framed Topsidetanks*	6118 4802 3266	✠100A1 3,35 BS3,35	Shi ✠LMC2,31	*z*	CL 3,35	1911 3mo *Lloyd*	SirRaylton Dixon&CoLd. Middlesbro' *sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBuE* *&B*69'*f*272'1163	405·0 P&B247'F42' *t Topside Tanks*269'	54·2	26·4 FK	Bergen Norwegian 6*BHCem* 1130*t FPT*5	T.3Cy.28",46"&77"–48" (*s*) 180lb 542NHP 3SB,*9cf*,GS188,HS7743 FD Richardsons,Westgarth& 57*tAPT*60*t* Co.Ld.Hpl.	29 " 3 s 4 " 11½ 24 " 6½	
26925 LDDZ	**Ingerfem** (*ex*Ovre,*ex*Athamas) 1*Dk*	3987 3581 2360					1912	W.Doxford &Sons,Ld. Sunderland	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	370·5 P109*t*H112*t*F55*t*	51·2	22·7	Bergen Norwegian *WB*	T.3Cy.25",42"&70"–45" 329NHP W.Doxford&Sons,Ld.Sld.		N
26926 LCOX	**Ingerfire** (*ex*Alexandra) *ss*Bgn.No.1–35 *ss*Bgn.2ndNo.3–5,30 1*Dk*(*Stl*)*&wide spaced hold* *beams & web frames*	3835 3529 2367	✠100A1 6,35~~10,33~~ ~~BS10,33~~	Bgn ✠LMC~~5,30~~ 6,35	*v*	CL 9,32	1905 11mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBa*122'*uE*	346·5 P27'B74'F30' 24' *f*138' 937*t FPT*	49·6	25·5 FK	Bergen Norwegian 6*BHCem* 89*tAPT*97*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 339NHP 2SB,*8pf*,GS156,HS5390 G.Clark,Ld.Sunderland	26 " 4 s 4 " 5½ 22 " 1	
26927	**Ingerois** (*ex*René–34, *ex*MinisterDelbeke) 1*Dk*	1937 1719 1544					1909	Irvine's SB &D.D.Co.Ld. W Hartlepool	A/B Mare (Th.Kramer,*Mgr*)	279·1 P24'B60'F28'	40·2	18·2	Åbo Finnish *WB*	T.3Cy.20¼",33"&54"–36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
26928 LDDU	**Ingerseks** (*ex*Wascana–34) *ss*Bgn.No.3–10,26 *ss*Stv.No.2–34 1*Dk*(*Stl*) *Cantilever framed top side tanks* *Cargo battens not fitted*	4969 4540 2612	✠100A1 ~~6,35~~ ~~5,34~~ ~~10,35~~ 1,36 BS~~5,34~~ 3,36	Stv ~~Bgn.~~ Nwe ✠LMC5,34	*y*	CL ~~3,34~~ ~~10,35~~ 1,36	1913 7mo *Lloyd*	SirRaylton Dixon&Co Ld Middlesbro' '*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBa* 129' 1016*t Topside tan*	380·0 P33'B105'F35' *uE&B*39' *f*161' *ks*342' 1516*tFPT*95*t*	52·5	27·4 FK	Bergen Norwegian 6*BHCem* *APT*155*t*	T.3Cy.25½",42"&70"–48"(*s*) 180lb 390NHP 3SB,*9cf*,GS176,HS6303 Richardsons,Westgarth& Co.Ld.Mdb.	30 " 0 s 5 " 9½ 24 " 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
26929 LEMA	**Ingerto** (exJohnR.Gibbons) ssBgn.No.3-5,32 1Dk(Stl)&Web frames Longitudinal framing Cargo battens not fitted	3089 2720 1773	✠100A1 ~~4,35~~ ~~1,34~~3,36 ~~BS1,34~~ ✠LMC5,32 BS ~~5,35~~ 3,36	Bgn	u	~~4,34~~ 3,36	1920 7mo	UnionS.B. Co. Baltimore Md A&CP	A/S Inger(Jacob KjödeA/S,Mgrs.)	318·6|46·2|22·0 P36'B94'F36' FK CellDB278' 749t FPT69t	Bergen Norwegian 5BHCem APT252t	T.3Cy.20",37½"&60"-42" (s) 185lb 300NHP 2SB,6cf,GS159,HS5226 EllicottMachineCorp. Baltimore,Md.	24 ″ 5 s3 ″ 11¾ 20 ″ 7	
26930 Wrecked 1,36 LFZA	**Ingertre** (exGeorgeB.Mackenzie) ssBgn.No.3-12,32 1Dk(Stl)&Web frames Longitudinal framing Cargo battens not fitted	3088 2722 1769	✠~~100A1~~ 9,35~~4,34~~ ✠~~LMC~~ ~~MS10,32~~ ~~BS4,35~~	Bgn Osl	u	CL ~~5,32~~ 9,35	1920 5mo	UnionS.B. Co. BaltimoreMd A&CP	A/S Inger(Jacob KjödeA/S,Mgrs.)	318·8|46·2|22·0 P26'B94'F36' FK CellDB278'749t FPT69tAPT252t	Bergen Norwegian 5BHptCem ptAsp	T.3Cy.22",37½"&60"-42" (s) 185lb 300NHP 2SB,6cf,GS159,HS5226 EllicottMachineCorp. Baltimore,Md.	24 ″ 5 s 4 ″ 0 20 ″ 7	
26931 YPSV	**Inginer N. Vlassopol** (exLoyal Devonian-32, exPanayiotis,exEssex Abbey) ssNwc.No.3-7,24 ssBla.No.2-33 1Dk(Stl)	*3610* *3380* *2261*	✠100A1 9,35 ~~3,34~~ BS12,34 ✠LMC10,33	Cpn Ven	w	CL ~~7,32~~ 9,35	1911 9mo Lloyd's A&CP	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	Capt.S.N.Vlassopol	348·5|50·2|23·6 P30'B99'F38' FK Cell DBa102'uE&B39'f154'8	Braila Roumanian 6BHCem 32tAPT105t	T.3Cy.25",41"&67"-45" (s) 180lb 85lb 362NHP 2SB,6cf,GS135,HS6044 Rankin&Blackmore,Grk.	26 ″ 0	
26932 DOFK	**Ingo** Ⓟ Sub.Sig. D.F. 2Dks	3950 3427 2362					1926	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOst-AfrikaLinie,Mgrs)	382·4|50·2|21·9 P&B305'F46'	Bremen German WB	T3Cy25⅜",40 9/16"&67 11/16"-47¼" 316NHP J.Frerichs&Co.A.G.		G
26933 147950 GKZM	**Ingola** ssBmn.No.2-33 1Dk(Stl) D.F.	3846 3545 2392	✠100A1 12,35~~10,34~~ BS11,35 ✠LMC5,33 ~~MBS10,34~~ ~~DBS5,33~~	Sws Ant	w	CL ~~10,34~~ 12,35	1925 3mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Steamship"Induna"Co.Ld. (Maclay& McIntyreLdMgrs)	352·0|50·0|24·7 P30'B113'F35' CellDBa&uE FK 133'f159'906tFPT	Glasgow British 6BHptCem 97tAPT121t	T.3Cy.25",40½"&67"-45" (s) 180lb 100lb 354NHP 2SB,6cf,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s 4 ″ 8¼ 22 ″ 6½	
26934 5795 SDOM	**Ingolf** (exCasablanca-35, exLouise) Iron 1Dk2trB Well deck Web frames	*1191* *840* *638*			...		1872	Burmeister &Wain Copenhagen	FiskeriA/B Ingolf (H.H.Kristensen, Mgr.)	233·0|30·2|15·8 P148'F27'H7t BK8"	Gothenbrg Swedish WB	C.4Cy.21"&44"-30" NB83 138NHP Burmeister&Wain,Cpn.	17 ″ 0	
26935 135475 GQMY	**Ingoma** Ⓟ ssBkn.2ndNo.3-9,32 D.F. 2Dks(Stl)&3rd dk(Stl)inNo.1hold	5686 4599 3566	✠100A1 ~~9,35~~ ~~1,35~~4,36 ✠LMC MS9,32 BS~~10,34~~9,35	Lon	z	CL ~~9,32~~ 9,35	1913 7mo Lloyd's A&CP	D&WHen- dersn&Co.Ld. Glasgow	CharenteS.S.Co.Ld (T.&J.Harrison, Mgrs.) WB=uE&B67'f163'96	400·6|52·2|28·3 P34'B160'F50' CellDBa102' FK 6tDTa26'615tFPT	Liverpool British 8BHCem 63tAPT22t	T.3Cy.26½",46"&76"-54" (s) 215lb HS10850 616NHP 2DB&1SB,15cf,GS316, D&WHendersn.&CoLdGls	31 ″ 0 s 5 ″ 9¾ 25 ″ 7¾	BT till ~~10,35~~ 9,36
26936 LEEF	**Ingöy** Ⓟ (exIngö,exKong Eystein) Iron 1Dk&Spar dk	327 302 170					1870	Trndhjms Mek.Verks. Trondheim	Finmarks Fylkesrederi	125·1|21·5|16·5 H25t	Hammrfst Norwegian	T.3Cy.11",18"&29"-24" NE&B28 41NHP BergensM.V.Bergen		
26936* DOFJ	**Ingram** (exAntares) Sub.Sig. 2Dks	3670 3279 2208					1922	Nordsee- werke Emden	Norddeutscher Lloyd	369·7|50·8|21·8 F41'	Bremen German WB	T.3Cy.24",38⅝"&63"-43⅜" Frd.Wilhelms 261NHP Hütte,Mühlheim		G
26937 LOBX	**Ingria** TwinSc OilEng. CruiserStern 1Dk&Shelter dk	4391 3887 2607					1931	Akt.Bur- meistr&Wain Copenhagen	A/S Inger(Jacob KjödeA/S,Mgrs.)	379·4|54·2|24·4 P73tH367tF19t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
26938 DICK	**Ingrid Horn** Ⓟ OilEng. D.F. Sub.Sig 2Dks	4006 3321 2409					1928	F.Schichau Elbing	H.C.Horn	313·8|48·7|27·7 F37'	Hamburg German WB	Oil Engines 2S.C.SA 5Cy.26¾"-47¼" 620NHP F.Schichau,Elbing		G
26939 6365 SGAN	**Ingrid Thorden** (exKnäppingsborg) ssShl.No.3-11,32 Sub.Sig 1Dk(Stl)	*1884* *1621* *1066*	✠100A1 1,36~~12,34~~ ✠LMC MS11,31 BS~~1,35~~1,36	Bkn Shl	r	OG ~~12,34~~ 1,36	1920 10mo A&CP	Akt.Lind- holmen- Motala Gothenburg	RederiA/B Aranäs (T.Börjesson, Mgr.)	262·0|42·7|18·1 P24'B151'F26' FK CellDB223'	Kngsbcka Swedish 4BHCem 470tAPT41t	T.3Cy.21½",32 7/16"&55"-36" 185lb (s) 216NHP 2SB,4cf,GS66,HS2850 FD Akt.Lindholmen-Motala	20 ″ 6 s1 ″ 8½ 18 ″ 11¼	
26940	**Ingul** (exSirehei-33,exSvarv-33, exCeralvo) Sub.Sig. 1Dk	2323 1942 1394					1918	McDougall DuluthCo. Duluth,Min.	U.S.S.R.	251·0|43·6|22·2 P24'B64'F21'	Odessa Russian WB	T.3Cy.20",33"&54"-40" 184NHP McDougall,DuluthCo.		N
26941 7381 SEZD	**Ingvall** (exRondane, exSouthwood) Iron Well deck 1Dk2trB	*1204* *965* *694*			...		1880	Richardsn- Duck&Co Stockton	RederiA/B Vallde (J.A.Edvall,Mgr.)	240·0|35·0|16·0 Q79'B63'F28' ptND04 BK8½"	Oscarshmn Swedish WB	C.2Cy.27⅝"&55⅛"-36" NB97 145NHP Blair&Co.Ld.Stockton	16 ″ 11	V †
26942 CSAV	**Inhambane** (exEssen) ssLis.No.3-6,25 Well deck ssLis.No.2-34 2Dks(Stl)&3rd dk in No.1 hold only	6051 5471 3763	✠100A1 ~~5,35~~~~3,34~~ 1,36 BS5,35 ✠LMC3,34	Lis Ham	b†	CL ~~5,32~~ 5,35	1912 8mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Soc.Geral deComercioIndustria e TransportesLtda.	450·8|57·2|27·0 P&B392'F45' FK CellDBa146'uE&B71'	Lisbon Portuguese 9BHCem f190'1453t	T.3Cy.27 15/16",46 13/16"&78¾"-53 15/16" 206lb (s) 703NHP 4SB,12cf,GS236,HS10334FD J.C.TecklenborgA.G.Wsm	29 ″ 8 s4 ″ 8¼ 25 ″ 2	
26942*	**Inia** (exPripet-35,exNeapel-35) Wireless D.F. 1Dk	1347 1078 751					1920	Danziger Werft Danzig	U.S.S.R.	242·8|35·1|18·7 P21'Q56'B110'F33'	Odessa Russian WB	T3Cy17 3/10",27½"&43 3/10"-31½ Stettiner 106NHP Oderwerke,Stettin		G
26943 100589 KJNF	**Inland** (exI.W.Nicholas) Mchy.Aft 2Dks	1888 — 1098					1894	Cleveland S.B.Co. Cleveland,O.	Boland&Cornelius	328·3|42·0|21·9 len14	Buffalo NY Utd.States WB	T.3Cy.20",33"&54"-42" 189NHP ClevelandS.B.Co.Clvlnd O		
26944 LEEH	**Inna** (exBenny,exErnst) 1Dk	489 356 267					1905	Porsgrunn Mek.Værks. Porsgrunn	IndherredsAktiedampskslsk.	150·9|26·5|12·4 Q142tB53tH5tF17t	Steinkjer Norwegian WB	C.2Cy.13½"&29"-23½" 34NHP PorsgrunnM.V.Porsgrunn		V
26945 7105 SJAN	**Innaren** OilEng. 1Dk D.F. CruiserStern	*3637* *3271* *2033*					1924	Sorlandets Skibsbyggeri Grimstad Completed by Langesunds Mek. Verks.Fevig	RederiA/B Transatlantic(G.Carlsson,Mgr.)	340·1|50·1|23·8 P37'B102'F30'	Gothenbrg Swedish WB	Oil Engines 4S.C.SA 6Cy.24⅘"-51⅕" 354NHP Götaverken,Gothenburg		N
26946 142838 GCMQ	**Innerton** ssShl.No.3-8,31 1Dk(Stl)	5276 4827 3241	✠100A1 7,35~~8,34~~ BS~~8,34~~ ✠LMC8,31 12,35	Shl	y	CL 8,34	1919 8mo Lloyd's A&CP	Ropner& Sons,Ld. Stockton	R.Chapman&Son	400·1|52·3|28·5 P49'B113'F40' FK CellDB340'1072tFPT131t	Newcastle British 7BHCem APT214t	T.3Cy.26",44"&73"-48" (s) 180lb 452NHP 3SB,9cf,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
26947 160474 GNVW	**Innesmoor** OilEng. ssBry.No.1-32 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4392 4060 2049	✠100A1 withfreeboard 1,36~~12,34~~ DBS5,35 ~~DBS6,34~~ ✠LMC9,32 ✠LMC(M)6,34	Bry Cff	y	CL ~~9,32~~ 1,36	1928 5mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (W.Runciman&Co.Ld.Mgrs.)	375·0|52·6|25·7 F30' FK CellDB317'1011t MT26'988tFPT140tAPT220t	London British 7BHptCem (Coll toSh dk 6 ,,2nd,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
26948 LEEI	**Innherred** Ⓟ 2Dks	339 309 178					1929	Trndhjms Mek.Værks. Trondheim	IndherredsAktie-Dampskslsk.	130·3|22·1|16·1	Steinkjer Norwegian WB	T.3Cy.12½",20"&33"-21" 50NHP TrondhjemsM.V.Trondhm		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
26949 134134 EIBP	**Inniscarra** (exLadyMeath, exLurcher) ssCrk.2ndNo.3-2,31 ssLiv.No.1-35 2Dks(UStl-ws) Now "Menapia," see No. 39035 in Supplement	862 767 363	✠100A1 7,35 ~~1,34~~ ~~DS1,31~~ ✠LMC~~1,34~~ 7,35	Liv	o	CL 10,34	1906 9mo	Scotts'S.B. &Eng.Co.Ld. Greenock Lloyd'sA&CP	WexfordSteamshipsCo.Ld.(J J Stafford, Mgr.) DT at sides&under tunnel 12'	225·0 P62'B67'F40' BK7'	33·1	15·5	Cork British 4BHCem 22tFPT10t	T.3Cy.23⅝",36"&58"-42" (s) 175lb 70lb 247NHP 2SB,6cf,GS120,HS4006 Scotts'S.B.&E.Co.Ld.Grk.	16 " 6 s1 " 10½ 15 " 7	
26950 131515 VJQW	**Innisfail** (exBlaxland) TwinSc ssBsb.2ndNo.3-11,35 ~~ssBsb.No.3-4,29~~ Mchy.Aft ~~ssBsb.No.2-31~~ 1Dk(Stl-ws)	399 300 144	✠ A1 ~~11,34~~ 11,35 ~~DS11,31~~ ✠LMC~~11,34~~ 11,35 Queensland Coasting	Bsb		OG ~~10,32~~ 11,35	1912 4mo	Mackie & Thomson,Ld. Glasgow Lloyd'sA&CP	AustralianSteamshipsProprietary, Ld.(HowardSmith Ld. Man.Agents)	144·5 B13'F26' FK FPT	32·2	7·2	Melbourne British 3BHCem 45tAPT32t	C.4Cy.12¼"&24"-16" (s) 120lb 48RHP 1SB,3cf,GS56,HS1400 J.Ritchie,Glasgow	8 " 0 s1 " 4 7 " 1	
26951 152222 EIDG	**Innisfallen** Ⓟ TwinSc ssLiv.No.1-34 OilEng. Ref.Mchy. 1Dk(Stl)2nd dk in Nos.1&2 D.F. CruiserStern holds	3019 1717 1334	✠100A1 withfreeboard 1,36 ~~1,35~~ DS~~3,31~~ ✠LMC CS4,35 1,36 ~~4,34~~ 1,36	Liv	u	OG 1,33	1930 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	CityofCorkSteam PacketCo.Ld. CellDB240'330t tank in way of	321·0 P59'B160'F73' UpperB120' FK tunnels103tFPT41t	45·7	15·2	Cork British 7BHptCem APT42t	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"-38$\frac{9}{16}$" 1193NHP DB80lb Harland&Wolff,Ld.Bel.	19 " 0 s4 " 1¼ 15 " 1¼	
26952 122 IOUG	**Innocenza** WoodAux3MstSr (exSailingVessel,exMaria OilEng. Solimano) 1Dk2trB (See Sailing Ship Register)	439 — 316					1924	Soc.Anon. Cantieri di Legino Andora	E.Giuntini	150·7	31·5	14·4	Savona Italian	Oil Engines 2S.C.SA 3Cy.7⅞"-11$\frac{13}{16}$" 32NHP Emade&fitted30 DeutzMotorenfb.Obermal		I
Broken up 26953 218599	**Innoko** 1Dk&Shelter dk &Webframes Longitudinal framing	6093 5609 3757			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'on Shelter dk FK	55·0	31·4	NewarkNJ Utd.States WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 " 11	
26954 111302 MDDB	**Ino** ssRot.2ndNo.3-5,25 ssShl.No.2-33 1Dk(Stl)&deep framing &ptAwng dk(Stl-ptws)	1240 897 778	✠100A1 pt Awng dk withfreeboard 7,35 ~~11,33~~ ✠NB4,20 MS5,35 MBS11,35 ✠LMC ~~MBS11,34~~	Shl Brs	n	CL 5,33	1899 10mo	Campbel- townS.B.Co. Campbeltwn A&CP	BristolStm.Nav. Co.Ld. WB=CellDB	229·8 Q79' ptAwng dk151' FK a53'uE&B38'f94'	32·8	15·0	Bristol British 4BHCem 270tAPT80t	T.3Cy.18",27½"&45"-33" (s) 160lb NDB33 80lb 99RHP 1SB,3cf,GS55,HS1943 Hutson&Sons,Ld.Glasgow	17 " 4 s7 " 2¾ 17 " 3	
26955 LEEJ	— Wood (exMitkjel,exCapri) 1Dk	570 450 331					1900	Brunchrst &Dekke Bergen	BrödreneAnda	165·4 Q39tB53tF22t	27·2	15·2	Stavanger Norwegian	T.3Cy.12¼",20"&32"-26" 52NHP LaxevaagsMsk&Jrns.Bgn		N
26956 EAFH	**Inocencio Figaredo** (exOlavarriaga, ssLiv.No.3-8,10 exHolmsIsland, ssBbo.No.2-20 exGrelford, Spardk(Irn)2trB& exNancyLee,exMinterne) deep framing	2823 2647 1802	✠ 10,23 ✠	Bbo	u		1898 4mo	ShortBros. Sunderland	Minas deFigaredo S.A. CellD	316·0 P31'B78'F31' 24·1 FK Ba100'uE24'f124'	42·1	17·0	Gijon Spanish 6BHCem 723tAPT75t	T.3Cy.23",38"&62"-42" NDB20 256NHP 2SB,6pf,GS117,HS3950 J.Dickinson&Sons,Ld.Sld.	26 " 9	V †
26957 EAIA	**Inogedo** (exPrincipe deAsturias) Wireless 1Dk	399 — 185					1917	Astilleros Riera Gijon	Cia.AnonMaritima Torrelaveguense	135·2 F41'	25·0	13·3	Santander Spanish	C.2Cy.15"&34"-23½" NB30 46NHP Emade91fitted— VulcanIronWorks (Tyndall&Co.),Hull		
26958 TCBQ	**Inonu** Ⓟ (exIn-Eunu,exVesta, exVaskapu,exLascar) 1Dk2trB&ptAwng dk	1737 — 1065			...		1891	Wigham- Richrdsn&Co Newcastle	VapurculukTurk AnonimSirketi	260·0 F26'ptAwng dk162' RFD72' FK	36·2	16·9	Istanbul Turkish WB	T.3Cy.20½",33"&54"-36" 175NHP WighamRichrdsn&CoNwc	19 " 3	
26959 LOHF	**Inspector Benedetti** (exArcangelo-33,exVigo) Fitted for oil fuel 2Dks3trB	3078 — 1384					1905	Earle'sCo. Ld. Hull	Cia.Argentina de Nav.Mihanovich Ltda.	336·0	48·3	22·8	Bns.Ayres Argentine WB	T.3Cy.20",32½"&54"-42" 189NHP Earle'sCo.Ld.Hull		
26960 Missing since 10,35 DABP	**Insterburg** (exFuhrmann) Sub.Sig. 1Dk	865 690 491					1922	Howaldts- werke Kiel	Kohlen-Import u. PoseidonSchiffahrt A.G.	194·6 P12'Q43'B53'F24'	32·9	13·9	Königsbrg German WB	T.3Cy.14⅝",23¼"&38$\frac{3}{16}$"-25⅝" 73NHP Howaldtswerke,Kiel		G
26961 816 IBJB	**Integritas** (exAngeloToso) D.F. 2Dks	5952 — 3257					1917	Soc.Eser- cizioBacini RivaTrigoso	Soc.Anon. per l'Industria ed ilCommercioMarittimo "NovaGenuensis"	399·0 P28'B250'F42'	52·5	30·8	Genoa Italian WB	T.3Cy.26",42½"&69$\frac{7}{16}$"-48" Soc Esercizio 336NHP Bacini,RivaTrigoso		CI
26962 218721 KITQ	**International** (exLakeSingara) Fitted for oil fuel Sub.Sig. 1Dk	2740 — 1760					1919	Gt.Lakes Eng.Works Ashtabula,O	International PackingCo.	261·0 P32'B65'F24'	43·5	22·5	Seattle Utd.States WB	T.3Cy.21",35"&59"-42" GreatLakes 352NHP Eng.Works,Ashtabula,O.		
26963 119 IOUM	**Intrepido** WoodAux3MstSr (exGaetanoSerra) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	551 — 317					1921	A.Terriz- zano Cervo	Soc.Anon.Italiana Import.Carboni e Navigazione.	154·2	30·3	16·4	Savona Italian	Oil Engines 2S.C.SA 4Cy.11"-17⅛" 85NHP SulzerFrères,Winterthur		I
26964 3547 JCWE	**Inushima Maru No. 1** Sp 1Dk	592 559 329					1898	OsakaIron Works Osaka	IinoTorakichi	169·0	30·0	14·1	Fuchu Japanese WB	T.3Cy.14",22"&37"-27" 71NHP OsakaIronWorks,Osaka		
26965 3634 JTDH	**Inushima Maru No. 2** 1Dk	616 573 335					1899	OsakaIron Works, Osaka	IinoShojiK.K.	164·0	30·6	14·8	Fuchu Japanese	T.3Cy.14⅛",22¼"&37⅛"-27" 77NHP OsakaIronWorks,Osaka		
26966 4522 JJKE	**Inushima Maru No. 6** Sp 1Dk	584 546 306					1899	Ishikawa- jimaSBCoLd. Tokio	IinoTorakichi	165·8 WB	29·5	13·3	Kobe Japanese	T.3Cy.14⅛",22"&37"-27" 71NHP IshikawajimaCo.Tokio		
26967 147914 GKTW	**Invella** ssLiv.No.2-33 D.F. 2Dks(Stl)	5026 4743 3135	✠100A1 ~~4,35 12,34~~ 4,36 BS~~12,34~~ ✠LMC5,35 2,36	Liv ~~Shr~~ Vcr	y	CL 12,34	1924 8mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	S.S.IndunaCo.Ld. (Maclay&McIntyre,Ld. Mgrs.) Intermediate'tween dk BH in forward hold& intermediate'tween dkBHinafter hold dispensed with CellDB342'926tDTa30'846tFPT129t	400·1 P37'B121'F45' FK	52·2	28·5	Glasgow British Cem 4BHtoUdk 2 ,, ,,2nd ,, APT106t	T.3Cy.26",44"&73"-48" (s) 180lb 513NHP 3SB,9cf,GS190,HS7620 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s5 " 11¼ 25 " 4	
26968 142489 MJQZ	**Inver** ssCff.No.1-35 ssBel.No.8-9,31 Well deck 1Dk(Stl) Cargo battens not fitted	1543 1151 732	✠100A1 ~~6,33~~ ~~4,34~~ 4,36 ~~DS11,33~~ ✠LMC~~4,34~~ BS~~2,34~~4,36 MS5,35	Cff	p	OG ~~4,34~~ 4,36	1919 7mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	ShamrockShippg. Co.Ld. CellDBuE20'f92'231tDTa73'307tFPT	250·7 P20'Q77'B48'F27' FK	36·2	17·2	Belfast British 5BHCem 41tAPT33t	T.3Cy.16",30"&49"-33" (r) 180lb 178NHP 2SB,6cf,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 " 3 s1 " 4½ 17 " 0½	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26969 143371 GBVW	**Inverarder** (*ex*WarHagara) *ss*Bel.No.3-3,34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5578 4713 3367	✠100A1 9,35 ~~11,34~~ BS~~11,34~~ 9,35 ✠LMC5,34 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,19 F.P. above 150° F.*	Bel	*z*	CL 2,34	1919 7mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *Middle line bulk head not oil tight* *CellDBuE&B 71'274tDTf49'286tDTa35'187tFPT100tAPT80t*	400·0 P49'B121'F45' FK	52·4	28·5	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s 5 " 7¾ 25 " 7	
26970 146709 GFSN	**Inveravon** *ss*Bel.No.1-27 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge*	6907 6190 4239	✠100A1 *Shelter dk* *withfreeboard* 12,30 BS12,30 ✠LMC9,27 *Fitted for oil fuel 3,23 F.P. above 150° F.* *Carrying oil fuel F.P. above 150° F. in DB & in circular tanks fitted in holds*	Liv	*a*†	CL 12,30	1923 3mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *CellDBuE&B84'440t*	412·6 F40'*on Shelter dk* FK	55·8	34·4	London British 8*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 6 28 " 9	
26971 135097 GPQM	**Inverawe** *ss*Lth.No.3-12,33 1*Dk*(*Stl*) Now "Kuressaar," see No. 38753 *in Supplement*	2196 2020 1349	✠100A1 2,35 BS2,35 ✠LMC12,33	Lth	*s*	CL 12,33	1914 5mo	Mackay Bros. Alloa *Lloyd's A&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *WB=Cell DBa83'uE20'f116'418tFPT90tAPT25t*	285·0 P24'B72'F32' FK	42·6	20·2	Leith British 4*BHCem*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 230NHP 2SB,*6pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22 " 6 s 3 " 1½ 19 " 7	
26972 147899 GKML	**Inverbank** TwinSc *ss*Cff.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5149 4768 3113	✠100A1 *withfreeboard* ~~5,33~~ ~~11,34~~ 2,36 DBS11,35 ✠LMC2,35 ✠LMC(M)2,35 *Carrying vegetable oil in deep tanks*	Liv ~~Lon~~ Cal	*a*†	CL ~~11,34~~ ~~P2,36~~ ~~SN2,36~~ N2,36	1924 5mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB357'1121t tanks* *between tunnels115'251tDTf32'10 67tFPT106tAPT132t*	420·4 FK	53·9	26·5	Glasgow British 7*BHptCem* *Coll BH to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 " 2 s 3 " 7¾ 25 " 8	
26973 148610 GLNB	**Invercaibo** TwinSc *ss*Cco.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)	2372 1743 1235	✠100A1 *withfreeboard* 5,35 ~~2,34~~ BS5,35 ~~BS2,34~~ ✠LMC5,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,25 F.P. above 150° F.*	Cco	*t*	CL S2,34 P5,35	1925 6mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanksf286ta356tFPT60tAPT75t*	305·7 P67'*Trunkdk*204' F34' FK	50·2	14·3	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10¼ 13 " 3¾	
26974	**Invercorrie** (*ex*Palmol) TwinSc *ss*Cco.No.3-5,31 *ss*Mob.No.1,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*1126* *876* *509*	✠100A1 *withfreeboard* 4,36 ~~3,35~~ ✠LMC3,35 ✠NE&B5,25 BS4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,23 F.P. above 150° F.*	Mob Cco		CL S3,35 P4,36	1918 5mo	W.Gray &Co.Ld. WHartlepool *Lloyd's A&CP*	LagoPetroleum Corp. *CellDBuE34'63tDTf194tFPT35tAPT66t*	210·0 P53'F41' FK	34·6	16·6	Maracaibo Venezuelan 12*BHptCem*	T.6Cy.9",15"&25"-18" (*s*) 180lb 82NHP 2SB,*4cf*,GS,60,HS1603 McKie&Baxter,Glasgow	16 " 6 s 1 " 4½ 15 " 3½	
26975 147617 GKLQ	**Invergarry** *ss*Rot.No.1-27 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge*	6907 6190 4217	✠100A1 *Shelter dk* *withfreeboard* 10,30 BS10,30 ✠LMC7,27 *Carrying Petroleum in Double Bottom & Circular Tanks fitted in Holds & in Wing Tanks* *Fitted for oil fuel 4,24 F.P. above 150° F.*	Fal	*a*†	CL 10,30	1924 4mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	British-Mexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *CellDBuE&B70'440t*	412·6 F40' *on Shelter dk* FK	55·8	34·4	London British 9*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 531NHP 4SB,*12cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 6 28 " 9	
26976 148508 GKYM	**Inverglass** *ss*Rot.No.1-29 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge*	6901 6225 4296	✠100A1 *Shelter dk* *withfreeboard* 7,30 ✠LMC2,29 *Carrying Petroleum in DB & in Circular Tanks fitted in holds & in Wing Tanks* *Fitted for oil fuel 11,24 F.P. above 150° F.*	Fal	*a*†	CL 7,30	1924 11mo	W.Denny &Bros.Ld. Dumbarton *Lloyd's A&CP*	British-Mexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *CellDBuE&B79'419t*	412·7 F40' *on Shelter dk* FK	55·7	34·4	London British 9*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 539NHP 4SB,*12cf*,HS10224 W.Denny&Bros,Ld.	38 " 0 s 9 " 6 28 " 9	
26977 146662 GCJT	**Invergoil** *ss*Bel.No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Nils Moller," see No. 39324 *in Supplement* *Straight frames & bevelled bilge*	6907 6190 4235	✠100A1 *Shelter dk* *withfreeboard* 12,33 BS12,34 ✠LMC4,31 *Carrying oil fuel F.P. above 150° F. in DB and in circular tanks fitted in holds* *Fitted for oil fuel 11,22 F.P. above 150° F.*	Bel	*a*†	CL 12,33	1922 11mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	MollerLine,Ld. *CellDBuE&B84'440t*	412·6 F40'*on Shelter dk* FK	55·8	34·4	London British 8*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 6 28 " 9	
26978 147445 GFSM	**Invergordon** *ss*Bel.No.1-27 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge*	6921 6204 4229	✠100A1 *Shelter dk* *withfreeboard* 3,30 BS3,30 ✠LMC10,27 *Carrying oil fuel F.P. above 150° F. in DB & in circular tanks in holds* *Fitted for oil fuel 4,23 F.P. above 150° F.*	Fal	*a*†	CL 7,29	1923 4mo	J.Brown& Co.Ld. Clydebank *Lloyd's A&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *CellDBuE&B 79'410tFPT87tAPT126t*	412·9 F40' *on Shelter dk* FK	55·6	34·4	London British 8*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 4SB,*12cf*,HS10224 JBrown&CoLd.Clydebank	38 " 0 s 9 " 6 28 " 9	
26979 99871 MFQN	To be broken up **Invergrange** (*ex*TheBaron) Iron *ss*Bwg.3rdNo.3-11,26 *ss*Gmh.No.1-31 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	379 258 160	✠~~100A1~~ 7,34 ✠NB6,09 ✠~~LMC1,31~~ ~~BS1,34~~	Gmh	*f*	CL 12,32	1892 12mo	J Fullerton &Co Paisley A&CP	~~InvergrangeS.S.~~ ~~Co.Ld.(Hopkin,~~ ~~Paton&Co.*Mgrs.*)~~	142·2 Q77'B9'F24' BK6" *FPT40tAPT8t*	23·6	11·0	Grngemth British 3*BHCem*	C.2Cy.19½"&40½"-27" (*s*) 110lb 65RHP 1SB,*3pf*,GS52,HS1150 Muir&Houston,Glasgow	12 " 4 ~~s 4 " 4~~ ~~12 " 6~~	
26980 145044 MPZX	**Inveritchen** *ss*Sou.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*)	708 631 419	✠ A1 *withfreeboard* 2,34 BS2,35 ✠LMC2,34 *For Coasting services Dover to Falmouth, Dunkirk to Cherbourg, also Southampton to Rouen* *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 10,20 F.P. above 150° F.*	Sou		CL 2,34	1920 9mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*)	180·0 FK	40·1	12·2	London British 7*BHptCem*	C.2Cy.13½"&27"-18" (*s*) 100lb 62RHP 1SB,*3cf*, HS1654 A.&J.Inglis,Ld.Glasgow	12 " 9 s 4 " 7 8 " 3	
26981 148567 GLCN	**Inverlago** TwinSc *ss*Cco.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)	2372 1743 1235	✠100A1 *withfreeboard* 5,35 ~~2,34~~ BS5,35 ~~DBS2,34~~ ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,25 F.P. above 150° F.*	Cco	*t*	CL SN2,34 P2,34	1925 3mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks f286ta356tFPT60tAPT75t*	305·7 P67' *Trunkdk*204' F34' FK	50·2	14·3	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27"(*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10¼ 13 " 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
26982 145164 GDVK	**Inverleith** ssBel.No.2-30 1Dk(Stl)&Shelter dk(Stl) Straight frames &bevelled bilge CruiserStern	6958 6241 4261	✠100A1 Shelter dk withfreeboard 2,30 ✠LMC2,30 Carrying oil fuel F.P. above 150°F. in DB & in circular tanks fitted in holds Fitted for oil fuel 3,21 F.P. above 150° F.	Bel	a†	CL 9,27	1921 2mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.)	412·6|55·8|34·4 F40'onShelter dk FK CellDBuE&B84'440t	London British 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 531NHP 4SB,12cf,GS251,HS9992 Harland&Wolff,Ld.Bel. FPT87tAPT126t	38 " 0 s 9 " 6 28 " 9	
26983 148587 MNFL	**Inverpool** ssBkn.No.2-34 Mchy.Aft 1Dk(Stl)	680 565 286	✠100A1 12,35 ~~5,34~~ BS7,35 ✠LMC5,34 Carrying oil fuel in bulk F.P. above 150°F Fitted for oil fuel 5,25 F.P. above 150° F.	Bkn	i	CL ~~3,34~~ 12,35	1925 5mo	Harland & Wolff,Ld. Govan Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.) Middleline BH not oil tight	169·1|31·1|14·5 F28' Trunk86' FK FPT118t	London British 6BHptAsp APT35t	T.3Cy.13½",23½"&36"-27"(s) 180lb 90RHP 1SB,3cf,HS1624 FD A.&J.InglisLd.Glasgow	14 " 6 s 1 " 4½ 13 " 3½	
26984 148577 GLCW	**Inverrosa** TwinSc ssCco.No.2-33 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard ~~5,35 1,34~~ 11,35 BS6,35 ~~BS4,34~~ ✠LMC6,33 CarryingPetroleum in bulk Fitted for oil fuel 4,25 F.P. above 150° F.	Cco	t	CL 11,35	1925 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	LagoShippingCo. Ld.(A.Weir&Co. Mgrs.) Wing tanks f286t	305·7|50·2|14·3 P67'Trunk dk204' F34' FK Wing tanks a 356t	London British 7BHptCem FPT60t APT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10½ 13 " 3	
26985 148628 GMTD	**Inverruba** TwinSc ssCco.No.2-34 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard BS5,35 5,35 ~~1,34~~ ✠LMC1,34 CarryingPetroleum in bulk Fitted for oil fuel 7,25 F.P. above 150°F.	Cco	t	CL P1,34 S5,35	1925 7mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	LagoShippingCo. Ld.(A.Weir&Co. Mgrs.) Wing tanks f286t a356t FPT	305·7|50·2|14·3 P67'Trunk dk204' F34' FK	London British 7BHptCem 60tAPT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf, HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10½ 13 " 3¾	
26986 146673 GFSP	**Inverurie** ssBel.No.2-30 1Dk(Stl)&Shelter dk(Stl) CruiserStern Straight frames & bevelled bilge	6907 6190 4236	✠100A1 Shelter dk withfreeboard 10,30 ✠LMC10,30 Carrying oil fuel F.P. above 150° F. in DB & in circular tanks fitted in holds Fitted for oil fuel 11,22 F.P. above 150° F.	Bel	a†	CL 10,30	1921 12mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.)	412·6|55·8|34·4 F40'onShelter dk FK CellDBuE&B	London British 8BHCem 78'412t	T.3Cy.27",44"&73"-48" (s) 180lb 540NHP 4SB,12cf,HS10224 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 6 28 " 9	
26987 217093 WCII	**Invincible** Fitted for oilfuel Sub.Sig. 1Dk&Web frames Longitudinal framing	7592 7553 4829					1918	Bethlehem S.B.Corp.Ld. Alameda,Cal	UnitedStates ShippingBoard Bureau	440·0|56·0|35·2 FK	S.Frncisco Utd.States WB	1 Steam Turbine and Electric Motor 637NHP NE21 GeneralElectricCo. Schenectady,N.Y.	38 " 0	R
26988	**Ioanna** (exGransha-34) ssShl.2ndNo.3-6,25 ssShl.No.1-29 Well deck 1Dk(Irn)&deep framing	1192 879 487	✠ 9,34 ✠	Cff	n		1901 6mo	AilsaS.B. Co. Troon	SociétéEletherios Veliotis CellDBa56'u	235·5|33·1|16·6 P24'Q54'B55'F27' FK&BK1" E21'f90'341tFPT	Piræus Greek 4BHCem 56tAPT50t	T.3Cy.17",28"&45"-33" 155NHP 2SB,4cf,GS76,HS2800 Muir&Houston,Ld.Gls.	17 " 6	G †
26989 SVQF	**Ioannis Carras** (exSouthlea, exLadyCharlotte) ssShl.No.3-4,30 ssVen.No.1-34 1Dk(Stl)	3527 3324 2208	✠100A1 ~~12,33~~~~12,34~~ 10,35 ✠LMC8,34 BS10,35	Rot ~~Ven~~	w	CL ~~3,33~~ 10,35	1917 10mo	Campbel- townS.B.Co. Campbeltwn Lloyd'sA&CP	CarrasBros.	348·5|49·9|23·6 P29'B213'F37' FK CellD B300'995t	Chios Greek 6BHCem APT85t	T.3Cy.25",40"&65"-45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 " 0 s 3 " 1 23 " 1¾	
26990 SVPT	**Ioannis Frangos** (exNovington) ssShl.No.3-11,24 ssPir.No.2-34 1Dk(Stl)	3442 3229 2100	✠100A1 1,36 ~~1,34~~ BS5,35 ✠LMC1,34	Pir Cff	w	CL ~~1,34~~ 1,36	1912 6mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	M.Frangos CellDBa119'uE&B44'	362·0|50·0|21·6 P31'B211'F37' FK f154'1126tFPT125t	Chios Greek 6BHCem APT102t	T.3Cy.25",41"&67"-45" (r) 170lb 100lb 327NHP 2SB,8cf,GS135,HS5169 Blair&Co.Ld.Stockton	24 " 0 s 3 " 0¼ 21 " 3	
26991 SVOU	**Ioannis M. Embiricos** (exRustington) ssBry.No.2-32 1Dk(Stl)	3734 3467 2274	✠100A1 1,36 ~~10,34~~ ✠LMC MS11,32 BS~~6,34~~9,35	Cff Nwc	w	CL ~~11,32~~ 1,36	1924 12mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	S.G.Embiricos CellD	360·0|51·0|22·9 P29'B225'F36' FK B317'984tFPT104	Andros Greek 6BHptCem tAPT183t	T.3Cy.25",40½"&67"-45" (s) 180lb 100lb 332NHP 2SB,6cf,GS121,HS5188 Cen.Mar.Eng.Wrks.WHpl	25 " 2 s 3 " 1¾ 22 " 2¼	
26992	**Ioannis Nomicos** (exMinos, exSnetind,exPetra ssPir.3rdNo.3-8,31 Lea,exNorhaug, 1Dk(Stl) exMaunheim) 2nd dk(Stl)in forehold	640 597 359	... 10,35 ~~BS4,30~~ ~~LMC8,31~~	Pir		10,33	1899 5mo	J.L.Meyer Papenburg	L.N.Nomicos	171·3|27·0|16·4 B46' FK DBf28'50tDTa2	Santorin Greek 4BHCem 1'50tAPT4t	T.3Cy.12¾",21¼"&33½"-24½" 170lb (s) 74NHP 1SB,2cf,GS39,HS1346 J.L.Meyer,Papenburg	17 " 2	
26993 SYQS	**Ioannis P. Goulandris** (exMaria Stathatos,exEggesford) ~~ssCff.No.3-3,23~~ ssPir.2ndNo.3-10,35~~ssPir.No.2-31~~ 1Dk(Stl)	3750 3293 2223	✠100A1 ~~2,34~~10,35 ~~BS3,34~~ ✠LMC~~5,31~~ 10,35	Cff Pir	w	CL ~~2,34~~ 10,35	1910 7mo	Craig,Tay- lor&Co.Ld. Stockton Lloyd'sA&CP	GoulandrisBros. CellDBa117'uE22'	362·3|51·0|21·0 P29'B232'F32' FK f160'955tFPT112t	Andros Greek 6BHCem APT101t	T.3Cy.25",42"&68"-45" (s) 170lb 330NHP 2SB,6cf,GS124,HS5120 N.E.MarineEng.Co.Ld.Sld	23 " 6 s 2 " 9½ 20 " 10¾	
26994 SVOZ	**Ioannis Vatis** (exBaronJedburgh) 1Dk&Shelter dk	4418 4099 2684					1912	A.Rodger &Co. PortGlasgow	T.J.Vatis	410·0|54·3|24·8	Syra Greek WB	T.3Cy.26",44"&74"-48" 379NHP D.Rowan&Co.Glasgow		C
26995	**Ioannis Voyadjis** Iron3Mst (exTrisIerarchai, ssSws.No.1-82 exQueguay,exReveil) 1Dk Mchy.Aft	454 — 317	✠ 8,85	Cff	g		1878 3mo	A.Leslie &Co. Newcastle	Soc.Anon. Commerciale et Maritime(G. Voyadjis,Mgr.)	159·5|25·0|10·0 Q91'F20' DBf89'FPT	Piræus Greek 3BHCem	C.2Cy.20"&37"-27" NB01 59NHP Black,Hawthorn&Co.Gts.		
26996 134514	**Iocolite** Fitted for oil fuel Mchy.Aft 1Dk&Web frames CarryingPetroleum in bulk	2060 1530 1549			...		1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil,Ld. (H.J.Rahlves, Mgr.)	250·0|43·1|16·6 P63'F43' FK	Sarnia Ont British WB	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 " 0	
26997 132745 GTDZ	**Iocoma** Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk Longitudinal framing 1Dk	1669 1386 1035			...		1912	CaledonS. B.&ECo.Ld. Dundee	International PetroleumCo.Ld. (H.J.Rahlvss, Mgr.)	248·2|42·6|15·6 P63'F39' FK	London British WB	T.3Cy.16",24"&41"-36" 84RHP CaledonSB.&.ECo.Ld.Dun	18 " 0 s 1 " 11¾ 16 " 2¾	
Broken up 26998 18932 MJDM	**Iona** Ⓟ IronPadSk	396 387 169					1864	J.&G. Thomson Glasgow	~~DavidMacBrayne,Ld.~~	255·5|25·6| 9·0	Glasgow British	O.2Cy.50½"-51" NB91 280NHP alt91Hutson&Corbett,Gls.		BT [illegible] 11,35
26999 819 ~~SVHB~~ SVEO	**Ionia** (exGlenfield-35,exMirita-34) ssShl.No.3-10,28 Mchy.Aft ssOsl.No.1-34 2Dks(Stl)&Web frames Longitudinal framing	5845 5302 3655	✠100A1 9,35 ~~12,34~~ BS9,35 ✠LMC6,34 CarryingPetroleum in bulk Fitted for oil fuel 7,16 F.P. above 150° F.	Osl Ant	z	CL 11,34	1916 7mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	HellenicTramp S.S.Co.Ld. (S. Iossifoglu,Mgr.) CellDB uE&B73'189tDT	407·0|52·4|31·5 P99'B28'F40' FK f40'433t APT102t	Piræus Greek 15BHptCem (8 to U dk 7 „ 2nd „)	T.3Cy.26½",44"&73"-48" (s) 180lb 498NHP 3SB,9cf,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 " 6 s 5 " 10 25 " 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27000 DHMO	**Ionia** Sub.Sig. D.F. 2*Dks*	3102 2781 1789					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B25'F43'	48·3	20·9	Hamburg German *WB*	T.3Cy.23⅝",38 3/16"&62"–45 3/16" 259NHP A.G."Neptun,"Rostock		G
27001 802 ~~SVEO~~ SVHZ	— Ⓟ *ss*Pir.No.3–3,36 (*ex*Bernicia–34) ~~*ss*Nwc.No.2–32~~ 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ptws*)	*1936* *1117* *820*	✠100A1 *withfreeboard* 3,36 ~~10,34~~ ~~MS2,32~~ ✠LMC3,36 ~~BS2,35~~	Nwc Pir	*s*	CL 9,34	1923 6mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&CoLd. Newcastle	HellenicCoast LinesCo.Ld. *CellDB*179'205*t*	282·3 B108'F29' *APT*20*t*	40·1	16·1 FK	Piræus Greek 5*BHptCem* (2 *to Sh dk* 3 „ *2nd* „)	T.3Cy.26,"43½"&73"–48" (*s*) 200lb 547NHP 3SB,9*cf*,GS190,HS8040 FD Hwthrn,Leslie&C.Ld.Nwc.	17 ″ 6 s ″ 9½ 17 ″ 9	
27002 115337 GLSZ	**Ionic** Ⓟ TwinSc4Mst 4*Dks* D.F. *Ref.Mchy.*	12352 11395 7623	✠Lloyd'sRMC~~2,35~~ 11,35				1902	Harland& Wolff,Ld. Belfast	Norfolk&North AmericanSteam ShippingCo.Ld. (Shaw,Savill& AlbionCo.Ld.*Mgrs.*)	500·3	63·3	45·0	Liverpool British *WB*	Q.8Cy.22",31½",46"&66"–48" 604NHP Harland&Wolff,Ld.Bel.		BT till ~~5,35~~ 9,36
27003 142297 GNWY	**Ionic Star** (*ex*Ionicstar,*ex*Rubiera) *ss*Nwc.No.3–12,29 *ss*Nwc.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ptws*) *Ref.Mchy.* *CruiserStern*	5594 5187 3549	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~12,34~~ BS8,35 ✠LMC4,34 ✠Lloyd'sRMC~~12,34~~ ~~4,36~~ 3,36 ~~11,35~~ *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Nwc Bry	*y*	CL ~~12,34~~ 8,35	1917 12mo *Lloyd*'*sA&CP*	Russell& Co. PortGlasgow	UnionColdStorage Co.Ld.(BlueStar Line,Ld. *Mgrs.*) *CellD*	389·8 F50'*onShelter dk* *B*342'912*t* *FPT* 48*t*	53·2	32·9 FK	London British 6*BHCem* *APT*24*t*	T.3Cy.24½",41½"&70"–48" 200lb (*r*) 556NHP 3SB,9*cf*,GS150,HS8613 FD D.Rowan&Co.Ld.Glasgow	36 ″ 0 s 9 ″ 1½ 27 ″ 1½	
27004	**Ionion** (*ex*G.M.LaVallette–34, *ex*Iakout) 1*Dk*	792 *546* *309*					1892	R.Craggs& Sons,Ld. Middlesbro'	D.Papoulias& K.Tsesmelis	205·2 P127'F49'	27·5	15·2	Spetsai Greek *WB*	T.3Cy.20",28"&47½"–36" NB12 135NHP E*made*87*refitted*— Hall,Russell&Co.Ld.Abn.		
27005 SVEN	**Iossifoglu** (*ex*NordAtlantic–34, *ex*Uncas) *ss*Ham.No.3–4,25 D.F. *ss*Ham.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4680 4214 2790	✠100A1 5,35 ~~11,34~~ ✠LMC5,34 BS11,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	Ham Rot	*x*	CL 5,34	1913 6mo *Lloyd*'*sA&CP*	Greenock &Grangem'th DkyrdCo. Ld. Greenock	HellenicTramp S.S.Co.Ld. (S Iossifoglu,*Mgr.*) *CellDBuE&B*75'122*t*	374·2 P103'B28'F46' *FPT*138*t* *APT*90*t*	51·2	29·0 FK	Piræus Greek 16*BHCem* (11 *to Udk* 5 „ *2nd* „)	T.3Cy.27",44"&73"–48" (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk	29 ″ 7	
27006 SVGY	**Ioulia Nicolaou** (*ex*Rocio–33) *ss*Shl.No.3–9,28 *ss*Shl.No.1–33 1*Dk*(*Stl*)	3729 *3466* *2320*	✠100A1 ~~8,35~~ ~~2,34~~ 4,36 ~~BS7,34~~ ✠LMC6,33 12,35	Bry ~~Cal~~ Nwc	*w*	CL ~~N2,34~~ 4,36	1915 8mo *Lloyd*'*sA&CP*	R.Thomp- son&Sons,Ld. Sunderland	N.G.Nicolaou *CellDBa*	350·0 P35'B210'F36' 106'*uE*21'*f*148'807*t*	50·5	22·8 FK	Piræus Greek 6*BHCem* *APT*139*t*	T.3Cy.25",42"&68"–48" (*s*) 180lb *100lb* 346NHP 2SB,6*cf*,GS138,HS5300 N.E.MarineEng.Co.Ld.Sld	25 ″ 2 s 2″11½ 22 ″ 5¾	
27007 Wrecked 1,36 219627 KUDK	**Iowa** (*ex*WestCadron) *Fitted for oil fuel* 2*Dks*	5724 — 3564					1920	Western Pipe&Steel Co.SFrncisco	StatesSteamship Co.	410·5 P46'B112'F46'	54·0	27·1	PortlndOr. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		R
27008 212144 WACH	**Iowan** *ss*S.Fo.No.3–12,26 D.F. *ss*S.Fo.No.2–33 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk in No.*1 *hold*&*Webframes* *Longitudinalframing* *Fitted for oil fuel*	5165 4743 3145	✠ ... 4,35 ✠	SFo	*a*†		1914 5mo	Maryland SteelCo. Sparro'PtMd	American- HawaiianS.S.Co. *Intermediate'twe* *hold* *CellDBa*	407·7 *endkBHinNo.*2 *dispensed with* 122'*uE*&*B*54'*f*166'	53·7	28·1 FK {6 {1	NewYork Utd.States *Cem* *BHtoUprdk* „ *2nd dk* 1234*t* *FPT*1	Q4Cy25½"37"53½"&78"–54" 665NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt. *only* 25*t* *APT*52*t*	31 ″ 6	
27009 FNBK	**Ipanema** Ⓟ *Fitted for oil fuel* *Well deck* 2*Dks*	4282 — 2660					1921	Forg.&Ch. de laMédit. LaSeyne	Cie deNav.France- Amérique(Soc. Gén.deTransp. Mar.àVap., *Mgrs.*)	360·2 P233'F46'	45·9	24·0	Marseilles French *WB*	2SteamTurbines&Electric Motors Forg.&Ch.de laMédit.Msl.		V
27010	— (*ex*Atlantico,*ex*Nichteroy) 1*Dk*	440 375 257					1899	TAWalker Sudbrook	PedroBrando	156·1	26·9	11·1	R.Janeiro Brazilian	T.3Cy.14½",22"&34"–23" 55NHP Plenty&Son,Newbury		
27011 123905 VPKX	**Ipoh** 1*Dk*&*Shade dk*	1279 888 528					1908	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	14·9	Singapore British *WB*	T.3Cy.20¾",33"&54"–36" 175NHP CaledonSB.&E.Co.Ld.Dun		
27012 67 IBKQ	**Ipparco Baccich** Ⓟ *Fitted for oil fuel* Wireless	849 566 411					1931	Cant.Nav. delQuarnaro S.A. Fiume	Cia.Adriatica di Nav.	201·7	30·3	14·7	Fiume Italian	C.4Cy.11 3/16"&31½"–31½" 93NHP Cant.RiunitiDell'Adriatico		I
27013 218293 KILV	**Ipswich** *ss*Bal.No.3–10,33 2*Dks*(*Stl*)	5671 5212 3448	✠100A1 ~~12,35~~ ~~10,33~~ 3,36 BS12,35 ✠LMC10,33 *Fitted for oil fuel* 6,19 *F.P. above* 150° F.	Bal Mob	*z*	CL ~~8,33~~ 3,36	1919 7mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	~~ArgonautLine,~~ ~~Inc.~~ Waterman SteamshipCorp. *CellDB*	400·7 P36'B123'F43' 338'1387*t* *FPT*147*t*	54·2	30·1 FK	Mobile Utd.States 6*BHptCem* *APT*180*t*	2SteamTurbinesDRgeared 1 Sc. Shaft (*s*) 200lb HS8700 522NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9 s 7 ″ 4¼ 25 ″ 7½	
27014 161032 MPDR	**Ipswich Trader** 1*Dk*	484 308 254					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransportCo Ld.(F.W.Horlock, *Mgr.*)	~~142·0~~ 161·2 len.35	24·1	10·6	Harwich British *WB*	C.2Cy.17"&36"–27" 53RHP Crabtree&Co.Ld.Yar.		C
27015	**Iracema** (*ex*Cidade de PortodeMoz) TwinSc 1*Dk*&*Promenade dk*	*433* *333* *294*			...		1898	Murdoch& Murray Pt.Glasgow	A.Purcell	150·3 F16'	33·0	9·8 FK	Pará Brazilian	T.6Cy.10",16½"&26½"–21" 79NHP D.Rowan&Son,Glasgow	10 ″ 0	
27016 161218 GSWC	**Irania** *OilEng.* *ss*Cff.No.1–33 *Mchy Aft* 1*Dk*(*Stl*) &*Web frames* *Longitudinal framing*	2186 1783 1199	✠100A1 4,34 DBS7,35 ~~DBS4,34~~ ✠LMC4,34 *CarryingPetroleum in bulk*	Nwc	*s*	CL 6,33	1929 4mo *Lloyd*'*sA&CP*	Blythsw'd S.B.Co Ld. Glasgow	IranianTankerCo. Ld. *CellDBuE*44'54*tD*	275·4 P71'F43' *Trunk*161' *Tf*28'183*t* *FPT* 61*t*	44·2	19·9 FK	London British 12*BHptCem* *APT*39*t*	Oil Engines 2S.C.DA 3Cy.21½"–38" 482NHP 2DB*100lb* Richardsons,Westgarth& Co.Ld.Hpl.	20 ″ 0 s 1″10½ 18 ″ 4	
27017 PUQU	**Iraty** (*ex*RioPurus) TwinSc Wireless 1*Dk*&*Promenadedk* *Mchy.Aft*	394 325 227			...		1893	Murdoch& Murray Pt.Glasgow	Cia.Commercio e Navegação	170·1 F16'	30·0	8·4 FK	R.Janeiro Brazilian *WB*	T.6Cy.9",14"&22"–18" 62NHP D.Rowan&Son,Glasgow	9 ″ 0	

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref Trade
27018 219174 KOKT	**Irene** (exBethnor) ssNYk.No.3-6,35 ~~ssN.Yk.No.3-4,28~~ Sub.Sig. ~~ssBal.No.2-30~~ 1Dk(Stl)&Web frames Longitudinal framing	3482 2840 2112	100A1 ~~6,35~~ ~~8,34~~3,36 ~~BS10,34~~ Fitted for oil fuel 1919 F.P. above 150° F	NYk Bal LMC~~6,33~~ 6,35	u	CL 3,34	1919	Bethlehem S.B.Corp,Ld. (HarlanPlnt) Wlmngtn Del	A.H.BullSteamshipCo.Inc.(A.H.Bull&Co.Inc. Mgrs.) Cell DB232'666t FPT 78t APT282t	328·0 P26'B98'F37' FK	46·2	22·9	NewYork Utd.States 7BHCem	T.3Cy.22",37½"&60"-42" (s) 190lb 292NHP 2SB,6cf,GS144,HS4933 BethlehemS.B.Corp.Ld. (HarlanPlant)Wlmn.Del	25 ″ 6	
27019 3500 SDCN	— ssHbg.3rdNo.3-3,34 1Dk(Stl)&deep framing Cargo battens not fitted	1836 1842 1088	✠100A1 5,35 ~~3,34~~ BS5,35	Hbg Mmo ✠LMC3,34	r	CL ~~3,34~~ 5,35	1899 6mo	Grangmth DockyardCo. Gr'ngemouth A&CP	Rederiet för ång "Irene" (Sven Redig, Mgr.) WB=Cell DBa76' uE&B36' f104'477t	270·0 P23'B54'F32' FK	40·6	18·5	Hlsngborg Swedish 4BHCem APT24t	T.3Cy.20",32½"&53"-36" 160lb 177NHP 2SB,4pf,GS71,HS2790 Hutson&Sons,Ld.Glasgow	20 ″ 6 s 2 ″ 10½ 17 ″ 10	
27020 PEXG	— Wireless CruiserStern 2Dks	1153 966 637					1918	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V.	255·7	36·6	13·6	Amstrdam Dutch WB	T.3Cy.18½",30"&48"-36" 138NHP J.&H.Suyver,Ams.		V
27021 3558 SEZK	— 1Dk	680 417 397					1899	Nylands Værksted Oslo	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	174·6 P120'H48tF16'	28·2	10·8	Stockholm Swedish WB	T.3Cy.15¼",25"&40½"-30" 90NHP NylandsVærksted,Oslo		V
27022 DOHP	— 1Dk	660 519 364					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	179·9 Q50'B45'F22'	28·1	12·9	Bremen German WB	T.3Cy.13",21$\frac{1}{16}$"&34$\frac{7}{16}$"-23$\frac{5}{8}$" 57NHP A.G."Weser,"Bremen		G
27023 OYEC	**Irene Maria** ssCpn.No.3-1,36 ~~ssDnn.No.2-31~~ 1Dk(Stl) Cargo battens not fitted	1862 1674 1116	✠100A1 1,36 ~~9,34~~ 1,36 ✠LMC MS~~1,32~~	Shl Cpn BS~~7,34~~9,35	r	CL 9,34	1922 10mo Lloyd'sA&CP	Antwerp Eng.Co. Hoboken	A/S Dampskslsk. Dania(Chr. Andresen, Mgr.) Cell D B238' 555t FPT46t APT68t	279·0 P22'B60'F30' FK	40·2	18·2	Esbjerg Danish 4BHCem	T.3Cy.20",33"&54"-36" (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld.	20 ″ 7 s3 ″ 0½ 17 ″ 9	
27024 SYGC	**Irene S. Embiricos** ssAnt.No.2-35 ~~ssSld.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)	4164 3754 2439	✠100A1 withfreeboard 5,35 ~~5,34~~ BS~~1,35~~ 4,36	Nwc Ant ✠LMC~~1,34~~ MS5,35	y	CL ~~5,31~~ 5,35	1927 9mo Lloyd'sA&CP	ShortBros. Ld. Sunderland	S.G.Embiricos Cell DB329'1347t FPT171t APT318t	393·0 FK	52·3	24·4	Andros Greek 6BHCem (Coll to Sh dk 5 to 2nd ,,)	T.3Cy25½",42½"&72"-48" (s) 180lb 100lb 396NHP 2SB,8cf,GS162,HS6186 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s 2 ″ 9 24 ″ 3½	
27025	**Irini** (exEduard) TwinSc 1Dk2trB	478 408 280					1896	Stabilmnto Tecnico Trieste	D.N.Criezis	187·0	31·0	8·9	Piræus Greek	C.4Cy.13"&24"-20" 43NHP StabilimentoTecnico,Tri.		
27026 HRAK	**Iriona** Ⓟ Fitted for oil fuel 2Dks4trB	4083 3252 2155					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran WB	T.4Cy.27",45"&(2)55"-45" 406NHP Wrkman,Clark&Co.LdBel		C
27027 PEXO	**Iris** ssH.Kg.No.3-8,30 Mchy.Aft 2Dks(Stl)& D.F. Web frames	3887 3312 2214	✠ 9,35 ~~BS1,35~~ Carrying Petroleum in bulk Fitted for oil fuel 1,19 F.P. above 150°F.	HKg ✠~~LMC12,30~~	v	CL 3,34	1918 2mo	Gebr.Pot Bolnes A&CP	N.V.Nederl. IndischeTank StoombootMaats. Cell DBu E&B71'124t	327·0 P90'B27'F51' FK FPT104t APT13t	48·7	25·5	The Hague Dutch 14BHCem (10 ,, to Udk 4 ,, 2nd ,,)	T.3Cy.25",41"&68"-45" (s) 200lb 100lb 428NHP 2SB,6cf,GS212,HS6035 FD RotterdamDroogd.Maats.	27 ″ 0 ~~s3 ″ 10½~~ ~~26 ″ 3½~~	
27028 5073 SDEN	— Iron (exTorgerd, ssOsc.4thNo.3-4,34 exGrovedale,exThrift, exMercedes) 1Dk(Irn)&Web frames Well deck	1974 1655 1181	✠100A1 6,35 ~~4,34~~ BS4,35	Osc Skm ✠LMC4,34	r	~~N3,34~~ 6,35	1886 4mo	E.Withy& Co. W Hartlepool A&CP	Rederiaktieb.Iris (C.Abrahamsen) Cell D B234'346t APT27t	275·0 P29'Q78'B110' F28' ptND07 BK9'	37·2	19·2	Stockholm Swedish 4BHptAsp ptCem	T.3Cy.21",35"&57"-39" (s) 160lb 100lb NDB18 203NHP 1DB,4cf,GS65,HS3052 Blair&Co.Ld.Stockton	22 ″ 2 s2 ″ 0½ 20 ″ 10½	
27029 LFHA	— Ⓟ (exIngerid) Wireless 2Dks	1177 769 663					1901	Gourlay Bros &Co. Dundee	DetBergenske Dampskibsselskab	236·4 P278tH96tF31t	32·3	15·5	Bergen Norwegian WB	T.3Cy.21",34"&55"-36" NB12 181NHP GourlayBros.&Co.Dundee		
27030 PEXQ	— Ⓟ (exDeutscherRhein) Wireless 1Dk	909 702 402					1920	HCStülckenSohn Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7 P&B138'F22'	32·4	12·8	Amsterdm Dutch WB	T.3Cy.17¾",29$\frac{1}{16}$"&46⅝"-31½" 112NHP H.C.StülckenSohn		V
27031 LOHJ	— Ⓟ TwinSc OilEng. Wireless	477 — 272					1933	Cia.Argentina deNav. Mihanovich, Ltda. Carmelo	Cia.Argentina de Nav.Mihanovich Ltda.	169·4	24·6	6·6	Bns.Ayres Argentine	Oil Engines 2S.C.SA 12Cy.9"-11" 177NHP L.Gardner&Sons,Ld.,Mch.		
27032 11	— Iron	446 331 222					1884	H.Koch Lübeck	FinskaAngfartygs A/B	164·3 Q41'H49'F21'	24·8	12·5	Helsingfrs Finnish WB	C.2Cy.18"&31"-22" 38NHP O.Henniges&Co.Berlin		V
27033 768 SEZO	— Iron 1Dk2trB	354 296 169					1884	Göteborgs Mek. Verks Gothenburg	RederiA/BEgon (SMStjerna, Mgr.)	134·5 B41'H5t	22·8	13·3	Malmö Swedish	C.2Cy.16"&28"-20" 29NHP GöteborgsMek.Vrks.Got.		V
27034 161861 GBNV	**Irisbank** TwinSc ssBel.No.1-34 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk (Stl-ws) Sparred decks in Nos. 1&2 holds	5627 4979 8412	✠100A1 withfreeboard ~~6,35~~ ~~10,34~~ 4,36 ~~DBS5,34~~ ✠Lloyd'sRMC~~6,35~~ 9,35 for temp 20° F Carrying vegetable oil in deep tanks & in tanks between tunnels	Bel ~~Shl~~ Yka DBS4,36 ✠LMC10,34	b†	CL s~~12,33~~ ~~PR~~ ~~12,33~~ 4,36	1930 5mo Lloyd'sA&CP	Workman, Clark(1928) Ld. Belfast	TheBankLineLd. (A.Weir&Co. Mgrs.) CellDB356'1172t tanks in way of tunnels264t	426·7 FK MTs60' 2391t FPT	57·4	25·7	Belfast British 7BHptCem (ColltoShdk 6 ,,2nd,,) 95tAPT152t	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" 1246NHP DB120lb Workman,Clark(1928) Ld.	29 ″ 9 s 3 ″ 7¼ 26 ″ 4¼	
27035 LITX	**Irisen** (exIris-34,exBorghild) 1Dk	700 541 372					1920	Kalundborgs Skibsværft Kalundborg	Dampsk.A/S Iris (H.F.Gran, Mgr.)	183·2 Q62'B60'H82tF21'	29·6	12·1	Oslo Norwegian WB	T.3Cy.12⅝",20⅞"&33⅝"-19$\frac{11}{16}$" 51NHP A/S Smith,Mygind& Hüttemeier,Cpn.		V
27036 OYFC	**Irland** ssRot.No.1-31 OilEng. 1Dk(Stl)	3173 2730 1928	✠100A1 5,35 ~~4,34~~ DBS4,35	Lth Msl ✠LMC7,32	v	CL 4,34	1927 11mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	A/S DetDansk-FranskeDmpsksl. (A.N.Petersen, Mgr.) CellD B277' 824t MT212t	326·2 P25'B155'F27' Trunk in wells FK	50·1	20·8	Copnhagn Danish 5BH APT110t	Oil Engines 4S.C.SA 6Cy.21⅝"-59$\frac{1}{16}$" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 s 2 ″ 7¾ 20 ″ 6¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27037 LDTP	**Irma** Ⓟ Wireless 1*Dk&Spar dk3trB*	1392 1211 789			...		1905	SirRaylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0|32·8|13·3 H14*t* 21·1 BK8″	Bergen Norwegian	T.3Cy.22″,36″&60″-36″ 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
27038 5150 SEZR	— Iron (*ex*Beamish) *Well deck* 1*Dk2trB*	*1244* *964* *728*			...		1883	J.Readhead&Co. S.Shields	ErikBanck	237·5|36·1|15·5 Q91′B50′H41*t*F30′	Hlsngborg Swedish *WB*	O.2Cy.30″&57″-36″ 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
27039 DHMQ	**Irmgard**	867 654 477					1911	Stettiner Oderwerke Stettin	Reed.Mathies A.G.	210·8|30·8|12·8 P14′Q41′B72′F24′	Hamburg German *WB*	T3Cy $18\frac{1}{16}$″$25\frac{1}{5}$″&$41\frac{3}{16}$″-29½″ 93NHP StettinerOderwerke		G
27040 LDRR	**Iron Baron** (*ex*Kilbaha, *ex*EmeraldWings) 1*Dk&deep framing*	3231 2913 1940			...		1911	Russell&Co. Pt.Glasgow	E.B.Aaby	331·3|49·1|21·8 P81*t*H113*t* FK	Oslo Norwegian *WB*	T.3Cy.23″,37″&61″-42″ 287NHP ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3	N †
27041 161922	**Iron Chief** Now "Stagpool," *see No.* 40005 *in Supplement* 1*Dk(Stl)* *Cargo battens not fitted*	4560 4152 2677	✠100A1 1,34 BS12,34	NSW ✠LMC6,30	*x*	CL 12,34	1930 6mo *Lloyd*	W.Doxford&Sons,Ld. Sunderland '*sA&CP*	EssexOakLimited (Meldrum&Swinson,*Mgrs.*) *CellDBa&uE126′f*	370·3|52·9|25·9 P30′B110′F36′ FK 169′1060*t* *FPT*173*t*	London British 6*BHCem* *APT*165*t*	T.3Cy.26″,43″&71″-48″ (*s*) 180lb 479NHP 3SB,*9cf*,GS166,HS7002 FD G.Clark,Ld.Sunderland	28 ″ 3 s 5 ″ 5½ 23 ″ 1½	
27042 151806 VJDK	**Iron Crown** (*ex*Euroa) *ss*NSW.No.3-10,34 ~~*ss*N.S.W.No.2-31~~ 1*Dk(Stl)&Shelter dk(Stl)* *&Web frames* *Longitudinal framing*	3353 3013 1922	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~12,33~~ ~~MS7,31~~	NSW Syd, ✠LMC8,35 ~~BS8,34~~	*v*	CL ~~9,32~~ ~~8,35~~ 3,36	1922 7mo	Govt.Dkyd Williamstown Victoria A&CP	InterstateSteamships,Ld. *CellDBa&uE115f*	331·0|47·9|23·6 FK 145′820*t* *Collision* *FPT*118*t**APT*204*t*	SydnyNSW British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 387NHP 3SB,*9cf*,GS141,HS5316 FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 ~~s 2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4¾ 23 ″ 11	
27043 128793 VJDL	**Iron Knob** (*ex*Euwarra) *ss*N.S.W.No.3-10,34 1*Dk(Stl)&Shelter dk(Stl)&* *Cargo battens not fitted* *Web frames* *Longitudinal framing*	3349 3012 1907	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~10,34~~ MS5,34	NSW ✠LMC BS~~2,35~~2,36	*v*	~~4,35~~	1922 6mo	Poole&Steele PortAdelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB277′882t*	331·0|47·9|23·5 FK *Collisio* *FPT*118*t**APT*204*t*	Melbourne British *Cem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.25″,41″&68″-45″ (*s*) 185lb 516NHP 3 Water Tube Boilers HS8289 FD Poole&Steele,Pt.Adelaide	26 ″ 1 ~~s 2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4¾ 23 ″ 11	
27044 150170 VJDM	**Iron Master** (*ex*Eurimbla) *ss*N.S.W.No 3-7,33 1*Dk(Stl)&Shelter dk* *(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3015 1916	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~3,25~~ MS7,33 *Fitted for oil*	NSW BS2,36 ✠LMC ~~BS2,35~~ *fuel* 6,	*v* 27	~~8,34~~ 9,35 *F.P. a*	1921 10mo *bove* 1	Poole&Steele PortAdelaide A&CP 50° F.	BrokenHill ProprietaryCo.Ld. *CellDB277′882t F*	331·0|47·9|23·5 FK *Collisio* *PT*118*t**APT*204*t*	Melbourne British *ptCem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.25″,41″&68″-45″ (*s*) 185lb 516NHP 3 Water Tube Boilers FD HS8289 Poole&Steele,Pt.Adelaide	26 ″ 1 ~~s 2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4¾ 23 ″ 11	
27045 132450 VJDN	**Iron Monarch** (*ex*Koolonga) *ss*Syd.No.3-8,23 *ss*N.S.W.No.2-32 1*Dk(ptIrn ptStl)* *Cargo battens not fitted*	4260 3926 2632 —	✠100A1 1,35 MS9,31	Syd ✠LMC BS~~4,34~~ 1,35	*x*	CL 10,34	1914 2mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	InterstateSteamships,Ld. *Cell DBa117′ uE&*	364·0|50·7|26·1 P29′B106′F33′ FK *B40′ f*159′899*t**FPT*	SydnyNSW British 6*BHCem* 99*t**APT*151*t*	T.3Cy.25″,42″&68″-45″ (*s*) 180lb *90lb* 344NHP 2SB,*6cf*,GS124,HS5400 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 ~~s 5 ″ 4½~~ ~~23 ″ 6~~ s5 ″ 2¾ 23 ″ 6	
27046 151808 VJDP	**Iron Prince** (*ex*Elouera) *ss*Syd.No.3-10,35 ~~*ss*N.S.W.No.2-32~~ 1*Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Longitudinal framing* *Cargo battens not fitted*	3352 3013 1916	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~9,34~~ MS~~2,31~~ 1,35	NSW Syd ✠LMC BS~~5,34~~ 3,35	*v*	CL ~~11,32~~ 10,35	1923 7mo	CommonwealthGovt. S.B.&Dkyd. Williamst'wn Victoria A&CP	BrokenHillProprietaryCo.Ld. *CellDB277′882t*	331·0|47·9|23·6 FK *Collision* *FPT*118*t**APT*204*t*	Melbourne British *Cem* *BHtoShdk* 4 „ „ *U* „	T.3Cy.25″,41″&68″-45″ (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 ~~s 2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4¾ 23 ″ 11	
27047 137229 VJDQ	**Iron Warrior** (*ex*Eugowra) *ss*N.S.W.No.3-3,36 ~~*ss*N.S.W.No.2-31~~ 1*Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Longitudinal framing* *Cargo battens not fitted*	3345 3009 1909	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ MS~~8,31~~ 11,35	NSW ✠LMC BS~~1,34~~ 3,36 ~~4,35~~	*v*	~~5,33~~ 7,35	1923 3mo	Poole&Steel,Ld. Pt.Adelaide A&CP	BrokenHillProprietaryCo.Ld. *CellDB277′882t*	331·0|47·9|23·5 FK *Collisio* *FPT*118*t**APT*204*t*	Melbourne British *Cem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.25″,41″&68″-45″ (*s*) 185lb 516NHP 3 Water Tube Boilers GS253,HS8289 FD Poole&Steel,Ld.Port Adelaide	26 ″ 1 s 2 ″ 7½ 23 ″ 10	
27048 124667 GSFB	**Iroquois** TwinSc *ss*Bel.2ndNo.3-10,34 *Mchy.Aft* 2*Dks(Stl)3trB&* Sub.Sig. *Web frames* D.F.	8937 8086 5286	✠100A1 ~~10,35~~2,35 4,36 BS10,35 *Carrying Pet* *Fitted for oil*	Sou Bel ✠LMC10,34 *roleum* *fuel* 2,	*d*† *in* 16	s10,34 CL P3,36 *bulk* *F.P a*	1907 10mo *Lloyd* *bove* 1	Harland&Wolff,Ld. Belfast '*sA&CP* 50° F.	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *WB=Ce*	476·3|60·3|33·5 P131′B30′F43′ FK *llDBuE&B*98′523*t*	Belfast British 17*BHCem* *DTf*39′962*t*	Q.8Cy.21″,30″,43½″&62″-42″ 215lb (*s*) 748NHP 4SB,*16cf*,GS302,HS10760FD Harland&Wolff,Ld.Bel. *FPT*194*t**AP Tanks* 340*t*	35 ″ 5 s7 ″ 0 28 ″ 8½	
27049 226332 KGFD	— Ⓟ TwinSc D.F. E.S.D. 2*Dks 3rd dk in holds* *Ref.Mchy* *Fitted for oil fuel*	6210 4616 3405			...		1927	NwprtNws S.B.&DD Co. NewprtNews	NewYork&Miami S.S.Corp(Clyde-MalloryLines, *Mgrs.*)	394·7|62·2|19·4 B&F385′ FK	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts 2246NHP NewportNewsSB&DD.Co.	30 ″ 6	R †
27050 100730 KJNK	— *(Ferry)* 2*Dks&Awng dk*	1767 — 1202					1901	CraigS.B.Co. Toledo,O.	PugetSound Nav.Co.(A.M.Peabody,*Mgr.*)	213·8|46·0|15·2	Seattle,Wash. Utd.States	T.3Cy.21″,34″&58″-30″ 184NHP CraigS.B.Co.		
27051 160208 GJKR	**Irrawaddy** D.F. 2*Dks*	4285 3861 2561					1928	Lithgows,Ld. PortGlasgow	British&Burmese S.N.Co.Ld.(P.Henderson&Co. *Mgrs.*)	370·0|51·0|25·4 P40′B114′F32′	Glasgow British *WB*	T.3Cy.24½″,40″&68″-45″ 310NHP D.Rowan&Co.Ld.Gls.		C
27052 133354 VTCP	**Irrawadi** Ⓟ *ss*Bom.No.3-10,26 *ss*Bom.No.2-34 1*Dk(Teak)&2nd dk in No.1 hold*	1243 1138 634	✠100A1 11,35 ~~12,34~~ BS11,35	Bom ✠LMC12,34	*n*	CL 11,34	1913 11mo *Lloyd*	AilsaS.B.Co.Ld. Troon '*sA&CP*	BombayS.Nav.Co.Ld.	225·0|34·1|18·8 BK8¼″ *WB=FPT*24*t*	Bombay British 4*BHCem* *APT*30*t*	T.3Cy.18½″,31″&52″-36″ (*s*) 200lb 193NHP 2SB,*6cf*,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s3 ″ 1½ 17 ″ 10	
27053 UOYR	**Irtish** (*ex*Sassenheim-34) 1*Dk*	2158 1718 1226					1916	A.F.Smulders Schiedam	U.S.S.R.	266·3|42·1|18·1 P27′B78′F24′	Leningrad Russian *WB*	T.3Cy.20″,32″&52″-39″ 169NHP A.F.Smulders,Schiedam		V
27054 219066	**Irvington** *Fitted for oil fuel* 2*Dks&Web frames*	5584 5045 3447			...		1919	Newburgh Shipyds,Inc. Newburgh,N.Y.	UnitedStates ShippingBoard Bureau	400·5|54·2|31·0 P36′B124′F44′ FK	NewYork Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 676NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	32 ″ 10	
27055 122954 MCLW	**Irwell** *ss*Gms.No.1-36 *ss*Goo.2ndNo.3-4,31 1*Dk(Irn-ptws)* *&deep framing*	1040 887 441	✠100A1 ~~4,35~~ ~~10,33~~ 1,36 ~~MS4,31~~	Goo Gms ✠LMC 1,36 ~~BS4,34~~ ~~BS1,30 1,35~~	*p*	OG 9,33	1906 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP* *W*	London,Midland&ScottishRailway *B=Cell DBa48′u*	255·0|36·1|16·4 P38′B90′F32′ FK *E31′f*110′175*t**FPT*	Goole British 4*BHCem* 12*t**APT*17*t*	T.3Cy.23″,38″&62″-42″ (*r*) 180lb 343NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres et dans le L.R. Cert. B.of Trade
27056 160271 MPNF	**Irwin** Ⓟ TwinSc *Fitted for oil fuel* *1Dk&Promenade dk*	970 801 377			...		1929	D&WHendersn&Co.Ld. Glasgow	SouthIndianRly. Co.Ld.	250·0	38·1	11·4 FK	Glasgow British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
27057 [illegible] SEZU	**Isa** (*ex*Odnes) Now "Kongsgaard," *see No. 38787 in Supplement* *1Dk*	*1548* [illegible] *900*					1920	Fredrkstad Mek.Værks Fredrikstad	TrelleborgsÅngf. NyaA/B(Jarl Malmros,*Mgr.*)	242·3 P27'B67'F29'	39·2	17·4	Trelleborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
27058 100707	**Isaac L. Elwood** GyC. *Mchy.Aft* *1Dk2trB*	5143 — 4018					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luth Min Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"–40" NB24 228NHP AmericanSB.Co.Cleveland		
27059 214669 WBCJ	**Isaac T. Mann** (*ex*Tidewater) ssNNs.No.3-5,35 ~~ssN.Yk.No.3-4,29~~ D.F. ~~ssBos.No.1-33~~ Sub.Sig. *1Dk(Stl)&Web frames* *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~10,35~~~~1,34~~5,36 ~~BS5,34~~ BS5,36	NNs Bos ✠LMC~~4,35~~ 5,35	*y*	CL ~~N10,32~~ 5,35	1917 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S. Co. *CellDB320'1832t*	P27'B72'F31' *FPT220tAPT201t*	55·2	30·5 FK	Wilmgton (Del.) Utd.States *7BHCem*	T.3Cy.24⅞",41¾"&70"–46" 195lb (r) 462NHP 3SB,9cf,GS154,HS6624 NewYorkSBCorp.Camden	34 ″ 5 ~~s7 ″ 10~~ ~~27 ″ 0~~ s7 ″ 8½ 26 ″ 11½	
27060 142658 GCVN	**Isabel Moller** (*ex*LoongHwa, *ex*Warenta,*ex*WarMango) *1Dk(Stl)* *CruiserStern*	2834 2262 1664	✠ 8,20	Bom ✠	*t*		1918 9mo	W.Gray& Co.Ld. WHartlepool	~~N.E.A.Moller~~ ~~(Moller&Co.~~ ~~Mgrs.)~~ MollerLine, Ld *CellD*	303·0 P33'B81'F32' *B260'647t FPT70t*	43·1	20·7 FK	Shanghai British *6BHptCem* *APT60t*	T.3Cy.22",36"&59"–39" 266NHP 2SB,6cf,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0	
27061 208911 KJNL	**Isabela** ssMob.2ndNo.3–9,35 ~~ssN.Yk.No.3-5,29~~ ss~~N.Os.No.2-31~~ *2Dks(Stl)*	3110 2890 1920	✠100A1 9,35~~10,34~~ ~~MS1,31~~	NOs Mob ✠LMC9,35 ~~BS1,36~~	*u*	CL ~~10,32~~ N9,35	1911 8mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *WB=CellDBa95'* *uE&B41'f147'845t*	335·0 *FPT85tAPT43t*	46·8	22·7 FK	NewYork Utd.States *Cem* *4BH to Udk* 1 ″ ″*2nd* ″	T.3Cy.21½",36"&63"–42" (s) 190lb 309NHP 3SB,9cf,GS184,HS5040 NewportNewsSB.&DD.Co	25 ″ 1 s5 ″ 2¾ 20 ″ 1	
27062 1830 IOVW	**Isabella** (*ex*Scheveningen) *1Dk* *Mchy.Aft*	344 257 166					1917	N.V.v.d. Kuy&v.d. Ree'sSchpsw Rotterdam	Ferrando& Massone	141·4 Q56'B9'F15'	23·1	11·0	Genoa Italian *WB*	T.3Cy.9½",15¾"&26¾"–20" 32NHP N.V.v.d.Kuy&v.d.Ree's Mch.Rot.		I
27063 FOKU	**Isac** ssNts.No.2–35 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2385 1775 1263	✠100A1 7,35~~5,29~~ ✠NB7,26	Brt Nts LMC~~1,26~~ 7,35	*s*	~~4,28~~ 7,35	1926 7mo *Lloyd*	Ch.&Atel. deSt.Nazaire St.Nazaire '*sA&CP*	Cie.Nantaise de Nav.àVap. *CellDBa&uE84'* *f99'392t tanks*	269·5 Q&B162'F25' *at sides of tunnel64'*	41·9	19·6 FK	Nantes French *4BHCem* *360tFPT72t*	T.3Cy.18⅜",29 13/16"&49 3/16"–37⅛" 185lb (s) 198NHP 2SB,6cf,GS117,HS3498 Etab.de laMarine,Indret	21 ″ 10 s 2 ″ 2 19 ″ 9	
27064 162091 MPZC	**Isadora** (*ex*S.N.A.2,*ex*Espelette) ssShl.No.3–8,26 ssBel No.2-35 ~~ssRou.No.1-29~~ *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1212 856 673	✠100A1 10,35~~7,34~~ MS~~10,30~~ 6,35	Bel ✠LMC BS2,35	*n*	CL ~~7,34~~ 10,35	1915 1mo *Lloyd*	G.Brown& ~~Co.~~ Greenock '*sA&CP*	S.&R.Steamships Ld. (Stone& Rolfe,Ld.*Mgrs.*) *CellDBa60'uE15'* *f103'294t* ~~*MT15/281t*~~	235·0 Q166'F28' *DTa12' 167t FPT*	33·2	13·6 FK	Belfast British ~~*8BHCem*~~ ~~*7BH*~~ *6BH* *39tAPT32t*	T.3Cy.~~18⅝"~~,27½"&45"–33" 180lb 16¾" (s)152NHP 2SB,4cf,GS82,HS2716 Ross&Duncan,Glasgow	15 ″ 9 s4 ″ 10 15 ″ 0¼	
27065 DOGB	**Isar** Ⓟ 4Mst D.F. *2Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern* E.S.D.	9026 8138 5637	✠Lloyd'sRMC~~12,34~~ 8,36 10,35~~5,35~~				1929	Deutsche Schiff-u- Maschb A.G.Vulcan Hamburg	Norddeutscher Lloyd	521·0 P26'B&F469' *Upper*F25'	63·5	31·0	Bremen German *WB*	T3Cy34¼"52¾"&86⅝"–57 1/16"& LP Turbine with DR gearing& hydraulic coupling 1000NHP VulcanWerke,Ham		G
27066 119 IBLQ	**Isarco** ssGen.No.2–32 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5915 5062 3768	✠100A1 *Shelter dk* *with freeboard* 2,36~~11,34~~ MS9,32	Gen BS2,36 ✠LMC ~~BS2,34~~~~3,35~~	*y*	CL ~~N3,34~~ 1,36	1924 3mo *Lloyd*	Stablimnto Tecnico Trieste '*sA&CP*	Nav.Libera TriestinaS.A. *CellDB338'* 1309*tDTa*33'852*t*	405·6 390·0 Bon*Shelter dk*125' F36' *FPT102tAPT201t*	54·0	29·3 FK	Trieste Italian *Cem* *6BHtoSh dk* 1 ″ ″ *U* ″	T.3Cy.27",42"&68"–48" (s) 180lb 465NHP 3SB,9cf,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s6 ″ 8½ 25 ″ 6	
27067 XCBO	**Isauro Alfaro Alijadores No. 1** (*ex*DosEquis-33, *Fitted for oil fuel* *ex*PerSkogland, *1Dk* *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) Wireless *Mchy.Aft*	828 — 582				*Rebuilt*1	1918 921 *by*	NofIreland S.B.Co.Ld. Londonderry Ateliers deRé	GremioUnido de Alijadores,S.C.de R.L. parations Industri	180·0 F28' elles&Navales Nep	31·2	13·0	VeraCruz Mexican *WB* tune Soc.An	T.3Cy.13",23"&37"–26" 70NHP Cooper&Greig,Dundee on.Antwerp		
27068 LEEK	**Isbjorn** *1Dk*	579 470 295			...		1907	Fevigs Jernskibsbyg Fevig	A/S Isbjörn (P.Smedvig)	169·5 B48'F22'	27·1	14·0 FK	Stavanger Norwegian *WB*	T.3Cy.12",20"&32"–24" 70NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 11	N †
27069 27910 JOXA	**Ise Maru** (*ex*Naderi,*ex*Aviemoor) *Turret deck* *1Dk2trB*	3800 3166 2907					1902	W.Doxford &Sons,Ld. Sunderland	NaigaiKisenK.K.	342·0	46·6	24·7	Amagasaki Japanese *WB*	T.3Cy.26",42"&68"–42" 300NHP W.Doxford&Sons,Ld.Sld.		C
27070 25709 JUQH	— WoodAuxBkn *1Dk*	474 — 277					1919	....	KawasakiShoji GoshiKaisha	135·1	33·1	16·1	Toba Japanese	C.2Cy.15⅜"&29¼"–18" 28NHP OnoSeikichi,Osaka		
27071	**Isefjord** Ⓟ Twin (*CarFerry*) *OilEng.* Wireless *1Dk*	610					1935	A/S Aalbrg Msk.ogSkibs. Aalborg	A/S Grenaa- Hundested Færgefart(J.P. Pedersen,*Mgr.*)	187·0	35·3	13·8	Grenaa Danish *WB*	Oil Engines 2S.C.SA 12Cy.15⅜"–16¼" 499NHP A/S"Völund"Cpn.		
27072 363 IBMQ	**Iseo** (*ex*Brenta,*ex*WarShell) ssGen.No.3–9,31 *Well deck* *1Dk(Stl)* *& Platform dk in holds*	2366 1766 1349	✠100A1 3,35 ~~BS6,31~~ 11,35 *Fitted for oil fuel*	Tri ✠LMC~~6,31~~ MS8,35 *fuel* 5,33	*s*	CL 3,35 *F.P. a*	1918 7mo *Lloyd* *bove* 1	W.Gray& Co.Ld. WHartlepool '*sA&CP* 50° F.	LloydTriestino *CellD*	285·0 P28'Q69'B66'F32' *B228'575tFPT107t*	42·0	19·1 FK	Trieste Italian *7BHptCem* *APT228t*	T.3Cy.22",36"&59"–39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
27073 DHMR	**Iserlohn** D.F. Sub.Sig. *1Dk*	3704 3317 2145					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7 P&B220'F42'	47·7	26·2	Hamburg German *WB*	T 3Cy.23⅝",39 5/16"&65¾"–45 5/16" 290NHP Frd.KruppA.G.Kiel		G
27074 31355 JEKB	**Ishin Maru** (*ex*BaronNapier) *2Dks*	4955 4595 3137					1909	Napier& Miller,Ld. Glasgow	OgumaShoten GomeiKaisha (YoshidaJimusho, *Mgr.*)	400·3 P40'B117'F45'	52·3	27·4	Takasago Japanese *WB*	T.3Cy.27",43"&72"–48" 359NHP Dunsmuir&JacksonLd.Gls		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade
27075 20601 JLJE	**Ishiyama Maru No. 2** Wood (*ex*ShunryuMaru) 1*Dk*	338 280 181					1917	Shikabaya-shiMagojiro Osaka	TabuchiIwataro	125·9	23·8	13·7	Sano Japanese	T.3Cy.8",12½"&21¾"-16" 19NHP ImadaYoshigoro,Osaka		
27076 203364 KFLL	**Ishpeming** D.F. *Mchy.Aft* 1*Dk*	7015 — 5592					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GtLakesEng.Wks,Detroit		R
27077 KZDT	**Isidoro Pons** Ⓟ (*ex*Tarlac, *ex*IsidoroPons) Wireless 1*Dk*2*trB*	1027 — 553					1895	Cia.Tras-atlantica Cadiz	Cia.Gen.deTaba-cos deFilipinas	224·0 P35'H44'F34' *WB*	31·9	18·5	Manila Utd.States	T.3Cy.16",27"&43"-33" NB11 105NHP SocArsenalCivil,Barcelna		V
27078 163205 GWRG	**Isipingo** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*(*StlWeather dk*-ws) 3*rdDk*(*Stl*)*inNos.*1,2,3&4*holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* 3,36 ~~3,35~~ ✠LMC2,34 ✠Lloyd'sRMC~~2,35~~ ~~8,35~~ 2,36 for temp. 33° F. ✠LMC(M)9,35 *Carrying Vegetable or fuel oil F.P. above 150° F. in deep tanks*	Cal	*a*†	CL ~~3,35~~ 3,36	1934 2mo	Workman Clark(1928) Ld. Belfast *Lloyd's A&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*)	403·5 F44' FK *CellDB*345'1155*t* *MTs*27'1089*t FPT* 65*t APT*161*t*	57·2	32·4	Belfast British 7*BH*	Oil Engines 2S.C.SA 12Cy.23⅝"-40 15/16" 1165NHP DB*100lb* WorkmanClark(1928)Ld.	37 ″ 0 s12 ″ 2¼ 25 ″ 3	
27079 DICL	**Isis** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	4454 3883 2618					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2 P&B197'F43' *WB*	51·8	25·9	Hamburg German	Oil Engines 4S.C.SA 12Cy.24 13/16"-37¾" 717NHP AllgemeineElectricitäts Ges.Berlin		G
27080	**Iskra** Sub.Sig. 1*Dk*	2513 1980 1387			...		1928	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·3 P20'B72'F32' FK	43·1	20·6	Leningrad Russian *WB*	T3Cy17 11/16"29⅛"&48 7/16"-35 7/16" 193NHP BalticS.B.&EngWrks.Len	22 ″ 8	
27081 EAPE	**Isla de Gran Canaria** Ⓟ (*ex*MarAdriatico) *ss*Val.No.3-11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk inNos.*1&2 *holds* *Ref.Mchy.* *Longitudinal framing in double bottom*	5121 4201 3113	✠100A1 *Shelter dk* *withfreeboard* ~~11,34~~ 10,35 BS9,35 ~~BS7,34~~ ✠LMC6,33 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Bcl	*x*	CL 11,33	1921 11mo	Soc.Española deConst. Naval Bilbao *Lloyd's A&CP*	Cia.Trasmediter-ranea	357·6 P28'B123'F32'*on Shelter dk* FK *CellDB* 314'749*t FPT*	48·1	31·5	Valencia Spanish *Cem* 6*BHtoSh dk* 63*tAPT*40*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 500NHP 4SB,*12cf*,GS247,HS9064 J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s8 ″ 10¾ 25 ″ 3¾	
27082 EAOU	**Isla de Menorca** Ⓟ Iron&Steel (*ex*Theseus) Wireless 2*Dks*	1003 881 773					1883	Forges&C. delaMédit. LaSeyne	Cia.Trasmediter-ranea	230·0	29·9	16·8	Barcelona Spanish	C.2Cy.27"&50"-30" B*blt*88*fitted*98 114NHP Forges&C.delaMédit.Msl.		V
27083 EAPF	**Isla de Tenerife** Ⓟ (*ex*MarNegro) *ss*Val.No.3-6,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 2*nd dk inNos.*1&2*holds* *Longitudinal framing in double bottom*	5115 4201 3109	✠100A1 *Shelter dk* *withfreeboard* BS11,35 11,35 ~~11,34~~ ✠LMC MS4,35 ~~BS10,34~~ *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Bcl	*x*	CL ~~11,32~~ 11,35	1921 3mo	Soc.Española deConst. Naval Bilbao *Lloyd's A&CP*	Cia.Trasmediter-ranea	357·6 P29'B75'F32'*on Shelter dk* FK *Cell DB* 314' 749*t FPT*	48·1	31·5	Valencia Spanish *Cem* 6*BHtoSh dk* 63*tAPT*40*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 601NHP 3Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s8 ″ 10¾ 25 ″ 3¾	
27084 163541 VWJC	**Islami** Ⓟ D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	5879 4755 3617	✠100A1 *withfreeboard* ~~5,35~~ ~~12,34~~ ✠LMC11,34 9,35	Bom	*a*†	CL 5,35	1934 11mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Bombay&Persia Stm.Nav.Co.Ld.	408·9 F51' FK *IntermediateBH dispensed with* *CellDB*346'1384*t FPT*152*tAPT*92*t*	56·2	26·6	Bombay British *ptCem* *Coll BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.24½",41"&70"-48" (*s*) 220lb *110lb* 517NHP 3SB,*9cf*,GS163,HS7425 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 3 ″ 5½ 25 ″ 9½	
27085 OYZB	**Island** Ⓟ D.F. GyC. *Ref.Mchy.* 2*Dks*&*Awng dk*	1774 1039 1061					1915	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2	38·0	23·5	Copnhagn Danish *WB*	T.3Cy.22",36"&60"-42" 233NHP HelsingörsJernsk.&Mskb.		V
27086 160634	**Island King** (*ex*Columba, *ex*Granit) ~~ssNwc.No.3-2,29~~ *ss*Vcr.No.3-1,36 ~~ssVcr.No.1-36~~ *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	591 460 291	100A1 1,36 ~~2,31~~ ✠NE4,30 ✠LMC~~4,30~~ 1,36 DBS~~2,31~~ 1,36 ~~✠LMC(M)12,31~~	Vcr		OG ~~12,29~~ 1,36	1920	Trosvik Mek.Verks Brevik *Lloyd's A&CP*	BritishColumbia CementCo.Ld.	165·1 P61'F25' FK *CellBD*101'135*tFPT*	28·2	12·4	Vict'ria BC British 3*BHCem* 54*tAPT*37*t*	Oil Engines 4S.C.SA 6Cy.13½"-20½" 106NHP 2DB*100lb* NDB(P)30 UnionDieselEngineCo. Oakland,Cal.	14 ″ 6 ~~s1 ″ 8~~ ~~13 ″ 3~~ s1 ″ 2 13 ″ 6	
27087 163464 MBVC	**Island Queen** *Well deck* 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	779 573 430	✠100A1 8,35 ~~1,35~~ ✠LMC5,34	Lon	*k*	OG 8,35	1934 5mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	London&Channel IslandsS.S.Co.Ld. (Cheeswright& Ford,*Mgrs.*)	195·0 B14'Q110'F25' BK7" *CellDB*124'196*tFPT*57*tAPT*34*t*	30·7	12·4	London British 3*BHCem*	T.3Cy.14",24"&40"-27" (*s*) 200lb 112NHP 1SB,*3cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 ″ 6 s4 ″ 2¾ 14 ″ 6½	
27088 161325 GPYJ	**Islander** TwinSc *ss*Sng.No.1-33 1*Dk*(*Stl*-teaks)& *Shadedk*(*Stl*-teaks)	1619 1133 744	✠100A1 ~~9,35~~ 10,35 BS~~10,34~~ 9,35 ✠LMC12,33 *Fitted for oil fuel* 11,29 *F.P. above* 150° F.	Sng		CL 10,34	1929 11mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's A&CP*	ChristmasIsland PhosphateCo.Ld.	240·0 FK *CellDB*169'401*t FPT*	41·9	14·9	London British 6*BHptCem* 67*tAPT*80*t*	T.6Cy.13",21½"&36"-27" (*s*) 190lb 211NHP 2 Water Tube Boilers FD HS4068 Plenty&Son,Ld.Newbury	17 ″ 3 s1 ″ 10¾ 15 ″ 6	
27089 KZBX	**Islas Filipinas** (*ex*Bunuan, *ex*Bawean) *Well deck* Wireless 1*Dk*2*trB*	1068 — 649			...		1886	J.Laing Sunderland	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*)	210·0 P140'F32' FK	30·5	13·8	Manila Utd.States	T.3Cy.19",31"&51"-33" 149NHP G.Clark,Sunderland	14 ″ 7	
27090 92521 WBDH	**Isle Royale** Ⓟ (*ex*Manitou-33) *Mchy.Aft* 1*DkPromenade dk*&*Hurricane dk*	2945 1906 2392					1893	Chicago S.B Co. Chicago,Ill.	IsleRoyaleTrans-portationCo.Inc.	274·7 *WB*	42·2	20·8	Chicago Utd.States	T.3Cy.23",38"&62"-36" 231NHP ClevelandS.B.Co.Clvlnd.		
27091 99825	**Isle of Arran** Ⓟ PadSk	313 254 126					1892	T.B.Seath &Co. Rutherglen	GeneralSteam Nav.Co.Ld.	210·0 H13*t*	24·1	7·4	Glasgow British	1Cy.52"-60" NB11 161NHP W.King&Co.Glasgow		BT till 10,35
27092 161686 GQYJ	**Isle of Guernsey** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	2143 1124 862					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148' *WB*	42·1	14·2	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~12,35~~ 12,36
27093 161678 GRBQ	**Isle of Jersey** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	2143 1124 864					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148' *WB*	42·1	14·2	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~11,35~~ 11,36
27094 161741 GTSR	**Isle of Sark** Ⓟ TwinSc E.S.D. *Fittedfor oil fuel* D.F. *CruiserStern* 2*Dks*	2211 1127 876					1932	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·7 B147' *WB*	42·1	13·9	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 2,36

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres en soie, si on n'est dans le L. R. Durée Cert. B of Trade.
27095 148630 GLMT	**Isle of Thanet** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2 *Dks, 3rd dk in holds*	2701 1533 1105					1925	W.Denny& Bros.Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~5,35~~ 5,36
27096 EAOS	**Isleño** Ⓟ (*ex*PrincessAlice) Iron	606 — 281					1866	Tod& McGregor Glasgow	IsleñaMaritima, S.A.	194·0 Q31*t*F20*t*	28·0	15·1	Palma Spanish	C.2Cy.22″&42″–42″ NE83 NB98 95NHP Barclay,Curle&Co.Gls.		
27097 149480 GSTC	**Isleworth** *ss*Bly.No.1–32 D.F. 2*Dks*(*Stl*)	4919 4615 3054	✠100A1 1,35 MS4,32	Hul ✠LMC BS1,35	*z*	CL 8,33	1928 10mo *Lloyd*'*sA&CP*	CowpenD. D.&S.B.CoLd Blyth	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*)	400·2 P35′B262′F47′ FK *CellDB*340′1148*tFPT*	54·2	26·5	Newcastle British 6*BHptCem* 132*tAPT*25*t*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 507NHP 3SB,9*cf*,GS178,HS7413 FD Blair&Co.(1926)Ld.Stk.	29 ″ 0 s4 ″ 0 25 ″ 2¼	
27098 MJXQ	**Islington** (*ex*Sherburn) Now "Mary II," see No. 39077 in Supplement *ss*Bel.No.[illegible] 1*Dk*(*Stl*) *Cargo battens not fitted*	1517 1322 833	✠100A1 2,35 BS2,35	Bel ✠LMC5,33	*p*	CL 2,35	1920 3mo *Lloyd*'*sA&CP*	OuseS.B. Co.Ld. Hook, nr.Goole	SirSamuelKelly, C.B.E.	240·2 B52′F23′ FK *CellDB*182′303*tFPT*	36·1	19·1	Belfast British 4*BHCem* 79*tAPT*54*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS99,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10 18 ″ 7	
27099	**Isly** (*ex*Bauermeister,*ex*Majfrid, *ex*Ruth) Now "Carmen," see No. 37549 in Supplement 1*Dk*[illegible]	350 276 215					1889	MotalaCo. Gothenburg	NavieraCatalaña (P.Freixas,*Mgr.*)	132·5 Q46′B35′H12*t*	23·3	9·2	Nicaraguan *WB*	T.3Cy.11¼″,18¾″&29¼″–19¼″ 38NHP MotalaCo.Motala		V
27100 SVCS	**Ismini** (*ex*Skra,*ex*DimitriosPateras, *ex*Lyell) *ss*Pir.3rdNo.3–7,27 *ss*Pir.No.1–32 1*Dk*(*Stl*)&*Web* *frames*&*ptAwng dk*(*Irn*) *Cargo battens not fitted*	2399 1845 1534	✠100A1 *pt Awng dk* *withfreeboard* 9,32 ~~BS4,34~~ 10,35	Pir ✠LMC9,32	*s*	CL ~~3,34~~ 10,35	1890 6mo	Bartram, Haswell&Co. Sunderland A&CP	~~S.Grohmann(M.~~ ~~Steriotis,*Mgr.*)~~ M.Steriotis *DB*88′	300·0 P30′Q80′ *ptAwng dk*189′ FK *f*120′430*tAPT*32*t*	39·0	20·3	Piræus Greek 6*BHptAsp* *ptCem*	T.3Cy.22″,36½″&60″–42″ (*s*) 160lb NDB03 243NHP 2SB,6*rf*,GS100,HS3800 J.Dickinson,Sunderland	21 ″ 7 s8 ″ 1½ 20 ″ 9	
27101 99	— Iron3Mst (*ex*S.Raissis, *ss*Nwc.2ndNo.3–7,03 *ex*SeaNymph) 1*Dk* *Mchy.Aft*	314 170 129	✠ 10,08	Nwc ✠	*c*		1878 10mo	A.Leslie& Co. Newcastle	E.&A.Fouskas	120·3 Q56′F13′ BK6½″	20·7	9·7	Piræus Greek 4*BHCem* *WB*=*FPT*	C.2Cy.18″&32″–24″ NB86 43NHP 1SB,2*pf*,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld	10 ″ 6	
27102 217805 KEVS	**Isobel** (*ex*IsobelWeems, *ex*Chappell) *ss*Bal.No.3–5,28 *ss*Bal.No.1–32 1*Dk*(*Stl*)	2323 — 1394	100A1 1,36 ~~2,35~~ BS1,36 MS1,32	NYk LMC ~~[illegible]~~	*r*	CL 1,35	1919 *Lloyd*'*sA&CP*	M'Dougall DuluthCo. Duluth,Minn	A.H.BullS.S.Co., Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	251·0 P25′B64′F23′ FK *CellDB*208′535*t FPT*60*t*	43·5	24·2	Baltimore Utd.States 4*BHCem* *APT*85*t*	T 3Cy.20″,33″&54″–40″ (*s*) 185lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougallDuluthCo.	24 ″ 2	
27103 98 IBRQ	**Isonzo** (*ex*IsonzoII.,*ex*Isonzo) *ss*Mfl.No.3–4,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~ 4,36 ~~BS10,34~~ ✠Lloyd'sRMC~~4,35~~ 4,36 ~~10,35~~	Tri BS9,35 ✠LMC10,33	*y*	CL ~~N4,34~~ 10,35	1921 5mo	Cant.San RoccoS.A. Trieste A&CP	Navigazione LiberaTriestina, S.A. *CellDB*337′1300*t*	404·1 FK *FPT*114*tAPT*244*t*	53·9	29·0	Trieste Italian *Cem* 2*BHtoShdk* 4 ″ ″ *U* ″	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5¼ 24 ″ 9	
27104 EERR	**Isora** (*ex*Axpe) *ss*LaP.No.3–2,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	316 198 117	✠100A1 2,33 MS2,33	LaP ✠LMC BS12,34	*d*	CL 2,33	1920 9mo *Lloyd*'*sA&CP*	Mutiozabal &Fernandez Bilbao	~~A.R.Lopez~~A.RodriguezLopez	120·0 Q46′B9′F21′ FK	22·0	8·8	Teneriffe Spanish 3*BHCem* *FPT*19*t*	T.3Cy.10″,16″&26″–18″ (*s*) 180lb 43NHP 1SB,2*pf*,GS32,HS830 Soc.EspañoladeConstNav	9 ″ 9 s ″ 6¼ 9 ″ 5	
27105	**Ispolkom** (*ex*NijniNovgorod) 1*Dk*(*Stl*)&*Spar dk*(*Irn*–ws) &*deep framing*	3230 2915 2282	✠ 2,91	Nwc			1891 2mo	Armstrong Mitchell& Co.Ld. Newcastle	U.S.S.R.	324·5 B86′F37′ FK *CellDB*270′586*t*	40·6	27·5	Leningrad Russian 5*BHAsp* *APT*20*t*	T.3Cy.25″,41″&67″–42″ NB00 NDB93 303NHP N.E.MarineEngCoLd.Nwc		
27106 29897 JRQB	**Issei Maru** 1*Dk*	1859 1552 1058					1929	Uraga DockK.K. Kobe	FusoKaiunK.K. (YamashitaKisen K.K.,*Mgrs.*)	271·0	40·0	20·7	Kobe Japanese	T.3Cy.18″,29½″&50″–39″ UragaDck.K.K.,Uraga		C
27107 107	**Isshin Maru** *Mchy.Aft* 1*Dk*&2*nd dk inNo.2 hold*	1441 1229 841			…		1914	OsakaIron Works Osaka	DairenKisenK.K.	245·7 P54′B15′F30′ FK	36·9	15·9	Dairen Japanese *WB*	T.3Cy.16″,27″&45″–30″ 147NHP OsakaIronWorks,Osaka	18 ″ 3	
27108 14360	**Issin Maru**	493 458 338					1911	Harada Shoko Osaka	Amagasaki Kisenbu GomeiKaisha	167·6	22·1	17·0	Nishinomiya Japanese	C.2Cy.15″&30⅝–20″ 35NHP AmagasakiIsaburo,Osaka		
27109 TCBS	**Istikbal** (*ex*Elpidophoros, *ex*Strathallan) *ss*Pir.2ndNo.3–5,17 *ss*Syra.No.2–25 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*)*deep framing*	2404 — 1518	✠ 6,30	Ist ✠	*s*		1890 7mo	Russell& Co. Greenock	SohtorikZade HusseyinAvni	293·8 P24′Q86′B118′ F31′ FK *CellDB*242′	40·2	18·3	Istanbul Turkish 5*BHCem* 505*tAPT*54*t*	T3Cy22½″35½″&58½″–39″ NDB12 274NHP 2SB,6*pf*,GS90,HS5472 J.Howden&Co.Glasgow	20 ″ 9	I †
27110	**Istmo** (*ex*Sirona–33) *ss*Got.No.3–4,26 *Mchy.Aft* *ss*Got.No.2–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	437 332 224	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~10,35 ~~BS10,34~~ *Fitted for oil fuel* 9,33 *F.P. above* 150° F.	Crs BS10,35 ✠LMC9,33	*h*	OG N9,33	1915 7mo *Lloyd*'*sA&CP*	Aktieb. LödöseVarf Lödöse	ElliotShipping& LandCo.,Inc. (HansElliot, *Mgr.*)	152·9 P36′H36*t*F26′ FK *CellDBuE*13′*f*103′148*tFPT*	28·0	9·7	Panama Pnamanian 3*BHCem* 19*tAPT*7*t*	C.2Cy.14$\frac{3}{16}$″&32½″–21⅝″ (*s*) 135lb 50NHP 1SB,2*cf*,GS29,HS880 Aktb.LödöseVarf,Lödöse	18 ″ 9 s6 ″ 11½ 12 ″ 0	
27111 YTBN	**Istok** (*ex*MongolianPrince, *ex*Verdala) *ss*Liv.No.3–5,25 *ss*Rot.No.2–34 2*Dks*(*Stl*)	*5904* *5494* *3713*	✠100A1 7,35 ~~6,34~~ BS7,35	Rot Gen ✠LMC1,34	*a*†	CL 6,34	1913 4mo *Lloyd*'*sA&CP*	Russell& Co. PortGlasgow	Jugoslavenski Lloyd a.d. 1 *Intermediate BH* & { 4*BH to Upr dk* 2′*tweendk BHds dispensed with* { 2*BH to 2nd dk only*	423·5 P44′B123′F43′ FK *CellDBa*132′*uE*24′*f*186′	56·0	28·7	Dubrovnik Yugoslav *Cem*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 537NHP 3SB,9*cf*,GS171,HS7890 FD Rankin&Blackmore,Grk. 1243*tDTa*36′1120*tAPT*32*t*	31 ″ 4 s6 ″ 2¼ 25 ″ 4	
27112 112 IBTQ	**Istria** *ss*Gen.No.3–6,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* ~~4,35~~1,36 ~~[illegible]~~ *Fitted for oil fuel* 8,29 *F.P. above* 150° F.	Msl Gen BS7,35 ✠LMC11,33	*y*	CL 4,35	1921 6mo	Stabilmnto Tecnico Trieste A&CP	Navigazione LiberaTriestina, S.A. *CellDB*337′1300*t*	404·1 FK *FPT*114*tAPT*244*t*	54·1	29·0	Trieste Italian *ptCem* 2*BHtoShdk* 4 ″ ″ *U* ″	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB,9*cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5¼ 24 ″ 9	
27113 EAJB	**Ita** (*ex*Sardinero–34,*ex*EspañaNo.1, *ex*Eriphia) 1*Dk*	2043 1875 1271					1902	Act.Ges. "Neptun" Rostock	CiaFederico G.-Fierro	305·3 P30′B171′F35′	41·3	17·7	Gijon Spanish *WB*	T3Cy.20⅛″35$\frac{7}{16}$″&55⅛″–35$\frac{7}{16}$″ 180NHP A.G."Neptun,"Rostock		V

Now "Leola," see No. 38910 in Supplement

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27114 821 ESDL	**Ita** Iron (exSvendLarsen,exMjölnir,exTraag) 1Dk	554 449 300					1884	Rostocker Akt.Ges. Rostock	E.Jakobson	161·0 Q44tB76tH8tF13t	26·2	12·1	Pärnu Estonian WB	C.2Cy.20"&35½"-27½" NB96 55NHP RostockerA.G.Rostock		V
27115 PUKA	**Itabera** Ⓟ TwinSc ssRio.No.3-6,26 ssRio.No.2-35 ~~ssRio.No.1-32~~ Ref.Mchy. 1Dk(Stl-teak s) &pt2nd dk	2162 1653 1201	✠ A- withfreeboard 6,35 ~~4,34~~ MS6,35 BS3,35 ✠LMC~~2,32~~ South American Coasting Service, Bahia Blanca & Trinidad	Rio		OG S4,34 CL P4,34	1916 11mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	287·8 F45' Prom.dk192' FK CellDBa76'152t FPT26t	43·2	17·6	R.Janeiro Brazilian 5BHAsp APT27t	T.6Cy.16",26"&42"-30" (s) 180lb 275NHP 2SB,6cf,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27116 PUKB	**Itagiba** Ⓟ TwinSc ssRio.No.3-12,22 Ref.Mchy. ssRio.No.2-30 1Dk(Stl-teaks)&pt2nd dk	2169 1659 1221	✠ A- withfreeboard 12,33 ✠LMC MS10,30 BS9,34 South American Coasting Service, Bahia Blanca & Trinidad	Rio		OG 5,33	1913 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·3 F45' Promdk192' FK WB=CellDBa76'152t FPT	43·2	17·6	R.Janeiro Brazilian 5BHAsp 26t APT27t	T.6Cy.16",26"&42"-30" (s) 180lb HS6041 304NHP 2SB&1AuxSB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27117 PUKC	**Itaguassu** TwinSc OilEng. ssRio.No.3-5,34 Ref.Mchy. 1Dk(Stl-ws)&pt2nd dk	1928 1660 1146	✠ A1 withfreeboard 2,35 ✠LMC5,34 South American Coasting Service, Bahia Blanca & Trinidad	Rio	s	OG s12,32 P5,34	1923 5mo Lloyd's A&CP	Lage Irmaos RiodeJaneiro	Cia.Nacional de Nav.Costeira	288·0 P31'F39' FK CellDBa76'140tTank	43·2	17·4	R.Janeiro Brazilian 5BHptAsp in tunnel 10t	Oil Engines 2S.C.SA 8Cy.14 15/16"-26" 310NHP SulzerFrères, Winterthur FPT49tAPT38t	18 ″ 9 s 4 ″ 1 15 ″ 0	
27118 PUKZ	**Itahite** Ⓟ TwinSc ssRio.No.1-32 2Dks(Stl-Weather dk teak s) Ref.Mchy. 3rd dk(Stl)in Nos.1 & 2 holds D.F.	4998 3521 3012	✠ 100A- withfreeboard 10,35 ~~5,34~~ BS2,35 ✠LMC10,32 Fitted for oil fuel 9,28 F.P. above 150° F.	Rio		OG 5,34	1928 9mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira	371·4 P56'F78' FK CellDB321'761t Tanks in way of tunnels 131t F	52·1	24·3	R.Janeiro Brazilian 7BHptAsp	T6Cy ~~22 1/16~~ 22 3/16",36⅝"&57 1/16"-39⅜" 180lb (s) 625NHP 4SB,12cf,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire PT36tAPT51t	26 ″ 9 s 6 ″ 7 20 ″ 7	
27119 PUKD	**Itaimbe** Ⓟ TwinSc ssRio.No.1-31 2Dks(Stl-Weather dk-teak s) 3rd dk(Stl) in Nos.1 & 2 holds Ref.Mchy.	4993 3479 2941	✠100A- withfreeboard 9,34 BS11,35 ~~BS8,34~~ ✠LMC6,31 Fitted for oil fuel 3,27 F.P. above 150° F.	Rio		OG ~~4,32~~ 5,35	1927 3mo	Ch.&Atel. deSt.Nazaire St.Nazaire	Cia.Nacional de Nav.Costeira	373·7 P56'F82' FK CellDB321'794t FPT	52·0	24·3	R.Janeiro Brazilian 7BHptAsp 36tAPT51t	T.6Cy.22 1/16",34⅝"&57 1/16"- 39⅜" 180lb (s) 625NHP 4SB,12cf,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire	26 ″ 9 s 6 ″ 7½ 20 ″ 7½	
27120 PUKE	**Itaipava** (exOndina) Wireless	904 744 707					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" NB03 101NHP Scott&Co.Greenock		
27121 PUKF	**Itaituba** (exCoritiba) Wireless	913 743 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
27122 319 IBWQ	**Italia** Ⓟ TwinSc 3Dks	5203 — 2964					1905	N.Odero &Co. Genoa	LloydTriestino	393·7 P65'B150'F30'	47·8	27·0	Trieste Italian	T.6Cy.23½",38"&63"-47½" 545NHP N.Odero&Co.Genoa		I
27123 146637 GFDW	**Italian Prince** (exLancastrian Prince) ssHul.No.3-7,33 1Dk(Stl)&Shelter dk(Stl) Sub.Sig. CruiserStern	3478 2897 1782	✠100A1 Shelter dk withfreeboard 9,35 ~~10,34~~ ✠LMC MS7,33 BS~~[illegible]~~6,35 Fitted for oil fuel 5,21 F.P. above 150° F.	Hul Mch	x	CL 10,33	1921 5mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.)	363·3 F68'on Shelter dk FK Collision CellDB294'1303t FPT45tAPT43t	52·1	22·3	London British Cem nBHtoShdk 6 ,, ,, U ,,	T.3Cy.26",43"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
27124 26163 JAHD	**Italy Maru** ssNag.No.1-34 ssKob.No.3-12,30 2Dks(Stl)&Awng dk(Stl)	5859 5586 4258	✠100A1 Awng dk withfreeboard 2,36 ~~5,34~~ 2,36 ✠LMC~~5,34~~ ~~5,35~~	Nag Kob	y	OG ~~8,34~~ 5,35	1919 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K.	385·0 FK Collision CellDB334'1118t FPT126tAPT93t	51·0	36·0	Kobe Japanese Cem BH to Awdk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
27125 Now a Barge PUKH	**Itamaraca** Aux3MstSr (exSailingVesselParkdale) OilEng. Wireless 1Dk2trB (See Sailing Ship Register)	1480 1398 1383			...		1891	C.J.Bigger Londonderry	Cia.Nacional de Nav.Costeira	249·0 Q49'F27' BK9½"	37·5	21·7	R.Janeiro Brazilian	Oil Engines 2S.C.SA 8Cy.11"-16½" 169NHP NE14 NDB09 Gebr.Sulzer,Winterthur	23 ″ 2	
27126 PUKI	**Itanagé** Ⓟ TwinSc OilEng. ssRio.No.1-34 2Dks(Stl-Weather dk teak s) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds D.F.	4966 3572 3055	✠100A1 withfreeboard 7,35 ~~9,34~~ DBS~~2,34~~ ✠LMC2,34 4,35	Rio	x	OG ~~1,34~~ 7,35	1928 4mo Lloyd's A&CP	W.Beard- more&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira	370·9 P57'F79' FK CellDB295'752t tanks in way of tunnels112tFPT	52·2	24·5	R.Janeiro Brazilian 7BHPtCem 71tAPT61t	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
27127	**Itanema** (exUpanema)	813 763 553					1891	Hawthorn, Leslie&Co.Ld Newcastle	Cia.Nacional de Nav.Costeira	205·0 Q25'F33'	31·2	14·3	R.Janeiro Brazilian WB	T.3Cy.15",25"&41"-27" 87NHP Ross&Duncan,Glasgow		
27128 PUKJ	**Itapacy** (exGuanabara) Wireless	914 742 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·4	33·3	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
27129 PUKK	**Itapagé** Ⓟ TwinSc OilEng. Ref.Mchy. ssRio.No.1-33 2Dks(Stl-Weather dk teak s) 3rd dk (Stl)inNos.1&2holds	4998 3521 3012	✠100A- withfreeboard 4,35 ~~10,34~~ DBS~~4,34~~ ✠LMC1,35 5,35 ✠LMC(M)5,35	Rio		OG 3,34	1927 11mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira	371·6 P55'F76' FK CellDB319'691t side tanks 113t Tanks in way of tunnels 148tFPT	52·1	24·3	R.Janeiro Brazilian 7BHptAsp 36tAPT52t	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 714NHP 2DB180lb Ch.&Atel.dePenhöet, Penhöet	26 ″ 9 s 6 ″ 7 20 ″ 7	
27130 PUKL	**Itapé** Ⓟ TwinSc OilEng. ssRio.No.1-33 Ref.Mchy. 2Dks(Stl-Wthr dk teak s) 3rd dk(Stl)inNos.1&2holds	4978 3572 3077	✠100A- withfreeboard 5,35 ~~8,34~~ DBS5,35 ~~DBS8,34~~ ✠LMC7,35	Rio		OG 6,33	1927 11mo ~~Lloyd's A&CP~~	W.Beard- more&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira	371·0 P57'F79' FK CellDB295'752tFPT	52·2	24·5	R.Janeiro Brazilian 7BHptCem 71tAPT61t	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
27131	**Itapecuru** (exCururupu) TwinSc ssRio.No.3-1,24 ssRio.No.1-28 Promenade dk&1Dk(Stl-ws)	758 458 440	✠ — 4,35 ✠	Rio	k		1912 10mo	Napier& Miller,Ld. Glasgow	MaranhãoGovt. (CiaNacional de Nav.Costeira, Mgrs.)	200·2 P54'F43' FK FPT	33·2	10·6	Maranhão Brazilian 4BHCem 14tAPT25t	C.4Cy.14"&30"-21" 114NHP 1SB,3cf,GS70,HS2253 Miller&Macfie,Ld.Gls.	11 ″ 3	
27132	**Itaperuna** (exTramandahy)	909 — 713					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	231·0	33·0	13·4	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27133	**Itapéua** (exTury-Assu) TwinSc ssRio.No 3-11,24 ssRio.No.1-29 1Dk(Stl-ws)&Promenade dk(teak)	759 460 445	✠ —— 4,33 ✠	Rio	k		1912 7mo	Napier &Miller,Ld. Glasgow	MaranhãoState Government(Cia. NacionaldeNav. Costeira, Mgrs.)	200·0 P56'F42' FK FPT14t	32·2	10·6	Maranhão Brazilian 4BHCem APT25t	C.4Cy.14"&30"-21" 114NHP 1SB,3cf,GS70,HS2253 Miller&Macfie,Ld.Gls.	11 ″ 3	
27134	**Itapoan** 2Dks	752 687 512					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·8	33·2	12·6	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
27135 PUKP	**Itapuca** TwinSc ssRio.2ndNo.3-7,29 ssRio.No.1-33 Ref.Mchy. 1Dk(Stl-teaks) lower dk in Nos.1,2&3holds & deep framing in No.4 hold	1849 1471 978	✠ A1 withfreeboard 2,36 ~~0,34~~ BS2,36 [illegible] ✠LMC8,35 South American Coasting Service, Bahia Blanca & Trinidad	Rio	q	CL S2,36 OG P2,36	1909 5mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	Cia.Nacional de Nav.Costeira WB=CellDBa64'116tFPT	270·2 F43' Prom.dk166' FK	42·2	17·5	R.Janeiro Brazilian 5BHAsp 30tAPT32t	T.6Cy.16",26"&42"-30" (s) 180lb 273NHP 2SB,6cf,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
27136 PUKQ	**Itapuhy** Ⓟ TwinSc ssRio.No.3-7,22 Ref.Mchy. ssRio.No.2-30 1Dk(Stl-teaks)&pt2nddk	2172 1660 1230	✠ [illegible] 2,36 withfreeboard [illegible] [illegible] ✠[illegible] South American Coasting Service, Bahia Blanca & Trinidad	Rio	s	OG N1,33	1912 12mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	Cia.Nacional de Nav.Costeira WB=CellDBa 76'152tFPT	288·3 F45' Prom.dk192' FK	43·2	17·6	R.Janeiro Brazilian 5BHAsp 26tAPT27t	T.6Cy.16",26"&42"-30" (s) 180lb HS6041 304NHP 2SB&1AuxSB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 ~~s 5~~ ~~13~~	
27137 PUKR	**Itapura** Ⓟ TwinSc ssRio.2ndNo.3-5,33 Ref.Mchy. 1Dk(Stl-teaks)&pt2nddk	2119 1604 1179	✠ A- withfreeboard ~~10,35 10,34~~ 2,36 BS10,35 ~~BS10,34~~ ✠LMC5,35 South American Coasting Service, Bahia Blanca & Trinidad	Rio		CL S5,33 P2,36	1912 4mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa76'135tFPT	288·2 F45' Prom.dk192' FK	43·2	17·4	R.Janeiro Brazilian 5BHAsp 26tAPT27t	T.6Cy.16",26"&42"-30" (s) 180lb HS6005 304NHP 2SB&1AuxSB,8cf,GS165, AilsaS.B.Co.Ld.Troon	18 ″ 9 s5 ″ 7 13 ″ 8	
27138 361 PUKS	**Itaquatia** Ⓟ TwinSc ssRio.No.3-6,33 Ref.Mchy. 1Dk(Stl-teaks)& pt 2nd dk	2162 1653 1250	✠ A- withfreeboard 9,35 ~~7,34~~ ✠LMC MS6,35 BS~~7,34~~6,35 South American Coasting Service, Bahia Blanca & Trinidad	Rio	~~s~~	CL S6,33 OG P6,33	1920 4mo	Lage Irmaos RioJaneiro	Cia.Nacional de Nav.Costeira CellDBa76' 155t FPT28t	288·0 F45' Prom.dk192' FK	43·2	17·6	R.Janeiro Brazilian 5BHAsp APT29t	T.6Cy.16",26"&42"-30" (s) 180lb HS6041 304NHP 2SB&1Aux.SB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 7½	
27139 PUKT	**Itaquera** Ⓟ TwinSc ssRio.2ndNo.3-2,35 Ref.Mchy. 1Dk(Stl-teaks)&pt2nd dk	2209 1691 1254	✠ A1 withfreeboard 2,35 ✠LMC2,35 ✠NB(Aux.)9,28 South American Coasting Service, Bahia Blanca & Trinidad	Rio	s	OG N2,35	1913 2mo	Mackie& Thomson,Ld Glasgow Lloyd'sA&CP	Cia.Nacional de Nav.Costeira WB=CellDBa76'172tFPT	288·3 F45' FK	43·2	17·4	R.Janeiro Brazilian 5BHAsp 36tAPT36t	T.6Cy.16",26"&42"-30" (s) 180lb HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
27140 PUKU	**Itaquicé** Ⓟ ssRio.No.2-35 TwinSc OilEng. ~~ssRio.No.1-32~~ 2Dks(Stl-Weather dk teaks) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds	4969 3575 3062	✠100A1 withfreeboard DBS9,35 9,35 ~~[illegible]~~ 9,35 ~~[illegible]~~ ✠LMC~~[illegible]~~	Rio	x	OG ~~8,33~~ 8,35	1928 1mo	W.Beard-more&Co.Ld. Glasgow Lloyd'sA&CP	Cia Nacional de Nav.Costeira CellDB295'752t Tanks in way of tunnels112tFPT71t	371·0 P57'F79' FK	52·2	24·5	R.Janeiro Brazilian 7BHptCem APT61t	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
27141 PUKV	**Itassucê** Ⓟ TwinSc ssRio.2ndNo.3-4,35 ~~ssRio.No.3-5,22~~ ~~ssRio.No.2-20~~ Ref.Mchy. 1Dk(Stl-teaks)&pt2nd dk	2123 1606 1175	✠ A- withfreeboard BS2,36 2,36 ~~7,34~~ ✠LMC4,35 ~~MS10,30~~ ~~BS5,34~~ South American Coasting Service, Bahia Blanca & Trinidad	Rio		CL S2,36 OG P2,36	1912 10mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa76' 135t FPT26t	288·2 F45' FK Promenade dk192'	43·2	17·4	R.Janeiro Brazilian 5BHAsp APT27t	T.6Cy.16",26"&42"-30" (s) 180lb 273NHP 2SB,6cf,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27142 PUKW	**Itatinga** Ⓟ TwinSc ssRio.2ndNo.3-9,33 Ref.Mchy. 1Dk(Stl-teaks)&pt2nddk	2114 1605 1181	✠ A- withfreeboard 12,34 BS7,35 ~~[illegible]~~ ✠LMC5,35 South American Coasting Service, Bahia Blanca & Trinidad	Rio		OG N9,33	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa 76' 135t FPT26t	288·0 F45' FK Promenade dk192'	43·2	17·4	R.Janeiro Brazilian 5BHAsp APT27t	T.6Cy.16",26"&42"-30" (s) 180lb 274NHP 2SB,6cf,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27143 DHMT	**Itauri** D.F. 2Dks	6838 6182 4226					1922	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·0 F55'	55·6	31·3	Hamburg German WB	T.3Cy.29⅛",47¼"&76⅝"-53⅛" 428NHP FlensburgerSchiffsb.Ges.		G
27144	**Itaverava** (exBargeIndia) OilEng. Mchy.Aft 1Dk	767 — 738			...		1907	Murdoch& Murray Pt.Glasgow	Cia.Nacional de Nav.Costeira	211·2 FK	37·1	11·0	R.Janeiro Brazilian WB	Oil Engines 2S.C.SA 8Cy.13¾"-13⅞" 244NHP NEfitted18 D.Goedkoop,Jr.Amstrdam		
27145 UOFQ	**Itelmen** (exEastport) Sub.Sig. Longitudinal framing Ref.Mchy. 1Dk&Shelter dk&Webframes	4386 3666 2705			...		1918	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·3 P33'B115'F34'on Shelter dk FK	48·9	25·6	Vladvostk Russian WB	T.3Cy.24",41"&67"-48" 390NHP OsakaIronWrks.Ld.Osaka	28 ″ 2	
27146 SWGR	**Ithaki** (exAnne,exAenneRickmers) 2Dks	4083 3822 2572					1911	Rickmers Akt.Ges. Bremerhaven	S.N.Vlassopulos	367·1 P37'B94'F44'	47·7	27·3	Ithaca Greek WB	T.3Cy.23¼",38⅞"&63"-43¼" 261NHP BremerVulkan,Vegesack	30 ″ 0	V
27147	**—** Ⓟ (exYachtSafa-el-Bahr) 2Dks	675 — 317					1894 5mo	A&J.Inglis Ld. Glasgow	HellenicCoast LinesCo.Ld.	200·0	27·0	15·3	Piræus Greek	T.3Cy.18",29"&48"-36" 146NHP A.&J.Inglis,Ld.Glasgow		
27148 SVFJ	**Ithakos** (exEllaline) ssPir.2ndNo.3-3,33 1Dk(ptIrn&ptStl)2trB& deep framing3Dk rule	3916 3668 2462	✠100A1 3,34 ✠LMC MS4,52 BS~~[illegible]~~4,36	Cpn	w	CL 5,34	1906 12mo	JReadhead &Sons SouthShields Lloyd'sA&CP	G.C.Dracoulis CellDBa115'u E25' f148'905tAPT65t	346·0 P30'B96'F33' FK	49·6	26·5	Ithaca Greek 6BHCem	T.3Cy.25",42"&68"-45" (r) 180lb ~~[illegible]~~ 331NHP 2SB,6cf,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 0 23 ″ 1½	
27149 153066	**Itororo** TwinSc Fitted for oil fuel 1Dk(Stl)2trB Mchy.Aft (River Vessel)	1749 1432 1372	✠ 6,23 ✠	NYk			1920 11mo	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabethport N.J.	BrownCorporation	246·0 F32' FK FPT45t	40·6	17·7	Quebec British 7BHptCem APT26t	T.6Cy.11",18"&29"-20" HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo	18 ″ 7	
27150 24160 JITC	**Itosaki Maru** Ⓟ (exAizawaMaru No.18) Wireless 1Dk	1236 1063 853					1918	Aizawa Iwakichi Osaka	KawasakiKisen K.K	218·0 WB	32·1	19·0	Kobe Japanese	T.3Cy.16⅝",23"&38 1/16"-30" 80NHP AizawaZosensho,Osaka		
27151 459 IPAA	**Itu** (exThrostlegarth) Well deck 1Dk	1354 — 696			...		1895	Palmers' Co.Ld. Newcastle	Soc.Anon.Ilva	250·8 Q96'B48'F28' FK	36·3	18·3	Genoa Italian WB	T.3Cy.20",33"&54"-36" 191NHP Palmers'Co.Ld.Newcastle	19 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
27152 EERU	**Iturri-Ripa** (*ex*Ripa, *ex*Vicenta,*ex*VascoAndaluz) **Iron** 1*Dk2trB*	384 293 193			...		1861	Tod& M'Gregor Glasgow	SantiagoRivero	168·8 P48'B45'F28' DF&S08	25·1	11·5	Bilbao Spanish	C.2Cy.20¾"&39½"-20" NB89 58NHP	12 ″ 1	
27153 LOGG	**Ituzaingo** Ⓟ **Pad** Wireless	311 — 243					1909	.... Uruguay	Cia.Argentina deNav.Mihanovich Ltda.	131·6	24·8	5·8	Bns.Ayres Argentine	2Cy.		
27154 PUQS	**Ivahy** (*ex*Florianopolis) **TwinSc** Wireless 1*Dk&2Shade dks*	1491 1149 985					1912	Gebr.Pot Bolnes	Cia.Commercio e Navegação	224·0	45·0	10·8	R.Janeiro Brazilian	T.6Cy.14",23"&37½"-16½" 114NHP Alblasserdam.Msch.Fab.		
27155 YTBQ	**Ivan** (*ex*GiacomoFeltrinelli) *Well deck* 1*Dk*	1275 1027 687			...		1914	Campbeltn S.B.Co. Cambelt'wn	Ant.Babarovic	230·5 Q79'B58'F59' FK	35·8	15·6	Milna Yugoslav *WB*	T.3Cy.18½",27½"&45"-33" 138NHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 7	V †
27156	**Ivan Gorthon** *For full particulars see No.* 38551 *in Supplement* *CruiserStern*	1880	100A1 (*ClassContemplated*)				1935	A/S Aalbrg Msk.ogSkibs Aalborg	J.Gorthon	280·0	43·5	19·7	Hlsngborg Swedish	C.4Cy.(2)14 9/16"&(2)34¼"-32½" FredrikstadM.V.Frdstad.	19 ″ 8 s ″ 7 19 ″ 2	
27157	**Ivan Lyskovsky** **Iron** (*ex*Ilse,*ex*Neva) 1*Dk*	621 441 332					1872	Reiherst Schiffswerft Hamburg	U.S.S.R.	188·9	25·3	13·2	Odessa Russian	C.2Cy.21"&38"-26" NB92 61NHP ReiherstMaschinenf.Ham.		
27158 LCLA	**Ivanhoe** (*ex*Wollert-32,*ex*Biloela) *Mchy.Aft* 1*Dk*	4668 4325 2739					1919	Common-wealthNaval Dockyard Sydney,NSW	A/S Norasiatic SteamshipCo.Ld.	371·1	54·4	25·6	Trondheim Norwegian *WB*	T.3Cy.26",41½"&67"-48" Commonwealth 311NHP NavalDckyd.SydneyNSW		C
27159 OYGB	**Ivar** 1*Dk*	2145 1909 1292					1917	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
27160 6411 SJWA	**Ivernia** *ss*Els.No.3-4,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*1530* *1208* *700*	✠100A1 *Shelter dk withfreeboard* 6,35 ~~11,34~~ MS5,35	Got	*r* ✠LMC BS~~4,34~~ 5,35	OG 4,34	1921 1mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*229'451*t*	274·0 15·5 FK *Collision* *FPT*34*tAPT*36*t*	40·7	23·5	Gothenbrg Swedish *Cem BHto Sh dk* 3 ″ ″ *U* ″	T.3Cy.19",31½"&51½"-33" 185lb *100lb* (*s*) 226NHP 2SB,*6cf*,GS75,HS3442 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 2 17 ″ 11¾	
27161 YTBV	**Ivo Matkovic** (*ex*LaRoche-foucauld-34) 1*Dk*	2527 — 1413					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 B57'F26'	43·3	20·2	Bakar Yugoslav *WB*	DR geared Steam Turbine Atel.&Ch.deBretagne,Nts.		G
27162 YTBO	**Ivo Racic** (*ex*Dan,*ex*Gerolamo Ulloa,*ex*Dan) *ss*Rot.2ndNo.3-1,33 1*Dk*(*ptIrn&ptStl*)2*trB* &*deepframing*3*Dkrule*	*3723* *3411* *2323*	✠100A1 ~~1,35~~ 12,35 BS~~5,34~~ 7,35	Cff	*w* ✠LMC12,32	CL 5,34	1907 6mo *Lloyd's A&CP*	J.Read-head&Sons SouthShields	Jugoslavenski Lloyd a.d. *CellDBa*	350·4 P41'B179'F32' FK 115'*uE*21' *f*150'103	49·1	24·8	Dubrovnik Yugoslav 6*BHCem* 6*tAPT*136*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb 326NHP 2SB,*6cf*,GS126,HS5210 J.Readhead&Sons,S.Shl.	26 ″ 4 s 3 ″ 6 23 ″ 0¼	
27163 15824 JPOE	**Iwai Maru** (*ex*IwaiMaruNo.3) 1*Dk*	499 — 324					1912	Gomei Kai-shaShirato Zosensho Osaka	KawasakiKisen K.K.	164·2	22·5	16·5	Kobe Japanese	T.3Cy.11 3/16",18¼"&30¼"-22" 42NHP Y.Hashimoto,Osaka		
27164 18987 JNUH	**Iwami Maru** Ⓟ 1*Dk*	774 703 438					1916	GoshiKai-shaHarada Shoko,Osaka	OsakaShosen K.K.	187·8 F44'	25·5	18·5	Osaka Japanese	T.3Cy.13",21½"&36"-24" GoshiKaisha 64NHP HaradaShoko		
27165 6662 SFAO	**Iwar** (*ex*Hild) 1*Dk*	*1230* *924* *714*					1903	Hasseldal's Jernskibsb. Grimstad	Rederi A/B Iwar (Ture Hillerström)	228·5 Q133*t*H20*t*F31*t*	34·2	13·5	Malmö Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP N.E.MarineEng.CoLd.Sld.		V
27166 28023 JOID	**Iwate Maru** 2*Dks*	2928 — 1764			...		1921	Teikoku S.S.Co. (Dkyd.) O Harima	KinkaiYusenK.K.	305·0 P23'B92'F33' FK	43·7	27·2	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 352NHP KobeSteelWorks,Ld.Kobe	27 ″ 3	
27167 28029 JASA	**Iwatesan Maru** *ss*Kob.No.3-9,34 D.F. GyC. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5804 5504 4059	✠100A1 *Awng dk withfreeboard* 10,35 ~~9,34~~ *Fitted for oil fuel*10,23 *F.P. above* 150° F.	Kob Tama	*y* ✠LMC 10,35 ~~10,34~~	CL 9,34	1921 8mo A&CP	MitsuiBus-sanKaisha TamaDkyd.	~~MitsuiBussan Kaisha,Ld.~~ Tamai ShosenK.K. *CellDBa*125'*uE*23'*f*	385·0 FK 164'1017*t* *Collision* *DTa*28'625*tFPT*119*tAPT*68*t*	51·0	33·5	Kobe Japanese *Cem* *BH to A dk* 5 ″ ″ *U* ″	T.3Cy.26",43½"&72"-48" (*s*) 200lb 488NHP 3SB,*9cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld.	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
27168 135431 GQPX	**Ixion** Ⓟ **TwinSc2TwinMsts** D.F. 3*Dks*	10263 9577 6524					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	China MutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 586NHP Scotts'S.B.&E.Co.Ld.Grk.		
27169 28534 JBUE	**Iyang Maru** Ⓟ **TwinSc** (*ex*ChoTen)	943 438 515					1921	Kiangnan Dock&Eng. Co. Shanghai	NisshinKisenK.K.	197·0	31·0	10·0	Tokio Japanese	T.6Cy.15",22"&34"-18" 49NHP KiangnanDock&Eng.Co. Shanghai		
27170 YTBP	**Izabran** (*ex*PolishMonarch, *ex*Polmont,*ex*Karpat) *ss*Tri.No.3-6,25 *ss*Spt.No.2-34 1*Dk*(*ptIrn ptStl*)	4307 3983 2661	✠100A1 6,35 ~~10,34~~ MS9,35	Spt Rot	*x* ✠LMC BS~~10,34~~12,35	CL N5,33	1912 10mo *Lloyd's A&CP*	W.Dobson &Co. Newcastle	Jugoslavenski Lloyd a.d. *CellDBa*132' *uE*21'*f*157'971*tD*	378·2 P35'B230'F42' FK *Ta*26'908*tFPT*151*t*	53·3	24·5	Dubrovnik Yugoslav 7*BHCem* *APT*108*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 343NHP 3SB,*9cf*,GS150,HS5658 N.E.MarineEng.CoLdNwc	26 ″ 11 s3 ″ 10¾ 23 ″ 2	
27171 YTBR	**Izgled** (*ex*AugusztaFoherczegno) *ss*Rot.2ndNo.3-2,36 ~~*ss*Tri.No.3-3,23~~ ~~*ss*Spt.No.2-31~~ 1*Dk*(*ptStl&ptIrn*) 2*trBinNos.*1&4 *holds*	4303 3984 2706	✠100A1 2,36 ~~2,35~~ ~~MS[illegible]~~	Rot	*x* ✠LMC 3,35 ~~BS5,35~~ BS3,36	CL ~~3,34~~ 2,36	1911 3mo	W.Dobson &Co. Newcastle	Jugoslavenski Lloyd a.d. *CellDBa* *f*166'955*tD*	378·0 P39'B225'F41' 121'*uE*19' FK *Ta*26'908*tFPT*151*t*	53·3	24·4	Dubrovnik Yugoslav 6*BHCem* *APT*39*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 342NHP 3SB,*9cf*,GS150,HS5658 N.E.MarineEngCoLd.Nwc	26 ″ 11 s 3 ″ 10¾ 23 ″ 2	
27172 TCBO	**Izmir** Ⓟ (*ex*Kawi) 3*Dks*	4872 3640 3018					1907	Kon.Maats deSchelde Flushing	DenizYollari Idaresi	394·2 P80'B180'F78'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 521NHP Maats.deSchelde,Flushing		V
27173 TCBR	— **WoodTwinSc3Mst** (*ex*Ismir,*ex*Alberta) 2*Dks*	2485 1942 1555					1919	Foundat'n Co.ofBritish Columbia,Ld. Victoria,B.C.	KirzadeMustafa Bey	279·0 P166'F36'	46·7	21·1	Istanbul Turkish	T.6Cy.13½",22"&30"-26" 92NHP VulcanIronWorks, Denver,Cal.		

, Additional Ships are inserted in the Supplement at the end of the Register.

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27174 211453	**J. A. Campbell** (exAltonC.[illegible]) ssClv.No.3-1,32 1Dk(Stl)&Web frames Mchy.Aft GyC. Longitudinal framing	7316 — 5609	✠100A– 4,30 MS12,32 For Service on the Great Lakes	Clv ✠LMC BS~~4,34~~4,35			1913 7mo	American S.B.Co. Lorain,O. CellDB&	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) side tanks f402'52	525·0 F48' FK 50t CellDBuE&B&	58·1	27·8	Wilmgton (Del.) Utd.States 4BH cross bunker	T.3Cy.23",37"&63"–42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.Cleveland 69'350tFPT260tAPT50t	31 ″ 0	
27175 212394 WOCI	**J. A. Moffett** 3Mst Fitted for oil fuel Mchy.Aft 2Dks&Webframes D.F. Longitudinal framing Carrying Petroleum in bulk	6199 — 3804			...		1915	Union Iron WorksCo. SanFrancisco	StandardOilCo.of California	419·4 P101'B35'F44' FK	54·2	31·6	S.Frncisco Utd.States WB	Q.4Cy.23",32½",49"&71½"–51" 540NHP UnionIronWorksCo.S.Fo.	31 ″ 6	R †
27176 221521 KDTU	**J. A. Moffett, Jr.** TwinSc ssN.Yk.No.3-12,27 ssN.Yk.No.1-33 D.F. GyC. E.S.D. OilEng. 2Dks(Stl)&Shelter dk(Stl)&Web frames Mchy.Aft Longitudinal framing	9788 7832 6137	✠100A1 Shelter dk withfreeboard 2,35 ✠NE12,27 Carrying Petroleum in bulk	NYk ✠LMC1,35 DBS~~2,35~~ 2,36	f†	CL 1,34	1921 8mo	Federal S.B.Co. Kearny,N.J. A&CP	~~StandardShipping Co.~~ Standard Oil Co. of New Jersey CellDBuE&B68'	499·2 FK 199tDTf54'646t FPT258tAPT142t	68·1	30·5	Wilmgton (Del.) Utd.States 19BH ptAsp ptCem (4 to Sh dk 11 „ U „ 4 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.27½"–47¼" 1053NHP 2NDB WaterTube27-250lb Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	38 ″ 10 s 10 ″ 3 28 ″ 11½	
27177 [illegible]	**J. A. Mowinckel** TwinSc OilEng. ssBmn.No.1-34 D.F. GyC. E.S.D. 2Dks(Stl)& Mchy.Aft CruiserStern Webframes Longitudinalframing-bracketless system	12223 11670 6803	✠100A1 5,35~~4,34~~ DBS4,34 DBS(WTB)5,35 ✠LMC CS4,34 4,34 Carrying Petroleum in bulk	Bmn Ham	g†	CL 4,33 –	1930 11mo Lloyd's A&CP	Cant. Riuniti dell' Adriatico Monfalcone	PanamaTransportCo. (Waried Tankschiff RhedereiG m.b.H. Mgrs.)	521·8 AfterB55'B41'F43' FK CellDBuE107'	70·4	38·8	Panama Panmanian 17BHptCem 4 „ to2nd dk 228tDTs f4	Oil Engines 2S.C.SA 12Cy 26¾"–43$\frac{5}{16}$" 1505NHP 2WTDB200lb 2DB100lb Soc.An.FiatS.G.M.Turin 8'1966tFPT272tAPT266t	38 ″ 9 s 8 ″ 5 30 ″ 7¾	
27178 To be Broken up [illegible]	**J. B. Aug. Kessler** 3Mst ssSng.2nd.No.3-1,28 D.F. ssSng.No.1-32 Mchy.Aft 1Dk(Stl)&Spar dk(Stl)4trB	5131 4645 2999	✠~~100A1~~ Spar dk 4,35 ✠NE12,17 Carrying Petroleum in bulk Fitted for oil fuel1,02 F.P. above 150° F.	HKg ~~LMC5,31~~ ~~BS4,36~~	x	CL 11,33	1902 12mo	Maats. Fyenoord Rotterdam A&CP	~~PetroleumMaats. "LaCorona"~~	377·0 P88'B28'F42' 29·6 FK CellDBuE34'70t	50·0	21·7	Chinese 10BHCem	T.3Cy.25",41"&68"–45" (s) 180lb 120lb 393NHP NB18,refitted21 3SB,9cf,GS154,HS5475 FD RotterdamDroogdok Maats.Rot.	31 ″ 0 s 6 ″ 0½ 24 ″ 5¼	
27179 214109 KJNP	**J. B. John** (exWestoil, exKaministiquia) (Self-Unloader) Mchy.Aft 1Dk	2173 1973 1401					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PetoskeyTransportationCo.	250·0 F42'	43·0	22·6	Chicago Utd.States WB	T.3Cy.20⅝",33"&54⅝"–36" 177NHP N.E.MarineEng.CoLdNwc		R
27180 137147 MFGK	**J. B. Paddon** (exStarbeam) ssSld.No.2-35 ssShl.No.3-8,27 Cargo battens not fitted ~~ssSld.No.1-31~~ Well deck Mchy.Aft 1Dk(Stl)	570 401 250	✠100A1 ~~9,34~~10,35 ~~BS9,34~~	Sld ✠LMC~~9,34~~ 10,35	i	CL ~~10,33~~ 10,35	1914 7mo Lloyd's A&CP	Ardrossan DD&SBCoLd Ardrossan	Stephenson Clarke &AssociatedCompanies,Ld.	175·6 Q101'B11'F22' BK7¾' CellDBf99'130tFPT	27·0	10·4	London British 3BHAsp 32tAPT3t	T.3Cy.13½",22"&36"–24" (r) 180lb 70lb 82RHP 1SB,3cf,GS52,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s 3 ″ 8 12 ″ 11½	
27181	**J. Bustamante** Cable Vessel 1Dk	1074 744 461					1904	Cia.Trasatlantica Cadiz	PhilippineGovernment	222·0 P21'F35'	32·0	15·7	Manila Utd.States WB	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew		
27182 215852 WFCY	**J. C. Donnell** ssPhl.No.3-12,29 ssN.Ns.No.1-34 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames GyC. Longitudinal framing	9783 9455 7165	✠100A1 Shelter dk withfreeboard 4,36~~11,35~~ MS8,34 Carrying Petroleum in bulk Fitted for oil fuel, 1,18 F.P. above 150° F.	NNs ✠LMC BS~~11,34~~11,35	f†	CL ~~8,34~~ 4,36	1918 1mo	NwprtNws S.B.&D.D.Co Newprt News A&CP CellDB	AtlanticRefining Co.	500·0 FK uE&B59'184ta17'	68·2	35·5	Phildlphia Utd.States 19BHptCem (15„ to Udk 4 „ „2nd„) 71tDTf54'	Q.4Cy.26",38",55"&81"–51" 220lb 180lb (s) 644NHP 3SB,12cf,GS215,HS8700 FD NewportNewsSB&DD.Co. 673tFPT243tAPT127t	38 ″ 3 ~~s 11 ″ 5~~ ~~27 ″ 2~~ s 9 ″ 11½ 28 ″ 7	
27183 216747 WOCE	**J. C. Fitzsimmons** (exMontrolite) Fitted for oil fuel 2Dks&Webframes Mchy.Aft Longitudinal framing D.F. CarryingPetroleum in bulk	6716 6295 4119			...		1918	AmesS.B. Co. Seattle,Wash	StandardOilCo.of California	421·4 P98'B41'F37' FK	57·3	31·7	S.Frncisco Utd.States WB	T.3Cy.24¾",41½"&72"–48" NE22 450NHP Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	31 ″ 7	R †
27184 OUHM	**J. C. Jacobsen** 1Dk&Spar dk	1221 694 740					1890	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	219·3 H52' 20·1	31·1	20·1	Copnhagn Danish WB	T.3Cy.16",27"&45"–33" 116NHP Burmeister&Wain,Cpn.		V
27185 136938 GMRC	**J. Duncan** ssLon.No.3-9,26 ssCff.No.2-35 ~~ssBho.No.1-30~~ 1Dk(Stl) Well deck Cargo battens not fitted	1832 1354 757	✠100A1 5,35~~1,31~~ BS~~10,34~~ 11,35	Cff ✠LMC~~3,30~~ MS5,35	q	CL ~~5,33~~ 4,35	1914 10mo Lloyd's A&CP	Dublin Dkyd.Co.Ld. Dublin	J.DuncanSSCo.Ld. (J.T.Duncan&Co. Ld.) CellDB uE&B43'f97'258t	260·1 Q98'B58'F31' FK DTa72'401tFPT	38·3	16·3	Cardiff British 5BHCem 55tAPT31t	T.3Cy.17½",31"&52"–36" (s) 180lb 213NHP 2SB,6pf,GS110,HS3792 MacColl&Pollock,Ld.Sld.	18 ″ 7 s 1 ″ 6¼ 17 ″ 5¾	
27186 206144	**J. E. Gorman** (exNorthLake) Mchy.Aft 2Dks	4053 — 2941					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 F32'	46·0	26·0	BuffaloNY Utd.States WB	Q.4Cy.19",27½",40"&58"–42" GreatLakes 218NHP Eng.Works,Detroit		
27187 215903 WFCZ	**J. E. O'Neil** ssN.Ns.No.3-11,30 Mchy.Aft ssBal.No.1-34 GyC. 2Dks(Stl)&Web frames Longitudinal framing	7070 6444 4460	✠100A1 8,35~~11,34~~ ✠NE4,21 MS8,34 Carrying Petroleum in bulk Fitted for oil fuel1,18 F.P.above 150° F.	Bal NNs ✠LMC BS~~11,34~~11,35	b†	CL 11,34	1918 1mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. CellDBuE&B 57'179tDTf56'10	435·0 P122'B50'F42' FK 68tFPT97tAPT74t	56·0	32·0	Phildlphia Utd.States 15BHptAsp (11 „ toUdk 4 „ „ 2nd„)	1DRGearedSteamTurbine 250lb HS9750 (s) 672NHP 3 Water Tube Boilers FD DeLavalTurbineCo. Trenton,N.J.	33 ″ 6 ~~s 7 ″ 10½~~ ~~26 ″ 6~~ s 6 ″ 0½ 27 ″ 2¼	
27188 205033	**J. E. Upson** GyC. Mchy.Aft 1Dk	6309 — 4853					1908	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0 WB	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"–42" 257NHP AmericanS.B.Co.		R
27189 205160	**J. F. Durston** GyC. Mchy.Aft 1Dk	4791 — 3500					1908	Superior S.B.Co. Superior	GreatLakesS.S. Co.Inc.	432·0	52·0	28·0	OswegoNY Utd.States WB	T.3Cy.22",35"&58"–42" 218NHP SuperiorS.B.Co.Superior		
27190 203906 KFCJ	**J. F. Schoellkopf Jr.** (exHughKennedy) (Self-Unloader) D.F. GyC Mchy.Aft 1Dk	7264 — 5795					1907	American S.B.Co. Lorain	AmericanS.S.Co. (Boland& Cornelius,Mgrs.)	532·0	56·0	31·0	Buffalo,NY Utd.States WB	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd.		R
27191 128494 MBTR	**J. F. V.** (exWheatfield) 3Mst ssApl.2ndNo.3-4,36 ~~ssCff.No.3-3,21~~ Well deck ~~ssDub.No.2-20~~ ~~Mchy.Aft~~ 1Dk(Stl)	515 331 197	✠100A1 4,36 ~~3,32~~ ~~[illegible]~~	Dub Apl ✠LMC4,36 ~~[illegible]~~	h	OG ~~6,31~~ 12,35	1909 6mo Lloyd's A&CP	JTEltringham&Co. S.Shields	A.H.Smith	162·4 Q93'B12'F24' BK7' CellDBf91'97tFPT	26·7	9·3	London British 3BHCem 37tAPT1t	C.2Cy.20"&42"–27" (s) 130lb ~~100lb~~ 71RHP 1SB,3pf,GS55,HS1760 G.T.Grey,SouthShields	11 ″ 6 ~~s 4 ″ 0½~~ ~~11 ″ 9~~ s 4 ″ 0½ 11 ″ 11	

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years signed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27192 221450 KDHR	**J. Fletcher Farrell** ssMob.No.3-3,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 2,36 ~~4,35~~ ~~BS5,31~~ ✠LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Mob BS2,36	*b*†	CL ~~2,33~~ N2,36	1921 7mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	SinclairNav.Co. Inc.	430·3 P134'B37'F40' FK *CellDBuE&B*62'200*t* *DTf*40'588*t FPT*228*t APT*72*t*	59·3	33·2	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 ,,*2nd* ,,)	T.3Cy.26½",44"&74 3/16"-51" 200lb (*s*) 586NHP 3SB,*9cf*, HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
27193 217059 KGWO	**J. Floyd Massey, Jr.** (*ex*Lake Arline) D.F. GyC. 1*Dk*	2084 1756 1223			...		1918	GlobeS.B. Co. Superior,Wis.	SteelProducts Transpn.Corp.	251·0 P27'B60'F35' FK	43·7	19·2	Duluth Utd.States *WB*	T.3Cy.19",32"&56"-36" 276NHP ordbergMfg.Co.Milwkee	21 ″ 5	R †
27194 130776 VGJD	**J. Frater Taylor** (*ex*Saturn) D.F. *Mchy.Aft* 1*Dk*2*trB*	3429 3178 2030					1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBayRR.Co	346·0 *WB*	48·0	24·1	Sault Ste.Marie British	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		R
27195 205220 KFTT	**J. H. Macoubrey** (*ex*JohnA. Donaldson-33) *Mchy.Aft* 1*Dk*	4315 — 3110					1908	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	380·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&55"-40" 191NHP American SB.Co.Cleveland		R
27196 PKNB	**J. H. Menten** TwinSc Now a Lightship ssSba.No.3-3,26 ssSba.No.1-30 *Mchy.Aft* 1*Dk*(*Stl*-teak s)	482 333 190	~~✠100A1~~ 5,31 ~~BS5,31~~ ✠~~LMC5,30~~ *Fitted for oil fuel* 6,14 *F.P. above* 150° F.	Sba	*g*	3,30	1914 6mo *Lloyd's A&CP*	Werf Conrad Haarlem	~~BataafschePetroleumMaats~~ Dutch EastIndianGovernment	160·0 P51'B21'F19' FK	26·1	11·1	BalikPapn Dutch 4*BHCem* *WB*=	C.4Cy.14⅝"&22¾"-17¾" (*s*) 130lb 78NHP 1SB,*3cf*,HS1830 GebroedersStork,Hengelo *FPT*22*t APT*16*t*	12 ″ 0 ~~s1 ″ 2½~~ ~~11 ″ 2~~	
27197 ~~477~~ ~~YMBD~~	**J. H. Senior** TwinSc E.S.D. ssBmn.No.1-35 *OilEng.* D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Rudder partially electrically welded* *Mchy.Aft* Sub.Sig *CruiserStern* *Longitudinal framing-bracketless system*	12107 11587 6799	✠100A1 6,35 ~~6,34~~ DBS 6,35 ✠~~LMC5,31~~ *Carrying Petroleum in bulk*	Bmn 6,34	*g*†	CL PN6,34 S6,34	1931 3mo *Lloyd's A&CP*	Vereinigte SthlwrkeA.G Nordseewrke Emden	PanamaTransportCo. ~~[illegible]~~ (Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*)	521·2 *After*B55'F42' FK *CellDBuE*78'225*tDTsf*48'1990*t FPT*270*t APT*255*t*	70·3	38·9	Panama Panmanian 17*BHptCem* *ptAsp* (4 *to 2nd dk*)	Oil Engines 2S.C.SA 12Cy.26¾"-51 3/16" 1496NHP 2DB(WT)*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 5¾ 30 ″ 6¼	
27198 202542 KKUI	**J. H. Sheadle** (*ex*WilliamG. Mather) D.F. *Mchy.Aft* 1*Dk*	6838 — 5183					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co. (Cleveland-CliffsIronCo. *Mgs.*)	513·0 *WB*	60·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.24½",39"&67"-42" 292NHP GtLakesEngWrks.Detroit		R
27199 204993	**J. J. H. Brown** *Mchy.Aft* 1*Dk*	5069 — 3787					1908	American S.B.Co. Lorain	BrownS.S.Co. (Brown&Co. *Mgrs.*)	432·0 *WB*	52·0	28·0	Buffalo NY Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.		R
27200 EAOX	**J. J. Sister** Ⓟ TwinSc (*ex*GalileoGalilei) *OilEng.* Wireless 2*Dks*	1527 — 734					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	281·7 P46'F36'	36·7	18·7	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP E*made*—,*fitted*24 Masch.Augsburg-NürnbergA.G.Augsburg		V
27201 204624 KDXV	**J. J. Sullivan** D.F. GyC. *Mchy.Aft* 1*Dk*	7077 — 5541					1907	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
27202 217562 KEXQ	**J. L. Luckenbach** TwinSc6TwinMsts (*ex*SouthBend) ssBos.No.3-4,31 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ssSea.No.1-35	6369 5766 3999	✠100A1 *Shelter dk with freeboard* 2,36 ~~6,35~~ ~~12,25~~ ~~MS10,31~~ ✠LMC ✠NE&B2,23 *Fitted for oil fuel* 3,19 *F.P. above* 150° F.	Sea Bos MS1,35 BS ~~10,31~~ 9,35	*b*†	CL S3,35 P2,36	1919 3mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc.	448·9 37·8 FK *CellDB*389'1831*t 'tween dk tanks uE&B space* 36'405*t FPT*281*t APT*271*t*	60·2	28·2	NewYork Utd.States 8*BHptAsp* (*Coll to Sh dk* 7 ,, *2nd* ,,)	4 Steam Turbines SR geared to 2 Sc. Shfts. (*r*) 225lb FD 1032NHP 3SB,*12cf*,GS239,HS12780 DeLavalStm.TurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
27203 202875 KURJ	**J. L. Reiss** (*ex*W.K.Bixby) (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*	5398 — 4102					1906	Detroit S.B.Co. Wyandotte	ReissS.S.Co.	489·0 *WB*	52·2	26·5	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
27204 214311 WPCI	**J. M. Danziger** ssN.Yk.No.3-9,27 ssGal.No.2-35 ~~ssN.Yk.No.1-31~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6226 5699 3834	✠100A1 ~~10,35~~ ~~1,35~~ 3,36 ~~BS9,34~~ ✠LMC~~10,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150°F.	Gal Mob 10,35	*b*†	CL 4,35	1916 8mo	W Cramp&SonsS&EBCo Philadelphia A&CP	SabineTowingCo. Inc(MTBall*Mgr*)	430·0 P103'B36'F49' FK *CellDB*61'235*t* *DTf*45'629*t FPT*246*t APT*49*t*	58·2	33·3	Baltimore Utd.States 15*BHptCem* (7 *to U dk* 8 ,, *2nd* ,,)	T.3Cy.27",45½"&76"-51"(*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 ″ 4 s6 ″ 7½ 26 ″ 11¾	
27205 210990	**J. M. Davis** (*ex*Boston) *Mchy.Aft* 2*Dks*	4375 — 3475					1913	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorp.	350·0 F29'	48·1	30·9	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP G.LakesEngWrks.Detroit		
27206 221492 KDTP	**J. N. Pew** ssPhl.No.3-3,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	9033 8530 6432	✠100A1 *Shelter dk with freeboard* 4,36 ~~4,35~~ ~~10,35~~ ~~BS8,34~~ ✠LMC5,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Phl BS8,35	*e*†	CL ~~3,34~~ N4,36	1921 7mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCompany	480·5 F44' *on Shelter dk* FK *CellDBuE&B*89*f*40'448*t FPT*186*t APT*84*t*	66·0	36·8	Phildlphia Utd. States 18*BHptCem* (10 *to Sh dk* 8 ,, *U* ,,)	T.3Cy.27",45½"&76"-51"(*r*) 200lb 620NHP 3SB,*9cf*,GS198,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s10 ″ 6 26 ″ 11	
27207 223043 KJNT	**J. Oswald Boyd** TwinScCtr ssN.Os.No.3-7,23 ssN.Os.No.1-27 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oilfuel*	1806 1558 1274	✠ —— 10,35 ✠	NYk			1913 11mo	Bow,McLachlan&Co.Ld. Paisley	GothamMarine Corp.	244·8 P19'F48' FK *Cell DBuE&B*22'41*t DTf*20'391*t FPT*162*t*	44·1	17·8	NewYork Utd. States 11*BHptCem*	C.4Cy.13"&26"-18" 85NHP 2SB,*4pf*, HS1922 Bow,McLachln&CoLd.Psy	19 ″ 0	
27208 207250	**J. P. Morgan, Jr.** *Mchy.Aft* GyC. 1*Dk*	7521 — 5824					1910	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Clevlnd,O		R
27209 203155	**J. Pierpont Morgan** *Mchy.Aft* GyC. 1*Dk*	7161 — 5530					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Clevlnd,O		R
27210 206695	**J. S. Ashley** *Mchy.Aft* 1*Dk*	6361 — 4789					1909	American S.B.Co. Lorain,O.	~~KinneyS.S.Co. (A.T.Kinney,Mgr)~~ PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	Q.4Cy.18",26¾",41"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et ceux dans le L.R. Durée Cert. Ref. Trade
27211 81373	**J. T. Reid** (*ex*JamesB.Neilson, *ex*Washburne) *Mchy.Aft* (*Whaleback*) 1*Dk*	2234 — 1571					1892	American Stl.BargeCo. Superior,Wis	SpokaneS.S.Co.	320·0	42·0	25·0	Detroit Utd.States *WB*	T.3Cy.23",37"&62"-42" NB12*refitted*35 249NHP S.F.Hodge&Co.Detroit		R
27212 216610 KVIU	**J. W. Van Dyke** (*ex*Allentown) *OilEng.* *Mchy.Aft* 2*Dks*&*Webframes* GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4928 4449 3045			...		1918	ThePusey &JonesCo. Gloucester, N.J.	AtlanticRefining Co.	364·9 P95'B34'F31' FK	51·0	29·5	Phildlphia Utd.States *WB*	Oil Engines connected to ElectricMotorandSc.Shaft 4S.C.SA NE24 18Cy.19½"-24" 669NHP Ingersoll-RandCo.N.Yk.	31″3	R †
27213 PEYF	**Jaarstroom** Sub.Sig. 2*Dks*	1976 1321 1174					1922	J.Meyer's S.B.Co. ZaltBommel	N.V.Hollandsche Stoomb.Maats.	273·4 Q97'B77'F32'	40·2	16·6	Amstrdam Dutch	DR geared Steam Turbine Stork&Co. Machf.Gebr.Hengelo		V
27214 PUBJ	**Jaboatão** (*ex*ArnoldAmsinck) 2*Dks*	4526 — 2896					1907	Bremer Vulkan Vegesack	LloydBrasileiro	386·7 P261'F29'	51·7	25·9	R.Janeiro Brazilian *WB*	Q.4Cy.22⅝",32⅞",49$\frac{1}{16}$"&70" -49$\frac{3}{16}$" 345NHP BremerVulkan,Vegesack		V
27215 ~~PEYE~~	**Jacatra** (*ex*Westmark) 2*Dks*	5883 5469 3708					1914	Akt.Ges. "Weser" Bremen	TrampShipping Development Co.Ld.	422·5 P60'B126'F52'	56·2	29·6	~~Rotterdam~~ ~~Dutch~~ *WB*	T3Cy28$\frac{3}{16}$",46½"&75⅝"-53$\frac{3}{16}$" 418NHP A.G."Weser,"Bremen		G
27216 EAOW	**Jacinto Verdaguer** (*ex*Cid) *ss*Bcl.2ndNo.3-5,26 *ss*Val.No.1-30 2*Dks*(1*Stl*&*UIrn*)&*deepframing*	1641 1438 1040	✠100A1 6,31 MS7,30 ✠LMC BS6,31 MBS6,32 ✠NB1,02*refitted*9,27	Bcl	*q*	CL 7,30	1900 10mo	W.Hamilton&Co. Pt.Glasgow A&CP	Cia.Trasmediterranea *DBa50*	245·2 P34'B65'F53' FK *uE&B34'f106'327t*	35·7	21·7	Barcelona Spanish *4BHCem* *APT12t*	T.3Cy.20",31"&51"-33" (*r*) 165lbNDB3,28-*80lb* 157NHP 1SB,*4pf*,GS66,HS2433 D.Rowan&Co.Glasgow	23″11 s 3″0 21″3	
27217 217851 KJNU	**Jack** (*ex*LakeFresco) *Ref.Mchy.* 1*Dk*2*trB*	2622 2249 1617			...		1919	American S.B.Co. Lorain,O.	JackS.S.Corp. (Minnesota-AtlanticTransitCo.)	251·0 P25'B64'F23' FK	43·6	26·2	Duluth Utd.States *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Lorain,O.	28″2	R †
27218 LCPC	**Jacob Christensen** *ss*Bgn.No.3-8,33 1*Dk*(*Stl*)	3594 3284 2179	✠100A1 2,36 ~~4,34~~ BS~~10,34~~ ✠LMC8,33 2,36	Bgn NYk	*w*	CL 4,34	1920 11mo	J.Blumer &Co.Ld. Sunderland *Lloyd*'sA&CP	A/S D/S Mathilda (J.Christensen, *Mgr.*)	356·3 P35'B170'F30' FK *CellDB*308'853*t* *FPT*	48·7	23·9	Bergen Norwegian *6BHCem* *67tAPT109t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *120lb* 311NHP 2SB,*6cf*,GS120,HS4704 N.E.MarineEng.Co.Ld.Sld	25″11 s 3″7½ 22″6	
27219 216293 KJUE	**Jacob Luckenbach** (*ex*Radnor) *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	5817 — 3537			...		1918	SunS.B. Co. Chester,Pa.	LuckenbachS.S. Co.Inc.	434·3 FK	57·7	27·1 35·3	NewYork Utd.States *WB*	T.3Cy.28",45½"&76½"-51" 412NHP SunS.B.Co.Chester,Pa.	38″0	R †
27220 219898 KJTY	**Jacob Ruppert** (*ex*PacificFir-33, *ex*WestCahokia) *Fittedfor oil fuel* D.F. 2*Dks*	5645 — 3500					1920	Western Pipe&Steel Co. S.Francisco	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·0	27·1	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP JoshuaHendyCo. SanFrancisco		R
27221 Broken up DHMW	**Jacoba** 1*Dk*	571 325 252					1891	Akt.Ges. "Neptun" Rostock	MathiesReedA.G.	189·0 Q122' F21' len00	24·4	10·4	Hamburg German *WB*	C.2Cy.22"&36"-23" NB16 52NHP A.G."Neptun,"Rostock		G
27222 TUXI	**Jacobsen** (*ex*ConsulSuckau-33, *ex*Carola) *Mchy.Aft* 1*Dk*	523 379 211					1923	NVSchps& Rep.DeHoop Leiden	Soc.Dunkerquoise auCabotage (L.Dewulf,*Mgr.*)	164·0 Q56'B13'F21'	25·6	10·4	Dunkirk French *WB*	T.3Cy.12",20"&32"-24" 50NHP WerfMaasdijk,Schiedam		V
27223 144045 MJXZ	**Jacobus** *ss*Hul.No.3-1,24 *ss*Shl.No.2-33 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	1262 1088 756	✠100A1 10,35~~1,34~~ ✠LMC MS5,35 BS~~5,34~~ 6,35	Hul	*o*	CL ~~1,34~~ 10,35	1920 5mo	Livingstone& Cooper,Ld. Hessle *Lloyd*'sA&CP	SirErikOhlson, Bart.(OhlsonS.S. Co.)	230·4 P19'B69'F28' FK *CellDB*196' 424*t*	36·7	15·8	Hull British *4BHCem* *APT54t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 199NHP 2SB,*6pf*,GS108,HS3672 ShieldsEng.&D.D.Co.Ld. N.Shl.	18″0 s 2″0½ 16″2	
27224 DGAO	**Jacobus Fritzen** (*ex*Dekade, *ex*Ruth,*ex*Dalemead,*ex*Dalemoor) *Turret deck* 1*Dk*2*trB*	4090 3407 2578					1909	W.Doxford &Sons,Ld. Sunderland	Akt.Ges.fürHandel &Verkehr	348·8 P28'F41'	51·1	24·0	Emden German *WB*	T.3Cy.26",42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		G
27225 UNGI	**Jacov Sverdlov** (*ex*TinternAbbey) 1*Dk*&*deep framing*	1812 1658 1091			...		1909	Richardsn, Duck&Co. Stockton	U.S.S.R.	275·0 P24'B54'F27' FK	40·8	18·1	Archangel Russian *WB*	T.3Cy.20½",33½"&55"-36" 187NHP Blair&Co.Ld.Stockton	20″4	
27226 217502 KEML	**Jacox** *Fitted for oil fuel* 1*Dk*	2648 1963 1621					1919	AlbinaEng &Machine Works Portland,Or.	TheCharlesNelson Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.22",37"&60"-42" 313NHP EllicottMachineCorpn, Baltimore,Md.		R
27227 158113	**Jacqueline M.** **Wood** *OilEng.* 1*Dk*	408 341 277					1932	J.Ernst& Sons,Ld. MahoneBay, N.S.	RiverportShippingCo.Ld. (W.A.Shaw,*Mgr.*)	161·4	30·0	12·0	Bridgetwn Barbados British	Oil Engines 2S.C.SA 6Cy.14"-17" 206NHP FairbanksMorse&Co. Beloit,Wis.		R
27228 FNWX	**Jacques Schiaffino** *Fitted for oil fuel* 2*Dks*	1757 1433 841					1930	Swan,Hunter&Wigham Richardson, LdSunderlnd	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.)	251·5 P&B154'F22'	38·3	19·7	Algiers French *WB*	T.3Cy.20½",33"&54"-36" 175NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		V
27229 LEER	**Jadarland** Ⓟ (*ex*Bürgermeister Eschenburg) 1*Dk*	938 861 569					1918	Schiffsw.v. HenryKoch Lübeck	SandnæsDampskibsslsk.A/S	196·0 H63*t*	30·9	18·3	Sandnæs Norwegian *WB*	T3Cy16$\frac{3}{16}$",27$\frac{7}{16}$"&42½"-27⅝" 95NHP OttensenerMaschf.Lübeck		
27230 219335 KJNW	**Jadden** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	6869 6616 5258					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	410·5 P27'B19'	54·2	35·1	Seattle Utd.States *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.	35″1	R
27231 DHMX	**Jade** 1*Dk*	536 435 268					1912	Stettiner Oderwerke Stettin	Bugsier,Reed.u. BergungsA.G.	165·8 B112'F22'	28·6	11·6	Brmrhavn German *WB*	C.2Cy.17$\frac{3}{16}$"&31½"-21⅝" 38NHP StettinerOderwerke		G
27232 YTKO	**Jadran** (*ex*Speedy) 1*Dk* *Mchy.Aft* *Well deck*	346 253 130			...		1901	J.Meyer ZaltBommel	MarinFerić	146·3 Q84'B11'F22' FK	23·1	9·8	Bakar Yugoslav *WB*	T.3Cy.12¼",20"&32"-23" 65NHP G.T.Grey,SouthShields	10″6	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27233 LEFQ	**Jæderen** (exSaloniki) 1*Dk*	902 666 493					1918	Pusnæs Stöperi&Mek. Verksted Arendal	DetStavangerske Dampskibsselskap	210·9 P31*t*Q82*t*H49*t*F31*t*	33·2	12·1	Stavanger Norwegian *WB*	T.3Cy.15",25"&40"-30" 88NHP PusnæsStöberi&Mek. Verksted,Arendal		N
27234 OUHR	**Jægersborg** 1*Dk*	1254 948 727					1918	Stuhr's Mask&Skibs. Akt.Aalborg	A/SD/SDannebrog (C.K.Hansen)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S"Frichs,"Aarhus		V
27235 702 ESKJ	**Jaen Teär** WoodAux3MstSr (exSailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	371 320 274					1926	M.Hohen- see Papilaid	JuliusTeär&Co.	130·4	31·8	13·1	Kuresaar Estonian	Oil Engines 2Cy. *Emade&fitted-* J.&CG.BolindersM.V.A/B		V
27236 PEYW	**Jagersfontein** Ⓟ TwinSc *OilEng.* E.S.D. D.F. 3*Dks* *Ref.Mchy.* *CruiserStern*	10083 7829 6164	✠100A1 ~~6,35~~ ~~12,34~~ 11,35 2,36 ✠LMC12,34 ✠Lloyd'sRMC~~12,34~~ 11,35 ~~6,35~~	Ams Ham		OG	1934 12mo *Lloyd's A&CP*	NVNederl. Schps.Maats Amsterdam	N.V.Vereenigde Nederl.Scheep. Maats.(Directie en AgentuurMaats. HollandAfrika Lijn,N.V.*Mgrs.*)	457·2 P32'B175'F35' FK *CellDBuE&f*239'675t *Tanks in way of tunnels*1127t *FPT*159t*APT*124t	63·2	34·9	TheHague Dutch 8*BHptCem*	Oil Engines 2S.C.DA 12Cy.23⅝"-43$\frac{5}{16}$" 2334NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo	38 " 8 s 8 " 0½ 30 " 9¾	
27237 316 HSAQ	**Jai Jerng Kha** TwinSc (exChantaboon) 1*Dk*	421 — 260					1908	HongK'ng &Whampoa DockCo.Ld. HongKong	SavadSukhum Banij	152·5	29·0	11·0	Bangkok Siamese	T.6Cy.8½",13½"&23½"-15" 43NHP HongKong&Whampoa DockCo.Ld.		
27238 EAFL	**Jaime Girona** (exTrece,exElwick) *Well deck* 1*Dk&Web frames*	2434 1841 1577			...		1891	Ropner& Son Stockton	AltosHornos de Vizcaya,S.A.	290·0 P29'Q92'B116' F31' BK10"	39·0	18·6	Bilbao Spanish *WB*	T3Cy.22½",36½"&60"-39" 224NHP Blair&Co.Ld.Stockton	21 " 10	
27239 OYGC	**Jakob Mærsk** 1*Dk*	2245 1915 1348					1921	Odense Staalskibs Odense	Dampskibsselskabet af 1912(A.P. Möller,Copenhagen,*Mgr.*)	284·9 P32'B74'F36'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.20½",33½"&55"-35" Christensen& 179NHP Meyer,Harburg a/dElbe		V
27240 UOEV	**Jakut** (exLakeElmsford-32) Sub.Sig. 1*Dk2trB*	2694 2342 1508					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-62" 225NHP Gt.LakesEng.Wks.Detroit		
27241 153807 VWDP	**Jalabala** *ss*Bom.No.2-35 ~~ssBom.No.1-31~~ 2*Dks*(*Stl*)	3610 3345 2211	✠100A1 ~~4,35~~ ~~9,34~~ 11,35 ~~BS10,35~~ ~~BS11,34~~ ✠LMC~~12,31~~ 10,35	Bom	*w*	CL ~~1,34~~ 4,35	1927 8mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	ScindiaSteamNav. Co.Ld.	349·9 P36'B106'F31' FK *CellDB*297'850t*FPT*85t*APT*30t	49·0	24·3	Bombay British 6*BHCem*	T.3Cy.24",40"&65"-45" (*r*) 180lb 398NHP 3SB,*9cf*,GS177,HS5916 FD J.G.Kincaid&Co.Ld.Grk.	26 " 6 S4 " 6¾ 22 " 1¾	
27242 129525 VWDX	**Jaladurga** Ⓟ TwinSc (exCoconada-33) *ss*Cal.No.3-8,33 2*Dks*(*UStl*-ws)& *Shade dk*(*Stl*-teaks)	3958 3111 2162	✠100A1 *Shade dk* 7,35 ~~7,34~~ BS~~7,34~~ ✠LMC8,33 7,35	Cal	*y*	CL ~~8,30~~ P7,35 SN7,35	1910 11mo *Lloyd's A&CP*	Barclay, Curle&CoLd. Glasgow	ScindiaSteamNav. Co.Ld.	390·5 F *on Shade dk* 56' FK *CellDBa*120'*uE&* *f*157'652t B57' *FPT*64t*APT*32t	50·2	21·7	Bombay British *Cem* 5*BH to Udk* 1 ,, *2nd* ,,	T.6Cy.18",30½"&52"-42" (*s*) 215lb *100lb* 573NHP 3SB,*12cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 " 0 s 3 " 5¾ 20 " 11	
27243 153810 VWDJ	**Jaladuta** *ss*Bom.No.1-32 2*Dks*(*Stl*)	4966 4649 3089	✠100A1 7,35 ~~12,34~~ ✠LMC MS9,31 BS~~2,34~~3,35	Bom	*y*	CL 12,34	1927 12mo *Lloyd's A&CP*	Lithgows, Ld. Pt.Glasgow	ScindiaSteamNav. Co.Ld.	400·0 P40'B145'F30' FK *CellDB*343'1150t*FPT*116t*APT*19t	52·0	28·0	Bombay British 6*BHCem*	T.3Cy.26",42"&70"-48" (*r*) 180lb *110lb* 497NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s 5 " 9¾ 24 " 11¼	
27244 129544 VWGB	**Jalagopal** Ⓟ TwinSc (exEdavana-33) *ss*Cal.2ndNo.3-5,31 D.F. *ss*Cal.No.3-9,33 2*Dks*(*UStl*-ws)& *Shade dk*(*Stl*-teaks)	5284 3715 2635	✠100A1 *Shade dk* 9,35 ~~8,34~~ BS~~9,34~~ ✠LMC9,33 9,35	Cal	*z*	CL P8,34 S8,35	1911 4mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	ScindiaSteamNav. Co.Ld.	400·4 B *on Shade dk* 166' FK *Cell DBa&uE*132' *ptuB&f*175'650t *FPT*39t*APT*31t	52·5	25·5	Bombay British 7*BHCem* (5 *to U dk* 2 ,, *2nd dk*)	T.6Cy.23¼",39½"&67"-48" 215lb *100lb* (*s*) 1086NHP 2DB&2SB,*24cf*,GS429, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 " 0 s 4 " 5¼ 24 " 0	
27245 142653 VWDN	**Jalajyoti** (exVindelia, exWarWagtail) *ss*Bom.No.3-10,30 *ss*Bom.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	4430 4086 2698	✠100A1 12,35 ~~12,34~~ ✠LMC12,34 BS12,35	Bom	*x*	CL ~~4,33~~ 12,35	1918 9mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	ScindiaSteamNav. Co.Ld.	376·0 P41'B113'F39' FK *CellDB*321'984t*FPT*114t*APT*66t	51·9	26·4	Bombay British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wks.Ld.Hpl	29 " 0 s 5 " 3¼ 24 " 0	
27246 148532 VWDR	**Jalamohan** (exBuckleigh-33) *ss*Bry.No.2-33 2*Dks*(*Stl*)	5100 4792 3146	✠100A1 ~~7,35~~ ~~9,34~~ 10,35 BS~~2,35~~ ✠LMC4,33 2,36	Bom ~~Cal~~	*y*	CL ~~3,33~~ 7,35	1925 1mo *Lloyd's A&CP*	Bartram& Sons,Ld. Sunderland	ScindiaSteamNav. Co.Ld.	400·0 P37'B120'F40' FK *Cell DBa*118'*uE*25'*f*176'1060t*FPT*137t*APT*202t	52·2	28·5	Bombay British 7*BHCem*	T.3Cy.27½",45"&75"-48" (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 " 0 s 6 " 0 25 " 2¾	
27247 220707	**Jalapa** *Fitted for oil fuel* 1*Dk&Shelter dk* *Longitudinal framing*	6085 — 4386					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States *WB*	2 Steam Turbines DR Geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
27248 145652 ~~GTBF~~ VWJD	**Jalapadma** (exKnight of the *ss*Npt.No.1-35 Cross-35) 2*Dks*(*Stl*)	3935 3591 2326	✠100A1 ~~2,35~~ ~~2,35~~ 2,36 ✠LMC2,35 BS2,36	Npt Bom	*w*	CL ~~2,35~~ 2,36	1929 5mo *Lloyd's A&CP*	SirJPriest- man&Co. Sunderland	ScindiaSteamNav. Co.Ld.	352·5 P34'B108'F38' FK *CellDB*305'852t*FPT*91t*APT*96t	50·5	24·9	Bombay British 6*BHptCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb 373NHP 2SB(FD)&AuxSB,*8cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 " 3 s 4 " 9¼ 22 " 8¼	
27249 139614 VWDB	**Jalapalaka** (exFrankby, exWilliamWallace) *ss*Bom.No.3-11,29 *ss*Bom.No1-33 1*Dk*(*Stl*)	4215 3973 2630	✠100A1 ~~8,35~~ ~~11,34~~ 3,36 ✠LMC MS11,33 BS~~11,34~~ 11,35	Bom Cal	*x*	CL ~~11,33~~ 8,35	1917 8mo *Lloyd's A&CP*	SirRaylton Dixon&CoLd Middlesbro'	ScindiaSteamNav. Co.Ld.	364·9 P25'B94'F40' FK *CellDB*319'980t*FPT*110t*APT*90t	51·1	26·1	Bombay British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB,*9cf*,GS167,HS6100 Richardsons,Westgarth &Co.Ld.Mdb.	28 " 4 ~~s 5 " 3¼~~ ~~23 " 5~~ s5 " 1¾ 23 " 5	
27250 124028 VWDC	**Jalaputra** (exFrankdale) *ss*Bom.2ndNo.3-1,32 2*Dks*(*Stl*)&*deep framing* *Lower dk beams in No.1hold* *ss*Bom.No.1-36	4856 4616 3113	✠100A1 1,36 ~~1,35~~ ~~BS8,34~~ ✠LMC~~1,32~~ 1,36	Bom	*z*	CL ~~1,34~~ 10,35	1906 12mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	ScindiaSteamNav. Co.Ld.	400·0 P34'B136'F47' FK *Cell DBa* 123'*uE&B*48'*f*176'1054t*FPT*90t*APT*40t	52·2	28·8	Bombay British 6*BHCem*	T.3Cy.25",42"&70"-48" (*s*) 200lb *100lb* 510NHP 3SB,*9cf*,GS123,HS7548 FD Dunsmuir&JacksonLd.Gls	31 " 4 ~~s 6 " 1½~~ ~~25 " 7~~ s5 " 10¾ 25 " 8¾	
27251 148533 VWDQ	**Jalarajan** (exChulmleigh-33) *ss*Bry.No.2-33 2*Dks*(*Stl*)	5102 4792 3148	✠100A1 3,36 ~~3,35~~ BS~~10,34~~ ✠LMC4,33 11,35 DBS3,36	Bom	*y*	CL ~~9,34~~ 3,36	1925 1mo *Lloyd's A&CP*	Bartram& Sons,Ld. Sunderland	ScindiaSteamNav. Co.Ld.	400·0 P37'B120'F40' FK *Cell DBa*118'*uE*25'*f*176'1060t*FPT*137t*APT*202t	52·2	28·5	Bombay British 7*BHCem*	T.3Cy.27½",45"&75"-48" (*s*) 180lb ~~120lb~~ 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 " 0 s 6 " 0 25 " 2¾	

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote n'est dans le L.R. Durée Cert. B. of Trade
27252 142669 VWDM	**Jalarashmi** (exVitellia, exWarPintail) ssBom.No.3–6,31 2Dks(Stl) Cargo battens not fitted in No.3 lower hold ssBom No.1–35	4449 4096 2681	✠100A1 10,35 ~~10,34~~ ✠LMC10,35 ~~MS10,34~~ ~~BS10,34~~ Carrying oil fuel F.P. above 150° F. in DB	Bom	x	CL ~~11,33~~ 10,35	1918 11mo Lloyd's A&CP	Earle'sCo. Ld. Hull	ScindiaSteamNav. Co.Ld. CellD	375·6|51·7|26·5 P41'B113'F39' FK B321' ~~908t~~ 908t FPT127t	Bombay British 7BHptCem APT200t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 ~~s5 ″ 5~~ ~~24 ″ 0~~ s5 ″ 3½ 24 ″ 0	
27253 145657 VWDS	**Jalaratna** (exKnight of the Realm–33) ssBom.No 1–34 2Dks(Stl)	3942 3591 2326	✠100A1 ~~7,33~~ ~~1,35~~ 6,36 ✠LMC4,34 BS2,36	Bom Cal	w	CL ~~10,33~~ 6,35	1930 1mo Lloyd's A&CP	SirJPriest-man&Co. Sunderland	ScindiaSteamNav. Co.Ld. CellD	352·5|50·5|24·9 P34'B108'F38' FK B305'852t FPT83t	Bombay British 6BHptCem APT96t	T.3Cy.24",40"&66"–45" (s) 180lb 373NHP 2SB(FD)&1AuxSB,8cf, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s4 ″ 9½ 22 ″ 8½	
27254 145347 VWDK	**Jalatarang** (exElizabethStoner) ssBom.No.3–9,33 1Dk(Stl)	2498 2229 1464	✠100A1 9,35 ~~10,34~~ BS ~~10,34~~ 9,35 ✠LMC9,33 Fitted for oil fuel 8,21 F.P. above 150° F.	Bom	t	CL 10,34	1921 8mo Lloyd's A&CP	JIThorny-croft&Co.Ld. Southampton	ScindiaSteamNav. Co.Ld. CellD	300·5|43·7|22·2 P28'B83'F33' FK B251'602t FPT101t	Bombay British 5BHCem APT108t	T.3Cy.21",34"&57"–36" (s) 180lb 240NHP 2SB,6cf,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 ~~s4 ″ 5½~~ ~~20 ″ 4~~ s4 ″ 3¾ 20 ″ 4	
27255 153809 VWDL	**Jalaveera** ssBom.No.2–35 ~~ssBom.No.1–32~~ 2Dks(Stl)	4966 4649 3089	✠100A1 9,35 ~~11,34~~ ✠LMC ~~MS7,31~~ 1,35 ~~BS7,31~~ 6,35	Bom	y	CL 6,33	1927 11mo Lloyd's A&CP	Lithgows, Ld. Pt.Glasgow	ScindiaSteamNav. Co.Ld. CellDB	400·0|52·0|28·0 P40'B145'F30' FK 343'1150t FPT116t	Bombay British 6BHCem APT19t	T.3Cy.26",42"&70"–48" (r) 180lb 110lb 497NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 9¾ 24 ″ 11¼	
27256 131359 VWDF	**Jalavihar** (exFrankmere) ssBom.2ndNo.3–9,34 2Dks(Stl)	5330 4996 3381	✠100A1 ~~2,35~~ 11,35 ✠LMC9,34 BS11,35	Bom	z	CL ~~2,35~~ N11,35	1911 7mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	ScindiaSteamNav. Co.Ld. CellDBa108'uE&B56'f	410·1|52·2|28·8 P34'B137'F50' FK	Bombay British 6BHCem	T.3Cy.25⅝",42"&70"–48" (r) 200lb 110lb 460NHP 2DB,12cf,GS187,HS8060 Dunsmuir&Jackson,LdGls 189'1143t FPT93t APT40t	31 ″ 2 s5 ″ 10 25 ″ 7	
27257 140564 VWDG	**Jalavijaya** (exFranktor) ssBom.No.3–5,30 ssBom.No.1–34 1Dk(Stl)& Shelterdk(Stl) Cargo battens not fitted	3756 3514 2297	✠100A1 Shelter dk withfreeboard 2,36 ~~2,34~~ ✠LMC BS~~7,34~~ 6,35 MS10,34	Bom	x	CL ~~N11,32~~ ~~6,35~~ 2,36	1918 3mo Lloyd's A&CP	J.Priest-man&Co. Sunderland	ScindiaSteamNav. Co.Ld. CellDB	365·0|51·5|22·1 FK 315'1077t FPT115t	Bombay British 6BHCem APT85t	T.3Cy.25",41"&67"–45" (s) 180lb 330NHP 3SB,6cf,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld	24 ″ 6 ~~s2 ″ 6½~~ ~~22 ″ 4~~ s2 ″ 3½ 22 ″ 5½	
27258 XCBK	**Jalisco** ssN.Os.No.1–21 Fitted for oil fuel 2Dks(Stl)	2876 — 1892	✠ 5,25 ✠	NOs	t		1916 4mo	WCramp& SonsS&EBCo Philadelphia	MexicanGovernment(operated by GremioUnido de AlijadoresS.C.de R.L.) CellDB	304·6|45·2|20·1 B90'F36' FK 248'605t FPT108t	Progreso Mexican 7BHCem APT148t	T.3Cy.20",33"&55"–36" 262NHP 2SB,6cf,GS108,HS3994 W.Cramp&SnsS&EBCPhl	22 ″ 8	
27259 132559 GLYS	**Jamaica Merchant** Ⓟ (exHighlandPiper) ssLon.No.3–11,23 ssLon.No.2–31 Ref.Mchy. D.F. 3Dks(Stl)& Shelter dk(Stl)	7459 6539 4647	✠100A1 Shelter dk withfreeboard 10,35 ~~3,35~~ BS7,35 ~~BS2,34~~ ✠LMC12,31 ✠Lloyd'sRMC ~~3,33~~ 2,36 for temp. 20° F.	Lon Sou	a†	CL ~~7,33~~ 10,35	1911 7mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	StandardFruit& S.S.Co.Ld. CollisionBH CellDBa130'uE&B63'f167'1234t	413·8|56·2|35·1 FK	London British 8BHCem to U dk only	T.3Cy.31",51"&86"–54" (s) 210lb HS13821 FD 872NHP 3SB&1AuxSB,16cf,GS319, CammellLaird&Co.Ld.Bkn FPT129t APT23t	37 ″ 8 s11 ″ 10½ 26 ″ 2	BT till ~~1,35~~ ~~6,35~~ ~~3,36~~ 7,36
27260 156134 VPLC	**Jamaica Pioneer** Fitted for oil fuel D.F. Ref.Mchy. 4Dks	5349 4857 3383	✠Lloyd'sRMC ~~1,35~~ ~~7,35~~ 1,36				1931	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son &Co.Ld.Mgrs.)	386·2|54·2|30·8 F43'	KingstnJa British WB	Q.4Cy.27",39",56"&80"–51" 458NHP D.Rowan&Co.Ld.Gls.		C
27261 156140 VPLM	**Jamaica Producer** Ref.Mchy. D.F. 4Dks CruiserStern Cargo battens not fitted in after hold	5325 4673 2998	✠100A1 withfreeboard 11,35 ~~2,35~~ ✠LMC6,34 ✠Lloyd'sRMC ~~12,34~~ ~~6,35~~ 1,36 Fitted for oil fuel 6,34 F.P. above 150° F.	Lon		CL	1934 6mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.) CellDB293'910t	411·1|54·7|30·3 F50' FK Tanks at sides of tunnel 237t FPT	Kingstn Ja British 9BHptCem (Coll to Wh dk 8 ,, 2nd ,,) 31t APT70t	Q4Cy.30",41½",59"&84"–54" 225lb (s) 961NHP 5SB,15cf,HS15015 FD D.Rowan&Co.Ld.Gls.	33 ″ 6 s10 ″ 1½ 23 ″ 10½	
27262 156136 VPLD	**Jamaica Progress** Ref Mchy. 2Dks(Stl–weather dk ws) D.F. 3rd&4th dks(Stl) in holds	5351 4804 3149	✠100A1 withfreeboard ~~12,35~~ 3,36 ✠LMC4,32 ✠Lloyd'sRMC ~~4,35~~ ~~11,35~~ 12,35 Fitted for oil fuel 4,32 F.P. above 150° F.	Lon	z	CL 3,34	1932 4mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.) CellDB336'904t	393·7|54·2|30·8 F46' FK Tanks at sides of tunnel 673t FPT	KingstnJa British 8BHptCem (Coll to Wh dk 7 ,, to 2nd ,,) 31t APT58t	Q4Cy.29½",41½",59&84"–54" 225lb (s) 1061NHP 6SB,24cf,GS418HS17220 FD D.Rowan&Co.Ld.Gls.	33 ″ 6 s12 ″ 0 21 ″ 11½	
Broken up 27263 129082 GLZM	**Jamaica Settler** Ⓟ (exHighlandLaddie) ssLon.No.3–1,23 ssLon.No.2–31 3Dks(Stl)&Shelter dk(Stl) Ref.Mchy. D.F.	7256 6336 4561	✠~~100A1~~ Shelter dk withfreeboard 3,34 ~~BS6,35~~ ~~BS7,34~~ ✠ ~~✠Lloyd'sRMC~~	Lon	a†	CL 3,34	1910 4mo Lloyd's A&CP	Cammell Laird&Co.Ld Birkenhead	~~JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.)~~ CellDBa115'uE&B65'f168'1190t FPT	405·8|56·1|34·6 FK	London British 7BHCem 60t APT40t	T.3Cy.31",51"&86"–54" (s) 210lb 855NHP 3SB&1AuxSB,16cf, GS312,HS13474 FD CammellLaird&CoLd.Bkn	37 ″ 6 s11 ″ 6½ 26 ″ 1	FT till 4,35
27264 FNMW	**Jamaique** Ⓟ (exMosella) TwinSc Ref.Mchy D.F. 2Dks&Awng dk	10123 7863 6259	✠Lloyd'sRMC ~~1,35~~ ~~6,35~~ 10,35 No. 5 hold & 'tween dk. not included				1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2|59·4|27·2 35·2 B273'F52'	Havre French WB	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
27265 210912	**James A. Farrell** ssClv.No.3–31 Mchy.Aft Longitudinalframing GyC. 1Dk(Stl)&Web frames	7705 7277 5967	✠100A– 6,33 ~~BS4,33~~ ✠LMC MS11,31 BS4,36 ~~B~~ ForService on the Great Lakes	Clv			1913 3mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. WB=CellDBuE&B55'f&in Hopper side tanks 479'	580·0|58·0|32·0 F54' FK	D'luth,Min Utd.States 4BH	T.3Cy.24",39"&65"–42" (s) 170lb 406NHP 2SB,6cf,GS132,HS6338 FD AmericanS.B.Co.Clevel'nd 8549t FPT259t APT59t	32 ″ 0	
27266 153126 VGZD	**James B. Eads** (exGlobe) Mchy.Aft 1Dk&Spar dk	3865 3705 2465					1894	GlobeIron WorksCo. Cleveland,O.	NorrisSteamships, Ld.(G.C.Leitch, Mgr.)	406·9|42·3|24·0 len99 H— WB	Midland Ont. British	T.3Cy.24",39"&63"–42" NB15 257NHP GlobeIrnWksCo.ClvlndO.		R
27267 147246	**James B. Foote** (exEugeneC. Roberts) Longitudinalframing Mchy.Aft 1Dk	1746 1593 1264					1924	Cammell Laird&Co.Ld Birkenhead	UnionTransitCo. Ld.(J.B.Foote, Mgr.)	253·0|43·2|17·8 WB	Liverpool British	T.3Cy.16",27"&44"–33" 97RHP CammellLaird&Co.Ld Bkn		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines.—No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
27268 201821	James C. Wallace GyC. Mchy.Aft 1Dk	6684 — 5403					1905	American S.B.Co. Lorain	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.)	532·1	56·0	31·0 WB	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"-42" 282NHP AmericanSB.Co.Cleveland		
27269 153957 VLDQ	James Cook (exBelfri-34) ssOsl.No.3-11,34 1Dk Cargo battens not fitted	2181 1878 1289	100A1 11,35 ~~11,34~~ LMC11,34	Osl Syd		OG 10,34	1921	A/S Moss Værft Moss	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh, Mgr.) CellDBa&uE11	275·7 P27'B82'F32' 6'f110'484t FPT54	43·7	18·8 FK	Melbourne British 4BHCem tAPT75t	T.3Cy.20½",33"&56"-36" 200lb 100lb (s) 243NHP 2SB,6cf,GS124,HS4090 A/S MossVærft,Moss	21 ″ 0 s 2 ″ 7 18 ″ 7¾	
27270 220802	James Davidson Pt longitudinal framing Mchy.Aft 1Dk	8349 — 6387					1920	DetroitSB Co. Wyandotte,Mich.	GlobeS.S.Co. (G.A.Tomlinson, Mgr.)	587·1 F54'	60·0	27·8 WB	Michigan Ind. Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
27271 201961	James E. Davidson Mchy.Aft 1Dk	6206 — 4943					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Inter-OceanS.S. Co (G.A.Tomlinson Mgr.)	504·0	54·2	31·0	D'luth,Min Utd.States WB	Q.4Cy.18",27",40"&62"-42" NB12 249NHP Gt.LakesEng.Wks.Detroit		
27272 207283 KDXK	James E. Ferris (exF.R.Hazard, exOntario) D.F. GyC. Mchy.Aft 1Dk	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	444·0	56·2	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 223NHP Gt.LakesEngWrksDetroit		R
27273 205076	James E. McAlpine (exWilliamH.Truesdale-34) Mchy.Aft 1Dk	5057 — 3764					1908	American S.B.Co. Lorian,O.	BrownS.S.Co. (Brown&Co. Mgrs.)	432·0	52·0	28·0	Buffalo NY Utd.States WB	T.3Cy.22",35"&58"-42" 218NHP AmericanSBCo.Cleveland		R
27274 216513 KSEA	James Ellwood Jones (exAbsecon) ssN.Yk.No.3-8,31 Sub.Sig. ssBos.No.1-35 1Dk(Stl) D.F. Mchy.Aft Cargo battens not fitted	3372 2727 1929	✠100A1 8,35 ~~9,34~~ ~~BS1,34~~ ✠LMC~~8,31~~ 8,35	Bos	v	CL ~~9,33~~ 8,35	1918 7mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. CellDB269'1254t DTa13'412	318·5 P79'B18'F31' tFPT293tAPT92t	49·5	24·2 FK	Wilmgton (Del.) Utd.States 7BHCem	T.3Cy.21",~~35"~~ 33⅜"&58"-42" (r) 200lb 316NHP 2SB,6cf,GS110,HS4642 FD NewYorkS.B.Co.	27 ″ 6	
27275 220116 KUTK	James Griffiths (exCity of Lordsburg) Fitted for oil fuel D.F. 2Dks	3545 3005 2179					1920	MobileS.B. Co. Mobile	CoastwiseS.S.& BargeCo.Inc.(J. Griffiths&SonsInc. Mgrs.)	324·0 P41'B90'F32'	46·2	25·0	Seattle Utd.States WB	T.3Cy.22",37½"&60"-42" 233NHP EllicottMach.Corp. Baltimore		
27276 77589	James H. Reed GyC. Mchy.Aft 1Dk2trB	5206 — 3841					1903	DetroitS.B Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.)	448·0 F48'	52·2	25·3 WB	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"-40" 198NHP DetroitS.B.Co.Detroit		R
27277 77409	James J. Hill GyC. Mchy.Aft 1Dk2trB	5255 — 4058					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin Utd.States WB	Q.4Cy.16½",25½",38½"&60"-40" NB26 228NHP AmericanSB.Co.Cleveland		
27278 203056	James Laughlin Mchy.Aft 1Dk	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	D'luthMin Utd.States WB	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Wks.Detroit		
27279 214816 WOCT	James McGee TwinSc3Mst ssNYk.No.1-34 ssN.Yk.No.3-1,30 Mchy.Aft 2Dks(Stl)&Web frames& Shelter dk(Stl) GyC. D.F. Longitudinal framing	9859 — 6161	✠100A1 Shelter dk with freeboard 12,35 ~~1,34~~ BS12,35 ✠LMC ~~MS1,505,34~~ ~~BS12,34~~ Carrying Petroleum in bulk Fitted for oil fuel 3,17	NYk	f†	CL ~~5,34~~ PN6,35 ~~65,34~~ SN12,35 F.P. above 150° F.	1917 3mo	Bethlehem SteelCo. Sparro'Pt Md A&CP	~~Standard Shppg. Co.~~ Standard Oil Co. of New Jersey CellDBa17'uE&	499·1	68·2	35·9 FK	Wilmgton (Del.) Utd.States 19BHptCem (15 „ to U dk 4 „ 2nd „) B68'275tDT	T.6Cy.20½",35"&60"-42" (s) 200lb 652NHP 3SB,12cf,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt /54'745tFPT244tAPT108t	38 ″ 3 s 10 ″ 0½ 28 ″ 6	
27280 222555 KFCN	James MacNaughton D.F. GyC. Mchy.Aft 1Dk	8299 — 6608					1922	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	587·5	60·0	22·9	Wilmgton (Del.) Utd.States WB	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Works		R
27281 201811 KDXW	James P. Walsh D.F. GyC. Mchy.Aft 1Dk	5326 — 3925					1905	CraigS.B. Co. Toledo,O.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	488·6	52·0	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" NB29 233NHP CraigS.B.Co.Toledo		R
27282 218832 KJNY	James River (exLakeFlambeau) Fitted for oil fuel 1Dk2trB	2609 2261 1610		...			1919	McDougall DuluthCo. Duluth,Minn	Philadelphia& NorfolkS.S.Co.Inc.	251·0 P25'B64'F20'	43·7	25·8 FK	NewYork Utd.States WB	T.3Cy.19½",34½"&59"-42" 352NHP McDougallDuluthCo.		R †
27283 148901	James Stewart 1Dk	1760 1604 1304					1926	Napier& MillerLd. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch Mgr)	253·1 F35'	43·2	17·9	SCathrnes Ont. British WB	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
27284 84859	James Turpie Iron 2Dks3trB	1732 1567 1082		...			1881	A.Leslie& Co. Newcastle	TheSouthGeorgia Co.Ld. (C.Salvesen &Co. Mgrs.)	270·8 P46'B50'F36'	34·7	23·0 BK9½"	N.Shields British WB	C.2Cy.32"&61"-36" 172NHP N.E.MarineE.Co.(Lim) Sld	24 ″ 0	
27285 77236	James Watt Mchy.Aft 1Dk2trB	3807 — 3105					1896	Cleveland S.B.Co. Cleveland	JenkinsS.S.Co. (C.O.Jenkins, Mgr.)	405·0	48·0	23·5	Fairport,O Utd.States WB	T.3Cy.25",40"&68"-42" 300NHP ClevelandS.B.Co.,Clevelnd		
27286 121709 VGZB	James Whalen Wireless 1Dk	313 262 156					1905	Bertram E. WorksCo.Ld. Toronto	Sin-Mac Lines,Ld.	108·0	24·0	13·0	Montreal British	C.2Cy.20"&40"-36" 67RHP BertramE.W.Co.Ld.Trnto.		
27287 MNLX	Jamnagar ssBom.No.2-32 1Dk(Stl) Well deck Mchy.Aft	576 384 279	✠ ... 6,34 ✠	Bom	h		1924 10mo	J.I.Thornycroft&Co.Ld. Southampton	NawanagarState (MercantileMarine Dept.)	160·9 Q83'B20'F26' FP147t	26·1	11·7 FK	4BHCem APT20t	T.3Cy.13½",22"&35"-27" 93NHP 1SB,3cf,GS58,HS1756 J.I.Thornycroft&CoLdSou	12 ″ 7	
27288 OYHC	Jan 1Dk	1739 1376 1036					1918	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Myren (Holm&Wonsild, Mgrs.)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish WB	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
27289 OHXA	— (exCito, exGlenpark) ssLkr.3rdNo.3-6,33 1Dk(Irn) Well deck Cargo battens not fitted	889 — 479	✠100A1 1,35 ~~BS8,34~~ 10,35 ✠LMC6,35	Lkr	l	OG 1,35	1893 11mo	Scott&Co. Greenock A&CP	O.Y."Jan" (Seppinen& KemppiO.Y.)	212·3 Q109'B16'F21' DBa48'f46'	31·2	14·0 BK7½"	Wiborg Finnish 4BHCem 148tAPT14t	T.3Cy.15¼",26"&44"-33" (s) 160lb 100lb NDB07 112NHP 1SB,3cf,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5¾	
27290 LEET	Jan Mayen (exRikardKaarbö) 1Dk	399 331 143					1914	Bergens Mek.Værks. Bergen	A/SJanMayen (J.Koppernæs)	152·5 Q7tB43tF8t	24·0	13·6	Aalesund Norwegian WB	T.3Cy.13½",22"&37"-24" 67NHP BergensMekVærksBergen		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
27291 PEZP	**Jan Pieterszoon Coen** Ⓟ TwinSc Sub.Sig. ssAms.No.3-8,27 ssAms.No.1-31 2Dks(Stl)&Shelter dk(Stl-teak s) D.F. Ref.Mchy. 3rd tr BinNo.1hold	11140 6352 6555	✠100A1 Shelter dk with freeboard 5,35 ~~1,34~~ ✠LMC MS1,31 ~~BS2,34~~6,35	Ams	f†	CL ~~SN3,30~~ ~~N1,31~~ 5,35	1915 6mo Lloyd	Nederl. Schps.Maats Amsterdam 'sA&CP WB	N.V.Stoomv. Maats."Neder- land" =CellDBa115'uE	503·5|60·6|35·8 P43'B140'F77'on Shelter dk FK 53'f128' 977t FPT	Amstrdam Dutch 8BHCem 87tAPT71t	T.6Cy.26¼",44 1/16"&74 13/16"– 49¼" (s) 213lb 1364NHP 8SB,24cf,GS470,HS21176FD NedFb.v.Wrk&Spoor,Ams	39 ″ 0 s12 ″ 9 26 ″ 5	
27292 UOIY	**Jana** (exMelita,exThrockley) ssNwc.No.1-28 Sub.Sig. Well deck 1Dk(Stl)	2917 2281 1551	✠ —— 2,35 ✠	Ham	l		1923 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. CellDBuE20' f126'432tD	306·3|45·1|22·3 Q122'B56'F25' FK Ta86' 799t FPT79t	Vladvostk Russian 6BHptCem APT96t	T.3Cy.24",40"&65"–42" 335NHP 2SB,8cf,GS142,HS5679 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 3	G †
27293 153813 VTCQ	**Janaki** (exStella,exStellaWega) ssKel.No.3-12,29 Well deck Sub.Sig. ssBom.1-35 Cargo battens not fitted 1Dk(Stl)	857 681 530	100A1 3,36~~3,35~~ ~~BS11,35~~ LMC5,35	Bom	l	OG N2,34	1922	Howaldts- werke Kiel	MalabarS.S.Co.Ld. ~~(S.P.Aiyer, Mgr.)~~ CellDBa&	195·1|32·9|14·0 P12'Q41'B54'F29' FK uE50'f97'233tFPT	Bombay British 4BHCem 25tAPT16t	T3Cy14⅝",23¼"&38 5/16"–25 5/16" 185lb (s) 133NHP 2SB,4cf,GS69,HS2150 Howaldtswerke,Kiel	16 ″ 0 s1 ″ 3 15 ″ 0	
27294 216223 KDJH	**Jane Christenson** (exWestboro) Fitted for oil fuel 2Dks	5667 5239 3553			...		1918	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.Inc.	409·5|54·2|27·6 P44'B115'F47' FK	S.Frncisco Utd.States WB	T.3Cy.24½",41½"&72"–48" NE19 360NHP Ingersoll-RandCo. Phillipsburg,N.J.	30 ″ 3	R †
27295 OYIC	**Jane Mærsk** TwinSc ssRot.No.2-36 ~~Cpn.No.1-33~~ OilEng. D.F. Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	7691 7232 4710	✠100A1 ~~5,35~~ ~~5,34~~ 1,36 DBS1,36 ~~[illegible]~~ ✠LMC CS~~7,35~~ 1,36 ~~4,35~~ 1,36 CarryingPetroleum in bulk	Rot	c†	CL 12,55	1928 6mo Lloyd	Odense Staalskibsvft Odense 'sA&CP	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.) CellDBuE68'201tD	456·8|59·7|33·7 P101'B38'F36' FK Tf34'605t FPT225	Kalundborg Danish 11BHptCem tAPT120t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB180lb SDBmade22refitted28 Akt.Burmeistr&WainCpn.	35 ″ 9 s8 ″ 0 28 ″ 0½	
27296 221277 KDSD	**Jane Nettleton** Wood (exThomasCrowley,exLucindaHanify, exUtique,exLucindaHanify) 1Dk Wireless Fitted for oil fuel Now a Ba[illegible] No. 03951 in [illegible] Supplement	1545 — 879					1917	Wilmingtn S.B.Co. SanPedro,Cal	A.F.MahonyCo. Inc.	224·6|44·0|17·4	S.Frncisco Utd.States	T.3Cy.16",27"&46"–33" 122NHP MainSt.IronWorks,S.Fo.		
27297 220794	**Janelew** Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	6085 — 4391					1920	MooreS.B. Co. Oakland,Pa.	UnitedStates ShippingBoard Bureau	402·6|53·0|32·2 P34'F38'	S.Frncisco Utd.States WB	2 Steam Turbines DR Geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
27298 143894 MKDG	**Janera** (exJohnCollins) 1Dk	310 247 110					1917	AilsaS.B. Co.Ld. Troon	Anglo-Egyptian Oilfields,Ld. (A.Agnew,Mgr.)	125·6|23·5|12·8	London British	T.3Cy.12½",21"&35"–26" 62NHP AilsaS.B.Co.Ld.Troon		C
27299 161894 GPCZ	**Janeta** ssGls.No 1-33 D.F. 1Dk(Stl)	5312 4957 3324	✠100A1 1,36~~1,34~~ ✠LMC2,35 BS1,36	Mch Bry	z	CL ~~1,33~~ N1,36	1929 11mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	GlasgowUnited ShippingCo.Ld. (Mclay&McIntyre Ld.Mgrs.) CellDB	402·4|55·0|28·5 P45'B126'F48' FK 344' 1389t FPT144	Glasgow British 6BHptCem tAPT307t	T.3Cy.23",40"&67"–51" (s) 200lb 463NHP 3SB,9cf,GS155,HS6711 FD Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s5 ″ 11½ 25 ″ 3	
27300 FNGO	**Janine** (exSierraLeone, exWarMusket) Well deck D.F. 1Dk	2358 — 1241			...		1918	C.Hill& Sons Bristol	UnionIndustrielle &MaritimeSté. Française d'Arm.	285·2|42·0|22·2 P27'Q69'B66'F32' FK	Rouen French WB	T.3Cy.25",41"&68"–45" 359NHP McColl&Pollock,Ld.Sld.	21 ″ 2	V †
27301 124 YLBX	**Janis Faulbaums** (exDimitriosG. Thermiotis,exVittoria) ssKel.2ndNo.3-10,32 1Dk(otIrn&ptStl)&deep framing	2944 2635 1729	✠100A1 10,32 BS~~5,35~~ ✠LMC10,32 5,36	Kel	u	3,35	1907 7mo Lloyd	Richardsn, Duck&Co. Stockton 'sA&CP	M.Faulbaums& W.Hummel(James Siering&Co.Mgrs) CellDBa	317·5|46·6|20·9 P28'B107'F37' FK 102'uE24'f132'717t	Riga Latvian 5BHCem APT56t	T.3Cy.23",38"&62½"–42" (s) 160lb 257NHP 2SB,6cf,GS120,HS3900 Blair&Co.Ld.Stockton	23 ″ 3 s3 ″ 4½ 20 ″ 0½	
27302	**Janssens** Ⓟ OilEng. 1Dk&Awng dk'tween dk in Nos.1&2holds	 1562					1935	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	264·2|43·0|17·2	 ~~Danish~~ Dutch WB	Oil Engines 2S.C.SA 6Cy.15¾"–29½" 258NHP N.V.Konink.Maats. "DeSchelde"Flushing		
27303 5260 SGXA	**Japan** ssGot.No.3-5,24 Well deck ssGot.No.2-32 D.F. 2Dks(Stl-Uws)	5230 4903 3262	✠100A1 ~~7,35~~ ~~1,35~~12,35 BS~~8,34~~ ✠LMC7,32 7,35	Got	a†	CL 1,35	1911 12mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP WB	Aktieb.Svenska OstasiatiskaKomp (G.Borin,Mgr.) = Cell DBa122'u	425·0|54·1|26·9 P&B349'F44' FK E29'f212'990tFPT	Gothenbrg Swedish 7BHCem 82tAPT25t	T.3Cy.27",45"&75"–51" (s) & Exhaust Turbine driving steam compressor 180lb 541NHP 3SB,9cf,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s4 ″ 3½ 25 ″ 5	
27304 220831 KDHO	**Japan Arrow** 3Mst ssN.Yk.No.3-7,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	8327 7542 5176	✠100A1 Shelter dk with freeboard 4,36 ~~5,35~~ ~~6,34~~4,36 BS~~5,35~~ ~~BS6,34~~ ✠LMC7,33 CarryingPetroleum in bulk Fitted for oil fuel 11,20 FP above 150° F.	NYk	d†	CL 6,34	1920 11mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP CellDBuE&B	Socony-Vacuum OilCo.Inc. 80'285tDT/40'518	468·3|62·7|32·0 FK tFPT270tAPT131t	NewYork Utd.States 17BHptCem (1 „ to Sh dk 10 „ „ U „ 6 „ „ 2nd „)	Q.4Cy.24",35",51"&75"–51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 1½	
27305 148759 GJSM	**Japanese Prince** TwinSc ssDrt.No.2-34 ~~ssN.Yk.No.1-30~~ Sub.Sig. OilEng. D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6734 5800 3656	✠100A1 with freeboard 10,35 ✠LMC10,35 ~~[illegible]~~ DBS10,35 ~~7,29~~ Carrying Vegetable oil in fore & after peak tanks Fitted for carrying oil (1926) F.P. above 150°F. in Deep Tanks	NYk Fal	d†	CL ~~F5,29~~ ~~S4,32~~ 10,35	1926 5mo Lloyd	Deutsche WerftA.G. Hamburg 'sA&CP Duct	RioCapeLine,Ld. (Furness,Withy& Co.Ld.Mgrs) keel forward of m CellDB367'1386t MTs42'1466t	441·6|60·3|29·2 F42' FK achinery space159' Coll FPT130tAPT156t	London British 8BHptCem ptAsp BH to Sh dk 7 „ „2nd „	Oil Engines 4S.C.SA 16Cy.29⅛"–47¼" 1313NHP DB100lb DB43lb AlgemeineElec.Ges.Berlin	32 ″ 3 s4 ″ 6½ 27 ″ 10½	
27306 PKHR	**Japara** Mchy.Aft 1Dk	3323 2537 2301					1930	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0|48·2|20·5 Q208'F34'	Batavia Dutch WB	T.3Cy.22",36½"&60"–42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
27307 149706 MNRL	**Jargoon** (exTorrington) ssGls.No.2-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	691 468 311	✠100A1 2,36~~2,35~~~~11,35~~ ✠LMC2,35 BS2,36	Gls Lon	j	CL ~~2,35~~ 2,36	1926 8mo Lloyd	J.Fullerton &Co. Paisley 'sA&CP	Wm.Robertson CellD	180·2|28·9|11·0 Q105'B9'F26' FK B103' 137t FPT60t	Glasgow British 3BHCem APT26t	T.3Cy.14",23"&38"–27" (s) 180lb 72RHP 1SB,3cf,GS53,HS1853 Aitchison,Blair,Ld. Clydebank	13 ″ 3 s4 ″ 4½ 12 ″ 11½	
27308 ~~1718~~ ~~SFBD~~	**Jarl,** (exIdaZschimmer,exCambrian) Now "Ramon," ssOsc.2ndNo.3-1,26 ssHam.No.2-34 Well deck 1Dk(Stl)	880 621 374	✠[illegible] 6,36 ~~[illegible]~~ ~~✠LMC[illegible]~~	Ham	l	CL 3,34	1900 4mo	Mackie& Thomson Glasgow A&CP	~~SvenskaHamburg~~ ~~Linien A/B (J.~~ ~~Malmros, Mgr.)~~ SocietàArmamentoPugliese	207·4|30·6|12·2 Q63'B64'F22' FK CellDB	Bari Italian 4BHCem 169'225t	T.3Cy.16⅞",29"&48"–33" 170lb (s) 158NHP 2SB,4cf,GS71,HS2686 A.Stephen&Sons,Glasgow	14 ″ 9 ~~[illegible] ″ 11½~~ ~~13 ″ 11½~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27309 LEEV	**Jarl** Iron 1Dk2trB	437 328 236					1889	Stavanger Stöberi&Dok Stavanger	D/S A/S Jarl (Ö.Torgersen)	147·9 | 24·8 | 12·6 Q35tB45tH17tF15t	Haugesnd Norwegian WB	T.3Cy.11",18"&29"-24" NB01 41NHP AkersMek.Verkst.Oslo		N
27310 LEEX	**Jarlsberg** Ⓟ 1Dk	328 142 129					1912	Lindholmens V.A. Gothenburg	A/S Tönsberg& HortensDampskibsselskap	136·1 | 23·7 | 8·7	Tönsberg Norwegian WB	T.3Cy.14¾",24"&40"-24" 78NHP LindholmensV.A.Got.		
27311 139308 MGJP	**Jarrix** 3Mst ssHul.No.3-3,30 Well deck ssHul.No.1-34 1Dk(Stl) Mchy.Aft	429 303 203	✠100A1 ~~9,34~~ ~~3,32~~ 1,36 MS~~2,30~~ 6,34	Hul Mdb ✠LMC BS~~9,34~~ 6,35	g	CL 6,34	1917 2mo	Cochrane& Sons,Ld. Selby Lloyd'sA&CP	HumberSteam Coasters,Ld. (R.Rix&Sons, Mgrs.)	150·2 | 24·6 | 11·0 Q86'B9'F18' BK7½" FPT53t	Hull British 3BHCem APT7t	T.3Cy.12",20"&34"-24" (s) 180lb 69RHP 1SB,2pf,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 s3 ″ 8½ 12 ″ 5½	
27312 ESDW	**Järvamaa** (exHarilaid,exEmma Minlos,exRefugio) 1Dk&Webframes &ptAwngdk	1363 1031 787			…		1894	Campbeltown S.B.Co. Campbeltwn	TheTallinn ShippingCo.Ld.	230·0 | 32·6 | 16·4 Q79' ptAwng dk151' FK	Tallinn Estonian WB	T.3Cy.17½",27½"&45"-33" 115NHP Kincaid&Co.Ld.Greenock	17 ″ 4	G †
27313 160291 MJMC	**Jasmine** ssBel.No.1-36 Mchy.Aft 1Dk(Stl) Well dk Cargo battens not fitted	353 255 124	✠100A1 4,36 ~~1,32~~	Bwg Bel ✠LMC~~1,32~~ 4,36	f	CL ~~3,35~~ 4,36	1932 1mo	Scott& Sons Bowling Lloyd'sA&CP	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld. Mgrs.)	142·5 | 23·6 | 10·5 Q81'B7'F20' BK6" FPT54t	Newry British 3BHCem APT39t	T.3Cy.11½",20"&32"-24" 200lb (s) 60RHP 1SB,3cf,GS49,HS1415 Aitchison,Blair,Ld. Clydebank	11 ″ 4 s3 ″ 9½ 11 ″ 7¾	
27314 1059 IPAM	**Jason** Mchy.Aft 1Dk	533 — 274					1921	Cant.Nav. Riuniti Ancona	Soc.Anon.Ilva	156·2 | 27·2 | 13·5 P57'F31'	Genoa Italian WB	T.3Cy.11",18 1/10"&30 7/10"-23⅝" 45NHP Cant.Nav.Riuniti,Ancona		I
27315 EAFM	**Jata-Mendi** (exNetherton) ssBbo.2ndNo.3-2,24 ssBbo.No.1-29 1Dk(Stl)&Spar dk (ptIrn&ptStl)&deepframing	4250 4085 2746	✠100A1 Spar dk 11,30 BS7,31	Rot ✠LMC5,29	x	CL 4,32	1905 2mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de la Sota,Mgr.) WB=CellDBa	360·3 | 48·0 | 20·2 P32'B92'F32' 28·0 FK 116'uE&B42'f154'	Bilbao Spanish 6BHCem 855tAPT85t	T.3Cy.24½",40"&68"-48" (s) 180lb 350NHP 3SB,9cf,GS156,HS5715 N.E.MarineEngCoLd Nwc	30 ″ 10 s6 ″ 2½ 25 ″ 0	
27316 OYJC	**Java** TwinSc4Mst Oil.Eng. ssCpn.No.3-3,34 2Dks(Stl)&Shelter dk(Stl)	8681 8189 5525	✠100A1 Shelter dk withfreeboard 2,36 ~~9,34~~ ✠LMC CS3,34 9,34	Cpn Shf 10,35 DBS~~9,34~~	c†	CL s9,33 ~~P8,34~~ P1,36	1921 7mo	Nakskov Skibsværft Nakskov Lloyd'sA&CP CellD	A/S DetÖstasiatiskeKompagni B392'1509t Tank b tunnels46'131t	445·8 | 60·3 | 39·1 F77'onAwng dk FK etween Collision FPT105tAPT115t	Copnhagn Danish ptCem BH toAwdk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB100lb 987NHP Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ 4¾ 31 ″ 10	
27317 221272 KDHQ	**Java Arrow** 3Mst ssN.Yk.No.3-7,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Web frames Longitudinal framing	8327 7542 5176	✠100A1 Shelter dk withfreeboard 3,36 ~~2,35~~ ~~BS4,34~~ Carrying Petr Fitted for oil	NYk Gal BS8,35 ✠LMC7,33 oleum fuel 5,	d† in 21	CL ~~4,34~~ 2,36 bulk F P. a	1921 5mo bove 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F.	Socony-Vacuum OilCo.Inc. CellDBuE&B80'2 DTf40'518t	468·3 | 62·7 | 32·0 FK (85t FPT270tAPT131t	New York Utd. States 17BHptCem 1BHtoSh dk 10 ,, ,, U ,, 6 ,, ,,2nd,,)	Q.4Cy.24 ,35",51"&75"-51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 3½	
27318 148717 GDBT	**Javanese Prince** TwinSc OilEng. Sub.Sig. ssBal.No.2-34 D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6734 5800 3656	✠100A1 withfreeboard 10,35 ~~12,34~~ ✠LMC CS5,34 11,35 ~~12,34~~ Fitted for ca Carrying Veg	HKg Kob DBS10,35 rrying etable	d† oil oil	CL ~~1,34~~ 10,35 (1926) in fore	1926 1mo F.P.a & afte	Deutsche WerftA.G. Hamburg Lloyd'sA&CP bove 150° F. in r peak tanks	RioCapeLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) Duct keel frwd. Deep Tanks CellDB3	441·6 | 60·3 | 29·2 F42' FK of mchy. space 159' (Coll. 67'138 6tMT's42'14	London British 8BHptCem ptAsp BHtoShr dk 7 ,, ,, 2nd ,,) 66tFPT130t	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB100lb DB43lb AlgemeineElec.Ges.Berlin APT156t	32 ″ 3 s4 ″ 6¼ 27 ″ 10¾	
27319 77362 WDFW	**Jay A. Pearson** (exCordova, exVindal,exMooremack,exJesseSpalding) (Self-Unloader) Mchy.Aft 1Dk Now "Rockwood," see No. 39873 in Supplement	1290 — 985					1899	F.W. Wheeler W.BayCity Mich.	F.D.GleasonCoal Co.	220·0 | 40·0 | 14·0 P80'F42'	Detroit, Mich. Utd.States WB	T.3Cy.17",28"&47"-36" 133NHP F.W.Wheeler,W.BayCity		
27320 204429	**Jay C. Morse** GyC. Mchy.Aft 1Dk	6649 — 5087					1907	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	532·0 | 58·0 | 31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-42" AmericanS.B.Co. 257NHP Cleveland,O.		R
27321 216667 WKCK	**Jean** (exKosciuszko,exCapeLookout). 2Dks(Stl)&Web frames Longitudinal framing	4902 4213 3028	✠ 10,23	NYk ✠	x		1918 7mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.Mgrs.) CellDB	376·4 | 52·3 | 27·0 P54'B94'F39' FK 342'1133tFPT116t	NewYork Utd.States 6BHCem APT206t	T.3Cy.24",41"&68"-48" 486NHP 3SB,9cf,GS169,HS7273 BethlehemS.B.Corp.Ld.	29 ″ 6	R †
27322 161580 MBKB	**Jean Brillant** Ⓟ OilEng. E.S.D. Ref.Mchy. 2Dks Strengthened for Navigation in Ice CruiserStern	640 555 350	✠100A1 withfreeboard 5,35 Lloyd'sRMC5,35 for temp. 28° F. For service in Lawrence and from 1st April	Nwc Qbc ✠LMC5,55 the Gulf to New to 21st	h fo No	CL of St. und la vember	1935 5mo nd	Swan,Hunter&Wigham Richardson Ld.Newcastle Lloyd'sA&CP	Cie.deTransport duBasSt.Laurent, Lté. CellDBuE18'14t DTsf13'	159·9 | 29·1 | 17·3 B31' FK (48tFPT5tAPT2t	Quebec British 9BH Coll to W dk 8 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.13⅜"-22 7/16" 188NHP DB100lb Swan,Hunter&Wigham-Richardson,Ld Nwc.	18 ″ 6 s7 ″ 10¾ 10 ″ 8	
27323 FORQ	**Jean de Bethencourt** (exRouen) 1Dk	1955 1720 1165					1909	Irvine'sSB &D.D.Co.Ld WHartlepool	Cie.MaritimeNormande (Heuzey& Chastellain,Mgrs)	279·0 | 40·1 | 17·9 P25'B60'F29'	Rouen French WB	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		V
27324 FNZS	**Jean Dupuis** (exVineta) Wireless 1Dk	682 489 394					1910	Stettiner Oderwerke Stettin	Cie.Côtière de l'Annam(Denis Frères d'Indochine,S.A.Mgrs.)	180·1 | 29·0 | 11·5 Q52'B43'F19'	Saigon French WB	T.3Cy.13⅗,21 7/10"&35⅗"-25⅜" 64NHP StettinerOderwerke		V
27325 113 ONJB	**Jean Jadot** Ref.Mchy. 2Dks3trB D.F. Cruiser Stern	5859 5303 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale,SA. Mgrs.)	443·7 | 57·2 | 26·7 P94'F49'	Antwerp Belgian WB	Q.4Cy.27⅙",39",55 9/10"&79 9/10"-53 9/10" 470NHP FlensburgerSchiffsb.Ges.		VG
27326 RAEE	**Jean Jaures** OilEng. 2Dks	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·2 | 48·7 | 27·2 P31'B52'F34'	Leningrad Russian WB	Oil Engines 2S.C.DA 4Cy.23⅝"-35 7/16" 778NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. B. of Trade.
27327 FNYU	**Jean Laborde** Ⓟ TwinSc *OilEng.* *Ref.Mchy* 4*Dks* D.F. *CruiserStern*	11414 8172 6472					1930	Soc.Provençale de Cnst.Nav. LaCiotat	Soc. desServices Contractuels des Messageries Maritimes	463·6|61·8|28·3 B197' 37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29½"-59½" 1303NHP Schneider&Co.Creusot		V
27328 217117 WODQ	**Jean Weems** (*ex*LakeFluvanna) *ss*Phl.No.3-6,25 *ss*Bal.No.2-33 1*Dk*(*Stl*)&2nd *dk*(*Stl*)*in holds*	2349 1965 1448	✠100A1 ~~1,32~~ ~~10,34~~ 2,36 BS1,36 ✠LMC MS8,32 ~~BS10,34~~	NYk Bal	*r*	CL ~~3,32~~ 1,36	1918 10mo	American S.B.Co. Cleveland,O. AP	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*) *CellD*	251·0|43·5|22·2 P25'B64'F23' FK *Ba*208'538*tFPT*59*t*	Baltimore Utd.States 4*BHCem* *APT*92*t*	T.3Cy.20",33"&54"-40" (*r*) 185lb 267NHP 2SB,4*cf*,GS88,HS3999 FD AmericanSB.Co.Cleveland	24 ″ 5	
27329 161948	**Jeanie Deans** Ⓟ Pad 1*Dk*	635 418 259					1931	Fairfield Co.Ld. Glasgow	London&North-EasternRailway	250·5|30·1| 8·7	Glasgow British	T.3Cy.26",41½"&66"-60" 338NHP FairfieldCo.Ld.Glasgow		BT till ~~5,35~~ 5,36
27330 TUNG	**Jeanne Schiaffino** (*ex*Friedrich Jürgen,*ex*Wiedau) Sub.Sig. 1*Dk*	1032 708 598					1922	H.C.StülckenSohn Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Co.*Mgrs.*)	220·4|32·5|12·8 P127'F23'	Algiers French *WB*	T.3Cy.17¾"29½"&46 1/16"-31½" 119NHP H.C.StülckenSohn,Ham.		V
27331 PFCT	**Jeannette** (*ex*Londoner,*ex*Botlek, *ex*Holendrecht) *ss*Lon.No.3-4,24 *ss*Rot.No.2-33 *Well deck* 1*Dk*(*Stl*)	454 322 238	100A1 ~~7,30~~ ~~2,34~~ 1,36 BS~~[illegible]~~ LMC6,35 1,36	Rot	*g*	~~N2,34~~ 7,35	1918	J.Th.Wilmink&Co. Groningen	N.V.Soetermeer Fekkes Cargadoorskantoor *CellDBa*52'	153·1|25·3|11·3 Q58'B36'F17' FK 61*tf*52'65*tFPT*24*t*	Rottrdam Dutch 4*BHCem* *APT*18*t*	T.3Cy.11½",17¾"&29 5/16"-20" 185lb (*s*) 61NHP 1SB,2*cf*,GS39,HS1182 F.&D.H.Landeweer &Zn.Martenshoek	12 ″ 1 s ″ 4½ 11 ″ 10	
27332	— TwinSc *Mchy.Aft* 1*Dk*	449 432 278					1910	Howaldtswerke Kiel	SifneoFrères	193·4|31·0| 8·9 Q46'	Mytilene Greek	T.6Cy.9¼",14¾"&24¾"-13 25/32" 44NHP Howaldtswerke,Kiel		V
27333 215542 KJOA	**Jeannette Skinner** *Fitted for oil fuel* 2*Dks*	5715 5020 4384			...		1917	Skinner&EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·0|27·1 P44'B115'F47' FK	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectric 507NHP Co.Schenectady,N.Y.	29 ″ 9	R †
27334 160507 GSLW	**Jedmoor** *OilEng.* *ss*Bkn.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4392 4070 2649	✠100A1 *withfreeboard* 3,35 DBS~~[illegible]~~10,35 ✠LMC CS1,33 ✠LMC(M)8,34	Nwc	*y*	CL ~~1,34~~ 12,35	1928 6mo	W.Doxford&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	MoorLine,Ld.(W.Runciman&Co.Ld. *Mgrs.*) *CellDB*317'1011*t* *MT*26'988*t*	375·0|52·6|25·7 F30' FK *FPT*140*tAPT*220*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	
27335 221112 KDQF	**Jeff Davis** Sub.Sig *OilEng.* GyC. 2*Dks* *Longitudinalframing*	6174 — 3833					1921	Doullut&WilliamsS.B Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5|55·0|31·4 P44'B108'F37'	N.Orleans Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 WorthingtonPump&Mach Corp.Buffalo,N.Y.		R
27336 220769 KDFR	**Jefferson Myers** (*ex*Hannawa) *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	7582 — 4826					1920	Bethlehem S.B.Corp.Ld. S.Francisco.	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	440·0|56·0|35·2	Prtland Or Utd.States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
27337 147640 VWBJ	**Jehangir** Ⓟ *ss*Bom.No.2-32 3*Dks*(*Stl-Weather dk* teak s)	3566 3029 2157	✠100A1 *withfreeboard* ~~6,35~~ ~~7,34~~ 3,36 BS11,35 ~~BS[illegible]~~ ✠LMC11,32	Bom	*w*	CL ~~9,32~~ 6,35	1924 5mo	Lithgow's Ld. PortGlasgow *Lloyd*'*sA&CP*	Bombay&Persia SteamNav.Co.Ld. *CellDB*298'852*tF*	350·0|48·0|23·1 *PT*74*tAPT*36*t* FK *Collision*	Bombay British 6*BHCem* *BH to W dk*	T.3Cy.24",40"&67"-45" (*r*) 200lb *110lb* 394NHP 2SB,6*cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s3 ″ 0 22 ″ 8¾	
27338 YTBZ	**Jela** (*ex*Gina, *ex*Volkerak) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	335 295 240					1917	J.Th.Wilmink&Co. Gröningen	MarjanKozulic	135·1|26·4|11·2 P32'F18'	Ist Yugoslav *WB*	Oil Engines 2S.C.SA 2Cy.16"-18" 90NHP D.Goedkoop,Jr.Amstrdam		V
27339 UOMP	**Jeliabov** Ⓟ (*ex*Osilia) Wireless 1*Dk*	654 366 355					1911	Bergsunds M.V.Aktieb. Stockholm	U.S.S.R.	168·9|26·1| 9·0 P&B116'Q113'F45'	Vladvostk Russian *WB*	T.3Cy.14⅛",22 7/16"&37½"-27⅝" 74NHP BergsundsM.V.Aktb.Skm.		
27340 143642 MKBJ	**Jellicoe Rose** *ss*Goo.No.3-7,32 *Mchy.Aft* *ss*Bly.No.1-36 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1118 800 609	✠100A1 ~~1,36~~ ~~12,34~~ 4,36 BS~~12,34~~ ✠LMC~~[illegible]~~ 1,36 MS4,36	Bly ~~Sld~~	*n*	CL ~~12,34~~ ~~1,36~~ 4,36	1920 6mo	J.Fullerton&Co. Paisley *Lloyd*'*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	220·2|34·2|13·1 B15'Q108'F28' FK *f*136'215*t FPT*80*t*	Liverpool British 3*BHCem* *APT*34*t*	T.3Cy.16",26"&42"-27" (*s*) 180lb *65lb* 117NHP 1SB,3*cf*,GS65,HS2030 Aitchison,Blair,Ld.Gls.	15 ″ 6 s1 ″ 1 14 ″ 7¼	
27341 OYKC	**Jelling** (*ex*Frumentia) *ss*Abg.2ndNo.3-5,33~~[illegible]~~ 1*Dk*(*Stl*)&*deep framing* &*Shltr dk*(*Stl*)	1909 1728 1172	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~7,34~~ 3,36 BS6,35 ~~[illegible]~~ ✠LMC5,35	Ant ~~Abg~~ Jck	*s*	CL ~~2,33~~ 2,36	1906 10mo	Howaldtswerke Kiel *Intermediat* A&CP	A/SDampskslsk.af 1929(A.P.Moller, Copenhagen,*Mgr.*) *e bulkhead in fore*	285·6|42·0|18·5 26·0 FK *hold dispensed with* *WB*	Copnhagn Danish *Cem* 4*BHonly* = *Cell DBa*	T.3Cy.20⅞",33 1/16"&55⅛"-35½" 185lb (*s*) 206NHP 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel 88'*uE*20'*f*124'551*tAPT*150*t*	20 ″ 7 s ″ 11¼ 19 ″ 9½	
27342 LDGW	**Jelö** Wireless 1*Dk*	1265 938 483					1929	Xiansands Mek.Værks. Xiansand	A/S Jelölinjen (FredOlsen&Co. *Mgrs.*)	240·5|37·2|15·2 P60*t*H157*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP AkersMek.Værks.Oslo		N
27343 LCPE	**Jenny** *OilEng.* D.F. *ss*Nwc.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	4706 3991 2682	✠100A1 2,36 ~~12,34~~ DBS~~[illegible]~~ ✠LMC6,32 10,35 *CarryingPetr*	Fal Gal *oleum*	*w* *in*	CL 12,34 *bulk*	1928 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	A/S Oljefart~~H~~ (HarryBorthen& Co.A/S.*Mgrs.*) *CellDBuE*39' 93*t DTf*29'417*t*	344·2|53·5|27·8 P84'B26'F30' *Trunk in wells* FK *FPT*151*tAPT*42*t*	Oslo Norwegian 13*BHptCem* (9 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"-47¼" 578NHP 2DB-150lb Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 0	
27344 SVFR	— (*ex*Glanbrydan-33, *ex*Hooton) *ss*Shl.No.3-9,24 *ss*Pir.No.2-33 *Well deck* 1*Dk*(*Stl*)	*1859* *1440* *989*	✠100A1 10,33 BS12,34 ✠LMC6,35	Pir	*q*	CL ~~6,33~~ 5,35	1912 2mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd*'*sA&CP*	G.J.Livanos *CellDBuE*21'	265·3|38·7|17·6 Q110'B*on*Q*dk*46' F24' FK *f*106'232*t Tanks at*	Piræus Greek 4*BHCem* *sides of Tun*	T.3Cy.19",34"&56"-36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland *nels*170*tFPT*40*tAPT*52*t*	19 ″ 8 s2 ″ 1 17 ″ 11	
27345 7589 SFBG	— Iron (*ex*Skald,*ex*SaintHelier) 1*Dk*2*trB*	*1243* *1034* *662*			...		1882	Burrell& Son Dumbarton	RederiA/B Tern (J.Salmonsson, *Mgr.*)	240·0|34·1|15·5 B62'F25' FK	Västervik Swedish *WB*	C.2Cy.26"&51"-36" 134NHP M.Paul&Co.Dumbarton	18 ″ 2	V †
27346 OUHN	— 1*Dk*	843 722 493					1917	Schiff.Ges. Unterweser Wesermünde-L.	J.Lauritzen	212·9|31·4|13·2	Esbjerg Danish *WB*	T.3Cy.14⅝",21⅞"&35¾"-23⅝" 88NHP Christiansen&Meyer, Harburg		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27347 138932 GQPJ	**Jenny Moller** (*ex*LordGuilford-32, *ex*Granicos) 1*Dk*	3108 2895 1927					1919	R.Duncan &Co.Ld. PortGlasgow	MollerLine,Ld. ~~N.E.A.Moller~~ ~~(Moller&Co,~~ ~~Mgrs.)~~	331·0|46·7|24·4 P33'B98'F30'	Shanghai British *WB*	T.3Cy.25",41"&68"-45" 310NHP D.Rowan&Co.Ld.Glasgow		C
27348 PUYC	**Jequitinhonha** Ⓟ TwinSc Wireless 1*Dk*& *Shelter dk*	*750* *481* *383*			...		1906	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·4|32·2|11·2 FK	Bahia Brazilian *WB*	T.6Cy.13½",22"&36"-24" 151NHP Muir&Houston,Ld.Gls.	11 ″ 10	
27349 LEEZ	**Jern** (*ex*Rebekka,*ex*Quarnero, Iron *ex*WelshPrince, *ss*Bgn.4thNo.3-5,33 *ex*Tyneside) 1*Dk*(*Irn*)& *Web frames* *Well deck*	875 713 529	✠100A1 5,35~~12,33~~ 2,36 ✠LMC MS5,35 BS~~8,34~~10,35	Bgn	*m*	~~N12,33~~ 1,36	1883 7mo	C.S.Swan& Hunter Newcastle A&CP	A/SThv.Halvorsen *WB*	215·2|30·8|13·9 Q73'B48'F23' FK = *Cell DB*170'242*t*	Bergen Norwegian 4*BHCem* *APT*18*t*	C.2Cy.27"&50"-36" (*s*) 80lb NDB97 120NHP 1SB,3*pf*,GS56,HS1975 N.E.MarineEngCoLd.Nwc	16 ″ 10 s1 ″ 4½ 15 ″ 7¾	
27350 LEFF	**Jernfjeld** (*ex*Troldtind) 1*Dk*	1369 1180 776					1917	N.V.C.van derGiesen& ZonensSchps. KrimpenIjsel	D/S A/S Jernfjeld (H.GriegMartens, *Mgr.*)	239·5|36·2|16·6 P60*t*H61*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Pannevis&Zoon,Utrecht		N
27351 LEFG	**Jernland** (*ex*Collingwood) *ss*Bgn.2ndNo.3-12,31 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1289 1007 756	✠100A1 5,35~~2,35~~ ✠LMC MS5,31 BS~~2,35~~1,36	Bgn	*o*	CL 3,34	1905 10mo	Osbourne, Graham&Co. Sunderland *Lloyd*'*sA&CP*	HalvorsenShippng Co.A/S,Ld. (Thv.Halvorsen, *Mgr.*) *CellDBa & uE*	235·6|33·8|15·0 Q123'B10'F24' FK 83'*f*102' 313*t FPT*	Bergen Norwegian 4*BHCem* 59*tAPT*78*t*	T.3Cy.18½",30"&49"-33"(*s*) 180lb *80lb* 157NHP 1SB,3*cf*,GS61,HS2530 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s4 ″ 11½ 16 ″ 0	
27352 140861 GDRM	**Jersey City** 2*Dks*	6322 6055 3937					1920	JLThomp- son&Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	411·8|55·0|33·6 F36'	Bideford British *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
27353 128094 GPLT	**Jervaulx Abbey** Ⓟ *ss*Gms.2ndNo.3-3,32 Wireless 1*Dk*(*Irn*)&*deep framing* *Well deck* *Lower dk inNo.1hold*	1197 827 511	✠100A1 2,35 BS~~2,35~~ ✠LMC5,31 4,36	Gms	*p*	OG 1,34	1908 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	TownsendBroth- ers(Shipping)Ld. *WB = CellDBa*	255·1|33·7|15·5 P29'Q40'B92'F34' BK7" 42'*f*61'119*tFPT*13*t*	Hull British 5*BHCem* *APT*7*t*	T3Cy.25¼",40½"&67"-42"(*s*) 185lb 504NHP 3SB,9*rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s1 ″ 3½ 15 ″ 10	BT till ~~1,36~~ 2,36
27354 150187 GSMQ	**Jervis Bay** Ⓟ TwinSc *ss*Lon.No.3-10,34~~ssNwc.No.2-29~~ 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ws*)3*rd dk*(*Stl*)*in* D.F. *forward holds*	14164 11883 8547	✠100A1 *Shelter dk* *withfreeboard* BS11,35 ~~11,35~~ 3,36 ✠LMC ~~BS10,34~~ MS2,35 ✠Lloyd'sRMC~~2,35~~ ~~7,35~~ 3,36 ~~11,35~~ *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Lon	*i*†	CL ~~PN4,32~~ ~~S4,32~~ 11,35	1922 9mo	VickersLd. Barrow *Lloyd*'*sA&CP*	Aberdeen& Commonwealth Line,Ld. (G.Thompson&Co. Ld.*Mgrs.*) *CellDB*458'2228*t* *Tanks between tun*	530·6|68·3|39·9 B208'F78'*onShelter* *dk* FK *MT*24'1016*t* *nels*51'195*tFPT*128	London British *ptCem* 9 *BH to S dk* *tAPT*142*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS25923 1977NHP 3DB&2SB,32*cf*,GS663, FD Vickers,Ld.Barrow	43 ″ 6 s10 ″ 8½ 33 ″ 1¾	BT till ~~10,35~~ 11,36
27355 DHNC	**Jessica** 1*Dk*	998 897 605					1908	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3|33·4|15·3 P&B140'F30'	Hamburg German *WB*	T.3Cy.16",36¾"&44"-36" 116NHP FlensburgerSchiffsb.Ges.		G
27356 7299 SFBK	**Jessie** (*ex*Bellhill, Iron *ex*Commercial, *ss*Hul.4thNo.3-12,26 *ex*Norah) *ss*Gmh.No.2-35 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1325* *1104* *742*	✠100A1 1,35 ✠NB3,04 ✠LMC BS~~8,34~~7,35 MS1,35	Gmh	*p*	CL 6,34	1879 8mo	M.Pearse &Co. Stockton A&CP	RederiA/B Jessie (H.Johnsson, *Mgr.*)	250·2|35·0|16·8 Q86'B58'F29' FK *DBa*70'*f*86'	Nyhamns- läge Swedish 4*BHCem*	C.2Cy.30"&55½"-36" (*s*) 100lb 160NHP 2SB,4*pf*,GS73,HS2692 Blair&Co.Ld.Stockton	18 ″ 1 s1 ″ 6½ 16 ″ 8¼	
27357 OYLC	**Jessie Mærsk** (*ex*Marsdiep) *ss*Svb.No.3-5,33 Sub.Sig. 1*Dk*(*Stl*)	1972 1763 1152	✠100A1 ~~5,35~~ ~~7,34~~ 4,36 BS10,35 ✠LMC MS5,33 ~~BS10,34~~	Abg Svb Cpn	*r*	CL 7,34	1920 11mo	A.Vuijk& Zonen Capelle a/d *Lloyd*'*sA&CP* Ysel	A/SD/S Svendborg (A.P.Möller, Copenhagen,*Mgr*) *Ce*	280·1|40·2|19·0 P22'B94'F24' FK *llDB*240'458*t FPT*	Kalundbrg Danish 4*BHCem* 40*tAPT*47*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS138,HS4020 Verschure&Co.Amsterdam	21 ″ 4 s3 ″ 3 18 ″ 4	
27358 145868 GFJK	**Jessmore** (*ex*Peruviana) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*2*trB* E.S.D.	4099 3576 2357					1921	IrvinesS.B. &D.D.Co.Ld. WHartlepool	JohnstonWarren LinesLd. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0|52·0|24·6 P35'B171'F32'	Liverpool British *WB*	T.3Cy.26",43"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
27359 EESA	**Jesus Antonio** (*ex*Francisco Iron Garcia,*ex*Pilar,*ex*Gouverneur 1*Dk*2*trB* Ballay,*ex*Mongibello,*ex*Beny) *Well deck*	988 947 669			...		1882	Whitehavn S.B.Co.Ld. Whitehaven	JesúsGarcia Castillo	215·7|33·7|15·7 Q103*t*B128*t*F44*t* FK	Santander Spanish *WB*	C.2Cy.23"&46"-36" NB91 127NHP J.Jones&Sons,Liverpool	17 ″ 4	
27360 145083 MKGW	**Jetblack** *ss*Sld.No.3-9,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1560 1354 828	✠100A1 9,35~~12,34~~ ✠LMC MS12,32 BS~~7,34~~9,35	Sld Shl	*p*	CL ~~12,32~~ 8,35	1920 11mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd*'*sA&CP*	GasLight&Coke Co.Ld.(Stephen- sonClarke& AssociatedCom- panies,Ld.*Mgrs.*) *CellDB*171'316*tD*	240·3|36·2|19·1 B52'F23' FK *Ta*29' 128*t FPT*79*t*	London British 4*BHCem* *APT*36*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s3 ″ 0 18 ″ 8	
27361 148639 GLND	**Jevington Court** *ss*Nwc.No.2-34 D.F. 1*Dk*(*Stl*)& *Shelter deck*(*Stl*)	4544 4208 2746	✠100A1 *withfreeboard* 3,36 ~~9,34~~ ✠LMC MS7,33 BS~~10,34~~ 11,35	Shl Bkn	*z*	CL ~~9,34~~ 3,36	1925 7mo	Workman, Clark&Co.Ld. Belfast *Lloyd*'*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgs.*) *CellDB*343'1048*t*	397·0|53·2|24·5 F41' FK *DTa*25'889*t Coll* *FPT*91*t APT*176*t*	London British 7*BHCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,,	T.3Cy.26",42"&70"-48" (*r*) 180lb 419NHP 3SB,9*cf*,GS198,HS7167 Wrkman,Clark&Co.Ld.Bel	27 ″ 0 s2 ″ 10¼ 24 ″ 4	
27362 137273 GDBY	**Jeypore** D.F. 2*Dks*(*Stl*)	5318 4850 3209	✠ 4,22 ✠	Bom	*y*		1920 5mo	Wear Ship- yard ofW. Gray&Co. (1918),Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 344'1073*t FPT*129*t*	Sundrland British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Cen.Mar.Eng.Wrks.WHpl	31 ″ 0	
27363 13898 JIPC	**Jinbu Maru** Ⓟ (*ex*ShinbuMaru, *ex*Indrani) *ss*Kob.2ndNo.3-7,17 *ss*Kob.No.1-20 2*Dks*(*Stl*)3*trB*&*Webframes*	5131 4624 3202	✠ 10,26 ✠	Kob	*y*		1894 5mo	NavalCon. &Arm.Co.Ld Barrow	TaiheiGyogyoK.K.	400·0|48·2|29·3 P26'B100'F49' FK *CellDB*242'801*t*	Kumihama Japanese 7*BHCem* *APT*67*t*	T.3Cy.27",44"&72"-48" 532NHP 2DB,8*cf*,GS192,HS10146 NavalC.&A.Co.Ld.Brw.	32 ″ 3	C †
27364 9206 JKCE	**Jindai Maru** Ⓟ Iron (*ex*Gouverneur *ss*Sng.No.2-83 Generaal van 2*Dks*&*Awng dk* Lansberge,*ex*Puttialla)	1090 — 667	✠ 8,83	Sng	*n*		1875 6mo	Caird&Co. Greenock	Amagasaki KisenbuGomei Kaisha	227·7|27·4|16·2 P51'F42'	Osaka Japanese 7*BHCem*	C.2Cy.32"&54⅝"-36" B*made—refitted*13 149NHP Caird&Co.Greenock		
27365 22304 JFWD	**Jinju Maru** (*ex*TaizanMaru) 2*Dks*	3193 2676 1952			...		1918	Ishikawa- jimaS.B.&E. Co.Ld. Tokio	OyaZentaro	305·0|43·9|27·3 P30'B92'F25' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté. [illegible] Durée Cert. Réf Trade.
27366 31358 JETB	**Jinkai Maru** (*ex*TaiyetsuMaru-32, *ex*Benvenue) 1*Dk&Spar dk&deep framing*	3835 3541 2889			...		1904	Bartram& Sons Sunderland	SugayaK.K.	379·0 P35′B104′F38′ 26·3 FK	46·1	18·3	Kobe Japanese *WB*	T.3Cy.25″,42″&68″–48″ 352NHP J.Dickenson&Sons,Ld.Sld	28 " 5	C †
27367 26901 JELI	**Jinko Maru** 1*Dk*	546 494 300					1919	Hikoshima Senkyo,K.K.	NipponShojiK.K.	165·7	27·0	15·0	Tokio Japanese	T.3Cy.11½″,19″&32″–24″ 50NHP HikoshimaSenkyo,K.K.		
27368 28092 JDFG	**Jintsu Maru** Ⓟ 2*Dks*	995 779 559					1921	Ono Seikichi Osaka	FujiyamaKaiun K.K.	210·0	32·0	17·0	Osaka Japanese	T.3Cy.		
27369 YPBL	**Jiul** (*ex*EcateriniMatsouki) *ss*Bla.No.3-7,26 *ss*Bla.No.2-35 ~~*ss*Bla.No.1-31~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3115 2925 1900	✠100A1 1,36~~2,33~~ ~~MS2,32~~	Cff Shl ✠LMC11,35 ~~BS7,34~~	*v*	CL ~~2,33~~ 1,36	1913 8mo	J.Priest-man&Co. Sunderland *Lloyd's CP*	Eugenia&Con-stanceSimatu (G.Simatu, *Mgr.*) *'Tween* *hold* *WB=C*	345·0 P29′B206′F37′ FK *dk BH in after* {5B *dispensed with* {1B *ellDBa*110′*uE*22′/	48·0	21·1	Braila Roumanian *Cem* *H to Upr dk* *H to 2nd dk* 146′727*t* ~~*DT*~~	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *100lb* 302NHP 2SB,*6cf*,GS124,HS4820 N.E.MarineEng.Co.Ld Sld *only* ~~*a*32′595*t*~~ *FPT*103*t APT*71*t*	23 " 6	
27370 551 SVFI	**Joannis** (*ex*Evelpis,*ex*Salerno, *ex*Edenmore) 1*Dk*2*trB*	*3667* *3463* *2292*					1909	Richardsn, Duck&Co. Stockton	D.J.Dambassis	360·0 P23′B108′F35′	48·7	24·2	Andros Greek *WB*	T.3Cy.24″,40″&67″–45″ 278NHP G.Clark,Ld.Sunderland		C
27371 CSAX	**João Belo** Ⓟ (*ex*City of Genoa,*ex*Windhuk, *ex*GertrudWoermann) **TwinSc** *ss*Lis.2ndNo.3-6,33 *Well deck* 2*Dks*(*Stl–U* teaks)3*rd dk* (*Stl*)*in fore hold&Web frames*	6365 4958 4008	100A1 12,35 ~~11,34~~ MS8,32 BS12,35	Lis LMC ~~BS12,33~~ ~~12,34~~		OG 11,34	1905	Blohm& Voss Hamburg *Lloyd's A&CP*	Cia.Colonial de Navagacão	411·6 P&B260′F60′ FK	50·7	28·6	Loanda Portuguese 7*BHCem* *CellDB*	T6Cy.20½″,34¾″&64½″–42⅛″ 200lb (*s*) 625NHP 4SB,*12cf*,GS210,HS8608 Blohm&Voss,Hambnrg	31 " 6 s 5 " 6 26 " 4½	
27372 EAFN	**Joaquin del Piélago** Wireless D.F. 1*Dk&Awng dk*	732 713 345					1892	Compania Trasatlantica Cadiz	Cia.Trasatlantica	192·2	27·4	17·6	Barcelona Spanish *WB*	T.3Cy.18″,30″&48″–36″ NB07 138NHP ArsenalCivil,Barcelona		
27373	**Joaquin Godoy** **TwinSc** (*ex*Bolivia) 1*Dk*	818 — 444					1906	Bow,Mc-Lachlan&Co. Ld.Paisley	EmpresaNaviera deCubaS.A.	211·2 F22′	34·1	10·8	Havana Cuban *WB*	T.6Cy.11″,18″&30″–22″ 84NHP Bow,McLachln&CoLd Psy		
27374 PUBL	**Joazeiro** (*ex*SantaLucia) 2*Dks*	4238 3121 2701					1907	J.C.Teck-lenborgA.G. Weser-münde-G.	LloydBrasileiro	350·2 P38′B207′F47′	47·2	23·4	R.Janeiro Brazilian *WB*	T.3Cy.20½″,35″&57″–41⅜″ 208NHP J.C.TecklenborgA.G.Wsm		V
27375 PEDG	**Jobshaven** 1*Dk*	3528 3263 2151					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Jobshaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	359·2 P24′Q34′B214′	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroog.Maats.		V
27376 203908	**Joe S. Morrow** *Mchy.Aft* 1*Dk*	4760 — 3470					1907	American S.B.Co Lorain	MasabaS.S.Co.	420·0	52·0	28·0	D'luthMin Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		
27377 137458 MFWV	**Joffre Rose** *ss*Bly.No.3-10,28 *Well deck Mchy.Aft* *ss*Nwc.No.1-33 *Cargo battens not fitted* 1*Dk*(*ptStl*)	715 503 344	✠100A1 ~~5,35~~ ~~1,35~~ 1,36 MS10,32	Nwc ~~Bly~~ Sou ✠LMC BS~~1,35~~ 1,36	*j*	CL ~~1,35~~ 1,36	1915 6mo	C.Rennold-son&Co. S.Shields *Lloyd's A&CP*	RichardHughes& Co.(Liverpool)Ld. *WB=C*	180·3 Q105′B11′F23′ FK *ellDBf*103′155*t FP*	28·2	12·4	Liverpool British 3*BHCem* *T*63*t APT*4*t*	T.3Cy.14½″,24″&39″–27″ (*s*) ~~180lb~~ 160lb 77RHP 2SB,*4pf*,GS60,HS1982 MacColl&Pollock,Ld.Sld.	14 " 6 s 4 " 5½ 14 " 2	
27378 21874 JLDE	**Jogusan Maru** Wireless 1*Dk*	1258 1053 865					1917	Tobo Zosensho, Toba	YamadaAkira	229·1	33·0	18·0	Nishino-miya *WB* Japanese	T.3Cy.15½″,26 1/16″&42½″–32″ 101NHP TanakaTekkosho,Osaka		
27379 PFDM	**Johan de Witt** Ⓟ **TwinSc** *ss*Ams.No.3-11,32 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl–*teaks)3*trB in forehold* *Ref.Mchy.* Sub.Sig. *CruiserStern*	10474 7988 6105	✠100A1 *Shelter dk with freeboard* ~~7,35~~ ~~3,35~~12,35 ~~BS7,34~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° *F.*	Ams BS7,34 ✠LMC11,32	*e*†	CL ~~P8,33~~ S3,35 P12,35	1920 2mo	Nederl. Schps. Maats. Amsterdam *Lloyd's A&CP*	N.V.Stoomv. Maats. "Nederland" *CellDB*404′1369*tF*	506·2 P&B358′F100′ *on Shelter dk* FK len33 *PT*'s238*t APT*201*t*	59·2	34·9	Amstrdam Dutch *Cem* 10*BHtoS dk* 1 " " *U* "	T.3Cy.26″,42½″&72½″–49½″ 213lb (*s*) 1171NHP 6SB,*18cf*,HS17820 FD Werkspoor,Amsterdam	38 " 2 s 9 " 5 29 " 0	
27380 7669 SFBM	**Johan Jeansson** *ss*Hbg.No.1-34 *Well deck* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1458* *1114* *810*	✠100A1 ~~5,35~~ ~~6,34~~ 4,36	Hbg ~~Oso~~ ✠LMC6,34	*p*	OG 6,34	1930 8mo	Hlsingbrgs Varfs.Aktieb Helsingborg *Lloyd's A&CP*	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*) *CellD*	247·5 P19′Q75′B104′F23′ *Trunk in after* FK *Well* *B*206′ 437*t FPT*28*t*	38·1	15·2	Kalmar Swedish 4*BHCem* *APT*54*t*	T.3Cy.16 13/16″,29 17/32″&46⅞″–27 5/16″ 200lb (*s*) 145NHP 2SB,*4cf*,GS68,HS2337 HelsingborgsVarfs.Aktieb	17 " 6 ~~– " 9~~ ~~16 " 10½~~ s " 10 16 " 9½	
27381 5629 SFBO	**Johan Sanne** *ss*Got.No.3-3,27 *ss*Got.No.2-35 ~~*ss*Got.No.1-31~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	*1368* *1154* *782*	✠100A1 6,35 ~~5,34~~ ~~BS5,33~~	Got ✠LMC~~6,33~~ 6,35	*p*	OG 5,34	1914 9mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	Aktieb.J.N.Sanne (H.Sanne,*Mgr.*) *WB=Cell* *DBa*69′*uE*19′	233·1 P18′B63′F26′ FK *f*93′ 364*t FPT*44*t*	37·8	16·3	Uddevalla Swedish 4*BHCem* *APT*59*t*	T.3Cy18⅛″,28¾″&48 13/16″–31½″ 185lb (*s*) 156NHP 2SB,*4cf*,GS75,HS2546 KockumsM.V.Akt.Malmö	18 " 7 s 2 " 3 16 " 6	
27382 PFEB	**Johan van Oldenbarnevelt** Ⓟ *Ref Mchy.* *OilEng.* **TwinSc** D.F. GyC. *Cruiser Stern* 3*Dks&Shade dk*	19069 12154 11370					1930	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland"	586·2 P63′B410′F85′	74·8	36·1	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29 5/16″–52¾″ 3100NHP SulzerBros.Winterthur		V
27383 DMBW	**Johann Ahrens** (*ex*GreteCords) 1*Dk*	873 720 538					1903	Akt.Ges. "Neptun" Rostock	ErichAhrens	210·9 Q65′B57′F26′	32·0	13·1	Rostock German *WB*	T.3Cy.14⅝″,24 3/16″&38 3/16″–26¾″ 76NHP A.G."Neptun,"Rostock		G
27384 DHND	**Johann Blumenthal** 1*Dk* *CruiserStern*	1626 1213 931					1927	Lübecker Maschb.Ges. Lübeck	J.M.K.Blumenthal	263·3 P12′B120′Q79′F35′	38·2	14·4	Hamburg German *WB*	T.3Cy.18½″,29½″&47¼″–31½″ 125NHP LübeckerMaschbf.Ges.		G
27385 DGDH	**Johann Wessels** (*ex*Royal Transport) 1*Dk*	4601 4338 2874					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	AtlasReedereiA.G.	384·1 P36′B119′F36′	52·1	27·1	Emden German *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		G
27386 DHNF	**Johanna** 1*Dk*	860 649 472					1912	Stettiner Oderwerke Stettin	MathiesReedA.G.	210·8 P14′Q39′B74′F26′	30·8	12·8	Hamburg German *WB*	T.3Cy.15¾″25½″&41 5/16″–29½″ 93NHP StettinerOderwerke		G

Now "Karin," see No. 38796 in Supplement

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27387 ~~123~~ ~~YLBS~~	**Johanne** (exJohanneDybwad, exNepos, ssN.Yk.No 3-10,17 exArranmoor) 1Dk(ptIrn&ptStl) &deepframing	2727 2541 1685	✠ 1,23	Cpn ✠	t		1904 10mo	J.Blumer &Co. Sunderland	RederiA/B Deepseatrader O/Y(Kristian Hansen,Mgr.) CellDBa	313·9|46·6|21·1 P28'B90'F32' FK 104'uE22'f128'673t	Helsingfors Finnish 5BHCem APT75t	T.3Cy.23",38"&62"-42" DB10fitted17 257NHP 2SB,6pf,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	N †
27388 OZYE	— (exItalia-32, ssHbg.No.3-10,32 exTurbinia) 1Dk(Stl)&Shelter dk(Stl) D.F.	2257 2054 1348	✠100A1 Shelter dk withfreeboard 1.34 ✠NE8,26	Els ✠LMC10,52 BS~~11,34~~11,35	r	OG 12,33	1919 1mo Lloyd	Oscarshms. Mek.Verks. Skepps.Akt. Oscarshamn 'sA&CP	D/S"Vesterhavet" A/S(J.Lauritzen, Mgr.) Coll CellDB237'473	275·1|41·2|23·1 FK tFPT44tAPT20t	Esbjerg Danish Cem BHtoShdk 3 „ „ U „	C.4Cy.$16\frac{1}{2}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$" (s) 206lb 175NHP 2SB,4cf,GS58,HS2152 FD A.Borsig,G.m.b.H.Berlin	25 ″ 6 s5 ″ $0\frac{1}{4}$ 20 ″ $7\frac{1}{4}$	
27389 OYFT	**Johanne Justesen** 3Mst (exFiona-33) ssShi.2ndNo.3-6,33 Mchy.Aft Spardk(ptIrn&ptStl) &deepframing SpardkRule Cantileverframedtopsidetanks	4471 4010 2615	✠100A1 1,36~~12,34~~ MS6,33	Shi ✠LMC BS~~6,34~~ 9,35	x	CL ~~6,34~~ 1,36	1909 3mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	Anglo-Danish ShippingCo.(M.L. Justesen,Mgr.) CellDBuE&	360·5|52·0|25·7 P&B215'F33' FK B54'f262'957tTops	Copnhagn Danish 6BHCem idetanks258'	T.3Cy.26",42"&70"-48" (s) 180lb 403NHP 3SB,9cf,GS132,HS5346 FD N.E.MarineEng.Co.Ld.Sld 1060tFPT100tAPT125t	28 ″ 4 s4 ″ 5 24 ″ $1\frac{3}{4}$	
27390 808 OHNR	**Johannes** (exSailing Aux3MstSr Vessel) OilEng. (See Sailing Ship Register)	317 292 234					1902	Bornhoms Maskinfal Rönne	AlbertJansson	123·1|29·1|12·2 F10'Q6'	Mariehmn Finnish	OilEngines 2S.C.SA NE17 2Cy.14"-16" 69NHP LysekilsMek.Verksted Lysekil		V
27391 DHNG	**Johannes C. Russ** Wireless 1Dk	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u.Asse- kuranzG.m.b.H. (ErnstRuss,Mgr.)	210·8|33·8|13·4 P23'Q59'B55'F25'	Hamburg German WB	T.3Cy.$15\frac{3}{4}$",$25\frac{1}{2}$"&$41\frac{3}{16}$"-$29\frac{1}{2}$" 92NHP StettinerOderwerke		G
27392 OYMC	**Johannes Mærsk** ssAbg.No.2-34 1Dk(Stl)	1899 1683 1119	✠100A1 1,36~~12,34~~ MS1,54	Els Ant ✠LMC BS~~10,34~~ 12,35	r	CL 1,34	1925 3mo Lloyd	F.Schichau Danzig 'sA&CP	D/SA/Saf1912 (A.P.Moller, Copenhagen,Mgr.) CellD	280·8|40·2|18·8 P27'B74'F32' FK B240'541tFPT38t	Kalundbrg Danish 4BHCem APT79t	T.3Cy.$19\frac{11}{16}$",$32\frac{5}{16}$"&$53\frac{1}{8}$"- $37\frac{7}{16}$"&LPTurbine with reduction gear&chain drive 200lb (s) 245NHP 2SB,4cf,GS78,HS3014 FD F.Schichau,Elbing	21 ″ 4 s2 ″ 9 18 ″ $8\frac{3}{4}$	
27393 29841 JTWA	**Johgu Maru** (exGrelgrant, exHartland) ssKob.2ndNo.3-4,32 1Dk(Irn)2trB&deep framing3Dkrule	4803 4460 ~~3521~~ 3526	✠100A1 4,36~~4,35~~	Yka ✠LMC~~4,35~~ 4,36	x	CL 4,35	1906 11mo Lloyd	Richardsn, Duck&Co. Stockton 'sA&CP CellD	UkonShojiK.K. Ba126'uE&B39'f	369·2|50·8|27·6 P28'B104'F29' FK 165'1194tFPT167t	Kobe Japanese 6BHCem APT190t	T.3Cy.26",42"&70"-48" (s) 180lb 371NHP 3SB,9cf,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	
27394 110059 ZMLK	**John** Sp Mchy.Aft 1Dk	339 246 134			...		1899	TTurnbull &Son Whitby	HolmShppg.Co.Ld. (Holm&Co.Ld. Mgrs.)	125·0|25·3|9·9 Q45'F24' FK	Welingtn, N.Z. British WB	C.2Cy.15"&32"-24" 90RHP Whyte&Mair,Dundee	10″11	
27395 DHNK	**John A. Essberger** ssHam.No.1-35 Wireless 2Dks(Stl) Mchy.Aft Rudder electrically welded Longitudinalframing at upper deck & Cruiser Stern sides in summer tanks Strengthened for Navigation in Ice	739 701 353	✠100A1 ~~7,35~~~~10,34~~1,36 ~~BS6,35~~ CarryingPetr	Ham 7,35 ✠LMC~~5,34~~ oleum	j in	CL 3,36 bulk	1931 5mo Lloyd	Deutsche WerftAGBet Reihstgwrft Hamburg 'sA&CP	Atlantic-Tank- RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H.Mgrs.) C	179·6|31·8|15·6 F25' FK ellDBuE20'21tFP	Hamburg German 9BHptAsp T30tAPT5t	T.3Cy.$13\frac{5}{16}$",$20\frac{1}{16}$"&$32\frac{3}{8}$"- $22\frac{7}{16}$" 200lb (s) 85NHP 1SB,2cf,GS43,HS1668 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.	15 ″ 6	
27396 148434	**John A. Holloway** Mchy.Aft 1Dk	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,Mgr.)	253·0|43·2|17·8 F35' WB	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
27397 222512 KFEI	**John A. Kling** (Self-Unloader) 1Dk D.F. Mchy.Aft	5412 — 4003					1922	Manitowoc S.B.Co. Manitowoc, Wis.	RockportSteam- shipCo.	430·3|56·0|30·4 F60'	Wilmgton (Del.) Utd. States WB	T.3Cy.21",35"&59"-42" 226NHP ManitowocS.B.Co. Manitowoc,Wis.		R
27398 161565 MJMV	**John A. McDougald** (exLakeshell-33) 1Dk(Stl)&Webframes Mchy.Aft Longitudinalframing	1852 1479 1080	✠100A1 8,35~~10,34~~ CarryingPetr Fitted for oil	Mtl ✠LMC4,32 oleum fuel4,	q in 32	CL 8,35 bulk F.P. a	1932 4mo Lloyd bove 1	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP 50° F.	~~DominionTankers~~ ~~Ld.~~ Tankers,Ld. (ARRobertsMgr) CellDB	253·0|43·5|17·7 Q56'F35' Trunk162' uE&B44'102tFPT	Newcastle British 11BHptCem 56tAPT10t	T.3Cy.16",$26\frac{1}{2}$"&44"-33" 180lb (s) 167NHP 2SB,4cf,HS2554 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	17 ″ 6 ~~s2 ″ 5~~ ~~15 ″ $8\frac{1}{4}$~~	
27399 219406	**John Adams** Fitted for oil fuel 1Dk&Shelter dk &Webframes Longitudinal framing	7809 — 4969			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	UnitedStates ShippingBoard Bureau	439·5|60·0|36·6 P41'B134'F44' on Shelter dk FK	Phildlphia Utd.States WB	DR Geared Steam Turbine 627NHP DeLavalStm.TurbineCo. Trenton,N.J.	36 ″ 8	
27400 207277	**John B. Cowle** Mchy.Aft 1Dk GyC.	6614 — 5134					1910	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	525·0|58·0|31·0	OswegoNY Utd.States WB	T.3Cy.$23\frac{1}{2}$",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		
27401 148349	**John B. Richards** Mchy.Aft 1Dk	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,Mgr.)	253·1|43·2|17·9 F36' WB	SCathrnes Ont. British	T.3Cy.17",$28\frac{1}{2}$"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
27402 LCPF	**John Bakke** TwinSc ssBgn.No.1-33 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk (Stl) D.F. 3rd dk(Stl) in No. 1 hold Platform dk in Insulated hold	4746 4216 2865	✠100A1 withfreeboard ~~5,35~~~~10,34~~10,35 ~~DBS7,35~~ ✠Lloyd'sRMC for temp. 30° F.	Got Stv DBS5,35 ✠LMC7,35 ~~10,34~~	z ~~9,35~~	CL 2,34 4,36	1929 4mo Lloyd	A/B Göta- verken Gothenburg 'sA&CP	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. Mgr.) Cell DB 323' 1562t	390·8|54·7|25·5 F31' FK (FPT99tAPT111t	Haugesnd Norwegian 6BHptCem Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"-$47\frac{1}{4}$" 622NHP DB85lb A/B Götaverken,Got.	28 ″ 6 s3 ″ $0\frac{1}{2}$ 25 ″ $7\frac{1}{2}$	
27403 202876	**John C. Williams** (exEdwardN. Saunders,Jr.,exAbrahamStearn) Mchy.Aft 1Dk GyC.	6657 — 5140					1906	Superior S.B.Co. Superior, Wis	ProducersS.S.Co. (M.A.Hanna&Co. Mgrs.)	525·5|55·0|31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.$23\frac{1}{2}$",38"&63"-42" 257NHP SuperiorS.B.Co.		R
27404 159112 VOBR	**John Cabot** (exPederMost-34, exStandard,exRönnaug) 1Dk	916 680 530					1921	A/BSvnska Maritimvrkn Trelleborg	Newfoundland- WestIndiesS.S.Co. Ld.(OlafOlsen, Mgr.)	217·1|32·4|12·4 P41tQ60tH58tF29t	SJhnsNFL British WB	T.3Cy.$13\frac{3}{4}$",$22\frac{13}{32}$"&37"-$27\frac{9}{16}$" Akt.Lindholmen- 72RHP Motala,Motala		V
27405 226007	**John Cadwalader** Ⓟ Fitted for oil fuel 1Dk	1478 — 805					1926	ThePusey &JonesCo. Wlmgtn,Del.	Baltimore&Phila- delphiaSteamboat Co.	219·2|43·6|14·8	Baltimore Utd.States	T.4Cy.21",32"&(2)35"-24" 120NHP Emade03,refitted26 Harlan&Hollingsworth, Wlmgtn,Del.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registre en cote, si n'est dans le L.R. Durée Cert. Ref. Trade.
27406 161208 MPNX	**John Charrington** ssBly.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1576 1231 891	✠100A1 9,35 ~~2,05~~ BS9,35	Bly ✠LMC7,35	*p*	CL 9,34	1929 7mo *Lloyd*	J.Crown& Sons,Ld. Sunderland 'sA&CP	CharringtonS.S. Co.Ld.(Charring- ton,Gardner, Locket&Co.Ld. *Mgrs.*)	250·0 Q134'B14'F28' *CellDB205'387tM*	37·5	16·5 FK	London British 4*BHCem* *T7' 134t FP*	T.3Cy.20",33"&54"-36" (*s*) 180lb 226NHP 2SB,6cf,GS100,HS3980 N.E.MarineEng.Co.Ld Sld *T107tAPT31t*	18 ″ 9 s 5 ″ 7 17 ″ 4½	
27407 221608 KDUM	**John D. Archbold** TwinSc *Fitted for oil fuel* *Mchy.Aft* 3*Dks* *CarryingPetroleum in bulk* D.F. GyC. *Longitudinal framing*	12590 — 7853					1921	NwprtNws S.B.&D.D.Co. NewportNws	~~StandardShppg.~~ ~~Co.~~ Standard Oil Co. of New Jersey	554·9	75·3	43·0	Wilmgton (Del.) Utd.States	T.6Cy.23",39"&68"-45" 310NHP NewportNewsSB&DD.Co		R
27408 204973	**John Dunn, Jr.** *Mchy.Aft* GyC. 1*Dk*	6160 — 4802					1908	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co. Inc.	514·0	58·0	25·0	OswegoNY Utd.States *WB*	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo		
27409 154863	**John Ericsson** (*Whaleback*) *Mchy.Aft* 1*Dk2trB*	3650 3507 2921					1896	American Stl.BargeCo. W.Superior	MidlandSteam- ships,Ld.	398·5	48·2	22·0	Midland Ont. British *WB*	T.3Cy.22½",36"&60"-42" 233NHP ClevelandS.B.Co.Clevelnd		R
27410 215018 KFSI	**John G. Munson** (*ex*CarlD. Bradley) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	7203 — 5557					1917	American S.B.Co. Lorain,O.	BradleyTrans- portationCo.	530·0	60·0	31·0	Duluth Utd.States *WB*	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain		R
27411 217151 KJOC	**John Gehm** (*ex*LakeOrange) 1*Dk*	1991 1683 1178			...		1918	McDougall -DuluthCo. Duluth,Minn.	J.J.O'Hagan (Boland& Cornelius,*Mgrs.*)	251·0 P26'B64'F26'	43·6	18·1 FK	BuffaloNY Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
27412 3925	**John H. McLean** (*ex*Bransford) *Mchy.Aft* 1*Dk2trB* GyC.	4056 — 2886					1902	WestBay CityS.B.Co. W.BayCity, Mich.	PittsburghS.S.Co.	414·0	50·0	29·0	Duluth, Minn. Utd.States *WB*	T.3Cy.22",35"&58"-42" NB26 218NHP AmericanS.B.CoCleveland		
27413 147788	**John H. Price** *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporationof Canada	252·6 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
27414 147352 GMDQ	**John Holt** ssLiv.No.2-33 2*Dks*(*Stl-Wthr dk* teak s) ~~D.F.~~	2922 2630 1794	✠100A1 *withfreeboard* 8,36 ~~2,35~~ MS12,35	Liv MBS7,35 ✠LMC ~~BS6,34~~		CL 2,35 DBS1,36	1926 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' 'sA&CP	J.Holt&Co. (Liverpool)Ld. *CellDB263'520t*	310·0 F29' *FPT50tAPT26t*	44·6	24·3 FK	Liverpool British *Cem* 6*BHtoW dk*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 256NHP 2SB,6cf,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2¼	
27415 163300 MKBM	**John Hopkinson** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1314 996 731	✠100A1 8,35 ~~7,34~~ ✠LMC10,52	Gmh	*o*	CL 7,35	1932 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 'sA&CP	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	227·0 Q138'B16'F21' *CellDBuE23'* *f151'368tDTf1*	36·4	15·4 FK	London British 5*BHptCem* *07tFPT142t*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 142NHP 1SB,3cf,GS61,HS2240 J.Dickinson&Sons,Ld.Sld. *APT28t*	17 ″ 5 s 4 ″ 11 16 ″ 1¼	
27416 160718 VGLD	**John Irwin** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F. GyC.	1926 1470 1116	✠100A1 *For Service on the Great Lakes* 4,35 ~~4,33~~ ~~BS1,34~~ ✠LMC4,29 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,29 F.P. above 150° F.*	Tto BS4,35		CL ~~4,33~~ 3,35	1929 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	S.S."JohnIrwin," Ld. *CellDB*	250·0 P62'F41' *Trunk147'* *Middle line BH not* *uE&B40'112tFPT*	43·2	18·0 FK	Toronto British 11*BHptCem* *oil tight* *133tAPT48t*	T.3Cy.17",28"&46"-36" (*r*) 180lb 158NHP 1SB,4cf, ,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
27417	**John J. Barlum** Now "Algocen," see No. 37015 in Supplement— *Mchy.Aft* 1*Dk*	6419 — 4924					1909	American S.B.Co. Cleveland,O.	AlgomaShipping Co.Ld.	504·0	54·0	30·0	 British *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		
27418 204563 KDWB	**John J. Boland** GyC. D.F. *Mchy.Aft* 1*Dk*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0	54·2	31·2	Buffalo,NY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		
27419 216827 KJOL	**John J.O'Hagan** (*ex*LakeGeneva) 1*Dk*	1998 1634 1179			...		1918	McDougall -DuluthCo. Duluth,Minn	J.J.O'Hagan (Boland& Cornelius,*Mgrs.*)	251·0 P27'B64'F35'	43·6	18·1 FK	BuffaloNY Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
27420 147080	**John J. Rammacher** *Mchy.Aft* 1*Dk*	1723 1576 1111					1923	Earle'sCo. Ld. Hull	EasternSteamship Co.Ld.	253·0 F35'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-33" 111NHP Earle'sCo.Ld.Hull		C
27421 220211 KJOD	**John Jay** *Fitted for oil fuel* 1*Dk*&*Shelter dk forward Web frames* *Longitudinal framing*	7552 7158 4764			...		1920	Pusey& JonesCo. Gloucester City	AmericanTankers Corp.	439·6 P41'B134'F46'*on* *Shelter dk*	60·2	33·7 FK	NewYork Utd.States *WB*	T.3Cy.29¼",52½"&82½"-52" 492NHP *Emade93refitted32* NewportNewsSB&DD.Co.	36 ″ 8	R †
27422 LIUK	**John Knudsen** TwinSc *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	9071 8403 5397	✠100A1 1,35 ✠LMC5,34 *CarryingPetroleum in bulk*	Yka	*d*†	CL	1934 5mo *Lloyd*	Götaver- kenA/B Gothenburg 'sA&CP *CellDBuE6*	SkibsA/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) *7'267tDTf38'431t*	471·1 P100'B30'F47' *FPT210tAPT86t*	64·4	35·5 FK	Haugesnd Norwegian 17*BHptCem* (*10 to U dk* *7 „ 2nd „*)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 4 s 7 ″ 2¾ 28 ″ 3¾	
27423 203204	**John M. McKerchey** 1*Dk*	732 — 443					1906	Gt.Lakes Eng.Works Ecorse,Mich.	KelleyIslandLime &TransportCo.	161·0	37·1	11·0	Kelley Island,O. Utd.States	C.2Cy.11"&23"-14" 16NHP Gt.LakesEng.Wks.Det.		
27424 201699	**John M. Worth** WoodTwinSc	442 — 379					1905	.... Tottenville, N.Y.	ThamesRiverLine, Inc.	139·7	30·0	10·8	NewYork Utd.States	C.4Cy.11"&29"-18" 60NHP		
27425 200346 WDDN	**John McCartney Kennedy** (*ex*Collier,*ex*P.P.Miller)(*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk2trB*	3845 — 2858					1903	Buffalo D.D.Co. Buffalo,N.Y.	ValleyCampS.S.Co	354·0	48·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" 191NHP AmericanS B Co.Cleveland		R
27426 76573 KJOF	**John Mullen**(*ex*J.H.Devereux) Iron *Mchy.Aft*	1619 — 1312					1885	GlobeIron WorksCo. Cleveland,O.	MullenTransitCo.	243·3	37·0	19·4	Detroit Utd.States *WB*	C.2Cy.27"&50"-36" NB12 125NHP GlobeIrnWksCo.,Clevelnd		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27427 149495	**John O. McKellar** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia,Ont British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
27428 LDQM	**John P. Pedersen** *ss*Nwc.No.1-33 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6128 5789 3665	✠100A1 ~~5,35 8,34~~ 4,36 DBS~~8,34~~4,36 ✠LMC CS8,34 4,36 *Carrying Petroleum in bulk*	Nwc ~~Vla~~	*a*†	CL ~~2,33~~ 3,36	1930 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	A/S Havtank (HelmerStaubo& Co.*Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	420·8 P108'B28'F38' *FPT*113*tAPT*113*t*	58·5	31·2	Oslo Norwegian FK 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	
27429 207251 KUTM	**John P. Reiss** D.F. *Mchy.Aft* 1*Dk*	6432 — 4963					1910	American S.B.Co. Lorain,O.	ReissS.S.Co.	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Clevlnd,O		R
27430 DCRN	**John Rehder** (*ex*Sassnitz, *ex*Andrea Vith,*ex*Ivo) 1*Dk*	667 522 349					1920	J.Frerichs &Co.A.G. Einswarden	C.Rehder	184·8 P67'F19'	29·7	11·8	Altona German *WB*	T.3Cy.15 3/10",24"&39⅔"-25⅗" 79NHP J.Frerichs&Co.A.G.Ost.		G
27431 207448 KDXL	**John S. Manuel** (*ex*E.L.Pierce, *ex*St.Clair) D.F. GyC. *Mchy.Aft* 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEngWrksDetroit		R
27432 149071	**John S. Pillsbury** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld (G.C.Leitch *Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. *WB* British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
27433 202910	**John Sherwin** *Mchy.Aft* 1*Dk* GyC.	6979 — 5565					1906	WestBay CityS.B.Co. W.BayCity, Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	514·0	54·0	27·1	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42' 233NHP DetroitS.B.Co.Detroit		R
27434 202494 KDXT	**John Stanton** D.F. GyC. *Mchy.Aft* 1*Dk*	6129 — 4668					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd. States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.CoCleveland		R
27435 223376 KFMN	**John W. Boardman** (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	3815 — 2741					1923	Toledo S.B.Co. Toledo,O.	HuronTransportationCo.	340·6	55·1	24·9	Alpena Mich. *WB* Utd. States	T.3Cy.21",35"&59"-42" 226NHP ToledoS.B.Co.Toledo,O.		
27436 77407	**John W. Gates** GyC. *Mchy.Aft* 1*Dk2trB*	5946 — 4440					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin. Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"-40" NB25 228NHP AmericanSB.Co.Cleveland		
27437 146571 GFXK	**John W. Mackay** TwinSc (*CableVessel*) *ss*Ply.No.3-2,34 Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl-ws*) D.F. E.S.D. 2*nd dk*(*Stl*)*at ends of vessel* *CruiserStern*	4049 3846 2157	✠100A1 *Shelter dk withfreeboard* 2,36 ~~4,35~~ BS4,35 ✠LMC2,34 *Fitted for oil fuel* 5,22 *F.P. above* 1 50° F.	Fal Ply	*w*	CL 5,34	1922 5mo	Swan,Hunter& Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	CommercialCable Co. *CellD*	343·3 *B*262' 699*t FPT*69*t*	48·1	32·1	London British FK *ptCem* 7*BH to U dk* *Collision* ,, ,, *Sh* ,, *APT*88*t*	T.6Cy.18½",30½"&50"-36" 190lb (*s*) 486NHP 3SB,*9cf*,HS7614 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	35 ″ 0 s9 ″ 11½ 25 ″ 3¼	
27438 220946 KDMN	**John Worthington** *ss*Mob.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	8194 7852 ~~5935~~ 5155	✠100A1 *Shelter dk withfreeboard* ~~8,35~~ ~~1,35~~ 1,36 BS2,36 ~~BS1,35~~ ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20 *F.P. above* 1 50° F.	NOs ~~Gal~~NYk	*c*†	CL 1,35	1920 12mo	GMStandiferCnst.Corp. Vancouver Wash. A&CP	~~StandardShipping Co.~~ Standard Oil Co.of New Jersey *CellDBuE&B&Bunkers* 86'	462·4 280*tDTf*50'335*t*'	60·2	36·5	Wilmgton (Del.) FK Utd.States 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,,*2nd* ,,) *Tween dk tanks*	Q.4Cy.24",35",51"&75"-51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O. *a*9'67*tFPT*179*tAPT*103*t*	37 ″ 3 s10 ″ 3¾ 27 ″ 3	
27439 37703 JJFE	**Johore Maru** Ⓟ 2*Dks*(*Stl*)	6181 5346 3733	✠100A1 5,35 ~~1,34~~ ✠LMC4,34 BS~~5,35~~ 2,36	Kob	*a*†	CL 5,35	1932 8mo	Harima S.B.&Eng. Co.Ld. Harima *Lloyd'sA&CP*	~~IshiharaSangyo KaiunK.K.~~ NanyoKaiunK.K. *CellDB* *Tank over thrust*	411·7 P32'B140'F43' 354'1322*t* *recess* 37*tFPT*127*t*	56·0	32·5	Fuchu Japanese FK 7*BHCem* *APT*127*t*	T.3Cy.26",44"&74"-51"& L.P.Turbine with DR gearing & hydraulic coupling 225lb *100lb* (*s*) 733NHP 3SB,*9cf*,GS1245,HS9282 FD KobeSteelWorks,Kobe	32 ″ 6 s 6 ″ 5¾ 26 ″ 2¼	
27440 OUHO	**Jolantha** (*ex*Iolantha) Iron *ss*Nwc.No.1-88 *Well deck* 1*Dk*(*Irn*)	714 554 418	✠ 5,88	Nwc	*j*		1884 1mo	BlythS.B. Co. Blyth	DetForenede DampskibsSelsk. *WB= DBa*46'*f*	187·6 P24'Q42'B42'F18' 18'&*uE & B*29'134*t*	29·9	12·5	Copnhagn Danish 4*BHCem* *APT*21*t*	C.2Cy.25½"&48"-33" 110NHP Black,Hawthorn&Co.,Gts.	14 ″ 5	V †
27441 1353 IBFR	**Jole Fassio** (*ex*Sequoya, *ex*Tamarac) *ss*Gen.2ndNo.3-1,34 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes*	5169 4356 3131	✠100A1 10,35 ~~12,34~~ BS10,35 ✠LMC1,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,10 *F.P. above* 1 50° F.	Gen	*y*	CL 12,34	1908 8mo	Napier& Miller,Ld. Glasgow A&CP	Villain&Fassio Soc.Anon.Italiana diNav. *CellDBuE&B*79'332*t*	395·3 385·1 P&B213'F42' *FPT*88*tAPT*38*t*	51·6 51·7	28·3 28·2	Genoa Italian 13*BHCem* FK (9 *to U dk* 4 ,, *M* ,,)	T.3Cy.26½",43"&72"-51" (*s*) 180lb *90lb* 427NHP 3SB,*9cf*,GS190,HS6933 D.Rowan&Co.Glasgow	30 ″ 3 s 4 ″ 5¾ 26 ″ 0¾	
27442 220185 KUVT	**Jolee** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4994 4598 3033					1920	American International S.B.Corp. HogIslandPa	LykesBros.-RipleyS.S.Co.Inc.	390·0 P50'B121'F40'	54·2	27·8	Houston, Tex. Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
27443 214466 KGOI	**Joliet** (*ex*HerbertF.Black) *Mchy.Aft* D.F. 1*Dk*&*Webframes* *Longitudinal framing*	6262 6017 4824			...		1916	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	504·0 F44'	54·0	30·0	Wilmgton (Del.) FK Utd.States *WB*	T.3Cy.23½",38"&65"-42" 385NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
27444 163011 MBJX	**Jolly Days** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	351 230 182	✠100A1 1,36 ~~4,35~~ ✠LMC4,35	Abn Hul	*e*		1935 4mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	F.W.Horlock's OceanTransport Co.Ld.(F.W. Horlock,*Mgr.*)	130·7 Q83'F20' *SideTanks* *aft*14'40*tFPT*	25·1	8·8	Harwich British FK 3*BHCem* 43*tAPT*21*t*	Oil Engines 2S.C.SA 4Cy.12½"-18¼" 109NHP Petters,Ld.Yeovil	9 ″ 7 s3 ″ 8 9 ″ 6½	
27445 163010 MBGB	**Jolly Nights** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	351 230 182	✠100A1 ~~5,35~~ ~~2,35~~ 11,35 ✠LMC2,35	Abn ~~Goo~~ Bly	*e*		1935 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	F.W.Horlock's OceanTransport Co.Ld.(F.W. Horlock,*Mgr.*)	130·7 Q83'F20' *SideTanks* *aft*14'40*tFPT*	25·1	8·8	Harwich British FK 3*BHCem* 43*tAPT*21*t*	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 9/16" 67NHP British Auxiliaries,Ld.Gls.	9 ″ 7 s3 ″ 8 9 ″ 6½	

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
27446 PFEF	**Joma** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	350 243 240	✠100A1 ~~6,34,34~~ 6,35 ✠LMC12,31 ✠LMC(M)7,33	Sou Ams	*d*	OG N4,34	1931 12mo *Lloyd*	N.V.Werf. "Vooruit" Enkhuizen '*sA&CP*	H.vanNood	132·1|24·7| 8·3 P36'F13' FK *CellDBf28'30tFPT*	Wilsum Dutch *3BHptCem* *16tAPT12t*	Oil Engines 4S.C.SA 6Cy.9⅛"-15¾" 56NHP Mtrn.WerkeMannheimAG	9 ″ 10 s ″ 10¾ 9 ″ 0½	
27447 219713 KUGT	**Jomar** *Fitted for oil fuel* 2*Dks*	5104 4598 3107					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
27448 213803 KSEU	**Jonancy** *ss*N.Ns.No.3-4,28 *Mchy.Aft* D.F. *ss*N.Ns.No.1-32 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~2,35 4,35~~3,36 ✠LMC MS~~3,31~~ 3,36 BS~~4,36~~ 4,36	NYk	*v*	CL ~~3,33~~ 2,36	1915 12mo	NewYork S.B.Co. Camden,N.J. A&CP *CellD*	PocahontasS.S.Co. *BuE&B53'f216'12*	318·5|49·5|24·2 P79'B18'F31' FK *54tDT13'412tFPT*	Wilmgton (Del.) Utd.States *7BHCem* *293tAPT92t*	T.3Cy.21⅛",35"&58"-42" (*r*) 200lb 318NHP 2SB,*6cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 ″ 6 s 5 ″ 6 22 ″ 4	
27449 147361 GMDR	**Jonathan C. Holt** *ss*Liv.No.2-33 ~~D.F.~~ 2*Dks*(*Stl-Weatherdk*-teak s)	2921 2630 1794	✠100A1 *withfreeboard* 11,35~~1,35~~ ✠LMC MS12,33 BS~~7,34~~6,35	Liv		CL 6,34	1926 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	J.Holt&Co. (Liverpool)Ld. *CellDB263'520t*	310·0|44·6|24·3 F29' FK *FPT50tAPT26t*	Liverpool British *Cem* *6BHtoWdk*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 256NHP 2SB,*6cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6½ 20 ″ 2½	
27450 PFEH	**Jonge Anthony** (*ex*Slot Loevestein) D.F. 2*Dks*	1756 1531 1065					1921	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Maats. Stoomschip "JongeAnthony" (Middellandsche ZeevaartCie.N.V. *Mgrs.*)	279·4|39·3|17·8 P&B220'F35'	Rottrdam Dutch *WB*	T.3Cy.20⅞",32¼",&55⅛"-39⅜" 180lb 241NHP HS4166 P.SmitMachfabrk,Rot.		G
27451 PFEK	**Jonge Elisabeth** *ss*Rot.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1463 1212 786	✠100A1 *withfreeboard* 5,35 BS5,35 ✠LMC7,33	Rot	*r*	CL 4,33	1928 11mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	NV.MaatsStmschp "JongeElisabeth" (Middellandsche ZeevaartCie. N.V.*Mgrs.*) *CellDB201'422t*	265·7|38·6|16·1 FK *FPT82tAPT27t*	Rottrdam Dutch *4BHCem* (*Coll toSh dk* 3 ,, *2nd* ,,)	T.3Cy.20⅞",32⅜"&55⅛"-39⅜" 190lb (*s*) 258NHP 2SB,*4cf*,GS84,HS3660 FD NVMch&Sch.vanPSmitJr	18 ″ 4 s ″ 5 18 ″ 0	
27452 PFEN	**Jonge Jacobus** (*ex*SlotWeena) D.F. 1*Dk*&*AwngDk*	1757 1531 1064					1921	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Maats. Stoomschip "JongeJacobus" (Middellandsche ZeevaartCie. N.V.*Mgrs.*)	279·8|39·3|17·8 P&B220'F36'	Rottrdam Dutch *WB*	T.3Cy.20⅞",32¼"&55⅛"-39⅜" 180lb 241NHP HS4166 P.SmitMachfabrk,Rot.		G
27453 PFEQ	**Jonge Johanna** *ss*Rot.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1464 1212 786	✠100A1 *withfreeboard* 11,35~~1,35~~ ✠LMC MS7,35 BS~~11,34~~ 11,35	Rot	*r*	CL ~~N11,34~~ 11,35	1928 11mo *Lloyd*	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam '*sA&CP*	NVMaatsStmschip "JongeJohanna" (Middellandsche ZeevaartCie. N.V.*Mgrs.*) *CellDB201'422t*	265·7|38·6|16·1 FK *FPT82tAPT27t*	Rottrdam Dutch *4BHCem* (*Coll to Sh dk* 3 ,, *2nd*,,)	T.3Cy.20⅞"32⅜"&55⅛"-39⅜" 190lb (*s*) 258NHP 2SB,*4cf*,GS84,HS3660 FD N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	18 ″ 4 s ″ 5 18 ″ 0	
27454 4109 SDIG	**Jonita** (*ex*Bellis-33,*ex*Emmy) *Mchy.Aft* 1*Dk*	422 327 229					1900	J.W.Kla- witter Danzig	RederiA/B Jonita (M.Jonasson)	152·9|25·2|12·6 Q51'H16tF19'	Råå Swedish *WB*	C.2Cy.18½"&33½"-19¾" 41NHP J.W.Klawitter,Danzig		V
27455 OXMH	**Jonna** Wireless 1*Dk* *Ref.Mchy.* *CruiserStern*	1517 1250 872					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	271·8|39·7|15·7 P&B206'F34'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½"&LP Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
27456 30378 JMTE	**Jo-o Maru** 1*Dk*	401 294 252						....	Amagasaki KisenbuGomei Kaisha	160·7|20·7|12·1	Osaka Japanese	T.3Cy.		
27457	**José Alberto** AuxTwinSc4MstSr (*ex*Caroline-35) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	682 516 504					1922	H.C.Chris- tensensStål- skibsværft Marstal	Soc.dePesca OceanoLtda. (AlbertoSotto Maior,*Mgr.*)	180·1|32·3|11·8 P86'	Figueira da Foz Portuguese *WB*	Oil Engines 2S.C.SA 4Cy.14 9/16"-16½" 149NHP Akt.Motorfab.Hera,Cpn.		V
27458 149626 GNDZ	**Jose de Larrinaga** (*ex*LochTay) *Fitted for oil fuel* 2*Dks*	5303 4879 3187					1920	Canadian Vickers,Ld. Montreal	LarrinagaS.S.Co. Ld.	400·0|52·3|28·4 P162tH219t	Liverpool British *WB*	T.3Cy.25",41"&68"-45" 310NHP CanadianVickers,Ld.		C
27459 EESR	**José Maria** (*ex*Benjamin Iron Haynes,*ex*RiodeOro, Wireless *ex*Guadalete) 1*Dk*2*trB*	399 — 216				...	1861	Henderson &Son Renfrew	Artaza y Cia.	173·5|23·1|13·1 P30'F20' BK6"	S.Sebast'n Spanish	C.2Cy.20"&41"-24" NE74NB90 69NHP Portilla,White&Co.Seville	13 ″ 1	
27460 LOFT	**José Menendez** TwinSc *ss*B.As.No.3-8,35~~*ss*B.As.No.2-31~~ 2*Dks*(*Stl*)&*Shelter dk* *CruiserStern* (*Stl*-teak s)	4441 3982 2532	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~10,32~~ ~~BS11,34~~ ✠LMC *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	BAs BS8,35 MS12,34		CL ~~11,34~~ N8,35	1922 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	SociedadAnon. Importadora y Exportadora de la Patagonia *Cell* *MT39'633t*	345·1|48·1|30·3 FK *DB296'815t* *FPT79tAPT36t*	Bns.Ayres Argentine *ptCem ptAsp* *5BHtoSh dk* 2 ,, ,, *U* ,,	T.6Cy.18½",30"&48"-30" (*r*) 180lb 425NHP 3SB,*9cf*,GS173,HS6909 FD AilsaS.B.Co.Ld.Troon	33 ″ 0 ~~s0 ″ 0~~ ~~33 ″ 0~~ s7 ″ 5 25 ″ 11¼	
27461 EESU	**Jose Navia-Osorio** Iron (*ex*Bilbaino,*ex*Santa *ss*Npt2ndNo.3-7,99 Eugenia,*ex*ElyRise) *ss*Trn.No.1-03 *Welldeck* 1*Dk*(*Irn*)2*trB*	1062 — 701	✠ 11,08 ✠NB7,98 ✠	Cff	*n*		1877 12mo	ShortBros. Sunderland	G.RiesgoVallina	229·3|31·5|17·8 Q88'B42'F28' BK8" *DBa67'f86'230t*	Gijon Spanish *5BHCem* *APT10t*	C.2Cy.24¾"&50"-36" NDB89 111NHP 2SB,*4pf*,GS60,HS1700 G.Clark,Sunderland	19 ″ 0	
27462	**Jose Tartiere** (*ex*Josefa) *ss*Bcl.No.3-12,33 1*Dk*(*Stl*)	2289 1969 1539	✠100A1 ~~10,34~~10,35 ✠LMC MS12,33 BS3,36 *Fitted for oil fuel* 9,20 *F.P. above* 150° F	Bcl	*r*	CL 10,34	1920 9mo A&CP	McDougall DuluthSBCo Duluth,Minn	Cia.deNav.Vasco- Asturiana(R.C. de losCobos,*Mgr.*) *CellDB208'525tFPT*	251·0|43·7|22·2 P25'B64'F22' FK	Gijon Spanish *4BHptCem* *60tAPT82t*	T.3Cy.19",32½"&54"-40" (*s*) 190lb 262NHP 2SB,*4cf*,GS100,HS3828 FD McDougall-DuluthSBCo.	24 ″ 3	
27463	**Jose Trujillo** (*ex*CaïdAziz-33, 3Mst *ex*Faraman, *ss*Msl.No.3-5,11 *ex*Fremington) 1*Dk*(*Irn*) *Welldeck* *Mchy.Aft*	338 220 121	✠ 2,15 ✠	Msl	*e*		1899 2mo	R.Thomp- son&Sons Sunderland	J.TrujilloZafra é Hijos	136·0|23·2| 8·8 Q77'B12'F18' FK *DBf65'*	RioMartin Spanish *3BHCem* *77tFPT18t*	C.2Cy.16¼"&37"-24" NB12 74NHP Hedley&Boyd,N.Shields	11 ″ 2	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught ft. in.	Registers in which classed, if not in L.R. DateofB.ofTradeCert.
27464 6667 SFBU	**Josef Bergendorff** *CruiserStern* *OilEng.* *Mchy.Aft* 1*Dk*	733 589 366					1921	Bergsunds M.V.Aktieb. Stockholm	Rederiaktieb. Stjärnan(Hj.Nerman,*Mgr.*)	192·9 P55'H72*t*F25'	30·5	12·6	Karlstad Swedish *WB*	Oil Engine 2S.C.SA 4Cy.15¾"–28⅜" 172NHP A/BAtlas-DieselStockholm		V
27465 1269 PFEV	**Josefina** TwinSc *ss*Sng.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2594 1705 1168	✠100A1 ~~4,35~~7,34 12,35 BS12,35 ✠LMC ~~BS9,32 4,35~~ MS4,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 12,28 F.P. above 150° F.*	Bat ~~Sin~~Sab	*i*	CL ~~P9,32~~ S7,34 PN12,35	1928 12mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Nederlandsche-IndischeTank-StoombootMaats.	305·0 Q88'F29' *Trunk*188'	50·1	15·1 FK	TheHague Dutch 9*BHptCem* *ptAsp* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24⅜" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam	15 ″ 0 s 1 ″ 6½ 13 ″ 7¼	
27466 LOFS	**Josefina S** (*ex*Segundo BuenosAyres–32,*ex*Segundo,*ex*Dredger, *ex*MiguelCalmon,*ex*Pearson) TwinSc *ss*Pra.No.2–13 *Fitted for oil fuel* (*HopperDredger—nowCarryingCargo*)	2161 — 1255	✠ 5,13	Pra ✠	*n*		1907 6mo	Lobnitz& Co.Ld. Renfrew	Cia.deTransportes Maritimos (Coppola&Zuanich *Mgrs.*)	256·2 len19	40·0	23·7 FK	Bns.Ayres Argentine 6*BHptCem* *ptAsp* *WB*	T.6Cy.15",25"&40"–24" 199NHP 2SB,6*cf*,GS118,HS3560 Lobnitz&Co.Ld.Renfrew	18 ″ 0	V †
27467 711 OHFJ	**Josefina Thordén** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *CruiserStern*	6549 5574 3733					1931	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BSuomi-Tanker (G.B. Thordén,*Mgr.*)	407·2 P98'B33'F40'	55·1	32·3	Helsingfrs Finnish *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
27468 772 IPBN	**Joseph** (*ex*SyonPark–32, *ex*Noordkaap,*ex*Krammer) Aux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	339 305 190					1918	J.J.Pattje &Zonen Waterhuizen	O.Bellesine fuA. O.Turcio fuG. V.Cinquegrani fuN (A.Turcio,*Mgr.*)	148·7 P11'	27·0	11·2	Naples Italian *WB*	Oil Engines 2S.C.SA 2Cy.15¾"–17¾" 87NHP D.Goedkoop,Jr.Ams.		I
27469 204631 KGNZ	**Joseph Block** (*ex*ArthurH. Hawgood) *Mchy.Aft* GyC. D.F. 1*Dk*	6486 — 4939					1907	WestBay CityS.B.Co. W.BayCity	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	549·0	56·0	26·5	Clevelnd,O Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanSBCo.Cleveland		
27470 134491	**Joseph Dubrule** Ⓟ (*ex*LouisPhilippe) (*Ferry*) 1*Dk*	600 — 250					1914	DavieS.B. &RepairCo. Levis,Quebec	Prescott&Ogdensburg FerryCo.Ld.	162·0	37·0	12·2	Prescott, Ont. British	C.2Cy.21"&37"–36" 59RHP E&B*made*82*refitted*14 DryDockEng.Works,Det.		
27471 202635 KDXU	**Joseph G. Butler, Jr.** *Mchy.Aft* D.F. GyC. 1*Dk* *Now "Donald B. Gillies," see No. 3[illegible]64 in Supplement*	6588 — 5174					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	525·0	55·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd		R
27472 224409 WIDF	**Joseph H. Frantz** *Mchy.Aft* D.F. GyC. 1*Dk*	8289 — 6436					1924	Gt.Lakes Eng.Works Michigan	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	590·0	62·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.25½",41"&67"–42" 291NHP Gt.LakesEng.Wks.Detroit		
27473 220956 KDMT	**Joseph M. Cudahy** *ss*Mob.No.3–1,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	6950 6401 4295	✠100A1 ~~5,35 1,35~~ 12,35 BS12,35 ✠LMC1,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	NYk ~~Gal~~ Mob	*b*†	CL ~~1,35~~ 5,35	1921 2mo	SunS.B. Co. Chester,Pa. A&CP *CellD*	SinclairNav.Co. Inc. *BuE&B*59'*f*41'408	430·2 P133'B36'F40' *tFPT*222*t* *APT*75*t*	59·2	32·8 FK	NewYork Utd.States 16*BHptCem* 12*BHtoUdk* 4 ,, ,,2*nd*,,	T.3Cy.27",45½"&76"–51" (*r*) ~~160lb~~ 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 ~~26 ″ 8¼~~ 26 ″ 8	
27474 149499	**Joseph P. Burke** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
27475 214493 WCCJ	**Joseph R. Parrott** TwinSc *Fitted for oil fuel* 3*Dks*	2406 — 1114					1916	W Cramp& SonS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·7	59·0	18·5	NewYork Utd.States	T.6Cy.20",33"&55"–35⅘" 362NHP W.Cramp&SonsCo.		
27476 220787 KDJV	**Joseph Seep** 3Mst *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. GyC. *Longitudinal framing* 2*Dks*	7088 6452 4419					1920	SunS.B. Co. Chester,Pa.	~~StandardShppg.Co.~~ StandardOil Co. of New Jersey	429·3 P133'B36'F40'	59·2	33·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" 3SB 412NHP SunS.B.Co.Chester,Pa.		R
27477 202825	**Joseph Sellwood** GyC. *Mchy.Aft* 1*Dk*	6741 — 5269					1906	American S.B.Co. Lorain	InterlakeS.S.Co. (Pickands, Mather&Co.*Mgrs*)	525·0 F46'	55·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.Co.Clevelnd		
27478 207422	**Joseph Wood** GyC. *Mchy.Aft* 1*Dk*	6360 — 4921					1910	American S.B.Co. Lorain	EasternS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 357NHP AmericanS.B.Co.Lorain		R
27479 90 ONCB	**Josephine Charlotte** Ⓟ *ss*Ant.No.1–33 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *CruiserStern*	*3422* *2952* *2055*	✠100A1 8,35 ~~2,35~~ BS5,35 ~~BS7,34~~ ✠LMC6,33 ✠Lloyd'sRMC~~2,35 5,35~~ 4,36 ~~2,36 12,35 9,35~~ for temp. 30° F.	Ant	*v*	CL 3,34	1929 4mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*268'686*t F*	339·9 P35'B106'F38' *PT*48*t* *APT*19*t*	48·5	23·0 FK	Antwerp Belgian 6*BHCem*	T.3Cy.23⅝",37$\frac{13}{16}$"&63"–42" 180lb (*s*) 396NHP 3SB,9*cf*,GS169,HS6171 FD RotterdamDroogd.Maats.	25 ″ 7 s 4 ″ 1¾ 21 ″ 7	
27480 TVXW	**Joséphine Le Borgne** (*ex*Felicia–33,*ex*Torild) 1*Dk*	1309 1064 764					1918	Akt.Oresundsvarvet Landskrona	Soc.Fécampoise deNavigation	240·3 P20'B60'F22'	38·3	15·2	Marseilles French *WB*	T.3Cy.18½",30"&48"–30" 126NHP MotalaV.NyaAkt.Motala		V
27481 222798	**Joshua A. Hatfield** GyC. *Mchy.Aft* 1*Dk*	7940 — 6103					1923	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	586·3	60·2	28·0 *WB*	Duluth Minn. Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
27482 ~~433~~ ~~YMAJ~~ HPFE	**Josiah Macy** *OilEng.* *ss*N.Yk.No.3–6,29 *Mchy.Aft* *ss*Ham.No.1–33 D.F. GyC. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6702 6166 3671	✠100A1 12,35~~11,34 11,35~~ ✠NE6,25 D~~BS5,34~~11,35 ✠LMC CS6,33 3,34 *CarryingPetroleum in bulk*	Dnz Gal	*a*†	CL 3,34	1917 6mo	Skinner& EddyCorp. Seattle,Wash A&CP	PanamaTransportCo. ~~umImportG.m.b.H~~ (WariedTankschiff RhedereiG.m.b.H. *Mgrs.*)	419·4 P98'B41'F37' *CellDBa*12'*uE&B*	57·2	29·8 FK	Panama Panmanian 18*BHptCem* 63' 188*t* *DT*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"–51$\frac{3}{16}$" 680NHP NDB25–70*lb* DB185*lb* FriedKruppGermania Wft.Kiel *f*36*t*457*tFPT*199*tAPT*66*t*	31 ″ 6 s 5 ″ 8½ 26 ″ 0¾	
27483	**Josif Kossior** TwinSc 1*Dk*	967 — 432					1929	Nicolaieff StateSB.Wks 'AndreMarti' Nicolaieff	U.S.S.R.	230·3	34·2	12·1	Mariupol Russian	T.6Cy. NicolaieffStateS.B.Wks. "AndreMarti," Nicolaieff		

1 Numéro l'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où sont ... dans le L.R. Durée Cert. B. of Trade
27484 UOXG	**Josif Stalin** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	7660					1934	StatesS.B. Yd"A Marti' Nicolaieff	U.S.S.R.	445·8|56·1|34·3 P98'B47'F58'	Russian	Oil Engines 2S.C.SA 8Cy.		
27485 EAKX	**Josiña** (*ex*CanadianForester) *ss*Bbo.No.3.-5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	3314 2880 1842	✠100A1 2,36 ~~1,36~~ ✠LMC MS5,35 ~~BS12,31~~ 2,36	Cff Bbo	*v*	CL 12,34	1921 2mo *Lloyd*	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. '*sA&CP*	Cia.Nav.Amaya (C.deZabala, *Mgr.*)	331·5|46·8|23·3 P33'B98'F33' FK *CellD B266' 674t FPT95t*	Bilbao Spanish 6*BHCem* *APT73t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 " 6 s 3 " 11¾ 21 " 9	
27486 LEFK	**Jotun** 1*Dk*	534 392 297					1892	Stavanger Stöberi&Dok Stavanger	A/S D/S Jotun (TorjerMeling)	172·5|24·7|12·9 Q37*t*B73*t*F20*t*	Stavanger Norwegian *WB*	T.3Cy.11¼",17½"&30"-24" E*made*89 NB04 44NHP NylandsVærksted,Oslo		N
27487 LEFL	**Jotunheim** Ⓟ Iron 1*Dk*	342 320 188					1890	Trondhjem MekVækstd Trondheim	MöreFylkesRute-selskap	138·0|20·6|9·0 P105*t* H23*t*	Aalesund Norwegian	T.3Cy.12½",19½"&32"-24" NB11 50NHP TrondhjemsMekVærksted		
27488 148273 MLXY	**Joyce Llewellyn** *ss*Npt.No.2-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1446 1113 882	✠100A1 ~~8,34~~11,35 ✠LMC11,35 BS1,35	Cff Npt	*o*	~~CL~~ ~~11,33~~ CL 11,35	1924 6mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	CardiganShipping Co.Ld.	234·5|35·6|16·5 P16'Q67'B58'F23' FK *CellDB192'381tFPT*	Cardiff British 4*BHCem* 40*tAPT36t*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 178NHP 2SB,*6pf*,GS104,HS3236 J.Lewis&Sons.Ld.Abn.	18 " 7 s 1 " 5½ 17 " 4	
27489 147610 GKDX	**Joyous** (*ex*Jameson-34) *ss*Rot.No.1-35 *ss*Mob.No.3-3,31 1*Dk*(*Stl*)	3585 3364 2205	✠100A1 ~~1,35~~11,35 ~~BS3,31~~ 8,35 ✠LMC~~3,31~~ MS1,35	Ams	*w*	CL 12,34	1924 4mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	CoolhamS.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*)	360·0|50·0|23·6 P30'B225'F34' FK *CellD B313'892tFPT105t*	London British 6*BHCem* *APT111t*	T.3Cy.24",37"&68"-45" & exhaust turbine driving steam compressor (*s*) 180lb 402NHP 3SB,*9cf*,GS165,HS6165 N.E.MarineEng.CoLdNwc	26 " 0 s 3 " 4 22 " 10¼	
27490 EAKS	**Juan De Astigarraga** *ss*Bbo.No.1-34 D.F. (1*DkStl*)	3564 3256 2130	✠100A1 1,36 ~~6,34~~ ✠LMC6,34	Bbo Rot	*v*	CL ~~6,33~~ 1,36	1929 11mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	Cia.NavieraBachi (Hijos deAstigarraga, *Mgrs.*)	343·4|49·1|26·2 P34'B115'F30'|24·0 FK *CellDB295'798t*	Bilbao Spanish 6*BHCem* *APT108t*	T.3Cy.21½",37"&62"-42" (*s*) 210lb *100lb* 318NHP 2SB,*6cf*,GS117,HS5210 D.Rowan&Co.Ld.Glasgow	26 " 2 s 4 " 4½ 22 " 0	
Broken up 27491 EETW	**Juan Manuel Urquijo** (*ex*Oiz, *ex*Novocastria) *ss*Bbo.2ndNo.3-4,19 1*Dk*(*Irn*)&*deep framing*	1922 1684 1077	✠ 7,28 ✠	Bbo	*r*		1894 4mo	Short Bros. Sunderland	Cia.Naviera Fierros,S.A. *CellD*	270·0|38·2|19·3 P32'B62'F36' FK *B202'447tAPT50t*	Gijon Spanish 4*BHptAsp* *ptCem*	T.3Cy.21",33"&54½"-39" NDB13 192NHP 2SB,*6pf*,GS97,HS2988 Black,Hwthrn&Co.Ld.Gts	21 " 8	
27492 EAFS	**Juan Sebastian Elcano** Ⓟ *ss*Bcl.No.1-32 TwinSc 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F. *Shadedk*(*Stl-teaks*) *Lower* Sub.Sig. *dk*(*Stl*)*except in Nos.4&5holds* *Longitudinal framing in double bottom*	9965 — 6392	✠100A1 *Shelter dk with freeboard* 10,35 ~~1,35~~ ✠LMC MS2,35 BS~~6,31~~6,35 *Fitted for oil fuel 4,28 F.P. above 150° F.*	Cdz	*c*†	CL ~~4,33~~ ~~10,32~~ 10,35	1928 4mo *Lloyd*	Soc.Española deConst. Naval Bilbao '*sA&CP*	Cia.Trasatlantica *CellDB381'1144t* *Tanks in way of tunnels266tFPT*	459·7|55·9|29·3 F45' FK&BK1"	Barcelona Spanish 9*BHptCem* *36tAPT73t*	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1217NHP 5SB,*15cf*,GS345,HS14945 FD Soc Espanola deConst.Nav	32 " 0 s 8 " 5 24 " 2½	
27493	**Juan Traverso** Aux3MstSr (*ex*Carlito) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	365 — 285					1917	N.V.Schps. DeMaas Slikkerveer	J.Traverso&Hijos.	136·2|26·2|13·1 P35'F17'	Bns.Ayres Argentine *WB*	Oil Engine 2S.C.SA 2Cy.15 7/16"-17 7/16" 87NHP D.Goedkoop,Jr.Ams.		
27494	**Juanita** TwinSc *ss*N.Yk.No.3-6,25 *Mchy.Aft* *ss*Cco.No.2-33 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2042 1354 1080	✠100A1 ~~8,35~~ ~~2,35~~ 3,36 BS3,36 ~~BS2,35~~ ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,23 F.P. above 150° F.*	Cco	*r*	CL P3,36 88,35	1923 8mo	Nederl. Schps.Maats. Amsterdam A&CP	Caribbean PetroleumCo.	279·8|46·7|14·0 Q74'*Trunk*182'F24' FK	Maracaibo Venezuelan 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"-24 1/16" 180lb (*s*) 222NHP 2SB,*4cf*,HS3832 FD RotterdamscheDroogd. Mij.Rot.	14 " 0 s 1 " 6¼ 12 " 7¼	
27495 146247	**Judge Hart** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	EasternS.S.Co.Ld.	252·2|43·2|17·8 F34' *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
27496 148130	**Judge Kenefick** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	EasternS.S.Co.Ld.	253·0|43·2|17·8 F35' *WB*	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
27497 YTCD	**Jug** (*ex*DéputéFrédéric Chevillon,*ex*Commandant LeFauve,*ex*Commandant Lefebre) 3Mst 1*Dk*	1292 — 901					1918	KibiShipping Co.Ld. Osaka	"Spad"Splitsko Parobrodarsko Drustvo,S.O.J.	219·4|32·5|16·3 B52'F24'	Susak Yugoslav *WB*	T.3Cy.14½",24"&40"-30" Hashimoto 88NHP IronWorks,Osaka		V
27498 YTLQ	**Jugoslavija** Ⓟ TwinSc *SpecialSurveys to date from 2,33* 1*Dk*(*Stl*)&*Shade dk*(*teak*) *2nd dk clear of mchy space &No.2hold*	1275 655 628	✠100A1 *Shade dk with freeboard* 3,36 ~~3,33~~ ✠NB2,33 ✠LMC2,33 ✠NE5,15*refitted*33 *ForService in the Adriatic& Cruising Service in the Mediterranean*	Spt		CL ~~2,33~~ 3,36	*Lloyd* *Launched 1920* *Completed 1933-2mo*	Cant.Nav. delQuarnaro S.A. Fiume '*sA&CP*	Jadranska Plovidba,d.d.	251·0|34·3|13·8 BK8¼" *CellDBa&uE*	Split Yugoslav 4*BHCem* *47'f93'129t*	Q.8Cy.13½",19½",28"&40"-28" 200lb (*s*) 278NHP 2SB,*6cf*,GS115,HS4440 FD Harland&Wolff,Ld.Bel.	15 " 6 s 2 " 9 13 " 5¾	
27499 23681 JJJH	**Juho Maru No. 2** Wood 1*Dk*	332 263 176					1918	I.Yamamoto Nagao	IrimajiriShoten K.K.	129·4|24·0|13·0	Kochi Japanese	C.2Cy.13½"&27"-18" OsakaTekko 26NHP Zosensho,Osaka		
27500 33614 JJHH	**Juho Maru No. 3** 1*Dk*	430 387 235					1928	....	IrimajiriShoten K.K.	151·0|23·0|15·0	Kochi Japanese	T.3Cy.		
27501	**Jui Ping** (*ex*Krat-32,*ex*Sibir, *ex*Columbia) 1*Dk*&*Shade dk*	591 — 326					1900	Farnham, Boyd&Co.Ld Shanghai	WuHsingS.S.Co.	160·0|24·6|9·0	Shanghai Chinese	T.3Cy.9",15"&25"-21" 29NHP Farnham,Boyd&Co.Ld Shi		
27502 110 ONPC	**Jules Hauzeur** (*ex*Porvenir, *ex*Candelaria,*ex*Jan vanRijswick) 2*Dks*	1212 — 814					1900	Rijkee&Co Rotterdam	Cie.Royale Asturienne des Mines	231·6|34·0|15·3 B60'F30'	Antwerp Belgian *WB*	T.3Cy.17½",28"&45"-36" 122NHP Maats.Fyenoord,Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27503 TTCI	**Jules Rueff** 3*Dks*	671 — 320					1920	Chantiers deProvence PortdeBouc	Cie.Saïgonnaise de Nav.&deTransp.	190·2	28·5	14·3	Saïgon French *WB*	T.3Cy.$14\frac{1}{5}$",$21\frac{3}{5}$"&$37\frac{2}{5}$"–$23\frac{3}{5}$" 70NHP ChantiersdeProvence,Msl.		V
27504 SVEZ	**Julia** (*ex*Burdale–35) *ss*Fal.No.3–5,35 ~~*ss*Sld.No.3–12,26~~ 1*Dk*(*ptIrn ptStl*)	*4352* *4056* *2698*	✠100A1 5,35 ~~8,30~~ ~~BS8,30~~ ✠LMC~~12,26~~ 5,35	Npt Fal	*x*	CL ~~1,29~~ 5,35	1914 1mo *Lloyd'sA&CP*	Richardsn, Duck&Co.Ld. Stockton	E.P.,G.P.,P.E. Hadjilias& Mrs.A.P.Hadjilias *CellDBa127'uE27'f*	P33'B240'F37' FK 165'1169*t* ~~*FPT*130*t*~~	380·0	51·0	24·6	Syra Greek 6*BHCem* *APT*102*t*	T.3Cy26",$42\frac{1}{2}$"&$69\frac{1}{2}$"–45"(*s*) 180lb *90lb* 375NHP 2SB,*6cf*,GS132,HS6094 Blair&Co.Ld.Stockton	27 " 3 s 3" $7\frac{1}{2}$ 23 " $10\frac{1}{4}$	
27505 190 SVGL	— Now "Michalios," see No. 39054 in Supplement (*ex*Nordsee,*ex*Estremadura, *ex*SantaUrsula) 1*Dk*&*Spar dk*	3742 3396 2196					1908	Akt.Ges. "Neptun" Rostock		P24'B216'F43' 23·4	351·8	50·2	15·4	Syra Greek *WB*	T.3Cy.$22\frac{1}{16}$",$36\frac{5}{8}$"&$60\frac{1}{8}$"–$41\frac{3}{8}$" 231NHP A.G."Neptun,"Rostock		G
27506 214677 WLCD	**Julia Luckenbach** *ss*Bos.No.3–12,28 *ss*Bos.No.1–32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	5950 — 3800	✠100A1 *Shelter dk withfreeboard* 11,35 ~~,34~~ ✠LMC MS6,32 BS~~9,34~~ 9,35 *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Sea	*b*†	CL ~~12,33~~ 11,35	1917 1mo	ForeRiver S.B.Corp. Quincy, Mass A&CP *CellD*	LuckenbachS.S. Co.Inc. 1*BH in fore* *B* 383' 1651*t 'tween*	FK ~~*hold*~~ *hold dispensed with* (*deck tanks in E&B*	436·6	57·2	37·6	NewYork Utd. States *ptCem* 6*BHonly* *Coll to Shdk* 5 ,, 2*nd* ,,) *space*51'598*t*	1DR GearedSteamTurbine 195lb *125lb* (*r*) 874NHP 3SB,*12cf*,HS10640 FD Gen. Elec.Co.Schenectady, N.Y. *FPT*196*t APT*319*t*	32 " 1 s 4 " $5\frac{1}{4}$ 27 " $10\frac{1}{2}$	
27507	**Julian Alonso** Ⓟ *Fitted for oil fuel* *Well deck Mchy.Aft* 1*Dk*	1027 812 403					1908	Montrose S.B.Co. Montrose	EmpresaNaviera deCubaS.A.	P&B170'F46'	230·0	36·7	10·6	Havana Cuban *WB*	T.3Cy.19",31"&51"–33" 149NHP Hutson&Sons,Ld.Glasgow		
27508 1232 PJAT	**Juliana** TwinSc *ss*Cco.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2587 1700 1117	✠100A1 ~~4,35~~ 10,35 ~~BS10,31~~ ✠LMC10,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F.	Cco BS10,35	*t*	CL PN4,34 S4,35	1928 7mo *Lloyd'sA&CP*	Nederl. Schps.Maats Amsterdam	Curaçaosche Scheepv.Maats.	Q87'F28' *Trunk*190' FK *APT*81*t*	305·0	50·1	15·1	Willemstd W.I. Dutch 9*BHptCem* *ptAsp*	T.6Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&34"–$24\frac{1}{2}$" 180lb (*s*) 240NHP 2SB,*4cf*,HS4168 FD Gebr.Stork,Hengelo	15 " 0 s 1 " $6\frac{1}{4}$ 13 " $7\frac{1}{4}$	
27509 OUHP	**Juliane** (*ex*Middelhavet, *ex*Kongstrup) 1*Dk*	1293 1095 778					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SVestjysk Dampskslsk.(Niels Winther,*Mgr.*)	P17'B50'F27'	241·8	36·2	16·2	Fanö Danish *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
27510 LCSV	**Julianne I** (*ex*Lövstakken–33) *Fitted for oil fuel* 1*Dk*	2462 2215 1462					1921	Burntislnd S.B.Co.Ld. Burntisland	A/STorny (EilertLund, *Mgr.*)	P72*t*H102*t*	301·0	43·7	22·2	Bergen Norwegian *WB*	T.3Cy.21",35"&57"–36" 195NHP Cooper&Greig,Dundee		N
27511 997 PJAB	**Julieta** TwinSc *ss*Cco.No.3–2,36 ~~*ss*Cco.No.2–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2746 1810 1517	✠100A1 2,36 ~~1,35~~ ~~BS1,35~~ ✠LMC2,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,24 *F P. above* 150° F.	Cura-çao	*t*	CL P2,36 S7,33	1924 4mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	Curaçaosche Scheepv.Maats.	Q87'*Trunk*189'F29' FK	305·0	50·2	15·1	Willemstd W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$33\frac{7}{8}$"–$24\frac{3}{8}$" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 Werkspoor,Amsterdam	15 " 0 s 1 " 7 13 " $6\frac{3}{4}$	
27512 DHNM	**Julius Hugo Stinnes 27** Sub.Sig. *CruiserStern* *Mchy.Aft* 1*Dk*	2530 2048 1217					1924	Frd.Krupp Act.Ges. Kiel	HugoStinnes G.m.b.H.	P83'F27'	277·8	44·2	20·8	Hamburg German *WB*	T.3Cy.$21\frac{1}{4}$",$33\frac{7}{8}$"&$54\frac{3}{4}$"–$39\frac{3}{8}$" 187NHP Frd.Krupp,A.G.Kiel		G
27513 DHNO	**Julius Rütgers** *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	854 730 443					1908	J.C.Tecklenborg A.G. Weser-münde-G.	Haltermann&Co.	B44'F21'P18'	210·9	30·3	14·3	Hamburg German	T.3Cy.13",$21\frac{1}{16}$"&$34\frac{7}{16}$"–$22\frac{13}{16}$" 57NHP J.C.TecklenborgA.G.Wsm		G
27514 DICP	**Julius Schindler** *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 2*Dks*	3140 2636 1721					1921	Deutsche WerftA.G. Hamburg	Tankschiff-Reed. JuliusSchindler G.m.b.H.	P90'B31'F36' len34	343·4	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{7}{8}$"–$37\frac{7}{8}$" 360NHP AlgemeineElec.Ges.Berlin		G
27515 OYCD	**Julius Thomsen** Ⓟ Wireless D.F. 2*Dks* *CruiserStern*	1151 1019 642					1927	A/S.Frederikshavns Værft og Flydedok Frderikshavn	A/S KryolithMine-ogHandels-selskabet	F42'	179·3	35·2	21·4	Copnhagn Danish *WB*	T.3Cy.14",$22\frac{1}{2}$"&37"–27" & 1 LP Turbine 85NHP E&B*made*23 KjbnhavnsFlydk.& Skbsv.Cpn.		V
27516 FOPE	**Jumièges** (*ex*Weltondale,*ex*Michael Whitaker) *ss*Hav.No.3–6,25 *ss*Hav.No.2–34 *Well deck* 1*Dk*(*ptIrn ptStl*)	1708 1327 1004	✠100A1 3,35 BS3,35 ✠LMC2,34	Hav	*q*	OG 12,32	1913 2mo *Lloyd'sA&CP*	WoodSkinner&Co.Ld. Newcastle	Worms&Co. *CellDB*	Q153'B*on*Q52'F28' FK *a*77'*uE*18'*f*	260·3	37·7	16·4	Havre French 4*BHCem*	T.3Cy.19",31"&51"–36" (*s*) 180lb 180NHP 2SB,*6pf*,GS90,HS2915 G.Clark,Ld.Sunderland 102'422*t FPT*92*t APT*101*t*	18 " 7 s 5 " 7 17 " 2	
27517 161216 GSTM	**Jumna** *ss*Cal.No.1–33 2*Dks*(*Stl*)	6078 5569 3746	✠100A1 10,35 ~~2,35~~ BS5,35 ✠LMC12,32 *Fitted for oil fuel* 4,29 *F.P. above* 150° F. *Fitted for carrying oil* 4,29 *F.P. above* 150° F. *in deep tank*	Cal	*a*†	CL 2,35	1929 4mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow	JamesNourse,Ld. *Intermediate 'tween BH in after* *CellDB*360' 1687*tD*	P45'B140'F34' *dk* FK *hold dispensed with* *Ta*38'976*tFPT*121*t*	423·9	55·9	28·1	London British *ptCem* 6*BH to U dk* 1 ,, ,, 2*nd* ,, *APT*34*t*	T.3Cy.26",44"&74"–51"& LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 612NHP 3SB,*9cf*,GS189,HS8040 FD A Stephen&Sons,Ld.Gls.	31 " 4 s 6 " 2 24 " $5\frac{1}{4}$	
27518 19917 JOEE	**Jun Maru** Wireless 1*Dk*	997 825 690					1917	Goshi Kaisha HaradaShoko Osaka	MarutatsaKaiun K.K.		202·0	29·1	18·6	Niigata Japanese *WB*	T.3Cy.13",$21\frac{1}{2}$"&36"–27" 63NHP HaradaShoko,Osaka		
27519 149848 GNDF	**Juna** Ⓟ TwinSc *ss*Cal.No.2–35 ~~*ss*Cal.No.1–31~~ 1*Dk*(*Teak*)2*nd dk*(*Stl*) *in holds* *CruiserStern*	2190 1632 905	✠100A1 *withfreeboard* 9,35 ~~8,34~~ ~~BS9,34~~ ✠LMC~~7,31~~ 9,35 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Cal	*s*	CL 8,34	1927 6mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*216'24	P32'B86'F30' FK 1*tMT*8'61*t FPT*16*t*	280·0	43·6	18·8	London British 6*BHptCem* *APT*41*t*	T.6Cy.$16\frac{1}{2}$",$28\frac{1}{2}$"&48"–33" 215lb (*s*) 469NHP 3SB,*9cf*,HS7313 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 " 0 s 3 " $3\frac{1}{2}$ 18 " 0	
27520 YTBY	**Junak** (*ex*Farnham,*ex*Marsal) *ss*Spt.No.3–4,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1571 — 943	✠100A1 5,36 ~~5,34~~ ~~BS6,35~~ ✠LMC MS4,33	Spt BS5,36 ~~BS3,34~~	*p*	CL ~~4,33~~ 3,36	1921 2mo *Lloyd'sA&CP*	J.S.White &Co.Ld. Cowes	"Spad"Splitsko Parobrodarsko DrustvoS.O.J. *CellD*	Q89'B54'F23' FK *B*201'372*t FPT*32*t*	240·3	36·2	18·2	Susak Yugoslav 4*BHCem* *APT*38*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS92,HS2882 J.S.White&Co.Ld.Cowes	20 " 4 s 1 " $9\frac{1}{2}$ 18 " 8	
27521 201768 WADM	**Juniata** Ⓟ *Mchy.Aft* 2*Dks*&*Awng dk* D.F.	4333 — 2619					1905	American S.B.Co. Cleveland	Gt.LakesTransit Corp.		346·0	45·0	28·0	BuffaloNY Utd.States *WB*	Q.4Cy.22",$31\frac{1}{2}$",45"&65"–42" 274NHP DetroitS.B.Co.Detroit		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27522 77274 WMCW	**Juniata** Ⓟ D.F. Sub.Sig. *3Dks&Promenade dk*	3465 — 2537					1897	Harlan&Hollingsworth Co. Wlmgtn, Del.	Merchnts&Miners TransportationCo.	310·0|42·0|26·0 len07	Baltimore Utd. States	T.3Cy.28",45"&72"–48" NB07 359NHP Harlan&Hollingswrth Co. Wilmington, Del.		
27523 ~~1616~~ ~~TZWD~~ 142289 MLGL	— TwinSc (*ex*Sprucol) ssLiv.No.3–5,30 *OilEng.* ssFal.No.1–34 *Mchy.Aft* *1Dk(Stl)&Webframes* *Longitudinal framing*	~~1137~~ ~~[illegible]~~ ~~[illegible]~~ 1139 880 478	✠100A1 *with freeboard* 8,35~~2,35~~ LMC CS7,34 7,34 *Carrying Petroleum in bulk*	Rou 8,35 DBS~~8,34~~	*n*	CL S7,34 P1,35	1918 1mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	AngloAmerican OilCo.Ld. (F.J. Wolfe, *Mgr.*) *Middle line bulk head not oil-tight*	210·0|34·8| ~~210·0|34·8~~|16·6 P70'F57' ~~200·5|33·5|~~ FK *CellDBuE34'55t DTf21'189tFPT35tAPT71t*	London British *12BHptCem*	Oil Engines 2S.C.SA 8Cy.16$\frac{7}{16}$"–18$\frac{3}{8}$" 388NHP DB*100lb* J&CGBolindersCoLdSkm.	16 ″ 6 s 1 ″ 3$\frac{1}{2}$ 15 ″ 3$\frac{1}{2}$	
27524 PKMQ	**Juno** ssSng.No.3–4,25 ssBat.No.2-33 *OilEng.* *Mchy.Aft* *1Dk(Stl)&Trunk dk*	2345 1662 1385	✠100A1 ~~6,30~~~~12,34~~2,36 DBS~~12,34~~2,36 ✠LMC CS8,33 12,34 *Carrying Petroleum in bulk*	Bat ~~Hkg~~	*r*	CL 12,34	1912 11mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Nederl.Indische Tankstoomboot Maats. W	257·6|43·1|18·6 P73'F26' FK *B=CellDBa33'36t*	Batavia Dutch *13BHCem* *APT65t*	Oil Engines 4S.C.SA 6Cy.22"–39$\frac{3}{8}$" 280NHP DB*100lb* NedFb.v.Wrk&Spoor,Ams	19 ″ 10 s 1 ″ 6$\frac{1}{2}$ 18 ″ 6	
27525 DDTL	— (*ex*Romo, *ex*Elisabeth) *1Dk*	2038 1889 1287					1902	Akt.Ges. "Neptun" Rostock	A.Hansen	292·1|41·2|18·1 P13'B168'F27'	Flensburg German *WB*	T3Cy20$\frac{7}{8}$",37$\frac{7}{16}$"&55$\frac{1}{2}$"–35$\frac{7}{16}$" 180NHP A.G."Neptun," Rostock		G
27526 PFFM	— 4TwinMasts *2Dks*	1753 1577 1079					1908	Wrf.voorh. Rijkee&Co Rotterdam	Konink.Nederl. Stoomb.Maats. N.V.	276·5|39·2|18·8 P&B162'F36'	Amstrdam Dutch *WB*	T.3Cy.21",32$\frac{1}{2}$"&55"–35$\frac{1}{2}$" 360NHP NedFb.v.Wrk&Spoor,Ams		V
27527	— (*ex*Lormont-34) *2Dks*	1241 1055 503					1920	Hawthorns &Co.Ld Leith	FinskaÅngfartygs A/B	245·1|39·2|16·0	Helsingfrs Finnish *WB*	T.3Cy.21$\frac{1}{2}$",35"&59"–39" 217NHP Hawthorns&Co.Ld.Leith		C
27528 419 ESUP	— Iron (*ex*Bollweiler, *ex*Juno, *ex*Lurline) *Well deck* *1Dk2trB*	1041 912 628			...		1871	Readhead, Softley&Co SouthShields	~~SpringwellShippingCo.Ld.~~ O.Rass	225·0|30·3|17·2 Q94'B45'H29tF29' ptND04 BK8"	Tallinn Estonian *WB*	C.2Cy.22$\frac{5}{8}$"&48$\frac{1}{2}$"–33" NB97 111NHP Readhead,Softley&C.S.Shl	18 ″ 6	V †
27529 DOIY	— *1Dk2trB*	558 434 327	-				1902	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8|26·1|11·8 Q56'B41'F22'	Bremen German	T.3Cy12$\frac{7}{16}$",19$\frac{11}{16}$"&31$\frac{1}{2}$"–21$\frac{5}{8}$" NB33 46NHP A.G."Weser," Bremen		G
27530 32474 JKLB	**Junyo Maru** (*ex*Sureway, *ex*Hartmore, *ex*HartlandPoint, *ex*Ardgorm) *2Dks* Sub.Sig.	5065 4720 3872			...		1913	R.Duncan &Co.Ld. PortGlasgow	KabafutoKisen K.K.	405·0|53·0|27·2 P42'B122'F35' FK	Tokio Japanese *WB*	T.3Cy.27",44"&73"–48" 475NHP J.G.Kincaid&Co.Ld.Grk.	29 ″ 9	C †
27531 34489 JDJC	**Junyoshi Maru** Ⓟ (*ex*Hoten Maru, *ex*Mukden, *ex*ShenYang, *ex*Mukden, *ex*LordAilsa) *Well deck* *1Dk&Shelter dk&Web frames*	1636 1575 969			...		1891	AilsaShipbuildingCo. Troon	KagoshimaYusen K.K.	253·7|33·1|22·6 BK8$\frac{1}{2}$"	Kagoshima Japanese *WB*	T.3Cy.18",29"&48"–36" NB02 155NHP Dunsmuir&Jackson,Gls.	18 ″ 5	
27532 EAFT	**Jupiter** ssBbo.2ndNo.3–11,25 ssBbo.No.1–30 D.F. *2Dks(Stl)&deepframing*	4833 4516 3130	✠ ... 12,34 ✠	Bry	*y*		1900 8mo	Russell& Co. Pt.Glasgow	Cia.Anon.Marit. Union(M.Urruchua, *Mgr.*) *DBa131'uE&B42'*	389·2|52·1|27·1 P31'B112'F40' *Cell* FK *f167'1244tDTa31'*	Bilbao Spanish *7BHCem* *800tAPT56t*	T.3Cy.27",43"&72"–48" NDB19 403NHP 2SB,*6cf*,GS122,HS5121 Rankin&Blackmore,Grk.	29 ″ 11	
27533 77458	— *Mchy.Aft* GyC. *1Dk2trB*	3719 — 2769					1901	American S.B.Co. Lorain, O.	InterlakeS.S.Co. (Pickands, Mather &Co., *Mgrs.*)	346·0|48·0|28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		
27534 LEBA	— Ⓟ *Ref.Mchy.* D.F. *1Dk*	2511 1558 904					1915	LindholmensM.V. Gothenburg	DetBergenske Dampskibsselskab	305·2|41·7|18·8 P573tH294t	Bergen Norwegian *WB*	T.3Cy.26",42"&69"–42" 309NHP LindholmensM.V.Got.		
27535 7306 SDPA	— (*ex*Carperby) ssOsc.3rdNo.3–8,30 ssOsc.No.1–34 *1Dk(ptStl ptIrn)&Webframes&pt Cargo battens not fitted* *Awng dk(Irn)* *Hatch covers&Webs dispensed with in 'tween decks*	*2152* *1508* *1343*	✠100A1 *pt Awng dk* *with freeboard* 2,36 ~~11,34~~ BS~~7,34~~9,35	Bly ~~Mme~~ Lon ✠LMC MS10,34	*r*	CL ~~8,32~~ ~~10,35~~ 2,36	1895 2mo	Ropner& Son Stockton A&CP	RederiA/BIris (C.Abrahamsen, *Mgr.*)	275·1|39·5|15·9 P27'Q82' *ptAwng dk166'* FK *Cell DB a 92'uE*	Stockholm Swedish *4BHCem* *20'f106'393t*	T.3Cy.21",34"&56"–36" (*s*) 160lb ~~160lb~~ 2NDB19 187NHP 2SB,*4rf*,GS60,HS2780 Blair&Co.Ld.Stockton	19 ″ 0 s 7 ″ 7 18 ″ 7	
27536	— TwinSc (*ex*Gertrud, *ex*Elisabeth, *ex*IndustrieX, *ex*IndustrieXVII, *ex*AmsterdamV) *1Dk*	747 — 392					1895	Nederl. SchpsbMaats Amsterdam	Baptista&Cia.	196·2|28·1|12·1 B48'F26'	Florianopolis Brazilian *WB*	C.4Cy.12$\frac{5}{8}$"&25$\frac{1}{2}$"–15" 41NHP NederlScheepsbMaatsAms		
27537 DONK	— *1Dk*	560 436 329					1901	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	179·8|26·1|11·8 Q58'B41'F21'	Bremen German *WB*	T.3Cy.12$\frac{7}{16}$",19$\frac{11}{16}$"&31$\frac{1}{2}$"–21$\frac{5}{8}$" 46NHP A.G."Weser," Bremen		G
27538 106003	Broken up — Ⓟ Pad *1Dk*	394 359 145					1896	J.&G. Thomson, Ld. Clydebank	~~LondonMidland&ScottishRly.~~	230·0|28·1|9·0 H14tF22t	Glasgow British	C.2Cy.30$\frac{1}{2}$"&65"–60" 273NHP J&GThomsonLdClydebnk		BT till 10.35
27539 ESDU	Broken up — Iron (*ex*Karin, *ex*Union) ssGot.2ndNo.3–4,05 *1Dk(Irn)*	351 299 189	✠ 3,08 ✠NB5,00 ✠	Got	*f*		1883 9mo	G.Howaldt Kiel	J.Rang	142·6|23·0|13·3 B28'H7tF15' BK7" *DBuE&B21'30*	Tallinn Estonian *4BHCem* *tMT17'60t*	T.3Cy.10",16$\frac{1}{4}$"&27$\frac{3}{4}$"–15$\frac{3}{4}$" 34NHP 1SB,*2cf*,GS19,HS581 *Tpd*00GoteborgsM.V.Got.	13 ″ 10	V †
27540 DIGH	— Now "Cora," see No. 37551 in Supplement AuxSr *OilEng.* *1Dk* (*See Sailing Ship Register*)	347 298 255					1917	J.Th.Wilmink&Co. Groningen	AtlantaTransportReed.G.m.b.H.	132·4|26·4|11·4 P29'Q39'H36tF21'	Hamburg German	Oil Engines 4S.C.SA 6Cy.10$\frac{5}{8}$"–14$\frac{3}{16}$" 66NHP NE31 HumboldtDeutzmotoren, A.G.Koln-Deutz		V
27541	— TwinSc (*ex*Juruá) *1Dk&Promenade dk*	331 262 231			...		1899	Murdoch & Murray PortGlasgow	A.Pimenta&Cia.	140·0|30·0|8·7 F16' FK	Para Brazilian	T.6Cy.10",16"&26"–18" 70NHP J.G.Kincaid&Co.Greenock	9 ″ 0	
27542 160253 GSZK	**Jura** *1Dk*	1759 1618 1078					1929	BurntislndS.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. *Mgrs.*)	271·6|39·7|19·0 P17'B67'F29'	Glasgow British *WB*	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in LR. Date of B. of Trade Cert.
27543 Broken up DOEC	**Justin** Ⓟ (*ex*Barambah,*ex*Hobart) *ss*Bmn.No.3–12,25 *Well deck* *ss*Bmn.No.2–34 *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk in*No.1*hold* Sub.Sig. D.F.	6053 5519 3785	✠~~100A1~~ 9,34 ✠~~LMC~~ ~~BS5,34~~ ~~MS9,34~~ ~~Lloyd'sRMC9,34~~	Bmn	*b*†	CL 5,33	1912 8mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	Norddeutscher Lloyd *CellDBa*182'*u*	449·2|58·2|26·7 P&B378'F53' FK *E&B*72' *f*149'1490*t*	Bremen German 8*BHCem*	T.3Cy.$30\frac{5}{16}$",$50\frac{9}{16}$"&84"–54" 185lb (*s*) 751NHP 4SB,12*cf*,GS224,HS11219 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s 4 ″ 7½ 25 ″ 3	
27544 1010 PJAC	**Justina** TwinSc *ss*Cco.No.2–33 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2700 1807 1462	✠100A1 1,36 ~~1,35~~ BS1,36 ✠LMC7,32 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 10,24	Cura- çao	*t*	CL P7,35 S1,36	1924 10mo *Lloyd*	Nederl. Schps.Maats. Amsterdam *'sA&CP*	Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'*Trnk*189'F29' FK	Willmstad W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD Rot.DroogdokMaats.Rot.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
27545 160222 GSPL	**Jutland** 2*Dks*	6153 5774 3869					1928	R.Duncan &Co. PortGlasgow	GlasgowShip- ownersCo.Ld. (Glen&Co.*Mgrs.*)	430·0|57·0|28·2 P36'B145'F41'	Glasgow British *WB*	Q.4Cy.24¾",35½",51"&73"– 51" 381NHP D.Rowan&Co.Gls.		C
27546 OXVH	**Jutlandia** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*,3*rd dk in*Nos.1,2&3*holds*	8457 6753 5204	✠100A1 *withfreeboard* ~~7,35~~ ~~3,35~~ 3,36 ✠LMC11,34 *Carrying vegetable oil in midship tank*	Cpn	*c*†	CL S3,36	1934 11mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP*	A/S DetÖstasia- tiskeKompagni *CellDB*353'1215*t* *D*	436·8|61·2|32·6 P28'B180'F61' FK *MT*30'732*t* *Ta*13'292*tFPT*174*t*	Copnhagn Danish 7*BHptCem* *APT*143*t*	Oil Engines 2S.C.DA 10Cy.$17\frac{11}{16}$"–47¼" 1073NHP DB125lb Akt.Burmeistr&Wain,Cpn	36 ″ 0 s11 ″ 2¼ 25 ″ 1	
27547 OXHH	**Jutta** Wireless D.F. 1*Dk* *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0|39·7|15·3 P&B124'F35'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"– 31½"&LPTurbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
27548 34795 LOFU	**Juvenal** TwinSc *ss*Nwc.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. ~~E.S.D.~~ *Longitudinal framing*	13896 12231 7920	✠100A1 5,35 ~~8,34~~ BS5,35 ✠LMC8,34 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 8,28	Nwc B.Bl.	*i* †	CL 8,34	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	Cia.General de Combustibles *CellDBuE*56' 222*tDTf*50'603*t*	556·0|74·1|40·3 536·0 P141'B42'F47' FK *FPT*258*tAPT*148*t*	Bns.Ayres Argentine 18*BHptCem* *ptAsp* (14 *to U dk* 4 „ 2*nd*„)	T.6Cy.26",43"&73"–48" (*s*) 200lb FD1167NHP 5SB,15*cf*, HS17735 N.E.MarineEng.Co Ld.Sld	40 ″ 0	
27549 1757 IBKR	**Juventus** (*ex*Valdieri) *OilEng.* D.F.	4920 4583 3075					1920	SACantieri NavaliF.Tosi Taranto	Soc.Commerciale diNav.	394·3|51·7|27·6 P51'B116'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"–49⅛" 606NHP NE27 Soc.An.FiatS.G.M.Turin		I
27550 31716 JDIB	**Juyo Maru** *ss*Yka.No.3–9,33 2*Dks*(*Stl*)	5458 4980 3407	✠100A1 12,35 ~~10,34~~ ✠LMC10,34 BS12,35	Yka	*z*	CL N4,35	1926 4mo *Lloyd*	AsanoS.B. Co. Tsurumi *'sA&CP*	ToyoKisenK.K. *CellDB*334'943*t*	400·0|53·0|32·0 P33'B124'F41' FK	Yokohama Japanese 6*BHptCem* *APT*27*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,9*cf*,GS181,HS7383 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ 6¼ 25 ″ 8	
27551 OYDD	**Jylland** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* *ss*Els.No.2–34 Sub.Sig. 2*Dks*(*Wthr dkStl*-ws) D.F. 3*rd dk in holds*	2762 2337 1559	✠100A1 *withfreeboard* 1,36 ~~3,35~~ DBS~~7,34~~9,35 ✠LMC CS3,34 9,35 ~~3,34~~	Lon	*u*	OG 2,34	1926 6mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore *'sA&CP*	DetForenede DampskibsSelsk. *CellDB*233'364*t*	306·3|44·2|25·9 F39' FK *FPT*56*tAPT*70*t*	Esbjerg Danish 6*BHptCem* 2*to* 2*nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝"–$35\frac{7}{16}$" DB 75lb 545NHP Burmeister&Wain,Cpn.	28 ″ 6 s11 ″ 0¼ 17 ″ 10	
27552 OYJS	— (*Ferry*) *OilEng.* Wireless E.S.D. 2*Dks*	1434 917 619					1932	Nakskov Skibs.A/S Nakskov	DeDanske Statsbaner	258·1|40·8|14·2	Kalndborg Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
27553 LEFP	— Ⓟ (*ex*Sönderjylland) 1*Dk*&*Awng dk*	539 265 297					1887	Burmeister &Wain Copenhagen	A/S Christian- sandsDmpskslsk. (LeifRosenkilde, *Mgr.*)	166·1|23·9|17·7 H22*t*	Xiansand Norwegian *WB*	T.3Cy.14½",23"&36"–24" 63NHP Burmeister&Wain,Cpn.		N

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Press.on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés et s'ils sont dans le L.R. Durée Cert. Ref. Trade.
27554 215800 WLCE D.F. GyC.	**K. I. Luckenbach** TwinSc *ss*Bos.No.3–3,30 *ss*Sea.No.1,34 *2Dks(Stl)&Shelter dk(Stl)*	5887 — 3677	✠100A1 *Shelter dk* *withfreeboard* ~~10,32 2,33~~ 3,36 MS3,34 *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	Sea ✠LMC BS7,34 6,35	*b*†	CL PN9,34 S2,35	1918 2mo	Bethlehem S.B.Corp.Ld. Quincey, Mass. A&CP	LuckenbachS.S. Co.Inc. *1BHin forward hold dispensed with 6BHonly in* *CellDB356' 1631t DTa&0'165tTopside tanks in E&Bspace24'445tFPT220tAPT240t*	446·0	56·1	27·8 37·3 FK	NewYork Utd. States *ptCem*	2 Steam Turbines DR geared to 2 Sc. Shafts 225lb 4B,HS15520 1070NHP WaterTubeBoilers BethlehemS.B.Corp.Ld. FD Quincey,Mass.	31 ″ 2 ~~4 ″ 4¾~~ ~~27 ″ 0~~ 31 ″ 2 s4 ″ 4¾ 27 ″ 0	
27555 SVBC	**K. Ktistakis** (*ex*Doonholm, *ex*Hillglen) *ss*Ven.2ndNo.3–4,32 *1Dk(Stl)&Spar dk(Stl)&deep framing* *Hatch covers dispensed with in 'tween dks* *Cargo battens not fitted*	*4291* *4116* *2777*	✠100A1 *Spar dk* 2,35 MS12,31	Pir — ✠LMC ~~BS7,31~~ 12,35	*x*	CL 5,34	1907 6mo	Russell& Co. PortGlasgow *Lloyd'sA&CP*	G.K.Ktistakis *CellD Ba126' uE&B40' f170'1070tAPT45t*	385·0 P30'B108'F41'	49·9	18·4 26·4 FK	Chios Greek *Cem* *5BHtoSp dk* *1BH to M dk*	T.3Cy.25",42"&68"–48" (s) 180lb 384NHP 3SB,9cf,GS150,HS6417 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 6½ 23 ″ 10	
Broken up 27556 SWGA	**K. Lyras** (*ex*MerchantPrince) *ss*Syr.2ndNo.3–9,27 *ss*Ist.No.1–32 *1Dk(Stl)&Spar dk(Stl ptws)&deep framing*	*3091* *2911* *2021*	✠~~100A1~~ *Spar dk* 9,35 ~~3,33~~ ~~MS6,31~~	Ist Ant ✠~~LMC~~ ~~BS12,33~~ ~~BS1,35~~ 11,34	*v*	CL 3,33	1902 1mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd'sA&CP*	~~P.Lyras~~ *CellDBa100'uE20'f140' 580tFPT78tAPT35t*	331·0 P39'B110'F34'	44·3	17·4 26·2 FK	Chios Greek *6BHCem*	T.3Cy.25",42 1/32"&69"–45"(s) 180lb *100lb* NDB22 361NHP 2SB,8rf,GS146,HS5760 Blair&Co.Ld.Stockton	27 ″ 3 s4 ″ 3 23 ″ 1¾	
27557 221174 KDRE	**K. R. Kingsbury** *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *2Dks&Shelter dk*	8761 — 5415					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. of California	440·0	58·2	33·1	S. Frncisco Utd. States *WB*	Q.4Cy.24",34",51"&74"–54" 402NHP BethlehemS.B.Corp.Ld.		R
27558 7901 SDET	**Kaaparen** (*ex*Larviksfjord) TwinSc *OilEng.* *ss*Got.No.3–5,33 *1Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern*	3386 *2718* *1879*	100A1 *withfreeboard* ~~3,33 2,35~~ 4,36 ✠Lloyd'sRMC2,35 ~~5,34~~ 4,36 ~~1,36~~ ~~11,35~~ ~~1,36~~ for temp. 31° F.	Got LMC5,35		CL ~~N5,33~~ S8,35 ~~PN5,33~~ P4,36	1930	Götaverken A/B Gothenburg *Partly rebuilt'33*	Rederiaktieb. Transatlantic(G. Carlsson, *Mgr.*) *CellDB287'957t tanks in way of tunnels 568t FPT44tAPT116t*	354·1	50·1	20·2 FK	Gothenbrg Swedish *7BHptCem* *(Coll to Sh dk* *6 " 2nd ")*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GötaverkenA/B.Got.	25 ″ 6 s 2 ″ 2 23 ″ 5¾	
27559 OSLA D.F.	**Kabalo** (*ex*Caledonier,*ex*WarMyrtle) *ss*Ant.No.3–5,30 *ss*Ant.No.1–34 *1Dk(Stl)2nd dk* *(Stl)inNos.1,2,3,&4holds*	*5186* *4641* *3121*	✠100A1 ~~6,35 6,34~~ 4,36 BS6,35	Ant ✠LMC6,34	*y*	CL ~~5,34~~ 4,36	1917 12mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	Cie MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB343'1152t FPT113t APT166t*	400·0 P49'B113'F50'	52·4	28·4 FK	Antwerp Belgian *7BHptCem*	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
27560 [illegible] ORKA D.F.	**Kabinda** (*ex*Belgier,*ex*War Shamrock) *ss*Ant.No.3–8,30 *ss*Ant.No.1–35 *1Dk(Stl)&2nd Dk(Stl)inNos.1,2,3,&4holds*	*5182* *4726* *3134*	✠100A1 8,35 ~~5,34~~ MS2,35	Ant ✠LMC BS4,35	*y*	CL 4,34	1917 8mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Cie MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale, *Mgrs.*) *CellDB345'1160t FPT118t APT185t*	400·4 P48'B113'F38'	52·3	28·4 FK	Antwerp Belgian *7BHptCem*	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7030 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 0 25 ″ 3	
27561 125599 GCPN	**Kabinga** *ss*Nwc.2ndNo.3–3,34 *2Dks(Stl)&deep framing* *&Shelter dk(Stl)*	4657 4430 2925	✠100A1 *Shelter dk* *withfreeboard* ~~5,35 3,34~~ 3,36	Nwc ✠LMC3,34 BS5,35	*z*	CL ~~N1,33~~ 3,36	1907 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Ellerman& BucknallSSCo.Ld. *WB=CellDBa123'uE&B63'f154'971tAPT29t*	400·0	52·1	27·0 FK	London British *6BHCem*	T.3Cy.27",45"&75"–48" (s) 180lb 477NHP 3SB,9cf,GS173,HS6492 FD N.E.MarineEng.CoLdNwc	29 ″ 9 s 3 ″ 8½ 26 ″ 2¾	
27561* FNEY	**Kabyle** (*ex*Wihuri,*ex*Oakmere, *ex*Millgate,*ex*Poltolia,*ex*Anatolia) *1Dk2trB*	*1881* — *1136*			...		1905	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·6 P37'B77'F30'	37·1	21·5 FK	Marseilles French *WB*	T3Cy19 13/16",32 13/16"&53⅜"–39½" 243NHP BremerVulkan,Vegesack	24 ″ 0	V †
27562 30521 JKSE	**Kachosan Maru** *1Dk*	2427 2085 1442					1924	Mitsui BussanK.K. Tama	MitsuiBussan KaishaLd.	284·5 P32'B72'F32'	42·0	23·3	Kobe Japanese *WB*	T.3Cy.20",33⅝"&55"–36" 181NHP MitsuiBussanK.K.Tama		C
27563 148088 GBNZ	**Kafiristan** *ss*Shl.No.2–33 D.F. *1Dk(Stl)*	5193 4750 3226	✠100A1 ~~4,35 4,34~~ 8,35 BS4,35 ~~DBS12,34~~	Shl Hfx ✠LMC7,33 ~~MBS4,35~~	*y*	CL ~~10,31~~ ~~N4,35~~ 7,35	1924 8mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB342' 1524tFPT128tAPT167t*	390·0 P33'B113'F41'	53·5	28·6 FK	Newcastle British *6BHptCem* *ptAsp*	T.3Cy.25",41"&68"–48" (s) 180lb *150lb* 363NHP 2SB,8cf,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7¼	
27564 UPLJ	**Kaganovitch** (*ex*Molenwater–35, *ex*Ellewoutsdijk) *ss*Rot.No.3–5,34 *1Dk(Stl)*	3663 3403 2239	✠100A1 5,35 ~~5,34~~ ~~BS5,34~~ 4,35	Rot ✠LMC10,33	*w*	CL 5,34	1920 5mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellDB310' 933t FPT81t APT116t*	~~358·8~~ P25'B216'F34' 360·4	~~50·3~~ 50·5	22·0 FK	Odessa Russian *6BHCem*	T.3Cy.25",41"&67"–45" (s) 180lb 347NHP 3SB,9cf,GS138,HS5565 Werf.GustoFirma A.F.Smulders	24 ″ 7 s 3 ″ 0¾ 21 ″ 9¼	
27565 10366 JKGD	**Kagi Maru** Ⓟ *Ref.Mchy.* *2Dks*	2347 1956 1328		—			1907	Kawasaki DockydCoLd Kobe	OsakaShosenK.K.	305·9 P38'B111'F41'	39·7	21·6	Osaka Japanese *WB*	T.3Cy.23",38"&63"–39" 248NHP Kawasaki DockyardCo.Ld.		
27566 XNCF	**Kaho** (*ex*TooSui,*ex*Tsintau, TwinSc *ex*Santelmo) Wireless *1Dk&Awng dk*	1733 — 1076			...		1891	Blackwood &Gordon Pt.Glasgow	ChinaMerchants' SteamNav.Co.	239·3 *ptShade dk38'*	38·0	13·4 20·5 FK	Shanghai Chinese *WB*	T.6Cy.14",22½"&36"–24" NB16 159NHP Blackwood&Gordon,P.Gls	21 ″ 8	
27567 413 JKUA b	**Kahoku Maru** Ⓟ *OilEng.* *1Dk(Stl)2nd dk(Stl)except in foremost &aftermost holds*	3278 2798 1875	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. *CellDB220'601t Tanks in way of tunnel 248tFPT67t APT88t*	336·6 P21'B73'F35'	48·5	24·0 FK	Dairen Japanese *5BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"–41⅜" 389NHP MitsubishiZosenKaishaLd.	24 ″ 0	
27568 OYGA	**Kai** *1Dk*	1746 1376 1035					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·1 F31'B106'Q75'P15'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"–33" KjbnhavnsFlydk.&Skbsv.		V
27569 ESDV	— (*ex*Torholm,*ex*Röskva,*ex*Lom) *1Dk*	1251 1134 736					1904	Nylands Værksted Oslo	TheTallinn ShippingCo.Ld.	241·5 P22tH77tF26t	35·7	17·8	Tallinn Estonian *WB*	T.3Cy.18",29 5/16"&48"–33" 132NHP NylandsVærksted,Oslo		N
27570 LDRZ	**Kaia Knudsen** TwinSc *OilEng* *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing* *ss*Mmo.No.1–35	9063 8403 5533	✠100A1 ~~8,35 6,34~~ 2,36 DBS8,35 *CarryingPetroleum in bulk*	Mmo Bkn 8,35 ✠~~LMC1,31~~ ✠~~LMC(M)2,33~~	*d*†	CL ~~8,33~~ 8,35	1931 1mo	Blohm& Voss Hamburg *Lloyd'sA&CP*	SkibsA/SSamuel Bakke(Knut Knutsen,O.A.S. *Mgr.*) *CellDBuE67'286tDTf38'426tFPT205tAPT83t*	471·1 P99'B30'F46'	64·4	35·5 FK	Haugesnd Norwegian *17BHptCem* *(10 to U dk* *7 " 2nd ")*	Oil Engines 4S.C.SA 12Cy.24 13/16"–51 3/16" 709NHP 2DB *150lb* GötaverkenA.B.Got.	35 ″ 4	
27571 117592 VPCF	**Kaiapoi** *ss*Syd.No.1–11 *1Dk(Stl)&Web frames*	2003 1754 1247	✠ 1,14 ✠	Auk	*r*		1906 10mo	Osbourne, Graham&Co. Sunderland	KinHongS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *WB=CellDBa&uE110'f110'458tAPT29t*	279·2 P25'B64'F28'	40·1	18·1 FK	Hong Kong British *4BHCem*	T.3Cy.20½",33"&54"–39" 194NHP 2SB,6pf,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
27572 19783 JBFD	**Kaifuku Maru** *2Dks&Web frames* *Longitudinal framing*	3179 2757 1961			...		1917	OsakaIron Works,Ld. Innoshima	KitaNippon KisenK.K.	305·0 P19'B82'F32' FK	43·8	27·3	Kobe Japanese *WB*	T.3Cy.22″,37″&61″–42″ 287NHP OsakaIronWorksLdOsaka	27 ″ 3	
27573 39711 JWQI	**Kaihei Maru** Ⓟ *OilEng.* D.F. *2Dks*	4576 — 2676					1934	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	362·2 P37'B105'F33'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝″–39⅜″ 452NHP MitsuiBussanKaisha,Ld. Tama		
27574 OHVX	**Kaija** (*ex*Rurik-34,*ex*Frithiof, *ex*Rurik) *1Dk&Awng dk*	*463* *236* *261*					1886	OA.Brodin Gefle	FelixKotiranta	144·2 H31*t* len92	22·6	8·4 15·3	Åbo Finnish	C.2Cy.17¾″&37½″–23½″ 57NHP AtlasMek.Verks.Skm.		
27575 9746 JKQC	**Kaijo Maru** Ⓟ *1Dk&Spar dk*	2025 1656 1153					1906	Kawasaki DockydCoLd Kobe	OsakaShosenK.K.	285·2 P40'B90'F40'	38·0	20·5	Osaka Japanese *WB*	T.3Cy.21¾″,36″&60″–39″ 225NHP KawasakiDkydCoLdKobe	23 ″ 1	
27576 28993 JHSA	**Kaiko Maru** *Ref.Mchy.* *Mchy.Aft* *1Dk*	1510 1191 810					1922	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Shinagawa Japanese	T.3Cy.17″,28½″&48″–30″ Yokohama 126NHP DockCo.Ld.Yokohama		C
27577 32757	— **TwinSc** *2Dks*	491 448 246					1911	Ishikawa- jimaS.B Co. Tokio	Takahashi GoshiKaisha	200·0	22·5	14·0	Fuchu Japanese			
27578 142416 ZMDR	**Kaikorai** (*ex*CapeNatal, *ex*WarFoam) *ss*Wln.No.3-7,30 *1Dk*(*Stl*) *Cargo battens not fitted*	3151 2839 1860	✠100A1 7,32 BS7,32	Ddn ✠LMC7,30	*u*	CL 7,32	1918 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell*	331·1 P33'B100'F29' FK *DB*284'741*tFPT*71	46·7	23·2	Wellingtn British *7BHptCem* *tAPT*130*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s4 ″ 1½ 21 ″ 9	
27579 220754 KLGF	**Kailua** (*ex*Casco) **TwinSc** *OilEng.* *1Dk*	328 — 172					1920	LongBeach S.B.Co. LongBeach, Cal.	H.W.Crosby	120·1	24·1	10·6	Seattle Utd.States	Oil Engines 2S.C.SA 4Cy.10½″–12½″ 77NHP		
27580 147733 ZMCW	**Kaimai** (*ex*Charlois) *ss*Wln.No.2-32 Wireless *1Dk*(*Stl*) *Cargo battens not fitted*	1435 1213 784	100A1 10,35 ~~11,34~~ BS~~11,34~~ 10,35	Wln LMC11,32	*o*	OG ~~N 11,32~~ 10,35	1924 10mo	Scheepwrf. 'tHuis de Merwede Papendrecht	UnionS.S.Co.of NewZealand,Ld. *CellDBa&u*	238·5 B62'F35' FK *E*73'*f*107'138*tFPT*	37·8	15·9	Wellingtn British *4BHCem* 105*tAPT*51*t*	T.3Cy.18½″,29⅛″&48″–30″(*s*) 180lb 113NHP 2SB,*4cf*,GS86,HS1340 C.A.Kuypers,Rotterdam	18 ″ 0 s2 ″ 5¾ 15 ″ 8¼	
27581 151516 ZMGC	**Kaimiro** *ss*Wln.No.1-34 *Mchy.Aft* *1Dk*(*Stl*) *Cantilever framed topside tanks*	2562 1997 1330	✠100A1 10,35 ~~10,34~~ BS10,35	Wln Auk ✠LMC10,35	*s*	CL ~~9,32~~ 10,35	1929 10mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead *'sA&CP* *CellD*	UnionS.S.Co.of NewZealand,Ld. *B*238'717*t Topside*	284·7 P105'B18'F26' FK&BK*aft*½″ *tanks*182'486*tFPT*	46·3	18·4	Wellingtn British *5BHCem* 169*tAPT*97*t*	T.3Cy.20″,33½″&55″–39″ (*s*) 200lb 340NHP 2SB,*6cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 ″ 9 s2 ″ 8¾ 18 ″ 1¾	
27582 947 JCIO	**Kainei Maru** Ⓟ Wireless *2Dks*	998 830 561					1920	Osaka Tekkosho Mitsunosho	ChosenYusen K.K.	200·0 P21'B61'F28'	30·0	19·0	Jinsen Japanese	T.3Cy.13½″,23″&38″–30″ OsakaTekkosho, 73NHP Mitsunosho		
27583 120589 GRQM	**Kaiping** D.F. *1Dk&Spar dk*	2563 2287 1605			...		1905	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ChineseEngineer- ing&MiningCo. Ld.(A.W.Berry, *Mgr.*)	312·0 B80'F44'	44·3	13·2 20·8 FK	London British *WB*	T.3Cy.25½″,41½″&68″–45″ 407NHP Wllsnd Slpwy.Co.Ld.Nwc.	23 ″ 0	
27584	—	325 — 177					1917	.... Haïphong	S.A.Pannier	143·7	20·3	16·4	Haïphong French			
27585 146607 ZMCY	**Kairanga** (*ex*SaintRominique) *ss*Auk.No.3-3,35 *1Dk*(*Stl*) *Cargo battens not fitted*	2830 2511 1726	✠100A1 8,35 ~~3,35~~ BS3,36 *Fitted for oil*	Auk Wln ✠LMC3,35 *fuel* 6,22	*u*	CL 3,35 *F.P. a*	1922 6mo *Lloyd* *bove* 1	Livingstne &Cooper,Ld. Hessle *'sA&CP* 50° F.	UnionS.S.Co.of NewZealand,Ld. *CellD*	324·5 P28'B85'F35' FK *B* 262'690*t FPT*66*t*	44·1	23·2	Wellingtn British *6BHptCem* *APT*58*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 234NHP 2SB,*6cf*,GS126,HS4104 G.T.Grey&Co.S.Shl.	25 ″ 6 s3 ″ 10¾ 21 ″ 10	
27586 279 JPNC	**Kairyu Maru** (*ex*HeiyoMaru) *ss*Drn.No.3-8,34 *1Dk*(*Stl*)&*Shelter dk*(*Stl*) *&Web frames* *Longitudinal framing*	4365 3677 2735	✠ ... 5,35	Drn ✠	*w*		1922 1mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellDB*294'1120*t*	345·0 P30'B99'F34'*on* *Shelter dk* FK *Collision* *FPT*114*tAPT*29*t*	49·8	28·1	Dairen Japanese *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.24″,41″&67″–48″ (*s*) 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorks,Ld.	28 ″ 2	
27587 33600 JIBC	— Ⓟ (*ex*Weimar,*ex*Fano,*ex*Secunda) *1Dk&ptAwng dk*	2097 1412 1559					1899	Flensburgr Schiffsb.Ges. Flensburg	SanboKisenK.K.	268·9 P16'Q84' *ptAwng dk*168' *WB*	39·2	15·2	Kobe Japanese	T.3Cy.19″,31½″&51″–36″ 156NHP FlensburgerSchiffsb.Ges.		
27588 29538 JSSA	— Wireless *1Dk*	578 438 285					1923	Toba Shipyard Toba	NichiroGyogyo K.K.	155·0 P79'F25'	26·0	16·0	Tokio Japanese	T.3Cy.		
27589 128653 GLVN	**Kaisar-I-Hind** Ⓟ **TwinSc** *4Dks*(*3Stl*-ws)& D.F. *Shade dk*(*Stl*-teak s)	11518 7547 6014	✠ 10,14	Lon ✠	*i* †		1914 10mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB*=*CellDB* *a*95'*uE&B*160'	520·0 *BonShadedk*261' FK&BK2″ *f*178'1435*tFPT*57*t*	61·2	33·1	Greenock British *10BHCem* *APT*72*t*	Q.8Cy30½″,44″,61″&87″–54″ 1964NHP 4D&4SB,*36cf*,GS743, HS30568 Caird&Co.Ld.Greenock	37 ″ 3	BT till ~~10,35~~ 9,36
27590 27245	**Kaisei Maru** **WoodAuxBkn** *1Dk*	551 533 285					1919	One Tetsutaro Shimoda	MurayamaSuteji	145·7	24·0	17·3	Shimoda Japanese	C.2Cy.		
27591 DHNQ	**Kaiser** **TwinSc** Sub.Sig. *2Dks3trB*	1900 1043 735					1905	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.A.G. (Ham-AmerLinie)	303·1	38·4	13·3	Hamburg German *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts NE&B22 Allgem.Electr.Ges.Berlin		G
27592 21538 JEOD	**Kaisho Maru** *ss*Kob.No.3-8,31 *2Dks*(*Stl*)	6070 5171 ~~4420~~ 4417	✠100A1 9,34	Kob ✠LMC~~9,34~~ 10,35	*z*	CL ~~8,33~~ 10,35	1918 6mo	OsakaIron Works,Ld. Osaka A&CP	HachiumaKisen K.K. *CellDB*360'1064*t* *DTa*27'761	407·3 P40'B137'F42' FK *tFPT*106*tAPT*25*t*	50·8	32·6	Hashidate Japanese *7BHCem*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD Osaka Iron Wrks. Ld. Osaka	32 ″ 7 s 6 ″ 8¼ 26 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
27593 32473 JOLH	**Kaishu Maru** TwinSc (*ex*Martinique) *OilEng.* *Mchy.Aft* 1*Dk*	489 410 307			...		1916	Frdrkshvn Værft Fredrikshavn	TakamaruKisen K.K.	161·6 B33'F28' FK	28·6	11·6	Amagasaki Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18⅛" 192NHP J&CGBolindersCoLd.Skm	12 ″ 6	
27594 37281 JCFH	**Kaisoku Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	1126 946 586					1931	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	220·8 P52'F36'	34·5	18·2	Tokio Japanese *WB*	Oil Engines 4S.C.DA 6Cy.16¾"-23⅝" 327NHP YokohamaDockCoLd.Yka		
27595	**Kaisyun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	499					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0 P40'F18'	27·5	13·9	Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14 3/16"-20⅞" 117NHP HanshinTekkosho,Kobe		
27596 125625 VPBW	**Kaitangata** (*ex*Ladywood) *ss*Ddn.No.1-12 1*Dk*(*Stl*)&*Web frames*	1983 1722 1202	✠ 7,14 ✠	Syd	*r*		1907 10mo	Osbourne, Graham&Co. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *WB=Cell*	279·5 P25'B64'F28' FK *DBa&uE* 110'*f*110'	40·2	18·1	Hong Kong British 4*BHCem* 458*tAPT*29*t*	T.3Cy.20½",33"&54"-39" 198NHP 2SB,6*pf*,GS90,HS3038 G.Clark,Ld.Sunderland	20 ″ 6	
27597 93995 ZMCK	**Kaitoa** TwinSc *Well deck* 1*Dk* Wireless	319 194 141	✠ 7,09 ✠	Gls	*d*		1909 7mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld. *W*	130·0 Q67'B14'F22' FK *B=DTa*12' 22*t FP*	22·5	8·3	Nelson,NZ British 4*BHCem* *T*13*tAPT*7*t*	C.4Cy.10¾"&24"-18" 65RHP 1SB,2*pf*,GS39,HS1297 Ross&Duncan,Glasgow	9 ″ 0	
27598 ~~142710~~ ~~ZMDQ~~	**Kaitoke** (*ex*CapeColony, *ex*WarPalace) *ss*Auk.No.2-27 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Kong Ho," see No. 38736 in Supplement	3167 2859 1862	✠100A1 8,29 ~~BS7,30~~ 7,35 ✠LMC7,30	Auk	*u*	~~5,31~~ 7,35	1918 11mo *Lloyd*	SirR Dixon &Co.Ld. Middlesbro' '*sA&CP*	~~UnionS.S.Co.of NewZealand,Ld.~~ Summers&Co. *CellD*	331·3 P33'B98'F29' FK *B*284'736*tFPT*112*t*	46·8	23·2	Japanese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6 s 4 ″ 1¼ 21 ″ 9	
27599 120467 VPFS	**Kaituna** (*ex*Needwood) *ss*Auk.No.2-12 1*Dk*(*Stl*)&*Web frames*	2042 1759 1208	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co Sunderland	FooHongS.S.Co. Ld. (Williamson &Co.*Mgrs.*) *WB=CellDBa*	279·5 P25'B65'F27' FK &*uE* 110'*f*110' 458*t*	40·1	18·1	HongKong British 4*BHCem* *APT*29*t*	T.3Cy.20½",33"&54"-39" 194NHP 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
27600 [illegible] JKEE	**Kaiun Maru** (*ex*Walker) *ss*Qns.No.3-4,04 *Well deck* 1*Dk*(*Irn*) Now "Nissho Maru No. 6," see No. 39307 in Supplement	642 523 362	✠ 12,04 ✠	Qns	*j*		1890 3mo	Wood, Skinner&Co. Newcastle	IinoKisenK.K.	185·0 P19'Q70'B7'F19' FK *CellDB*138'195*t FPT*	30·0	11·9	Tokio Japanese 5*BHCem* 40*tAPT*22*t*	T.3Cy.16",26"&43"-30" NDB04 103NHP 1SB,3*pf*,GS50,HS1503 N.E.MarineEngCo.LdNwc	14 ″ 3	
27601 23502 JSSB	**Kaiwa Maru** Ⓟ Wireless 1*Dk*	1045 869 747					1918	Bingo Dockyard Innoshima	KitaNipponKisen K.K.	208·0	31·0	18·4	Toyohara Japanese	T.3Cy.14½",24"&40½"-30" 90NHP ShinzaikeTekkosho,Saigon		
27602 143324 ZMDW	**Kaiwarra** *ss*Wln.No.3-2,36 ~~*ss*Auk.No.2-27~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3051 2830 1847	✠100A1 8,36 ✠LMC2,36	Ddn Lyt	*u*	CL ~~7,28~~ 2,36	1919 7mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	UnionS.S.Co.of NewZealand,Ld.	331·3 P33'B98'F28' FK *CellDB*276'734*tFPT*	46·8	23·2	Wellingtn British 7*BHCem* 105*tAPT*42*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld	25 ″ 6 ~~s 4 ″ 1¼~~ ~~21 ″ 9~~	
27603 36216 JFPC	**Kaiwo Maru** TwinSc4MstBk (*TrainingShip*) *OilEng.* GyC. 2*Dks*	2250					1930	Kawasaki Dkyd.Co.Ld. Kobe	JapaneseGovernmentEducational Dept.	260·0 P213'F38'	42·5	25·7	Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokio		
27604 22222	**Kaiwo Maru No. 2** 1*Dk*	448 396 253					1902	…………… Glasgow	KitamiSuisanK.K.	158·0	22·5	16·7	Sakai Japanese	T.3Cy.11½",17¼"&28 1/16"-21" 36NHP		
27605 311 ESAF	**Kajak** (*ex*Gagara,*ex*Zandbergen, *ex*Bacchus) *ss*Rvl.2ndNo.3-8,25 *ss*Tln.No.2-33 1*Dk*(*Stl*)&*deep framing* &*Web frames* 3*Dk rule* *Cargo battens not fitted*	3234 2931 1973	✠100A1 8,34 ✠LMC MS7,33 ~~BS8,34~~ 8,33	Tln	*u*	8,34	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	TallinnShipping Co.Ld. *CellDBa*11	325·2 P29'B92'F36' FK 0'*uE&B*38'*f*140' 78	48·7	21·4	Tallinn Estonian 6*BHCem* 6*t Pooptank*	T.3Cy.24",40"&65"-42" (*s*) 180lb 294NHP 2SB,6*pf*,GS118,HS4508 D.Rowan&Co.Glasgow 12'62*tFPT*100*tAPT*119*t*	24 ″ 0 s3 ″ 10½ 20 ″ 4	
27606 139556 VPQD	**Kajang** 2*Dks*	2082 1838 1284					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co ofHongKong,Ld.		
27607 153913 VLBZ	**Kakariki** *ss*Mel.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)	887 655 417	✠100A1 4,35 ~~10,34~~ ✠LMC4,34 BS5,35	Mel Syd	*k*	CL ~~2,32~~ 4,35	1926 6mo *Lloyd*	Cochrane& Sons,Ld. Selby '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBuE*1	190·2 B53'F39' FK 7'*f*123'230*tFPT*95*t*	31·4	12·9	Melbourne British 3*BHAsp* *APT*28*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 141NHP 2SB,4*cf*,GS73,HS2520 Amos&Smith.Ld.Hull	15 ″ 0 ~~s1 ″ 6~~ ~~13 ″ 8~~ s1 ″ 5 13 ″ 8	
27608 34710 JUEF	**Kakinoura Maru** *OilEng.* *Mchy.Aft* 1*Dk*	835 735 610					1929	Harada ZosenK.K. Osaka	KyushuTankoK.K.	150·3	32·8	19·0	Sakito Japanese *WB*	Oil Engines 6Cy. NiigataIronWorks,Tokio		
27609 FNLI	**Kakoulima** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awning dk*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. Port deBouc	Cie.desChargeurs Réunis	324·8 B96'	48·6	30·4	Bordeaux French *WB*	T.3Cy.26⅝",41⅜"&66 15/16"-43 5/16" 294NHP Ch.&Atel.deProvence,Msl.		V
27610 153811 VTCR	**Kalavati** Ⓟ *ss*Bom.No.1-32 1*Dk*&*Shelter dk*(*Stl*-teak s)	1185 943 460	✠100A1 *Shelter dk with freeboard* 8,35 ~~9,34~~ ~~BS9,34~~ 8,35 LMC12,32	Bom		CL 9,34	1928 11mo *Lloyd*	Bow,Mc-Lachlan&Co. Ld. Paisley '*sA&CP*	BombaySteam NavigationCo.Ld. *CellDBuE*25'53*t*	230·8 F34' FK *FPT*55*tAPT*62*t* (	38·6	14·7	Bombay British 5*BHptCem ptAsp* *CelltoSh dk* 4 ,, *U* ,,)	T.3Cy.17",29"&48"-33" (*s*) 200lb 267NHP 2SB,6*cf*,GS131,HS4500 FD Bow,McLachln&CoLdPsy	16 ″ 0 ~~s ″ 11~~ ~~15 ″ 7¾~~ s ″ 4¼ 16 ″ 0¼	
27611 ESAG	**Kalev** (*ex*Limoges) 1*Dk*	1867 1628 1103			...		1917	ToledoS.B. Co. Toledo,Ohio	TheTallinn ShippingCo.Ld.	251·0 P21'B64'F30' FK	43·8	18·9	Tallinn Estonian	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	V †
27612 ESAH	**Kalevipoeg** Ⓟ (*ex*Alexey, *ex*Nordkusten) Wireless 1*Dk*	541 269 305					1892	OA.Brodin Gefle	PärnuLaevaA/S	160·3 P106'H42*t*F17'	26·3	11·8	Pärnu Estonian	T.3Cy.14⅛",23⅜"&38"-28⅜" NB25 73NHP NyaAktieb."Atlas,"Skm.		V
27613 145180 GKQL	**Kalgan** Ⓟ *Fitted for oil fuel* 2*Dks*	2655 2225 1556					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27614 136276 GPFM	**Kalimba** *ss*Rot.No.3-8,26 *ss*Shl.No.2-34 ~~*ss*Gls.No.1-30~~ D.F. 2*Dks*(*Stl*)	4994 4706 3150	✠100A1 ~~8,35~~ ~~5,34~~ 12,35 ~~MS5,30~~	Shl ~~Gen~~Ham ✠LMC 5,34 ~~BS5,34~~ 8,35	*y*	CL 5,34	1914 3mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	GlasgowUnited Shpg.Co.Ld. (Maclay& McIntyre,Ld. *Mgrs.*) *WB*	402·9|52·3|27·3 P45'B126'F38' FK =*Cell DBa*123'*uE*	Glasgow British 6*BHCem* & *B* 36'*f*182'	T.3Cy.25",41¼"&67"-51" (*s*) 175lb 435NHP 3SB,*9cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls 1054*tFPT*96*tAPT*218*t*	29 ″ 10 s 5 ″ 9 24 ″ 3	
27615 155322 VJDS	**Kalingo** *ss*Syd.No.2-36 ~~*ss*Syd.No.1-32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2047 1733 1154	✠100A1 2,36 ~~2,35~~ ~~BS2,35~~ 2,36	Syd ✠LMC ~~1,32~~ 2,36	*s*	CL ~~1,32~~ 2,36	1927 11mo *Lloyd*	ClydeS.B. &E.Co.Ld. PortGlasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	283·0|43·1|17·5 P26'B86'F37' FK *B*239'524*t FPT*97*t*	SydnyNSW British 4*BHptCem* *APT*70*t*	T.3Cy.20",32"&54"-36" (*s*) 200lb 219NHP 2SB,*6cf*,GS150,HS3616 ClydeS.B.&E.Co.Ld.P.Gl.	19 ″ 6 ~~s 2 ″ 3~~ ~~17 ″ 2~~ s2 ″ 6½ 17 ″ 2	
27616 UNZL	**Kalinin** (*ex*Karin) *OilEng.* Sub.Sig. 2*Dks*	4156 3871 2454					1924	F.Schichau Danzig	U.S.S.R.	348·8|48·6|28·6 F37'	Leningrad Russian *WB*	Oil Engines 4S.C.SA 6Cy.29½"-43$\frac{3}{16}$" 507NHP F.Schichau,Elbing		
27617 5401 SLQA	**Kalix** 1*Dk*&*Shelter dk*	*2801* *2436* *1425*					1912	SirRaylton Dixon&CoLd Middlesbro'	Trafikaktiebolget Grängesberg-Oxelösund(M.Waldenström, *Mgr.*)	310·0|46·4|21·6 H165*t* 28·9	Stockholm Swedish *WB*	T.3Cy.23½",33"&64"-42" 265NHP N.E.MarineEngCoLd.Nwc		V
27618 TCCA	**Kalkavan Zade** (*ex*Arktis,*ex* Bollan,*ex*Ainsdale, *ex*Sailing Vessel) *ss*Bel.2ndNo.3-7,17 *ss*Kel.No.2-27 *Mchy.Aft* 1*Dk*(*Irn*)2*trB*	1986 1742 1119	✠ 6,30 ✠NE&B4,18	Bmn ✠	*r*		1890 10mo	C.J.Bigger Londonderry	KalkavanZadé Riza ve Mahdumu Ismail(Vapur Sirketi) *IntermediateBHin*	270·0|39·8|23·4 Q48'F31' BK9½" *hold dispensed with* *FPT*130*t*	Istanbul Turkish *Cem* 3*BHonly* *APT*42*t*	T.3Cy.15",25½"&41"-30" NDB18 113NHP 1SB,*3cf*,GS63,HS1916 MacColl&Co.Ld.Belfast	24 ″ 10	I †
27619 SWGT	**Kalliopi** (*ex*Nymphe,*ex*Oceana, *ex*Kermanshah, *ex*Himalaia) *ss*Pir.2ndNo.3-7,33 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	4965 4609 3120	✠100A1 *Spar dk* 11,35 ~~12,34~~ MS7,35	Nwc Ant ✠LMC ~~BS5,34~~ 12,35	*y*	CL 12,34	1910 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP* *CellDBa*132'	D.J.Pateras&Sons *uE*24'*f*169'1010*tD*	390·0|52·5|27·1 P31'B112'F42' FK *Ta*37'915*tFPT*110*t*	Chios Greek 6*BHCem* *APT*50*t*	T.3Cy.26",42"&72"-48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEng.CoLdNwc	29 ″ 8 s5 ″ 9¼ 24 ″ 2	
27620 SVBG	**Kalliopi S.** (*ex*Humanitas-34, *ex*Humilitas-33, *ex*Elzasier-32, *ex*WarWager) *ss*Ant.No.3-4,30 *ss*Gen.No.1-34 1*Dk*(*Stl*)	5152 4745 3105	✠100A1 4,35 BS4,35	Gen ✠LMC5,34	*y*	CL 6,33	1918 5mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	J.Stavrou&Co. *CellDBa*&*uE* 147'*f*180'1035*tDT*	413·1|52·2|28·5 400·3 P49'B113'F39' FK *a*28' 1167*t FPT*119	Coumi Greek 7*BHptCem* *tAPT*179*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s5 ″ 11¾ 25 ″ 3	
27621 DHNR	**Kalmar** 1*Dk*&*Web frames*	965 801 580					1895	Germaniawerft Kiel	H.M.Gehrckens	224·1|32·9|13·5 Q67'B105'F25'	Hamburg German *WB*	T.3Cy.17¾",28¾"&45¼"-40¾" 115NHP A.G."Germania,"Berlin		G
27622 7034 SFCI	**Kalmarsund I.** Ⓟ *CruiserStern* 1*Dk*	320 188 145					1923	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	108·0|27·5|12·0 B59'	Kalmar Swedish *WB*	T.3Cy.13$\frac{3}{16}$",22"&36"-24" 63NHP OskarshamnsM.V.Aktieb.		
27623 7362 SFCK	**Kalmarsund II.** Ⓟ *CruiserStern* 1*Dk*	365 215 219					1927	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*)	124·5|27·0|10·3 B63'H38*t*	Kalmar Swedish *WB*	T.3Cy.13$\frac{3}{16}$",22"&36"-24" 63NHP Oskarshamns M.V.Aktieb.		
27624 7697 SFCO	**Kalmarsund IX** *ss*Hbg.No 1-35 *CruiserStern* *Well deck* Wireless D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1154* *966* *612*	✠100A1 ~~7,35~~ ~~12,33~~ 4,36	Osc Hbg ✠LMC ~~1,31~~ 7,35	*n*	OG ~~12,33~~ 4,36	1931 1mo *Lloyd*	HlsingbrgsVarfs&SvetsningsAktieb. Helsingborg '*sA&CP*	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*) *CellD*	231·5|35·0|12·7 P17'B55'Q62'F27' FK *B*186'343*tAPT*69*t*	Kalmar Swedish 4*BHCem*	T3Cy.16½",24¼"&42⅛"-27$\frac{9}{16}$" 192lb (*s*) 114NHP 2SB,*4cf*,GS54,HS1899 HelsingborgsVarfs.& SvetsningsA/B	14 ″ 11 s ″ 9¼ 14 ″ 3¼	
27625 5705 SFCR	**Kalmarsund X** Wireless D.F. 1*Dk*	*1102* *906* *605*					1915	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*)	224·0|35·7|16·0 P21'B57'F25'	Kalmar Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
27626 7750 SIRN	**Kalmia** TwinSc D.F. *ss*Got.No.1-35 *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Special Surveys to date from* 1,32	*8246* *7509* *4831*	✠100A1 5,36 DBS7,35 *CarryingPetroleum in bulk*	Got ~~Shi~~ ✠LMC CS12,35 -1,35	*c*†	CL P9,34 s12,35	1931 6mo *Lloyd*	CaledonS. B.&E.Co.Ld Dundee '*sA&CP*	Rederiaktieb Transmark (G.Carlsson,*Mgr.*) *CellDBuE*70'279*t*	464·6|59·3|35·8 P96'F37' FK *DTf*29'470*tFPT*11	Gothenbrg Swedish 10*BHptAsp* 4*tAPT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B.Got.	35 ″ 6 s8 ″ 4¼ 27 ″ 4½	
27627 63 YLAK	**Kalpaks** (*ex*Leyton,*ex*MarieLouise) 1*Dk*	2190 1718 1182					1913	Atel.&Ch. de laLoire Nantes	Tv."Kalpaks" redereja (M.Kalnins,*Mgr.*)	269·9|39·4|20·5 P19'B55'F23'	Riga Latvian *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{7}{32}$"-37$\frac{13}{16}$" 147NHP Atel.&Ch.de laLoire,Nts.		V
27628 142408 MLRW	**Kalua** (*ex*Dacapo) *ss*Goo.2ndNo.3-10,33 *Well deck* 1*Dk*(*Stl*)	722 526 412	100A1 1,35 BS1,35	Goo LMC1,35	*k*	CL 1,35	1908 *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HookS.S.Co.Ld. (Goole&Hull SteamTowingCo. Ld.*Mgrs.*)	195·0|30·1|11·0 Q96'B15'F22' FK *CellDBa*57'*f*88'	Goole British 4*BHCem* 198*tAPT*14*t*	T.3Cy.14",23½"&38"-27" (*s*) 180lb *100lb* 75RHP 1SB,*2cf*,GS64,HS1546 N.E.MarineEng.Co.Ld.Sld	13 ″ 3 s ″ 8¼ 12 ″ 8½	
27629 OXBS	**Kalundborg** Ⓟ (*Ferry*) *OilEng.* Wireless 3*Dks*	1359 953 552					1931	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	257·7|40·0|14·4	Kalundbrg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
27630 50 SVAY	**Kalypso Vergotti** (*ex*WarServer) *ss*Bly.No.3-2,31 1*Dk*(*Stl*)	5686 4776 3176	✠100A1 5,34 ~~BS6,34~~ ~~10,35~~	Pal LMC~~2,34~~ 10,35	*y*	CL ~~5,34~~ 12,35	1918 7mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	R.Vergottis	400·4|52·3|28·5 P49'B113'F39' FK *Cell DB* 345' 1122*t*	Argostoli Greek 7*BHptCem* *DTa*28'1167	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow *tFPT*123*tAPT*198*t*	31 ″ 0 ~~s 0 ″ 1½~~ ~~25 ″ 3~~ s 5 ″ 11½ 25 ″ 3½	
27631 UOCB	**Kama** (*ex*Skogvik-33,*ex*York, *ex*LakeHelen) *ss*N.NsNo.3-4,29 *ss*Osl.No.1-32 1*Dk*(*Stl*)	1921 1672 1094	✠ ... 7,34 ✠	Osl	*r*		1918 9mo	M'Dougall-DuluthCo. Duluth,Min.	U.S.S.R. *CellD*	251·0|43·6|18·1 P27'B64'F35' FK *B*214'581*t FPT*70*t*	Leningrad Russian 4*BHCem* *APT*94*t*	T.3Cy.17¾",33"&54"-40" 274NHP 2SB,*6cf*,GS126,HS5246 McDougall-DuluthCo.	20 ″ 3	
27632 137464 GPMT	**Kambole** (*ex*MalvernRange) *ss*Liv.No.3-6,27 *ss*Ant.No.2-34 2*Dks*(*Stl*)	4524 4218 2839	✠100A1 ~~5,35~~ ~~6,34~~ 1,36 BS8,35	Gls Cff ✠LMC6,34	*x*	CL 5,34	1915 7mo *Lloyd*	J.Priestman&Co. Sunderland '*sA&CP*	The"K"S.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) *CellDBa*125' *uE*26'	380·0|50·0|26·7 P32'B98'F37' FK *f*167'1063*t FPT*84*t*	London British 6*BHCem* *APT*121*t*	T.3Cy.25",37½"&69"-48"& Exhaust turbine driving steam compressor 180lb (*s*) 381NHP 3SB,*9cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 3 s 5 ″ 8¼ 23 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dates Cert. Refrig.
27633 OOQA	**Kambove** (exNervier,exWarAryan) ssAnt.No.1-35 ssAnt.No.3-12,30 D.F. 1Dk(Stl)&2nd dk(Stl) inNos.1,2,3&4holds	5278 4812 3198	✠100A1 9,35 ~~1,34~~ MS ~~10,30~~ 7,34	Ant ✠LMC BS ~~10,31~~ 10,35	y	CL 1,34	1918 11mo Lloyd	Harland&Wolff,Ld. Glasgow 'sA&CP	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	400·5 P49'B113'F39' FK CellDB340' 1064tFP T127t	52·3	28·5	Antwerp Belgian 11BHptCem APT71t	T3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
27634 UOGI	**Kamchadal** (exLakeFansdale) Fitted for oil fuel 1Dk2trB	2598 2243 1609			...		1919	American S.B.Co. Lorain,O.	U.S.S.R.	253·8 P25'B64'F23' FK	43·6	25·1	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
27635 UOEI	**Kamchatka** (exChase,exParia, exLakeElrio) Fitted for oil fuel 1Dk	2701 — 1517					1919	Gt. Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian WB	T.3Cy.19",35"&59"-42" 226NHP GreatLakesEng.Works, Ashtabula,O.		
27636 UNZW	**Kamenetz-Podolsk** 2Dks	5117 4697 3131			...		1915	Bartram&Sons,Ld. Sunderland	U.S.S.R.	400·0 P36'B119'F40' FK	52·4	28·0	Leningrad Russian WB	T.3Cy.27½",45"&75"-48" 476NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
27637 DNAL	**Kamerun** (exBilbao-32) Sub.Sig. D.F. 2Dks Ref.Mchy.	2449 2144 1523					1922	Nordd. Werft.m.b.H. Weser-munde-G.	Oldenbrg.-Portug. Dmpfsch.Rhed. (Woermann-Linie A.G.Mgrs.)	278·4 P19'H39'B39'F36'	40·5	23·7	Hamburg German WB	C.4Cy.18$\frac{11}{16}$"&39$\frac{3}{8}$"-39$\frac{3}{8}$" 162NHP A.Borsig G.m.b.H.Berlin-Tegel		G
27638 133370 VTCS	**Kamlavati** Ⓟ TwinSc (exAppledore) Fitted for oil fuel 2Dks	765 691 318					1919	AilsaS.B.Co.Ld. Troon	BombayStm.Nav. Co.Ld.	219·4	28·6	15·5	Bombay British WB	T.6Cy.13¼",21¼"&34"-21" 53NHP AilsaS.B.Co.Ld.Troon	16 ″ 3	
27639 UNXZ	**Kamo** (exJoulan,exPeruviana) ssMmo.No.3-5,19 1Dk(ptIrn&ptStl)2trB &deep framing 3Dk rule	3800 2902 2225	✠ 11,22	Hfs ✠	w		1905 9mo	Ropner&Son Stockton	U.S.S.R. CellD	355·0 P29'B190'F35' FK Ba108'uE26'f148'	46·2	23·5	Leningrad Russian 6BHCem 617tAPT58t	T.3Cy.24",40"&65"-42" 308NHP 2SB,6cf,GS126,HS4900 Blair&Co.Ld.Stockton	26 ″ 1	
27640 ~~127814~~ ~~[illegible]~~	— ssDdn.No.3-11,27 Wireless, ssH.Kg.No.1-32 Well deck 1Dk(Stl) Cargo battens not fitted Now "Lung Ho," see No. 33917 in Supplement	1236 1124 725	✠100A1 11,34 BS ~~7,34~~ 7,35	HKg ✠LMC8,32	o	CL 10,34	1913 6mo Lloyd	CampbeltownS.B.Co. Campbltown 'sA&CP	~~FeeHongS.S.Co.~~ ~~Ld.~~ FanShienHo WB=CellDB	229·5 Q79'B58'F32' FK a56'uE&B33'f102'	35·8	15·6	Tsingtao Chinese 4BHCem 395tAPT85t	T.3Cy.18",27½"&45"-33"(r) ~~[illegible]~~ 140lb 159NHP 2SB,4cf,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 ″ 7 s 1 ″ 4 16 ″ 7	
27641 11082 JKOB	**Kamo Maru** Ⓟ TwinSc ssYka.2ndNo.3-4,32 D.F. 2Dks(Stl-U teak s) deep framing&Web frames lower dk(Stl) inNos.1&3holds	7955 6730 4886	✠100A1 4,36 ~~4,35~~ BS ~~4,34~~ 4,36	Yka ✠LMC4,35	d†	CL 4,34	1908 6mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. WB=CellDBa	473·4 P61'B176'F54' FK 139'uE&B85'f180'	54·1	30·8	Tokio Japanese 7BHCem 1609t FPT	T.6Cy.25",41½"&69"-48" (s) 200lb 973NHP 6SB,18cf,GS338,HS14276 FD MitsuBishiD.&E.Wks Nag 143tAPT48t	34 ″ 6 s 7 ″ 11¼ 27 ″ 1	
27642 1164 JTOE	**Kamogawa Maru** IronSp 2Dks	409 377 230					1889	Kawasaki DockyardCo. Ld.Kobé	TosaDomeiK.K.	156·1	20·3	16·5	Osaka Japanese	T.3Cy.14¼",22"&36"-24" NE92 64NHP KawasakiDkydCoLdKobé		
27643 101486 VPCT	**Kamona** ssDdn.No.3-1,14 Well deck 1Dk(Stl)&deep framing Wireless	1425 1136 903	✠ 1,15	Wln ✠	p		1901 4mo	Grngem'th &Greenock DockyardCo. Grngemouth	ShunHongS.S. Co.Ld(Williamson &Co.Mgrs) WB=CellDBa54'	245·0 Q85'B56'F24' FK uE&B34'f106'375t	36·1	16·0	Hong Kong British 4BHCem APT40t	T.3Cy.18",30"&48"-33" 148NHP 1SB,3cf,GS68,HS2294 W.V.V.Lidgerwood,Gls.	18 ″ 1	
27644 136519 VPKZ	**Kampar** 1Dk	971 796 499					1915	Hong K'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	223·2	36·0	13·2	Singapore British WB	T.3Cy.17",27"&44"-30" 106NHP HongKong&Whampoa DockCo.Ld.HongKong		
27645 PKHF	— OilEng. Mchy Aft 1Dk	570 350 388					1930	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch WB	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15$\frac{3}{4}$" 122NHP SulzerBros.Winterthur		V
27646 FNGX	**Kamsa** (exSara,exPrairial, exShouragallus,exWarRacoon) 1Dk Now "Elise," see No. 37994 in Supplement	1986 1741 1183					1919	British American S.B.Co. Welland,Ont.	CieFranco-Africaine deNav. "Francafrica"	250·5 P25'B68'F20'	43·1	22·4	Rouen French WB	T.3Cy.21",33"&54"-40" 184NHP CanadianAllisChalmers, Ld.Toronto		V
27647 139557 VPKJ	**Kamuning** 2Dks	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British WB	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		
27648 161120 GKSJ	**Kana** ssGls.No.1-33 1Dk(Stl)&Shelter dk(Stl)	2743 2245 ~~1381~~ 1432	✠100A1 Shelter dk withfreeboard 10,35 ~~9,34~~ MS9,33	Gls Liv ✠LMC BS ~~12,35~~ 12,35	v	CL 9,33	1929 11mo Lloyd	A.McMillan&Son,Ld. Dumbarton 'sA&CP CellDB2	MossHutchison Line,Ld. 80'709tDTa20'488	333·1 F29' FK tFPT89tAPT17t	47·2	19·5	Liverpool British 6BHptCem ptAsp (CelltoShdk 5 „ 2nd „)	T.3Cy 23½",39"&65"-48" (s) 200lb 418NHP 2SB&1AuxSB,8cf,GS208, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 ″ 3 s 1 ″ 8½ 20 ″ 9½	
27649 406 JKOA	**Kanan Maru** Ⓟ OilEng. 1Dk(Stl)2nd dk(Stl)except inforemost&aftermost holds	3280 2793 1877	✠ ... 5,35	Drn ✠	v		1931 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K.	336·6 P21'B73'F35' FK Cell DB220'601t Tan	48·5	24·0	Dairen Japanese 5BHptCem ks in way of	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"-41$\frac{3}{4}$" 389NHP Gebr.Sulzer,Ludwgshfn. tunnel248tFPT67tAPT88t	24 ″ 0	
27650 27472 JHBA	— Ⓟ 2Dks	2567 2009 1583			...		1920	OsakaIronworks,Ld. Osaka	OsakaShosenK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese WB	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWorksLd.Osaka	23 ″ 0	
27651	**Kanarya** (exLargo-34,exEverglades) Sub.Sig. 1Dk	2363 1884 1407			...		1919	TampaS.B.&Eng.Co. Tampa,Fla.	Vapurculuk ve KumurculukTurk LimitetSirketi ve PehlivanZade Cemal	263·4 P22'B65'F29' FK	42·4	22·2	Istanbul Turkish WB	T 3Cy.19",30½"&51"-36" 262NHP TampaS.B&EngCoTampa	24 ″ 2	N †
27652 130621 GMJZ	**Kanchow**	2001 1728 1222					1905	Scotts'S.B.&E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2 B81'F34'	40·2	21·7	London British WB	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27653 32653 JUJB	**Kanda Maru** (*ex*Seneca) *Fitted for oil fuel* 1*Dk*	2220 1963 1304			...		1920	American S.B.Co. Cleveland	FukuyoKisenK.K.	251·0 P27'B64'F26' FK	43·5	24·2	Kobe Japanese *WB*	T.3Cy.21",33"&54"-40" 267NHP AmericanS.B.Co.	24 ″ 2	C †
27654 71 YLAW	**Kandava** (*ex*Gudrun,*ex*Gratia) *ss*Ant.2ndNo.3-6,26 *ss*Lie.No.2-35 ~~*ss*Rga.No.1-31~~ 1*Dk*(*ptStl&ptIrn*)*&deep framing&ptAwng dk*(*irn*)	1905 1326 1170	✠100A1 *pt Awng dk with freeboard* 8,35 ~~4,34~~ ~~BS1,30~~ ✠LMC~~8,31~~ 8,35	Bly Lie	*g*	CL 4,34	1901 7mo	J.Crown Sunderland A&CP	SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.*Mgrs.*) *Cell DBa68'uE18'*	257·8 Q82' *pt Awng dk*174' FK *f*116' 452*t FPT*31*t*	38·0	16·2	Riga Latvian 4*BHCem* *APT*48*t*	T3Cy.19½",32½"&53"-36"(*s*) 160lb 174NHP 2SB,4*pf*,GS79,HS2700 G.Clark,Ld.Sunderland	18 ″ 6 s ″ 6 18 ″ 2	
27655 131682 VLRY	**Kangaroo** Ⓟ TwinSc *OilEng.* *ss*Fre.No.3-1,28 *ss*Fre.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl*) *3rd dk in No.2hold*	4433 3912 2706	✠100A1 ~~2,35~~12,35 DBS4,35 ✠LMO CS3,33 8,34 ✠Lloyd'sRMC~~2,35~~11,35 *Carrying oil fuel F. P. above 150° F. in M.T.*	Sng		CL P12,33 ~~s2,33~~ s12,35	1915 10mo	Harland& Wolff,Ld. Irvine *Lloyd's*A&CP	Govt.ofWestern Australia *WB=CellDBa88' uE42'f174'770t* *Tanks between Tunnels 81'190t*	365·2 P22'B91'F36' FK *FPT*49*t APT*50*t*	50·1	26·5	Fremantle British 5*BH to U dk* *APBH to 2nd dk only*	Oil Engines 4S.C.SA 12Cy.22"-29$\frac{15}{16}$" 567NHP DB*80lb* Burmeister&Wain,Ld.Gls.	29 ″ 2 s 6 ″ 3 23 ″ 5	
27656 52 YLAX	**Kangars** (*ex*AlfredCalvert, *ex*Weardale) *ss*Rga.No.3-12,23 *ss*Lie.No.2-33 1*Dk*(*ptIrn&ptStl*)*& Web frames* *Cargo battens not fitted*	2722 2551 1746	✠100A1 5,35~~1,34~~ BS~~4,34~~ 5,35 ✠LMC4,33	Lie	*u*	CL ~~3,34~~ 4,35	1903 6mo	J.Blumer &Co. Sunderland *Lloyd's*A&CP	Tv.Kangars redereja (M.Kalnins*Mgr*) *CellDBa*104'	313·8 P28'B88'F32' FK *uE&B*42'*f*122'718*t*	46·4	20·7	Riga Latvian 5*BHCem* *APT*99*t*	T.3Cy.23",38"&62"-42" (*s*) 160lb *80lb* NDB18 257NHP 2SB,6*pf*,GS111,HS3974 J.Dickinson&Sons,Ld Sld.	23 ″ 0 s 3 ″ 5¼ 19 ″ 10	
27657 UNAG	**Kanin** Ⓟ (*ex*SergeiWitte) 1*Dk*(*ptStl*-ws)*&Awng dk* Wireless	720 685 414	✠ 1,04 ✠	Nwc	*i*		1898 8mo	Wigham Richrdsn&Co Newcastle	U.S.S.R. *WB=CellDBa*	196·8 FK	27·8	17·6	Archangel Russian 4*BHCem* 40'*f*26'71*t*	T.3Cy.16",25"&42"-30" 112NHP 1SB,3*cf*,GS66,HS1920 WighmRichrdsn&Co.Nwc.	19 ″ 0	
27658 1331 JLXB	**Kanjo Maru** (*ex*ToyeiMaru) Ⓟ 1*Dk*	2195 1891 1309					1918	Ishikawa- jimaS.B.Co. Tokio	ChosenYusenK.K.	268·0 P13'B58'F27' *WB*	40·7	23·5	Jinsen, Korea Japanese	T.3Cy.19",31½"&52"-39" Ishikawajima 169NHP S.B.Co.Ishikawajima		
27659 27915 JOUA	**Kanko Maru** (*ex*Galston, *ex*SanFortunio,*ex*GrafStroganoff, *ex*Porpoise) 1*Dk*2*trB& Web frames*	2967 2791 1821			...		1903	Furness, Withy&CoLd WHartlepool	ShiozakiYokichi	324·7 P25'B94'F32' FK	47·0	22·3	Fuchu Japanese *WB*	T.3Cy.23½",38"&64"-42" 301NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	C †
27660 1102	— (*ex*TokoMaru) 1*Dk*	1281 — 731					1917	Ishikawa- jimaS.B.& E.Co.Ld. Tokio	ChosenYusenK.K.	230·0 P28'B53'F24'	33·0	19·6	Jinsen, Korea Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
27661 21554 JNTD	**Kankyo Maru** (*ex*Kifunezan MaruNo.2-32) 2*Dks*	3205 2675 1944			...		1918	OsakaIron Works,Ld. Osaka	ChosenYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Jinsen Japanese *WB*	T.3Cy.22",38¼"&61"-42" 280NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	
27662 KZAW	**Kanlaon II** TwinSc *OilEng.* 1*Dk*(*Teak*) *& Web frames*	*399* *335* *170*	✠100A1 *For Philippine Coasting Service* 2,33 ✠LMC3,31 ✠LMC(M)2,33	Iloilo	*i*	CL *g*2,33	1931 3mo	HongK'ng &Whampoa DockCo.Ld HongKong *Lloyd's*A&CP	E.Lopez	176·2 F27' FK *FPT*	30·2	10·0	IloiloP.I. Utd.States 4*BH Cem* 18*t APT*30*t*	Oil Engines 2S.C.SA 12Cy.13⅜"-22$\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm.	12 ″ 3 s1 ″ 10½ 10 ″ 9	
27663 127809 ZMBX	**Kanna** *ss*Auk.No.3-1,28 *ss*Auk.No.1-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1948 1651 1049	✠100A1 2,35 BS2,35 ✠LMC2,32	Ddn	*r*	CL 3,33	1911 6mo	Ramage& Ferguson,Ld. Leith *Lloyd's*A&CP	UnionS.S.Co.of NewZealand,Ld. *Cell D B a69'uE &*	272·1 P22'B78'F26' FK&BK1½" *B39'f108'458tFPT*	41·2	17·9	Wellingtn N.Z. British 6*BHCem* 55*tAPT*125*t*	T.3Cy.21",34"&56"-36" (*s*) 180lb 264NHP 2SB,6*cf*,GS126,HS4897 Ramage&Fergusn,Ld.Lth	19 ″ 11 s2 ″ 8 17 ″ 6	
27664 1120	**Kannan Maru** (*ex*AichiMaru) Sp 2*Dks*	378 341 218					1905	A.Naka- mura Osaka	ChosenYusenK.K.	144·2	21·1	15·8	Jinsen, Korea Japanese	C.2Cy.14"&30¾" 35NHP		
27665 LEFU	**Kannik** (*ex*Nytaar) Sunk after Collision 7,35 1*Dk*	871 647 442					1923	Gebr. Jonker Kinderdijk	D/SA/S Firda (A.GowertOlsen, *Mgr.*)	195·2 Q60*t*H52*t*F30*t*	30·7	13·0	Stavanger Norwegian *WB*	T.3Cy.15",25"&40"-27" Smit&Co's. 83NHP Machfab.Kinderdijk		N
27666 39657 JRNJ	**Kano Maru** *OilEng.* 1*Dk&Shelter dk* *3rd dk except in after hold* *CruiserStern* *Rudder electrically welded*	6940 5683 3785	✠100A1 *with freeboard* 10,35~~8,34~~ ✠LMC8,34 *Carrying cargo oil F. P. above 150° F. in deep tanks*	Yka	*d*†	CL	1934 8mo	Uraga DockCo.Ld. Uraga *Lloyd's*A&CP	KokusaiKisenK.K. *CellDB343'1366t*	453·6 F39' FK *DTs a49'1364t Tan*	61·0	40·0	Tokio Japanese 8*BH* (*Coll to Sh dk* 7 ,, *2nd* ,,) *ks at sides of*	Oil Engines 2S.C.DA 7Cy.29$\frac{15}{16}$"-47¼" 2187NHP DB*100lb* MitsubishiJukogyoK.K. Nag. *tunnel* 187*tFPT*72*tAPT*71*t*	31 ″ 1 s 3 ″ 10 27 ″ 5	
27667 19765 JZLB	— (*ex*SenkaiMaru-32) Wireless 1*Dk*	1267 1037 904					1917	HarimaCo. O'Harima	KanoKisenK.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.14⅔",24⅓"&40$\frac{1}{16}$"-30" 38NHP OkamotoTosaburo,Osaka		
27668 216438 WACI	**Kansan** (*ex*SantaOlivia) *ss*S.Fo.No.3-4,30 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *3rd dk*(*Stl*)*in No.1hold only & Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	4870 4353 2892	✠ ... 12,34 ✠	SFo	*z*		1918 7mo	WCramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDB346'1209t* *DTf32'826tFP*	404·6 F31' *on Shelter dk* FK *Coll* *T71tAPT16t*	53·7	26·2 34·2	NewYork Utd.States *BH to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,, *2nd* ,,	Q.4Cy25½"37"52½"&76"-54" 629NHP 3SB,12*cf*,GS214,HS8881 WCramp&SnsS&EBC.Phl *only*	28 ″ 9	R †
27669 318 JPSC	**Kanseishi Maru** *ss*Drn.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	4805 3978 2731	✠100A1 5,35 ~~6,34~~ ✠LMC~~6,34~~ 5,35	Drn	*x*	OG 3,33	1929 4mo	OsakaIron Works Osaka *Lloyd's*A&CP	DairenKisenK.K. *CellDB*	371·0 P96'B19'F47' FK 295'1004*t FPT*529*t*	51·0	29·0	Dairen Japanese 6*BHptCem* *APT*232*t*	T.3Cy.22¼",37"&61"-42" (*s*) 200lb 346NHP 2SB,6*cf*,GS115,HS5002 FD OsakaIronWorks,Osaka	29 ″ 0	
27670 147298 GFTB	**Kantara** *ss*Liv.No.2-33 2*Dks*(*Stl*)	3237 2864 1839	✠100A1 3,36 ~~3,35~~ BS~~9,34~~ 10,35 ✠LMC8,33	Gls Liv	*u*	CL 4,34	1925 2mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP *CellDB*	MossHutchison Line,Ld. 280'663*t DTa*24'43	330·9 P32'B102'F33' FK 2*tFPT*85*t APT*62*t*	46·7	23·4	Liverpool British 6*BHptCem* 1 ,, *to2ndDk*	T.3Cy.23",40"&65"-45" (*s*) 180lb 337NHP 3SB,9*cf*,GS165,HS5631 J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9¼	
27671 23846 JLAE	**Kanzaki Maru** (*ex*Kirishima MaruNo.22) 1*Dk*	1285 — 717					1918	Matsuda Co. Osaka	SeiwaShosen KisenK.K.	221·0	32·7	20·5	Fuchu Japanese *WB*	T.3Cy.16",26"&42"-30" B*made—refitted*18 97NHP MatsudaCo.Osaka		

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme auquel maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27672 147679 GKLS	**Kaolack** TwinSc Ref.Mchy. Mchy.Aft 2Dks	1837 1547 1021	✠Lloyd'sRMC8,36				1917	Atel.&Ch. delaLoire St.Nazaire	CreteShippingCo Ld.(Stelp&Leighton.Ld.Mgrs.)	268·8 P59'B89'F41'	35·8	19·1	London British WB	C.4Cy.20 1/16"&35 7/16"–24⅜" 103NHP Atel.&Ch.delaLoire,Nts.		
Broken up 27673 LCFM	**Kapana** (exGesto,exBifrost, exRichmond) ssOsl.2ndNo.3–11,22 1Dk(ptStl ptIrn) ptAwngdk(Irn)&Webframes	2135 1502 1306	✠ 12,27 ✠	Rot	r		1896 1mo	Ropner& Son Stockton	ViriksRederiA/S (HaldorVirik, Mgr.) CellDB	279·9 P27'Q80' ptAwngdk173' FK a90'f112'uE&B20'	40·0	15·6	Sandefjord Norwegian 4BHCem 398tAPT28t	T.3Cy.21",34"&56"–36" 187NHP 2SB,4cf,GS64,HS2780 Blair&Co.Ld.Stockton	18 ″ 6	
27674 122748 VJNT	**Kapara** ssAdl.No.3–12,30 Mchy.Aft ssAdl.No.1–35 Wireless 1Dk(Stl)	846 642 403	✠100A1 7,35 ~~1,33~~ ✠LMC1,35	Adl	k	CL 6,34	1914 2mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	TheAdelaide SteamshipCo.Ld.	195·0 34·0 Q61'B11'F22' FK FPT	32·1	12·6	Melbourne British 3BHCem 60tAPT17t	T.3Cy.14½",24"&39"–27" (s) 180lb 100lb 77RHP 1SB,3pf,GS52,HS1692 MacColl&Pollock,Ld.Sld.	13 ″ 9 s1 ″ 4 12 ″ 7	
27675 628 SVKI	**Kapetan Stratis** (exHelredale) ssPir.2nd.No.3–10,35 ~~ssNwc.No.3–11,19~~ ~~ssCff.No.2–28~~ 1Dk(ptIrn&ptStl)&deepframing	3574 3351 2249	✠100A1 ~~9,31~~ 10,35 ✠LMC10,35 ~~[illegible]~~ ~~BS2,32~~	Lon Pir	w	~~4,31~~ 9,35	1906 11mo Lloyd	R.Craggs &Sons,Ld. Middlesbro' 'sA&CP	D.Coumbis, X.Xenios& Partners CellDBa110'u	346·5 P31'B175'F32' FK E&B48'f142'1036t	50·6	23·1	Piræus Greek 6BHCem APT114t	T.3Cy.25",41"&67"–45" (s) 180lb 90lb NDB23 340NHP 2SB,6rf,GS127,HS5440 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 6¼ 22 ″ 2¼	
27676 TCCB	**Kaplan** (exRosalba,exOrfordness) ssCpl.3rdNo.3–10,27 ssIst.No.1–32 1Dk(Irn)&Webframes&ptAwngdk(Irn)	1853 1688 1137	✠ ~~9,35~~ pt Awng dk withfreeboard ~~[illegible],34~~ ✠~~LMC2,32~~	Ist	r	CL 2,32	1890 10mo Lloyd	Richardsn Duck&Co. Stockton 'sA&CP	SadikZade Biraderler CellD	270·0 Q105' ptAwngdk165' FK B226'428tAPT30t	37·1	17·0	Istanbul Turkish 4BHptAsp ptCem	T3Cy21",34"&56 5/16"–36" (s) 130lb NDB06 187NHP 2SB,4cf,GS60,HS2800 Blair&Co.(Lim.),Stockton	19 ″ 6 ~~s7 ″ 7~~ ~~19 ″ 8~~	
27677 LCTI	**Kaprino** (exOcland) TurretDeck Mchy.Aft 1Dk	3249 2462 1881					1907	Sunderlnd S.B.Co.Ld. Sunderland	A/S Inger(Jacob KjödeA/S,Mgrs.)	306·6 P187tH20t	47·0	22·3	Bergen Norwegian WB	T.3Cy.24",40"&65"–42" 274NHP N.E.MarineEng.Co.Ld.Sld		N
27678 162683 GQTM	**Karabagh** OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing Special Surveys to date from 4,34	6427 6085 3863	✠100A1 ~~8,33 1,35~~ 2,36 DBS4,34 ✠LMC4,34 CarryingPetroleum in bulk	Shl Fal	a†	CL ~~1,35~~ 2,36	1932 1mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	BalticTradingCo. Ld. CellDBuE 48'130tDT	426·4 P89'B35'F45' FK f38' 344t FPT167t	57·2	32·3	London British 17BH (8 to2nd dk) APT68t	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 2DB150lb 490NHP J.G.Kincaid&Co.Ld.Grk.	32 ″ 2 s5 ″ 10½ 26 ″ 6	
27679 25486 JKHD	**Karachi Maru** ssKob.No.3–4,32 2Dks(Stl)&Awngdk(Stl)	5860 5586 4259	✠ ... 8,34 ✠	Osa	y		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K. CellDB334'1118t	385·0 FK Collisio- FPT126tAPT93t	51·0	36·0	Fuchu Japanese ptCem nBH to A dk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"–48" 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
27680 TCBV	**Karadeniz** Ⓟ (exWilis) 3Dks	4731 3640 2926					1905	Kon.Maats deSchelde Flushing	DenizYollari Idaresi	394·0 P72'B176'F80'	47·1	27·2	Istanbul Turkish WB	T.3Cy.28½",48"&82"–60" 520NHP Maats.deSchelde,Flushing		
27681 YTKQ	**Karadjordje** Ⓟ TwinSc (exKaragjorgje, exVisegrád) ssSsk.No.3–4,31 1Dk(Stl–ws) &Shadedk(Teak) ssSsk.No.1–35	1204 659 493	✠100A1 Shadedk withfreeboard ~~4,35~~ ~~3,34~~ 3,36 BS3,36 4,35 ~~BS2,34~~ ✠LMC~~4,31~~	Spt ~~Ssk~~	p	CL 3,34	1913 9mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Jadranska Plovidba,D.D. CellDBa43'f84'120t	247·0 P&B164'F73' BK8"	34·2	14·5	Susak Yugoslav 5BHCem	T.8Cy.(2)17",(2)27½"&(4) 31½"–30"(r) 180lb 370NHP 3SB,8cf,GS148,HS6065 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 ″ 6 s2 ″ 4½ 13 ″ 9¾	
27682 25086 JOZD	**Karafuto Maru** (exRozanMaru) ssKob.No.3–6,32 2Dks(Stl)	5447 4996 3406	✠100A1 6,35 ~~5,31~~ ✠LMC~~5,31~~ 6,35	Kob	z	CL ~~5,34~~ 6,35	1919 5mo	AsanoS.B. Co.Ld. Tsurumi A&CP	KarafutoKisen K.K. CellDB342'844t	400·0 P33'B124'F41' FK	53·0	29·4	Tokio Japanese 6BHCem APT28t	T.3Cy.26",43½"&72"–48" (s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s6 ″ 7 25 ″ 9	
27683 32419 JDIG	— Ⓟ 2Dks	503 429 279					1927	Hakodate DockK.K. Hakodate	FujiyamaKaiun K.K.	158·0	25·8	15·8	Otaru Japanese	C.2Cy.		
27684 137841 GRZM	**Karagola** Ⓟ TwinSc ssBom.No.3–9,29 D.F. ssCal.No.1–33 1Dk(Stl)&Awngdk(Stl-teak s)&2nddk CruiserStern (Stl)inNos.1&2holds	7053 5316 3647	✠100A1 Awngdk withfreeboard 9,35 ~~8,34~~ BS9,35 ~~BS8,31~~ ✠LMC8,32	Cal	a†	CL 8,34	1917 4mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. Cell	425·0 P35'B163'F46' FK DB355'825tFPT52t	55·8	31·2	Glasgow British 7BHCem APT60t	T.6Cy.25½",43"&73"–48"(s) 215lb FD 1410NHP 8SB,24cf,GS460,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 10 s7 ″ 10¾ 26 ″ 5	
27685 149326 GSMZ	**Karamea** TwinSc OilEng. ssGls.No.1–33 Ref.Mchy. 2Dks(Stl)&Shelterdk(Stl) D.F.	~~8281~~ ~~7455~~ ~~5035~~ 8457 7455 5148	✠100A1 withfreeboard 2,36 ~~3,35~~ DBS11,34 ✠LMC CS10,33 3,35 ✠Lloyd'sRMC~~3,35~~ ~~4,35~~ 2,36	Lon Gls	f†	CL 2,34	1928 8mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP	Shaw,Savill& AlbionCo.Ld. CellDB408'1592t	483·0 B173'F61' FK FPT119tAPT75t	64·2	30·8	S'thamptn British 8BHptCem (Coll to Sh dk 7 ,, 2nd dk)	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NHP 2DB100lb FairfieldCo.Ld.Glasgow	34 ″ 4 s5 ″ 4½ 29 ″ 2½	
27686 162554 GLQV	**Karanja** Ⓟ TwinSc ssBom.No.1–35 D.F. E.S.D. 2Dks(Stl–U teak s) Ref.Mchy. 3rd dk in forward holds CruiserStern	9891 6731 4646	✠100A1 3,36 ~~10,34~~ 10,34 ~~BS10,33~~ ✠LMC~~3,31~~ ✠Lloyd'sRMC~~12,34~~ 12,35 ~~9,33~~ Fitted for oil fuel3,31 F.P. above 150°F.	Bom		CL ~~10,32~~ 9,35	1931 3mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	471·3 B213'F51' on Shade dk FK 415'1768t FPT112t	64·2	29·4	London British 8BHptCem APT222t	6SteamTurbinesSRgeared to 2 Sc. Shafts 1746NHP 250lb 100lb (s) 7SB,28cf, ,HS19810 FD A.Stephen&Sons,Ld.Gls.	32 ″ 6 s5 ″ 10½ 26 ″ 11½	
27687 137801 GRZF	**Karapara** Ⓟ TwinSc ssBom.No.3–7,30 Ref.Mchy. ssCal.No.1–34 1Dk(Stl)&Awngdk(Stl–teaks)& 2nddk(Stl)inNos.1&2holds D.F. CruiserStern	7117 5339 3722	✠100A1 Awngdk withfreeboard 5,35 ~~7,34~~ ✠LMC5,34 BS5,35	Cal	a†	CL 7,34	1915 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=Cell DBa82'uE&B	425·0 P35'B163'F46' FK 147'f130'825t FPT	55·6	31·4	Glasgow British 7BHCem 52tAPT60t	T.6Cy.25½",43"&73"–48" (s) 215lb FD 1410NHP 8SB,24cf,GS519,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 0 s8 ″ 0¾ 26 ″ 5¼	
27688 117428	**Karatta** Ⓟ 1Dk	553 350 239	✠ 9,07 ✠	Grk	i		1907 9mo	G.Brown& Co. Greenock	CoastSteamships, Ld.	175·0 P&B106'F27' BK7" WB=FPT	28·1	11·4	P.Adelaide British 4BHCem 18tAPT1t	T.3Cy.15",25"&40"–27" 82RHP 1SB,3cf,GS51,HS1964 Muir&Houston,Ld.Gls.	12 ″ 0	
27689 5976 SFCW	**Kare** (exLuleå) 1Dk&ptAwngdk	*1497* *992* *892*					1902	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	238·4 Q78'H85t ptAwngdk163'	35·5	14·2	Stockholm Swedish WB	T.3Cy.17",27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		V
27690 UNJM	**Karelia** Ⓟ TwinSc Wireless 2Dks	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 P19'B59'F24'	30·3	14·8	Archangel Russian WB	T.6Cy.8 11/16",13¾"&22 7/16"–15¾" 42NHP StatesS.B.Yard"Marti"		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27691 OUHS	**Karen** 1*Dk*	1207 999 731			...		1917	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.14",24"&40"–27" 98NHP KjbnhavnsFlydk.&Skbsv.	17 ″ 3	V †
27692 LEFW	— (*ex*Bauta) 1*Dk*	750 555 427					1900	Trond- hjemsM V Trondheim	D/S A/S Aalesund (J.Amundsen, *Mgr.*)	195·2 Q96*t*B49*t*H11*t*F29*t*	30·1	10·9	Haugesnd Norwegian *WB*	T.3Cy.14⅞",23½"&38"–27" 75NHP TrondhjemsMek.Verk.		N
27693 OYIT	**Karen Toft** (*ex*Flotterston–34, *ex*Starkad) 1*Dk*	2220 1954 1269					1920	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	A/S D/S Jutlandia (JensToft,*Mgr.*)	285·6 P69*t*H119*t*F13*t*	41·5	19·9	Copnhagn Danish *WB*	T.3Cy.22",35"&58"–39" 210NHP G.Clark,Ld.Sunderland		N
27694 151517 ZMGS	**Karepo** *ss*Auk.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2563 1998 1331	✠100A1 1,36 ~~1,35~~ BS1,36 ✠LMC12,33	Auk Wln	*s*	CL ~~11,32~~ 1,36	1929 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*238' 717*tTopsidetan*	284·5 P105'B18'F26' FK BK*aft*½" *ks*182'486*t FPT*169	46·3	18·4	Wellingtn British 5*BHCem* *tAPT*97*t*	T.3Cy.20",33½"&55'–39" (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 ″ 9 s 2 ″ 8¾ 18 ″ 1¾	
27695 121399 ZMBV	**Karetu** Ⓟ *ss*Auk.No.2–32 2*Dks*(*Stl*)	3218 2818 1864	✠100A1 9,35 ~~10,34~~ BS ~~10,34~~ ✠LMC8,32 9,35	Ddn Wln	*u*	CL 9,33	1924 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *Ce*	310·0 P23'B*a*23'B84' B*f*23'F32' FK *llDB*265'758*tFPT*	46·5	23·7	Wellingtn British 6*BHptCem* 123*tAPT*62*t*	T.3Cy.25",41"&68"–45" (*r*) 200lb 414NHP 3SB,6*cf*,GS132,HS5727 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 3 s 4 ″ 0½ 22 ″ 5	
27696 OGHA	**Karhu** (*ex*Viro–33,*ex*Hamfelde, *ex*Elina,*ex*MagdalenaFischer, *ex*CarlBehnk) 1*Dk*	679 487 372					1890	Rostocker Akt.Ges. Rostock	Kontio&Kontio O/Y	181·0 Q63'B49'F46'	28·2	11·4	Åbo Finnish *WB*	C.2Cy.22"&41½"–27⅗" NB02 75NHP RostockerA.G.Rostock		G
27697 OHGX	**Karhula** (*ex*ClyneRock–33, *ex*FranzDahl,*ex*Glückauf) 1*Dk*	2103 1958 1283					1909	Flensburgr Schiffsb.Ges. Flensburg	A/B Mare (Th.Kramer,*Mgr.*)	297·4 P30'B54'F28'	42·6	18·8	Åbo Finnish *WB*	T3Cy.20$\frac{1}{16}$",33½"&55⅞"–37⅜" 192NHP FlensburgerSchiffsb.Ges.		G
27698 DICS	**Karibia** (*ex*Marie) TwinSc *OilEng* 1*Dk*	428 346 220					1921	A/S Vul- canværftet Korsör	H.C.Horn	136·9 P61'F14'	29·4	10·2	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.16½"–18$\frac{9}{10}$" 384NHP J&CGBolindersCoLd.Skm.		G
27699 DJMD	**Karin** (*ex*AntjeCatharina–33, *ex*Trevethoe) *ss*Fal.No.3–11,25 *ss*Bmn.No.2–34 D.F. 1*Dk*(*ptIrn ptStl*)	4301 4038 2718	✠100A1 8,35 ~~8,35~~ ✠LMC9,34 BS8,35	Ham	*x*	CL 10,33	1913 2mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	AtlanticTank- RhedereiG.m.b.H. (J.T.Essberger, G.m.b.H.*Mgrs.*)	369·6 P33'B226'F34' *CellDBa* FK 119'*uE*26'*f*163'	51·1	25·5	Hamburg German 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb *80lb* 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″ 10½ 24 ″ 1¼	
27700 7368 SFDE	— (*ex*Sneppe) 1*Dk*	*1436* *1310* *832*					1902	WoodSkin- ner&Co.Ld. Newcastle	RederiA/B Nordia (N.M.Thore,*Mgr.*)	255·0 H80*t*F25'	36·6	17·3	Jonstorp Swedish *WB*	T.3Cy.18½",30"&49"–33" 138NHP N.E.MarineEng.CoLdNwc		V
27701 6865 SJBD	— WoodAux4MstSr (*ex*Talatta, *OilEng.* *ex*PolarstjernenVII.) 1*Dk* (*See Sailing Ship Register*)	337 285 239					1919	Skibsværft Lilleö Korsör	H.L.Thorsson	133·6 Q34'H28*t*	29·0	13·0	Skillinge Swedish	Oil Engines 2S.C.SA 3Cy.14⅕"–15$\frac{3}{10}$" 107NHP TuxhamA/S.Copenhagen		V
27702	**Karin Thorden** (*ex*Eda–34, *ex*Antares) 1*Dk*	*1804* *1591* *1055*					1919	A/S Sörlan- detsSkibs. Fevig	RederiA/B Steam (GustafB.Thorden, *Mgr.*)	265·2 P30'H164*t*B66'	42·1	17·6	Helsingfrs Finnish *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad		N
27703 2787	**Karjala** Wood	348 — 216					1922	A.Wahl- qvist Johannes, Riosaari	AugustSoini	128·0	28·9	10·9	Wiborg Finnish			
27704 UOXU	**Karl Lepin** *OilEng.* 1*Dk*	3974 3256 2255					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Vladvostk Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
27705 RMBL	**Karl Liebknecht** (*ex*Pallada) *ss*Oda.No.3–3,13 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3341 2952 1924	✠ 6,21 ✠	Oda	*v*		1900 5mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*u*	355·0 P30'B74'F40' FK *E*26'*f*152'622*tFPT*	46·0	23·0	Leningrad Russian 6*BHCem* 48*tAPT*25*t*	T.3Cy.26½",42$\frac{3}{10}$"&69"–43¼" NB17*refitted*27 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
27706 26	**Karl Marx** (*ex*Diana) *ss*Oda.No.3–4,12 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3503 2986 2144	✠ 8,19 ✠	Nwc	*v*		1899 11mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*uE*	345·0 P30'B74'F40' FK 26'*f*132' 622*t FPT*	46·0	24·4	Leningrad Russian 6*BHCem* 48*t APT*25*t*	T.3Cy.26½",42¼"&69"–40¼" 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
27707 OUHU	**Karla** 1*Dk*	941 813 548					1920	Atlas- WerkeA.G. Bremen	J.Lauritzen	224·0 P29'B120'F23'	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15$\frac{4}{10}$",25⅕"&41$\frac{7}{10}$"– 25$\frac{6}{10}$" 89NHP Atlas-WerkeA.G.Bremen		G
27708 LDDS	**Karlander** (*ex*Visna,*ex*Froland) 1*Dk*	1843 1616 1092					1914	Nylands Værksted Oslo	SkibsA/S Karlan- der(H.T.Wilkens &Co.A/S,*Mgrs.*)	265·2 P50*t*H93*t*F28t	42·1	18·9	Frdrkstad Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP NylandsVærksted,Oslo		N
27709 DHNU	**Karlsruhe** TwinSc 1*Dk*2*trB*	897 707 513					1905	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-u.Asse- kuranz-G.m.b.H.	217·5 Q78'B43'F22'	33·2	12·0	Hamburg German *WB*	T.6Cy.9⅝",16⅛"&25⅝"–16½" 53NHP G.SeebeckA.G.Bremerhvn		G
27710 LEFZ	**Karma** 1*Dk*	1106 988 661					1912	Bergens Mek.Værks. Bergen	Th.Nordbö	226·5 P8*t*H54*t*F25*t*	36·4	15·8	Haugesnd Norwegian *WB*	T.3Cy.17",26½"&46"–30" 115NHP BergensMekVærksBergen		N
27711 YTCL	**Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie, *ex*Minneburg) 1*Dk*&*Spar dk* &*Web frames*	2541 2350 1558			...		1896	Sir Raylton Dixon&Co. Middlesbro'	Parobrodarsko DrustvoS.O.I. "Alcesu"	310·5 P19'B80'F37 BK8"	42·6	22·2	Bakar Yugoslav *WB*	Q.4Cy.19½",28",42"&61"–42" 266NHP Wighm.Richrdsn&Co.Nwc	25 ″ 0	I †
27712 LCPP	**Karmöy** 1*Dk*	2498 2200 1437					1921	Forth S.&.E.Co.Ld. Alloa	D/S A/S Karmöy (JohnK.Haaland& Co.A/S,*Mgrs.*)	295·7 P84*t*H123*t*	43·6	20·6	Haugesnd Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP ForthS.&E.Co.Ld.Alloa		N
27713 LEAA	**Karmt** (*ex*Urter) 1*Dk*	1610 1193 925					1919	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	245·6 P39*t*Q109*t*B125*t* F41*t*H69*t*	37·9	15·5	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn.		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27714 DHNV	**Karnak** Ⓟ Sub.Sig. D.F. *2 Dks*	7209 6445 4416					1926	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·6 F55'	55·7	32·6	Hamburg German *WB*	T.3Cy.29½",47¼"&76⅝"-53⅜" 424NHP FlensburgerSchiffsb.Ges.		G
27715 137791 GRZC	**Karoa** Ⓟ TwinSc *Ref.Mchy.* ssBom.No.3-8,29 D.F. ssCal.No.1-33 *CruiserStern* 1*Dk(Stl)&Awng dk* *(Stl-teak s)2nd dk(Stl)in Nos.1&2holds*	7009 5339 3607	✠100A1 *Awng dk* *withfreeboard* 9,35~~9,34~~ ✠LMC MS11,33 BS~~9,34~~9,35	Cal	*a*†	CL ~~9,34~~ 9,35	1915 3mo *Lloyd*	Swan,Hunter&Wigham-Richardson, Ld.Newcastle 's A&CP *WB=*	BritishIndiaSteam Nav.Co.Ld. *CellDBa82'uE&B*	425·0 P35'B163'F46' 147' *f* 130'825t*FPT*	55·6	31·4 FK	Glasgow British *7BHCem* 52t*APT*60t	T.6Cy.25½",43"&73½"-48"(s) 215lb 1410NHP 8SB,*24cf*,GS519,HS22696FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 " 0 s 8 " 0¾ 26 " 5¼	
27716 120759 VJDX	**Karoola** Ⓟ TwinSc *Ref.Mchy.* ssSyd.2ndNo.3-9,34 2*Dks(Stl)&Orlop dk(Stl)* *inNo.1hold&deep framing* *&Awng dk(Stl-pt teak s)*	7391 5903 4324	✠100A1 *Awng dk* *withfreeboard* 11,35~~8,35~~ ✠LMC MS7,34 BS~~12,34~~11,35	Syd	*b*†	CL ~~S3,34~~ S3,33 P11,35	1909 7mo *Lloyd*	Harland&Wolff,Ld. Belfast 's A&CP	McIlwraith, McEacharn,Ld. *WB=CellDBa104'*	420·5 B229'F81'	56·3	24·5 33·8 FK&BK2'	Melbourne British *7BHCem* *uE&B* 84' *f*	Q8Cy 23",33½",48¼"&69"-54" 215lb HS17094 (s) 1140NHP 2D&2SB,*18cf*,GS393, FD Harland&Wolff,Ld.Bel. 135'918t*FPT*61t*APT*62t	36 " 10 ~~s11 " 11½~~ ~~[illegible]~~ s11 " 8¼ 25 " 6¼	
27717 DHNW	**Karpfanger** (*ex*LuiseHemsoth) *2Dks*	4974 4644 2958					1922	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiAkt.Ges.	407·6 P24'B18'F35'	54·4	24·8	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
27718 151503 ZMBF	**Kartigi** ssWln.No.2-33 *Mchy.Aft* 1*Dk(Stl)* *Cantilever framed topside tanks* *Cargo battens not fitted*	2347 1950 1167	✠100A1 10,35~~10,34~~ BS~~10,34~~ ✠LMC9,35 10,35	Auk Ddn	*s*	CL 10,34	1925 7mo *Lloyd*	W.Gray&Co.Ld. W Hartlepool 's A&CP	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&*	280·0 P81'F29' *B46' f* 186'606t*Top*	44·3	18·9 FK	Wellingtn, N.Z. British *4BHCem* *side Tks*440t	T.3Cy.20½",33½"&55"-39"(s) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl *FPT*224t*APT*120t	21 " 1 s 2 " 11¾ 18 " 4	
27719 38754 JRFJ	**Kasado Maru** TwinSc (*ex*Kazan) 1*Dk,Spar dk&Web frames* *&Shade dk*	6003 5031 3592			...		1900	Wigham-Richrdsn&Co Ld.Newcastle	ShinkoSuisan K.K.	400·5	50·4	19·0 26·9 FK	Tokio Japanese *WB*	T.6Cy.20½",34"&57"-40" 600NHP WighamRichrdsn&Co.Ld.	30 " 0	
Wrecked 12,35 27720 28914 JOTA	— Ⓟ Wireless 1*Dk*	1420 1135 831					1922	Kassado ShimaSenkyo KK.Suyetake	ShimataniKisen K.K.	225·0 P24'F26'	33·9	20·0	Kobe Japanese	T.3Cy.16",27"&45"-36" 121NHP KassadoShimaDockK.K.		
27721 33617 JQOB	**Kasagi Maru** Ⓟ *2Dks*	3141 2700 1843					1928	Yokohama DockCo. Yokohama	NipponYusenK.K.	325·7 P29'B87'F38'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
27722 30525 JKTB	**Kasagisan Maru** 1*Dk*	2427 2035 1442					1925	MitsuiBussanKaisha Ld Tama(Uno)	MitsuiBussan Kaisha,Ld.	284·5 P32'B72'F32'	42·0	23·3	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"-36" MitsuiBussan 181NHP Kaisha,Ld.Tama(Uno)		C
27723 9368 JACG	**Kashi-i Maru** Iron (*ex*PuloRiman,*ex*Orawaiti 1*Dk*	486 — 253			...		1882	HM'Intyre &Co. Paisley	IshimaruKaiun K.K.	170·2 Q84'F19'	26·1	11·2	Kobe Japanese *WB*	C.2Cy.20"&40"-30" B*made*08*refitted*14 73NHP Fleming&Ferguson,Psy.		
27724 34372 JDCC	**Kashii Maru** *Mchy.Aft* *Fitted for oil fuel* *CruiserStern* 1*Dk*	3212 2611 1852					1929	KobeSteel Works Harima	NipponSeitetsu K.K.	320·0 P155'F31'	46·5	25·0	Yawata Japanese	T.3Cy.22",37"&61"-42" 241NHP KobeSteelWorks,Kobe		
27725 16491 JKXD	**Kashima Maru** Ⓟ TwinSc ssYka.No.3-8,25 ssYka.No.2-33 2*Dks(StlU-ws)* 3*rd dk(Stl)inNos.1,3&4holds*	9908 8110 6148	✠100A1 1,36~~4,35~~ BS~~4,35~~ ✠LMC9,33 1,36	Yka	*e*†	CL S4,35 P6,34	1913 10mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe 's A&CP	NipponYusenK.K. *WB=Cell* *DBa*150'*uE&B*	501·5 P96'B181'F53' 88' *f* 189'1897t*FPT*	59·6	33·9 FK	Tokio Japanese *8BHCem* 155t*APT*36t	T.6Cy.27",45¼"&76"-54"(s) 200lb 1152NHP 7SB,*21cf*,GS423,HS16075FD KawasakiDkydCoLdKobe	36 " 6 s 8 " 7 28 " 5	
27726 RASJ	**Kashirstroi** (*ex*Chebaulip) 2*Dks&Web frames* *Longitudinal framing*	4907 4390 2958			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	380·6 P39'B102'F42'	53·1	27·0 FK	Odessa Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 " 4	
27727 26430 JOUD	**Kashu Maru** ssKob.No.1-35 ssKob.No.3-7,32 2*Dks(Stl)*	5460 4988 3404	✠100A1 5,35~~10,34~~ ✠LMC~~6,34~~ 5,35	Yka Kob	*z*	CL 6,34	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	FukuyoKisenK.K. *CellDB*339'942t	400·0 P33'B124'F41'	53·2	29·4 FK	Kobe Japanese *6BHCem* *APT*27t	T.3Cy.26",43½"&72"-48"(s) 200lb 513NHP 3SB,*12cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 " 0 s 6 " 6¼ 25 " 8	
27728 OPZA	**Kasongo** (*ex*Trevier,*ex*WarHunter) *Fitted for oil fuel* D.F. 2*Dks*	*5254* — *3135*					1918	A.Stephen &Sons,Ld. Glasgow	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*)	400·1 P49'B112'F39'	52·3	28·5	Antwerp Belgian *WB*	T.3Cy.27",44"&73"-48" 369NHP Dunsmuir&Jackson,LdGls		C
27729 DHNY	**Kassar-Wiek** Wireless ssHam.No.1-33 *Mchy.Aft* *CruiserStern* 1*Dk(Stl)* *Strengthened forNavigation in Ice*	528 423 332	✠100A1 4,36~~2,35~~ BS4,36 ✠LMC5,33 *CarryingPetr*	Ham *oleum*	*h* *in*	OG 2,35 *bulk*	1929 7mo *Lloyd*	Lübecker Flender-WerkeA.-G. Lübeck 's A&CP	Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H.*Mgrs.*) *Ce*	161·2 P42'F23' *Trunk*96' *ll DBuE*11'4t*FPT*	27·1	11·2 FK	Hamburg German *8BHptCem* 29t*APT*11t	T.3Cy.10 7/16",16¾"&27 9/16"-15¾" 185lb (s) 57NHP 1SB,*2cf*,GS37,HS1184 Chrstiansn&MeyerHarbrg	11 " 10	
27730 SVLI	**Kassos** (*ex*Elveric-33,*ex*War Capitol) ssPir.No.3-10,34 1*Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted inShltr'tweendks*	*5685* *5486* *3563*	✠100A1 *Shelter dk* *withfreeboard* 11,35~~10,34~~ ✠LMC BS~~3,34~~10,35 MS10,34 *Fitted for oil*	Pir Rot *fuel* 1	*y* 1,1	CL ~~0,34~~ N11,35 9 *F.P.*	1919 1mo *Lloyd* *above*	Nthmblnd S.B.Co.Ld. Newcastle 's A&CP 150° F.	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, *Mgrs.*) *CellD*	399·6 F39'*on Shelter dk* B351'1284t*FPT*60t	53·0	32·8 FK	Syra Greek *pt Cem* *5BHtoSh dk* 2 " " *U* " *APT*90t	T.3Cy.26⅝",45"&75"-54"(s) 180lb 619NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc	35 " 5 s 9 " 4¼ 26 " 3	
27731 141923 GCLJ	**Kastalia** ssSws.No.3-8,32 D.F. *Ref.Mchy.* 2*Dks(Stl)&platform dk* *(Stl)in No.2 hold*	4683 4293 2879	✠100A1 ~~6,33~~~~4,34~~ 3,36 BS7,35 ~~BS2,34~~ ✠LMC5,32 ✠Lloyd'sRMC~~8,34~~ *Fitted for oil*	Gls *fuel* F	*y* 3,36	CL ~~2,33~~ ~~6,33~~ 1,36 .P. *above*	1919 10mo *Lloyd* 150°F.	Lithgows, Ld. Port Glasgow 's A&CP	DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*) *CellDB*331'985	384·9 P49'B113'F38' t *DT f* 30' 808t *FPT*	52·0	26·7 FK	Glasgow British *7BHCem* 132t*APT*20t	T.3Cy.27¼",44"&73"-48"(s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmreLdGrk.	29 " 3 s 5 " 6¼ 24 " 0	
27732 OHAX	**Kastelholm** (*ex*Woron,*ex*Naimes) ssLkr.2ndNo.3-5,33 2*Dks(Stl)&Web frames*	5417 4944 3210	100A1 ~~11,34~~ 11,35 BS~~6,34~~ LMC5,33 11,35	Hul	*a*†	CL ~~5,33~~ 11,35	1907 *Lloyd*	Bremer Vulkan Vegesack 's A&CP	A/B NaxosPrince ~~(R.Mattson,Mgrs.)~~ *Intermediate BH* (CurtMattson, *Mgr.*) *Cell*	420·8 P&B266'F54' *in forward* *hold dispensed with* *DB*372' 1390t*FPT*	54·5	27·7 FK	Helsingfrs Finnish *pt Cem* *6BH only* 90t*APT*8t	Q.4Cy.24 5/16",34½"50 5/16"&73"-53½" 220lb 551NHP 3SB,*9cf*,GS150,HS7560 FD BremerVulkan,Vegesack	30 " 8 s 5 " 4¾ 25 " 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cat.
27733 SEKN	**Kastelholm** Ⓟ *CruiserStern* Wireless 2*Dks*	891 704 462					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaLinien (A.Jonsson,*Mgr.*)	180·1	30·6	19·7	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"-30" 108NHP EriksbergsMV.Aktieb.Got		V
27734 ESDZ	**Kastor** (*ex*Ursula) 1*Dk*	938 755 546					1892	Akt.Ges. "Neptun" Rostock	J.Rang	206·9 Q63'B52'F22'	30·5	13·6	Tallinn Estonian *WB*	T.3Cy.13¾",22½"&36⅝"-27½" NB14 70NHP A.G."Neptun,"Rostock		V
27735 19235 JLIB	**Kasuga Maru** Ⓟ Wireless 1*Dk*	1373 1143 960					1916	S.Ono Osaka	ShimatamiKisen K.K.	225·0	33·9	20·0	Kobe Japanese *WB*	T.3Cy.10⅛",16⅜"&26¼"-20" 31NHP OnoSeikichi,Osaka		
27736 30850 JGNB	**Kasugasan Maru** 2*Dks*	2427 2035 1425					1925	MitsuiBussanKaisha,Ld Uno	MitsuiBussan Kaisha,Ld.	284·0 P32'B72'F32'	42·0	23·2	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanKaisha,Ld.		C
27737 OSQA	**Katanga** (*ex*Keltier,*ex*War Daffodil) *ss*Ant.No.3-10,30 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *in Nos.*1,2,3&4*holds* *ss*Ant.No.1-34	*5183* *4641* *3088*	✠100A1 ~~2,33~~10,35 BS10,35	Ant ✠LMC11,34	*y*	CL ~~8,33~~ 9,35	1917 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter-nationale,*Mgrs.*)	400·2 P49'B113'F39' *CellDB*344'1115*t*F	52·3	28·4 FK	Antwerp Belgian 7*BHptCem* *PT*119*t AP*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc *T*175*t*	31 ″ 0 s5 ″ 11¼ 25 ″ 3½	
27738	**Katayama** 2TwinMsts (*ex*Jason-34,*ex*Charon) *Longitudinal framing* 2*Dks*	3209 2915 1989					1912	Wrf.voorh. Rijkee&Co Rotterdam	U.S.S.R.	346·7 P24'B208'F43'	48·5	21·7	Odessa Russian *WB*	T.3Cy.23",37"&62"-42" 249NHP Maats.Fyenoord,Rot.		V
27739 58 SVAZ	**Kate** (*ex*WarEnvoy) *ss*Rot.No.1-35 *ss*Pir.No.3-11,30 1*Dk*(*Stl*)	*5197* *4767* *3158*	✠100A1 10,35~~10,34~~ 11,34✠LMC MS~~11,30~~ BS~~3,34~~6,35 *Fitted for oil*	Ham Rot *fuel* 11	*y* ,19	CL 10,34 *F.P.*	1918 9mo *Lloyd* *above*	Harland& Wolff,Ld. Glasgow '*sA&CP* 150°F.	N.D.Lykiardopulo *CellDB*345'1136*tDT*	400·6 P49'B112'F38' *a*28'1200*t FPT*118	52·3	28·5 FK	Argostoli Greek 7*BHCem* *tAPT*185*t*	T.3Cy27",44$\frac{7}{16}$"&73"-48"(*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3	
27740 DAQG	**Käte** 1*Dk*	1599 1006 903					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9 P&B180'F26'	36·4	14·6	Stettin German *WB*	T3Cy16$\frac{9}{10}$",27⅗"&43$\frac{3}{10}$"-31½" 105NHP StettinerOderwerke		G
27741 LEGE	**Kate** (*ex*Velaug,*ex*Star) 1*Dk*	646 450 364					1904	Porsgrund Mek.Værks. Porsgrunn	A/S Kate (K.Salvesen)	171·5 Q45*t*B104*t*H27*t* F23*t*	28·5	11·0	Kragerö Norwegian *WB*	C.2Cy.13$\frac{3}{10}$"&29$\frac{1}{10}$"-23$\frac{6}{10}$" 35NHP PorsgrundM.V.Porsgrunn		N
27742 DCAK	**Käte** 1*Dk*	448 351 267					1899	Nüscke& Co. Grabow	Sartori&Berger	152·9 Q46'B39'F18'	25·2	10·9	Kiel German *WB*	C.2Cy.18"&31"-19¾" NB27 36NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
27743 PFHF	**Katendrecht** *OilEng.* *ss*Rot.No 2-33 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *Longitudinal framing at bottom & at decks*	5099 4534 2883	✠100A1 7,35~~4,34~~ DBS~~4,34~~ 7,35 *Carrying Pet*	Rot ✠LMC5,33 *roleum*	*in*	CL N5,33 *bulk*	1925 6mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	N.V.Maats.Motor-schip"Katen-drecht"(N.V.Phs. vanOmmeren's Schpv.Bedrijf)	402·1 P99'F33' len31 *CellDBuE*64'137	53·3	27·9 FK	Rottrdam Dutch 16*BHptCem* *tFPT* 150*tA*	Oil Engines 4S.C.SA 6Cy.27¾"-55⅛" 438NHP 2DB142*lb*DB(aft)115*lb* Maats.Fyenoord,Rot. *PT*66*t*	28 ″ 0 s 5 ″ 9 22 ″ 5¼	
27744 SVQQ	**Kathariotisa** (*ex*Gelderland-34) *ss*Rot.No.3-5,25 *ss*Pir.No.2-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1877 1587 1106	✠100A1 ~~7,356,34~~ 4,36 BS6,35	Shl ~~Rot~~Cff ✠LMC5,34	*r*	CL 1,35	1913 2mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	G.G.Caravias *CellDBa*82'	272·0 B63'F31' *uE&B*35'*f*112'571*t*	40·0	18.1 FK	Ithaca Greek 4*BHCem* *APT*142*t*	T.3Cy.20",32"&52"-39" 190lb 203NHP 2SB,6*cf*,GS101,HS3450 Maats.de Schelde,Flushing	20 ″ 6 s 3 ″ 0½ 17 ″ 8	
27745 DICR	**Käthe** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirch-Ham-melwarden	Reinecke&Bremer	139·1	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾"-15¾" 74NHP *Emade&fitted*30 BremerVulkan,Vegesack		G
27746 DIJE	**Käthe Jürgensen** 3Mst (*ex*ElliClaudius, *OilEng.* *ex*MarthaDelfs,*ex*Mastgat, 1*Dk* *ex*EurekaLemal,*ex*Eureka,*ex*Mastgat) *Mchy.Aft*	346 298 245					1918	P.&A.van Gelder Deest	J.C.Jürgensen	129·9 P34'	26·4	11·2	Hamburg German *WB*	Oil Engines 4S.C.SA 3Cy.11"-17¾" 35NHP NE26 Motorenfabr."Deutz" A.G.Köln-Deutz		V
27747 620 SVLQ	**Katherine** IronTw.Sc3Mst (*ex*SailingVessel, *OilEng.* *ex*Countyof *ss*N.Os.3rdNo.3-6,27 Linlithgow) *ss*Ist.No 1-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* ~~(*See Sailing Ship Register*)~~	2495 2056 1196	✠100A1 11,33 DBS10,34 *Altered* 1919	Pir LMC12,30 LMC(M)7,33 *to carry*	*w* *P*	OG 11,33 *etroleu*	1887 5mo *Lloyd* *m in b*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *ulk*	S.A.Hellénique Maritime& Commerciale "Petrelea"	286·9 P77'F45' *CellDBuE*30'*f*30'15	43·5	24·1 BK10" 11*BH*	Piræus Greek *ptCem* (2*toUpr dk* 9 „ 2*nd* „) 5*t*	Oil Engines 2S.C.SA 8Cy.16½"-18$\frac{15}{16}$" 384NHP 2NDB06*refitted*19 90*lb* NE9,19 J&CGBolindersCoLdSkm.	26 ″ 1 s5 ″ 0 22 ″ 1	
27748 205002 KMVO	— Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	531 — 292					1908	J.Lind-strom Fairhaven, Cal.	RedwoodS.S.Co.	160·4	36·0	12·5	S.Frncisco Utd.States	T.3Cy.11½",19"&32"-24" 50NHP MarineI.Wks.Chicago,Ill.		
27749 210902 KJOW	**Katherine Donovan** Wood (*ex*SanRamon) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	994 791 593					1913	Kruse& Banks NorthBendOr	KatherineDonovan SteamshipCo.	199·3	41·6	14·6	S.Frncisco Utd. States	T.3Cy.13½",23"&40"-30" 88NHP UnitedEng.Wrks.Alameda		
27750 147884 GKDN	**Kathiawar** Ⓟ *ss*Cal.No.2-32 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)	4150 3607 2538	✠100A1 *withfreeboard* 1,36~~3,35~~ ~~DBS4,35~~ *Carrying veg*	Cal DBS4,36 ✠LMC6,31 ✠LMC(M)4,34 *etable*	*x* *oil*	CL 3,35 *in dee*	1924 2mo *Lloyd* *p tank*	Harland& Wolff,Ld. Govan '*sA&CP* *CellDB*309'	BankLine,Ld.(A. Weir&Co.*Mgrs.*) 1121*t MT*34'1140*t*	370·4 F37' *FPT*128*tAPT*95*t*	48·2	25·6 FK *Coll*	Glasgow British 7*BHptCem* *BH to Sh dk* 6 „ „ 2*nd* „	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100*lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 2 ″ 11¾ 25 ″ 2	
27751 MLDP	— (*ex*MonteD'Oro) 1*Dk*	304 229 115					1904	Cie.Franç. deNav.&de Const.Nav. Arles	NawanagarState (Mercantile MarineDept.)	147·4 Q22'F23'	20·2	11·7	British *WB*	C.2Cy.21⅝"&38⅝"-23⅝" NB21 60NHP Cie.Franç.deNav. &deConst.Nav.Lyons		
27752 113519 MGGS	**Kathleen** 3Mst *Mchy.Aft* *ss*Bel.2ndNo.3-9,27 *Well deck* 1*Dk*(*Stl*)	738 536 316	✠ ~~——~~ 11,33 ✠NB11,09✠	Bel	*k*		1902 4mo	AilsaS.B. Co.Ld. Ayr	J.Milligen&Co. Ld. *WB*=	200·0 Q103'B13'F36' D *Bf*114'163*t FPT*	30·4	12·0 BK7½"	Belfast British 4*BHCem* 88*tAPT*8*t*	T3Cy.17⅜",27½"&44"-33" 135NHP 1SB,3*cf*,GS65,HS2394 Ross&Duncan,Glasgow	14 ″ 3	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R.
27753 OUHV	**Katholm** (exAvanti) ssOpn.No.3-3,34 1Dk(Stl)&Shelter dk(Stl)	1510 1336 877	✠100A1 Shelter dk withfreeboard 8,35 ~~7,34~~ ✠LMC3,34 BS8,35	Bkn Opn	q	OG ~~9,32~~ 8,35	1921 2mo Lloyd	Frdkshvns. Værft& Flydedok Frederikshvn 'sA&CP	DetForenede DampskibsSelsk. CellDB215'512t	253·2|39·1|16·2 FK Collision FPT62tAPT66t	Aalborg Danish Cem BHtoSh dk 3 „ „ U „	T.3Cy.18",30"&50"-36" (s) 185lb 169NHP 2SB,4cf,GS63,HS2652 HelsingörsJernsk.&Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
27754 ~~[illegible]~~ ~~[illegible]~~	**Katie** ssKel.No.3-10,22 ssKel.No.2-31 1Dk(Stl)&deep framing Now "Victoria," see No. 40557 in Supplement	2345 1983 1439	✠100A1 7,31 BS2,35 ✠LMC5,31	Rot	s	OG 7,34	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	~~RussianBaltic~~ ~~S.S.Co.~~ A.G.Pappadakis WB=CellDBa	291·5|42·7|19·2 Q16'B70'F36' FK	 Roumanian 5BHCem 58'a&uE54'	T.3Cy.20½",35"&57"-39" (s) 180lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb f120'578tFPT58tAPT44t	21 ″ 10 s 3 ″ 4½ 18 ″ 7½	
27755 143201 GKVB	**Katie Moller** (exAdmiral Hamilton-32) ssPir.No.2-28 1Dk(Stl)	3100 2874 1872	✠ 7,32				1919 5mo Lloyd	J.Priest-man&Co.Ld. Sunderland 'sA&CP	~~N.E.A.Moller~~ ~~(Moller&Co.~~ ~~Mgrs.)~~ MollerLine Ld. CellD	331·3|46·8|23·2 P33'B98'F28' FK B278'749tFPT113t	Shanghai British 5BHptCem APT122t	T.3Cy.25",41"&68"-45" 368NHP 3SB,9cf,GS155,HS6100 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	C †
27756 SVJO	**Katina Bulgaris** (exKatina-33, exGrelwen,exTonwen, exTavian) ssCff.No.3-2,25 ssPir.No.2-33 1Dk(Stl)& Shelter dk(Irn)&Web frames Longitudinal framing	4567 4337 2878	✠100A1 Shelter dk withfreeboard 3,36 ~~11,34~~ ✠LMC MS7,33	Pir BS~~11,34~~ 12,35	y	CL ~~10,34~~ 3,36	1912 12mo Lloyd	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	N.Th.Bulgaris CellDBa126'uE&B	390·0|52·5|25·6 FK 44'f165'1174tFPT	Andros Greek 6BHCem 85tAPT84t	T.3Cy.26",42"&70"-48" (s) 180lb 409NHP 3SB,9cf,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 2½ 25 ″ 0	
27757 SVNL	**Katina P.** Ⓟ (exBarletta-33) Wireless 2Dks	1046 842 675					1898	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	222·7|29·0|17·1 P&B122'F35' WB	Piræus Greek	T.3Cy.17",26¾"&45½"-33" 119NHP Flli.Orlando,Leghorn		I
27758 42 SVCA	**Katingo** (exÆon,exAlexiosGangos, exÆon) ssPir.2ndNo.3-4,23 ssPir.No.2-32 1Dk(Irn)2trB& Web frames 3Dk rule	2578 2428 1650	✠ 3,36. withfreeboard [illegible] ✠~~LMC~~ ~~[illegible]~~ ~~BS4,35~~	Pir	t	N12,34	1896 8mo	Ropner& Son Stockton A&CP	C.Hadjipateras& Sons CellD	314·0|44·0|20·7 P29'B68'F37' FK Ba104'uE22'f126'	Chios Greek 5BHCem 554tAPT48t	T.3Cy.22⅝",37"&61"-42" (r) 160lb 246NHP 2SB,6rf,GS104,HS3760 Blair&Co.Ld.Stockton	23 ″ 3 ~~s 8 ″ 9~~ ~~19 ″ 8~~	
27759	**Katla** (exManchioneal-34) 2Dks3trB	1209 990 524					1911	Akt.Bur-meistr&Wain Copenhagen	Eimskipafelag Reykjavikur (Faaborg&Jakobs-son,Mgrs.)	255·3|35·7|22·6 H124t	Reykjavik Icelandic WB	T.3Cy.17",28"&46"-42" 137NHP Akt.Burmeistr&Wain,Cpn		N
27760 137689 VPKY	**Katong** TwinSc 1Dk&Promenade dk	1461 1056 863					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	250·0|38·1|15·8	Singapore British WB	T.6Cy.17",27"&44"-30" 212NHP HongKong&Whampoa DockCo.Ld.HongKong		
27761 132443 VJDY	**Katoomba** Ⓟ TrpSc ssSyd.No.3-6,24 Ref.Mchy. ssSyd.No.2-31 2Dks(Stl)&3rddk(Stl)inNo.1hold &Awngdk(Stl-pt teaks)	9424 6826 5499	✠100A1 Awng dk withfreeboard 12,35 ~~12,31~~ ✠LMC MS2,32 BS~~3,34~~8,35	Syd	d†	CL C12,35 P12,35 S6,35	1913 7mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP WB=	McIlwraith, McEacharn,Ld. CellDBa89'uE&B	450·4|60·3|34·2 B257'F83'on Awng dk FK&BK2" 122'f171'1062tFPT	Melbourne British 7BHCem 71tAPT54t	T.8Cy.(2)24",(2)38½"& (4)44"-48"&1L.P.Turbine 215lb (s) 6SB,24cf,GS472,HS20876 FD Harland&Wolff,Ld.Bel.	37 ″ 9 ~~s 11 ″ 8½~~ ~~26 ″ 11~~ s 11 ″ 3 26 ″ 11	
27762 153920 VJSC	**Katoora** OilEng. Mchy.Aft ssTns.No.1-32 1Dk(Stl)	327 222 149	✠100A1 5,34 ✠LMC5,32	Tns		CL ~~5,32~~ 6,34	1927 10mo Lloyd	G.Brown &Co. Greenock 'sA&CP	TheAdelaide SteamshipCo.Ld.	135·3|26·2|8·7 Q41'F26' FK&BK⅜" FPT	Melbourne British 3BHAsp 49tAPT18t	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18⅞" 194NHP KromhoutMotrenfb.Ams.	9 ″ 6 s ″ 11½ 8 ″ 9¼	
27763 16494 JKRD	**Katori Maru** Ⓟ TrpSc ssYka.No.3-7,25 ssYka.No.2-33 2Dks(Stl)U-ws 3rd dk(Stl)inNos.1,3&4holds	9849 8060 6128	✠100A1 3,35 BS3,35 ✠LMC9,33	Yka	e†	CL P&S 6,34 C9,33	1913 9mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	NipponYusenK.K. WB= Cell DB a147'uE&B93'f	499·8|59·9|33·9 P97'B180'F54' FK 186'1864tFPT152t	Tokio Japanese 8BHCem APT44t	T.6Cy.27",42"&66"-48"& 1 low pressureTurbine 200lb (s) 6SB,18cf,GS379,HS16921 FD MitsuBishiD&E.Wks.Nag	36 ″ 6 s 8 ″ 6 28 ″ 6	
27764 SPAO	**Katowice** (exVendemiaire) ssRot.No.3-1,35 Well deck 1Dk(Stl) Cargo battens not fitted	1995 1553 1107	✠100A1 2,35 LMC MS1,35 BS~~12,34~~ 12,35	Rot	r	1,35 3,36	1925 10mo	Chant.Nav Français Caen CellD	"ZeglugaPolska" SpolkaAkcyjna Ba&uE66'f107'405t	270·5|39·9|17·7 P22'Q87'B50'F23' FK DTa34'205tFPT	Gdynia Polish 4BHCem 77tAPT22t	T.3Cy.18⅜",29$\frac{15}{16}$"&49$\frac{5}{16}$"- 37$\frac{13}{32}$" 185lb (s) 189NHP 2SB,4cf,GS95,HS3247 Atel.&Ch.de laLoire,Nts	19 ″ 10 s 1 ″ 11½ 18 ″ 1	
27765 216090 WLCF	**Katrina Luckenbach** TwinSc ssBos.No.3-1,30 ssSea.No.1-33 D.F. GyC. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5854 — 3687	✠100A1 Shelter dk withfreeboard 2,36 ~~8,34~~ ✠LMC MS12,35 BS~~3,34~~8,35 Water Tube Boilers Fitted for oil fuel 5,18 F.P. above 150°F.	Mob Sea	b†	CL ~~10,33~~ P2,36 SN2,36	1918 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1BHin forward hold dispensed with (CellDB356' 1631tDTa30'165t	446·0|56·1|27·8 37·3 FK 'Tween dk tanks in	NewYork Utd.States 6BHptCem Collto Sh dk 5 „ 2nd „) E&Bspace3	2SteamTurbinesDRgeared to 2 Sc.Shafts 225lb (s) 4B,HS15520 FD 1070NHP BethlehemS.B.Corp.Ld. Quincy,Mass. 3'445tFPT220tAPT240t	31 ″ 2 s4 ″ 4¼ 27 ″ 0	
27766 35218 JGMC	**Katsuragi Maru** OilEng. 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) GyC. except in aftermost hold CruiserStern PtLongitudinal framing at bottom	5835 5239 ~~3503~~ 3515	✠100A1 withfreeboard 12,34 ✠LMC10,31 DBS~~10,34~~ ✠LMC(M)11,32 2,36	Kob	c†	CL ~~12,34~~ 2,36	1931 10mo Lloyd	Uraga DockCo.Ld. Uraga 'sA&CP	KokusaiKisenK.K. CellDB344'1464t tunnel 154t	443·6|60·0|30·0 F35' FK CollBH Tanks in way of DTa27'595tMT54'	Hashidate Japanese 8BH to Shelter dk 1006tFPT69t	Oil Engines 4S.C.SA 10Cy.29⅛"-59$\frac{1}{16}$" 814NHP DB100lb MitsuiBussanKaisha,Ld. Tama APT72t	30 ″ 1 s 3 ″ 3⅜ 26 ″ 11¼	
27767 31006 JHZB	**Katsuragisan Maru** 2Dks	2427 2030 1425					1925	MitsuiBus-sanK.K. Uno	MitsuiBussan Kaisha,Ld.	284·5|42·0|23·2 P28'B70'F30'	Kobe Japanese WB	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanK.K.		C
27768 19283 JOSB	**Katsuura Maru** Ⓟ Well deck 1Dk	1725 1278 1023			...		1916	MitsuBishi Dkyd&EWks Kobe	KinkaiYusenK.K.	250·0|37·7|20·5 P&B125'F28' FK	Tokio Japanese WB	T.3Cy.17",28½"&48"-36" 168NHP MitsuBishiD.&E.WksKob	20 ″ 6	
27769 DIOT	**Kattegat** OilEng. ssHam.No.1-32 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6031 5573 3390	✠100A1 7,35 ~~6,34~~ DBS~~6,34~~ ✠LMC4,32 7,35 Carrying Petroleum in bulk	Ham	z	CL 5,34	1928 3mo Lloyd	F.Schichau Danzig 'sA&CP CellDBuE63'190tDTf25'150t	Öl-Transport G.m.b.H. (JohnT. Essberger, G.m.b.H.Mgrs.)	411·8|55·2|32·5 P109'B30'F39' FK FPT105tAPT175t	Hamburg German 18BHptCem (11 to U dk 7 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 747NHP 1DB100lb 2 Water Tube DB 200lb F.Schichau,Elbing	32 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27770 7092 SGVA	**Kattegatt** (exJohnLundwall, exElizabeth ssMmo.2ndNo.3-2,27 Harrison,exMadame 1Dk(Irn)& Enterprise,exAlicia) deep framing	2167 1939 1296	✠ ~~[illegible]~~ 5,32 ✠	Mmo	s		1903 10mo	W.Gray& Co.Ld. WHartlepool	RedereiA/B Æolus (NilsPåhlsson, Mgr.) CellDB	290·0 P26'B69'F32' FK a&uE110'f122'609t	42·1	19·3	Hlsngborg Swedish 5BHCem APT54t	T.3Cy.21½",35"&58"-39" 218NHP 2SB,6pf,GS84,HS3393 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	V †
27771 158 YLCT	**Katvaldis** (exOdile,exHenryW. Breyer,exHallfried, ~~ssN.Yk.No.3-1,22~~ exMagdalene, ~~ssLie.No.2-31~~ exDuke of York) 1Dk(Stl) ssRga.No.3-5,35 &deep framing Cargo battens not fitted	3206 3012 1976	✠100A1 6,35 ~~6,32~~ ~~BS4,34~~ ✠LMC~~5,30~~ 5,35 BS4,36	Lie Nwc	u	CL ~~6,32~~ 3,35	1907 5mo	J.Blumer &Co. Sunderland A&CP	J.Karklins un biedri(D. Thomsons, Mgr.) CellDBa116'uE&	330·4 P30'B94'F31' FK B40'f139'801tFPT	47·8	22·3	Riga Latvian 5BHCem 82tAPT106t	T.3Cy.24",39"&65"-42" (s) 180lb 284NHP 2SB,6cf,GS99,HS4216 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 8 20 ″ 10	
27772 PFHT	**Katwijk** ssRot.No.3-12,32 Sub.Sig. Wireless 1Dk(Stl)	1589 1379 929	✠100A1 6,35 ~~6,34~~ BS1,36 ✠LMC MS11,32 ~~[illegible]~~	Rot	q	CL ~~9,32~~ 6,35	1921 2mo	Jonker& Stans, HendrikIdo Ambacht A&CP	N.V.StoomMaats. "Wijklijn"(Erhardt&Dekkers, Mgrs.) CellDB	253·5 P20'B60'F24' FK 211'471tFPT78t A	38·2	17·0	Rottrdam Dutch 4BHAsp PT43t	T3Cy17½",29⅜"&46$\frac{1}{16}$"-36$\frac{1}{16}$" 180lb (s) 177NHP 2SB,4cf,GS89,HS3250 Maschf.Bolnes,Bolnes	19 ″ 4 s 2 ″ 7½ 16 ″ 11	
27773 LDSO	**Katy** ssGot.No.1-35 OilEng. Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	6826 5985 3961	✠100A1 9,35 ~~4,35~~ ✠LMC CS4,35 DBS4,35 Carrying Petroleum in bulk	Got	a†	CL ~~11,31~~ 4,35	1931 1mo	W Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	A/S"Modena" (S.Holter-Sörensen, Mgr.) CellDBuE35'157t D	416·2 P94'B32'F40' Trunk in wells FK Tf35'538tFPT151	58·0	32·8	Oslo Norwegian 11BHptCem tAPT276t	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0	
27774 EAFU	**Kauldi** ssBbo.No.3-1,34 1Dk(Stl) Cargo battens not fitted	3153 — 1898	✠100A1 ~~11,35 1,34~~ 4,36 ✠LMC MS1,34 BS~~7,34~~7,35	Bbo ~~Sws~~	u	CL ~~5,32~~ ~~11,35~~ 4,36	1922 3mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	Cia.Nav.Bachi (Hijos de Astigarraga, Mgr.) CellDB	331·2 P33'B98'F29' FK 284'734tFPT122tA	46·7	22·7	Bilbao Spanish 5BHCem PT48t	T.3Cy.25",41"&68"-45" (s) 180lb 365NHP 3SB,9cf,GS167,HS6030 G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
27775 LEGF	**Kaupanger** 1Dk	1584 1152 917					1930	Bergens Mek.Værks Bergen	Westfal-Larsen& Co.A/S	245·1 P20'B56'F26'	37·7	15·7	Bergen Norwegian WB	T.3Cy.17¼",29"&49"-33" BergensMekVærksBergen		N
27776 131 YLCB	**Kaupo** (exAlga) ssLie.No.1-34 ssTri.2ndNo.3-5,29 1Dk(ptIrn&ptStl)&deep framing	2905 2573 1719	✠100A1 4,34 ~~5,32~~ ✠LMC4,34 BS~~5,35~~5,36	Lie	u	CL 3,34	1905 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Tv.Kaupo redereja ~~(A.Kalnins)~~ (M.KalninsMgr) CellD	314·5 P28'B92'F29' FK Ba100'uE20'f138'	46·6	21·0	Riga Latvian 5BHCem 725tAPT70t	T.3Cy.23",38"&62"-42" (s) 160lb 262NHP NDB13refitted24 2SB,6pf,GS116,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 8 19 ″ 8	
27777 105 YLAL	— (exDorteJensen,exPaipoonge, exCorona) Mchy.Aft 1Dk&Spar dk	2439 2154 1305					1888	GlobeIron Works, CleveIndOhio	DorteJensenS.S. Co.(Chr.Jensen)	299·2 H—F34' len20	40·3	21·2	Riga Latvian WB	T.3Cy.20",38"&61"-42" NB13 241NHP GlobeIrnWorks,Cleveland		V
27778 161114 GMSV	**Kavak** ssLiv.No.1-34 1Dk(Stl)&Shelter dk(Stl)	2782 2245 1478	✠100A1 Shelterdk withfreeboard 8,35 ~~8,34~~ ✠LMC10,33 BS8,35	Gls Liv	v	CL ~~8,32~~ 8,35	1929 9mo	A.McMillan&Son,Ld. Dumbarton Lloyd'sA&CP	MossHutchison LineLd. CellDB280'709t DTa20'488t	333·1 F29' FK FPT89tAPT17t	47·2	19·5	Liverpool British 6BHptCem ptAsp (Coll to Sh dk 5 „ 2nd „)	T.3Cy.23½",39"&65"-48" (s) 200lb 418NHP 2SB&1AuxSB,8cf,GS152, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 ″ 3 s 1 ″ 8½ 20 ″ 9½	
27779	**Kawala** (exYacht-33, AuxSr exElTawaf, ssAlx.2ndNo.3-7,21 exKawala,exArcturus) 2Dks (See Sailing Ship Register) Now "Hermes," see No. 38435 in Supplement	432 — 228	✠ 5,27 ✠	Alx			1895 10mo	Ramage& Ferguson,Ld. Leith	G.&.L.Tsoupas	148·0 BK	27·1	15·6	Greek 5BHCem	T.3Cy.13",21"&34"-24" 1SB,6rf,GS120,HS1602 NB08 57NHP Ramage&Fergusn,Ld.Lth.		
27780 ~~136153~~ ~~7MFJ~~	**Kawatiri** (exShahristan) ssAuk.No.2-28 1Dk(Stl)	3127 2850 1856	✠ ... 4,35 ✠	Ddn	u		1919 7mo	J.Priestman&Co. Sunderland	~~UnionS.S.Co.of NewZealand,Ld.~~ S.Sakamoto CellD	331·3 P33'B98'F28' FK B278'749tFPT113t	46·8	23·2	Japanese 5BHptCem APT122t	T.3Cy.25",41"&68"-45" 429NHP 3SB,9cf,GS156,HS6321 G.Clark,Ld.Sunderland	25 ″ 6	
27781 62 SUCC	**Kawsar** Ⓟ (exAmmiraglio TwinSc Bettolo-34) D.F. 2Dks&Awng dk	7894 — 4802					1923	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	Soc.Misr deNav. Maritime	429·4	52·6	36·0	Alexndria Egyptian WB	6 Steam Turbines DR geared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		CI
27782 161317 GKLW	**Kayeson** ssBry.No.1-34 1Dk(Stl)	4606 4378 2873	✠100A1 4,35 ~~8,34~~ ✠LMC8,34 BS10,35	Bry	y	CL 8,34	1929 11mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	CoolhamS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.) CellDB	393·1 P32'B245'F36' FK 342' 1092t FPT106	54·3	25·7	London British 6BHCem tAPT132t	T.3Cy.24",40"&68"-48" (s) 200lb 404NHP 3SB,9cf,GS169,HS6699 N.E.MarineEng.CoLdNwc	28 ″ 2 s 4 ″ 1¾ 24 ″ 2¾	
27783 152086 GKQR	**Kaying** Ⓟ Fitted for oil fuel 2Dks	2626 2232 1572					1922	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNavigation Co.Ld.	310·3 P&B190'F43'	44·2	20·9	London British WB	2 Steam Turbines DR geared to 1 Sc. Shaft TaikooDkyd&ECoLdHKg		
27784	**Kazan**, (exAge-35) ssSyd.No.3-[illegible],34 Well deck 1Dk(Stl) Cargo battens not fitted Now "Lensovet," see No. 38901 in Supplement	4718 3608 2864	✠100A1 2,35 ✠LMC9,34 Fitted for oil fuel 1,23 F.P. above 150° F.	Hul	x	CL 1,35	1923 1mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	U.S.S.R. CellD	364·5 P28'Q118'B68'F28' FK B309' 953t FPT70t	52·8	24·3	Odessa Russian 6BHCem APT221t	T.3Cy.23½",38"&64"-42" (s) 180lb 347NHP 3SB,9cf,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 ″ 8 s 3 ″ 10¼ 23 ″ 1	
27785 280	**Kea** Ⓟ (exTheotokos-33, Iron exElispontos, ssAlx.2ndNo.3-12,07 exTrilia,exYachtCuhona) 1Dk	461 — 216	✠ 5,10	Alx			1882 10mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	163·5	26·1	14·5	Piræus Greek	C.2Cy.23"&44"-24" NB03 79NHP Earle'sCo.Ld.Hull		
27786 161061	**Kearsarge** Mchy.Aft 2Dks	3093 2866 2721					1894	Chicago S.B.Co. S.Chicago	CanadaAtlantic TransitCo.	328·0	44·2	23·0	D'luth Min Utd.States WB	T.3Cy.23",38"&62"-40" 243NHP ClevelandS.B.Co.,Clevelnd		
27787 154235 VSNB	**Kedah** TwinSc Fitted for oil fuel 2Dks	2499 1427 1033					1927	Vickers Ld. Barrow	StraitsS.S.Co.Ld.	316·9 F45'	50·5	16·2	Singapore British WB	4 Steam Turbines SR geared to 2 Sc. Shafts Vickers,Ld.Barrow		
27788 PFHZ	**Kedoe** TwinSc OilEng. ssRot.No.3-12,33 2Dks(Stl)&Shelter dk(Stl)	3684 3351 2255	✠100A1 Shelter dk withfreeboard 1,36 ~~9,35~~ DBS~~7,35~~5,36 ✠LMC CS12,33 ~~4,32~~1,36	Rot	x	OG ~~4,32~~ 1.36	1921 11mo	Burmeistr &Wain Copenhagen Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.) CellDB322'1130t Tanks at sides of tunnels40'180t	367·0 FK FPT75tAPT60t	51·5	22·6	Rottrdam Dutch ptCem Collision BH to S dk 5 „ „ U „	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB100lb Burmeister&Wain,Cpn.	25 ″ 6 s 2 ″ 4 23 ″ 4¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
27789 143445 GCLT	**Keelung** 2Dks	5186 4817 3199					1919	Earle's Co.Ld. Hull	Ellerman&BucknallS.S.Co.Ld.	400·4 P116'F44'	52·2	28·5	London British WB	T.3Cy.27″,44″&73″–48″ 368NHP Earle'sCo.Ld.Hull		C
27790 103680	**Keenora** Ⓟ 2Dks	560 — 438					1897	Bertram E.Wks.Co.Ld Toronto	SelkirkNavigation Co.Ld.	150·0 len17	28·0	8·9	Winnipeg British	O.4Cy.10″&22″–14″ 39RHP BertramE.Wks.Co.Ld.Tto.		
27791 125985 VGMC	**Keewatin** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deepframing* D.F. &*Awng dk*(*Stl*-ws)	3856 2613 2470	✠ 12,07 ✠	NYk	*w*		1907 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	336·5 B&F295'	43·8	15·4 23·6 FK *WB*	Montreal British 6*BHCem* = *Cell DBu*	Q4Cy.23½″,34″,48½″&70″–45″ 524NHP 4SB,*12cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow *E&B*113'*f*185'720t*FPT*24t	26 ″ 9	
27792 SVGM	**Kehrea** (*ex*Corcliff-33,*ex*Tregarth) *ss*Sld.No.3-3,25 *ss*Pir.No.2-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1968* *1606* *1118*	✠100A1 7,34 ✠LMC BS4,35 MS7,34	Pir	*r*	CL N6,33	1912 7mo *Lloyd*'sA&CP	Dunlop, Bremner& Co.Ld. Pt.Glasgow	T.N.Epiphaniades *CellDB*	276·0 Q106'B58'F28' *a*53'*uE*18'*f*113'406*t*	40·1	18·4 FK	Piræus Greek 4*BHCem* *DTa*45'230*t*	T.3Cy.20″,33″&56″–36″ (*s*) 180lb 227NHP 2SB,*6cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld. *FPT*39*tAPT*60*t*	20 ″ 8 s 2 ″ 1½ 18 ″ 11	
27793 1117 JCUB	**Keian Maru** Ⓟ (*ex*HakutosanMaru) *Longitudinal framing* 2*Dks*	2091 — 1215					1925	KobeSteel Works,Ld. Harima	ChosenYusenK.K.	280·0 P40'B88'F32'	42·0	21·0	Jinsen Japanese *WB*	T.3Cy.20″,33″&55″–39″ 189NHP KobeSteelWorks,Ld.		
27794 24077 JHTD	**Keifuku Maru** *ss*Yka.No.3-11,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5833 5552 4241	✠100A1 *Awng dk* *withfreeboard* 8,35 ~~7,34~~ ✠LMC~~7,34~~8,35 *Fitted for oil fuel* 9,23 *F.P.above* 150° F.	Yka Kob	*y*	CL 7,34	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	DaikoShosenK.K.	385·0 *CollisionBHtoAwng dk5BHtoUdk* *CellDB*334'1118*tFPT*126*tAPT*93*t*	51·0	36·0 FK	Taka-matsu Japanese *Cem*	T.3Cy.~~26″~~,43½″&72″–48″ (*s*) 200lb 26¼″ 436NHP 2SB&1AuxSB*8cf*,GS154, FD HS5636 KawasakiDkyd.Co.Ld.	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
27795 28539 JPHD	**—** Ⓟ TwinSc *Cruiser Stern* (*Ferry*) 2*Dks*	3620 2943 1382					1921	Mitsubishi ZosenKaisha Ld. Kobe	ImperialGovernmentRailways	360·0 F52'	46·0	28·0	Tokio Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaishaLd		
27796 1060 JEHG	**Keijo Maru** Ⓟ (*ex*KushiroMaru) *ss*Yka.No.1-06 Wireless 1*Dk*(*ptStl*-ws)&*Webframes*& *Awng dk*(*Teak*)	1033 1016 553	✠ 12,06 ✠	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K. *CellDBa*44'*uE* &*B*53'*f*64'185	228·8 *tFPT*48*tAPT*15*t*	28·0	13·0 20·2 FK	Jinsen Japanese 4*BHCem*	T.3Cy.17½″,28″&46″–33″ 175NHP 2SB,*4cf*,GS61,HS2656 KawasakiDkyd.Co.Ld	22 ″ 9	
27797 421 JMPA	**Keiki Maru** Ⓟ Wireless 2*Dks*	994 — 563					1914	Osaka Iron Works,Ld. Osaka	ChosenYusenK.K.	195·0 B71'F29'	30·5	19·0 *WB*	Jinsen, Korea Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWks.Ld.Osaka		
27798 883 ESCR	**Keila** (*ex*Brockabeck-32,*ex*Zamora) *ss*Tln.No.1-35 *ss*Nwc.2ndNo.3-10,30 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*& *Web frames*3*Dk rule*	3621 3338 2302	✠100A1 ~~5,35~~ ~~2,34~~12,35 BS~~[illegible]~~ ✠LMC~~10,30~~ 11,35 MS5,35	Rot ~~Tln~~ Cff	*w*	CL 2,34	1905 7mo *Lloyd*'sA&CP	JLThompson&Sons,Ld Sunderland	Mrs.M.Suurmann (E.Bergmann, *Mgr.*) *CellDBa*	346·5 P23'B92'F32' 119'*uE*23'*f*146'823*t*	50·9	23·0 FK	Tallinn Estonian 6*BHCem* *APT*94*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* NDB23 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 4 21 ″ 5	
27799 PFIF	**Keilehaven**	2968 2713 1783					1918	NV.C.Van derGiessen& ZonensSchps Krimpen	N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	327·3 P26'B91'F28'	47·3	21·8	Rottrdam Dutch *WB*	T.3Cy.23″,37½″&63″–42″ 257NHP RotterdamDroogd.Maats.		V
27800 34513 JRRB	**Keisho Maru** (*ex*Kohwa Maru-35) *OilEng.* 2*Dks*	5879 5380 3582					1929	Uraga DockCo.Ld. Uraga	ShowaShosenK.K.	417·0 P34'B113'F41'	56·0	31·7	Fuchu Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		C
27801 1111	**Keishu Maru** (*ex*AnseMaru) 1*Dk*	1281 — 724					1918	IshikawajimaSB.&ECo Ld.Tokio	ChosenYusenK.K.	230·0 P28'B53'F24'	33·0	19·6 *WB*	Jinsen, Korea Japanese	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaSB.&E.CoLd		
27802 28521 JCMA	**Keiun Maru** Ⓟ (*ex*KoshuMaru) 2*Dks*	1921 1602 1155					1921	OsakaIron Works,Ld. Osaka	HaradaKisen K.K.	256·0 P24'B61'F32'	39·0	22·5 *WB*	Amagasaki Japanese	T.3Cy.18″,30½″&51½″–36″ 159NHP Osaka IronWrks.Ld.Osaka		C
27803 33099 JADC	**Keizan Maru** Ⓟ 2*Dks*	2313 1833 1322					1927	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	285·0 P31'B86'F31'	43·0	22·0	Tokio Japanese *WB*	T.3Cy.24″,39½″&65″–42″ 274NHP OsakaIronWrks.Ld.Osaka		
27804 OUHX	**Kejserinde Dagmar** (*ex*Almeriana) *ss*Abg.2ndNo.3-11,32 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1597 1494 987	✠100A1 9,35 ~~6,34~~ BS~~6,34~~ ✠LMC11,32 9,35	Svb Abg	*q*	OG 6,34	1905 8mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB*= *Cell*	260·2 P23'B67'F27' *DBa*80'*uE*18'*f*114'	37·2	18·0 FK	Copnhagn Danish 4*BHCem* 471*tAPT*56*t*	T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 192NHP 2SB,*6pf*,GS99,HS3078 Rankin&Blackmore,Grk.	20 ″ 6 s 2 ″ 7¼ 18 ″ 1	
27805 143049 ZMFG	**Kekerangu** (*ex*Cosmos,*ex*WarCoast) *ss*Syd.No.3-6,31 1*Dk*(*Stl*) *Cargo battens not fitted*	3146 2849 1866	✠100A1 6,35 ~~6,34~~ BS~~5,34~~ ✠LMC10,31 4,35	Syd Mel	*u*	CL 1,33	1919 3mo *Lloyd*'sA&CP	TyneI.S.B. Co.Ld. Newcastle	UnionS.S.Co.of NewZealand,Ld. *CellD*	331·3 P33'B100'F29' *B*284'724*t FPT*110	46·6	23·1 FK	Wellington N.Z. British 7*BHptCem* *tAPT*123*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB,*9cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
27806 220686 KDGY	**Kekoskee** *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk* *Mchy.Aft* *Longitudinal framing* 2*Dks*	5193 — 3180					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	RichfieldOilCo.of California	391·8 P99'B34'F44'	51·3	28·8	Ls.Angeles Utd.States *WB*	T.3Cy.27″,45″&75″–48″ 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
27807 151479 VSNC	**Kelantan** TwinSc *Fitted for oil fuel* 2*Dks*	1282 764 563					1921	Caledon S.B.&E.CoLd Dundee	StraitsS.S.Co.Ld.	260·4 len24	37·1	9·7	Singapore British *WB*	T.8Cy.12″,20″&(2)24″–24″ 143NHP CaledonS.B.&E.Co.LdDun		
27808 PFIN	**Kelbergen** D.F. 1*Dk*	4751 4511 2964					1914	W.Pickersgill&Sons,Ld. Sunderland	ZuidHollandsche Scheepsv.Maats.	385·0 P36'B119'F41'	52·1	27·2	Rottrdam Dutch *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
27809 HAAM	**Kelet** (*ex*Tregarthen-33) *ss*Fal.No.3-3,33 1*Dk*(*ptIrn pt Stl*)	*4295* *4015* *2722*	✠100A1 ~~10,34~~12,35 BS~~6,34~~ ✠LMC5,35 9,35	Ant Rot	*x*	CL ~~10,34~~ 11,35	1913 6mo *Lloyd*'sA&CP	JReadhead &Sons,Ld. SouthShields	NeptunSeaNav. Co.Ld.(B.Burger, *Mgr.*) *CellD*	369·8 P33'B226'F34' *Ba*119'*uE*23'*f*163'	51·1	26·1 FK	Budapest Hungarian 6*BHCem* 987*tAPT*62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb ~~[illegible]~~ *80lb* 385NHP 2SB,*6cf*,GS132,HS6300 J.Readhead&SonsLd.S.Shl	27 ″ 8 s 3 ″ 10½ 24 ″ 1½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27810 DOHM	**Kelkheim** (*ex*MarieMærsk) *Fitted for oil fuel* Sub.Sig. D.F. *1Dk&Awng dk*	4943 4722 3000			...		1920	F.Schichau Danzig	Unterweser ReedereiA.G.	362·0 FK	51·3	31·7	Bremen German *WB*	T.3Cy.25⅝",43⅜"&$70\frac{15}{16}$"-47¼" 425NHP F.Schichau,Elbing	34 " 0	G †
27811 DHOC	**Kellerwald** *Fitted for oil fuel* Sub.Sig D.F. *Cruiser Stern* *2Dks*	5032 4478 2983					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F40'	54·2	27·4	Hamburg German *WB*	T3Cy28½",$45\frac{3}{10}$"&74⅘"-$55\frac{1}{10}$" Gütehoffnungshütte,Oberhausen 414NHP		G
27812 212301	**Kelley Island** *1Dk*	881 — 414					1914	American S.B.Co. Lorain,O.	KelleyIsland Lime&Transp.Co.	155·0	38·0	11·0	Sandusky, Ohio Utd.States	C.2Cy.20"&40"-30" 73NHP AmericanS.B.Co.,Lorain		
27813 148395 GKWJ	**Kelso** *CruiserStern* D.F. *1Dk&Shelter dk*	3949 2549 2443					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	332·8	46·6	20·4	Hull British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sCo.Ld.Hull		C
27814 135316 GPWV	**Kelsomoor** (*ex*Kelsomead, *ex*Kelsomoor) *ss*Npt.No.3-1,27 *ss*Bly.No.2,35 *1Dk(Stl)*	3174 2986 1962	✠100A1 ~~7,352,35~~ 4,36 ✠LMC2,55 BS2,36	Bly ~~Bry~~ Shl	*u*	CL 12,33	1914 1mo	J.Blumer& Co. Sunderland Lloyd'sA&CP	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *CellDBa*	331·2 P27'B95'F29' FK 112'*u*E24'*f*136'830*t*	47·7	22·5	London British 5*BHCem* *APT*182*t*	T.3Cy.24",39"&65"-42" (*s*) 180lb NDB30 *100lb* 291NHP 2SB,*6cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 " 6 s 3 " 8½ 21 " 0	
27815 145867 GKQZ	**Kelvinbank** (*ex*Daga-34, *ex*Malia) **TwinSc** *OilEng.* D.F. *2Dks* *CruiserStern*	3872 3466 2337			...		1921	W.Hamilton&Co.Ld. PortGlasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	350·5 P36'B117'F43' FK	49·9	24·7	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.18½"-$32\frac{5}{16}$" 475NHP NE28 Wm Denny&Bros.Ld.Dmb	27 " 3	C †
27816 LDRB	**Kem** *Well deck* *1Dk*	1706 1273 1009			...		1925	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk	250·0 P17'Q75'B56'F27' FK	39·1	16·1	Bergen Norwegian *WB*	T.3Cy.18⅜",29"&48¼"-33" 161NHP LaxevaagsMsk.&Jrns.Bgn	18 " 0	N †
27817 TCBZ	**Kemal** Ⓟ (*ex*Kemaliye, **Iron** *ex*Smyrni,*ex*Ourana, *ss*Nwc.No.3-12,91 *ex*Lodore) *ss*Liv.No.1-96 *1Dk(Irn)2trB* 4thSurvey2-96	674 — 396	✠ 6,00	Pir	*k* Lv		1878 9mo	Wigham Richrdsn&Co Newcastle	VapurculukTurk AnonimSirketi	200·2 P30'F24' BK7½" *DBa*	28·3	14·0	Istanbul Turkish 4*BHCem* 55'*f*26'118*t*	C.2Cy.26"&46"-30" NDB87 83NHP 1SB,*3pf*,GS45 HS1240 Wighm Richrdsn&Co.Nwc	14 " 8	
27818 OHFG	**Kemi** (*ex*Spessart,*ex*Westfalen) *1Dk&ptAwng dk* *& deep framing*	2430 1653 1474					1900	Act.Ges. "Neptun" Rostock	VaasanLaivaO/Y	291·6 P15'Q98' *ptAwng dk*179'	41·2	16·4	Vasa Finnish *WB*	T.3Cy.20⅞",35½"&55¼"&35½" 182NHP A.G."Neptun,"Rostock		G
27819 147892 GCXJ	**Kemmendine** Ⓟ *Fitted for oil fuel* D.F. GyC. *2Dks*	7837 6310 4925					1924	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld (P.Henderson&Co.*Mgrs.*)	453·8 P55'B181'F44'	59·2	30·7	Glasgow British *WB*	T.3Cy.28½",48½"&82"-60" 521NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~10,35~~ 9,36
27820 144055 MKFC	**Kempton** (*ex*Mayrix-34) *ss*Hul.No.3-10,33 *Well deck* *1Dk(Stl)* *Mchy.Aft*	794 554 375	✠100A1 6,35 ~~1,34~~ BS6,35 ✠LMC MS10,35 ~~BS[illegible]~~	Hul Shl	*k*	CL ~~1,34~~ 6,35	1920 9mo	Cochrane& Sons,Ld. Selby Lloyd'sA&CP	H.Harrison (Shipping)Ld. *CellDB*	185·1 Q105'B11'F25' FK *f*116'175*t* *FPT*58*t*	31·0	11·7	London British 4*BHCem* *APT*27*t*	T.3Cy.14½",25"&40"-27" (*s*) 180lb 111NHP 2SB,*4pf*,GS62,HS2000 Earle'sS.B.&E.Co.Ld.Hull	14 " 0 s3 " 11¾ 13 " 9	
27821 142492 GBRL	**Kenbane Head** *ss*Bel.No.1-35 *ss*Bel.No.3-7,31 D.F. *2Dks(Stl)*	5225 4749 3269	✠100A1 5,36 ~~3,35~~ 3,35 ✠LMC ~~MS7,31~~ ~~BS11,31~~12,35	Bel	*z*	CL ~~3,35~~ 4,36	1919 11mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	400·3 P49'B123'F77' FK *CellDB*338'1085*t*	52·3	28·4	Belfast British 6*BHCem* *DTa*28'735*t*	T.3Cy.~~27"~~ 27⅛",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 " 0 s 5 " 6 25 " 9	
27822 140709 GQWC	**Kenilworth** *ss*Bly.No.3-1,31 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern* *Cargo battens not fitted in'tween decks*	5457 5096 3288	✠100A1 *Shelter dk* *withfreeboard* 6,34 BS7,35 ~~BS6,34~~ ✠LMC1,31	Hpl	*a*†	CL ~~5,31~~ 2,36	1918 3mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	WorthSteam ShipCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDBa*165'*u*E24'*f*	430·2 FK 171'1338*t* *FPT*145*t*	55·0	26·6	Newcastle British 7*BHCem* *APT*202*t*	T.3Cy.28",46½"&78"-54" (*s*) 180lb 615NHP 3SB,*12cf*,GS216,HS9006 FD Blair&Co.Ld.Stockton	29 " 1 s3 " 6½ 25 " 10	
27823 108729	— Ⓟ **PadSk** *1Dk*	390 262 152					1898	A&J Inglis Glasgow	London&North EasternRailway	215·0 Q18' *Promenadedk*145'	23·1	7·6	Glasgow British	D.1Cy.52"-72" NB15 176NHP A.&J.Inglis,Glasgow		BT till ~~1,36~~ 1,37
27824 118433 GLVT	**Kenilworth Castle** Ⓟ **TwinSc** *ss*Sou.2ndNo.3-1,31 D.F. *3Dks(Stl-MwsUteaks)* *Ref.Mchy.* *Orlop dk(Stl)inNos.1,2 &3holds*	12975 10612 7185	✠100A1 11,34 ~~BS[illegible]~~ ✠LMC~~[illegible]~~ 5,35 4,34	Sou	*l*†	CL 10,34	1904 5mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	TheUnion-Castle MailS.S.Co.Ld. *WB=CellDBa* 127'*u*E&B201'	570·2 P78'B302'F116' FK&BK3" *f*152'1782*tFPT*81*t*	64·7	38·7	London British 9*BHCem* *APT*102*t*	Q.8Cy.32",46",66½"&96"-60" 220lb (*s*) 2174NHP 6D&4SB,*52cf*,GS1019, HS38982 Harland&Wolff,Ld.Bel.	42 " 5 s11 " 8¼ 31 " 6	BT till ~~6,35~~ 7,36
27825 29834 JGWB	**Kenjo Maru** (*ex*Remier,*ex*Gloriana) *ss*Rot.No.2-15 *Spar dk(ptIrn&ptStl)* *2trB&deepframing*	3142 2891 1915	✠ 5,20 ✠		*u*		1905 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	KonanKisenK.K. *CellDBa*106' *u*E24'	325·3 P33'B100'F32' 22·6 FK *f*138'654*tFPT*100*t*	47·1	13·8	Kobe Japanese 5*BHCem* *APT*42*t*	T.3Cy.24",38"&64"-42" 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	
27826 143487 EIDB	**Kenmare** Ⓟ *ss*Liv.No.3-5,34 *2Dks(UptStl)&* *Shelter dk(ptStl)*	1675 1143 694	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~5,34~~ 8,36 BS~~4,36~~ ✠LMC4,34 *Fitted for oil fuel*11,21 *F.P. above* 150° F.	Liv	*r*	CL 4,34	1921 11mo	Ardrossan D.D.Co.Ld. Ardrossan Lloyd'sA&CP	City of CorkSteam PacketCo.Ld. *CellDBa*67'*u*E27'	274·5 B100'F45'*on* *Shelter dk* FK *f*89'213*tAPT*12*t*	37·9	17·2	Cork British *Cem* 2*BHtoSh dk* 3 " " *U* "	T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP 4SB,*12cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 " 3 s1 " 4½ 17 " 3¼	
27827 147199 GBYF	**Kenmore** *ss*Ant.No.3-8,35 ~~*ss*Ant.No.2-32~~ D.F. Sub.Sig. *1Dk(Stl)2trB* *CruiserStern*	3783 3217 2109	✠100A1 8,35 ~~1,34~~ BS~~[illegible]~~ ✠LMC~~[illegible]~~ 8,35 MS3,35 *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Ant	*x*	CL 3,35	1923 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees Lloyd'sA&CP	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in Blr.space & forward* 141' *CellDB*292'1145*t*	363·5 P32'B179'F79' FK *DTa*22'450*t* *FPT*50*t*	52·1	23·8	Liverpool British 8*BHptCem* *ptAsp* *APT*47*t*	T.3Cy.26",43"&73"-48" (*s*) 180lb 545NHP 3SB,*9cf*,GS187,HS8323 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 " 7 s3 " 10½ 22 " 11¾	
27828 143361 GBXP	**Kennebec** (*ex*WarMogul) *ss*Nwc.No.3-9,33 D.F *1Dk(Stl)2trB* *&Webframes* *Longitudinal framing*	5548 4696 3422	✠100A1 ~~4,35~~ ~~7,34~~ 3,36 ~~BS7,31~~ ✠LMC9,35 BS ~~5,35~~3,36 *Carrying oils in bulk* *F.P. above* 150°F. *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Nwc Fal	*z*	CL ~~9,33~~ 3,36	1919 8mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *Middleline Bulkhead not oil-tight* *CellDBuE&B*68'*f*50' 329*t*	400·3 P50'B121'F40' FK	52·2	28·4	London British 10*BHptCem* *FPT*95*tAPT*80	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 " 0 s 5 " 7¾ 25 " 7	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Dans le Cert. Hof Trade
27829 147645 MLWB	**Kenneth Hawksfield** (*ex*Timberham) *ss*Shl.No.2-32 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom &* *Cargo battens not fitted at decks*	1546 1140 910	✠100A1 2,36 ~~1,35~~ ~~12,35~~ BS~~2,35~~ 2,36	Shl ~~Bly~~ ✠LMC2,32	*p*	CL ~~1,35~~ 12,35	1924 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	P.Hawksfield& Son,Ld. *CellDBa47'uE&B*	245·4|38·6|15·5 Q188'F24' FK 25'*f*104'457*t DT at*	Dover British 4*BHptCem* *sides of tun*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow *nel* 34'190*tFPT*55*tAPT*46*t*	17 ″ 6 s 5 ″ 4½ 16 ″ 6½	
27830 124235 CYMW	**Kenora** *Mchy.Aft* 2*Dks*	1979 1802 1289					1907	A.McMil- lan&Son,Ld. Dumbarton	Canada Steamship Lines,Ld.	249·9|42·6|20·5 F36'	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP Muir&Houston,Ld.Gls.		C
27831 219408 KOSV	**Kenowis** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Ref.Mchy.*	4934 4598 3014					1920	American Intern.S.B. Corp. HogIslandPa	WatermanS.S. Corp.	390·0|54·2|27·8 P39'B121'F43'	Mobile Utd. States *WB*	DRgearedSteamTurbine E*made*19*fitted*33 B*made*20*refitted*33 WestinghouseElec.&Mfg. Co.Phl.		R
27832 144079 MKRP	**Kenrix** 3Mst *ss*Hul.No.3-10,32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	692 479 317	✠100A1 8,34 BS10,35 MS10,32	Hul LMC ~~[illegible]~~	*j*	CL ~~8,34~~ 10,35	1921 5mo *Lloyd*	Cochrane& Sons,Ld. Selby '*sA&CP*	R.Rix&Sons	175·0|29·1|11·3 Q99'B11'F23' FK *CellDBf*99'140*t*	Hull British 4*BHCem* *FPT*27*t*	T.3Cy.13",28"&37"-26" (*s*) 200lb 96RHP 1SB,2*pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
27833 149822 GMZS	**Kensington Court** *ss*Shl.No.2-34 1*Dk*(*Stl*)	4863 4503 2951	✠100A1 11,35 ~~10,34~~ BS11,35	Shl Gms ✠LMC10,34	*y*	CL 9,34	1927 5mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	UnitedBritishS.S. Co.Ld. (Haldin& PhilippsLd.*Mgrs.*) *CellDB*	396·5|53·2|26·5 P46'B119'F38' FK 342'1220*t FPT*108*t*	London British 6*BHCem* *APT*181*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 416NHP 3SB,9*cf*,GS194,HS7080 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 5 ″ 5¼ 23 ″ 8½	
27834 142611 GPDC	**Kent** *ss*Brs.No.3-4,30 *ss*Liv No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8694 8212 5452	✠100A1 *Shelter dk* *withfreeboard* ~~10,33~~ ~~3,35~~ 4,36 MS11,33 ✠Lloyd'sRMC~~7,33~~ ~~10,35~~ 4,36 *Fitted for oil fuel* 1,25 *F.P. above* 150° F.	Gls ~~Fal~~ Lon BS4,36 ✠LMC ~~BS3,35~~	*d*†	CL 10,33	1918 6mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	FederalSteamNav. Co.Ld. *CollBH* *CellDB*382' 1403*t D*	460·6|62·8|34·9 B275'F49'*on* *Shelter dk* FK &2*BH to Shelter dk* *Ta*23'170*tFPT*128*t*	London British *Cem* 5*BHtoUdk* *APT*32*t*	2 SteamTurbinesSRgeared to 1 Screw shaft 180lb (*s*) 973NHP 4SB,16*cf*,GS320,HS13572FD Palmers' Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9½ 30 ″ 2	
27835 207489 WACJ	**Kentuckian** *ss*S.Fo.2ndNo.3-5,33 D.F. 2*Dks*(*Stl*)&*deepframing* &*Shelter dk*(*Stl*) *Fitted for oil fuel*	5200 4797 3178	✠ ... 6,34	SFo ✠	*a*†		1910 6mo	Maryland SteelCo. Sparro'Pt.Md	American- HawaiianS.S.Co. *CellDB a*123'*uE*&	414·5|53·7|28·1 FK *B*60' *f*162'1259*tDT*	NewYork Utd. States 7*BHptCem* *a*46'291*t DT*	Q.4Cy.25",36",52"&76"-54" 618NHP 3SB,12*cf*,GS200,HS8721 MarylandStlCo.Sparro'Pt. *f*27'778*t FPT*158*tAPT*27*t*	39 ″ 0	R †
27836 FNSR	**Kentucky** D.F. 3*Dks*	6776 — 4069					1921	Ch.deNor- mandie Grnd-Quvilly	Cie.Gén.Trans- atlantique	397·0|53·7|37·9 F43'	Havre French	T.3Cy.27½",44½"&75"-51" 402NHP Ch.etAtl.deSt.Nazaire, Penhoet		V
27837 221120 KDQI	— (*ex*WestO'Rowa) *Fitted for oil fuel* 2*Dks*	5376 — 3343					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0|54·2|27·2 P43'B115'F47' *WB*	Portland, Or. Utd. States	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 359NHP &D.D.Co.SanPedro,Cal.		R
27838 OYPB	— (*ex*Generalkonsul *ss*Els.2ndNo.3-8,30 Pallisen) *ss*Els.No.1-35 1*Dk*(*Stl*)&*deepframing*	2136 1971 1318	✠100A1 2,35 BS4,36	Els ✠LMC2,35	*t*	CL 1,35	1905 5mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow '*sA&CP*	DetForenede Damps.Selskab. *Cell DBa*86'	294·8|42·0|19·5 P27'B172'F33' FK *uE&B*34'*f*130'605*t*	Copnhagn Danish 5*BHCem* *APT*65*t*	T.3Cy.22",35"&59"-39" (*s*) 180lb 225NHP 2SB,6*cf*,GS106,HS3300 ClydeS.B.&E.Co.Ld.Pt.Gls	22 ″ 0 s2 ″ 3½ 19 ″ 11	
27839 147623 GKPW	**Kentwood** *ss*Shl.No.2-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2180 1760 1244	✠100A1 ~~7,35~~~~2,34~~ 1,36 BS~~3,35~~ 1,36	Shl Sld ✠LMC3,33	*r*	OG 2,34	1924 4mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	WFrance,Fenwick &Co.Ld. *CellDBa*48'*uE*&	280·0|40·2|18·9 P20'Q94'B48'F19' *B*39'*f*113'397*t* FK *DTa*36'250*tFPT*	London British 4*BHCem* 52*tAPT*80*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 199NHP 2SB,6*cf*,GS94,HS3096 Geo.Clark,Ld.Sunderland	21 ″ 0 s 2 ″ 1½ 19 ″ 0½	
27840 162509 GBJP	**Kenya** Ⓟ TwinSc *ss*Bom.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl-U* teak s) D.F. 3*rd dk in forward holds* E.S.D. *CruiserStern*	9890 6731 4646	✠100A1 12,35 ~~11,34~~ ~~BS4,34~~ ✠Lloyd'sRMC~~12,34~~ ~~7,33~~ 1,36 *Fitted for oil fuel* 12,30 *F.P. above* 150° F	Bom 4,34 ✠LMC~~12,30~~		CL 7,33	1930 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	471·3|64·2|29·4 *Shade dk* B213'& F51' *on Shade dk* FK 415' 1768*tFPT*112*t*	London British 8*BHptCem* *APT*222*t*	6 Steam Turbines S.R. geared to 2 Sc. Shafts (*s*) 250lb *100lb* FD 1746NHP 7SB,28*cf*,GS525,HS19810 A.Stephen&Sons,Ld.Gls.	32 ″ 6 s5 ″10½ 26″11¼	
27841 184 SVDK	**Kephallinia** Ⓟ TwinSc (*ex*NicolaosTogias-33,*ex*City of Belfast) 2*Dks*	1266 773 460					1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	280·6|32·1|13·4	Piræus Greek	T.6Cy.18",28"&42"-30" NB11 193NHP LairdBros.Birkenhead		
27842 DOKD	**Kepler** Wireless *OilEng.* Sub.Sig. *Cruiser Stern* 1*Dk*	1236 955 592					1925	Deutsche WerkeA.G. Kiel	Dampfschiffahrts Ges.Neptun	233·6|36·2|14·3 P&B150'F28'	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 1/16"-37 7/16" 224NHP DeutscheWerkeA.G.Kiel		G
27843 139562 VPKG	**Kepong** 2*Dks*	1874 1700 1322					1916	Taikoo Dck.&EngCo HongKong	StraitsS.S.Co.Ld.	251·0|41·1|21·0 F33'	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co.		
27844 160773 GTXR	**Kepwickhall** D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4831 4383 2810	✠100A1 *withfreeboard* 9,35 ~~9,34~~	Shl Cal ✠LMC8,32	*z*	CL N12,33	1932 8mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*358' 1143*tDTa*28'1076*t*	410·7|54·8|24·9 F35' FK (*FPT*170*tAPT*152*t*	W.Hartlpl British 7*BHCem* *Collto Shdk* 6 ,, *2nd*,,)	Q4Cy20",28½",41½"&61"-48" 260lb (*s*) 467NHP 3SB,9*cf*,GS144,HS6811 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	27 ″ 7 s 3 ″0½ 24 ″ 9¾	
27845 SVMV	**Keramiai** (*ex*Baltique-34, *ex*Gallier-33,*ex*WarRose) 1*Dk*&*Platform dk*	*5085* *4641* *3106*					1917	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	P.N.&G.N. Lykiardopulo	400·3|52·2|28·4 P49'B113'F39'	Argostoli Greek *WB*	T.3Cy.27",44"&73"-48" 517NHP Hwthrn,Leslie&CoLdNwc.		V
27846 LDRC	**Keret** *ss*Bgn.No.1-31 *Well deck* 1*Dk*(*Stl*) *Strengthened for navigation in ice*	1718 1270 1002	✠ ... 4,35	Ant ✠	*q*		1927 4mo	Atel.&Ch. delaSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab *CellD*	251·8|39·2|16·1 P17'Q74'B56'F27' FK *B* 193'379*t FPT*66*t*	Bergen Norwegian 4*BHCem* *APT*71*t*	T.3Cy.18",30"&50"-33" 167NHP 2SB,4*cf*,GS65,HS2758 Atel.&Ch.delaSeine Maritime		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27847 FNMX	**Kerguelen** Ⓟ TwinSc (*ex*Meduana) *Ref.Mchy.* D.F. 3*Dks*	10123 7863 6259	✠Lloyd'sRMC~~12,34~~ 4,36 ~~1,26~~ ~~18,35~~				1922	Swan,Hunter& Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2 B273'F52'	59·3	35·0	Havre French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
27848 219724 KJOY	**Kerhonkson** Sub.Sig. 2*Dks*	4768 — 2920					1920	Standard S.B.Corp. Shooters Island	UnitedStates ShippingBoard Bureau	377·0 P39'B105'F40'	52·0	26·8	NewYork Utd. States *WB*	T.3Cy.25",42"&70"–48" 339NHP StandardS.B.Corp. ShootersIsland		R
27849 PFIW	**Kerkplein** (*ex*Ramsay) ~~*ss*Rot.No.3-5,34~~ D.F. *ss*Ham.No.3–4,36 2*Dks*(*Stl*)	5085 4776 3135	✠100A1 4,36 ~~12,34~~ MS5,34 ✠LMC4,36 ~~BS12,34~~	Rot Ham	*y*	CL ~~4,34~~ N3,36	1921 10mo *Lloyd*	Bartram & Sons,Ld. Sunderland '*sA&CP*	N.V.Scheepvaart Maats."Millingen" (G.A.Spliethoff, *Mgr.*) *CellDBa*119'*uE*26'*f*	400·0 P36'B118'F40' FK 176'1056*tFPT*135*t*	52·2	28·5	Rottrdam Dutch 7*BHCem* *APT*220*t*	T.3Cy.27½",45"&75"–48"(*s*) 180lb 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0¼ 25 ″ 2½	
27850 701 SVBU	**Kerkyra** Ⓟ (*ex*Ionion–33, TwinSc *ex*Jonio) Wireless 2*Dks*	1461 1030 775					1912	Mackie& Thomson,Ld. Glasgow	HellenicCoast LinesCo.Ld.	224·0 P31'F32'	33·9	19·0	Piræus Greek *WB*	T.6Cy.13½",22"&36"–24" 126NHP Muir&Houston,Ld.Gls.		I
27851 160568 GSQW	**Kerma** *ss*Fal.No.1–33 1*Dk*(*Stl*)	4333 4026 2658	✠100A1 ~~6,351,35~~ 9,35 BS~~9,34~~ 9,35 ✠LMC6,33	Mdb Gls	*x*	CL. ~~1,35~~ 6,35	1928 9mo *Lloyd*	D&WHendersn&Co.Ld Glasgow '*sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld. *Mgrs.*) *CellDB*	370·0 P28'B105'F36' FK 324' 1058*t FPT*140	52·2	25·9	London British 6*BHptCem* *tAPT*115*t*	T.3Cy.25",41"&66"–45" (*s*) 180lb *120lb* 346NHP 2SB,6*cf*,GS115,HS4601 FD D&WHendersn&CoLdGls	28 ″ 4 s 5″ 2¼ 23 ″ 3¼	
27852 133495 VJZQ	**Kermandie** WoodAux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	343 298 222					1920	C.M.Mc Kay Hobart,Tas.	KermandieShippingCo.Pty.Ld.	141·9	35·0	11·0	Hobart British	Oil Engines 2S.C.SA 2Cy.12"–15" 51NHP Thompsn&Co.Castlemaine		
27853 128881 EIKT	**Kerry Head** (*ex*Simonside,*ex*Eurus) *ss*Shl.No 3–3,25 *Mchy.Aft* *ss*Sld.No.2–34 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	825 574 389	✠100A1 6,34 MS4,34 ✠LMC BS~~6,34~~ 8,35	Sld	*k*	OG 6,34	1913 7mo *Lloyd*	J.Fullerton&Co. Paisley '*sA&CP*	W.T.Herriott (Mullock&Son, *Mgrs.*)	195·0 Q99'B11'F26' FK *CellDB f*110'	31·1	11·4	Limerick British 3*BHCem* 184*tFPT*64*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 96RHP 2SB,4*pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 9 13 ″ 4¾	
27854 135630 EIDY	**Kerrymore** *ss*Bel.No.3–4,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	509 338 211	✠100A1 4,34 BS4,35 ✠LMC4,34	Bel	*h*	CL 4,34	1921 2mo *Lloyd*	LarneS.B. Co.Ld. Larne '*sA&CP*	R.McCowen&Sons Ld. *CellD*	165·2 Q95'B11'F22' FK *Bf*97'104*tFPT*36*t*	25·3	9·5 26·7	Tralee British 3*BHCem* *APT*2*t*	T.3Cy.13",21"&34"–24" (*s*) 180lb 62RHP 1SB,3*cf*,GS52,HS1439 Campbell&Caldrw'd,Psy.	11 ″ 9 s 3 ″ 9 11 ″ 8¼	
27855 DHOD	**Kersten Miles** (*ex*Martha Hemsoth) Sub.Sig. 1*Dk&Shelter dk*	4971 4531 2957					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiAkt.Ges.	407·7 P43'B26'F36'	54·4	24·8	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
27856	**Kertch** (*ex*Dimitri) *ss*Oda.No.3–11,98 *ss*Oda.No.1–03 1*Dk*(*Stl*)&*Awng dk*	1018 986 594	✠ 5,06 ✠ ✠NB96*fitted*05	Oda	*l*		1887 12mo	W.Dobson &Co. Newcastle	U.S.S.R.	210·0 ptNDS98 FK *DB*	30·2	20·8	Odessa Russian 5*BHCem* *a&f*141'154*t*	T.3Cy.17",28"&47"–30" NDB05 123NHP 2SB,4*cf*,GS66,HS1920 N.E.MarineEng.CoLdNwc	21 ″ 7	
27857 PFIZ	**Kertosono** *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	7323 6532 4520					1923	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	~~447·5~~ B76'F52' 470·3	~~62·6~~ 62·7	~~29·2~~ 29·8 len35	Rotterdm Dutch *WB*	DR Geared Steam Turbine Maats.deSchelde,Flushing		V
27858 FOLE	**Kervegan** (*ex*CapitaineWinckler) *ss*Nts.No.3-4,36~~*ss*Bdx.No.2-30~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2018 1788 1194	✠100A1 4,36 ~~6,34~~ MS~~7,30~~ 6,35 ✠LMC ~~BS5,34~~ BS~~4,35~~ 4,36	StN Nt	*r*	CL ~~4,33~~ 4,36	1922 2mo A&CP	Soc.Anon. AnciensCh. Dubigeon Nantes	~~Soc.Anon.des~~Chargeurs de l'Ouest *CellDB*223'488*tTo* *f*96'137*t a*	270·3 P20'B57'F25' *psideTanks* FK 82'84*tFPT*65*tAPT*	39·5	19·6	Nantes French 4*BHCem* 114*t*	T3Cy18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"–37$\frac{13}{16}$" 185lb (*s*) 189NHP 2SB,4*cf*,GS95,HS3240 Atel.&Ch.de laLoire,Nts.	22″11 s 3 ″4¼ 19 ″ 9¾	
27859 SVGQ	**Keti Chandris** (*ex*Tristan Vieljeux–33,*ex*Monnette,*ex*Antoinette, *ex*WarPower) 1*Dk*(*Stl*) 2*nd dk*(*Stl*)*inE&Bspace*	2974 — 1835	✠ 12,23 ✠	Dnk	*t*		1918 7mo	Wallace ShipyardsLd. N.Vancouver B.C.	J.D.Chandris *Ce*	300·0 P25'B82'F34' FK *llDB*255' 593*t FPT*	45·3	24·9	Piræus Greek 6*BHCem* 66*tAPT*37*t*	T.3Cy.24",38"&62"–42" 303NHP 2SB,6*cf*,GS139,HS5108 WallaceShipyards,Ld.	27 ″ 0	V †
27860 218740 KIVC	**Kewanee** *Fitted for oil fuel* D.F. 1*Dk&Web frames* *Mchy.Aft* *Carrying petroleum in bulk*	3550 2910 2125			...		1919	Bethlehem S.B.Corp.Ld. (MoorePlnt) ElizabethPrt, N.J.	AssociatedOilCo.	318·4 P94'B36'F40' FK	46·0	23·5	S.Frncisco Utd. States *WB*	T.3Cy.22½",39"&63"–48" 382NHP BethlehemS.B.Corp.Ld. (MoorePlant)	26 ″ 0	R †
27861 147763	**Keybar** *ss*Tto.No.3-4,35~~*ss*Tto.No.2–31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1723 1562 1087	✠100A1 *withfreeboard* 4,35 ~~11,34~~ ~~BS12,33~~ ✠LMC~~4,31~~ 11,34 *For service on the River St. Lawrence & Great Lakes*	Tto		CL 4,32	1923 5mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP* 3 *WT BH*	KeystoneTransports,Ld. *CellD* *also 2 Intermediate*	250·3 F40' FK *B*223'680*tFPT*130*t* *BH's in holds* (*lowe*	42·6	16·9	Montreal British *APT*6*t* *rparts WT*)	T.3Cy.16",26"&44"–33" (*s*) 180lb 155NHP 2SB,4*cf*,GS78,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s 4 ″11 14 ″ 8	
27862 131111	**Keybell** *Mchy.Aft* 1*Dk*	1730 1544 1254					1912	Collingw'd S.B.Co.Ld. Collingwood	KeystoneTransports,Ld.	258·0	42·6	17·2	Montreal British *WB*	T.3Cy.16",26"&44"–36" 163NHP CollingwoodS.B.Co.Ld.		C
27863 136810 GRQS	**Keynes** *ss*Shl.No.3–5,28 *ss*Sld.No.1–32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1706 1326 1021	✠100A1 6,35 ~~5,34~~ BS~~5,34~~ 6,35 ✠LMC5,32	Shl Sld	*q*	CL ~~5,33~~ 6,35	1915 3mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP* *WB*	StephensonClarke &AssociatedCompanies,Ld. ==*CellDBa*77'*uE&*	260·1 Q153'B *on* Q52'F29' FK *B*34'*f*102'465*tFPT*	37·7	16·4	London British 4*BHCem* 92*tAPT*101*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 207NHP 2SB,6*cf*,GS99,HS3436 N.E.MarineEng.CoLdNwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
27864 133558	**Keynor** *ss*Tto.No.3–4,28 *ss*Tto.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	1806 1628 1090	✠100A1 *withfreeboard* 4,35 ~~12,32~~ ~~BS4,34~~ BS4,35 ✠LMC4,31 *For Service on the River St. Lawrence & Great Lakes*	Tto		CL 11,32	1914 6mo *Lloyd*	NofIreland S.B.Co.Ld. Londonderry '*sA&CP*	KeystoneTransports,Ld. *WB*=*CellDB uE*	250·0 F39' FK *&B*46'*f*166'671*tFP*	42·5	17·4	Montreal British 3*BHptCem* *T*372*tAPT*8*t*	T.3Cy.16",26"&44"–36" (*s*) 180lb 163NHP 2SB,4*cf*,GS71,HS2407 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 0 s 6 ″ 3 14 ″ 0	
27865 125459	**Keyport** *Mchy.Aft* 1*Dk*	1721 1546 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTransports,Ld.	250·1 F40'	42·5	17·9	Montreal British *WB*	T.3Cy.15",25"&42"–30" 97NHP N.E.MarineEngCoLd.Nwc		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27866 147761	**Keystate** ssTto.No.3-4,35 ~~ssTto.No.2-31~~ Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1729 1562 1084	✠100A1 withfreeboard 4,35 ~~5,34~~ ~~BS12,33~~ ✠LMC4,35 ForServiceon River St. Lawrence & Great Lakes	Tto BS12,35	11,34	CL 5,34	1923 4mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	KeystoneTrans-ports,Ld. 3WatertightBHal bulkheads CellD	250·3|42·6|16·9 F40' so2Intermediate FK in holds (lower part B223'680tFPT130t	Montreal British swatertight) APT6t	T.3Cy.16",26"&44"–33" (s) 180lb 155NHP 2SB,4cf,GS76,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s 4 ″ 11 14 ″ 8	
27867 128830	**Keyvive** Mchy.Aft 1Dk	1768 1580 1045			...		1913	Smith's DockCo.Ld. Middlesbro'	KeystoneTrans-ports,Ld.	250·0|42·5|17·4 F40' FK	Montreal British WB	T.3Cy.16",26"&43"–33" 157NHP Smith'sDockCo.Ld.Mdb.	20 ″ 0	C †
27868 125458	**Keywest** Mchy.Aft 1Dk	1725 1549 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTrans-ports,Ld.	250·0|42·5|18·0 F40'	Montreal British WB	T.3Cy.15",25"&42"–30" 97NHP N.E.MarineEngCoLd.Nwc		C
27869 UOIA	**Khabarovsk** Ⓟ 2Dks	3553 2993 1977					1932	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian WB	T.3Cy.29½",37"&59½"–39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
27870 147855 GJVN	**Khandalla** Ⓟ TwinSc ssCal.No.3-7,35 ~~ssBom.No.2-31~~ 1Dk(Stl)&Awng dk(Stl–pt teak s)&2nd dk(Stl) in Nos.1,2&3 holds D.F. Ref.Mchy. CruiserStern	7018 5406 3289	✠100A1 Awng dk withfreeboard 7,35 ~~6,34~~ ~~BS6,31~~ ✠LMC 7,35	Cal	a†	CL ~~6,34~~ 7,35	1923 5mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellD	425·2|55·9|31·4 P39'B176'F46' FK B356' 902t FPT54t	Glasgow British Cem 8BH to A dk APT68t	T.6Cy.25½",43"&50"–42" (s) 215lb 1365NHP 8SB,24cf,GS520,HS22752 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 10 s 7 ″ 10¾ 26 ″ 5	
27871 118742	**Khargpur** Pad 1Dk	1219 1169 532					1904	Caledon S.B.&E.CoLd Dundee	Bengal-Nagpur Rly.Co.Ld.	289·8|55·1|10·9	Calcutta British WB	C.D.4Cy.25"&50"–61" 390NHP CaledonS.B &E.CoLd.Dun		
27872 UOXA	**Kharkov** (exAnhalt-32,exAya-Mendi,exAnhalt) D.F. Sub.Sig. 2Dks&Shelter dk	6589 6190 3999			...		1914	Bremer Vulkan Vegesack	U.S.S.R.	471·1|59·1|28·9 FK	Odessa Russian WB	T.3Cy.32½",52⅝"&86⅝"–55" 736NHP BremerVulkanVegesack	31 ″ 2	
27873 162372 MKGG	**Khedive Ismail** TwinSc (exAconcagua-35) ssGrk.No.3-4,35 Well deck 2Dks(StlU-teak s)3rd dk (Stl)inNos.1&2holds D.F. E.S.D	7290 4991 3928	✠100A1 4,35 ✠LMC4,35 Fitted for oil fuel8,22 F.P. above 150°F.	Grk	b†	CL 4,35	1922 8mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	TheKhedivialMail S.S.GravingDock Co.Ld.(LordErnest Hamilton,Mgr.) CellD	422·8|56·2|30·4 P&B293'F87' FK B365' 885t FPT47t	London British 8BHCem APT73t	4SteamTurbinesSRgeared to 2 Sc Shafts (r) 215lb FD 1469NHP 6SB,18cf,GS385,HS17832 Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s4 ″ 11½ 28 ″ 3	BT till 4,36
27874 149644 GNKQ	**Kheti** ssLiv.No.1-31 OilEng. 1Dk(Stl)&Shelter dk(Stl)	2650 2175 1323	✠100A1 Shelter dk withfreeboard 10,35 ~~12,34~~ DBS~~2,34~~ 5,35 ✠LMC7,31 Fitted for carrying oil fuel 7,34 F.P. above 150°F. in deep tank	Liv	v	CL 2,34	1927 10mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	MossHutchison Line,Ld. CellDB276' 702tDTf28'723t	330·7|47·3|19·4 FK FPT52tAPT16t	Liverpool British 6BHptCem (Coll to Shdk 5 ,, U ,,)	Oil Engines 4S.C.SA 8Cy.24 11/16"–51 3/16" 473NHP DB100lb Harland&Wolff,Ld.Gls.	22 ″ 3 s1 ″ 7¾ 20 ″ 9¼	
27875 TTCV	**Khmer** 1Dk&Awng dk	313 — 159					1904	A.Dubigeon Chantenay	Cie.Saïgonnaise deNav.&deTransp.	158·6|23·4|15·4 H—	Saïgon French	T.3Cy.11¾",19¾"&31½"–20½" 45NHP Brissonneau &Lotz,Nantes		V
27876 157579	**Khodaung** TwinSc Carrying petroleum in bulk OilEng. 1Dk Transferred to No.18106	254 227 154					1934	Irrawaddy FlotillaCo.Ld Rangoon	BurmahOilCo.Ld.	146·7|26·0|7·7	Rangoon British	Oil Engines2S.C.SA 8Cy.10"–14½" 139NHP PettersLd.Yeovil		
27877 PKND	**Khoen-Foeng** ssSng.No.3-3,24 ssSng.No.1-30 1Dk(Stl–teak s)	901 595 533	✠100A1 11,30 ✠LMC2,30	Sng	l	CL 2,30	1911 3mo Lloyd	J.W.Klawitter Danzig 'sA&CP	ThongEkS.S.Co.	201·3|33·1|10·8 B100'F31' FK WB=CellDBuE15'	Pontianak Dutch 4BHCem 27t FPT69t	T.3Cy.16½",24⅝"&38½"–21⅝" 195lb 100lb (s) 110NHP NDB26 2SB,4cf,GS71,HS2131 J.W.Klawitter,Danzig	11 ″ 6 s1 ″ 6 10 ″ 6	
27878 PKNE	**Khoen Hoea** TwinSc ssSng.No.2-33 1Dk(ptStl–teak s)& Shade dk(ptStl–teak s)	1238 861 611	✠100A1 withfreeboard 8,35 ~~7,34~~ ~~BS7,34~~ 8,35 ✠LMC8,35	Sng		~~P7,33~~ SN7,34 PN8,35	1924 9mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	ThongEkS.S.Co. Ce	245·2|38·1|10·9 FK llDBuE16'34tFPT	Pontianak Dutch 4BHCem 49tAPT81t	T.6Cy.12",20"&33"–23" (s) 180lb 100lb 139NHP 2SB,4cf,GS79,HS2492 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 2 ″ 5 10 ″ 0	
27879 148502 VWBK	**Khosrou** Ⓟ ssBom.No.2-33 2Dks(Stl)&Shelter dk (Stl-teak s)	4043 3473 2471	✠100A1 withfreeboard 1,36 ~~12,34~~ ~~BS12,34~~ 1,36 ✠LMC1,35	Bom	y	CL ~~12,34~~ N1,36	1924 12mo Lloyd	Lithgows, Ld. Pt.Glasgow 'sA&CP Cell	Bombay&Persia Stm.Nav.Co.Ld. DB322'1028tFPT	375·0|52·0|23·1 F50' FK 82tAPT30t (Coll	Bombay British 6BHptCem BH to Shdk 5 ,, ,, 2nd ,,)	T.3Cy.25",42"&70"–48" (s) 200lb 110lb 456NHP 2SB,8cf,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 2 ″ 5¾ 23 ″ 8½	
27880 UOYG	**Khrustchev** Sub.Sig. 1Dk	2325 2019 1292					1934	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8|43·2|20·6 P21'B72'F14'	Archangel Russian WB	T.3Cy.17¾",29½"&48⅜"–39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		
27881 147673 MLXS	**Khuzistan** ssAbadanNo.2-33 Mchy.Aft 2Dks(Stl)	871 589 374	✠100A1 10,35 ~~11,34~~ ~~BS5,34~~ 5,35 ✠LMC5,35 Fitted for oil fuel6,24 F.P. above 150°F.	Abadan	k	CL 11,34	1924 6mo Lloyd	AmbleS.B. Co.Ld. Amble 'sA&CP	PetroleumS.S. Co.Ld. Cell	176·0|32·7|13·8 P62'B21'F31' FK DBuE13'13tFPT3	London British 6BHCem 3tAPT20t	T.3Cy.14",23"&38"–27" (s) 180lb 102NHP 1SB,3cf,HS1850 W.Beardmore&Co.Ld.Gls.	14 ″ 9 s ″ 11½ 13 ″ 11	
27882	**Kia Lee** (exCanadianRunner-34, exColborne-32,exCanadianRunner) 2Dks	3091 2497 1812					1920	Pt.Arthur S.B.Co. P Arthur,Ont	ChingKeeS.N.Co. Ld.	320·0|43·8|22·5 P20'B96'F17'	Chefoo Chinese WB	T.3Cy.23",38"&63"–42" 257NHP PortArthurS.B.Co.		C
27883 ~~[illegible]~~ ~~[illegible]~~	**Kia Ora** TwinSc ssLon.No.3-3,21 ssGls.No.2-30 Ref.Mchy. 2Dks(Stl–Uptws)&deep framing&Shelter dk(Stl–ws) Now "Verbania," see No. 40552 in Supplement	6561 6073 4049	✠100A1 Shelter dk withfreeboard 1,33 BS1,34 ✠LMC1,33 ✠Lloyd'sRMC1,34	Liv	c†	CL 1,32	1907 11mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	DittaLuigi PittalugaVapori WB=CellDBu95'	448·3|56·5|30·5 FK&BK1⅜" uE&B80'f 191'1305	Genoa Italian 7BHCem tAPT54t	T.6Cy.22",37"&63"–48" (s) 205lb 810NHP 5SB,15cf,GS289,HS11755FD WrkmanClark&Co.Ld.Bel	33 ″ 6 s5 ″ 4½ 28 ″ 9½	
27884 153692	**Kia-Wo** TwinSc 2Dks&Shade dk	1311 872 694					1925	Kiangnan D.&E.Works Shanghai	Indo-ChinaSteam Nav.Co.Ld.	202·5|33·1|9·9	Shanghai British	T.6Cy.15",23"&36½"–18" 110NHP KiangnanD.&E.Works		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of L.of Trade Cert.
27885 112587 VJSG	**Kiama** *Well deck* *Mchy.Aft* 1*Dk*	358 282 191				...	1902	Mackie& Thomson Glasgow	BellambiCoalCo. Ld.	140·3 Q46'B14'F22'	26·2	10·7 BK7"	SydnyNSW British *WB*	C.2Cy.16"&36"-24" 52RHP McKie&Baxter,Glasgow	11 ″ 6	
27886 120177	**Kian** TwinSc (*STRANDED 1,35-REFLOATED IN TWO PARTS*) 1*Dk*	1195 1018 729					1907	ShanghaiE S.B.&D.CoLd Shanghai	ChinaNav.Co.Ld.	220·0	40·0	9·5	London British	T.6Cy.9",14"&23"-15" 54RHP ShanghaiE.S.B.&D.Co.Ld.		
27887	**Kiang An** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	ChinaMerchants' Stm.Nav.Co.	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co.Ld.		
27888	**Kiang Ching** (*ex*HwahLee, *ex*MeiLee) TwinSc	1682 710 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
27889	**Kiang Hsin** TwinSc 3*Dks*	3372 1501 2101					1905	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	325·0	44·0	14·6	Shanghai Chinese	T.6Cy.19",31½"&52"-33" 311NHP S.C.Farnham&Co.Ld.Shi.		
27890	**Kiang Shun** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	ChinaMerchants' Stm.Nav.Co.	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co.Ld.		
27891	**Kiang Ta** (*ex*HwahTa, *ex*MeiDah) TwinSc	1682 — 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
27892	**Kiang Teen** (*ex*Moning) IronPad 1*Dk*&2*Hur dks*	2012 — 1435					1870	A.&J. Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	273·2	...	13·9	Shanghai Chinese	C.2Cy.29"&57¾"-144" 333NHP A.&J.Inglis,Glasgow		
27893 XNFP	**Kiang Wah** TwinSc 3*Dks*	3692 — 2321					1912	Kiangnan Dock&E.Co. Shanghai	ChinaMerchants' Stm.Nav.Co.	340·0	46·0		Shanghai Chinese *WB*	T.6Cy.18",29"&48"-30" 175NHP KiangnanDock&E.Co.Shi.		
27894 72909	**Kiang Wo** TwinSc 2*Dks*&*Promenade dk*	2209 1680 1388					1901	Boyd&Co. Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·0	42·1	17·2	HongKong British	T.3Cy.12",21"&34"-27" 124NHP Farnham,Boyd& CoLd.Shi		
27895	**Kiang Yu** Pad 1*Dk*&2*Hurdks*	2101 — 1490					1883	A.&J. Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	307·0	41·0	13·7 29·9	Shanghai Chinese	C.2Cy.40"&75"-96" 459NHP A &J.Inglis,Glasgow		
27896 150176 VJSJ	**Kianga** WoodTwinScK *Mchy.Aft* 1*Dk*	338 257 146					1922	R.J.Lucey Narooma, N.S.W.	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller, *Mgr.*)	135·6	32·0	8·2	SydnyNSW British	C.4Cy.11"&22"-16" 40RHP Mort'sDk&ECoLdBalmain		
27897 146157 GJBM	**Kiangsu** Ⓟ *Fitted for oil fuel* 2*Dks*	2661 2237 1555					1921	Caledon S.B.&E.CoLd Dundee	ChinaNav.Co.Ld.	310·0 P&B187'F42'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'SB &EngCoLd.Grk		
27898 153595 MCMZ	**Kiating** TwinSc 1*Dk*	423 256 226					1925	Yarrow& Co.Ld. Glasgow	ChinaNav.Co.Ld.	149·5	26·6	7·7	London British	2SRgearedSteamTurbines Yarrow&Co.Ld.Glasgow		
27899 142858 GDBX	**Kidderpore** D.F. 2*Dks*(*Stl*)	5334 4819 3263	✠ 11,22 ✠	Bom	*y*		1920 2mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	P.&O.Stm.Nav.Co.	400·4 P49'B113'F40' *CellDB* 345' 1025*t FPT*130*t*	52·4	28·4 FK	Newcastle British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0	
27900 PKFI	**Kidoel** 1*Dk*	775 591 304					1927	Nederl. DokMaats. Amsterdam	Konikl.Paketv. Maats.	188·7 P28'B67'F28'	33·4	12·8	Batavia Dutch *WB*	T.3Cy.15¾",26"&$43\frac{11}{16}$"-$32\frac{6}{16}$" 109NHP Nederl.GravingDk.Co.Ld.		V
27901 DHOF	**Kiel** D.F. Sub.Sig.	3703 3317 2114					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges.	338·7 P&B220'F42'	47·4	26·2	Hamburg German *WB*	T.3Cy.$23\frac{3}{8}$",$39\frac{3}{10}$"&65¾"-$45\frac{5}{16}$" 290NHP Frk.KruppA.G.Kiel		G
27902	**Kien Kuo** (*ex*LuenYi, *ex*Li-Fong) TwinSc 1*Dk*&*Spar dk*3*trB* *Promenade dk*&*Shade dk*	2770 — 1538					1905	Atel.&Ch. deFrance Dunkirk	ChinaMerchants' Stm.Nav.Co.	278·2	42·9	24·8	Shanghai Chinese *WB*	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
27903 UOWZ	**Kiev** (*ex*Remscheid-32,*ex*Cambrian Queen,*ex*Maritime,*ex*Waldenburg) D.F. 2*Dks*3*trB in No.*1*hold*	5822 5417 3618				...	1917	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·3 P&B377'F53'	58·2	27·0 FK	Odessa Russian *WB*	T.3Cy.$31\frac{1}{8}$",$50\frac{13}{16}$"&$84\frac{1}{16}$"-$53\frac{15}{16}$" 793NHP FlensburgerSchiffsb.Ges.	29 ″ 7	
27904 23665 JHKD	**Kifuku Maru** *ss*Kob.No.3-3,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *ss*Osa.No.1-36	5857 5585 4259	✠100A1 *Awng dk with freeboard* 2,36 ~~2,35~~ ~~BS5,35~~ ✠LMC 2,36	Osa	*y*	OG ~~1,33~~ N2,36	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OginunoKaisho K.K.	385·0 *Collision BH to Awng dk* *CellDB* 334' 1118*t FPT*126*t*	51·0	36·0 FK	Hashidate Japanese *Cem* 5*BH to Udk* *APT*93*t*	T.3Cy.26",43½"&72"-48"(*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
27905 22575 JTPA	**Kifune Maru** Ⓟ 1*Dk*	1606 1325 948					1918	Nagata Sanjuro Osaka	KinkaiYusenK.K.	240·0	36·1	20·9	Kobe Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaTekkosho,Osaka		
27906	**Kiguch** (*ex*Malaga-35) D.F. Wireless 1*Dk*	1440 1263 832					1921	F.Schichau Elbing	U.S.S.R.	253·5 P&B197'F28'	38·2	16·5	Vladvostk Russian *WB*	T3Cy.$19\frac{11}{16}$",31½"&51"-$29\frac{9}{16}$" 141NHP F.Schichau,Elbing		G
27907 17383 JSAB	**Kiku Maru** (*ex*Cromwell) 1*Dk* & *pt Awng dk*	3096 2300 1939				...	1894	JLThomp- son &Sons,Ld Sunderland	OtaniMokunosuke	312·0 P23'Q88' *pt Awng dk*201'	43·0	21·1 FK	Higashi- tonda Japanese *WB*	T.3Cy.23½",38"&62"-42" 263NHP J.Dickinson,Sunderland	23 ″ 8	
27908 34534 JRTB	— Ⓟ *OilEng.* Wireless *CruiserStern* 2*Dks*	760 519 312					1929	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	180·0 F30'	30·0	16·5	Habu Japanese	Oil Engine 4S.C.SA 6Cy.16¾"-$24\frac{7}{16}$" 163NHP MitsubishiZosenKaishaLd.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
27909 37500 JULH	**Kiku Maru** OilEng. Mchy.Aft CruiserStern 2Dks	415 366 231					1932	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅝"–19¼" 120NHP YokohamaDockCoLd.Yka		
27910 22483 JENF	— WoodAuxSr 1Dk	300 275 217					1918	Kurata Fukusei Jinsha	Hiramatsu Masataro	113·8	25·6	13·8	Nanao Japanese	C.2Cy.11 1/16"&22 1/16"–12" 14NHP HantaRyotoro,Osaka		
Broken up 27911 157 JDOA	**Kikukiri Maru** (exOolobaria) 2Dks(Stl)3trB&Web frames	5219 4889 3265	✠ 10,96 ✠	Dmb	z		1896 10mo	W.Denny &Bros. Dumbarton	InuiKisen GoshiKaisha	410·0 B77'F51' FK CellDBa158' uE&B45'	50·7	28·9	Dairen Japanese 6BHCem /158'1093t	T.3Cy.26½",42"&66½"–51" 354NHP 2SB,6pf,GS104,HS4714 FD Denny&Co.Dumbarton	32 ″ 0	C †
27912 209401 KJPA	**Kilauea** Ⓟ Fitted for oil fuel	1338 929 806					1911	UnionIron Works SanFrancisco	Inter-IslandStm. Nav.Co.Ld.	240·6	36·1	17·0	Honolulu Utd.States	T.4Cy.25",41"&(2)48"–30" 253NHP UnionIronWorksS.Frisco.		
27913 FOQR	**Kilbane** (exGeneralLeman, exHussar) ssMsl.2ndNo.3-9,27 ssMsl.No.1-32 Wireless 1Dk(Stl)&deep framing &Awng dk(Irn)	1282 1229 773	✠100A1 Awng dk with freeboard 3,35 MS7,32 ✠LMC BS~~12,33~~ 3,35	Msl	n	2,34	1903 6mo Lloyd's A&CP	Tyne Iron S.B.Co.Ld. Newcastle	Cie. de Navigation Sicard	220·0 FK CellDBa&uE73'f96'221t	33·0	21·6	Marseilles French 5BHCem APT17t	T.3Cy.17",28"&46"–33" (s) 180lb 70lb 149NHP 1SB,4cf,GS72,HS2560 N.E.MarineEngCoLdNwc	24 ″ 0 s 5 ″ 2½ 19 ″ 0	
27914 137085 GFKT	**Kildale** ssShl.No.2-32 1Dk(Stl)	3877 3469 2310	✠100A1 8,35 ~~6,34~~ ✠LMC MS1,32 BS1,35	Cff	w	CL ~~8,33~~ 8,35	1924 4mo Lloyd's A&CP	W.Pickersgill&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, Mgrs.) CellDB318'1084t	363·5 P33'B222'F31' FK FPT88tAPT170t	51·4	22·8	Whitby British 6BHCem	T.3Cy.24",41"&68"–45" (s) 180lb 180lb 345NHP 2SB,6cf,GS124,HS5437 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 0 s 3 ″ 1½ 22 ″ 1½	
27915 130886 ZSBP	**Kildalkey** ssC.Tn.No.3-10,30 ssCTn.No.1-35 1Dk(Stl)	624 495 271	✠100A1 2,35 LMC2,35 Carrying whale oil in bulk	CTn		CL 11,33	1918 7mo Lloyd's A&CP	Cochrane &Sons,Ld. Selby	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. Mgrs.)	175·3 FK CellDBuE26'20t	30·0	15·8	Cape Town British 9BHptCem FPT12t	T.3Cy.16",26"&44"–26" (s) 200lb 94RHP NB18refitted20 1SB,3cf,GS51,HS1825 FD C.D.Holmes&Co.Ld.Hull	16 ″ 6 s 1 ″ 10 14 ″ 11	
27916 144825 MNCT	**Kildrummy** ssAbn.No.2-32 Well deck 1Dk(Stl) Mchy.Aft	629 424 271	✠100A1 6,35 ~~2,31~~ ~~BS1,31~~ ✠LMC4,32 BS ~~5,31~~ 1,36	Abn	i	CL ~~4,32~~ 6,35	1924 12mo Lloyd's A&CP	Hall,Russell&Co.Ld. Aberdeen	Aberdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, Mgr.)	175·9 Q111'B10'F25' FK CellDBf99'152t FPT31t	27·3	11·3	Aberdeen British 3BHCem APT19t	T.3Cy.14½",24"&40"–30" (r) 190lb 84RHP 1SB,3cf,GS56,HS1720 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 3	
27917 139893 ZSMN	**Kilfenora** ssC.Tn.No.3-10,30 ssC.Tn.No.1-35 1Dk(Stl)	610 491 274	100A1 2,35 LMC2,35 ✠NB7,18refitted20 Carrying whale oil in bulk	CTn		CL 11,33	1918 1mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. Mgrs.)	174·8 B53' FK CellDBuE26'20t	30·0	15·7	CapeTown British 9BHCem FPT12t	T.3Cy.16",22"&44"–26" (s) 200lb 94RHP 1SB,3cf,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 ″ 7 s 1 ″ 10 15 ″ 0	
27918 FNRT	**Kilissi** Fitted for oil fuel Ref.Mchy. 3Dks	3723 3383 1751					1934	Ch.&Atel. deProvence S.A. PortdeBouc	Compagnie des ChargeursRéunis	324·8	48·6	22·7 30·4	Bordeaux French WB	T.3Cy.26¾",40⅞"&66⅞"– 43 5/16" 296NHP Ch.&Atel.deProvence,Msl.		V
27919 ~~110083~~ ~~MCMT~~ Now "Lisa," see No. 38937 in Supplement	**Kilkenny** (exElginCoast, exLadyTennant) ssLth.2ndNo.3-7,29 Mchy.Aft ssArd.No.1-34 1Dk(Stl-ws)	452 321 181	✠100A1 10,35 ~~8,34~~ ✠LMC3,34 BS10,35	Ard	h	CL N3,34	1904 1mo Lloyd's A&CP	Napier& Miller,Ld. Glasgow	~~CoastLines,Ld.~~ H.W.B.Ohlmeier	165·0 Q95'B12'F22' BK6" CellDB88'116tFPT	26·1	10·1	German 3BHCem 35tAPT6t	T.3Cy.16",26"&43"–30" (s) 180lb 93RHP 1SB,3cf,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6 s 4 ″ 6 12 ″ 9¼	
27920 99966 GBXF	**Killarney** Ⓟ (exClassic, TwinSc exMagic) ssLiv.3rdNo.3-6,32 2Dks(1Stl&1ptStl-ws)	2081 1125 853	✠100A1 6,35 ~~5,34~~ ✠NB7,24 ✠LMC5,32 BS~~5,34~~ 3,35 Fitted for oil fuel7,24 F.P. above 150° F.	Liv	r	OG ~~5,32~~ 5,35	1893 8mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	CoastLines,Ld.	311·3 P43'B&F230' FK&BK2" CellDBa55'50tDTf32'120t	38·3	15·1	Liverpool British 6BHCem FPT14t	T.6Cy.19",31"&52"–36" (s) 180lb 425NHP 3SB,9cf,HS7540 Harland&Wolff,Ld.Bel.	17 ″ 0 s 2 ″ 4 15 ″ 2¾	BT till 11,35
27921 70 HPBP	**Killerig** Wireless 1Dk	577 493 232					1918	Smith's DockCo.Ld. Middlesbro'	PanamaSalvors Inc.(Merritt- Chapman- Lindsay,Ld.)	172·2	30·0	15·7	Panama Pnamanian WB	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.CoLdNwc		C
27922 147087 GBWM	**Kilnsea** ssAnt.No.2-30 1Dk(Stl)&Shelter dk(Stl)	5415 5196 3361	✠100A1 Shelter dk with freeboard 8,35 ~~8,34~~ BS8,35 ~~BS12,33~~ ✠LMC12,30	Ant Avn	x	CL 6,33	1923 8mo Lloyd's A&CP	IrvinesS.B &D.D.Co.Ld. W Hartlepool	SeaS.S.Co.Ld.(W. Brown,Atkinson& Co.Ld.Mgrs.) CellDBa110' uE40'f156'860t	375·0 FK Collision FPT119tAPT163t	51·2	32·8	Hull British Cem BHtoShdk 5 ,, ,, U ,,	T.3Cy.26",42"&70"–48" (s) 180lb 180lb 326NHP 2SB,6cf,GS111,HS4437 Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 3 s 9 ″ 6¼ 25 ″ 11½	
27923 135158 MDVK	**Kilrea** (exTeesburn, 3Mst exWanstead) ssSld.No.3-5,24 ssBel.No.2-32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	767 557 370	✠100A1 ~~1,36~~ 2,36 ✠LMC MS11,32 BS~~1,33~~1,36	Bel	k	OG ~~11,32~~ 8,35	1912 11mo Lloyd's A&CP	Dundee S.B.Co.Ld. Dundee	R.&D.A.Duncan Ld.(W.Clint,Mgr.)	190·4 Q96'B15'F23' BK7¼" CellDBf112'170tFPT	30·0	11·7	Belfast British 3BHCem 40tAPT18t	T.3Cy.16",27"&44"–30" (s) 180lb 98RHP 1SB,3pf,GS59,HS2315 G.T.Grey,SouthShields	13 ″ 10 s 4 ″ 5¼ 13 ″ 9½	
To be broken up 27924 ~~[illegible]~~ ~~MJJP~~	**Kilvey** (exBow) ssGms.2ndNo.3-5,30 1Dk(Stl-pt ws) Cargo battens not fitted	565 450 288	✠~~100A1~~ 2,34 ~~BS5,34~~ ✠~~LMC5,30~~	Sbl	h	CL 2,34	1904 8mo Lloyd's A&CP	W.Dobson &Co. Newcastle	~~C.Strubin&Co.Ld.~~ Cell D Ba48'uE	165·3 B29'F16' FK 9'f62'151t FPT39t	30·1	12·8	Belgian 4BHCem APT36t	T.3Cy.15½",25"&41"–27" (s) 180lb 104NHP 1SB,3cf,GS48,HS1746 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6 ~~s 1 ″ 0~~ ~~12 ″ 2¼~~	
27925 LDOZ Now "James Hawson," see No. 38659 in Supplement	**Kim** OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinalframing	6074 5412 3575	✠100A1 8,34 ✠LMC8,30 ✠LMC(M)2,33 Carrying Petroleum in bulk	Fal	z	CL 2,33	1930 8mo Lloyd's A&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	SturlungsRederi A/S(SverreSturlung,Mgr) CellDBuE56'171t DTf34'347t	396·2 P97'B29'F36' Trunk238' FK FPT135tAPT121t	55·1	32·3	Bergen Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB180lb Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 4½ 26 ″ 9¾	
27926	— OilEng. 2Dks	5114 4702 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 B57'F23'	53·2	29·4	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.26¾"–47 5/16" 746NHP RussianDieselWks.Len.		
27927 156038	**Kim Kean Aun** WoodAuxSr OilEng. 1Dk (See Sailing Ship Register)	311 287 193					1929	EuKyong Nga Tavoy	EuKyongNga	109·7	30·0	13·5	Rangoon British	Oil Engine 4S.C.SA 4Cy.11"–14 3/16" 36RHP SkandiaVerken,Lysekil		

1	2 3	4	6	7		7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27928 24071 JHSD	**Kimi Maru** *ss*Kob.No.3-10,30 *ss*Kob.No 1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3194 2757 1982	✠100A1 7,35 ~~7,34~~ ✠LMC~~7,34~~ 7,35	Kob	*t*	CL 6,33	1918 12mo	OsakaIron Works,Ld. Innoshima A&CP	KobeShosenK.K.	305·0 P19'B82'F32' FK *CellDB*255' 519*t FPT* 76*tAPT*20*t*	43·9	27·3	Kobe Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaI.Wks.LdInnoshima	27 ″ 3 s 4 ″ 3 23 ″ 2	
27929 10296 JTGH	**Kimigayo Maru** Ⓟ (*ex*Swaerdecroon) 1*Dk*&*Awng dk*	669 638 395					1891	Maats.de Maas Rotterdam	Amagasaki KisenbuGomei Kaisha	175·9	26·3	17·1	Osaka Japanese *WB*	T.3Cy.15⅞",24⅝"&40"-36" 96NHP Maats.deMaas.Rotterdam		
27930 31549 JTXH	**Kimigayo Maru No. 2** Ⓟ TwinSc (*ex*Mandun) 2*Dks*	919 769 547						....	Amagasaki KisenbuGomei Kaisha	206·0	35·0	17·2	Osaka Japanese	T.6Cy.		
27931 139158 GVWV	**Kimmerol** *ss*Pts.No.3-12,29 *Mchy.Aft* *ss*Pts.No.1-34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1172 850 601	✠100A1 *withfreeboard* 10,35 ~~7,34~~ BS10,35 ✠LMC7,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	Pts	*n*	OG ~~7,32~~ 10,35	1916 10mo	Craig, Taylor&Co. Ld.Stockton *Lloyd's A&CP*	TheAdmiralty *Middle line Bulkhead not oil tight* *Cell DBuE&B*36' 62*t DTf*21' 162*t FPT*32*t APT*25*t*	210·0 P45'F40' FK	34·7	16·5	London British 13*BHptCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 135NHP 2SB,*4cf*,HS2200 FD Mackie&Baxter,Glasgow	16 ″ 6 s 1 6¼ 15 ″ 0¾	
27932	**Kimon** Ⓟ (*ex*Numidia) TwinSc 1*Dk*&*Awng dk*	1284 — 455					1904	Cie.Franc. deNav.&de Const.Nav. Nantes	EpirotikiSteamshipNav.Co. "GeorgePotamianos"	260·7 H—	28·5	16·2 22·9	Piræus Greek	T.6Cy.$19\frac{11}{16}$",31½&$51\frac{31}{32}$"-31½" NB11 305NHP Cie.Franc.deNav.& deConst.Nav.Lyons		
27933 135727	**Kinabalu** *Mchy.Aft* 1*Dk*	429 303 196			...		1914	Ardrossan DD&SBCoLd Ardrossan	SabahS.S.Co.Ld. (Harrisons&Crosfield(Borneo),Ld. *Mgrs.*)	150·4 P19'F19' FK	26·0	10·6	Ardrossan British *WB*	T.3Cy.12½",21"&34"-24" 59RHP McKie&Baxter,Glasgow	11 ″ 9	
27934 35936 JJBC	**Kinai Maru** TwinSc *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl*) GyC. *CruiserStern* *ss*Kob.No.3-3,36	8360 7812 5048	✠100A1 *withfreeboard* 3,36 ~~3,34~~ ✠LMC CS3,36 3.35 DBS3,36 ✠Lloyd'sRMC3,36 *Fitted for carrying oil* 6,30 *F.P. above* 150° F *in deep tanks*	Kob	*d*†	CL ~~3,33~~ 3,36	1930 6mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's A&CP*	OsakaShosenK.K. *CellDB*373' 1295*t Tanks in way of tunnels* 978*tMTs* 36' 1185*t FPT*96*t APT*89*t*	446·0 F40' FK	60·5	40·7	Osaka Japanese 8*BHptCem* (*Coll to W dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsubishiZosenKaishaLd.	40 ″ 9 s13″0¼ 28 ″ 2	
27935 KZBN	**Kinau** Iron Wireless 2*Dks*	975 — 773					1883	W.Cramp &Sons Philadelphia	PhilippineS.N.Co. (L.Everett,Inc. *Mgrs.*)	195·0	33·0	16·0	Manila Utd. States	C.2Cy.24"&44"-36" NB02 97NHP WCramp&Sons,Phildlpha		
Now a Lighter 27936 136402 VLCQ	**Kinchela** WoodTwinScK (*ex*Tamban) *Ref.Mchy.* 1*Dk*	369 304 209					1914	Morrison & Sinclair Sydney	NorthCoastS.N. Co.Ld.	145·0 P16'B48'F26'	31·0	9·5	SydneyNSW British *WB*	C.4Cy.12"&24"-18" 48RHP Campbell&Calderw'd,Psy.		
27937 129491 CYLN	**Kindersley** (*ex*A.E.McKinstry) *Mchy.Aft* 1*Dk*	1999 1657 1190					1910	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	CanadaSteamship Lines,Ld.	250·4	42·7	18·3	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP ClydeSB&Eng.CoLd.PGls		C
27938 FOZB	**Kindia** (*ex*Haworth) *Ref.Mchy.* 2*Dks*	1972 1061 1167					1919	Napier& Miller,Ld. Glasgow	Cie.desTransp. Mar.de l'A.O.F. (Chargeurs Réunis *Mgrs.*)	270·1	37·8	15·9	Havre French *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&Jackson,LdGls		V
27939 128797 VJSK	**Kindur** *ss*Syd.No.1-33 1*Dk*(*Stl*)	1267 879 515	✠100A1 ~~7,35~~ ~~1,35~~12,35 BS~~7,34~~ 7,35 ✠LMC7,33	Syd		CL 7,34	1928 2mo	Ayrshire Dckyd.Co.Ld Irvine *Lloyd's A&CP*	Newcastle&HunterRiverS.S.Co.Ld	221·3 P22'B79'F38' BK7½" *FPT*42*tAPT*46*t*	38·3	15·4	Newcastle N.S.W. British 5*BHCem*	T.3Cy.17",28"&46"-30" (*s*) 2WaterTubeBoilers FD 200lb HS4068 240NHP W.Beardmore&Co.Ld. Coatbridge	16 ″ 6 ~~s 1 ″ 7½~~ ~~15 ″ 8~~ s1 ″ 5¼ 15 ″ 8¾	
27940 29812 JAOB	**Kine Maru** 1*Dk*	2193 1955 1260					1924	KobeSteel WorksLd. Harima	SettsuShosenK.K.	285·5	40·0	24·0	Fuchu Japanese *WB*	T.3Cy.18",$30\frac{1}{16}$"&49"-39" 150NHP KobeSteelWorks,Kobe		C
27941 217458 KJPB	**King** (*ex*LakeFaristell) *Ref.Mchy.* 1*Dk*2*trB*	2624 2235 1626			...		1919	American S.B.Co. Cleveland,O.	KingS.S.Corp. (Minnesota-AtlanticTransit Co.)	251·0 P25'B64'F23' FK	43·5	26·2	Duluth Utd. States *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanSBCoClevelndO.	28 ″ 2	R †
27942 LDHX	— (*ex*HeatherKing, *ss*Shl.No.3-7,20 *ex*Kilgarven) 1*Dk*(*Stl*) Wireless D.F.	645 506 233	11,25	Sws			1918	Smith's DockCo.Ld. Middlesbro'	D/S A/S King (AdolfLothe)	175·2 B58*t*H25*t* FK *CellDBuE*26'20*t*	30·0	15·7	Haugesnd Norwegian 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" 116NHP 1SB,*3cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	N †
27943 137268 GCMX	**King Alfred** *ss*Rot.No.3-9,31 1*Dk*(*Stl*)	5275 4796 3195	✠100A1 5,35 ~~7,34~~ BS5,35 MS9,31 ✠LMC ~~BS6,34~~	Npt	*y*	CL ~~12,32~~ 5,35	1919 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934)Ld. *Mgrs.*)	400·0 P49'B113'F38' FK *CellDB* 340'1098*t FPT*133*t*	52·4	28·5	Sundrland British 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5″11¾ 25 ″ 3¾	
27944 160458 GNSC	**King Arthur** *OilEng* *ss*Bkn.No.1-32 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 ~~9,35~~ ~~8,34~~3,36 DBS~~8,34~~ 9,35 ✠LMC12,30	Bkn Cff		CL 8,34	1928 5mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934)Ld. *Mgrs.*)	400·7 P28'B142'F35' FK *CellDB*333'1083*t DTf*26'1076*tFPT*109*t*	54·8	27·2	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23″10¼	
27945 142726 GPNF	**King Bleddyn** (*ex*Glenspey, *ex*WarMusic) *ss*Mch.No.3-5,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Shl.No.1-35 *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6498 6230 4040	✠100A1 *Shelter dk* *withfreeboard* ~~8,34~~11,35 BS7,35 ~~BS6,34~~ ✠LMC~~6,30~~ MS11,35	Bry Shl	*a*†	CL ~~8,34~~ 11,35	1918 12mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934)Ld. *Mgrs.*) *Hatch covers dispensed with in'tween decks* *CellDB*343'1571*t DTa*23' 858*t FPT*91*tAPT*126*t*	412·4 FK	55·8	34·4	London British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0½ 28 ″ 3	
27946 148835 GJCZ	**King City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4744 4432 2879					1928	W.Gray& Co.Ld. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&Co.Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15
27947 143147 GBFL	**King David** (*ex*Gundomar) *ss*Sld.No.3-8,33 2*Dks*(*Stl-Uws*)&*Web frames* *Well deck* *Longitudinal framing*	3721 3335 2257	✠100A1 1,34 ✠LMC8,33	Sld	*x*	CL 8,33	1912 9mo *Lloyd*	Akt.Ges. "Weser" Bremen *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDBa*116'*u*	355·1 P226'F43' E26'*f*164'830*tFPT*	50·4	23·2 FK	London British 6*BHCem* 48*tAPT*14*t*	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&67$\frac{11}{16}$"–47$\frac{1}{2}$" 192lb (*s*) 432NHP 3SB,*9cf*,GS129,HS6135 FD A.G."Weser,"Bremen	26 ″ 0 s 3 ″ 3½ 22 ″ 10¼	
27948 149947 GKBM	**King Edgar** *ss*Bel.No.1-31 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2694	✠100A1 *withfreeboard* 11,34 DBS~~11,34~~ ✠LMC1,31 2,36	Cff	*z*	CL 11,34	1927 11mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*333'	KingLineLd. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 *FPT*85*tAPT*181*t*	54·8	23·6 FK (	London British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27949 141921 GCLD	**King Edward** (*ex*Gorala) *ss*Bry.No.1-35 *ss*Rot.No 3-8,31 2*Dks*(*Stl*)	5217 4747 3152	✠100A1 ~~12,31~~10,35 ✠LMC10,35 ~~MS8,31~~ ~~BS12,34~~	Bry	*y*	CL ~~7,34~~ 10,35	1919 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*	400·0 P49'B113'F39' 347'1120*t FPT*115*t*	52·3	28·4 FK	London British 7*BHCem* *APT*170*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
27950 113963	— Ⓟ TrpSc 3*Dks*	551 456 222					1901	W.Denny &Bros. Dumbarton	LondonMid'and& ScottishRailway	250·5	30·1	10·0	Glasgow British	3SteamTurbines Parsons'MarineSteam TurbineCo.Ld.Nwc.		BT till ~~4,35~~ 10,35
27951 149964 GBLD	**King Edwin** *ss*Cff.No.2-35 ~~*ss*Liv.No.1-31~~ *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2692	✠100A1 *withfreeboard* 5,36 ~~2,34~~ DBS~~[illegible]~~ 11,35 ✠LMC CS12,34 11,35 ~~12,34~~	Cff	*z*	CL 5,34	1927 12mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*333'	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 *FPT*85*tAPT*181*t*	54·8	23·6 FK (	London British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27952 149979 GKVJ	**King Egbert** *ss*Shl.No.1-32 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4535 4164 2694	✠100A1 *withfreeboard* 8,35 ~~3,33~~ DBS~~5,33~~ ✠LMC5,32 4,36	Cff Vcr	*z*	CL 9,34	1928 1mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*333'	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 *FPT*85*tAPT*181*t*	54·8	23·6 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27953 146631 GDTZ	**King Frederick** (*ex*Trialos) *ss*Sld.No.3-7,32 2*Dks*(*Stl*)	5106 4754 3165	✠100A1 ~~8,33~~~~10,34~~3,36 BS~~6,34~~ ✠LMC6,32 6,35	Nwc	*y*	CL 10,34	1920 3mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*	400·2 P49'B113'F40' 340' 1120*t FPT*123*t*	52·3	28·5 FK	London British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
27954 148912	**King George V** Ⓟ TwinSc 2*Dks*	797 528 324					1926	W.Denny &Bros.Ld. Dumbarton	~~TurbineSteamers, Ld.(J.Williamson &Co.Mgrs.)~~ DavidMacBrayne Ld.	260·6	32·1	10·6	Glasgow British	6SteamTurbinesSRgeared to 2 Sc. Shafts NB35 ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 4,36
27955 147512 GCQJ	**King Gruffydd** (*ex*Ambatielos) *ss*Sld.No.3-8,31 2*Dks*(*Stl*)	5063 4726 3145	✠100A1 12,34 BS~~12,34~~ ✠LMC8,31 11,35	Bry	*y*	CL ~~6,34~~ 11,35	1919 12mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*	400·9 P49'B113'F40' 340'1120*t FPT*123*t*	52·4	28·3 FK	London British 7*BHptCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
27956 147506 GCQD	**King Howel** (*ex*Cephalonia, *ex*Stathis) *ss*Shl.No.3-9,31 *ss*Shl.No.1-36 2*Dks*(Stl)	5102 4767 3168	✠100A1 5,36 ~~2,35~~ ✠LMC5,36 ~~MS9,31~~ ~~BS9,31~~	Bry Shl	*y*	CL 8,34	1919 10mo *Lloyd*	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*	400·2 P47'B113'F40' 344'1108*t FPT*123*t*	52·3	28·5 FK	London British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co.of HongKong,Ld	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
27957 147537 GFWB	**King Idwal** (*ex*Keramies) *ss*Sld.No.3-1,33 2*Dks*(*Stl*)	5115 4741 3164	✠100A1 5,35 ~~9,34~~ BS~~4,34~~ ✠LMC1,33 5,35	Shl Bry	*y*	CL ~~12,32~~ 5,35	1920 5mo *Lloyd*	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong *'sA&CP*	KingLine,Ld. (Dodd.Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*	400·2 P47'B113'F40' 334'1004*t FPT*123*t*	52·3	28·5 FK	London British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co. of HongKong,Ld.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
			Fitted for oil	*fuel*	5, 20	*F.P. a*	*bove* 1	50° F.								
27958 148705 GDZM	**King James** *OilEng.* *ss*Sld.No.2-34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk*(*Stl*)*inNo.*3*hold* *Corrugated Sides* *CruiserStern* *Longitudinal framing in DB & at decks*	5066 4738 3129	✠100A1 *withfreeboard* 4,36 ✠LMC CS4,34 10,35~~9,32~~	Sld Gls DBS6,36	*a*†	CL 4,34	1925 11mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow *'sA&CP*	ScottishSSCo.Ld. (Dodd,Thomson& Co(1934)Ld*Mgrs*) *CellDB*334'1227	*t DTf*53'1050*t FPT* F36'	59·0	25·9 FK *Coll*	London British 7*BHptCem* *BH to Sh dk* 6 „ „ 2*nd* „ 95*tAPT*220*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
27959 160356 GNQS	**King John** *ss*Gls.No.2-36 *OilEng.* ~~*ss*Sld.No.1-32~~ 1*Dk*(*Stl*) *CruiserStern*	5228 4807 3139	✠100A1 ~~1,32~~~~2,34~~3,36 DBS~~4,31~~ ~~✠LMC3,32~~ 5,35 ✠LMC CS3,36 11,34	Bkn ~~Vcr~~ Gls	*z*	CL 4,34	1928 2mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*333'1067*tDT*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*)	400·7 P28'B142'F35' *f*26'1076*tFPT*109*t*	54·8	27·2 FK	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	
27960 160380 GNQW	**King Lud** *ss*Cff.No.2-36 *OilEng.* ~~*ss*Shl.No.1-32~~ 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 1,36 ~~2,35~~ DBS~~1,34~~6,35 ✠LMC CS2,35 ~~7,32~~ 6,35	Bkn Cff	*z*	CL ~~5,34~~ 12,35	1928 3mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*334'1083*tDT*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*)	400·7 P28'B142'F35' *f*26'1076*tFPT*109*t*	54·8	27·2 FK	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	
27961 148713 GJYX	**King Malcolm** *ss*Cff.No.2-33 3Mst. *OilEng.* ~~*ss*Lon.No.1-29~~ 1*Dk*(*Stl*)&*Shelter dk* (*Stl*) 3*rd dk*(*Stl*) *in No.* 3 *hold* *Corrugated sides* *CruiserStern* *Longitudinal framing in DB & at decks*	5064 4736 3128	✠100A1 *withfreeboard* 4,36 ~~12,33~~ DBS~~1,34~~8,34 ✠LMC CS1,34 8,35	Cff ~~Gls~~ Shl	*a*†	CL ~~9,32~~ 7,35	1925 12mo *Lloyd*	D&WHen- derson&CoLd Glasgow *'sA&CP*	ScottishSSCo.Ld. (Dodd,Thomson& Co(1934)Ld*Mgrs*) *CellDB*334'1227*t*	400·3 F36' *DTf*53'1050*t FPT*	59·0	25·9 FK *Coll*	London British 7*BH ptCem* *BH to Sh dk* 6 „ „ 2*nd* „ 95*tAPT*220*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
27962 160404 GNSB	**King Neptune** *OilEng.* *ss*Nwc.No.1-31 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 10,35 ~~1,35~~ DBS~~[illegible]~~7,35 ✠LMC CS5,33 1,34	Bkn Mch	*z*	CL 11,33	1928 4mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.(1934),Ld. *Mgrs.*) *CellDB*334'1083*t*	400·7 P28'B142'F35' *DTf*26'1076*tFPT*1	54·8	27·2 FK	London British 7*BHptCem* 09*tAPT*260*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
27963	**King On** WoodTwinSc 2*Dks*	677 — 475					1918	ManLee S.B.Co. Canton	Soc.Ip-Un,Ld.	151·5|30·8|12·4	Macao Portuguese	C.2Cy.10½"&20"-14½" 13NHP		
27964 118608 GPMF	**King Orry** Ⓟ TwinSc ssBrw.No.3-5,23 ssBrw.No.2-31 Sub.Sig. 2*Dks*&*Shelter dk* (*ptStl*-ws)	1877 1187 762	✠ A1 *Shelter dk* *withfreeboard* 4,34 ~~[illegible]~~ *For Service in the Irish Channel*	Brw MS6,35 BS3,35 ✠LMC~~6,31~~		OG 4,33	1913 7mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle ofManSteam PacketCo.Ld. *CellDBa*48'	300·0|43·1|15·9 *Promenade dk* 198' B56' FK&BK1¼" *uE*44'*f*64'216t*FPT*	DouglasIM British *9BHAsp* 26t*APT*36t	4 Steam Turbines SR geared to 2 screw shafts 170lb *100lb* (*r*) FD HS14385 2DB&1SB,*15cf*,GS383 1114NHP CammellLaird&Co.LdBkn	17 ″ 0 s2″10¾ 14 ″ 6	BT till ~~12,35~~ 3,36
27965 148731 GMFY	**King Robert** (*ex*Città diMessina) ssSld.No.3-1,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	5886 5602 3615	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~~~1,35~~5,36 MS1,33	Bry ~~Sld~~ ✠LMC BS~~1,35~~5,36	z	CL ~~5,34~~ 4,36	1920 11mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	ScottishS.S.Co.Ld. (Dodd,Thomson& Co(1934)Ld*Mgrs*) *CellDB*	400·0|53·0|32·8 F38'*onShelter dk* FK *Collision* 351'1272t*APT*100t	London British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) 180lb 573NHP 3SB,*9cf*,GS187,HS8580. FD Richardsons,Westgarth &Co.Ld.Mdb.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
27966 160496 GNVD	**King Stephen** *OilEng.* ssHul.No.1-32 2*Dks*(*Stl*) *CruiserStern*	5274 4883 3171	✠100A1 1,36~~4,35~~ DBS4,35 ✠LMC CS4,33 11,35~~8,34~~	Fal Shl	z	CL 5,34	1928 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *Cell*	KingLine,Ld. (Dodd,Thomson& Co(1934)Ld*Mgrs*) *DB*333'1083t*DTf*	400·7|54·8|27·2 P28'B142'F35' FK 26' 1076t *FPT*109t	London British *7BHptCem* *APT*260t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s5″11¼ 23 ″10¼	
27967 160516 GNVF	**King William** *OilEng.* ssNwc.No.1-31 2*Dks*(*Stl*) *CruiserStern*	5274 4883 3171	✠100A1 ~~6,35~~~~8,34~~1,36 DBS~~8,34~~ 6,35	Cff ~~Bel~~NNs ✠LMC2,52	z	CL 8,34	1928 7mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *C*	KingLineLd. (Dodd,Thomson& Co(1934)Ld*Mgrs*) *ellDB*333' 1083t *D*	400·7|54·8|27·2 P28'B142'F35' FK *Tf*26'1076t*FPT*10	London British *7BHptCem* 9t*APT*260t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s5″11¼ 23 ″10¼	
27968 149429	**Kingdoc** *Mchy.Aft* 1*Dk*	1926 1638 1152					1927	Swan,Hun- ter&Wigham Richardson, LdNewcastle	PatersonSteam- ships,Ld.	252·8|43·4|17·8	Ft.William (Ont.) British *WB*	T.3Cy.15",25"&40"-33" 88NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
27969 230326 KJPC	**Kingfisher** Ⓟ Comp (*ex*U.S.C.G.Bache) 2*Dks*	325 — 161					1901	Townsend &Downey Shooters Island,N.Y.	DalebiteBoatLine	154·6|26·2|16·9	Galveston Utd.States	C.2Cy.16"&32"-22" 40NHP Townsend&Downey, ShootersIsland,N.Y.		
27970 UOCN	**Kingisepp** Sub.Sig. 1*Dk*	2325 2019 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8|43·2|20·6 P21'B72'F14'	Archangel Russian *WB*	T.3Cy.17¾",29½"&48⅜"-39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		
27971 LDGI	**Kings County** (*ex*Björnstjerne Björnson) 2*Dks*	5268 4913 3251					1909	W.Gray& Co.Ld. WHartlepool	D/S A/S Björn- stjerneBjörnson (OlafÖrvig,*Mgr.*) (CountyLine)	410·0|54·0|26·4 P36'B254'F43'	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks WHpl		C
27972 160220 GSQF	**Kingsborough** D.F. 1*Dk*	3368 3054 2030					1928	Lithgows, Ld. PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	340·1|48·8|22·7 P35'B104'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-39" 240NHP J.G.Kincaid&Co.Ld.Grk.		C
27973 119950 GQCJ	**Kingsbury** (*ex*Ilwen) ssShl.2ndNo.3-10,30 1*Dk*(*ptIrn&ptStl*)2*trB&* *Web frames*3*Dk rule*	4072 3800 2616	✠100A1 7,34 MS1,30	Nwc ✠LMC BS1,35	w	CL 9,33	1904 7mo *Lloyd*	J.Read- head&Sons SouthShields '*sA&CP*	~~AlexanderShip-~~ ~~pingCo.Ld(Capper~~ ~~Alexander&Co.~~ ~~*Mgrs.*)~~E.R.Man- agementCo.Ld.	355·0|48·9|25·7 P30'B106'F35' FK *CellDBa*115'*uE&B*	Cardiff British *6BHCem* 42'*f*154'995t	T.3Cy.25",42"&68"-45" (*s*) 160lb 329NHP 3SB,*9cf*,GS150,HS5240 J.Readhead&Sons,S.Shl. *APT*132t	28 ″ 5 s5 ″ 1¼ 23 ″ 6¾	
27974 161897 GSKC	**Kingsland** 1*Dk*	3669 3323 2239					1930	Lithgows Limited Port Glasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	350·6|50·2|23·3 P40'B106'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
27975 150351 VGJW	**Kingsley** (*ex*CanadianCoaster) 1*Dk*	2422 2051 1464					1921	Colling- wood,S.B.Co. Kingston	KingsleyNav.Co. Ld.	251·0|43·6|23·6 P22'B64'F28'	Vancouver British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood		
27976 111654 VGMD	**Kingston** Ⓟ Pad 1*Dk*	2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship Lines,Ld.	288·0|36·2|13·3	Toronto British	T.3Cy.28",44"&74"-72" 461NHP BertramE.W.Co.Ld.Trnto		
27977 128863 ~~EICB~~ MBWY	**Kingstown** 3Mst ssBel 2ndNo.3-7,35 ~~ssCff.No.3-2,23~~ *Mchy.Aft* ~~ssApl.No.1-28~~ *Well deck* 1*Dk*(*ptIrn ptStl*)	628 434 237	✠100A1 7,35~~8,29~~ ~~BS8,29~~	Cff Bel ✠LMC~~6,29~~ 7,35	j	CL ~~N6,28~~ 6,35	1910 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Wm.M.Barkley& Son.Ld. (W.Clint,*Mgr.*) *WB=CellD*	181·0|27·7|10·8 Q103'B11'F32' FK *B*/99'160t *FPT*66t	Belfast ~~Dublin~~ British *3BHCem* *APT*39t	T.3Cy.15",25"&40"-30" (*s*) 180lb ~~70lb~~ 81RHP 1SB,*3cf*,GS62,HS2045 Ramage&Fergusn,Ld.Lth.	13 ″ 6 ~~s ″ 7½~~ ~~13 ″ 1~~ s4 ″8¾ 13 ″ 1¾	
27978 160723 GSWN	**Kingswood** ssNwc.No.1-32 D.F. 1*Dk*(*Stl*)	5038 4574 3107	✠100A1 ~~12,34~~10,35 BS8,35	Liv Shl ✠LMC5,32	z	CL 6,34	1929 5mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	JosephConstan- tineS.S.Line,Ld. *CellD*	405·4|53·8|26·6 P40'B257'F33' FK *B*353' 1171t*FPT*11	Middlsbro' British *6BHCem* 4t*APT*192t	T.3Cy.24½",40½"&68"-45"& LPTurbinewithDRgearing 200lb (*s*) FD 520NHP 2SB(FD)1AuxSB,*8cf*, GS160,HS7241 N.E.MarineEngCoLd Nwc	29 ″ 1 s4 ″2¾ 25 ″ 0	
27979 146160 GDJN	**Kingyuan** Ⓟ *Fitted for oil fuel* 2*Dks*	2653 2225 1546					1921	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3|44·2|20·9 P23'B86'F43'	London British *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
27980 142908 ZMJB	**Kini** ssWln.No.1-35 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1388 932 779	✠100A1 ~~8,35~~~~1,35~~ 2,36	Wln Syd ✠LMC1,35	o	CL 11,34	1930 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	UnionS.S.Co. of NewZealand,Ld. *IntermediateBHin* *CellDB*185'	229·1|39·2|12·5 Q158'F30' FK *hold dispensed with* 348t*FPT*84t*APT*7t	Dunedin British *Cem* 3 *BH to Udk*	T.3Cy.15¾",27"&44½"-33" 200lb (*s*) 165NHP 2SB,*4cf*,GS80,HS2984 J.Lewis&Sons,Ld.Abn.	14 ″ 6 s4 ″ 9 13 ″ 11	
27981 14164 JYKD	**Kinkasan Maru** ssKob.No.3-2,24 ssKob.No.2-32 1*Dk*(*Stl*) *Cantilever framed topside tanks*	4981 4535 2615	✠100A1 5,35~~4,34~~	Kob 3,36 ✠LMC~~4,34~~ ~~5,35~~	y	CL 4,34	1911 7mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' '*sA&CP*	MitsuiBussan Kaisha,Ld. *WB=CellDBa*126 *Topside tanks*	380·0|53·5|27·2 P38'B111'F39' FK '*uE*24'*f*167'1042t 316'1252t *FPT*103t	Tokio Japanese *6BHCem* *APT*227t	T.3Cy.26",42"&70"-48" (*s*) 180lb 417NHP 3SB,*9cf*,GS190,HS7114 Blair&Co.Ld.Stockton	29 ″ 7 s5 ″ 10 24 ″ 2	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27982 1109 JMQA	**Kinko Maru** Ⓟ (*ex*ShibisanMaru) Wireless 1*Dk*	1264 1053 851					1917	Toba Zosensho Toba	ChosenYusenK.K.	229·1	33·0	18·0	Jinsen Japanese *WB*	T.3Cy.14½",24½"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
27983 138187 CYLP	**Kinmount** (*ex*Dalrymple) *Mchy.Aft* 1*Dk*	1711 1544 1167					1923	The Collingwood S.B Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0 F35'	43·1	16·9	Montreal British *WB*	T.3Cy.15½",26"&44"–26" Hewes& 95RHP Phillips,Newark,N.J.		C
27984 143531 MKLQ	**Kinnaird Head** (*ex*Gowerian) *ss*Lth.No.3–3,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	449 296 186	✠100A1 5,35 ~~3,31~~ ✠LMC3,54 BS5,35	Lth		CL ~~2,34~~ 5,35	1921 1mo	TawShipyards,Ld. Barnstaple *Lloyd*'*sA&CP*	A.F.Henry& MacGregor,Ld.	142·2 Q84'B9'F17' FK *FPT49t*	25·6	11·4	Leith British *3BHCem* *APT17t*	T.3Cy.12",20"&32"–24" (*s*) 180lb 52RHP 1SB,3*cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 ″ 6 s 4 ″ 3½ 12 ″ 4½	
27985 6891 SFDM	**Kinne** (*ex*Niels) 1*Dk*	618 518 358					1920	Vulcan VærftetA/S Korsör	RederiA/B Kinnevik(P. Anderson,*Mgr.*)	190·7 P17'B51'H72tF20'	30·8	11·2	Lidköping Swedish *WB*	T.3Cy.12½",21"&34"–19¾" Smith,Mygind& 66NHP Hüttemeyer,Cpn.		V
27986 161578 GYGS	**Kinross** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4956 4580 3043	✠100A1 *withfreeboard* ~~1,36 1,35~~ 4,36 ✠LMC4,35	Sld ~~Am~~ Hul		CL	1935 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	B.J.Sutherland &Co.Ld. *CellDB346'1174t*	412·2 FK (*MT1236tAPT191t*	54·2	26·1	Newcastle British *7BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅛" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6½	
27987 193 JNUA	**Kinryo Maru** (*ex*Bessie Dollar) 4Mst *ss*H.Kg.No.3–6,17 *ss*Vcr.No.1–21 *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4390 4055 2737	✠ 8,26 ✠	Kob	*x*		1905 11mo	A.Rodger &Co. Pt.Glasgow	KawasakiGoshi Kaisha *Intermediate Bulk* *in after*	369·7 P37'B98'F36' 26·7 *head* FK *hold dispensed with* *CellDBa120'uE*	50·0	18·8	Dairen Japanese *Cem* *5BHonly* *&B42'f162'*	T.3Cy.25½",42"&70"–48" 393NHP 3SB,9*cf*,GS170,HS6399 A.Rodger&Co.Glasgow 982*tFPT55tAPT90t*	29 ″ 3	C †
27988 109872 VPCL	**Kinshan** Ⓟ TwinSc 1*DkSaloon dk&Shade dk*	2733 1019 1678					1903	Hong K'ng &Whampoa DockCo.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	10·1	HongKong British	T.6Cy.20",31"&50"–27" 260NHP HongKong&Whampoa DockCo.Ld.HongKong		
27989 JGDB	**Kinshu Maru** (*ex*Mount Pentelikon–33, *ex*Atlanticos,*ex*Sylvia Victoria,*ex*WarCavalry) *ss*Ams.No.3–1,32 2*Dks*(*Stl*)	5600 5151 3333	✠100A1 6,35 ~~6,34~~ ✠NE11,22 ✠LMC8,33 BS~~6,34~~6,35	Nag	*z*	CL 6,33	1919 5mo	JCoughlan &Sons Vancouver, B.C. *Lloyd*'*sA&CP* *Inter*	DairenKisenK.K. *mediate BHinfore* *CellDBa&uE172*	410·7 P44'B115'F47' FK *hold dispensed with* '*f182'1158tFPT13*	54·1	27·5	Dairen Japanese *ptCem* *6BH only* 1*tAPT95t*	T.3Cy.27",44"&73"–48" (*s*) 190lb 536NHP 3SB9*cf*,GS189,HS7995 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s5 ″ 11½ 24 ″ 0½	
27990 123881 VSNG	**Kinta** 1*Dk*	1220 834 509					1907	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	13·8	Singapore British *WB*	T.3Cy.20¾",33"&54"–36" 175NHP CaledonSB.&E.Co.Ld.Dun		
27991 153998 MBKS	**Kintang** TwinSc 1*Dk*	435 227 221					1925	Yarrow &Co.Ld. Scotstoun *Completed by*	ChinaNav.Co.Ld. Taikoo Dockyard	149·5 &Eng.Co.Ld.Hong	26·6	7·7	London British Kong	2SRgearedSteamTurbines Yarrow&Co.Ld.Gls.		
27992 140571 GRCD	**Kioto** *ss*Mch.No.3–4,30 *ss*Ant.No 1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in Shelter 'tween dks*	3297 — 2030	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~9,35~~ ✠LMC MS2,34 BS~~10,34~~10,35	Ant	*v*	CL 9,34	1918 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	333·8 FK *CellDB294'859t*	46·6	24·4	Liverpool British *6BHCem* *APT19t*	T.3Cy.21",36"&62"–45" (*s*) 220lb *112lb* 384NHP 2SB,8*cf*,GS139,HS5433 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 9 s2 ″ 5 24 ″ 7½	
27993 141758 CYLQ	**Kipawa** (*ex*JohnF.Morrow, *ex*EdwardN.Breitung,*ex*John W.Moore) 2*Dks* *Mchy.Aft*	1840 — 1154					1890	Craig S.B.Co. Toledo,O.	CanadaSteamship Lines,Ld.	246·0 *WB*	40·6	20·7	Montreal British	C.2Cy.26"&50"–42" 135NHP S.F.Hodge&Co.Detroit		
27994 34532 JRUB	**Kiri Maru** Ⓟ *OilEng.* Wireless 2*Dks*	531 405 296					1929	Harima Dockyard, Harima	TokiowanKisen K.K.	160·0 P9'B32'F20'	28·0	14·0	Habuminato Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–22$\frac{7}{16}$" 117NHP KobeSteelWorks,Kobe		
27995 37505 JUMH	— *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"–19$\frac{11}{16}$" 121NHP YokohamaDockCoLd.Yka		
27996 33173 JANC	**Kiriha Maru** (*ex*Withington, *ex*WarBreeze) *ss*Kob.No.3–5,32 1*Dk*(*Stl*) 2*ndDk*(*Stl*)*inNos.2&3holds*	3057 2842 1836	✠ [illegible] 1,36 ✠~~LMC8,34~~	Yka	*u*	CL 12,34	1919 4mo	IrvinesSB. &D.D.Co.Ld WHartlepool *Lloyd*'*sA&CP*	TatsuumaKisen K.K. *CellDB*	331·1 P33'B100'F28' FK 284'699*t FPT* 110*t*	46·8	23·1	Nishinomiya Japanese *7BHptCem* *APT121t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6321 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	
27997 36919 JGIC	**Kirishima Maru** *OilEng.* GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*)*except in aftermost hold* *Rudder electrically welded* *CruiserStern*	5959 5375 ~~3553~~ 3563	✠100A1 *withfreeboard* 7,35 ~~3,35~~ DBS7,35 ✠LMC7,31 *Carrying cargo oil* ✠LMC(M)8,33	Kob *F.*	*c*†	CL ~~4,33~~ 7,35 *P.abov*	1931 7mo *e 150°*	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd*'*sA&CP* *F.in deeptank*	KokusaiKisen K.K. *s* *CellDB338'1560t*	443·1 F39' FK (*Tanks in way of tunnel*185*tMT36'*	60·0	30·0	Yokohama Japanese *8BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,) 1085*tDTa27*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1857NHP DB*100lb* Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg '700*tFPT100tAPT49t*	30 ″ 1 ~~4 ″ 1½~~ ~~26 ″ 1½~~ s3 ″ 3½ 26 ″ 1	
27998 117371 ELJS	Broken up **Kirkcaldy** *ss*Bel.2ndNo.3–3,27 *Mchy.Aft* *ss*Dub.No.1–32 *Well deck* 1*Dk*(*ptStl*)	493 387 218	✠~~100A1~~ 4,32 ✠~~LMC4,32~~	Dub	*i*	4,32	1903 1mo	Gourlay Bros.&Co. Dundee *Lloyd*'*sA&CP*	~~SligoS.N.Co.Ld.~~ *WB*	180·0 Q44'B39'F68' BK7" =*DBf*49'52*tFPT*	26·8	12·2	Sligo British *4BHCem* 12*tAPT8t*	T.3Cy.17",28"&46"–30" (*s*) 180lb 134NHP 1SB,3*cf*,GS62,HS2182 GourlayBros.&Co.Dundee	13 ″ 4 s ″ 8½ 13 ″ 3	
27999 105919	**Kirkham** TwinSc (*HopperBarge*) *Mchy.Aft* 1*Dk*	319 268 144					1896	Murdoch& Murray Pt.Glasgow	London,Midland& ScottishRly.	136·0	25·1	9·5	Fleetwood British *WB*	T.4Cy.(2)9",18"&32"–22" 50RHP Rankin&Blackmore,Grk.		
28000 161842 MBYD	**Kirkland** *CruiserStern* 2*Dks*	1361 1127 624					1934	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	261·6	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"–33" 94NHP Barclay.Curle&Co.Ld.Gls.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28001 143762 GFCR	**Kirkliston** (*ex*Rowanpark) *ss*Gmh.No.3–5,34 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1925 1741 1166	✠100A1 ~~5,35~~5,34 4,36 MS2,34	Gmh ✠LMC BS~~5,34~~5,35	*r*	CL ~~3,32~~ 5,35	1920 11mo *Lloyd*	Grngem'th DockyardCo. Ld. Grngmth '*sA&CP*	MerchistonShppg. Co.Ld.(Gillespie &Nicol,*Mgrs.*) *CellDBa*66'*uE*2	280·2 P24'B65'F29' 7'*f*121'550*tFPT*43*t*	41·9	19·0 FK	Grngemth British 4*BHCem* *APT*43*t*	T.3Cy.21",35"&57"–36" (*r*) 180lb *100lb* 230NHP 2SB,6*cf*,GS113,HS3796 Cooper&Greig,Ld.Dun.	20 ″ 9 s 2 ″ 8¾ 18 ″ 3	
28002 139258 GNTW	**Kirkpool** *ss*Hpl.No.1–32 1*Dk*(*Stl*) D.F.	4842 4578 3017	✠100A1 7,35~~11,34~~4,36 BS~~6,34~~ 7,35	Shl Sws ✠LMC5,32	*z*	CL ~~5,34~~ 7,35	1928 6mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*	405·2 P30'B229'F41' 359'1344*t FPT*162*t*	53·6	26·5 FK	W.Hartpl British 6*BHCem* *APT*187*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb 491NHP 3SB,9*cf*,GS174,HS7308 FD G.Clark,Ld.Sunderland	29 ″ 5 s 4 ″ 9½ 24 ″ 10¾	
28003 147794 GLRK	**Kirnwood** *ss*Mdb No.2-35 ~~*ss*Shl.No.1–31~~ D.F. E.S.D. 1*Dk*(*Stl*)	3817 3504 2363	✠100A1 11,35~~1,35~~ DBS11,35 ~~MS1,31~~	Mdb Cff ✠LMC4,35 ~~BS3,34~~4,35	*x*	CL 3,35 MBS3,36	1928 1mo *Lloyd*	J Readhead &Sons,Ld. S.Shields '*sA&CP*	JosephConstantine SteamshipLine,Ld *CellDBa*	389·6 P29'B229'F44' len35 &*uE*145'*f* 161' 900*t*	52·5	22·0 FK	Middlsbro' British 6*BHCem* *APT*135*t*	T.3Cy.22½",37"&61½"–45" 200lb *120lb* (*r*) 334NHP 2SB,6*cf*,GS115,HS4564 FD J Readhead&Sons,Ld.SShl	24 ″ 3 s 2 ″ 10 21 ″ 7¼	
28004 164461 GYJW	**Kirriemoor** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4970 4580 3032	✠100A1 *withfreeboard* ~~6,30~~ ~~5,35~~ 2,36	Sld ~~Cff~~ Fal ✠LMC5,35	*a*†	CL	1935 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *CellDB*	LordRunciman ShippingCo.Ld. 346'1174*tMT*1236*t*	412·2 *APT*191*t*	54·2	26·1 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4¼ 25 ″ 6¼	
28005	**Kirsta** (*ex*Glenisla,*ex*Bonn, *ex*HeinrichDiestel,*ex*LenaPetersen) 1*Dk*	*1531* *1259* *943*					1906	Akt.Ges. "Neptun" Rostock	RederiA/B Kirsta (H.W.Widberg)	256·1 Q73'B108'F27'	37·6	16·0	Nystad Finnish *WB*	T.3Cy.17$\frac{15}{16}$",30½"&48"–33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		C
28006 OUHY	**Kirsten** 1*Dk*	1196 913 705					1919	Kjöbnhvns Flydk.&Skbs Copenhagen	Dmpselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
28007 LENI	**Kirsten B.** (*ex*Norbo–34) 1*Dk*	1184 985 676					1930	A/SMoss Værft&Dokk Moss	A/S Brövigseil (Th.Brövig,*Mgr.*)	226·7 Q32*t*P45*t*H76*t*	36·5	15·8	Farsund Norwegian *WB*	T.3Cy.15½",25"&42"–30" 97NHP A/S MossVærft.&Dokk		N
28008 OYQC	**Kirsten Mærsk**	2410 2049 1463					1920	Odense Staalskibs. Odense	Dampskibssel- skabet af 1912 (A.P.Möller, Copenhagen,*Mgr*)	301·9 len34	42·4	19·9	Aalborg Danish *WB*	T.3Cy.20½",33½"&55⅝"–35⅜" Christiansen& 179NHP Meyer,Harburg		V
28009 6479 SDKN	**Kiruna** *ss*Got.No.3–4,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *above lower stringer* *CruiserStern*	5484 5119 2894	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~1,35~~ BS~~4,30~~ 1,36	Rot Ams ✠LMC3,34	*y*	OG ~~11,32~~ 12,35	1921 4mo *CellDB*	Akt. Götaverken Gothenburg *a*73' *uE*&*B*40' *sides of tunnel*	Trafikaktieb. Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) *f*102' 808*t at* 58'520*tDTf*66'645	394·4 *tFPT*55*tAPT*202*t*	53·2	30·8 FK *Collisio*	Stockholm Swedish *Cem* *nBHto S dk* 5 ,, ,, *U* ,,	T.3Cy.28",42⅛"&72$\frac{1}{16}$"–48" 185lb (*s*) 430NHP 3SB,9*cf*,GS137,HS5664 FD LindholmensV.A.Motala	34 ″ 1 s 8 ″ 8 25 ″ 7¼	
28010 7472 SFDO	**Kisa** (*ex*Oddesund,*ex*Palnatoke) 1*Dk*	1248 945 681					1920	Ph.Stuhr's Mask.&Skbs Aalborg	RederiA/B Kinnevik(P. Anderson,*Mgr.*)	236·7 P14'Q71'B94'F29'	36·1	13·4	Lidköping Swedish *WB*	T.3Cy.16",25"&42½"–30" 101NHP A/S Friehs,Aarhus		V
28011	**Kisaragi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	499					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0 P40'F18'	27·5	13·9	 Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–20⅞" 117NHP HanshinTekkosho,Kobe		
28012 218039 KIFJ	**Kishacoquillas** *Fitted for oil fuel* 2*Dks*&*Web frames* *Carrying Molasses in bulk*	5034 4572 3080			...		1919	American International S.B.Corp. HogIslandPa	SteamerKish- acoquillasCorp. Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd.States *WB*	DR GearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28013 27467 JCTC	**Kishu Maru** Ⓟ 2*Dks*	2564 2009 1565			...		1920	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5 P45'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrksLd.Osaka	23 ″ 0	
28014 23120 JFHD	**Kishun Maru** 1*Dk*	1862 — 1094					1918	Mitsubishi Zosen Kaisha Ld.Nagasaki	TatsuumaKisen K.K.	250·0 P&B132'F32'	37·7	20·5 *WB*	Nishino- miya Japanese	T.3Cy.17",28½"&48"–36" 138NHP MitsubishiZosenKaishaLd		
28015 TCCC	**Kismet** (*ex*Ourla,*ex*Kydaris, *ex*Ortensia,*ex*GiacomoGrasso, *ex*Rescuer,*ex*Breidablik) *Well deck* 1*Dk*2*trB*	724 — 405			...		1890	Bergens Mek.Værks. Bergen	ColakZadeOmer ve RasimHaciNikolau	201·1 Q51'B55'F30'	31·8	11·6	Istanbul Turkish *WB*	T.3Cy.15½",25"&40"–27" 92NHP BergensMekVærksBergen	13 ″ 9	
28016 218185	**Kisnop** 2*Dks*	5874 5172 4536					1919	Atlantic Corporation Portsmouth, N.H.	UnitedStates ShippingBoard Bureau	410·5 P60'B115'F47'	54·2	27·0	Portsmth N.H. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorporation, Taunton,Mass.		
28017 27113 JKJD	**Kiso Maru** *ss*Kob.No.3–12,32 2*Dks*(*Stl*)	4065 3504 2527	✠100A1 1,36 ~~1,35~~	Kob ✠LMC~~1,35~~ 2,36	*w*	CL 1,35	1920 6mo A&CP	Mitsui Bussan Kaisha Tama,Uno	MitsuiBussan Kaisha,Ld. *CellD*	345·0 P33'B77'F40' *B*283' 780*t FPT*56*t*	50·0	26·6 FK	Kobe Japanese 6*BHCem* *APT*26*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 350NHP 2SB,6*cf*,GS109,HS4558 FD MitsuiBussanKaisha,Tama	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
28018 37489 JUHH	— *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	704 604 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaShosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"–24$\frac{7}{16}$" 164NHP MitsubishiZosenKaisha Ld.Kob.		
28019 147586 GKCF	**Kistna** *ss*Sng.No.2–32 Wireless *OilEng.* 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*–teak s)	1465 1117 672	✠100A1 *withfreeboard* ~~6,35~~~~12,34~~ 11,35	Sng ✠LMC4,32	*r*	CL ~~4,32~~ 6,35	1924 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3 *FPT*30*tAPT*23*t*	40·0	14·2 FK (*Coll*	London British 5*BHCem* *BH to Sh dk* 4 ,, ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.17½"–35" 318NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc	16 ″ 8 s ″ 6 16 ″ 4	
28020 29330 JKRB	**Kitakata Maru** (*ex*Capelhall, *ex*Battenhall) *ss*Lon.No.3–8,10 *ss*Hul.No.2–20 1*Dk*(*Stl*)&*deep framing*	2380 2050 1432	✠ 12,23	Shl ✠	*s*		1901 10mo	BlythS.B. Co.Ld. Blyth	ShibauraUnyu K.K. *CellDBa*&*uE*	286·7 P25'B60'F30' 112'*uB*16'*f*114'557*t*	43·3	19·4 FK	Kobe Japanese 5*BHCem* *APT*61*t*	T.3Cy.22",36"&59"–39" 234NHP 2SB,6*pf*,GS104,HS3750 N.E.MarineEng.CoLdNwc	21 ″ 9	C †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28021 11609 JKND	**Kitano Maru** Ⓟ TwinSc ssYka.2ndNo.3–2,33 2Dks(Stl–U teaks) *deep framing & Web frames* *Lowerdk(Stl)inNos.1&3holds*	7952 6723 4926	✠100A1 ~~3,35~~ ~~3,34~~ 2,36 ~~BS2,34~~ ✠LMC8,32 BS~~2,35~~ 2,36	Yka	d†	CL ~~8,33~~ P8,34 S8,35	1909 5mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. *WB=Cell*	473·9 P61'B176'F54' *DBa139'uE&B85'f*	54·7	31·3 FK	Tokio Japanese *7BHCem* 180' 1609*t D*	T.6Cy.25",41½"&69"–48" (s) 200lb 978NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD.&E.WksNag *Ta26'561tFPT143tAPT48t*	34 ″ 6 s 7 ″ 11¼ 27 ″ 1	
28022 22579 JIEB	**Kitayama Maru** (exRiyoMaruNo.2–33) 1*Dk*	997 839 610					1918	Osaka Yogyo Osaka	Tsurumaru Hirotaro	190·0	32·0	18·5 *WB*	Waka-matsu Japanese	T.3Cy.13 1/16",22½"&37½"–28" 75NHP FushitaKojo,Osaka		
28023 39904 JXUH	**Kitsurin Maru** Ⓟ TwinSc D.F. 3*Dks* *CruiserStern*	6783 5175 3911	✠100A1 *withfreeboard* 2,36 ~~1,36~~ ✠LMC~~1,36~~ 2,36	Nag Kob		CL 2,36	1935 1mo *Lloyd*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki 'sA&CP	OsakaShosenK.K. *CellDB367'949tT* *of tu*	427·0 F52' *ank in way* *nnels15'22tFPT32t*	56·1	33·1 FK	Osaka Japanese *7BHCem* *APT119t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 225lb FD 1225NHP 6SB,*18cf*,GS384,HS15078 MitsubishiJukogyoKaisha Ld.Nag.	33 ″ 3 s 13 ″ 4¼ 20 ″ 3¼	
28024 218698	**Kittegaun** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5989 5090 3707				...	1919	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44'	54·2	29·9 FK	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 200lb 645NHP WestinghouseElectric &Mfg Co.Essington,Pa.	32 ″ 10	
28025 [illegible] GBYQ	**Kittiwake** Now "Cardross," see No. 37534 in Supplement 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1896 1629 982	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~2,35~~ BS1,35 ✠LMC7,31	Mch	s	CL 1,35	1919 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	~~British&ContinentalS.S.Co.Ld.~~ J.Patrick&Co.Ld. *CellDB248'399t*	290·3 *FPT31tAPT39t*	42·5	18·9 FK *Collision*	Liverpool British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"–42" (s) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 3 20 ″ 1½	
28026 146136 GJBL	**Kiungchow** Ⓟ *Fitted for oil fuel* 2*Dks*	2653 2225 1545					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3 F43'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28027 151507 ZMBG	**Kiwitea** ssWln.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2343 1949 1166	✠100A1 11,35 ~~11,34~~ BS~~11,34~~ 11,35 ✠LMC1,34	Wln Auk	s	CL 12,33	1925 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&B46'f* *Topsidetanks440t*	280·0 P81'F29' 186'606*t* *FPT224t APT120t*	44·3	18·9 FK	Wellingtn, N.Z. British *4BHCem*	T3Cy.20½",33½"&55"–39" (s) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s 2 ″ 11¾ 18 ″ 4	
28028 23479 RDHF	**Kiyo Maru No. 3** WoodAuxSr 1*Dk*	346 294 235					1919	Kiyo Tekko Niigata	YoshikawaKwanji	125·5 B25'	28·3	12·3	Wakayama Japanese	C.2Cy.10"&20"–12" KiyoTekkosho, 12NHP Wakayama		
28029 39724 JWHI	**Kiyosumi Maru** *OilEng.* Gy.C. 1*Dk&Shelter dk* *3rd dk except in aftermost hold* *CruiserStern*	6984 5734 3820	✠100A1 *withfreeboard* ~~11,35~~ ~~10,34~~ 3,36 ✠LMC10,34 DBS11,35 *Carrying cargo oil F.P. above 150°*	Kob	d†	CL	1934 10mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP *F. in deep tanks*	KokusaiKisenK.K. *CellDB359'* 13	453·7 F40' *1496tDT'sa51'* *84tTanks in way of t*	61·0	31·1 FK (	Tokio Japanese *8BHptCem* *Coll to Sh dk* 7 ,, *2nd* ,,) *unnel30'186t*	Oil Engines 2S.C.DA 7Cy.29 1/16"–47¼" 2187NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag. *FPT35tAPT21t*	31 ″ 1 s 3 ″ 10 27 ″ 4¾	
28030 TCBY	**Kizilirmak** (exSallyMærsk, exWinifred) ssNwc.No.3–7,10 ssRot.No.1-14 1*Dk*(*Irn*)&*deep framing*	2794 2569 1802	✠ 8,19 ✠	Rot	u		1898 9mo	Irvine'sS.B &D.Dk.Co.Ld WHartlepool	KirzadeMustafa veHuseyinMunir (KirzadeSevki ve Surekasi,*Mgrs.*) *WB=CellDBa*	324·0 P9'B160'F33' *&uE124'f* 136'675*t*	46·0	20·5 FK	Istanbul Turkish *5BHCem* *APT47t*	T.3Cy.24",38"&64"–42" 267NHP 2SB,*6cf*,GS89,HS4030 T.Richardsn&Sns.Ld.Hpl.	23 ″ 0	
28031 6804 SFDR	**Kjell** (exValborg,exFlandria) 1*Dk*	*1188* *1050* *676*					1898	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Kjell (H.Jeansson)	235·3 P13'Q20'B64'F26'	35·9	15·7	Kalmar Swedish *WB*	T.3Cy.16½",27"&45"–33" 116NHP Akt.Burmeistr&Wain,Cpn		V
28032 OYED	**Kjöbenhavn** Ⓟ *Fitted for oil fuel* D.F. 2*Dks&ptAwng dk&Prom dk*	1670 928 920					1918	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	270·4 F52'	40·2	14·3	Aalborg Danish *WB*	T4Cy25½",41½"&(2)48"–39" 288NHP HelsingörsJernsk.&Mskb.		V
28033 OUHZ	— 1*Dk*	1264 971 728					1923	Howaldts-werke Kiel	Dmpskselsk.Pacific (L.R.Schmith, *Mgr.*)	238·0 P16'Q65'B98'F31'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.19 3/16",26 5/16"&43 1/16"–29½" 102NHP Howaldtswerke,Kiel		G
28034 LEGS	**Kjörrefjord** (exKong Frode–35,exPorto) 3Mst *Mchy.Aft Well deck* 1*Dk*	714 501 326				...	1916	NVSchpsw deMerwede Hardinxveld	A/S Kjörrefjord (JohanG.Olsen)	180·5 Q102*t*B18*t*F19*t* H22*t*	28·1	12·1 FK	Farsund Norwegian *WB*	T.3Cy.15",25"&40"–27" 110NHP Verschure&Co.Amsterdam	14 ″ 6	N †
28035 129678 VSNJ	**Klang** 2*Dks*	1451 1064 733					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	274·0	38·1	15·9	Singapore British *WB*	T.3Cy.22",36"&58"–42" 218NHP CaledonSB.&E.Co.Ld.Dun		
28035* UOYI	**Klara Zetkin** *OilEng.* 1*Dk*	3974 2983 2254					1934	StatesS.B. Yard"André Marti" Leningrad	U.S.S.R.	347·8 F29'B53'F30'	51·5	24·9	Odessa Russian *WB*	Oil Engines 2S.C SA 4Cy.26¾"–47 3/16" 497NHP RussianDieselWks. Leningrad		
28036	**Klim Voroshilov** *OilEng.*	5460					1933	BalticSB &Eng.Wks. Leningrad	U.S.S.R.	405·0	54·3	24·8	Odessa Russian	Oil Engines		
28037 139 YLDI	**Klints** (exVirginiaMunzone, exCanto,exFinnLund, exGosforth) 1*Dk&Web frames* *Well deck*	1250 946 772				...	1905	WoodSkin-ner&Co.Ld. Newcastle	M.Smiltnieks& A.Stengrevics	234·6 Q123'B10'F25'	33·6	14·9 FK	Liepaja Latvian *WB*	T.3Cy.18¼",30"&49"–33" 156NHP N.E.MarineEng.CoLdNwc	17 ″ 3	N †
28038 2467 DONP	**Klio** Wireless Sub.Sig. *CruiserStern* 1*Dk*	1409 1104 649					1924	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	240·8 P&B179'F25'	38·7	15·2	Bremen German *WB*	T.3Cy.19⅝",31½"&53⅜"–35 7/16" 168NHP A.G."Weser,"Bremen		G
28039 ~~TFKC~~	**Klipfontein** Ⓟ Now "Gloriastar," see No. 38256 in Supplement 3*Dks*	5551 [illegible]726 3127					1922	Rotterdam Droogd.Maat Rotterdam	~~N.V.Vereenigde Nederlandsche Scheepv.Maats.~~ FratelliRizzuto	402·4 F37'	58·3	26·4	~~TheHague~~ ~~Dutch~~ Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met.VickersElecCoLdMch		V
28040 8024 SECN	**Klipparen** TwinSc 1*Dk&Shelter dk* *OilEng.* D.F. *Platform dk in Nos.2&3holds* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	~~3600~~ 3585 2864 2032	✠100A1 *withfreeboard* 2,36 ~~7,35~~ ✠LMC7,35 ✠Lloyd'sRMC~~7,35~~ ~~[illegible]~~ 5,36 for temp.31°F.	Got	x	CL	1935 7mo *Lloyd*	GötaverkenA/B Gothenburg 'sA&CP	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB314'1177tTanks in way of tunnel88tFPT49tAPT112t*	~~270·6~~ ~~F35'~~ 379·3	50·1	20·2 FK (*CollBHtoShelter dk&BHto2nd dk*)	Gothenbrg Swedish *6BHptCem*	Oil Engines 4S.C.SA 16Cy.~~21 1/16"–39½"~~ 721NHP 21½" GotaverkenA/B,Got.	25 ″ 6 s 2 ″ 3¼ 23 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28041 203772 KJPD	**Knickerbocker** Wood 1Dk	310 — 192					1907	R.Palmer&Son Noank,Conn.	NewYork&HastingsSteamboatCo.	130·0	32·9	10·0	NewYork Utd. States	C.2Cy.17"&34"-26" 45NHP J.W.SullivanCo.NewYork		
28042 155985 VRVC	**Knight of Malta** ssMlt.No.1-34 Wireless 1Dk(Stl)2nd dk(Stl)in holds	1553 961 656	✠100A1 withfreeboard 6,35 ~~3,35~~ For Service in the Mediterranean	Mlt BS4,35	q ✠LMC2,34	CL 3,35	1929 12mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	CassarCo.Ld. CellDBa&uE53' f61'107t	260·5 P41'B104'F56' DTa8' 15t	37·3	17·9 FK FPT11t	Malta British 5BHCem APT24t	T.3Cy.21",34"&56"-39" (s) 180lb 328NHP 3SB,9cf,GS147,HS5298 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	19 ″ 0 s 3 ″ 2 15 ″ 11½	
28043 138911 EIDP	**Knockfierna** Now "Aegeon," see No. 37022 in Supplement 1Dk	5285 4815 3208					1919	Napier&Miller,Ld. Glasgow	LimerickS.S.Co.Ld.(S.J.K.Roycroft,Mgr.)	400·1 P49'B112'F39'	52·3	28·5	Limerick British WB	T.3Cy.27",44"&73"-48" 360NHP Dunsmuir&Jackson,LdGls		C
28044 128871 MCXS	**Knowl Grove** ssHul.2ndNo.3-11,34 ~~ssGoo.No.3-8,22~~ Mchy.Aft ~~ssGoo.No.2-31~~ 1Dk(Stl) Cargo buttens not fitted	370 265 155	✠100A1 1,36 ~~6,33~~ BS1,36	Goo	c ✠LMC11,34	CL 10,34	1909 3mo Lloyd's A&CP	J.P.Rennoldson&Sns SouthShields	Goole&HullSteamTowingCo.Ld.	145·2 Q49'F20'	24·6	10·1 FK W	Goole British 3BHCem B=FPT40t	C.2Cy.19"&40"-26" (s) 125lb 75RHP 1SB,3pf,GS44,HS1404 J.P.Rennoldsn&Sns,S.Shl	10 ″ 8 s ″ 11½ 9 ″ 11	
28045 150709 CYLB	**Knowlton** (exN.H.Botsford) Mchy.Aft 1Dk	2068 1736 1219					1922	Fraser,Brace,Ld. ThreeRivers,P.Q.	CanadaSteamshipLines,Ld.	251·2 Q93'F33'	43·0	18·1	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump&Mchy.Corp.Buffalo,N.Y.		C
28046 221587 KDUD	**Knoxville City** Fitted for oil fuel GyC. 2Dks3trB	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw,Ala.	IsthmianS.S.Co.	441·7 P58'B&F350'	56·0	30·0 WB	NewYork Utd. States Turbines Red.gears	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. Falk,Co.Milwaukee,Wis.		R
28047 OYRC	**Knud** (exKnudII) ssCpn.2ndNo.3-1,26 ssCpn.No.2-34 1Dk(Irn)&deep framing	1944 1687 1188	✠100A1 7,35 ~~3,34~~ BS7,35	Cpn	r ✠LMC8,34	OG ~~3,34~~ 7,35	1900 10mo A&CP	W.Gray&Co.Ld. WHartlepool	DetForenedeDampskibsselskab WB=Cell	279·7 P25'B69'F29' DBa88'uE20'f118'	40·0	18·3 FK	Aalborg Danish 4BHCem 541tAPT35t	T.3Cy.21",33"&56"-36" (s) 160lb 194NHP 2SB,4rf,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11¼ 17 ″ 9	
28048 OZUA	**Knud Villemoes** (exDuisburg, exRudolfFrisch,exIsolde,exCarlLevers) Wireless 1Dk	1582 1182 860					1905	Nüscke&Co. Stettin	D/S A/S Jyden (J.Villemoes Mgr.)	247·4 P25'Q92'B67'F26'	36·8	16·6	Esbjerg Danish WB	T.3Cy.17¾",28¾"&46"-32" 120NHP Schiffs.Uebigau,Dresden		G
28049 OUIA	**Knut** 1Dk	1274 971 717					1924	Howaldtswerke Kiel	D/S A/S Progress (M.Nielsen&Son, Mgrs.)	238·0 P16'Q71'B98'F30'	37·2	13·7	Copnhagn Danish WB	T.3Cy.16½",27½"&43$\frac{5}{16}$"-25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G
28050 6030 SFEG	— (exLiff) 1Dk	768 536 408					1920	Langes'nds Mek.Verks. Langesund	SvenskaHamburgLinienA/B(J. Malmros,Mgr.)	179·3 Q63'H100tB42' F13'	30·1	12·6	Trelleborg Swedish	T.3Cy.13½",22"&37½"-28" 74NHP LangesundsMek.Verks.		N
28051 LCPV	**Knute Nelson** TwinSc3Mst OilEng. ~~ssOsl.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) Ref.Mchy. D.F. exceptinNo.5hold ssOsl.No.2-35	5749 5224 3508	✠100A1 withfreeboard ~~6,35 11,34~~ 1,36 ✠LMC CS6,35 6,35 ✠Lloyd'sRMC~~6,35~~ 4,36	Sfj Osl DBS	b† 6,35	CL ~~N4,34~~ 1,36	1926 12mo Lloyd's A&CP	Odense Staalskibsvft Odense	A/S Borgå (PetterOlsen, Mgr.) CellDB387'1333t tunnels183t	435·9 P32'F41' Tanks in way of FPT116tAPT128t	56·2	27·8 FK	Oslo Norwegian ptCem7BH 3BHtoSh dk 4 ,, ,,2nd,,	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0 26 ″ 8½	
28052 LZDD	**Knyaguinya Maria Louisa** (exFélixFraissinet-33) ssMsl.No.3-12,33 2Dks(Stl)	3821 3077 2287	100A1 2,36 BS2,36 ~~BS2,36~~	Msl Ant ~~LMC12,36~~ LMC12,33		~~11,33~~ N1,36	1919 Lloyd's A&CP	Ch.&Atel.deProvence Port deBouc	Soc.CommercialeBulgare deNav.à Vap. Cell	353·5 P20'B102'F50' DBa&uE126'f161'	46·6	22·6 FK	Varna Bulgarian 8BHCem 714tAPT37t	T.3Cy.25",40$\frac{15}{16}$"&66$\frac{15}{16}$"-43$\frac{7}{16}$" 178lb 502NHP 3SB,9cf,GS195,HS8230 FD Ch.&Atel.deProvence,Msl	25″10	
28053	**Ko Chow** 1Dk&Shade dk	557 239 350					1915	Kwong TakCheong HongKong	ChowShunOn	150·4	25·0	9·6	Canton Chinese	C.2Cy.17"&36"-22" 51NHP KwongTakCheongH.Kg.		
28054 29810 JPFA	**Koan Maru** ssKob.No.3-6,35 ~~ssKob.No.2-32~~ 2Dks(Stl)&Web frames Longitudinal framing	3184 2741 1970	✠100A1 6,35 ~~5,34~~	Osa Kob	l 6,35 ✠LMC~~6,34~~	CL ~~4,33~~ 6,35	1924 3mo Lloyd's A&CP	OsakaIron Works,Ld. Osaka	HiroumiShojiK.K. CellD	305·0 P19'B82'F32' B255' 518t	43·9	27·2 FK FPT74t	Kobe Japanese 5BHCem APT64t	T.3Cy.22",37"&61"-42" (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 ″ 3 s 4 ″ 3½ 23 ″ 2	
28055 16333 JDHG	— Ⓟ (exTaishinMaru-33) 2Dks	657 — 391					1913	S.Ono Osaka	FujiyamaKaiunK.K.	170·5	25·2	17·2	Nishinomiya Japanese	T.3Cy.12",19½"&31½"-22" 47NHP S.Ono,Osaka		
28056	**Kobac** (exChiswickManor-34, exLombardier) ssCff.No.2-27 1Dk(Stl)	1480 1313 787	✠ — 2,34	Cff ✠	p		1919 4mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	JugoslavenskaPlovidbaD.D. CellD	240·3 B52'F23' B198' 297t	36·1	19·1 FK FPT84t	Susak Yugoslav 4BHCem APT60t	T.3Cy.18",30"&50"-33" 172NHP 2SB,6cf,GS97,HS2886 N.BritishDieselEng.CoGls	21 ″ 3	C †
28057 FOTB	**Kobad** D.F. Fitted for oil fuel Mchy.Aft Longitudinal framing 2Dks Carrying Petroleum in bulk	7329 6666 4013					1930	Chant.Nav Français Caen	AssociationPétrolière	446·8 P113'B31'F53'	56·9	33·8	Dunkirk French WB	T.3Cy.26",44"&74"-51" 391NHP N.E.MarineEng.CoLdNwc		V
28058 TCBU	**Kocaeli** Ⓟ (exHimarra, exKerkerak,exPrinzHeinrich) TwinSc 1Dk	405 273 171					1904	Stettiner Oderwerke Stettin	DenizYollariIdaresi	162·2 B21'H39'F18'	24·4	12·6	Istanbul Turkish	T.6Cy.10⅘,"16½"&27⅗"-15¾" 60NHP StettinerOderwerke		
28059 26842 JOAD	**Kochi Maru** ssKob.No.1-25 2Dks(Stl)	2910 2688 1752	✠ 1,30	Kob ✠	u		1920 11mo	Teikoku S.S.Co.Ld. Oh.Harima	SettsuShosenK.K. Cell	305·0 P23'B92'F33' DB263'645t	43·7	27·2 FK FPT53	Fuchu Japanese 5BHCem tAPT56t	T.3Cy.23",38"&64"-48" 352NHP 2SB,6cf,GS110,HS4558 TanakaEng.Works,Osaka	27 ″ 3	C †
28060 10344	— 1Dk	307 222 162					1907	S.Ono Osaka	OkinawaKinkaiKisenK.K.	141·0	20·8	9·9	Naha Japanese	T.3Cy.12½",20"&31¾"-22" 47NHP S.Ono,Osaka		
28061 118 ESBA	**Kodumaa** (exNapo,exHarmony) ssTln.3rdNo.3-9,34 ~~ssAnt.2ndNo.3-1,28~~ ~~ssTln.No.2-31~~ Well deck 1Dk(Irn)&Web frames Cargo battens not fitted	1187 966 680	✠100A1 3,36 ~~9,34~~ BS9,35	Tln Rot ✠LMC9,34	n	~~3,34~~ N3,36	1897 8mo A&CP	S.P.Austin&Son,Ld. Sunderland	TallinnShippingCo.Ld. WB=CellDBa52'uE&	224·4 P25'Q50'B48'F26' B35'f90'339t	33·4	13·8 FK FPT	Tallinn Estonian 4BHCem 30tAPT48t	T.3Cy.19",31"&51"-33" (s) 160lb 80lb 156NHP 1SB,4pf,GS71,HS2450 J.Dickinson&Sons,Ld.Sld.	16 ″ 7 s 1 ″ 8 15 ″ 3	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	[illegible]
28062 22956 JFLD	**Kofuku Maru** ssYka.No.3-12,30 ssNag.No.1-35 2Dks(Stl)&Awng dk(Stl)	5822 5586 4280	✠100A1 Awng dk with freeboard 3,36 ~~3,35~~ ✠LMC~~3,35~~ 5,35 Fitted for oil fuel 5,23 F.P. above 150° F.	Nag Yka	y	OG ~~3,35~~ 3,36	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisen K.K. Collision BH to Awng dk CellDB 334' 1118t FPT 126t	385·0 FK	51·0	36·0	Kobe Japanese Cem 5BH to U dk APT93t	T.3Cy.26″,48½″&72″-48″ (s) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5741 FD KawasakiDkyd.CoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
28063 30090 JRGJ	— 2Dks CruiserStern	3210 2602 1906					1934	Mitsui Bussan Kaisha,Ld. Tama	YamashinaYoshio	317·0 P25'B83'F33'	46·0	25·4	Tokio Japanese WB	T.3Cy.19 11/16″,33 7/16″&37 3/16″- 39 3/8″ 205NHP ~~[illegible]~~ MitsuiBussanKaisha,Ld. Tama		
28064 25512 JRIE	— 1Dk	753 579 416					1919	Namura Gennosuke, Osaka	HayashiKozo	180·0 P15'B46'F28'	27·5	16·5	Nishino- miya WB Japanese	T.3Cy.11¾″,19½″&33½″-24″ 55NHP HasagawaTekkoshoOsaka		
28065 22457 JFLE	**Kofuku Maru No. 2** (exMinamotoMaru) Wireless 1Dk	969 800 539					1918	Namura Gennosuke, Osaka	NaoyetsuShosen K.K.	190·0 P22'B45'F22' WB	31·0	18·5	Naoetsu Japanese	T.3Cy.13½″,22½″&37½″-27″ 73NHP HinomaruTekkosho,Osaka		
28066 25449 JAOD	**Kogen Maru** (exYugaoMaru-32) 2Dks	2937 2696 1791			...		1919	Harima Dkyd.Co.Ld. Oh,Harima	ChosenYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Jinsen Japanese WB	T.3Cy.22″,37″&61″-42″ 289NHP KobeSteelWorks,Ld.Kobe	27 ″ 3	
28067 7708 JTDE	**Kohan Maru** Ⓟ 2Dks	574 529 336					1903	S.Ono Osaka	TosadomeiKisen K.K.	171·0 B31'F19'	23·7	17·2	Osaka Japanese WB	T.3Cy.12″,19½″&31½″-22″ 47NHP S.Ono,Osaka		
28068 146234 GJFS	**Kohinur** ssCal.No.3-9,34 2Dks(Stl-U teaks)	5168 4731 3240	✠100A1 3,36 ~~2,35~~ ✠LMC MS11,34 BS~~4,35~~ 4,36	Cal Bom	y	CL 9,34	1922 2mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	AsiaticS.N.Co.Ld. 'Tween dk bulkhead dispensed with in after hold Cell DB349' 1125t DTa37' 976t APT28t	404·3 P36'B119'F47' FK	52·2	27·4	London British Cem 5BH to U dk 1 „ „ 2nd „ only	T.3Cy.26″,42″&70″-48″ (s) 180lb 100lb 435NHP 2SB,8cf,GS150,HS6110 FD Rankin&BlackmoreLdGrk	30 ″ 0 s 5 ″ 7½ 24 ″ 7	
28069 161353 GSFZ	**Kohistan** ssLon.No.1-34 D.F. 2Dks(Stl)	5884 5444 3708	✠100A1 8,35 ~~4,35~~ ✠LMC3,34 BS3,36 Fitted for oil fuel 1,30 F.P. above 150° F.	Lon	a†	CL 4,35	1930 1mo	J.Read- head&Sons, Ld. SouthShields Lloyd's A&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld. Mgrs.) CellDB367'1237t DTa38' 903t FPT107t APT38t	425·8 P38'B131'F47' FK	55·0	28·5	London British 7BHptCem	T.3Cy.28″,46″&78″-51″& LP Turbine with DR gearing & hydraulic coupling 210lb (r) 787NHP 3SB,12cf,GS207,HS9756 FD J.Readhead&Sons,Ld.Shl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
28070 24039 JHAD	**Kohnan Maru** ssYka.No.3-11,30 ssKob.No.1-34 2Dks(Stl)	5227 4844 3201	✠100A1 3,35 BS3,35 ✠LMC2,34	Kob	z	OG 3,35	1918 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	~~KobeSambashi~~ ~~K.K.~~ KiharaShosen K.K. CellDB 350'1075t FPT130t APT37t	400·0 P39'B121'F40' FK	54·5	30·3	Kobe Japanese 6BHCem	T.3Cy.27⅜″,44½″&75″-48″& LP Turbine with DR gearing & hydraulic coupling 200lb (s) 548NHP 3SB,9cf,GS162,HS6591 FD MitsubishiZosenKaishaLd.	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
28071 18703 JBZB	**Kohoku Maru** Ⓟ 2Dks	2576 2004 1567			...		1915	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K.	284·5 P37'B100'F36' FK	42·5	20·7	Osaka Japanese WB	T.3Cy.20″,33½″&57″-39″ 267NHP KawasakiDkydCoLdKobe	23 ″ 0	
28072 DABO	**Koholyt** (exMarienburg) 1Dk	844 597 484					1920	Stettiner Oderwerke Stettin	Kohlen-Impotr-u. Poseidon SchiffahrtsA.G.	202·4 Q65'B53'F28'	30·8	12·2	Königsbrg German WB	T.3Cy.13⅝″,21⅝″&35⅝″-25⅝″ 64NHP StettinerOderwerke		G
28073 21136 JHDB	**Kohso Maru** Ⓟ ssOsa.No.3-6,29 ssKob.No.1-33 2Dks(Stl)&Webframes Longitudinal framing	3178 2757 2016	✠100A1 11,35 ~~10,34~~ ✠LMC10,34 BS11,35	Kob Formosa	t	CL 4,34	1917 11mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K. CellDB255' 518t APT20t	305·0 P19'B82'F32' FK	43·7	27·2	Osaka Japanese 5BHCem	T.3Cy.22″,37″&61″-42″ (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD OsakaIrn.Wrks.Ld.Osaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
28074 29818 JPNA	**Kohwa Maru** (exAtsutaMaruNo.5,exGinryoMaru, exAustralglen, exStrathord) 1Dk&Spar dk&deep framing	4520 4086 2775			...		1906	Grngem'th &Greenock DockyardCo. Greenock	ShiotaYasuzoK.K.	370·0 P25'B92'F41' 25·5 FK	52·2	17·5	Kobe Japanese WB	T.3Cy.25″,41″&68″-48″ 353NHP J G.Kincaid&Co.Greenock	28 ″ 0	C †
28075 25480 JBNB	**Kohyo Maru** 2Dks	3010 2602 1820			...		1919	Matsuo IronWorks &Dockyard Nagasaki	KinkaiYusenK.K	311·0 P21'B78'F41' FK	44·2	27·0	Tokio Japanese WB	T.3Cy.22″,37″&61″-42″ 300NHP MatsuoI.W.&Dkyd.Nag.	27 ″ 0	
28076 853 ESCN	**Koidula** (exLundyLight-32, exScottier, exKingsgate) ssTln.2ndNo.3-5,35 1Dk(pt Iron&pt Stl)2trB deep framing&Web frames3Dk rule	3741 3476 2366	✠100A1 5,35 ~~9,34~~ ✠LMC MS~~7,32~~5,35 BS~~7,34~~ 8,35	Bry Tln	w	CL ~~7,32~~ 4,35	1909 5mo	JLThomp- son&Sons,Ld. Sunderland Lloyd's A&CP	M.Männapso (E.Bergmann, Mgr.) CellDBa 119' uE&B40' f146' 887t APT93t	346·5 P23'B92'F32' FK	50·8	23·3	Tallinn Estonian 6BHCem	T.3Cy.25″,41″&67″-45″ (s) 180lb 75lb 329NHP 2SB,8pf,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
28077 239 JPFC	**Kojo-Maru** 1Dk	1689 1375 955					1925	Manchuria DockCo.Ld. PortArthur, S.Manchuria	DairenKisenK.K.	249·0 P25'B62'F39'	37·5	21·0	Dairen Japanese WB	T.3Cy.18″,28″&46″-36″ 127NHP ManchuriaDockCo.Ld.		
28078 19892	**Koju Maru** WoodAuxSr 1Dk	331 — 267					1917	Sakamoto Inosuke Osaka	OsakaKaijoHiak Kwaten	114·0	25·2	11·8	Nishino- miya Japanese	C.2Cy.10″&21″-14″ 14NHP YoshidaKynjiro,Osaka		
28079 28089	**Koju Maru No. 6** WoodAux 1Dk	369 305 239					1919	Sakamoto Inosuke Osaka	SakamotoInosuke	129·0	28·0	14·0	Nishino- miya Japanese	C.2Cy.11″&23 1/16″-15½″ 17NHP KawaharaTekkosho,Osaka		
28080 134 JKVA	**Kojun Maru**	2189 1885 1305					1917	....	DairenKisenK.K.	268·0	40·7	23·5	Dairen Japanese			
28081 30040 JGQB	— ssKob.No.3-3,35 2Dks(Stl)&Webframes Longitudinal framing	~~1927~~ ~~1614~~ ~~1187~~ 1931 1614 1186	✠100A1 3,36 ~~3,35~~ ✠LMC~~3,35~~ 3,36	Kob	q	CL ~~9,33~~ 2,36	1924 7mo	OsakaIron WorksLd. Osaka Lloyd's A&CP	HiroumiShojiK.K. CellDB207'406t FPT45t APT16t	255·0 P17'B65'F28' FK	39·0	22·7	Kobe Japanese 4BHCem	T.3Cy.18″,30″&50″-36″ (s) 200lb 211NHP 2SB,4cf,GS79,HS3013 FD OsakaIronWorks,Ld	22 ″ 9 s 3 ″ 1½ 19 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28082 23955 JIHC	**Kokai Maru** Wireless 1*Dk*	1266 1057 850					1918	Yoshiura Zosensho Yoshiura	KitaNipponKisen K.K.	226·7	33·5	18·5	Fuchu Japanese	T.3Cy.14½",24½"&40"–30" 88NHP TakaoTekkosho,Kobe		
28083 28114 JAIA	**Koki Maru** ~~ssYka.No.3-6,33~~ ssKob.No.3-7,35 2*Dks(Stl)*	5290 4927 3222	✠100A1 7,35 ~~7,34~~ ✠LMC ~~7,34~~ 7,35	Yka Kob	*y*	CL N7,34	1921 5mo	Ishikawa- jimaS.B.Co. Tokio A&CP	HashimotoKisen K.K. *CellDB*327'1076*t*	388·0 P31'B117'F34' FK *FPT*109*t* *APT*225*t*	53·2	32·0	Kobe Japanese 6*BHCem*	T.3Cy.26",~~43½~~"&72"–48" (*s*) 200lb 43⅝" 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB.Co.Tokio	32 ″ 0 s 6 ″ 7¾ 25 ″ 7	
28084 Broken up 53 YLAZ	**Kokness** (*ex*M.C.Mathiesen, *ex*AnnaKayser, *ss*N.Yk.No.3-10,02 *ex*EduardMartini, *ss*Shl.No.2-12 *ex*Glenwood) 1*Dk*(*Stl*)& *Well deck* *Web frames*	1720 1469 1056	✠ 11,15 ✠	Rot	*r*		1892 9mo	Furness, Withy&CoLd WHartlepool	Tv."Koknes" redereja (M.Kalnins,*Mgr.*) *CellDB*224'360*t*	270·0 Q107'B112'F31' FK	37·0	20·7	Riga Latvian 5*BHCem* *APT*38*t*	T.3Cy.20",31½"&53"–36" NDB03 168NHP 2SB,*4cf*,GS62,HS2513 T.Richardson&Sons,Hpl.	20 ″ 0	
28085 28978 JHOA	**Koko Maru** *Mchy.Aft* Wireless 1*Dk* *Ref.Mchy.*	1500 1191 803	Lloyd'sRMC ~~7,34~~ 5,35				1922	Yokohama DockK.K. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Yokohama Japanese	T.3Cy.17",28½"&48"–30" YokohamaDock 126NHP Co.Ld.Yokohama		C
28086 280 JPOC	**Kokuryu Maru** (*ex*UsuriMaru) *ss*Drn.No.3-10,32 2*Dks*(*Stl*)	6113 5180 4459	✠100A1 ~~11,34~~ 11,35 ✠LMC ~~11,34~~ 11,35	Drn	*z*	CL ~~11,34~~ 11,35	1921 8mo	OsakaIron Works,Ld. Innoshima A&CP	DairenKisenK.K. *CellDB*360'980*t*D	407·2 P40'B137'F46' FK *Ta*27'767*tFPT*106*t*	50·8	30·0	Dairen Japanese 7*BHCem* *APT*26*t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″10 26 ″ 1	
28087 UNMS	**Kola** (*ex*Amantea-32,*ex*Galata, *ex*Spartivento,*ex*Ilmenau) 1*Dk*&*Spar dk*	2654 2481 1634					1906	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	291·3	44·0	23·6	Leningrad Russian *WB*	T3Cy.20$\frac{1}{16}$",33½"&57⅞"–37½" 192NHP Flensburger,Schiffsb.Ges.		G
28088 147654 GKMN	**—** *ss*Sng.No.2-32 Wireless *OilEng.* 1*Dk*(*Stl*)& *Shelter dk*(*ptStl*–teak s)	1538 1117 729	✠100A1 *withfreeboard* ~~5,35~~ ~~11,34~~ 11,35 ✠LMC6,32	Sng	*r*	CL 6,33	1924 5mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3 F27' FK *Coll* *FPT*30*tAPT*23*t*	40·0	14·2	London British 5*BHCem* *BH to Sh dk* 4 ,, ,,2nd,,	Oil Engines 2S.C.SA 6Cy.17½"–35" 318NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	16 ″ 8 s ″ 5 16 ″ 5	
28089 KZCN	**Kolambugan** *OilEng.* *Mchy.Aft* Wireless 1*Dk*	690 606 385		...			1929	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	181·2 F26' FK	30·1	13·7	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.16½"–22" 286NHP NE19*refitted*29 MarinePipe&MchWksSea.	14 ″ 6	
28090 DAPP	**Kolberg** Wireless 1*Dk*	693 499 383					1925	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.Th.Gribel K.G. a.A.(RudChrist Gribel,*Mgr.*)	184·8 Q53'B44'F22'	28·9	11·4	Stettin German *WB*	C.4Cy.(2)12¾"&(2)27$\frac{9}{16}$"– 27$\frac{9}{16}$" 67NHP OttensenerMaschf. G.m.b.H.Ottensen		G
28091 OYFD	**Koldinghus** Ⓟ Wireless 1*Dk*	674 463 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4 P119'F23'	31·5	13·0	Vejle Danish *WB*	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
28092 FOQP	**Kolenté** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awng dk*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. Port deBouc	ChargeursRéunis	324·8 B96'	48·6	30·4	Bordeaux French *WB*	T.3Cy.26¾",40⅞"&66⅞"– 43$\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
28093 Broken up 2403 SFEK	**Kolga** 1*Dk*	360 267 168					1891	O.ABrodin Gefle	A/B Oskarshamn Varv	140·8 Q49'B33'H11*t*F15'	24·6	10·7	Oskrshmn Swedish *WB*	T.3Cy.11",18¾"&31"-21" 44NHP R.Sjöström,Gefle		
28094 LDRI	**Koll** TwinSc *OilEng.* *ss*Rot.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in* *machinery space* *Rudder electrically welded* *CruiserStern*	10044 9312 5891	✠100A1 ~~8,35~~ ~~1,35~~ 2,36 DBS1,35 ✠LMC CS6,34 ~~5,33~~8,35 *CarryingPetroleum*	Rot Fal *in*	*e*†	CL 1,35 *bulk*	1930 10mo	Deutsche Werft.A.G. Finkenwrder *Lloyd*'*sA&CP*	OddBergs TankrederiA/S *CellDBuE*72' 168*t*	487·4 P112'F42' FK *DTf*43'807*tFPT*20	66·0	37·3	Oslo Norwegian 14*BH* 5*tAPT*252*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1175NHP 2DB*170lb* 3DB(*Vertical*)*100lb* Maschfbk.Augsburg- Nürnberg,A.G.Augsburg	36 ″ 9	
28095	**Kollektivizatzia** *OilEng.* 2*Dks*	3925					1934	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	347·8	51·5	24·0	Russian *WB*	Oil Engines RussianDieselWorks,Len.		
28096 Now "Rollsborg," see No. 39839 LCXW	**Kollskegg** (*ex*Skard) 4Mst *ss*Osl.No.3-4,31 1*Dk*(*Stl*)	1814 1619 1099	✠100A1 9,34 BS~~5,34~~ 6,35 ✠LMC4,31	Npt	*r*	CL 7,33	1915 2mo	Fredrkstad Mek.Værks. Fredrikstad *Lloyd*'*sA&CP*	A/S Furulund (OddBerg,*Mgr.*) *CellDB*	265·0 P23'B66'F29' FK *a*84' *u E&B*42'*f*100'	42·1	17·9	Oslo Norwegian 4*BHCem* 552*tAPT*62*t*	T.3Cy.20½",33"&56"–36" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3488 FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 9 17 ″ 6	
28097 DOCC	**Köln** 4Mst D.F. Sub.Sig. 2*Dks*&*Shelter dk*	7881 7248 4833					1921	Bremer Vulkan Vegesack	Norddeutscher Lloyd	474·0 P39'B142'F55'	60·7	32·8	Bremen German *WB*	T.3Cy.32¼"52⅓"&86⅗"–55$\frac{1}{10}$" 556NHP BremerVulkan,Vegesack		G
28098 DHOH	**—** TwinSc (*ex*ElbingVIII) 1*Dk*	882 731 486					1912	F.Schichau Elbing	Schiffahrt-u.Asse- kuranzG.m.b.H.	220·4 Q66'B50'F25'	33·5	12·6	Hamburg German *WB*	T6Cy11$\frac{7}{10}$",19⅗"&31½"–17$\frac{7}{10}$" 84NHP F.Schichau,Elbing		G
28099 LEGM	**Kolsdal** (*ex*Syrier) *ss*Osl.No.3-5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1269 1027 735	✠100A1 1,34 BS~~7,34~~ 11,35 ✠LMC5,33	Sws	*o*	OG ~~5,33~~ 12,35	1920 3mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow *Lloyd*'*sA&CP*	IngvaldBjörne- boesRederi.A/S(I. Björneboe,*Mgr.*) *CellDB*211'386*tFPT*	240·3 P27'B57'F27' FK	35·7	15·3	Xiansand Norwegian 4*BHCem* 21*tAPT*15*t*	T.3Cy.15",25"&40"-27" (*s*) 185lb 99NHP 2SB,*4cf*,GS48,HS815 McKie&Baxter,Glasgow	17 ″ 3	
28100 6991 SHLA	**Kolsnaren** *OilEng.* D.F. *ss*Got.No.3-3,36 ~~ssGot.No.2-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2465 2030 1245	✠100A1 *Shelter dk* *withfreeboard* 8,36 ~~5,35~~ ✠LMC CS5,35 DBS5,35 1,35	Got ~~Lkr~~	*u*	OG 6,34	1923 6mo	Aktieb. Gotaverken Gothenburg *Lloyd*'*sA&CP*	Rederiaktieb Transatlantic(G. Carlsson,*Mgr.*) *CellDB*249'765*t*	312·3 FK *Collision* *FPT*121*tAPT*81*t*	45·5	18·8	Gothenbrg Swedish *ptCem* *BH to Sh dk* 4 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" *100lb* 355NHP Aktieb.Gotaverken,Got.	22 ″ 9 s 1 ″ 5 21 ″ 7¼	
28101 UOIJ	**Kolyma** Ⓟ (*ex*Prosper) Wireless 1*Dk*&*Spar dk*	1528 1313 915					1906	Nylands Værksted Oslo	U.S.S.R.	240·4 B130*t*F30*t*	35·3	19·8	Vladvostk Russian *WB*	T.3Cy.18⅝",29¼"&48"–33" 132NHP NylandsVærksted,Oslo		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28102 38561 JNFI	**Komaki Maru** Ⓟ *OilEng.* *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)except in aftermost hold* *Rudder electrically welded* *CruiserStern*	6465 5737 3809	✠100A1 *with freeboard* 6,35 ~~2,33~~ DB~~3,34~~ 6,35 ✠LMC12,33 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Kob	*d*†	CL 6,35	1933 12mo *Lloyd's A&CP*	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K.	453·6 F40' *CellDB*352'1439*t* *DTs aft 1387t tanks at sides of tunnel*	61·0	30·0 FK	Kobe Japanese 8*BH* (*Coll to Sh dk* 7 „ 2nd „)	Oil Engines 2S.C.DA 7Cy.29$\frac{1}{16}$"–47¼" 2185NHP DB*100lb* KobeSteelWorks,Kobe 196*t FPT*90*t APT*67*t*	31 ″ 1 3 ″ 9½ 27 ″ 5½	
28103 LEGN	**Komet** (*ex*CharlesSchiaffino, *ex*Pluto) *1Dk*	1147 1005 675					1912	Lxevaags Msk.&Jrnskb Bergen	D/S A/S Danto (H.Tangvald- Pedersen,*Mgr.*)	229·2 P11*t*H46*t*F30*t*	35·2	15·9	Porsgrunn Norwegian *WB*	T.3Cy.16¾",27"&44"–30" 106NHP LaxevaagsMsk&Jrns.Bgn.		N
28104 UNLF	**Komiles** *OilEng.* *1Dk*	3962 3527 2255					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Vladvostk Russian	Oil Engines 2S.C SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
28105 LEGO	**Kommandören** Ⓟ *2Dks*	543 282 315					1891	AkersMek Værksted Oslo	Fylkesbaatanei Sogn&Fjordane	161·8 H29*t*	24·4	19·8	Bergen Norwegian	T.3Cy.16",26"&42"–30" NB10 97NHP AkersMek.Værksted,Oslo		
28106 UNYH	**Kommunist** (*ex*MichaelLund, *ex*Regimen) *ss*Sld.No.3–10,04 *ss*Rot.No.2–13 *1Dk(Irn)&Web frames&* *pt Awng dk(Irn)*	1941 1840 1180	✠ 10,19 ✠	Rot	*r*		1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland	U.S.S.R.	265·0 P23'Q84' *pt Awng dk*158' *CellDB*218'390*t*	38·2	19·6 FK	Odessa Russian 6*BH Cem* *APT*49*t*	T.3Cy.20",34"&56"–36" NDB04 192NHP 2SB,6*cf*,GS90,HS2928 N.E.MarineEng.CoLd.Nwc	19 ″ 6	
28107	**Komsomol** *OilEng.* *2Dks*	5109 4702 2986					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 B57'F23'	53·2	29·4	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–47$\frac{3}{16}$" 746NHP RussianDieselWorks,Len.		
28108 18453 JAJB	**Konan Maru** Ⓟ *2Dks*	2664 2068 1608			…		1915	OsakaIron Works Osaka	OsakaShosenK.K.	284·7 P40'B100'F36'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.20",33"&57"–39" 283NHP OsakaIronWorks,Osaka	23 ″ 0	
28109 22906 JQYE	— *1Dk*	991 828 561					1918	Kyushu ZosenSho Wakamatsu	IkedaShojiK.K.	190·0 P28'B37'F25'	31·1	18·5	Nishino- miya *WB* Japanese	T.3Cy.13",21¾"&36"–27" 67NHP HasegawaTekkoshoOsaka		
28110 35937 JJFC	**Konei Maru** *1Dk*	2345 1936 831					1930	MitsuiBus- sanK.K. Tama	YamashinaYoshio	291·2 P22'B72'F33'	42·0	21·7	Fuchu Japanese	T.3Cy.19",32"&53"–36" 169NHP MitsuiBussanK.K.		C
28111 LEGP	**Kong Alf** (*ex*Scotland) *Mchy.Aft* *1Dk*	686 573 369					1920	A/S Boker- öensSkibs- byg. Svelvik	DetSöndenfjelds NorskeDamp- skibsselskap	181·2 P58*t*H5*t*F24*t*	31·1	12·9	Oslo Norwegian *WB*	T.3Cy.14",23"&39"–27" 79NHP ShieldsE.&DDCoLd.N.Shl		N
28112 LEGQ	**Kong Björn** *1Dk* *CruiserStern*	931 647 532					1921	A/S Larvik Slip& Verksted Larvik	DetSöndenfjelds NorskeDamp- skibsselskap	197·8 Q38*t*B116*t*H54*t* P32*t*F5*t*	32·3	12·4	Oslo Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP A/S LarvikSlip&Verksted. Larvik		N
28113 LCPR	**Kong Dag** Ⓟ *2Dks*	1862 1331 1119					1923	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDamp- skibsselskap	255·1 P74*t*B183*t*H225*t* F32*t*	38·2	19·4	Oslo Norwegian *WB*	T.3Cy.22",36"&60"–39" 225NHP FredrikstadMV.Frdstad.		N
28114 LEGR	**Kong Erik** *1Dk&Spar dk*	940 913 553					1903	Trndhjms Mek.Værks. Trondheim	Nordenfjeldske Dampskibsselskab	196·3 H21*t*	30·1	20·4	Tr'ndheim Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP Trondhjems MV Trndheim		
28115 LEGT	**Kong Gudröd** Ⓟ *Now "Estonia," see No. 37983 in Supplement* *2Dks*	1091 1054 648					1910	Trndhjms Mek.Værks. Trondheim	Nordenfjeldske Dampskibsselskab	215·3 H37*t*	30·9	21·8	Tr'ndheim Norwegian *WB*	T.3Cy.17",28½"&48"–33" 132NHP Trondhjems MV Trndheim		N
28116 OYGD	**Kong Haakon** Ⓟ D.F. *1Dk*	1775 1024 850					1906	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0	38·2	22·8	Copnhagn Danish *WB*	T.4Cy.25",42½"&(2)51"–42" 337NHP Akt.Burmeistr&Wain,Cpn		V
28117 LEGU	— Ⓟ *1Dk&Awng dk*	874 794 472					1904	Schömer& Jensen Tönning	DetStavangerske Dampskibsselskab	196·0 H58*t*	28·7	13·9 21·1	Stavanger Norwegian *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&50"–29½" 136NHP Schömer&Jensen,Tönning		
28118 LCPS	**Kong Halfdan** (*ex*Rethymo) *Ref.Mchy.* Wireless *1Dk&Shade dk*	1456 1298 835					1923	Schiffb.Ges Unterweser Weser- münde-L.	DetNordenfjeldske Dampskibsselskab	228·5 P25*t*B52*t*H83*t*F14*t*	34·5	20·0	Tr'ndheim Norwegian *WB*	T.3Cy.15¾",27½"&45⅝"–27½" 110NHP A.Borsig,G.m.b.H.Berlin		N
28119 LEGV	**Kong Harald** Ⓟ Sub.Sig. *2Dks&Awng dk* *Ref.Mchy.*	1151 1046 679	✠ 10,90	Bhn			1890 10mo	J.C. Tecklenborg Weser- münde-G.	DetNordenfjeldske Dampskibsselskab	220·6 H105*t* len09	30·0	13·0 20·3 BK7"	Tr'ndheim Norwegian 4*BH Cem* *WB*	T3Cy.18½",32½"&51$\frac{3}{16}$"–31½" NB09 167NHP H.Panksch,Landsberg	22 ″ 8	
28120 LDLA	**Kong Magnus** TwinSc (*ex*Luksefjell,*ex*Cratheus) Wireless *1Dk*	1410 1175 718					1911	Akers Mek.Værks. Oslo	DetNordenfjeldske Dampskibsselskab	251·7 P43*t*F30*t*H92*t*	38·2	15·8	Tr'ndheim Norwegian *WB*	T.6Cy.13½",22"&27½"–28" 80NHP AkersMek.Værks.Oslo		N
28121 142216 VPGS	**Kong Ning** Ⓟ TwinSc Wireless *1Dk & Saloon dk*	1096 426 658					1918	LauSum Kee HongKong	WestRiver Transportation &TradingCo.Ld.	170·8	32·9	9·0	HongKong British	C.4Cy.13½"&27"–18" 75RHP *E made*16*B made*96 KwongCheongLoongHKg		
28122 LEGW	**Kong Olaf** Iron *1Dk&Awng dk*	562 521 297					1883	Stavanger Stöberi&Dok. Stavanger	DetStavangerske Dampskibsselskab	173·2 H41*t*	24·0	17·7	Stavanger Norwegian *WB*	T.3Cy.15",25"&41"–27" NE&B05 87NHP LaxevaagsMskbyg.Bgn.		
28123 LEGY	**Kong Oscar II** Ⓟ *1Dk&Awng dk*	914 840 477					1904	Akt.Bur- meistr&Wain Copenhagen	A/S Arendals Dampskibsselskab	197·0 H74*t*	30·7	15·0 21·8	Arendal Norwegian *WB*	T.3Cy.18¾",30"&50"–33" 144NHP Akt.Burmeistr&Wain,Cpn		N
28124 LCPT	**Kong Ring** Ⓟ *CruiserStern* *2Dks*	1994 1430 1201					1929	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs- selskab	271·3 P77*t*B204*t*H236*t* F32*t*	38·2	19·4	Oslo Norwegian *WB*	T.3Cy.22",35"&60"–42" 233NHP NylandsVærksted,Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28125 LCPU	**Kong Sigurd** Wireless 1*Dk*	916 669 419					1927	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibsselskab	212·2 P56*t*H108*t*F9*t*	32·2	12·5	Oslo Norwegian *WB*	T.3Cy.15$\frac{5}{8}$",26"&44"–27" 101NHP NylandsVærksted,Oslo		N
28126 137684	**Kong So** Ⓟ TwinSc (*ex*ChuenChow) 1*Dk&Shadedk*	789 310 482					1915	Kwong FookCheong HongKong	WestRiver Transportation &TradingCo.Ld.	157·7	27·0	9·2	HongKong British	C.2Cy.13½"&27"–18" 62RHP KwongFookCheong,H.Kg		
28127 LEGZ	**Kong Sverre** Ⓟ Iron 1*Dk&Awng dk3trB*	593 573 355					1867	Nylands Værksted Oslo	DetStavangerske Dampskibsselskab	176·2 P58′B35′F34′	24·3	19·5	Stavanger Norwegian	T.3Cy.15½",25"&42"–30" NE&B98 97NHP AkersMek.Verks.Oslo		
28128 LDPZ	**Kong Trygve** Ⓟ Wireless 1*Dk*	1141 819 586					1931	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDampskibsselskab	227·3 P41*t*H198*t*F6*t*	35·1	13·3	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"–30½" 96NHP FredrikstadM.V.Frdstad.		N
28129 40114 JWIJ	**Kongo Maru** *For full particulars see No. 38759 in Supplement* *OilEng.* *Rudder electrically welded* *CruiserStern*	7061 — 3761	100A1 *withfreeboard* (*ClassContemplated*)				1935	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K.	450·0 F34′	61·0	40·0	Tokio Japanese	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47¼" 2115NHP DB*100lb* Kawasaki DkydCoLdKobe	31″0 s 3″10$\frac{3}{8}$ 27″4¾	
28130 1276 JQIB	**Kongosan Maru** Ⓟ 2*Dks*	2116 1895 1334					1927	Uraga DockCo. Uraga	ChosenYusenK.K.	280·0 P23′B72′F29′	41·0	23·5	Jinsen Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP UragaDockCo.Uraga		
28131	**Kongshaug** (*ex*Thyra) *Now “Snæfell see No. 40021 in Supplement* 1*Dk*	769 573 439					1901	Stavanger Stöberi&Dok Stavanger	Kaupfelag Eyfirdinga	195·0 Q99*t*B47*t*H10*t*F31*t*	30·2	10·9	Akureyri Icelandic *WB*	T.3Cy.14",23½"&38"–27" 75NHP StavangerStöberi&Dok		
28132 LEHC	**Kongshavn** (*ex*Langland,*ex*Santa Cruz) *Well deck* 1*Dk*	751 550 425				...	1906	Caledonian Eng.&S.B.Co Preston	D/S A/S M.H. Kongshavn&SönnersRederi.(M.H. Kongshavn&SönnerA/S,*Mgrs.*)	194·0 Q92′B24′F19′	30·2	11·4 FK	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"–30" 116NHP CaledonianE.&S.B.Co.Prs.	13″9	N †
28133 DJMX	**Königin Luise** TwinSc *OilEng.* Sub.Sig. 2*Dks*	2400 1874 1191					1934	Howaldtswerke A.G. Hamburg	Hamburg-Amerik. Linie	288·0	42·1	21·4	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½"–27$\frac{9}{16}$" 885NHP Blohm&Voss,K.a.A.Ham		G
28134 DHOI	**Königsau** Sub.Sig. Wireless 1*Dk*	966 709 560					1921	H.C.Stülcken Sohn Hamburg	Bugsier,Reed.& BergungsA.G.	219·1 P127′F23′	32·5	12·8	Hamburg German *WB*	T.3Cy.17¾",29⅛"&46$\frac{1}{16}$"–31½" 119NHP H.C.StülckenSohn,Ham.		G
28135 DOEB	**Königsberg** TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6466 5811 3978					1924	Act.Ges. “Weser” Bremen	Norddeutscher Lloyd	431·3 P61′B143′F38′	56·4	30·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"–47¼" 880NHP PMchf.Augsburg.Nürnbrg SA.G.Weser,Bremen		G
28136 DRBM	— (*ex*Riga-34) 1*Dk*	999 800 571					1925	Gebr.Goedhardt A.G. Lübeck	MathiesReed.A.G.	217·1 P14′Q58′B92′F21′	34·6	12·9	Hamburg German *WB*	T.3Cy 16$\frac{5}{16}$",27$\frac{9}{16}$"&43$\frac{5}{16}$"–27$\frac{9}{16}$" 98NHP Görlitzer MaschfbkGörlitz		G
28137 DAAQ	**Königsberg-Preussen** Sub.Sig. *Mchy.Aft CruiserStern* 1*Dk*	2530 2048 1217					1924	Frd.Krupp Akt.Ges. Kiel	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	277·8 P83′F29′	44·2	20·8	Königsbrg German *WB*	T.3Cy.21¼",33⅞"&54¾"–39⅜" 188NHP Frd.KruppA.G.Kiel		G
28138 DHOJ	**Königstein** (*ex*Arawa) TwinSc 2*Dks&deepframing&Shelter dk* D.F.	9626 8624 5912				...	1907	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A.Bernstein	459·0 F48′	59·9	31·1 39·2 FK&BK1¾"	Hamburg German *WB*	T.6Cy.23¼",38⅝"&66"–48" 899NHP WllsndSlpwy.Co.Ld.Nwc.	34″1	CG †
28139 OOKA	**Koningin Elisabeth** ssAnt.No.2-33 D.F. 1*Dk(Stl)&Shelterdk(Stl)*	*2477* *2293* *1466*	✠100A1 *withfreeboard* 6,35 ~~5,34~~ MS7,33	Ant ✠LMC BS~~5,34~~ 6,35	*u*	CL ~~4,33~~ 6,35	1925 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	“Compagnie Dens-Ocean” Soc.Anon *CellDBa93′uE2*	315·9 1′*f*142′595*t*APT57*t*	45·1	20·6 FK (*Coll*	Antwerp Belgian 5*BHptCem* *BH to Sh dk* 4 „ „ 2*nd*„)	T.3Cy.22",37"&61"–42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22″10 s 1″6 21″5¾	
28140 PZAB	**Koningin Wilhelmina** Wireless 1*Dk*	331 260 157					1908	Nederl. Schps.Maats. Amsterdam	Government of Surinam	143·4	23·3	11·8	Pramaribo Dutch *WB*	T3Cy.11$\frac{13}{16}$",18⅞"&31½"–17¾" 42NHP NedFb.vWrk&Spoor.Ams		
28141 SVPZ	**Konistra** (*ex*Lamington) ssPir.2ndNo.3-6,32 1*Dk(Stl)&deepframing*	*3539* *3337* *2283*	✠100A1 9,35 ~~9,34~~ BS9,35 MS6,32	Pir ✠LMC ~~BS7,34~~	*w*	CL ~~12,31~~ 9,35	1907 8mo	A.Rodger &Co. Pt.Glasgow *Lloyd*'*sA&CP*	T.N.Epiphaniades *Cell*	350·4 P25′B97′F38′ *DBa&uE*133′*f*156′	48·0	24·3 FK	Syra Greek 6*BHCem* 933*t*APT86*t*	T.3Cy.24",40"&65"–42" (*s*) 160lb *80lb* 294NHP 2SB,6*cf*,GS120,HS4720 A.Rodger&Co.Glasgow	27″0 s 4″10½ 22″6	
28142 337 JPZC	**Konsan Maru** ssNag.No.1-34 *OilEng.* 1*Dk(Stl)* *Cargo battens not fitted*	2733 2248 1556	✠100A1 5,35 ~~4,34~~ DBS~~4,34~~5,35 ✠LMC CS4,33 5,35 ~~4,34~~	Nag Drn	*u*	CL 4,34	1929 8mo	Mitsui Bussan Kaisha Tama *Lloyd*'*sA&CP*	DairenKisenK.K. *Cell*	326·5 P27′B63′F28′ *DB*230′769*t Tanks in way of tunnel* 173*t*FPT51*t*	46·5	21·5 FK	Dairen Japanese 5*BHptCem* *APT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 270NHP DB*100lb* MitsuiBussanKaishaTama	21″6	
28143 EAFV	**Konstan** (*ex*Corloch,*ex*Hendon) ssBbo.2ndNo.3-10,24 ssBbo.No.2-32 *Well deck* 1*Dk(Irn)&deepframing* *Cargo battens not fitted*	1857 1418 1045	✠100A1 9,35 ~~9,34~~ MS10,32	Bbo ✠LMC BS~~7,34~~ 9,35	*r*	9,34	1899 2mo	S.P.Austin &Son,Ld. Sunderland A&CP	Cia.Nav.Amaya (C.DeZabala,*Mgr*) *CellDBa72′uE&*	263·7 P27′Q70′B50′F29′ *B34′f*205′432*t* FPT	39·3	17·1 FK	Bilbao Spanish 4*BHCem* 62*t*APT75*t*	T.3Cy.20½",33"&54"–39" (*s*) 170lb 199NHP 2SB,6*pf*,GS85,HS3160 W.Allan&Co.Ld.Sld.	19″5 s 1″10½ 17″9	
28144	**Konstantinos** (*ex*Amfiali-34, *ex*NikolaosSophios,*ex*Canari) 1*Dk*	341 270 173					1918	Forg.&Ch. de laMédit. LaSeyne	K.Kyriakides	132·3	24·0	12·0	Piræus Greek	C.2Cy.18"&36"–24" 53NHP E*made—fitted*18 B*made*15*fitted*18		
28145 DFZU	**Konsul Schulte** (*ex*Cardiff) 1*Dk2trB&Webframes*	2975 2621 1843				...	1898	W.Gray& Co.Ld. WHartlepool	Schulte&Bruns	318·0 P27′B70′F31′	46·0	20·8 FK	Emden German *WB*	T.3Cy.24¼",36"&59"–39" NE&B20 264NHP G.Fletcher&Co.Ld.Derby	23″6	V †
28146 100 YLAP	**Konsuls P. Dannebergs** (*ex*Dungeness) D.F. 1*Dk&deepframing*	2747 2599 1744				...	1904	Richardsn, Duck&Co. Stockton	P.Danneberg	330·8 P30′B170′F29′	47·4	20·0 FK	Riga Latvian *WB*	T.3Cy.23",38"&62½"–42" 257NHP Blair&Co.Ld.Stockton	22″6	C †

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
28147 OHXD	**Kontio** (*ex*Marie-35) **Iron** ssGot.3rdNo.3-5,30 *Well deck* 1*Dk*(*Irn*)&*Web frames* ssGot.No.1-35	1708 — 958	✠100A1 ~~7,35~~ ~~7,33~~10,35 BS~~3,35~~5,35 LMC~~5,30~~ MS2,35	Got His	*r*	CL 6,33	1892 7mo	Furness, Withy&CoLd WHartlepool A&CP	Kontio&Kontio O.Y.(~~W.Haapanen,~~ ~~Mgr.)~~	270·0|36·0|17·7 P27'Q80'B110' F31' FK *Cell DB*228' 377*t*	Åbo Finnish 5*BHCem* *APT*17*t*	T3Cy21½"35$\frac{5}{16}$"&57"-36" (*s*) 160lb *80lb* NDB02 193NHP 1DB,~~4cf~~,GS63,HS2860 Blair&Co.(Lim.),Stockton	19 ″ 10 s1 ″ 3 18 ″ 9¼	
28148 5103 SHAN	**Konung Gustaf V.** Ⓟ **TwinSc** **D.F.** (*Ferry*) Sub.Sig. GyC. 1*Dk*2*trB*	3242 2402 1405					1910	Lindholmens V.A Gothenburg	SvenskaStatens Jernvägar (R.Schältz,*Mgr.*)	368·8|51·1|22·2 H525*t*	Trelleborg Swedish *WB*	T.6Cy.28¾",39"&64"-35¾" 490NHP MotalaV.NyaAkt.Motala		G
28149 4294 SFEO	**Konung Oscar** Ⓟ **Iron** 2*Dks*&*Shelter dk*	735 404 426					1875	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	182·6|25·1|13·1 H57*t* len04 20·4	Stockholm Swedish	T.3Cy.16",25"&42"-28" NE&B04 93NHP BergsndsM.V.Aktb.Skm.		
28150 TCBX	**Konya** Ⓟ (*ex*Konia,*ex*Hellopes, *ex*Arbroath,*ex*Perth) 2*Dks*	1755 — 894			...		1890	WBThompson&Co.Ld. Dundee	DenizYollari Idaresi	280·0|36·6|16·9 P61'B73'F61' BK9½"	Istanbul Turkish *WB*	T.3Cy.24",39"&64"-48" NB18 354NHP WBThompson&CoLdDun	19 ″ 3	
28151 129384 MDGF	**Koolga** ssAbn.2ndNo.3-10,34 *Well deck* 1*Dk*(*Irn*)&*deep framing*	1110 794 552	✠100A1 10,35~~10,34~~ BS6,35 ✠LMC MS4,34 ~~[illegible]~~	Abn	*o*	CL 9,33	1910 4mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	AberdeenS.N. Co.Ld. *WB=Cell*	232·1|33·9|14·9 Q77'B68'F59' FK *DBa* 58'*uE*20'*f*96'	Aberdeen British 4*BHCem* 310*tAPT*15*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 188NHP 2SB,6*cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun	15 ″ 9 s ″ 5½ 15 ″ 5	
28152 153922 VJFB	**Kooliga** ssMel.No.1-32 1*Dk*(*Stl*)	2459 2046 1303	✠100A1 8,35~~10,34~~ BS~~4,34~~ ✠LMC6,32 6,35	Mel	*s*	CL ~~6,32~~ 8,35	1928 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld. *CellD*	295·9|44·2|19·8 P29'B63'F29' FK *B*255' 642*t FPT*58*t*	Melbourne British 5*BHCem* *APT*103*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 293NHP 2SB,6*cf*,GS130,HS4948 N.E.MarineEngCoLdNwc	22 ″ 3 s3 ″ 3½ 19 ″ 1	
28153 140160 VJFC	**Koolinda** Ⓟ **TwinSc** *OilEng.* ssFre.No.1-31 2*Dks*(*Stl–Weather dk*–teaks) *Ref.Mchy.* 3rd *dk*(*Stl*)*in forward holds* *CruiserStern*	4372 3049 2281	✠100A1 *withfreeboard* 1,34 ✠LMC CS4,36 10,34 Lloyd'sRMC12,35	Sng	*w*	CL ~~1,35~~ 1,36	1926 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	Government of WesternAustralia *CellDB*230'527*t* *DTf*24'571*t*	330·3|50·2|25·4 B220'F44' FK *FPT*170*tAPT*120*t*	Fremantle British 7*BHptCem* 5 ,, *to W dk* 2 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP Harland&Wolff,Ld.Gls.	27 ″ 6 s 9 ″ 9 18 ″ 2½	
28154 153934 VJNF	**Koomilya** ssSyd.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2780 2432 1592	✠100A1 *withfreeboard* 10,35~~10,34~~ ✠LMC10,33 BS8,35	Syd NSW	*v*	CL ~~7,32~~ 10,35	1929 5mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld.	326·8|46·6|20·3 F34' FK *CellDB*276'697*t FPT*	Melbourne British 5*BHCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,) 110*tAPT*62*t*	T.3Cy.22",36"&58"-42"&LP Turbine with DR gear & hydraulic coupling (*s*) 180lb 391NHP 2SB,6*cf*,GS132,HS5372 FD CaledonS.B.&E.CoLd.Dun	23 ″ 3 ~~s1 ″ 10~~ ~~21 ″ 7½~~ s1 ″ 6¼ 21 ″ 10	
28155 129060 VJFG	**Koonda** (*ex*Hargrove) ssMel.2ndNo.3-8,34 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1631 1332 906	✠100A1 9,35~~8,34~~ ✠LMC BS~~6,34~~7,35 MS8,34	Mel	*q*	~~6,33~~ 9,35	1910 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld. *WB=CellDBa&uE*	265·0|36·1|17·0 P21'B60'F35' FK 102'*f*110'497*tFPT*	Melbourne British 4*BHCem* 63*tAPT*50*t*	T.3Cy.21",33"&56"-36" (*r*) 180lb 220NHP 2SB,6*cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	19 ″ 6 ~~s 2 ″ 0~~ ~~17 ″ 4~~ s2 ″ 6¼ 17 ″ 2	
28156 130149	**Koopa** Ⓟ **TwinSc** 1*Dk*	416 313 170			...		1911	Ramage& Ferguson,Ld. Leith	BrisbaneTug& S.S.Co.Ld.	192·6|28·1| 8·6 *Promenade dk*140' FK	Brisbane British	T.6Cy.13",21"&34"-18" 176NHP Ramage&Ferguson,Ld.	9 ″ 0	
28157 137235	**Kooraka** Ⓟ *OilEng.* *Mchy.Aft Well deck* 1*Dk*	300 181 154			...		1925	G.Brown& Co.Ld. Greenock	CoastSteamships Ld.	135·3|24·6| 7·8 Q58'F21' FK&BK1"	Adelaide British *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{11}{16}$" 192NHP NVKromhoutMotFabAms	8 ″ 9	
28158 120742 VJFL	**Kooyong** ssSyd.2ndNo.3-10,33 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2296 2093 1393	✠100A1 ~~1,36~~ ~~11,34~~ 4,36 BS~~10,34~~ ✠LMC10,33 11,35	NSW ~~Mel~~ Syd	*t*	CL ~~10,33~~ 4,36	1907 10mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld. *WB=CellDBa*90'*uE*&	295·0|44·1|19·8 P31'F31' ForeB14' MainB62' FK *B*34'*f*132'664*tFPT*	Melbourne British 7*BHCem* 67*tAPT*79*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 264NHP 2SB,6*cf*,GS107,HS4110 ClydeS.B.&E.Co.Ld.P.Gl.	22 ″ 3 ~~s 3 ″ 4~~ ~~[illegible]~~ s3 ″ 2¼ 19 ″ 3	
28159 LEHF	**Kora** (*ex*Krosfond,*ex*Rosebank) ssBgn.2ndNo.3-3,31 *Well deck* ssBgn.No.1-35 1*Dk*(*Stl*)	817 594 420	✠100A1 6,35 ~~8,34~~ ~~BS3,34~~ ✠LMC~~3,31~~ 6,35	Bgn	*l*	CL ~~3,31~~ N6,35	1906 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	DetBergenske Dampskibsselskab *WB*=	198·2|30·1|15·1 Q69'B56'F25' FK *CellDBa*46'*f*81'163*t*	Bergen Norwegian 4*BHCem* *APT*38*t*	T.3Cy.15",25"&40"-30" 180lb ~~65lb~~ *80lb* 104NHP 1SB,3*cf*,GS50,HS1719 ClydeS.B.&E.Co.Ld.PtGls	14 ″ 10 s ″ 8½ 14 ″ 3¼	
28160 YTCF	**Korana** ssRot.No.1-33 2*Dks*(*Stl*)	5423 4898 3312	✠100A1 4,35 BS4,35 ✠LMC3,33	Rot	*y*	CL 3,35	1929 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	Prekomorska PlovidbaD.D. *Intermediate'tween* *BH in after* *CellDB*340' 1050*t D*	403·0|52·4|27·5 P38'B133'F37' *dk* FK *hold dispensed with* *Ta*35'950*tAPT*205*t*	Susak Yugoslav *ptCem* 5*BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 512NHP 3SB,9*cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk	29 ″ 10 s5 ″ 6¼ 24 ″ 6¼	
28161 142863 GDBN	**Koranton** ssNwc.No.3-4,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in'tween dks*	6695 6448 4122	✠100A1 *Shelter dk* *withfreeboard* 12,35~~4,33~~ ✠LMC MS4,32 BS~~5,34~~8,36	Nwc	*a*†	CL ~~11,32~~ 12,35	1920 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	R.Chapman&Son *CellDB*366'1338*t*	412·6|55·5|34·4 F36'*onShelter dk* FK *FPT*148*t APT*292*t*	Newcastle British *ptCem* 6 *BH to S dk* 1 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 596NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
28162 144610 VJSN	**Koranui** (*ex*Cleopatra) ssSyd.No.3-2,30 ssSyd.No.1-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1266 1096 728	100A1 1,36~~2,35~~ BS~~2,35~~ LMC1,34 2,36	Syd		CL ~~1,34~~ 1,36	1914	Schiffsw.v. HenryKoch Lübeck	UnionS.S.Co.of NewZealand,Ld. *CellDB*	241·4|36·2|15·6 P&B176'F35' FK *a&uE*75'*f*106'318*t*	Melbourne British 4*BHCem* *FPT*56*t*	T3Cy18$\frac{1}{8}$",29$\frac{15}{16}$"&46$\frac{15}{16}$"-32¼" 200lb (*s*) 161NHP 2SB,4*cf*,GS72,HS2712 OttensenerMaschinenfab. Ottensen	18 ″ 0 ~~s 1 ″ 0~~ ~~17 ″ 0~~ s1 ″ 0¼ 17 ″ 1¼	
28163 31780 JHGB	**Korei Maru** (*ex*GunnarHeiberg, *ex*Snehætten,*ex*Uppland) 1*Dk*&*deep framing*	2491 2309 1782			...		1904	W.Gray& Co.Ld. WHartlepool	SanboKisenGoshi Kaisha	305·0|45·2|20·0 P27'B81'F32' FK	Fuchu Japanese *WB*	T.3Cy.22½",36½"&62"-39" 250NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 4	C †
28164 UOFL	**Koriak** (*ex*YesakiMaru) 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	4214 3656 2635			...		1919	OsakaIron Works,Ld. Innoshima	U.S.S.R.	345·6|49·8|28·2 P30'B98'F34' *on* *Shelter dk* FK	Vladvostk Russian *WB*	T.3Cy 24",41"&67"-48" 380NHP OsakaIronWorks,Ld.	28 ″ 2	
28165 117599 VPBD	**Koromiko** *Turret deck* 1*Dk*	2479 2024 1541					1907	W Doxford &Sons,Ld. Sunderland	ShunHongS.S.Co. Ld. (Williamson &Co.*Mgrs.*)	312·3|43·6|19·5 P21'F26'	Hong Kong British *WB*	T.3Cy.22",37"&61"-42" 241NHP W.Doxford&Sons Ld.Sld.		C
28166 XCBF	**Korrigan III** *Fitted for oil fuel* Wireless	940 866 543					1912	Atel.&Ch. de la Loire Nantes	Cie.duBoléo	194·6|31·0|20·0	Santa Rosalia *WB* Mexican	T.3Cy.18¼",29½"&49$\frac{3}{32}$"- 37$\frac{1}{2}$" 150NHP Atel.&Ch.delaLoire,Nts.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
28167 6005 SFGM	**Korsborg** (*ex*Inga-33) 1*Dk*	*1000* *796* *520*					1918	Oskrshmns M.V.Aktieb. Oskarshamn	RederiA/B Korsberg(Knut Bergquist, *Mgr.*)	226·0 Q61'B112'F28'	32·8	12·8	Gothenbrg Swedish *WB*	T.3Cy.$16\frac{1}{16}$",24"&$35\frac{3}{8}$"-$25\frac{3}{8}$" E&B*made*11,*refitted*18 64NHP G.SeebeckA.G.Bremerhvn		V
28168 LCAG	**Korsfjord** 1*Dk*	1620 1196 957					1913	Bergens Mek.Værks Bergen	A/S D/S Korsfjord (Bergh&Helland)	244·2 P26*t*Q104*t*B150*t* H83*t*F33*t*	37·6	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
28169 7194 SEUA	**Korsholm** *OilEng.* *ss*Mmo.No.2-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice*	2647 2284 1418	✠100A1 *withfreeboard* 2,36 ~~3,34~~ DBS~~3,34~~7,35 ✠LMC CS1,34 7,35 ~~1,34~~	Got	*v*	CL ~~1,34~~ 2,36	1925 4mo *Lloyd'sA&CP*	Aktieb. Götaverken Gothenburg	A/B Svenska Amerika Mexiko Linien(B.Zander, *Mgr.*) *CellDB*272'902*t*	336·2 F32' FK *Coll* *FPT*138*t APT*135*t*	45·6	19·9	Gothenbrg Swedish 6*BHptCem* *BH to Sh dk* 5 ,, ,, 2*nd*,,	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP DB*85lb* Aktieb.Götaverken,Got	22″11 s 1″8 21″$4\frac{1}{4}$	
28170 OXKS	**Korsör** Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. *CruiserStern* 2*Dks*	2363 1890 955					1927	Helsingörs Jernsk&Msk. Helsingör	DeDanskeStatsbaner	315·8 B200'	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.$21\frac{3}{8}$"-$29\frac{1}{2}$" 700NHP AktBurmeister&Wain,Cpn		
28171 LDSP	**Korsvik** (*ex*Sinbad,*ex*Torstein, *ex*Abermaed) Iron *ss*Osl.4thNo.3-4,31 *Well deck* 1*Dk*(*Irn*)2*trB* *Ref.Mchy.* Wireless	1229 941 639	✠100A1 4,35 ~~3,34~~ BS4,35 ~~BS3,34~~ ✠LMC4,31 ✠Lloyd'sRMC4,35	Osl	*n*	~~3,33~~ 4,35	1883 4mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	A/S Kveitefiske (Bogen&Johnsen)	225·5 Q113'B86'F54' BK8" *DBa*63'*f*59'218*t*	31·1	17·2	Oslo Norwegian 4*BHCem* *APT*10*t*	C.2Cy.28"&52"-33" 80lb *80lb* NDB06 119NHP 1SB,*3pf*,GS27,HS1917 Palmers'Co.Ld.Newcastle	18″3 s 3″$5\frac{1}{4}$ 17″$4\frac{3}{4}$	
28172 SVMB	**Korthion** (*ex*Noordwijk-33) *ss*Rot.2ndNo.3-12,33 1*Dk*(*Stl*)&*deep framing*	2116 1917 1285	✠100A1 1,35 BS1,35 ✠LMC12,33	Pir	*s*	CL 1,35	1909 6mo *Lloyd'sA&CP*	Schpw.v. JanSmit,Czn. Alblasserdm *Intermediate bulkhead in fore hold dispensed with*	G.N.Louloudis *Cell*	286·9 P20'B72'F32' FK *DBa*84'*uE*18'*f*120'590*tAPT*68*t*	42·2	19·5	Andros Greek *Cem* 4*BH only*	T.3Cy.21",35"&57"-39" (*s*) 160lb *100lb* 221NHP 2SB,*6cf*,GS108,HS3586 Maats.deSchelde,Flushing	21″11 s 3″$1\frac{1}{2}$ 19″0	
28173 8718 JAXB	**Koryo Maru** Ⓟ Wireless 2*Dks*	728 655 422					1903	OsakaIron Works Osaka	NaritaKatsutaro	187·2	26·0	18·1	Hakodate Japanese	T.3Cy.13",$21\frac{1}{2}$"&37"-24" 67NHP OsakaIronWorks,Osaka		
28174 37152 JKDC	**Koryu Maru** *OilEng.* 2*Dks*(*Stl*)	6680 6048 4768	✠100A1 ~~6,30~~ ~~7,34~~10,35 DBS6,35 ~~DBS7,34~~ ✠LMC12,32 ✠LMC(M)1,34 *Carrying cargo oil F.P. above*150° *F. in deep tank*	Kob	*b*†	CL 7,34	1931 12mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	HiroumiShojiK.K. *'Tween deck BH above after deep tank BH dispensed with* *CellDB*370'1382*t DTa*36'1158*tFPT*259*tAPT*224*t*	436·4 P30'B127'F43' FK	58·5	32·8	Kobe Japanese 6*BHtoUdk* 1 ,, ,, 2*nd* ,,	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{4}$"-471" DB*100lb* 747NHP MitsubishiZosenKaisha, Ld. Nag.	32″10 s 6″11 26″1	
28175 32650 JULB	— (*ex*Belchers,*ex*WarHamilton) 1*Dk*	2028 1818 1181					1919	PolsonIron WorksCo.Ld. Toronto	YeguchiKisenK.K.	251·0 P25'B28'F20'	43·6	20·7	Takasago Japanese	T.3Cy.$20\frac{1}{2}$",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
28176 SPEA	**Kosciuszko** Ⓟ TwinSc (*ex*Lituània, *ex*Czaritza) *ss*Dnz.No.3-12,28 *ss*Dnz.No.1-33 *Ref.Mchy.* 2*Dks*(*Stl–U dk* teaks&2*nd dk*–ws)*Shade dk*(*Stl*–ws)	6852 4843 ~~4207~~	✠100A1 *Shade dk* 9,35 ~~3,35~~ ✠LMC MS11,32 BS2,35	Dnz	*b*†	CL 2,35	1915 5mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld. Glasgow	Gdynia-America ShippingLines,Ld. *CellDBa*104'*uE*46'*f*182'705*t DT a*33' 184*t DTf*18'337*t FPT*51*tAPT*21*t*	440·0 FK	53·4	29·3	Gdynia Polish 10*BHCem*	Q8Cy$21\frac{1}{2}$",$30\frac{3}{4}$",44"&63"-48" 215lb (*s*) FD 889NHP 6SB,*18cf*,GS332,HS13302 Barclay,Curle&Co.Ld.Gls.	32″0 s7″$9\frac{3}{4}$ 24″4	
28177 38063 JPIE	**Kosei Maru** *OilEng.* 2*Dks*(*Stl*)	6668 6040 4768	✠100A1 6,35 ~~4,34~~ DBS6,35 ~~DBS4,34~~ ✠LMC3,35 ✠LMC(M)4,34 *Carrying cargo oil F.P. above*150° *F.in deep tank*	Kob	*b*†	CL 3,34	1933 3mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	HiroumiShojiK.K. *'Tween deck BHabove after deep tank BH dispensed with* *CellDB*370'1382*tFPT*259*t APTs*220*t DTa*36'1157*t*	436·4 P30'B127'F43' FK	58·5	32·8	Kobe Japanese *ptCem* 6*BHto Udk* 1 ,, ,, 2*nd* ,,	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$"-$49\frac{1}{4}$" DB*120lb* 839NHP MitsubishiZosenKaishaLd.	32″10 s6″$9\frac{1}{4}$ 26″3	
28178 431 JNVG	— (*ex*CanadianWinner-33) *ss*Vcr.No.3-3,32 2*Dks*(*Stl*)	5430 4884 3375	✠100A1 9,35 ~~9,34~~ BS~~1,34~~ ✠LMC3,32 9,35	Nag	*y*	CL ~~9,34~~ 9,35	1920 12mo *Lloyd'sA&CP*	Harbour Marine,Ld. Victoria,B.C	OkitoriGodo GyogyoK.K. *Bulkhead in fr'd hold dispensed with* *CellDB*332'1026*tFPT*149*tAPT*131*t*	399·8 P49'B113'F40' FK	52·2	28·5	Tokio Japanese 5*BHonly* *Cem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 521NHP 3SB,*9cf*,GS198,HS7743 FD JohnInglisCo.Ld.Toronto	31″0	
28179 29816 JPQA	— (*ex*MeijiMaru-33) 1*Dk*	2205 1970 1299					1924	KobeSteel Works Harima	ShimataniKisen K.K.	285·8 P28'F31'	42·0	23·0	Otaru Japanese *WB*	T.3Cy.20",23"&55"-39" 189NHP KobeSteelWorks,Harima		C
28180 30415 JPKA	**Koshin Maru** *ss*Kob.No.3-3,35 2*Dks*(*Stl*)	6066 5120 ~~3798~~ 4432	✠100A1 3,35 ✠LMC3,35	Kob	*z*	CL 3,34	1924 7mo *Lloyd'sA&CP*	OsakaIron Works,Ld. Innoshima	HiroumiShojiK.K. *CellDB*355'1053*t DTa*27'767*t FPT*106*t APT*26*t*	407·2 P40'B137'F46' FK	50·8	32·5	Kobe Japanese 7*BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb FD 553NHP 3SB,*9cf*,GS192,HS8110 OsakaIronWorks,Ld.	32″7 s 6″$7\frac{3}{4}$ 26″$2\frac{1}{4}$	
28181 32883 JTSB	— (*ex*Houthandel, *ex*Danubier,*ex*Lakeport) *ss*Ant.No.1-23 1*Dk*(*Stl*)	1868 1620 1088	✠ 3,27 ✠	Ant	*r*		1917 10mo	American S.B.Co. Cleveland,O.	ManseiKisenK.K. *CellDB*218'538*t FPT*56*tAPT*69*t*	251·0 P25'B64'F23' FK	43·5	20·0	Tokio Japanese 4*BHCem*	T.3Cy.20",33"&54"-40" 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.	20″2	C †
28182 5129 JDAG	— 2*Dks*	709 675 414					1904	OsakaIron Works Osaka	Government of Manchuria	187·0	26·2	18·3	Shinkio Japanese	T.3Cy.13",22"&37"-27" 71NHP OsakaIronWorks,Osaka		
28183 13872 JHOB	**Koshu Maru** (*ex*TaiunMaruNo-3, *ex*TaiunMaru) 1*Dk*	2812 2415 2150	...				1911	Kawasaki Dkyd.Co.Ld. Kobe	KaiMidori	298·1 P19'B67'F37' FK	43·6	23·0	Osaka Japanese *WB*	T.3Cy.$17\frac{1}{2}$",28"&46"-36" 149NHP KawasakiDkydCoLdKobe	25″2	
28184 32735 JPPB	**Koshun Maru** Ⓟ *ss*Kob.No.2-35 ~~*ss*Kob.No.1-31~~ 2*Dks*(*Stl–Wthr dk* ws)&3*rd dk*(*Stl*) *in Nos.*1,3&4*holds*	4271 3863 2574	✠100A1 *withfreeboard* 9,35 ~~8,34~~ ✠LMC~~8,34~~ 9,35	Kob	*w*	CL 8,33	1927 5mo *Lloyd'sA&CP*	Yokohama DockCo.Ld Yokohama	OsakaShosenK.K. *CellDB*297' 706*t FPT*39*t APT*16*t*	355·7 B30'F38' FK *Coll*	48·5	32·5	Osaka Japanese 6*BHCem* *BH to W dk*	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 4SB,*12cf*,GS231, 732NHP Mitsubishi HS9080 FD ZosenKaisha,Nag.	32″6 s9″$7\frac{1}{4}$ 23″4	
28185 LDKS	**Kosmos** *ss*Got.No.1-34 3*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *CruiserStern* D.F. *Longitudinal framing* *Strengthened for Navigation in Ice*	17801 16533 11789	✠100A1 *withfreeboard* 10,35 ~~9,34~~ ~~Pr.BS8,33~~ ✠LMC6,34 *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,29 *F.P. above* 150° F. Pr.BS10,35 BS10,35	Got Sfj	*l*†	CL ~~9,34~~ 9,35	1929 7mo *Lloyd'sA&CP*	Workman, Clark(1928) Ld. Belfast	Hvalfangerselskapet"Kosmos" A/S(A.Jahre) *CellDBuE&B*107' 428*t DTf*49'926*t FPT*233*tAPT*204*t Tanks above after peak* 499*t*	554·1 F141' FK	77·2	49·6	Sandefjord Norwegian 19*BH* (*CollBHtoWthrdk* 13,, 2*nd* ,, 5,, 3*rd* ,,)	Q.4Cy.29",42",60"&86"-60" 250lb (*s*) 988NHP 26Pr.B-*60lb* 2PrB-*64lb* 12Pr.B-*43lb* 5SB,*20cf* HS14300 FD Workman,Clark(1928)Ld.	50″6 s16″$7\frac{1}{2}$ 34″$1\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où enrég. si ce n'est dans le L. R. Durée Cert. B. of Trade
28186 HRBX	**Kosmos I** (*ex*Kosmos) TwinSc *ss*N.Os.No.3-11,26 *ss*N.Os.No.1-31 1*Dk*(*Stl*)&*Web frames*	623 542 348	A1 *withfreeboard* 5,34 BS5,34 ✠NB19*refitted*28 *For Service in the Gulf of Mexico & Caribbean Sea* *Fitted for oil fuel* 8,28 *F.P. above* 150°F.	NOs LMC5,31	P	OG N6,32 S5,34	1920	Schiffsw. u. Mch."Hansa" A.G. Tönning	StandardNavCorp (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*125′102*t DTs a*9*t FPT*8*t APT*4*t*	185·5|25·3|15·6 P11′ FK	Ceiba Honduran 5*BHptCem* *pt Asp*	T.6Cy.12″,18″&28″-18″ (*r*) 180lb 151NHP NE*made*07*refitted*28 1SB,3*cf*,HS2783 FD UnionIronWorks,S.Fo.	18 ″ 4 s 4 ″ 2 14 ″ 4	
28187 LDDI	**Kosmos II** TwinSc D.F. *ss*Got No 1-35 *Mchy.Aft CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at inner tanks & above 2nd deck* *Strengthened for Navigation in Ice*	16966 12231 9794	✠100A1 *withfreeboard* 8,35 ~~9,34~~ *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150°F.	Sfj Got 7,35 ✠LMC7,31 PrBS7,35	*l* †	CL ~~7,33~~ 8,35	1931 7mo	Workman Clark(1928) Ld. Belfast *Lloyd's A&CP*	Hvalfangerslsk. "KosmosII."A/S (A.Jahre) *CellDBuE&B*96′512*t DTs f*53′ 932*t Side tanks in fore hold* 53′702*t Side tanks in mchy. space*	553·4|77·2|37·6 P134′F115′ FK	Sandefjord Norwegian 19*BHptCem* (1 *to W dk* 18 ″ 2nd ″)	Q8Cy.20″,29″,41½″&60″-45″ 250lb (*s*) 938NHP 50Pr.B-60*lb* 5SB,20*cf*,HS14320 FD WorkmanClark(1928)Ld. 89′416*t FPT*393*t APT*551*t*	53 ″ 0 s18 ″ 9½ 34 ″ 6½	
28188 18327 JIOD	**Kosoku Maru** Now "Shinsaku Maru," *see No.* 40679 *in Supplement* 2*Dks*&*Web frames* *Longitudinal framing*	3203 2757 2005			...		1916	OsakaIron Works,Ld. Osaka	HiroumiShojiK.K.	305·0|43·9|27·3 P19′B82′F32′ FK	Kobe Japanese *WB*	T.3Cy.22″,37″&61″-42″ 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
28189 YTKT	**Kosovo** Ⓟ (*ex*Trieste,*ex*TriesteD.) *ss*Spt.2ndNo.3-3,28 *ss*Spt.No.1-32 1*Dk*(*Stl*-ws)&*Shade dk*(*ptStl*-teak s)	896 833 503	✠100A1 *withfreeboard* 10,34 ~~BS10,34~~ *For service in the Adriatic*	Ssk BS10,35 ✠LMC6,32	*l*	CL 10,34	1909 2mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	Jadranska PlovidbaD.D. *CellDBa*31′*uE*15′ *f*56′94*t FPT*23*t APT*11*t*	197·5|30·6|21·3 FK	Split Yugoslav 4*BHCem*	T.3Cy.17½″,29″&48″-30″ (*s*) 180lb 176NHP 2SB,4*cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s 1 ″ 5 12 ″ 10¼	
28190 7280 SFER	**Koster** (*ex*Thorunn) 1*Dk*	973 834 548					1917	Hölens Verks. Akties Larvik	And.Smith	210·5|34·0|14·9 P23′B57′F24′H91*t*	Stockholm Swedish *WB*	T.3Cy.15½″,25″&42″-30″ 97NHP AkersMek.Værks.Oslo		N
28191 SVJD	**Kosti** (*ex*Marathon,*ex*BirteJensen, *ex*Allaguash,*ex*Rygja) 1*Dk*&*Spar dk*& *deep framing*	3933 — 2555			...		1905	JLThompson&Sons,Ld. Sunderland	J.D.Chandris, N.J.Pissis & M.Weissmann	364·6|50·5|15·4 P31′B242′F33′ 23·4 FK	Piræus Greek *WB*	T.3Cy.25″,41″&67″-45″ 338NHP J.Dickinson&Sons,Ld.Sld.	26 ″ 0	G s†
28192 SVJW	**Kostis** (*ex*Bathurst-33) *ss*Brw.No.3-9,33 1*Dk*(*Stl*)&*platformDk* (*Stl*)*inNos.*1,2,4&5*holds*	5438 4777 3272	✠100A1 1,36 ~~9,34~~ 12,35 ~~BS10,34~~	Pir Bry ✠LMC MS9,33	*y*	CL 9,34	1919 3mo	Harland& Wolff,Ld. Greenock *Lloyd's A&CP*	B.E.Benierakis *CellDB*340′1051*t FPT*128*t APT*220*t*	400·1|52·3|28·5 P50′B113′F39′ FK	Chalcis Greek 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
28193 YTCG	**Kostrena** *ss*Fiu.2ndNo.3-8,28 *ss*Tri.No.1-32 1*Dk*(*ptStl*&*ptIrn*)2*trB* &*deep framing* 3*Dk rule*	2531 2380 1582	✠100A1 ~~6,30~~ ~~12,34~~ 10,35 MS10,32	Tri ✠LMC ~~BS7,34~~ 8,35	*t*	CL ~~9,33~~ 10,35	1902 1mo	Napier& Miller,Ld. Glasgow AP	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa*98′*uE&B*36′*f*134′731*t APT*70*t*	314·0|44·0|20·7 P30′B94′F33′ FK	Susak Yugoslav 5*BHCem*	T.3Cy.23″,37″&61″-42″ (*s*) 160lb 261NHP 2SB,6*pf*,GS118,HS4212 D.Rowan&Co.Glasgow	23 ″ 3 s 3 ″ 6½ 19 ″ 11	
28194 PFLD	**Kota Agoeng** Ⓟ *ss*Rot.No.1-35 *OilEng.* D.F. 3*Dks*(*Stl-U dk* teak s) *Cruiser Stern*	~~7331~~ ~~6510~~ ~~4601~~ 7358 6510 4618	✠100A1 8,35 ~~10,34~~ DBS8,35 *Carrying oil F.P. above* 150°F. *in deep tanks*	Rot ✠LMC CS2,35 6,34	*c*†	OG 3,34	1930 10mo	Maats. Fyenoord Rotterdam *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*378′1532*t DTf*28′1055*t DTa*35′767*t FPT*56*t APT*46*t*	449·6|60·8|~~29·6~~ P51′B155′F61′ 29·7 FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 2nd dk* 1 ″ ″ 3*rd* ″	2 Oil Engines 2S.C.DA coupled to 1 Sc. Shaft by hydraulic transformers & SR gear 10Cy.20½″-27$\frac{9}{16}$″ DB100*lb* 1475NHP Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg	33 ″ 6 s 6 ″ 11 26 ″ 9	
28195 PFLG	**Kota-Baroe** Ⓟ *ss*Rot.No.1-33 *OilEng.* 3*Dks*(*Stl-Udk* teak s) D.F. *Cruiser Stern*	7281 ~~7214~~ 6514 ~~4533~~ 4570	✠100A1 7,35 ~~12,34~~ DBS4,35 ✠LMC CS3,34 7,35 *Carrying oil F.P. above* 150°F. *in deep tanks*	Rot Ham	*c*†	OG ~~10,32~~ 7,35	1929 2mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*370′1291*t DTf*28′841*t DTa*35′695*t FPT*113*t APT*87*t*	449·0|60·8|30·7 P51′B150′F61′ FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 3rd dk*	Oil Engines 2S.C.SA 8Cy.29⅛″-52⅛″ 1250NHP DB95*lb* Maats.deSchelde,Flushing	33 ″ 6 s6 ″ 11½ 26 ″ 8½	
28196 PFLL	**Kota Gede** Ⓟ *OilEng.* *ss*Rot.No.1-32 3*Dks*(*Stl-Udk* teak s) D.F. *Cruiser Stern*	7300 6516 4562	✠100A1 1,36 ~~5,35~~ ~~DBS10,34~~ 10,35 *Carrying oil F.P. above* 150°F. *in deep tanks*	Rot Ham ✠LMC11,32	*c*†	OG 5,35	1928 9mo	Maats. Fyenoord Rotterdam *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*378′1472*t DTf*28′950*t DTa*37′767*t FPT*105*t APT*46*t*	449·6|60·8|29·7 P51′B150′F61′ FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 2nd dk* 1 ″ ″ 3*rd* ″	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″-47¼″ 1857NHP DB100*lb* Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11½ 26 ″ 8¾	
28197 PFLQ	**Kota Inten** *ss*Rot.No.2-36 *OilEng.* ~~*ss*Rot.No.1-32~~ 3*Dks*(*Stl-U dk* teak s) D.F. *CruiserStern*	7191 6525 4550	✠100A1 2,36 DBS2,36 *Carrying vegetable oil in aftermost after deep tank* *Carrying oil F.P. above* 150°F. *in forward deep tank & foremost after deep tank*	Rot ✠LMC CS2,36 2,36	*c*†	OG 2,35	1927 10mo	Maats. Fyenoord Rotterdam *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*) *CellDB*378′1472*t DTf*28′950*t* ~~*DTa*25′936*t FPT*56*t*~~ *APT*46*t* *DTs a*15′205*t FPT*18*t*	449·6|60·8|29·6 P58′B130′F66′ FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 2nd dk*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″-47¼″ 1857NHP DB100*lb* Maats.Fyenoord,Rot. NDB(W.T.)36-100*lb*	33 ″ 6 s 7 ″ 0¾ 26 ″ 8½	
28198 PFLS	**Kota-Nopan** Ⓟ *ss*Rot.No.1-35 *OilEng.* 3*Dks*(*Stl-Udk* teak s) D.F. *CruiserStern*	7319 6511 4583	✠100A1 ~~5,30~~ ~~9,34~~ 4,36 ~~DBS6,34~~ 8,35 *Carrying cargo oil F.P. above* 150°F. *in deep tanks*	Ham ~~Rot~~ ✠LMC CS5,35 9,34	*c*†	OG 9,34	1931 7mo	Kon.Maats "DeSchelde" Flushing *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*370′1345*t DTf*28′944*t DTa*35′787*t FPT*47*t APT*92*t*	449·9|60·8|30·7 P51′B155′F61′ FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 3rd dk*	Oil Engines 2S.C.SA 8Cy.29⅛″-52¾″ 1245NHP DB95*lb* Kon Maats."DeSchelde"	33 ″ 6 s6 ″ 11½ 26 ″ 9¼	
28199 PFLT	**Kota Pinang** Ⓟ *ss*Rot.No.1-34 *OilEng.* 3*Dks*(*Stl-Udk* teak s) D.F. *CruiserStern*	7275 6486 4532	✠100A1 4,35 DBS4,35 ✠LMC CS4,35 5,34 *Carrying oil F.P. above* 150°F. *in deep tanks*	Rot	*c*†	OG 7,33	1930 5mo	Nederl. Schps.Maats Amsterdam *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*378′1474*t DTf*28′950*t DTa*35′767*t FPT*114*t APT*46*t*	449·3|60·7|29·7 P51′B150′F61′ FK	Rottrdam Dutch 8*BHCem* 1 ″ *to 2nd dk* 1 ″ ″ 3*rd* ″	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″-47¼″ 1857NHP DB100*lb* Maats.Fyenoord,Rot.	33 ″ 6 s 6 ″ 11 26 ″ 9	
28200 PFLV	**Kota-Radja** *ss*Rot.No.2-35 *OilEng.* ~~*ss*Rot.No.1-32~~ 3*Dks*(*Stl-Udk* teak s) D.F. *Cruiser Stern*	7177 6514 4511	✠100A1 12,35 DBS7,35 *Carrying oil F.P. above* 150°F. *in forward deep tank & foremost after deep tank* *Carrying Vegetable oil in aftermost after deep tank*	Rot ✠LMC CS12,35 12,35	*c*†	OG 6,34	1927 10mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*370′1342*t DTf*28′966*t* ~~*DTa*25′954*t*~~ *FPT*114*t APT*87*t* *DTs a*15′2110*t*	448·8|60·8|30·7 P58′B128′F66′ FK	Rottrdam Dutch 8*BHptCem* 1 ″ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.29⅛″-52⅛″ 1250NHP DB120*lb* Maats.deSchelde,Flushing NDB(WTB)35-100*lb*	33 ″ 6 s 7 ″ 0½ 26 ″ 7½	
28201 PFLX	**Kota Tjandi** Ⓟ *OilEng.* *ss*Ham.No.1-34 3*Dks*(*Stl-Udk Teak* s) D.F. *Cruiser Stern*	7309 6510 4581	✠100A1 ~~6,30~~ ~~11,34~~ 3,36 ~~DBS8,34~~ 3,36 ✠LMC CS11,34 2,35 *Carrying oil F.P. above* 150°F. *in forward deep tank & foremost lower after deep tank* *Carrying vegetable oil in aftermost after deep tank & after tween dk tank*	Rot ~~Ham~~	*c*†	OG ~~2,33~~ 3,36	1930 2mo	Wilton's E.&Slpwy Co. Rotterdam *Lloyd's A&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*378′1488*t DTf*28′950*t* ~~*DTa*35′767*t FPT*56*t APT*46*t*~~ *DTs a*75′2172*t FPT*105*t APT*46*t*	449·6|60·8|29·6 P51′B150′F61′ FK	Rottrdam Dutch 8*BHptCem* 1 *to* 2*nd dk* 1 ″ 3*rd* ″	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″-47¼″ DB100*lb* 1857NHP Maats.Fyenoord,Rot NDB(WT)36-100*lb*	33 ″ 6 s 6 ″ 11 26 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28202 OHKD	**Kotka** (*ex*Zwijndrecht) Wireless 1*Dk*	1421 1229 812					1918	N.V.Werf Conrad Haarlem	HelsingforsS.S.Co. (A/B Nielsen& ThordenO/Y,*Mgs.*)	237·7|37·1|17·7 B57'F33'	Helsingfrs Finnish *WB*	T3Cy$12\frac{7}{10}$",$29\frac{1}{10}$"&$47\frac{1}{8}$"-$35\frac{2}{5}$" 132NHP Gebr.Stork&Co.Hengelo		V
28203 ESCF	**Kotkas** (*ex*Oise,*ex*WarTimiskaming) 1*Dk*	2160 1897 1263					1919	PolsonIron Works,Ld. Toronto	Mrs.M.Krönström &others	251·0|43·5|22·1 P25'B68'F20'	Tallinn Estonian *WB*	T.3Cy.20½",33"&54"-36" 188NHP PolsonI.W.Co Ld.Toronto		
28204	**Kotlin** (*ex*Aldebaran-35, *ex*SirJamesBell-33) *ss*Ams.No.3-2,34 1*Dk*(*Stl*)	*2496* *2229* *1462*	✠ [illegible] 8,35 ~~MS1,34~~ *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Bkn ~~LMC~~ ~~BS2,34~~	*l*	CL 1,34	1921 10mo	JI Thornycroft&Co.Ld. Southampton *Lloyd's A&CP*	U.S.S.R. *Intermediate BH in fore hold dispensed with*	300·5|43·7|22·2 P28'B83'F33' FK *CellD B*252'644*t FPT*102*t*	Leningrad Russian *ptCem* *4BH only* *APT*108*t*	T.3Cy.21",34"&57"-36" (*s*) 180lb 238NHP 2SB,*6cf*,GS110,HS4018 JIThornycroft&CoLd.Sou	24 ″ 5 ~~s4 ″ 3¾~~ ~~20 ″ 4~~	
28205	**Kotobuki Maru No. 2** *OilEng.* *CruiserStern* 1*Dk*	300					1935	YendoTekkosho Osaka	FujiokaIronWorks	125·0|23·0|11·5 B10'	Japanese	Oil Engines 2S.C.SA 4Cy.15"-20" NipponHatsudokiKK.Kob		
28206 22587 JEUD	**Kotohira Maru** (*ex*TaibuMaru) *ss*Kob.No.3-9,29 *ss*Kob.No.1-34 2*Dks*(*Stl*)	6101 5183 4485	✠100A1 ~~8,35~~ ~~7,34~~ 10,35	Kob ✠LMC~~7,34~~	*z* 10,35 ~~8,35~~	CL ~~7,32~~ ~~8,35~~ 10,35	1918 6mo	OsakaIron Works,Ld. Innoshima A&CP	NaigaiKisenK.K.	407·2|50·8|32·5 P40'B137'F46' FK *CellDB*360*t FPT*106*t*	Kobe ~~Fuchu~~ Japanese *7BHCem* *APT*26*t*	T.3Cy.$26\frac{7}{8}$",$45\frac{7}{8}$"&75"-51" (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	32 ″ 7 s6 ″ 10 26 ″ 1	
28207 UOUF	**Kotovsky** Ⓟ *OilEng* Wireless 2*Dks*	1190 954 612					1928	Schiffsw(v.J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4|33·3|18·4 P&B126'F22'	Odessa Russian *WB*	Oil Engines 4S.C.SA 8Cy.$18\frac{9}{10}$"-$29\frac{1}{10}$" 277NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
28208 18942 JIGD	**Kotsu Maru** 2*Dks&Webframes* *Longitudinal framing*	3198 2757 1996			...		1916	OsakaIron Works,Ld. Osaka	HiroumiShojiK.K.	305·0|43·9|27·3 P19'B82'F32' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 ″ 3	C †
28209 8363 JZHB	— Ⓟ 1*Dk&Spar dk& Web frames* Wireless	1514 1284 923			...		1902	Ishikawa-jimaS.B.&E. Co.Ld. Uraga	KitaNipponKisen K.K.	240·0|34·0|12·1 P37'B77'F39' 19·4 FK	Fuchu Japanese *WB*	T.3Cy.18½",30⅛"&52⅛"-36" 185NHP IshikawajimaS.B.&E.Co. Ld.Tokio	22 ″ 0	
28210 Broken up ~~FNEN~~	**Kouang-Si** Ⓟ (*ex*Pytheas, *ex*Port deSt.Nazaire,*ex*Bayramento, *ex*Sacramento,*ex*Alexandria) 4Mst 2*Dks& deepframing& Shelter dk*	7618 6815 4815			...		1900	Palmers' Co.Ld. Newcastle	~~Cie.desMessageries Maritimes~~	450·3|51·6|28·5 FK	~~Dunkirk~~ ~~French~~ British *WB*	T.3Cy.30",50"&81½"-54" 642NHP Palmers'Co.Ld.Newcastle	31 ″ 2	V †
28211 UOBA	**Kouibishev** Sub.Sig. 1*Dk*	2332 2013 1296			...		1929	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8|43·1|20·6 P18'B75'F32' FK	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"-$35\frac{7}{16}$" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
28212 SVDC	**Koumoundouros** (*ex*Daybreak-34) *ss*Cff.No.2-33 1*Dk*(*Stl*)	*3598* *3397* *2259*	✠100A1 9,35 ~~10,34~~ DBS9,35 MS6,33	Cff Pir ✠LMC BS11,34	*w*	CL 10,34	1925 1mo	R.Thompson&Sons,Ld Sunderland *Lloyd's A&CP*	C.E.Embiricos	360·0|50·5|22·6 P34'B209'F35' FK *CellDB*310'925*t*	Andros Greek *6BHCem* *APT*137*t*	T.3Cy.25",42"&68"-45" 180lb *100lb* 349NHP 2SB,*8cf*,GS141,HS5560 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s3 ″ 2 22 ″ 0¼	
28213 22011 JZGB	**Koun Maru** **Wood** Wireless	753 — 421					1918	....	FukudaNisaburo	187·0|31·8|15·9	Maizuru Japanese			
28214 16523 JAYB	**Koun Maru No. 2** Ⓟ Wireless 2*Dks*	604 537 359					1913	GoshiKaishaHarada Shoko, Osaka	SakagamiKyuzo	182·7|23·7|16·6	Hakodate Japanese *WB*	T.3Cy.11½",19¾"&33½"-22" 53NHP GoshiKaishaHaradaShoko		
28215 23661	**Koun Maru No. 5** **WoodAuxSr** (*ex*MatsuMaruNo.7) 1*Dk*	405 363 282					1918	Ichimoto Seizayemon, Ichimoto	MurakamiIsaburo	144·4|27·3|14·9 F21'B19'	Nishino-miya Japanese	C.2Cy.11½"&25"-16" 21NHP MiyatoTekkosho,Kobe		
28216 FNHZ	**Koutoubia** Ⓟ **TwinSc** *Fitted for oil fuel* 3*Dks*(*4th dk in Nos.*1&2*holds*) D.F. E.S.D. *Cruiser Stern*	8790 6156 4551					1931	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	426·9|58·5|34·3 B192'F80'	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg &Ch.de laMédit. LaSeyne		V
28217 UOAN	**Kovda** 1*Dk* *Well deck*	1672 1226 1000			...		1924	Bergens Mek.Værks. Bergen	U.S.S.R.	250·3|39·1|16·1 P18'Q75'B56'F27' FK	Vladvostk Russian *WB*	T.3Cy.18⅜",29"&48"-33" 161NHP BergensMekVærksBergen	18 ″ 0	
28218 139113 VJFM	**Kowarra** *ss*Mel.No.3-4,28 *ss*Syd.No.1-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1610 1215	✠100A1 12,34 MS2,33	Mel ✠LMC BS~~4,34~~ 3,35	*r*	CL 4,33	1916 1mo	J.Priestman&Co. Sunderland *Lloyd's A&CP*	AustralianSteamships,Proprietary, Ld. (*Man.Agents,* HowardSmith, Ld.)	270·0|40·0|17·8 P21'Q85'B55'F31' FK *CellDBa*70'*uE&B*48'	Melbourne British *4BHCem*	T.3Cy.20½",33½"&55"-39"(*s*) 180lb 242NHP 2SB,*6cf*,GS118,HS4236 G.Clark,Ld.Sunderland *f*106'541*t FPT*87*t APT*118*t*	20 ″ 0 ~~s2 ″ 0½~~ ~~18 ″ 3~~ s1 ″ 11 18 ″ 3	
28219 128040 VJSP	**Kowhai** (*ex*DevonCoast,*ex*Hopeful) *ss*Mel.2ndNo.3-5,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	793 556 404	✠100A1 6,35 ~~6,34~~ BS6,35	Mel ✠LMC4,34	*k*	CL 5,34	1910 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	UnionS.S.Co.of NewZealand.Ld. *WB=CellDB*	195·0|30·0|11·6 31·5 P13'Q96'B13'F33' FK *f*117'158*t FPT*39*t*	Melbourne British *3BHCem* *APT*9*t*	T.3Cy.16",27"&44"-30" (*r*) 180lb 129NHP 2SB,*4cf*,GS68,HS2196 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10 s4 ″ 0½ 13 ″ 4¾	
28220 38564 JORI	**Koyei Maru** *OilEng.* 2*Dks*(*Stl*) *Ref.Mchy.*	6774 6046 4915	✠100A1 1,35 ~~DBS1,35~~ Lloyd'sRMC~~1,35~~ 2,36 *Carrying fish or vegetable oil in the fore peak tank* *Carrying cargo oil F P. above* 150° F. *in deep tank*	Nag DBS3,36 ✠LMC1,34	*b*†	CL	1934 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP*	TakachihoShosen K.K. *'Tween dkBH above after deep tank BH dispensed with*	436·4|58·5|32·8 P30'B127'F43' FK *CellDB*366' 1383*t* *DT a*36'1131*t FPT*259*t*	Kobe Japanese *ptCem* *6 BH to U dk* 1 „ „ *2nd* „ *APTs*224*t*	Oil Engines 2S.C.SA 6Cy.28⅜"-$49\frac{3}{16}$" 839NHP DB*120lb* MitsubishiZosenKaisha Ld.Nag.	32 ″ 10 s6 ″ 11 26 ″ 1¼	
28221 32808 JPEB	**Koyo Maru** (*ex*Athelrill, *ex*California,*ex*Limeleaf) **TwinSc** 2*Dks& Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7350 6842 4322			...		1916	Barclay, Curle&Co.Ld. Glasgow	OguraSeyikuK.K.	450·6|58·2|32·7 P44'B161'F42' FK	Yokohama Japanese *WB*	T.6Cy.21",35½"&61"-45" NB(1)17*s.aft* 830NHP BarclayCurle&Co.Ld.Gls.	35 ″ 6	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
28222 25837 JKDD	**Koyo Maru** ssYka.No.3-7,32 2Dks(Stl)	5471 5036 3287	✠100A1 7,35 ~~7,31~~ ~~BS7,31~~ ✠LMC~~7,31~~ 7,35 Fitted for oil fuel 6,19 F.P. above 150°F.	Nag Kob	z	CL ~~7,31~~ 7,35	1919 6mo	Uraga DockCo.Ld. Uraga A&CP	ToyoKisenK.K. CellDB336'976t	400·0 P33'B124'F45' FK	53·2	32·0	Yokohama Japanese 6BHCem APT28t	T.3Cy.26",43½"&72"-48" (s) 200lb 513NHP 3SB,9cf,GS179,HS7376 UragaDockCo.Ld.Uraga	32 ″ 0 s 6 ″ 6¾ 25 ″ 8	
Wrecked 11,35 28222a [illegible] JCSC	(exAizawaMaruNo.24) Wireless 1Dk	1279 1042 903					1920	Aizawa Iwakichi Osaka	OginunoKaisho K.K.	218·0 P19'B52'F28'	32·0	19·0	Fushiki Japanese WB	T.3Cy.14",23⅝"&39"-30" 84NHP AizawaIwakichi,Osaka		
28223 28926 JNDA	**Koyu Maru** ssOsa.No.3-5,33 2Dks(Stl)	5325 4846 3294	✠100A1 ~~2,35~~ ~~2,36~~ 3,36 ✠LMC~~2,35~~ 3,36	Kob ~~Yka~~	z	CL 2,35	1921 7mo	Mitsubishi ZosenKaisha Kobe A&CP	HiroumiShojiK.K. CellDBa127'u	400·0 P39'B121'F43' FK E28'f177'994tFPT	54·6	30·0	Kobe Japanese 6BHCem 128tAPT87t	T.3Cy.26½",44½"&75"-48" 200lb (s) 496NHP 3SB,9cf,GS175,HS6620 FD MitsubishiZosenKaisha	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
28224 40157 JYCH	**Kozan Maru** OilEng. 2Dks	4180 — 2468					1935	Mitsubishi JukogyoK.K Kobe	YamamotoKisen K.K.	360·0 P28'B76'F36'	50·0	28·9	Japanese	2OilEngines4S.C.SA12Cy17 5/16" -16 9/16"&hydraulic coupling S.R.gearedto1Sc.Shft 370NHP MitsubishiJukogyoKK.Kobe		
28225 23481 JRBE	**Kozan Maru No. 2** Wood 1Dk	864 731 512					1919	Furuyama Yoshitaro, Niigata	Tsurumuru Hirotaro	193·1 P25'B49'F28'	29·1	19·6	Tarumi Japanese	T.3Cy.12 13/16",21 1/16"&35½"-27" Hashimoto 63NHP Tekkosho,Osaka		
28226 32 SPAE	**Krakow** (exFrimaire) ssDnz.No.3-7,35 ~~ssDnz.No.1-30~~ Well deck 1Dk(Stl) Cargo battens not fitted	2017 1576 1112	✠100A1 7,35 ~~5,32~~ ~~BS5,32~~	Dnz LMC~~4,30~~ 7,35	r	~~5,32~~ N5,35	1926 2mo	Chant.Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjna CellDBa&uE66' DeepTanks	269·1 P22'Q87'B50'F23' FK f107'405t aft34'205tFPT77t	39·7	17·5	Gdynia Polish 4BHCem APT22t	T.3Cy.18¼",29 13/16"&49 11/16"- 37 11/16" 185lb (s) 189NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s 1 ″ 8½ 18 ″ 4½	
28227 YTCK	**Kralj Aleksandar I** Ⓟ TwinSc ssSpt.No.1-36 2Dks(weather dk Stl-teak s) 3rd dk(Stl)clear of mchy.space CruiserStern	2463 1729 1126	✠100A1 withfreeboard 3,36 ~~2,35~~ For Service on the Adriatic and Cruising Service on the Mediterranean Fitted for oil fuel 3,32 F.P. above 150° F.	Tri Spt ✠LMC~~5,32~~ 1,36	s	CL 2,35	1932 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	DubrovackaParobrodskaPlovidba a.d. CellDBa&uE75'f82'163tFPT13t	270·5 FK	42·1	23·8	Dubrovnik Yugoslav 7BHCem APT74t	Q8Cy18",25¾",36½"&52"-27" 225lb (s) 601NHP 4SB,12cf,GS244,HS9900 FD D.Rowan&Co.Ld.Gls.	24 ″ 6 s 11 ″ 2½ 13 ″ 7½	
28228 YTCI	**Kraljica Marija** Ⓟ TwinSc (exAraguaya) ssSpt.2ndNo.3-1,33 3Dks(Stl-wsUptteak)&Orlopdk Ref.Mchy. (Stl-ws)inNos.1&2Holds	10196 7418 6102	✠100A1 ~~4,35~~12,35 BS12,35 MS1,33 Lloyd'sRMC12,35forNos.1&2Orlopdecks,No.5 lower hold & 5 chambers in No.5 lower deck only	Pla Nwc ✠LMC ~~BS11,34~~	f†	CL ~~3,34~~ 12,35	1906 9mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa&uE195'	515·2 P44'B339'F88' FK f155'1411t Tanks at sides of tunnels55'292tFPT90tAPT65t	61·3	30·5	Dubrovnik Yugoslav 8BHCem	Q.8Cy.27",38",54"&76½"-54" 215lb (s) FD 1514NHP 3D&3SB36cfGS571HS23538 Wrkman,Clark&Co.Ld Bel	34 ″ 0 s 7 ″ 3½ 27 ″ 2	
28229	**Krasnodar** (exAlexandra, exAntigoni,exCity of ssShl.No.3-7,01 Belfast,exSocrates, ssShl.No.2-08 exCity of Belfast) Well deck 1Dk(Irn)&Webframes	2068 1681 1099	✠ 2,14 ✠	Msl	s		1889 5mo	ShortBros. Sunderland	U.S.S.R. CellDB206'	290·3 P32'Q72'B118'F34' BK10"	39·1	19·6	Marioupol Russian 6BHCem 383tAPT53t	T.3Cy.21",35"&58"-36" NDB06 202NHP 1DB,6rf,GS85 T.Richardson&Sons,Hpl.	21 ″ 8	
28230 UNYD	**Krasnoe Znamia** (exWaverley) ssHul.No.2-09 1Dk(Irn)&deep framing	2271 2075 1403	✠ 8,19 ✠	Hul	s		1901 6mo	W.Gray& Co.Ld. WHartlepool	U.S.S.R. CellDBa&uE	301·7 P25'B72'F33' FK 122'uB16'f122'668t	43·0	19·6	Archangel Russian 5BHCem APT77t	T.3Cy.22",35"&59"-39" 225NHP 2SB,6pf,GS88,HS3346 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3	
28231 UOJC	**Krasnogvardeetz** (exMarjowetz-33,exAlbania,exMarmara, exOstsee,exHuntsclyde, 2Dks&Shelterdk exAthena,exRegina) &deep framing	2719 2571 1702					1904	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	292·0 H27'	41·4	18·9 25·9	Odessa Russian WB	T3Cy20⅝",33 7/16"&55½"-35 7/16" 180NHP FlensburgerSchiffsb.Ges.		
28232 UNYU	**Krasny Flot** Ⓟ (exReval, Iron exDeutschland) Wireless 1Dk	712 507 342					1882	Stettiner Akt.Ges Stettin	U.S.S.R.	198·5 P92'B35'	26·0	14·8	Odessa Russian WB	C.2Cy.23"&46"-27" NB95 92NHP StettinerA.G.Stettin		
28233 124 UNGJ	**Krasny Oktiabr** (exVeerhaven, exZevenbergen) ssRot.No.3-2,24 1Dk(Stl) Cargo battens not fitted in Nos.1&3holds	3295 2778 2041	✠ 2,24 ✠	Rot	u		1911 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	U.S.S.R. CellDBa102'u	324·8 P33'B98'F32' FK E24'f138'582tFPT	46·9	22·4	Vladvostk Russian 5BHCem 72tAPT101t	T.3Cy.23½",38"&64"-42" 290NHP 2SB,6cf,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
28234	**Krasny Pakharj** (exNargen, exHenriette,exOstsee) Mchy.Aft 1Dk&Spar dk	348 341 173					1900	Schiffsw. v. HenryKoch Lübeck	U.S.S.R.	121·0 B15'	21·8	16·1	Odessa Russian	C.2Cy.12⅝"&22"-13" 15NHP J.F.Ahrens,Ottensen		
28235 UNZY	**Krasny Partizan** (exGregoriyZinovieff-33) Sub.Sig. 1Dk	2418 1925 1348			...		1927	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	276·7 P14'B68'F24' FK	43·0	20·5	Vladvostk Russian WB	T.3Cy.17 11/16",29⅝"&48 7/16"- 35 7/16" 192NHP BalticS.B.&Eng.WrksLen	22 ″ 8	
28236 UNXY	**Krasny Profintern** (exArgun, exHafis) 1Dk&Spar dk&Web frames	4648 4010 2560	✠ 11,03 ✠	Bry	x		1902 2mo	R.Craggs& Sons Middlesbro'	U.S.S.R. CellDBa116'uE26'f152'	362·0 P29'B104'F35' FK	48·0	28·1	Leningrad Russian 6BHCem 826tAPT25t	T.3Cy.25",40"&68"-48" 379NHP 3SB,9cf,GS148,HS6228 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
28237 UNZM	**Krassin** (exSviatogor) TrpSc (Icebreaker) 4Dks(Udk Stl-ws)3rd&4th dks(Stl) &Webframes CruiserStern	4902 2418 2359	✠ 8,22 ✠	Lth	z		1917 2mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. CellDBuE&B188'836t sidetanksinblr.space68'286tFPT608t	318·0 FK	71·5	42·2	Leningrad Russian Cem APT196t	T.9Cy.26",42"&67"-45" 1643NHP 10SB,30cf,GS668,HS27600 Richardsons,Westgarth& Co.Ld.Mdb		
28238 RAEO	**Krestyanin** Sub.Sig. 1Dk	2513 1980 1387			...		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8 P20'B72'F32' FK	43·0	20·6	Leningrad Russian WB	T.3Cy.17 11/16",29⅝"&48 7/16"- 35 7/16" 193NHP BalticS.B.&E.Works	22 ″ 8	
28239 DHOK	**Kreta** D.F. Sub.Sig. 1Dk&Shelterdk	2359 2125 1354					1923	Howaldts- werke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	309·3 F39'	44·1	20·0	Hamburg German WB	T.3Cy.22",37⅜"&60½"-39⅜" 228NHP Howaldtswerke,Kiel		G
28240 UNZK	**Kretchet** Ⓟ (exPolaris) ssHul.No.3-6,12 1Dk(Stl)&Spar dk(Stl-ptws) &Web frames	2282 1499 1256	✠ 7,19 ✠NB4,15 ✠	Hul	s		1899 3mo	Gourlay Bros.&Co. Dundee	U.S.S.R. CellDBa36'uE&B61'f94'227t	281·3 P41'B102'F62' BK8"	38·2	28·6	Vladvostk Russian 4BHCem APT17t	T.3Cy 30½",47"&75"-45" 551NHP 3SB,9cf,GS183,HS8520 GourlayBros.&Co.Dundee	23 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28241 129675 VSNF	**Krian**	857 666 461					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	StraitsS.S.Co.Ld.	210·0 P&B146'F35'	35·2	12·2	Singapore British *WB*	T.3Cy.18″,29″&48″-33″ 132NHP Scotts'S.B.&E.Co.Ld.Grk.		
28242 DAKV	**Kriemhild** 1*Dk*	800 600 487					1902	Nüscke& Co. Stettin	Rud.Christ.Gribel	202·7 Q59'B45'F21'	30·3	12·6	Stettin German *WB*	C.2Cy.20″&35″-24″ *E made*99,*fitted*02 50NHP NB22 OderwerkeAct.Ges.Stettin		G
28243 103 YLAU	**Krimulda** (*ex*GeneralDragomirow, *ex*Somerford) ~~ssLib.2ndNo.3-9,21~~ *ss*Lie.3rdNo.3-5,35~~ssLie.No.2-30~~ 1*Dk*(*Irn*)&*deepframing*	1970 1668 1150	✠100A1 5,35~~5,33~~ ~~BS9,33~~ ✠LMC~~3,30~~ 5,35	Ant Lie	*r*	CL ~~5,33~~ 4,35	1899 8mo	BlythS.B. Co.Ld. Blyth A&CP	SeebergBros. *CellDBa*	275·0 B70'F31' &*uE*104'*uB*&*f*124'	40·0	18·1 FK	Riga Latvian 4*BHCem* 590*tAPT*45*t*	T.3Cy.20½″,33″&54″-36″ (*s*) 170lb 190NHP 2SB,4*pf*,GS87,HS3073 MacColl&Pollock.Sld.	20 ″ 6 s 2 ″ 11¾ 17 ″ 8½	
28244 38 YLAV	**Krišjānis Valdemars** (*Icebreaker*) D.F. *Screws fore&aft* 2*Dks*	*1932* *1678* *757*					1925	WmBeardmore&Co.Ld. Dalmuir	Government of Latvia (MarineDept.)	196·5 B74'F19'	55·8	22·1	Riga Latvian *WB*	T.3Cy.26¼″,42¼&69″-43½″& T.3Cy.16½″,26½″&43¼″-20″ Wm.Beardmore &Co.Ld.Dalmuir 398NHP		
28245 LCPX	**Kristianiafjord** *Fitted for oil fuel* D.F. 3*Dks*	6759 4851 4149					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske AmerikaLinje	421·7 H258*t*	55·8	26·5 34·5	Oslo Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		N
28246 LEHJ	**Kristiansand** Ⓟ 2*Dks*	473 423 253					1915	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	151·2	25·2	17·4	Arendal Norwegian *WB*	T.3Cy.13½″,22″&37½″-24″ 69NHP NylandsVærksted,Oslo		N
28247 LEHK	**Kristine I** (*ex*Asra,*ex*Solva) 1*Dk*	1033 925 613					1904	Nylands Værksted Oslo	D/S A/S Ryvingen (AlfLindö,*Mgr.*)	226·3 H52*t*F31*t*	33·2	15·8	Haugesnd Norwegian *WB*	T.3Cy.16½″,27″&44″-30″ 106NHP NylandsVærksted,Oslo		N
28248	**Kriti** Ⓟ (*ex*ElenaM.-33,*ex*HelenaM., *ex*Eddystone) *Well deck* 2*Dks*	1028 — 613			...		1886	W.B. Thompson Dundee	HellenicCoast LinesCo.Ld.	233·3 P142'F54'	33·2	15·7	Piræus Greek *WB*	T.3Cy.23″,37″&58″-48″ 233NHP W.B.Thompson,Dundee	16 ″ 10	
28249 67 YLDJ	**Krivs** (*ex*Northdene) *ss*Shl.2ndNo.3-10,19 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1340 1082 822	✠ 1,24 ✠	Sld	*o*		1893 11mo	S.P.Austin &Son Sunderland	Tv."Krivs" redereja (M.Kalnins, *Mgr.*) *DBa*62' *f*94' &	240·0 P23'Q59'B44'F27' *uE*&*B*32'410*t FPT*	36·2	18·3 FK	Riga Latvian 4*BHCem* 29*tAPT*29*t*	T.3Cy.19″,31″&51″-33″ 155NHP 1SB,4*pf*,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7	V †
28250	**Kronborg** Ⓟ *OilEng.* (*Ferry—Screw fore&aft*) *CruiserStern* 1*Dk*	450					1935	Nakskov Skibs.A/S Nakskov	DeDanskeStatsbaner(Danish StateRailways)	147·6	36·7	14·0	Elsinore Danish	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$″-21¼″ 81NHP A/S Frichs,Aarhus		
28251 DOGR	**Kronos** Wireless Sub.Sig. *CruiserStern* 1*Dk*	1412 1097 660					1925	FlensburgrSchiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	240·8 P&B166'F26'	38·8	15·3	Bremen German *WB*	T.3Cy19$\frac{1}{16}$″,31½″&53⅜″-35$\frac{7}{16}$″ 168NHP FlensburgerSchiffsb.Ges.		G
28252 OYAS	**Kronprins Frederik** Ⓟ Pad (*Ferry*) 1*Dk*	414 392 170					1898	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	176·5	26·2	11·9	Elsinore Danish	C.2Cy.29″&54″-45″ 163NHP HelsingörsJernsk.&Mskb.		
28253 LEHN	**Kronprins Olav** 1*Dk*	1137 999 685					1908	Akers Mek.Værks. Oslo	SkibsA/S Drafn (Pehrson&Wessel)	228·5 P13*t*H58*t*F29*t*	36·1	15·7	Drammen Norwegian *WB*	T.3Cy.16½″,27″&44″-33″ 111NHP AkersMek.Værks,Oslo		N
28254 5582 SFYN	**Kronprinsessan Margareta** TwinSc3Mst *ss*Got.No.3-3,27 *ss*Mmo.No.1-31 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3739* *3365* *2244*	✠100A1 *Shelter dk with freeboard* 1,35 DBS8,34 ✠LMC7,31	Lkr	*x*	OG P5,34 S4,35	1914 4mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *WB=CellDB*	360·2 *a*69' *uE*37'*f*	51·4	22·1 FK	Stockholm Swedish 6*BHptAsp*	Oil Engines 4S.C.SA 12Cy.21¼″-28¾″ 528NHP DB80*lb* Akt.Burmeistr&Wain,Cpn 212'1138*tFPT*74*tAPT*53*t*	25 ″ 6 s 2 ″ 4¼ 23 ″ 4	
28255 Broken up OYBS	**Kronprinsesse Louise** Ⓟ Pad (*Ferry*)	513 490 288					1891	Helsingörs Skibsbyggeri Elsinore	DeDanskeStatsbaner	206·8 len05	26·2	11·9	Fredericia Danish	C.2Cy.32″&60″-45″ 201NHP HelsingörsMskinbyggeri		
28256 LEHP	**Kronprinsesse Märtha** Ⓟ 2*Dks*	898 735 517					1929	Intrnationl SB&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	176·8 H156*t*	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)12$\frac{13}{16}$″&(2)27⅝″-27⅝″ 33NHP InternationalS.B.&ECoLd		N
28257 LCPY	**Kronviken** (*ex*Domburg,*ex*Delta) *ss*H.Kg.2ndNo.3-8,29 *ss*Shi.No.1-33 1*Dk*(*Stl*)&*deepframing*& *pt Awng dk*(*Stl*)	2363 2016 1519	✠100A1 *pt Awng dk withfreeboard* ~~4,30 6,34~~ 3,36 BS8,35 ~~BS8,34~~ ✠LMC8,33	HKg	*s*	CL 6,34	1904 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'sA&CP	A/S Wallem&Co. (H.J.Wallem, *Mgr.*) *CellDBa*84'	281·0 P17'Q90'F31' *ptAwng dk*175' *uE*&*B*30' *f*114' 522*t*	42·6	16·6 FK	Bergen Norwegian 4*BHCem* *APT*177*t*	T.3Cy.21″,33″&56″-36″ (*s*) 160lb 194NHP 2SB,6*rf*,GS73,HS3008 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0 s 7 ″ 6½ 18 ″ 7	
28258 FNEK	**Kroumir** (*ex*Gartland,*ex*Izmir, *ex*Aegina) 2*Dks*	1881 1660 1135			...		1906	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·5 P26'B76'F31'	37·1	21·5 FK	Marseilles French *WB*	T.3Cy20$\frac{1}{16}$″,32⅞″&53¼″-39⅛″ 239NHP BremerVulkan,Vegesack	23 ″ 11	V †
28259 DQNL	**Krückau** (*ex*Seemoos,*ex*Friedrich Schröder,*ex*Britta, *ex*City of Liverpool) *ss*Ant.No.3-5,10 1*Dk*	493 426 242	✠ 11,15	Bmn	*e*		1898 4mo	Mackie& Thomson Glasgow	BugsierReed.& BergungsA.G.	189·6 Q61'F23' len20	23·5	10·0 BK7½″	Hamburg German 3*BHCem* *FPT*22*t*	T.3Cy.13″,22″&35″-27″ 76NHP 1SB,3*cf*,GS51,HS1270 Muir&Houston,Ld.Gls.	11 ″ 2	G †
28260 OYGV	**Krusaa** (*ex*Loke-34, *ex*I.D.S.Adolph) 1*Dk*	1503 1241 876					1904	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk. HetlandA/S (T.Basse,*Mgr.*)	249·1 P16'Q73'B106'F27'	37·5	15·9	Copnhagn Danish *WB*	T.3Cy.19″,32″&53″-36″ 169NHP HelsingörsJernsk.&Mskb.		V
28261 DQOD	**Krusau** (*ex*Bluestone) *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1352 1030 773	✠ 1,27 ✠ ✠NE&B*made*8,19*refitted*10,23	Shl	*o*		1923 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BugsierReed.& BergungsA.G.	235·1 Q145'F25' *CellDB*198'380*t FPT*	36·1	15·3 FK	Brmrhavn German 4*BHptCem* 102*tAPT*61*t*	T.3Cy.15″,25″&40″-27″ 120NHP 2SB,4*cf*,GS49.HS1800 FD Cen.Mar.E.Wks.Ld.WHpl	17 ″ 6	G †
28262 UOUG	**Krym** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *Cruiser Stern* 3*Dks*	4867 3279 2683					1928	Frd.Krupp Akt.Ges. Kiel	U.S.S.R.	362·8 H82'B&F280'	51·1	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.23⅝″-45¼″ 1163NHP Frd.KruppAkt.Ges.Kiel		
28263 135004 VSND	**Kuala** 1*Dk*	954 691 391					1911	CaledonS. B.&.E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 P19'B48'F37'	35·6	12·8	Singapore British *WB*	T.3Cy.18″,29½″&48″-33″ 132NHP CaledonS.B.&E.CoLd.Dun		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire.) Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refl.Trade
28264	**Kuang Hsiang** TwinSc	653 — 387					1912	…………… HongKong	TaTaS.S.Co.	147·3|27·1|9·4	Shanghai Chinese	C.4Cy.		
28265 RATH	**Kuban** OilEng. *Ref.Mchy.* 2*Dks*	3113 2705 1766					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2|48·6|22·6 P21'B90'F29'	Odessa Russian	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
28266 135673 VPKD	**Kudat** (*ex*Barima) TwinSc *Fitted for oil fuel* 1*Dk&Shelter dk*	1725 1384 1021			…		1914	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	250·5|37·1|18·4 B94'F42' len27 *onShelter dk* FK	Singapore British *WB*	T.8Cy(2)12",(2)20"&(4)24"–24" 182NHP CaledonSB.&E.Co.Ld.Dun.	20 ″ 6	
28267 ~~[illegible]~~ ~~[illegible]~~	**Kueichow**	2001 1728 1220					1905	Scott'sS.B. &E.Co.Ld. Greenock	~~ChinaNav.Co.Ld.~~	267·1|40·2|21·7 P81'F34'	~~London~~ ~~British~~ Chinese *WB*	T.3Cy.20",33½"&56"–39" 196NHP Scott'sS.B.&E.Co.Ld.Grk.		
28268 161126 GKSQ	**Kufra** *ss*Gls.No.1-34 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2608 2121 1347	✠100A1 *Shelter dk* *withfreeboard* 6,35~~6,34~~ DBS~~12,33~~ 2,36 ✠LMO CS6,34 6,34 *Fitted for carrying oil fuel* 6,34 *F.P.above*150 *F. in deep tank*	Gls Liv	*v*	CL 10,32	1929 11mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	MossHutchison Line,Ld.	330·7|47·2|19·4 *CellDB*280'740*tDTf*28'716*tFPT*52*tAPT*16*t*	Liverpool British FK 6*BHptCem* (*Coll to Shdk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 8Cy.24¹³⁄₁₆"–51¼" 473NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	22 ″ 3 s1 ″ 8 20 ″ 9	
28269 ~~[illegible]~~ ~~[illegible]~~	**Kuhrs** (*ex*MetteJensen,*ex*Ausable, *ex*Laura) 1*Dk*2*trB*	3160 2948 1952					1901	Schpw.v. JanSmit,Czn. Alblasserdam	CumbraeShipping Co.Ld.(Douglas& Ramsey,*Mgrs.*)	327·7|47·7|22·4 P33'B102'F36'	~~Riga~~ ~~Latvian~~ British *WB*	T.3Cy.24",40"&65"–42" 274NHP Blair&Co.Ld.Stockton		V
28270 LEHQ	**Kul** (*ex*Grorud,*ex*Tello,*ex*Allan) *ss*Bgn.2ndNo.3-5,32 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1348 1042 796	✠100A1 2,36~~3,35~~ BS~~5,30~~ 2,36 ✠LMC5,32	Bgn	*o*	OG N3,35	1907 3mo	Mackay Bros. Alloa *Lloyd'sA&CP*	A/S Thv.Halvorsen	230·7|34·2|16·0 Q120'B10'F26' *CellDBa*56'*uE*16'*f*99'236*tFPT*46*tAPT*43*t*	Bergen Norwegian FK 4*BHCem*	T.3Cy.18½",30⅞"&48"–33"(*s*) 180lb *80lb* 149NHP 1SB,*4cf*,GS72,HS2385 Hutson&Sons,Ld.Glasgow	18 ″ 3 s5 ″ 2½ 17 ″ 0	
28271 23 YLAB	**Kuldiga** (*ex*Penteifi, *ex*Wilh.Hemsoth) *ss*Rga.2ndNo.3-4,34 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*)	1977 1362 1187	100A1 *ptAwng dk* *withfreeboard* 10,34 MS4,34 LMC BS~~10,3~~11,35	Ant	*r*	CL 9,34	1908	Nordseewk EmderWerft &DockA.G. Emden	SteamshipCo. Latvia-Belgian LineLtd.(Seeberg Bros.*Mgrs.*)	271·2|39·4|15·7 P*on*Q24'Q103' *ptAwng dk* 168' FK *Collision* *CellDB*225'572*tFPT*61*tAPT*15*t*	Riga Latvian *Cem* *BHtoAw dk* 4 ,, ,, *U* ,,	T.3Cy.18¾",31⅛"&50⅛"–35⅜" 185lb 192NHP 2SB,*6cf*,GS108,HS3358 EiderwerftA.G.Tönning	18 ″ 0 s0 ″ 6¼ 17 ″ 8	
28272 DICW	**Kulmerland** (P) Sub.Sig. *OilEng.* D.F. *Cruiser Stern* 2*Dks*	7363 6164 4367					1928	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·6|60·1|28·0 P27'B426'F*on*B38'	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27³⁄₁₆"–47¼" 1585NHP AllgemeineElekGesBerlin		G
28273 207780 KJPG	**Kulshan** (P) *Fitted for oil fuel* 1*Dk&Awng dk*	926 — 573					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	160·3|32·0|20·7	Seattle Utd.States	T.3Cy.17",28"&47½"–36" 135NHP MoranCo.Seattle		
28274 YTKY	**Kumanovo** (P) TwinSc (*ex*GrandDuke *ss*Spt.2ndNo.3-2,33 AlexanderMichailovitch, 1*Dk*(*Stl–ws*) *ex*PrinsessanMargareta) &*Shade dk* *2nd dk in holds*	1409 1142 669	100A1 *Shade dk* *withfreeboard* 4,35 BS4,35 LMC2,33 *Fitted for oil fuel* 5,36 *F.P.above* 150 *F.*	Spt	*o*	OG N3,33	1907	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	Dubrovacka Parobrodska Plovidba	250·6|34·2|20·1 H255*t* *CellDBuE*28'40*tFPT*16*t*	Dubrovnik Yugoslav FK 5*BHCem* *APT*30*t*	T.6Cy.18⅝",27½"&47³⁄₁₆"–27½" 185lb (*s*) 357NHP 4SB,*12cf*,GS221,HS6871 KockumsM.V.Akt Malmö	15 ″ 0 s1 ″ 10 13 ″ 6½	
28275 140607 GFNY	**Kumara** (*ex*Horatius-33, TwinSc *ex*Bardic) *ss*Bel.No.3-4,25 *ss*Fal.No.2-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.*4*hold* *Cargo battens not fitted in 'tween* *Ref.Mchy.* *dks or Shelter 'tween dks* *CruiserStern* *Nos.*1,3&6	7926 5764 4845	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~1,35~~ BS2,36 ~~[illegible]~~ ✠LMC12,33 ✠Lloyd'sRMC~~1,35~~2,35	Nwc Cff	*c*†	CL 12,33	1919 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	ShawSavill& AlbionCo.Ld.	450·4|58·4|37·2 P31'F43'*onShltr dk* FK *CellDB*392'1461*tFPT*119*tAPT*76*t*	S'thamptn British *ptCem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Harland&Wolff,Ld.Bel.	40 ″ 0 s11 ″ 0¼ 29 ″ 3	
28276 Broken up ~~GTVK~~	**Kumasian** (*ex*Baltic) *ss*Bkn.2ndNo.3-11,30 ~~D.F.~~ 1*Dk*(*Stl*)&*deep framing*	3400 3097 2151	✠~~100A1~~ 10,34 ~~BS7,34~~ ✠~~LMC3,30~~ *Carrying Vegetable Oil in* *Nos.1&4holds &deep tanks*	Ham	*w*	CL 1,34	1905 7mo	Hawthorn, Leslie&CoLd Newcastle *Lloyd'sA&CP*	~~UnitedAfricaCo.~~ ~~Ld.~~	340·0|49·0|22·7 P32'B&F276' FK *Cell DBa*110'*uE*&*B*44'*f*144'	Italian 9*BHCem*	T.3Cy.24",40"&66"–48" (*s*) 180lb 333NHP 3SB,*9pf*,GS155,HS5232 WllsndSlpwy.Co.Ld.Nwc 843*t DTf*32',678*t APT*95*t*	25 ″ 3 s2 ″ 7½ 22 ″ 10	
28277 143627 VPFD	**Kumsang** (P) (*ex*Barrymore) *ss*H.Kg.No.3-4,32 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-teaks)3*rdtrBinNo.*1*hold*	5447 4846 3341	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~6,34~~ BS5,35 ~~BS5,34~~ ✠LMC4,32 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	HKg Kob	*a*†	CL ~~4,32~~ 5,35	1920 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Indo-ChinaS.N. Co.Ld.	420·3|55·0|27·9 F33'*on Shelter dk* FK *Cell DB*320' 964*tMT*31'957*tDTa*31'861*t FPT*67*t*	HongKong British *Cem* *Coll BH to S dk* 6 ,, ,, *U* ,, *APT*52*t*	T.3Cy.29",49"&80"–54" (*s*) 180lb FD 712NHP 4SB,*12cf*,GS250,HS11000 Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 6 s4 ″ 2 26 ″ 8	
28278 XNAE	**Kun Hsing** (*ex*BaronRenfrew-32) Wireless 2*Dks*	*1597* *1413* *899*					1910	A.Rodger &Co. PortGlasgow	ShawHsingS.S. Co.Ld.	275·0|40·1|17·0	Nanking Chinese *WB*	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Co.Glasgow		
28279	**Kung Lee** (*ex*HaradaMaruNo.2) 2*Dks*	551 474 344					1914	GoshiKai- shaHarada Shoko,Osaka	Ching-KeeS.N.Co. Ld.	167·6|21·4|16·5 B39'	Chefoo Chinese *WB*	T.3Cy.11½",19"&29½"–18" GoshiKaisha 36NHP HaradaShoko,Osaka		
28280 XNAV	**Kung Ping** TwinSc 2*Dks*	*2705* *2472* *1742*					1894	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	320·0|46·0|21·1 P79*t*H93*t*F60*t*	Shanghai Chinese *WB*	T.6Cy.16½",26½"&43"–36" 222NHP D.Rowan&Son,Glasgow		
28281 151434 VPBP	**Kung Wo** TwinSc *Ref.Mchy.* 1*Dk*	4636 3843 2825					1921	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	350·0|48·5|14·0	HongKong British *WB*	T.8Cy.21",34"&(2)39"–33" 349NHP HongKong&Whampoa DockCo.Ld.HongKong		
28282 7479 SMJA	**Kungsholm** (P) TwinSc *Ref.Mchy.* *OilEng.* *ss*Got.No.1-32 Sub.Sig. 3*Dks*(*Stl–Weather dk pt ws*) D.F. E.S.D. GyC. 4*th dk*(*Stl*)*in holds* *Strengthened for Navigation in Ice*	~~19955~~ ~~13526~~ ~~10270~~ 20067 13526 10289	✠100A1 *withfreeboard* ~~4,33~~12,35 ~~DBS6,33~~ ✠LMC CS12,33 12,34 DBS12,34	Got ~~N'k~~	*n*†	CL P4,34 s11,33	1928 11mo	Blohm& Voss Hamburg *Lloyd'sA&CP*	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*)	594·9|78·2|37·8 B&F518' FK *CellDB*513'2847*tTanks in way of tunnels* 1205*t*	Gothenbrg Swedish 10*BHCem*	Oil Engines 4S.C.DA 16Cy.33¹⁄₁₆"–59¹⁄₁₆" 2DB*142lb* 3380NHP Akt.Burmeistr&Wain,Cpn *FPT*139*tAPT*174*t*	42 ″ 8 s13 ″ 9¼ 29 ″ 1½	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28283 9191 JKAE	**Kunsan Maru** Ⓟ *2Dks*	735 654 433					1904	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K.	186·2 B42'	27·1	18·1	Osaka Japanese *WB*	T.3Cy.15",24¾"&39"-30" 83NHP KawasakiDkydCoLdKobe		
28284 1942 1397	**Kura** (*ex*Siredal-33,*ex*Stein-33, *ex*Cerosco) Sub.Sig. *1Dk*	2324 1942 1397					1919	McDougall -DuluthCo. Duluth,Min.	U.S.S.R.	251·0 P25'B64'F20'	43·5	22·2	Odessa Russian *WB*	T.3Cy.20",33"&54"-40" 184NHP McDougall-DuluthCo.		N
28285 36412 JGDC	**Kurama Maru** *OilEng.* *2Dks*	6789 6187 4066					1931	Uraga DockCo.Ld. Uraga	KokusaiKisenK.K.	438·0 P27'B173'F43'	58·0	33·4	Fuchu Japanese *WB*	Oil Engines 2S.C.SA 7Cy.23⅔"-35⅔" 688NHP Maschinefbrk.Augsburg-NürnbergA.G.Augsburg		C
28286 32649 JUKB	**Kuramasan Maru** *OilEng.* *ss*Kob.No.1-32 *1Dk(Stl)*	1995 1650 1133	✠100A1 7,34 DBS~~7,34~~ 8,35 ✠LMC CS7,34 8,35	Kob		CL ~~7,34~~ N8,35	1927 6mo	MitsuiBussanKaisha Tama Lloyd's A&CP	MitsuiBussan Kaisha,Ld.	275·5 P27'B62'F29' FK *CellDB224'456tFPT*	40·7	21·0	Kobe Japanese *4BHptCem* *44tAPT36t*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP DB*80lb* Akt.Burmeistr&Wain,Cpn		
28287 94193 Broken up	**Kuranda** TwinSc *1Dk&Awng dk*	953 865 553			…		1901	Gourlay Bros.&Co Dundee	StraitsS.S.Co.Ld.	200·0 17·3 FK	32·1	10·2	Singapore British *WB*	T.6Cy.12½",20"&33"-22" FD 148NHP GourlayBros.&Co.Dundee	18″6	
28288 96 YLAQ	**Kurbads** (*ex*Fayal,*ex*Sacavem, *ex*Jaffa,*ex*Nizza, *ex*Margaritone, *ex*Whitehall) *ss*Lis.2ndNo.3-6,23 *1Dk(Stl)& Web frames&pt Awning dk(Stl)* Sub.Sig.	2085 1506 1312	✠ 8,27 ✠	Hav	*r*		1897 10mo	Craig, Taylor&Co. Stockton A&CP	A.Kalnin	271·3 P27'Q72' *ptAwng dk172'* FK *CellDB a80'uE22'f104'399t*	41·3	17·1	Riga Latvian *4BHCem* *APT54t*	T3Cy.20",32½"&53"-36" (*r*) NDB08 176NHP 2SB,*4cf*,GS71,HS2762 SirC.Furness,Westgarth& Co.Ld.Mdb.	18″9	V †
28289 149487 GSRB	**Kurdistan** *ss*Shl.No.1-33 D.F. *1Dk(Stl)*	5844 5288 3546	✠100A1 7,35 ~~11,34~~ 4,36 BS~~11,34~~ 10,35 ✠LMC3,33	Shl	*z*	CL ~~6,32~~ 7,35	1928 12mo	ShortBros. Ld. Sunderland Lloyd's A&CP	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*)	420·0 P37'B132'F38' FK *CellDB364'1452tFPT160t*	54·0	29·3	Newcastle British *7BHCem* *APT287t*	T.3Cy.23",39"&68"-48" (*s*) 220lb *220lb* 430NHP 2SB,*8cf*,GS147,HS5714 FD J.Dickinson&Sons,Ld.Sld.	31″10 s 6″5¼ 25″7¼	
28290 29724 JMQE	**Kurenai Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* *2Dks*	1541 1075 607					1924	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	238·2	38·0	19·6	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 449NHP AktBurmeister&Wain,Cpn		
28291 33997 JCNC	**Kuretake Maru** (*ex*Benicia) *ss*Kob.No.2-32 *2Dks(Stl)*	5175 4822 ~~3242~~ 3246	✠100A1 2,36 ~~3,35~~ ✠LMC~~1,35~~ 2,36	Nag Kob	*y*	CL ~~11,32~~ 2,36	1925 5mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	TatsuumaKisen K.K.	404·9 P38'B119'F39' FK *Intermediate 'tween dk BH in after hold dispensed with* *CellDB348'1072tDT a30'860tAPT102t*	53·0	27·6	Tarumi Japanese *ptCem* *5BHto U dk* 1 ,, ,, *2nd* ,, *only*	T.3Cy.$27\frac{5}{16}$",44"&73"-48"(*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30″0	
28292 OHHG	**Kurikka** (*ex*Newaster-33, *ex*WarHamlet) *1Dk*	3114 2866 1873					1918	Irvine'sSB &D.D.Co.Ld. W Hartlepool	VaasanLaivaO/Y	331·1 P33'B98'F29'	46·8	23·2	Wasa Finnish *WB*	T.3Cy.25",41"&68"-45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
28293	**Kurisches Haff** TwinSc *OilEng.* *CruiserStern* *1Dk*	385					1928	Schiffsw. Memel,Lindenau&Cia Memel	MemelerDampfs. Ges.m.b.H.	152·5 B98'F10'	23·3		Memel Lithuanian	Oil Engines 2S.C.SA 12Cy.11¾"-15¾" 290NHP Gebr.SulzerA.G. Winterthur		G
28294 DHON	**Kurland** *1Dk*	1349 1157 770					1919	V.dGiessen &Zonen Krimpen	Reed.A.G. "Phönix" (Robert Bornhofen, *Mgr.*)	239·1 P23'B62'F25'	36·0	16·5	Hamburg German *WB*	T.3Cy.17½",29"&46"-36" 127NHP Pannevis&Zoon,Utrecht		G
28295 DHOO	**Kurmark** *Fitted for oil fuel* Sub.Sig. D.F. *2Dks*	7021 5931 3535					1930	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 B&F422' *Upper*F45'	61·1	27·0	Hamburg German *WB*	4SRgearedSteamTurbines *E made27 refitted30* Blohm&Voss,Hamburg		G
28296 32627 JOMN	**Kurogane Maru** *Mchy.Aft* *1Dk*	988 679 570					1926	OsakaIron Works,Ld. Osaka	IkedaShojiK.K.	209·9 P29'Q35'B40'F19' *WB*	30·0	17·5	Nishinomiya Japanese	T.3Cy.12½",21"&35"-24" 60NH OsakaIronWrks.Ld.Osaka		
28297 230 JYKA	**Kurohime Maru** (*ex*Bogstad) *ss*Kob.No.3-12,32 *2Dks(Stl)*	4697 4295 2894	✠100A1 7,35 ~~5,34~~ ✠LMC~~5,34~~ 7,35 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Kob Yka	*y*	CL 5,34	1920 8mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	KurohimeKisen GoshiKaisha (ItayaShosenK.K. *Mgrs.*)	384·8 P39'B230'F45' FK *CellDB331'994t*	52·0	26·7	Dairen Japanese *7BHCem* *APT20t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 543NHP 3SB,*9cf*,GS186,HS8007 FD Rankin&BlackmoreLdGrk	29″3	
28298 22278 JASB	**Kurokamisan Maru** (*ex*Senyo Maru) Wireless	1242 1043 687					1918	…………………	Tsurumaru Hirotaro	228·0	33·0	18·7	Hashidate Japanese			
28299 UNZV	**Kursk** Ⓟ *Ref.Mchy.* *2Dks*	5801 5173 3655			…		1911	Swan,Hunter&Wigham Richardson. Ld.Newcastle	U.S.S.R.	407·4 P40'B137'F46' FK	51·1	29·9	Odessa Russian *WB*	T.3Cy.27",45"&75"-51" 509NHP WllsndSlpwy.Co.Ld.Nwc.	32″7	
28300 DHOP	**Kurt Hartwig Siemers** 2TwinMst (*ex*GraafLodewijk) *Mchy.Aft* *ss*Kel.No.3-4,31 *Well deck* *ss*Ham.No.1-35 *1Dk(Stl)* *Cargo battens not fitted*	1129 866 648	✠100A1 4,36 ~~4,35~~ ✠NB8,22 ✠LMC MS2,35 BS~~4,35~~4,36	Ham	*n*	CL 11,34	1918 1mo	Wilton's E&SlpwyCo. Rotterdam A&CP	G.J.H.Siemers& Co.	230·2 Q131'B13'F24' FK *CellDBu B23'f152'389tFPT*	34·0	13·2	Hamburg German *4BHCem* *88tAPT48t*	T.3Cy.15½",25½"&41"-36" 180lb *100lb* (*s*) 120NHP 1SB,*3cf*,GS67,HS1991 Wilton'sE.&Slpwy.Co.Rot	16″0	
28301 139178 VJLY	**Kurumba** TwinSc *ss*Syd.No.3-6,29 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	3976 3479 2262	✠100A1 6,29 ✠LMC6,29 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Syd	*w*	CL 2,27	1917 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	Commonwealth ofAustralia (NavyDept.)	366·0 P119'B39'F87' FK *CellDBuE&B& bunkers*83'138t*DT*	45·6	28·0	SydnyNSW British *16BHptCem* *(13 to U dk 3 ,, 2nd,,)* *a17'73tDTf*	T.6Cy.17½",28"&46"-33" (*s*) 180lb 336NHP 2SB,*6cf*,GS123,HS4938 FD WllsndSlpwy.Co.LdNwc. *48'451tFPT134tAPT134t*	28″1 s 5″2 23″4	
28302 DHOQ	**Kurzesee** (*ex*EdithSchröder, *ex*Damsterdiep) *Mchy.Aft*	734 536 333					1919	NVv/dKuy &v/dRees Schiedam	W.Schuchmann	180·8 Q105'B11'F20'	28·1	12·6	Brmrhavn German *WB*	T.3Cy.15",24"&40"-24" N.V.v/d.Kuy&v/d. 78NHP Ree'sMchfb &Schps.Rot.		G
28303 ESBD	**Kustas** (*ex*Bjarmia,*ex*Greyfriars) *ss*Hsf.2ndNo.3-6,20 *ss*Ant.No.1-25 *Well deck* *1Dk(Stl)&Web frames*	1364 1063 788	✠ 11,28 ✠NB4,11 ✠	Msl	*n*		1894 8mo	Hall, Russell&Co. Aberdeen	G.Rosenfeldt	240·0 Q84'B104'F29' FK *CellDBa69'f95'*	34·2	14·6	Tallinn Estonian *4BHCem* *235tAPT70t*	T.3Cy.$17\frac{5}{16}$",27"&45"-36" 159NHP 2SB,4cf,GS74,HS2412 Hall,Russell&Co.Aberdeen	15″5	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
28304 105741	**Kut-Wo** TwinSc 1*Dk*&2*Shadedks*	2665 1921 1924					1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0	43·0	11·7	HongKong British	T.6Cy.14",23"&37"-30" 150NHP Lon.&Gls.Co.(Lim.),Gls.		
28305	**Kutais** (*ex*MistleyHall-34, *ex*Aldersgate, *ss*Bal.No.3-3,29 *ex*Milazzo, *ss*Bkn.No.1-33 *ex*WarHostage) 1*Dk*(*Stl*)	5284 *4743* *3164*	✠100A1 11,34 ✠LMC8,34 *Adapted for oilfuel* 4,27 *F.P. above* 150° F.	Rot	*y*	CL 11,34	1917 12mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	U.S.S.R. *CellDB*345'1136t*DT*28'1200t*FPT*118t*APT*185t	400·9 P49'B112'F38'	52·3	28·5	Odessa Russian FK 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 " 0 s5 " 11½ 25 " 3¾	
Now	"Dneprostroy," *see No.37754 in Supplement*															
28306 TCCD	**Kutlu** (*ex*Armathia,*ex*Kassos, Iron *ex*Symeon, *ss*Cpl.2ndNo.3-10,05 *ex*Sophia, *ss*Cpl.No.1-10 *ex*Bakouriani,*ex*Ayrshire) 1*Dk*(*Irn*) *Well deck*	794 628 450	✠ 3,16	Pir	*k*		1882 8mo	PearceBros Dundee	DedéZadéMehmet SirriBey	200·6 Q93'B20'F25' *DBa*44'86t*FPT*57t	29·2	13·4	Istanbul Turkish BK7½" 4*BHCem* *APT*22t	C.2Cy.23"&45"-30" 89NHP PearceBros.Dundee		
28307 146223 VPDN	**Kutsang** Ⓟ *ss*H.Kg.No.3-3,34 D.F. 2*Dks*(*Stl-U* teak s)	5847 4926 3643	✠100A1 ~~3,35~~ 11,35 BS2,35 ✠LMC3,34 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	HKg Cal	*a*†	CL 3,35	1922 1mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDB*356'1071t*DTa*27'824t*FPT*109t*APT*71t	418·2 P48'B254'F47'	54·3	28·5	HongKong British FK&BK1½" 8*BHptCem*	Q4Cy.26",37½",54"&78"-54" 220lb (*s*) 707NHP 4SB,12*cf*,GS251,HS10340 FD WllsndSlpwy.Co.Ld.Nwc.	31 " 0 s5 " 2½ 26 " 2	
28307*	**Kuzbas** (*ex*DavidDawson-35, *ex*Crandon-33,*ex*Havenside,*ex*Gardenia) D.F. 1*Dk*	3108 2873 1899					1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	331·2 P30'B94'F34'	48·0	22·2	Russian *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.CoLdNwc		C
28308 UOIQ	**Kuznetz Lesov** *OilEng.* 1*Dk*	3974 3527 2256					1933	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6 F30'B53'P29'	51·6	24·9	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.26⅜"-47⁵⁄₁₆" 497NHP RussianDieselWorks,Len.		
28309 LDJZ	**Kvernaas** (*ex*Ferro,*ex*Eidshorn, *ex*IngridBrodin) 1*Dk*	1819 1621 1084					1918	Fredrkstad Mek.Værks. Fredrikstad	MörlandsRederi A/S(ArntJ. Mörland,*Mgr.*)	265·0 P53tH79t	42·1	17·9	Arendal Norwegian *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
28310 161140 WQCP	**Kvichak** TwinSc *ss*S.Fo.2ndNo.3-4,26 Wireless *ss*S.Fo.No.2-34 *Mchy.Aft* *OilEng* 2*Dks*(*Stl*)	1064 964 611	✠100A1 4,36 ~~3,31~~ ✠LMC(M)4,36 ✠NE5,30 ✠LMC CS3,34 8,34	SFo	*m*	PN 4,34 ~~N3,33~~ S4,36	1900 10mo	Wolff& ZwickerI.W. Portland,Or. *WB=Cell*	AlaskaPackers' Association *DBuE&B*50'*f*88'166t*FPT*39t*APT*35t	200·0 B63'F32'	35·2	16·2	S.Frncisco Utd.States FK 3*BHptAsp* *ptCem*	Oil Engines 4S.C.SA 16Cy.13"-16" 264NHP AtlasImperialDieselEng. Co.Oakland,Cal.	18 " 0	
28311 139569 VPDL	**Kwai Sang** *ss*H.Kg.No.3-6,29 *ss*Shi.No.1-33 2*Dks*(*Stl-U* teak s)	2320 2126 1435	✠100A1 8,35 ~~8,34~~ BS~~8,34~~ ✠LMC8,33 8,35	Hkg	*s*	CL ~~7,33~~ 8,35	1917 5mo *Lloyd*'*sA&CP*	HongKong &WhampoaDockCo.Ld. HongKong	Indo-China Steam Nav.Co.Ld. *CellDB* *a*86'*uE*22'*f*110'214t*DTa*24' 400t*FPT*60t*APT*26t	290·6 B70'F38'	42·1	22·7	HongKong British FK 5*BHCem*	T.3Cy.21",34"&56"-42" (*s*) 180lb *100lb* 256NHP 2SB,6*cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 " 0 s3 " 11 21 " 6	
28312 161061 MPDZ	**Kwaibo** TwinSc *OilEng.* 1*Dk*	396 309 223					1928	J.Crichton &Co.Ld. Saltney	ElderDempster Lines,Ld.	157·5 P19'B42'F22'	26·1	9·3	Liverpool British *WB*	Oil Engines 2S.C.SA 8Cy.11⅛"-12⅛" 197NHP J&CGBolinder'sCoLdSkm		
28313 22182 JFKI	**Kwaiun Maru 1.** Wood 1*Dk*	1056 946 608					1918	Kusumi Iwakichi Osaka	Government of Japan(Dept.of Railways)	205·0	34·8	19·3	Tokio Japanese	T.3Cy.14½",23½"&40½"-30" 90NHP MaritaTekkosho,Osaka		
28314 30387 JOEH	**Kwajo Maru** 1*Dk*	383 295 196					1925	Ohara Matsunosuke Osaka	SetsuyoShosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.		
28315 Broken up XNCG	**Kwang Chi** (*ex*Margarete, *ex*KwangChi) Wireless 1*Dk*&*Shadedk*	505 — 313					1887	S.C.Farnham&Co. Shanghai	ChinaMerchants' Stm.Nav.Co.	185·0 P20tH136'	27·0	11·0	Shanghai Chinese	T.6Cy.9",15"&25"-21" 57NHP S.C.Farnham&Co.Shi.		
28316 XNBC	**Kwang Lee** Sub.Sig. 2*Dks*&*Spar dk*	2300 — 1504					1883	W.B. Thompson Glasgow	ChinaMerchants' Stm.Nav.Co	280·0 B76'H191tF30'	40·0	25·4	Shanghai Chinese *WB*	T.3Cy.20",35"&60"-48" *Tpd*.04 NB04 249NHP W.B.Thompson,Dundee		
28317 151428 GKQN	**Kwangchow** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	310·3 P&B188'F42'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28318 XNBK	**Kwanglee** (*ex*Korigo,*ex*Knivsberg) Wireless 1*Dk*	1033 794 646					1897	Howaldtswerke Kiel	Ching-KeeS.N.Co. Ld.	230·0 P27'B66'F28'	33·1	12·7	Chefoo Chinese *WB*	T.3Cy.17",27½"&43¾"-24¾" 93NHP Howaldtswerke,Kiel		
28319 151431 GKQP	**Kwangtung** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	310·3 P&B190'F43'	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28320 36399 JJOC	**Kwansai Maru** TwinSc *ss*Yka.No.1-34 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk* GyC. (*Stl*)*except in after hold* *CruiserStern*	8614 7971 5204	✠100A1 *withfreeboard* 12,35 ~~12,34~~ DBS12.34 ✠LMC12.34 ✠Lloyd'sRMC~~12,34~~ ~~7,35~~ 12,35 *Fitted for carrying oil* 12,30 *F.P. above* 150° F. *in deep tanks*	Yka	*d*†	CL ~~11,33~~ 12,35	1930 12mo *Lloyd*'*sA&CP*	Yokohama DockCo.Ld Yokohama	KishimotoKisen K.K. *CellDB*318'1317t*Tanks in way of tunnels*650t*DTs a*44' 1017t *FPT*88t*APT*86t	461·7 F36'	61·5	39·7	Fuchu Japanese FK 8*BH* 1 " *to 3rd dk*	Oil Engines 2S.C.DA 12Cy.23⅝"-35⁷⁄₁₆" 2350NHP DB*100lb* Maschfbk.Augsburg- NürnbergA.G.Augsburg	39 " 9 s12 " 0½ 28 " 1½	
28321 36105 JJKC	**Kwanto Maru** TwinSc *ss*Yka.No.1-34 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk*(*Stl*) GyC. *except in after hold* *CruiserStern*	8607 7971 5188	✠100A1 *withfreeboard* ~~10,34~~10,35 DBS10.34 ✠LMC10.34 ✠LMC(M)10,35 ✠Lloyd'sRMC10,35 *Fitted for carrying oil* 9,30 *F.P. above* 150° F. *in deep tanks*	Yka	*d*†	CL ~~8,33~~ 10,35	1930 9mo *Lloyd*'*sA&CP*	Yokohama DockCo.Ld Yokohama	KishimotoKisen K.K. *CellDB*318' 1317t *Tanks in way of tunnels* 650t*DTs a*44' 1017t *FPT*88t *APT*86t	461·7 F36'	61·5	39·7	Fuchu Japanese FK 8*BH* 1 " *to 3rd dk*	Oil Engines 2S.C.DA 12Cy.23⅝"-35⁷⁄₁₆" 2350NHP DB*100lb* Maschfbk.Augsburg- NürnbergA.G.Augsburg	39 " 9 s12 " 0½ 28 " 1½	
28322 22396 JBFC	— Ⓟ Wireless 1*Dk*	1542 1316 879					1918	Yokohama DockCo.Ld. Yokohama	SettsuShosenK.K.	240·0 P29'B58'F30' *WB*	33·5	22·5	Fuchu Japanese	T.3Cy.15¼",25½"&42"-30" 97NHP YokohamaDockCo.Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
28323 29329 JSOA	**Kwayo Maru** ssKob.No.3–7,34 1Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing	4368 3677 2744	✠100A1 Shelter dk withfreeboard 8,35 ~~7,34~~	Kob ✠LMC~~7,34~~ 8,35	w	CL ~~7,34~~ N8,35	1923 12mo Lloyd	OsakaIron Works,Ld. Innoshima 'sA&CP CellDB294'	KyoritsuKisen K.K. 1118t DTa32' 690t	345·0 P30'B99'F34'on Shelter dk Collisio FPT115tAPT29t	49·8	28·1 FK	Kobe Japanese Cem nBHtoSh dk 5 ,, ,, U ,,	T.3Cy.24",41"&67"–48" (s) 180lb 390NHP 2SB,6cf,GS126,HS5400 FD OsakaIrn.Wks.Innoshima	28″0¼ s4″7½ 23″9	
28324	**Kwei Lee** TwinSc 3Dks	1293 — 879					1893	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	250·0	40·0		Shanghai Chinese WB	T.6Cy.13",19"&32"–21" 94NHP D.Rowan&Son,Glasgow		
28325 145216 GKQM	**Kweiyang** Ⓟ Fitted for oil fuel	2644 2225 1580					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	310·3 F43'	44·2	20·9	London British	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28326 10387 JIHF	**Kwonan Maru** 1Dk&Spar dk	1333 1151 768					1902	....	KwonanKisenK.K. (HinodeKisen Kaisha,Mgrs.)	230·2 P31'B56'F29'	34·5	19·1	Tokio Japanese WB	T.3Cy.18",30"&48"–33" 132NHP		
28327 152106	**Kwong Fook Cheung** Ⓟ 1Dk&Shade dk	881 367 538					1923	Kwong FookCheong HongKong	ChungHinS.S.Co. Ld.	169·2	28·2	10·0	HongKong British WB	C.2Cy.15½"&31"–23" 40RHP KwongFookCheong,H.Kg		
28328	**Kwong Foon** TwinSc OilEng. 2Dks	*611* *445* *487*					1922	Kwong FookCheong HongKong	LeungMingHing	154·4	26·1	7·3	Canton Chinese	Oil Engines 2S.C.SA 8Cy.14⅝"–16" 301NHP DensilMot.WksLdDenmrk		
28329 109869	**Kwong Sai** Ⓟ TwinSc (exKwongChow) 2Dks&Shade dk	1309 1036 817					1902	W.S.Bailey &Co. HongKong	ShiuOnS.S.Co.Ld.	192·0	35·0	11·3	HongKong British	C.4Cy.14"&32"–22" NB24 80RHP Ross&Duncan,Glasgow		
28330 116032	**Kwong Tung** Ⓟ TwinSc 2Dks	1218 477 757					1904	W.S.Bailey &Co. HongKong	YuenOnS.S.Co.Ld.	192·0	35·0	11·3	HongKong British	C.4Cy.14"&32"–22" NB22 91RHP Ross&Duncan,Glasgow		
28330*	**Kwong Ying** TwinSc 2Dks	*685* *472* *424*					1914	Kwong FookCheong HongKong	LeungChiSing	150·7	28·0	7·7	Canton Chinese	C.4Cy.13"&26"–16" 23NHP KwongFookCheong,HKg.		
28331 146271 MKXD	**Kyanite** ssGls.No.3–10,34 Well deck Mchy.Aft 1Dk(ptStl) Cargo battens not fitted	643 445 266	✠100A1 2,36 ~~10,34~~ BS10,35	Grk Npt ✠LMC10,34	i	CL 10,34	1922 1mo Lloyd	Yarrow& Co.Ld. Glasgow 'sA&CP	Wm.Robertson C	175·3 Q96'B11'F31' ellDBf103'153tFP	28·1	11·2 BK7¼"	Glasgow British 3BHCem T39tAPT3t	T.3Cy.15",25½"&41"–30" (s) 180lb 120NHP 2SB,4cf,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13″6 s4″5½ 13″8	
28332 140159 VJFN	**Kybra** Ⓟ ssFre.No.2–34 OilEng. ~~ssFre.No.1–30~~ Mchy.Aft Wireless 1Dk(Stl) CruiserStern	858 549 440	✠100A1 withfreeboard ~~4,31~~ 11,35	Adl ✠LMC CS6,34 11,35~~5,34~~	m	CL 4,34	1926 4mo Lloyd	Coaster Const.Co.Ld. Montrose 'sA&CP	Government of WesternAustralia CellDB146'250t	204·2 P&B135'F42' MT12'115tFPT58t	31·1	12·0 FK	Fremantle British 6BHptCem APT25t	Oil Engines 2S.C.SA 6Cy.15"–26" 233NHP SulzerBros.Winterthur	14″8 s3″4 11″6	
28333 133532 VOLR	**Kyle** ssNFL.No.3–2,26 Wireless ssNFL.No.2–34 2Dks(Stl–Uws)	1055 860 548	✠100A1 5,35 ~~4,34~~ ~~BS4,34~~ BS~~5,35~~4,36	NFL ✠LMC5,53	n	CL ~~5,32~~ 5,35	1913 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	Government of Newfoundland (Newfoundland Railway—Steam- shipDept.) WB=CellDBa45'	220·0 F32' uE17'f89'125tFPT	32·3	18·3 FK	SJhnsNFL British 170 5BHCem 11tAPT10t	T.3Cy.18½",30½"&50"–36" ~~180~~lb (r) FD 263NHP 2SB,6cf,GS111,HS4360 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	20″6 ~~s3″4~~ ~~17″8~~ s3 2½ 17″8	
28334 113369 MNKD	**Kyle Bute** (exElvington–34, 3Mst exAstra,exSuffolk ~~ssBkn.No.3–8,12~~ Coast,exThoughtful, ~~ssApl.No.1–16~~ exFaithful) 1Dk(Stl)&deep framing Well deck Mchy.Aft ssBkn.3rdNo.3–8,35	795 590 346	✠100A1 8,35 ~~1,22~~	Sws Bkn ✠LMC8,35	l	CL 7,35	1900 6mo	Dundee Shipbuilders CoLd.Dundee A&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	198·0 Q97'B12'F23' CellDBf123'181t	30·2	13·1 FK	Liverpool British 3BHCem FPT62t	T.3Cy.16½",27¾"&45"–30" 180lb (s) 123NHP 1SB,3cf,GS56,HS1900 Cooper&Greig,Dundee	15″4 s1″0 14″5½	~~N~~ ~~+~~
28335 142275 MJRY	**Kyle Castle** (exArdglass–35) ssP.Gl.No.3–12,31 Mchy.Aft 1Dk(Stl)&Web frames Well deck Cargo battens not fitted	845 592 424	✠100A1 3,35 MS~~12,31~~ 3,35	Bkn ✠LMC BS~~10,34~~ 10,35	l	CL 2,35	1919 10mo Lloyd	J.Fuller- ton&Co. Paisley 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.) Cell	200·6 Q111'F26' DBf121'220t FPT	30·1	12·9 FK	Liverpool British 3BHptCem 60tAPT49t	T.3Cy.16",26"&42"–27" (s) 180lb 90RHP 1SB,3cf,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank	15″0 s4″10¾ 14″3	
28336 99735 MDSG	**Kyle Firth** (exKyleford, 3Mst exOuistreham, ssBkn.2ndNo.3–11,30 exSenga) ssBkn.No.1–36 1Dk(Stl) MchyAft.Well deck Cargo battens not fitted	450 309 178	✠100A1 2,36 ~~1,34~~ BS~~1,34~~ ~~3,35~~	Bkn ✠LMC~~1,30~~ 2,36	g	CL ~~1,31~~ 1,36	1905 4mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	155·1 Q86'B10'F23'	25·6	11·2 BK7" FPT	Glasgow British 3BHCem 48tAPT2t	C.2Cy.18"&40"–27" (s) 130lb 64RHP 1SB,3pf,GS48,HS1540 RenfrewBros.&Co.Irvine	12″3 s4″1½ 12″6	
28337 128485 MCWV	**Kyle Prince** (exIta–34, exRosaleen) ssDub.2ndNo.3–3,33 Well deck Mchy.Aft 1Dk(Stl)	409 298 163	✠100A1 4,35 BS~~7,34~~ 9,35	Bkn ✠LMC3,53	g	4,35	1908 10mo Lloyd	Dublin Dockyard Co. Dublin 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	155·0 Q86'B9'F22' DBf81'75tFPT	23·9 25·3	9·9 BK7"	Liverpool British 3BHCem 25tAPT1t	C.2Cy.19"&38"–27" (s) 130lb 87RHP 1SB,3pf,GS53,HS1657 Ross&Duncan,Glasgow	12″0 s3″8 12″4½	
28338 129519 MPVK	**Kyle Rona** (exLochLeven) ssBwg.No.3–11,28 Mchy.Aft ssP.Gl.No.1–33 Well deck 1Dk(ptStl)	307 236 114	✠100A1 6,35 ~~3,33~~ BS~~2,34~~ 6,35	Abn PGl ✠LMC1,33	e	CL ~~1,32~~ 6,35	1910 9mo Lloyd	Scott& Sons Bowling 'sA&CP	R.Cameron&Co.	135·2 Q45'B9'F24'	23·6	10·1 BK7"	Glasgow British 3BHCem FPT32t	C.2Cy.17$\frac{5}{16}$"&36"–24" (s) 135lb 77RHP 1SB,3pf,GS50,HS1488 Ross&Duncan,Glasgow	11″0 s ″8½ 10″11	
28339 152256 EIFJ	**Kyleclare** 1Dk(Stl)	700 568 261	✠100A1 ~~3,35~~ 11,35	Liv ✠LMC5,32	m	CL 3,35	1932 5mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	LimerickS.S.Co. Ld. CellDBa&uE 54'f82'18	211·7 P35'B82'F65' 3tFPT57tAPT34t	32·7	12·6 BK6"	Limerick British 4BHptCem ptAsp	T.3Cy.17",28"&46"–33" (r) 185lb 173NHP 2SB,6cf,GS99,HS3211 CaledonSB.&E.Co.Ld.Dun	13″3 s ″11¾ 12″11¼	
28340 135551 MFBZ	**Kylegorm** (exBroadgreen–34, 3Mst exMadameBrooke, ssShl.No.3–12,26 exBroadgreen) ssShl.No.1–31 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	622 414 264	✠100A1 11,33 MS9,31	Shl ✠LMC BS3,34	i	CL 11,33	1914 2mo Lloyd	J.Fuller- ton&Co. Paisley 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.) CellD	175·2 Q96'B9'F32' Bf95'137t FPT51t	28·1	10·4 BK6"	Liverpool British 3BHCem APT44t	T.3Cy.14",24"&40"–27" (s) 180lb 90RHP 1SB,3pf,GS54,HS1899 Ross&Duncan,Glasgow	13″0 s4″5 13″1	
28341 106076	**Kylemore** Ⓟ (exVulcan, PadSp exBritannia) 1Dk	319 261 126					1897	Russell& Co. Pt.Glasgow	London,Midland& ScottishRailway	200·5	24·1	7·7	Glasgow British	C.D.2Cy.23½"&47"–51" 93RHP Rankin&Blackmore,Grk.		BT till ~~1,36~~ 2,37
28342 122956 MCNJ	**Kylemount** (exNorthdale–34, 3Mst exCarterside, ssBkn.2ndNo.3–8,31 exArgus) Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	704 499 313	✠100A1 12,32 BS12,34	Bkn ✠LMC8,31	j	CL ~~12,32~~ 9,35	1906 8mo Lloyd	J.Fuller- ton&Co. Paisley 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.) Cell	185·0 Q94'B9'F27' DBf106'177t FPT	30·1	11·6 FK	Liverpool British 3BHCem 61tAPT4t	T.3Cy.16",26"&44"–33" (s) 170lb NDB21 96RHP 1SB,3pf,GS56,HS1781 Ross&Duncan,Glasgow	14″0 s4″8¾ 13″5	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les Formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
28343 161548 GLKQ	**Kyloe** *ss*Shl.No.1-35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2820 2378 1695	✠100A1 ~~9,29~~10,35 ✠LMC~~9,30~~ 10,35	Shl	*l*	CL 10,35	1930 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	SharpS.S.Co.Ld. (Sharp&Co. *Mgrs.*) *CellDB*205'681*t*	305·0|45·5|21·3 P23'B50'F23' *Trunk in wells* FK *DTa*56' 255*t FPT*164*t APT*100*t*	Newcastle British 6*BHCem*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s3 ″ 1¼ 20 ″ 6¾	
28344 SVGV	**Kyma** (*ex*Hesleyside-33) *ss*Shl.No.3-5,25 *ss*Bly.No.2-34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*3994* *3755* *2518*	✠100A1 11,35~~6,34~~ ✠LMC6,34 BS11,35	Bly Mch	*w*	CL 6,34	1912 7mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	M.Sitinas&Co. *IntermediateBHinafterhold dispensed with5BHonly*	363·0|50·0|25·6 P34'B117'F36' FK *CellDBa*113' *uE&B*41' *f*161' 1172*t FPT*78*t APT*100*t*	Andros Greek *Cem*	T.3Cy.25½",41"&68"-48" (*s*) 180lb 365NHP 3SB,9*cf*,GS151,HS5874 N.E.MarineEng.Co.Ld.Sld	28 ″ 4 s5 ″ 0½ 23 ″ 6	
28345 SVKY	— (*ex*Rothley-33) *ss*Pir.2ndNo.3-2,34 1*Dk*(*Stl*)	3959 3757 2481	✠100A1 8,35~~2,34~~ BS8,35 MS11,33 ✠LMC ~~BS8,34~~	Pir Yka	*w*	CL 1,34	1911 9mo *Lloyd*	BlythSB.& D.D.Co.Ld. Blyth *'sA&CP*	N.G.Livanos *CellD-Ba*115'	352·5|50·8|24·9 P31'B98'F39' FK *uE&B*40'*f*154' 929*t*	Piræus Greek 6*BHCem* *APT*155*t*	T.3Cy.35",41"&68"-45" (*s*) 180lb *120lb* 356NHP 2SB,6*cf*,GS136,HS5756 N.E.MarineEngCoLdNwc	27 ″ 4 s4 ″ 9½ 22 ″ 8	
28346 147156 GKNR	**Kyno** *CruiserStern* D.F. 1*Dk*&*Shelter dk*	3950 2549 2442					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson LineLd.	332·8|46·6|20·4	Hull British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sS.B.&E.Co.Ld.Hull		C
28347 28143	**Kyodo Maru** (*ex*Gallia) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1084 888 741			...		1914	Gebr.Pot Bolnes	SekiyuKyodo HanbaishoK.K.	190·0|33·5|17·0 P44'F21' FK	Niigata Japanese *WB*	Oil Engines 2S.C.SA 8Cy.16½"-18⅞" 384NHP J&CGBolindersCo.LdSkm	18 ″ 0	
28348 11626	**Kyodo Maru No. 11** TwinSc (*ex*YutakaMaru, *ex*KyodoMaruNo.11) 1*Dk*	375 262 170					1909	S.Ono Osaka	AwanokuniKyodo KisenK.K.	145·2|20·3|12·2	Toku-shima Japanese	T.6Cy.10",16¾"&28"-16" 63NHP S.Ono,Osaka		
28349 13885 JSDB	**Kyodo Maru No. 13** (*ex*Bangkok, *ex*Charon) 2*Dks*	1999 1857 1409					1896	Workman, Clark&Co.Ld Belfast	OginunoKaisho K.K.	284·5|40·0|21·0 B74'F36'	Fushiki Japanese *WB*	T.3Cy.19",32"&52"-30" 148NHP Workman,Clark&Co.Ld.		
28350 125 JGJB	**Kyodo Maru No. 16** (*ex*Tyrian) *ss*Mel.2ndNo.3-3,15 1*Dk*(*ptIrn-ws*) Wireless &*Awng dk*3*trB*	1477 1396 917	✠ 6,17 ✠	Kob	*p*		1890 5mo	Day,Sum- mers&Co. Southampton	KyodoKisenGoshi Kaisha	260·3|33·1|15·9 F37' 23·3 DS08 BK8½" *WB=DBa*36'*f*48'	Dairen Japanese 5*BHCem* 131*tFPT*43*t*	T.3Cy.21",34"&57"-36" 211NHP 2SB,6*cf*,GS115 Day,Summers&Co.Sou	24 ″ 4	
28351 11081 JOZE	**Kyodo Maru No. 18** Ⓟ 2*Dks*	794 671 537					1908	Hanta Ryotaro Osaka	AwanokuniKyodo KisenK.K.	180·0|28·0|18·6	Komatsu-shima Japanese	T.3Cy.13",21½"&36"-27" 67NHP HantaRyotaro,Osaka		
28352 26211 JSUB	**Kyodo Maru No. 26** Ⓟ 2*Dks*	2010 1850 1200					1920	MitsuBishi ZosenKaisha, Ld.Kobe	AwanokuniKyodo KisenK.K.	250·0|37·8|27·8 *WB*	Toku-shima Japanese	T.3Cy.17",28½"&48"-36" 138NHP MitsuBishiZosenKaishaLd		
28353 30038 JSZE	**Kyodo Maru No. 28** Ⓟ (*ex*Vima, *ex*Zion,*ex*HaimMazza,*ex*Zion,*ex*Haim Mazza,*ex*Minoru) 2*Dks* *CruiserStern*	1506 1328 906			...		1919	Swan,Hun- ter&Wigham Richardson, LdNewcastle	AwanokuniKyodo KisenK.K.	258·0|34·8|23·7 FK	Amagasaki Japanese *WB*	T.4Cy.20½",33"&(2)37"-30" 207NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 6	
28354 35328 JIDC	**Kyodo Maru No. 36** Ⓟ Wireless 2*Dks*	1500 1192 902					1929	Kawasaki Dkyd.Co.Ld. Kobe	AwanokuniKyodo KisenK.K.	240·0|36·0|20·0 P46'B55'F32'	Amagasaki Japanese *WB*	T.3Cy.18",30"&49"-36" 144NHP KawasakiDockyardCo.Ld.		
28355 239	**Kyojo Maru** 2*Dks*	372 — 212					1913	.... Osaka	ChosenYusenK.K.	130·0|24·2|15·5	Jinsen, Korea Japanese			
28356 26830 JHID	**Kyokkoh Maru** (*ex*YpresMaru) *ss*Yka.No 3-1,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Yka.No.1-36	6783 6475 4988	✠100A1 *Shelter dk* *withfreeboard* 1,36~~1,35~~ ✠LMC~~1,36~~ 2,36 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Yka	*a*†	CL 1,34	1920 10mo	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K. *CellDB*366'1153*t* ~~*DTa*99' 936*t*~~	425·0|53·6|34·9 FK *Collision* *FPT*153*tAPT*72*t*	Kobe Japanese *ptCem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",47"&79"-51" (*s*) 200lb 584NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s9 ″ 1¾ 28 ″ 7	
28357 39886 JWTI	**Kyokuto Maru** *OilEng.* 1*Dk*&2*nd dk clear of oil tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing in oil tanks*	10052 9038 5821	✠100A1 11,35~~12,34~~ ✠LMC12,34 *CarryingPetroleum in bulk*	Kob	*f*†	CL	1934 12mo *Lloyd*	Kawasaki Dykd.Co.Ld. Kobe *'sA&CP*	IinoShojiK.K. *CellDBuE*100' 462*t*	502·3|65·0|37·1 P162'B37'F36' FK *DTf*50' 499*t FPT* 220*tAPT*98*t*	Nakamai-zuru Japanese 12*BHptCem*	Oil Engines 2S.C.DA 8Cy.27 $\frac{9}{16}$"-47¼" 2115NHP 3DB*178lb* KawasakiDkydCoLdKobe	37 ″ 1	
28358 21788	— WoodAux 3MstSr 1*Dk*	361 — 256					1917	Sakamoto Inosuke, Osaka	GoshiKaisha ChyuyetsuShoko	127·0|27·0|13·6	Higashi-Iwase Japanese	C.2Cy.12⅝"&24½"-14" Tanabe 19NHP Tekkosho,Yokohama		
28359 DHOR	**Kyphissia** Sub.Sig. D.F. 1*Dk*&*Shelter dk*	2964 2681 1739					1923	Schiffs-u. Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7|48·2|21·1 B59'F36'	Hamburg German *WB*	T.3Cy.23⅝",38 $\frac{5}{16}$"&62"-41 $\frac{5}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G
28360 SVDA	**Kypros** Ⓟ (*ex*Pilion-33, *ex*Eustratios,*ex*Thraki) 2*Dks*	1499 1261 868			...		1887	A.McMil- lan&Son Dumbarton	HellenicCoast LinesCo.Ld.	264·0|34·0|19·8 P26'B74'F59' BK9"	Piræus Greek *WB*	T.3Cy.25",38"&62"-42" 235NHP D.Rowan&Son,Glasgow	21 ″ 0	
28361 Broken up	**Kyra-Panaghia** Iron (*ex*Prinkipos,*ex* *ss*Stn.3rdNo.3-3,12 Eptalofos,*ex*Pyrin, *ss*Hul.No.2-20 *ex*Pirini,*ex*Palmerino, 1*Dk*2*trB* *ex*Riga) *Well deck*	701 488 352	✠ 10,24 ✠NB5,00 ✠	Bry	*j*		1875 6mo	Act.Ges. "Hansa" Rostock	N.Alafouzos&G. Chalaris(Antony Chalaris,*Mgr.*)	181·4|27·3|14·8 P96'F26' *MTa*24'	Syra Greek 4*BHCem* 43*t f*13'80*t*	C.2Cy.24"&40"-27" 76NHP 1SB,2*pf*,GS45,HS1441 A.G."Hansa,"Rostock	15 ″ 9	
28362 786 SVHY	**Kyriakoula** (*ex*Kamir-34, *ex*SidlawRange) *ss*Rot.No.3-5,30 *ss*Sld.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted*	*4340* *4028* *2708*	✠100A1 ~~5,31~~ 10,34 ✠LMC10,34 BS10,35	Sld	*x*	CL 8,34	1918 1mo *Lloyd*	New Waterway S.B.Co. Schiedam *'sA&CP*	A.G.&D.G.Lemos & TrampShipping DevelopmentCo. Ld.	370·3|50·2|26·3 P33'B122'F37' FK *CellDB*319'833*t FPT*120*t*	Piræus Greek 6*BHptCem* *pt Asp*	T.3Cy.26",42"&70"-48" (*s*) 180lb 402NHP 3SB,9*cf*,GS186,HS6660 NewWaterwayS.B.Co. *APT*64*t* Schiedam	29 ″ 0 s5 ″ 4½ 23 ″ 9¾	
28363 LEIG	**Kysten** Ⓟ 2*Dks*	300 278 169					1909	Trndhjms Mek.Værks. Trondheim	NamsosDampskibs Selsk.	126·0|21·0|15·4 H13*t*	Namsos Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP TrondhjemsMek.Værks.		
28364	**Kythera** (*ex*Reinunga-34, *ex*Grove,*ex*Aurora) 1*Dk*2*trB*	1070 970 649			...		1902	Fevigs Jernskibsbyg Fevig	P.Th.Katrakis	225·1|34·2|17·1 P31'B59'F25' FK	Piræus Greek *WB*	T.3Cy.16¼",27"&44"-30" Richardsons, 117NHP Westgarth&Co.Ld.Mdb.	18 ″ 3	G †

. Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cer.
28365 LCSC	**L. A. Christensen** *OilEng.* *Cruiser Stern* *2Dks*	4362 3920 2516					1925	Deutsche WerftA.G. Hamburg	A/SUlabrand (HjalmarRöed& Co.*Mgrs.*)	382·7|53·4|25·4 F24*t*P112*t*H303*t*	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-47¼" 492NHP AlgemeineElec.Ges.Berlin		N
28366 226374 KGFE	**L. E. Block** ssClv.No.1-34 *Mchy.Aft* *1Dk(Stl)&Web frames* *Longitudinal framing at bottom&at deck* D.F. GyC. *Cargo battens not fitted*	9093 8608 7164	✠100A1 *For Service on the Great Lakes* 12,35 ~~12,34~~ BS~~12,34~~ 12,35 ✠LMC3,34	Cgo			1927 3mo	American S.B.Co. Lorain,O. *Lloyd's A&CP*	InlandSteelCo. (Hutchinson&Co. *Mgrs.*) *CellDBuE&B57' 221t sidetanks in way of holds487'7659t*	604·2|64·2|28·6 F58' FK	Chicago Utd. States 3*BH*	T.3Cy.25½",41"&67"-42" (*r*) 185lb 497NHP 3SB,*6cf*,GS149,HS8078 FD AmericanS.B.Co.Lorain,O. *FPT*478*tAPT*121*t*	33 ″ 0	
28367 216986 WOCU	**L. J. Drake** *ss*Mob.No.1-34 *ss*N.Yk.No.3-9.30 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6693 6089 4796	✠100A1 2,36 ~~6,34~~ ✠NE6,22 ✠LMC~~2,30~~ BS~~1,34~~6,35 MS6,34 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*10,18	Mob Gal	*a*†	CL ~~2,33~~ ~~6,33~~ 1,36	1918 10mo	AmesS.B. &D.D.Co. Seattle,Wash A&CP	~~StandardShipping Co.~~ Standard Oil Co. of New Jersey *CellDBuE&B75' 188tDT36'460t*	419·6|57·2|30·0 P98'B41'F37' FK *FPT*192*tAPT*54*t*	Wilmgton (Del.) Utd. States 16*BHCem* 14 *to U dk* 2 „ *2nd* „	T.3Cy.24½",41½"&72"-48"(*s*) 200lb 480NHP 3SB,*9cf*,GS207,HS7416 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 7	
28368	**L'Atlantique** QuadSc *(DAMAGED BY FIRE 1,33—NOW IN PORT)* *Fitted for oil fuel* *Ref.Mchy* *4Dks* D.F. *CruiserStern*	42512 26723 22099					1930	Ch&Atel. deSt.Nazaire (Penhoët)SA St.Nazaire	Cie.deNav.Sud-Atlantique	713·6|92·0|57·6 F594' *Upr*B207'	Bordeaux French *WB*	12 Steam Turbines Ch.&Atel.deSt.Nazaire		
Broken up 28369	**L'Avenir** (*ex*Castor, *ex*Willkommen) IronPad *1Dk*	410 — 178					1884	J.C.Tecklenborg Wesermünde-G.		176·8|25·5|10·8		C.D.4Cy.23½"&49"-43" NB05 264NHP Hambrg.Madgebrga. MaschinenFabrik		
28370 1118 FOZQ	**L'Ida** (*ex*Sitra-32,*ex*Dalrazan) *ss*Liv.No.3-6,23 *ss*Bkn.No.2-32 *1Dk(Stl)&Shelter dk* *(ptIrn ptStl)&Web frames* *Longitudinal framing*	3396 3035 2102	✠ ... 10,35 *Shelter dk with freeboard* ✠~~LMC~~ ~~MS6,31~~ ~~BS5,34~~ ~~5,34~~	Rou	*w*	CL N1,33	1910 9mo	Richardsn, Duck&Co. Stockton *Lloyd's A&CP*	Cie.Franco-Africaine deNav. *CellDBa117'*	361·4|48·6|21·8 P22'F40'*on Shltr dk* FK	Rouen French 7*BHCem* *uE*25' *f* 157'	T.3Cy.25",41"&67"-45" (*s*) 180lb *100lb* 359NHP 2SB,*6cf*,GS134,HS5983 Blair&Co.Ld.Stockton 825*tDTf*18'530*tAPT*183*t*	24 ″ 0 s 1 ″ 11 22 ″ 3¾	
28371 206189	**La Belle** GyC. *Mchy.Aft* *1Dk*	6407 — 4876					1909	American S.B.Co. Lorain,Ohio	LaBelleSteamship Co.(M.A.Hanna& Co.*Mgrs.*)	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
28372 213909 WFDM	**La Brea** 3Mst *ss*L.An.No.3-7,28 *ss*L.An.No.1-32 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6665 — 4157	✠100A1 7,35 ~~2,35~~ ✠NE11,18 ✠LMC MS8,32 BS2,35 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 3,16	LAn	*b*†	CL N3,34	1916 3mo	Union Iron WorksCo. SanFrancisco A&CP	UnionOilCo.of California *CellDB uE&B62'f57'433t*	435·0|56·2|33·7 P106'B52'F40' FK *FPT*100*t APT*74*t*	L.Angeles Utd. States 15*BHptAsp* 9 *to Upr dk* 6 „ *2nd* „	T.3Cy.27",45½"&76"-51" (*s*) 190lb 514NHP 3SB,*9cf*,HS8640 SunS.B.Co.Chester,Pa	33 ″ 6 s6 ″ 11¼ 26 ″ 9½	
28373 82778	**La Canadienne** (*ex*Foxhound) Iron *1Dk*	372 289 227					1880	R.Duncan &Co. PortGlasgow	HalifaxDredging Co.Ld.	154·3|22·7|10·9 Q74*t*	Halifax NS British *WB*	T.3Cy.13¾",22"&34"-24" 60RHP SmithBros.&Co.,Glasgow		
28374 TUGB	**La Corse** (*ex*Fram,*ex*MontePromina) *1Dk* *Web frames*	643 542 277			...		1903	W.Harkess &Son,Ld. Middlesbro'	S.A.R.L.Louis Carlini&Cie.	174·7|28·3|15·0 P18'B44'F20' BK7½"	Marseilles French *WB*	T.3Cy.14",22½"&37"-27" 128NHP Richardsons,Westgarth &Co.Ld.Mdb.	16 ″ 0	V †
28375 DHOT	**La Coruña** Ⓟ *Fitted for oil fuel* Sub.Sig. *2Dks&Shelter dk*	7359 5002 4463					1921	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampf. schiffahrts.Ges.	414·0|55·2|36·3 P33'B—F94'	Hamburg German *WB*	T.3Cy.67$\frac{11}{20}$",45$\frac{3}{10}$"&74$\frac{1}{20}$"-55$\frac{3}{20}$"& 1 low pressureTurbine 554NHP Reiherst.Maschinenf.Ham.		G
28376	**La Estrella Texaco** *ss*Cebu.No.1-34 *OilEng.* *1Dk(Stl)2nd dk in holds* *Mchy.Aft*	495 430 284	✠100A1 11,35 ~~9,34~~ ✠LMC9,34	Cebu	*g*	CL 8,34	1931 6mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *Lloyd's A&CP*	TheTexasCo. (Philippine Islands)Inc.	145·0|28·1|13·6 *After bridge*35' F20' FK *MT*15'90*tFPT*26*t*	Manila,P.I Utd. States 5*BHCem* 1 „ *to 2nd dk* *APT*26*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-DieselA/B.Skm.	14 ″ 7 s2 ″ 1½ 12 ″ 7	
28377	**La Fe** (*ex*Argosy) 3Mst *Mchy.Aft* *Well deck* *1Dk*	*404* *293* *168*			...		1905	T.Dobson &Co. Hessle, near Hull	EmpresaNaviera deCubaS.A.	151·0|24·1|10·7 Q81'B11'F17' FK	Havana Cuban	T.3Cy.12½",21"&34"-24" 58NHP Crabtree&Co.Ld.Gt.Yar.	11 ″ 9	
28378	**La Florecita** *OilEng.* *Mchy.Aft* *1Dk(Stl)*	511 — 282	✠ ... 3,35 ✠	HKg	*f*		1931 10mo	HongK'ng &Whampoa DockCo Ld. HongKong	J.C.Tiampo	141·0|27·1| 9·7 F18' FK	Iloilo,P.I. Utd. States 3*BHCem* *FPT*35*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-Diesel,A/B,Skm.	10 ″ 5	
28379 1037 IBCS	**La Foce** *Mchy.Aft* *1Dk*	2497 1780 1386					1921	N.Odero fu A.&Co. Genoa	Soc.Anon.Ilva	286·9|41·2|28·4 P23'	Genoa Italian *WB*	T.3Cy18⅛",29⅛"&47$\frac{5}{16}$"-27$\frac{9}{16}$" 115NHP N.Odero fuA.&Co.Genoa.		CI
28380 FNOU	**La France** TwinSc *ss*Bou.No.3-4,27 *ss*Bou.No.2-35 Wireless *1Dk(Stl-ws)*	751 613 175	✠100A1 9,35 ~~2,35~~ ✠LMC2,35 BS2,36	Bou	*k*	~~8,33~~ 9,35	1915 10mo	Jos.T.Eltringham& Co.Ld. Willington Quay *Lloyd's A&CP*	Cie.Franco-Hollando-Américaine	185·1|34·1|14·7 *Promenade dk* 154' FK *WB=Cell*	Boulogne French 4*BHCem* *DBf*19'25*t*	T.6Cy.15",24½"&41"-27" (*s*) 180lb 219NHP 2SB.*6cf*,GS110,HS3800 JTEltringham&CoLd.Nwc	16 ″ 0 s 3 ″ 0½ 13 ″ 4	
28381 LEIH	— *ss*Cff.No.2-19 *1Dk*	617 540 354	✠ 11,22 ✠	Liv	*j*		1909 7mo	N.Wiborg Fevig	A/S LaFrance (O.G.GjessensEftf) *WB=Cell DBa*	182·0|27·5|13·1 B48'F24' FK 33'*f*83'134*tAPT*8*t*	Skudesnæs Norwegian 4*BHCem*	T.3Cy.13",21"&33"-27" 78NHP 1SB,*3pf*,GS45,HS1423 Akers.Mek.Værks.Oslo	15 ″ 7	N †
28382 EEUU	**La Guardia** *1Dk2trB*	667 — 284					1900	Cia.Trasatlantica Cadiz	A.R.delValle, S.Pares& VicGaliana	160·4|26·2|16·4 H33'F22'	Barcelona Spanish *WB*	T.3Cy.11",18"&29"-24" 41NHP AkersMek.Værks.Oslo		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28383 LCSD	**La Habra** ssOsl.No.3-10,25 ssOsl.No.2-34 ~~ssRot.No.1-[illegible]~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7021 6374 4437	✠100A1 4,36 ~~6,30 10,33~~ BS10,35 ✠LMC~~10,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,14 *F.P. above* 150° F.	Lis ~~Sng~~ ~~Osl~~	*a*† 10,34	CL 10,34	1914 3mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd*'sA&CP	Wilh.Wilhelmsen *WB* = *CellDB uE&B*55'142*tD Tf* 38'518*tAPT*53*t* (9*BH to U dk* 6 „ 2*nd* „)	424·8|57·0|33·2 P101'B28'F40' FK	Tönsberg Norwegian 15*BHptCem*	T.3Cy.27",45"&74"-54" (*s*) 180lb 555NHP 4SB,*12cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s7 ″ 4 26 ″ 0	
28384 FOQT	**La Macta** (*ex*Guercif-34, *ex*Faneromeni, ssHam.2ndNo.3-3,25 *ex*Freifrau, ssMsl.No.2-33 *ex*SeaHound) 1*Dk*(*Stl*)&*Webframes* Wireless &*ptAwng dk*(*Stl*)	1085 903 472	✠100A1 *pt Awning dk* *withfreeboard* ~~6,35~~ ~~6,34~~ 12,35 ~~BS6,34~~ 6,35 LMC8,33	Msl	*o*	~~N7,33~~ 6,35	1901 10mo	Mackie& Thomson Glasgow	Soc.Oranaise de Navigation (M.Arnaud,*Mgr.*) *CellDBa*54'*uE*15'*f*104'276*tFPT*36*t*	226·7|34·0|14·4 228·4| P54'B&F153' FK	Oran French 4*BHCem*	T3Cy18$\frac{3}{16}$"30¼"&48"-33" (*s*) 160lb NB2,25 159NHP 2SB,*4cf*,GS70,HS2798 W.V.V.Lidgerwood,Gls.	16 ″ 6 s1 ″ 2½ 15 ″ 6	
28385 TTDS	**La Mailleraye** (*ex*Scherpendrecht) *Mchy.Aft* 1*Dk*	490 — 264					1918	Jobs.Berg Delfzijl	Worms&Co.	160·0|25·7|11·9 P49'F22'	Havre French *WB*	T.3Cy.12⅝",19$\frac{5}{16}$"&31½"-21⅝" 46NHP Jobs.Berg,Delfzijl		V
Broken up 28386 FOTE	**La Mecque** (*ex*PrinsFrederik Hendrik) 2*Dks*&*Shade dk*	2636 1751 1653			...		1904	Nederl. Schps.Maats. Amsterdam	FrançoisNolfo& Co.	318·0|40·1|18·5 FK&BK2⅔"	Marseilles French *WB*	T.3Cy.22",37"&59"-39" 266NHP NedFb.v.Wrk&Spoor,Ams	21 ″ 3	V †
28387 215578 KLGK	**La Merced** AuxTwinSc4MstSr *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	2146 — 1938					1917	J.Robert-son, Benicia,Cal.	AlaskaSouthern PackingCo.Inc.	232·0|43·6|26·6	Juneau Utd. States	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP J&CG BolindersMek.Verks A.B.Skm.		
28388 TWEJ	**La Nymphe** (*ex*Nymphe) TwinSc 1*Dk*	452 — 75					1916	Bremer Vulkan Vegesack	Soc.An.desBainsde Mer et duCercle des Etrangers de Monaco	182·7|24·1|10·6 F59'	Monaco French	T6Cy13⅜",19$\frac{7}{16}$"&30$\frac{7}{16}$"-17¾" *Emade*16 79NHP BremerVulkan,Vegesack		V
28389 EARN	**La Palma** Ⓟ ssLaP.2ndNo.3-5,26 ssLaP.No.2-35 ~~ssLaP.No.1-30~~ Wireless D.F. 1*Dk*&*Shelter dk*(*Teak*)	*871* *478* *486*	✠100A1 *Shelter dk* *withfreeboard* 4,35 ~~11,30~~ ~~BS10,33~~ ✠LMC~~11,30~~	LaP BS4,36 4,35	*m*	CL ~~10,32~~ ~~1,35~~ 2,35	1912 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd*'sA&CP	Cia.Trasmediter-rànea *WB* = *Cell DBa*33'*uE*17'*f*95'160*tFPT*14*t APT*13*t*	210·0|30·0|10·2 B *on Shelter dk*72' FK	SantaCruz Spanish 5*BHCem*	T.3Cy.16½",27"&44"-28" (*s*) 180lb 149NHP 2SB,*4cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 s ″ 6½ 12 ″ 1	
28390 143671 GDLQ	**La Paz** TwinSc *OilEng.* ssHul.No.3-10,32 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6548 6095 4052	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~4,35~~ DBS~~6,34~~ 8,35 ✠LMC CS3,33 2,36 ~~10,32~~ ~~2,25~~	Hul	*z*	CL ~~e12,32~~ P3,35 S1,36	1920 10mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	PacificStmNavCo.	406·3|54·2|32·9 P32'B89'F45'*on Shelter dk* FK *CellDB*349'1039*t FPT*116*t APT*123*t*	Liverpool British *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" DB*100lb* 810NHP Harland&Wolff,Ld.Gls.	35 ″ 5 s8 ″ 9 26 ″ 10¾	
28391 225181 KDCK	**La Perla** ssN.Yk.No.2-33 D.F. 4*Dks*(*Stl-Wthr dk* ws) *Ref.Mchy.* *CruiserStern*	3792 3187 2105	✠100A1 *withfreeboard* 2,36 ~~3,35~~ ✠LMC MS1,33 BS~~3,34~~ 7,35 *Fitted for oil fuel* 7,25 *F.P. above* 150°F.	Bos		CL 3,35	1925 7mo	Cammell Laird&Co.Ld Birkenhead *Lloyd*'sA&CP *Intermediate BH in fore hold dispensed with*	UnitedFruitS.S. Corpn.(United FruitCo.*Mgrs.*) *CellDB*272'502*tFPT*52*tAPT*13*t*	325·2|48·1|28·3 P36'B108'F40' FK&BK1½"	NewYork Utd.States 4*BHCem*	T.3Cy.24¾",41½"&69"-48" 200lb (*s*) 578NHP 3SB,*12cf*,HS9201 CammellLaird&CoLd.Bkn	31 ″ 9 s 8 ″ 3 23 ″ 8¼	
28392 221103 KDPX	**La Placentia** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk* [illegible] *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	8272 6310 5107					1921	Southwest-ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	440·0|58·2|32·8	Ls.Angeles Cal. Utd. States *WB*	Q.4Cy.24",34",51"&74"-54" 402NHP LlewellynIronWorks, LosAngeles		R
28393 31177 JDZB	**La Plata Maru** Ⓟ TwinSc ssKob.No.3-6,35 ~~ssKob.No.1-30~~ *OilEng.* 3*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* GyC.	7267 6088 4378	✠100A1 *withfreeboard* 4,36 ~~10,33~~ DBS~~8,34~~ ~~6,35~~ 4,36 ✠LMC CS~~8,34~~ 6,35 6,35 ~~1,35~~ ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 4,36 ~~1,35~~	Kob	*b*†	CL 8,34	1926 4mo	Mitsubishi ZosenKaisha Ld.Nagasaki *Lloyd*'sA&CP	OsakaShosenK.K. *CellDB*353'1368*t* *Tanks at sides of tunnels*719*tFPT* 117*tAPT*46*t*	430·0|56·0|36·0 B63'F47' FK	Osaka Japanese 7*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB*100lb* SulzerBros.Winterthur	36 ″ 0 s11 ″ 2⅝ 25 ″ 2⅝	
28394 HPAM	**La Playa** *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. *CruiserStern*	*3682* *3183* *2144*			...		1923	Cammell Laird&Co.Ld. Birkenhead	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*)	325·2|48·1|28·3 P35'B107'F41' FK&BK1½"	Balboa Pnamanian *WB*	4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy.19$\frac{11}{16}$"-19$\frac{11}{16}$" NE27 1096NHP "Fiat"Stab.Grandi Motori,Turin	31 ″ 9	C †
28395 221691 KDVJ	**La Purisima** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft.* *Longitudinal framing* *Carrying Petroleum in bulk*	5091 — 3032					1921	Southwest-ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	392·3|51·2|30·4	Ls.Angeles Cal. Utd. States	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
28396 132823 GKRJ	**La Rosarina** TwinSc ssLon.No.3-8,24 ssLiv.No.2-33 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	8345 7255 4897	✠100A1 *Shelter dk* *withfreeboard* BS12,35 7,35 ~~9,34~~ ✠LMC MS12,31 ~~BS10,34~~ ✠Lloyd'sRMC~~1,36~~ 8,36 ~~12,35~~ 7,35	Liv	*c*†	CL 2,34	1912 6mo	Palmers' Co.Ld. Newcastle *Lloyd*'sA&CP	Furness.Withy& Co.Ld.(Furness-HoulderArgentine Lines,Ld.*Mgrs.*) *CellDBa*103'*uE&B*78'*f*184'1110*tFPT*60*tAPT*65*t*	440·0|58·8|35·7 B135'F35' *on Shelter dk* FK	W.Hartlpl British 7*BHCem*	T.6Cy.25",41½"&70"-48" (*s*) 200lb 1045NHP 6SB,*18cf*,GS382,HS15696FD Palmers'Co.Ld.Newcastle	38 ″ 0 s9 ″ 2¾ 29 ″ 0¼	
28397 149854 GNCF	**La Salina** TwinSc ssCco.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 *withfreeboard* 2,35 ~~[illegible]~~ ✠LMC~~6,27~~ 9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150°F.	Cco	*t*	CL 7,34	1927 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP *Wing tanks f*286*t Wing tanks a*356*t FPT*60*tAPT*75*t*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*)	305·7|50·2|14·3 P67'F34' *Trunk*204' FK	London British 7*BHptCem*	T6Cy.13½",23½"&36"-27"(*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 4	
28398 203628 WTBL	**La Salle** (*ex*F.A.Bailey, *ex*J.H.Sheadle) D.F. *Mchy.Aft* 1*Dk*	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs IronCo.	530·0|56·2|32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23",37"&63"-42" 257NHP GtLakesEngWrks.Detroit		R
28399 557 ESFD	**Läänemaa** 4Mst *OilEng.* 1*Dk*	604 483 325					1922	Peter Wharf Tallinn	TheTallinnShip-pingCo.Ld.	166·6|28·7|12·1	Tallinn Estonian	Oil Engine 4S.C.SA 6Cy.12⅝"-16½" 96NHP Gebr.Körting,Hannover		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28400 LEII	**Lab** 1*Dk*	1118 982 665					1912	Akers Mek.Værks. Oslo	A/S Lab (H.Tangvald- Pedersen)	226·4 P17'B52'F24'	36·5	15·7	Porsgrunn Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
28401 218865 KIZX	**Labette** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	4989 4573 3051			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B122'F43' FK	54·2	27·6	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
28402 1649 IPDO	**Labor** TwinSc *OilEng.* *Mchy.Aft* ssMfl.No.1-34 1*Dk*(*Stl*)*&Web frames*	510 370 249	✠100A1 ~~5,33~~ ~~10,34~~ 3,36 *CarryingPetroleum in bulk*	Mfl Tri ✠LMC10,34	*h*	CL ~~5,33~~ 6,35	1930 5mo	Soc.Odero Terni Orlando Genoa *Lloyd'sA&CP*	"LaColumbia"Soc. Maritt.perTras- portodiPetrolio e Derivati	165·2 P49'F20' *Trunk*78' FK	28·0	11·8	Genoa Italian 10*BHCem*	Oil Engines 2S.C.SA 8Cy.10¼"-17 1/16" 147NHP Soc.Anon Fiat,Turin	12 ″ 6 s 1 ″ 1½ 11 ″ 5½	
28403 YTFI	**Labud** (*ex*Ezra-34,*ex*Apsleyhall-32, *ex*Silverash, ssHpl.No.3-8,31 *ex*Ardgowan) ssShl.No.1-34 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	*5334* *4928* *3415*	✠100A1 ~~10,34~~ -,36 MBS1,36	Shl Cff ✠LMC10,34	*z*	CL 2,34	1918 7mo	WmHamil- ton&Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	Jugoslavenska PlovidbaD.D. *'Tween dk BH in after hold dispensed with*	405·1 P36'B120'F44' FK *CellDBa*129'*uE*21'	52·6	27·7	Susak Yugoslav *Cem* 5*BHto U dk* 1 „ „ *2nd*„ *f*176' 1093*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb NDB34-*100lb* 476NHP 2SB,8*cf*,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk *DTa*36'958*tAPT*39*t*	30 ″ 3 s 5 11¼ 24 ″ 6	
28404 149430	**Lachinedoc** *Mchy.Aft* 1*Dk*	1926 1638 1149					1927	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	PatersonSteam- ships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld		C
28405	**Lachta** (*ex*Hasselburg-35, *ex*Oceana,*ex*Witell,*ex*Markab, *ex*Solsvik) Wireless 1*Dk*	1352 1120 716					1917	Scheeps- bouwwerf Baanhoek Sliedrecht	U.S.S.R.	236·8 P23'B56'F21'	36·5	15·7	Leningrad Russian	T3Cy17 3/10"29 1/16"&46 1/10"-35 4/5" 127NHP MachinefabriekJ.&A.v.d. Schuijt,Papendrecht		G
28406 205349 WCDP	**Lackawanna** (*ex*EdwinE.Slick, *ex*DanielB.Meacham) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	Bethlehem Transportn.Corp.	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
28407 139260 GSMC	**Lackenby** ssCff.No.2-36 ~~ssHpl.No.1-32~~ D.F. 1*Dk*(*Stl*)	5112 4846 ~~3179~~ 3200	✠100A1 ~~5,35~~ ~~1,35~~ 3,36 ~~BS5,34~~ ~~6,35~~	Bry ~~Sws~~ Cff ✠LMC~~4,32~~ 3,36	*z*	CL ~~1,35~~ 3,36	1928 7mo	Wm.Gray &Co.Ld. WHartlepool *Lloyd'sA&CP*	RopnerShipping Co.Ld. *CellDB*	412·1 P30'B236'F41' FK 366'1432*t FPT*173*t*	54·2	27·0	W.Hartlpl British 7*BHCem* *APT*192*t*	T.3Cy.26",41"&73"-48" (*s*) 180lb 515NHP 3SB,9*cf*,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 11 s 4 ″ 11¼ 25 ″ 3	
28408 160633 VPGW	**Lacklan** (*ex*Vacuoline-34) 3Mst GyC. ssYka.No.1-33 D.F. *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing-bracketless system*	8670 8020 5223	✠100A1 4,36 ~~2,35~~ BS4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,29 *F.P. above* 150° F.	Bat Sng ✠LMC2,35	*d*†	CL 2,35	1929 1mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	StandardTrans- portationCo.Ld. *Cell*	460·0 P118'B42'F41' FK *DBuE&B*65' *f* 27'2	62·8	36·5	HongKong British 18*BHpt Cem* *pt Asp* 80*tFPT*190*t*	Q4Cy24¾",35½",51"&73"-51" 230lb (*s*) 630NHP 3SB,9*cf*, HS9276 FD D.Rowan&Co.Ld.Glasgow *APT*130*t*	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	
28409 145925 GJCD	**Laconia** Ⓟ TwinSc ssLiv.No.3-1,35 D.F. E.S.D. 2*Dks*(*Stl*)*&Shelter dk* Sub.Sig. (*Stl-ptws*)*&Shade dk*(*Stl-ws*) *3rd dk*(*Stl*)*in holds except No.*4 *Ref.Mchy.* GyC.	19695 14245 11804	✠100A1 *Shelter dk* *withfreeboard* 3,36~~3,35~~ ~~BS1,35~~ Lloyd'sRMC~~1,35~~ ~~7,35~~ 3,36 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Liv BS3,36 ✠LMC1,34	*n*†	CL ~~S1,33~~ P1,34 S2,36	1922 1mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	CunardWhite Star,Ld. *CellDB*521'2571*t* *Tank 'tween tun*	601·3 B284'*onShade dk* FK 1 *DTf*46'1650*t* *nels* 18'82*t Tanks at*	73·7	40·6	Liverpool British *ptCem* 0*BHtoSh dk* *sides of tunn*	6 Steam Turbines DR geared to2Sc.Shafts (*r*) 220lb HS29916 2561NHP 3D&3SB,36*cf*,GS747, FD WllsndSlpwy.Co.Ld.Nwc. *el* 48'375*tFPT*122*tAPT*69*t*	45 ″ 0 s12 ″ 9½ 32 ″ 8	BT till ~~1,36~~ 3,36
28410 71 IBBS	— ssTri.No.3-11,23 ssTri.No.2-32 D.F. 2*Dks*(*Stl*)	5932 5503 3762	✠100A1 7,35~~10,34~~ MS5,32	Dnk Stn ✠LMC BS~~9,34~~11,35	*z*	CL N8,33	1912 5mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	LaconiaS.S.Co. (D.Tripcovich) *WB=CellDBa* 144'*uE*25'*f*182'133	416·4 P37'B137'F44' FK 3*t DTa*34'990*tFPT*	51·7 54·0	29·3	Trieste Italian 7*BHCem* 112*tAPT*36*t*	T.3Cy.27",45"&74"-48" 180lb *80lb* 481NHP 3SB,9*cf*,GS156,HS6993 FD N.E.MarineEngCo.LdNwc	32 ″ 2 s6 ″ 7¼ 25 ″ 9	
28411 SVQA	**Laconikos** (*ex*Laconicos-33, *ex*Navigator) ssLiv.No.3-12,26 ssAnt.No.1-32 2*Dks*(*Stl*)	*3803* *3602* *2404*	✠100A1 4,34 ~~BS4,34~~ ~~1,35~~	Ant ✠LMC~~4,32~~ 4,35	*w*	CL ~~4,34~~ 10,35	1914 5mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	M.A.Embiricos *CellDBa*112'*uE&*	365·2 P33'B109'F37' FK *B*48'*f*158'820*tFPT*	47·1	27·3	Andros Greek 6*BHCem* 41*tAPT*14*t*	T.3Cy.23",38½"&64"-48" (*s*) 215lb 382NHP 3SB,9*cf*,GS179,HS6456 Dunsmuir&JacksonLd.Gls	29 ″ 6 s 5 ″ 2½ 24 ″ 6	
28412 UOBN	**Ladoga** (*ex*Arnfried-32) Sub.Sig 1*Dk*	2332 2011 1355					1921	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·2 P&B233'F37'	42·8	19·5	Leningrad Russian *WB*	DR Geared Steam Turbine Frd.KruppA.G.Kiel		
28413 151207 CYGS	**Lady Alexandra** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	1396 585 678					1924	Coaster Const.Co.Ld. Montrose	Union Steamships, Ld.	225·4 *WB*	40·1	9·7	Vancouver British	T.6Cy.13¼",21¼"&34"-21" *E made* 19 *fitted* 21 106NHP Bow,McLachln&CoLd.Psy		C
28414 146285 GWDV	**Lady Anstruther** 3Mst ssIrv.No.3-5,34 Wireless 1*Dk*(*Stl*) *Well deck Mchy.Aft*	527 363 203	✠100A1 9,35~~11,34~~ BS9,35	Irv ✠LMC5,34	*h*	CL 5,34	1922 2mo	Dublin Shipbuilders, Ld. Dublin *Lloyd'sA&CP*	Nobel'sExplosives Co.Ld.	167·4 Q94'B9'F31' BK7¼" *CellDBf*90'116*tFPT*	26·6	10·6	Glasgow British 3*BHCem* 54*tAPT*30*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,3*cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	12 ″ 10 s 4 ″ 2½ 13 ″ 2¼	
28415 108619 EIFM	**Lady Carlow** (*ex*Culzean, TwinSc *ex*Logic) ssArd.2ndNo.3-9,22 ssArd.No.2-31 2*Dks*(*UStl-ws*) *Floors&Keelsons ptIrn*	883 770 367	✠100A1 1,33 BS~~3,35~~ 11,35	Dub ✠LMC7,31	*n*	OG ~~P1,32~~ S3,35 P11,35	1898 1mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	British&Irish SteamPacketCo. Ld. *CellDBa*37'	236·0 P35'B104'F32' *pt Shltr dk*20' BK8" *uE*31'*f*64'183*tFPT*	31·2	15·6	Dublin British 4*BHCem* 17*tAPT*10*t*	T.6Cy.16",27"&43"-28" (*s*) 180lb 263NHP 2DB,8*cf*,GS168,HS4770 Barclay,Curle&Co.Ld.Gls.	16 ″ 5 s 2 ″ 0 15 ″ 5	
28416 123248 EIBM	**Lady Cavan** (*ex*Wexfordian-33, *ex*Poolmina,*ex*Fido) 1*Dk*	602 518 267					1906	Earle'sCo. Ld. Hull	British&Irish SteamPacketCo. Ld.	178·0 P101'F22'	29·6	14·1	Dublin British *WB*	T.3Cy.14½",24"&40"-27" 79RHP Earle'sCo.Ld.Hull		C
28417 152718 CYGN	**Lady Cecilia** Ⓟ TwinSc (*ex*Swindon) *Fitted for oil fuel* *Cruiser Stern* 2*Dks*	944 691 325					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·5 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 106NHP Ross&Duncan,Glasgow		C
28418 ~~136812~~ ~~GQTR~~	**Lady Charlotte** (*ex*Noelle, *ex*BronzeWings) ssShl.No.3-3,28 ssCff.No.1-32 1*Dk*(*Stl*)*&Shelterdk*(*Stl*)	3874 3673 2400	✠100A1 *Shelter dk* *withfreeboard* 2,35	Cff ✠LMC12,31	*x*	CL 1,35	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	~~BedcroftSteam~~ ~~Nav.Co.Ld.~~ ~~(LewisLougher&~~ ~~Co.Ld.Mgrs.)~~ *CellDBa*125'*u*	375·2 FK *E&B*42' *f* 163'1182*t*	51·9	23·7	Greek 6*BHCem* *APT*143*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP 3SB,9*cf*,GS160,HS5895 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 6¾ 23 ″ 9	

New "Moscha D. Kydoniefs," see No. 39107 in Supplement

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où sont classés dans le L.R.
28419 139129 EICT	**Lady Cloé** 1Dk&Shelter dk	1288 1087 634					1916	Sir Raylton Dixon&CoLd Middlesbro'	British&IrishStm. PacketCo.Ld.	260·0 B88'F33'	38·0	15·5	Dublin British WB	T.3Cy.19",31"&52"-36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
28420 120712 EICM	**Lady Connaught** Ⓟ TwinSc (exHeroic) ssLiv.2ndNo.3-4,32 D.F. 2Dks(UStl-ws)	1913 1333 791	100A1 withfreeboard ~~1,36~~ ~~1,35~~ 4,36 BS~~4,36~~1,36 LMC4,32 Fitted for oil fuel 2,24	Liv	t	OG ~~P4,33~~ S4,35 P4,36 F.P. above 150° F.	1906 Lloyd's A&CP	Harland& Wolff,Ld Belfast	British&IrishStm. PacketCo.Ld. CellDBa58' uE24'109tFPT	320·3 P51'B160'F76' FK&BK1½"	41·3	16·8	Dublin British 6BHCem 15tAPT25t	Q.8Cy.21",29",41"&58"-36" 200lb FD (s) 649NHP 1DB(made20,refitted2,24)& 2SB(new2,24),12cf,HS9948 Harland&Wolff,Ld.Bel.	18 ″ 2 s 1 ″ 11 16 ″ 6	
28421 152899 CYGR	**Lady Cynthia** Ⓟ TwinSc (exBarnstaple) Fitted for oil fuel CruiserStern 2Dks	950 691 390					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·3 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 105NHP Ross&Duncan,Glasgow		C
28422 145035 GDQJ	**Lady Denison-Pender** TwinSc (CableVessel) ssSuz.No.3-10,33 2Dks(UStl-ws) &Shelter dk(ptStl-teaks) Cruiser Stern	1984 1814 841	✠100A1 Shelter dk withfreeboard 2,36 ~~1,35~~ ✠LMC10,35 Carrying oil fuel F.P. above 150°F. in DB & DT Fitted for oil fuel 9,20 F.P. above 150° F.	PNl Bom BS10,35	q	CL ~~6,32~~ 1,36	1920 9mo Lloyd's A&CP	Fairfield Co.Ld. Glasgow	EasternTelegraph Co.Ld. CellDBa54'	269·2 BonShelter dk84' FK uE23' f119'271t	38·1	23·8	London British ptCem 4BHtoSh dk 1 ″ ″ U ″	T.6Cy.15½",25"&41"-30" (s) 180lb 352NHP 3SB,9cf,GS142,HS5676 FD FairfieldCo.Ld.Glasgow	25 ″ 0 s 7 ″ 3 18 ″ 1	
28423 137808 GWDT	**Lady Dorothy** ssArd.No.3-8,28 Well deck ssIrv.No.1-32 Wireless 1Dk(Stl)	578 416 289	✠100A1 6,35 ~~10,34~~ BS~~7,34~~ ✠LMC4,32 6,35	Irv	h	OG 6,34	1916 3mo Lloyd's A&CP	Dundee S.B.Co.Ld. Dundee	Nobel'sExplosives Co.Ld.	165·1 Q85'B13'F24' 28·5 FK DBa31'34tFPT	27·1	12·6	Glasgow British 4BHCem 38tAPT16t	T.3Cy.13",21"&35"-24" (s) 180lb 100lb 82RHP 1SB,3pf,GS51,HS1485 W.Beardmore&Co.Ld.Gls.	13 ″ 5 s 4 ″ 3¼ 12 ″ 11¾	
28424 155050 VGZQ	**Lady Drake** Ⓟ TwinSc Fitted for oil fuel D.F. Ref.Mchy. 3Dks	7985 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	LadyDrake,Ld.	419·5 P38'B225'F50'	59·1	28·2	Halifax NS British WB	4SRgearedSteamTurbines CammellLaird&CoLd Bkn		C
28425 143218 EIDM	**Lady Emerald** 1Dk&Shelter dk	1389 1100 551					1919	CaledonS. B.&E.Co.Ld. Dundee	British&IrishStm. PacketCo.Ld.	270·6	38·1	16·2	Dublin British WB	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.CoLd.Dun		C
28426 109680 CYGW	**Lady Evelyn** Ⓟ TwinSc (exDeerhound) 1Dk	582 321 236					1901	J.Jones &Sons Birkenhead	UnionSteamships, Ld.	189·0 P8' Promenade dk139'	26·1	9·5	Vancouver B.C. British WB	T.6Cy.16",24"&38"-24" 141NHP J.Jones&Sons,Liverpool		
28427 138905 VWDZ	**Lady Fraser** TwinSc 2Dks	1669 1231 671					1908	Fairfield Co Ld. Glasgow	Govt.of India (CommerceDept.)	282·0 P&B202'F49'	38·1	19·8	Calcutta British WB	T.6Cy.13¼",22"&36"-30" 142NHP FairfieldCo.Ld.Glasgow		
28428 99760 EIFR	**Lady Galway** (exBandon, exLadyLouth,exLouth) 2Dks	1045 960 392					1894	Blackwood &Gordon Port Glasgow	British&IrishStm. PacketCo.Ld.	260·6 P72'B88'F77'	34·1	15·8	Dublin British WB	T.3Cy.27",42"&69"-48" NB11 330NHP Blackwood&Gordon,P.Gl.		
28429 119167 GWDX	**Lady Gertrude Cochrane** 3Mst (exFoyers) ssIrv.2ndNo.3-5,21 Well deck Mchy.Aft 1Dk(Irn) Wireless ssIrv.No.1-35	530 371 205	✠100A1 7,35 ~~8,34~~ ~~BS8,34~~ ✠LMC~~5,34~~ 7,35	Irv	i	CL ~~5,32~~ 7,35	1904 9mo Lloyd's A&CP	Scott& Sons Bowling	Nobel'sExplosives Co.Ld. WB	169·7 Q89'B9'F34' 28·6 BK7½" =DBf86'126tFPT	27·1	10·0	Glasgow British 3BHCem 40tAPT10t	C.2Cy.20½"&44"-30" (s) 130lb 65lb 80RHP 1SB,2pf,1cf,GS60,HS1880 Muir&Houston,Ld.Gls.	12 ″ 6 s 4 ″ 4 12 ″ 10¼	
28430 155047 VGZP	**Lady Hawkins** Ⓟ TwinSc Fitted for oil fuel D.F. Ref.Mchy. 3Dks	7988 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	"LadyHawkins," Ld.	419·5 P38'B225'F50'	59·1	28·2	Halifax,NS British WB	4SRgearedSteamTurbines CammellLaird&CoLd.Bkn		C
28431 144246 VJSR	**Lady Isobel** (exKampen, exMillewa) ~~ssSyd.No.2-29~~ ssSyd.No.3-3,35 1Dk(Stl) Cargo battens not fitted	1408 1221 805	100A1 7,35 ~~1,33~~ [illegible] LMC~~1,33~~ 8,35	Syd	p	OG ~~1,33~~ 6,35	1921 3mo A&CP	Gebr. Jonker Kinderdijk	AustralianSteamshipsProprietary, Ld.(Man.Agents, HowardSmithLd.) CellD	240·7 P24'B64'F25' FK B199' 379t FPT28'	37·0	16·8	Melbourne British 4BHCem APT25t	T.3Cy.17½",29⅝"&46 1/16"-36" 180lb (s) 174NHP 2SB,4cf,GS89,HS3163 Alblasserdamsch.Msch.Fab	19 ″ 1 ~~s 2 ″ 4~~ ~~17 ″ 1~~ s2 ″ 3 17 ″ 2	
28432 112399 CGSL	**Lady Laurier** Ⓟ TwinSc (CableVessel) Well deck 2Dks(Stl-Uws) Wireless	1051 704 439	✠ 12,02 ✠	Psy	n		1902 12mo	Fleming& Ferguson,Ld Paisley	CanadianGovernment WB=Cell DBa33'f77'169t	214·9 P&B116'F29' FK DTa12'13tFPT52t	34·2	17·2	Ottawa British 4BHCem APT36t	T.6Cy.16½",26"&43"-27" 265NHP 2SB,6cf,GS109,HS3907 Fleming&Fergusn,Ld.Psy.	18 ″ 0	
28433 132019 EICY	**Lady Leinster** Ⓟ TwinSc (exPatriotic) ssLiv.No.3-4,24 ssLiv.No.2-33 D.F. 1Dk(Stl-ptws)2nd dk in Nos.1&2holds	2284 1427 962	✠100A1 withfreeboard ~~6,35~~ ~~5,34~~ 10,35 ~~BS5,34~~ ✠LMC5,32 Fitted for oil fuel 4,24	Liv BS5,35	u	OG S5,34 P10,35 F.P. above 150° F.	1912 3mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	British&IrishStm. PacketCo.Ld. Cell	325·4 P53'B162'F76' FK&BK1½" DBuE40'81tFPT	41·7	16·2	Dublin British 7BHCem 37tAPT48t	T8Cy(2)21½"(2)35"&(4)41" -36" 195lb (s) 840NHP 2DB&1SB20cf,GS386 HS14437 FD Harland&Wolff,Ld.Bel.	17 ″ 11 s 1 ″ 7½ 16 ″ 6	
28434 135548 EICK	**Lady Martin** (exNorthernCoast) 1Dk&Shelter dk	1189 938 516					1913	SirRaylton Dixon&CoLd. Middlesbro'	British&IrishStm. PacketCo.Ld.	250·5 B67'F26'	36·0	15·0	Dublin British WB	T.3Cy.18",29"&48"-36" Richardsons, 138NHP Westgarth&Co.Ld.Mdb.		C
28435 146429 EIJK	**Lady Meath** TwinSc Fitted for oil fuel CruiserStern 1Dk&Shelter dk	1598 1444 732					1929	Ardrossan DockyardLd. Ardrossan	British&IrishStm. PacketCo.Ld.	321·2	40·1	16·4	Dublin British WB	T.6Cy.16",27"&44"-33" 222NHP J.G.Kincaid&Co.Ld.Grk.		C
28436 116641	**Lady Minto** Pad 2Dks	366 172 158					1903	Up.Ottawa Imp.Co.Ld Temiscamingue,Que.	UpperOttawa ImprovementCoLd	130·0	24·6	7·6	Ottawa British	C.2Cy.20"&38"-54" 42RHP Bertram E.W.Co.Ld.Trnto		
28437 120714 EICL	**Lady Munster** Ⓟ TwinSc (exGraphic) ssBel.2ndNo.3-11,23 ssLiv.No.2-32 D.F. 2Dks(UStl-ws)	1915 1333 791	100A1 withfreeboard 4,35 ~~1,31~~ BS~~4,34~~ 5,35 LMC5,31 Fitted for oil fuel 11,23	Liv	t	OG ~~P6,32~~ S4,33 P4,35 F.P. above 150° F.	1906 Lloyd's A&CP	Harland& Wolff,Ld. Belfast	British&IrishStm. PacketCo.Ld. CellDBa58' uE24'109tFPT	320·3 P51'B160'F76' FK&BK1½"	41·3	16·8	Dublin British 6BHCem 15tAPT25t	Q8Cy21",29"41"&58"-36"(s) 215lb FD 660NHP 1DB&2SB(DB19fittd11,23) SB(New11,23)12cf,HS9922 Harland&Wolff,Ld.Bel.	18 ″ 2 s1 ″ 11 16 ″ 6	
28438 155046 VGZN	**Lady Nelson** Ⓟ TwinSc D.F. Fitted for oil fuel Ref.Mchy. 3Dks	7970 5340 4916					1928	Cammell Laird&Co.Ld. Birkenhead	"LadyNelson"Ld.	419·5 P39'B225'F50'	59·1	28·2	Halifax British WB	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
28439 149913 MNWT	**Lady Olga** ssSld.No.1-32 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1266 969 683	✠100A1 5,35 ~~5,34~~ BS~~5,34~~ ✠LMC6,32 5,35	Sld	n	CL ~~5,34~~ 5,35	1927 10mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs.) Cell DBuE20'f139'32	225·0 Q127'B16'F24' FK 8tDTf7'115tFPT	36·0	15·3	London British 5BHCem 169tAPT23t	T.3Cy.18",30"&49"-33" (s) 180lb 100lb 156NHP 1SB,4cf,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
28440 143158 EIDL	**Lady Patricia** 1Dk&Shelter dk	1391 1100 552					1919	CaledonS. B.&E.Co.Ld. Dundee	British&IrishStm. PacketCo.Ld.	270·6	38·1	16·2	Dublin British WB	T.3Cy.21",34"&56"-39" 196NHP CaledonS B.&E.Co.Ld.Dun		C
28441 154460 VGZR	**Lady Rodney** Ⓟ TwinSc ssHfx.No.1-34 Ref.Mchy. 4Dks(Stl-Weather dk ws) D.F. Strengthened for Navigation in Ice	8194 5755 4936	✠100A1 withfreeboard Two lower decks for fruit cargoes ~~10,35~~~~11,34~~4,36 ~~BS1,35~~ ✠LMC1,33 ✠Lloyd'sRMC~~11,34~~ ~~5,35~~ 11,35 Fitted for oil fuel 4,29 F.P. above 150° F	Mtl Hfx BS2,36	b†	CL P10,35 ~~S10,34~~ S4,36	1929 4mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	"LadyRodney"Ld. (CanadianNationalSteamships) Duct keel fwd of machinery space CellDB351' 888t Tanks in way of tunnels101tFPT 54tAPT103t	420·3 P40'B234'F39' Prom.dk183' FK	60·2	30·2	Montreal British 7BHptAsp	4 Steam Turbines SR geared to 2 Sc Shafts (s) 220lb 1094NHP 4SB,16cf,GS HS13500 FD CammellLaird&Co.Ld.	32 ″ 9 s9 ″ $11\frac{3}{4}$ 23 ″ 0	
28442 154459 VGZS	**Lady Somers** Ⓟ TwinSc ssMtl.No.1-33 Ref.Mchy. 4Dks(Stl-Weather dk ws) D.F. Strengthened for Navigation in Ice	8194 5755 4941	✠100A1 withfreeboard Two lower decks for fruit cargoes ~~10,35~~~~11,34~~4,36 ~~BS2,35~~ ✠LMC2,33 ✠Lloyd'sRMC~~3,35~~ ~~6,35~~ 4,36 ~~6,35~~ Fitted for oil fuel 3,29 F.P. above 150° F.	Mtl Hfx BS3,36	b†	CL S10,35 P11,34	1929 3mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	"LadySomers"Ld. (CanadianNationalSteamships) Duct keel fwd of machinery space CellDB351' 888t Tanks in way of tunnels101tFPT 54tAPT103t	420·3 P40'B234'F39' Prom.dk183' FK	60·2	30·2	Montreal British 7BHptAsp	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 220lb 1094NHP 4SB,16cf,GS HS13500 FD CammellLaird&Co.Ld.Bkn	35 ″ 9 s9 ″ $11\frac{3}{4}$ 23 ″ 0	
28443 104963 EIFS	**Lady Wicklow** (exWicklow) 2Dks	1032 960 414					1895	Blackwood &Gordon Pt.Glasgow	British&IrishStm. PacketCo.Ld.	260·2 P72'B89'F78'	34·1	15·8	Dublin British WB	T.3Cy.27,"42"&69"-48" NB15 330NHP Blackwood&Gordon,PGls.		
28444 139074 EICR	**Lady Wimborne** ssDub.No.3-3,28 ssDub.No.2-36~~ssDub.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	1302 1062 629	✠100A1 Shelter dk withfreeboard 4,36 ~~4,35~~ ~~BS4,35~~ ✠LMC~~7,32~~ 4,36	Dub	r	CL ~~2,33~~ 4,36	1915 8mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd'sA&CP	British&IrishStm. PacketCo.Ld. WB = CellDB f117'uE&B40'284t DTa56' 220t FPT79tAPT20t	260·0 B88'F33'on Shelter dk FK	38·2	14·6	Dublin British 5BHCem	T.3Cy.19",31"&52"-36" (s) 180lb 216NHP 2SB,6cf,GS116,HS3896 ClydeS.B.&E.Co.Ld P.Gls	17 ″ 0 s ″ $2\frac{3}{4}$ 16 ″ $10\frac{3}{4}$	
28445 145307 GMKZ	**Lady of Mann** Ⓟ TwinSc 1Dk&Shelter dk(ptStl-teak s) 3rd dk clear of E&B spaces ssBrw.No.1-35	3104 2029 1258	✠ A1 withfreeboard Irish Channel Service 5,36 ~~9,33~~~~9,35~~ ✠LMC ~~BS2,34~~ 6,35 MS7,34 Fitted for oil fuel 6,30 F.P. above 150° F.	Brw		OG 5,34	1930 6mo	Vickers- Armstrongs Ld. Barrow Lloyd'sA&CP	Isle of ManSteam PacketCo.Ld. CellDBa&uE94'124t DTa22' 35tDTf14'69tFPT 24tAPT80t	363·6 Promenade dk270' FK&BK1½"	50·2	17·4	DouglasIM British 10BHCem	4SteamTurbinesSRgeared to2Sc.Shafts (r) 220lb 1878NHP 2DB&2SB,24cf,HS18746FD Vickers-Armstrongs,Ld.	18 ″ 6 s 5 ″ $9\frac{1}{4}$ 13 ″ $0\frac{1}{4}$	BT till 12,35
28446 PFNE	**Laertes** D.F. 2Dks	5825 5176 3613					1919	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	Nederlandsche Stoomv.Maats. "Oceaan"	423·9 P45'B117'F45'	52·3	29·9	Amstrdam Dutch WB	T.3Cy.26",44"&75"-54" 413NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		C
28447 FNUI	**Lafayette** Ⓟ QuadSc OilEng. 4Dks&Shade dk D.F.	25178 15304 14484					1929	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	577·2 B415'F75'	77·6	27·9 45·5	Havre French WB	Oil Engines 2S.C.DA 24Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 4697NHP Ch.&Atel.de.St.Nazaire		V
28448 218790 KIXK	**Lafcomo** Fitted for oil fuel 2Dks&Web frames	5028 4573 3113				...	1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DRgearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28449 161065 GSQL	**Lafian** ssLiv.No.1-32 D.F. 2Dks(Stl-Wthr dk teak s) Now "Meroë," see No. 39096 in Supplement	3832 3478 2270	✠100A1 withfreeboard ~~9,35~~12,35 MS7,32	Liv ✠LMC BS4,35	v	CL ~~8,33~~ ~~9,35~~ 12,35	1928 10mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	~~UnitedAfricaCo. Ld.~~ MossHutchisonLine,Ld. CellDBa&uE 105'f164'638tFPT 60tAPT13t	331·2 P27'F28' FK	48·2	27·9	Liverpool British 6BHptCem	T.3Cy.22",37¼"&63"-45" (s) 210lb 359NHP 3SB,9cf,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s9 ″ 7 20 ″ 10	
28450 161827 VPRZ	**Lafonia** ssStanley F.I.No.1-35 Wireless 1Dk(Stl)2nd dk(Stl) Well deck in No.1 hold	768 457 344	✠100A1 11,35~~3,34~~	Stanley F.I. ✠LMC~~9,34~~ 8,35		CL ~~4,34~~ 8,35	1931 9mo	H.Robb Ld. Leith Lloyd'sA&CP	FalklandIslands Co.Ld. CellDBa&uE39'f69'128tFPT 18tAPT25t	165·8 P&B109'F18' FK	32·7	11·7	Stanley, F.I. British 5BHCem	T.3Cy.14",24"&40"-27" (s) 180lb 91RHP 2SB,4cf,GS74,HS2209 W.Beardmore&Co.Ld. Coatbridge	13 ″ 6 s ″ $2\frac{3}{4}$ 13 ″ $4\frac{3}{4}$	
28451 7575 SGLN	**Lagaholm** ssGot.No.1-34 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice	2818 2467 1545	✠100A1 withfreeboard 10,35~~2,35~~ ✠LMC CS6,34 ~~6,34~~7,35	NOs Got DBS5,34	v	CL 5,34	1929 11mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	A/B Svenska AmerikaMexiko Linien(B.Zander, Mgr.) CellDB289'877tAPT109t	334·2 FK	46·9	20·2	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP NDB32 80lb EriksbergM.V.Aktieb.Got.	22 ″ 11 s1 ″ 6 21 ″ $7\frac{1}{4}$	
28452 116004 MGBQ	**Lagan** 3Mst ssBel.2ndNo.3-4,29 ssBel.No.1-34 Well deck Mchy.Aft 1Dk(Stl)	364 271 140	✠100A1 7,35~~10,34~~ BS12,35	Bel ✠LMC10,34	g	CL ~~9,34~~ 6,35	1903 7mo	Dublin DockyardCo. Dublin Lloyd'sA&CP	JohnKelly,Ld.(W. Clint,Mgr.) WB=DBf67' 65tFPT38t	148·0 P18'Q65'B7'F23' BK7"	24·2	10·1	Belfast British 3BHCem	C.2Cy.$17\frac{11}{16}$"&37"-27" (s) 120lb 69RHP 1SB,3pf,GS49,HS1364 Muir&Houston,Ld.Gls.	12 ″ 3 s4 ″ $0\frac{1}{2}$ 12 ″ 7	
28453 161873 GTQN	**Laganbank** TwinSc ssFal.No.1-35 OilEng. 1Dk(Stl)&Shelter dk Ref.Mchy. (Stl-pt ws)	5583 4959 3418	✠100A1 withfreeboard 9,35~~9,34~~ DBS1,35 ✠Lloyd'sRMC2,~~35~~ 3,36 for temp. 20° F. Carrying vegetable oil in deep tanks & in tanks between tunnels	Bal Fal 9,35 ✠LMC~~12,30~~ ~~✠LMC(M)[illegible]~~	b†	CL ~~1,34~~ 8,35	1930 12mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB351'1108t Tanks in way of tunnels206t MTs51'1735tFPT 64tAPT127t	426·8 FK	57·3	25·8	Belfast British 7BHptCem (Coll to Sh dk 6 ,,2nd,,)	Oil Engines 4S.C.SA 16Cy.$23\frac{1}{4}$"-$47\frac{1}{4}$" 830NHP DB120lb Harland&Wolff,Ld.Bel.	29 ″ 10 s3 ″ $7\frac{1}{2}$ 26 ″ $4\frac{1}{2}$	
28454 TFLA	**Lagarfoss** Ⓟ (exProfit) Wireless 1Dk&Spar dk	1211 1054 737					1904	Nylands Værksted, Oslo	H/F Eimskipa- felagIslands	218·5 H84t	32·7	12·2 18·0	Reykjavik Icelandic WB	T.3Cy.$16\frac{1}{2}$",27"&44"-32" 119NHP NylandsVærksted,Oslo		N
28455 137855 GQRM	**Lagarto** (exGlenavy) TwinSc ssGls.No.3-9,29 ssHul.No.1-34 OilEng. 3Dks(Stl)	5075 4701 3208	✠100A1 8,35~~10,34~~ DBS~~10,34~~ 2,36 ✠LMC CS10,34 8,35	Gls Hul	y	CL 1,33	1917 9mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	PacificStmNavCo. CellDB330' 980tFPT55t APT46t	385·1 P31'B84'F42' FK	52·2	30·3	Glasgow British 7BHptCem	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$33\frac{1}{2}$" DB-60lb 735NHP Harland&Wolff Ld.Gls.	33 ″ 8 s7 ″ 3 26 ″ $8\frac{3}{4}$	

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et si est dans le L.R. Dans le Cert. B. of Trade
28456 PUBM	**Lages** (*ex*Rauenfels) ssHam.No.1-11 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt teak s*)&*deep framing* *Fitted for oil fuel*	5472 — 3523	✠ 2,16 ✠	Ham	a†		1907 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	LloydBrasileiro *CellDBa*138'*uE* 1100t'*tween dk*	421·9|55·3|20·3 P61'B123'F46' 28·4 FK 25' *f*186' *tanks a*46' 470t *f*42'	R.Janeiro Brazilian 6*BHonly* *Cem* 480t*FPT*65t	Q.4Cy.24",34",51"&74"–54" NB30 528NHP 4SB,12*cf* HS8480 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 2	V †
28457 LDMV	**Lago** (*ex*Vinnie-34) *Cruiser Stern* 1*Dk*	2552 2247 1488					1929	W.Doxford &Sons,Ld. Sunderland	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	300·2|47·1|20·9 P78tH171t	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP Earle'sCo.Ld.Hull		N
28458 141432 KGAS	**Lagonda** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk2trB*	3647 — 3017					1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands, Mather &Co. *Mgrs.*)	375·6|45·8|23·3 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",31"&52"–44" 1B*blt*96&1B*blt*09 179NHP *Erebuilt*09		
28459 142875 VRXQ	**Lagos Pathfinder** (*ex*Pathfinder) *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	914 640 479	✠ 4,23 ✠	Lth			1923 4mo	Hawthorns &Co.Ld. Leith	JohnHolt&Co. (Liverpool)Ld. *CellD*	210·0|31·7|12·3 Q115'F35' FK *B*176'224t *FPT*17t	Lagos British 4*BHAsp* *APT*12t	T.3Cy.17",28"&46"–33" 151NHP 2SB,6*cf*,GS94,HS2564 Hawthorns&Co.Ld.Leith	14 ″ 6	
28460 142364	**Lagos Regina** (*ex*Regina-33, *ex*Northerner, *ex*Kilclogher) ssDun.No.3-5,20 1*Dk*(*Stl*) Wireless	617 500 260	✠ 7,28 ✠	Nwc			1919 5mo	Cook,Welt'n&Gemmell Ld.Beverley	Government of Nigeria *CellDBu*	172·2|30·0|14·5 B50' FK	Lagos British 5*BHptCem* *E*26'20t	T.3Cy.16",26"&44"–26" 94RHP 1SB,3*cf*,GS52,HS1832 Amos&Smith,Ld.Hull	16 ″ 6	
28461 161931 GDLV	**Lagosian** (*ex*Melmay-32) 3Mst ssHam.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5413 4975 3364	✠100A1 *withfreeboard* 11,35 ~~8,34~~ ✠LMC8,34 *Fitted for oil fuel* 9,30 *F.P. above* 150° F.	Rot Ham	b†	CL ~~1,34~~ 11,35	1930 9mo	Greenock DockyardCo. Ld. Greenock *Lloyd's A&CP*	UnitedAfricaCo. Ld. *Intermediate BH dispensed with* *CellDB*363'1517t	421·4|59·2|24·7 P36'B119'F45' *on Shelter dk* FK *Coll* *FPT*190t*APT*81t	Liverpool British *ptCem* *BHtoShl.dk* 5 ″ ″ 2nd ″	Q.4Cy.24",35",51"&78"–51" 225lb (*s*) 604NHP 3SB,12*cf*,GS200,HS8775 FD D.Rowan&Co.Ld.Glasgow	27 ″ 9 s 3 ″ 2 24 ″ 9	
28462 147226 GJKC	**Laguna** TwinSc *OilEng.* ssHul.No.2-31 3*Dks*(*Stl*)	6469 6006 4033	✠100A1 4.35 ~~3.34~~ ✠LMO CS4,35 DBS3,36 3,36	Hul Lon	a†	CL ~~5,33~~ 3,35	1923 7mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	PacificStmNavCo. *CellDB*351'1080t*D*	420·5|54·2|33·3 P33'B101'F42' FK *Ta*39'791t*FPT*114t	Liverpool British 8*BHptCem* *APT*83t	Oil Engines 4S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 832NHP DB100lb Harland&Wolff,Ld.Gls.	36 ″ 2 s 8 ″ 4½ 28 ″ 1½	
28463 82 IBDS	— ssTri.No.3-3,26 ssTri.No 2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5400 5022 3319	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~2,35~~ ✠LMC BS ~~1,34~~ 8,35 MS7,34	Tri Nap	y	CL N2,35	1913 12mo	Cantiere SanRocco Trieste *WB=CellD* *Lloyd's A&CP*	Nav.Libera-TriestinaS.A. *Ba* 128'*uE*&*B*43'*f*	400·1|54·0|28·8 52·1 FK 166' 1300t *FPT*114t	Trieste Italian 6*BHCem* *APT*244t	T.3Cy.26",42"&70"–48" (*s*) 180lb 499NHP 3SB,9*cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gls	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
28464	— 1*Dk*	620 460 328					1925	Intrnationl SB&E.Co.Ld. Danzig	Herm.Stoltz&Co.	178·4|29·0|11·3 P11'Q39'B46'F36'	R.Janeiro Brazilian *WB*	T.3Cy.14$\frac{1}{16}$",22½"&36⅜"–23" 64NHP InternationlS.B &E.Co.Ld		
28465 105824 GTFB	**Laguna Belle** Ⓟ PadSk (*ex*SouthendBelle) Wireless 2*Dks*	617 480 327					1896	W.Denny &Bros. Dumbarton	GeneralSteam NavCo.Ld	249·0|30·0|10·0 *Promenade dk*145'	London British	T.3Cy.28",41½"&60"–60" 279NHP Denny&Co.Dumbarton		BT till 10,35
28466 149847 GNCD	**Lagunilla** TwinSc ssCco.No.2-36 ~~ssCco.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 *withfreeboard* 1,36 ~~3,34~~ BS6,35 ~~BS1,34~~ ✠LMC~~2,32~~ MS1,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Cco	t	CL S 3,34 P1,36	1927 6mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*)	305·7|50·2|14·3 P67'F34' *Trunk*204' FK *Wing Tanks f* 286t	London British 7*BHptCem* *Wing Tanks*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel. *a*356t*FPT*60t*APT*75t	15 ″ 0 s1 ″ 10¼ 13 ″ 4	
28467 DOEX	**Lahn** Ⓟ 4Mst Sub.Sig. D.F. 2*Dks* E.S.D.	8498 7750 5300					1927	J.C.Tecklenborg A.G. Weser-münde-G.	Norddeutscher Lloyd	508·4|63·7|30·9 P27'B&F470' *Upper*F29'	Bremen German *WB*	T.3Cy.34¼",52¾"&86⅝"–57$\frac{1}{16}$" & 1 low pressure Turbine 1000NHP J.C.TecklenborgA.G. Wesermünde-G.		G
28468 DONM	**Lahneck** Sub.Sig. 2*Dks*	1663 1042 907					1922	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3|36·3|15·2 P12'Q157'F26'	Bremen German *WB*	T.3Cy.19¾",31½"&53¼"–35½" 168NHP A.G."Weser,"Bremen		G
28469 137272 GDBZ	**Lahore** D.F. 2*Dks*(*Stl*)	5304 4785 3161	✠ 11,23 ✠	Mdb	y		1920 4mo	R.Thompson&Sons,Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·6|52·3|28·5 P49'B113'F39' FK 340' 1057t *FPT*134t	Sundrland British 7*BHCem* *APT*213t	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 N.E.MarineEng.Co.Ld.Sld	31 ″ 0	
28470	**Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) *Well deck* 1*Dk*	573 338 281			...		1901	Bow,McLachlan&Co. Ld. Paisley	ShawhsingS.S.Co. Ld.	172·1|26·1|12·1 P&B100'F32' BK7"	N'wchwng Chinese *WB*	T.3Cy.16",27"&44"–30" 108NHP Bow,McLachln&CoLd.Psy	12 ″ 9	
28471 LCSE	**Laila** (*ex*Rosegg,*ex*Röisheim) 1*Dk*	1833 1619 1079					1914	Fredrkstad Mek.Værks. Fredrikstad	D/SA/STrampfart (M.Johansen, *Mgr.*)	265·0|42·1|17·9 P50tB71'H90tF12t	Bergen Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
28472 160 YLCS	**Laimdota** (*ex*Carnac,*ex*Federica) 1*Dk*&*Spar dk* &*deep framing*	3699 3363 2314			...		1899	Russell& Co. PortGlasgow	J.Freyman,O. Andersons J. Zalemanis&K.Jansons (LatvianShppgCo. *Mgrs.*)	340·0|46·1|17·9 P21'B72'F36' 25·9 FK	Riga Latvian *WB*	T.3Cy.24",39"&65"–45" 300NHP Rankin&Blackmore,Grk.	28 ″ 5	C †
28473 132546 GPBR	**Lairds Isle** Ⓟ TrpSc (*ex*Riviera-33) 2*Dks*&*Awng dk*	1783 1203 696					1911	W.Denny &Bros. Dumbarton	Burns&Laird Lines,Ld.	316·0|41·1|15·8	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 10,35
28474 99959 MQLN	**Lairdsben** TwinSc (*ex*Carrickfergus, *ex*Mystic) ssArd.3rdNo.3-11,33 2*Dks*(*UptStl*)	653 602 259	✠100A1 8,35 ~~11,33~~ ✠NB11,20 ✠LMC10,32 BS ~~11,33~~ 8,35	Ard		~~11,33~~ 8,35	1893 4mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Burns&Laird Lines,Ld. *CellDB*89'93t	220·8|29·1|14·6 P33'B86'F28' BK7½" *FPT*11t*APT*13t	Glasgow British 5*BHCem*	T.6Cy.15½",26"&43"–28" (*s*) 190lb 221NHP 2SB,6*cf*,GS103,HS3440 Harland&Wolff,Ld.Bel.	15 ″ 7 s 1 ″ 6¼ 15 ″ 1	
28475 144238 MKND	**Lairdsbrook** (*ex*SutherlandCoast, *ex*Redbreast) ssBrs.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*)	761 594 338	✠100A1 *Shelter dk* *withfreeboard* ~~7,35 2,34~~ 2,36 ✠LMC2,34 ~~BS9,35~~ 3,36	Brs Ard	k	CL 2,34	1921 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Burns&Laird Lines,Ld. *CellDBuE*21'	200·2|31·1|11·9 FK *Coll* *f*120' 193t *FPT*28t	Glasgow British 3*BHCem* *BH to Sh dk* *APT*4t	T.3Cy.16",26"&42"–30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28476 144983 GTND	**Lairdsburn** Ⓟ (exLadyLouth) ssArd.No.3-2,36 ~~ssArd.No.2-32~~ 2Dks(Stl) E.S.D.	1870 1084 934	✠100A1 2,36 ~~2,35~~ ✠LMC2,35 BS2,36 Fitted for oil fuel 6,23 F.P. above 150° F.	Ard	r	CL 2,35	1923 6mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	Burns&Laird Lines,Ld. CellDBa86'uE24'	276·6 P59'B122'F72' UprB112' UprF37' f74'243t FK DTf16'54tFPT24t	37·6	15·3	Glasgow British 5BHptAsp&ptCem APT4t	T.4Cy.22½",36"&(2)42"-39" 200lb (r) 336NHP 2SB,6cf,HS5032 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 8 s 2 ″ 5¾ 15 ″ 0	BT till ~~2,36~~ 2,37
28477 146419 GMJY	**Lairdscastle** Ⓟ (exLady Limerick) ~~ssArd.No.2-32~~ E.S.D. ssArd.No.3-3,36 2Dks(Stl)	1945 1084 1031	✠100A1 ~~3,35~~ ~~3,34~~ 3,36 ~~BS3,34~~ ~~[illegible]~~ ✠LMC~~3,32~~ 3,36 Fitted for oil fuel 10,24 F.P. above 150° F.	Ard	r	CL ~~3,33~~ 3,36	1924 9mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	Burns&Laird Lines,Ld. CellDB	276·6 P59'B122'F72' UpperB112' FK UpperF37' a86'uE24'f74'221t	37·6	15·3	Glasgow British 5BHptCem DTf 16'54t	T.4Cy.22½",36"&(2)42"-39" 200lb (r) 336NHP 2SB,6cf,HS5032 FD J.G.Kincaid&Co.Ld.Grk. FPT24tAPT4t	16 ″ 8 s 2 ″ 0¼ 15 ″ 5½	BT till 2,36
28478 141880 MJCD	**Lairdsferry** (exConey) ssArd.No.1-34 ssArd.No.3-6,30 1Dk(Stl-ws)&Webframes	697 609 280	✠100A1 ~~9,34~~ ~~8,33~~ 10,35 ✠LMC9,34 BS10,35	Ard	k	CL ~~10,32~~ 10,35	1918 4mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld. CellD	195·0 B54'F30' BK7" B75'87t DTa23'64t	31·0	13·0	Glasgow British 4BHCem FPT12t	T.3Cy.17½",27"&44"-36" (s) 175lb 70lb 97RHP 1SB,3cf,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 ″ 4 s 1″11¼ 14 ″ 3	
28479 136293 GSDR	**Lairdsglen** Ⓟ (exMaple) ssArd.No.2-36 ssGls.No.3-2,27 Wireless ~~ssGls.No.1-31~~ 2Dks(Stl)	1276 962 529	✠100A1 1,36 ~~1,35~~ ✠LMC12,34 BS1,36 Adapted for oil fuel 2,29 F.P. above 150° F.	Ard	q	CL 12,33	1914 5mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	Burns&Laird Lines,Ld. CellDBuE	261·1 P61'B104'F44' BK8" 32'f34'110tFPT18t	36·2	15·4	Glasgow British 6BHCem APT9t	T.3Cy.28",45"&72"-42" (s) 180lb 100lb 467NHP 2DB,12cf,GS225,HS6896 FD AilsaS.B.Co.Ld.Troon	16 ″ 6 s 1 ″11½ 15 ″ 4½	BT till ~~12,35~~ ~~1,36~~ 1,37
28480 108749 GDTP	**Lairdsgrove** Ⓟ (exMagpie) Fitted for oil fuel Wireless 2Dks	1227 929 537					1898	A&JInglis Glasgow	Burns&Laird Lines,Ld.	265·0 P79'B92'F49'	33·6	15·9	Glasgow British WB	T.3Cy.28",46"&74"-45" NB21 367NHP A.&J.Inglis,Glasgow		C BT till ~~11,35~~ 12,36
28481 96657 MQDZ	**Lairdsheather** (exTurnberry, exSpindrift) ssArd.3rdNo.3-5,28 ssArd.No.1-32 1Dk(ptIrn-ws99)	515 469 215	✠100A1 8,35 ~~5,34~~ ✠NB12,11 ✠LMC6,32 BS~~5,34~~ 8,35	Ard	j	CL 6,32	1889 9mo	A.McMillan&Son Dumbarton Lloyd'sA&CP	Burns&Laird Lines,Ld.	190·0 P29'B66'F46' BK7½" CellDB29'	29·2	13·1	Glasgow British 4BHCem 17tFPT20t	T.3Cy.19",30"&49½"-36" (s) 160lb 100lb NDB11 154NHP 1SB,3cf,GS69,HS2480 Kincaid&Co.Greenock	13 ″ 9 s 1 ″ 6¼ 13 ″ 3	
28482 143723 GTNR	**Lairdshill** Ⓟ (exLadyLongford, exArdmore) ssArd.No.3-3,33 2Dks(UptStl)	1776 1143 755	✠100A1 5,35 ~~3,33~~ BS~~5,34~~ 6,35 ✠LMC3,33 Fitted for oil fuel 4,21 F.P. above 150° F.	Ard	r	CL 3,33	1921 2mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	~~Burns&Laird Lines,Ld.~~ British& IrishSteamPacket Co.Ld. Cell	274·4 39·7 P35'B&F227' UB100'UF45' FK DBa67'uE27'f89'	37·9	17·2	Glasgow British 5BHCem 2BHtoShdk 3 " " U " 213tAPT12t	T.4Cy.26",42"&(2)48½"-42" 200lb (r) 553NHP 4SB,12cf,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 8½ 16 ″ 11¾	BT till ~~1,35~~ ~~5,35~~ 5,36
28483 124121 GDTS	**Lairdsloch** Ⓟ (exPartridge, exPartridgeII, exPartridge) ssArd.2ndNo.3-6,32 2Dks(UStl-ws) Wireless	1461 1044 629	✠100A1 6,35 ~~6,34~~ BS~~6,34~~ 6,35 ✠LMC6,32	Ard	q	CL ~~6,32~~ 6,35	1906 7mo	J.Brown&Co.Ld. Clydebank Lloyd'sA&CP	Burns&Laird Lines,Ld.	270·4 P75'B103'F44' BK8" DTa10'	36·1	16·3	Glasgow British 6BHCem 24tFPT30t	T.3Cy.29⅜",48"&76"-45" (s) 175lb 70lb 460NHP 2DB,12cf,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 ″ 6 s 2 ″ 4 16 ″ 2	BT till ~~5,35~~ 6,36
28484 143335 GDTW	**Lairdsmoor** Ⓟ (exMoorfowl, exKillarney) ssArd.No.3-1,32 Wireless 2Dks(UStl-ws)	1578 990 668	✠100A1 1,35 ✠LMC2,35 BS2,36 Fitted for oil fuel 7,26 F.P. above 150° F.	Ard	q	CL 1,34	1919 7mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld.	265·0 P50'B127'F36' BK8" DTa10'	36·1	15·9	Glasgow British 6BHCem FPT21t	T.3Cy.28¼",46"&74"-45" (s) 165lb 90lb 414NHP 2DB,12cf,GS224,HS6830 A.&J.Inglis,Ld.Glasgow	16 ″ 8 s 2 ″ 0¾ 15 ″ 5¾	BT till ~~1,36~~ 2,37
28485 106053 MQWJ	**Lairdspool** (exLily) ssGls.3rdNo.3-5,32 1Dk(ptStl-ws)	635 524 256	✠100A1 3,35 ~~2,34~~ ✠NB12,20 ✠LMC5,32 BS~~2,34~~ 3,35	Ard	j	CL ~~5,32~~ 3,35	1896 12mo	Blackwood &Gordon Pt.Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld.	190·5 P45' 31·3 B65'F51' FK&BK1" CellDBa	29·3	13·3	Glasgow British 5BHCem 44'f46'105t	T.3Cy.15",24½"&40"-30" (s) 170lb 126NHP 2SB.4cf,GS77,HS2458 Blackwood&Gordon,P.Gls	14 ″ 0 s 1 ″ 4¼ 13 ″ 0	
28486 108764 GDTN	**Lairdsrock** Ⓟ (exVulture) Fitted for oil fuel Wireless 2Dks	1246 929 533					1898	A&J.Inglis Glasgow	Burns&Laird Lines,Ld.	265·0 P79'B91'F49'	33·6	15·9	Glasgow British WB	T.3Cy.28",46"&74"-45" NB24 367NHP A.&J.Inglis,Glasgow		C BT till ~~10,35~~ 10,36
28487 115692 GSDT	**Lairdsrose** Ⓟ (exRose) ssArd.2ndNo.3-2,32 Wireless 2Dks(Stl-Upt ws)	1098 807 458	✠100A1 3,35 ~~3,34~~ BS~~3,34~~ 4,35 ✠LMC2,32	Ard	p	CL 3,34	1902 6mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld.	250·5 P43'B121'F39' Shltr dk f17' BK8½"	36·1	15·2	Glasgow British 5BHCem FPT28t	T.3Cy.26",42"&65"-42" (s) 165 ~~150lb~~ 100lb 330NHP 2DB,12cf,GS191,HS5790 A.&J.Inglis,Glasgow	16 ″ 0 s 2 ″ 0 14 ″ 11	BT till 3,36
28488 216600 KVAE	**Lake Benbow** Fitted for oil fuel D.F. GyC. 1Dk	2368 2040 1445			...		1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23' FK	43·8	22·2	Detroit Utd.States WB	T.3Cy.20",33"&54"-40" 328NHP DetroitS.B.Co.Detroit		R †
28489 216454 KJPK	**Lake Chelan** GyC. 1Dk	2010 1630 1227			...		1918	ToledoS.B. Co. Toledo,O.	LakeChelanS.S. Corp.(Boland& Cornelius,Mgrs.)	252·0 P21'B64'F30' FK	43·5	18·9	Buffalo Utd.States WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
28490 219405 KJPL	**Lake Elsah** Fitted for oil fuel Sub.Sig. 1Dk	2674 — 1663			...		1919	Gt.Lakes Eng.Works Ashtabula,O.	UnitedStates ShippingBoard Bureau	253·4 P32'B65'F24'	43·7	26·2	NewYork Utd.States WB	T.3Cy.21",35"&59"-42" 226NHP GreatLakesEng.Works		R
28491 219260	**Lake Fernalda** Fitted for oil fuel 1Dk2trB	2595 2243 1613			...		1919	American S.B.Co. Cleveland,O.	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F23' FK	43·6	26·1	Philldlphia Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
28492 218805 KMVP	**Lake Flagon** Fitted for oil fuel 1Dk2trB	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn.	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F20' FK	43·7	25·8	Norflk,Va. Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP MorganEng.Co.Alliance,O	28 ″ 2	R †
28493 216571 KTAO	**Lake Frances** Fitted for oil fuel 1Dk	2016 1631 1193			...		1918	ToledoS.B. Co. Toledo,O.	F.Paramino	252·0 P21'B64'F30' FK	43·5	18·9	S.Frncisco Utd.States WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
28494 215765 KJPN	**Lake George** Mchy.Aft 1DkTopsidetanks	2486 2046 1782			...		1917	Gt.Lakes Eng.Works Ashtabula,O.	DavidsonS.S.Co. (JamesDavidson, Mgr.)	253·0 P115'F26' FK	43·5	27·5	D'luth,Min Utd.States WB	T.3Cy.21",34½"&57"-42" 284NHP Gt.LakesEWks.Ashtabula	27 ″ 6	
28495 218437 KJPO	**Lake Girth** Fitted for oil fuel Sub.Sig. 1Dk2trB	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F23' FK	43·6	26·1	N.Orleans Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registrés ou cotés si ce n'est dans le L.R. Durée Cert. R.ef Trade
28496 217017 WRIE	**Lake Gorin** *Fitted for oil fuel* D.F. 1*Dk*	2368 2040 1445			...		1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23' FK	43·8	22·2	Detroit Utd.States *WB*	T.3Cy.20",33"&54"–40" 328NHP DetroitS.B.Co.Detroit		R †
28497 221008 KDNR	**Lake Miraflores** *Fitted for oil fuel* *Carrying oil in bulk* 1*Dk2trB*	2702 — 1672					1921	Saginaw S.B.Co. Saginaw	SantaCruzOilCo.	253·4 P25'B65'F26'	43·8	26·2	Portlnd,Or Utd.States *WB*	T.3Cy.21",33"&59"–42" 225NHP BuckeyeEngineCoSalemO		R
28498 216716 KVUA	**Lake Ormoc** *OilEng.* D.F. GyC. 1*Dk*	2380 — 1429			...		1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23' FK	43·8	22·2	Detroit Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.17"–27" NE28 303NHP Busch-SulzerBros.D.E.Co.		R †
28499 216914 KVAA	**Lake Osweya** *OilEng.* D.F. E.S.D. GyC. 1*Dk*	2398 1942 1461					1918	Saginaw S.B.Co. Saginaw	FordMotorCo.	251·0 P24'B64'F26'	43·6	24·2	Detroit Utd.States *WB*	Oil Engines 2S.C.SA 3Cy.20½"–38¾" 382NHP NE31 SunS.B.Co.Chester		R
28500 216150 KJPP	**Lake Traverse** 1*Dk*	1993 1688 1177			...		1918	McDougall DuluthCo. Duluth,Min.	UnionTransitCo.	251·0 P28'B64'F27' FK	43·6	18·2	Chicago Utd.States *WB*	T.3Cy.20",33"&54"–40" 274NHP DuluthIronWorks,Duluth	20 " 3	R †
28501 150881	**Lake View** Ⓟ (*ex*Princess, *ex*U.S.ArmyVessel) 3*Dks*	337 166 155					1913	Staten Isl'd S.B.Co Brooklyn,NY	NewBrasD'OrS.S. Co.Ld.	106·6	30·3	10·5	Sydney,NS British *WB*	T.3Cy.12",20"&32"–18" 52RHP Plenty&Son,Newbury		
Broken up 28502 314	**Lakeport** (*ex*Boston) Iron *Mchy.Aft* 2*Dks*	1295 — 643					1880	Detroit DryDockCo Wyandotte	BuffaloGravel Corpn.	240·0	36·4	15·6	Fairport,O Utd.States	C.4Cy.20"&40"–42" NB98 173NHP KingIronWorks,Buffalo		
28503 137906 VGMF	**Laketon** (*ex*Saxona) *Mchy.Aft* GyC. 1*Dk2trB*	4423 4176 3248					1903	American S.B.Co. CleveIndOhio	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	416·0 F48'	50·0	24·0	Toronto British *WB*	T.3Cy.20",33½"&55"–40" American 191NHP S.B.Co.Cleveland,Ohio		R
28504 116025	**Lakewood** (*ex*Syracuse) 1*Dk&Spar dk*	1316 — 821					1884	Detroit DryDockCo. Wyandotte	BuffaloGravel Corpn.	246·5	38·5	16·0	Buffalo Utd.States	C.2Cy.28"&48"–48½" NB94 134NHP DetroitDryDock,Detroit		
28505 139333 MJNQ	**—** *ss*Shl.No.1–35 (*ex*Hadrix) *ss*Shl.No.3–1,31 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	570 392 252	✠100A1 7,35 ~~4,33~~ ~~BS4,34~~ ✠LMC~~1,31~~ 7,35	Bly Shl	*h*	CL ~~11,32~~ 7,35	1919 2mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP		164·8 Q94'B11'F23' FK Cell DBa39' f53' 118t	27·0	11·1	Guernsey British 4*BHCem* *FPT44t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 83RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 " 3 s 3 " 8¾ 13 " 2¾	
28506 210869 WCCT	**Lakina** Ⓟ (*ex*ElCapitan, *ex*OliverJ.Olson) 3Mst *Fitted for oil fuel* 2*Dks*	2059 — 1233					1913	Harlan& Hollingsworth Cor. Wlmgtn,Del.	AlaskaS.S.Co.Inc.	238·7	41·0	20·8	NewYork Utd.States *WB*	T.3Cy.19",30"&50"–36" 150NHP Harlan&HollingswrthCor.		
Wrecked 8,35 28507	**Lakis Nomikos** (*ex*Garvelpark–33) 1*Dk*	927 677 549					1901	Scott&Co. Greenock	EvangelosP. Nomikos	215·0 Q153'F30'	31·5	14·2	Piræus Greek *WB*	T.3Cy.16",26"&44"–33" 99RHP Scott&Co.Greenock		C
28508	**Lakonia** (*ex*Kea,*ex*Julia, *ex*Thessaloniki,*ex*Omonia) Iron	504 — 269					1858	…………… Pt.Glasgow	LakonikiSteam Nav.Co.	184·3	24·9	15·0	Piræus Greek	C.2Cy.25"&53"–30" 128NHP		
28509 143665 GDQN	**Lalande** *ss*Bkn.No.3–9,32 2*Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*	7453 7028 4635	✠100A1 *Shelter dk withfreeboard* 12,34 MS9,32 BS8,35 ✠LMC ~~BS4,31~~ *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Liv	*b*†	CL 12,34	1920 9mo Lloyd	D&WHendersn&Co.Ld Glasgow 'sA&CP	Lamport&Holt LineLd. *CellDB*395'1289*t*	442·6 F46'*onShelter dk* FK *MT*22'469*tDTa*27'	55·5	27·6	Liverpool British *ptCem* 7*BHtoSh dk* 1 " " *U* " 1015*t FPT*1	Q.4Cy.25½",36",52"&73½"–54" 215lb (*s*) 670NHP 3DB&1AuxSB,21*cf*,GS350, HS12737 D&WHendersn&CoLdGls. 18*tAPT*20*t*	38 " 0 s 9 " 4¾ 28 " 10	
28510 OYHD	**Lalandia** Ⓟ TwinSc4Mst *OilEng.* *ss*Cpn.No.1–31 D.F. 1*Dk(Stl)&Shelter dk* (*Stl*–teaks)3*rd dk*(*Stl*)*inNo.*1*hold*	4913 4021 3095	✠100A1 *withfreeboard* 3,35 DBS~~6,31~~ 4,35 ✠LMC8,31	Cpn	*z*	CL 2,35	1927 4mo Lloyd	A/SNakskovSkibsv. Nakskov 'sA&CP	A/S DetÖstasiatiskeKompagni *Cell DB*340' 1030*t between tunnels*	389·8 B73'F32' FK *Tank* 84*tFPT*87*tAPT*84*t*	53·4	25·3	Copnhagn Danish 6*BHptCem* (*Coll to Sh dk*) 5 " 2*nd* "	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 708NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 2¾ 24 " 11	
28511 144930 VTCT	**Lalita** (*ex*Spinner,*ex*Kilcock) *ss*Shl.No.3–11,27 *ss*Bom.No.1–31 1*Dk(Stl)* *Cargo battens not fitted*	649 488 283	100A1 10,34 BS5,35 LMC10,31	Bom		CL 10,34	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	MalabarS.S.Co.Ld. ~~(S.G.V.Iyer)~~	175·2 B50'F25' FK *CellDBuE*26'20*t*	30·0	15·7	Bombay British 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"–26"(*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD N.E.Mar.Eng.Co.Ld.Nwc.	16 " 6 s 1 " 10 14 " 11	
28512 LEIN	**Laly** (*ex*RandulfHansen) 1*Dk*	1522 1343 905			...		1923	Randolph A/SSkibs. Fevig	D/S A/S Laly (C.T.Gogstad& Co.)	252·8 P33'B63'F24' FK	38·2	18·0	Oslo Norwegian *WB*	T.3Cy.19",31"&52"–36" 190NHP McKie&Baxter,Glasgow	20 " 2	N †
28513 FOBB	**Lamartine** Ⓟ TwinSc (*ex*EmperorAlexanderIII.) *Ref.Mchy.* *ss*Msl.No.2–21 2*Dks(Stl–ws)&Shade dk(Stl–ws)* D.F. 3*rd dk inNos.*1,2&3 *holds*	5110 3687 3008	✠ 6,25 ✠	Msl			1914 1mo	W.Denny &Bros. Dumbarton	Soc.desServices Contractuels des Messageries Maritimes *CellDBa*91' *uE*59'	381·1 FK&BK2" *f*154'506*t FPT*29*t*	51·8	27·8	Marseilles French 6*BHCem* *APT*48*t*	T.6Cy.22",36"&58"–48" 788NHP 4SB(FD)&1AuxSB,18*cf*, GS336,HS13000 Denny&Co.Dumbarton	30 " 6	V †
28514 LOHN	**Lambare** Ⓟ Pad Wireless 2*Dks*	1482 — 593					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·2 *Hurricane dk* 200'	34·0	17·7	Bns.Ayres Argentine	T.3Cy.21",35"&54"–66" 237NHP A.&J.Inglis,Ld.Glasgow		
28515 212786 WDCY	**Lammot Du Pont** (*ex*SanFrancisco–33, *ss*N.Yk.No.3–7,26 *ex*SaintFrancis, *ss*N.Yk.No.2–33 *ex*San Francisco) GyC. 2*Dks(Stl)*	5102 4694 3164	✠100A1 4,36 ~~3,36~~ BS~~3,31~~ 4,36 ✠LMC10,33	NYk	*z*	CL ~~N5,34~~ 4,36	1914 5mo Lloyd	NofIreland S.B.Co.Ld. Londonderry 'sA&CP	International FreightingCorp. Inc. *'Tween dk BH in after hold dispensed with* *CellDBa*139'*uE&* *DTf*37'102	405·0 P40'B254'F42' FK *B*43'*f*178' 1113*t* 4*tFPT*81*tAPT*23*t*	52·0	28·1	Wilmgton (Del.) Utd.States *Cem* 5*BH to Udk* 1 " "2*nd*" *only*	T.3Cy.27",45"&75"–51" (*s*) 180lb 525NHP 3SB,9*cf*,GS184,HS7457 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	30 " 6 s 4 " 7 26 " 1½	
28516 FNST	**Lamoricière** TrpSc *Fitted for oil fuel* D.F. 2*Dks*	4713 — 1979					1921	Swan.Hunter& Wigham Richardson LdNewcastle	Cie.Générale Transatlantique	370·0 P25'B158'F18'	50·0	29·8	Marseilles French *WB*	2SR gearedSteamTurbines ParsonsMar.TurbineCo. Ld.Nwc. T.4Cy.31",48"&(2)53"–45" Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28517 LCSF	**Lampas** (*ex*Laurelleaf) *ss*Bkn.No.3-6,28 *ss*Got.No.2-36 ~~*ss*Got.No.1-32~~ *Mchy.Aft* 1*Dk*(*ptStl*)&*Shelter dk*(*Stl*)&*Webframes*	5505 5107 2965	✠100A1 *Shelter dk withfreeboard* 4,36 ~~4,35~~ ~~10,35~~ ~~BS2,34~~ ✠LMC~~12,33~~ ✠Aux.NB11 *refitted*32 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 12,16	Fal Got MS4,36 BS4,35	*x*	CL ~~2,34~~ 3,36	1916 12mo	CraigTaylor&Co,Ld. Stockton *Lloyd*'*sA&CP*	D/S A/S Stokke(N.Chr.Evensen, *Mgr.*) *Cell DBuE & B*71'196*t*	370·1 P108'F48' *DTf*35'540*tFPT*92*t*	51·4	32·1	Oslo Norwegian FK 15*BHptCem* *APT*184*t*	T.3Cy.26",42½"&69½"-45" 180lb 488NHP 2SB,(*r*)(FD)&Aux.B,(*s*) 8*cf*,HS7740 Blair&Co.Ld.Stockton	34 ″ 6 s 7 ″ 4 27 ″ 5	
28518 20 IPEA	**Lampedusa** Ⓟ 1*Dk*	405 242 204					1911	Mackie&Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·4 153·0 P26'B63'F26'	24·0	10·4	Trapani Italian *WB*	T.3Cy.13",22"&36"-24" 64NHP W.V.V.Lidgerwood,Gls.		CI
28519 UOEW	**Lamut** (*ex*LakeElpueblo) 1*Dk*	2700 — 1598					1919	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Works		
28520 152253 EIJG	**Lanahrone** *ss*Bkn.No.1-32 *Ref.Mchy.* 1*Dk*(*Stl*)2*nd dk in Nos.*1,2&3*holds*	1221 978 487	✠100A1 4,35 BS~~8,34~~ 1,36 ✠LMC9,32	Ant	*q*	CL 1,34	1928 5mo	CaledonS.B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	LimerickSS.Co.Ld. *CellDBa&uE*69'*f*104'308*t FPT*27*tAPT*31*t*	251·5 P64'B78'F78'	37·1	16·4	Limerick British FK 5*BHCem*	T.3Cy.19",31"&50½"-39" (*s*) 185lb 230NHP 2SB,6*cf*,GS123,HS4326 CaledonSB.&E.CoLd.Dun	17 ″ 6 s1 ″ 8¾ 16 ″ 1	
28521 145522 CYLS	**Lanark** (*ex*Glenlochie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hunter&Wigham Richardson, LdNewcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
28522 140529 GLZC	**Lancashire** Ⓟ TwinSc4Mst *ss*Bkn.No.3-1,30 *Ref.Mchy.* D.F. 3*Dks*(*Stl-U* ws) *Cruiser Stern* *ss*Drt No.1-34	9549 7038 5865	✠100A1 ~~9,35~~ ~~10,33~~ 3,36 ✠LMC 8,34 ~~MS8,32~~ BS~~8,34~~8,35 *Fitted for oil fuel* 1,20 *F. P. above* 150°F.	Sou Pld	*e*†	CL 9,33	1917 7mo	Harland&Wolff,Ld. Belfast *Lloyd*'*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB*419'1380*t* *MT*43'600*t Tanks between tunnels*110*t*	482·4 *Shade dk*	57·3	32·1	Liverpool British FK 8*BHCem* *FPT*92*t APT*57*t*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) HS17040 942NHP 2DB&2SB,24*cf*,GS420, Harland&Wolff,Ld.Bel.	35 ″ 4 s 11 ″ 1¾ 24 ″ 8¼	BT till ~~7,35~~ 6,36
28523 102053 MQJY Broken up	— Iron3Mst *ss*Dub.3rdNo.3-12,30 *Welldeck* *Mchy.Aft* 1*Dk*(*Irn*)	437 295 203	~~✠100A1~~ 1,34 ✠NB7,25 ✠~~LMC~~ ~~MS12,30~~ ~~BS~~	Bel	*g*	CL 1,34	1892 11mo	J Fullerton&Co. Paisley A&CP	~~T.C.Irving,Ld.~~	160·2 24·1 Q90'B9'F25'BK6½" *WB=FPT*	23·1	11·5	Sunderlnd British 3*BHCem* 50*tAPT*5*t*	C.2Cy.21$\frac{5}{16}$"&42"-30" (*s*) 88lb 73RHP 1SB,3*pf*,GS53,HS1340 Ross&Duncan,Glasgow	12 ″ 7 s 4 ″ 4¼ 12 ″ 9¾	
28524 143635 GTYM	**Lancashire Coast** (*ex*PrincessOlga) Wireless *Mchy.Aft* 1*Dk*&*Shelter dk*	1104 837 437					1920	SirRDixon&Co.Ld. Middlesbro'	CoastLines,Ld.	240·1	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"-36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
28525 216451 KQUE	**Lancaster** *ss*Bal.No.3-5,30 *ss*NYk.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5871 5302 3530	✠100A1 *Shelter dk withfreeboard* 11,35 ~~2,35~~ ✠LMC8,34 BS11,35 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bal	*b*†	CL N2,35	1918 6mo	SunS.B.Co. Chester,Pa. A&CP	ArgonautLineInc. 1 *Intermediate BH in after 'tween dks dispensed with* *CellDB*370'1355*tDTa*30'882*tFPT*117*tAPT*76*t*	434·3	57·7	27·1	NewYork Utd.States FK *Cem* 1*BHtoSh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd*,,	T3Cy.26¾"45$\frac{11}{16}$"&76$\frac{3}{16}$"-51" 190lb (*r*) 575NHP 3SB,9*cf*,GS185 FD SunS.B.Co.Chester,Pa.	30 ″ 3 s 4 ″ 4¾ 26 ″ 1¼	
28526 140642 GCKR	**Lancaster Castle** *ss*Ant.No.3-9,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5625 5448 3529	✠100A1 *Shelter dk withfreeboard* 7,35 ~~5,34~~ ~~BS2,34~~ ✠LMC9,31	Nwc Ant 2,36 BS~~2,35~~	*y*	CL 5,34	1919 8mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	Lancashire ShippingCo.Ld.(J.Chambers&Co. *Mgrs.*) *CellDB*351'1290*tFPT*60*tAPT*90*t*	399·6 F *on Shelter dk* 39'	53·0	32·8	Liverpool British FK *ptCem* *Collision BH to S dk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.LdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
28527 145943 GJCB	**Lancastria** Ⓟ TwinSc (*ex*Tyrrhenia) *ss*Bkn.No.3-9,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-pt ws*)3*rd dk*(*Stl*)*in holds* Sub.Sig. *Ref.Mchy.* GyC. *CruiserStern* E.S.D.	16243 12147 9645	✠100A1 *Shelter dk withfreeboard* 4,36 ~~2,35~~ BS4,36 ~~BS5,35~~ ✠LMC5,34 Lloyd'sRMC~~3,35~~ ~~11,35~~ 4,36 *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv	*k*†	CL ~~P3,33~~ S2,34 P3,36	1922 6mo	W.Beardmore&Co.Ld. Glasgow *Lloyd*'*sA&CP*	CunardWhiteStar,Ld. *CellDB*461'2218*tDTf*45'1516*tFWTanks at sides of tunnel*80'421*tFPT*71*t APT*102*t*	552·8 B&F455' *on Shelter dk*	70·4	38·8	Liverpool British FK *ptCem* 10*BHto S dk*	6 Steam Turbines DR geared to 2Sc.Shafts (*r*) 220lb FD 2527NHP 3DB&3SB,36*cf*,HS29163 W.Beardmore&Co.Ld.Gls.	42 ″ 9 s 11 ″ 9¼ 31 ″ 4	BT till 2,36
28528 145936 GFRW	**Lancastrian Prince** (*ex*Tunisiana) *ss*Mch.No.3-9,33 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge* *CruiserStern*	3482 2897 1794	✠100A1 *Shelter dk withfreeboard* 10,35 ~~9,34~~ ✠LMC MS6,33 BS~~9,34~~7,35 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Mch	*x*	CL ~~9,32~~ 7,35	1921 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	PrinceLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*) *CellDB*294'1303*tFPT*45*tAPT*43*t*	363·3 F68' *on Shelter dk*	52·1	22·3	London British FK *Cem* *Collision BHto Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"-48" (*s*) 180lb 538NHP 3SB,9*cf*,GS192,HS8166 FD Richardsons,Westgarth&Co.Ld Sld	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
28529 124287 MDBG	**Lancer** *ss*Mch.No.3-7,22 *ss*Mch.No.2-31 1*Dk*(*Stl*)&*Awngdk*(*Irn*)&*deepframing*	1363 1276 851	✠100A1 *Awng dk withfreeboard* 6,34 ✠LMC MS10,30 BS8,34	Mch	*o*	CL 6,34	1909 9mo	TyneI.S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	Fisher,Renwick Manchester-LondonStmrs.Ld. *WB=CellDBa&uE*77'*f*100'209*tAPT*14*t*	230·1	34·0	21·8	Manchestr British FK 5*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* NDB30 163NHP 1SB,4*cf*,GS78,HS2700 N.E.MarineEng.CoLdNwc	24 ″ 0 s 5 ″ 1 19 ″ 0¾	
28530 LCSG	**Lancing** (*ex*Flackwell,*ex*Calanda, *ex*Omsk, *ex*RioTiete, *ex*KnightErrant) *ss*Osl.3rdNo.3-9,34 D.F. 2*Dks*(*Stl*)&*Web frames*	7866 7256 4561	✠100A1 9,35 ~~9,34~~ Pr.BS~~9,34~~ 7,35 LMC9,34 *Carrying Whale oil or oil fuel in bulk F.P.above*150°F *except in Nos.*10&11 *tanks* *Fitted for oil fuel* 8,30 *F.P. above* 150° F	Osl Got BS7,35	*c*†	CL ~~12,33~~ 8,35	1898 3mo	C.Connell&Co. Glasgow *Lloyd*'*sA&CP*	HvalfangerA/S Globus (Melsom&Melsom, *Mgrs.*) *CellDBa*163'*uE&B*52'*f*204'1748*t FPT*200*tAPT*50*t*	470·0 P43'B136'F56'	57·2	31·9	Larvik Norwegian FK *ptCem* 12*BHptAsp* 6*BH to U dk* 6 ,, ,, 2*nd*,,	T.3Cy.27",46"&76"-51" (*s*) 200lb *180lb* 737NHP NDB09*refitted*26 NB(PF)21*refitted*26 NB(FC)20*refitted*30 33Pr.B60*lb*4Pr.B43*lb* 5SB,15*cf*,GS250,HS11883FD Dunsmuir&Jackson,Gls.	34 ″ 10 s 8 ″ 1½ 27 ″ 0	
28531 163726 MBJF Sunk by collision 11.35	**Lancresse** (*ex*Erato-33, *ex*Schoonhoven) 3Mst *Mchy.Aft* 1*Dk*	804 576 386					1917	T.vanDuyvendijk Lekkerkerk	O.Dorey&Sons,Ld.	183·0	29·7	12·9	Guernsey British *WB*	T.3Cy.13½",22½"&36"-27" 67RHP Penn&Bauduin,Dordrecht		V
28532	**Landego** (*CableVessel*) *Mchy.Aft* 1*Dk*	344 286 120					1927	A/S Moss Værft Moss	DenNorskeStat (Telegrafstyret)	135·7 H38*t*	24·1	12·3	Bodö Norwegian	T.3Cy.12",20"&33"-24" 53NHP A/S MossVærft,Moss		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28533 EEVE	**Landfort** (exCarolus) ssBcl.No.3–7,33 Well deck 1Dk(Stl)	774 565 408	✠100A1 7,35 ~~5,34~~ ~~BS5,34~~ ✠NB91 refitted 6,21	Bcl BS7,35 ✠LMC7,35	k	CL N7,33	1921 3mo	Astilleros Ardanaz Bilbao Lloyd'sA&CP	J.Fradera CellD	198·0|30·7|14·5 Q104'B15'F23' FK B155' 218t FPT43t	Barcelona Spanish 4BHCem APT8t	T.3Cy.14",23"&38"–27" (s) 160lb 100NHP 1SB,2cf,GS37,HS1495 FD Soc.Españ.deConst.Met Talleres deZorroza,Bbo.	14 ″ 6 s4 ″ 8½ 14 ″ 0½	
28534 DCSE	**Landsee** (exGiselaSchröder) CruiserStern Mchy.Aft 1Dk	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3|34·3|15·0 Q59'F22'	Bremen German WB	T.3Cy.13",20½"&33⅒"–22¼" JFrerichs&Co.A.G. 52NHP Osterholz-Scharmbeck		G
28535 1973 SFGR	**Landskrona** Ⓟ (exPolhem) 1Dk&Shelter dk	311 204 118					1889	W.Lind- bergsM.V. Stockholm	NordiskRute& FärgefartA/B (T.P.Jönsson)	121·4|24·0|11·2 H34t	Landskrna Swedish	2Cy.20"&38"–25⅝" 61NHP W.LindbergsM.V.Skm.		
28536 153912 VLBY	**Lanena** ssMel.No 2–34 Well deck 1Dk(Stl) Special Surveys to date from 4,26	1018 796 561	100A1 10,35 ~~11,34~~ BS10,35	Mel LMC9,34	n	CL 9,34	1925 6mo	Nordsee- werkeZweig Emden Lloyd'sA&CP	W.Holyman&Sons Proprietary,Ld. CellDB173'298t	220·4|34·9|13·0 P14'Q55'B54'F35' FK FPT47tAPT14t	Melbourne British 4BHptCem ptAsp	T.3Cy.17 11/16",29⅝"&46 1/16"– 31½" 192lb (s) 152NHP 2SB,4cf,GS74,HS2582 F.Wilhelms-Hutte,Mulhm	15 ″ 7 s1 ″ 0½ 14 ″ 8½	
28537 LCKY	**Langanger** TwinSc OilEng. Mchy.Aft D.F. 2Dks Carrying Petroleum in bulk Longitudinal framing at bottom & decks	9215 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen& Co.A/S	473·6|64·5|36·6 P259tH204t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.24⅞"–51 3/16" 713NHP J.G.Kincaid&Co.Ld.Grk.		N
28538 1564 IPFE	**Langano** (exNeutral,exSines) 1Dk&Spar dk	1267 1108 753					1894	H.Koch Lübeck	G.Costa fuA.	227·5|32·2|18·3 B57'F24'	Genoa Italian WB	T.3Cy.15¾",25½"&40"–27½" 84NHP H.Paucksch,Landsberga/W		I
28539 LEIR	**Langfond** (exLaatefos) 1Dk	1532 1349 865					1921	Ardrossan S.B.&D.D.Co. Ld Ardrossan	Svithun LinjenA/S (SigvalBergesen, Mgr.)	255·5|39·4|16·6 P63tH106tF10t	Stavanger Norwegian WB	T.3Cy.19",32"&52"–36" 162NHP J.G.Kincaid&Co.Ld.Grk.		N
28540 161551 GPRV	**Langleebrook** ssShl.No.1–34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4246 3939 2546	✠100A1 withfreeboard 4,35 BS2,36	Shl ✠LMC9,34	z	CL N4,35	1930 3mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	F.Carrick&Co.Ld. CellDB344'1380t	396·0|54·7|22·6 FK (FPT108tAPT165t	Newcastle British 7BHCem Coll to Sh dk 6 „ 2nd „	T.3Cy.23",39½"&68"–45" (s) 225lb 422NHP 3SB,9cf,GS140,HS5610 FD Palmers'Co.Ld.Newcastle)	25 ″ 6 s2 ″ 5½ 23 ″ 3	
28541 161528 GSWY	**Langleecrag** ssShl.No.1–33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4909 4595 2997	✠100A1 withfreeboard 12,35 ~~4,35~~ BS11,35	Nwc Rot ✠LMC8,33	a†	CL N4,35	1929 7mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) CellDB363'1514t	416·0|55·8|25·2 FK (Co FPT117tAPT194t	Newcastle British 7BHCem ll to Sh dk 6 „ 2nd „)	T.3Cy.24",40½"&70"–48" (s) 225lb 481NHP 3SB,9cf,GS133,HS6558 FD N.E.MarineEngCoLd Nwc	28 ″ 3 s3 ″ 4½ 25 ″ 1	
28542 149402 GLYB	**Langleeford** ssNwc.No.2–34 D.F. 1Dk(Stl)&Web frames Corrugated sides	4622 4304 2819	✠100A1 ~~12,35~~ ~~1,35~~ 2,36 BS7,35	Sws Rot ✠LMC5,34	x	CL ~~4,35~~ N12,35	1925 11mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) CellDB	370·0|56·2|25·9 P37'B110'F40' FK 318' 1126t FPT166	Newcastle British 6BHCem tAPT190t	T.3Cy.25",41"&66"–45" (s) 180lb 125lb 355NHP 2SB,8cf,GS150,HS6000 Palmers'Co.Ld.Nwc.	28 ″ 6 s5 ″ 1¾ 23 ″ 6¾	
28543 149425 GJCV	**Langleegorse** (exHedgehope) ssShl.No.2–35 ~~ssShl.No.1–32~~ D.F. 1Dk(Stl)	4524 4285 2808	✠100A1 7,35 ~~1,35~~ MS~~7,32~~ 7,35	Shl ✠LMC BS~~1,35~~ 3,36	y	CL 1,35	1927 ~~3mo~~	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) Cell	386·3|52·7|26·0 P40'B232'F38' FK DB336' 1044t FPT	Newcastle British 6BHCem 99tAPT97t	T.3Cy.26",43"&71"–48" (s) 180lb 451NHP 3SB,9cf,GS150,HS6372 FD Palmers'Co.Ld.Newcastle	28 ″ 6 s4 ″ 2½ 24 ″ 6¾	
28544 148072 GKQF	**Langleemere** (exMedomsley) ssShl.No.2–33 1Dk(Stl)	3997 3680 2466	✠100A1 8,35 ~~3,34~~ BS~~3,34~~ 8,35	Shl Cff ✠LMC4,33	w	CL 4,33	1924 6mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) Cell	360·2|51·0|24·7 B37'P102'F38' FK DB309'996tFPT88	Newcastle British 6BHCem tAPT106t	T.3Cy.25",41"&66"–45" (s) 180lb 352NHP 3SB,9cf,GS150,HS5908 Palmers'Co.Ld.Newcastle	27 ″ 0 s4 ″ 10½ 22 ″ 4¼	
28545 Wrecked 5,35 GFYJ	**Langleeridge** (exAlistruther) ssShl.No.2–32 D.F. 1Dk(Stl)	3811 3527 2341	✠~~100A1~~ 3,35 ~~MS3,32~~	Sws ✠~~LMC~~ ~~BS3,34~~	w	CL 12,33	1924 7mo	Smith's DockCo.Ld Middlesbro' Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) Ce	350·0|50·5|24·5 P37'B99'F37' FK llDB303'903t FPT	Newcastle British 6BHCem 92tAPT72t	T.3Cy.25",41"&68"–45" (s) 180lb 352NHP 3SB,9cf,GS147,HS5625 Smith'sDockCo.Ld.Mdb.	26 ″ 9 s4 ″ 5½ 22 ″ 6¼	
28546 161532 GSWZ	**Langleetarn** ssShl.No.1–34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4908 4595 2986	✠100A1 withfreeboard 10,35 ~~7,34~~ BS10,35	Shl Ant ✠LMC7,34	a†	CL N4,33	1929 8mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) CellDB363'1514t	416·0|55·8|25·2 FK (FPT117tAPT194t	Newcastle British 7BHCem Coll to Sh dk 6 „2nd„)	T.3Cy.24",40½"&70"–48" (s) 225lb 481NHP 3SB,9cf,GS133,HS6558 FD N.E.MarineEng.CoLdNwc	28 ″ 3 s3 ″ 4½ 25 ″ 1	
28547 DHOU	**Längssee** (exBorkum) 1Dk	998 795 560					1925	Nordsee- werkeA.G. Emden	W.Schuchmann	219·6|34·9|13·1 P14'Q55'B54'F27'	Hamburg German WB	T3Cy17¾",29 1/16"&46 1/16"–31½" 119NHP FriedrichWilhelms, Hütte,Mülheim,Ruhr		G
28548 142020 MKGV	**Lanrick** ssLth.No.3–4,33 1Dk(Stl) Cargo battens not fitted	1276 1065 521	✠100A1 12,34 BS~~4,34~~ 4,35	Lth ✠LMC4,35	p	CL 9,33	1920 11mo	Hawthorns &Co.Ld. Leith Lloyd'sA&CP	G.Gibson&Co.Ld. CellDB69'uE2	258·4|35·7|17·4 37·2 P29'B77'F35' FK 5'f100'297tFPT28t	Leith British 5BHCem APT36t	T.3Cy.23",38"&62"–42" (s) 180lb 296NHP 2SB,6cf,GS129,HS4904 Hawthorns&Co.Ld.Leith	18 ″ 6 s2 ″ 0 16 ″ 8¼	
28549 200595 WFDA	**Lansing** (exBritishQueen) ssS.Fo.2ndNo.3–4,17 Sub.Sig. ssS.Fo.No.1–22 2Dks(Stl)3trB Carrying Petroleum in bulk Fitted for oil fuel	4613 — 2841	✠ 8,26	SFo ✠	y		1890 5mo	Palmers' Co.Ld. Newcastle	Fishermen's ProduceCo. W	389·4|47·2|27·6 P49'B86'F47' FK B=Cell DBu E&B	S.Frncisco Utd.States 13BHCem 56'f34'154t	T.3Cy.29",47"&76"–51" 446NHP 2DB,12cf,GS436,HS7820 Palmers'Co Ld.Newcastle	30 ″ 8	
28550 EAFW	**Lanzarote** Ⓟ ssLa.P.No.3–3,24 Wireless ssLa.P.No.2–33 1Dk&Shelter dk(Teak)	475 270 189	✠100A1 Shelter dk withfreeboard 7,33 ~~BS7,34~~	LaP BS10,35 ✠LMC7,35	h	CL 4,35	1912 3mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	Cia.Trasmediter- ranea WB=Cell DBa33'	160·0|25·9|10·4 FK uE14'f66'87t FPT	LasPalmas Spanish 4BHCem 10tAPT10t	T.3Cy.13",22"&36"–26" (s) 180lb 100NHP 1SB,3cf,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	18 ″ 3 s7 ″ 7¼ 11 ″ 0	
28551 131442 GRQF	**Laomédon** Ⓟ D.F 2Dks	~~6694~~ ~~5554~~ ~~4273~~ 6491 5554 4135					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld (A. Holt&Co.Mgrs.)	443·0|52·8|32·1 P50'B162'F52'	Liverpool British WB	T.3Cy.30",50"&83"–60" 532NHP Wrkman,Clark&Co Ld.Bel		BT till ~~6,34~~ ~~6,36~~ 2,37

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28552 FOAC	**Lapérouse** Ⓟ (exAmiralPierre, exSteigerwald) 2Dks	4885 — 2860					1911	Flensburgr Schiffsb.Ges. Flensburg	Soc.desServices Contractuels des Messageries Maritimes	355·3 P&B280'F45'	48·6	24·8	Marseilles French WB	Q4Cy.23½",$33\frac{9}{10}$"49½"&$72\frac{1}{10}$"-$53\frac{9}{10}$" 382NHP FlensburgerSchiffsb.Ges.		V
28553 FOUC	**Lapeyrade** (exLouisNail) 1Dk	2921 — 1812					1920	Atel.&Ch. de laLoire Nantes	Cie.Navale Industrielle	314·0 P36'B79'F27'	46·4	23·4	Nantes French WB	T.3Cy.21¾",35½"&59"-42" 225NHP Atel.&Ch.de laLoire,Nts.		V
28554 140606 GKPD	**Laplace** ssLiv.No.3-6,31 D.F. 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	7327 6850 4459	✠100A1 Shelter dk withfreeboard 1,35 ✠LMC BS~~9,34~~9,35 MS1,35	Liv	a†	CL 8,34	1919 2mo Lloyd'sA&CP	A.McMillan&SonLd. Dumbarton CellDB362'1078t DTa33' 759tFPT127tAPT65t	Lamport&Holt Line,Ld.	430·8 F50' on Shelter dk FK	56·3	34·7	Liverpool British ptCem 5BHtoSh dk 3 ,, ,, U ,,	T.3Cy.29",47"&78"-54" (s) 180lb 666NHP 4SB,12cf,GS242,HS10224FD D.Rowan&Co.Ld.Gls.	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
28555 6720 SJBA	**Laponia** TwinSc OilEng. ssGot.No.3-2,34 1Dk(Stl)&Shelter dk(Stl) D.F. Cruiser Stern Cargo battens not fitted	5609 5223 2820	✠100A1 Shelter dk withfreeboard 1,36~~4,35~~ DBS~~7,34~~6,35 ✠LMC CS4,34 7,33	Mmo	y	OG S4,35 P1,36	1922 3mo	A.B.Götaverken Gothenburg A&CP	Trafikaktiebolaget Grängesburg-Oxelösund(M.Waldenström,Mgr.) CellDBuE32'f105'651tDTf68'730t DTa103'1225tFPT58tAPT150t	393·7 F40'onShelter dk FK	53·4	30·9	Stockholm Swedish ptCem Collision BHtoSh dk 6 ,, U ,,	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"-$35\frac{7}{16}$" 629NHP DB-100lb A.B.Götaverken	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
28556 LEJG	**Lappen** (exLillian-34,exWendla-33, exRan) 1Dk	563 424 303					1893	R.Craggs&Sons Middlesbro'	Næss&Co.A/S	169·8 Q61tB38tH14tF18t	26·9	12·7	Bergen Norwegian WB	T.3Cy.13",21"&34"-27" 60NHP Wstgrth,English&Co.Mdb		C
28557 6361 SKIA	**Lappland** (exBenares-34) ssGot.No.3-11,32 D.F. 1Dk(Stl)&Shelter dk(Stl)	5762 5469 3509	✠100A1 Shelter dk withfreeboard ~~12,34~~11,35 BS9,35 ~~BS7,34~~ ✠LMC2,35 Fitted for oil fuel 9,20 F.P. above 150° F.	Got Lkr	z	CL ~~7,34~~ 11,35	1920 9mo Lloyd'sA&CP	Furness-S.B.Co.Ld. HavertonHill-on-Tees	Ångf.Aktieb. Tirfing(T.E.J:son Broström,Mgr.) CellDB351'1272t APT100t	400·0 F38'onShelter dk FK	53·0	32·8	Gothenbrg Swedish ptCem Collision BHto Sh dk 5 ,, ,, U ,,	T.3Cy.$26\frac{15}{16}$",45"&75"-51"(s) 180lb 569NHP 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth &Co.Ld.Hpl	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
28558 622 OHFI	**Lapponia** (exJohanna) ssAbo.3rdNo.3-3,35 1Dk(ptIrn&ptStl)&Web frames Wireless	1172 880 686	✠100A1 6,35~~3,35~~ ✠NB4,09 ✠LMC3,35	Abo Ant	n	CL 6,34	1898 4mo Lloyd'sA&CP	C'rmichael MacLean&Co Greenock	FinskaÅngfartygs A/B WB=CellDBa56'uE15'f96'253tFPT35tAPT15t	230·1 Q79'B59'F27' FK	34·1	14·0	Helsingfrs Finnish 4BHCem	T.3Cy17¼"$27\frac{9}{16}$"&44"-33"(s) 160lb 80lb NDB20 118NHP 1SB,3pf,GS54,HS1870 Hutson&Son,Glasgow	16 ″ 0 s 1 ″ 1¾ 15 ″ 0¾	
28559 145023 MKFS	**Lapwing** ssLon.No.3-3,33 Mchy.Aft 1Dk(Stl)& Shelter dk(Stl-ws)	1348 983 625	✠100A1 Shelter dk withfreeboard ~~5,35~~ ~~3,33~~ 3,36 BS9,35 ~~BS9,34~~ ✠LMC3,33 Fitted for oil fuel 5,21 F.P. above 150° F.	Lon	p	CL ~~6,32~~ 5,35	1920 9mo Lloyd'sA&CP	Bow,McLachlan&Co.Ld. Paisley	GeneralStm.Nav. Co.Ld. CellDBf161' 238tFPT20t APT18t	250·6 FK	37·1	14·0	London British 4BHCem (2 ,, toShdk 2 ,, ,,2nd,,)	T.3Cy.22",35"&57"-39" (s) 180lb 273NHP 2SB,6cf,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5½	
28560 217837 KEXN	**Lara** (exMoline) Ref.Mchy. Fitted for oil fuel 2Dks	2967 2460 1760				...	1919	ThePusey &JonesCo. Wlmgtn,Del.	Atlantic&CaribbeanStm. Nav.Co.	300·0 P37'B76'F29' FK WB	44·1	22·9	Wilmgton (Del.) Utd.States	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn	25 ″ 0	R †
28561 DNAP	**Larache** Sub Sig. 1Dk	1999 1234 1231					1923	Schiffsw(v.J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204'Q22'F31'	38·4	15·3	Oldenburg German WB	T.3Cy.22",35"&56"-$33\frac{7}{16}$" Christiansen& 182NHP Meyer,Harburg		G
28562 136668 VJST	**Laranah** (exIslandQueen) 4Mst ssMel.No.3-10,26 Mchy.Aft ssMel.No.2-34 Well deck 1Dk(Stl)	701 510 312	✠100A1 10,35~~10,34~~ ✠LMC10,34 BS10,35	Mel	j	CL ~~10,32~~ 10,35	1914 4mo Lloyd'sA&CP	N.V.Schpb de Merwede Hardinxveld	W.Holyman&Sons ProprietaryLd. WB=CellDBf103'147tFPT63tAPT7t	180·0 Q105'B11'F23' FK	28·1 29·3	12·3	Melbourne British 3BHCem	T.3Cy.14",22½"&37"-24" (s) 180lb 99RHP 2SB,4pf,GS63,HS1900 Lidgerwood,Ld.Glasgow	14 ″ 6 ~~s ″ 8½~~ ~~14 ″ 1~~ s4 ″ 5¼ 14 ″ 2¼	
28563 148879 GLPR	**Larchbank** TwinSc ssCff.No.2-34 OilEng. 1Dk(Stl)&Shelter dk (Stl-ws)	5151 4764 3117	✠100A1 withfreeboard 10,35~~4,34~~ ~~DBS5,33~~ ✠LMC4,34 Carrying vegetable oil in deep tank DBS3,36	Cff Liv	a†	CL 4,34	1925 10mo Lloyd'sA&CP	Harland&Wolff,Ld. Glasgow	BankLineLd.(A.Weir&Co.Mgrs.) CellDB357'1121t Tanks'tween tunnels115'251tDTf32'1067tFPT106tAPT132t	420·2 FK Coll	53·9	26·5	Glasgow British 7BHptCem BH to Sh dk 6 ,, ,,2nd ,,	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
28564 140323 GVWY	**Larchol** ssLon.No.3-3,30 ssLon.No.1-34 Mchy.Aft 1Dk(Stl)&Webframes	1097 845 735	✠100A1 withfreeboard BS7,35 7,35~~6,34~~ ✠LMC6,34 Carrying Petroleum in bulk Fitted for oil fuel 8,17 F.P. above 150° F.	Lon	n	CL 5,33	1917 8mo Lloyd'sA&CP	Lobnitz&Co.Ld. Renfrew	TheAdmiralty CellDB uE&B 45'78tDT f 30' 261tFPT37tAPT33t	210·0 P61'F58' FK	34·7	15·6	London British 12BHptCem	T.3Cy.15",25"&40"-30" (s) 180lb 138NHP 2SB,4cf,HS2200 Lobnitz&Co Ld.Renfrew	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
28565 ~~PFNJ~~	**Larenberg** Now "Helena Margareta," see No. 38415 in Supplement. ssAms.No.3-7,28 ssRot.No.1-33 D.F. 1Dk(Stl)	3282 2945 1991	✠100A1 3,35 BS3,35 ✠LMC7,32	Rot	u	CL 3,35	1915 3mo Lloyd'sA&CP	A.Vuijk&Zonen Capelle a/d Ysel	EuxineShipping Co.Ld. WB=CellDBa96'uE20'f147'820tFPT70tAPT105t	326·7 P22'B88'F22' FK	48·3	22·9	British 5BHptCem ptAsp	T.3Cy.23½",38"&64"-42" (s) 180lb 290NHP 2SB,6pf,GS132,HS4490 G.T.Grey,SouthShields	25 ″ 0 s 4 ″ 2 21 ″ 0	
28566 129328 GKPC	**Largo** (exUskside) ssNwc.No.3-12,25 ssNwc.No.2-35 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	2209 1741 1378	✠100A1 ~~3,25~~9,35 ✠LMC BS~~6,34~~7,35 MS3,35	Nwc	r	CL 3,35	1913 2mo Lloyd'sA&CP	J.Priestman&Co. Sunderland Intermediate BH in fore hold dispensed with	PeltonS.S.Co.Ld.	290·0 P24'Q90'B53'F28' FK	40·8	18·7	Newcastle British Cem 4BHonly CellDBa108'f116'480tAPT60t	T.3Cy.21",35"&57"-39" (s) 180lb 218NHP 2SB,6pf,GS90,HS3340 N.E.MarineEng.Co.Ld Sld	20 ″ 0 s 2 ″ 2 18 ″ 0	
28567 3999 SFGU	— (exFalster) 1Dk	581 424 336					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	A/B Svenska Ostasiatiska Kompaniet(G.Borin,Mgr.)	164·5 Q55'B29'H27tF18'	28·4	11·0	Gothenbrg Swedish WB	C.2Cy.17"&35"-26½" 53NHP HelsingborgsVarfsAktieb.		V
28568 137225 GSMR	**Largs Bay** Ⓟ TwinSc ssLon.No.3-7,34 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl-ws) 3rd dk(Stl)in forward holds D.F.	14182 11881 8477	✠100A1 Shelter dk withfreeboard BS12,35 8,35~~11,34~~ ✠LMC MS7,34 ~~BS11,34~~ ✠Lloyd'sRMC~~9,35~~12,35 Fitted for oil fuel12,21 F.P. above 150° F.	Lon	i†	CL ~~S2,34~~ ~~P8,34~~ SN8,35 P8,35	1921 12mo Lloyd'sA&CP	W.Beardmore&Co.Ld. Glasgow	Aberdeen&CommonwealthLine, Ld.(G.Thompson&Co.Ld.Mgrs.) CellDB457'2259tMT24'1017t Tanks between tunnels51'197tFPT174tAPT143t	530·9 B215'F76'onSheltr dk FK	68·3	39·9	London British ptCem 9BHtoSh dk	4 Steam Turbines DR geared to 2 Sc.Shafts (r) 220lb FD 1977NHP 3DB&2SB,20cf,HS25923 W.Beardmore&Co.Ld.Dal.	43 ″ 6 s 10 ″ 8¼ 33 ″ 2	BT till ~~11,35~~ 3,36

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le navire est dans la Durée Cert. Rof Trade
28569 149446 GFMK	**Laristan** ssShl.No.1-31 *2Dks(Stl)&Web frames* *Longitudinal framing-bracketless system* D.F. *Mchy.Aft*	6401 5883 3863	✠100A1 ~~4,35 3,31~~ 10,35 ~~BS1,34~~ ✠LMC5,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F P. above* 150° F.	Shl BS4,35	*a*†	CL ~~5,31~~ 4,35	1927 11mo *Lloyd'sA&CP*	ShortBros. Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *Cell D Bu E&B*78' 319*t DTf*36' 559*t FPT*98*t APT*98*t*	420·0 P105'B34'F88' FK	55·0	34·8	Newcastle British 14*BHptCem* 5 ,, *to 2nd dk*	T.3Cy.26″,44″&74″-48″ (*s*) 200lb 565NHP 3SB,*12cf*,HS8316 FD J.Dickinson&Sons,Ld.Sld.	34 ″ 9 s 7 ″ 4½ 27 ″ 7½	
28570 137087 GKST	**Larpool** ssBry.No.2-33 *1Dk(Stl)*	3872 3469 2301	✠100A1 ~~1,35~~ 12,35 ✠LMC1,34 BS5,35	Shl Bry	*x*	CL ~~10,32~~ 12,35	1924 12mo *Lloyd'sA&CP*	W.Pickersgill&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *Cell DB*318'1084*t FPT* 88*t APT*170*t*	363·5 P33'B222'F31' FK	51·4	22·8	Whitby British 6*BHCem*	T.3Cy.25″,42″&68″-45″ (*s*) 180lb *180lb* 345NHP 2SB,*6cf*,GS126,HS5423 Richardsons,Westgarth&Co.Ld.Sld	25 ″ 0 s 3 ″ 1½ 22 ″ 1½	
28571 226889 WOBE	**Larry Doheny** (*ex*Foldenfjord) *Fitted for oil fuel* *2Dks* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7038 — 4348					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCo. of California	430·4 P386*t*B163*t*H252*t*	59·3	33·3	LsAngeles Utd.States *WB*	T.3Cy.27″,45½″&76″-51″ 412NHP SunS.B.Co.Chester,Pa.		R
28572 OYKA	**Lars Kruse** *1Dk*	1807 1623 1071					1923	A/S Aalborg Skibs. Aalborg	Dmpskibs.Vendila (Svendsen& Christensen *Mgrs*)	276·8 P34'B169'F19'	42·1	17·8	Copnhagn Danish *WB*	T.3Cy.20″,31½″&53″-36″ 169NHP Akt.Frichs,Aarhus		C
28573 7463 SGBA	**Lars Magnus Trozelli** 4Mst (*ex*Nicolaas) *1Dk*	*1955* *1677* *1108*					1920	J.&A.v.d. Schuyt Papendrecht	HolmensBruks FabriksA/B (Carl Wahren,*Mgr.*)	265·4 P28'B68'F23'	42·1	17·9	Nrrköping Swedish *WB*	T.3Cy.20″,33″&55″-39$\frac{1}{16}$″ 190NHP J.&A.v.d.Schuyt,Ppndrcht		V
28574 4303 SFHD	**Larus** (*ex*Mudir) *Mchy.Aft* *1Dk*	*812* *588* *448*					1904	Hlsingbrgs Varfs Aktieb. Helsingborg	SvenskaSockerfabriksA/B (C.F. Tranchell,*Mgr.*)	196·0 P59'H67*t*F20'	32·0	12·3	Malmö Swedish *Wb*	T.3Cy.13″,20½″&33½″-21″ E&B*made*02 51NHP KjbnhavnsFlydk.&Skbsv.		V
28575 154211 VSNK	**Larut** *Fitted for oil fuel* *1Dk*	839 682 464					1927	Hall,Russell&Co.Ld. Aberdeen	StraitsSS.Co.Ld.	214·4 P&B131'F31'	35·7	11·7	Singapore British *WB*	T.3Cy.13″,22″&36″-22″ 73RHP Hall,Russell&Co.Ld.Abn.		
28576 DNAQ	**Las Palmas** Sub.Sig. *2Dks*	2317 1887 1342					1925	Deutsche Werft A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	270·5 P36'B77'F31'	41·7	21·5	Oldenburg German *WB*	C.4Cy.18$\frac{5}{16}$″&39⅜″-39⅜″ Ottensener 162NHP Eisenwerk,Altona		G
28577	**Las Villas** (*ex*AlavaII) *Fitted for oil fuel* *1Dk*	1158 — 756					1906	D.J.Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCuba,S.A.	230·0 P146'F37'	36·1	11·2	Havana Cuban *WB*	T.3Cy.17″,28½″&47″-30″ 121NHP D.J.Dunlop&Co.Pt.Gls.		
28578 DHOW	**Lasbek** ssHam.No.1-34 *1Dk(Stl) Well dk* *CruiserStern* *Strengthened for Navigation in Ice*	2159 1659 1263	✠100A1 4,36 ~~4,35~~ ✠LMC8,34 BS12,35	Ham	*s*	CL ~~8,33~~ 4,36	1930 7mo *Lloyd'sA&CP*	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *CellDB*244'573*t* *FPT*37*tAPT*61*t*	281·8 P15'Q81'B126'F32' FK	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″-35$\frac{7}{16}$″ 199lb (*s*) 216NHP 2SB,*4cf*,GS72,HS3120 FD A.BorsigG.m.b.H.Berlin	19 ″ 0	
28579 145939 GJBV	**Lassell** TwinSc ssGls.No.3-3,35 ~~ssLiv.No.2-30~~ *OilEng* *2Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	7417 6886 4491	✠100A1 *Shelter dk withfreeboard* 7,35 ~~3,34~~ 7,35 DBS~~7,34~~ ✠LMC CS7,34 12,32	Gls	*a*†	CL ~~8,32~~ 7,35	1922 6mo *Lloyd'sA&CP*	A.McMillan&Son Dumbarton	Lamport&Holt Line,Ld. *CellDB* 353'1108*t* *DTa*42'804*t* *FPT*120*tAPT*79*t*	430·2 F37'*on Shelter dk* FK	56·2	34·9	Liverpool British *ptCem* 7*BHtoShdk* 1 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.26¾″-43$\frac{5}{16}$″ 832NHP DB*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s 9 ″ 2½ 28 ″ 7	
28580 191 YLDM	**Latava** (*ex*Sundmar,-33,*ex*Erica, *ex*Vinga) *1Dk*	774 568 430					1900	LindholmensV A. Gothenburg	G.H.Tiemert&Co.	191·0 Q94'B18'H39*t*F21'	30·6	12·3	Liepaja Latvian *Wb*	T.3Cy.14½″,24″&40″-27″ 93NHP LindholmensV.A.Got		V
28581 32 SUDA	**Lateef** (*ex*Ramleh,*ex*Egyptian Prince,*ex*Waterland) *Well deck* *Mchy.Aft* *1Dk*	503 398 266			...		1903	W.Dobson &Co. Newcastle	OvadiaIsrail Ovadia	164·0 Q47'F21' FK	25·0	11·8	Alexndria Egyptian *WB*	T.3Cy.13″,21″&34″-24″ 57NHP MacColl&Pollock,Sld.	14 ″ 3	
28582 DOIZ	**Latona** (*ex*Soneck-32) Now "Soneck," see No. 40018 in Supplement ssHam.No.3-3,14 Wireless *1Dk(Stl)&deepframing & Shelter dk(Stl-pt ws)*	1137 894 607	✠ 12.16 ✠	Ham	*o*		1902 4mo	Wigham-Richrdsn&Co Ld.Newcastle	Dampfschifffahrts. Ges.Neptun *CellDBa*50' *uE*19*f*109'231*t*	234·2 BK8″	33·6	15·4	Bremen German 5*BHCem*	T.3Cy.18½″,31″&52″-39″ 190NHP 1SB,*3rf*,GS60,HS2423 WighamRichardsn&Co.Ld.	17 ″ 8	G †
28583 207935 WCCU	**Latouche** *Fitted for oil fuel* *Mchy.Aft* *2Dks*	2332 — 1481					1910	MoranCo. Seattle,Wash	AlaskaS.S.Co. Inc.	240·0 *WB*	41·0	20·0	NewYork Utd.States	T.3Cy.17″,28″&47½″-36″ 135NHP MoranCo.Seattle,Wash.		
28584 16 YLAC	**Latvis** (*ex*Sonnenberg,*ex*Dortmund *ex*Immo,*ex*BrunoMenzell) *1Dk&deepframing*	1318 1090 798					1903	Flensburgr Schiffsb.Ges. Flensburg	M.Faulbaums& E.Jansons (JamesSiering& Co.*Mgrs.*)	245·8 P14'Q58'B112'F27'	35·5	15·2	Riga Latvian *WB*	T.3Cy.15″,23⅝″&43$\frac{5}{16}$″-34$\frac{1}{16}$″ 110NHP FlensburgrSchiffsb.Ges.		G
28585 OXKH	**Laura** Wireless D.F. *Ref.Mchy.* *1Dk* *CruiserStern*	1471 1232 848					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	262·2	39·7	15·7	Esbjerg Danish *WB*	C.4Cy.(2)14⅜″&(2)31½″-31½″ & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
28586 109 IBKS	**Laura C.** (*ex*Laura) ssTri.No.2-32 D.F. *2Dks(Stl)&Web frames* *Ref.Mchy.*	6181 5022 3851	✠100A1 10.34 BS2,36 ✠LMC2,35 ✠Lloyd'sRMC2,36 *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Tri	*z*	CL ~~2,34~~ 5,35	1923 3mo A&CP	Cant.Nav. Triestino Monfalcone	CosulichSoc. Triestina diNav. *CellDBa*117' *uB&f*200'1141*tM* *T*34'920*t* *FPT* 107*t* *APT*135*t*	401·0 P36'B151'F44' FK	54·2	30·2	Trieste Italian 8*BHCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 512NHP 3SB,*9cf*,GS201,HS7551 FD Yates&ThornLd.Blackbrn	32 ″ 10 s 7 ″ 5½ 25 ″ 7½	
28587 1641 IBJS	**Laura Corrado** (*ex*British Duke,*ex*Terek) 3Mst D.F. *Mchy.Aft* *2Dks&Web frames* *CarryingPetroleum in bulk*	3645 3466 2142			...		1899	SirJ.Laing &Sons,Ld. Sunderland	Soc.Anon.diNav. "Corrado"	349·6 335·5 P81'B22'F38' FK	45·0	28·1	Genoa Italian *WB*	T.3Cy.24½″,40″&66″-45″ NB15 326NHP G.Clark,Ld.Sunderland	29 ″ 6	I †
28588 378 IBFS	**Laura Lauro** (*ex*Koudekerk, *ex*KirkstallAbbey, *ex*Kandelfels) ssRot.No.3-9,25 ssRot.No.1-30 D.F. *2Dks(Stl-U* teak s)	5787 5419 3610	✠ ... 4,34 ✠	Ams			1912 7mo	Akt.Ges. "Weser" Bremen	A.Lauro 1*BH in lower hold forward dispensed with* *Cell DBa*141'*uE&B*48'*f*207'1217*tFPT*90*tAPT*24*t*	441·1 421·2 P60'B125'F58' FK	55·8	28·2	Naples Italian *Cem* 6*BH only*	Q.4Cy.24″,34$\frac{1}{16}$″,51″&74″-53½″ 518NHP 3SB,*9cf*,GS171,HS6781 A.G."Weser,"Bremen	31 ″ 3	I †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28589 OUIF	**Laura Mærsk** (*ex*Belgien) 1*Dk*	1432 1172 873					1907	Howaldts-werke Kiel	A/SD/SSvendborg (A.P.Möller, Copenhagen, *Mgr*)	241·2 P12'Q73'B105'F29'	36·1	16·5	Svendborg Danish *WB*	T.3Cy.16¾",26$\frac{9}{16}$"&42⅛"–29½" 96NHP Howaldtswerke,Kiel		V
28590 271 IPFI	**Laura Moschini** (*ex*Svarog–35, *ex*Diamant–34) *ss*Spt.3rdNo.3–6,34 *Well deck* 1*Dk*(*Stl*)	975 724 553	100A– ~~3,35~~ 11,35 BS11,35	Ven LMC6,34		CL 6,34	1901	Oderwerke Act.Ges. Stettin	Soc.Anon.TrasportiMarittimi e Affini *CellDBa*43'	215·6 206·3 Q63'B51'F28' FK *uE*17'*f*94'226*tFPT*	32·8	13·5	Venice Italian 4*BHCem* 46*tAPT*8*t*	T3Cy.14⅝"22$\frac{15}{16}$"&38¼"–27$\frac{9}{16}$" 170lb (*s*) 92NHP 2SB,4*pf*,GS56,HS1596 OderwerkeAct.Ges.Stettin	16 ″ 1 s ″ 11¾ 15 ″ 4	
28591 161261 GTCV	**Laurelwood** TwinSc *OilEng.* *ss*Shl.No.1–33 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Longitudinal framing at bottom & at deck*	7347 6749 4360	✠100A1 ~~7,35~~ ~~8,34~~ 1,36 DBS~~8,33~~ 7,35 *CarryingPetroleum in bulk*	Shl ✠LMC8,33	*b*†	CL 8,34	1929 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's *A&CP*	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *CellDBuE*22'66*tD*	436·0 P105'B30'F42' FK *Tf*29'479*tFPT*207*t*	59·5	33·8	London British 16*BHptCem* *APT*223*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB150*lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 6¾ 27 ″ 7¾	
28592 131 ONQB	**Laurent Meeus** *ss*Ant.No.1–34 *OilEng.* D.F. GyC. *CruiserStern* 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom,decks&topsides*	6429 5642 4024	✠100A1 2,36 ~~1,35~~ DB~~2,34~~ 2,36 ✠LMC CS1,35 6,35 *CarryingPetroleum in bulk*	Ant	*z*	CL ~~2,34~~ N2,36	1930 3mo	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam Lloyd's *A&CP*	~~Purfina-Armement,S.A.~~ Soc. Purfina–Maritime *CellDBuE*54'207*t*	401·7 P102'B32'F32' FK *FPT*189*tAPT*101*t*	55·2	32·6	Ghent Belgian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 2DB140*lb* 652NHP Harland&Wolff,Ld.Gls.	32 ″ 9 s 6 ″ 0 26 ″ 11¼	
28593 FNWQ	**Laurent Schiaffino** (*ex*Scientist, *ex*Sargasso) ~~*ss*Liv.No.3–12,20~~ *ss*Alg.2ndNo.3–4,33 ~~*ss*Alg.No.2–29~~ 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	4533 3493 3259	✠100A1 *Spar dk* 4,36 ~~1,32~~ MS1,35	Msl Alg ✠LMC BS~~5,34~~ ~~6,35~~ 4,36	*x*	CL 5,34	1908 10mo	J.Readhead&Sons S.Shields Lloyd's *A&CP*	Soc.Algérienne de Nav. pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	359·4 P83'B122'F39' 25·3 *CellDBa*110' FK *uE&B*42'*f*156'	47·6	15·4	Algiers French 6*BHCem* 849*tAPT*13*t*	T.3Cy.26½",43"&71"–48"(*r*) 180lb NDB21 80*lb* 409NHP 2SB,6*cf*,GS115,HS5425 FD J.Readhead&Sons,S.Shl.	27 ″ 8 s 4 ″ 5 23 ″ 6	
28594 126485	**Laurentia** WoodTwinSc (*ex*Lorancia) 2*Dks*	346 110 205					1909	Z.Leroux Valleyfield P.Q.	J.O.Sicotte	112·0	22·2	7·7	Montreal British	C.4Cy.9"&18"–12" 27RHP CiePontbriandLd.SorelPQ		
28595 113641 CGSQ	**Laurentian** Ⓟ (*ex*KingEdward) Wireless *Well deck* 1*Dk*	355 252 155			...		1902	Cook,Welt'n&Gemmell Beverley	CanadianGovernment	149·0 Q37'B40'F32' BK7"	24·0	11·1	Quebec British *WB*	T.3Cy.13",22"&36"–27" 65RHP Amos&Smith,Hull	11 ″ 10	
28596 149642 GNJT	**Laurentic** Ⓟ TrpSc D.F. Sub.Sig. 4*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	18724 14304 11103					1927	Harland& Wolff,Ld. Belfast	CunardWhiteStar,Ld.	578·2 P48'B312'F90'	75·4	40·6	Liverpool British *WB*	T.8Cy.(2)29"(2)46"&(4)52"–54" 1Low Pressure Turbine Harland&Wolff,Ld.Bel.		BT till 10,35
28597 130128 MNDW	**Laurieston** (*ex*Berkelstroom, *ex*Brederode, *ss*Gmh.No.3–11,29 *ex*EigenHulpI) *ss*Gmh.No.1–34 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1150 767	✠100A1 4,35 BS~~8,34~~ 10,35	Gmh ✠LMC MS4,35		CL 4,34	1917 5mo	Wilton'sE. &SlipwayCo. Rotterdam A&CP	RavelstonSS.CoLd (Gillespie&Nicol, *Mgrs.*) *CellDB*203'323*t*	240·3 P19'B63'F23' FK	36·4	15·9	Grngemth British 4*BHCem* *APT*42*t*	T.3Cy.19$\frac{1}{16}$",32"&51"–36"(*s*) 180lb 186NHP 2SB,6*pf*,GS100,HS3100 Wilton'sE.&SlpwyCo.Rot.	18 ″ 0 s 2 ″ 2½ 16 ″ 0	
28598 LCKG	**Laurits Swenson** TwinSc *ss*Osl.No.1–34 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.* 3rd *dk*(*Stl*) *except in No. 5 hold*	5725 5202 3556	✠100A1 *withfreeboard* 11,35 ~~4,35~~ DBS~~4,34~~ 11,35 ✠LMC CS6,34 11,35 ~~6,34~~ ✠Lloyd'sRMC~~12,34~~ ~~7,35~~ 11,35	Osl	*b*†	CL ~~4,35~~ ~~SN11,35~~ P11,35 S3,36	1930 1mo	Odense Staalskibsvft Odense Lloyd's *A&CP*	A/S GangerRolt (FredOlsen&Co. *Mgrs.*) *CellDB*387'1325*t*	435·9 P32'F41' FK (*CollBH&AP* *Tanks in way of tunnels* 185*tFPT*116*t*	56·2	27·8	Oslo Norwegian 7*BH* *BHto Sh dk* 5 „ 2nd „) *APT*128*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 7 s 4 ″ 0 26 ″ 8¾	
28599 137487 GQRN	**Lautaro** (*ex*Glengyle, TwinSc *ex*Bostonian) *ss*Hul.No.3–4,28 *ss*Fal.No.1–32 *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6240 5892 3950	✠100A1 *Awng dk* *withfreeboard* 7,35 ~~4,34~~ DBS2,35 ✠LMC CS12,32 7,35	Gls Hul	*z*	CL 6,33	1915 12mo	Harland& Wolff,Ld. Glasgow Lloyd's *A&CP*	PacificStmNavCo. *CellDB*338'1126*t*	399·1 *Ba*69'*f*37'*on Awng dk* FK&BK2" *DTa*28' 540*t* *FPT*	52·2	33·9	London British 8*BHptCem* 90*tAPT*61*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–33½" 719NHP DB100*lb* Burmeister&Wain,Gls.	37 ″ 8 s 9 ″ 0¼ 28 ″ 11	
28600 DONN	**Lauterfels** Sub.Sig. 2*Dks*	6310 5812 3849					1921	Akt.Ges. "Weser" Bremen	DeutscheDampfsfahrts.Ges.Hansa	431·6 P78'B133'F56'	56·3	30·4	Bremen German *WB*	T.3Cy.29",47"&76⅔"–54" &LPTurbine 608NHP A.G."Weser."Bremen		G
28601 220649 KJPS	**Lavada** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6052 — 3762					1920	Pacific CoastS.B.Co. BayPoint,Cal	UnitedStates ShippingBoard Bureau	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine KerrTurbineCo. Wellsv'lle,N.Y.		R
28602 149456	**Lavaldoc** *Mchy.Aft* 1*Dk*	1918 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100'F35'	43·3	17·8	F.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
28603 129042 MDBP	**Laverock** *ss*Lon.2ndNo.3–4,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) &*deepframing* *Lower dk in No. 1 hold*	1199 886 564	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~1,32~~ ~~BS6,34~~	Lon BS6,35 ✠LMC4,32	*p*	CL ~~4,32~~ 5,35	1909 9mo	AilsaS.B. Co.Ld. Troon Lloyd's *A&CP*	GeneralStm.Nav. Co.Ld.	240·2 BK7½" *CellDBf*138'209*tFPT*24*t*	34·1	14·7	London British 4*BHCem*	T.3Cy.22",35"&59"–39" (*s*) 170lb 80*lb* 251NHP 2SB,6*cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2 17 ″ 5½	
28604 149740 GMTX	**Lavington Court** (*ex*Vincenzo Florio) *ss*Shl.No.3–11,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6569 6273 4080	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~11,34~~ *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Shl Hul BS10,35 ✠LMC11,34	*z*	CL 10,34	1920 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's *A&CP*	UnitedBritishS.S. Co.Ld. (Haldin& PhilippsLd.*Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellDB*364'1180*t*	420·0 FK *FPT*105*t APT*127*t*	54·0	34·3	London British *ptCem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27$\frac{1}{16}$",44¾"&75"–54" 180lb (*s*) 577NHP 3SB,9*cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland.	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
28605 DHOX	**Lavinia** Now "Amalie," see No. 37044 in Supplement 1*Dk*	999 910 601					1902	Sunderlnd S.B.Co.Ld. Sunderland	A.Kirsten	224·7 P&B133'F28'	33·0	15·2	Hamburg German	T.3Cy.16",28"&44"–33" 111NHP N.E.MarineEng.CoLd.Sld.		G
28606 216119 WBDU	**Lawrence Philips** *ss*SFo.No.1–34 (*ex*Tillamook–35, *ss*L.An.No.3–7,30 *ex*PointArena) 1*Dk*(*Stl*) *Cargo battens not fitted*	2117 1726 1285	✠100A1 12,35 ~~1,34~~ BS12,35 *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	LAn ✠LMC8,34	*r*	CL 6,33	1918 3mo	AlbinaEng &Mach.Wrks Portland,Or. A&CP	Lawrence-Philips S.S.Co. *CellD*	251·0 P25'B64'F25' FK *B*212'477*tFPT*102*t*	43·5	18·1	L.Angeles Utd.States 4*BHCem* *APT*112*t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 279NHP 2SB,6*cf*,GS115,HS5384 AlbinaE.&M.Wrks.Pld.O.	19 ″ 11	
28607 161513	**Lawrendoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8	43·4	17·8	F.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numéro d'Ordre. Numéro Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	Registres ou coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
28608 144569 VTCV	**Laxmi** (*ex*Karachi-33, *ex*GeorgeHarris) *ss*Bom.No.3-9,32 1*Dk* *Cargo battens not fitted*	310 246 120	100A1 4,35 BS~~7,34~~10,35 LMC9,32	Sng	*e*	CL 9,32	1918 Lloyd	Hepple& Co.Ld. SouthShields 'sA&CP	NationalS.S.Co. ~~(H.K.Joshi, *Mgrs*)~~ (P.H.Joshi, *Mgr.*)	124·6 Q72′F21′	23·4	12·6	Bombay British 2*BHCem*	T.3Cy.12½″,21″&35″-26″ (*s*) 180lb 87RHP 1SB,3*pf*,GS50,HS1619 Bellis&Morcom,Ld.Bmn.	13 ″ 6 s 1 ″ 11 13 ″ 1	
28609 EEVL	**Lázaro** (*ex*Besós) **Iron**	398 — 283					1862	…………… England	M.CamposPeña	172·9	23·0	14·4	Seville Spanish	C.4Cy.13″&28″-24″ NB91 64NHP		
28610 219 IBLS	**Lazzaro Mocenigo** Ⓟ *OilEng.* Wireless **D.F.** 2*Dks3trB*	1403 — 593					1928	Cant.San Rocco SanRocco	Cia.Adriatica di Nav.	235·7	34·6	20·5	Venice Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½″-32¼″ 438NHP FiatSanGiangio,Turin		I
28611 PKEW	**Le Maire** 2*Dks*	3271 — 2060					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40′B104′F40′	44·0	22·3	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″-42″ NB10 233NHP Maats.Fyenoord,Rot.		V
28612	**Le Norvégien** (*ex*Rothenburg, *ex*Frieden) New "Carabao," see No. 37507 in Supplement	856 599 479					1916	Stettiner Oderwerke Stettin		203·7 Q62*t*H58*t*B90*t*F26*t*	30·8	12·0	*WB*	T.3Cy.13⅗″,21⅗″&35⅗″-25⅗″ 65NHP StettinerOderwerke		
28613 LIUW	**Le Norvegien II** (*ex*Proteus-34, *ex*Amsel,*ex*Minna) Sub.Sig. Wireless 1*Dk*	1058 831 605					1921	Schiffsw(v. J.&Sch.)A.G. Hamburg	DenNorske AmerikalinjeA/S	215·8 P23′H49′B59′F26′	34·2	14·1	Oslo Norwegian *WB*	T3Cy18½″,29½″&47 1/16″-33 7/16″ Hannoverische 130NHP MaschinerA.G.Hannover		V
28614 155998 VRVG	**Le Progrès** **TwinScSp** (*ex*LeProgrèsNo.119-33) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	511 416 205					1892	Armstrong Mitchell&Co. LdNewcastle	TankCoasters (Progres),Ld.	164·0	27·0	13·5	Malta British *WB*	C.4Cy.16″&30″-18½″ 70NHP WallsndSlp.Co.(Ld.),Nwc		V
28615 FNIA	**Le Rhin** Ⓟ 1*Dk&Shelter dk*	2456 1562 1494			…		1920	H.&C. Grayson,Ld. Garston	Cie.deNav.Paquet	264·8	41·3	18·8 FK	Marseilles French *WB*	T.3Cy.21″,34″&56″-36″ 252NHP McKie&Baxter,Glasgow	21 ″ 0	V †
28616 TWED	**Le Sahel** (*ex*Apache, **Steel&IronSc** *ex*Easton) 2*Dks*	567 — 271					1896	C.Reeder &Son Baltimore	Vernisse,Menard& Haccoun	156·8	30·0	16·2	Bizerta Tunisian	C.2Cy.20″&38″-28″ NB06 64NHP C.Reeder&Son,Baltimore		V
28617 TTYT	**Le Trait** 1*Dk*	1063 856 535					1934	Atel.&Ch. delaSeine Maritime Worms etCie LeTrait,S.I	Worms etCie.	237·2 P187′F31′	34·2	14·7	Havre French *WB*	T.3Cy.17″,30″&50″-36″ 150NHP Atel.&Ch.de laSeine Maritime		V
28618 234 IPFZ	**Le Tre Marie** *ss*Gen.No.2-33 *Well deck* 1*Dk*(*Stl*)	1086 772 633	✠100A1 12,35~~12,34~~ BS~~7,34~~ ✠LMC8,33 7,35	Tri Gen	*n*	CL 9,34	1925 7mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	D.Tripcovich&Ci., Soc.Anon.diNav. Rimorchi e Salva- taggi	222·2 Q79′B56′F26′ CellDBa47′uE25′f93′246*t*APT8*t*	35·0	13·0 FK	Trieste Italian 4*BHCem*	T.3Cy.17½″,29″&47″-33″ (*r*) 180lb 194NHP 2SB,4*cf*,GS68,HS3000 FD OfficineNav.Triestino,Tri.	15 ″ 7 s 1 ″ 0 14 ″ 9½	
28619 TVYE	**Le Violent** 1*Dk*	441 322 184					1921	S.A.des AnciensCh. Dubigeon Nantes	Bonneau-Sioen	136·7 B36′F16′	27·3	11·8	Dunkirk French	T.3Cy.12″,20″&32″-22″ 48NHP *Emade19refitted32* McKie&Baxter,Ld.Psy.		V
28620 TSYO	**Le Zeramna** (*ex*Ain-Sefra-34, *ex*HonorineAchaque,*ex*Holland) 1*Dk*	559 388 274					1919	N.V.Werf. Zeeland Hansweert	ArmementNord- Africain	153·8 P86′B9′F27′	26·1	12·3	Algiers French	T3Cy11⅘″,17 7/16″&31½″-17 7/16″ N.V.Mach. 42NHP Fulton,Hoogezand		V
28621 DOGQ	**Leander** Sub.Sig. Wireless 1*Dk*	989 797 589					1925	Atlas- WerkeA.G. Bremen	Dampfschifffahrts Ges.Neptun	224·0 Q86′B66′F31′	33·3	13·7	Bremen German *WB*	T.3Cy.18⅛″,29½″&48 13/16″-29½″ 127NHP Atlas-WerkeA.G.Bremen		G
28622 204720 WFDS	**Lebanon** (*ex*EffinghamB.Morris, *ex*JosiahG.Munro) **D.F.** *Mchy.Aft* 1*Dk*	6971 — 5482					1907	Gt.Lakes Eng.Works Ecorse,Mich.	Bethlehem Transptn.Corp.	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,37″&63″-42″ 257NHP GreatLakesEng.Wks.Det.		R
28623 221358 KDTN	**Lebec** (*ex*Hamer) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* **D.F.** *Carrying Petroleum in bulk* *Longitudinal framing*	6900 — 4250					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P123′B50′F44′	56·2	33·5	NewYork Utd.States *WB*	T.3Cy.27″,47″&78″-48″ 422NHP BethlehemS.B.Corp.Ld.		R
28624 223475 KFMP	**Lebore** **TwinSc** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	8289 — 4546					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	OreS.S.Corp.	549·6 P118′F50′	72·2	40·5	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp.Ld.		R
28625	**Lech** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Platform dk for light* *Ref.Mchy.* *cargoes in No. 2 hold* *CruiserStern* *Strengthened for Navigation in Ice*	1568 1241 790	✠100A1 *with freeboard* 3,36~~4,35~~ ✠LMC3,34	Dnz Lon	*r*	CL 3,35	1934 3mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	PolishBritishS.S. Co.Ld.	281·4 *CellDBa&uE*97′*f*119′333*t*FPT17*t*APT35*t*	40·1	16·1 FK	Gdynia Polish 5*BHptCem* (*Coll to Sh dk* 4 „ *2nd* „)	T.3Cy.19½″,33″&54″-36″ (*s*) & LP Turbine with DR gearing & hydraulic coup- ling 210lb 335NHP 2SB,6*cf*,GS115,HS4043 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	17 ″ 4 s ″ 7½ 16 ″ 10½	
28626 FOBC	**Leconte de Lisle** Ⓟ **TwinSc** **D.F.** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shade dk*	9877 — 5376					1922	Soc.Pro- vençale de Const.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	454·7 B252′F65′	61·0	37·4	Marseilles French *WB*	T.6Cy.24⅞″,40½″&65¾″-47¼″ 596NHP Soc.ProvençaledeConst. Nav.		V
28627 ~~[illegible]~~	**Leda** **TwinSc** *OilEng.* *ss*Bmn.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** GyC. &*Web frames* *Mchy.Aft* *Longitudinal framing* *CruiserStern*	8887 8463 4799	✠100A1 *Shelter dk* *with freeboard* 10,35~~2,35~~ ~~[illegible]~~ ✠LMC1,34 *CarryingPetroleum in bulk*	NYk Ham DBS10,35	†*d*	CL ~~SN5,32~~ ~~P2,33~~ 10,35	1925 11mo Lloyd	Howaldts- werke Kiel 'sA&CP	PanamaTrans- portCo. ~~[illegible]Import~~ ~~G.m.b.H.~~ (Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*)	470·1 B34′F39′ *CellDBuE*69′160*t*DT*f*36′275*t*DT*a*21 96*t*FPT182*t*APT119*t*	63·2	35·3 FK	Panama Panmanian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝″-41¾″ 776NHP DB70*lb* 2 Water Tube DB-200*lb* SulzerBros.Ld.Winterthur	35 ″ 6 s 8 ″ 6½ 27 ″ 3	
28628 LCSI	— Ⓟ **D.F.** 2*Dks*	2386 1551 1301					1920	Armstrong Whitworth &Co.Ld. Newcastle	DetBergenske Dampskibsselskab	305·6 P467*t*H339*t*F119*t*	41·7	18·4	Bergen Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WllsndSlpwy.Co.Ld.Nwc.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
28629 280 OHCO	**Leda** *ss*Hfs.2ndNo.3-5,33 Wireless 1*Dk*(*Stl*)&*deep framing*	1283 1040 694	✠100A1 4,365 ~~5,34~~ ✠NB12,34 ✠LMC5,35 MBS4,36	Hfs Abo	*o*	OG ~~5,33~~ 4,36	1908 6mo *Lloyd*	Laxevaags Msk.&Jrnskb Bergen '*sA&CP*	**FinskaÅngfAktieb** *Cell DBa*63' *f*119'285*t*	229·0 P19'B61'F25' FK *FPT*40*tAPT*51*t*	35·2	15·8	**Helsingfrs** Finnish 4*BHptCem* *ptAsp*	T.3Cy.16",$25\frac{13}{32}$"&43"-30"(*s*) 185lb *125lb* NDB34 120NHP 1SB,3*cf*,GS54,HS1957 LaxevaagsMsk&Jrns.Bgn	16 ″ 10 s 1 ″ 7 15 ″ 5	
28630 DONL	— 1*Dk*	594 462 347					1904	Akt.Ges. "Weser" Bremen	**Dampfschifffahrts Ges."Neptun"**	179·8 Q52'B43'F22'	27·2	11·8	**Bremen** German *WB*	T.3Cy.13",20½"&$33\frac{1}{16}$"-20⅝" 51NHP A.G."Weser,"Bremen		G
28631 LCXY	**Ledaal** (*ex*Skudefjord-34, *ex*Skogland, *ss*Ham.2ndNo.3-11,23 *ex*Polcarne, 1*Dk*(*Irn*)2*trB*& *ex*Everingham) *deep framing*	3076 2855 1886	✠ 4,26 ✠	Shl	*u*		1899 12mo	BlythS.B. Co.Ld. Blyth	**D/SA/SLedaal(A. GowertOlsen&E. Gundersen,** *Mgrs.*) *CellDBa*108'	322·9 H111*t*F51*t* FK *uE&B*22'*f*128'690*t*	47·0	22·4	**Stavanger** Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"-42" NDB20 281NHP 2SB,6*rf*,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10	N †
28632 147592 GJQS	**Ledbury** (*ex*Podesta,*ex*Odessa) *ss*Shl.No.3-8,35 ~~*ss*P.Sd.No.3-5,22~~ ~~*ss*Shl.No.2-31~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3528 3214 2186	100A1 *Shelter dk* *withfreeboard* 8,35 ~~12,32~~ BS7,34 LMC9,35 ~~2,31~~	Nwc Shl		CL 1,35	1912	Akt.Ges. "Neptun" Rostock	**AlexanderShippng Co.Ld.(Capper, Alexander&Co.** *Mgrs.*) *CellDBa&uE*139'	366·0 F38'*onShelter dk* FK *f*156'968*tAPT*15*t*	50·8	21·5	**London** British *Cem* *CollisionBHtoSh dk* 5 „ „ *U* „	T.3Cy.23",$39\frac{3}{16}$"&62"-$41\frac{3}{16}$" 192lb (*s*) 310NHP 2SB,6*cf*,GS114,HS4164 FD A.G."Neptun,"Rostock	24 ″ 5 s 2 ″ 2½ 22 ″ 5½	
28633 XNFV	**Lee Cheng** **Steel&Iron** (*ex*KichirinMaru-34, *ss*Nag.No.3-3,02 *ex*Girin,*ex*Blairmount) 1*Dk*(*Irn*)& Wireless *Webframes Beams Irn*	1491 — 901	✠ 3,02 ✠	Nag	*o*		1889 6mo	Sunderlnd S.B.Co.Ld. Sunderland	**SunTeHsun**	243·2 P29'Q53' BK7"	34·1	18·1	**Tientsin** Chinese *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.Co.Ld.Sld	17 ″ 6	
28634 150118 VPDY	**Lee Sang** (*ex*TeoPao) 2*Dks*	1655 1438 972					1907	Schiffsw.v. HenryKoch Lübeck	**Indo-ChinaSteam Nav.Co.Ld.**	265·8 P&B154'F40'	37·8	18·4	**HongKong** British *WB*	T.3Cy.20½",33½"&53½"-33½" 163NHP J.F.Ahrens,Altona	20 ″ 9 s 2 ″ 4½ 18 ″ 8½	
28635 XNFR	**Lee Shun** (*ex*YesanMaru-34, *ex*Burma) 1*Dk*	3187 — 2313			...		1893	W.Gray& Co.Ld. W Hartlepool	**SunTeHsun**	324·9 Q127' BK10½" *ptAwng dk*198'	41·4	23·9	**Tientsin** Chinese *WB*	T.3Cy.$24\frac{9}{32}$",38"&64"-42" 256NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 0	
28636 148831 GDXQ	**Leeds City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4758 4432 2884					1927	Wm.Gray& &Co.Ld. Sunderland	**ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld.** *Mgrs.*)	400·5 F41'	54·3	25·6	**Bideford** British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
28637 PFNS	**Leerdam** *ss*Rot.No.3-9,34 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl*-ws)	8815 5846 5407	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~9,34~~ BS8,35 ✠LMC9,34 *Fitted for oil fuel*10,21	Rot	*c*†	CL 9,34 *F.P. above*	1921 6mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP* 150° F.	**Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)** *CellDB*367'1544*t*	450·0 B91'F50'*onShelter dk* FK *MT*27' 714*t DTa*30'682*tFPT*	58·2	37·2	**Rottrdam** Dutch *ptCem* 8*BHtoSh dk*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 215lb FD 880NHP 4SB,12*cf*,GS247,HS11308 J.Brown&Co.Ld. 172*tAPT*86*t* Clydebank	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	
28638 PFNW	**Leersum** *ss*Rot.No.3-1,29 *ss*Rot.No.1-34 D.F. 1*Dk*(*Stl*)	3682 3315 2287	✠100A1 7,35 ~~3,35~~ BS2,35 ✠LMC4,34	Ams Rot	*w*	CL ~~5,34~~ 7,35	1916 8mo	A.Vuijk& Zonen Capelle a/d A&CP Ysel	**Stoomv.Maats. "Oostzee" (Vinke&Co.** *Mgrs.*) *CellDB*310'96	360·0 P27'B101'F27' FK *Intrm'teBHin after hold dispensed with* 6*tFPT*74*tAPT*81*t*	48·3	22·8	**Amstrdam** Dutch *Asp* 5*BHonly*	T.3Cy.23",40"&67"-45" (*s*) 180lb 342NHP 3SB,6*cf*,GS144,HS5490 Maats.deSchelde,Flushing	25 ″ 3 s 4 ″ 6¼ 20 ″ 11	
28639 DHUE	**Leesee** (*ex*RobertKöppen-33) 1*Dk*	2415 2070 1411					1922	Nuske&Co. Stettin	**W.Schuchmann**	296·9 P28'B82'F35'	46·0	19·2	**Hamburg** German *WB*	T.3Cy.$21\frac{11}{16}$",33⅞"&55"-35" 176NHP GörlitzerMaschfbk.Görlitz		G
28640 XNDX	**Leetung** (*ex*SatsumaMaru) *ss*Yka.No.3-4,98 *ss*Yka.No.1-02 2*Dks*(1*Stl*-ws)&*Spar dk*(*Teak*)	1853 1245 1111	✠ 6,05 ✠	Yka			1884 5mo	Napier, Shanks&Bell Glasgow	**LeetungS.S.Co.Ld. (HweiTungS.SCo.** *Mgrs.*)	265·5 26·0 BK9½"	35·7	18·4	**Chefoo** Chinese *WB*	C.2Cy.36"&68"-44" 267NHP J.Howden&Co.Glasgow	28 ″ 7	
28641 161213 MPJS	**Leeuwarden** *ss*Lon.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	1209 861 538	✠100A1 *withfreeboard* 5,35 ~~1,34~~ ✠LMC3,33 ✠Lloyd'sRMC ~~11,34~~ 11,35 BS~~6,35~~4,36	Lon	*q*	CL ~~5,32~~ 5,35	1929 3mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	**GeneralStm.Nav. Co.Ld.** *CellDB*202'301	245·5 B62' FK (*Coll* *tFPT*31*tAPT*15*t*	40·1	12·8	**London** British 5*BHCem* *BH to Sh dk* 4 „ „ 2*nd* „	T.3Cy.21",34"&56"-36" (*s*) 200lb 304NHP 2SB,8*cf*,GS160,HS5834 AilsaS.B.Co.Ld.Troon)	14 ″ 9 s ″ 2 14 ″ 8½	
28642 65	**Lefkas** Ⓟ (*ex*Aris-33,*ex*Vella, *ex*Mikonos,*ex*Aris) 1*Dk*	379 — 151					1904	Lloyd Austriaco Trieste	**HellenicCoast LinesCo.Ld.**	169·0 F36'	23·7	11·6	**Piræus** Greek	T.3Cy.13⅓",22¼"&36"-24" 63NHP LloydAustriaco,Trieste		
28643 EAFX	**Legazpi** Ⓟ (*ex*Zungeru, **TwinSc** *ex*Bruxellesville, *ss*Bcl.2ndNo.3-10,29 *ex*Zungeru) *ss*Val.No 1-33 2*Dks*(1*Stl*-*pt*ws&*UStl*-ws) D.F. &*deep framing*	4349 2976 2563	✠100A1 6,35 ~~12,34~~ BS12,34 ✠LMC12,33	Bcl	*x*	CL 2,33	1904 7mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	**CiaTrasmediterranea** *WB = CellD*	375·5 P&B261'F42 FK *Ba*102' *uE*24' *f*152'	47·0	23·3	**Barcelona** Spanish 6*BHCem* 630*tFPT*31*t*	T.6Cy.21½",36"&59"-42" (*s*) 180lb 589NHP 4SB,12*cf*,GS229,HS8376 FD WllsndSlpwy.Co.Ld.Nwc.	26 ″ 0 s4 ″ 1 22 ″ 7	
28644 202311 WCDN	**Lehigh** (*ex*WilliamA.Rogers) *Mchy.Aft* D.F. 1*Dk*	6524 — 5101					1905	American S.B.Co. Lorain,O	**Bethlehem Transptn.Corp.**	525·0	55·0	31·0	**Wilmgton (Del.)** Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		
28645 218450 KINM	— *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes*	4983 4740 3046			...		1919	American International S.B.Corp. HogIslandPa	**UnitedStates ShippingBoard Bureau**	390·0 P39'B122'F43' FK	54·2	27·6	**Phildlphia** Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28646 LDRL	**Leiesten** *ss*Nwc.No.1-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Strengthened for Navigation in Ice*	6118 5412 3561	✠100A1 11,35 ~~11,34~~ DBS7,34 ~~✠LMC11,30~~ *CarryingPetroleum in bulk* ✠LMC CS11,35 7,34	Nwc	*z*	CL ~~10,33~~ N11,35	1930 11mo *Lloyd*	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle '*sA&CP*	**SkibsA/S Leiesten (Rafen&Loennechen)** *CellDBuE*56' 171*t*	396·2 P97'B29'F36' *Trunk*238' FK *DTf*34'523*t FPT*1	55·1	32·3	**Tönsberg** Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) 35*tAPT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
28647 LCSJ	**Leif** (*ex*Bygdö) 1*Dk*	1925 1653 1107					1920	C.Hill& Sons Bristol	**D/SA/SLaly(C.T. Gogstad&Co.** *Mgrs.*)	270·0 P69*t*H124*t*F12*t*	42·2	17·8	**Oslo** Norwegian *WB*	T.3Cy.20½",33"&56"-36" Richardsons, 156NHP Westgarth&Co.Ld.Hpl.		N
28648																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28649	**Leif** Now "Ban Ho Liong," see No. 37290 in Supplement *Mchy.Aft* 1*Dk*	490 437 211					1895	Simons& Co. Renfrew	~~Standard-Vacuum OilCo.~~ MrsTanSinTjoc	154·5	28·6	11·5	~~NewYork~~ ~~Utd.States~~ British	C.2Cy.22"&44"-24" *Bmade*25 79NHP Simons&Co.Renfrew		
28650 143877 GBZY	**Leighton** TwinSc ssLiv.No.3-4,34 D.F. *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7412 6874 4485	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~11,34~~ DBS~~8,34~~8,35 ✠LMC CS11,34 12,35 ~~8,34~~	Liv	*a*†	CL 4,34	1921 10mo	A.McMillan&Son Dumbarton *Lloyd's*A&CP *CellDB*35	Lamport&Holt Line,Ld. 3'1108t*DTa*42'804	430·1 F37' *on Shelter dk* FK t*FPT*120t*APT*79t	56·2	34·9	Liverpool British *ptCem* 7*BHtoSh dk* 1 „ „ *U* „	Oil Engine 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	37′ 6 s 9′ 2½ 28′ 7	
28651 LCSK	**Leikanger** *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4003 3625 2483					1923	Lithgows' Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104tH244tF30t	52·3	23·9	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP J.G.Kincaid&Co.Ld.Grk.		N
28652 DAKN	**Leipzig** (*ex*Gertrud) 1*Dk*	795 552 476					1899	Flensburgr Schiffsb.Ges. Flensburg	RenataDmpfsch. Ges.Th.GribelK.G. a.A.(RudChrist Gribel,*Mgr.*)	199·1 B106'F21'	29·0	12·0	Stettin German *WB*	T.3Cy.14⅝",20⅝"&32½-22" NE20 NB13 39NHP Schiffs w.u.Maschf A.G. Hamburg		G
28653 OYUC	**Leise Mærsk** ssCpn.No.3-4,28 ssRot.No.2-36 ~~ssCpn.No.1-32~~ *OilEng* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3136 2915 1893	✠100A1 *Shelter dk* *withfreeboard* 2,36 ✠LMC CS2,36 DBS~~1,36~~7,35 1,35	Rot ~~Abg~~		CL ~~2,32~~ ~~7,35~~ ~~9,35~~ 2,36	1921 8mo	Skbvs.v/d A.P Möller Odense *Lloyd's*A&CP *CellDBa*	Dampskibsselskabet Svendborg (A.P.Möller, Copenhagen,*Mgr.*) 86'*u E*38'*f*136'619t	320·2 F32'*on Shltrdk* len32 FK *Collision* *FPT*51t*APT*60t	44·2	26·2	Svendborg Danish *ptCem* *BH toShl dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB~~80lb~~ *50lb* Akt.Burmeistr&Wain,Cpn	28′ 11 s 6′ 10¼ 22′ 3	
28654 LEIW	**Leka** (*ex*Hitherwood) *Well deck* 1*Dk*	1599 1367 973			...		1922	J.S.White &Co.Ld. Cowes	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	256·3 Q92'B59'F27' FK	40·3	15·9	Oslo Norwegian *WB*	T.3Cy.19",32"&52"-36" 200NHP J.S.White&Co.Ld.Cowes	18′ 2	N †
28655 PFOF	**Lekhaven** ssRot.No.3-12,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4802 4631 2987	✠100A1 *Shelter dk* *withfreeboard* 4,35 BS3,36 ~~BS1,36~~ ✠LMC12,33	Ant	*x*	CL 1,35	1921 5mo	W.Dobson &Co. Newcastle *Lloyd's*A&CP	N.V.Gebr.Van Uden'sScheepv.en ArgentuurMaats. *CellDB*313'960t	359·9 FK *FPT*100t*APT*87t	52·0	31·5	Rottrdam Dutch *ptCemptAsp* *CollisionBHtoShdk* 5 „ „ *U* „	T.3Cy.25",41"&69"-48" (*s*) 180lb 401NHP 3SB,*9cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34′ 0 s 8′ 11¾ 25′ 3	
28656 PKEZ	**Lematang** (*ex*Willem vanDrielSr.) 1*Dk*	2512 2242 1476					1915	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Paketv. Maats	301·8 P22'B67'F23'	45·3	20·0	Batavia Dutch *WB*	T.3Cy.22½",37"&62"-39" 240NHP Maats.deSchelde,Flushing		V
28657 ESAK	**Lembit** (*ex*Illtyd) Now "Kadli," see No. 38757 in Supplement ss[illegible]No.3-7,27 *Well deck* ssTln.No.1-32 1*Dk*(*Stl*)2*trB*	1818 1418 1103	✠100A1 10,33 ✠LMC MS11,31 BS8,34	Gmh	*q*	10,33	1889 7mo	TTurnbull &Son Whitby A&CP	Joh.Linde (E.Bergmann, *Mgr.*)	259·0 P28'Q60'B112'F32 FK *WB=CellDB*216'378t	37·2	16·9	Pernau Estonian 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 160lb 170NHP 2SB,*4cf*,GS58,HS2480 Blair&Co.Ld.Stockton	19′ 4 s 1′ 1¾ 18′ 4	
28658 188 IBNS	**Leme** Ⓟ TwinSc ssTri.No.2-34 *Ref.Mchy.* *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8124 6733 5127	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ DBS~~8,34~~7,35 ✠LMC CS1,35 8,34 ✠Lloyd'sRMC~~1,35~~~~7,35~~ 4,36	Mfl Tri	*b*†	CL ~~P9,33~~ s1,35 P6,35	1925 10mo	Stabilmnto Tecnico Trieste *Lloyd's*A&CP *CellDB*362'	Nav.Libera TriestinaS.A. 1430t*DTa*34'1171t	467·6 B205'F41' FK *FPT*133t*APT*67t	57·2	31·5	Venice Italian 9*BHptCem* (8 *to Sh dk* 1 „ *U* „)	Oil Engines 4S.C.SA 12Cy.24⅜"-38⅜" 694NHP 2DB*180lb*&*100lb* Soc.Anon.FrancoTosi, Legnano	35′ 0 s 7′ 8¾ 27′ 6	
28659 152647 VGTM	**Lemoyne** (*ex*Glenmohr) *Mchy.Aft* 1*Dk* D.F. *pt.Longitudinal framing*	10480 9859 7503					1926	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	621·1 F48'	70·2	25·4	Midlnd Ont British *WB*	T.3Cy.25½",41½"&72"-48" *Ebuilt*18 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		CR
28660 215535 WJCS	**Lemuel Burrows** (*ex*Deepwater) ssBos.No.3-5,29 D.F. ssBal.No.1-33 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	7610 6601 4787	✠100A1 6,35 ~~7,34~~ BS~~7,34~~ ✠LMC8,33 6,35 *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Bal	*c*†	CL 8,33	1917 10mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs*)	437·2 P28'B72'F32 FK *CellDB*386'2253t *Topside tanks* 1868t *FPT*205t *APT*140t	63·7	33·7	Boston Utd.States 7*BHCem*	T.3Cy.25",45"&75"-51" (*r*) 195lb 629NHP 3SB,*12cf*,GS220,HS9600 FD NewYorkS.B.Corp.	37′ 3 s 9′ 1½ 28′ 6	
28661 UOYN	**Lena** (*ex*Kralingen-34) Wireless 1*Dk*	1379 1190 798					1917	L.Smit& Zoon Kinderdijk	U.S.S.R.	239·3 P23'B56'F25'	36·2	16·7	Leningrad Russian *WB*	T.3Cy.17½",29 1/16"&46"-36½" 127NHP L.Smit&Zoon,Kinderdijk		V
28662 220589 KDED	**Lena Luckenbach** (*ex*Eastern Soldier) ssMob.No.3-8,32 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC.	5238 — 3207	✠100A1 *Shelter dk* *withfreeboard* ~~1,35~~~~8,34~~4,36 BS7,35 ~~BS8,34~~ ✠LMC~~9,32~~ MS1,36 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Sea Mob	*a*†	CL ~~1,34~~ ~~1,36~~ N4,36	1920 6mo	Harima DockyardCo. Harima A&CP	LuckenbachS.S.Co *CellDB*366'1104t	425·0 FK *FPT*140t*APT*196t	53·6	34·9	NewYork Utd.States *ptAspptCem* *CollisionBHtoShdk* 6 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) &LPTurbine with DRgearing&hydraulic coupling 200lb 669NHP 3SB,*9cf*,GS185,HS8331 FD KobeSteelWorks.Ld.Kobe	29′ 0 s 3′ 6½ 25′ 8¼	
28663 DMAV	**Lena Petersen** (*ex*Svend, *ex*SvendII) 1*Dk*&*Web frames*	2095 1899 1270			...		1900	J.Priestman&Co. Sunderland	"Orion" Schiffahrts-Ges. m.b.H.	289·8 P27'B68'F29' FK	42·2	20·4	Rostock German *WB*	T.3Cy.21",35"&58"-39" 205NHP N.E.MarineCo.Ld.Sld.	21′ 7	G †
28664 148111 GLDW	**Lenfield** ssShl.No.2-33 *OilEng.* 1*Dk*(*Stl*)	3927 3599 2406	✠100A1 8,35 ~~12,34~~ DBS~~8,34~~ ✠LMC9,33 8,35 ✠LMC(M)8,35	Bry Nwc	*w*	CL 3,34	1924 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	ConfieldS.SCo.Ld. (E.J.Sutton&Co. *Mgrs.*) *CellDB*	360·2 P36'B122'F31' FK 316'1068t *FPT*95t	51·2	24·1	Newcastle British 6*BHptCem* *APT*155t	Oil Engines 2S.C.SA 4Cy.24"-50" 398NHP 2DB*125lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26′ 10 s 4′ 9 22′ 3½	
28665 UNZP	**Lenin** (*ex*St.Alexandre Nevsky) TrpSc ssKel.No.1-22 (*Icebreaker*) (*Two screws aft & one forward*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s) &*Web frames*	3789 3583 1336	✠ 12,23 ✠	Kel	*v*		1917 6mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *CellDBu E&B*171' *'tween dk*	281·0 FK 584t *Side trimming tanks*22'85t *FPT*19	63·9	32·8	Archangel Russian 6*BHCem* *tanks*95'872t 9t *APT* 247t	T.9Cy.24½",38"&61"-39" 1038NHP 8SB,*24cf*,GS484,HS18696 FD WllsndSlpwyCo.Ld.Nwc.	23′ 3	
28666 109	— Ⓟ (*ex*Simbirsk) ssNag.No.2-18 2*DksLower dk*(*Stl*)& *Spar dk*(*Stl*-teak s)	2713 1692 1356	✠ 10,22 ✠	Kob	*u*		1909 9mo	F.Schichau Danzig	U.S.S.R.	311·1 FK *CellDB*	41·5	28·2	Odessa Russian 5*BHCem* *a*44' *u E&B*	T.3Cy.25½",43 3/16"&70 3/16"-47½" 584NHP 4SB,*12cf*,GS223,HS8978 F.Schichau,Elbing 96'*f*92'304t*FPT*23t*APT*12t	30′ 8	

1 No. in Book. — Official No. — Code Letters.	2–3 Steamer's Name. Material, Rig, &c. — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28667 66	**Lenin** IronPad (*ex*Skory) Wireless *1Dk*	409 — 243					1880	Mayer Linz	U.S.S.R.	190·0	23·5	9·0	Odessa Russian	C.2Cy.31"&51"-48" 150NHP Escher,Wyss&Co.Zurich		
28668 UNYI	**Leningrad** (*ex*KrasnyPetrograd, *ex*Linell,*ex*Marian) *ss*Lth.2ndNo.3-5,14 *Well deck* *1Dk(Irn)&Web frames*	1783 1325 1043	✠ 10,19 ✠	Lth	*r*		1889 9mo	Irvine&Co. WHartlepool	U.S.S.R.	273·9 P29'Q76'B112'F37' BK9½" *Cell*DB232'457*t*	37·1	16·7	Odessa Russian 4*BHCem*	T.3Cy.21",34"&56"-36" NB23 187NHP Blair&Co.Ld.Stockton	19 ″ 5	
28669 7787 SHFO	**Lenita** (*ex*HeinrichSchuldt,*ex*Fasan, *ex*Hornbach,*ex*Quarta) Sub.Sig. *1Dk*	*1565* *1232* *866*					1923	Flensburgr Schiffsb.Ges. Flensburg	RederiA/B Lerberget(Joel Fänge,*Mgr.*)	262·7 P20'Q81'B104'F32'	39·7	15·0	Lerberget Swedish *WB*	T.3Cy.17¾",29⅛"&48"-$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		V
28670 ESAX	**Lenna** (*ex*Radium,*ex*Cambo, *ex*Dalegarth) *1Dk&deep framing*	1576 1389 903			...		1897	W.Gray& Co.Ld. WHartlepool	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	250·0 Q107'B40'F30' FK	36·7	17·5	Käsmu Estonian *WB*	T.3Cy.21",34"&58"-39" 238NHP Cen.Mar.Eng.Wrks.WHpl	19 ″ 9	V †
28671 145525 CYLT	**Lennox** (*ex*Glenlinnie) *Mchy.Aft* *1Dk*	1904 1575 1121					1923	Swan,Hun- ter&Wigham Richardson, LdNewcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
28672 860 ESCL	**Lennuk** (*ex*Remenham,*ex*Arlon, *ex*Carol 1er) *ss*Cpn.3rdNo.3-6,30 *Spar dk(Stl)2trB&* *deep framing* Now "Elna," *see No.* 37955 *in Supplement*	3193 2967 1976	✠100A1 *Spar dk* *withfreeboard* 3,33 MS6,30 ✠LMC BS2,32	Tln	*v*	CL 3,32	1903 8mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	K.Jürgens	325·0 P30'B88'F34' FK *CellDBa*96'*uE&B*36'*f*144'690*t*	47·3	15·6 23·6	Tallinn Estonian 6*BHCem* *APT*100*t*	T.3Cy.24½",42½"&69½"-45" 180lb (*s*) 356NHP 3SB,9*cf*,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 ″ 0 s 4 ″ 7 21 ″ 7¾	
28673 LDLW	**Leo** *Ref.Mchy.* *2Dks* Wireless	1367 1314 791					1924	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de la SeineMarit. LeTrait(S.I.)		N
28674	— (*ex*Landes-34) *2Dks*	1243 1055 505					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	245·2	39·2	16·0	Helsngfors Finnish *WB*	T.3Cy.21½",35"&59"-39" 217NHP Hawthorns&Co.Ld.Leith		C
28675 145059 MKFY	— (*ex*Spes) *ss*Hul.2ndNo.3-11,33 *Well deck* *1Dk(Stl)*	1127 930 641	100A1 3,35 BS11,35 LMC MS11,33 ~~BS10,34~~	Hul		OG 3,35	1908 *Lloyd*	Stettiner Oderwerke Stettin '*sA&CP*	Ellerman'sWilson Line,Ld.	225·7 Q75'B98'F29' FK *CellDB*178'360*tFPT*	35·4	14·4	Hull British 4*BHAsp* 67*tAPT*27*t*	T3Cy.17",$27\frac{11}{32}$"&$43\frac{9}{16}$"-31½" 185lb (*s*) 128NHP 2SB,4*cf*,GS67,HS2100 StettinerOderwerke	17 ″ 1 s ″ 9¾ 16 ″ 5	
28676	**Leon** Ⓟ (*ex*Eneo,*ex*Sarajevo, *ex*Pannonia) *Well deck* *1Dk2trB*	750 529 386			...		1896	Wigham Richrdsn&Co Newcastle	LakonikiStm.Nav. Co.	220·0 P140'F48' *&ptShade dk* BK7½"	29·2	14·4	Piræus Greek *WB*	Q.4Cy.17",24",36"&52"-36" 203NHP WighmRichrdsn&Co.Nwc	15 ″ 1	
28677 EAQX	**Leon y Castillo** Ⓟ *ss*La.P.No.3-5,25 *ss*La.P.No.2-33 Wireless D.F. *1Dk&Shelter dk(Teak)*	*871* *478* *486*	✠100A1 *Shelter dk* *withfreeboard* 10,33 BS2,35 ~~BS10,34~~ ✠LMC10,33	LaP	*m*	CL ~~11,31~~ 5,35	1912 3mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	Cia.Trasmediter- ránea	210·0 *BonShelter dk*72' FK *WB=CellDBa*33'*uE*17'*f*95'160*tFPT*	30·0	10·2	SantaCruz Spanish 5*BHCem* 14*tAPT*13*t*	T.3Cy.16½",27"&44"-28" (*s*) 180lb 140NHP 2SB,4*cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 s ″ 6½ 12 ″ 1	
28678 207272	**Leonard B. Miller** *Mchy.Aft* *1Dk*	6291 — 4921					1910	American S.B.Co. Cleveland,O.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd.		
28679 201959	**Leonard C. Hanna** *Mchy.Aft* *1Dk*	6356 — 4922					1905	American S.B.Co. Cleveland,O.	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
28680 7040 SFHI	**Leonardia** (*ex*SheafField) *ss*Mmo.2ndNo.3-1,32 *1Dk(Stl)&deep framing* *Cargo battens not fitted*	*1583* *1425* *933*	✠100A1 3,35 ✠LMC MS1,32 BS~~8,34~~8,35	Cff	*q*	CL 1,34	1906 7mo *Lloyd*	BlythS.B. Co.Ld Blyth '*sA&CP*	Rederi A/B Jons- torp(F.L.Hall, *Mgr.*)	258·9 P23'B58'F30' FK *CellDBa*84'*uE&B*30'*f*102'424*t FPT*	37·0	18·1	Jonstorp Swedish 4*BHCem* 53*tAPT*20*t*	T.3Cy.19",30"&48"-36" (*s*) 180lb *80lb* 159NHP 1SB,4*pf*,GS71,HS2584 J.Dickinson&Sons,Ld.Sld.	20 ″ 5 s 2 ″ 8½ 17 ″ 11	
28681 1306 IBPS	**Leonardo da Vinci** Ⓟ TwinSc *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	7515 — 4205					1925	Ansaldo SanGiorgio Spezia	"Tirrenia" (FlotteRiunite Florio-Citra)	427·1	52·5	36·0 27·9	Genoa Italian *WB*	6 Steam Turbines DR geared to 2Sc.Shafts AnsaldoSampierdarena		CI
28682 59 IPGU	**Leonardo Palomba** (*ex*Stanton) *Well deck* *1Dk&Web frames*	1110 879 642			...		1899	Strand SlipwayCo. Sunderland	LorenzoPalomba	212·0 P17'Q44'B46'F23' FK	35·1	14·3	Torre del Greco Italian *WB*	T.3Cy.17½",28"&47"-33" 154NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 5	I †
28683 LEIY	**Leonhard Nilsen** (*ex*Patrick) *Mchy.Aft* *1Dk*	617 479 332					1918	Rosenb'rgs Mek.Verkstd Stavanger	A/S Nordlands- linjen(O.Jacobsen, *Mgr.*)	170·3 P56'F26'	28·1	12·3	Harstad Norwegian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMek.Verkstd.Bgn		N
28684 UNGT	**Leonid Krassin** (*ex*Brann,*ex*Stavn, *ex*Brager) *1Dk*	1840 1643 1152					1913	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·3 P32'B71'F29'	42·2	17·9	Leningrad Russian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		
28685	**Leonidas M. Valmas** (*ex*Gerano-34,*ex*Stern) Now "Germania," *see No.* 38259 *in Supplement*	*2080* *1403* *1249*					1914	Stettiner Oderwerke Stettin	M.L.Valmas	258·3 P32'Q75'B&F164'	40·5	16·2	Andros Greek *WB*	T.3Cy.20½",31½"&51⅓"-35⅖" 156NHP StettinerOderwerke		C
28686 SVQX	**Leonidas Z. Cambanis** (*ex*Littleton, *ss*Hul.No.3-1,29 *ex*Harpalyce, *ss*Hpl.No.1-32 *ex*Shannonmede, *ex*Linmore,*ex*Llanover) *1Dk(Stl)*	*4274* *4020* *2671*	✠100A1 2,35 ✠LMC MS5,32 BS~~5,34~~7,35	Ams	*y*	CL N2,35	1917 5mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	Heirs of the late L.Z.Cambanis	390·0 P40'B244'F35' FK *CellDB*338'1193*tFPT*110*t*	53·3	23·5	Andros Greek 6*BHCem* *APT*77*t*	T.3Cy.25½",45"&74"-48"(*s*) 180lb 475NHP 3SB,9*cf*,GS178,HS8197 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s 3 ″ 5¾ 22 ″ 9	
28687 DHOZ	**Leontes** *1Dk*	338 292 180					1920	Schiffs.-u Dckbauwerft Flender Lübeck	VereinigteFlens- burg-Ekensunder u.Sonderburger Dampfsch.Ges.	139·1 B34'F20'	22·5	11·8	Hamburg German *WB*	C.2Cy.14¾"&22⅘"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement.	7* Date de la dernière visite de la porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur Largeur Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si c'est dans le L.R. Durée Cert. Réfrig.
28688 77 IBVF	**Leopardi** (*ex*Gambia-33) *ss*Ham.No.3-9,28 *ss*Shl.No.1-33 2*Dks*(*Stl-Uws*)	3289 2973 1971	✠100A1 ~~3,35~~12,35 BS~~[illegible]~~ 6,35 ✠LMC6,35	Fin Gen	*v*	CL ~~5,33~~ 11,35	1915 10mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	"Adria"Soc.Anon. diNav.Marittima *CellDBa96'uE25'*	349·7|48·6|22·6 P36'B108'F41' FK *f*149'741*t FPT*129*t*	Fiume Italian 6*BHCem* *APT93t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 2SB(FD),1AuxSB, 6*cf*&2*pf*,GS152,HS6484 N.E.MarineEngCoLdNwc	25 ″ 0 s 4 ″ 0¾ 21 ″ 2	
28689 OODA	**Léopold II** *ss*Ant.2ndNo.3-9,33 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	*2902* *2748* *1851*	✠100A1 *Spar dk* 9,35~~8,34~~ BS~~7,34~~ 9,35 ✠LMC9,35	Ant	*v*	CL 8,34	1906 3mo	W.Dobson &Co. Newcastle A&CP	Cie.RoyaleBelgo- Argentine (ArmementDeppe, *Mgrs.*)	331·2|44·2|16·2 P27'B96'F38' 24·2 FK *WB=Cell*	Antwerp Belgian 5*BHCem* *DBa 102'uE*	T.3Cy.23½",39"&66"-45" (*s*) 180lb 312NHP 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc &*B44'f140'619tAPT44t*	26 ″ 6 s 4 ″ 9½ 21 ″ 10½	
28690 FOQD	**Leopold L. D.** Sub.Sig. D.F. *OilEng.* *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver- kenA/B Gothenburg	Louis-Dreyfus &Cie	428·2|56·6|25·7 F35'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29½"-59 1/16" 653NHP GötaverkenA/B,Got.		V
28691 120 ONLB	**Leopoldville** Ⓟ TwinSc *ss*Ant.No.1-32 Sub.Sig. 3*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* GyC. *CruiserStern* D.F.	*11256* *8137* *6521*	✠100A1 *withfreeboard* 8,35~~[illegible]~~ BS11,35 ~~[illegible]~~ ✠LMC10,35 ✠Lloyd'sRMC~~2,35~~ ~~7,35~~ 3,36 ~~11,35~~	Ant	*f*†	CL ~~8,32~~ 8,35	1929 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	478·8|62·2|35·0 B144'F84' FK *7BH to Weather* *CellDB* 391'1584*t FPT*237	Antwerp Belgian *dk pt Cem* *tAPT106t*	Q.8Cy.23 11/16",33 7/8",48 1/16"& 68 7/8"-48 1/16" (*s*) FD 216lb 1019NHP 6SB,18*cf*,GS400,HS14850 Soc.AnJ.Cockerill,Seraing	38 ″ 1 s 12 ″ 7½ 25 ″ 9½	
			Fitted for oil fuel 8,32 *F.P. above* 150° F. *Carrying Palm Oil in deeptank forward*											
28692 TTFG	**Léoville** *Mchy.Aft* 1*Dk*	1050 — 417					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Worms&Co.	215·9|30·6|12·6 P126'F57'	Havre French *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeineMarit.		V
28693 KZLP	**Lepus** (*ex*MingSang,*ex*KwongEng) 2*Dks*	1650 1433 969					1906	Schiffsw. v. HenryKoch Lübeck	Madrigal&Co.	265·7|37·8|18·4 P&B154'F40'	Manila Utd. States *WB*	T.3Cy.20½",33½"&53"-33½" 162NHP J.F.Ahrens,Altona		
28694 DOCY	**Lerche** (*ex*Ilmar, 2T,twinMsts *ex*Menkar) *Well deck* *Mchy.Aft* Wireless 1*Dk*	1128 866 657			...		1918	Wilton'sE. &Slipwy.Co. Rotterdam	ArgoReed.A.G.	229·5|34·7|13·2 Q132'B13'F34' FK	Bremen German *WB*	T.3Cy.15½",25½"&41"-36" NB22 124NHP Wilton'sE.&SlpwyCo.Rot.	16 ″ 0	G †
	Now "Franciska Hendrik Fisser," *see No. 38124 in Supplement*													
28695 TTWI	**Les Issers** (*ex*Hermes,*ex*Mina) 1*Dk*	726 580 306					1919	J.Meyer's S.B.Co. Leeuwen	ArmementNord- Africain	180·8|28·2|12·5 Q52'B53'F22'	Oran French *WB*	T.3Cy.15¾",25½"&39½"-23½" 76NHP Gebr.Storcks&Co.'s MaschinefabriekHengelo		V
28696 147232 GJXK	**Lesbian** *ss*Liv.No.2-32 *Well deck* 1*Dk*(*Stl*)2nd*dk*(*Stl*)in *forward holds* *CruiserStern*	2352 1773 1460	✠100A1 7,35~~9,34~~ ✠LMC MS10,52 BS~~[illegible]~~ 4,36	Liv	*s*	CL 8,33	1923 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	EllermanLines,Ld. *CellDB*233'	272·1|41·7|19·9 P&B172'F31' FK 472*t APT*21*t*	Liverpool British 5*BHCem*	T.3Cy.18",31½"&54"-36" (*s*) 225lb 274NHP 2SB,6*cf*,GS106,HS3954 FD Wllsnd.Slpwy.Co.Ld.Nwc	23 ″ 9 s 2 ″ 4½ 21 ″ 5½	
28697	**Lesbos** Ⓟ (*ex*MaryM.-33, *ex*Hound) 2*Dks*	1009 799 418			...		1893	Fairfield Co.(Lim.) Glasgow	HellenicCoast LinesCo.Ld.	250·3|32·1|15·5 P78'B80'F48' ND05 BK8½"	Piræus Greek *WB*	T.3Cy.26½",42"&68"-42" NB05 359NHP FairfieldCo.(Lim.),Gls.	16 ″ 3	
28698 147126 MLSJ	**Lesrix** *ss*Hul.No.2-32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	703 478 354	✠100A1 5,35 ~~8,33~~ ✠LMC MS1,52 BS~~[illegible]~~7,35	Nwc Hul	*j*	CL ~~1,32~~ N5,35	1924 1mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	RixSteamshipsLd. (R.Rix&Sons, *Mgrs.*) *Ce*	175·1|29·0|11·4 Q99'B11'F25' FK *llDB f*99'142*t FPT*	Hull British 4*BHCem* 55*t APT*28*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 96RHP 1SB,3*pf*,GS48,HS1683 C.D.Holmes&Co.Ld.Hull	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
28699 LCSM	**Lesseps** Iron *ss*Skm.No.3-7,94 *Ref.Mchy.* D.F. 2*Dks*(1*Irn*)3*tr B*	1788 1611 1027	✠ 7,98 ✠	Shl	*r*		1881 7mo	R.Dixon& Co. Middlesbro'	H.M.Wrangell	260·7|34·7|24·1 P57*t*B47*t*H30*t*F41*t* BK9½" *WB=*	Haugesnd Norwegian 5*BHCem* *MT*38'361*t*	C.2Cy.33"&62"-39" 184NHP 2SB,6*pf*,GS78,HS2958 Blair&Co.(Lim.),Stockton		
28700 140710 GSFD	**Lesto** *ss*Nwc.No.2-26 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1893 1498 1043	✠100A1 1,30 ✠LMC MS12,25 BS2,31	Bly	*q*	CL 1,30	1918 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*215'462*t S* *Tanks u E room*	268·0|37·9|17·6 P24'Q82'B51'F30' *ide* FK *p*30*t s*59*t FPT* 150*t*	Newcastle British 4*BHCem* *APT*132*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 221NHP 2SB,6*pf*,GS88,HS3534 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 2 ″ 0½ 18 ″ 0	
28701 5745 SKFA	**Lestris** (*ex*Lao,*ex*Hyllos, *ex*Craigneuk) *ss*Mmo.2ndNo.3-4,25 *ss*Osc.No.2-33 1*Dk*(*Stl*)2*tr B*&*deep framing* *Cargo battens not fitted*	*2615* *2360* *1488*	✠100A1 *Spar dk* *withfreeboard* 4,36~~8,34~~ BS10,35 ~~[illegible]~~ ✠LMC5,35	Skm	*t*	CL ~~8,34~~ 3,36	1898 11mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Iris (C.Abrahamsen, *Mgr.*) *CellDBa*	314·4|44·0|20·8 P29'B79'F29' FK 102'*uE*&*B*36'*f*130'	Stockholm Swedish 5*BHCem* 686*t APT*97*t*	T.3Cy.20½",34"&58"-42" (*s*) 200lb *100lb* NDB12 241NHP 2SB,6*rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls	23 ″ 3 s 8 ″ 9½ 19 ″ 8	
28702 146088 GCXS	— *ss*Bkn.No.3-1,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1881 1626 937	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~1,35~~ ✠LMC12,34 BS11,35	Bkn Mch	*s*	CL 12,34	1921 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson Ld.Newcastle '*sA&CP*	British&Contin- entalS.S.Co.Ld. *CellDB*226' 464*t MT*18'129	290·0|42·6|18·1 FK *Collision* *t FPT*31*t APT*31*t*	Liverpool British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1½ 20 ″ 3	
28703 240 ORMB	— *ss*Ant.2ndNo.3-11,29 *Well deck* 2*Dks*(1*pt Stl*&*Upt Irn*&*pt Stl*) Wireless	*1375* — *651*	✠100A1 11,29 BS2,31 ✠LMC11,29	Ant	*q*	CL 2,31	1905 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	ArmementL.Her- mansSoc.Anon. *CellDBa66'uE* 20'*u Bunker*1	260·0|34·7|18·5 P&B150'F55' BK"9 4'*f*94'291*t FPT*25*t*	Bruges Belgian 4*BHCem* *APT*20*t*	T.3Cy.21",33½"&54"-39" (*s*) 160lb *80lb* 210NHP 2SB,6*pf*,GS107,HS3564 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	19 ″ 9 s 1 ″ 11½ 18 ″ 8	
28704 148085 MLZQ	**Letchworth** *ss*Sld.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1317 985 717	✠100A1 4,35 ✠LMC MS10,35 BS4,35	Bly	*o*	CL 4,35	1924 9mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	WatergateStm. ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs.*) *CellDBuE18'f152'*	235·2|35·7|14·7 Q147'F28' FK 380*t MT*7'141*t FPT*	Newcastle British 5*BHCem* 100*t APT*45*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 179NHP 2SB,4*cf*,GS80,HS3150 N.E.MarineEng.CoLdNwc	16 ″ 9 s 4 ″ 11½ 15 ″ 10	
28705 147702 CYKF	**Lethbridge** *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing*	2407 2226 1750			...		1924	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaSteamship Lines,Ld.	250·0|42·9|24·3 F37' FK	Montreal British *WB*	T.3Cy.18",30"&50"-36" 195NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28706 3704 PJAP	**Leticia** TwinSc ssCco.No.2-36 ~~ssCco.No.1-32~~ Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom and deck	2580 1715 1116	✠100A1 ~~8,35~~ ~~2,35~~ 3,36 ~~BS2,35~~ ✠LMC~~5,35~~3,36 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 1,28	Cco	l	CL s8,35 P2,35	1928 1mo	Cant.Nav. Triestino Monfalcone Lloyd's A&CP	Curaçaosche Scheepv.Maats.	305·0 Q89'F29' Trunk187' FK	50·2	15·1	Willmstad Dutch 9BHptCem ptAsp APT84t	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6¾ 13 ″ 6½	
28707 148847 GLBX	**Letitia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. D.F. 3Dks E.S.D. GyC. CruiserStern	13475 10217 8161					1925	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLineLd. ~~Bros.) Ld. Joint Mgrs.)~~	525·7 B&F427'	66·4	38·0	Glasgow British WB	6 Steam Turbines DR geared to 2 Screw Shafts FairfieldCo.Ld.Glasgow		C BT till ~~1,36~~ 10,36
28708 PFOM	**Leto** D.F. 1Dk&Shelter dk	4712 4292 2830					1929	Rotterdam Droogd.Maat Schiedam	N.V.Maatschappy "Zeevaart"(Hudig &Veder, Mgrs.)	400·8 F34'	55·3	25·1	Rottrdam Dutch WB	T.3Cy.25",41"&68"-45"& L.P.Turbine 339NHP RotterdamDroogd.Maats.		V
28709 127953 MCXF	**Letty** ssP Gl.2ndNo.3-6,34 Mchy.Aft Well deck Cargo battens not fitted 1Dk(Stl)	339 239 127	✠100A1 6,34 ✠LMC5,34 BS7,35	PGl	e	CL 6,34	1908 12mo	J.Fullerton&Co. Paisley Lloyd's A&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	142·1 24·5 Q58'B9'~~F24'~~ FK WB=	23·3	9·8	Liverpool British 3BHCem FPT54t	C.2Cy.18"&38"-27" (s) 130lb 81RHP 1SB,2pf,GS40,HS1472 Ross&Duncan,Glasgow	10 ″ 6 s ″ 8 10 ″ 0	
28710 DHPA	**Leuna** D.F. Ref.Mchy. Sub.Sig 2Dks3trB	6856 6070 3996					1927	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·2 P35'B419'F49'	61·1	28·0	Hamburg German WB	2 Steam Turbines AllgemeineElek.Ges. Berlin		G
28711 221659 KDVD	**Levant Arrow** ssBal.No.3-10,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Web frames Longitudinal framing	8046 7834 4960	✠100A1 Shelter dk with freeboard 8,35 ~~8,31~~ BS8,35 ~~BS10,31~~ ✠LMC10,33 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 10,21	NYk	d†	CL N10,33	1921 10mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. CellDBaftuE&B 'tween dk tank a100t	468·3 FK Collision 76'436tDTf40'644t FPT229tAPT131t	62·7	32·0	NewYork Utd.States 16BHptCem BHtoSh dk 9 ,, ,, U ,, 6 ,, ,, 2nd,,	Q4Cy24"36"51"&75"-51"(r) 220lb 625NHP 3SB,9cf,GS173,HS9052 FD NewYorkSB Corp.Camden	32 ″ 0 s4 ″ 1½ 28 ″ 1¼	
28712 DQOG	**Levensau** (exMinho,exMogador) 1Dk&Spar dk	1227 1072 717					1905	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	231·0 B68'F23'	33·6	17·5	Brmrhavn German WB	T.3Cy.17$\frac{5}{16}$",28$\frac{5}{16}$"&46¾"-31½" 122NHP BremerVulkan,Vegesack		G
28713 147768 MLTB	**Levenwood** ssShl.No.3-2,36 ~~ssShl.No.2-32~~ Well deck 1Dk(Stl) Mchy.Aft	803 548 374	✠100A1 2,36 ~~11,34~~ ~~MS4,32~~ ✠LMC2,36 ~~DBS7,34~~ ~~MBS11,34~~	Shl	k	CL ~~11,34~~ 2,36	1924 2mo	R.Williamson&Son,Ld. Workington Lloyd's A&CP	JosephConstantine SteamshipLine,Ld.	186·5 B9'Q116'F23' FK CellDBf112'162t	29·4	12·4	Middlsbro' British 3BHCem FPT40t	T.3Cy.14",24"&40"-27" (s) 180lb ~~90lb~~40lb 99RHP 1SB,3pf,GS55,HS1952 W.Beardmore&Co.Ld.Gls	14 ″ 7 s4″10½ 14 ″ 4	
28714 DICX	**Leverkusen** Ⓟ D.F. OilEng. Sub.Sig. CruiserStern 2Dks	7386 6164 4364					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie)	463·6 P27'B426'FonB38'	60·1	28·0	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP AlgemeineElec.Ges.Berlin		G
28715 148880 GLPZ	**Levernbank** TwinSc ssShi.No.2-34 OilEng. 1Dk(Stl)&Shelter dk(Stl-ws)	5150 4764 3110	✠100A1 with freeboard 7,35 ~~12,34~~ ~~DBS5,35~~ ✠LMC6,34 Carrying vegetable oil in deep tank	Liv Lon DBS8,36	a†	CL 2,34	1925 11mo	Harland&Wolff,Ld. Glasgow Lloyd's A&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB357'1121t Tanks tunnels115'251tDT	420·0 FK Coll between f32'1067tFPT106t	53·9	26·5	Glasgow British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,, APT132t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
28716 215446 WSBN	**Leviathan** Ⓟ QuadSc (exVaterland) Fitted for oil fuel Sub.Sig. D.F. E.S.D. GyC. 6Dks	48943 38413 15796					1914	Blohm&Voss Hamburg	UnitedStatesLines Co.(Man.Agents InternationalMercantileMarineCo.)	907·6	100·3	58·2	NewYork Utd.States WB	Steam Turbines Blohm&Voss.Hamburg		R
28717 118322 MGJM	**Lewis** ssLan.No.3-12,19 Well deck 1Dk(Irn) Mchy.Aft	346 247 141	✠ - 7,28 ✠	Sws	e		1903 9mo	WoodSkinner&Co.Ld. Newcastle	T.W.Ward,Ld.	135·0 Q43'B7'F20' FK WB=FPT	24·2	10·5	London British 3BHCem 33tAPT4t	T.3Cy.12",19"&32"-22½" 51RHP 1SB,2pf,GS32,HS1168 N.E.MarineEng.Co.Ld.Sld	11 ″ 3	
28718 211738 WJCT	**Lewis K. Thurlow** Sub.Sig. 1Dk&Web frames Longitudinal framing	3306 2775 2097				...	1913	NwprtNws S.B.&D.D.Co. NewportNws	~~MysticS.S.Co.~~ KoppersCoalCo (MysticSSCo Mgrs.)	313·5 P36'B94'F36' FK	46·1	22·0	Boston Utd.States WB	T.3Cy.21",37"&60"-42" 279NHP NewportNewsSB&DD.Co.	25 ″ 6	R †
28719 217883 WFOE	**Lewis Luckenbach** TwinSc Fitted for oil fuel D.F. GyC. CruiserStern 2Dks	6574 — 4054					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	LuckenbachS.S. Co.Inc.	496·0 B74'	68·0	40·0	NewYork Utd.States WB	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.		R
28720 OUIG	**Lexa Mærsk** (exLexa-32, exLexaMærsk,exNykjöbing) 1Dk	900 670 490					1914	Kjöbnhvns Flydk&Skbs. Copenhagen	A.P.Möller	218·2 P17'Q56'B88'F30'	32·5	12·0	Aalborg Danish WB	T.3Cy.14",22½"&37"-24" 67NHP KjbnhavnsFlydk&Skbs.		C
28721 219471 KJPM	**Lexington** (exLakeFandango-33) Fitted for oil fuel D.F. 3Dks	2606 2237 1612				...	1920	Detroit S.B.Co. Wyandotte	Merchnts&Miners TransportationCo.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
28722 221906 KLGN	— (exEckmuhl) OilEng. 1Dk	522 — 352				...	1919	Foundat'n Co. Savannah,Ga	HallTranship Lines,Inc.	139·4 Erections alt.33 BK	25·2	14·2	Boston Utd.States WB	Oil Engines 4S.C.SA 6Cy.14½"-22" 122NHP NewLondonS.&E.Co. NewLondon,Conn.	14 ″ 8	R †
28723 KZAN	**Leyte** (exRomulus) Iron Mchy.Aft Welldeck Wireless 1Dk2trB	854 688 534				...	1879	HM'Intyre &Co. Paisley	Cia.Maritima (Fernandez Hnos.Inc. Mgrs.)	210·0 P133'F16' BK8"	29·2	15·3	Manila Utd.States WB	C.2Cy.28"&50"-33" NB93 114NHP Hutson&Corbett,Glasgow		
28724 3204 SGQA	**Liana** (exJaffa, exRoland, exEmanuel) ssGot.3rdNo.3-1,32 1Dk(Irn)&deep framing Cargo battens not fitted	1646 1483 968	✠100A1 11,34 BS~~5,34~~ ✠LMC1,32 5,35	Got	q	CL 5,34	1898 4mo	W.Gray&Co.Ld. W Hartlepool A&CP	RederiA/B Lerberget ~~(Joel~~ (Fänges&Påhlssons Rederier Mgrs.)	265·0 B68'F27' CellDB FK a82'uE&B36'f106'	38·5	17·4	Lerberget Swedish 4BHCem 475tAPT41t	T.3Cy.19",30½"&51"-36" (s) 160lb 80lb 150NHP 1SB,3rf,GS51,HS2140 Cen.Mar.Eng.Wrks.W Hpl	19 ″ 9 s2 ″ 9¼ 17 ″ 1¼	
28725 120636 GMKB	**Liangchow** Ⓟ 2Dks	1999 1725 1220					1905	Scott'sS.B.&E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9 B81'F34'	40·2	21·7	London British WB	T.3Cy.20",33½"&56"-39" 196NHP Scott'sS.B.&E.Co.Ld.Grk.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. B.of Trade
28726 1895 SFHR	**Libau** 1*Dk*	*332* *274* *173*					1890	Göteborgs Mek.Verkstb Gothenburg	Rederi A/B Egon (S.M.Stjerna, *Mgr.*)	139·1 B32'H8*t*	21·6	11·9	Malmö Swedish	O.2Cy.15⅝"&28¾"–19½" 29NHP GöteborgsMk.Vks.Got.		V
28727 216452 WQCD	**Libby-Maine** WoodTwin *OilEng.* 2*Dks*	1811 1467 1458			...		1918	G.M.Stan- diferConst. Corp. Portland,O.	Libby,McNeill& Libby,Inc.	226·0 P30'F26'	44·1	20·7	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.12⅛"–18" 172NHP DowPump&DieselEng. Co.Alameda,Cal.		
28728	**Liberal** TwinSc *ss*LourençoMarques2ndNo.3–3,28 *ss*LourençoMarquesNo.1–32 1*Dk*(*Stl*–ws)	333 242 159	✠100A1 6,34 ✠NB9,21 ✠LMC12,32 BS~~5,34~~8,35	Lourenço Marques	*e* M	~~12,33~~ ~~6,34~~ 3,36	1904 6mo *Lloyd*'*s*A&CP	W.Chal- mers&Co. Rutherglen	Empreza do LimpopoA.Couto *WB*=*DBa*37'23*t*	140·3 P12'B47'F21' FK *FPT*15*tAPT*10*t*	26·1	9·5	Lourenço Marques Portuguese 4*BHCem*	C.4Cy.13"&26"–18" (*s*) 120lb 69NHP 1SB,3*cf*,GS51,HS1400 Campbell&Calderw'd,Psy.	10 " 3	
28729 216541 KRIU	**Liberator** Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Webframes* *Fitted for oil fuel* *Longitudinal framing*	7720 7598 5750	✠ 11,21 ✠	Bal	*a*†		1918 7mo	Bethlehem S.B.Corp.Ld. SanFrancisco *CellDB*325'	LykesBros.- RipleyS.S.Co.Inc. 1192*tMT*25'798*tD*	410·0 FK *Ta*30' 228*t FPT*80*t*	56·0	29·0 38·0	Galveston, Tex. Utd.States 7*BHptAsp* *APT*195*t*	T.3Cy.26½",47"&78"–48" 609NHP 3SB,9*cf*,HS8490 BethlehemS.B.Corp.Ld.	41 " 0	R †
28730 LEJC	**Liberta** (*ex*Fenia) Comp Now "Bausen," *see No.*37266 *in Supplement* 1*Dk*	386 308 207					1906	O.ABrodin Gefle	AndersVelde	145·8 H44*t*F11*t*	27·0	9·6	Haugesnd Norwegian	O.2Cy.16"&31"–21" NE08 37NHP W.LindbergsAktieb.Skm.		
28731 217061 WCOO	**Liberty** Sub.Sig. *Fitted for oilfuel* 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6211 5895 3835			...		1918	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on Shltr dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	34 " 11	R †
28732 219752 KUJX	**Liberty Bell** Sub.Sig. *Fitted for oil fuel* 2*Dks*	5107 4598 3129					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
28733 218597 KIQZ	**Liberty Glo** Sub.Sig. *Fitted for oil fuel* 2*Dks*(*Stl*)&*Web frames*	4979 4740 3060	✠ 8,19 ✠	Hog Island	*z*		1919 8mo	American International S.B.Corp. HogIslandPa	SouthAtlantic S.S.Co. *CellDB*279' 1380*tM*	390·0 P39'B122'F43' FK *T*24'748*t FPT*144*t*	54·2	27·6	SavannhG Utd. States 8*BHCem* *APT*100*t*	DR geared Steam Turbine HS8706 3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
28734 3133 SFHU	**Libra** (*ex*Wilberforce) Iron *Well deck* *ss*Hbg.4thNo.3–4,35 1*Dk*(*Irn*) *Cargo battens not fitted*	*1407* *1118* *834*	✠100A1 4,35 ✠LMC4,35	Hbg	*p*	5,34	1882 6mo *Lloyd*'*s*A&CP	J.Read- head&Co. S.Shields	RederiA/B Wallen (A.J.Falkland, *Mgr.*) *WB*=*DBa*74'	249·2 Q96'B52'F31' BK9"	36·1	17·4	Hlsngborg Swedish 4*BHCem* *f*100'371*t*	O.2Cy.29 5/16"&54"–36" 80lb *90lb* NDB04 135NHP 1SB,4*pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 " 7 s1 " 5¼ 17 " 11	
28735 OYVC	**Lica Mærsk** *Fitted for oil fuel* *CruiserStern* D.F. 2*Dks*	2480 2172 1471					1927	Lübecker Maschb.Ges. Lübeck	A/S D/S Svendborg (A.P.Möller, - Copenhagen,*Mgr.*)	308·7 P20'B202'F37'	43·9	20·1	Aarhus Danish *WB*	T3Cy21¼"33 13/16"&55 1/16"–29 5/16" 173NHP A.Borsig,G.m.b.H.Berlin		V
28736 DOFY	**Lichtenfels** D.F. Sub.Sig. *CruiserStern* 2*Dks*	7566 6688 4594					1929	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4 F51'	62·2	27·9	Bremen German *WB*	T.3Cy.30⅜",49¼"&78¾"–55⅛" & LP Turbine 785NHP A.G."Weser,"Bremen		G
28737 7744 SFJE	**Lida** (*ex*Rolf,*ex*Danefelt) 1*Dk*	*1259* *944* *691*					1920	PPhStuhrs Msk.&Skvs. Aalborg	RederiA/B Kinnevik(P. Anderson,*Mgr.*)	234·2 P14'Q71'B94'F29'	36·3	13·4	Lidköping Swedish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
28738 LCOT	**Lido** 1*Dk*	1918 1697 1149					1930	Nylands Værksted Oslo	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	271·5 P65*t*H95*t*	42·9	18·4	Oslo Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" 93NHP NylandsVærksted,Oslo		N
28739 1519 IPJC	— (*ex*Mary,*ex*Ostmark,*ex*London) 1*Dk*&*Spar dk*3*trB*	1243 1207 721					1889	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	231·1 F12'	31·1	20·9	Genoa Italian *WB*	T.3Cy.15",24"&39"–24" NB13 75NHP A.G."Vulcan,"Stettin		I
28740 DONO	**Liebenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Akt.Ges. Weser Bremen	DeutscheDmpfs- fahrts.Ges.Hansa	431·6 P64'B135'F52'	56·4	30·3	Bremen German *WB*	T.3Cy.29⅛",49¼"&76⅜"–54" 430NHP A.G.Weser,Bremen		G
28741 221073 KDPG	**Liebre** *ss*Bal.No.3–4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7057 6824 4327	✠100A1 1,36 ~~12,34~~ ~~BS12,34~~ ✠LMC4,33 *CarryingPetroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 2,21	NYk BS1,36	*b*†	CL ~~3,34~~ 1,36	1921 2mo A&CP	UnionCon- structionCo. Oakland,Cal.	Socony-Vacuum OilCo.Inc. *CellDBuE*&*B*62' *DTf*50'1049*t*	435·0 P106'B50'F42' FK 178*t* *FPT*118*tAPT*80*t*	56·0	33·4	NewYork Utd.States 15*BHptAsp* (9 *to U dk* 6 " 2*nd* ")	T.3Cy.~~27~~ 27½",47"&78"–48" (*s*) 220lb 621NHP 3SB,9*cf*,HS8736 FD LlewellynI.W. L.Angeles,Cal	33 " 6 s6 " 5¼ 27 " 3½	
28742 OTYA	**Liège** (*ex*Erhard,*ex*Adelheid Menzell) 2*Dks*	*4398* *4072* *2782*					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	383·7 P43'B113'F42'	52·1	25·3	Antwerp Belgian *WB*	T.3Cy.22¾",39¼"&66½"–48" 306NHP FlensburgerSchiffsb.Ges.		V
28743 XNAF	**Lienhsing** (*ex*TêAn,*ex*TakSang) Wireless 1*Dk*(*Stl*)&*Spar dk*3*trB*	1599 — 969	✠ 3,92	Gls	*q*		1892 2mo	Lon.&Gls. I.S.B.&E. Co.Ld. Glasgow	Shaw-hsingS.S.Co. Ld. *CellDB* *a*52'48*tFPT*83*t*	250·0 B64'F35' *ptShadedk*43' FK *APT*30*tMT*10'130*t*	36·1	15·3 22·5	New- chwang Chinese 4*BHCem*	T.3Cy.18½",30"&48"–36" NB14 166NHP 1SB,3*cf*,GS56,HS2319 Lon.&Gls.Co.(Lim),Gls.		
28744 PFOP	**Lies** (*ex*Frederika,*ex*Jacoba, *ex*Rheinstrom 8) *OilEng.* 1*Dk*	325 279 230					1914	E.Berning- haus Duisburg	N.V.M.S."Lies" (J.Vermaas' Scheepvaart- bedrijf,N.V.*Mgrs.*)	131·7	26·4	9·7	Rottrdam Dutch	Oil Engines 2S.C.SA 4Cy.10¼"–14 3/16" 73NHP NE34 N.V.Mchfb.Bolnes,Bolnes		G
28745 FNYJ	**Lieutenant de la Tour** (*ex*War Queen) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5700 — 4287			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	Cie.desMessa- geriesMaritimes	385·3 FK	51·2	33·5	Dunkirk French *WB*	T.3Cy.26",44"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 " 0	V †
28746 FNFG	**Lieutenant Fournaud** (*ex*Irma Woermann) 2*Dks* Broken up	2317 2119 1406					1901	Blohm& Voss Hamburg	Cie.deNav.Mixte	300·7 H86'F29'	38·3	23·4	Marseilles French *WB*	T.3Cy.19",30"&50"–39½" 157NHP Blohm&Voss,Hamburg		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28747 FNOY	**Lieutenant Robert Mory** (*ex*CapitaineHenriRallier) *Well deck* 1*Dk*	3176 2811 1660			…		1922	Chant.NavalsFrançais Caen	Mory&Cie	313·6|45·9|20·5 P15'Q90'B59'F29' FK	Boulogne French *WB*	T.3Cy18⅜"29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" 235NHP Atl&Ch.delaLoire,StDenis	23 ″ 0	V †
28748 FNYL	**Lieutenant St. Loubert Bie** (*ex*Mannheim) *Well deck* D.F. 2*Dks*	6126 5466 3460			…		1911	J.C.TecklenborgA.G. Wesermünde-G.	Cie.desMessageriesMaritimes	451·0|57·2|27·3 P&B392'F45' FK	Dunkirk French *WB*	T3Cy27$\frac{15}{16}$",46$\frac{13}{16}$"&78¾"-53⅞" &LPTurbine J.C.TecklenborgAG.Wsm	29 ″ 8	V †
28749 UNYE	**Lieutenant Schmidt** (*ex*Frascati) 2*Dks*	2493 1537 1469					1913	Akt.Ges. "Neptun" Rostock	U.S.S.R.	297·3|40·1|15·7 P&B226'F31'	Vladvostk Russian *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&53⅜"-37$\frac{7}{16}$" 174NHP A.G."Neptun,"Rostock		
28750 OYWC	**Lifland** 1*Dk*	2254 1913 1355					1920	Odense Staalskibs.v. Odense	A/S DetDansk FranskeDampskselsk.(A.N. Petersen,*Mgr.*)	284·9|42·4|19·9 P19'B77'F31'	Copnhagn Danish *WB*	DR geared Steam Turbine Vickers,Ld.Barrow		V
28751 231447	**Light Brigade** (*ex*ClaraMattheu, *ex*NestaWilliams,*ex*EmilyRickert) 1*Dk*	496 — 284					1891	J.W. Klawitter Danzig	Colonna'sShipyard,Inc.	173·0|25·3|11·2	NorfolkVa Utd.States *WB*	T.3Cy.13",21¾"&35½"-25½" 64NHP J.W.Klawitter,Danzig		
28752 218753 KIVF	**Lightburne** *ss*Mob.No.3–1,30 *ss*N.Yk.No.1–34 2*Dks*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing*	6429 6126 3979	✠100A1 ~~8,35 1,35~~ 3,36 BS6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,19 F.P. above 150° F.*	NYk ✠LMC7,34	*a*†	CL 7,34	1919 8mo	Texas SteamshipCo Bath,Maine A&CP	TheTexas Company *Cell DBu E&B64' 209t FPT 229t APT130t*	416·8|56·1|31·1 P107'B35'F33' FK	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44"&74"-51" (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers H.G.TroutCoBuffalo,N.Y.	32 ″ 10 s 6 ″ 3 26 ″ 10	
28753 145492 GBFC	**Lightfoot** *ss*Shl.No.3–7,35 ~~*ss*Shl.No.2–31~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1894 1489 1103	✠100A1 7,35 ~~6,33~~ ~~BS10,34~~	Shl ✠LMC~~5,34~~ 7,35	*q*	CL ~~10,34~~ N7,35	1922 7mo *Lloyd'sA&CP*	J.Crown&Sons,Ld. Sunderland	TheHillSteam Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*)	268·0|37·9|17·6 P24'Q82'B55'F30' *CellDB* FK 205'383t*FPT*105t	Newcastle British 4*BHCem* *APT*100t	T.3Cy.20½",33"&54"-39" (*s*) 180lb 199NHP 2SB,4*cf*,GS77,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 10½ 18 ″ 1	
28754 140106 MKVD	**Lightning** (*ex*ClydeFirth, 3Mst (*ex*EliseMellonie, *ss*Lth.No.3–2,34 *ex*Millwater) 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Well deck*	365 248 136	✠100A1 3,35 BS1,35	Fal ✠LMC2,34	*e*	CL 3,35	1921 10mo *Lloyd'sA&CP*	Willoughby(Plymouth)Ld. Plymouth	WilsonS.S.Co.Ld. (T.W.Dixon, *Mgr.*)	135·0|23·4|9·9 Q47'B9'F22' FK	Newcastle British 3*BHCem* *FPT*49t	T.3Cy.11½",18½"&30"-21"(*s*) 160lb 67RHP 1SB,3*pf*,GS50,HS1400 Willoughby(Plm'th),Ld.	10 ″ 7 s ″ 6 10 ″ 2	
	Now "Herbert W. Walker," *see No.* 38407 *in Supplement*													
28755 141861 WJCJ	**Ligonier** 3Mst *ss*Mob.2ndNo.3–4,27 *ss*NYk.No.2–35 ~~*ss*Mob.No.1–30~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Mchy.Aft* &*Web frames*	3737 3489 2397	✠100A1 *Spar dk* 10,35 ~~12,34~~ ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 5,03 F. P. above 150° F.*	NYk 10,35 ✠LMC~~7,31~~	*w*	CL 2,34	1903 5mo	NewYork S.B.Co. Camden,N.J. A&CP	~~GulfRefiningCo. Inc.~~ GulfOilCorp. of Pennsylvania *WB=CellDBuB26' 80t FPT117t APT46t*	352·5|46·4|19·2 P34'B28'F43' 26·2 FK	Pt.Arthur, Tex. Utd.States 14*BHCem*	T.3Cy.24⅜",43$\frac{1}{16}$"&72"-48" 200lb (*s*) 455NHP 2SB,8*cf*,GS156,HS6070 FD NewYorkS.B.Co.Camden		
28756 6700 SFID	**Ligur** (*ex*Dalhem,*ex*Grete) 1*Dk*	*1151* *989* *642*					1920	Skiens VerkstedA/S Skien	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	226·6|36·4|14·4 P43*t*H65*t*	Helsingbrg Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstederA/S		N
28757 1352 IPJO	**Ligure** (*ex*Iris) 2*Dks*	1143 955 711					1893	Rijkee&Co. Katendrecht	Ligure-Sicula Soc.diNav.	238·9|32·1|15·6 H55'F27'	Genoa Italian *WB*	T.3Cy.17½",28"&45"-36" 121NHP Maats."DeMaas,"Rot.		I
28758 5646 SIBA	**Liguria** *ss*Got.No.3–4,27 *ss*N.Yk.No.1–31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1751* *1470* *850*	✠100A1 *Shelter dk withfreeboard* 12,34 MS12,31	Rio ✠LMC ~~BS8,34~~ 9,35	*s*	OG 12,34	1914 10mo *Lloyd'sA&CP*	LindholmensV.A. Gothenburg *Intermediate BH in forehold dispensed with*	RederiaktSvenska Lloyd(K.R. Bökman,*Mgr.*)	283·0|43·0|16·4 FK *WB=CellDBa76'uE&B63'f116'536tFPT39tAPT21t*	Gothenbrg Swedish *Cem* 4*BH only*	T.3Cy.21½",35½"&58½"-36" 185lb *100lb* (*s*) 254NHP 2SB,6*cf*,GS130,HS4302 LindholmensV.A.Got.	19 ″ 0 s ″ 7¾ 18 ″ 6½	
28759 574 ESCG	**Liina** (*ex*LinaPerrone,*ex*Simeto, *ex*Kinsale) ~~*ss*Cat.2ndNo.3–5,22~~ *ss*Tln.3rdNo.3–6,35 ~~*ss*Tln.No.2–31~~ 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2480 2254 1518	✠100A1 ~~0,35 1,34~~ 4,36 ~~BS11,34~~ 12,35	Mdb ~~Bry~~Lth ✠LMC~~5,34~~ MS6,35	*t*	CL ~~0,32~~ ~~1,35~~ 4,36	1896 8mo *Lloyd'sA&CP*	Richardsn,Duck&Co. Stockton	R.Gildemann& E.Bergmann(E. Bergmann,*Mgr.*) *CellDBa104'uE&B40'f120'689tAPT71t*	310·0|44·0|20·4 FK	Tallinn Estonian 5*BHCem*	T.3Cy.22½",37"&61"-42" (*s*) 160lb 246NHP 2SB,6*cf*,GS104,HS3778 Blair&Co.(Lim.),Stockton	22 ″ 10 s4 ″ 2½ 18 ″ 10	
28760 147583 MNWZ	**Lilburn** (*ex*Islington) *ss*Gmh.No.3–9,27 *ss*Bkn.No.2–35 ~~*ss*Shl.No.1–32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1495 1280 835	✠100A1 ~~6,34~~ 11,35 ~~BS6,34~~	Hpl Bkn ✠LMC~~11,32~~ 11,35	*p*	CL ~~6,34~~ N11,35	1924 2mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson,Ld.Sunderlnd	Smith,Hogg&Co.Ld. *CellDB203'417tFPT82tAPT29t*	240·0|37·2|17·7 P17'B53'F22' FK	W.Hartlpl British 4*BHptCem*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 7½ 17 ″ 3	
28761 OXDH	**Lilian** (*ex*Bryssel) 1*Dk*	1271 971 732					1924	Howaldtswerke Kiel	J.Lauritzen	238·0|37·2|13·7 P15'Q71'B93'F31'	Esbjerg Danish *WB*	T.3Cy.15",24"&40"-27" *E made*20*fitted*24 82NHP KjbnhavnsFlydk&Skbsv.Cpn.		N
28762 142364 GBKC	**Lilian Moller** (*ex*Valhall–33, *ex*CambrianDuchess, *ss*Cff.No.3–6,23 *ex*Novgorod) *ss*Ant.No.1–28 2*Dks*(*Stl*)2nd *dk*(ws)	4866 4485 3048	✠ —— 12,31 ✠	Ham	*y*		1913 7mo	SirJ.Laing &Sons,Ld. Sunderland	~~N.E.A.Moller (Moller&Co, *Mgrs.*)~~ MollerLine,Ld. *CellDBa134'uE&B40'f170'1122tFPT115tAPT50t*	390·0|50·6|28·0 P40'B111'F42' FK	Shanghai British 6*BH*	T.3Cy.26",42½"&70"-48" 427NHP 2SB,6*cf*,GS133,HS5926 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 5	N †
28763 OUIH	**Lilleborg** 1*Dk*	1452 1199 861					1916	HelsingörsJernsk&Msk. Elsinore	Dampskibsselsk. Dannebrog (C.K. Hansen,*Mgr.*)	251·3|37·2|16·0 P28'Q69'B98'F33'	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
28764 147527 VGFP	**Lillehorn** (*ex*Majong) TwinSc *OilEng.* Wireless 1*Dk*	936 766 504					1922	Rennie,Ritchie&Newport,Ld. Wivenhoe	AtlanticPacific Nav.Co.Ld. ~~(F.W.Eccles, *Mgr.*)~~	207·5|33·6|13·4	Vancouver B.C. British *WB*	Oil Engines 2S.C.SA 8Cy.16½"–17" 384NHP *E made*18 J&CGBolindersCoLd.Skm.		C
28765 LEJE	**Lillemor** *Now* "Randi," *see No.* 39883 *in Supplement* 1*Dk*	1132 991 677					1916	Akties.MossVærft Moss	Th.Brövig	226·2|36·6|15·7 P20'B57'F26'	Farsund Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP Akties.MossVærft.Moss		N
28766 LFFJ	**Lillgunvor** (*ex*Vardvik–35) 1*Dk*	1305 1133 739					1930	StavangerStöberi&Dok Stavanger	Rederiet "Lillemor"(Th. Brövig,*Mgr.*)	242·7|37·2|16·0 P21'B56'F24'	Farsund Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref't rade
28767 219716 KUGZ	**Lillian** (exMaddequet) ssBal.No.3–7,34 1Dk(Stl)&Web frames Sub.Sig. Longitudinal framing	3482 2817 2112	100A1 ~~1,35~~10,35 BS9,35 Fitted for oil fuel 5,20 F.P. above 150° F.	NYk LMC7,34	u	CL 12,33	1920 A&CP	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.BullSteamshipCo.Inc.(A.H.Bull&Co.Inc.Mgs) CellDB232'691tDTf26'740tFPT78tAPT282t	328·0 P26'B98'F37' FK	46·2	22·9	NewYork Utd.States 7BH	T.3Cy.21½",37½"&60"–42" 190lb (s) 292NHP 2SB,6cf,GS144,HS4933 BethlehemS.B.Corp.Ld. Wilmington,Del.	25 " 6	
28768 111098 KLGP	**Lillian Anne** (exRiverside) OilEng. 1Dk	330 — 224					1895	Delaware RiverIsland S.B.&E.Wks. Chester,Pa.	R.W.&E.M. Gatewood	141·5	27·1	10·3	Wilmgton (Del.) Utd.States	Oil Engines		
28769 217859 WLCG	**Lillian Luckenbach** TwinSc (exMarica) ssSea.No.1–35 6TwinMst D.F. GyC. ssBos.No.3-6,31 2Dks(Stl)&Shelterdk(Stl) CruiserStern	6369 5766 3999	✠100A1 Shelter dk withfreeboard 3,36 ~~1,35 10,35~~ ✠NB3,23 MS~~6,34~~1,35 BS~~8,34~~7,35 Fitted for oil fuel 6,19 F.P. above 150° F.	Sea ~~S.Fo~~ ✠LMC—	b†	CL PN1,34 ~~s1,34~~ s10,35	1919 5mo	SunS.B. Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. CellDB389'1831t'tween dk tanks in E&B space36'405tFPT281tAPT271t	448·9 FK	60·2	28·2 37·8	NewYork Utd.States 8BH pt Asp (Coll to Sh dk 7 " U ")	4 Steam Turbines SR geared to 2 Sc. Shafts 225lb (r) 1032NHP 3SB,12cf,GS239,HS12780 FD DeLavalSteamTurbineCo. Trenton,N.J.	~~31 " 3~~ ~~s4 " 3¼~~ ~~27 " 4¼~~ 31 " 3 s4 " 3¼ 27 " 4¼	
28770 7881 SDAT	**Lillie Matthiessen** (exImperator–33) Wireless 1Dk	986 880 557					1905	Stavanger Stöberi&Dok Stavanger	RederiA/B Westindia(SvenSalén,Mgr.)	230·6 P12tH44tF29t	33·2	14·9	Stockholm Swedish WB	T.3Cy.17",28"&47"–33" 127NHP StavangerStöberi&Dok		N
28771 FNWI	**Lillois** (exStudent) 1Dk&Spar dk&deep framing	3681 3298 2322			...		1910	C.Connell &Co.Ld. Glasgow	Cie.desBateaux àVap.duNord	349·6 P31'B102'F34' FK	45·9	27·0	Dunkirk French WB	T.3Cy.20",34"&58"–48" 300NHP Dunsmuir&JacksonLdGls	29 " 6	V †
28772 122395	**Lillooet** TwinSc GyC. 2Dks&Shade dk	608 403 338			...		1908	BColumbia MarRlyCoLd Victoria,B.C.	Govt.ofCanada	163·0 F33' FK	27·0	13·0	Vict'riaBC British WB	T.6Cy.11½",18"&31"–24" 94RHP Bow,McLachln&CoLd.Psy	15 " 0	
28773 7077 SFIG	**Lilly** (exChaddesley,exNicolaos Pappis,exKalfond) ssHbg.2ndNo.3-4,25 ssMmo.No.2–33 Well deck 1Dk(Stl)&deepframing Cargo battens not fitted	1254 942 725	✠100A1 2,36 ~~10,34~~ ~~BS6,34~~ BS2,36 ~~5,35~~	Hbg ✠LMC6,35	n	OG 10,34	1900 8mo	Dundee Shipbuilders' CoLd.Dundee A&CP	RederiA/B Wallen(A.J.Falkland,Mgr.) CellDBa54'uE13'f88'269tFPT56tAPT20t	225·0 Q83'B54'F27' FK	35·2	14·8	Hlsngborg Swedish 4BHCem	T.3Cy.17",28½"&47"–30" (s) 180lb 80lb 133NHP NDB00refitted26 1SB,3cf,GS55,HS2076 Cooper&Greig,Dundee	17 " 3 s1 " 1½ 16 " 3	
28774 LIXP	**Lilly I** (exLilly–35) ssGot.No.3–2,30 ssGot.No.1–34 Mchy.Aft 1Dk(Stl)	309 249 204	✠100A1 12,34 MS5,34	Got ✠LMC BS12,34	r	OG 4,34	1916 9mo	P.Larsson Thorskog	LarsKyrkjebö CellDB22'27tFPT20tAPT15t	123·1 P26'F15' len17 FK	22·6	10·4	Bergen Norwegian 3BHCem	C.2Cy.13"&20"–16" (s) 120lb 22NHP 1SB,2cf,GS46,HS490 P.Larsson,Thorskog	12 " 0 s1 " 2½ 10 " 10½	
28775 1975 IPLI	**Lilly F.** (exVincenzoMontera–34, exRenzo,exMylingur,exPetchora) 1Dk&pt Awng dk	657 499 366					1901	J.W.Klawitter Danzig	MicheleCacace	201·1	27·3	11·1	Genoa Italian WB	T.3Cy.13⅜"21$\frac{7}{16}$"&35⅜"–2[illegible]" 63NHP J.W.Klawitter,Danzig		I
28776 SVMO	**Lily** (exLegie–33,exTaikaiMaru) ssHam.No.3–10,33 2Dks(Stl)	5719 4848 3379	✠100A1 11,35 ~~12,34~~ BS~~12,34~~ 1,36	Rot Rio ✠LMC10,33	z	CL ~~10,33~~ 11,35	1920 4mo	UchidaSB. &Eng.Co.Ld. Yokohama A&CP	Ch.N.Pateras CellDB350'1076tFPT138tAPT92t	400·0 P39'B121'F40' FK	54·5	30·0	Chios Greek 6BHCem	T3Cy.26",43½"&70⅞"–48"(s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 " 0 s5 " 6¾ 24 " 8	
28777 OUII	— 1Dk	1281 833 752					1920	F.Schichau Elbing	D/S A/S Progress(MariusNielsen&Son,Mgrs.)	224·3 Q60'B97'	33·6	13·5	Copnhagn Danish WB	T.3Cy.15",24⅜"&38⅝"–25⅝" 74NHP F.Schichau,Elbing		G
Broken up 28778 1105 SFIM	— Iron (exCaron) 1Dk	370 267 234					1887	Aktieb. Atlas Gefle	A/B Oskarshamn Varv	128·5 Q38 B31'H8tF20'	23·3	10·1	Stockholm Swedish WB	C.2Cy.17¾"&31½"–20½" 37NHP Aktieb.Atlas,Stockholm		
28779 CSAZ	**Lima** Ⓟ (exWesterwald) ssHpl.No.3-6,25 ssLis.No.2–33 2Dks(Stl)Udk(teak s)	3865 3070 2312	100A1 ~~11,34~~11,35 BS~~2,35~~ 2,36	Lis LMC12,32		CL ~~5,33~~ 11,35	1907 Lloyd'sA&CP	Furness, Withy&CoLd WHartlepool	EmpresaInsulana deNav.(Bensaude &Co.Mgrs.) CellDB300'649tFPT35tAPT17t	352·1 P40'B115'F69' FK&BK3"	45·1	26·0	Lisbon Portuguese 9BHCem	T.3Cy.25½",43"&73"–48" (s) 200lb 497NHP 3SB,9cf,GS159,HS6868 FD Richardsons, Westgarth&Co.Ld.Hpl.	28 " 10 s5 " 0½ 24 " 5¾	
28780 5974 SHJA	— TwinSc3Mst ssGot.No.3–4,31 OilEng. 2Dks(Stl)&Shelter dk(Stl) ssMmo.No.1–35	3764 3376 2254	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~1,35~~ 2,36 DBS9,35	Lkr ~~Mmo~~ Got ✠LMC~~7,31~~ 6,35	x	OG 1,35	1918 5mo	Akt.Burmeistr&Wain Copenhagen A&CP	Rederiaktieb.Nordstjernan(A.A.Johnson,Mgr.) CellDB323'1148tFPT75tAPT60t	364·1 FK	51·5	22·1	Stockholm Swedish 6BHptCem	Oil Engines 4S.C.SA 12Cy.23¾"–35$\frac{7}{16}$" 629NHP DB100lb AktBurmeistr&Wain,Cpn	25 " 6 s2 " 4 23 " 4½	
28781	— TwinSc (exWarVessel) OilEng. 1Dk CarryingPetroleum in bulk	494 413 274					1915	SirRaylton Dixon&CoLd Middlesbro'	Soc.desPétroles Shell de l'Ouest AfricainFrançais	177·1 170·1 H111t	31·2 31·2	11·2 11·4	Dakar French WB	Oil Engines 2S.C.SA 8Cy.16$\frac{17}{32}$"–18$\frac{29}{32}$" 388NHP J.&C.G.BolindersCo.Skm.		
28782 26947 JCMD	**Lima Maru** TwinSc ssYka.No.3-3,32 ssYka.No.1-36 2Dks(Stl)	6989 6469 4298	✠100A1 3,36 ~~3,35~~ ~~[illegible]~~ Carrying Vegetable oil in Nos. 3 & 6 DB Tanks	Yka ✠LMC~~3,35~~ 3,36	b†	CL ~~3,35~~ P3,35 s9,35	1920 4mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Nagasaki	NipponYusen K.K. CellDB380'1297tDTa42'1338tFPT75tAPT62t	445·0 P35'B138'F35' FK	58·0	34·0	Tokio Japanese 7BHCem	T.6Cy.20½",33½"&56"–48" 200lb (s) 620NHP 4SB,12cf,GS225,HS8903 FD MitsubishiZosenKaisha	34 " 0 s7 " 6½ 26 " 8	
28783 1420 IPLK	**Limbara** Ⓟ (exTerranova, exTavolara) Sp 1Dk	410 — 153	✠ 5,10	Gls ✠	h		1910 5mo	A.&J. Inglis,Ld. Glasgow	Soc.Sarda di Navigazione	154·0 P27'B57'F37' BK7"	26·6	13·1	Genoa Italian 4BHCem DBf15'24t	T.3Cy.12½".21"&33"–24" 90NHP 2SB,4cf,GS58,HS1490 A.&J.Inglis,Ld.Glasgow	13 " 9	I †
28784 PFOT	**Limburg** Mchy.Aft OilEng. CruiserStern 1Dk	345 266 203					1928	Gebr.Pot Bolnes	N.V.Motorschip Limburg	147·8 P46'F20'	25·2	8·7	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–17¾" 46NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
28785 118634 GLJB	**Limerick** TwinSc ssFal.No.2–33 Oil Eng. Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	~~8684~~ ~~8266~~ ~~5385~~ 8724 8311 5479	✠100A1 Shelter dk withfreeboard 9,35 ~~12,34~~ ✠LMC CS4,33 9,35 ✠Lloyd'sRMC~~12,34~~ 9,35 Carrying fuel oil F.P above150° F.in deeptanks	Fal DBS~~12,34~~ 9,35	d†	CL ~~9,33~~ 9,35	1925 7mo Lloyd'sA&CP	W.Hamilton&Co.Ld. Port Glasgow	UnionS.S.Co.of NewZealand,Ld. CellDB386'1425tFPT121tAPT100t MTs55'1574tDTs176'1818t	460·5 B&F424' FK	62·7	35·2	London British 7BH ptCem Coll BH to Sh dk	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP 2DB180lb J.Brown&Co.Ld.Gls.	37 " 9 s6 " 9¾ 31 " 2¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist. Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28786 OXJE	**Limfjorden** Ⓟ Wireless 1*Dk*	488 364 245					1904	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	190·8|25·8|10·4 P101'F20' len.13	Aalborg Danish *WB*	T.3Cy.13",21½"&37"-24" 67NH HelsingörsJernsk.&Msk		V
28787 To be Broken up [illegible] [illegible]	**Limnea** *ss*Sng.No.2-30 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	5698 5282 3435	✠~~100A1~~ 6,33 ~~BS2,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	HKg ~~BS6,30~~ ✠~~LMC8,30~~	*z*	CL 9,32	1921 10mo	N.of Irelnd S.B.Co.Ld. Londonderry *Lloyd*'s*A&CP*	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~	412·4|53·4|31·1 P109'B26'F46' *CellDBuE&B78'*217*t* FK *DTf*32'316*t FPT*81*tAPT*136*t*	Japanese 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T3Cy.24½",42½"&74"-48"(*s*) 220lb 554NHP 3SB,9*cf*,GS181,HS7761 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 9 25 ″ 5¾	
28788	**Limni** (*ex*Costas-33,*ex*Taormina) 1*Dk*	1406 1266 862					1896	Duncan &Co.(Lim.) Pt.Glasgow	G.A.&A.A.Fokias (P.C.Stavrulopulo, *Mgr.*)	235·0|35·2|18·7 H78*t*	Piræus Greek *WB*	T.3Cy.19",31"&51"-36" 156NHP Muir&Houston(Lim.),Gls.		N
28789 140436 GVXB	**Limol** *ss*Ply.No.3-4,30 *ss*Ply.No.1-35 *Mchy.Aft* 1*Dk(Stl)&Web frames*	1159 845 476	✠100A1 *withfreeboard* 4,36 ~~3,35~~ ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Gib BS12,35 ✠LMC MS3,35	*n*	CL 10,33	1917 12mo	Lobnitz& Co.Ld. Renfrew *Lloyd*'s*A&CP*	TheAdmiralty	210·0|34·7|15·6 P61'F58' FK *CellDBuE&B*45'78*t DTf*30' 261*tFPT*	London British 12*BHptCem* 37*tAPT*33*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 138NHP 2SB,4*cf*,HS2200 FD Lobnitz&Co.Ld.Renfrew	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
28790 212592 KDAB	**Limon** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks&Shelter dk*	3365 3095 1927					1904	Workman, Clark&Co Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.,*Mgrs.*)	330·6|44·5|28·9	NewYork Utd.States *WB*	T.3Cy.25",41"&68"-48" 320NHP Wrkman,Clark&Co LdBel		C
28791	**Limpopo** TwinSc *ss*LourençoMarquesNo.1-35 1*Dk(Stl)*	*647* *371* *286*	✠100A1 3,35	Lourenço Marques ✠LMC3,35	*l*	OG 4,34	1930 8mo	Earle'sCo. Ld. Hull *Lloyd*'s*A&CP*	Empreza do LimpopoA.Couto *CellDB*136'14	170·2|30·2| 9·7 P22'B78'F23' FK 2*t FPT*21*t APT*15*t*	Lourenço Marques Portuguese 4*BHCem*	T.6Cy.11¼",18"&30"-18" (*s*) 180lb 116NHP 2SB,4*cf*,GS70,HS2240 Earle'sCo.Ld.Hull	11 ″ 6 s ″ 9 10″11¾	
28792 1630 IBET	**Lina Campanella** (*ex*Aras) *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Spar dk&* D.F. *Web frames* *Carrying Petroleum in bulk*	3356 3198 1952			...		1893	Palmers' Co.(Ld.) Newcastle	TitoCampanella Soc. di Nav.	325·0|42·7|21·0 P73'B20'F38' 28·7 FK	Genoa Italian *WB*	T.3Cy.24",40½"&64"-42" NB18 295NHP Palmers'Co.(Ld.)Nwc.	29″10	1 †
28793 DAQI	**Lina Kunstmann** 1*Dk*	2935 2499 1685					1922	Vulcan- Werke Hamburg	W.Kunstmann	316·5|45·1|21·3 P43'B66'F33'	Stettin German *WB*	T.3Cy.$19\frac{1}{16}$",31½"&$51\frac{3}{16}$"- 31½" 147NHP Vulcan-Werke,Hamburg		G
28794 FOQE	**Lina L. D.** (*ex*Hallgyn) *ss*Shl.No.3-10,33 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	6669 6315 4164	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~3,35~~ MS10,33 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Rot Ant ✠LMC BS12,34	*a*†	CL 8,33	1921 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'s*A&CP*	LouisDreyfus& Cie. *IntermediateBH in forehold dispensed with* *CellDB*360'1156*t MT*15' 606*t FPT*105*t*	420·0|54·0|34·3 FK	Dunkirk French *ptCem* 1*BHtoShdk* 5 ,, ,, *U* ,, *APT*231*t*	T.3Cy.27",44½"&75"-54" (*s*) 180lb 577NHP 3SB,9*cf*,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
28795 Broken up	**Lina Matkovic** (*ex*Fernando, *ex*Holmside) *ss*Nwc.2ndNo.3-4,19 *Well deck* 1*Dk(Irn)*2*trB*	862 — 513	✠ 3,25	Nwc ✠	*l*		1893 5mo	Wood, Skinner&Co. Newcastle	*CellDB*170'246*tFPT*	206·7|30·2|13·6 Q98'B18'F22' FK	4*BHCem* 31*tAPT*22*t*	T.3Cy.17",28"&46"-30" NDB03 99NHP 1SB,3*pf*,GS51,HS1670 N.E.Mar.E.Co.(Lim.),Nwc	16 ″ 0	
28796 139904 GCNZ	**Linaria** D.F. 1*Dk*	3385 3034 2014					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0|48·0|23·2 P34'B97'F29'	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.Co.Ld.Sld		C
28797 LCSN	**Lincoln Ellsworth** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	5580 4827 3206					1927	A/BGöta- verken Gothenburg	A/S Laboremus (T.Dannevig&Co. *Mgrs.*)	381·3|55·2|30·3 P274*t*H199*t*F78*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
28798 ESBF	**Linda** (*ex*Alt-Heidelberg, *ex*Heidelberg, *ss*Hul.2ndNo.3-12,22 *ex*Glendoon, *ss*Stn.No.1-27 *ex*Hermes) 1*Dk(Irn)&Web frames* *Well deck*	1213 1052 677	✠ —— 11,31	Hul ✠	*n*		1899 4mo	AilsaS.B. Co. Troon	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*) *CellDBa*61'*uE&*	230·0|34·0|15·2 Q85'B54'F28' FK *B*35' *f* 84'306*tFPT*	Käsmu Estonian 4*BHCem* 81*tAPT*29*t*	T.3Cy.17",28"&45"-33" 137NHP 1SB,3*cf*,GS57,HS2338 Muir&Houston,Ld.Gls.	17 ″ 9	V †
28799 DHAS	**Lindenau** (*ex*Alster-35) *Well deck* 1*Dk*	997 804 481					1914	Reiherst'g Schiffsw. Hamburg	Bugsier-Reed. u. Bergungs-A.G.	222·3|34·6|13·1 P&B170'F32	Hamburg German *WB*	T.3Cy.16½",27½"&43"-33½" Reiherstieg 109NHP Schiffsw.uMaschf.		G
28800 161856 GNCX	**Lindenbank** *ss*Ant.No.1-34 1*Dk(Stl)&Shelter dk(Stl-ws)*	5057 4628 ~~3026~~ 3001	✠100A1 *withfreeboard* ~~6,35~~ ~~11,34~~ 5,36 ~~12,35~~ *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 1,30 *F.P. above* 150° F.	Cal ~~Mel~~ Shl ✠LMC2,34	*a*†	CL N4,36	1930 1mo	Workman, Clark(1928) Ld. Belfast *Lloyd*'s*A&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*366'1176*t DT*	421·8|56·8|26·7 FK *a*27'1105*t FPT*156*t*	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*79*t*	Q4Cy.22",32",46¾"&68"-48" 260lb (*s*) 565NHP 3SB,12*cf*,GS214,HS8112 FD Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
28801 DOIT	**Lindenfels** Sub.Sig 2*Dks* *CruiserStern*	8457 7771 5193					1928	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDampf. Ges."Hansa"	490·7|62·2|32·3 P65'B285'F39'	Bremen German	T.3Cy.34¼",52¾"&86⅝"-55⅛" & 1 LP Turbine 785NHP J.C.TecklenborgA.G.Wsm		G
28802 148127 MNGQ	**Lindisfarne** *ss*Nwc.No.2-33 1*Dk(Stl)&Shelter dk(Stl)*	968 792 406	✠100A1 *withfreeboard* 1,36 ~~1,35~~ MS9,33	Nwc ✠LMC BS~~8,34~~ 1,36	*o*	CL ~~1,35~~ 1,36	1925 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'s*A&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE*60'	231·3|35·1|14·3 B63' FK *Coll* *f*104'168*t*	Newcastle British 4*BHCem* *BH to Sh dk* 3 ,, ,,*2nd dk*	T.3Cy.20",31"&53"-36" (*s*) 180lb 240NHP 2SB,6*cf*,GS135,HS4476 Hwthrn,Leslie&C.Ld.Nwc.	16 ″ 6 s ″ 6 16 ″ 2	
28803 LCTX	**Lindvangen** 1*Dk(Stl)* *Cargo battens not fitted*	2412 1993 1392	✠100A1 ~~3,35~~ 10,35 *Fitted for oil fuel* 10,31 *F.P. above* 150° F.	NOs ✠LMC10,31	*s*	OG ~~3,34~~ 10,35	1931 10mo	Internatnl S.B.&E.CoLd Danzig *Lloyd*'s*A&CP*	SkibsA/S Karai- bien(Görrissen& Co.A/S,*Mgrs.*) *Intermediate BH in forehold dispensed with* *CellDB*248'623*tFPT*	291·2|45·7|18·5 P28'B84'F33' FK	Oslo Norwegian 4*BHptCem* 61*tAPT*78*t*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"- $35\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalSB&E.CoLd *Wing tanks in Bridge*42*t*	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
28804 LEJJ	**Linea** (*ex*Unverzagt-33,*ex*Jannakis) *Mchy.Aft* 1*Dk*	737 562 402					1919	N.V.Schps. Mij.deYssel Gonderak	Skibs-A/S Linea (E.Hansen)	197·6|28·3|11·9 Q25*t*B85*t*H15*t*F27*t* len27	Xiansand Norwegian *WB*	T.3Cy.13",20½"&35"-20" N.V.v.d. 55NHP Kuy&v.d.Rees,Rotterdam		G

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire Matériaux, Gréement, etc Ex-nom s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28805 151718 GLCX	**Ling Kong** 2Dks Wireless	850 603 312			...		1923	NewEng.& S.B.Wrks.Ld. Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·0	34·1	14·9 FK	Shanghai British *WB*	T.3Cy.18½",29"&49"–33" 186NHP NewEng.&S.B.Wks.LdShi.	16 " 6	
28806 PFOY	**Linge** ssRot.No.1-33 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2114 1892 1261	✠100A1 ~~6,35~~ 2,351,36 MS5,35	Rot Ant ✠LMC BS~~9,34~~ 9,35	*s*	CL ~~X2,35~~ 6,35	1928 7mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B54'F22' *CellDB*242'542*t FPT*	42·7	19·3 FK	Rottrdam Dutch 4*BHCem* 62*tAPT*54*t*	T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoom-sleephellingMij.Arnhem	21 " 4 s 3 " 1¾ 18 " 3¾	
28807 PFPC	**Lingestroom** Ⓟ *Ref.Mchy.* 2*Dks*	1350 1047 599					1917	Rotterdam DroogdMaat. Rotterdam	N.V.Hollandsche Stoomb.Maats.	243·2	37·2	17·3	Amstrdam Dutch *WB*	T.3Cy.21½",33"&56½"–39" 200NHP Rotterdam.Droogd.Maats.		V
28808 145906 GJBT	**Linnell** TwinSc ssLiv.No.3-4,34 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7424 6887 4494	✠100A1 *Shelter dk with freeboard* 7,35 ~~4,34~~ ✠LMC CS1,34 12,35 ~~2,33~~	Liv DBS~~?,34~~ 7,35	*a*†	CL ~~7,32~~ 7,35	1921 12mo *Lloyd*'*sA&CP*	A.McMil- lan&SonLd. Dumbarton *CellDB*353'	Lamport&Holt Line,Ld. 1108*t DTa* 42'804*t*	430·0 F37'*onShelter dk* *FPT*120*tAPT*79*t*	56·2	34·9 FK	Liverpool British *ptCem* 7*BHtoShdk* 1 " " *U* "	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB–100*lb* Harland&Wolff,Ld.Gls.	37 " 6 s9 " 2¼ 28 " 7	
28809 FNMR	**Linois** (*ex*SantaElena) Sub.Sig. 2*Dks*	7473 — 4597					1907	Blohm & Voss Hamburg	ChargeursRéunis	434·4 P&B349'F50'	54·9	28·9	Havre French *WB*	Q.4Cy.24$\frac{13}{16}$",35½",48¾"& 72$\frac{1}{16}$"–53" 385NHP Blohm&Voss,Hamburg		V
28810 160735 MJMX	**Linwood** *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	992 655 570	✠100A1 7,35 ~~1,34~~ ✠LMC4,32	Shl	*m*	CL ~~11,32~~ 7,35	1932 4mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstan- tineS.S.Line,Ld.	199·9 Q144'F26' *CellDB*132'267*tFPT*	33·7	12·4 FK	Middlsbro' British 3*BHCem* 74*tAPT*42*t*	T.3Cy.13½",23"&38"–27" 200lb *125lb* (*s*) 105NHP 1SB,3*cf*,GS45,HS1871 N.E.MarineEng.Co,Ld.Sld	14 " 8½ s4 " 9¼ 14 " 6¼	
28811 221413 KDSO	**Lio** *Mchy.Aft* GyC. *OilEng.* D.F. *CarryingPetroleum in bulk* *Longitudinal framing* 2*Dks*	7120 — 4351					1921	Baltimore S.B.&D.D.Co BaltimoreMd	Socony-Vacuum OilCo.Inc.	430·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States	Oil Engine 2S.C.SA 6Cy.27"–60" NE25 754NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
28812 LCSO	**Lionel** TwinSc *OilEng.* D.F. 2*Dks*	5653 5329 3481					1926	Odense Staalskibsvft Odense	D/S A/S Östlandet (A.Mohn,*Mgr.*)	375·6 H225*t*	52·5	33·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
28813 FNMS	**Lipari** Ⓟ TwinSc *Ref.Mchy* D.F. 3*Dks*	9954 — 6090	✠Lloyd'sRMC~~2,35~~ ~~5,36~~ 11,35 ~~8,35~~ No. 5 hold & 'tween dks. not included				1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	478·5 B266'F56'	59·2	27·4	Havre French *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts Atel.&Ch.de laLoire,Nts.		V
28814 DHPF	**—** D.F. *CruiserStern* 1*Dk*	1943 1597 1127					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'B&F268' *Upper*F35'	42·7	16·2	Hamburg German *WB*	T.3Cy.22$\frac{1}{16}$",34⅝"&56$\frac{1}{16}$"– 37⅜" 194NHP FlensburgerSchiffsb.Ges.		G
28815 154210 VSNL	**Lipis** *Fitted for oil fuel* 1*Dk*	845 690 461					1927	Scott'sS.B. &E.Co.Ld. Greenock	StraitsSteamship Co.Ld.	214·3 P130'F32'	35·6	11·6	Singapore British *WB*	T.3Cy.13¼",21¼"&34"–21" 87RHP WllsndSlpwy.Co.LdNwc.		
28816 2584 DODH	**Lippe** (*ex*City of Dunedin, *ex*Porta) 4Mst 2*Dks* D.F. Sub.Sig. 3*rd dk in No.*1*hold*	7849 7296 4870			...		1917	Bremer Vulkan Vegesack	Norddeutscher Lloyd	475·3 P28'B143'F86'	60·7	32·9 FK	Bremen German *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{11}{16}$"&86⅝"– 55⅜" 817NHP BremerVulkan,Vegesack	35 " 6	G †
28817 ~~IBDT~~	Broken up **Liri** (*ex*Faleria) TwinSc D.F. *OilEng.* *Mchy.Aft* 1*Dk*&*Awng dk*	5953 5797 3509					1924	Ansaldo SanGiorgio Spezia	~~"Polena" Società di Navigazione~~	394·5 P90'B30'F34'	51·7	28·1	~~Naples~~ Italian *WB*	Oil Engines 2S.C.SA 8Cy.24⅜"–35⅜" 862NHP G.Ansaldo&Cia.Smprdrna		IC
28818 DONH	**Lisa** (*ex*Gonzenheim-33,*ex*Cornish Point,*ex*BlandHall) D.F. 1*Dk*&*Shelter dk*	4251 4000 2642					1914	W.Doxford &Sons,Ld. Sunderland	AtlanticTank- RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H.*Mgrs.*)	388·4	51·9	23·5	Hamburg German *WB*	T.3Cy.25",42½"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		G
28819 6681 SFJD	**—** Iron (*ex*Cumberland) *OilEng.* *Mchy.Aft* 1*Dk*	*904* *736* *602*					1866 1921	Barclay, Curle&Co. Glasgow	CarlDahlberg	237·5 P59'F59'	28·2	15·3	Kivik Swedish	Oil Engines 6Cy.13⅝"–19¾" A/S DanskDieselmotor KompagniHoleby		N
28820 6988 SJFW	**—** WoodAux4MstSr (*ex*Annelise) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*357* *324* *277*					1918	Nakskov Skibsv. Nakskov	H.Nyström	138·2 Q31'H12*t*	30·0	12·9	Bergqvara Swedish	Oil Engines 2S.C.SA 2Cy.13$\frac{13}{16}$"–16$\frac{5}{16}$" 67NHP NE30 JönköpingsMotorfbk.		V
28821 LCSP	**Lisbeth** 1*Dk*	2732 2418 1636					1922	Bergens Mek.Værks. Bergen	D/S A/S Lisbeth (O.A.Knutsen, *Mgr.*)	300·2 P68*t*H104*t*F54*t*	47·3	20·8	Haugesnd Norwegian *WB*	T.3Cy.22",37"&60"–39" 225NHP BergensMekVærksBergen		N
28822 DHPG	**—** Iron 1*Dk*&*Awng dk*	677 651 420					1889	Rostocker Act.Ges. Rostock	MathiesReedA.G.	177·8 H24'	26·8	17·5	Hamburg German *WB*	C.2Cy.23"&42"–28" NB20 78NHP RostockerA.G.Rostock		G
28823 DMAB	**Lisbeth Cords** *Mchy.Aft* 1*Dk*	907 773 496					1910	Akt.Ges. "Neptun" Rostock	Dampfs.Ges.Aug. CordsG.m.b.H.	231·2 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24$\frac{3}{16}$"&38⅝"–26¾" 77NHP A.G."Neptun,"Rostock		G
28824 DNAI	**Lisboa** 1*Dk*	1799 1593 1090					1911	Schiffsw.v. HenryKoch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7 P&B220'F35'	39·2	17·9	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&58½"– 33$\frac{7}{16}$" 163NHP OttensenerMchFabAltona		G
28825 143673 GDTL	**Lisbon** ssLiv.No.3-5,33 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* *forward holds CruiserStern*	1964 1332 1242	✠100A1 10,35 ~~9,34~~ MS4,35	Liv ✠LMC BS~~4,34~~ 5,35	*q*	CL 5,34	1920 9mo *Lloyd*'*sA&CP*	Hall,Rus- sell&Co.Ld. Aberdeen	EllermanLines,Ld.	250·8 P&B157'F27' *CellDB*220'428*t*	38·2	17·1 FK	Liverpool British 5*BHCem* *APT*12*t*	T.3Cy.16¾",29"&50"–33"(*r*) 220lb 230NHP 2SB,4*cf*,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 " 4 s 1 " 6 18 " 11½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28826 27254 JOLD	**Lisbon Maru**	TwinSc *ss*Kob.No.3–9,32 2*Dks*(*Stl*)	7053 6450 4308	✠100A1 ~~3,35~~ 11,35 BS~~9,34~~ ✠LMC9,32 4,35 *Fitted for oil fuel* 8,23 *F.P. above* 150° F. *Adapted for Carrying oil fuel* 10,28 *F.P. above* 150° F. *in D&E deep tanks*	Yka	*b*†	CL S8,33 P3,35	1920 7mo	Yokohama DockCo. Yokohama *Lloyd's A&CP*	NipponYusenK.K. *Cell DB*392' 1314*t DTa*42' 1337*t DT's f* 1440*t FPT*73*t APT*58*t*	445·0|58·0|34·0 P35'B138'F35' FK	Tokio Japanese 7*BHCem*	T6Cy.20½",33½"&56"–48"(*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 6½ 26 ″ 8	
28827 LDSG	**Lise**	*ss*Got.No.1–35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing–bracketless system*	6826 5985 3966	✠100A1 4,36 ✠LMC CS11,35 DBS9,35 11,35 *Carrying Petroleum in bulk*	Rot	*a*†	CL ~~8,34~~ 4,36	1931 7mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	A/S Lise(S.Holter-Sörensen) *CellDBuE*35' 157*tDTf* 35'538*tFPT*151*tAPT*276*t*	416·2|58·0|32·8 P94'B32'F40' *Trunk in wells* FK	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.SA 4Cy.22 1/16"–85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
28828 OUIJ	— (*ex*H.A.Hansen)	1*Dk*	1247 948 718					1920	P.Ph. Stuhr's Msk& Skbs Aalborg	D/S A/S Nautic (Aa. M.Vollmond, *Mgr.*)	238·7|36·2|13·4 P26'Q71'B99'F30'	Copnhagn Danish *WB*	T.3Cy.16½",25"&42½"–30" 99NHP Akties.Frichs Aarhus		V
28829 DJOO	**Liselotte Essberger**	TwinSc WirelessD.F. *Mchy.Aft OilEng* 1*Dk* *Longitudinal framing CruiserStern* *Strengthened for navigation in Ice* *Rudder & Sternpost electrically welded*	1593 1323 737	✠100A1 4,35 ~~(*Class Contemplated*)~~ *Carrying Petroleum in bulk* ✠LMC4,35	Ham	*p*	CL	1935 4mo	H.C.Stülc-kenSohn ~~Wilhelms-haven~~ Hamburg *Lloyd's A&CP*	AtlanticTank-RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H.*Mgrs.*) *CellDBuE*30' 30*tDTf*19'115*tFPT*44*tAPT*34*t*	~~244·5~~|41·5|16·8 P65'~~F30'~~ F31' 244·6| FK	Hamburg German 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.14⅜"–19 11/16" 241NHP DB*170lb* Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg	16 ″ 9	
28830 3644 PJAM	**Liseta**	TwinSc *ss*Cco.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2580 1715 1116	✠100A1 4,36 ~~4,35~~ BS4,36 ✠LMC4,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Cco	*t*	CL 3,34	1927 7mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	Curacaosche Scheepv.Maats.	305·0|50·2|15·1 Q89'F29' *Trunk* 187' FK	Willemst'd Dutch 9*BHptCem* *ptAsp* *APT*84*t*	T.6Cy 12¾",20½"&33⅞"–24 7/16" 180lb (*s*) 236NHP 2SB,*4cf*, ,HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 sl ″ 6¾ 13 ″ 6¾	
28831 LEJK	**Lisken**	1*Dk*	1105 969 655					1911	Trndhjms Mek.Værks. Trondheim	SkibsA/S William HansensRederiII (W.Hansen)	226·1|36·5|15·8 P15*t*H34*t*F26*t*	Bergen Norwegian *WB*	T.3Cy.17",27½"&46"–30" 115NHP Trondhjems MVTrndheim		N
28832 LCSQ	**Liss**	*ss*Osl.No.3–8,34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F.	5925 5658 3578	✠100A1 ~~8,34~~ 12,35 ✠LMC8,34 BS12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Osl	*z*	CL 8,34	1921 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	RederiA/S Krezimasko(Arth.H. Mathiesen,*Mgr.*) *CellDBuE&B*70' *f*38'249*tAPT*110*t*	400·2|53·0|32·9 P68'B34'F37 FK	Oslo Norwegian 14*BHCem* (9 „ *to Udk* 5 „ „ *2nd* „)	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NHP 3SB,*9cf*,GS187,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 6	
28833 148923 MNSX	**Lissa**	*ss*Gls.No.2–36 ~~*ss*P.Gl.No.1–32~~ 1*Dk*(*Stl*)	1511 1391 916	✠100A1 2,36 ~~2,35~~ BS~~5,34~~ ✠LMC~~2,32~~ 6,35 MS3,36	Gls	*q*	CL 9,34	1927 5mo	R.Duncan &Co. Port Glasgow *Lloyd's A&CP*	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*) *CellDBa&uE*92' *f*104'390*tAPT*70*t*	254·0|39·2|17·4 P23'B64'F22' FK	Glasgow British 4*BHptCem* *ptAsp*	T.3Cy.20",34"&53"–36" (*s*) 180lb 207NHP 2SB,*6cf*,GS107,HS3516 Rankin&BlackmoreLdGrk	19 ″ 2 s 2 ″ 4 17 ″ 0	
28834 LCDA	**Lista** (*ex*RioGrande)	*Fitted for oil fuel* 2*Dks*	3671 3340 2215					1920	W.Dobson &Co. Newcastle	A/S J.Ludwig MowinckelsRederi	360·3|52·1|23·5 P89*t*H221*t*F20*t*	Bergen Norwegian *WB*	T.3Cy.25½",41"&69"–48" 330NHP N.E.MarineEng.CoLdNwc		N
28835 7436 SGMU	**Lister**	1*Dk*2*trB*	*1366* *1194* *754*					1928	Sölvesb'rgs Skeppsvarf Sölvesborg	RederiA/B Falkvik (ThureCarlsson, *Mgr.*)	239·1|37·8|16·2 P27'B54'H91*t*F21'	Sölvesbrg Swedish *WB*	T.3Cy.19",30"&47⅞"–31½" E&B*made*99 136NHP BremerVulkan,Vegesack		V
28836 LDJC	**Listo** (*ex*Colmar,*ex*WarOsiris)	*ss*Osl.No.3–5,31 1*Dk*(*Stl*) *Cargo battens not fitted*	1998 1802 1158	✠100A1 5,34 BS~~11,35~~ ✠LMC9,31 2,35	Lon	*r*	CL ~~8,32~~ 2,36	1918 7mo	Pt.Arthur S.B.Co.Ld. Pt.Arthur, Ont. A&CP	HerlofAndersens RederiA/S (H.Andersen, *Mgr.*) *CellDB*226' 526*tFPT*80*tAPT*78*t*	251·3|43·7|20·6 P25'B64'F30' FK	Xiansand Norwegian 4*BHCem*	T.3Cy.20⅜",33"&54⅛"–40" 190lb (*s*) 278NHP 2SB,*6cf*,GS126,HS5246 Pt.ArthurS.B.Co.Ld.	23 ″ 0 s 2 ″ 10½ 20 ″ 3¾	
28837 TTGC	**Listrac**	3Mst *Mchy.Aft* 1*Dk*	778 — 144					1907	Forges&C. de la Médit. Havre	Worms&Cie.	196·0|27·8|14·6 P&B128'F35'	Havre French	T.3Cy.15",23⅝"&37"–27⅝" 72NHP Forges&C.delaMédit.Hav		V
28838	**Lita** (*ex*Fulton,*ex*Gdynia, *ex*Vendsyssel, *ex*Mintha)	Iron *ss*Lon.No.1–81 1*Dk&ptAwng dk*	749 463 450	✠ 7,83	Lon	*k*		1876 12mo	C.Mitchell &Co. Newcastle	M.Anaghnostakis	189·5|27·6|18·1 *DBa*49'*f*70'	Piræus Greek 4*BHCem*	C.2Cy.25½"&48"–33" NB89 110NHP Blair&Co.Ld.Stockton	15 ″ 0	
28839 137540 MGLB	**Lithium**	Yl *ss*Liv.No.3–2,29 *Mchy.Aft* *ss*Bkn.No.1–33 *Well deck* 1*Dk*(*Stl*)	301 206 113	✠100A1 ~~5,35~~ ~~7,34~~ 4,36 ✠LMC MS7,33 BS~~5,34~~ ~~[illegible]~~ 4,36	Bkn	*e*	OG 7,34	1917 4mo	Cochrane& Sons,Ld. Selby *Lloyd's A&CP*	~~I.C.I.(General Chemicals),Ld.~~ I.C.I.(Alkali)Ld.	135·2|23·1|9·4 Q50'B9'F21' FK *FPT*38*tAPT*17*t*	Liverpool British 3*BHCem*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69RHP 1SB,*2cf*,GS33,HS1175 ShieldsE.&DDCo.LdN.Shl	10 ″ 6 s ″ 7 10 ″ 1	
28840 LCSR	**Litiopa** (*ex*Dockleaf)	*ss*Stv.No.3–2,29 *ss*Syd.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames*	5356 4717 3171	✠100A1 ~~6,35~~ ~~1,35~~ 2,36 BS8,35 ✠LMC4,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Syd ~~Sng~~Ham	*y*	CL 11,33	1917 4mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	A/S Mosvolds RederiII.(M.Mosvold,*Mgr.*) *CellDBa*84'154*t* *DTf*35'408*tFPT*116*tAPT*143*t*	400·0|52·4|28·1 P121'B33'F46' FK	Farsund Norwegian 15*BHptCem* (10 „ *to Udk* 5 „ „ *2nd* „)	T.3Cy.27½",45"&75"–48" (*s*) 180lb 476NHP 3SB,*9cf*,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 5 ″ 10 24 ″ 11	
28841 1860 IPNK	**Littoria** (*ex*Senior–33)	1*Dk*	319 287 166					1899	Oderwerke Grabow	SocietàMarittima Fluviale	167·3|25·8|8·6	Genoa Italian *WB*	C.2Cy.10⅞"&20⅛"–13¾" NB12 12NHP Oderwerke,Grabow		I
28842	**Litvinov**	*OilEng.*	5460						BalticSB& Eng.Wks. Leningrad	U.S.S.R.	405·0|54·3|24·8	Russian	Oil Engines		
28843 LCAD	**Liv**	*ss*Shl.No.3–5,12 *ss*Osl.No.2–21 1*Dk*(*ptStl&ptIrn*)2*trB& Webframes &ptAwng dk*(*Irn*)	3068 2325 1979	✠ 10,24 ✠	Bgn	*u*		1896 9mo	Ropner& Son Stockton	A/S Liv (Brummenæs& Torgersen) *WB = CellDBa*110'*uE* 24'*f* 120'	322·2|41·5|20·6 P25'Q106' BK10" *ptAwngdk*191'	Haugesnd Norwegian 5*BHCem* 576*tAPT*30*t*	T.3Cy.23",37"&61"–42" NDB09 246NHP 2SB,*6rf*,GS104,HS3760 Blair&Co.(Lim.),Stockton	24 ″ 0	N †
28844 DHPH	**Livadia**	D.F. 1*Dk& Shelter dk* Sub.Sig.	3094 2829 1824					1922	Schiffs.-Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (DeutscheOst-AfrikaLinie,*Mgrs*)	337·7|48·2|21·1 F36'	Hamburg German *WB*	T.3Cy.23⅘",38⅕"–61⅘"–41 3/10" 246NHP G.SeebeckA.G Wesermünde-G.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd Trade
28845 113 IBFT	**Livenza** ssTri.No.3-3,35 ~~ssGen.No.2-30~~ 1Dk(Stl)& D.F. *Shelter dk(Stl)*	5343 5025 3328	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~6,31~~ ~~BS10,34~~ ✠LMC~~5,3~~ *Fitted for carrying oil (3,30) F.P.above 150° F. in deep tank* *Adapted for oil fuel (3,30) F.P. above 150° F.*	Gen Tri BS9,35 MS6,34	*y*	CL N5,34	1922 9mo	Stabilmnto Tecnico Trieste A&CP	Navigazione LiberaTriestina S.A. *CellDB*331'1234t	404·2 B125'on *Shelter dk* FK *DTa*40'880t *FPT*125t *APT*214t	54·0	29·0	Trieste Italian *ptCem* 6 *BH to S dk* 1 " " *U* "	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600NHP 3SB,*9cf*,GS190,HS7668 FD FrancoTosiSocAnon.Lgn.	32 ″ 0 s 6 ″ 11¼ 25 ″ 3	
28846 24769 JPLD	**Liverpool Maru** ssHak.No.3-11,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5866 5586 4271	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~5,31~~ ✠LMC~~5,34~~ 1,35	Kob	*y*	OG 5,34	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisonK.K. *Collision BH to Awng dk* *CellDB*	385·0 FK 334'1118t *FPT*126t	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93t	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,*8cf*, FD GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
28847 145710 MLCD	**Liverpool Rover** (*ex*Tudor King-33, *ex*Ville deSaintAmarin) ssAnt.No.3-7,33 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1426 1060 733	✠100A1 ~~5,353,35~~ 3,36 MS7,33	StJ Hfx ✠LMC BS~~3,35~~3,36	*p*	CL ~~3,35~~ 2,36	1920 12mo	J I Thornycroft&Co.Ld. Southampton *Lloyd's*A&CP	RoverShippingCo. Ld. *CellD*	240·4 Q136'B10'F28' FK *B*201'396t *FPT*29t	36·1	16·3	Cardiff British 4*BHCem* *APT*52t	T.3Cy.18",30"&50"-33" (*s*) 180lb 176NHP 2SB,*4cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 s 5 ″ 6¼ 17 ″ 1	
28848 149470 MPBC	**Livingston** ssTto.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2115 1747 1286	✠100A1 *withfreeboard* 11,33 ~~BS12,33~~ *ForService on the Great Lakes & River St.Lawrence, also to St.John'sNF L.& ~~Halifax N.S.~~ NovaScotia from1st April to 30th November*	Tto BS12,34 ✠LMC4,32	*r*	CL 11,31	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	McKellarSteamships,Ld.(R.Scott Misener,*Mgr.*) *CellDB*228'667t	253·0 P70'F37' FK 3*W.T.BH also intermediateBH in holds, lower part watertight* *FPT*140t*APT*15t	43·7	19·3	Newcastle British	T.3Cy.17",28"&46"-36" (*s*) 200lb 190NHP 2SB,*4cf*,GS74,HS2762 FD Armstrong,Whitworth& Co.Ld.Nwc.	21 ″ 6 s 7 ″ 9¾ 14 ″ 0	
28849 221031 KDOD	**Livingston Roe** ssN.Yk.No.3-2,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* GyC. *Longitudinal framing*	8151 7852 5066	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~1,34~~ MS4,35 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	Gal ~~NYk~~NOs ✠LMC BS~~4,34~~5,35	*c*†	CL 11,34	1921 2mo	GMStandiferCnst.Corp. Vancouver, Wash. A&CP	Standard Oil Co. of New Jersey *Cell DBuE&B&bunker*86'280t *DTf*50'335t*'tween dk tanks a* 9'67t *FPT*179t	462·4 FK *APT*103t	60·2	36·5	Wilmgton (Del.) Utd.States 18*BHptCem* (3 " *to S dk* 11 " " *U* " 4 " "*2nd*")	Q.4Cy.24",35⅝",51"&75"-51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
28850 190 YLDU	**Livonia** (*ex*Ambleside-33,*ex*Maindy Transport) *Mchy.Aft* 1*Dk*	968 774 502					1920	Rennie, Ritchie&NwportS.B.Co. Ld.Wivenhoe	QuaysideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*) (LatvianRepresentatives: J.Zalcmanis,K.Jansons& J.Freyman)	207·5	33·6	13·5	Riga Latvian *WB*	T.3Cy.16½",27"&44"-30" 106NHP Plenty&Son,Ld.Newbury		C
28851 DHPI	**Livorno** D.F. 1*Dk*	1829 1573 1044					1923	Akt.Ges. "Neptun," Rostock	Rob.M.Sloman,jr.	287·1 P&B225'F33'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55 9/16"-37⅜" 191NHP A.G."Neptun,"Rostock		G
28852 YTCQ	**Ljubica Matkovic** (*ex*Ljubica, *ex*Mirone,*ex*CarloZeno,*ex*St.Dunstan) *Well deck* 1*Dk*&*Web frames*	951 — 550			...		1892	S.P.Austin &Son Sunderland	E.Matkovic	220·0 Q75'B46'F27' FK	31·0	14·0	Bakar Yugoslav *WB*	T.3Cy.18",30"&49"-33" 137NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	VG †
28853 YTLJ	**Ljubljana** Ⓟ (*ex*Salona) ssSsk.No.3-6,33 1*Dk*(*Stl*)&*deepframing*&*Shelter dk* *lower dk*(*Stl*)*forward*	936 865 575	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ ~~BS4,35~~	Ssk BS3,36 ✠LMC6,35	*m*	CL 3,35	1904 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	Jadranska PlovidbaD.D.	225·0 BK7" *CellDBa* 22' *uE*24'	30·1	31·7	Susak Yugoslav 4*BHCem* *f*94'126t	Q.4Cy.17",24",36"&52"-36" 200lb (*r*) 203NHP 2SB,*6cf* GS116,HS3338 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	14 ″ 4 s ″ 11¼ 14 ″ 0	
28854 DHPJ	**Ljusneälf** (*ex*Tilburg) 1*Dk*	1391 1208 808					1917	L.Smit& Zoon Kinderdijk	ChinaRhed.A.G. (Aug.Bolten, Wm.Miller'sNchf. *Mgrs.*)	239·1 P27'B56'F24'	36·3	16·6	Hamburg German *WB*	T.3Cy.17½",29¼"&46¾"-36" 130NHP L.Smit&Zoon,Kinderdijk		G
28855 161204 GSYQ	**Llanarth** ssSld.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	5053 4575 3018	✠100A1 *withfreeboard* 1,36 ~~3,35~~ BS10,35	Kob Bry ✠LMC3,35	*z*	CL ~~3,33~~ 1,36	1929 3mo	Bartram& Sons,Ld. Sunderland *Lloyd's*A&CP	PictonS.S.Co.Ld. (EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*348'1146t	400·5 FK *FPT*128t*APT*150t	54·0	25·9	London British 6*BHCem* (*Coll to Sh dk* 5 " *2nd* ")	T.3Cy.26",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 2 ″ 10¼ 25 ″ 1½	
28856 149971 GNKX	**Llanberis** ssBry.No.1-32 D.F. 1*Dk*(*Stl*)	5055 4625 3074	✠100A1 9,35 ~~4,35~~ MS2,32	Shl Ant ✠LMC BS~~3,33~~5,36	*z*	CL 3,34	1928 1mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP	LlanberisS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*356'1176t *FPT*98t*APT*168t	400·8 P37'B&F319' FK	53·7	26·1	London British 6*BHCem*	T.3Cy.27",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s 3 ″ 5 24 ″ 9¼	
28857 149752 GJYP	**Llandaff Castle** Ⓟ TwinSc ssLon.No.2-35 ~~ssLon.No.1-31~~ *Ref.Mchy.* 3*Dks*(*Stl–Weather dk* teaks) D.F. 4*th dk*(*Stl*)*in Nos.*1,2& Sub.Sig. *after holds*	10786 9086 6563	✠100A1 *withfreeboard* 1,36 ~~8,34~~ BS~~8,34~~ 8,35	Lon ✠LMC~~7,36~~ 9,34	*f*†	CL P11,32 S2,35	1926 12mo	Workman, Clark&CoLd. Belfast *Lloyd's*A&CP	Union-CastleMail S.S.Co.Ld. *CellDB*	471·2 B212'F65' FK 405'1181t *FPT*118t	61·7	39·2	London British 8*BHCem* *APT*128t	Q.8Cy.23",33¼",48"&70"-51" 220lb (*s*) 1086NHP 2SB&3DB,*24cf*,GS506, HS19668 Wrkman,Clark&CoLd.Bel	42 ″ 6 s15 ″ 6 27 ″ 4	BT till 8,35
28858 160414 GNRS	**Llandilo** ssShl.No.1-32 D.F. 1*Dk*(*Stl*) E.S.D.	4966 4575 2985	✠100A1 ~~3,35~~12,35 MS2,31	Kob Cff ✠LMC BS~~4,34~~ 12,35	*z*	CL ~~11,33~~ 12,35	1928 4mo	Bartram& Sons,Ld. Sunderland *Lloyd's*A&CP	GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co.*Mgrs.*) *CellDB*	400·2 P37'B&F319' FK 358'1141t *FPT*136t	53·4	26·0	London British 6*BHCem* *APT*149t	T.3Cy.27",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 3 ″ 4 24 ″ 7½	
28859 148678 GLWS	**Llandovery Castle** Ⓟ TwinSc ssLon.No.2-34 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* teaks) D.F. 4*thDk*(*Stl*) *in Nos.* 1&2 *holds* Sub.Sig.	10609 8939 6501	✠100A1 *withfreeboard* ~~9,33~~ ~~1,35~~ 3,36 BS~~10,34~~ 10,35	Lon LMC11,33	*f*†	CL 11,33	1925 9mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	Union-CastleMail S.S.Co.Ld. *CellDBa&uE*168'*f*	471·1 B212'F66' FK 188'1237t *FPT*116t	61·7	39·0	London British 8*BHptCem* *APT*140t	Q.8Cy.23",33¼",48"&70"-51" 220lb (*s*) 1085NHP 3D&2SB,*24cf*,GS517, HS19647 Barclay,Curle&Co.Ld.Gls	42 ″ 6 s15 ″ 5¾ 27 ″ 4½	BT till 9,35
28860 160515 GNVS	**Llanfair** ssBrs.No.1-32 D.F. 1*Dk*(*Stl*)	4966 4575 2985	✠100A1 ~~10,34~~10,35 BS~~10,34~~ 9,35	Cff ✠LMC10,32	*z*	CL ~~10,34~~ 10,35	1928 7mo	Bartram& Sons,Ld. Sunderland *Lloyd's*A&CP	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellD*	400·2 P37'B&F319' FK *B*358'1141t *FPT*136t	53·4	26·0	London British 6*BHCem* *APT*149t	T.3Cy.27",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk	27 ″ 10 s 3 ″ 4 24 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28861 161329 GPLV	**Llangibby Castle** Ⓟ TwinSc *OilEng.* *Ref.Mchy* 3*Dks,4th dk in Nos.1&2holds* D.F. Sub.Sig. *CruiserStern*	11951 9584 7199					1929	Harland&Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	485·6|66·2|36·0 B212'F65'	London British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1300NHP Harland&Wolff,Ld.Gls.		BT till ~~4,35~~ ~~2,36~~ 2,37
28862 160363 GNKY	**Llangollen** *ss*Bry.No.1-32 D.F. E.S.D. 1*Dk(Stl)*	5056 4625 3074	✠100A1 ~~8,35~~12,35 BS5,35 ✠LMC2,32	Sld Bry	z	CL 12,33	1928 2mo	Hawthorn,Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	LlangollenS.S.Co.Ld.(E.ThomasRadcliffe&Co.*Mgrs.*) *Cell*	400·7|53·7|26·1 P37'B&F319' FK *DB*356' 1176*t FPT*	London British 6*BHCem* 98*tAPT*168*t*	T.3Cy.26",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s3 ″ 5 24 ″ 9½	
28863 161246 GSYR	**Llanishen** *ss*Sld.No.1-33 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5053 4575 3015	✠100A1 *withfreeboard* 8,35 ~~11,31~~ ✠LMC7,33 BS5,35	Shl	z	CL ~~10,33~~ 8,35	1929 6mo	Bartram&Sons,Ld. Sunderland *Lloyd'sA&CP*	W.I.RadcliffeS.S.Co.Ld.&WynnstaySSCo.Ld(EThomasRadcliffe&Co*Mgs*) *CellDB*348'1146*t*	400·5|54·0|25·9 FK (*Co* *FPT*128*tAPT*150*t*	London British 6*BHCem* *ll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",44½"&73"-48" (*s*) 180lb ~~*120lb*~~ *95lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s2 ″ 10½ 25 ″ 1¾	
28864 160369 GNMT	**Llanover** *ss*Brs.No.1-32 D.F. E.S.D. 1*Dk(Stl)*	4959 4575 2982	✠100A1 11,35 ~~2,35~~ ✠LMC1,32 MBS~~8,34~~9,35 DBS~~2,36~~ 4,36	Sld Cff	z	CL ~~8,34~~ 11,35	1928 3mo	Bartram&Sons,Ld. Sunderland *Lloyd'sA&CP*	AnneThomasSS.CoLd(E.ThomasRadcliffe&Co.*Mgrs.*) *CellDB*	400·2|53·4|26·0 P37'B&F319' FK 358'1141*t FPT*136*t*	London British 6*BHCem* *APT*149*t*	T.3Cy.26",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s3 ″ 4 24 ″ 7½	
28865 135315 GLWJ	**Llanstephan Castle** Ⓟ TwinSc *cs*Lon.No.2-35 *ss*Lon.No.3-3,26 ~~*ss*Lon.No.1-31~~ Sub.Sig. 2*Dks(St-Uteak s)* *Ref.Mchy.* *&Shelter dk(Stl-teak s)&* D.F. 3*rd dk(Stl)inNos.1,2&3holds*	11299 8881 7003	✠100A1 *Shelter dk* *withfreeboard* ~~6,33~~~~11,33~~1,36 BS~~9,34~~ ✠LMC8,33 10,35	Lon	g†	CL S6,34 P12,34	1914 2mo	Fairfield Co.Ld. Glasgow *Lloyd'sA&CP* *WB*	Union-CastleMail S.S.Co.Ld. =*CellDBa*100'*uE*	500·5|63·3|37·2 P59'B243'F86' *on* *Shltr dk* FK&BK2" 92'*f*188'1342*t FPT*	London British 10*BHCem* 113*tAPT*61*t*	Q.8Cy.24",34",50"&73"-51" 220lb (*s*) 1157NHP 3D&2SB,*24cf*,GS529, HS20726 FairfieldCo.Ld.Glasgow	40 ″ 0 s11 ″ 11 28 ″ 8	BT till ~~6,35~~ ~~9,35~~ 6.36
28866 160575 GSQC	**Llanwern** *ss*Bry.No.1-33 D.F. 1*Dk(Stl)*	4966 4575 2985	✠100A1 3.35 BS~~9,34~~ ✠LMC7,33 9,35	Cff	z	CL 7,33	1928 9mo	Bartram&Sons,Ld. Sunderland *Lloyd'sA&CP*	ClarissaRadcliffeS.S.Co.Ld.(E.ThomasRadcliffe&Co.*Mgrs.*)	400·2|53·4|26·0 P37'B&F319' *CellDB*358' FK 1141*t FPT*136*t*	London British 6*BHCem* *APT*149*t*	T.3Cy.27",44½"&73"-48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s3 ″ 4 24 ″ 7½	
28867 EEWM	**Llodio** (*ex*AuroraRivero, *ex*Marques deBolarque)	763 — 458					1916	Soc.Española deConst.Metal. Gijon	SociedadMetalurgicaDuroFelguera	171·4|26·7|18·7	Gijon Spanish	C.2Cy.17"&32"-22" 40NHP		
28868 LEJL	**Lloyd** (*ex*Transport-2,*ex*Oskar, *ex*W 6) 1*Dk*	368 278 185					1914	Joh.Berg Delfzijl	D/S A/S Veritas (BertrandJacobsen,*Mgr.*)	134·9|23·5|11·4 P58*t*F16*t*	Arendal Norwegian	T.3Cy.12",18 9/10"&30"-21⅜" 42NHP Joh.Berg,Delfzijl		G
28869 35360 JBDE	**Lo Yang Maru** Ⓟ TwinSc 1*Dk*	4378 1812 2692					1929	KiangnanDk&EngWks Shanghai	NisshinKisenK.K.	330·0|48·0|14·8 B262'	Tokio Japanese *WB*	T.6Cy.18",29"&50"-30" 274NHP D&WHendersn&CoLdGls.		
28870 CSBA	**Loanda** Ⓟ (*ex*SaoVicente, *ex*Würzburg) Sub.Sig. 2*Dks*	5139 4085 3222					1900	Bremer "Vulkan" Vegesack	Cia.Colonial de Navegaçâo	401·4|47·4|28·2 P&B250'F19'	Loanda Portuguese *WB*	T.3Cy.26¾",43 5/16"&70"-47¼" 337NHP Bremer"Vulkan,"Vegesck		
28871 CSBB	**Lobito** (*ex*PortoAlexandre, *ex*Ingbert,*ex*ThoraMenzell) Sub.Sig. 1*Dk&Spar dk*	2720 2560 1663					1906	EiderwerftAkt.Ges. Tönning	Cia.Colonial de Navegaçâo	295·1|43·9|16·7 24·4	Loanda Portuguese *WB*	T.3Cy.21¼",36"&56¾"-37⅜" 197NHP EiderwerftA.G.Tönning		
28872 145879 GDXL	**Lobos** TwinSc *ss*Hul.No.3-9,33 *OilEng.* 2*Dks(Stl)&Shelter dk(Stl)*	6479 6061 3997	✠100A1 *Shelter dk* *withfreeboard* 5,36~~7,34~~ DBS~~4,34~~7,35 ✠LMC CS4,34 12,35 ~~9,33~~	Hul ~~Liv~~	z	CL ~~2,32~~ 6,35	1921 10mo	Harland&Wolff,Ld. Greenock *Lloyd'sA&CP*	PacificStmNavCo. *CellDB*349'1039*t*	405·6|54·2|32·8 P32'B89'F46'*on* *Shelter dk* FK *FPT*116*tAPT*123*t*	Liverpool British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 6 s8 ″ 9 26 ″ 10¾	
28873 164033 GWWD	**Loch Lomond** D.F. 1*Dk* *CruiserStern*	5452 5038 3259	✠100A1 ~~4,35~~ ~~9,34~~ 11,35 ✠LMC9,34	Gls ~~Shl~~ Nag	a†	CL	1934 9mo	D&WHendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	GlasgowNav.Co.Ld.(Maclay&McIntyre,Ld.*Mgrs.*)	414·2|56·2|27·6 P42'B140'F45' 1 *Intermediate* FK *BHdispensed with* *CellDB*346'1421	Glasgow British 6*BHCem* *t FPT*182*tA*	T.3Cy.21½",36"&62"-45" (*s*) 220lb 395NHP 3SB,*9cf*,GS126,HS5679 FD D&W.Hendersn&CoLdGls *PT*251*t*	30 ″ 7 s5 ″ 9 25 ″ 0½	
28874 164032 GWWF	**Loch Maddy** D.F. 1*Dk&Shelter dk* 3*rd dk in E&Bspaces* *CruiserStern*	4996 4604 2963	✠100A1 *withfreeboard* ~~12,35~~~~1,35~~ ✠LMC9,34 2,36	Liv	a†	CL	1934 9mo	LithgowsLd. PortGlasgow *Lloyd'sA&CP*	GlasgowNav.Co.Ld.(Maclay&McIntyre,Ld.*Mgrs.*) *BHd* *CellDB*358'1439*t*	414·6|56·2|25·5 F31' 1 *Intermediate* FK *ispensed with* (*Coll* *FPT*141*tAPT*227*t*	Glasgow British *Cem* *BH to Sh dk* 5 „ „ 2*nd*„)	T.3Cy.21½",36"&62"-45"(*s*) 220lb 397NHP 3SB,*9cf*,GS126,HS5730 FD D.Rowan&Co.Ld.Gls.	28 ″ 0 s3 ″ 0¾ 25 ″ 2	
28875 164035 GWWG	**Loch Ranza** D.F. E.S.D. 1*Dk&Shelter dk* 3*rd dk in E&B spaces* *CruiserStern*	4958 4557 2936	✠100A1 *withfreeboard* 7,35 ~~1,35~~ ✠LMC10,34	Kob Lon	a†	CL	1934 10mo	A.Stephen&Sons,Ld. Glasgow *Lloyd'sA&CP*	GlasgowUnitedShippingCo.Ld.(Maclay&McIntyre,Ld.*Mgrs.*) 1 *Intermediate* *CellDB*365'1422*t*	415·0|56·2|25·5 F35' FK *Coll* *BH dispensed with* *FPT*156*t APT*240*t*	Glasgow British *Cem* *BH to Sh dk* 5 „ „ 2*nd* „	C.3Cy.23½"&(2)43"-42" (*s*) 220lb 382NHP 3SB,*9cf*,GS126,HS5628 FD A.Stephen&Sons,Ld.Gls.	28 ″ 0 s3 ″ 1 25 ″ 2	
28876 65079 GBLV	**Lochbroom** Ⓟ (*ex*City of Iron London) *ss*Gls.5thNo.3-5,33 *Well deck* 1*Dk(Irn*-ws)2*trB* Wireless	1139 789 609	✠100A1 ~~4,35~~ ~~4,34~~4,36 BS2,36 LMC5,33 ✠NB9,01 ~~BS3,34~~	Gls Ard	m	CL 5,33	1871 6mo	J.Elder&Co. Glasgow A&CP	DavidMacBrayne,Ld.	241·9|30·5|16·7 P150'F50' ND01 BK7½"	Glasgow British 5*BHCem* *DTa*23'25*t*	C.2Cy.46"&80"-39" (*r*) 70lb *70lb* NDB01 262NHP 2DB,*12cf*,GS153,HS3598 J.Elder&Co.Glasgow	17 ″ 7 s1 ″ 10½ 16 ″ 7¾	BT till 10,35
28877 98646 MFRT	**Lochdunvegan** (*ex*DenbighCoast, *ex*Kelvindale, ~~*ss*P.Gl.2ndNo.3-3,28~~ *ex*Grouse) ~~*ss*Ard.No.2-31~~ *ss*Ard.3rdNo.3-7,35 1*Dk(Stl*-ws)	411 380 171	100A1 *For Coasting purposes* *Mallaig,Irish Channel& London* 7,35 ~~7,34~~ LMC7,35 ✠NB3,23 ~~BS3,34~~	Ard	h	CL ~~1,33~~ 7,35	1891	Caird&Co.Ld. Greenock *Lloyd'sA&CP*	DavidMacBrayne,Ld.	175·4|28·0|11·9 B77'F24' 29·8 BK7½"	Glasgow British 5*BHCem*	T.3Cy.15¼",25 1/16"&40⅜"-30" 160lb (*s*) 85RHP 1SB,*3cf*,GS51,HS1566 Caird&Co.Ld.Greenock	12 ″ 9 s2 ″ 2 11 ″ 6	
28878 161916 GFVK	**Lochearn** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*	542 276 206					1930	ArdrossanDockyard,Ld Ardrossan	DavidMacBrayne,Ld.	155·7|29·1| 9·0 P&B96'F50'	Glasgow British *WB*	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,35~~ 4,36
28879 123347 MGZR	**Lochee** *ss*Dun.No.3-2,31 *ss*Dun.No.1-34 *Well deck* 1*Dk(Stl)* *Mchy.Aft*	1064 770 543	✠100A1 10,35~~10,34~~ ✠LMC10,34 BS10,35	Dun Lth	m	CL 7,33	1918 2mo	C.Hill&Sons Bristol *Lloyd'sA&CP*	Dundee,Perth&LondonShppg.Co.Ld.	212·2|33·9|13·3 Q116'B15'F34' FK *CellDB f*	Dundee British 3*BHCem* 112' 222*tFP*	T.3Cy.18",29"&49"-33" (*s*) 180lb 176NHP 2SB,*6cf*,GS82,HS3060 Richardsons,Westgarth&Co.Ld.Sld. *T*47*tAPT*13*t*	15 ″ 6 s4 ″ 8¾ 14 ″ 11¼	

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela n'est pas dans le L.R. Durée Cert. Bof Trade
28880 161949 MQBG	**Lochfyne** Ⓟ TwinSc OilEng. 2Dks CruiserStern	754 355 291					1931	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	209·9|30·1|7·9 B&F197'Q11'	Glasgow British Motors by	2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15⅝"-20" 247NHP Davey,Paxman&Co.LdCol MetVickersElec.CoLdMch		C BT till ~~4,34~~ 6,36
28881 146679 GCLK	**Lochgoil** TwinSc ssRot.No.3-11,34 ~~ssRot.No.2-31~~ OilEng. Ref.Mchy. 2Dks(Stl)&Awng dk(Stl) D.F. Cargo battens not fitted in B & F	9462 8534 5873	✠100A1 Awng dk withfreeboard 7,35 ✠LMC CS3,36 DBS6,35 3,36 ✠Lloyd'sRMC3,36 Carrying bean or similar oil in deep tank	Rot	e†	CL 11,34	1922 12mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	RoyalMailLines, Ld.	485·6|62·3|35·8 P41'B153'F60'on Awng dk FK&BK2' 1BH dispensed with, 7 BH only, all to Awng dk CellDB409'1598t DTa30'706tFPT130tAPT75t	London British ptCem	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	
28882 119349 MFRG	**Lochiel** (exDevonia) 1Dk	318 221 126			...		1906	Scott of Kinghorn,Ld Kinghorn	DavidMacBrayne, Ld.	140·2|23·1|10·5 P32'B46'F22'	Glasgow British WB	C.2Cy.16½"&36"-27" 52RHP Scott of Kinghorn,Ld.Kgn.	11 ″ 1	C †
28883 146228 GDYM	**Lochkatrine** TwinSc ssRot.No.3-10.33 Ref.Mchy. OilEng. D.F. 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	9409 8535 5812	✠100A1 Awng dk withfreeboard 8,35 ~~9,34~~ 8,35 DBS~~9,34~~ ✠LMC CS5,34 ~~2,35~~ 8,35 ✠Lloyd'sRMC ~~1,35~~ ~~1,35~~ 8,35 4,36 ~~12,35~~	Rot	e†	CL ~~2,33~~ S8,35 PN8,35	1922 1mo Lloyd's A&CP	J.Brown& Co.Ld. Glasgow	RoyalMailLines, Ld.	485·4|62·3|35·8 P40'B153'F59'on Awng dk FK&BK2' 1 BH dispensed with 7BH only All to Awng dk CellDB413'1617t DTa30' 706t FPT 130tAPT80t	London British ptCem	Oil Engines 4S.C.SA 16Cy.29½"&45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 10 s 9 ″ 4½ 29 ″ 8½	
28884 147677 GDXR	**Lochmonar** TwinSc ssRot.No.2-32 OilEng. Ref.Mchy. 2Dks(Stl)&Awng dk(Stl) D.F. 3rd dk(Stl)inNo.3hold	9412 8533 5815	✠100A1 Awng dk withfreeboard 6,35 ~~6,34~~ 10,35 DBS~~10,34~~ ✠LMC CS11,33 2,35 ✠Lloyd'sRMC ~~2,35~~ ~~6,35~~ 1,36 ~~10,35~~ Carrying oil fuel F.P above 150°F. in deep tank	Rot	e†	CL S6,34 PN6,34	1924 6mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	485·6|62·2|35·5 P40'B153'F58'on Awng dk FK&BK2' New fore end 1929 1BH dispensed with 7 BH only, all to Awng dk CellDB421' 1718t DTa30'686tFPT130tAPT78t	London British Cem	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	
28885 161923 GFWT	**Lochmor** Ⓟ TwinSc OilEng. Wireless 1Dk	542 276 206					1930	Ardrossan Dkyd.Co.Ld. Ardrossan	DavidMacBrayne, Ld.	155·7|29·1|9·0 P&B96'F50'	Glasgow British WB	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~1,36~~ 4,36
28886 121346 GDTV	**Lochnagar** Ⓟ (exLairdswood, exWoodcock, ssAbn.2ndNo.3-5,32 exWoodnut, 2Dks(UStl-ws) exWoodcock)	1619 1044 688	✠100A1 5,35 BS~~1,34~~ 1,35 ✠LMC5,32	Abn	q	CL 4,35	1906 6mo Lloyd's A&CP	J.Brown& Co.Ld. Clydebank	AberdeenStm.Nav. Co.Ld.	270·4|36·1|16·6 |38·2| P&B190'F60' BK8' DTa10'	Aberdeen British 5BHCem 24tFPT30t	T.3Cy.29",48"&76"-45" (s) 175lb 70lb 460NHP 2DB,12cf,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 ″ 6 s1 ″ 11½ 16 ″ 6½	BT till 12,35
28887 160262 GTFS	**Lochness** Ⓟ TwinSc Fitted for oil fuel Wireless 1Dk&Shelter dk CruiserStern	777 456 299					1929	Harland& Wolff,Ld. Glasgow	DavidMacBrayne, Ld.	200·3|34·1|10·5 F27' on Shelter dk	Glasgow British WB	T.6Cy.14",23"&38"-27" 150NHP J.G.Kincaid&Co.Ld Grk.		C BT till ~~5,34~~ 5,36
28888 164029 MBWP	**Lochnevis** Ⓟ TwinSc 1Dk CruiserStern	568 313 228					1934	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	171·7|31·1|8·7 B50'	Glasgow British WB	Oil Engines 4S.C.SA connectedtoElectricMotors &Sc.Shafts 12Cy.13"-16" Davey,Paxman&Co.Ld. Colchester		C BT till ~~4,35~~ 3,36
28889 148128 MNGR	**Lochside II** ssShl.No.2-33 Well deck 1Dk(Stl) Mchy.Aft	368 265 169	✠100A1 ~~5,35~~ 7,34 11,35 BS~~7,34~~ 5,35 ✠LMC5,33	Shl	e	~~5,33~~ 11,35	1925 6mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	JamesDeuchar,Ld.	140·0|24·0|10·2 Q43'B12'F19' FK FPT34t	Newcastle British 3BHCem APT13t	C.2Cy.17"&36"-27" (s) 130lb 81NHP 1SB,3cf,GS50,HS1566 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 3½	
28890 218792 KJPX	**Lockport** Fitted for oil fuel Sub.Sig. 2Dks	6214 5212 3751			...		1919	Merchant S.B.Corp. Chester,Pa.	UnitedStates ShippingBoard Bureau	400·7|54·2|30·1 P36'B123'F43' FK	Phildlphia Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 587NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh	32 ″ 9	R †
28891 161519	**Lockwell** Mchy.Aft 1Dk	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	HuronSteamships, Ld.	253·0|43·4|17·8	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham- Richardson.Ld.Nwc.		C
28892 1865 IBFI	**Lodoletta** (exConteStefanoTisza-33, exGrófTiszaIstván) D.F. 1Dk2trB&deep framing	2822 2518 1686			...		1904	W.Dobson &Co. Newcastle	I.N.S.A.(Industrie NavaliSoc.Anon.)	327·0|45·4|20·7 318·4 43·8 21·3 P27'B96'F30' FK	Genoa Italian WB	T.3Cy.23½"39"&66"-45" 311NHP N.E.MarineEngCo.LdNwc	23 ″ 9	I †
28893 LDTQ	**Lofoten** Ⓟ Ref.Mchy. Wireless CruiserStern 1Dk&Shelter dk	1571 697 915					1932	Fredrkstad Mek.Værks. Fredrikstad	A/S Vesteraalens Dampskibsselskab	235·6|38·1|14·4 H356t 21·7	Stkmrknes Norwegian WB	T.3Cy.23⅝",37⅞"&63"-39" 248NHP FredrikstadM.V.Frdstad.		N
28894 LEJN	**Log** 1Dk	1560 1361 890					1931	Bergens Mek.Værks. A/S Bergen	AugustKjerland& Co.A/S	250·6|39·3|17·4 P60tH78t	Bergen Norwegian WB	T.3Cy.17¼",29"&49"-33" 138NHP BergensMek.Værks.A/S		N
28895 147272 MLZG	**Logic** (exDorsetCoast) ssMch.No.2-32 Mchy.Aft ,, 1Dk(Stl)2nddkaftofhold	483 336 183	✠100A1 3,35 MS1,32 ✠LMC DBS~~6,34~~7,35 MBS8,34	Bkn	g	CL 4,33	1924 8mo Lloyd's A&CP	James TowersS.B Co.Ld. Bristol	BelfastS.S.Co.Ld.	150·6|25·4|11·1 B9'Q86'F22' FK FPT	Belfast British 3BHCem 45tAPT22t	T.3Cy.14",23"&38"-27" (s) 180lb 100lb 72RHP 1SB,3cf,GS58,HS1938 J.G.Kincaid&Co.Ld.Grk.	12 ″ 0 s 4 ″ 4 11 ″ 9	
28896 149678 GSLK	**Logician** ssBkn.No.1-33 2Dks(Stl)	5993 5575 3753	✠100A1 8,35 ~~8,34~~ MS5,33 ✠LMC BS~~8,34~~ 11,35	Mdb Liv	a†	CL 3,33	1928 6mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	CharenteS.S.Co Ld (T.&J.Harrison, Mgrs.)	420·3|54·6|30·4 P37'B137'F44' CellDB362'1146t FK DTa32'901tFPT62tAPT24t	Liverpool British 8BHCem 1 ,, to 2nd dk	T.3Cy.27",46"&77"-54" (r) 210lb 120lb 524NHP 2DB,12cf,GS215,HS8208 CammellLaird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5½	

New "Ulster Hero," see No. 40454 in Supplement

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28897 ONQC	**Loire** (*ex*Neutraal) 1*Dk*	*992* — *574*					1917	N.V.Schps.&Mch.deKlop Sliedrecht	Cie.Nationale Belge deTransp. Mar.(Armement Deppe, *Mgrs.*)	217·5|34·7|13·5 Q77'B60'F25'	Antwerp Belgian	T3Cy15⅜",24⅝"&$40\frac{9}{16}$"–$27\frac{9}{16}$" N.V.Schps.&Mach. 86NHP deKlop,Sliedrecht		C
28898 UOUT	**Lok Vatan** (*ex*Bakou-34) *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing*	1827 1000 827					1930	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9|37·4|20·7 P70'B38'F25'	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.21½"–32⅝" 315NHP Maschfbk.Augsburg-Nürnburg,Augsburg		
28899 LDGS	**Loke** (*ex*Claymont,*ex*Porthcawl) *ss*Cff.No.3-5,27 *ss*Rot.No.1-32 1*Dk*(*Stl*) *Cargo battens not fitted*	2421 2214 1432	✠100A1 3,35 BS~~6,34~~ ✠LMC5,32 6,35	Shl	*t*	CL 7,34	1915 7mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	D/S A/S Laly(C.T. Gogstad&Co.*Mgs*) *Intermediate bulk* *in fore*	295·0|45·0|20·3 P27'B78'F30' *head* FK *hold dispensed with* *Cell DBa92'uE*	Oslo Norwegian *Cem* 4*BHonly* &*B34' f124'*	T.3Cy.22",36"&60"–39" (*s*) 180lb *100lb* 250NHP 2SB,*6cf*,GS100,HS3916 N.E.MarineEng.CoLd.Sld 628*tFPT*83*tAPT*94*t*	22 ″ 6 s 3 ″ 5 19 ″ 5	
28900 4468 SGNI	— *ss*Skm.No.3-4,26 *ss*Skm.No.2-34 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1233* *997* *646*	✠100A1 7,35~~4,34~~ BS5,35 ✠LMC4,34	Skm Ant	*o*	OG 4,34	1905 5mo	Cmpbltwn S.B.Co. Campbeltwn *Lloyd'sA&CP*	StockholmsRederiaktiebSvea.(Eman.Högberg, *Mgr.*) *CellDBa54*	230·1|34·4|16·0 Q80'B57'F29' FK *uE&B37' f100'300t*	Stockholm Swedish 4*BHCem* *APT90t*	T.3Cy.18",27½"&45"–33" (*s*) 165lb 128NHP 2SB,*4cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3 s1 ″ 7¼ 16 ″ 10	
28901 EEVZ	**Lolina** *ss*Bbo.No.1-24 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	398 256 188	✠ 2,29 ✠	Bbo			1919 7mo	Soc.Anon. Astilleros Riera Gijon	AngelAlvarez, S.enC.	132·0|24·0|10·6 Q46'B9'F23' FK	Aviles Spanish 3*BHCem* *FPT33t*	C.2Cy.14½"&30"–21" 49NHP NB29 Soc.Anon.AstillerosRiera	10 ″ 6	
28902	**Lolita Artaza** (*ex*Harcourt-34) *ss*Hul.No.2-33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1511 1184 902	✠100A1 12,35~~12,34~~ BS~~12,34~~ ✠LMC5,33 12,35	Goo Bbo	*p*	CL 5,33	1925 2mo	TvanDuijvendijk Lekkerkerk *Lloyd'sA&CP*	Artaza yCia. *CellD*	245·5|37·9|17·2 Q150'F19' FK *B206' 599t FPT76t*	S.Sebast'n Spanish 4*BHCem* *APT52t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 221NHP 2SB,*6cf*,GS114,HS4040 H.Versteeg&Zonen, Hardinxveld	19 ″ 10 s 5 ″ 5 17 ″ 6½	
28903 144509 GDMK	**Lolworth** *ss*Shl.No.3-3,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1969 1534 1154	✠100A1 6,35~~6,34~~ BS~~6,34~~ ✠LMC3,33 6,35	Shl	*r*	CL ~~3,33~~ 6,35	1920 4mo	Osbourne,Graham&Co. LdSunderlnd *Lloyd'sA&CP*	Hudson.S.S.Co.Ld. *CellDB226'* *497tSide tanks*	270·0|40·2|17·2 P23'Q110'B52'F25 FK *in ER 14'121t FPT*	London British 4*BHptCem* *65tAPT169t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 214NHP 2SB,*4cf*,GS81,HS3330 N.E.MarineEngCo.Ld.Sld.	19 ″ 4 s 1 ″ 9 17 ″ 9	
28904 LEJO	**Lom** 1*Dk*	1268 1082 719					1920	NVSchpsw DeMerwede Hardinxveld	A/S Johs.Larsens Rederi(J.Larsen, *Mgr.*)	238·8|36·8|15·6 P52*t*H70*t*F25*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP Penn&Bauduin, Dordrecht		N
28905 143206 GMXV	**Lomas** (*ex*Brazilier) *ss*Npt.No.3-2,32 1*Dk*(*Stl*)	5256 4773 3181	✠100A1 6,35~~4,34~~ BS~~8,34~~ ✠LMC2,32 8,35	Cff	*y*	CL ~~2,32~~ 6,35	1919 5mo	Fairfield S.B.&E.CoLd Glasgow *Lloyd'sA&CP*	Kaye,Son&Co Ld. *CellDB345' 1136tDT*	400·1|52·3|28·4 P49'B113'F39' FK *a28'1120t FPT118t*	London British 7*BHptCem* *APT185t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD FairfieldS.B.&E.Co.LdGls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
28906 143743 GDZQ	**Lombardy** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	3379 3082 2067					1921	Richardsn,Duck&Co.Ld Stockton	RoyalMailLines, Ld.	380·0|48·1|23·4 P22'F41' *on Shelter dk*	Liverpool British *WB*	T.3Cy.26",42"&70½"–45" 332NHP Blair&Co.Ld.Stockton		C
28907 UNIT	**Lomonossow** (*ex*Eclips) **WoodAux** Wireless 2*Dks* (*See Sailing Ship Register*)	493 405 214					1867	Hall&Co. Aberdeen	U.S.S.R.	149·8|29·4|16·0 P48'	Archangel Russian	C.2Cy.23"&40"–27" 28NHP NE&B02 Hall&Co.Aberdeen		
28908 5180 SGNK	**Lona** (*ex*Therese,*ex*Torridon) *ss*Bly.No.2-97 *Well deck* 1*Dk*(*Irn*)&*Web frames*	*1577* *1319* *925*	✠ 2,03 ✠	Nwc	*q*		1889 9mo	Osbourne,Graham&Co Sunderland	ErikBanck *WB*	258·0|37·1|16·8 P33'Q62'B110'F33' BK9" = *Cell DB214'408t*	Hlsngborg Swedish 4*BHCem* *APT56t*	T.3Cy.19",31"&51"–36" 157NHP 2SB,*4rf*,GS70,HS2361 G.Clark,Sunderland	19 ″ 2	V †
28909 144702 GCRJ	**London** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*&*Shelter dk*	1499 1196 802					1921	Hawthorns&Co.Ld. Leith	Dundee,Perth&LondonShipping Co.Ld.	250·5|35·3|16·8	Dundee British *WB*	T.3Cy.20",33"&53"–39" 175NHP Hawthorns&Co.Ld.Leith		C BT till ~~5,35~~ 11,35
28910 OUIK	— 1*Dk*	1260 971 730					1924	Howaldtswerke Kiel	A/S D/S Pacific (L.R.Schmith, *Mgr.*)	238·0|37·2|13·7 P16'Q71'B98'F31'	Copnhagn Danish *WB*	T.3Cy.$16\frac{9}{16}$",$27\frac{3}{16}$"&43"–29½" 100NHP Howaldtswerke,Kiel		G
28911 140590 GPMQ	**London Citizen** (*ex*Valemore) *ss*Nwc.No.3-7,29 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.1hold*	5388 4829 3048	✠100A1 *Shelter dk* *withfreeboard* 8,31 ✠LMC MS7,29 BS12,31 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Lon	*a*†	CL 8,31	1918 7mo	SirRDixon&Co.Ld. Middlesbro' *Lloyd'sA&CP*	Furness,Withy&Co.Ld. *CellDB35*	420·0|55·1|36·6 F *on Shelter dk* 33' FK *Coll* *3'1021t DTf31'976t*	London British *Cem* *BH to Sh dk* 6 „ „ *U* „ *DTa31'495t*	T.3Cy.29",49"&80"–54" (*s*) 180lb 716NHP 4SB,*12cf*,GS248HS11096 FD N.E.MarineEngCoLdNwc *APT122t*	30 ″ 9 s 4 ″ 4 26 ″ 10	
28912 145913 GFWM	**London Corporation** (*ex*Hoosac, *ex*Cynthiana) *ss*Mch.No.3-9,34 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*)3*rd dk inNo.1hold*	5411 4809 2936	✠100A1 *Shelter dk* *withfreeboard* 2,35 ✠LMC9,34 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	NNs	*a*†	CL N9,34	1922 1mo	IrvinesS.B.&D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	Furness,Withy&Co.Ld. *CellDB364'1099t* *972tDTa31'865t*	420·0|55·0|27·8 F35'*onShelter dk* FK *Collisio* *MT31'* *FPT102tAPT125t*	London British *ptCem* *nBHtoSh dk* 6 „ „ *U* „	T.3Cy.29",49"&80"–54" (*s*) 180lb 705NHP 4SB,*12cf*,GS250,HS10855FD Richardsons,Westgarth&Co.Ld.Hpl.	30 ″ 6 s 3 ″ 7¾ 27 ″ 1½	
28913 145884 GDSY	**London Exchange** (*ex*Parisiana) *ss*Lon.No.3-12,35 ~~*ss*Lon.No.2-29~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in No.1hold* Sub.Sig. *Ref.Mchy.*	5415 4816 2862	✠100A1 *Shelter dk* *withfreeboard* ~~2,32~~12,35 ~~BS7,32~~ ✠LMC~~7,29~~ 12,35 ✠Lloyd'sRMC~~6,32~~12,35 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Lon	*a*†	CL ~~11,30~~ 11,35	1921 3mo	IrvinesS.B.&D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	JohnstonWarren LinesLd.(Furness, Withy&Co.Ld. *Mgrs.*) *CellDB364'1099t* *MT31'500tD*	420·0|55·0|27·9 F35'*on Shelter dk* FK *Collisio* *Ta31'394tFPT102t*	London British *ptCem* *nBHtoSh dk* 6 „ „ *U* „ *APT125t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 190lb FD 789NHP 4SB,*12cf*,GS250,HS10615 Richardsons,Westgarth&Co.Ld.Hpl.	30 ″ 6 s 3 ″ 7¾ 27 ″ 1½	
28914 28698 JCLA	**London Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	7191 — 4414					1921	Cammell Laird&Co.Ld. Birkenhead	OsakaShosenK.K.	451·1|56·5|35·2 P43'B189'F51'	Osaka Japanese *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		C

Now "Politician," see No. 39611 in Supplement

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Franc-bord assigné maintenant expiré. Lettre d'Enregistrement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	
28915 147482 GJQN	**London Merchant** ssGls.No.1-27 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) CruiserStern Cargo battens not fitted in Shelter 'tween dks Sub.Sig. D.F.	7939 7372 5032	✠100A1 Shelter dk withfreeboard 12,29 MS2,27 Fitted for oil fuel 5,23	Lon ✠LMC BS5,~~27~~	c†	CL 11,28 F.P. above 150° F.	1923 5mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CharenteS.S.Co. Ld.(T.&J.Harrison,Mgrs.) Duct keel in Blr.space&forward154' CellDB366'1568tDTf33'967tDTa33'797tFPT68tAPT82t	450·4 F42'onShelter dk FK Collision BH to S dk	58·1	38·3	London British ptCem 6 ,, ,, U ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 190lb FD 1004NHP 4SB,16cf,GS325,HS13168 J.Brown&Co.Ld.Gls.	41 ′ 0 s 11 ′ 3 30 ′ 2	
28916 163319 MBCK	**London Queen** Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	781 573 429	✠100A1 3,36 ~~3,34~~	Lon ✠LMC2,35	k	OG 3,36	1933 2mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	London&Channel IslandsS.S.Co.Ld.(Cheeswright& Ford,Mgrs.)	195·0 Q110'B14'F25' CellDBf124' BK7' 196t FPT57t	30·7	12·4	London British 3BHCem APT34t	T.3Cy.14",24"&40"-27" (s) 200lb 112NHP 1SB,3cf,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 ′ 6 s 4 ′ 2¾ 14 ′ 6¼	
28917 163482 MBVW	**London Trader** 1Dk&Shelter dk Mchy.Aft CruiserStern	646 494 297	✠100A1 withfreeboard 6,35 ~~6,34~~	Nwc Hul ✠LMC6,34	l	CL	1934 6mo Lloyd's A&CP	Hawthorn, Leslie&Co.Ld Newcastle CellDBuE22'f124'207tDTa14'118tFPT33tAPT18t	FreeTradeWharf Co.Ld.	196·6 FK	28·9	11·3	London British 3BHptCem (2 to Sh dk 1 ,, 2nd ,,)	T.3Cy.13½",23"&38"-27" (s) 200lb 103NHP 2SB,4cf,GS47,HS1800 N.E.MarineEng.Co Ld.Sld.	13 ′ 6 s ′ 2 13 ′ 5¼	
28918 OOOA	**Londonier** Ⓟ ssAnt.No.3-12,31 D.F. 1Dk(Stl)&2nd dk(Stl) except in way of Cross bunker	5355 4792 3290	✠100A1 6,35 ~~3,34~~ MS5,32	Ant ✠LMC BS~~4,34~~6,35	y	CL 3,34	1919 10mo Lloyd's A&CP	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	400·8 P49'B113'F38' FK CellDB 344'1062t FPT127t	52·3	28·5	Antwerp Belgian 7BHCem APT223t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&W.Hendersn&CoLdGls	31 ′ 0 s 5 ′ 11¾ 25 ′ 8¾	
28919 LOFV	**Londres** Ⓟ TrpSc (RiverSteamer) 1Dk(ptStl&ptTeak)Shadedk (ptStl-teaks)Prom.dk&upperProm.dk	2775 — 1582	✠ 10,06 ✠	BAs			1906 7mo	Gourlay Bros.&Co. (Dundee),Ld. Dundee	Cia.Argentinade Nav.Mihanovich Ltda.	292·6 Promenade dk260' UpperProm.dk258' FK WB=FPT10t	45·1	11·2	Bns.Ayres Argentine 7BHAsp	T12Cy(3)16",(3)26"&(6)29"-21" 453NHP 4SB,12cf,GS198,HS7810 FD GourlayBros.&Co. (Dundee),Ld.Dundee	12 ′ 0	
28920 208175 KJPZ	**Long Island** Ⓟ Wood (exCorrection) 3Dks	778 — 422					1910	R.Palmer &Sons Noank, Conn.	Bridgeport&Pt. JeffersonSteamboatCo.(G.M. Tooker,Mgr.)	159·7	36·5	12·0	Bridgeprt Conn. Utd. States	C.2Cy.15"&30"-20" 34NHP J.W.SullivanCo.NYk.		
28921 145386 VQJL	**Longbird** (exNewtonBay, exKilmuckridge) Wireless 1Dk	636 492 286					1919	Smith's DockCo.Ld Middlesbro' Rebuilt in 1920 by J.S.White&Co.Ld.Cowes	H.F.Williams	170·0	30·0	15·7	Hamilton, Bermuda British	T.3Cy.16",26"&44"-26" 94RHP Smith'sDockCo.Ld.Mdb.		C
28922 141869 GFLZ	**Longships** Ⓟ Wireless 2Dks	1562 1160 691					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British WB	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
28923 162473 GRKT	**Longwood** TwinSc D.F. **E.S.D.** ssShl.No.1-35 OilEng. 1Dk(Stl)2nd dk(Stl)clear of oil tanks Longitudinal framing at bottom&at deck Mchy.Aft CruiserStern	9463 8661 5559	✠100A1 ~~7,35~~ ~~4,34~~ 1,36 DBS7,35 Carrying Petroleum in bulk	Fal Shl ✠LMC~~5,35~~ 7,35	e†	CL ~~1,33~~ 6,35	1930 8mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. Mgrs.) CellDBuE65'295tDTf27'465tFPT321tAPT250t	476·3 P106'B44'F58' FK	66·4	35·3	London British 16BHptCem	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB150lb J G.Kincaid&Co.Ld.Grk.	35 ′ 5 s 7 ′ 1¾ 28 ′ 6¾	
28924 120721 VJFS	**Loongana** Ⓟ TrpSc 3Dks	2448 1129 1072					1904	W.Denny &Bros. Dumbarton	Tasmanian SteamersPty.Ld.	300·3 F51'	43·1	23·3	Melbourne British WB	3 Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
28925 120989	**Loongwo** TwinSc 1DkShade dk&Promenade dk	3923 1748 2386					1906	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	330·0	46·1	14·5	HongKong British	T8Cy(2)17"(2)28"&(4)31½"-33" 228NHP HongKong&Whampoa DockCo.Ld.HongKong		
28926 218077 KIFZ	**Lorain** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing &Web frames	6213 5895 3836			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110' F38'onShltr dk FK	55·0	31·4	NewarkNJ Utd. States WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.J.	34 ′ 11	R †
28927 162525 GTRP	**Lorca** ssLon.No.1-34 1Dk(Stl)	4875 4559 3007	✠100A1 1,35 ~~4,35~~	Lon Rot ✠LMC9,34	y	CL 4,35	1931 1mo Lloyd's A&CP	J.Readhead&SonsLd SouthShields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDBa&uE147'f175'1133tFPT142tAPT155t	393·4 P30'B117'F39' FK	53·8	26·6	London British 6BHCem	T.3Cy.25",42"&69"-48" (r) 200lb 120lb 427NHP 2SB,6cf,GS127,HS5754 FD J.Readhead&Sons,Ld.	29 ′ 0 s5 ′ 7½ 23 ′ 7½	
28928 139123 GDMN	**Lord Kelvin** TwinSc CableVessel ssHfx.No.3-5,28 ssBrw.No.2-36~~ssFal.No.1-32~~ D.F. GyC. 2Dks(StlU-ws) Sub.Sig. 3rd dk(Stl)inNo.1hold	2641 2105 1306	✠100A1 ~~4,35~~ ~~3,34~~ 3,36 ~~DBS~~ ~~4,35~~ Fitted for oil fuel 3,16	Fal Brw ✠LMC~~5,32~~ 3,36	t	CL ~~4,33~~ 2,36 F.P. above 150° F.	1916 1mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-American Tel.Co.Ld. CellDB153'405tFPT40tAPT55t	316·6 P50'B100'F62' FK	41·2	22·7	London British 5BHCem	T.6Cy.17",28½"&48"-33" (s) 190lb 100lb 380NHP 2SB,6cf, HS5580 FD Swan,Hunter&Wigham-Richardson.Ld.Nwc.	25 ′ 0 s 3 ′ 0 22 ′ 2¼	
28929 137447 GMSK	**Lord Strathcona** 4Mst ssNwc.No.1-20 1Dk(Stl)&Web frames D.F. Longitudinal framing	7335 6892 4184	✠ 10,25 ✠	Cff	b†		1915 5mo	W.Doxford &Sons,Ld. Sunderland WB=CellDBa137'uE&B46'f201'1738tTopside tanks416' 1587tFPT129tAPT159t	DominionShipping Co.Ld.	455·0 P27'B77'F33' FK	58·0	31·0	London British 7BHCem	T.3Cy.28½",47"&79"-54" 612NHP 3SB,9cf,GS198,HS8814 FD W.Doxford&Sons,Ld.Sld.	33 ′ 9	C †
28930 LCWD	**Lorentz W. Hansen** 1Dk	1918 1653 1110					1920	C.Hill& Sons Bristol	LorentzW.HansensRederi A/S (L.W.Hansen)	270·0 P67tH117tF13t	42·2	17·9	Bergen Norwegian WB	T.3Cy.20½",33"&54"-36" Richardsons, 188NHP Westgarth&Co.Ld.Hpl.		N
28931 DHPK	**Lorenz L.-M. Russ** Sub.Sig. Wireless 1Dk	1448 1167 832					1925	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz Ges.m.b.H.(Ernst Russ,Mgr.)	239·1 P15'Q71'B61'F29'	38·8	15·2	Hamburg German WB	T3Cy.18¾",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 153NHP StettinerOderwerke		G
Broken up 28932 1611 IBHQ	**Lorenzina** (exInkula,exPallanza) D.F. 2Dks 3trB&Shelter dk	5181 4906 3250			...		1904	Cant.Nav. diMuggiano Spezia	I.N.S.A.(Industrie NavaliSoc.Anon.)	401·0 FK	52·1	29·3	Genoa Italian WB	T.3Cy.28",46"&77"-48" 493NHP Richardsons,Westgarth &Co.Ld.Hpl.	32 ′ 1	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28933 217 IBMT	**Lorenzo Marcello** Ⓟ OilEng. Wireless D.F. 2Dks	1413 1136 601					1928	Stabilmnto Tecnico Trieste	Cia.Adriatica di Nav.	235·7	34·6	20·5	Venice Italian WB	Oil Engines 2S.C.SA 6Cy.20½"–32$\frac{5}{16}$" 440NHP Soc.An.FiatS.G.M.Turin		I
28934 141913 GBQC	**Loreto** (exGlenade) TwinSc ssHul.No.3-6,31 OilEng. 2Dks(Stl)&Shelter dk(Stl)	6725 6099 4105	✠100A1 Shelter dk withfreeboard 11,34 DBS11,35 ~~DBS7,34~~ ✠LMC4,32 Carrying oil fuel F. P. above 150° F. in DB	Hul	z	CL ~~4,32~~ 10,35	1919 7mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	PacificStm.Nav. Co. CellDB348'1039t DTa46'754tFPT116tAPT123t	P43'B81'F48' FK on Shelter dk	54·2	32·9 23·6	Glasgow British ptCem 7BHto Shdk	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 ″ 5 s8 ″ 9 26 ″ 11	
28935 390 IPOK	— (exAstrée-33) 1Dk	1055 793 541					1912	Sunderlnd S.B.Co.Ld. Sunderland	GiuseppeParisi	231·6 223·0 Q71'B50'F25'	32·9	13·8	Naples Italian WB	T.3Cy.17½",29"&47"–33" 127NHP N.E.MarineEng.Co.Ld.Sld		I
28936 FNNI	**Lorient** Well deck 1Dk	4185 — 2546			...		1921	TyneI.S.B Co.Ld. Newcastle	Cie.DelmasFrères &Vieljeux	364·5 P18'Q128'B68' FK	52·8	24·5	LaRochlle French WB	T.3Cy.23½",38"&64"–42" 347NHP ArmstrongWhitworth& Co.Ld.Nwc.	26 ″ 8	V †
28937 141927 GCLM	**Loriga** (exGlenariffe) TwinSc ssHul.No.3-8,31 OilEng. 2Dks(Stl)&Shelter dk(Stl) ssHul No.1-35	6665 6095 4051	✠100A1 Shelter dk withfreeboard 11,35~~12,34~~ DBS12,34 ✠LMC CS11,53 ~~5,34~~ 11,35	Hul Gls	z	CL s11,33 ~~P10,34~~ P11,35	1919 10mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	PacificStmNavCo. CellDB348'1039tDTa46'706tFPT116tAPT123t	406·0 P43'B81'F48' FK on Shelter dk	54·2	32·9 23·6	Glasgow British ptCem 7BHtoSh dk	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB-100lb Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
28938 135704 GPBK	**Lorina** Ⓟ TwinSc CruiserStern Wireless D.F. 3Dks4trB	1578 937 629					1918	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	291·3 P57'B154'F47'	36·1	14·7	S'thamptn British WB	2 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 12,35
28939 98413	**Lorna Doone** Ⓟ PadSp	410 344 168					1891	Napier, Shanks&Bell Glasgow	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld.	220·5 Promenade dk168'	26·0	9·2	S'thamptn British	C.2Cy.32"&62"–60" NB01 248NHP D.Rowan&Son,Glasgow		BT till ~~5,35~~ 2,36
28940 148881 GMCD	**Lornaston** ssBry No.2-34 1Dk(Stl)	4934 4605 3072	✠100A1 2,36~~11,34~~ DBS5,35 ~~DBS5,34~~ ✠LMC MS11,34 MBS~~11,34~~ 11,35	Shl	z	CL ~~7,33~~ 2,36	1925 12mo Lloyd'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	LornastonS.S.Co. Ld.(W.S.Miller& Co.) CellDB349'1159tDTa29'1105tAPT241t	407·0 P39'B245'F44' FK	53·5	25·7	Glasgow British 6BHCem	T.3Cy.26",42"&70"–48" (s) 180lb 100lb 457NHP 2SB,8cf,GS147,HS6606 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 4 ″ 0½ 24 ″ 2¼	
28941 220519 KDDE	**Lorraine Cross** Fitted for oil fuel 2Dks	5127 4598 3124					1920	American International Corporation HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F46'	54·2	27·8	N.Orleans Utd.States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
28942 213962 WFDN	**Los Angeles** 3Mst ssL.An.No.3-8,28 Mchy.Aft ssL.An.No.1-32 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6752 6394 4205	✠100A1 8,35~~9,34~~ BS8,35 ✠LMC3,32 Carrying Petroleum in bulk Fitted for oil fuel 4,16 F.P.above 150° F.	L.An	b†	CL 3,33	1916 4mo A&CP	Union Iron WorksCo. SanFrancisco	UnionOilCo. of California CellDB uE&B62'f57' 433tFPT100tAPT74t	435·0 P106'B57'F43' FK	56·2	33·6	LsAngeles Utd.States 14BHptAsp 8 „ to Udk 6 „ „2nd„	T.3Cy.27",47"&76"–48" (s) 215lb 552NHP 3SB,9cf,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	
28943 145888 GDXM	**Losada** TwinSc ssHul.No.3-2,34 OilEng. 2Dks(Stl)&Shelter dk(Stl)	6520 6090 4021	✠100A1 Shelter dk withfreeboard 11,34 DBS~~7,34~~10,35 ✠LMC CS2,34 ~~9,33~~10,35	Liv	z	CL 11,34	1921 10mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	PacificStm.Nav. Co. CellDB349'1039tFPT116tAPT123t	406·1 P32'B89'F45'on Shelter dk FK	54·2	32·8	Liverpool British ptCem 7BHtoSh dk	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" DB100lb 810NHP Harland&Wolff,Ld.Gls.	35 ″ 5 s8 ″ 9 27 ″ 0	
28944 219284 KOQB	**Losmar** (exClauseus) ssBal.No.3-5,32 D.F. 2Dks(Stl)	5549 5139 3417	✠100A1 ~~6,35~~ ~~11,34~~ 1,36 ✠LMC MS5,32 BS~~5,35~~1,36 Fitted for oil fuel 1,20 F.P.above 150° F.	Bal	z	CL N3,34	1919 12mo A&CP	Northwest SteelCo. Portland,Or.	CalmarS.S.Corp. Intermediate BH in after hold& Intermediate 'tween dkBH's in fore & after holds dispensed with CellDB355'1139tMT29'745tFPT132tAPT143t	409·8 P44'B115'F47' FK	54·2	27·7	NewYork Utd.States ptCem 5BH to Udk 1 „ „ 2nd „	T.3Cy.24$\frac{9}{16}$",41½"&72"–48" 210lb (r) 582NHP 3SB,9cf,GS196,HS8324 FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	30 ″ 2 s6 ″ 5 24 ″ 0	
28945 161863 GBTF	**Lossiebank** TwinSc ssBal.No.1-34 OilEng. 1Dk(Stl)&Shelter dk(Stl-ws) Ref.Mchy.	5627 4979 3412	✠100A1 withfreeboard 12,35~~3,35~~ DBS6,34 ✠LMC5,35 ✠Lloyd'sRMC~~5,35~~ 10,35 for temp. 20° F. Carrying vegetable oil in deep tanks& in tanks between tunnels	Bel Shi	b†	CL 5,33	1930 6mo Lloyd'sA&CP	Workman, Clark(1928) Ld. Belfast	BankLineLd. (A.Weir&Co. Mgrs.) CellDB356'1190t Tanks in way of tunnels263tMT60'2389tFPT95tAPT152t	426·7 FK	57·4	25·7	Belfast British 7BH pt Cem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" 1246NHP DB120lb Workman,Clark(1928) Ld	29 ″ 9 s 3 ″ 7¼ 26 ″ 4¼	
28946 DHOY	**Lothar** (exLeonhard,exJonasSell) Sub.Sig. 1Dk	720 578 429					1906	Nüscke& Co. Stettin	Reed.Johannes Ick G.m.b.H. (ArthurSommer, Mgr.)	203·0 Q62'B46'F23'	30·2	12·5	Hamburg German WB	T.3Cy.14",21"&36"–24" 63NHP Schwft.Uebigau,Dresden		G
28947 DHPL	**Lotte** (exHeleneBlumenfeld, exJacobSchröder, exHeleneBlumenfeld) 1Dk	2115 1697 968					1905	Schiffsw. v. HenryKoch Lübeck	Reinecke& Bremer	295·9 P26'B84'F28'	40·7	18·1	Hamburg German WB	T.3Cy.27⅛",43⅜"&69"–41⅜" 312NHP J.F.Ahrens,Altona		G
28948 DGWI	**Lotte Halm** TwinSc (exBroomhill,exAlsen,exFehmarn) Mchy.Aft 1Dk	1198 1008 644					1914	Howaldts- werke Kiel	KölnerReed.A.G. (E.Halm&Co. Mgrs.)	233·4	34·6	15·1	Cologne German WB	T.6Cy.11$\frac{15}{16}$",19$\frac{5}{16}$"&31⅝"–18" 84NHP Howaldtswerke,Kiel		G
28949 ~~DHPM~~	**Lotte Leonhardt** (exJules Cambon,exBayway, ssRou.No.3-1,26 exMohawk) ssPhl.No.2-34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing Now "Todaro" see No. 40278 in Supplement	5198 4467 3045	✠100A1 11,34 BS1,35 ✠LMC1,34 CarryingPetroleum in bulk Fitted for oil fuel 3,13 F.P. above 150° F.	Phl	y	CL 11,34	1913 3mo Lloyd'sA&CP	Howaldts- werke Kiel	~~Leonhardt &~~ ~~Blumberg~~ CellDB uE&B74'221t DTf31'480tFPT169tAPT66t	385·8 P115'B22'F37' FK	52·4	28·5	Italian 13BHCem 10to Upr dk 3 „ 2nd „	Q4Cy19½",28",41"&59"–41⅜" 213lb (s) 320NHP 2SB,6cf,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
28950 141625 KNTR	**Lottie Bennett** Wood4Mst (exSailingVessel,exNor- mandie,exLottieBennett) OilEng. 1Dk	585 — 496					1899	HallBros. Pt.Blakeley Wash.	Thos.D.Aitken	170·4 P34'H—	37·6	12·8	S.Frncisco Utd.States	Oil Engines		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28951 162104 MBRL	**Lottinge** (exOrleans-34) 1Dk	2468 2301 1481			...		1918	ForthS.B.&Eng.Co.Ld. Alloa	Constants(South Wales),Ld. (M.Constant,*Mgr*)	305·3 P24′B85′F32′ FK	42·8	21·5	Cardiff British *WB*	T.3Cy.20¼″,33″&54″-39″ 234NHP G.T.Grey&Co.Ld.South Shields	23 ″ 9	V †
28952 TSIZ	**Lou Pescadou** (exBassano) 1Dk	392 303 116	✠ 12,24 ✠	Sav			1919 8mo	Foundat'n Co. Savannah,Ga	Soc.lesAffréteurs Maritimes Indochinois	150·0 Q79′F26′ BK6½″ *FPT*6t	25·0	14·7	Saigon French 4*BHCem* *APT*8t	T.3Cy.12¾″,21½″&35″-24″ 89NHP 1SB,3pf,GS53,HS1700 CanadianAllis-Chalmers, Ld.Rochfield,P.Q.	14 ″ 8	
28953 90918 MQZS	**Louga** ssDun.3rdNo.3-11,34 *Well deck* 1*Dk*(*Irn*)	945 678 394	✠100A1 ~~10,3511,34~~1,36 ✠NB11,22 BS~~7,3~~8,35	Dun Sou ✠LMC MS~~11,34~~1,36	*m*	~~7,34~~ N1,36	1898 4mo	Ramage&Ferguson,Ld. Leith A&CP	Dundee,Perth&LondonShipping Co.Ld. *WB*	213·0 Q63′B64′F27′ FK =*CellDBa*40′*f*84′	32·1	12·3	Leith British 4*BHCem* 243t*APT*27t	T.3Cy.17¼″,27½″&44″-30″(s) 160lb 98RHP 1SB,3cf,GS52,HS1950 Ramage&Fergusn,Ld.Lth.	14 ″ 6 s 1 ″ 0½ 13 ″ 9¼	
28954 Wrecked 12.35 1455[illegible] MKPY	**Lough Fisher** (exIris,exKinnaird Head) ssLan.No.3-10,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	415 289 160	~~✠100A1~~ ~~8,35~~10,34 12,35 ~~BS8,35~~ ~~MS10,35~~	Brw ~~Lan~~Bwg ✠~~LMC~~ ~~BS9,34~~	*f*	CL ~~10,33~~ 12,35	1921 3mo *Lloyd*'sA&CP	J.Crichton &Co.Ld. Connah's Quay	J.Fisher&SonsLd.	142·8 Q86′B9′F24′ FK *FPT*44t	24·1	10·8	Barrow British 3*BHCem* *APT*28t	C.2Cy.17″&36″-24″ (s) 130lb 50RHP 1SB,3pf,GS48,HS1490 J.Crichton&Co.Ld.Chester	12 ″ 0 s3 ″ 0½ 11 ″ 7½	
28955 ~~147235~~ ~~MLYC~~	**Louie Rose** ssBkn.No.3-4,28 *Well deck* ssCff.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1596 1243 955	✠100A1 10,35~~1,35~~ ✠NB5,25 MS10,32	Cff Bly ✠LMC BS~~10,34~~ 9,35	*p*	CL 12,34	1924 7mo *Lloyd*'sA&CP	J.Fullerton&Co. Paisley	~~RichardHughes&Co.(Liverpool)Ld.~~ G.Montefiore&V.d'Anchald (GMontefiore,*Mgr*)	250·5 Q156′B*on*Q13′F23′ FK *Cell DBf*169′420t *FPT*	37·1	16·4	French 4*BHCem* 101t*APT*62t	T.3Cy.19″,31″&50″-36″ (s) 180lb 226NHP 2SB,6cf,GS135,HS4366 Ross&Duncan,Glasgow	18 ″ 6 s 5 ″ 4½ 17 ″ 3	
28956 TTGF	**Louis Blanchet** 1Dk	671 — 320					1920	Chantiers deProvence Port deBouc	Cie.Saïgonnaise de Nav.&deTransp.	181·4	28·3	12·0	Saigon French *WB*	T.3Cy.13⅝″,21⅞″&37⅜″-23⅝″ 68NHP ChantiersdeProvence,Msl.		V
28957 5786 SLXA	**Louis de Geer** (exHolmenI, exTherese,exBoren) 4Mst ssShl.No.3-6,28 ssSkm.No.1-32 1*Dk*(*Stl*)	*1847* *1621* *1089*	✠100A1 7,35~~1,34~~ BS7,35 MS10,32	Cff Shl ✠LMC ~~BS8,34~~	*r*	OG ~~1,34~~ 7,35	1916 4mo	LindholmensM.V. Gothenburg	HolmensBruks&FabriksA/B	262·0 P24′B65′F31′ FK *CellDB*224′	42·7	18·1	Nrrköping Swedish 4*BHCem* 471t*APT*41t	T.3Cy.20½″,33″&55″-36″ (s) 185lb 214NHP 2SB,6cf,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 2 ″ 8½ 18 ″ 0	
28958 FNGP	**Louis Mercier** (exAndreasGerakis, exThermidor,exAlbergallus, exWarForest) 1*Dk*	3172 2886 1871			...		1918	E.Finch&Co.(1916)Ld Chepstow	UnionIndustrielle &Mar.Sté. Française d'Arm.	331·0 P33′B98′F29′ FK	47·2	23·1	Bordeaux French *WB*	T.3Cy.25″,41″&68″-45″ 513NHP D.Rowan&Co.Ld.Gls.	25 ″ 6	V †
28959 108 ONRC	**Louis Sheid** (exKendalCastle, exUltor) ssBal.No.2-28 2*Dks*(*Stl*)	*6057* *5539* *3737*	1,36 ~~BS10,30~~	Ant ~~LMC8,28~~	*a*†	CL 2,31	1920	Nordd.Werft.m.b.H. Weser-münde-G.	CieNationaleBelge deTransports MaritimesS.A. (ArmementDeppe, *Mgrs.*) *CellDB*	418·5 P58′B139′F46′ FK 373′1386t *FPT*100t	55·6	29·2	Antwerp Belgian 7*BHAsp* *APT*10t	T3Cy28¾″46 1/16″&75⅝″-54″(s) 206lb 580NHP 3SB,9cf,GS180,HS8070 FD G.SeebeckA.G.Wsm.	31 ″ 9 ~~s 6 ″ 7~~ ~~25 ″ 7~~	
28960 215518	**Louis W. Hill** *Mchy.Aft* 1*Dk&Web frames* GyC. *Longitudinal framing*	7038 6827 5649			...		1917	American S.B.Co. Lorain,Ohio	ProducersS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	525·0 F48′ FK	58·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″-42″ 376NHP AmericanS.B.Co.Lorain,O.	32 ″ 0	R †
28961 125645 GWJT	**Louise Moller** (exBalto-33, exBjörnefjord,exRiverPlate) 1*Dk2trBdeep framing& Web frames*	3764 3448 2337			...		1907	JLThompson&Sons,Ld Sunderland	~~N.E.A.Moller (Moller&Co. Mgrs.)~~MollerLine,Ld.	346·5 P23′B92′F31′ FK	50·8	22·9	Shanghai British *WB*	T.3Cy.24½″,40″&66″-45″ 307NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	
28962 OYXC	**Louisiana** TwinSc *OilEng.* 1*Dk&Shelter dk*	6513 6200 4046					1921	Ardrossan DD&SBCoLd Ardrossan	DetForenede DampskibsSelsk.	407·8	55·2	33·5	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼″-35 7/16″ 629NHP Burmeister&Wain,Cpn.		V
28963 130906 WBCF	— (exNorthman) *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Spar dk* D.F. *Carrying oil in bulk*	2849 — 1797					1901	Chicago S.B.Co. Chicago	TheTexasCompany	290·0 B32′F36′ len11	42·2	26·5	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18½″,33″&54″-40″ 184NHP ChicagoS.B.Co.Chicago		
28964 FNTJ	**Louisiane** (exNotreDame de Fourvière) *Fitted for oil fuel* D.F. 2*Dks*	6903 6269 4154					1921	Ch.&Atel. dePenhoët St.Nazaire	Cie.Générale Transatlantique	427·5 P54′B136′F51′	58·4	31·6	Havre French *WB*	T.3Cy.27⅜″,44½″&75″-42½″ 364NHP Ch.&Atel.dePenhoët		V
28965 SVLE	**Loukia** (exEsturia) ssCpl.No.3-3,22 ssBla.No.2-30 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	*2143* *1886* *1280*	✠ 4,35 ✠	Ist	*r*		1910 10mo	Armstrong Whitworth &Co.Ld. Newcastle	J.G.Mavris,D.C.Elefteriades,C.Chrysostomos,P.P.DiakonZade&B.Simonowsky (J.G.Mavris& P.P.DiakonZade, *Mgrs.*)	275·0 P66′B24′F27′ FK *CellDBuB*20′	39·0	23·8	Piræus Greek *Cem* 9*BH to Udk* 3 ″ *2nd* ″ 22t *FPT*46t	T.3Cy.20″,33″&54″-36″ 196NHP 2SB,4cf,GS90,HS3102 N.E.MarineEng.CoLdNwc *APT*27t	23 ″ 9	
28966 CSBC	**Lourenço Marques** Ⓟ TwinSc (exAdmiral) ssLis.No.3-5,34 Sub.Sig. 2*Dks,3rd dk in Nos.1,2&4holds*	6298 4759 3857	100A– 7,35~~12,34~~ BS7,35	Npt Lis LMC5,34		5,34	1905	Blohm&Voss Hamburg	Cia.Nacional de Navegaçâo *CellDB*337′919t	420·0 P&B284′F85′ FK *FPT*101t *APT*113t	50·2	27·6	Lisbon Portuguese 9*BHptCem* *ptAsp*	T6Cy.23⅝″,39⅞″&66 13/16″-47¼″ 200lb (s) FD 790NHP 3DB,18cf,GS302,HS10587 Blohm&Voss,Hamburg	31 ″ 0 s 5 ″ 0½ 26 ″ 5½	
28967 Broken up 25[illegible] SUCV	**Loutfi** (exElli,exAdalet, exAnadolou,exGipsyQueen) IronSc 1*Dk2trB*	703 592 417					1856	M.Pearse &Co. Stockton	AhmedMohamed Saleh elFaham	207·1 P54′B65′F60′	26·3	15·7	Alexndria Egyptian	C.2Cy 26″&50″-33″ NB95 NE73 120NHP T.Richardson&Sons,Hpl.	16 ″ 7	
28968 OSNA	**Louvain** (exLouisiana,exBellview, exStrathyre) ssAnt.2ndNo.3-3,34 1*Dk*(*Stl*)*&Spar dk* (*Stl*)*&deep framing*	*4354* *4050* *2742*	✠100A1 *Spar dk* 4,35 BS4,35	Ant ✠LMC3,34	*x*	CL 3,34	1906 5mo *Lloyd*'sA&CP	Grngem'th &Greenock DockyardCo. Greenock	ArmementDeppe *CellDBa*	370·0 P25′B92′F41′ 25·5 FK 114′*u*E24′*f*162′103	52·0	17·5	Antwerp Belgian 6*BHCem* 2t*APT*123t	T.3Cy.25″,41″&68″-48″ (s) 180lb 353NHP 3SB,9cf,GS199,HS5510 J.G.Kincaid&Co.Greenock	28 ″ 0 s 5 ″ 3 23 ″ 0	
28969 LEUA	**Lövaas** (exRöisheim) 4Mst 1*Dk*	1891 1689 1126					1917	Trndhjms Mek.Værks Trondheim	Skibs.A/SGeirulv (G.A.Gjeruldsen, *Mgr.*)	265·0 P60tH82t	42·1	18·0	Arendal Norwegian *WB*	T.3Cy.20½″,33″&56″-36″ 188NHP TrondhjemsMV Trndheim	20 ″ 0	N
28970 1009	**Lovart** 1*Dk*	450 293 269			...		1892	Ardrossan S.B.Co.Ld. Ardrossan	SocAnonComercial Braun&Blanchard	145·0 P11′B44′F17′ FK	26·1	9·2	Magallanes Chilian *WB*	T.3Cy.11″,18″&30″-21″ NB06 NDB02 52NHP Ross&Duncan,Glasgow	11 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now exp'red. Equipment Letter.	7* Late when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28971 147906	**Lovat** Ⓟ ssHfx.No.2-32 2*Dks*(*Weather dk*-teak 2*nd dk Stl*)	830 737 441	✠100A1 *with freeboard* 6,35 ~~5,34~~ ~~BS6,31~~ ✠LMC4,32 BS~~1,31~~ 1,36	Hfx	*k*	CL 5,33	1924 6mo *Lloyd*'*sA&CP*	Bow,McLachlan&Co.Ld. Paisley *CellDBa*	LovatS.S.Co.Ld. (W.Fraser) 28'*u E*22'*f*71' 134*t*	175·0 FK&BK1" *Collision* *FPT*23*t APT*16*t*	29·1	19·7	Magdlenl's British 4*BHptCem* *BH to W dk*	T.3Cy.15",25½"&41"-30" (*s*) 200lb 141NHP 2SB,4*cf*,GS82,HS2624 Bow,McLachlan&Co.Ld.	20 ″ 6 s 8 ″ 10 11 ″ 11¾	
28972 2973 SGNM	**Lovisa** (*ex*TrueBriton) Iron ssGot.2ndNo.3-12,96 ssSkm.No.1-02 1*Dk*(*Irn*)2*trB*	982 850 571	✠ 2,06 ✠NB3,04 ✠	Bbo	*n*		1881 3mo	Palmers' Co.(Lim.) Newcastle	AndersSmith	224·0 Q116'B34'H27*t*F28' FK *WB*=*DBa*	31·3	16·0	Stockholm Swedish 4*BHCem* 60'*f*67'230*t*	C.2Cy.24"&52"-33" NDB01 132NHP 1SB,3*pf*,GS60,HS1827 Palmers'Co.(Lim.),Nwc.	17 ″ 0	V †
28973 LCUB	**Lövland** 1*Dk*	2389 2203 1447					1907	ShortBros.Ld. Sunderland	A/S Sunde (Victor Samuelsen, *Mgr.*)	295·0 H101*t*F51*t*	45·0	19·6	Farsund Norwegian *WB*	T.3Cy.22½",37"&61"-42" 241NHP N.E.MarineEng.Co.Ld.Sld.		N
28974 LEKM	**Lövöy** (*ex*Laagen, *ex*Thöger,*ex*Luba) 1*Dk*	459 373 260					1889	H.Koch Lübeck	A/S Kolnæs (P.Lindöe&Co. A/S,*Mgrs.*)	175·6 Q20*t*B31*t*F14*t* len98	22·5	11·7	Haugesnd Norwegian *WB*	C.2Cy.17"&32"-20" NB09 38NHP J.W.Klawitter,Danzig		N
28975 151814 VJFT	**Lowana** ssMel.No.2-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3021 2659 1687	✠100A1 *Shelter dk* *with freeboard* 9,35 ~~10,34~~ BS8,35 ~~BS6,31~~ ✠LMC5,32	Mel	*v*	CL 8,33	1924 6mo *Lloyd*'*sA&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	MelbourneS.S.Co. Ld. *CellDB*288'74	334·0 F31'*on Shelter dk* FK *Collision* 5*t FPT*93*t APT*57*t*	47·0	22·9	Melbourne British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"-45" (*s*) 180lb 362NHP 3SB,9*cf*,GS165,HS5925 Dunlop,Bremner&Co.Ld.	25 ″ 2 ~~s 2 ″ 5~~ ~~22 ″ 11~~ S2 ″ 1½ 23 ″ 3¼	
28976 164156	**Lowestoft Trader** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	311 231 149	✠100A1 1,35 ✠LMC12,34	Goo	*d*	CL 1,35	1934 12mo *Lloyd*'*sA&CP*	GooleS.B. &Repg.Co. (1927)Ld. Goole	Gt.Yarmouth ShippingCo.Ld.	130·7 P37'F14' FK *FPT*	24·6	9·0	Yarmouth British 3*BHCem* 38*t APT*19*t*	Oil Engines 2S.C.SA 5Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 84NHP BritishAuxiliaries,Ld.Gls.	9 ″ 8 s ″ 10¼ 8 ″ 11¼	
28977 140414 MGYF	**Lowfield** (*ex*Lambeth) ssShl.No.3-7,30 *Well deck* ssShl.No.1-35 Now "Ask," *see No.* 37021 *in Supplement* 1*Dk*(*Stl*) *Cargo battens not fitted*	1536 1285 836	✠100A1 3,35 ✠LMC3,35	Shl	*p*	CL 8,33	1917 11mo *Lloyd*'*sA&CP*	Dublin DckydCo.Ld. Dublin	E.T.Lindley *CellDB*171'310*tD*	240·3 Q91'B52'F23' FK *Ta* 29'131*t FPT*80*t*	36·2	18·3	London British 4*BHCem* *APT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 182NHP 2SB,6*cf*,GS101,HS3172 J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s 2 ″ 7½ 18 ″ 3	
28978 129046 MDBZ	**Lowick** (*ex*ContinentalTrader, *ex*Steersman) ssMdb.2ndNo.3-10,34 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	562 384 254	✠100A1 10,34 ✠LMC10,34 BS2,36	Mdb	*i*	CL 12,33	1909 10mo *Lloyd*'*sA&CP*	WoodSkinner&Co.Ld. Newcastle	Tyne-TeesSteam ShippingCo.Ld.	170·2 Q80'B14'F22' FK *DBf*102'	27·5	10·7	Stockton British 3*BHCem* 124*tFPT*34*t*	T.3Cy.15½",25"&41"-27" (*s*) 180lb 98RHP 1SB,3*cf*,GS54,HS1912 N.E.MarineEng.CoLdNwc	13 ″ 0 s ″ 6¾ 12 ″ 6¾	
28979 142363 MJXJ	**Lowland** (*ex*Noord-Holland-32) ssRot.2ndNo.3-10,35 ~~ssRot.No.3-10,26~~ ~~ssRot.No.1-31~~ *Well deck* 1*Dk*(*Stl*)	974 701 585	✠100A1 ~~1,34~~ 10,35 ✠NB10,26 ✠LMC10,35 ~~MS11,31~~ ~~BS7,31~~	Hul Rot	*m*	OG ~~9,32~~ 10,35	1911 4mo *Lloyd*'*sA&CP*	Rijkee&Co Rotterdam	Shipping&Coal Co.Ld. *CellDBa*54'	216·5 Q75'B58'F24' FK *uE*21'*f*86'301*tFPT*	32·7	13·8	London British 4*BHCem* 17*tAPT*13*t*	T.3Cy.17½",29"&46"-36" (*r*) 180lb 164NHP 2SB,4*cf*,GS80,HS2892 Maats.Fyenoord,Rot.	14 ″ 3 s ″ 8 13 ″ 9¼	
28980 FNZI	**Loyaute** (*ex*Loyalty,*ex*SaintMichel) ssNoumeaNo.3-11,33 *Well deck* 1*Dk*(*Stl*)	486 294 271	✠100A1 7,35 ~~11,33~~ BS3,35 ✠LMC11,33	Bsb	*h*	~~11,33~~ 7,35	1913 2mo	N.V.Werf deNoord Alblasserdm. A&CP	Société des-Iles Loyaute(Hagen Frères,*Mgrs.*)	155·2 P&B106'F24' FK *FPT*23*t*	26·1	11·7	Noumea French 4*BHCem* *APT*28*t*	T.3Cy.13",18"&31"-21" (*s*) 180lb *80lb* 64NHP 1SB,2*pf*,GS37,HS1210 Earle'sCo.Ld.Hull	12 ″ 6 s ″ 4¼ 12 ″ 4	
28981	**Lozovsky** (*ex*Merkur,*ex*SanPietro, *ex*PeterBerg,*ex*Vera) ssBly.No.3-2,20 *Spar dk*(*ptIrn* *Ref.Mchy.* &*ptStl*)2*trB*&*deep framing*	3011 2824 1851	✠ 10,24 ✠	Ham	*u*		1903 12mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	U.S.S.R. *CellDBa*98'*v*	324·2 P30'B102'F31' FK *E*22'*f*142'785*tFPT*	47·0	22·2	Vladvostk Russian 5*BHCem* 74*tAPT*106*t*	T.3Cy.23½",38"&64"-42" NB26 301NHP 2SB,6*cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
28982 CSAT	**Luabo** TwinSc Wireless 1*Dk*&*Awng dk*	1435 — 855			…		1909	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P41'F43' FK	33·5	19·2	Lisbon Portuguese *WB*	T.6Cy.11½",20"&32"-27" 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
28983 413 IPON	**Luana** (*ex*LeopoldDeWael-33, *ex*Majorca) ssShl.2ndNo.3-7,19 *Well deck* ssAnt.No.3-1,28 1*Dk*(*Irn*)&*Web frames*	1140 871 691	✠ ~~—~~ 6,33 ✠	Ant	*n*		1892 6mo	S.P.Austin &Son Sunderland	~~Bartolomeo Loffredo~~ Giovanni Longobardo *CellDB*178'310*tFPT*	235·9 225·0 P28'Q50'B44'F25' FK	33·4	14·4	Naples Italian 5*BHCem* 38*tAPT*22*t*	T.3Cy.18½",30"&49"-33" NDB08 136NHP 1SB,4*cf*,GS63,HS2007 G.Clark(Lim.),Sunderland	16 ″ 11	I †
28984 DHPR	**Lübeck** D.F. 1*Dk*	3703 3317 2145					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7 P&B220'F42'	47·3	26·2	Hamburg German *WB*	T.3Cy.23⅜",$39\frac{3}{10}$"&65¾"- $45\frac{5}{16}$" 290NHP Frk.KruppA.G.Kiel		G
28985 DRBH	— 1*Dk*	1704 1365 1007					1925	Schiffsw.v. H.KochA.G. Lübeck	LübeckLinieA.G.	261·4 P14'Q83'B61'F31'	40·7	16·0	Lübeck German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMaschb.Ges.		G
28986 1342 SFJG	— Ⓟ TwinSc 1*Dk*	570 352 260					1894	H.Koch Lübeck	HallandsÅngbåts A/B (HarryTrapp *Mgr.*)	175·9 P83'H60*t*F21'	26·7	11·4	Gothenbrg Swedish *WB*	T.6Cy.12½",22½"&35½"-19½" 56NHP Daevel&Co.Kiel		V
28987 SPBN	**Lublin** Wireless D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	1409 1085 686					1932	Helsingörs Jerns.&Msk. Elsinore.	PolishBritishS.S. Co.Ld.	264·4	39·4	15·2	Gdynia Polish *WB*	C.4Cy.(2)16½&(2)35⅜"- 35⅜" 148NHP HelsingörsJernsk.&Mskb.		V
28988 ONUA	**Lubrafol** TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	7138 6738 3988					1924	Armstrong Whitworth &Co.Ld. Newcastle	BelgianGulfOil Co.S.A.	440·8 P101'B32'F46'	57·4	34·0	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{16}$"-$41\frac{7}{16}$" 774NHP ArmstrngWhitwrth&CoLd		C
28989 221590 KDUC	**Lubrico** *Fitted for oil fuel* D.F. *Mchy.Aft* GyC. 2*Dks* Now "R. J. Hanna," *see No.* 39876 *in Supplement* *Longitudinal framing* *Carrying Petroleum in bulk*	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. ofCalifornia	425·0 483·1	57·2	33·1	S.Frncisco Utd.States	T.3Cy.27¾",46"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,Ont		R
28990 1492 IBNT	**Lucania** (*ex*Coalinga,*ex*Pectan) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *lower dk in forehold* *Carrying Petroleum in bulk*	8106 6903 5090			…		1902	W.Gray& Co.Ld. W Hartlepool	DittaLuigi PittalugaVapori	483·1 471·0 P123'B54'F63' FK	55·0	32·9	Genoa Italian *WB*	T.3Cy.29½",48"&78"-54" 581NHP Cen.Mar.Eng.Wrks.WHpl	34 ″ 10	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille «Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
28991 135487 GDSV	**Lucellum** 3Mst ssShl.No.3-2,26 Mchy.Aft ssNwc.No.1-31 2Dks(Stl)&Web frames	5184 4640 3233	✠100A1 3,31 ✠LMC4,31 Carrying Petroleum in bulk Fitted for oil fuel 7,13 F.P. above 150° F.	Nwc	x	CL 4,31	1913 7mo Lloyd'sA&CP	J.Laing& Sons,Ld. Sunderland	H.E.Moss&Co's. Tankers,Ld.(H.E. Moss&Co.Mgrs.) WB=CellDBuE 341t	380·0|50·8|29·2 P98'B28'F40' FK 34'81tDTf38' FPT88tAPT50t	Liverpool British 16BHCem (11 to U dk 5 „ 2nd „)	T.3Cy.26",44"&72"-48" (s) 180lb 100lb NDB31 471NHP 2SB,8cf,GS162,HS6700 FD G.Clark,Ld.Sunderland	31 ″ 0 s6 ″ 4½ 25 ″ 0	
28992 142768 GRFP	**Luceric** ssShl.No.3-3,33 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	6681 6398 4166	✠100A1 Shelter dk with freeboard 1,36~~11,34~~ BS10,35 ~~BS11,34~~ ✠LMC3,33	Grk Liv	a†	CL ~~N3,33~~ 1,36	1919 3mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland CellDB366'	BankLine,Ld.(A. Weir&Co.Mgrs.) 1388tDTa26'1005t	412·5|55·5|34·4 F on Shelter dk 36' FK FPT151tAPT220t	Glasgow British ptCem 6BHtoSh dk 2 „ „ U „	T.3Cy.27",44"&73"-48" (s) 180lb 596NHP 3SB,12cf,GS219,HS9525 FD G.Clark,Ld.Sunderland	37 ″ 0 s8 ″ 9¾ 28 ″ 6	
28993 162323 GPDB	**Lucerna** ssNwc.No.1-34 OilEng Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6556 6108 3928	✠100A1 2,36~~2,35~~ DBS7,34 ✠LMC CS2,35 ~~2,307,34~~ Carrying Petroleum in bulk	Fal	a†	CL ~~6,34~~ 2,36	1930 8mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle CellDBuE	LuminaS.S.Co.Ld. (H.E.Moss&Co. Mgrs.) 47'132tDTf36'410t	430·5|56·6|32·9 P110'B34'F44' FK FPT149tAPT91t	Liverpool British 17BHptCem (11 to U dk 6 „2nd „)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s6 ″ 1¾ 26 ″ 10¼	
28994 EAFZ	**Luchana** (exOquendo,exTuscany) ssBbo.2ndNo.3-6,32 Spar dk(Stl)2trB &deep framing Cargo battens not fitted	3000 2807 1872	✠100A1 Spar dk with freeboard 1,36~~12,32~~ MBS12,35 ✠LMC6,32 DBS~~6,34~~6,35 ~~MBS10,34~~	Bbo	u	CL ~~12,33~~ 1,36	1908 2mo Lloyd'sA&CP	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Cia.VascoCantabrica deNav.(J.M. de laTorreyAlonso, Mgr.) CellDBa102'uE	325·0|47·0|13·8 P32'B101'F31' 22·4 FK 24'f138' 573t FPT80tAPT77t	Bilbao Spanish 5BHCem	T.3Cy.24",38"&64"-42" (s) 160lb 100lb 287NHP 2SB,6cf,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24 ″ 10 s3 ″ 11½ 21 ″ 1	
28995 120641 GMKD	**Luchow** Ⓟ	2000 1728 1221					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9|40·2|21·7 B81'F34'	London British WB	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
28996 Broken up	**Lucia** (exPinot,exRossall) D.F. 1Dk2trB&Web frames	2665 2588 1668			...		1895	W.Gray& Co.Ld. W Hartlepool		321·0|40·4|22·0 P27'B68'F31' FK	Italian WB	T.3Cy.23",36½"&62"-39" 245NHP Cen.Mar.Eng.Wrks.WHpl	26 ″ 0	I †
28997 104 IBPT	**Lucia C.** (exLucia) ssTri.No.3-9,34 D.F. 2Dks(Stl)&Web frames	6123 4998 3647	✠100A1 ~~7,35~~~~2,24~~3,36 ✠LMC9,34 BS7,35 Fitted for oil fuel 3,22 F.P. above 150° F.	Tri ~~Pla~~ Ven	z	CL N9,34	1922 3mo	Cant.Nav. Triestino Monfalcone A&CP	CosulichSoc. Triestina diNav. CellDBa117'uB&f198'132tMT27'816tFPT107tAPT135t	417·7|54·0|29·7 P36'B124'F44' FK	Trieste Italian 6BHCem	T.3Cy.26⅜",42⅛"&70 1/16"- 48 1/16" 180lb (s) 483NHP 3SB,9cf,GS148,HS7221 FD UnitedMachineFactories, Praga	32 ″ 10 s7 ″ 8½ 25 ″ 4	
28998	**Lucia Carbó** TwinSc Fitted for oil fuel (Train Ferry) 1Dk	1682 — 959					1907	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co. Ld.	283·0|56·2|17·2	Bns.Ayres Argentine	T.6Cy.17",28"&46"-30" 232NHP A.&J.Inglis.Ld.Glasgow		
28999 FOCM	**Lucie Delmas** 1Dk	1731 — 910					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Cie.DelmasFrères &Vieljeux	250·5|37·8|16·2 P156'B28'	LaRochlle French WB	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeine, Maritime		V
29000 142317 GPDZ	**Lucient** ssSld.No.1-35 sShl.No.3-5,31 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	1879 1482 1115	✠100A1 5,35~~5,34~~ ~~BS6,34~~ ✠LMC~~5,34~~ 5,35	Shl Sld	r	CL N6,34	1918 3mo Lloyd'sA&CP	WoodSkinner&Co.Ld. Newcastle	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs.)	270·6|38·2|18·0 Q163 BonQ11'F29' CellDB222' FK 595t FPT91t	London British 4BHCem APT56t	T.3Cy.20½",33"&54"-39" (s) 180lb 217NHP 2SB,6pf,GS98,HS3610 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s6 ″ 0½ 18 ″ 3½	
29001 1642 IBRT	**Lucifero** (exArminco, exF.A.Tamplin) ssAnt.No.3-9,25 ssAnt.No.1-29 Mchy.Aft 2Dks(Stl)&Web frames D.F. Fitted for oilfuel Carrying Petroleum in bulk	3992 3579 2429	✠ ... 11,33 ✠	Fiu			1912 12mo	Palmers' Co.Ld. Newcastle	SocietaPetrolifera EserciziMarittimi CellDBuE&B57' 115t DT f29' 106t	364·0|47·5|27·3 P86'B26'F29' FK FPT111tAPT62t	Genoa Italian 13BHCem (10 to U dk 3 „ 2nd„)	T.3Cy.25",41"&66"-45" NDB25 346NHP 2SB,8cf,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
29002 127965 GRPF	**Lucigen** 3Mst ssRot.No.3-3,22 ssShl.No.2-30 Mchy.Aft 2Dks(Stl)&Web frames	4986 4503 3173	✠100A1 12,30 ✠LMC MS9,29 BS5,30 Carrying Petroleum in bulk Fitted for oil fuel 3,22 F.P. above 150° F.	Shl	y	CL 9,29	1909 2mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	LucigenS.S.Co.Ld. (H.E.Moss&Co.) WB=CellDBuB 40'79tDTf38'273t	388·0|50·5|29·2 P96'B28'F43' FK FPT38tAPT17t	Liverpool British 16BHCem (8 to Udk 8 to Mdk)	T.3Cy.26",43"&72"-48" (s) 180lb 437NHP 4SB,12cf,GS216,HS7364 N.E.MarineEngCoLdNwc	30 ″ 9 s6 ″ 7½ 24 ″ 6	
29003 147933 GKXF	**Luciston** ssGrk.No.2-33 2Dks(Stl)	5017 4781 3174	✠100A1 11,35~~6,34~~ ~~BS2,34~~ ✠LMC2,33 5,35	Bry Cff	y	CL 1,33	1924 11mo Lloyd'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	LucistonS.S.Co.Ld. (W.S.Miller&Co.) Intermediate 'tween dk BH in after hold dispensed with Cell DB343' 1120tDTa30'860tAPT102t	404·9|53·0|27·6 P38'B119'F43' FK	Glasgow British Cem 5BH to Udk 1 „ „2nd„ only	T.3Cy.26",42"&70"-48" (s) 180lb 476NHP 3SB,9cf,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s5 ″ 8½ 24 ″ 7	
29004 P13551 PJAK	**Lucita** TwinSc ssCco.No.2-34 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2604 1715 1136	✠100A1 4,30 ~~9,34~~~~10,35~~ BS10,35 ~~BS9,34~~ ✠LMC9,33 Carrying Petroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	Cco	t	CL S10,35 P3,34	1926 11mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone	Curacaosche ScheepvartMaats.	305·0|50·2|15·1 Q89'Trunk dk187' F29' FK	Wllemstad Dutch 9BHptCem APT84t	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf, ,HS4168 FD RotterdamD.D.Co.Rot.	15 ″ 0 s1 ″ 6¾ 13 ″ 7	
29005 209875 KJQE	**Lucius W. Robinson** Mchy.Aft 1Dk	1899 — 1141					1912	Detroit S.B.Co. Wyandotte	Geo.HallCorporation	244·0|43·0|21·0 F38' WB	Ogdensbrg N.Y. Utd.States	T.3Cy.18",29"&48"-40" 146NHP DetroitS.B.Co.Detroit		
29006 3815 PJAU	**Lucrecia** TwinSc ssCco.No.1-32 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2584 1717 1119	✠100A1 with freeboard 11,35~~10,34~~ BS11,35 ~~BS10,34~~ ✠LMC11,32 Carrying Petroleum in bulk Fitted for oil fuel 7,28 F.P. above 150°F.	Cco	t	CL S10,34 P6,34	1928 7mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone	Curacaosche Scheepv.Maats.	305·0|50·2|15·1 Q89'F29' Trunk187' FK FPT107t	Willmstad Dutch 9 BH ptCem &ptAsp APT84t	T6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6¾ 13 ″ 6¼	
29007 161132 GRNZ	**Luculus** ssFal.No.1-35 OilEng. Mchy.Aft 2Dks(Stl) D.F. &Web frames Longitudinal framing	6546 6108 3925	✠100A1 ~~7,29~~ 2,35 1,36 DBS~~10,35~~1,36 ✠LMC CS2,35 2,35 Carrying Petroleum in bulk	Fal ~~Avn~~	a†	CL 2,35	1929 12mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle CellDBuE	LucigenS.S.Co.Ld. (H.E.Moss&Co. Mgrs.) 47'132tDTf36'410t	430·5|56·6|32·9 P110'B34'F44' FK FPT149tAPT91t	Liverpool British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB120lb WllsndSlpwy Co.Ld.Nwc.	32 ″ 9 s6 ″ 2 26 ″ 10¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Ld. Cert.
29008 YLBC	**Lucy**, (*ex*Trinity) New "Sigrid," see No. 40053 in Supplement [illegible] *1Dk(ptIrn&ptStl)&* *deepframing*	3803 3410 2315	✠100A1 7,34 MS3,31	Kel ✠LMC BS~~9,34~~9,35	*v*	CL 7,34	1906 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	RussianBalticS.S. Co.	347·0 P27'B94'F31' *WB=CellDBa* FK 113'*uE*23'*f*150'978*t*	50·0	25·0	Riga Latvian 6*BHCem* *APT*106*t*	T.3Cy.25½",40½"&67"-45"(*s*) 180lb *90lb* 334NHP 2SB,*8rf*,GS129,HS5240 Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 4 ″ 5 21 ″ 4	
29009 231610	— *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* *1Dk* *Longitudinal framing*	382 322 228					1932	BrewerDry DockCo. StatenIsland, N.Y.	Reinauer TransportationCo.	147·5	26·0	12·0	Newark, N.J. Utd.States	Oil Engines 4S.C.SA 6Cy.13"-19" 99NHP Ingersoll-RandCo. Toledo,O		
29010 DHPP	**Lucy Essberger** (*ex*Petroleum) *CarryingPetroleum in bulk* Wireless *2Dks* *Mchy.Aft*	833 510 314					1911	Kjöbnhvns Flydk.&Skbs Copenhagen	AtlanticTank RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H.*Mgrs.*)	175·4	30·3	21·8	Hamburg German *WB*	T.3Cy.15",24½"&40"-27" 83NHP KjbnhvnsFlydk.&Skbsv.		C
29011 4877 SGNR	**Ludvig Kollberg** *ss*Got.2ndNo.3-8,33 *Well deck* *1Dk(Stl)*	*564* *379* *241*	✠100A1 7,35 ~~7,34~~ MS6,33	Got ✠LMC BS~~7,34~~7,35	*h*	OG ~~4,32~~ 7,35	1908 7mo *Lloyd*	Göteborgs M.V.Aktieb. Gothenburg '*sA&CP*	HallandsÅngbåts A/B(HarryTrapp, *Mgr*)	165·2 Q72'P14'B13'F16' BK7" *WB=DBa* 35' *uE*14' 52*t* *FPT*	27·0	11·6	Gothenbrg Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&39"-23⅝" 190lb *90lb* (*s*) 91NHP 1SB,*2cf*,GS38,HS1526 GöteborgsM.V.Aktieb.Got	12 ″ 5 s 4 ″ 2¼ 12 ″ 6¼	
29012 DHPQ	**Ludwig** (*ex*Irmgard) Sub Sig. *1Dk*	1065 835 623					1920	Schiffsw(v. J.&Sch.)A.G. Hamburg	Mathies Reed.A.G.	243·6 Q97'B90'F25' len23	32·0	13·2	Hamburg German *WB*	T.3Cy.$16\frac{9}{10}$",27"&$43\frac{3}{10}$"-33½" 108NHP Gall&Seitz,Hamburg		G
29013 7654 SGNO	— (*ex*Elisabet) *1Dk*	595 *444* 277					1909	Nüscke& Co. Stettin	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	170·8 Q50'B43'F20'H43*t*	30·1	11·0	Malmö Swedish *WB*	T.3Cy.13",21"&33"-22" Christiansen& 51NHP Meyer,Harburg		V
29014 DHGO	— (*ex*Erica-34) *1Dk*	301 239 128					1911	Stettiner Oderwerke Stettin	Sartori&Berger	128·6 B29'F18'	22·7	11·0	Kiel German *WB*	C.2Cy.$15\frac{7}{10}$"&$27\frac{3}{5}$"-$15\frac{7}{10}$" 25NHP StettinerOderwerke		G
29015 DOCJ	**Ludwigshafen** *Fitted for oil fuel* Sub.Sig. **D.F.** *1Dk&Shelter dk2trB*	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-SüdamerDampfschifff- Ges.	393·5 P40'B138'F46' 31·4	54·3	23·3	Bremen German *WB*	T.3Cy.27⅞",$42\frac{9}{16}$"&76"-51½" 414NHP Frd.KruppA.G.Kiel		G
29016	**Luga** (*ex*Irmgard-32) Sub.Sig. *1Dk*	2329 2011 1350					1922	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P243'F36'	42·8	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft GermaniaWerft,Kiel		
29017 374 IBVT	**Luigi** (*ex*Modemi,*ex*Modica) **D.F.** *1Dk*	4283 4033 2554					1920	Fredrkstad Mek.Værks. Fredrikstad	NivoseSoc.diNav. (A.Scinicariello, *Mgr.*)	372·1 P118*t*H159*t*	52·1	25·9	Naples Italian *WB*	T.3Cy.23",38½"&65"-42" NE26 271NHP N.E.MarineEngCoLd.Nwc		IC
29018 1069 IPPU	— **Aux4MstSr** (*ex*Bertha,*ex*Carmen, *OilEng.* *ex*MargaretheWitte, *ss*Hav.No.2-13 *ex*SailingVessel,*ex*Margarethe *1Dk* Gertrude,*ex*Weert,*ex*Henning) (*See Sailing Ship Register*)	433 375 345	✠ 1,18	Hav	*j*		1904 12mo	Klippans Varfs.Akt. Gothenburg	Dani&Co.	164·2 P26' BK7"	28·9	11·4	Genoa Italian 1*BHCem*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 46NHP E*made&fitted*25 GasMfbkDeutzKölnDeutz	12 ″ 0	I †
29019 1061 IBFX	**Luigi Accame** (*ex*MonteNero) **D.F.** *1Dk*	5222 4546 3232					1921	Cant.Fedl. perCostruzioniNavali PietraLigure	"RiunioneArmamento" Soc.Anon. diNav.	379·1 P52'B123'F37'	51·5	30·3	Genoa Italian *WB*	T.3Cy.26",42½"&70"-48" NE&B29 340NHP Cant.delTirreno,Gen.		CI
29020 31 IPQH	**Luigi Boer** (*ex*Huguette, **Iron** *ex*Ville deDunkerque,*ex*Emma Henriette) *1Dk&Spar dk3trB*	1384 — 804			...		1889	J.deDecker Gz. Antwerp	Giuseppe Interdonato	256·1 ND05 BK8"	32·0	20·4	Messina Italian *WB*	T.3Cy.18½",30"&48"-33" NB99*refitted*8,21 142NHP WllsndSlpwy.Co.Ld.Nwc.	24 ″ 0	IV †
29021 1751 IPQJ	**Luigi Martini** (*ex*Seraphicus-34, *ex*Catania) *1Dk* *Mchy.Aft*	874 — 706					1926	FlliBiriaco Catania	Cia.ItalianaCommercialeMarittima Soc.Anon.	204·4 F14'	29·9	15·9	Genoa Italian *WB*	T.3Cy.13",20⅞"&36⅜"-27½" 70NHP FlliBiriaco,Catania		I
29022 24 IPQM	**Luigi Rizzo** Ⓟ *1Dk*	382 283 147					1929	Cant.Nav. Riuniti Ancona	Soc."Eolia"Anon. diNav.	172·0 F33'	25·6	12·6	Messina Italian	T3Cy16¼"$24\frac{3}{16}$"&39⅜"-$27\frac{9}{16}$" 81NHP Cant.Nav.Riuniti,Ancona		I
29023 631 IPRE	**Luigia Garrè** **Aux3MstSr** (*ex*Mornar,*ex*Rozetta) *OilEng.* *Mchy.Aft* *1Dk* (*See Sailing Ship Register*)	354 315 266					1918	Gebr.G.& H.Bodewes Martenshoek	RiccardoGarrè fuF.	141·0	25·3	11·7	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.8¼"-12⅝" 40NHP NE33 Humboldt-Deutzmotoren, A.G.Koln-Deutz		I
29024 137165 EICQ	**Luimneach** (*ex*Fairfield) *ss*Bkn.No.3-1,34 *Well deck* *1Dk(Stl)* *Cargobattensnotfitted*	1074 765 443	✠100A1 5,35~~6,34~~ BS5,35	Sou Ant ✠LMC2,34	*n*	CL 1,34	1915 4mo *Lloyd*	Jos.T.Eltringham& Co.Ld.WillingtonQuay '*sA&CP*	LimerickS.S.Co. Ld.(S.J.K. Roycroft,*Mgr.*) *CellDBa*54'	220·1 Q131'B*on*Q16'F27' FK *uE*20'*f*90'293*t FPT*	33·4	13·9	Limerick British 4*BHCem* 34*tAPT*73*t*	T.3Cy.17½",28"&47"-33"(*r*) 180lb *100lb* 174NHP 2SB,*6cf*,GS100,HS3188 ShieldsEng.Co.Ld.N.Shl.	16 ″ 4 s 4 ″ 8¾ 15 ″ 6¾	
29025 EAFU	**Luis Adaro** (*ex*Wenceslao, *ex*Somerhill) *ss*Bbo 2ndNo.3-1,14 *ss*Cdz.No.2-22 *Well deck* *1Dk(Stl)&Webframes*	2285 — 1374	✠ 9,27	Bbo ✠	*s*		1888 1mo	Richardson Duck&Co. Stockton	Gumersindo Junquera *CellD*	273·2 P30'Q82'B114'F30' BK10" B236'466*tAPT*14*t*	37·7	21·9	Gijon Spanish 5*BHptAsp* *ptCem*	T.3Cy.21½",35½"&58½"-39" NDB13 217NHP 2SB,*6cf*,GS85,HS3301 Blair&Co.Ld.Stockton	22 ″ 1	
29026 EAGB	**Luis Caso de los Cobos** (*ex*Chivichiaga) *Mchy.Aft* *1Dk* *Longitudinal framing inD.B*	2493 1950 1477			...		1919	Soc.Espancla deConstr. Naval Bilbao	Vda.deL.C.de los Cobos	277·2 P74'B26'F34' FK	40·1	20·9	Aviles Spanish *WB*	2 SteamTurbinesSRgeared to1 Sc. Shaft 192NHP 2SB,*4cf*,GS80,HS3132 Soc.Española deConstr. Naval,Ferrol	23 ″ 1	G †
29027 DHPT	**Luise Leonhardt** (*ex*Niagara, *ex*EasternBreeze) Sub.Sig. *2Dks*	4475 3939 2702			...		1919	Uraga DockCo.Ld. Uraga	Leonhardt& Blumberg	360·2 P21'B91'F35' FK	51·2	26·0	Hamburg German *WB*	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	G †
29028 1293 IBST	**Luisiano** (*ex*Baytown,*ex*Reginolite) *Fitted for oil fuel* *Mchy.Aft* *1Dk&Webframes* **D.F.** *Carrying Petroleum in bulk*	2552 2063 1322			...		1917	TheCollingwoodS.B. Co.Ld. Collingwood	Soc.Armatrice Italiana	255·9 250·0 P73'F35' FK	43·6 43·8	23·4 23·5	Genoa Italian *WB*	T.3Cy.18",30"&50"-36" 211NHP CollingwoodS.B.Co.Ld.	25 ″ 0	I †
29029 LEJS	**Luksefjell** *Mchy.Aft* *CruiserStern* *1Dk*	1530 1234 872					1930	Porsgrund Mek.Værks. Porsgrunn	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	245·7 P38*t*H145*t*	37·9	18·3	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)27½"- 27½" 66NHP PorsgrundM.V.Porsgrunn		N

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29030 6851 SHBA	**Luleå** TwinSc *OilEng.* ssGot.No.3-3,35 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	5611 5223 2819	✠100A1 *Shelter dk withfreeboard* 11,35 ~~4,35~~ DBS 6,35 ✠LMC CS3,35 3,35	Rot Got	*y*	OG 11,33	1922 9mo	A.B.Göta-verken Gothenburg A&CP	Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *CellDB* *DTf*68'730*tDT*	393·7 F40' *on Shelter dk* *uE*32'*f*105'651*t* *a*103' 1225*t FPT*58	53·4	30·9 FK *Collision*	Stockholm Swedish *pt Cem* *BH to Sh dk* 6 ,, *U* ,, *t APT*155*t*	Oil Engines 4S.C.SA 12Cy.28 9/16"–35 7/16" 629NHP DB*100lb* A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
29031 4119 SGNW	**—** Ⓟ Iron (*ex*Skandia) 2*Dks*& *Shelter dk*	627 351 440					1872	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5 H40*t*	25·0	12·9 20·1	Stockholm Swedish	T.3Cy.13⅞"21½"&35⅛"–25½" NE&B02 65NHP Qvillebäckens,M.V.Goth.		
29032 DHPU	**Luleälf** (*ex*Estland,*ex*Zar) 1*Dk*2*trB*	877 628 549					1896	Schiffsw.v. HenryKoch Lübeck	MathiesReed. A.G.	200·7 P&B113'F21'	29·7	13·5	Hamburg German *WB*	T.3Cy.15⅜",25¼"&40½"–27½" 84NHP H.Paucksch,Landsberg		G
29033 122960 MNPG	**Lulonga** (*ex*Brabo, *ex*Knottingley) 3Mst ssGoo.2ndNo.3-9,31 *Well deck* 1*Dk*(*Irn*)& *deep framing* *Mchy.Aft* *Cargo battens not fitted*	821 584 414	✠100A1 6,35 ~~9,34~~ ✠LMC MS9,30 BS6,35	Goo.	*k*	OG ~~9,34~~ 6,35	1907 6mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	HookS.S.Co.Ld. (Goole&HullSteam TowingCo Ld. *Mgs*) *Cell*	195·0 Q98'B13'F24' *DB f*125'222*tFPT*	32·6	11·4 FK	Grimsby British 4*BHCem* 57*tAPT*5*t*	T.3Cy.15⅜",25¼"&45"–33"(*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng.Co.Ld.Sld	13 ″ 9 s 4 ″ 8¾ 13 ″ 2	
29034 217424 WMEO	**Lumberman** (*ex*F.A.Warner, *ex*Cottonplant) *Fitted for oil fuel* *Mchy.Aft* D.F. 1*Dk*	2333 1855 1389					1918	Gt.Lakes Eng.Works Ecorse,Mich.	PacificStatesLumberCo.(CoosBay LumberCo.*Mgrs.*)	253·4 P115'F25'	43·7	24·5	S.Frncisco Utd. States *WB*	T.3Cy.21",34½"&57"–42" 211NHP GtLakesEng.Wks.Detroit		R
29035 147327 GLQM	**Lumen** TwinSc *OilEng.* ssNwc.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6483 5834 4455	✠100A1 2,36 ~~1,35~~ ~~10,35~~ DBS~~6,34~~ 10,35 ✠LMC CS6,34 10,35 *Carrying Petroleum in bulk*	Phl Nwc	*a*†	CL ~~4,34~~ 8,35	1925 9mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	H.E.Moss&Co.'s Tankers,Ld.(H.E. Moss&Co.*Mgrs.*) *CellDB*	420·1 P95'B35'F47' *uE*58'232*t DT*34' 3	54·4	32·8 FK	Liverpool British 18*BHptCem* 12 ,, *to U dk* 88*tFPT*195*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP 2DB*120lb* J.Brown&Co.Ld. *APT*177*t*	32 ″ 8 s 6 ″ 1⅜ 26 ″ 9	
29036 Broken up GRPK	**Lumina** ssNwc.No.3-12,29 *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	5856 5299 3732	✠~~100A1~~ 3,31 ~~BS5,31~~ ✠~~LMC~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17 *F.P. above* 150° F.	Bkn	*z*	CL 7,29	1917 2mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	~~LuminaS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*)~~ *CellDBuE&B*98*tDT*	407·0 P98'B28'F41' *f*40'481*tAPT*39*t*	52·2	31·5 FK	Liverpool British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.26½",44"&73"–48"(*s*) 180lb 498NHP 3SB,9*cf*,GS174,HS7212 G.Clark,Ld.Sunderland	31 ″ 6 s 6 ″ 9½ 25 ″ 1	
29037 149637 GLVF	**Luminetta** ssNwc.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6159 5645 3690	✠100A1 ~~10,34~~ 10,35 BS10,35 ✠LMC11,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Nwc	*a*†	CL ~~N8,34~~ 10,35	1927 9mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	"Astrakhan"S.S. Co.Ld.(H.E.Moss &Co.*Mgrs.*) *CellDBuE&* *B*74'150*tDT*	420·5 P109'B34'F41' *f*34' 467*t FPT*111*t*	54·5	32·5 FK	Liverpool British 18*BHptCem* (5 *to 2nd dk*) *APT*138*t*	T.3Cy.25¼"43½"&75"–51"(*s*) 220lb *120lb* 545NHP 3SB,9*cf*,GS166,HS7281 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0½ 26 ″ 11	
29038 133138 GJVF	**Luminous** (*ex*Vitruvia) ssCff.No.3-3,26 ssShl.No.1-30 *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	4753 4213 2875	✠100A1 7,30 BS7,30 ✠LMC10,29 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Shl	*x*	CL N10,29	1913 9mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	LuminaS.S.CoLd. (H.E.Moss&Co. *Mgrs.*) *CellDBuE&B*75'115*t*	376·0 P103'B28'F43' *FPT* 123*t APT* 97*t*	51·2	29·0 FK	Liverpool British 16*BHptCem* (15 *to U dk* 1 ,, *2nd* ,,)	T.3Cy.26",44"&73"–48" (*r*) 180lb *120lb* 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s 5 ″ 10 23 ″ 8	
29039 DOGH	**Lumme** Sub.Sig. D.F. *CruiserStern* 1*Dk*	1730 1392 757					1928	Frerichs-werftA.G. Einswarden	ArgoReed.A.G.	275·5	42·2	15·5	Bremen German *WB*	T.3Cy.21¾",33⅞"&55⅞"–39⅜" &1 LPTurbine A.Borsig 242NHP G.m.b.H.Berlin-Tegel		G
29040 PJBJ	**Luna** Wireless *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	1415 1172 830					1922	H.Te. Veldhuis Papendrecht	Koninkl.Nederl. Stoomb.Maats. N.V.	265·9	39·2	14·5	Curaçao Dutch *WB*	T.3Cy.20",31"&50"–36" N.V.Mach. 150NHP J.&K.Smit,Kinderdijk		V
29041 LEJU	**—** 1*Dk*	959 741 552					1911	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	213·9 Q107*t*B50*t*H12*t* F28*t*	32·1	12·7	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
29041* DOGP	**—** 1*Dk*	468 355 279					1892	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	158·9 Q40'B39'F23'	24·1	11·9	Bremen German *WB*	C.2Cy.19⅝"&31½"–21⅝" NB09 38NHP A.G."Weser,"Bremen		G
29042 124159 MCYX	**Lunan** (*ex*Inchbrayock) 3Mst *Mchy.Aft* 1*Dk*	363 276 161					1909	Montrose S.B.Co. Montrose	Osborn&Wallis, Ld.	140·2 Q54'F27'	23·7	11·0	Bristol British *WB*	C.2Cy.17"&36"–24" 60RHP W.V.V.Lidgerwood,Gls.		C
29043 UPLQ	**Lunatcharsky** (*ex*Leeghwater-35, *ex*Eemdijk) ~~ssRot.No.2-30~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) ssRot.No.3-5,35	3618 3292 2193	✠100A1 *Shelter dk withfreeboard* 5,35 ~~6,33~~ ✠LMC5,35 ~~MS30,30~~ ~~BS4,34~~	Rot	*w*	CL ~~6,33~~ N4,35	1922 3mo *Lloyd*	NVBurger-hout'sMschfb &Scheepswft. Rotterdam *'sA&CP*	U.S.S.R. *CellDB*308'978*t*	360·2 *FPT*63*tAPT*73*t*	50·3	21·8 FK *Collisio*	Odessa Russian *Asp* *nBH to S dk* 5 ,, ,, *U* ,,	T.3Cy.25 9/16",41 5/16"&66 15/16"–45¼" 180lb (*s*) 345NHP 3SB,9*cf*,GS150,HS5565 Burgerhout'sMchf&Schpv	24 ″ 6 s 2 ″ 1½ 22 ″ 7½	
29044 OZEE	**Lundby** (*ex*Saga) *OilEng.* D.F. *CruiserStern* 1*Dk*	4150 3703 2506					1926	A/B Ore-sundsvarvet Landskrona	A/S Motortramp (A.Reimann, *Mgr.*)	357·0 P123*t* H202*t*F22*t*	51·3	25·4	Kallehave Danish *WB*	Oil Engines 4S.C.SA 6Cy.24 11/16"–51 3/16" 391NHP A/B Götaverken,Got.		N
29045 DHPS	**Lüneburg** (*ex*CityofSydney, *ex*Freiberg) ssLon.No.3-6,21 ssHam.No.2-30 2*Dks*(*Stl*)& *3rd dk* D.F. *Well deck* *in No.1hold only*	5828 5436 3668	✠ ... 6,33 ✠	Ham			1914 4mo	J.C.Teck-lenborgA.G. Weser-münde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell*	451·1 P&B381'F51' *DB a* 146'*uE&B*71'	57·2	27·0 FK	Hamburg German 9*BHCem* *f*190'1458*t*	T.3Cy.29½"48½"&80½"–55⅛" &LP Turbine with DR gearing&hydraulic coupling 872NHP 4SB,*12cf*,GS258,HS11192 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
29046 152438 VPFM	**Lung Shan** TwinSc 2*Dks*& *Shadedk*	3068 2193 1898					1923	HongK'ng &Whampoa DockCo.Ld. HongKong	HongKong,Canton &MacaoSteamboat Co.Ld.	290·0	54·1	11·8	HongKong British *WB*	T.3Cy.20",33"&55"–30" 332NHP HongKong&Whampoa DockCo.Ld.HongKong		
29047 XNBB	**—** (*ex*Maud) ssMob.No.1-11 1*Dk*(*Stl*)& *deep framing*	2278 — 1319	✠ 2,16 ✠	Rot	*s*		1907 2mo	Fevigs Jernskibsbyg Fevig	SanPehStm.Nav. Co.Ld. *IntermediateBulkhead in forehold dispensed with* *Cell DBa&*	289·1 P26'B76'F29' *uE*112' *uB*12' *f*116'	42·0	19·4 FK	Shanghai Chinese 4*BHonly* 564*tAPT*49*t*	T.3Cy.22",36"&59"–39" 230NHP 2SB,6*pf*,GS111,HS3454 Richardsons,Westgarth &Co.Ld.Mdb.	21 ″ 9	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade
29048 XNBH	**Lungshun** Ⓟ (*ex*MitakeMaru, *ex*Vita) Wireless *1Dk&Awng dk*	890 — 542	✠ 6,90 ✠	Cly	*j*		1890 6mo	AilsaS.B. Co. Troon	TaTungHsingS.S. Co.Ld.	200·0 19·3 BK7½"	29·0	12·1	Newch- wang Chinese *4BHCem*	T.3Cy.17",27"&44"-30" 130NHP 1DB,*4cf*,GS78,HS2304 Dunsmuir&Jackson,Gls.		
29049 149640 GNFM	**Lunula** *ss*Nwc.No.2-34 *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	6363 5857 3776 -	✠100A1 9,35 ~~9,34~~ BS9,35 ✠LMC9,34 *CarryingPetr* *Fitted for oil*	Nwc Gal *oleum* *fuel*10	*a*† *in* ,27	CL 9,34 *bulk* *F.P. a*	1927 10mo *Lloyd* *bove* 1	W.Hamil- ton&Co. PortGlasgow *'sA&CP* 50°F.	AralS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *CellDB* 130*tDTf*38'483*t*	420·0 P108'B34'F47' *uE&B*48' FK *FPT*230*tAPT*115*t*	54·4	32·5	Liverpool British 18*BHptCem* (14 *to U dk* 4 ,, *2nd*,,)	T.3Cy.25¼",43½"&75"-51" 220lb *120lb* (*s*) 544NHP 3SB,*9cf*,GS169,HS7269 FD D.Rowan&Co.Ld.Glasgow	32 ″ 8 s 6 ″ 0½ 26″10¼	
29050 6955 SFNT	**Luossa** TwinSc *ss*Mmo.No.3-6,35 ~~*ss*Got.No.2-31~~ *OilEng.* *1Dk(Stl)&Shelter dk(Stl)* D.F. *CruiserStern* *Cargo battens not fitted*	*5578* *5223* ~~*3209*~~ *2824*	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~5,34~~12,35 ~~DBS5,34~~ ✠LMC CS7,35 DBS~~12,34~~ 2,36 6,35	Shl ~~Mmo~~ Ham	*y*	OG ~~5,34~~ 6,35	1923 3mo	A.B.Göta- verken Gothenburg A&CP C	Trafikaktiebolaget Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) *ellDBuE* 32'*f* 105' 68'730*tDTa*	F40'*onShelter dk* FK *Collisio* 651*tDTf* 103' 1225*t FPT*58*t*	393·6 (*Length*) 53·4	30·9	Stockholm Swedish *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,, *APT*155*t*	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" DB-*100lb* 629NHP A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 1 26 ″ 2¼	
29051 163199 GWFS	**Lurigethan** (*ex*Calaeno-33) D.F. 1*Dk*	3564 3291 2132					1916	Rotterdam Droogd.Maat Rotterdam	MountainS.S.Co. Ld.(Heyn&Sons, Ld.*Mgrs.*)	361·6 P24'B214'F34'	50·1	21·8	Belfast British	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
29052 231979 KIEK	**Lurline** Ⓟ TwinSc *Ref.Mchy.* *4Dks(Stl)5th dk(Stl) in* *forward hold&Web frames* D.F. GyC. E.S.D. *Cruiser Stern*	18021 10712 ~~10559~~ 10439	100A1 *withfreeboard* 10,35~~1,35~~ BS~~12,34~~ 12,35 *Fitted for oilf*	SFo LMC12,32 *uel* 12,	 32	CL 10,35 *F.P. a*	1932 12mo *bove* 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. 50° F.	MatsonNav.Co. *CellDB*514'3308*t* *tun*	604·0 B410'F60' FK *Tanks in way of* *nels*1081*t FPT*178*t*	79·3	30·5	S.Frncisco Utd.States 11*BH Asp* *APT*161*t*	6SteamTurbinesSR geared to 2 Sc. Shafts 5363NHP 12WaterTubeBoilers 400lb HS53520 (*s*) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	44 ″ 6 s 16″6½ 28 ″ 2¾	
29053 27705 JTOD	**Lushan Maru** Ⓟ *ss*Shi.No.3-12,32 *2Dks(Stl-U*ws)	2531 1968 1507	✠ ... 6,34 ✠	Shi	*s*		1920 12mo	Uraga DockCo.Ld. Uraga	NisshinKisenK.K. *CellDB*230'580*t*	284·5 P37'B100'F36' FK *DT*18'208*t FPT*39*t*	42·6	23·0	Tokio Japanese 4*BHCem* *APT*15*t*	T.3Cy.21",35"&58"-39" 303NHP 2SB,*6cf*,GS99,HS4370 UragaDockCo.Ld.Uraga	23 ″ 2	
29054 CSBD	**Luso** (*ex*Machico,*ex*Colmar) *ss*Bry.No.2-35*ss*Lis.No.3-7,26 ~~*ss*Lis.No.1-31~~ *Well deck 2Dks(Stl)&lowerdk in forehold*	6207 5727 3898	✠100A1 7,~~33~~ 10,35 BS~~12,33~~ ✠LMC~~6,31~~ 1,35 MS10,35	Ham Bry	*c*†	CL ~~7,33~~ N5,35	1912 9mo *Lloyd*	Akt.Ges. "Neptun" Rostock *'sA&CP*	Soc.Geral deCom- ercioIndustria e Transportes,Ltda. *Cell*	460·0 P&B382'F57' FK *DBa* 140'*uE & B*72'	58·0	27·2	Lisbon Portuguese 9*BHCem* *f*194'1600*t*	T.3Cy.28",47¼"&77$\frac{3}{16}$"-54" 213lb (*s*) 733NHP 4SB,*12cf*,GS248,HS11207FD A.G."Neptun,"Rostock	29″10 s 4 ″ 7 25 ″ 6¼	
29055 FNCV	**Lussac** (*ex*Rheinland) 1*Dk* Wireless	1586 — 864					1922	Nordd. Union WerkeA.G. Tönning	Worms&Co.	251·3 P&B186'F30'	39·8	17·6	Havre French	T.3Cy.19$\frac{7}{16}$",31½"&49½"-31½" 136NHP Waggon-u.Maschinenb. A.G.Görlitz		V
29056 149646 GKWN	**Lustrous** *ss*Shl.No.1-34 *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	6156 5644 3690	✠100A1 11,35 BS9,35 *CarryingPetr* *Fitted for oil*	Shl ✠LMC MS3,35 *oleum* *fuel*11	*a*† *in* ,27	CL N2,35 *bulk* *F.P. a*	1927 11mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle *'sA&CP* 50° F.	LustrousS.S.Co. Ld.(H.E.Moss& Co.) *CellDBuE&B*74' 150*tDT*	420·5 P109'B34'F41' FK *f* 34' 467*tFPT*111*t*	54·5	32·5	Liverpool British 18*BHptCem* 5 ,, *to 2nd dk* *APT*138*t*	T.3Cy25¼",43½"&75"-51"(*s*) 220lb *120lb* 545NHP 3SB,*9cf*,GS166,HS7281 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0 26″11¼	
29057 145642 VJSX	**Lutana** (*ex*Machado) *ss*Mel.No.3-11,34 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	918 686 542	✠100A1 ~~9,33~~ ~~11,34~~3,36 ✠LMC11,34 BS9,35	Mel Adl	*m*	OG 10,34	1922 3mo *Lloyd*	E.J.Smit& Zoon Westerbroek *'sA&CP*	W.Holyman& SonsProprietary, Ld. *CellDB*169'258*t*	206·7 33.3 Q71'B49'F24' FK *FPT*42*tAPT*20*t*	32·1	13·4	Melbourne British 4*BHCem*	T.3Cy.15",23¼"&39⅜"-23⅝" 185lb (*s*) 77RHP 2SB,*4cf*,GS59,HS1938 E.J.Smit&Zoon,Hgznd.	15 ″ 5 s 1 ″ 2 14 ″ 6	
29058 FOTI	**Lutetia** QuadSc *Fitted for oil fuel* D.F. GyC. 3*Dks*	14783 10076 5830					1913	Chant.de l'Atlantique St.Nazaire	Cie.deNav.Sud Atlantique	578·8 B312'F59'	64·9	36·4	Bordeaux French *WB*	T.3Cy.(2)41"(2)57"&(4) 2 Turbines 65"-47$\frac{5}{16}$" Chant.del'AtlantiqueSt.N		V
29059 125720 GRPL	**Lutetian** *ss*Nwc.2ndNo.3-1,30 *ss*Mob.No.1-33. *2Dks(1StlUpper* *pt Irn pt Stl)&Web frames* *Progressive Survey of oil tanks*	4773 4495 2974	✠100A1 ~~7,35~~ ~~11,33~~3,36 ✠NB1,30 *CarryingPetr* *Fitted for oil*	Mob BS2,36 ✠LMC11,33 *oleum* *fuel* 1,	*x* *in* 30	CL ~~11,33~~ 7,35 *bulk* *F.P. a*	1908 8mo *Lloyd* *bove* 1	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP* *Cell* 50° F.	TrinidadLease- holds,Ld. *DBu E & B* 54'198*t*	365·0 P28'B83'F39' FK *FPT*194*tAPT*36*t*	51·5	26·8	London British 12*BHtoUdk* 3 ,, ,, *M* ,,	T.3Cy.26",43"&70"-48" (*s*) 180lb FD 480NHP 3SB,*9cf*, HS7134 J.Dickinson&Sons,Ld.Sld.	29 ″ 6 s 5 ″ 1½ 24 ″ 7	
29060 57892 VOBM	**Lutzen** (*ex*Steamer,*ex*Trawler) *ss*NFL.No.3-9,33 *OilEng.* *Mchy.Aft* 1*Dk*	339 278 230	✠100A1 ~~6,35~~ ~~6,34~~11,35 NE9,33	NFL Mtl LMC9,33		CL 4,33	1918 11mo	CanadaCar &Foundry Co.Ld. FortWilliam	Northeastern Steamships,Ld.	135·6 Q74'F27' BK7" *DTf*8'8*tFPT*	22·6	12·1	SJhnsNFL British 6*BHCem* 3*tAPT*2*t*	Oil Engines 2S.C.SA 6Cy.10½"-12½" 116NHP Fairbanks,Morse&Co. Beloit,Wis.	13 ″ 3 s 2 ″2½ 12 ″ 10	
29061 DIUN	**Luvsee** (*ex*ElsaKöppen-32, *ex*Westsee,*ex*Darius,*ex*Earlswood) 1*Dk&deep framing*	2373 2203 1448			...		1898	R.Craggs& Sons Middlesbro'	W.Schuchmann	298·5 P27'B58'F33' FK	43·3	20·3	Hamburg German *WB*	T.3Cy.23⅛",36½"&61"-42" NDB13 245NHP SirC.Furness,Westgarth& Co.Ld.Mdb.	23 ″ 0	G †
29062 ONEA	**Luxembourg** (*ex*Sonnenfels) *ss*Ant.No.3-2,28 D.F. 2*Dks(Stl-U* teaks)	*5809* *5477* *3650*	✠100A1 5,30 BS12,29 ✠LMC10,27	Ant	*a*†	CL 5,29	1915 5mo *Lloyd*	Akt.Ges. "Weser" Bremen *'sAP* *CellDB*373	Cie.Nat.Belge de TransportsMar. (ArmementDeppe, *Mgrs.*) 1*BH in forward* 1187*tFPT*48*t'twee*	421·8 P60'B126'F54' FK *hold dispensed with* *n dk tanks f*36'494*t*	56·0	29·6	Antwerp Belgian *Cem* 6*BHonly* *a*36'470*t*	T.3Cy.28¾",46$\frac{1}{16}$"&75$\frac{9}{16}$"- 53$\frac{15}{16}$" (*s*) 192lb *121lb* 520NHP 3SB,*9cf*,GS148,HS6950 FD A.G."Weser,"Bremen	32 ″ 5 s6 ″ 9½ 26 ″ 0	
29063 147888 GKFJ	**Luxmi** Ⓟ *ss*Cal.No.2-32 *OilEng.* 1*Dk(Stl)&Sh dk(Stl*-ws)	4148 3607 2537	✠100A1 *withfreeboard* 2,36~~2,35~~ DBS~~2,35~~ 2,36 *Carrying vege*	Cal ✠LMC2,32 ✠LMC(M)5,34 *table o*	*x* *il i*	CL 2,35 *n deep*	1924 3mo *Lloyd* *Tank*	Harland& Wolff,Ld. Glasgow *'sA&CP* *CellDB*309	BankLine,Ld.(A. Weir&Co.*Mgrs.*) 1121*tMT*1140*tFP*	370·0 F37' FK *Collision* *T*128*tAPT*95*t*	48·2	25·6	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 2″11¾ 25 ″ 2	
29064 161141 GSKJ	**Luxor** *ss*Nwc.No.1-34 *Mchy.Aft* *OilEng.* D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	6554 6108 3926	✠100A1 3,35 DBS4,34 ✠LMC CS2,35 4,34 *CarryingPetr*	Nwc *oleum*	*a*† *in*	CL 4,34 *bulk*	1930 2mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	H.E.Moss&Co's. Tankers,Ld. (H.E.Moss&Co. *Mgrs.*) *CellDBuE*47'13	430·5 P110'B34'F44' FK 2*tDTf*36'410*tFPT*	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 ,, *2nd*,,) 149*tAPT*91*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 2 26″10¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
29065 CSMN	**Luzitania Terceiro** WoodAuxSr (*ex*Luzitania-33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	315 294 236					1919	J.daSilva Lapa, VillaNova de Goya	"Lusitania" Cia.Portuguesa dePesca	128·1|30·5|12·8	Figueira daFoz Portuguese	Oil Engines 4S.C.SA 4Cy.7¾"–10¼" NE33 24NHP SulzerBros.Winterthur		
29066 KZAL	**Luzon** Ⓟ (*ex*Yazoo,*ex*Marudu) Wireless 1*Dk*	1679 — 892					1905	Schiffsw. v. HenryKoch Lübeck	Cia.Maritima (FernandezHnos, Inc.*Mgrs.*)	260·8|37·2|16·1 P33'B93'F36'	Manila Utd.States *WB*	T.3Cy.21½",33½"&55"–33½" 175NHP J.F.Ahrens,Altona		
29067 SPBT	**Lwow** *Ref.Mchy.* Wireless *CruiserStern* 1*Dk&Shelter dk*	*1409* *1085* *687*					1932	Helsingörs Jernsk&Msk. Elsinore	PolishBritishS.S. Co.Ld.	264·3|39·4|15·2	Gdynia Polish *WB*	C.4Cy.(2)16½"&(2)35½"–35½" 125NHP HelsingörsJernsk.&Mskb.		V
29068 135467 GRPV	**Lycaon** Ⓟ D.F. 2*Dks*	7350 6304 4645					1913	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	455·3|56·3|32·5 P53'B162'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~6,35~~ 5,36
29069 147259 GKQB	**Lycia** *ss*PGl.No.2-32 D.F. *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2338 2061 1249	✠100A1 *withfreeboard* 9,35 ~~3,35~~ DBS5,35 ✠LMC9,32	Vcr Fal	*t*	CL 4,34	1924 7mo *Lloyd's A&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	CapeYorkMotorshipCo.Ld. (Lyle ShippingCo.Ld. *Mgrs.*) *CellDB*254' 639*t FPT*65*t APT*76*t*	300·5|44·2|21·0 FK *Coll*	Glasgow British 5*BHptCem* *BH toSh dk* 4 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 3/16" DB*100lb* 355NHP J.G.Kincaid&Co.Ld.Grk.	23 " 6 s 1 " 6½ 22 " 1½	
29070 LCUA	**Lyder Sagen** (*ex*LavalCounty, *ex*Storborg,*ex*MeichuMaru) D.F. 1*Dk&Shelter dk&Webframes* *Longitudinalframing*	3944 3615 2390			...		1918	OsakaIron Works,Ld. Osaka	ÖrvigsDampskslsk A/S(OlafÖrvig, *Mgr.*)	345·0|49·8|28·1 P30'B99'F34' *on* *Shelter dk*	Bergen Norwegian *WB*	T.3Cy.24",41"&67"–48" 390NHP OsakaIronWrks.Ld.Osaka	28 " 2	N †
29071 4727 SFJI	**Lydia** (*ex*Swansea) *ss*Hbg.3rdNo.3-7,34 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*933* *733* *546*	✠100A1 12,35 ~~7,34~~ BS7,35 ✠LMC MS8,35 ~~[illegible]~~	Hbg	*m*	OG ~~6,34~~ 11,35	1894 2mo A&CP	W.Harkess &Son Middlesbro'	RederiA/B Caledonia (A.Nilsson,*Mgr.*) *WB=CellDB*155' 230*t FPT*48*t APT*12*t*	210·2|32·1|13·4 Q98'B27'F25' FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.17",28"&46"–30" (*s*) 160lb *90lb* NDB20 120NHP 1SB,*3pf*,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 " 10 s 1 " 1½ 14 " 10	
29072	Dismantled (*ex*Tehuantepec) 1*Dk*(*Stl*)&*ptShade dk*(*Teak*)	*751* *600* *464*	✠ 10,96 ✠	Dmb	*k*		1896 10mo	A.McMil- lan&Son,Ld Dumbarton	A.U.Dekle	209·2|30·0|12·4 P50'F33' *Shade dk*81' FK *FPT*	Mobile Utd.States 4*BH Cem* 10*t APT*45*t*	T.3Cy.17",28"&45"–30" 123NHP 2SB,*4cf*,GS73,HS2022 R.Napier&Sons,Ld.Gls.	13 " 0	
29073 PUXC	**Lydia M.** (*ex*CarloVictoria, *ex*KingJohn) *ss*Sws.No.3-8,18 *ss*Cff.No.1-23 1*Dk*(*ptIrn&ptStl*)2*trB* *deepframing&Web frames* 3*Dk rule*	*3664* *3387* *2352*	✠ 2,25 ✠	Cff	*w*		1906 10mo	JLThomp- son&Sons,Ld. Sunderland	Soc.Paulista de Nav.Matarazzo Ltda. *CellDBa*119'*u* *E*23'*f*148'864*t FPT*74*t APT*100*t*	350·0|50·2|23·2 P46'B94'F33' FK	Santos Brazilian 6*BHCem*	T.3Cy.25",41"&67"–45" 332NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 " 9	
29074 127935 VPBN	**Lyeemoon** Ⓟ (*ex*Gorgon) 2*Dks*	2885 2297 1734					1908	Scotts'S.B. &Eng.Co.Ld. Greenock	CheongHingS.S. Co.Ld.(WoFat Shing,*Mgr.*)	303·6|42·2|23·8 P40'B104'F36'	HongKong British *WB*	T.3Cy.19½",33"&55"–39" 189NHP Scotts'S.B.&EngCoLdGrk		
29075 7688 SFJK	**Lygia** (*ex*Patria,*ex*RuthFischer, *ex*Horta) 1*Dk*	*1506* *1244* *871*					1901	Schiffsw.v. HenryKoch Lübeck	RederiA/B Lygia (KurtW.Bensow)	249·7|36·7|15·8 P14'Q62'B114'F26'	Gothenbrg Swedish *WB*	T.3Cy.16 13/16",28¾"&45⅝"–33" 120NHP H.Paucksch,Landsberg		G
29076 160344 GTCK	**Lylepark** *ss*Bry.No.1-33 D.F. 2*Dks*(*Stl*)	5186 4938 3307	✠100A1 3,36 ~~11,34~~ ✠LMC11,35 BS3,36	Rot Shl	*z*	CL ~~3,32~~ 3,36	1929 6mo *Lloyd's A&CP*	Scotts'S.B. &E.Co.Ld. Greenock	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*356' 1089*t DTa*35' 1021*t APT*45*t*	407·3|53·3|28·5 P36'B115'F43' FK	Greenock British *Cem* 5 *BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy.26",43"&73"–48" (*r*) 200lb 534NHP 3SB,*9cf*,GS165,HS7758 FD Scotts'S.B.&E.Co.Ld.Grk.	31 " 0 s 6 " 1¾ 25 " 0¼	
29077 202056	**Lyman C. Smith** *Mchy.Aft* GyC. 1*Dk*	6200 — 4916					1905	DetroitS.B. Co. Wyandotte	GreatLakesS.S.Co. Inc.	525·0|55·2|31·0 F44' *WB*	Oswego, N.Y. Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		
29078 OYJZ	**Lynæs** (*ex*Kari-35) 1*Dk*	537 420 290					1916	Göteborgs NyaVerk. Gothenburg	Dampskslsk. SolnæsA/S(Oluf Svendsen,*Mgr.*)	167·0|27·3|11·2 P71*t*H20*t*F23*t*	Copnhagn Danish *WB*	T.3Cy.13⅝",22"&37⅝"–23⅝" 68NHP GöteborgsNyaVerk.Got.		N
29079 LEJX	**Lyngen** Ⓟ Wireless *Cruiser Stern* 1*Dk&Shelter dk*	489 408 272					1931	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	150·5|26·1|16·7 H81*t*	Tromsö Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP TrondhjemsM.W.Trndhm.		
29080 LDRX	**Lyngenfjord** (*ex*Nidaros-33, 4Mst *ex*SantaCecelia, *ss*Sea.No.3-4,25 *ex*Colusa) *ss*Osl.No.2-33 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	5627 4875 3422	✠100A1 ~~6,35~~ ~~6,33~~ 11,35 ✠LMC MS6,35 BS~~5,34~~5,35 *Fitted for oil fuel* 6,13 *F.P.above* 150° F.	Osl	*z*	CL ~~1,33~~ N11,35	1913 3mo *Lloyd's A&CP*	W.Hamil- ton&Co.Ld. Pt.Glasgow	DenNorske AmerikalinjeA/S *CellDBa* 123'*uE&B*45' *f*173' 1241*t FPT*124*t APT*31*t DTf*28' 1152*t*	408·0|55·0|26·8 P35'B129'F40' FK	Oslo Norwegian 7*BHCem*	Q.4Cy.25",35",51"&74"–51" 220lb (*s*) 580NHP 3SB,*9cf*,GS172,HS8190 FD D.Rowan&Co.Glasgow	29 " 2 s 5 " 6¼ 23 " 10	
29081 LDYN	**Lynghaug** (*ex*CanadianTrooper) *ss*St.J.No.2-27 1*Dk*(*Stl*)	2829 2527 1693	✠ — 3,35 ✠	Hfx	*u*		1919 8mo	Wallace Shipyards,Ld Vancouver, B.C.	JohanHvide's RederiA/S(Johan Hvide,*Mgr.*)	320·0|44·2|22·9 P29'B96'F34' *CellDB*262' FK 528*t FPT* 73*t*	Bergen Norwegian 5*BHCem* *APT*29*t*	T.3Cy.25",41"&67"–45" 375NHP 2SB,*6cf*,GS132,HS5162 WallaceShipyards,Ld.	25 " 0	N †
29082 146423 MBRD	**Lynn Regis** (*ex*City of Cork,*ex*Tyro) *Mchy.Aft* 1*Dk*	721 527 373					1917	NV.Boele's Schp.&Mchf. Bolnes	MonroeBros,Ld. (MonroeBros, *Mgrs*)	180·0|28·4|12·4 Q110'B12'F20'	KngsLynn British *WB*	T.3Cy.15⅝",24⅝"39⅜"–27½" 82RHP NVBoele'sMchFab.Bolnes		V
29083 LDLL	**Lynx** Wireless D.F. 2*Dks* *Ref.Mchy.*	1367 1314 784					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4|34·2|21·8 H36*t*	Bergen Norwegian *WB*	T.3Cy.18",30"&50"–33" 143NHP Atel.&Ch.de laSeine, Maritime		N
29084 26949 JOMD	**Lyons Maru** TwinSc *ss*Yka.No.3-2,32 *ss*Yka.No.1-36 2*Dks*(*Stl*)	7018 6450 4340	✠100A1 2,36 ~~2,35~~ ~~BS2,35~~ ✠LMC~~2,32~~ 2,36	Yka	*b*†	CL PN2,34 S2,34	1920 5mo *Lloyd's A&CP*	Yokohama DockCo.Ld Yokohama	NipponYusenK.K. *CellDB*392' 1314*t DTa* 42' 1337*t FPT*73*t APT*58*t*	445·0|58·0|34·0 P35'B138'F35' FK	Tokio Japanese 7*BHCem*	T6Cy.20½",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCoLd.Yka	34 " 0 s 7 " 6¼ 26 " 8	
29085 LCSU	**Lyra** Ⓟ (*ex*Schlesien,*ex*PrinsEitel Friedrich) Sub.Sig. Wireless D.F. 1*Dk*	1474 949 835					1912	Akt.Ges. "Vulcan" Stettin	DetBergenske Dampskibsselskab	241·5|34·6|15·4 P324*t*H159*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.19¾"31½"&51 7/16"–31½" 148NHP A.G."Vulcan,"Stettin		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29086	**Lyra** Iron (*ex*Kant) *Well deck* 1*Dk*	355 251 215			...		1881	Baxter&Co. Sunderland	J.R.Johansson	158·1|20·1|10·4 len98 FK	Åbo Finnish *WB*	C.2Cy.16"&32"-20" NB96 38NHP R.Smith,Preston	10 " 6	
29087 ONSC	**Lys** (*ex*Bremen, *ex*MinnaCords) *ss*Ant.2ndNo.3-8,32 *Well deck* 1*Dk*(*Stl*)	*1609* *1349* *954*	100A1 ~~3,35~~ ~~2,34~~ 5,36 BS5,36 MS7,32	Ant LMC ~~BS2,11,3,33~~		CL ~~1,33~~ 5,36	1908	Akt.Ges. "Neptun" Rostock Lloyd'*sA&CP*	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	262·0|38·1|16·4 P12'Q83'B106'F28' FK *CellDB*217' 547*t FPT*	Antwerp Belgian 4*BHCem* 70*tAPT*11*t*	T.3Cy ~~$18\frac{3}{8}$~~",$30\frac{1}{2}$"&48"-$33\frac{1}{10}$" 200lb $18\frac{5}{16}$" 114NHP 2SB,*4cf*,GS64,HS1256 A.G."Neptun,"Rostock	19 " 4 s 1 " $1\frac{1}{2}$ 18 " 5	
29088 LEKC	**Lysaker** (*ex*Ramscapelle,*ex*Delfzijl) *Mchy.Aft* 1*Dk*	910 665 485					1919	NV.Schpsb My.Farmsum Delfzijl	L.Lorentzen	194·7|32·2|13·0 Q105*t*H21*t*B21*t* F28*t*	Oslo Norwegian *WB*	T.3Cy.$14\frac{2}{5}$",$23\frac{2}{5}$"&$38\frac{3}{5}$"-$26\frac{1}{5}$" 77NHP AlblasserdamMsch.Fab.		N
29089 LEKD	**Lysaker II** (*ex*EmilieDunford-32) *ss*Osl.No.3-3,35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	938 797 493	✠100A1 3,35 BS1,36	Osl ✠LMC2,35	*m*	CL 11,33	1922 5mo	Coaster Const.Co.Ld. Montrose Lloyd'*sA&CP*	L.Lorentzen	200·9|33·1|16·2 F30' FK *CellDB* 150'225*tDTf*18'117*t* *Deck tank* 8' 11*t FPT*39*t*	Oslo Norwegian 4*BHCem* *APT*40*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb 120NHP 2SB,*4cf*,GS55,HS1820 FD J.Milne&Son,Ld.Edinbgh.	18 " 3 s 2 " 11 15 " 7	
29090 LITR	**Lysaker III** (*ex*Errington Dunford-33) *ss*Nwc.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1167 926 673	✠100A1 2,35 BS1,35	Osl ✠LMC11,32	*o*	CL 11,33	1923 7mo	Swan,Hunter&Wigham Richardson, LdSunderlnd Lloyd'*sA&CP*	L.Lorentzen	235·4|36·0|14·0 Q145'F25' FK *CellDBuE&B*44' *f*154'	Oslo Norwegian 4*BHptCem* 381*tFPT*92*t*	T 3Cy.17",28"&46"-30" (*s*) 180lb 160NHP 2SB,*4cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	16 " 1 s 4 " 8 14 " 6	
29091 LEKE	**Lysefjord** 1*Dk*	1091 915 597					1915	Stavanger Stöberi&Dok Stavanger	A/S D/S Lysefjord (K.Olsen)	237·5|33·1|15·2 P20'B58'F31'	Stavanger Norwegian *WB*	T.3Cy.19",$30\frac{1}{2}$"&51"-33" 149NHP StavangerStöberi&Dok		N
29092 LEKG	**Lysland** (*ex*Ryhope) *ss*Bgn.2ndNo.3-10,31 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1335 1015 727	✠100A1 ~~6,33~~ ~~3,34~~ 8,35 ~~BS3,34~~ 6,35	Bgn ✠LMC10,31	*o*	CL ~~2,32~~ ~~5,35~~ N8,35	1907 8mo	BlythS.B.Co.Ld. Blyth Lloyd'*sA&CP*	Halvorsen-ShippingCo.A/SLd. (A/S Thv. Halvorsen,*Mgrs.*)	234·7|34·5|15·0 Q121'B10'F24' FK *CellDBa*65' *uE&B*35'*f*98'341*tFPT*	Bergen Norwegian 4*BHCem* 53*tAPT*75*t*	T.3Cy.19",31 &51"-36" (*s*) 180lb 179NHP 2SB,*4cf*,GS62,HS2900 Richardsons,Westgarth&Co.Ld.Sld.	17 " 3 s 5 " $0\frac{1}{4}$ 15 " $11\frac{1}{2}$	
29093														

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
29094 OZDA	**M. C. Holm** ssEls.No.2-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2814 2523 1648	✠100A1 *withfreeboard* 12,35~~12,34~~ MS5,32	NYk ✠LMC BS~~12,34~~ 12,35	*r*	CL ~~9,32~~ 12,35	1924 5mo *Lloyd*	Helsingörs Jernsk.&Msk Elsinore '*sA&CP* *Inter*	Dampskslsk. NordenA/S(P. Brown,Jun.& Co.*Mgrs.*) *mediateBH in fore* *CellD*	320·4 *hold dispensed with* *B*272'766*tFPT*84*t*	48·4	20·1 FK *Coll*	Copnhagn Danish 4*BHCem* *BHtoSh dk* 3 „ „ 2nd „ *APT*111*t*	T.3Cy.23",38"&62"-42" (s) 180lb *180lb* 282NHP 2SB,6cf,GS92,HS4494 HelsingörsJernsk.&Mskb.	22 ″ 9 s 1 ″ 4¾ 21 ″ 4¾	
29095 220999 KDNK	**M. F. Elliott** D.F. GyC. *Fitted for oil fuel* *Longitudinal framing 2Dks* *Mchy.Aft Carrying Petroleum in bulk*	6940 — 4277					1921	MooreS.B. Co. Oakland,Cal.	~~StandardShipping~~ ~~Co.~~ StandardOil Co. of New Jersey	425·8 P106'B40'F41'	57·0	33·1	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½",46"&78"-51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
29096 OYTA	**M. G. Melchior** Ⓟ Iron D.F. 1*Dk*&*Awng dk*	1029 689 623					1885	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	221·4 B15*t*H43*t*	30·1	15·0 22·4	Frdrkshvn Danish *WB*	C.2Cy.33"&60"-36" 180NHP Burmeister&Wain,Cpn.		V
29097 215766 WMBV	**M. & J. Tracy** (*ex*Lakeland) Sub.Sig. *Mchy.Aft Topside tanks 1Dk*	2364 2004 1395			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·0 P115'F26'	43·5	25·6	NewYork Utd.States *WB*	T.3Cy.19¼",34½"&57"-42" 284NHP GtLakesEng.Wrks.Detroit	27 ″ 6	R †
29098	**Maarif** (*ex*Aurore-32, Iron *ex*Fairway) ssAlg.3rdNo.3-12,23 *Well deck* 1*Dk*(*Irn*)	601 457 355	✠ 2,29 ✠NB11,20✠	Alg	*i*		1884 5mo	Pearce Bros.&Co. Dundee	ScottoAmbrosino PuglieseFils&Cie.	173·4 Q86'B12'F24' *DBa*38'52*tFPT*64*t*	26·5	13·6 BK7½"	Oran French 4*BHCem* *APT*9*t*	C.2Cy.20½"&40½"-30" NDB15*refitted*20 73NHP 1SB,3pf,GS45,HS1212 PearceBros.Dundee	14 ″ 4	V †
29099 PFQD	**Maartje** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	348 242 234	✠100A1 6,35~~5,34~~ ✠LMC(M)6,34	Rot Ams ✠LMC4,32	*d*	N6,34	1932 4mo *Lloyd*	N.V.Werf. "Voorhuit" Enkhuizen '*sA&CP*	A.Goumare *Cell*	132·1 P36'F13' *DBf*28'30*tFPT*16*t*	24·7	8·3 FK	Middlhrnis Dutch 3*BHptCem* *APT*12*t*	Oil Engines 4S.C.SA 4Cy.11"-17 5/16" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 10 s ″ 10½ 9 ″ 0½	
29100 PFQI	**Maas** ssRot.No.3-4,33 1*Dk*(*Stl*)	1966 1766 1158	✠100A1 8,35~~11,34~~ MS4,35	Rot ✠LMC BS~~2,34~~ 9,35	*r*	CL 7,33	1920 7mo	A.Vuijk& Zonen Capelle a/d. Ysel A&CP	N.V.Maats. Houtvaart(Vinke &Co.*Mgrs.*) *CellD*	281·5 P22'B72'F25' *B*244'543*t FPT*81*t*	40·3	19·1 FK	Rottrdam Dutch 4*BHCem* *APT*41*t*	T.3Cy.21",34½"&57"-36"(s) 190lb *100lb* 225NHP 2SB,6cf,GS104,HS3560 ArnhemscheStoom- sleephellingMy.Arnhem	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
29101 PFQH	— (*ex*Musel,*ex*Weser) 1*Dk*	941 793 511					1923	Hamburg ElbeSchiffsw. A.G. Wilhlmsburg	P.A.vanEs&Co.	221·9 P&B171'F30'	34·5	13·5	Rottrdam Dutch *WB*	T.3Cy.17¾",28½"&47½"-31½" Gutehoffnungs- 125NHP hütte,Sterkrade		G
29102 PFQN	**Maasburg** 3Mst D.F. 2*Dks*	6415 5820 3508					1921	Flensburgr N.V.Schiffsb. Ges.Flensbrg	Scheepv.&Trans- portMij.Atlantica (Halcyon-Lijn, *Mgrs.*)	454·1	59·9	27·7	Rottrdam Dutch *WB*	T.3Cy.28¾",46½"&76"-48" 399NHP FlensburgerSchiffsb.Ges.		G
29103 PFQS	**Maasdam** Ⓟ ssRot.No.3-2,35 2*Dks*(*Stl*)& Sub.Sig. *Shelter dk*(*Stl*-ws)	8812 7863 5418	✠100A1 *Shelter dk* *withfreeboard* 1,36~~2,35~~ BS1,36 *Fitted for oil*	Rot ✠LMC1,35 *fuel* 9,	*c*† 21	CL 1,35 *F.P. a*	1921 4mo *Lloyd* *bove* 1	Maats. Fyenoord Rotterdam '*sA&CP* *CellDB* 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 367'1544*tMT*27'71	450·0 B91'F50'*on Shelter* *dk* 4*tDTa*30'682*t FPT*	58·2	37·2 FK	Rottrdam Dutch *ptCem* 8*BHtoSh dk* 172*tAPT*86*t*	3SteamTurbinesDRgeared to 1 Sc.Shaft (s) 215lb FD 880NHP 4SB,12cf,GS247,HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	
29104 PFRC	**Maashaven** 1*Dk*	2630 2426 1676					1906	Bonn& Mees Rotterdam	N.V.Maats.S.S. "Maashaven" (N.V.Gebr. van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	305·0 B67'F30'	44·6	21·0	Rottrdam Dutch *WB*	T.3Cy.23",36"&62"-39" 240NHP Maats.deSchelde.Flushing		V
29105 PFRH	**Maaskerk** Ⓟ ssAms.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4452 3215 2447	✠100A1 *withfreeboard* 10,35~~1,35~~ MS10,32 *Fitted for oil* *Fitted for car*	Ams ✠LMC BS~~8,34~~ 2,35 *fuel* 5, *rying*	*y* 29 *oil*	CL ~~4,35~~ 6,35 *F.P. a* 5,29 *F.*	1929 5mo *Lloyd* *bove* 1 *P.abo*	Nüscke& Co.A.G. Stettin '*sA&CP* 50° F. *ve* 150° F. *in*	VereenigdeNeder- landscheScheep. Maats.(Holland WestAfrikaLijn N.V.*Mgrs.*) *deep tank* *Ce*	368·7 B112'F36' (*CollBH&AP* *llDB*301'726*tDT f*	53·2	22·0 FK	TheHague Dutch 7*BHptCem* *ptAsp* *BHtoSh dk* 4 „ 2nd „ 1 „ 3rd „) 27'502*tFPT*	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 653NHP 4SB,12cf,GS174,HS8439 FD EscherWyss&Cie.Zurich 80*tAPT*44*t*	25 ″ 6 s 2 ″ 1½ 23 ″ 6¼	
29106 Broken up ~~PFRM~~	**Maasland** ssAms.2ndNo.3-6,27 ssAms.No.1-32 2*Dks*(*Stl*)&*deep framing*	4272 4096 3216	✠~~100A1~~ 10,34 ~~MBS5,34~~	Ams ✠~~LMC7,32~~ ~~DBS10,34~~	*x*	CL 3,34	1901 8mo	D&WHen- dersn&Co.Ld Glasgow A&CP *WB*	~~Konink1.Holland-~~ ~~scheLloyd~~ = *Cell DBa*121'*u*	379·4 P41'B98'F41' *E&B*38'*f*165'1046*t*	50·0	26·1 FK	Italian 6*BHCem* *APT*118*t*	T.3Cy.25",41"&67"-48" (s) 175lb *90lb* 368NHP 2SB,6cf,GS110,HS4932 FD D&W.Hendersn&CoLdGls	28 ″ 8 s 5 ″ 6½ 23 ″ 5	
29107 Wrecked 9,35 [illegible] GWPM	**Mabel Moller** (*ex*Kurow-33) 1*Dk*	2625 2345 1540					1909	W.Doxford &Sons,Ld. Sunderland	MollerLine, Ld.	315·0 P25'B75'F36'	44·6	20·6	Shanghai British *WB*	T.3Cy.22½",38"&62"-42" 249NHP W.Doxford&Sons,Ld.Sld.		
29108 LEKQ	**Mabella** 1*Dk*	1513 1285 839					1926	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t*H101*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T.3Cy.18 5/16",31 5/16"&51½"- 29½" 142NHP F.Schichau,Elbing		N
29109 142857 GDBM	**Mabriton** ssShl.No.3-7,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks*	6694 6452 4129	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~8,34~~3,36 ~~BS8,34~~	Rot ~~Bel~~N BS10,35 ✠LMC7,32	*a*† wc	CL ~~7,32~~ 8,35	1920 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	R.Chapman&Son *CellDB*366'1338*t* *DTa*27'634*t*	412·6 F36'*on Shelter dk* *FPT*148*tAPT*292*t*	55·5	34·4 FK	Newcastle British *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27½",44"&73"-48" (s) 180lb 596NHP 3SB,12cf,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
29110 LDAK	**Mabuhay I** (*ex*Terrier-34) ssN.Yk.No.3-3,23 ssOsl.No.2-32 2*Dks*(*U-ptIrnptStl2nd dkStl*)	5122 4730 3163	✠100A1 6,34 ~~BS6,34~~	Osl ✠LMC~~1,32~~ 6,35	*y*	CL ~~6,34~~ 6,35	1911 2mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP* *Ce*	FarEasternS.S.Co. Ld.A/S(J.Gran, *Mgr.*) *llDBa*137'*uE*24'*f*	400·0 P44'B121'F41' 173'1194*tFPT*123*t*	52·0	27·4 FK	Bergen Norwegian 6*BHCem* *APT*123*t*	T.3Cy.~~27~~",44½"&73"-48" (s) 27 7/16" 180lb 440NHP 3SB,9cf,GS192,HS7329 Blair&Co.Ld.Stockton	30 ″ 0 s 5 ″ 9¼ 24 ″ 4½	
29111 HPAK	**Macabi** *Fitted for oil fuel* Sub.Sig. 1*Dk*	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B83'F38'	47·2	21·5	Balboa Pnamanian *WB*	T.3Cy.20½",34½"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade cert.
29112 26862 JNVD	**Macassar Maru** Ⓟ ssOsa.No.3-10,32 2Dks(U-ws)	4026 3476 2519	✠100A1 ~~11,35 11,34~~ 2,36 ✠LMC ~~11,34~~ 11,35	Kob Yka	w	OG 11,34	1920 12mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP CellD	~~NanyoYusenK.K.~~ NanyoKaiunK.K. B294'765tAPT26t	345·0 P33'B74'F40'	50·0	29·0 FK	Kobe Japanese 6BHCem	T.3Cy.23″,38″&64″-48″ (s) 200lb FD 342NHP 2SB,6cf,GS109,HS4394 MitsubishiZosenKaisha Ld	29 ″ 1 s5 ″ 5¾ 24 ″ 0	
29113 136014 MFDV	**Macclesfield** ssGms.No.2-34 ssGms.No.3-10,26 Sub.Sig. ~~ssGms.No.1-30~~ 1Dk(Stl)&2ndDk inNos.1&3holds	1018 864 535	✠100A1 ~~9,34~~ 10,35 BS~~9,34~~ ✠LMC~~10,30~~ 10,35 9,34	Gms	o	CL ~~9,32~~ 10,35	1914 6mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP	London&North EasternRly. WB=CellDBa	250·1 P30'B92'F31' 64'uE15'f96'186t	34·2	16·0 FK	Grimsby British 5BHCem APT24t	T.3Cy.21½″,35″&58″-39″ (r) 180lb 278NHP 2SB,6cf,GS133,HS4928 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	17 ″ 0 s 2 ″ 1¼ 15 ″ 0¼	
29114 157594 VJNC	**Macdhui** Ⓟ ssSyd.No 1-35 OilEng. 3Dks(Stl-Weather dk teak s) Ref.Mchy. Cruiser Stern	4561 3661 2626	✠100A1 withfreeboard 9,35 ~~11,34~~ ✠LMC CS12,35 9,35	Syd DBS9,34	x	CL 5,34	1931 3mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	Burns,Philp&Co. Ld. CellDB277'680t 105t	341·9 F34' DTa15' FPT76tAPT56t	51·2	29·1 FK	Sydney British 7BHptCem (Coll to W dk 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛″-59$\frac{1}{16}$″ 653NHP 2DB100lb J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 s 9 ″ 11 22 ″ 0¾	
29115 139122 VJFW	**Macedon** ssMel.No.3-3,29 ssSyd.No.1-34 2Dks(Stl) Cargo battens not fitted	4368 3958 2613	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ ✠LMC6,35 7,35	Syd	x	CL 6,34	1916 4mo Lloyd	W.Hamil- ton&Co.Ld. PortGlasgow 'sA&CP	AustralianSteam- shipsProprietary Ld. (Man.Agents. HowardSmithLd.)	365·0 P30'B81'F33' Cell DB318'1049t FPT	51·4	26·0 FK	Melbourne British 6BHCem 91tAPT212t	T.3Cy.25½″,42″&70″-48″ (s) 180lb 421NHP 3SB,9cf,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 ~~s5 ″ 5½~~ ~~20 ″ 5~~ s5 ″ 3¼ 23 ″ 5	
29116 DHPX	**Macedonia** (exCuba,exOlinda, exGutfeld) D.F. 2Dks	2875 2591 1685					1922	Schiffs-u. Dockbauw Flender Lübeck	DeutscheLevante- LinieHamburgA.G (DeutscheLevante- LinieG.m.b.H Mgrs)	337·8 P17'B101'F33'	48·5	19·9	Hamburg German WB	T.3Cy.23¼″,38⅝″&63″-43$\frac{3}{16}$″ 262NHP G.SeebeckA.G.Wsm.		G
29117 SVBX	— Ⓟ (exAetos-33,exYachtAphrodite)	1839 — 700					1898	BathIron Works Bath,Me.	HellenicCoast LinesCo.Ld.	262·5	35·6	20·1	Piræus Greek	T.3Cy.28″,43″&70″-36″ 294NHP BathIronWorks,Bath		
29118 ~~4687~~ ~~SEJR~~	— IronBn ssGot.4thNo.3-4,32 Well deck 1Dk(Irn) Cargo battens not fitted	1561 1303 909	✠100A1 5,34 ✠NB4,07 ✠LMC MS4,32 BS5,35	Got	q	CL N5,34	1881 5mo Lloyd	W.Gray& Co. WHartlepool 'sCP	~~RederiA/BMacedonia(I.Scheja)~~	256·5 P28'Q68'B66'F33' WB=DB	34·6	19·6 BK9″	Latvian 4BHCem a80'f94'341t	C.2Cy.32″&60″-39″ (r) 80lb NDB95 172NHP 2SB,4pf,GS72,HS2794 Blair&Co.(Ld.),Stockton	20″10 s1 ″ 9½ 19 ″ 10½	
29119 OTWA	**Macedonier** Ⓟ ssAnt.No.3-8,33 2Dks(Stl) D.F.	5227 4792 3231	✠100A1 11,35 ~~7,34~~ ✠LMC MS8,35 BS~~7,34~~7,35	Ant	y	CL ~~10,32~~ 11,35	1921 4mo Lloyd	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow 'sA&CP	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInterna- tionale,Mgrs.)	400·5 B37'B120'F45' Intermediate 'tweendkBHinafter hold dispensed with CellDB342'920t	52·3	28·7 FK	Antwerp Belgium Cem 5BH toUdk 1 ,, ,,2nd,, DTa30' 850t	T.3Cy.26½″,44″&73″-51″ (s) 200lb 567NHP 3SB,9cf,GS179,HS8358 FD Dunsmuir&JacksonLd.Gls only FPT121tAPT104t	31 ″ 0 s 5″11¾ 25 ″ 3	
29120 200747	**MacGilvray Shiras** (exUmbria) 1Dk2trB	4077 — 3519					1904	American S.B.Co. Cleveland	PittsburghS.S.Co.	420·0	50·0	28·0	D'luth Min Utd.States WB	T.3Cy.22″,35″&58″-40″ NB24 213NHP AmericanS.B.Co.Clevelnd		
29121 161450 GSBM	**Macgregor Laird** OilEng. 2Dks&Shelterdk	4015 3135 2167					1930	D&WHen- dersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·1 P37'F43'	51·7	20·1	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛″-59$\frac{1}{16}$″ 652NHP Harland&Wolff,Ld.Gls.		C
29122 143674 GDPS	**Machaon** Ⓟ Now "Glenaffaric," see No. 38270 in Supplement D.F. 2Dks	7585 6370 4764					1920	Caledon SB&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&CoMgrs)	459·2 P54'B164'F65'	56·3	32·5	Liverpool British WB	T.3Cy.31″,51½″&86″-60″ 571NHP CaledonSB.&E.Co.Ld.Dun		BT till 1,36
29123 141922 VJFX	**Mackarra** ssSyd.No.1-35 ssSyd.No.3-11,31 1Dk(Stl) CruiserStern	2515 2261 1456	✠100A1 ~~6,35~~ ~~6,34~~ 8,36 BS~~8,34~~ ✠LMC~~11,34~~ 8,35 MS6,35	Syd	t	CL 6,34	1919 10mo Lloyd	C.Hill& Sons Bristol 'sA&CP	Australasian UnitedStm.Nav. Co.Ld. CellD	303·0 P33'B80'F33' B252'670t FPT 70t	43·0	20·7 FK	Melbourne British 5BHCem APT180t	T.3Cy.22″,36″&59″-39″ (s) 180lb 100lb HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 ~~s 3 ″ 6½~~ ~~19 ″ 10~~ s3 ″ 4¾ 19 ″ 10	
29124 217770 KEXB	**McKeesport** Fitted for oil fuel Sub.Sig. 1Dk&Shelterdk&Webframes Longitudinal framing	6198 5895 3828			…		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38'on Shelter dk	55·0	31·4 FK	NewarkNJ Utd.States WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
Broken up 29125	**Macoris** Ⓟ TwinSc (exBürgermeister) D.F. 1Dk&Spardk3trB	5879 — 3539					1902	Flensburgr Schiffsb.Ges. Flensburg		411·2 P&B269'F82'	48·1	28·4	WB	T.6Cy.24″,39$\frac{3}{16}$″&65″-48″ 585NHP FlensburgerSchiffsb.Ges.		V
29126 125209 ZMGD	**Macquarie** TwinSc Wireless 1Dk(ptStl)	493 290 263	✠ 7,09 ✠	Hul	g		1909 7mo	Earle'sCo. Ld. Hull	~~A.G.Palser~~ OnChong&Co.Ld. (W.R.Carpenter &Co.Ld.Mgrs.)	160·2 P91'F29' FPT14tAPT24t	29·1	9·0 FK	Wellingt'n N.Z. British 4BHAsp	T.6Cy.11″,18″&30″-18″ 90RHP 1SB,3cf,GS65,HS231 Earle'sCo.Ld.Hull	9 ″ 6	C †
29127 KZDW	**Mactan** (exHaiKong, TwinSc exMoura,exNorthLyell) 2Dks	2067 1773 1270					1899	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Maritima (FernandezHer- manos,Inc.Mgrs.)	300·0	40·6	20·1	ManilaP.I. Utd. States WB	T.8Cy.(2)17″,(2)27½″&(4) 31″-30″ 210NHP WighmRichrdsn&Co.Nwc.		
29128 PFSB	**Macuba** TwinSc D.F. ssRot.No.1-35 OilEng. Mchy.Aft 1Dk(Stl)2nddk(Stl) CruiserStern clear of cargo tanks Longitudinal framing at bottom & at deck	8257 7476 4784	✠100A1 11,35 ~~11,34~~ ✠LMC CS11,35 11,35 CarryingPetr	Rot DBS11,35 oleum	c† in	CL 11,35 bulk	1931 6mo Lloyd	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam 'sA&CP	PetroleumMaats. "LaCorona" CellDBuE69'222t	450·8 P103'B35'F43' DTf32'355tFPT2	62·0	34·1 FK	The Hague Dutch 14BH 25tAPT41t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″-43$\frac{5}{16}$″ 714NHP 2DB150lb Werkspoor,Amsterdam	34 ″ 0 s 6 ″ 7½ 27″ 6½	
29129 141935 VJFY	**Macumba** ssSyd.No.1 35 ssSyd.No.3-1,31 1Dk(Stl) Cruiser Stern	2526 2247 1447	✠100A1 1,36 ~~2,34~~ ✠LMC5,35 ~~MS10,31~~ ~~BS6,34~~ ~~5,35~~	Syd	t	CL 2,34	1919 12mo Lloyd	C.Hill& Son Bristol 'sA&CP	Australas'nUnited Stm.Nav.Co.Ld. CellD	303·0 P33'B80'F34' B252' 670t FPT70t	43·0	20·7 FK	Melbourne British 5BHCem APT180t	T.3Cy.22″,36″&59″-39″ (s) 180lb 100lb HS5140 332NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 ~~s3 ″ 6½~~ ~~19 ″ 10~~ s3 ″ 4¾ 19 ″ 10	
29130 136753 MFSP	**Macville** (exRay) 3Mst ssGls.No.3-8,27 Well deck 1Dk(Stl) ~~ssBwg.No.1-31~~ Mchy.Aft Cargo battens not fitted ssMdb.No 2-34	666 462 335	✠100A1 ~~12,34~~12,35 ~~BS12,34~~ ✠LMC~~2,31~~ 12,35	Mdb Shl	i	CL 12,34	1915 1mo Lloyd	Dundee S.B.Co.Ld. Dundee 'sAP	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) WB=Cell	170·1 Q96'B15'F22' DBf101'141tFPT	29·0 |30·2|	11·3 BK8″	London British 3BHCem 55tAPT5t	T.3Cy.15″,25″&41″-27″ (s) 180lb 84RHP 1SB,3pf,GS58,HS1915 Earle'sCo.Ld.Hull	13 ″ 6 s4 ″ 1¾ 13 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
29131 FOVE	**Madali** (*ex*Rialto,*ex*Olympos) D.F. 1*Dk*&*Shelter dk*	3014 2700 1811			...		1911	Akt.Ges. "Neptun" Rostock	LesCargosAlgériens.Soc.Anon.	337·1 F38'*onShelter dk* FK	48·2	29·2	Algiers French *WB*	T.3Cy.23 5/16",38"&62"-41 1/16" 309NHP A.G "Neptun,"Rostock	23 ″ 9	V †
29132 818 OHNY	**Madare** WoodAux4MstSr (*exSteamer*FoxIII,*ex*Teie, *OilEng.* *ex*MotorVessel,*ex*SydGeorgia) 1*Dk* *(See Sailing Ship Register)*	545 539 362					1919	Æröesköbings Skibsværft Æröesköbing	Gust.Erikson	157·5 Q15tH52t	34·9	15·6	Mariehmn Finnish	Oil Engine 2S.C.SA 3Cy.17¾"-18¾" E*made*18*fitted*28 A/B J.Svensons Motorfbk Skm.		V
29133 1827 IBER	**Madda** (*ex*Bogota-33) *ss*Hul.No.2-27 2*Dks*(*Stl*)	5181 — 3108	✠ — 1,33 ✠	Hul	*y*		1919 5mo	Cammell Laird&Co.Ld Birkenhead	G.&F.Fratelli Bozzo *CellDB*	412·5 400·0|52·4 P49'B113'F40' FK 343'1152*t FPT*113*t*	52·1	28·4	Genoa Italian 7*BHptCem* *APT*166*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 CammellLaird&Co.Ld Bkn	31 ″ 0	I †
29134 100	**Maddalena** Aux3MstSr (*ex*ArrigoGiuntini-34, *OilEng.* *ex*Istriano) *(See Sailing Ship Register)*	345 306 254					1920	Van der Werff Doesburg	GiuseppeRoggero	146·1	27·2	11·1	Imperia Italian	Oil Engines 4S.C.SA 4Cy.10⅝"-16 9/16" 44NHP NE32 DeutscheWerkeKielA.G.		I
29135 1043 IBAU	**Maddalena Odero** (*ex*MaddalenaO.) D.F. *Mchy.Aft* 1*Dk*	5479 4443 3308					1921	N.Oderofu A.&Co. SestriPnente	Navig.OderoSoc. Anon.	394·4 P&B252'F38'	51·7	27·2	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft N.OderofuA.&Co.SestriP.		IC
29136	**Madeirense** (*ex*Gripen-34, *ex*Cimbria) *OilEng.* *Mchy.Aft* 1*Dk*	*469* *373* *320*					1919	A/B Svenska Maritimverken Trelleborg	Empresa de Trasportes de Funchal	156·6 P82'B38'H23tF21'	27·6	11·7	Funchal Portuguese *WB*	Oil Engine 2S.C.SA 6Cy.9 1/16"-16 9/16" 67NHP NE30 Atlas-Diesel,Skm.		V
29137 143518 MKFV	**Madge Llewellyn** *ss*Gmh.No.3-6,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1451 1119 886	✠100A1 10,35~~9,34~~ BS10,35	Cpn Npt ✠LMC~~9,34~~ MS9,34	*o*	CL ~~9,34~~ 10,35	1920 9mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'*sA&CP*	CardiganShipping Co.Ld. *CellD*	234·8 P16'Q67'B58'F23' FK *B*192' 381*t FPT*41*t*	35·7	16·6	Cardiff British 4*BHCem* *APT*46*t*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 86RHP 2SB,*6pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s1 ″ 5½ 17 ″ 4	
29138 121280 MCJS	**Madge Wildfire** 3Mst (*ex*Jerfalcon) *ss*Liv.2ndNo.3-7,32 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	348 241 136	✠100A1 2,36~~1,34~~ MS7,32	Liv ✠LMC BS~~12,33~~ 2,36	*f*	CL ~~12,33~~ 1,36	1905 12mo	Ardrossan D.D.&S.CoLd Ardrossan *Lloyd*'*sA&CP*	Gilchrist'sTraders (Steamships),Ld. (F.B.Johnston, *Mgr.*)	146·7 Q79'B9'F30' FK *WB=FPT*	23·6	9·8	Liverpool British 3*BHCem* 38*tAPT*2*t*	C.2Cy.19"&40"-27" (*s*) 130lb 65RHP 1SB,*3pf*,GS58,HS1697 McKie&Baxter,Glasgow	10 ″ 11 s 4 ″ 2 10 ″ 9	
29139 208288 KGBN	**Madison** Ⓟ (*ex*Warszawa, *ex*Madison) 2*Dks*& *Awng dk*3*trB*	3734 — 2406	[illegible]				1911	NwprtNws S.B.&D.D.Co NewprtNews.	EasternS.S.Lines Inc.	353·3	42·1	16·8	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-54" 402NHP NewportNewsSB&DD.Co.		R
29140 PFSL	**Madoera** *OilEng.* *ss*Ams.No.3-11,33 3*Dks*(*Stl*)	9386 8720 5792	✠100A1 4,36~~2,35~~ ✠NE10,33 DBS~~3,35~~5,36 *Carrying vegetable oil in fore & after deeptanks*	Ams ✠LMC12,33	*e*†	CL ~~8,34~~ 4,36	1922 8mo	ForthS.B. &Eng.Co.Ld. Alloa *Lloyd*'*sA&CP CellD*	N.V.Stoomv. Maats.Nederland *Ba*164'*uE*85'*f*142' 1509*tDTf*39'1556*t*	501·0 P48'B31'F67'*on Shelter dk* FK len33 *DTa*39'1494*tFPT*200*tAPT*38*t*	60·5	37·5	Amstrdam Dutch 8*BHptCem*	2S.R.gearedOilEngines 2S.C.SA 14Cy.22 1/16"-31¼" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams.	40 ″ 3 s10 ″ 3¼ 30 ″ 3¼	
Sunk12,35 29141 1063 IPTV	**Madonna delle Grazie** Wood (*ex*Audax-34,*ex*SanLorenzo-33, AuxBk *ex*Volere èPotere,*ex*Capinera) 1*Dk*2*trB* *(See Sailing Ship Register)*	334 — 201					1919	A.Piaggio Varazze	TomasoDiFranco fuGiacinto	126·6	27·6	14·8	Genoa Italian	C.2Cy.12⅛"&21½"-11⅜" 12NHP N.Odero fuA.SestriPnente		I
29142 25205 JIRD	**Madras Maru** Ⓟ *ss*Osa.No.3-3,31 *ss*Kob.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)	3802 3456 2299	✠100A1 ~~9,32~~~~11,34~~11,35 Lloyd'sRMC~~11,34~~ 11,35	Kob ~~Yka~~11,35 ✠LMC~~11,34~~	*w*	OG ~~12,32~~ 11,35	1919 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki A&CP	~~OsakaShosenK.K.~~ NanyoKaiunK.K.	345·0 P33'B74'F41' FK *CellDB*294'770*t FPT*	50·0	29·0	Osaka Japanese 6*BHCem* 53*tAPT*26*t*	T.3Cy.23",36⅝"&64⅝"-48" 200lb (*s*) 380NHP 2SB,*6cf*,GS124,HS5250 FD MitsubishiZosenKaishaLd	29 ″ 1 s 5 ″ 4½ 23 ″ 11	
29143 DOEP	**Madrid** Ⓟ (*ex*Sierra TwinSc Nevada) D.F. Sub.Sig. 3*Dks*	8777 7089 4977					1922	Vulcan Werke Stettin	Hamburg-SüdamerDampfschiff.-Ges.	439·5 B151'F126'	56·7	27·4	Bremen German *WB*	T.6Cy.25⅜",40 7/16"&68⅜"-47¼" 642NHP VulcanWerke,Stettin		G
29144	— Ⓟ TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	878 — 472					1925	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·0 Q60'B40'F29'	42·1	12·0	Bns.Ayres Argentine *WB*	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.		
29145 LDGF	**Madrono** *ss*Rot.No.3-8,29 *ss*Osl.No 1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5894 5314 3697	✠100A1 ~~6,35~~~~5,34~~11,35 MS8,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,17 *F.P.above* 150° F.	Osl Rot ✠LMC BS~~5,34~~8,35	*z*	CL 4,34	1917 4mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	SkibsA/S"Madrono"(Hans Borge) *CellDBuE&B*53' 98*tDTf*40	407·5 P98'B28'F40' FK 481*tAPT*339*t*	52·4	31·6	Tönsberg Norwegian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.26½",44"&73"-48" (*s*) 180lb 498NHP 3SB,*9cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 ″ 6 s 5 ″ 8¾ 26 ″ 0	
29146 LOFW	**Madryn** (*ex*Marmevo) *Fitted for oil fuel* 2*Dks*	2595 2394 1479					1921	NVRotterdmschSchpw. My.Werf I. Rotterdam	ArgentinaCia. General de Nav. S.A.(A.M.Delfino yCia.*Mgrs.*)	269·3 B64'F26'	42·2	25·7	Bns.Ayres Argentine *WB*	T.3Cy.20",31"&57"-36" 195NHP N.V.v.d.Kuy&v.d.Rees' Mchfb.&Schps.Rot.		V
29147 146268 GDMX	**Madura** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl-Uteak s*) D.F. *CruiserStern* *Fitted for oil fuel*	9032 7265 5525	✠ 9,25 ✠	Mdb	*d*†		1921 11mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*403'1568*t* *Tanks btwn tnnl.*	465·2 P44'B175'F53' FK 114'253*t FPT* 164*t*	58·3	33·5	Glasgow British 9*BHptCem* *APT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 1008NHP 4SB&1AuxSB.*18cf*,GS339 Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~5,35~~ 4,36
29148 EAHI	**Magallanes** Ⓟ TwinSc *ss*Bcl.No.1-33 Sub.Sig. 3*Dks*(*Stl-Upper dk* D.F. *Teaks*)	9689 7774 5312	✠100A1 *withfreeboard* ~~7,35~~~~1,35~~1,36 MS11,31 *Fitted for oil fuel* 8,28 *F.P.above* 150° F.	Cdz ✠LMC BS~~8,34~~ 9,35	*c*†	CL ~~3,32~~ 7,35	1928 8mo	Soc.Española de Const.Nav. Cadiz *Lloyd*'*sA&CP*	Cia.Trasatlantica *CellDB*	459·8 P54'B315'F49' FK 390'1331*t Tanks in tunnels*291*tFPT*	56·0	32·0	Barcelona Spanish 9*BHptCem* *way of* 57*tAPT*69*t*	4 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 180lb (*s*) 1217NHP 5SB,*15cf*,GS345,HS14945FD Soc.Española deCnst.Nav Cartagena	32 ″ 2 s6 ″ 7½ 26 ″ 0	
29149 834 CBMN	— Ⓟ *ss*Vpo.No.3-3,25 *ss*Vpo.No.2-33 2*Dks*(*StlU*-ws)	1880 1409 1150	✠100A1 1,36~~1,35~~ BS~~1,33~~ 1,36	Vpo ✠LMC11,33	*r*	CL 1,35	1909 10mo	A.Rodger &Co. Pt.Glasgow *Lloyd*'*sA&CP*	Soc.Anon.CommercialBraun& Blanchard *WB=CellDBa*54'*uE*28'*f*124'	270·0 P29'B88'F41' FK	37·4	18·7	Valparaiso Chilian 4*BHCem* 300*tAPT*46*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 236NHP 2SB,*6cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29150 KZDM	**Magallanes** Ⓟ (exLibelle) Iron ssShl.No.3–1,85 Well deck ssShl.No.1–89 Wireless 1*Dk*(*Irn*)2*trB*	1376 1128 865	✠ 9,94	Sng	*o*	3,19	1880 12mo	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5|33·2|18·0 Q128'B15'F29' BK8½" *WB=DBa*67'*f*96'	Manila Utd. States 4*BHCem* 279*tAPT*32*t*	C.2Cy.29"&56"–36" NB04 157NHP T.Clark&Co.Newcastle		
29151	— Iron (*ex*Solis,*ex*Colon)	381 — 250					1884	…………… Germany	D.Davide	177·9|27·6| 8·9	Bns.Ayres Argentine	C.2Cy.13½"&27"–16" 24NHP		
29152 34017 JOOH	**Magane Maru** 1*Dk*	1416 1137 792					1929	KobeSteel Works Harima	IkedaShojiK.K.	240·5|35·0|19·0 P23'Q63'B48'F22'	Nishinmya Japanese *WB*	T.3Cy.15½",26"&42½"–32" 108NHP HarimaDockyard,Harima		
29153 PFSP	**Magdala** TwinSc ssRot.No.1–36 *OilEng.* D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Mchy.Aft clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8254 7476 4782	✠100A1 ~~4.35~~ ~~8.34~~2.36 ✠LMC CS2,36 DBS5,35 2,36 *Carrying Petroleum in bulk*	Rot	*c*†	CL ~~6.32~~	1931 9mo *Lloyd's A&CP*	N.V.C.Van derGiessen& Zoonen'sSchps Krimpen	PetroleumMaats. "LaCorona" *CellDBuE*69'22	450·9|62·0|34·1 P103'B35'F43' FK 2*t DTf*32'355*tFPT*	TheHague Dutch 14*BH* 225*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150*lb* WerkspoorN.V.Ams	34 ″ 0 s6 ″ 7½ 27 ″ 6½	
29154 162709 GTXP	**Magdalena** ssRot.No.2–32 1*Dk*(*Stl*)	3118 2824 1842	✠100A1 2,35 BS~~2,34~~ ✠LMC5,32 7,35	Rot	*u*	CL 2,35	1923 6mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton *Intermediate BH in fore*	LensenShppg.Ld. (C.A.Lensen, *Mgr*) *CellD*	325·0|48·0|22·4 P33'B94'F31' FK *hold dispensed with* *B*280' 812*t FPT*86*t*	London British *Cem* 4*BHonly* *APT*109*t*	T.3Cy.23½",39"&64"–42" (*s*) 180lb 100*lb* 297NHP 2SB,6*cf*,GS119,HS4690 Blair&Co.Ld.Stockton	24 ″ 3 s3 ″ 9 20 ″ 8	
29155 Broken up EAQK	**Magdalena R.de Garcia** (*ex*Donostia,*ex*Miguel,*ex*Vimeira) 1*Dk*& *Web frames & pt Awng dk*	2710 2043 1745			…		1895	Lon.&Gls. Co.Ld. Glasgow	F.Garcia	300·0|42·1|19·5 Q104'B32' *pt Awng dk*196' FK	Santander Spanish *WB*	T.3Cy.23",37"&61"–42" 276NHP London&Glas.Co.Gls.	22 ″ 1	
29156 DHPY	**Magdalena Reith** (*ex*Anneliese, *ex*Alioth) 1*Dk*	2130 1928 1305					1905	Schpw.v. JanSmit,Czn Alblasserdm	Joh.M.K.Blumenthal	280·4|41·2|20·5 P27'B72'F32'	Hamburg German *WB*	T.3Cy.21",35"&57"–39" 203NHP Maats deSchelde. Flushing		G
29157 DOFN	**Magdalene Vinnen** Aux4MstBk Sub.Sig. *OilEng.* *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	3476 3094 3017					1921	Frd.Krupp Act.Ges. Kiel	F.A.Vinnen,Wwe. (F.A.Vinnen&Co. *Mgrs.*)	329·0|48·2|26·8 P41'B107'F27'	Bremen German *WB*	Oil Engine 4S.C.SA 4Cy.18$\frac{1}{10}$"–24⅘" 128NHP Frd.KruppA.G.Kiel		G
29158 143719 GDXZ	**Magdapur** ssBkn.No.3–5,33 2*Dks*(*Stl*)&3*rdDk*(*Stl*) *inNo.1hold* *CruiserStern*	~~9265~~ ~~8527~~ ~~5613~~ 3641 7908 5202	✠100A1 ~~5,351,34~~ 3,36 ✠NE2,28 ✠LMC11,32 BS~~10,34~~ 9,35 *Fitted for oil fuel*4,21	Sws Mdb	*f*†	CL ~~11,31~~ 4,35 *F.P. above*	1921 4mo *Lloyd's A&CP* 150°F.	Lithgows, Ld. PortGlasgow	Thos.&Jno. Brocklebank.Ld. ***CellDB*396'1847*t*** ***DTa*41'1424*t***	473·0|64·0|34·2 P76'B157'F86' Shortened35 FK ~~*DTf*31'1206*t*~~*FPT*	Liverpool British 8*BHCem* 142*tAPT*79*t* *Turbines by*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,24*cf*,GS420 D.Rowan&Co.Ld.Glasgow ParsonsMarineStm. TurbinesCo.Ld.Nwc.	37 ″ 0 s6 ″ 11½ 30 ″ 4¼	
29159 DIDC	**Magdeburg** *OilEng.* ssHam.No.1–29 2*Dks*(*Stl*) D.F. Sub.Sig. 3*rd dk in No.* 1 *hold*	6128 5423 3696	✠ … 12,33 ✠	Ham			1925 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell*	449·4|58·2|26·8 P&B374'F54' FK *DB*389'1501*t FPT*	Hamburg German 8*BHptCem* 100*tAPT*10*t*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1587NHP Blohm&Voss,Hamburg	29 ″ 6	G †
29160 DHQA	**Maggie** (*ex*Phaleron) *Mchy.Aft* 1*Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReedA.S.	139·0|22·5|11·8 B34'F20'	Hamburg German *WB*	C.2Cy,14¾"&22⅘"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
29161 147314 GLNR	**Magician** ssBkn.No.2–33 2*Dks*(*Stl*)	5105 4743 3181	✠100A1 9,35~~11,34~~ ✠LMC MS10,33 ~~BS1,31~~ BS3,36~~2,35~~	Liv	*y*	CL 11,34	1925 6mo *Lloyd's A&CP*	New Waterway S.B.Co. Schiedam	CharenteS.S.Co. Ld(T.&J.Harrison *Mgrs.*) *CellDB*339'1110*t* *DTa*29'751*t*	394·9|52·5|27·9 P37'B128'F40' FK *FPT*77*tAPT*22*t*	Liverpool British *Cem* 7*BH to Udk* 1 ″ 2*nd* ″	T.3Cy.26",43"&73"–48" (*r*) 200lb 120*lb* 465NHP 2DB,12*cf*,GS210,HS7706 NewWaterwayS.B.Co.	30 ″ 6 5 ″ 8¾ 24 ″ 11½	
29162 141424 VPLK	**Magister** (*ex*CanadianVolunteer–33, *ex*Cornwallis, ssMtl.No.3–5,31 *ex*Canadian Volunteer) 1*Dk*(*Stl*)& 2*nd dk*(*Stl*)*in holds*	3188 2543 1910	✠100A1 4,35 BS5,35 ✠LMC1,33	Mob	*u*	CL 4,35	1919 6mo *Lloyd's A&CP*	Wallace Shipyards,Ld Vancouver, B.C.	Mrs.A.A.Webster (J.S.Webster& Sons,*Mgrs.*) *Ce*	320·0|44·2|22·9 P29'B96'F34' FK *llDB*262' 528*tFPT*	Kngstn,Ja British 5*BHCem* 73*tAPT*29*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 375NHP 2SB,4*cf*,GS132,HS5162 FD WallaceShipyards,Ld.	25 ″ 0 s3 ″ 9¼ 21 ″ 5	
29163 219117 KOJS	**Magmeric** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5172 4598 3169					1919	American International S.B.Corp. HogIslandPa	SouthAtlantic S.S.Co.	390·0|54·0|27·6 P39'B121'F43'	Savannh,G Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
29164 7553 SEPN	**Magna** ssLkr.No.1–34 *Cargo battens not fitted* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1780* *1589* *1014*	✠100A1 5,35~~12,34~~ ✠LMC5,34 BS5,35	Bkn Lkr	*r*	CL 12,34	1929 8mo *Lloyd's A&CP*	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (B.Ingelsson, *Mgr.*) *CellDBa&uE*	269·2|42·1|17·5 P&B200'F23' FK 110'*f*102'545*tFPT*	Helsingbrg Swedish 4*BHCem* 35*tAPT*80*t*	T.3Cy18½",29½"&50"–36"(*s*) 190lb 189NHP 2SB,6*cf*,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s1 ″ 3 18 ″ 10½	
29165 5378 SFJU	**Magne** Sub.Sig. 1*Dk & Shelter dk*	*1226* *979* *558*					1912	Helsingörs Jernsk.& Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	246·9|37·1|14·0 H96*t* 21·6	Stockholm Swedish *WB*	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
29166 118449	**Magnet** (*ex*Louise) (*ex Cable Vessel*) *Well deck* 1*Dk*	458 311 207			…		1904	Sunderlnd S.B.Co.Ld. Sunderland	**SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMoh S.S.Co.Ld.*Mgrs.*)**	152·0|26·0|10·0 Q43'B53'F18' FK	Singapore British *WB*	T.3Cy.13½",22"&37"–24" 90RHP MacColl&Pollock,Sld.	12 ″ 0	
29167 LCZB	**Magnhild** (*ex*Sardinia) 1*Dk*2*trB & pt Awng dk*	1135 1023 677					1898	Fevigs Jernskibsbyg Arendal	D/S A/S Magnhild (M.Clausen)	216·4|31·9|20·7 Q74'B65*t*H53*t*	Haugesnd Norwegian *WB*	T.3Cy.16½",27"&44"–30" 106NHP LaxevaagsMek.Verks.Bgn		N
29168 233865 WNFU	**Magnolia** 2*Dks* D.F. E.S.D. GyC. *Mchy.Aft CruiserStern* *Longitudinal framing-bracketless system*	~~9600~~ 9511 8829 5894	✠100A1 1,36 ~~9,35~~ ✠LMC9,35 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*9,35	NYk	*e*†	CL *F.P. above*	1935 9mo *Lloyd's A&CP* 150°F.	NewYork S.B.Co. Camden,N.J.	Socony-Vacuum OilCo.Inc. *CellDBuE*71'1	484·0|66·0|36·8 P103'B34'F49' FK (13*BHtoUdk*4*BHto2nd dk*) 8*tDTf*22'705*tFPT*	NewYork Utd. States 17*BH* 449*tAPT*63*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 450lb 1104NHP 3W.T.B.HS11164 FD DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
29169 OUIO	**Magnus** ssEls.2ndNo.3–9,29 ssCpn.No.1–33 1*Dk*(*Stl*)&*deep framing* 2*nd dk*(*Stl*)*in holds*	1339 1186 782	✠100A1 8,35~~12,33~~ ✠LMC12,35 BS3,35	Cpn	*p*	CL 11,33	1906 5mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	DetForenede DampskibsSelskab *CellDBa*70'*uE*&	240·0|36·5|16·7 P19'B68'F28' FK *B*34'*f*98'392*t FPT*	Middelfart Danish 4*BHCem* 60*tAPT*31*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 100*lb* 145NHP 1SB,3*cf*,GS58,HS2256 N.E.MarineEng.Co.Ld.Sld	19 ″ 0 s2 ″ 4¼ 16 ″ 9¾	

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29170 130827 CYLV	**Magog** (exJohnC.Howard) Mchy.Aft 1Dk Longitudinal framing	2053 1708 1224					1923	Fraser, Brace&Co.Ld ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	250·6|43·2|18·1 Q93'F33'	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP Worthington Pump&Mach.Corp.		C
29171 139306 MGJD	**Magrix** 3Mst Well deck ssHul.No.3-7,29 Mchy.Aft ssHul.No.1-34 1Dk(Stl)	314 220 124	✠100A1 ~~[illegible]~~ 12,35 ✠NB11,16 ✠LMC7,34 ✠NE10,00refitted16	Hul BS8,35	e	CL ~~7,34~~ N11,35	1916 12mo Lloyd	Cochrane &Sons,Ld. Selby 'sA&CP	R.Rix&Sons	135·3|23·1|9·5 Q68'B on Q9'F20' BK7' FPT39t	Hull British 3BHCem	T.3Cy.10⅝",18⅜"&31½"-21" 180lb (s) 57RHP 1SB,2pf,GS29,HS1007 Hall,Russell&Co.Ld.Abn.	10 " 6 s " 5½ 10 " 8	
29172 Now "Isla de la Gomera," see No. 38561 in Supplement EEWR	**Magurio** (exNadir) Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	549 316	✠100A1 35 6,33 ✠NB6,19 ✠LMC6,52 ✠NE98refitted19 BS~~[illegible]~~8,35	Lis Bbo	h	~~6,32~~ 8,35	1919 5mo Lloyd	Echevarrieta y Larrinaga 'sA&CP Cadiz	~~Cia.Nav."Masker"~~ JuanPadrón CellDB f 92'136t FPT43t APT7t	164·0|26·2|10·3 Q94'B11'F25' BK7'	SantaCruz deTenerife Spanish 3BHCem	T.3Cy.22"&35"-27" (s) 180lb 84NHP 1SB,2cf,GS41,HS1505 Muir&Houston,Ld.Gls.	12 " 10 s 4 " 0½ 13 " 1½	
29173 OPHA	**Mahagi** ssAnt.No.1-32 D.F. 1Dk(Stl)&2nd dk(Stl)in peaks&Nos.1,2,4&5holds	3324 2947 1924	✠100A1 ~~10,35~~ ~~11,34~~ 1,36 BS~~11,34~~ 1,36 ✠LMC11,32 Adapted for oil fuel 1,33 F.P. above 150° F. Fitted for carrying oil fuel 9,28 F.P. above 150° F. in deep tank	Ant	v	CL 10,33	1928 9mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, Mgrs.)	330·2|48·2|23·0 P34'B100'F33' FK CellDB280'809t DTs a FPT42t APT21t	Antwerp Belgian 7BHCem 1 ,, to2nd dk	T.3Cy.24",39"&65"-42" (s) 180lb 344NHP 3SB,9cf,GS159,HS5961 N.E.MarineEngCoLd.Nwc	25 " 3 s 4 " 1½ 21 " 3½	
29174 135700 GMJL	**Mahana** TwinSc ssLon.No.3-4,30 ssGls.No.1-35 Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl-ptws)	8740 — 5422	✠100A1 Shelter dk with freeboard 2,36 ~~8,35~~ ✠LMC5,34 ✠Lloyd'sRMC~~[illegible]~~9,35 2,36	Gls Lon BS9,35	f†	CL ~~SN8,32~~ P5,34 S9,35	1917 7mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Shaw,Savill& AlbionCo.Ld.	500·9|63·3|39·6 B197'F56'on Shelter dk FK&BK2" CellDB435'1646t	S'thamptn British 9BHCem	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (s) 2DB&2SB, 1119NHP 24cf,GS399,HS15534 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	34 " 6 s5 " 9½ 28 " 11½	
29175 137409 GSCD	**Mahanada** ssMdb.No.3-5,26 ssCal.No.2-34 2Dks(Stl)&3rd dk(Stl) inNo.1hold	7181 6761 4482	✠100A1 4,36 ~~3,35~~ BS7,35 ✠LMC8,34 Fitted for oil fuel 6,19 F.P. above 150° F.	Gls	c†	CL 3,35	1914 11mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. WB=CellDB a158'uE&B 76' f 178'1563t FPT79t APT54t	470·5|58·0|32·1 P46'B124'F43' FK	Liverpool British 7BHCem	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (r) 2DB&1AuxSB, 729NHP 15cf,GS264,HS12300 ParsonsMarineSteam TurbineCo.Ld.Nwc.	34 " 11 s 7 " 10½ 27 " 3½	
29176 149834 GNBY	**Maharaja** Ⓟ ssCal.No.2-35 ~~ssCal.No.1-31~~ 2Dks(Stl)&Shade dk (Stl-teak s)	2895 2358 1716	✠100A1 with freeboard 9,35 ~~10,31~~ ~~MS5,31~~ ✠LMC6,35 ~~[illegible]~~	Cal BS4,36	w	CL 10,34	1927 5mo Lloyd	Lithgows' Ld. PortGlasgow 'sA&CP	AsiaticStm.Nav. Co.Ld. CellDB278'742t FPT62t APT26t	335·0|47·5|20·8 F46' FK	London British 6BHptCem ptAsp (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.24",40"&68"-45" (r) 200lb 110lb 405NHP 2SB,8cf,GS154,HS5510 FD Rankin&BlackmoreLdGrk	23 " 6 s 2 " 6½ 21 " 4½	
29177 Wrecked 7,35 ~~[illegible]~~ ~~[illegible]~~	**Maheno** Ⓟ TrpSc Ref.Mchy. 3Dks	5323 4311 3318					1905	W.Denny &Bros. Dumbarton	~~UnionS.S.Co.of NewZealand,Ld.~~	400·4|50·2|30·8 B308'F57'	Japanese WB	SRGearedSteamTurbines made&fitted15 ParsonsMarineSteam TurbineCo.Ld.Nwc.		
29178 135701 GNZV	**Mahia** TwinSc ssLon.No.3-10,29 ssLon.No.1-34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7914 7412 4979	✠100A1 Shelter dk with freeboard 1,36 ~~9,34~~ ~~BS9,34~~ ✠LMC7,33 ✠Lloyd'sRMC~~2,35~~ 1,36	Lon Nwc BS1,36	e†	CL 10,33	1917 8mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	~~Shaw,Savill& AlbionCo.Ld.~~ Norfolk&North AmericanSteam ShippingCo.Ld. (Shaw,Savill& AlbionCo.Ld. Mgrs.)	477·6|63·1|39·7 B180'F47' on Shelter dk FK CellDB425'1588t	S'thamptn British 9BHCem	Q8Cy22",31½",45½"&65"-48" 220lb (s) 997NHP 2DB&2SB,18cf,GS355, HS15126 FD Wrkman,Clark&Co.LdBel	34 " 4 s 5 " 7 28 " 11½	
29179 151964 VSNM	**Mahidol** Fitted for oil fuel Wireless 1Dk&Shelter dk	753 694 440				...	1908	Kjobnhvns Flydk&Skbs. Copenhagen	StraitsS.S.Co.Ld.	186·0|28·1|10·7 17·1 FK	Singapore British WB	T3Cy.13",20½"&33½"-21" 67NHP KjbnhavnsFlydk.&Skbsv.	17 " 10	
29180 Broken up	**Mahmut Sevket Pasa** (exArarat, exMahmoud ChefketPasha, exShibataMaru, exMoyune) ssYka.2ndNo.3-10,06 2Dks(Stl-Uws)3trB	2690 2430 1713	✠ 10,10 ✠	Yka	v		1886 12mo	JLThompson&Sons Sunderland	TürkiyeIsBankasi (Banque d'Affaires Turque)	340·0|40·1|25·5 P53'B78'F47 BK11" CellDB162'243t FPT22t	Turkish 7BHCem	T.3Cy.31½",49"&78"-51" 434NHP 2DB,12cf,GS209 T.Richardson&Son,Hpl.	28 " 3	
29181 EAPA	**Mahon** Ⓟ (exBernicia) ssLth.No.3-11,04 Wireless ssBcl.No.2-13 Well deck 2Dks(UIrn-pt ws)	913 575 537	✠ 7,19 ✠	Bcl	l		1892 4mo	Ramage& Ferguson Leith	Cia.Trasmediterranea	215·4|28·6|14·7 P101'F54' BK7½" WB=FPT20t APT15t	Mahon Spanish 6BHCem	C.2Cy.30"&55"-36" 147NHP 2SB,6rf,GS102,HS2530 Ramage&Ferguson,Leith	15 " 5	V †
29182 147347 GDZN	**Mahout** ssCal.No.2-34 2Dks(Stl)3rd dk(Stl) inNo.1hold CruiserStern	7921 7313 4880	✠100A1 ~~5,35~~ ~~9,31~~ 2,36 BS~~11,34~~ 11,35 ✠LMC10,33	Mdb ~~Gls~~	d†	CL ~~11,33~~ 1,36	1925 12mo Lloyd	W.Hamilton&Co.Ld Pt.Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395'1502t DTa36'1228t FPT76t APT93t	470·1|62·1|32·2 P46'B158'F39' FK	Liverpool British 8BHptCem 1 ,, to2nd dk	2SteamTurbinesSRgeared to 1 Sc. Shaft 200lb (r) FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Gls.	34 " 10 s 7 " 6¾ 27 " 6	
29183 140545 GSCN	**Mahratta** ssCal.No.3-11,29 ssGls.No.1-34 2Dks(Stl)	6690 6229 4177	✠100A1 5,36 ~~4,35~~ MS10,33 ✠LMC Fitted for oil fuel 11,19 F.P. above 150° F.	Gls Sws BS~~[illegible]~~8,35	b†	CL ~~4,34~~ 5,36	1917 11mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. IntermediateBH in forehold dispensed with 6BHonly CellDB393'1498t DTa39'1270t FPT101t APT83t	445·0|58·2|31·2 P38'B135'F39' FK	Liverpool British Cem	T.3Cy.26½",45½"&75"-54" 200lb (s) 702NHP 4SB12cfGS247HS11068 FD Dunsmuir&Jackson,LdGls	34 " 0 s 7 " 4½ 26 " 11½	
29184 147329 GLTJ	**Mahronda** ssCal.No.2-34 D.F. 2Dks(Stl)3rd dk(Stl) inNo.1hold CruiserStern	7926 7313 4889	✠100A1 9,35 ~~8,34~~ MS11,33 ✠LMC	Mdb BS~~8,34~~ 8,35	d†	CL 7,33	1925 10mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395'1502t DTa36'1228t FPT76t APT93t	470·1|62·1|32·2 P46'B158'F39' FK	Liverpool British 8BHptCem 1 ,, to 2nd dk	2SteamTurbinesSRGeared to 1 Sc. Shaft (r) 200lb 1047NHP 4SB,16cf,GS273,HS15000 FD D.Rowan&Co.Ld.Glasgow	34 " 10 s 7 " 6¾ 27 " 6	
29185 147341 GLPC	**Mahseer** ssCal.No.2-34 D.F. 2Dks(Stl)3rd dk in No.1hold CruiserStern	7864 ~~7320~~ ~~4012~~ 7911 7320 4045	✠100A1 1,36 ~~10,34~~ MS1,34 ✠LMC	Liv Mdb BS~~10,34~~ 10,35	d†	CL ~~8,33~~ 1,36	1925 11mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403'1532t DTa35'1230t FPT72t APT86t	470·2|62·2|32·4 P46'B158'F39' FK	Liverpool British 8BHptCem 1 ,, to2nd dk	2SteamTurbinesSRGeared to 1 Sc.Shaft (r) 200lb FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co Ld.Glasgow	34 " 11 s 7 " 7 27 " 7½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29186 140553 GSCP	**Mahsud** ssMdb.No.1-34 ssMdb.No.3-4,30 2Dks(Stl) 3rd dk(Stl)inNo.1hold CruiserStern	7540 7056 4631	✠100A1 8,35 ~~10,33~~ BS8,35 ~~MS9,30~~	Mdb Gls ✠LMC6,34 ~~BS6,34~~	c†	CL 11,34	1917 12mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB414'1615t	470·4 P47'B126'F47' FK DTa37' 1234t FPT	58·2	32·1	Liverpool British 7BHCem 100tAPT96t	T.3Cy.28",47½"&80"-54"(r) 200lb 772NHP 2DB&1SB,19cf,GS295, HS14969 J.G.Kincaid&Co.Ld.Grk.	34″10 s7″9½ 27″3¼	
29187 218005 KJQH	**Mahukona** (exCoverun) Fitted for oil fuel Mchy.Aft 1Dk	2512 — 1531					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MatsonNavigation Co.	253·4 P115'F25'	43·7	24·5	S.Frncisco Utd.States WB	T.3Cy.21",34½"&57"-42" 210NHP GtLakesEng.Wrks.Detroit		R
29188 ESBH	**Mai** (exMayScott) ssTln.2ndNo.3-6,34 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted	1549 1319 916	✠100A1 4,35 ~~DBS6,34~~ MS6,34	Bry DBS6,35 ✠LMC MBS4,35	p	CL 4,35	1909 6mo Lloyd	BlythS.B. Co.Ld. Blyth 'sA&CP	TallinnShipping Co.Ld. CellDBa71'uE&B	245·0 Q90'B48'F21' FK 35' f102' 402t FPT	36·7	16·0	Tallinn Estonian 4BHCem 62tAPT79t	T.3Cy.19",31"&51"-36" (s) 180lb 90lb 181NHP 1SB,4cf,GS75,HS2945 N.E.MarineEng.CoLdNwc	18″4 s1″8½ 16″10	
29189 938 ESRB	**Maia** (exScandia-34,exDanebrog) ssKel.No.3-6,30 ssTln.No.1-34 1Dk(Stl)	1932 1705 1116	✠100A1 12,34 BS1,35	Tln ✠LMC2,34	r	CL 1,34	1917 6mo	Chicago S.B.Co. Chicago A&CP	KäsmuLaeva Oma- nikud(O.Tiede- mann,Mgr.) CellD	250·1 P25'B64'F26' FK B220' 528t FPT67t	43·7	18·0	Käsmu Estonian BHCem APT77t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O	20″4 s2″7¾ 17″11	
29190 131476 VJSZ	**Maianbar** TwinSc Ref.Mchy. 1Dk	513 353 229					1910	Ardrossan DD&SBCoLd Ardrossan	North CoastSteam Nav.Co.Ld.	175·6 P67'F32'	28·1	9·2	SydnyNSW British WB	C.2Cy.14"&30"-18" 99RHP D.Rowan&Co.Glasgow		C
29191 148694 GLNS	**Maid of Kent** Ⓟ TwinSc Fitted for oil fuel 2Dks 3rd dk in holds CruiserStern	2693 1533 1101					1925	W.Denny &Bros,Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~1,36~~ 12,36
29192 142610 GPBS	**Maid of Orleans** Ⓟ TwinSc 3Dks4trB	2386 1424 937					1918	W.Denny &Bros. Dumbarton	SouthernRailway	341·1	42·1	16·0	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till 4,36
29193	**Maid of Samos** (exBingen) 1Dk&Awng dk	*1190* *821* *718*					1901	Bremer Vulkan Vegesack	J.A.Coulouthros& N.N.Embiricos	232·4 Q85' Awng dk147'	33·2	13·4	Andros Greek WB	T.3Cy.16⅛",26"&41 1⁄16"-27⅛" 90NHP BremerVulkan,Vegesack		C
29194 147321 GLRQ	**Maidan** ssMdb.No.2-34 2Dks(Stl)3rd dk inNo.1hold CruiserStern	7908 7315 4962	✠100A1 6,35 ~~5,34~~ MS2,34	Mdb ✠LMC BS~~7,34~~7,35	d†	CL 5,34	1925 8mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403' 1532t D	470·0 P46'B158'F39' FK Ta35'1230tFPT72t	62·2	32·4	Liverpool British 8BHptCem 1BHto2nddk APT86t	2SteamTurbinesSR geared to1ScShaft (r) 200lb FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Glasgow	34″11 s7″7 27″7½	
29195 218485 KIPX	**Maiden Creek** Fitted for oil fuel Sub.Sig. 2Dks&Webframes Ref.Mchy.	5031 4740 3078				...	1919	American International S.B.Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39'B122'F43' FK	54·2	27·6	Mobile Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
29196 ~~132550~~ ~~GKXD~~	**Maidenhead** (exNewquay) ssShl.No.3-4,27 ssShl.No.1-31 Now "MountIthome," see No 29104 in Supplement	4207 4009 2658	✠100A1 2,34 BS~~1,35~~ 5,35	Shl ✠LMC9,31	x	CL ~~2,34~~ 5,35	1914 2mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	~~BritainS.S.Co.Ld.~~ ~~(Watts,Watts&Co.~~ ~~Ld.Mgrs.)~~ CellD	369·9 P33'B226'F34' FK Ba114'u E26'f166'	51·1	25·3	Greek 6BHCem 964tAPT60t	T.3Cy.24½",42"&69"-48"(r) 180lb ~~180lb~~ 386NHP 2SB,6cf,GS133,HS6329 J.Readhead&SonsLd.SShl	27″8 s3″10¼ 24″1½	
29197 148754 MNQV	**Maidstone** TwinSc CruiserStern 1Dk	688 626 270					1926	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	London British WB	T.6Cy.15",25"&41"-24" 166NHP D&W.Hendersn&CoLdGls		
29198 186 IBCU	**Maiella** Ⓟ (exAmbra) ssTri.No 3-3,26 ssTri.No.2-34 1Dk(Stl)&Shelter dk(Stl) D.F. Ref.Mchy.	5524 4971 3505	✠100A1 Shelter dk withfreeboard 5,36 ~~4,35~~ ✠Lloyd'sRMC~~4,35~~ 1,36	Tri BS9,35 ✠LMC8,34	y	CL 4,35	1913 3mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	Nav.Libera TriestinaS.A. CellD Ba130'u E&B42'f	400·1 54·0 FK 165'1292tFPT 105t	52·1	28·8	Venice Italian 6BHCem APT56t	T.3Cy.26",42"&70"-48" (s) 180lb 499NHP 3SB,9cf,GS148,HS7590 FD ClydeS.B.&E.Co.Ld.P.Gl.	32″0 s7″5¼ 24″9	
29199 116020 EIBK	**Maigue** (exLadyAnstruther, exMinnieHinde) ssBkn.2ndNo.3-8,27 ssBkn.No.2-35 ~~ssBkn.No.1-32~~ 1Dk(Stl)	456 384 180	✠100A1 ~~8,35~~ ~~8,34~~ 3,36 BS~~8,34~~ 8,35	Grk Bkn ✠LMC~~3,34~~ 8,34	h	CL ~~7,34~~ 3,36	1904 9mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	LimerickS.S.Co. Ld.(S.J.K.Roy- croft,Mgr.) CellDB	175·3 P23'B63'F34' BK5¾" a23'f68'94t FPT24	27·1	10·7	Limerick British 4BHCem tAPT13t	T.3Cy.15",26"&44"-30" (s) 185lb NDB1,28 100lb 95RHP 1SB,3cf,GS61,HS1912 CaledonSB.&E.Co.Ld.Dun	12″10 s ″10½ 12″6	
29200 140518 GSCL	**Maihar** ssLon.No.3-2,30 ssCal.No.1-34 2Dks(Stl)3rd dk(Stl)inNo.1 hold CruiserStern	7563 7056 4657	✠100A1 8,35 ~~9,34~~ MS10,35	Gls Avn ✠LMC BS~~9,34~~8,35	c†	CL ~~8,33~~ 8,35	1917 6mo Lloyd	Russell& Co. Port Glasgow 'sA&CP	Thos.&Jno. BrocklebankLd. CellDB414'1615t	470·4 P47'B126'F47' FK DTa 37' 1234t FPT	58·2	32·1	Liverpool British 7BHCem 100tAPT96t	T.3Cy.28",47½"&80"-54"(r) 200lb HS15710 800NHP 2DB&1SB,20cf,GS308, J.G.Kincaid&Co.Ld.Grk.	34″10 s7″9½ 27″3¼	
29201 UOUV	**Maikopp** Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks Longitudinal framing	1846 1776 945					1929	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 P70'B38'F23'	37·4	20·7	Odessa Russian WB	Oil Engines 2S.C.SA 4Cy.21¼"-35 1⁄16" 315NHP Maschfbk.Augsburg- Nürnberg,Augsberg		
29202 LEKR	**Mailand** 1Dk	836 668 363					1915	Akers Mek.Værks. Oslo	A/S Jelölinjen (FredOlsen&Co. Mgrs.)	208·0 P&B95'F42'	32·6	14·8	Oslo Norwegian WB	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
29203 143582 GDPZ	**Maimoa** TwinSc ssLon.No.3-4,33 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	8011 7452 5000	✠100A1 Shelter dk withfreeboard 1,36 ~~12,34~~ MS12,32 ✠Lloyd'sRMC~~12,34~~ ~~8,35~~ 2,36	Gls ~~NWC~~ BS1,36 ✠LMC ~~BS12,34~~	e†	CL ~~S12,32~~ P12,34 SN8,35	1920 9mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	Shaw,Savill& AlbionCo.Ld. CellDB	477·9 B181'F50'on Shelter dk FK Collisio 414'1570tAPT32t	63·0	31·2	S'thamptn British Cem nBHtoShdk 3 " " U "	Q8Cy.24½",33⅛",47½"&68" -48" 220lb (s) 1039NHP 2DB&2SB,18cf,GS334, HS15406 FD Palmers'Co.Ld. Newcastle	34″4 s5″6½ 29″0	
29204 140713 GSCZ	**Maimyo** ssMdb.No.3-9,30 ssBkn.No.1-34 2Dks(Stl) Cargo battens notfitted in 'tween dks	5819 5372 3580	✠100A1 3,35 BS7,35 MS12,33 Fitted for oil Carrying oil	Gls ✠LMC ~~BS6,34~~ fuel 2, fuel F.	a† 19 P.	CL 8,34 F.P. a above1	1918 5mo Lloyd bove 1 50° F.	Russell& Co. PortGlasgow 'sA&CP 50° F. in DB & DT	Thos.&Jno. Brocklebank,Ld. and 1 'tween dk B	423·2 P44'B123'F43' FK 1IntermediateBH } H dispensed with } CellDB360	56·0	28·7	Newcastle British Cem 5BH to Udk 1 " " 2nd '1181t DT a	T.3Cy.27",45"&74"-51" (s) 180lb 110lb 561NHP 3SB,9cf,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. dk only 36'1112tFPT90tAPT31t	31″4 s8″1¼ 25″5	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si n'est dans le L. R. Durée Cert. Ref.Trade
29205 DOFG	**Main** Ⓟ D.F. Sub.Sig. E.S.D. 2*Dks*	7624 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P45'B470'F33'	63·1	28·3	Bremen German *WB*	T.4Cy.35$\frac{1}{16}$",57½"&(2)66⅛"-59$\frac{1}{16}$"&L.P.Turbine 1114NHP BremerVulkan,Vegesack		G
29206 DAUD	— Wireless 1*Dk*	964 714 539					1926	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	216·1 Q80'B50'F23'	33·0	11·7	Stettin German *WB*	T.3Cy.14$\frac{7}{16}$",22$\frac{13}{16}$"&37¾"-25$\frac{3}{16}$" 71NHP StettinerOderwerke		G
29207 129781 GLPQ	**Maindy Hill** (*ex*Hyltonia) *Corrugated Sides* 1*Dk*	1902 1734 1149					1911	Osbourne, Graham&Co. Sunderland	M.Taylor	279·5 P25'B72'F26'	41·8	18·3	Methil British *WB*	T.3Cy.21",33"&56"-36" 188NHP N.E.MarineEng.CoLd.Sld.		C
29208 215581 WKCX	**Maine** *ss*Bal.No 3-12,29 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing* *Fitted for oil fuel*	6032 — 3806	✠ … 8,34 ✠	Pld	*z*		1917 10mo	TexasS.S. Co. Bath,Me.	FairfieldS.S. Corpn. *Cell DB343' 1114t DT*	402·0 P35'B120'F39'*on Shelter deck* FK 32'1075t*FPT* 108t	54·2	31·4	NewYork Utd.States 6*BHCem* *APT63t*	T.3Cy.26½",44"&74"-51" 391NHP 3SB,9cf,HS8118 H.G.TroutCo,BuffaloN.Y.	33 " 11	R †
29209 221123 KDPK	— (*ex*Franklin) *ss*Clv.No.3-4,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3432 2998 2429	✠100A1 *For Service on the Great Lakes* 4,34 BS~~4,35~~4,36 ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Clv		CL 2,34	1921 4mo	StatenIsld. S.B.Co. Mariners' Harbor,N.Y.	TheTexasCo. *Cell DBuE&B45'5*	353·3 P103'B38'F28' Jen34 FK 2t*FPT*65t*APT*52t	43·1	25·6	Wilmgton (Del.) Utd. States 14*BHptCem* (12 *to U dk* 2 ,, 2*nd* ,,)	T.3Cy.21¼",35$\frac{1}{16}$"&59"-42" 200lb (*r*) 380NHP 2SB,6cf,GS132,HS5954 FD StatenIslandS.B.Co. PortRichmond,N.Y.	26 " 1 s 3 " 3½ 22 " 11½	
29210 OYYC	— (*ex*HelmerMörch) *ss*Els.2ndNo.3-8,33 1*Dk*(*Stl*)&*deep framing*	2158 1971 1314	✠100A1 ~~9,35~~~~8,34~~4,36 ✠LMC MS4,32 BS~~8,34~~9,35	Cpn	*t*	CL ~~8,34~~ 2,36	1905 8mo *Lloyd's A&CP*	ClydeS.B. &E.Co.Ld. Pt.Glasgow	DetForenede Dampskslsk *Cell DBa86'*	295·1 P27'B172'F33' FK *uE&B34'f130'605t*	42·0	19·5	Copenhgn Danish 5*BHCem* *APT65t*	T.3Cy.22⅝",35"&59"-39" (*s*) 180lb 219NHP 2SB,6cf,GS106,HS3300 ClydeS.B.&E.Co.Ld.PtGls	22 " 0 s 2 " 3½ 19 " 11	
29211 1047	**Maininki** (*ex*Nonni, *ex*Jökul) 1*Dk*	329 211 157					1891	MossJernstöberi&M.V Moss	FelixKotiranta (Meritoimi O/Y, *Mgrs.*)	132·0 P110tF14t	22·1	9·9	Åbo Finnish *WB*	T.3Cy.11¼",18"&29½"-22" 41NHP MossJernstöberi&Mk.Vk.		N
29212 647 SVMM	**Maiotis** (*ex*Claudia,*ex*Duke of Cornwall) *ss*Nap.3rdNo.3-9,25 *ss*Pir.No.1-31 *Well deck* 1*Dk*(*Stl*)&*Webframes*	1400 — 1055	✠ … 10,34 ✠	Pir	*q*		1888 6mo	W.Gray& Co. WHartlepool	A.P.Synodinos (SynodinosBros. *Mgrs.*)	260·5 P27'Q80'B104'F25' BK9" *DBa82'f100'378t*	36·6	18·2	Piræus Greek 4*BHCem* *APT15t*	T.3Cy.19",30½"&51"-36" NDB20 156NHP 2SB,4cf,GS133 CntrlMarineEng.Co WHpl	19 " 5	
29213 857 CBMA	**Maipo** Ⓟ **Iron3Mst** 2*Dks*&*Shade dk*	2621 1876 1501	✠ 7,82	Cly	*u*		1882	J.Reid&Co Pt.Glasgow	Cia SudAmericana deVap. *W*	332·2 F33' *B=DBa34'f166'&u*	39·9	21·0	Valparaiso Chilian 5*BHCem* *E&B74'343t*	C.2Cy.45"&80"-54" NB98 392NHP Rankin&Blackmore,Grk.		
29214	**Mairi Deftereou** (*ex*Hunterfield-32) *ss*Gmh.2ndNo.3-4,28 *ss*Pir.No.1-32 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1383* *1078* *753*	✠100A1 4,33 BS4,35 ✠LMC4,32	Pir	*o*	CL ~~8,32~~ 10,35	1903 5mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Ayr	B.P.Deftereos *Cell DBa63' uE*	240·1 P16'Q71'B59'F31' FK *17'f96'315tFPT43t*	36·2	17·1	Argostoli Greek 4*BHCem* *APT33t*	T.3Cy.18",30"&48"-33" (*s*) 180lb 90*lb* 145NHP 1SB,3cf,GS60,HS2260 Muir&Houston,Ld.Gls.	18 " 0 s 1 " 5 16 " 10	
29215 Missing since 10,35 LEKS	**Mairo** (*ex*Gylfe-33) *Mchy.Aft* 1*Dk*	545 411 287					1914	Göteborgs NyaVAktieb Gothenburg	SkibsA/S Mairo (A.Smith)	166·9 P60tH21tF22t	27·4	11·3	Arendal Norwegian *WB*	T.3Cy.13⅜",22¼"&37⅜"-23⅝" 68NHP GöteborgsNyaVærks.Got.		V
29216 LEKT	**Maisol** (*ex*Roma,*ex*Nordland *ex*Freja) 1*Dk*	1252 1083 708					1921	Akt.Rödby Havns Jernskibsv. RödbyHavn.	A/S Mazepa(Rich. Peterson,*Mgr.*)	236·1 P10tH120tF34t	37·2	14·7	Sandefjord Norwegian	T.3Cy.15",24"&40"-27" 83NHP A/SFricho,Aarhus		V
29217 147945 GMDF	**Maiwara** (*ex*Schleswig) 1*Dk*	606 460 336					1924	Intrnationl SB.&E.Co.Ld Danzig	Burns,Philp&Co. Ld.	179·2 P11'Q39'B46'F25'	29·1	11·2	Glasgow British *WB*	T3Cy14$\frac{3}{16}$",22$\frac{13}{16}$"&36⅝"-22⅞" International 69RHP S.B.&E.Co.Ld.Danzig		C
29218 SKVI	**Maj** **WoodAux3MstSr** (*ex*ViisOde-35,*ex*Fünf Schwestern,*ex*Noatun) *OilEng.* 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	341 299 267					1919	Skrubbens Vœrft Kragerö	J.HugoJohansson	139·5 Q29'F15'	29·3	11·7	Vestervik Swedish	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{5}{16}$" 96NHP J&CGBolinder'sCoLdSkm		V
29219 PFTA	**Maja** **TwinSc** *OilEng.* D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Mchy.Aft clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8256 7476 4784	✠100A1 5,35~~10,34~~ ✠LMC11,31 *Carrying Petroleum in bulk*	Rot	*c* †	CL ~~7,32~~ 5,35	1931 11mo *Lloyd's A&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	PetroleumMaats. "LaCorona" *CellDBuE69'222t*	450·8 P103'B35'F43' FK	62·0	34·1	TheHague Dutch 14*BH* *DTf32'355t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB150*lb* WerkspoorN.V.Ams. *FPT225tAPT41t*	34 " 0 s 6 " 7½ 27 " 6½	
29220 OXPE	— (*ex*Mira) D.F. 1*Dk*	2203 1462 1326					1922	Ostseewrft Schff&Masch A.G. Stettin	J.Lauritzen	263·5 P26'Q75'B&F169'	41·1	16·9	Esbjerg Danish *WB*	T.3Cy.21$\frac{1}{16}$",33⅞"&55⅛"-40" 192NHP A.Borsig,G.m b.H.Berlin		G
29221 6940 SFJW	— **Iron** (*ex*City of Montdidier, 1*Dk*2*tr B* *ex*Folda,*ex*SoldierPrince) *Well deck*	*1281* *1036* 727			…		1883	C.S.Swan& Hunter Newcastle	A/BJohnMillars Eftr. (E.Rundberg, *Mgr.*)	245·2 Q84'B63'F27' BK8½"	34·1	17·3	Gothenbrg Swedish *WB*	T.3Cy.16½",28"&46"-33" NB96 118NHP *Emade79fitted96 Tpd96* S&HMorton&Co.Lth.	18 " 6	V †
29222 OUIP	— 1*Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	DetForenede Dampskibs.Selsk.	149·0 Q57tB22tF13t	24·1	10·9	Aalborg Danish *WB*	C.2Cy.19"&35"-21" 47NHP HelsingörsMskinbyggeri.		V
29223 PKGH	**Majang** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
29224 146555 GFWV	**Majestic** Ⓟ (*ex*Bismarck) **QuadSc** *Fitted for oil fuel* *Ref.Mchy.* Sub Sig. 6*Dks*&*Shade dk* D.F. E.S.D. GyC. *Semi-Cruiser Stern*	56599 38033 24333					1921	Blohm& Voss Hamburg	CunardWhiteStar, Ld.	915·5	100·1	58·2	Liverpool British *WB*	8 Steam Turbines Blohm&Voss,Hamburg		BT till ~~1,36~~ 2,36

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. 3 Special Surveys. No. of Decks, &c.	4 Regist. Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7" Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29225 118812 GRQZ	**Majestic** ssHul.2ndNo.3-6,29 ssHul.No.1-34 D.F. SparDk(ptIrn ptStl) 2trB&deepframing Cargo battens not fitted	3034 2811 1917	✠100A1 Spar dk withfreeboard ~~5,30~~ ~~4,34~~ 5,36 ✠LMC6,34 BS6,35	Hul Shl	u	CL N4,34	1904 4mo Lloyd	Irvines'SB &D.D.Co.Ld. WHartlepool 'sA&CP WB	W.H.Cockerline& Co. = CellDBa106'uE	325·0 P32'B100'F32' 22·5 FK 22'f 136' 663t FPT	47·1	13·7	Hull British 5BHCem 100tAPT42t	T.3Cy.24",38"&64"-42" (s) 160lb 90lb 277NHP 2SB,6cf,GS100,HS4329 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 0½ 21 ″ 0	
29226 6833 SFKE	**Majfrid** Cruiser Stern 1Dk	897 645 514					1922	LarvikSlip &Verks A/S Larvik	Rederiaktieb. Östersjön(A. Christensen,Mgr.)	195·6 Q56'F21'	31·8	12·6	Trelleborg Swedish WB	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VerkstedA/S		N
29227 217046 WFII	**Major Wheeler** Fitted for oil fuel 1Dk	3431 2906 2038				...	1918	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular LineInc. (A.H.Bull &Co.Inc.Mgrs.)	305·0 P26'B79'F33' FK	46·0	24·5	Baltimore Utd.States WB	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 ″ 9	R †
29228 147196 MLJP	**Majorca** (exAigburth,exFædreland) ssLth.No.3-3,34 Well deck 1Dk(Stl)	1126 854 589	✠100A1 4,35 BS4,35 ✠LMC3,34	Lth	n	CL 3,34	1921 3mo Lloyd	OuseS.B. Co.Ld. Goole 'sA&CP	Leith,Hull&Ham- burgSteamPacket Co.Ld.(J.Currie &Co.Mgrs.)	220·0 Q77'B54'F23' FK CellDB178' 223t FPT	35·1	13·8	Leith British 4BHCem 41tAPT72t	T.3Cy.18",29"&50"-33" (s) 180lb 160NHP 2SB,4pf,GS73,HS2520 Earle'sCo.Ld.Hull	15 ″ 10 s 1 ″ 2½ 14 ″ 9	
29229 ONPA	**Makala** (exEuropean,exPanagis) ssAnt.No.3-6,32 1Dk(Stl) 2ndDk(Stl)in Nos. D.F. 2&3holds	3111 2776 1891	✠100A1 2,36~~3,35~~ ✠LMC MS6,32 BS~~5,35~~ 2,36 Carrying Palm oil in deep tanks	Ant	u	CL ~~2,34~~ 2,36	1919 12mo Lloyd	Shanghai Dk.&E.CoLd. Shanghai 'sA&CP	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, Mgrs.)	330·9 P33'B100'F29' FK CellDB284'745tFPT	46·7	23·2	Antwerp Belgian 9BHCem (7 „ to U dk 2 „ „ 2nd „) 110tAPT45t	T.3Cy.25",41"&68"-45" (s) 180lb 434NHP 3SB,9cf,GS153,HS6420 FD ShanghaiDk.&Eng.Co.Ld.)	25 ″ 6 s 4 ″ 0¼ 21 ″ 8	
29230 140595 GSCT	**Makalla** ssMdb.No.1-34 ssBkn.No.3-9,30 2Dks(Stl) Cargobattens not fitted in DT &'tween dks	6677 6243 4178	✠100A1 ~~12,31 1,34~~ 11,35 BS7,35 ✠LMC8,34 Fitted for oil fuel 10,18 F.P. above 150° F.	Bkn Mdb	b†	CL 12,34	1918 10mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld.	445·0 P38'B135'F39' FK CellDB389'1500tDTa	58·2	31·2	Liverpool British 8BHCem	T.3Cy.26½",45"&75"-54" (s) 200lb 701NHP 4SB,12cf,GS225,HS11008FD ClydeS.B.&E.Co.Pt.Gl. 39'1270tFPT101tAPT33t	34 ″ 0 s 7 ″ 5 26 ″ 10¾	
29231 121180 VQWL	**Makambo** Beached 9.35 Wireless Well deck 1Dk&deep framing	1159 758 648				...	1907	ClydeS.B. &E.Co.Ld. PortGlasgow	Burns,Philp (SouthSea)Co.Ld.	210·3 P&B135'F27' BK8"	31·4	14·8	SydnyNSW British WB	T.3Cy.17",27"&45"-33" 145NHP ClydeS.B.&E.Co.Ld.P.Gls.	17 ″ 3	
29232 PKGJ	**Makasser** OilEng. Mchy.Aft 1Dk	537 350 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 13/16"-15¾" 122NHP SulzerBros.Winterthur		V
29233 220993 KDNH	**Makawao** (exSujerseyco) Fitted for oil fuel 1Dk2trB in fore&after D.F. holds&Web frames	3253 3005 1977				...	1921	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29234 217844 KJQI	**Makaweli** (exCowee) Fitted for oil fuel Mchy.Aft 1Dk	2552 — 1534					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States WB	T.3Cy.19",32"&54"-40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
29235 LEKN	**Måkefjell** Mchy.Aft CruiserStern 1Dk	1567 1283 899					1932	Porsgrund Mek.Værks. Porsgrunn	A/SLuksefjell (Olsen&Ugelstad, Mgrs.)	246·6 P28tH148t	37·9	18·2	Oslo Norwegian WB	C.4Cy.(2)13¼"&(2)27½"- 27½" 66NHP PorsgrundM.V.Porsgrunn		N
29236 217748 KJQJ	**Makena** (exCowboy) Fitted for oil fuel Mchy.Aft 1Dk	2729 — 1653					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States WB	T.3Cy.19",32"&54"-40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
29237 PKGN	**Makian** OilEng Mchy.Aft 1Dk	537 350 363					1928	NV Intern. Scheepsbouw Mij.deMaas Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 13/16"-15¾" 122NHP SulzerBros.Winterthur		V
29238 215832 WMCD	**Makiki** (exWoonsocket,exRhode Island) ssSFo.No.3-3,30 Ref.Mchy. ssLAn.No.1-34 1Dk(Stl)&Shelter Sub.Sig. dk(Stl)&Webframes D.F. Longitudinalframing	5924 — 3721	✠100A1 Shelter dk withfreeboard 12,35~~11,34~~ ✠LMC MS4,34 BS~~9,34~~ 9,35 Fitted for oil fuel 11,17 F.P. above 150°F.	SFo Bal	z	CL N4,34	1917 11mo	TheTexas Co. Bath,Maine A&CP	~~MatsonNavigation~~ ~~Co~~ MatsonS.S.Co. CellDB343'1074t	402·0 P34'B120'F39' onShelter dk FK DTa32' 1075t FPT	54·2	30·6	S.Frncisco Utd.States 6BHCem 108tAPT63t	T.3Cy.26⅝",44"&74"-51" (s) 190lb 555NHP 3SB,9cf,HS8118 FD H.G.TroutCo,BuffaloN.Y.	33 ″ 11 s 7 ″ 4 26 ″ 11	
29239 35 SVFM	**Makis** (exYorkmead,exFife, exClivegrove) ssBla.2ndNo.3-9,29 ssBla.No.1-33 Spar dk(Stl)2trB&deep framing	3546 3354 2265	✠100A1 Spar dk withfreeboard 9,35~~6,34~~ MS3,35 ✠LMC DBS~~5,34~~10,35 MBS~~12,34~~ 1,36	Ant	v	CL ~~6,32~~ 5,35	1906 1mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP	E.K.Vlassopoulos	340·0 P31'B100'F33' FK DBa 114' f138'845t	48·0	26·5	Ithaca Greek 6BHCem APT96t	T.3Cy.24",40"&67"-45" (s) 180lb 100lb 330NHP 2SB,6cf,GS122,HS5150 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 8 s 4 ″ 9¾ 23 ″ 1½	
29240 121595 ZMFK	**Mako** Ⓟ ssAuk.No 3-7,26 ssAuk.No.1-30 Well deck 1Dk(Stl)	505 322 247	✠100A1 7,30 ✠LMC7,30	Auk	g	CL 7,28	1914 9mo Lloyd	Bow,Mc- Lachlan&Co. Ld. Paisley 'sA&CP	Richardson&CoLd WB=DBa 28'38tCellDB	153·5 Q83'B20'F21' FK f 55' 44t FPT 18t	25·1	12·8	NapierN.Z. British 4BHCem APT6t	T.3Cy.13",22"&36"-30" (s) 180lb 80lb 92RHP 1SB,3cf,GS58,HS1651 Bow,McLachln&CoLdPsy	13 ″ 6 s ″ 7 13 ″ 1	
29241 220245 KUZF	**Makua** (exSuholco) Fitted for oil fuel 1Dk(Stl)2trB in fore& D.F. after holds&Web frames	3287 — 1998				...	1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29242 127802 GDZV	**Makura** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 3Dks	8075 5807 4921					1908	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld.	450·0 P88'B231'F81'	57·7	32·1	London British WB	T8Cy(2)28½"(2)46"&(4)55" -48" 835NHP A.Stephen&Sons,Ld.Gls.		C
29243 219766 KUKL	**Mala** (exPittsburghBridge) Fitted for oil fuel D.F. 1Dk2trBinfore&after holds &Web frames Now "Mapele," see No. 39140 in Supplement	~~3293~~ ~~2008~~ 3297 — 1998				...	1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg Co.Essington,Pa.	28 ″ 6	R †

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
29244 212517 WKCR	**Malabar** (*ex*JohnD.Rockefeller) *ss*NYk.No.3-12,20 *Mchy.Aft* *ss*NYk.No.2-29 GyC. *Fitted for oil fuel* *2Dks(Stl)&Shelter dk(Stl)* *&Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	8374 8276 6364	✠ ... 9,33 ✠	NYk			1914 9mo	NwprtNws S.B.&D.D.Co NewprtNews *CellDBa*17	ArdmoreS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*) *uE&B*65′ *f*50′546*t*	458·3|60·0|28·6 FK *FPT*190*t APT*94*t* (	Wilmgton (Del.) Utd.States 14*BHptCem* 11 „ *to Udk* 3 „ „ *2nd* „)	Q.4Cy.24″,35″,51″&75″–51″ 533NHP 3SB,*9cf*,GS177,HS7035 NewportNewsSB&DD Co.	36 ″ 2	R †
29245 219395 KERT	**Malacca** (*ex*Bethelridge) *Fitted for oil fuel* *Mchy.Aft* *2Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7051 — 4261					1919	Baltimore D D.&S.B.Co. Baltimore Md	MalaccaS.S.Co.Inc (C.D.Mallory&Co. Inc.*Mgrs.*)	431·0|59·2|31·4 P123′B37′F39′	Wilmgton (Del.) Utd.States	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
29246 27242 JNGD	**Malacca Maru** *ss*Yka.No.3-8,32 *2Dks(Stl)*	5374 4848 3211	✠100A1 8,35 ~~8,34~~ ~~BS8,34~~ 8,35	Yka ✠LMC8,32	*z*	CL 8,34	1920 6mo	Mitsubishi ZosenKaisha Ld. Kobe A&CP	NipponYusenK.K. *Cell*	400·0|54·5|30·0 P30′B121′F43′ FK *DB*328′ 1294*t FPT*	Tokio Japanese 6*BHCem* 90*t APT*87*t*	T.3Cy.26½″,44½″&75″–48″ 200lb (*s*) 493NHP 3SB,*9cf*,GS162,HS6569 FD MitsubishiZosenKaishaLd.	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
29247 141944 MJWB	**Malachite** 3Mst ~~4Mst~~ *ss*PGl.No.3-2,24 *Well deck Mchy.Aft* *ss*Irv.No.2-32 *Cargo battens not fitted* *1Dk(Stl)*	743 532 329	100A1 11,35 ~~1,33~~ ~~BS4,34~~ 5,36	Bwg ~~Ayr~~ Lth LMC2,32	*j*	CL ~~11,33~~ 11,35	1920 *Lloyd*	NVSchspb. v/hT.Nedulof Sliedrecht '*sA&CP*	Wm.Robertson *CellDBf*103′180*t*	181·5|28·1|12·2 Q107′B12′F21′ FK *FPT*13*t APT*2*t*	Glasgow British 3*BHCem*	T.3Cy.$15\frac{1}{16}$″,$25\frac{1}{16}$″&$40\frac{3}{16}$″– 27″ 180lb (*s*) 116NHP 2SB,*4cf*,GS64,HS2140 Penn&Bauduin,Dordrecht	14 ″ 6 s 4 ″ 6½ 14 ″ 1¾	
29248 134655 CYBR	**Malahat** WoodAuxTwin5MstSr *OilEng.* (*See Sailing Ship Register*)	1550 1389 1199			...		1917	Cameron- GenoaMills Shipb'ldrs,Ld Victoria,B.C.	GibsonShippingCo. Ld.	245·7|43·8|21·0 P30′F30′	Vancouvr British	Oil Engines 2S.C.SA 4Cy.16½″–$18\frac{5}{16}$″ 192NHP J&CGBolindersCoLd.Skm	22 ″ 4	
29249 157606 VJYY	**Malaita** Ⓟ *OilEng.* *Ref.Mchy.* *2Dks(Stl-Uprdkpt*teaks) *CruiserStern*	3310 2323 1883	✠100A1 8,36 ~~3,35~~ ~~10,35~~	Syd ✠LMC10,33		CL	1933 10mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Burns,Philp&Co. Ld. *CellDB*258′656*t*	315·1|47·0|21·1 P42′B158′F36′ FK *FPT*70*t APT*26*t* (	SydnyNSW British 8*BHptCem* 1 „ *to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.$19\frac{1}{16}$″–$35\frac{7}{16}$″ 538NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	23 ″ 6 s 2 ″ 6½ 21 ″ 1¼	
29250 140608 GSCV	**Malakand** *ss*Gls.No.3-5,32 *2Dks(Stl)3rddk(Stl)inNo.1hold* *CruiserStern*	7649 7051 4635	✠100A1 ~~10,34~~ 11,35 MS8,31 *Fitted for oil*	Gls Mdl ✠LMC BS~~5,34~~7,35 *fuel* 3	*c*† ,19	CL ~~10,33~~ 11,35 *F.P. a*	1919 3mo *Lloyd* *bove*15	Lithgows Ld. PortGlasgow '*sA&CP* 0°F.	Thos.&Jno. Brocklebank,Ld. *Cell DB* 414′ 1615*t*	470·4|58·2|32·1 P47′B126′F47′ FK *D Ta* 37′ 1234*t FPT*	Liverpool British 7*BHCem* 100*t APT*96*t*	T.3Cy.28″,47½″&80″–54″(*r*) 200lb 778NHP 2DB&1Aux.SB,*19cf*,GS329 HS15086 Dunsmuir&JacksonLdGls	34 ″ 10 s 7 ″ 9½ 27 ″ 3¾	
29251 149984 VQWG	**Malake** *ss*Syd.No.2-35 ~~*ss*Suva.No.1-32~~ Wireless *Well deck* *1Dk(Stl-ws)*	736 509 382	✠100A1 10,35 ~~8,32~~ ~~BS6,34~~	Suva Syd ✠LMC~~6,32~~ 10,35	*k*	CL ~~9,34~~ ~~N1,34~~ 10,35	1928 2mo *Lloyd*	Grngem'th Dkyd.Co.Ld. Grngemouth '*sA&CP*	Burns,Philp (SouthSea)Co.Ld. *CellDBa&*	180·0|31·0|11·6 Q46′B55′F29′ FK *uE*44′*f*84′188*t FPT*	Suva,Fiji British 4*BHCem* 15*t APT*20*t*	T.3Cy.12½″,21″&34″–24″ (*s*) 200lb *100lb* 62RHP 1SB,*3cf*, HS1995 McKie&Baxter,Ld.Gls.	13 ″ 6 s ″ 9½ 13 ″ 0¾	
29252 142995 VOBK	**Malakoff** (*ex*Trawler) *ss*NFL.No.3-5,31 *1Dk*	321 233 150	✠100A1 9,34 ~~BS9,34~~ *Coasting Newf*	NFL BS5,35 ✠LMC5,31 *oundl*	 *an*	CL 10,33 *d&Lab*	1918 11mo *rador*	Canada Car &FoundryCo Ld. Fort William. Ont. A&CP	Govt.ofNewfound- land(Newfound- landRailway— SteamshipDept.)	135·6|22·6|12·7 Q74′F27′ BK7′ *FPT*3*t APT*2*t*	SJhnsNFL British 5*BHCem*	T.3Cy.13″,22″&36″–24″ (*s*) 185lb 95RHP 1SB,*2cf*,GS37,HS1451 FD NordbergMnfg.Co. Milwaukee,Wis.	13 ″ 3	
29253 ~~[illegible]~~ ~~GSCB~~	**Malakuta** *ss*Mdb.No.3-12,27 *ss*Gls.No.1-32 *2Dks(Stl)&3rd dk(Stl)inNo.1 hold* *Now* "Sheng Ho," *see No.* 40035 *in Supplement*	7205 6767 4516	✠100A1 10,34 MS4,31 *Fitted for oil* *Carrying oil*	Gls ✠LMC BS3,34 *fuel* 7, *fuel F*	*c*† 18 .*P.*	CL 7,32 *F.P. a* *above*1	1914 9mo *Lloyd* *bove* 1 50°*F.i*	C.Connell &Co.Ld. Glasgow '*sA&CP* *Cell* 50° F. *nNos.1,2&7,D*	~~TownsendBrothers~~ ~~(Shipping),Ld.~~ *DBa*158′*uE&B*76′ *BTanks*	470·2|58·0|32·1 P46′B124′F43′ FK *f*178′1563*t FPT*79*t*	Japanese 7*BHCem* *APT*54*t*	T.3Cy.26½″,45″&75″–54″ (*s*) 200lb HS12300 648NHP 2D&1AuxSB,*15cf*,GS264 D.Rowan&Co.Glasgow	34 ″ 11 s 7 ″ 10½ 27 ″ 3	
29254 217928 KIBF	**Malama** (*ex*MilwaukeeBridge) *Fitted for oil fuel* D.F. *1Dk2trBin fore &after holds* *&Web frames*	3275 3005 1996			...		1919	Submarine BoatCorp. PortNewark N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30′B90′F35′ FK	S.Frncisco Utd.States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa	28 ″ 6	R †
29255 220751 KDHY	**Malang** (*ex*EasternLeader) *Fitted for oil fuel* D.F. *2Dks*	3735 3443 2265			...		1920	Fujinagata Dockyard Osaka	MaltranS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs*).	344·8|50·1|26·6 P33′B73′F40′ FK	NewYork Utd.States *WB*	T3Cy.23″,38″&64″–48″ 342NHP FujinagataDkyd.Osaka	29 ″ 1	R †
29256 CSAJ	**Malange** (*ex*CarloPisacane,*ex*Algier, *ex*Hornfels) *1Dk&Spar dk*	3155 2995 2393					1904	Akt.Ges. "Neptun" Rostock	Companhia Colonial de Navegaçao.	302·2|45·3|25·4 H31′	Lisbon Portuguese *WB*	T.3Cy.20⅞″,$35\frac{7}{16}$″&55⅜″–37⅜″ 192NHP A.G."Neptun,"Rostock		C
29257 7325 SDVA	**Mälaren** *OilEng.* *ss*Lkr.No.2-34 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern*	2699 2344 1434	✠100A1 *withfreeboard* 7,35 ~~7,34~~ ✠LMC CS11,34 9,34	Lkr Got DBS~~7,34~~8,35	*v*	CL 7,33	1927 3mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*280′818	337·0|45·6|20·3 FK (*Coll* *t FPT*130*t APT*154*t*	Gothenbrg Swedish 6*BHptCem* *BH to Sh dk* 5 „ „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.24⅞″–$51\frac{3}{16}$″ 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s 1 ″ 7½ 21 ″ 4½	
29258 135534 GRBS	**Malatian** Ⓟ *ss*Liv.No.3-8,26 *Well deck* *ss*Liv.No.1-30 *1Dk(Stl)&2nd dk(Stl)inNos.1&2holds* *CruiserStern*	3537 2364 2224	✠100A1 8,33 BS12,34	Liv ✠LMC8,30	*u*	CL 9,34	1914 1mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	EllermanLines,Ld.	323·8|42·4|21·7 P&B216′F74′ FK *Cell DBa* 93′ *uE&B*	Liverpool British 6*BHCem* 53′*f*140′662*t*	T3Cy.20½″,35¾″&60″–42″(*s*) 215lb 343NHP 3SB,*6cf*,GS110,HS4875 FD Earle'sCo.Ld.Hull	26 ″ 9 s 2 ″ 11½ 23 ″ 11¼	
29259 221304 KDSI	**Malay** (*ex*Swiftwind-33) *ss*Mob.No.3-10,33 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* *&Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~ ~~9,34~~ 4,36 ~~BS9,34~~ *CarryingPetr* *Fitted for oil*	NYk ~~Phl~~ BS9,35 ✠LMC10,33 *oleum* *fuel* 6,	*c*† *in* 21	CL ~~10,33~~ 4,36 *bulk* *F.P. a*	1921 6mo *bove* 1	Northwest Bridge&Iron Co. Portland,Or. A&CP 50° F.	MalayS.S.Co. (C.D.Mallory&Co. Inc.) *CellDBuE&B*71′ '*tween dk tanks a*30	464·4|60·2|27·7 FK 230*t DTf*50′ 444*t* *t FPT*183*t APT*31*t*	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to S dk* 10 „ *U* „ 4 „ *2nd* „)	T.3Cy.27½″,46″&78″–51″ (*s*) 210lb 662NHP 3SB,*9cf*,HS9690 FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	36 ″ 5 s 8 ″ 11¾ 27 ″ 8	
29260 35169 JEMD	**Malay Maru** (*ex*Craighall) *ss*Kob.No.3-7,17 *ss*Kob.No.1-22 *2Dks(Stl)&deep framing*	4557 4153 3250	✠ 9,26 ✠	Kob	*x*		1905 3mo	D&WHen- dersn&Co.Ld. Glasgow *WB*	OzekiKisenK.K. *B* = *CellDBa*121′*u*	379·9|50·1|26·0 P40′B98′F40′ FK *E&B*37′*f*165′1011*t*	Kobe Japanese 6*BHCem* *APT*122*t*	T.3Cy.25″,41″&67″–48″ 368NHP 3SB,*9cf*,GS173,HS6160 D&WHendersn&CoLd.Gls	28 ″ 8	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29261 OYZC	**Malaya** TwinSc4Mst *ss*Cpn.No.3-4,34 *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	8654 8189 5512	✠100A1 *Awng dk* *withfreeboard* ~~6,35~~ ~~2,35~~ 2,36 DBS 6,35 ✠LMC CS4,34 2,35	Cpn	*c*†	CL 3,34	1921 7mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB* 392′ 1468*t* '*tween tunnels* 46′130*t*	445·8|60·3|39·1 F77′ *on Awng dk* FK *Tanks Collision FPT*108*t APT*108*t*	Copnhagn Danish *ptCem BHto Awdk* „ „ *U* „	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$″–$45\frac{1}{4}$″ 987NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ $4\frac{3}{4}$ 31 ″ 10	
29262 150116 VSNN	— 1*Dk*	895 618 388					1904	Bremer Vulkan Vegesack	StraitsS.S.Co.Ld.	198·1|32·3|13·1 P12′F22′	Singapore British *WB*	T3Cy $16\frac{3}{16}$″,$26\frac{1}{8}$″&$44\frac{1}{16}$″–$29\frac{1}{2}$″ 106NHP BremerVulkan,Vegesack		
29263 148730 GFVW	**Malayan Prince** TwinSc *ss*H.Kg.No.2-34 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	6734 5800 3656	✠100A1 *withfreeboard* 7,35 ~~1,35~~ DBS ~~4,34~~ 7,35 ✠LMC CS7,34 7,35 *Fitted for carrying Vegetable oil in fore (1926) & after peak tanks F.P. above 150° F in deep tanks*	HKg	*d*†	CL ~~9,32~~ SN1,35 P7,35	1926 3mo *Lloyd*	Deutsche WerftA.G Hamburg '*sA&CP*	RioCapeLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*) *CellDB*367′ 1386*t M*	441·6|60·3|29·2 F42′ *Duct keel fwd of Mchy. space* 159′ FK *Coll*	London British 8*BHptCem ptAsp BH to Sh dk* 7 „ „ 2*nd* „ *Ts* 42′ 1466*t*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$″–$47\frac{1}{4}$″ 1313NHP DB*100lb* DB(*Upper*)*43lb* AlgemeineElec.Ges.Berlin *FPT*130*tAPT*156*t*	32 ″ 3 s 4 ″ $6\frac{1}{4}$ 27 ″ $10\frac{3}{4}$	
29264 219783 KULC	**Malchace** (*ex*Chickamauga) *Fitted for oil fuel* 1*Dk*2*trB* *Longitudinal framing*	3516 — 2125					1920	Merrill StevensS.B. Corp. Jacksonville, Fla.	MaltranS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*)	333·8|48·0|24·9 P36′B97′F36′	New York Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
29265 146286 GDNB	**Malda** Ⓟ TwinSc 2*Dks*(*Stl*-*U*teak s) D.F. *CruiserStern* *Ref.Mchy* *Fitted for oil fuel*	9066 7265 5540	✠ 7,25 ✠	Mdb	*d*†		1922 3mo	Barclay, Curle& Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB*403′1568*t between tunnels*	465·0|58·3|33·5 P44′B175′F53′ FK *Tanks* 114′253*tFPT*164*tA*	Glasgow British 9 *BHpt Cem* *PT*69*t*	6SteamTurbinesDRgeared to 2 Sc.Shafts HS13948 1008NHP 4SB&1AuxSB,18*cf*,GS338 Barclay,Curle&Co Ld.Gls.	36 ″ 0	BT till ~~8,35~~ ~~3,36~~ 7,36
29266 FNQH	**Malgache** (*ex*Port deCherbourg, *ex*Malgache,*ex*Baymano, *ex*CayoRomano) 2*Dks*& *deep framing* D.F.	3777 — 2339			…		1911	W.Dobson &Co. Newcastle	~~Cie.Maritime des Transports Coloniaux~~ UnionMaritime Soc.Anon.	354·4|48·0|26·0 P41′B112′F41′ FK	Marseilles French *WB*	T.3Cy.25″,41″&68″–45″ 371NHP N.E.MarineEngCoLd.Nwc	28 ″ 5	V †
29267 SVPN	**Maliakos** (*ex*Intombi) *ss*Liv.No.3-12,24 *ss*Pir.No.2-33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	*3903* *3689* *2505*	✠100A1 ~~10,35~~ ~~9,34~~ 3,36 BS ~~11,34~~ ✠LMC8,33 4,36	Mch Ant	*w*	CL 9,34	1912 7mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	M.A.Embiricos *Cell DBa*111′ *uE&*	365·0|47·0|27·0 P33′B108′F38′ FK *B*56′*f*147′829*tFPT*	Andros Greek 6*BHCem* 64*tAPT*15*t*	T.3Cy.22″,37″&62″–48″ (*s*) 215lb 364NHP 3SB,*9cf*,GS173,HS6255 Dunsmuir&JacksonLdGls	29 ″ 6 s 5 ″ $4\frac{1}{4}$ 24 ″ $3\frac{1}{4}$	
29268 92973	**Malietoa** *Mchy.Aft* GyC. 1*Dk*2*trB*	4584 — 3921					1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0|50·0|24·3	D'luth Min Utd.States *WB*	Q.4Cy.$15\frac{3}{4}$″,$23\frac{3}{4}$″,$36\frac{1}{2}$″&56″–40″ 198NHP AmericanS.B.Co Clevelnd.		
29269 217115 WDOI	**Maliko** (*ex*CapeMay) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F. *Longitudinal framing*	6847 6596 4280			…		1918	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	MatsonNavigation Co.	415·0|53·7|36·3 FK	S.Frncisco Utd.States *WB*	T.3Cy.$30\frac{1}{2}$″,52″&86″–54″ 813NHP BethlehemS.B. Corp.Ld Sparrow'sPt.Md.	39 ″ 6	R †
29270 145402 GJCN	**Malines** Ⓟ TwinSc Sub.Sig. 2*Dks*&*Shelter dk* *CruiserStern*	2969 2384 1257			…		1921	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRly.	320·7|43·2|25·7 F128′*onShelter dk* FK	Harwich British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP WllsndSlpwy.&Eng.Co. Ld.Nwc	26 ″ 6	BT till ~~11,35~~ 11,36
29271 310 HSAL	**Malini** TwinSc3Mst *ss*Bgk.No.2-33 *OilEng.* 2*Dks*(*Stl*) *Wthr dk*(teak s) *Cargo battens not fitted in 'tween dks*	1278 1121 788	✠100A1 *withfreeboard* ~~7,35~~ ~~1,35~~ 12,35 ✠LMC CS6,34 4,35	Bgk	*o*	CL 1,35	1925 7mo *Lloyd*	A/S NakskovSkibsværft Nakskov '*sA&CP*	SiamStm.Nav. Co.Ld. *CellD*	223·5|35·6|18·2 F33′ FK *Coll* *B*182′ 178*t FPT*16*t*	Bangkok Siamese 4*BHptCem BH to W dk* *APT*27*t*	Oil Engines 4S.C.SA 12Cy.$14\frac{9}{16}$″–$22\frac{7}{16}$″ 245NHP HolebyDieselmtrfkHoleby	20 ″ 0 s4 ″ $10\frac{1}{2}$ 15 ″ $5\frac{1}{2}$	
29272 148050 GDCN	**Malistan** *ss*Shl.No.2-34 *Mchy.Aft* D.F. 2*Dks*(*Stl*)	5553 4994 3438	✠100A1 ~~6,35~~ 11,35 BS11,35 ✠LMC5,34 *Carrying Petroleum in bulk Fitted for oil fuel 2,24 F.P. above 150° F.*	Shl	*y*	CL 5,34	1924 2mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *Cell D* 211*tDTf*37′34	400·0|52·2|31·3 P109′B34′F38′ FK *Bu E&B*87′ 5*t FPT*92*t APT*76*t*	Newcastle British *ptCem* 10*BHtoUdk* 4 „ „ 2*nd* „	T.3Cy.$27\frac{1}{2}$″,45″&75″–48″ (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 5 ″ $1\frac{3}{4}$ 26 ″ $1\frac{1}{2}$	
29273 DIDD	**Malkah** (*ex*J.C.&H.C.Kiehn) *OilEng.* 1*Dk* Wireless *Carrying Petroleum in bulk*	1118 972 598					1923	J.C.&H.C. Kiehn Hamburg	Europäische Tanklager u Transp.A.G.	221·9|32·5|15·3 P52′F20′	Hamburg German	Oil Engines 4S.C.SA 6Cy.$15\frac{3}{4}$″–$29\frac{1}{16}$″ 144NHP E*made&fitted*27 Motorenfabr."Deutz," A.G.Köln-Deutz		G
29274 ESAZ	**Mall** (*ex*Germinal,*ex*LakeHarney) *ss*Tln.No.3-5,31 *ss*Tln.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1863 1625 1094	✠100A1 3,36 ~~6,34~~ ~~BS6,34~~ ✠LMC ~~5,34~~ ~~6,35~~ 3,36	Rot Tln	*r*	CL ~~5,34~~ 1,36	1918 7mo	American S.B.Co. Lorain,Ohio A&CP	TallinnShipping Co.Ld. *CellDB*218′538*t FPT*	251·0|43·5|20·0 P25′B64′F23′ FK	Tallinn Estonian 6*BHCem* 56*tAPT*69*t*	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2 s 2 ″ $7\frac{1}{4}$ 17 ″ 9	
29275 218809 KIXX	**Mallemak** (*ex*Wekika) *Fitted for oil fuel* 1*Dk*2*trB* *Longitudinal framing*	3515 3216 2125					1919	Merrill-StevensCo. Jacksonville	MaltranS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*)	333·8|48·0|24·9 P36′B97′F36′	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft W.&A.FletcherCo. Hoboken,N.J.		R
29276 EAOZ	**Mallorca** Ⓟ 1*Dk*&*Shelter dk*(*Stl*-ws) 2*nd dk in holds*	2205 — 1198	✠ 1,20 ✠	Bcl	*s*		1914 11mo	N.Odero fu A.&Co. SestriP'nente	Cia.Trasmediterranea *CellD BuE&*	297·2|38·6|26·6 FK *B*101′*f*45′189*tFPT*	Palma de Mallorca Spanish 6*BHCem* 19*tAPT*57*t*	T3Cy.24″,$38\frac{3}{8}$″&$67\frac{5}{16}$″–$47\frac{1}{4}$″ 509NHP 4SB,*12cf*,GS186,HS7888 N.OderofuA.&Co.	27 ″ 6	V †
29277 LCSX	**Malmanger** *ss*Mob.No.3-2,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7078 6404 4411	✠100A1 11,35 ~~11,33~~ BS11,35 ✠LMC2,32 *Carrying Petroleum in bulk Fitted for oil fuel 6,20 F.P. above 150° F.*	Bdx Bgn	*a*†	CL N11,33	1920 6mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Westfal-Larsen& Co.A/S *CellDBuE*	425·0|57·0|33·1 P101′B28′F42′ FK &*B*55′142*tDTf*38′5	Bergen Norwegian 15*BHptCem* (9 *to Up dk* 6 „ 2*nd* „) 18*tAPT*53*t*	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2 27 ″ $0\frac{1}{4}$	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29278 6208 SJZA	**Malmen** ssEls.No.3–11,31 D.F. 1*Dk*(*Stl*)	*3607* *3357* *2216*	✠100A1 ~~5,35~~ ~~11,34~~ 11,35 BS~~8,34~~ 5,35 ✠LMC11,31	Got Skm	*w*	CL ~~N10,34~~ 2,36	1919 11mo	N.V.Schps Dordrecht Dordrecht A&CP	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *Ce*	352·5 P29′B210′F29′ FK *llDB*304′ 951*t FPT*	51·2	23·0	Gothenbrg Swedish 6*BHCem* 80*t APT*74*t*	T.3Cy.23$\frac{3}{16}$″,37″&62″–42″(*s*) 180lb 333NHP 3SB,9*cf*,GS169,HS6000 Maats.Fyenoord,Rot.	25 ″ 3 s 3 ″ 2½ 22 ″ 2¼	
29279 3759 SEDA	**Malmö** Ⓟ TwinSc (*TrainFerry*) Wireless 2*Dks*	1587 1401 556					1900	Kockums M.V.Aktieb. Malmö	SvenskaStatens Jernvägar(R. Schältz, *Mgr.*)	266·6 H130*t*	51·0	17·3	Malmö Swedish *WB*	T.6Cy.16$\frac{13}{16}$″,27$\frac{3}{32}$″&47¼″– 27$\frac{9}{16}$″ 234NHP KockumsAktieb.Malmö		
29280 DHQC	— 1*Dk*	981 705 468					1918	H.C.Stülc- kenSohn Hamburg	Bissmark-Linie, G.m.b.H.	217·1 P61′B59′F21′	32·4	12·7	Hamburg German *WB*	T3Cy.17$\frac{7}{16}$″,29½″&46½″–31½″ 122NHP H.C.StülckenSohn,Ham.		G
29281 OXEE	— Ⓟ Wireless 1*Dk*	609 440 251					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk. ÖresundA/S(M.N. Suenson, *Mgr.*)	194·0 B70′F32′	33·2	12·9	Copnhagn Danish *WB*	T.3Cy.17″,27″&45″–30″ 111NHP KjbnhavnsFlydk.&Skbsv.		V
29282 145437 GFBD	**Maloja** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig 2*Dks*(*Stl–ptws*)& *CruiserStern* *Shl dk*(*Stl–ws*)&*U Shl dk* (*Stl–ws ptteak*)3*rd dk*(*Stl*) *in No.*1 *hold*	20914 17305 12792	✠ 11,26 ✠ ✠Lloyd'sRMC 2,36 ~~10,35~~	Lon	*n*†		1923 10mo	Harland& Wolff,Ld. Belfast *Tanks*	P.&O.Stm.Nav.Co. *CellDB*527′2615*t* ′*tween tunnels* 180*t*	600·8 B351′F111′ *on* *U Sh dk* FK&BK2″ *Collision* *FPT*182*t APT*254*t*	73·4	48·6	Belfast British *pt Asp pt Cem* *BH to U S dk* 10 ,, ,, *Sh* ,,	Q.8Cy.33″,47″,67½″&97″–60″ 2632NHP 6DB&2SB,56*cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till 1,37
29283 226454 WMCE	**Malolo** Ⓟ TwinSc ssS.Fo.No.2–35 ~~ssS.Fo.No.1–32~~ 3*Dks*(*Stl*)4*th Dk*(*Stl*) *in* D.F. GyC. *forward holds* E.S.D. *CruiserStern*	17232 12442 8305	✠100A1 *withfreeboard* 12,35 ~~1,35~~ ~~BS1,35~~ ✠LMC~~1,32~~ 12,35 ✠Lloyd'sRMC9,31 *Fitted for oil*	SFo *fuel*10	*n*† ,27	CL ~~7,32~~ 12,35 *F.P. a*	1927 10mo *Lloyd* *bove* 1	W.Cramp& SonsS&EBCo Philadelphia '*sA&CP* 50° F.	MatsonNav.Co. *C*	554·0 B&F490′ FK *ell DB*424′ 1959*t D*	83·2	30·7	S.Frncisco Utd.States 12*BHCem* *Ts a* 938*t FPT*181*t* *APT*168*t*	8 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 280lb 5112NHP 12 Water Tube Boilers HS55764 FD W.Cramp&SonsS&E.B.Co.	44 ″ 6 s15 ″ 9 29 ″ 0	
29284 147086 MLNX	**Malrix** ssHul.No.3–7,35 ~~ssHul.No.2–32~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	703 478 354	✠100A1 7,35 ~~9,34~~ ✠LMC 7,35 ~~MC9,34~~ ~~BS4,34~~	Hul	*j*	CL ~~N11,32~~ 7,35	1923 6mo *Lloyd*	Cochrane& Sons,Ld. Selby '*sA&CP*	RixSteamships, Ld.(R.Rix&Sons, *Mgrs.*) *CellD*	175·1 Q99′B11′F25′ FK *Bf*99′ 142*t FPT*55*t*	29·0	11·4	Hull British 4*BHCem* *APT*28*t*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP 1SB,3*pf*,GS48,HS1683 C.D.Holmes&Co.Ld.Hull	13 ″ 6 s 3 ″ 9½ 13 ″ 3½	
29285 Broken up 49 YLBE	**Malta** (*ex*Albert–33,*ex*Herman, *ex*Agathe,*ex*Buccaneer) *Well deck* 1*Dk*&*Web frames*	951 739 519			...		1890	J.Scott& Co. Kinghorn	LatvianGovern- ment(ValtsKugu Parvalde, *Mgrs.*)	217·5 P24′Q84′F26′ FK	30·1	14·0	Riga Latvian *WB*	T.3Cy.21½″,33″&54″–36″ NB13 182NHP J.Scott&Co.Kirkcaldy	16 ″ 4	V †
29286 26404 JMTD	**Malta Maru** ssNag.No.3–1,32 2*Dks*(*Stl*)	5500 4988 3456	✠100A1 8,35 ~~11,34~~ ✠LMC~~11,34~~ 8,35	Nag	*z*	CL 10,33	1919 10mo	Asano S.B.Co. Tsurumi A&CP	IshiharaSangyo KaiunK.K.	400·0 P33′B124′F41′ FK *Cell DB*339′942*t*	53·2	29·4	Fuchu Japanese 6*BHCem* *APT*27*t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 8 25 ″ 8	
29287 232327 WLEW	**Malton** (*ex*BaronGlenconner–33) *Fitted for oil fuel* 1*Dk*	2972 2721 1818					1923	Napier& Miller,Ld. Glasgow	MaltranS.S.Co. Inc.(C.D.Mallory &Co.Inc. *Mgrs.*)	332·6 P29′B97′F34′	48·3	22·0	NewYork Utd.States *WB*	T 3Cy.21½″,35½″&60″–39″ 225NHP J.G.Kincaid&Co.Ld.Grk.		R
29288 219782 KULB	**Maltran** (*ex*Carolinas,*ex*Pinellas) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	3513 3216 2144					1920	Merrill- StevensS.B. Corp. Jacksonville	MaltranS.S.Co. Inc.(C.D.Mallory& Co.Inc. *Mgrs.*)	333·8 P36′B97′F36′	48·0	24·9	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
29289 7216 SFKG	**Malva** ssGot.No.2–33 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	*519* *382* *254*	✠100A1 5,35 BS~~2,34~~ 5,35 ✠LMC4,33	Got	*h*	OG 5,34	1925 7mo *Lloyd*	Aktieb. LödöseVarf Lödöse '*sA&CP*	A/B LödöseVarf (T.Petterson, *Mgr.*) *Ce*	151·7 P46′F25′ FK *llDBf*59′ 84*t FPT*	28·1	12·5	Lödöse Swedish 3*BHCem* 13*t APT*19*t*	O.2Cy.12″&27″–18″ (*s*) 130lb 36NHP 1SB,2*cf*,GS28,HS700 Aktieb.LödöseVarf Lödöse	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
29290 PFTE	**Malvina** TwinSc ssRot No.1–35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8249 7476 4782	✠100A1 ~~2,35~~12,35 ~~✠LMC1,32~~ *CarryingPetr* DBS12,35 ✠LMC CS12,35 12,35	Rot *oleum*	*c*† *in*	CL ~~6,32~~ 12,35 *bulk*	1932 1mo *Lloyd*	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam '*sA&CP*	PetroleumMaats. "LaCorona" *C*	450·8 P103′B35′F43′ FK *ellDBuE*69′222*t D*	62·0	34·1	TheHague Dutch 14*BH* *Tf*32′355*t FPT*225*t* *APT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 2DB150*lb* 714NHP WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
29291 UNAB	**Malygin** (*ex*SoloveyBoudimirovitch, *ex*Bruce) 2*Dks*&*Awng dk*	1622 834 408			...		1912	Napier& Miller,Ld. Glasgow	U.S.S.R.	250·4 F *on Awng dk*36′ FK	36·2	22·3	Archangel Russian *WB*	T.3Cy.25″,42″&68″–45″ 521NHP J.G.Kincaid&Co.Ld.Grk.	25 ″ 3	
29292 131389 GMTL	**Mamari** (*ex*Mamilius–33, TwinSc *ex*Zealandic) ssLon.2ndNo.3–1,33 *Ref.Mchy.* 2*Dks*(*Stl*) &*Shelter dk*(*Stl–ptws*)	7924 7345 5058	100A1 *withfreeboard* ~~5,35~~ ~~11,34~~1,36 BS~~1,34~~5,35 LMC1,33 ✠Lloyd'sRMC~~11,34~~~~5,35~~1,36	Nwc Gls		11,34	1911 *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellD*	Norfolk&North AmericanSteam ShippingCo.Ld. (Shaw,Savill& AlbionCo.Ld, *Mgrs.*) *B*416′1713*t Tanks in*	477·5 P40′B221′F81′ *on Shelter dk* FK&BK2″(*way of tunnels*16*t*	63·1	31·5	Liverpool British 9*BHCem* *Coll to Sh dk* 8 ,, 2*nd* ,,)	Q.8Cy 22″31½″46″&65½″–48″ 215lb (*s*) 995NHP 2D&2SB,18*cf*,GS354, HS15146 FD Harland&Wolff,Ld.Bel.	34 ″ 4 s 6 ″ 3 28 ″ 6½	
29293	**Mambi** Iron (*exSailingVessel*Ninfa, ssGen.No.1–16 *ex*Ladakh) 2*Dks* *Fitted for oil fuel* *Carrying Molasses in bulk*	1983 — 886	✠ 8,16	Gen Lv	*v*		1883 2mo	Oswald, Mordaunt &Co. Southampton	Cia.Cubana de Transporte de Mieles	269·0 BK10″	39·5	24·2	Havana Cuban 1*BHCem*	T.3Cy.19″,32″&56″–36″ *E made*18*fitted*21 188NHP *B made*20*fitted*21 WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R †
29294 145 OTMA	**Mambika** (*ex*Asier) ssAnt.No.3–8,35 ~~ssAnt.No.2–28~~ D.F. 2*Dks*(*Stl*)	*3081* *2869* *1813*	✠100A1 9,35 ~~4,31~~ ~~BS2,30~~ ✠LMC~~10,29~~ 9,35	Ant	*u*	CL ~~4,31~~ 9,35	1920 9mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow '*sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInterna- tionale, *Mgrs.*)	331·0 P32′B102′F33′ FK *Cell*	46·5	23·3	Antwerp Belgian 5*BHCem* *DB*280′585*t*	T.3Cy.22″,37″&62″–48″ (*s*) 215lb 442NHP 3SB,9*cf*,GS161,HS6705 FD Dunsmuir&JacksonLd.Gls *FPT*86*t APT*63*t*	25 ″ 6 ~~s 4 ″ 1½~~ ~~21 ″ 9~~ s3 ″ 11½ 21 ″ 9	
29295 35646 JIGC	**Mamiya Maru** Ⓟ (*Icebreaker*) Wireless 2*Dks*	1127 853 469					1929	KobeSteel Works Harima	KitaNipponKisen K.K.	210·0 P27′B66′F36′	31·0	20·0	Fuchu Japanese *WB*	T.3Cy.18$\frac{7}{8}$″,29$\frac{5}{8}$″&50$\frac{3}{4}$″–33″ *E made*92*fitted*29 148NHP KawasakiDkydCoLdKobe		
29296 LEKY	**Mammy** (*ex*Mandeville–35) 2*Dks*3*trB*	1656 993 1038					1911	Akt.Bur- meistr&Wain Copenhagen	D/S A/S Carrier (ValdemarSkog- landA/S, *Mgrs.*)	255·3 H124*t*	35·7	22·6	Haugesnd Norwegian *WB*	T.3Cy.22″,35″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn		N

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29297 PKGO	**Mampawa** OilEng. Mchy.Aft 1Dk	537 362 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Konink l.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 122NHP SulzerBros.Winterthur		V
29298 PFTI	**Mamura** TwinSc OilEng. 1Dk(Stl)2nddk(Stl)clear D.F. Mchy.Aft of cargotanks Longitudinal framing at bottom & at deck	8251 7476 4783	✠100A1 8,35 ~~8,31~~ ✠LMC1,32 Carrying Petroleum in bulk	Rot	c†	CL ~~8,32~~ 8,35	1932 1mo Lloyd'sA&CP	N.V.Wilton'sMachfbr &Scheepswrf. Rotterdam	PetroleumMaats. "LaCorona" CellDBuE69'22 2tDTf32'355tFPT 225tAPT41t	450·8 P103'B35'F43' FK	62·0	34·1	TheHague Dutch 14BH	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
29299	**Man Hing** (exWing Hung,exFookSing, exWahKiu) WoodTrpSc OilEng. 2Dks&Shadedk	839 636 528					1919	Kwong TuckCheong HongKong	ChoungChongCo. (SamTickS.S.Co. Mgrs.)	163·4	30·7	16·5	Macao Portuguese	Oil Engines 12Cy.(8)11"–12"&(4)12½"–13½" 282NHP KwongTuckCheong,HKg.		
29300 129051 CYFS	**Man Isle** Ⓟ (exManisle–33, exSambro–33, ssHav.No.3–5,20 exPellegrini,exSkerne) ssHfx.No.1–25 Well deck 1Dk(Stl)	888 696 497	✠ 9,28 ✠	Hfx	k		1909 6mo	ShortBros. Ld. Sunderland	ManIsleTransportationCo.Ld. (R.G.GordonMgr) CellDBa37'uE15'f92'223tFPT 31tAPT20t	195·7 Q92'B17'F22' FK	34·1	11·5	HalifaxNS British 4BHCem	T.3Cy.15",25"&41"–27" 84RHP 1SB,3pf,GS49,HS1600 G.T.Grey,SouthShields	13 ″ 6	C †
29301 219519 KOZG	**Mana** (exMoraviaBridge) Fitted for oil fuel 1Dk2nd trB in fore&after D.F. holds&Web frames	3283 3005 1996			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B9'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29302 140530 GSCM	**Manaar** ssBkn.No 3–12,29 ssMdb.No.1–34 2Dks(Stl) 3rd dk(Stl)inNo.1hold	7242 6830 4499	✠100A1 5,35 BS~~1,35~~ ✠LMC2,34 12,35 Carrying oil fuel F.P. above 150° F. in DB Fitted for oil fuel 1,19 F.P. above 150° F.	Gls	c†	CL 6,34	1917 8mo Lloyd'sA&CP	C.Connell &Co.Ld. Glasgow	Thos.&Jno. Brocklebank,Ld. CellDB413'1563tDTa34' 216t FPT 79tAPT84t	470·0 P47'B124'F43' FK	58·0	32·1	Liverpool British 7BHCem	2SteamTurbinesSRgeared to 1Sc.Shaft (r) 787NHP 200lb HS14430 2DB&2SB,18cf,GS330 D.Rowan&Co.Glasgow	34 ″ 11 s7 ″ 10½ 27 ″ 3	
29303 PUBO	**Manaos** 2Dks&Shadedk	1719 1331 1169	✠ 2,84	Gls	Lv		1883 11mo	J.&G. Thomson Clydebank	LloydBrasileiro	266·3 H327t F47' WB=APT	36·1	19·5	R.Janeiro Brazilian 3BH 1PBH	C.2Cy.35"&70"–45" 274NHP J.&G.Thomson,Clydebank		
29304 HPAO	**Manaqui** Sub.Sig. Fitted for oil fuel 1Dk	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	BalboaShppg.Co. Inc.(UnitedFruit Co.Mgrs.)	303·0 B83'F38'	47·2	21·7	Balboa Pnamanian WB	T.3Cy.20½",34"&57"–45" 217NHP Wrkman,Clark&Co.LdBel		C
29305 220639 KDFM	**Manatawny** Fitted for oil fuel Carrying petroleum in bulk 2Dks	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	DeepSeaFisheries, Inc.	390·0 P39'B121'F43'	54·2	27·8	S.Francisco Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
29306 219990	**Manatee** Fitted for oil fuel Longitudinal framing 2Dks	5948 6144 3823					1920	O.Daniels Co. Tampa,Fla.	UnitedStates ShippingBoard Bureau	402·1 P34'B118'F38'	54·0	34·4	Tampa,Fla Utd.States WB	T.3Cy.24½",41½"&72"–48" HardyTyne 359NHP Mfg.Co.Birmingham,Ala.		
29307 135368 GKBP	**Manchester Brigade** ssMch.No.3–7,30 ssMch.No.1–34 1Dk(Stl)&Shelter dk(Stl) E.S.D. 2nd dk(Stl)inNos.1,2,3&4holds D.F. Ref.Mchy. Cargo battens not fitted inShltr'tween dks	6042 5759 3764	✠100A1 Shelter dk withfreeboard 4,35 ✠LMC MS12,34 BS4,35 Lloyd'sRMC~~4,35~~ ~~10,35~~ 4,36 Port chamber for temp. 32° F.	Mch	z	CL 4,35	1918 8mo Lloyd'sA&CP	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld. CellDB368'999tDTa33'734t FPT68tAPT64t	418·0 B on Shelter dk 126' FK	53·5	33·4	Manchestr British 7BHCem	T.3Cy.29",49"&80"–54" (s) 190lb 690NHP 3SB,12cf,GS231,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 s 7 ″ 11¾ 28 ″ 3	
29308 147409 GLRM	**Manchester Citizen** ssMch.No.2–33 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNos.1, D.F. E.S.D. 2&3holds Ref.Mchy. CruiserStern	5336 4698 3003	✠100A1 withfreeboard ~~12,35~~ ~~1,35~~ 2,36 ✠LMC MS11,33 BS~~[illegible]~~9,35 ✠Lloyd'sRMC~~2,35~~ ~~[illegible]~~ 2,36 Fitted for oil fuel 7,25 F.P. above 150° F.	Mch	b†	CL ~~12,32~~ 12,35	1925 8mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ManchesterLiners. Ld. Duct keel fwd of Mchy space 129' CellDB344'1286t DTa33'859tDTf33'938tFPT74tAPT97t	417·7 B127'F36' FK	57·0	27·7	Manchestr British 9BHptCem (Coll BH to Sh dk 6 ,, ,, 2nd ,, 2 ,, ,, 3rd ,,)	T.3Cy.29",49"&80"–54" (s) 190lb FD 691NHP 3SB,12cf,GS239,HS10300 Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 3 s 4 ″ 1¼ 26 ″ 4½	
29309 147408 GKMY	**Manchester Commerce** ssMch.No.2–33 1Dk(Stl)&Shelterdk(Stl) 3rd dk(Stl)in D.F. E.S.D. Nos.1,2&3holds Ref.Mchy. CruiserStern	5336 4698 3002	✠100A1 withfreeboard 3,36 ~~3,35~~ BS10,35 ~~BS9,34~~ ✠LMC8,35 ✠Lloyd'sRMC~~3,35~~ 5,36~~10,35~~ Fitted for oil fuel 6,25 F.P. above 150° F.	Mch	b†	CL 3,35	1925 7mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ManchesterLiners, Ld. Duct keel forward of Mchy space 129' CellDB344'1286t DTa 33' 859tDTf33'938tFPT74tAPT97	417·7 B127'F36' FK	57·0	27·7	Manchestr British 9BHptCem (Coll BH to Sh dk 6 ,, ,, 2nd ,, 2 ,, ,, 3rd ,,)	T.3Cy.29",49"&80"–54" (s) 190lb 691NHP 3SB,12cf,GS239,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 3 s 4 ″ 1¼ 26 ″ 4¼	
29310 135369 GBYR	**Manchester Division** ssMch.No.3–8,30 ssMch.No.1–35 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNos.1,2,3&4holds Cargo battens not fitted in Shelter 'tween dks Ref.Mchy. E.S.D. D.F.	6048 5766 3768	✠100A1 Shelter dk withfreeboard 1,36 ~~2,35~~ ✠LMC BS~~6,34~~5,35 MS8,34 Lloyd'sRMC~~[illegible]~~ ~~8,35~~ 3,36 Port chamber for temp. 32° F.	Mch	z	CL ~~11,32~~ 1,36	1918 10mo Lloyd'sA&CP	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld. CollisionBHtoShltr dk 6BHtoUdk CellDB368'999tDTa33'734tFPT68tAPT64t	418·0 BonShelter dk 126' FK	53·5	33·4	Manchestr British Cem	T.3Cy.29",$49\frac{5}{16}$"&80"–54"(s) 190lb 690NHP 3SB,12cf,GS231,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl	36 ″ 0 s 7 ″ 11¾ 28 ″ 3	
29311 140584 GPMN	**Manchester Exporter** (exRexmore) ssMch.No.3–3,30 2Dks(Stl)&Shelter dk(Stl) D.F. 3rd tr beams in No.1 hold Cargo battens not fitted in Sheltr'tweendks ssMch.No.1–34	5277 4725 2897	✠100A1 Shelter dk withfreeboard 1,36~~2,34~~ ✠LMC MS5,34 BS~~2,33~~3,36 Fitted for oil fuel 7,21 F.P. above 150° F.	Mch	a†	CL 10,34	1918 6mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	ManchesterLiners. Ld. CellDB321'964t DTf31'957tDTa31'861t	420·3 F on Shelter dk 33' FK	55·0	27·9	Manchestr British 7BHCem APT52t	T.3Cy.29",49"&80"–54" (s) 180lb FD 712NHP 4SB,12cf,GS249,HS11000 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 6 s 3 ″ 7¾ 27 ″ 2½	
29312 135366 GPVS	**Manchester Hero** ssMch.No.3–3,28 ssMch.No.1–32 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo.1hold	5775 5532 3664	✠100A1 Shelter dk withfreeboard 10,35~~10,34~~ ✠LMC MS5,32 BS~~3,33~~2,36	Mch	y	CL 9,33	1916 1mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	ManchesterLiners. Ld. WB=Cell DB a140'uE&B45'f166'1303t APT112t	400·0 FonShelter dk37' FK	53·0	32·3	Manchestr British 6BHCem	T.3Cy.27",45"&74"–48" (s) 180lb 532NHP 3SB,9cf,GS181,HS7906 FD Blair&Co.Ld.Stockton	34 ″ 11 s 9 ″ 2¾ 25 ″ 11	
29313 137512 GPVX	**Manchester Producer** (exStartPoint) ssMch.No.3–9,28 D.F. ssMch.No.1–33 Ref.Mchy. 2Dks(Stl)& E.S.D Shelter dk(Stl)	5106 4774 3174	✠100A1 Shelter dk withfreeboard 2,36 ~~2,35~~ ✠LMC MS11,32 BS~~3,35~~ 2,36 Lloyd'sRMC~~4,35~~ ~~7,35~~ 2,36 Stbd. chamber for temp. 32° F	Mch	a†	CL N1,35	1916 5mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	ManchesterLiners. Ld. CellDBa135'uE31'f172'1054t DTa35' 946t FPT109t APT124t	420·3 FonShelter dk34' FK	53·5	27·8	Manchestr British 7BHCem	T.3Cy.29",49"&80"–54" (s) 180lb 682NHP 3SB,12cf,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 6 s 3 ″ 8¼ 27 ″ 0	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. EHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
29314 146830 GJMN	**Manchester Regiment** ssMch.No.3-2,35 1Dk(Stl)&Shelterdk(Stl) D.F. 2nddk(Stl)except in after hold Ref.Mchy. E.S.D. CruiserStern	5989 5183 3199	✠100A1 Shelter dk withfreeboard 4,36 ~~2,35~~ ✠LMC MS2,34 BS~~[illegible]~~11,35 Lloyd'sRMC~~2,35~~ 4,36 Forward stbd. chamber for temp. 25° F. After stbd. chamber for temp. 32° F. Fitted for oil fuel 8,22 F. P. above 150° F.	Mch	c†	CL ~~3,33~~ 2,36	1922 3mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ManchesterLiners, Ld. Duct keel in boiler space & forward 154' DTf33' Collision BH to Sh dk 6 „ „ U „ CellDB368'1596t 967tDTa33'790t FPT68tAPT82t	450·4 F42' on Shelter dk	58·1	28·3 FK	Manchestr British ptCem	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 190lb 1004NHP 6SB,16cf,GS325,HS18168FD Richardsons,Westgarth&Co.Ld.Mdb.	31 ″ 0 s 4 ″ 7¾ 26 ″ 7¾	
29315 140566 GPVY	**Manchester Spinner** (exGrampianRange) D.F. 1Dk	4767 4372 2968					1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld.	385·0 P36'B126'F38'	52·0	27·0	Manchestr British WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl		C
29316 132997 GRLW	**Mandalay** Fitted for oil fuel D.F. 2Dks	5529 5132 3539					1911	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld. (P. Henderson&Co. Mgrs.)	425·0 P54'B123'F52'	54·2	28·3	Glasgow British WB	T.3Cy.26",44"&73"-48" 369NHP Denny&Co.Dumbarton		C
29317 136079 KJQN	**—** Ⓟ IronTwinSc (exExpress)	1120 — 407					1889	Harlan& Hollingswrth Wlmgtn,Del.	Boston,NewYork& SouthernS.S.Co. Inc.	272·0	44·1	12·6	NewYork Utd.States	C.2Cy.26"&48"-36" 115NHP Harlan&HollingsworthCo.		
29318 PKGQ	**Mandar** OilEng. Mchy.Aft 1Dk	536 362 362					1929	NV.Intern. Schps.Maats. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 3/16"-15¾" 122NHP Gebr.Sulzer,Winterthur		V
29319 143614 GCXB	**Mandasor** ssGls.No.3-10,32 2Dks(Stl)	5144 4711 3149	✠100A1 4,35 BS10,35 ✠LMC MS5,32 ~~BS10,34~~ Fitted for oil fuel 3,20 F.P. above 150° F.	Gls	y	CL 9,33	1920 3mo Lloyd'sA&CP	W.Hamilton&Co.Ld. PortGlasgow	Thos.&Jno. Brocklebank,Ld. Intermediate 'tween dk BH in after hold dispensed with 5BHtoUdk 1BH to 2dk only CellDB338'1101tDTa35'1001t FPT109tAPT65t	400·1 P51'B117'F39'	52·3	28·5 FK	Liverpool British Cem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS172,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
29320 PUBP	**Mandu** (exBelmonte,exPosen) Sub.Sig. 2Dks&Shelterdk	6588 6181 4153					1913	Bremer Vulkan Vegesack	LloydBrasileiro	471·2 H—	59·2	28·9	R.Janeiro Brazilian WB	T3Cy32 5/16",52½"&86⅝"-55 1/16" 557NHP BremerVulkan,Vegesack		V
29321 144250 GDMW	**Manela** Ⓟ TwinSc Ref.Mchy. 2Dks(Stl-U teak s) Fitted for oil fuel	8303 6842 5041	✠ 5,24 ✠	Mdb	c†		1921 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB419'1550tFPT124tAPT60t	450·0 P44'B161'F42'	58·3	32·8 FK	Glasgow British 9BHCem	6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP 4SB,16cf,GS301,HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till 3,36
29322 5794 SFKI	**Manfred** (exBismark, exLiselotteLinneman) 1Dk	*607* *475* *322*					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb.(Fredr. Olsson,Mgr.)	175·2 Q52'B47'F22'	30·1	10·9	Verkebäck Swedish WB	T.3Cy.12¾",20½"&32¾"-22" 49NHP EiderwerftA.G.Tönning		G
29323 143638 GCXP	**Mangalore** ssGls.No.3-4,33 2Dks(Stl)&3rddk(Stl) in No.1 hold Cruiser Stern	8886 8310 5476	✠100A1 4,36 ~~4,35~~ ✠NE7,28 ✠LMC MS12,32 BS~~[illegible]~~11,35 Fitted for oil fuel 6,20 F.P. above 150° F.	Mdb	g†	CL 2,35	1920 6mo Lloyd'sA&CP	C.Connell &Co.Ld. Glasgow	Thos.&Jno. Brocklebank,Ld. CellDB417'1893tDTa40'1568tFPT111tAPT90t	480·3 P49'B185'F42' shortened35	63·9	35·6 FK	Liverpool British 8BHptCem	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (r) HS19266 1147NHP 2DB&2SB,24cf,GS420 D.Rowan&Co.Ld.Glasgow	38 ″ 4 s 8 ″ 4¼ 30 ″ 2¼	
29324 DIDE	**Mangan** OilEng. 1Dk	475 355 299					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski ReedG.m.b.H.	164·8 P42'F22'	26·4	10·2	Hamburg German WB	OilEngines 4S.C.SA 6Cy.11"-19 11/16" 70NHP Humboldt- NE31 Deutzmot,A.G.Köln		G
29325 7979 SKUO	**Mangen** (exRömö-34,exKasko-34, exRomo) 1Dk	*1253* *954* *680*					1922	Xiansands Mek.Værks. Xiansand	O.F.Ahlmark&Co. Eftr.A/B	235·3 P17'Q61'B102'F31'	36·2	13·4	Karlstad Swedish WB	T.3Cy.17",29"&47"-33" 127NHP XiansandsM.V.Xiansand		V
29326 137223 VQWF	**Mangola** (exEudunda) ssMel.No.3-6,32 Ref.Mchy 1Dk(Stl)&Shelterdk(Stl)& Webframes Longitudinalframing	3352 3009 1922	✠100A1 Shelter dk withfreeboard 9,35 ~~1,35~~ ✠LMC MS6,32 BS~~3,34~~4,35 ✠Lloyd'sRMC~~4,35~~ 9,35	Sng Syd	v	CL ~~6,32~~ 9,35	1920 9mo	Common- wealthNaval Dockyard Sydney,NSW A&CP	Burns,Philp&Co. Ld. Collision BHtoShdk 4 „ „ U „ CellDB276'882tFPT118tAPT204t	331·0	47·9	23·5 FK	Suva,Fiji British Cem	T.3Cy.25",41"&68"-45" (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.Pty.Ld. Castlemaine,Melbourne	26 ″ 1 s 2 ″ 5 23 ″ 10¾	
29327 216413 WQCG	**Mangore** 3Mst ssBal.No.3-11,29 ssBal.No.1-33 Mchy.Aft 1Dk(Stl)&Webframes Longitudinalframing Cargo battens not fitted	4066 3415 2416	✠100A1 ~~5,25~~~~10,34~~4,36 4,36 ✠LMC12,35 BS~~5,35~~ Fitted for oil fuel 8,22 F.P. above 150° F.	Bal	w	CL ~~10,34~~ 4,36	1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd A&CP 1	OreS.S.Corp. Intermediate bulkhead dispensed with 5BH only CellDBuE&B50'f 231'1036t side tanks 231'718t FPT193tAPT244t	357·3 P108'F27'	50·3	24·5 FK	NewYork Utd.States Cem	T.3Cy.20½",35"&60"-42" (s) 200lb 337NHP 2SB,6cf,GS123,HS4886 FD BethlehmSBCor.Sparr'Pt	27 ″ 5	
29328 231779 WIEA	**Manhattan** Ⓟ TwinSc Ref.Mchy Fitted for oil fuel D.F. E.S.D. GyC. 4Dks	24289 — 13924					1932	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)	668·4 B&F584'	86·3	33·3	NewYork Utd.States WB	6SteamTurbinesSRgeared to 2 Sc. Shafts NewYorkS.B.Co.		R
29329	**Manich** (exMaryWalton-34, exHeathside-33, ssShl.No.3-11,32 exPortscatho) 1Dk(Stl)	*3071* *2838* *1851*	✠ ... 1,35 ✠	Cff	u		1920 2mo	IrvinesS.B. &D.D.Co.Ld. WHartlepool	U.S.S.R. CellDB284'699tFPT110tAPT121t	331·1 P33'B100'F28'	46·8	23·1 FK	Leningrad Russian 5BHCem	T.3Cy.25",41"&68"-45" 361NHP 3SB,9cf,GS165,HS5925 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	
29330 OPMA	**Maniema** (exAlgerier) ssAnt.No3-5,34 D.F. 2Dks(Stl)	*3080* *2843* *1807*	✠100A1 7,35 ~~5,34~~ ✠LMC ~~BS10,32~~ MS6,34 ~~3,35~~ BS9,35	Ant	u	CL 3,34	1920 1mo Lloyd'sA&CP	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	331·0 P38'B100'F28'	46·7	23·2 FK	Antwerp Belgian 6BHCem CellDB278'735tFPT106tAPT42t	T.3Cy.25",41"&68"-45" (s) 180lb 359NHP 3SB,9cf,GS152,HS5844 D.Rowan&Co.Ld.Gls.	25 ″ 6 s 4 ″ 0 21 ″ 9	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29331 18449 JMRD	**Manila Maru** Ⓟ TwinSc ssKob.No.2-35 ssKob.No.3-6,27 *Ref.Mchy.* ~~ssKob.No.1-21~~ *2Dks(Stl)&Shelter dk(Stl*-ws) *3rd dk(Stl)in No.1 hold*	9486 8808 5935	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~10,34~~ ✠LMC10,34 Lloyd'sRMC~~3,33~~ ~~8,35~~ 1,36 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Kob 8,35	*d*†	CL ~~s2,30~~ ~~P10,34~~ 8,35	1915 9mo *Lloyd's*A&CP	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosen K.K. *WB=CellDBa* 150'*uE&B84'f*178'150	475·0 P35'B30'F45' *on Shelter dk* 8*t DTa*48'855*tFPT*	61·0	38·1 32·7 FK	Osaka Japanese 8*BHCem* 76*tAPT*40*t*	T.6Cy.26½",44½"&75⅝"-48" 200lb (*s*) 1013NHP 5SB,*15cf*,GS331,HS13732 FD MitsuBishiD.&E.WksNag	40 ″ 9 s13 ″ 7 27 ″ 10	
29332 220561 KDDQ	**Manini** (*ex*Susherico) *Fitted for oil fuel* D.F. 1*Dk2trBin fore&after* *holds&Web frames*	3253 3005 1977		...			1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	1DR gearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29333 PKGR	**Manipi** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1929	NV.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{3}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
29334 143661 GCXR	**Manipur** ssGls.No.3-2,33 2*Dks(Stl)&3rd dk(Stl)* *inNo.1hold* *CruiserStern*	8652 7903 5196	✠100A1 ~~6,35~~ ~~12,34~~10,35 ✠NE4,28 ✠LMC12,32 BS~~11,34~~12,35 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Gls ~~Mdb~~ Bkn	*f*†	CL ~~12,34~~ 5,35	1920 9mo *Lloyd's*A&CP	Lithgows, Ld. PortGlasgow	Thos.&Jno. BrocklebankLd. ~~*CellDB*422'2018*t*~~ ~~*DTa*1424*t*~~ *CellDB*396'1847*t*	473·4 P76'B157'F86' Shortened35 ~~*DTf*1206*t*~~*FPT*142*t* *DTa*1424*t*	64·0	34·0 FK	Liverpool British 8*BHCem* *APT*79*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,*24cf*,GS420 D.Rowan&Co.Ld.Gls.	37 ″ 0 ~~s7 ″ 2½~~ ~~30 ″ 1½~~ s6 ″ 11½ 30 ″ 4¼	
29335 145389 GDCX	**Manistee** Sub.Sig. *Ref.Mchy.* D.F. E.S.D. 4*Dks*	5360 4558 3288					1920	Cammell Laird&CoLd Birkenhead	Elders&Fyffes,Ld.	400·2 P42'B158'F44'	51·1	30·3	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.LdBkn		C
29336 94879 VGML	**Manitoba** Ⓟ 3Mst *Mchy.Aft* D.F.	2616 1997 1699					1889	PolsonI.W Co.(Ld.) OwenSound	CanadianPacific RailwayCo.	303·0	38·1	14·7	Montreal British	C.2Cy.30"&64"-48" NE&B14 236NHP CollingwoodS.B.Co.Ld. Collingwood		
29337 96058 VGLN	**Manitoulin** Ⓟ TwinScSp (*ex*Modjeska) Wireless	913 — 453					1889	Napier, Shanks&Bell Glasgow	OwenSoundTransportationCo.Ld.	178·0	31·1	12·3	OwenSnd. Ont. British	T.6Cy.15",24"&40"-27" 166NHP Dunsmuir&Jackson,Gls.		R
29338 DHQD	**Manizales** (*ex*Pleskow) Wireless 1*Dk*	1051 710 640					1915	Schiffsw.v. HenryKoch Lübeck	Norddeutscher Lloyd	216·6 P114'F27'	32·9	13·1	Bremen German	T.3Cy.17$\frac{9}{10}$",29½"&45$\frac{7}{10}$"- 29½" 113NHP OttensenerMaschf.Altona		G
29339 28252 JBNA	**Manju Maru** ssKob.No.3-7,34 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6515 5691 3848	✠100A1 8,35 ~~7,31~~ ✠LMC~~7,31~~ 8,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Kob	*a*†	CL ~~5,32~~ 8,35	1921 9mo A&CP	KobeSteel Works Harima Dockyard	AsahiSekiyu K.K. *CellDBuE* *&B*81'155*tDTf*41'	420·0 P117'B36'F35' 375*t 'Tween dk tank aft* 10' 46*t*	54·0	32·9 FK	Tokio Japanese 16*BHptCem* (11 *to U dk* 5 ,, 2*nd*,,)	T.3Cy.27",45"&75"-51" (*s*) 200lb 560NHP 3SB,*9cf*,GS192,HS7956 FD KobeSteelWorks,Kobe *FPT*116*tAPT*26*t*	33 ″ 0 s6 ″ 7¾ 26 ″ 7½	
29340 24724 JIKD	— (*ex*JufukuMaru-34) ssKob.No.3-12,31 2*Dks(Stl)&Awng dk(Stl)*	5863 5586 4293	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~1,35~~ ✠LMC~~1,35~~ 12,35	Kob	*y*	CL ~~12,32~~ 12,35	1919 2mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	ManshuKai-riku UnsoK.K.(YamashitaKisenK.K. *Mgrs.*) *CellDB*334'111	385·0 8*tFPT*126*tAPT*93*t*	51·0	36·0 FK *Collision*	Hashidate Japanese *Cem* *BH to A dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
29341 29139 JHZA	**Manko Maru** Wireless *Mchy.Aft Ref.Mchy.* 1*Dk*	1502 1159 817					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P42'B58'F38'	37·0	19·0	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.Yka.		C
29342	**Mankwo Maru** Ⓟ D.F. 2*Dks* *CruiserStern*	4400 3900 3300					1935	Yokohama DockCo.Ld. Yokohama	KinkaiYusenK.K.	360·8 F33'	50·8	32·4	Tokio Japanese *WB*	2 DR geared Steam Turbines IshikawajimaS.B.&E.Co. Ld.Tokio		
29343 DHQE	**Mannheim** TwinSc 1*Dk*	897 705 527					1906	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-und Assekuranz G.m.b.H.	217·4 Q73'B43'F22'	32·9	12·0	Hamburg German *WB*	T6Cy.9⅝",18$\frac{11}{16}$"&25$\frac{9}{16}$"&16½" 52NHP G.SeebeckA.G.Bremerhvn		G
29344 OUIQ	**Manö** 1*Dk*	1415 1157 833					1925	Helsingörs Jernsk&Msk Elsinore	A/S D/S Heimdal (MartinCarl)	249·5 P17'Q76'B96'F28'	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
29345 211832 WMCF	**Manoa** Ⓟ ssS.Fo.No.3-7,26 ssS.Fo.No.2-34 *Ref.Mchy.* 2*Dks(Stl)&3rd dk(Stl)in* *Mchy.Aft Welldeck* D.F. *No.1 hold*	6806 5769 4356	✠100A1 7,35 ~~3,35~~ ✠LMC MS8,34 BS~~3,35~~8,36 *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	SFo	*a*†	CL 3,34	1913 12mo A&CP	NwprtNws S.B.&D.D.Co. Newprt News	MatsonNav.Co. *WB=CellDBuE&B*74'*f*281	422·6 P&B295'F48' '1584*t DTf*	54·0	33·3 FK	S.Frncisco Utd.States 7*BHCem*	Q.4Cy.27",39",58"&87"-54" 225lb (*s*) 747NHP 6SB,*18cf*, HS12300 NewportNewsSB&DD.Co. 70'1117*tFPT*133*tAPT*96*t*	33 ″ 6	
29346 PFTL	**Manoeran** ssAms.No.3-10,33 *OilEng.* 2*Dks(Stl)Shelter dk(Stl)*	7195 6339 4297	✠100A1 *withfreeboard* 5,34 ✠LMC10,33 ✠NE10,33 DBS6,34 DBS(WTB)1,35 *Carrying oil F.P. above* 150° *F. in after deep tank* *Carrying vegetable oil in forward deep tank*	Cal	*e*†	CL 5,33	1922 10mo *Lloyd's*A&CP	ForthS.B. &E.Co. (1921)Ld. Alloa	NV.Stoomv.Maats Nederland *CellDBa*	501·0 P48'B31'F67' *on* *Shelter dk* len33 164'*uE*85' *f*142'1509*tDTf*3	60·4	27·6 FK (	Amstrdam Dutch 8*BHptCem* *Coll toSh dk* 7 ,, 2*nd* ,,) 9'1556*t DTa*	2SRgeared Oil Engines 2S.C.SA 14Cy.22$\frac{1}{16}$"-31½" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams. 39'1494*t FPT*200*tAPT*38*t*	30 ″ 5 s4 ″ 4¾ 26 ″ 3¼	
29347 153959 VLDL	**Manoora** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	10856 7396 6261	✠100A1 *withfreeboard* 3,36 ~~2,35~~ ✠LMC2,35 ~~✠Lloyd'sRMC2,35~~ ~~Fruit chamber for temp. 20° F.~~	Gls Syd		CL	1935 2mo *Lloyd's*A&CP	A.Stephen &Sons,Ld. Glasgow	TheAdelaide SteamshipCo.Ld. *CellDB*378'1124*t*	463·5 B280'F86' *DTs a* 55'442*tFPT*	66·2	29·8 FK	Melbourne British 6*BHptCem* 126*tAPT*97*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1306NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s11 ″ 9 23 ″ 11	BT till 2,36
29348	**Manoula** (*ex*DéputéGeorgesChaigne-34) 1*Dk*	1966 — 1111					1920	Government Yard Brest	G.G.Caravias	266·7 P19'B54'F23'	39·4	23·0	Ithaca Greek *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49⅕"- 37⅘" 149NHP Atel.&Ch.delaLoire,Nts.		VG
29349 25222 JIRD	**Mansei Maru** TwinSc (*ex*AmurMaru-34) ssOsa.No.3-5,31 2*Dks(Stl)&Awng dk(Stl)* *&Webframes* *Longitudinal framing* ssKob.No.1-35	7770 7329 4823	✠100A1 *Awning dk* *withfreeboard* 6,35 ~~5,34~~ ✠LMC~~5,34~~ 6,35	Kob	*b*†	CL ~~P5,33~~ s5,34 P5,35	1919 4mo *Lloyd's*A&CP	OsakaIron Works,Ld. Osaka	ManshuKai-riku UnsoK.K.(YamashitaKisenK.K. *Mgrs.*) *CellDB*370'1195*tDT*	425·0 *a*34'909*tAPT*85*t*	56·2	40·5 FK *Coll*	Osaka Japanese *Cem* *BHto Sh dk* 6 ,, ,, *U* ,,	T.6Cy.21½",35"&58"-48" (*s*) 200lb 655NHP 3SB&1AuxSB,*11cf*,GS225, HS9332 FD OsakaIronWrks.Ld.Osaka	40 ″ 6 s9 ″ 7¾ 31 ″ 1	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
29350 139250 GNQT	**Mansepool** ssShl.No.1-32 D.F. 1*Dk*(*Stl*)	4894 4619 ~~6614~~ 3045	✠100A1 9,35~~2,35~~ ~~BS4,34~~ ✠LMC7,32 5,35	Shl Hpl	*z*	CL ~~1,34~~ 9,35	1928 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1|53·5|26·5 P30'B229'F41' FK 359' 1402*t FPT*188*t*	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25¼",40"&71"-48" (*s*) 180lb 505NHP 3SB,*9cf*,GS172,HS7614 FD CenMarE.Wrks.Ld.WHpl	29 〃 5 s 4 〃 9 24 〃 11¼	
29351 149 JNXD	**Manshu Maru** ssKob.No.3-9,33 2*Dks*(*Stl*)	5267 4767 3183	✠100A1 ~~12,34~~12,35 ✠LMC~~12,34~~ 12,35	Drn	*z*	CL 12,34	1921 2mo	UchidaSB. &Eng.Co. Yokohama A&CP	DairenKisenK.K. *CellDB*	400·0|54·5|30·0 P38'B121'F40' FK 350'1100*t FPT*133*t*	Dairen Japanese 6*BHCem* *APT*92*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD UchidaS.B.&E.Co.Yka.	30 〃 0 s 5 〃 8½ 24 〃 8	
29352 15985 JKLD	— Ⓟ TwinSc (*ex*KomaMaru-33) 3*Dks*	3054 2663 1497					1912	Kawasaki Dkyd.Co.Ld. Kobe	KitaNipponKisen K.K.	324·0|43·0|30·0 F49'	Tokio Japanese *WB*	T.6Cy.19",32"&53"-36" 337NHP KawasakiDkydCoLdKobe		
29353 5399 SFKO	**Mansuria** (*ex*Oscarborg) 1*Dk*	*1083* *903* *563*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	RederiAktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	221·4|35·9|13·7 P24'B57'H128*t* F25'	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
29354 116580	**Mantadoc** (*ex*Cepheus,*ex*Frank W.Gilchrist) *Mchy.Aft* 1*Dk2trB*	4466 4268 3060					1903	WestBay CityS.B.Co. W.BayCity	PatersonSteamships,Ld.	423·5|50·2|24·0	F.William Ont. British *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
29355 24758 JIZD	**Mantai Maru** (*ex*Vancouver Maru-34) ssYka.No.3-8,31 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5864 5586 4259	✠100A1 *Awng dk* *withfreeboard* 6,35 ~~7,34~~ 6,35 ✠LMC~~7,34~~	Kob Yka	*y*	OG 7,34	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	ManshuKai-riku UnsoK.K.(YamashitaKisenK.K. *Mgrs.*) *CellDB*334'1118*t*	385·0|51·0|36·0 FK *CollB* *FPT*126*t APT*93*t*	Kobe Japanese *Cem* *HtoAwngdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 〃 0 s 9 〃 1½ 27 〃 1	
29356 88 OAPM	**Mantaro** TwinSc *Fitted for oil fuel* 2*Dks*&*Shade dk*	4617 2573 2427					1910	Chant.de Normandie Rouen	Cia.Peruana de Vap.yDique del Callao	360·0|46·0|23·7	Callao Peruvian	T.6Cy.20",33"&55"-40" 383NHP Ch.&Atel.deSt.Nazaire		
29357 224	**Mantatsu Maru** (*ex*Crossway, *ex*Asiatic) 1*Dk*	3640 3344 2232			...		1907	Sunderlnd S.B.Co.Ld. Sunderland	DairenKisenK.K.	346·0|50·6|23·0 P32'B100'F32' FK	Dairen Japanese *WB*	T.3Cy.23½",39"&66"-45" 308NHP N.E.MarineEngCo.Ld.Sld.	25 〃 8	
29358 LCSY	**Mantilla** ssBal.No.3-4,27 ssFal.No.2-36 ~~ssShl.No.1-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	5671 5249 3495	✠100A1 5,36~~12,34~~ ~~BS12,34~~ ✠LMC~~12,33~~ 5,36 *CarryingPetr* *Fitted for oil*	Boa Fal *oleum* *fuel* 2.	*z* *in* 17	CL ~~10,33~~ 5,36 *bulk* *F.P. a*	1916 12mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	Wilh.Wilhelmsen *CellDBuE*69'167*t*	407·0|52·2|31·4 P104'B28'F43' FK (*DTf* 38'475*t FPT*	Tönsberg Norwegian 15*BHptCem* 10 „ *toUdk* 5 „ „*2nd* „ 118*t APT*68*t*	T.3Cy.26½",44"&73"-48" (*s*) 180lb *120lb* 505NHP 3SB,*9cf*,GS157,HS7374 FD N.E.MarineEng.CoLdNwc)	31 〃 6 s 6 〃 6½ 25 〃 4	
29359 PUCT	**Mantiqueira** TwinSc 1*Dk*	*1696* *1570* *1045*					1907	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		
29360	**Manto** *Now* "Don," *see No.* 37763 *in Supplement* 1*Dk*	1598 1193 932					1922	Laxevaags Msk.&Jrnskb Bergen	U.S.S.R.	246·2|37·8|15·5 P18'Q71'B59'F31'	Russian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
29361 146274 GDMY	**Mantola** Ⓟ TwinSc 2*Dks*(*Stl-U* teak s) D.F. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9065 7268 5540	✠ 9,25 ✠	Mdb	*d*†		1921 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB*403'1568*t* *between tunnel*	465·3|58·3|33·5 P44'B175'F53' *Tanks* FK *s* 114'253*t FPT*164*t*	Glasgow British 9*BHptCem* *APT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 FD 1008NHP 4SB&1AuxSB,*18cf*,GS338, Barclay,Curle&Co.Ld.Gls.	36 〃 0	BT till ~~6,35~~ 6,36
29362 127544 GLVP	**Mantua** Ⓟ TwinSc Broken up 2*Dks*(*Stl*-ws*Mpt*-teak)& ~~D.F.~~ *Spar dk*(*Stl*-teak s) *Orlop dk* *inNos.*1,4,5&7*holds*(*Stl inNos.*5&7)	10957 7812 5866	✠ 4,09 ✠	Grk	*h*†		1909 4mo	Caird& Co.Ld. Greenock	P.&O.Stm.Nav.Co.	540·0|61·3|24·6 P108'B277'F92'33·1 FK&BK3" *WB*=*CellDBa*101	Greenock British 10*BHCem* *uE&B*160'*f*	Q.8Cy.30½",44",61"&87"-54" 1847NHP 4D&4SB36*cf*GS700HS27942 Caird&Co.Ld.Greenock 189'1288*t FPT*63*t APT*66*t*	37 〃 3	BT till 9,35
29363 EAKW	**Manu** (*ex*CanadianFisher) ssBbo.No.3-7,32 1*Dk*(*Stl*)	3314 2880 1842	✠100A1 9,35 ~~6,34~~ ✠LMC MS6,32 BS1,35	Bbo	*v*	CL 6,34	1921 1mo *Lloyd*	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. '*sA&CP*	Cia.Nav.Amaya (C.deZabala, *Mgr.*) *CellD*	331·1|46·8|23·2 P33'B98'F33' FK *B*266' 674*t FPT*95*t*	Bilbao Spanish 6*BHCem* *APT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 〃 6 s 3 〃 11¼ 21 〃 9	
29364 EAGE	**Manuchu** ssBbo.No.3-1,33 1*Dk*(*Stl*)	*3119* *2875* *1923*	✠100A1 9,35 ~~5,34~~ ~~BS5,34~~ ✠LMC12,32 6,35	Bbo Rot	*v*	CL 5,34	1921 1mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Cia.NavieraBachi (Hijos deAstigarraga,*Mgrs.*)	330·8|48·9|22·1 P31'B97'F30' FK *CellDB*287'887*t*	Bilbao Spanish 5*BHCem* *APT*83*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 323NHP 3SB,*9cf*,GS156,HS5205 D.Rowan&Co.Ld.Glasgow	24 〃 3 s 3 〃 11¼ 20 〃 7	
29365 EEXB	**Manuel** (*ex*Gobelas, Iron3Mst *ex*Bizkor,*ex*Beatrice, *ex*AnnieTherese,*ex*Cyclop) 1*Dk2trB*	976 — 585					1873	Reiherst'g Schiffw. Hamburg	Sucesor deVda. E.Illueca	226·1|29·1|16·7 Q122'B25'H17*t* F32'	Valencia Spanish	2Cy.28"&50"-33" NB86 120NHP Reiherst.Maschinef.Ham.		V
29366 EAGF	**Manuel Arnus** Ⓟ TwinSc ssBcl.No 2-31 3*Dks*(*StlU*-teak s) D.F. Sub.Sig.	7578 5591 4402	✠100A1 2,35 ✠LMC MS11,30 BS2,35	Cdz		CL ~~9,33~~ P8,35 SN1,36	1923 5mo	Soc.Española de Const.Nav. Cadiz A&CP	Cia.Trasatlantica *CellDB*378'1226*t t* *Tank at aft end*	435·0|56·0|29·1 P36'F39' FK&BK1" *anks at sides of tun* *of tunnels* 35*t FPT*	Barcelona Spanish 9*BHCem* *nels* 944*t* 34*t APT*68*t*	4SteamTurbinesDRgeared to 2 screw shafts (*r*) 180lb FD 1173NHP 5SB,15*cf*,GS345,HS14945 Vickers,Ld.Barrow	32 〃 0 s 8 〃 0¼ 24 〃 5	
29367 EAGH	**Manuel Calvo** Ⓟ TwinSc3Mst (*ex*H.H.Meier) ssBcl.3rdNo.3-6,27 D.F. 3*Dks*(2*Irn*-ws)&*Webframes* Sub.Sig.	5617 4640 3342	✠100A1 1,31 ✠LMC MS6,27 BS1,31	Bcl	*z*	s1,30 P1,31	1892 3mo	Armstrong Mitchell&Co. LdNewcastle A&CP	Cia.Trasatlantica *WB*	421·0|48·0|29·2 P39'B140'F54' BK13½" =*CellDB*387'920*t*	Barcelona Spanish 7*BHCem* *APT*110*t*	T.6Cy.24½",40"&66"-45" (*s*) 160lb 592NHP 3DB,*18rf*,GS351,HS9000 Hwthrn.Leslie&C.Ld.Nwc.	32 〃 3 s 7 〃 8½ 25 〃 10	
29368 233117 WHFS	**Manuela** *Fitted for oil fuel* 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&DD.Co. NewprtNews	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc.*Mgs*)	393·8|55·3|28·1 P34'B125'F35'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft NewportNewsSB&DD.Co.		R
29369 3381 PJAD	— TwinSc ssCco.No.2-32 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing* *at bottom & at dk*	2694 1799 1483	✠100A1 ~~3,35~~ ~~3,35~~ 3,36 ~~BS10,34~~ ✠LMC10,32 *CarryingPetr* *Fitted for oil* BS9,36	Curacao *oleum* *fuel* 9,	*t* *in* 24	CL 3,36 *bulk* *F.P. a*	1924 9mo *Lloyd* *bove* 1	Rotterdam Droogd.Maat Rotterdam '*sA&CP* 50° F.	Curaçaosche Scheepvaart Maatschappij	305·0|50·2|15·1 Q87'*Trunk*189' F29' FK	Wilemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33¾"-24 1/16" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD RotterdamDroogd.Maats.	15 〃 0 s1 〃 6½ 13 〃 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29370 EEXM	**Manuela E.** (*ex*Ciutat deReus, *ex*Damiento,*ex*SanCaledonio) Iron In port damaged 3,34	532 — 222					1887	H.Satre Arles	AdolfoRamirez Escudero	149·7	27·2	12·3	Bilbao Spanish	C.2Cy.22"&41"-23" NB07 67NHP HenriSatre,Lyons		
29371 221279 KDSF	**Manukai** *ss*S.Fo.No.3-6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.*	9547 9173 5896	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~11,34~~ ✠LMC MS6,33 BS~~3,34~~ 4,35 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	SFo	*e*†	CL 6,33	1921 6mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. *Cell DB*420' 2284*t DTf*54' 612*t FPT*75*t APT*123*t*	480·6	62·2	37·8	S.Frncisco Utd.States FK *ptAsp* *Collision BH to Sh dk* 8 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc. shaft 225lb (*s*) 1242NHP 5SB,*20cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Essington,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
29372 221215 KDRQ	**Manulani** *ss*S.Fo.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.*	9556 9173 5903	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~10,34~~ ✠LMC MS4,33 BS~~3,34~~ 8,35 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	SFo	*e*†	CL 3,34	1921 4mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. *CellDB*420'2284*t DTf*54'612*t FPT*75*tAPT*123*t*	480·6	62·2	37·8	S.Frncisco Utd.States FK *ptAsp* *Collision BHtoSh dk* 8 ,, ,, *U* ,,	2SteamTurbinesDRgeared 1Sc.Shaft225lb(*s*)1242NHP 5SB,*20cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Philadelphia,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
29373 153933 VJNB	**Manunda** Ⓟ TwinSc *OilEng.* *ss*Syd.No.1-33 3*Dks*(*Stl-Weather dk* teak s) D.F. *Ref.Mchy.* *CruiserStern*	9115 6707 5300	✠100A1 *withfreeboard* 10,35 3,36 ~~3,35~~ DBS9,34 ✠LMC CS2,34 ~~9,34~~ ~~3,33~~ 11,35	Syd	*c*†	CL P9,34 S3,35	1929 4mo *Lloyd's*	W.Beard-more&Co.Ld. Glasgow *A&CP*	TheAdelaideS.S.Co.Ld. *CellDB*344'1100*t of tunnels* 359*t*	430·0 F82' *Tanks in way FPT*75*tAPT*82*t*	60·2	35·6	Melbourne British FK 8 *B Hpt Cem* (*Coll to W dk* 6 ,, 2*nd*,, 1 ,, 3*rd*,,)	Oil Engines 4.S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 6 ~~s14 ″ 7~~ ~~24 ″ 4¾~~ s13 ″ 11¾ 24 ″ 11	
29374 PFTO	**Manvantara** TwinSc *ss*Rot.No.1-36 *OilEng.* D.F. *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7467 4770	✠100A1 1,36 ✠LMC CS1,36 DBS1,36 1,36 *CarryingPetroleum in bulk*	Rot	*c*†	CL ~~7,32~~ 1,36	1931 12mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A&CP*	PetroleumMaats. "LaCorona" *CellDBuE*64'221*tDTf*32'365*t FPT*226*tAPT*41*t*	450·8 P103'B35'F43'	62·0	34·1 FK	TheHague Dutch 14*BH*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7¾ 27 ″ 6¼	
29375 131763 GKMF	**Manx Maid** Ⓟ TrpSc (*ex*Caesarea) Wireless 2*Dks*	1512 990 616					1910	Cammell Laird&Co.Ld. Birkenhead	Isle of ManSteam PacketCo.Ld.	284·6	39·1	15·8	DouglasIM British *WB*	3 Steam Turbines CammellLaird&Co.Ld.Bkn		BT till 1,36
29376 118603 GFPS	**Manxman** Ⓟ TrpSc 2*Dks*&*Shelter dk*	2030 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	Isle of ManSteam PacketCo.Ld.	334·0	43·1	17·3	DouglasIM British *WB*	3 Steam Turbines Parson'sMarineSteam TurbinesCo.Ld.Nwc.		BT till 1,36
29377 24977 JABD	**Manyo Maru** (*ex*YokoMaru-35) *ss*Kob.No.3-8,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Kob.No.1-35 &*Webframes* *Longitudinal framing*	7154 6111 5178	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~6,34~~ ✠LMC~~6,34~~ 7,35	Kob	*a*†	CL 6,34	1919 8mo	OsakaIron Works,Ld. Innoshima A&CP	ManshuKairiku UnsoK.K. *CellDB*368'1453*t* ~~*DTa*34'1136*t*~~	415·0 P33'B148'F45'*on* *Shelter dk* *FPT*170*tAPT*49*t*	55·5	34·7 FK	Kobe Japanese *Cem* 3*BHtoShdk* 4 ,, ,, *U* ,,	Q.4Cy.23",33",47"&68"-51" 225lb (*s*) 551NHP 3SB,*9cf*,GS185,HS8198 FD OsakaIronWks.Ld.Osaka	34 ″ 8 s7 ″ 4½ 27 ″ 7	
29378 129551 GQYN	**Manzanares** Now "Vegesack," *see No.* 40560 *in Supplement* D.F. *Ref.Mchy.* E.S.D. 4*Dks*	4094 3668 2606					1911	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	376·2 F45'	48·2	29·3	Glasgow British *WB*	T.3Cy.27",45"&75"-54" 413NHP A.Stephen&Sons,Ld.Gls.		C
29379	— Iron (*ex*Spey) Dismantled&Sunk *ss*Dun.2ndNo.3-3,02 *ss*MartiniqueNo.1-06 *Well deck* 1*Dk*(*Irn*)2*trB*	1040 — 500	✠ 12,09 ✠NB3,02 ✠	Pu'rto Cabello	*m* o		1880 6mo	Gourlay, Bros.&Co. Dundee	Cia.Anon.Venezolana deNav. *WB*=*DBuE*14'*f*50'112*t*	218·1 P120'F28'	29·8	15·6 BK7½"	PuertoCabello Venezuelan *FPT*21*t*	C.2Cy.21"&45½"-30" NDB02 94NHP 1SB,*3pf*,GS58,HS1854 GourlayBros.&Co.Dundee	16 ″ 6	
29380	**Manzanillo** (*ex*Gharb) TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1025 — 571					1915	Forg.&Ch. de la Médit LaSeyne	EmpresaNaviera deCubaS.A.	216·5 P75'F29'	34·1	14·8	Havana Cuban *WB*	T.6Cy.12$\frac{5}{16}$",19$\frac{11}{16}$"&31$\frac{15}{16}$"-15¾" 80NHP Forg.&Ch.delaMédit.Msl.		
29381 32 IBFU	**Manzoni** (*ex*Lydia,*ex*SzéllKálmán) *ss*Fiu.2ndNo.3-4,28 D.F. *ss*Fiu.No.1-33 Sub.Sig. 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	3955 3633 2516	✠100A1 *Spar dk* 12,35 ~~2,35~~ BS~~5,34~~ ✠LMC6,33 4,35	Tri Fiu	*x*	CL 2,34	1902 3mo	Wigham- Richrdsn&Co Ld Newcastle A&CP	AdriaSoc.Anon.di Nav.Marit. *CellDBa*132'*uE&B*76'*f*114'855*t*	375·4 366·0 P51'B127'F38' *FPT*55*tAPT*28*t*	48·2	17·8 25·1 FK	Fiume Italian 6*BHCem* *DTa*28'680*t*	T.3Cy.22½",40"&66"-48" (*r*) 200lb 361NHP 3SB,*9rf*,GS159,HS5754 Wigham-Richardson& Co.Ld.Nwc.	28 ″ 3 s5 ″ 1¾ 23 ″ 3¼	
29382 XNBL	**Mao Lee** (*ex*HwahChie,*ex*Käthe) 2*Dks*	1946 1753 1221					1911	Howaldts- werke Kiel	ChingKeeS.N.Co. Ld.	271·0 P23'B76'F39'	39·1	20·8	Chefoo Chinese *WB*	T.3Cy.20$\frac{1}{16}$",32$\frac{5}{16}$"&52$\frac{1}{16}$"-35⅜" 161NHP Howaldtswerke,Kiel		
29383 21721 JPCB	**Maoka Maru** Wireless 1*Dk*	1207 — 838					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24'	33·6	18·5 *WB*	Amaga- saki Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWks,Ld.Osaka		
29384 117598 GDZX	**Maori** Ⓟ TrpSc *Fitted for oil fuel* 3*Dks*	3488 1557 1567					1907	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	350·5 F63'	47·2	24·7	London British *WB*	3Steam Turbines Denny&Co.Dumbarton		C
29385 PFTQ	**Mapia** *ss*Ams.No.3-2,34 *OilEng.* 2*Dks*(*Stl*)*Shelter dk*(*Stl*)	7188 6336 4345	✠100A1 *withfreeboard* ~~10,35~~3,35 4,36 ✠LMC3,34 ✠NE3,34 DBS11,34 *Carrying vegetable oil in frwrd deep tank* *Carrying oil F.P. above* 150° *F. in after deep tank*	Ams Cal	*e*†	CL 3,35	1923 1mo *Lloyd's*	SirJ.Laing &Sons,Ld. Sunderland *A&CP*	N.V.Stoomv. Maats.Nederland *CellDBa*164'*uE*85'*f*142'1509*tDTf*39'1556*tDTa*39'1494*t*	501·0 P48'B31'F67' *onShelter dk* len34 *FPT*200*t*	60·5	27·6 FK	Amstrdam Dutch 8*BHCem* (*Coll toSh dk* 7 ,, 2*nd* ,,) *APT*38*t*	2S.R.geared Oil Engines 2S.C.SA 14Cy.22$\frac{1}{16}$"-31½" 2DB*190lb* 1184NHP 2(WT)NDB33 *213lb* WerkspoorN.V.Ams.	30 ″ 5 s4 ″ 4¾ 26 ″ 3¼	
29386 PKHA	— *OilEng.* *Mchy.Aft* 1*Dk*	550 350 363					1929	N.V.Schps. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 F25'	28·9	9·3	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
29387 150834	**Maplebay** (*ex*Sotteville, *ex*Gréeur) TwinSc *Mchy.Aft* 1*Dk*	1238 819 654					1920	Soc.Anon. deTravaux Dyle&Bacaln Bordeaux	MaplebaySS.CoLd (TreeLineNav.Co. Ld.)	218·1 P75'F29'	34·1	12·3	Montreal British *WB*	T.6Cy.12",19"&30"-12" 94RHP Atel.&Ch.delaLoire,St.N.		V
29388 116954	**Maplebranch** IronTwinSc (*ex*Ionic,*ex*Cuba) ~~2*Dks*~~ 1*Dk* *Carrying petroleum in bulk*	~~1046~~ ~~880~~ ~~650~~ 1014 886 634					1872 *Altered* *Altered*	KingIron Works Buffalo,N.Y. Montreal '28 SorelPQ1935	ChantiersManseau Ld.	231·8	35·5	12·6	~~Sarnia,Ont~~ British Sorel,P.Q.	C.4Cy.17"&40"-36" NB02 160NHP H.G.Trout&Co.Buffalo		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, et ce n'est dans le L. Durée Cert. B. of Trade
29389 141766 VGMJ	**Maplecourt** (*ex*North West) 1*Dk*	3388 2827 2010				*Reconstructed*	1894 1920	GlobeIron WorksCo. Cleveland,O.	Sin-MacLines,Ld.	365·4 P45'B96'F45'	44·8	23·4	Montreal British *WB*	T.3Cy 23",30"&54"–40" 181NHP RobbEng.Co.AmherstN.S.		
29390 129767 CYMZ	**Mapleheath** (*ex*Toiler) *Mchy.Af* 1*Dk*	1692 1585 1036					1910	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4 Q43'F38'	42·5	17·3	Kingston, Ont. British *WB*	T.3Cy.17",28"&46"–36" E&B*made*03*fitted*29 PolsonIronWorks, 127NHP Toronto		R
29391 116764 CYMX	**Maplehill** (*ex*Haddington) 1*Dk*	1603 1409 1010					1904	Bertram E. WorksCo.Ld. Toronto	Canada Steamship Lines,Ld.	256·0	42·6	15·0	Toronto British *WB*	T.3Cy.15",25"&42"–30" 87RHP BertramE.W.Co.Ld.Trnto.		
29392 123961 CYLW	**Mapleton** *Mchy.Aft* 1*Dk*	1782 1482 1140					1909	Sunderlnd S.B.Co.Ld. Sunderland	Canada Steamship Lines,Ld.	250·0 P96'F36'	42·7	16·4	Montreal British *WB*	T.3Cy.17",28"&46"–33" 122NHP N.E.MarineEng.Co.Ld.Sld		C
29393 160728 GPVZ	**Maplewood** *ss*Nwc.No.1–33 **D.F.** 1*Dk*(*Stl*) **E.S.D.**	~~4565~~ ~~4158~~ ~~2826~~ 4567 4158 2828	✠100A1 9,35 ~~9,34~~ BS2,36 ✠LMC4,35	Shl	*y*	CL 9,34	1930 5mo *Lloyd*	Nthmblnd S.B.Co. (1927),Ld. Newcastle '*sA&CP*	JosephConstantineS.S.Line,Ld. *Cell*	382·5 P33'B119'F30' *DB332'1056tFPT96tAPT140t*	52·0	26·6 FK	Middlsbro' British 6*BHCem*	T.3Cy.24",39",&66"–45" & exhaust turbine driving steam compressor 200lb (*s*) 464NHP 2SB(FD)&1Aux.B,8*cf*, GS152,HS6619 N.E.MarineEng.CoLdNwc	29 ″ 0 s 5 ″ 4½ 23 ″ 10½	
29394 859 CBMP	**Mapocho** Ⓟ **Iron3Mst** 3*Dks*(1*Irn*)&*Shade dk*	2652 1829 1552	✠ 3,83	Liv	*s*		1882 11mo	LairdBros. Birkenhead	CompañiaSud Americana deVap *WB*	331·2 = *CellDB274'f344t*	41·4	19·3	Valparaiso Chilian 5*BHCem*	C.2Cy.45"&80"–54" NB99 392NHP LairdBros.,Birkenhead		
29395 EAGI	**Mar Baltico** (*ex*Suncliff) *ss*Bbo.No.3–9,32 1*Dk*(*Stl*)	*3100* *2889* *1872*	✠100A1 10,34 ✠LMC MS9,32 BS~~11,34~~ 10,35	Bbo	*v*	CL 10,34	1919 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *Cell D*	331·6 P32'B99'F29' *B278'733tFPT160t*	46·7	24·8 FK	Bilbao Spanish 5*BHCem* *APT134t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *100lb* HS8289 513NHP 3 Water Tube Boilers FD Douglas&Grant,Ld. Kirkcaldy	27 ″ 0 s 5 ″ 1½ 22 ″ 2	
29396 1259 IBIU	**Mar Bianco** (*ex*Vega, *ex*Carpentaria) *ss*Gen.2ndNo.3–7,25 *ss*Gen.No.~~1–29~~ 2–34 *Ref.Mchy.* 2*Dks*(*Stl*)3*trB*&*Shelter dk*(*Stl*) *Web frames in No.2hold* **D.F.**	6096 5658 3736	✠100A1 *Shelter dk* 1,36 ~~5,33~~ BS1,36 ✠LMC ~~MS2,295,33~~ ~~BS1,35~~ ✠Lloyd'sRMC ~~4,35~~ 1,36	Gen	*b*†	CL ~~5,33~~ 1,36	1904 12mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	A.Zanchi *C*	436·3 B144 *ell DBa129'uE33'f163'961tAPT27t*	53·2	29·8 FK	Genoa Italian 6*BHCem*	T.3Cy.32",53"&88"–54" (*r*) 180lb 801NHP E&B*made*01*fitted*04 4SB,12*cf*,GS274,HS11896 Richardsons,Westgarth& Co.Ld.Mdb.	40 ″ 7 s 5 ″ 4½ 27 ″ 5½	
29397 EAGJ	**Mar Blanco** *ss*Bbo.No.3–6,33 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Longitudinal framing inDB*	5152 4233 3746	✠100A1 *Shelter dk* *withfreeboard* 12,34 ✠LMC MS4,55 BS~~3,34~~10,35 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Val	*x*	CL 6,33	1920 4mo *Lloyd*	Soc.Española de Const.Nav Bilbao '*sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB317'783tD*	357·6 P29'B131'F38'*on Shelter dk* *Ta 40'766t FPT87t*	48·1	31·5 FK	Bilbao Spanish *Cem* 6*BHtoSh dk* *APT40t*	T.3Cy.25",41"&68"–45" (*s*) 180lb HS8289 513NHP 3 Water Tube Boilers FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 9	
29398 EAKU	**Mar Cantabrico** **TwinSc** *ss*Val.No.1–33 *OilEng.* **D.F.** 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* 11,35 ~~1,35~~ DBS~~2,34~~2,36 ✠LMC CS2,34 ~~4,35 11,33~~ 2,36	Val	*z*	CL 8,33	1930 2mo *Lloyd*	CiaEuskalduna deConst Bilbao '*sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dk BHs,except coll.& mchy.space BHs dispensed with* *CellD*	404·3 F43' *B332'1079tFPT67t*	54·2	31·4 FK	Bilbao Spanish 3*BHtoWdk* 4 „ „ 2nd „ *APT226t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 8 ″ 4½ 25 ″ 9	
29399 EAGK	**Mar Caribe** *ss*Bbo.No.3–7,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB*	5152 4233 3747	✠100A1 *Shelter dk* *withfreeboard* 3,35 ✠LMC MS7,32 BS~~10,35~~2,35 *Fitted for oil fuel* 7,32 *F.P. above* 150° F.	Val	*x*	CL 3,35	1920 7mo	Soc.Española de Const.Nav. Bilbao *Lloyd* *sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB314'783t* *DTa40'766t*	357·6 P29'B131'F38'*on Shelter dk* *FPT87tAPT40t*	48·1	31·5 FK	Bilbao Spanish *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 180lb HS8289 443NHP 3 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 8½	
29400 EAGL	**Mar Caspio** *ss*Bbo.No.3–1,32 *ss*Bbo.No 1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	*3080* *2851* *1858*	✠100A1 5,35 ~~3,35~~ ✠LMC5,35 ~~MS1,32~~ ~~BS6,34~~	Sld Bbo	*u*	CL ~~1,32~~ 5,35	1919 12mo *Lloyd*	E.Finch& Co.(1916) Ld. Chepstow '*sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *Cell D*	331·0 P33'B98'F29' *B284'725tFPT104t*	46·8	23·1 FK	Bilbao Spanish 7*BHptCem* *APT49t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *100lb* 513NHP 3W.T.Boilers HS8289 FD D.Rowan&Co.Ld.Glasgow	25 ″ 6 s3 ″ 11½ 21 ″ 9	
29401 1224 IBMU	**Mar Glauco** (*ex*Aquitania,*ex*S.E. Calvert,*ex*Lübeck,*ex*Drumcondra) *Turret dk* 1*Dk*2*trB* **D.F.**	4690 3840 2969					1906	W.Doxford &Sons,Ld. Sunderland	M.Maresca&C.	403·9 379·5 P23'B151'F37'	51·6 51·1	24·5	Genoa Italian *WB*	T.3Cy.26",43"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		CI
29402 EAKV	**Mar Negro** **TwinSc** *ss*Val.No.1–34 *OilEng.* **D.F.** 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* 2,35 11,35 DBS~~1,34~~ ✠LMC CS7,34 4,36	Val	*z*	CL 1,34	1930 6mo *Lloyd*	CiaEuskalduna Bilbao '*sA&CP*	Cia.Maritima del Nervion(Urquijo yAldecoa,*Mgrs.*) *'Tween dk bulkheads except collision& machinery space bulkhead dispensed with* *Cell*	404·3 F43' *DB332'1079tFPT67t*	54·2	31·4 FK	Bilbao Spanish 3*BHtoWdk* 4 „ „ 2nd „ *APT226t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 8 ″ 4½ 25 ″ 9	
29403 EAGM	**Mar Rojo** *ss*Bbo.No.1–35 *ss*Bbo.No.3–2,30 **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted*	3640 3002 2072	✠100A1 7,35 ~~9,33~~ BS12,35 ✠LMC MS~~2,30~~ 2,35 ~~BS8,34~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Bbo	*u*	CL ~~9,33~~ 11,35	1917 8mo *Lloyd*	Astilleros deNervion Bilbao '*sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*)	~~325·7~~ P31'B80'F39' 325·4 *CellDB 270t 818t*	~~47·1~~ 46·9	22·5 FK	Bilbao Spanish 6*BHCem* *APT130t*	T.3Cy.24",40"&65"–45" 180lb *100lb* 295NHP 2SB,6*cf*,GS120,HS4374 J.G.Kincaid&Co.Ld.Grk.	24 ″ 11 s 4 ″ 4½ 20 ″ 9	
29404 PFTW	**Maraboe** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	496 303 341					1931	NVSchpsw Gebr.Pot. Bolnes	N.V.Motorship "Maraboe"(Gebr. Voskamp)	151·4 Q96'F65'	25·5	10·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–19$\frac{11}{16}$" 70NHP Motorenfbr."Deutz"A.G. Koln-Deutz		V
29405 YVAB	**Maracaibo** **TwinSc** *Fitted for oil fuel* 2*Dks*&*ptShade dk*	1771 — 1095					1899	Harlan& Hollingsworth Co. Wlmgtn,Del.	Cia.Anon.de Naveg.deCarenero	267·5 P26'F48' *ptShade dk* 120'	37·0	18·5	Caracas Venezuelan *WB*	T.6Cy.14",22"&36"–24" NB18 127NHP Harlan&HollingsworthCo. Wilmington,Del.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29406 162595 GQRF	**Maracay** TwinSc ssCço.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)	3794 2881 1842	✠100A1 10,35 ~~2,35~~ ✠LMC ~~.~~ 10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Boa	*w*	OG S10,35 CL P2,35	1931 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*)	350·6 P73'F42' *Trunk*236' FK *Side tanks f*32'384*t FPT*113*t APT*99*t*	60·2	16·7	London British 9*BHptCem*	T.6Cy.16",26"&42"-28" (*s*) 180lb 314NHP 2SB,6*cf*,GS253,HS5112 Harland&Wolff,Ld.Bel.	17 ″ 6 s2 ″ 7 15 ″ 1	
29407 PUYD	**Marahú** Ⓟ TwinSc Wireless 1*Dk*&*Shelter dk*	746 479 378			...		1906	AilsaS.B. Co.Ld. Troon	Cia. de Nav. Bahiana	200·0 FK	32·2	11·2	Bahia Brazilian *WB*	T.3Cy.13½",22"&36"-24" 151NHP Muir&Houston,Ld.Gls.	11 ″ 10	
29408 119168 MCBP	**Maralie** (*ex*MorayFirth) ssBng.3rdNo.3-5,29 ssFal.No.1-34 *Mchy.Aft* *Well deck* *Dk*(*Stl*)	341 245 134	✠100A1 ~~7,33~~ ~~1,34~~ 2,36 ✠LMC MS1,54 BS~~7,34~~ 9,35	Fal	*f*	CL ~~12,33~~ 6,35	1904 10mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd*'sA&CP	A.C.Reynolds	141·5 Q77'B9'F30' FK *FPT*40*t*	23·6	9·8	Glasgow British 3*BHCem* *APT*4*t*	C.2Cy.18½"&38"-27" (*s*) 120lb 75RHP 1SB,3*pf*,GS50,HS1260 D.Rowan&Co.Glasgow	10 ″ 10 s4 ″ 2 10 ″ 9	
29409 31 IPWG	**Maralunga** (*ex*Ricopino, *ex*Cortellazzo,*ex*Dalmazia) *Mchy.Aft* 1*Dk*	557 406 266					1921	Flli.Orlando&Co Leghorn	Ing.G.B.Bibolini	147·4 P33'F63'	28·0	12·8	Spezia Italian *WB*	C.2Cy.16$\frac{15}{16}$"&35$\frac{7}{16}$"-21$\frac{13}{32}$" 49NHP Flli.Orlando&Co.Leghorn		I
29410 117597 ZMFR	**Marama** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	6497 5181 3992					1907	Caird&Co. Ld. Greenock	UnionS.S.Co.of NewZealand,Ld.	420·3 P&B314'F83'	53·2	31·2	Wellingtn N.Z. British	T.8Cy(2)28"(2)44½"(4)50"-48" 692NHP Caird&Co.Ld.Greenock		C
29411 237 IBGU	**Marangona** (*ex*QueenTailte, *ex*Westwego, *ex*SteauaRomana) *Fitted for oil fuel* 2*Dks*&*Webframes* D.F. *Mchy.Aft* *Carrying Petroleum in bulk*	5257 4706 3068			...		1914	J.Frerichs &Co.A.G. Einswarden	CompagniaIndustrieMarittime AffiniRoma (C.I.M.A.R.)	402·8 P89'B34'F42' FK	51·7	28·7	Venice Italian *WB*	T.3Cy.27",45"&74"-48" 505NHP N.E.MarineEngCoLd.Nwc	30 ″ 3	IC †
29412 PUBQ	**Maranguape** (*ex*Gunther) 2*Dks*	3037 2586 1918					1906	Irvine'sSB. &D.D.Co.Ld. WHartlepool	LloydBrasileiro	318·8 P38'B102'F40'	44·9	22·2	R.Janeiro Brazilian *WB*	T.3Cy.23½",38"&64"-42" Richardsons, 265NHP Westgarth&Co.Ld.Hpl.		
29413 110	**Marañon** IronTwinSc 6thSurvey,Vpo.3,04 *OilEng.* (*ex*Tumbes,*ex*Clova, *ex*Retriever) 2*Dks*	654 591 444	✠ 12,09	Vpo	Lv		1878 3mo	Cunliffe& Dunlop Pt.Glasgow	Cia.Maritima Marañon	180·0	30·3	15·1	Callao Peruvian	Oil Engines 2S.C.SA 8Cy.14½"-20" 295NHP NE18		
29414 181624 KZAZ	**Marapara** TwinSc *OilEng.* Wireless 1*Dk*(*Teak*)	415 — 206	✠100A1 8,31 ✠LMC8,31 ✠LMC(M)12,33	HKg	*h*	CL 7,33	1931 8mo	Kwong FookCheong HongKong *Lloyd*'sA&CP	NegrosNav.Co.Inc.	154·9 F18' FK *FPT*25*t*	30·1	9·6	Iloilo,P.I. Utd.States 4*BHCem* *APT*38*t*	Oil Engines 2S.C.SA 8Cy.12⅝"-18½" 222NHP Atlas-DieselA/B,Skm.	10 ″ 6 s1 ″ 6 9 ″ 5	
29415 LCKT	**Marathon** ssFal.No.1-35 D F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	7208 6727 4358	✠100A1 9,35 ~~1,35~~ ✠LMC1,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	Fal Hfx	*b*†	CL 5,34	1930 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'sA&CP	Skibsaktieselskapet Marathon (Halle&Petersen) *Cell DBuE*&*B*66'254*t*	441·4 P105'B30'F40' FK *DTf*34'551*t FPT*126*t APT*174*t*	58·4	33·7	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",45"&75"-54" (*s*) 180lb 605NHP 3SB,12*cf*, HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
29416 HPAL	**Maravi** *Fitted for oil fuel* Sub.Sig. 1*Dk*	2802 2377 1522					1921	Workman, Clark &Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B83'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
29417 FNWO	**Marcel Schiaffino** *Fitted for oil fuel* 2*Dks*	3482 3068 2063					1929	Howaldtswerke A.G. Kiel	Soc.Algérienne de Nav. pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	337·0 P49'B112'F49'	48·0	8·5	Algiers French *WB*	T.3Cy.22$\frac{13}{16}$",37⅜"&60¼"-39⅝" 228NHP HowaldtswerkeA.G.Kiel		V
29418 160349 GNQC	**Marcella** ssBry.No.1-32 2*Dks*(*Stl*)	4592 4300 2947	✠100A1 2,36 ~~2,35~~ ~~10,35~~ ✠LMC MS8,32 BS~~5,34~~ 7,35 *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	NYk Bkn	*y*	CL ~~4,33~~ 10,35	1928 2mo	Lithgows, Ld. PortGlasgow *Lloyd*'sA&CP	KayeTransportCo. Ld.(KayeSon&Co. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB*329'1003*t DTa*30'777*t*	385·0 P33'B112'F44' FK	52·0	26·6	London British *ptCem* 4*BH to U dk* 2 ,, ,, *2nd* ,, *APT*16*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*, HS6789 FD Rankin&Blckmore,Ld Grk	29 ″ 0 s5 ″ 3¼ 23 ″ 11½	
29419 1964 IPWV	**Marchigiano** (*ex*Imola-33, *ex*Gagliardo, *ex*Cristina,*ex*Nero, *ex*Claddagh, *ex*WirralCoast,*ex*Truthful, *ex*SussexCoast) 3Mst ssLiv.No.3-9,19 ssLon.No.1-23 1*Dk*(*Stl*)&*deepframing* *Welldeck* *Mchy.Aft*	746 514 449	✠ 8,28 ✠NB5,08 ✠	Lon	*k*		1907 9mo	W.Harkess &Son,Ld. Middlesbro'	SocietàItaliana A.T.I.L.	188·8 180·0 P&B111'F38' FK *DBf*106'140*t FPT*20*t*	28·6	13·0	Genoa Italian 3*BHCem* *APT*7*t*	T.3Cy.16",27"&44"-30" 90NHP 2SB,4*pf*,GS65,HS2218 Blair&Co.Ld.Stockton	15 ″ 0	I †
29420 164050	**Marchioness of Lorne** Ⓟ Pad *CruiserStern* 1*Dk*&*Promenade dk*	427 259 146					1935	Fairfield Co.Ld. Glasgow	LondonMidland& ScottishRailway	199·5	27·1	7·5	Glasgow British	T.3Cy.18½",29"&45"-48" 140NHP FairfieldCo.Ld.Glasgow		BT till 3.36
29421 137532 GPSV	**Marconi** TwinSc ssMdb.No.3-5,29 ssFal.No.1-33 D.F. 3*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*-ws)	7402 6877 4519	✠100A1 *Shelter dk withfreeboard* ~~1,36~~ 5,36 ✠LMC MS5,35 BS1~~,35~~ 1,36 ✠Lloyd'sRMC ~~1,35~~ ~~7,35~~ 5,36 ~~1,36~~	Cff ~~Liv~~	*b*†	CL S7,33 P7,35	1917 2mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	Lamport&Holt Line,Ld. *Cell*	440·8 F47'*on Shelter dk* FK *DB*382'1194*t FPT*68*t*	56·2	35·6	Liverpool British 8*BHCem* *APT*60*t*	Q8Cy.20½"29½"42"&61"-48" 215lb (*s*) 887NHP 3DB&1AuxSB,21*cf*,GS424, HS17070 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 1 28 ″ 3	
29422 140644 GBWN	**Mardinian** ssLiv.No.3-6,32 1*Dk*(*Stl*)	2434 2253 1426	✠100A1 6,35 ~~8,34~~ ✠LMC MS6,32 BS4~~,34~~ 3,35	Liv	*t*	~~8,33~~ 6,35	1919 8mo	S.PAustin &Son,Ld. Sunderland *Lloyd*'sA&CP	EllermanLines,Ld *Cell DB*260'670*t*	303·2 P&B233'F32' FK *FPT*70*t*	43·0	20·8	Liverpool British 5*BHptCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 0 s2 ″ 3¼ 20 ″ 11	
29423	**Maréchal Foch** (*ex*BudaII) ssFiu.No.2-14 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	2853 — 1772	✠ 9,16 ✠	Fiu	*t*		1905 3mo	Napier& Miller,Ld. Glasgow *Cell*	Cie.Delmas Frères&Vieljeux *DBa*108'*uE*&*B*34'	314·1 P40'B104'F34'21 3 FK *f*134'633*t FPT*17*t*	41·9	13·3	La Rochlle French 6*BHCem* *APT*21*t*	T.3Cy.20¼",35"&59½"-42" 257NHP 2SB,6*rf*,GS116,HS3898 D.Rowan&Co.Glasgow	23 ″ 9	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. H. offrade
29424	**Maréchal Foch** Iron (exEmérence, ssShl.No.3–4,95 exLaFrance,exSusan) ssOda.No.2–04 *Well deck* 1*Dk(ptIrn ptStl)2trB*	1416 1133 812	✠ 5,08 ✠NB4,04 ✠	Msl	*p*		1882 4mo	J.Readhead&Co. SouthShields	Cie.Française de Com.&deNav. "Fracona"	249·0 Q96'B52'F31' BK9" *DBa*	36·1	17·5	Marseilles French 4*BHCem* 74'*f*100'371*t*	C.2Cy 29"&54"–36" ND B04 135NHP 1SB,3*pf*,GS66,HS2118 J.Readhead&Co.S.Shields	18 ″ 7	
29425 FNYM	**Maréchal Gallieni** (exMöwe) Wireless 2*Dks*	1559 1262 656					1912	G.Seebeck Akt Ges. Weser-münde-G.	Cie.desMessageriesMaritimes	236·3 P35'B81'F32'	34·8	18·1	Diego-Suarez French *WB*	T.3Cy.22$\frac{13}{16}$",36½"&59$\frac{1}{16}$"–39¾" 220NHP G.SeebeckA.G.Bremerhvn		V
29426 FNYV	**Maréchal Joffre** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	11732 8388 6645					1933	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B189'	64·0	37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29½"–59$\frac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		V
29427 FNHN	**Maréchal Lyautey** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* *CruiserStern* 3*Dks*	8256 — 4162					1924	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	428·0 F80'B194'	56·8	33·8	Marseilles French *WB*	T.6Cy.27½",44½"&74"–47¼" 750NHP Forg.&Ch.de laMédit.Msl.		V
29428 132479 VJGF	**Mareeba** (exEchuca) ssSyd.No.3–1,34 1*Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing &Web frames*	3472 3017 1990	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~12,34~~ BS1,36 ~~BS12,34~~ ✠LMC1,34	Syd	*v*	CL ~~1,33~~ 3,36	1921 11mo	Walkers, Ld. Maryboro' Queensland A&CP	Australasian UnitedSteamNav. Co.Ld. *CellDB*277'882*t*	332·7 FK *FPT*118*tAPT*204*t*	47·1	27·1	Melbourne British *Cem* *Collision BH to S dk* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"–45" (*s*) 185lb 520NHP 3 Water Tube Boilers HS8289 FD Walkers,Ld.	26 ″ 1 ~~s2 ″ 7¼~~ ~~23 ″ 10~~ s2 ″ 4 23 ″ 11¾	
29429 143170 GBKJ	**Marella** Ⓟ (exWahehe, TwinSc exHildaWoermann) ssSyd.No.3–7,33 2*Dks(Stl–U*teaks) *Ref.Mchy.* &*Shelter dk(Stl–*teaks)	7475 6318 4340	100A1 *Shelter dk* *withfreeboard* ~~8,32~~ ~~2,35~~ 2,36 LMC MS10,32 BS~~3,34~~ 8,35 ✠Lloyd'sRMC ~~3,34~~ ~~8,35~~ 2,36 Port & stbd. chambers in No. 3 hold not included	Mel ~~Syd~~	*b*†	CL ~~10,32~~ S8,33 P9,35	1914	Reiherst'g Schiffsw. Hamburg AP	Burns,Philp&Co. Ld.	426·0 FK&BK3" *CellDBa*117'*uE*66'	55·8	35·2	London British *Cem* *Collision BHtoS dk* 6 ,, ,, *U* ,, *f*140'1190*t*	Q.8Cy.22$\frac{5}{16}$",33$\frac{7}{16}$"49$\frac{7}{16}$"& 71$\frac{11}{16}$"–49$\frac{3}{16}$" (*s*) 227lb FD 1111NHP 3DB,18*cf*,GS305,HS15403 ReiherstMaschinenf.Ham.	38 ″ 1 s11 ″ 9½ 26 ″ 11	
29430 127938 MFYZ	**Marena** ssFal.2ndNo.3–7,34 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	303 255 111	✠100A1 1,35 ✠LMC MS7,34 BS1,35	Fal	*e*	CL 5,34	1908 10mo *Lloyd's*A&CP	Scott& Sons Bowling	County ofCornwall ShippingCo.Ld. (J.Hampton, *Mgr*)	140·3 Q46'B8'F22' BK7" *WB=FPT*64*t*	24·1	10·3	Liverpool British 3*BHCem* *APT*7*t*	C.2Cy.17"&38"–24" (*s*) 140lb 81RHP 1SB,3*pf*,GS45,HS1488 Ross&Duncan,Glasgow	11 ″ 6 s ″ 11½ 11 ″ 2	
29431 Broken up	**Marengo** ssHul.No.3–9,22 ssHul.No.2–30 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* *Tonnage opening closed* 1917	6302 4626 4100	✠~~100A1~~ *Shelter dk* *withfreeboard* 4,34 ~~BS7,34~~ ~~✠LMC9,31~~ *Carrying fuel &other oils F.P. above* 150° F in*D.T*	Hul	*z*	CL 10,33	1910 8mo *Lloyd's*A&CP	Nthmblnd S.B.Co.Ld. Newcastle	*'Tween dkBHd in after hold dispensed with*	410·0 FK *WB=CellDBa*143'*uE&B*48'*f*169'1092*t* *DTa*37'925*tAPT*28*t*	52·0	27·8	Italian 7*BHCem*	T.3Cy 28",46½"&78"–54" (*s*) 200lb 582NHP 3SB,9*cf*,GS189,HS7926 FD Palmers'Co.Ld.Newcastle	39 ″ 0 s11 ″ 0 28 ″ 2	
29432 549 ESCD	**Maret** (exLlangorse,exBoverton) ssCff.No.3–6,23 ssTln.No.2–32 1*Dk(Irn)* *Cargo battens not fitted*	3025 2677 1794	✠100A1 4,35 BS10,34 ✠LMC3,32	Ant	*u*	CL 4,34	1910 9mo *Lloyd's*A&CP	J.Blumer &Co. Sunderland	TallinnShipping Co.Ld. *Cell DB a* 104'	315·5 P26'B92'F29' FK *uE&B*36'*f*128'719*t*	46·5	21·5	Tallinn Estonian 5*BHCem* *APT*186*t*	T.3Cy.23",38"&62½"–42" (*s*) 180lb 267NHP 2SB,6*cf*,GS118,HS4008 Blair&Co.Ld.Stockton	23 ″ 4 s3 ″ 3 20 ″ 3	
29433 LELC	**Marg** (exSpind,exRex) 1*Dk*	1386 1132 709					1917	J.&A.van derSchuyt Papendrecht	A/S Manxking (T.Wilhelms, *Mgr.*)	239·9 P59*t*B102*t*H72*t* F25*t*	36·7	15·8	Frdrikstad Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Ppn.		N
29434 LELD	**Marga** 1*Dk*	1583 1374 934					1923	Nylands Værksted Oslo	A/SBruusgaard	254·2 P46*t*H88*t*F14*t*	39·2	17·0	Drammen Norwegian *WB*	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
29435 148748 GMPB	**Margalau** ssGls.No.2–34 2*Dks(Stl)*	4541 4303 2886	✠100A1 9,35 ~~2,34~~ ✠LMC MS9,34 BS2,35 *Fitted for oil fuel* 4,26 *F.P. above* 150° F.	Gls Mch	*y*	CL 5,33	1926 4mo *Lloyd's*A&CP	Lithgows Ld. Pt.Glasgow	WalmarS.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*329'	385·0 P33'B112'F44' FK 1003*t D Ta*30' 760*t*	52·0	26·6	London British *ptCem* 5*BH to Udk* 1 ,, ,, 2*nd* ,, *APT*16*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 484NHP 3SB,9*cf*,HS7263 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
29436 162086 GMWN	**Margam Abbey** ssHul.No.1–33 1*Dk(Stl)*	2384 2231 1467	✠100A1 ~~6,34~~10,35 BS4,36 ✠LMC MS11,33 ~~BS6,34~~	Hpl Cff	*l*	CL ~~6,34~~ 10,35	1930 4mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	MelroseAbbey ShippingCo.Ld. (F.Jones&Co. *Mgrs.*) *CellDB*	305·2 P22'B72'F30' FK 262'802*tFPT*93*tAPT*88*t*	44·0	20·6	Cardiff British 5*BHCem*	T.3Cy.21½",36"&60"–39" (*s*) 180lb *100lb* 275NHP 2SB,6*cf*,GS105,HS4670 Cen.Mar.EWrks.Ld.WHpl	23 ″ 2 s3 ″ 6¾ 19 ″ 9½	
29437 CBMR	**Margara** (exNotos,exAgnetapark) Wireless 2*Dks*	1487 1316 873					1920	Bremer Vulkan Vegesack	Soc.Anon.ComercialTorres yWard	238·8	31·2	19·5	Valparaiso Chilian *WB*	T.3Cy16½",26¾"&44$\frac{1}{16}$"–29½" 106NHP BremerVulkan,Vegesack		V
29438 213988 WKCH	**Margaret** ssN.Yk.No.3–8,28 ssBal.No.1–32 Sub.Sig. 1*Dk(Stl)&Webframes* *Longitudinal framing*	3352 2752 2125	✠100A1 11,35 ~~12,34~~ BS~~7,34~~ ✠LMC7,32 9,35 *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Bal NYk	*u*	CL ~~N7,34~~ 11,35	1916 4mo A&CP	Maryland SteelCo.of BaltimoreCo Sparro'PtMd	A.H.BullSteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) *CellDBa*90'*u*	327·2 P35'B98'F38' FK *E*20'*f*146'691*t* ~~*FPT*~~	46·2	22·9	NewYork Utd.States 5*BHCem* 78*tAPT*296*t*	T.3Cy.22$\frac{3}{16}$",37½"&60"–42" 190lb (*s*) 293NHP 2SB,6*cf*,GS144,HS4933 MarylandStl.Co.Sparr'Pt.	25 ″ 6 s4 ″ 6¼ 21 ″ 2	
29439 Broken up [illegible] KLGV	— TwinSc (exSanCosme, *OilEng.* exColumbiaRiver) 2*Dks*	432 — 240					1892	BooleBros. SanFrancisco Cal.		114·0	26·9	19·3	Utd.States	Oil Engines 4S.C.SA 6Cy.12"–12" 85NHP StandardGasEng.Co. Oakland,Cal.		
29440 215234 KJOI	**Margaret Berg** (exJohn Wood C.Kirkpatrick–35, *Fitted for oil fuel* exRobertC.Sudden, 1*Dk* exHadrumète,exRobertC.Sudden) Wireless	1430 — 809					1917	F.Stone Oakland,Cal.	KetchikanS.S.Co. (J.H.Mulkey, *Mgr.*)	223·0	43·6	16·5	Seattle Utd.States	T.3Cy.15½",26"&48"–33" 106NHP MainStr.IronWks.S.Frisco		
29441 221479 KDUV	**Margaret Dollar** (exCelestial) *Fitted for oil fuel* 3*Dks*	7030 — 4351					1921	Kiangnan Dk&EngWks Shanghai	DollarTerminal S.S.Co.	429·0	55·2	26·6	S.Frncisco Utd.States	T.3Cy.26½",44"&74"–48" 377NHP KiangnanDk.&Eng.Wrks.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29442	**Margaret Elisabeth** TwinSc (*ex*HerzoginElisabeth) 2*Dks*	548 381 149					1902	J.L.Meyer Papenburg	FrenchGovernment(Colonial Department)	178·6	27·8	14·1	Duala French	T6Cy11$\frac{26}{64}$",19$\frac{3}{32}$"&30$\frac{5}{16}$"-23⅝" 90NHP J.L.Meyer,Papenburg		
29443 7476 SFZA	**Margaret Johnson** Ⓟ TwinSc *OilEng.* *ss*Got.No.1-33 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*)	*5143* *4087* *2929*	✠100A1 *withfreeboard* ~~8,35~~ ~~4,35~~ 4,36 ~~DBS6,34~~ ✠Lloyd'sRMC	Skm ~~Mmo~~ DBS7,35 ✠LMC4,35 ~~4,35~~ ~~7,35~~ 4,36 ~~11,35~~	*a*†	OG ~~P8,32~~ S12,33 P8,35	1928 10mo *Lloyd*	A.B.Götaverken Gothenburg '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*343'1618*t*	407·3 F43' FK *Tanks in way of tunnels*206*t FP*	54·1	23·7	Stockholm Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 703NHP DB85*lb* A.B.Götaverken,Got. *T*97*tAPT*66*t*	28 ″ 0 s 2″11½ 25 ″ 2¾	
29444 126962 EIDX	**Margaret Lockington** 3Msts *ss*Bkn.No.3-12,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Well deck*	460 308 179	✠100A1 1,36 ~~1,35~~ BS~~1,35~~ 1,36	Ayr ✠LMC12,32		CL ~~5,33~~ 1,36	1921 1mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	S.Lockington&Co. Ld. *Cell*	152·0 Q86'B9'F25' FK *DBf*38'40*t FPT*65*t*	25·1	11·0	Dundalk British 3*BHCem* *APT*21*t*	T.3Cy.14½",24"&40"-27" (*s*) 200lb 112NHP 1SB,3*pf*,GS56,HS1940 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11″10½	
29445 218916 KOBX	**Margaret Lykes** (*ex*Moshico) *Fitted for oil fuel* 2*Dks*	3537 2868 2200					1919	Mobile S.B.Co. Mobile,Ala.	LykesBros.S.S.Co. Inc.	324·5	46·0	27·6	Houston Utd.States	T.3Cy.22¼",37½"&60"-42" NB29 233NHP EllicottMachineCo.Bal.		R
29446 149727 ZMJL	**Margaret W.** (*ex*Margot) *OilEng.* *Mchy.Aft* 1*Dk*	394 347 290					1919	A/S Svendborgs Skibs. og Maskin. Svendborg	GisborneSheep-Farmers'Frozen Meat&Mercantile Co.Ld.	139·3 Q33'H30*t*	29·7	11·0	Auckland British *WB*	Oil Engines 2S.C.SA 4Cy.14"-17" NE28 121NHP FairbanksMorseCo. U.S.A.		
29447 OHGZ	**Margareta** (*ex*BellaGaditana, *ex*Eidsvaag,*ex*Altair) 1*Dk*	*1860* *1591* *1040*					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Marga (A/B Tempus, *Mgrs.*)	265·2 P57*t*H76*t*F34*t*	42·1	17·9	Helsingfrs Finnish *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
29448 610 OHCZ	— Wireless *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	691 470 260					1925	Nüscke& Co.A.G. Stettin	A/B Nobel Standardi Finland	182·1 Q52'F23'	29·8	10·9	Helsingfrs Finnish	Oil Engines 2S.C.SA 4Cy.13⅜"-22⅛" 141NHP NE30 Aktie.AtlasDiesel,Skm.		G
29449 DHQF	— *Mchy.Aft* 1*Dk*	369 302 170					1922	Union Giesserei Königsberg	MathiesReed.A.G.	137·6 P&B98'F21'	25·1	11·3	Hamburg German *WB*	C.2Cy.13⅜"&23¼"-17¾" 19NHP UnionGiesserei,Konigsbrg		G
29450 PFTZ	**Margaretha** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	316 234 188					1934	N.V.Noord Nederlndsch. Schpswerven Groningen	W.deGroot	132·9 P33'F15'	22·6	9·3	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
29451 DMAC	**Margarethe Cords** Sub.Sig. *CruiserStern* 1*Dk*	1912 1561 1127					1927	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·9 P15'Q85'B77'F31'	42·1	16·9	Rostock German *WB*	T3Cy17$\frac{9}{10}$",29$\frac{1}{10}$"&47⅓"-31½" &1 LPTurbine 143NHP A.G."Neptun,"Rostock		G
29452 EAGN	**Margari** (*ex*Orbe,*ex*WyeCrag, *ex*WarCrag) *ss*Bbo.No.3-4,31 *ss*Bbo.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3129 2868 1892	✠100A1 4,35 BS4,35	Bbo ✠LMC4,35	*u*	CL 4,35	1918 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	Cia.Naviera Amaya(C.de Zabala,*Mgr.*)	331·2 P33'B100'F29' FK *CellDB*284'748*t FPT*	46·8	23·2	Bilbao Spanish 7*BHptCem* 71*tAPT*45*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 3″11¾ 21 ″ 9	
29453 115951 GJPT	**Margarita** *ss*Lth.3rdNo.3-8,35 ~~*ss*Sou.2ndNo.3-8,22~~ ~~*ss*Lth.No.2-30~~ 1*Dk*(*ptIrn&ptStl*)&*Webframes*	2768 2548 1730	✠100A1 8,35 ~~5,34~~ ~~BS5,34~~	Mdb Lth ✠LMC ~~9,31~~ 8,35		CL 5,34	1903 1mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*) *CellDB*	314·0 P28'B96'F32' FK *a*104'*uE&B*42'*f*122'	46·5	20·7	London British 5*BHCem* 718*tAPT*99*t*	T.3Cy.23½",39"&64"-42" (*s*) 160lb *130lb* NDB24 279NHP 2SB,6*pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 ″ 0 s 3 ″4¼ 19 ″ 10	
29454 SVMN	— (*ex*Latium, *ss*Brs.2ndNo.3-5,08 *ex*Oltenia, *ss*Bry.No.1-12 *ex*Archimides,*ex*Iolo,*ex* 1*Dk*(*Irn*)& SarahRadcliffe) *Well deck Web frames*	2187 1680 1318	✠ 8,20	Pir ✠	*r*		1889 6mo	Ropner& Son Stockton	D.B.Georgiades& S.A.Sofianos	272·2 P27'Q78'B114'F29' BK9" *CellDB*218'	38·8	18·6	Piræus Greek 4*BHCem* 426*tAPT*91*t*	T.3Cy.21",35"&57"-39" NDB02 206NHP 2SB,4*cf*,GS74,HS3123 Blair&Co.Ld.Stockton	21″11	
29455 EEXS	— (*ex*Anselmi-32,*ex*Margarita, *ex*Machrie) 1*Dk* *Mchy.Aft.* *Well Deck*	324 — 166			...		1900	Scott& Sons Bowling	A.Alvarez,S.enC.	122·8 Q42'B8'F24' BK7"	21·5	9·4	Bilbao Spanish *WB*	C.2Cy.14"&29"-21" 32NHP Muir&Houston,Ld.Gls.	10 ″ 3	
29456 SVDU	**Margaritis** (*ex*Fotinia-32, *ex*Photinia) *ss*Lgn.No.3-7,26 *ss*Alx.No.2-34 ~~*ss*Sld.No.1-31~~ 1*Dk*(*Stl*)	*4584* *4372* *2835*	✠100A1 ~~4,35~~ ~~4,34~~ 11,35 BS4,35	Nwc ~~Nag~~HKg ✠LMC MS10,34	*y*	CL ~~11,34~~ 11,35	1913 7mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland '*sA&CP*	S.Perivolaris *CellDBa* 134' *uE&B*43'*f*	383·0 P36'B221'F37' FK 164'1270*t FPT*217*t*	51·7	26·6	Chios Greek 6*BHCem* *APT*125*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 431NHP 3SB,12*pf*,GS198,HS7363 G.Clark,Ld.Sunderland	29 ″ 6 s4 ″ 6¼ 25 ″ 3	
29457 FOPF	**Margaux** Wireless 2*Dks*	1463 1247 671					1912	Atel.&Ch. deFrance Dunkirk	Worms&Co.	241·3 P20'B72'F33'	34·8	18·7	Havre French *WB*	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
29458 225 IBRU	**Marghera** (*ex*Bloomfield) 3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Spar dk&Web frames* D.F. *Carrying Petroleum in bulk*	4531 4086 2732			...		1899	TyneIron S.B.Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente (G Castaldi,Ld.*Mgrs.*)	360·6 350·0 P100'B32'F57' FK	50·2	29·6	Venice Italian *WB*	T.3Cy.27",45"&74"-48" 430NHP N.E.MarineEngCoLdNwc.	31 ″ 0	CI †
29459 71 IPYC	**Margherita** (*ex*Fortichiari, *ex*Fiumo,*ex*GouverneurBeco, *ex*RenéeAchaque,*ex*Malaga, *ex*EsSid et-Turki) 1*Dk* *Now "Garda," see No. 38280 in Supplement*	448 — 249					1892	Akt.Ges. "Weser" Bremen	DomenicoDiDonna &C.	167·3 Q28'B33'F19'	26·6	10·3	Torre del Greco Italian *WB*	T. 3Cy.10$\frac{1}{16}$",16½&26⅜"-16½" 29NHP A.G."Weser,"Bremen		I
29460 OZEA	**Margit** 1*Dk*	1735 1376 1025					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren" D/S A/S (Holm&Wonsild, *Mgrs.*)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
29461 LIYL	**Margit R.** *CruiserStern* 1*Dk*	1597 1302 927					1935	Fredrkstad Mek.Værks. Fredrikstad	Skibs.A/S Asplund (G.Rönneberg& Jens.Fr.Galtung)	244·1 P11'B59'F12'	40·1	16·9	Moss Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27$\frac{3}{16}$"-25$\frac{3}{16}$" 62NHP FredrikstadM.V.Frdstad.		N
29462 982 ESTP	**Margo** (*ex*AntonIvovic-34,*ex*Ville d'Alexandrette,*ex*Luna,*ex*Pungué, *ex*LindaWoermann, 1*Dk* *ex*Gutrune)	1245 1029 736					1895	Flensburgr Schiffsb.Ges. Flensburgr	AlfredKalm	232·8 Q71'B107'F25'	34·3	13·8	Tallinn Estonian *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29463 149754 GMTV	**Margot** ssAms.No.2-35 2*Dks*(*Stl*)	4542 4303 2881	✠100A1 3,35 ✠LMC3,35 *Fitted for oil fuel* 12,26 *F.P. above* 150° F.	Ams	*y*	CL 4,34	1926 12mo	Lithgows, Ld. PortGlasgow *Lloyd*'s A&CP	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB*32 9'1003*t* *DTa*30'760*t*	385·0 P33'B112'F44' FK	52·0	26·6	London British *pt Cem* 4*BH to U dk* 2 " " *2nd* " *APT*16*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	29 " 0 s5 " 3¼ 23 " 11½	
29464 LITQ	— (*ex*Tento-34,*ex*Camberway-33, *ex*PerSkogland,*ex*Olesa) *Mchy.Aft* 1*Dk*	755 647 371					1919	Astilleros Cardona,S.A. Barcelona	Skibs A/S Mauren (RichardPeterson, *Mgr.*)	187·8 B12'F25'	32·9	12·8	Sandefjord Norwegian *WB*	T.3Cy.12",20"&32"-24" 50NHP AlexanderHnos.Barcelona		V
29465 OUIR	**Margrete** 1*Dk*	1207 999 731			...		1917	Kjöbnhvns Flydk&Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Søn, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP Kjbnhavns.Flydk&Skbsv.	17 " 3	V †
29466 OYJD	**Margrethe** Ⓟ (*ex*Moskov) *Ref.Mchy.* D.F. 3*Dks*	2441 1486 1487					1914	Helsingörs Jernsk.&Msk Elsinore	DetForenede Dampskibsselsk.	286·7 F35'	40·5	25·5	Aalborg Danish *WB*	T.3Cy.22",36"&60"-42" 233NHP HelsingörsJernsk.&Mskb.		V
29467 FNNV	**Marguerite Finaly** TwinSc *ProgressiveSurvey of oil tanks* *OilEng.* E.S.D. 1*Dk*(*Stl*)2*nd dk*(*Stl*) GyC. *clear of cargo tanks,3rd* *Mchy.Aft* *dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing* *Web frames* *Rudder electrically welded* *CruiserStern*	12309 11757 6260	✠100A1 ~~1,35~~10,35 DBS1,35 ✠LMC12,33 *Carrying Petroleum in bulk*	Hav		CL	1933 12mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd*'s A&CP	SociétéAuxiliaire deTransports *Cell DBuE*78'135*t* *DTsf*53'2312*t* *FPT*291*t* *APT*250*t*	522·3 *Aft*B55'B40'F39' FK	70·2	38·7	Havre French 16*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"-43$\frac{5}{16}$" 1162NHP 2DB(*a*)200*lb* 2DB(*f*)100*lb* SocAn"Fiat"S.G.M.Turin	38 " 9 s8 " 6½ 30 " 5¼	
29468 EAGO	**Mari** (*ex*Ulversmead,*ex*Renfrew, *ex*Claveresk) ~~ssBbo.No.3-6,22~~ ssBbo.2ndNo.3-10,35 ~~ssBbo.No.2-30~~ 1*Dk*(*Stl*)& *Web frames*	3830 3129 2441	100A1 *Turret deck* 10,35 ~~10,32~~ ~~MS2,30~~ ~~DBS10,33~~ LMC10,35 ~~[illegible]~~	Gls Bbo		CL ~~9,32~~ 9,35	1907	W.Doxford &Sons,Ld. Sunderland *Lloyd*'s A&CP	CiaNavieraAmaya (C.deZabala,*Mgr.*) *Cell DB*315'1097*t*	350·0 P32'F31' FK	50·0	25·2	Bilbao Spanish 6*BHCem* *APT*23*t*	T.3Cy.24",41"&68"-45" (*s*) 180lb ~~140lb~~ 342NHP NDB10*refitted*22 2SB,6*cf*,GS144,HS5340 W.Doxford&Sons,Ld.Sld.	25 " 3 s10 " 9 21 " 8½	
29469 ESBI	— (*ex*CapBlancNez,*ex*OudeMaas) 1*Dk*	1372 1226 795					1918	N.V.Werf Conrad Haarlem	TheTallinnShippingCo.Ld.	238·1 B57'F25'	37·3	17·6	Tallinn Estonian *WB*	T.3Cy.17¾"29$\frac{1}{10}$"&47½"-35¾" 133NHP Gebr.Stork&Co.Hengelo		V
29470 LELF	— (*ex*Björkhaug) *Mchy.Aft* 1*Dk*	563 441 279					1920	Akers Mek Værks. Oslo	AntonOlafsen	161·0 P59*t*H5*t*F26*t*	28·6	11·5	Oslo Norwegian	T.3Cy.12",20"&33"-24" 53NHP AkersMek.Værks,Oslo		N
29471 EELS	**Mari-Begona** (*ex*Elgüeta-35, *ex*CigaleII) 1*Dk*	366 — 181					1918	Ch.&At.de Provence Port de Bouc	NavieraCatalaña (E.Freixas,*Mgr.*)	129·4 B14'F27'	25·2	12·3	Bilbao Spanish	C.2Cy.17¾"&35$\frac{7}{16}$"-23¾" NB20 51NHP Ch.&At.deProvencePort duBouc		V
29472 SVJI	**Mari Chandris** (*ex*Frank Delmas-33,*ex*Tregarthen) 1*Dk*2*trB*	2331 2011 1435			...		1904	JReadhead &Sons SouthShields	J.D.Chandris	289·0 P29'B78'F32' FK	43·0	20·1	Piræus Greek *WB*	T.3Cy.22",36"&60"-39" 239NHP J.Readhead&Sons,S.Shl.	21 " 5	V †
29473 EEXY	**Mari Eli** (*ex*Castellon,*ex*Iturri- Ederra,*ex*Santiago ssBcl.2ndNo.3-1,16 Mumbru,*ex*Enriquetade 1*Dk*(*pt Irn pt* Mallol,*ex*Nautik) *Stl*)& *Web frames* *Well deck*	1080 830 676	✠ 9,20	Bbo	*n*		1897 6mo	Carmichael Maclean&Co. Greenock	IldefonsoIrala *Cell DBa&uE*71'*f*90'253*t* *FPT*	226·3 Q81'B54'F27' FK	33·1	16·2	Bilbao Spanish 4*BHCem* 31*t* *APT*16*t*	T.3Cy.17",27½"&44"-33" B*made*18 114NHP Hutson&Son,Glasgow	16 " 0	V †
29474 263 IBNU	**Maria** ssMfl.No.3-10,32 *OilEng.* *Ref.Mchy.* ~~ssTri.No.1-30~~ D.F. 3*Dks*(*Stl-Wthr dk* ws)	6339 5931 4007	✠100A1 *withfreeboard* ~~6,33~~8,34 4,36 DBS1,36 ✠Lloyd'sRMC~~2,34~~4,36	Tri ~~Fla~~ 7,32 ✠LMC~~7,30~~ ~~[illegible]~~	*z*	CL ~~7,32~~ 6,35	1926 11mo	Cant.Nav. Triestino Monfalcone *Lloyd*'s A&CP	CosulichSoc. Triestina diNav. *Cell DB*334'1125*t* *DTa*43'1100*t*	418·0 F44' FK *Coll* *FPT*105*t* *APT*95*t*	53·2	24·7	Trieste Italian 8*BHptCem* *BH to W dk* 1 " " *3rd* "	Oil Engines 2S.C.SA 4Cy 29½"-49$\frac{3}{16}$" 606NHP DB100*lb* "Fiat"Stabilimento GrandiMotori,Turin	35 " 10 s2 " 10¾ 25 " 1½	
29475 SZGM	— (*ex*Ornus,*ex* ssHul.2ndNo.3-11,33 Newtonmoor, 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ex*Valemead,*ex*Queen &*deep framing* Elizabeth)	*4225* *4089* *2748*	✠100A1 *Spar dk* 2,34 BS2,35 ✠LMC11,33	Shl	*x*	CL 2,34	1907 9mo	Nthmblnd S.B Co.Ld. Newcastle *Lloyd*'s A&CP	I.N.Vlassopulos& others *Cell DBa*117' *uE&B*41'*f*157'	360·3 P31'B93'F33' 28·0 FK	48·0	20·2	Ithaca Greek 6*BHCem* 860*t* *APT*68*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 " 10 s5 " 11½ 25 " 1	
29476 Broken up ~~[illegible]~~ ~~[illegible]~~	— 1*Dk*2*trB*&*deep framing*	3090 2917 1937			...		1901	JReadhead &Sons South Shields	~~G.E.Lemos~~ ~~C.E.Lemos~~	323·2 P41'B93'F32' FK	47·1	23·7	~~Chios~~ ~~Greek~~ *WB*	T.3Cy.24½",40"&64"-42" 278NHP NDB13*refitted*20 J.Readhead&Sons,S.Shl.	25 " 0	N †
29477 1000 ESTX	— (*ex*Normandiet-34,*ex*Gulfaxe) 1*Dk*	1480 1268 880					1909	Helsingörs Jernsk&Msk Elsinore	KäsmuLaeva-Omanikud(OTiedemann,*Mgr.*)	249·2 P17'Q77'B102'F29'	38·1	14·9	Käsmu Estonian *WB*	T.3Cy.18",30"&50"-36" Helsingörs 150NHP Jernsk.&Mskb.Elsinore		V
29478	— (*ex*L.Fafalios, ssPir.2ndNo.3-2,26 *ex*Anastasios, ssPir.No.~~1-30~~2-35 *ex*PrinceLeopold de Belgique, *ex*Roman) *Well deck* 1*Dk*(*Stl*)& *deep framing*	*1216* *897* *750*	✠100A1 8,35 ~~10,30~~ ~~[illegible]~~ ✠LMC~~10,30~~ 8,35	Pir	*n*	~~5,33~~ 8,35	1900 12mo	Mackie& Thomson Glasgow A&CP	S.D.Perris&D.A. Tsatsaronis *Cell DBa&u*	228·0 P15'Q67'B60'F29' FK *E*80' *f*94'263*t* *FPT*	34·5	14·4	Chios Greek 4*BHCem* 58*t* *APT*27*t*	T.3Cy.17⅝",27⅞"&46"-33"(*s*) 180lb 100*lb* NDB21 135NHP 1SB,3*cf*,GS64,HS2143 W.V.V.Lidgerwood,Gls.	16 " 7 s1 " 4 15 " 6	
29479 19 IPZY	— (*ex*Algol, ssHul.No.3-4,17 *ex*Cameronian) 1*Dk*(*Stl*) *Well deck*	440 — 243	✠ 9,22	Sld	*i*		1903 4mo	BlythS.B. Co.Ld. Blyth	GennaroJacomino fuVzo. *Cell D*	178·0 Q98'B9'F20' FK *Ba*49'*f*63'139*t* *FPT*	26·3	11·3	Torre del Greco Italian 4*BHCem* 40*t* *APT*12*t*	T.3Cy.13⅝",21"&34"-24" NDB12 57NHP 1SB,3*pf*,GS43,HS1228 G.T.Grey,SouthShields	13 " 5	I †
29480 EEXZ	— (*ex*Robin) 3Mst ssBbo.2ndNo.3-9,15 ssBbo.No.2-23 1*Dk*(*ptIrn*)	366 273 176	✠ 4,25 ✠	Bbo	*e*		1890 11mo	RThomson London	HijodeAngel Perez yCia.	143·0 Q73'B7'F30' BK7' *WB*	22·9	11·0	Bilbao Spanish 3*BHCem* =*FPT*45*t*	T.3Cy.12",18"&30"-21" NDB15 47NHP 1SB,2*pf*,GS30,HS800 GourlayBros.&Co.,Dun.	11 " 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29481 EEYN	**Maria Amalia** (*ex*SanMames) 1*Dk2trB*	744 393 430					1918	Cia. Euskalduna Bilbao	JoséResteguiSolar	183·5|27·0|13·6 Q46'B&F137'	Gijon Spanish *WB*	T.3Cy.12½",21"&34"–24" 57NHP Cia.Euskalduna,Bilbao		VG
29482 CSBE	**Maria Amelia** (*ex*Gaia,*ex*Girgenti) *ss*Lis.No.3–8,27 Sub.Sig. *ss*Lis.No.2–35 *Well deck* 1*Dk*(*Stl*)	1766 1560 1039	100A– 3,35 BS3,36	Lis LMC3,35		CL 1,35	1913	Akt.Ges. "Neptun" Rostock	Soc.Geral deCommercioIndustria e Transportes,Ltda. *CellDBa&uE*	287·7|41·1|16·3 P&B227'F32' FK 103'*f*122'498*tFPT*	Lisbon Portuguese 5*BHCem* 53*tAPT*20*t*	T.3Cy.19$\frac{13}{16}$",35$\frac{11}{16}$"&56½" (*s*) –37⅜" 190lb 261NHP 2SB,4*cf*,GS71,HS3680 FD A.G."Neptun,"Rostock	19 ″ 1 s 1 ″ 1¾ 18 ″ 1	
29483 30 IQEL	**Maria Clara** (*ex*Komet-34) **Iron** (*ex*Glassalt) *ss*Lbc.4thNo.3–6,31 *Well deck* 1*Dk*(*ptIrn*)2*trB*	639 503 369	✠ 7,34	Lbc	*j*		1883 6mo	J.Duthie Sons&Co. Aberdeen	G.Russo	192·4|26·4|11·6 183·1 14·1 Q50'B36'F21' BK7½"	Messina Italian 5*BHCem* *DBf*44'110*t*	C.2Cy.18½"&44"–30" NDB99 80NHP NB91*fitted*19 1SB,3*cf*,GS60,HS1800 Hall,Russell&Co.Abn.	15 ″ 0	I †
29484 CSBF	**Maria Cristina** (*ex*Maria Christina,*ex*Urd) *ss*Lis.No.3–5,33 1*Dk*(*Stl*)	*3265* *2973* *1939*	✠100A1 ~~9,35~~~~12,34~~12,35 BS3,36 MS5,33	Lis LMC BS~~9,35~~	*v*	CL ~~4,34~~ N2,36	1920 7mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. Middlesbro'	Soc.GeraldeCommercioIndustria e Transportes,Ltda. *CellD*	334·2|48·0|22·7 P33'B102'F33' FK *B*290 725*tFPT*124*t*	Lisbon Portuguese 5*BHCem* *APT*90*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb *100lb* 315NHP 2SB,8*cf*,GS140,HS5104 Smith'sDockCo.Ld.Mdb.	24 ″ 11 s 3 ″ 10¼ 21 ″ 3	
29485 161083 GSXY	**Maria de Larrinaga** *ss*Liv.No.1–33 1*Dk*(*Stl*)	4988 4659 3084	✠100A1 ~~3,35~~ 10,35 MS11,33	Shl Bkn ✠LMC BS3,35	*z*	CL N3,35	1929 2mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld PortGlasgow	LarrinagaS.S.Co. Ld.	407·0|53·5|25·7 P26'B271'F37' *CellDB*350' FK 1155*t DTa*29' 1100*t*	Liverpool British 6*BHptCem* *APT*245*t*	T.3Cy.25",43"&72"–48" (*s*) 210lb FD HS6695 475NHP 2SB&1AuxSB,9*cf*,GS173, Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 9¼ 24 ″ 5½	
29486 2005 IBIV	**Maria Eugenia** (*ex*MariaD'Al-35, *ex*Amplegarth-34, *ss*Ham.No.1–33 *ex*Eastborough-33) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4702 4217 2853	✠100A1 *withfreeboard* 6,35 ~~12,34~~ MS12,30	Ams Gen ✠LMC BS~~12,34~~ 2,36	*z*	CL 12,34	1928 1mo *Lloyd*'*sA&CP*	Craig,Taylor&Co.Ld. Stockton	Soc.Esercizio Armamento *CellDB*344'1312*t*	414·9|53·5|25·1 400·8 F32' FK *FPT*121*tAPT*146*t*	Genoa Italian 6*BHptCem* (*Coll toSh dk* 5 ,, 2*nd* ,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s 3 ″ 1½ 24 ″ 8	
29487 7606 SFKW	**Maria Gorthon** *Dk*	*1572* *1346* *856*					1930	NyaVarvs. Akt.Öresund Landskrona	RederiA/B Gylfe (J.Gorthon,*Mgr.*)	259·1|40·5|16·0 P26'B160'F26'	Helsingbrg Swedish *WB*	T3Cy18½"29$\frac{15}{16}$"&48$\frac{1}{16}$"–33½" 133NHP NyaVarvs.Akt.Öresund		V
29488	Stranded&Sunk 8,35 **Maria I. M.** (*ex*Ariadni, **Iron** *ex*Ismir,*ex*Cornelia) 1*Dk*	385 274 220					1878	Roy&Mitchell Montrose	Mme.MariaI.Mira	143·5|22·1|11·5 Q35'B12'F20'	Piræus Greek *WB*	C.2Cy.20"&36"–24" 53NHP W.B.Thompson,Dundee		
29489	**Maria L.** Ⓟ (*ex*Argolis, **Iron** *ex*Vine) 1*Dk2trB*	488 400 212					1878	D&WHenderson Glasgow	J.Lykouris	183·0|25·5|13·3 P51'F29'	Piræus Greek	C.2Cy.27"&49"–36" NB89 120NHP D.&W.Henderson,Gls.		
29490 353 IQHC	**Maria Luisa** (*ex*Delfino,*ex*Dolphin) *ss*Nwc.2ndNo.3–6,20 *Mchy.Aft* *ss*Hul.No.3–9,22 1*Dk*(*Stl*)	345 314 198	✠ 3,27	Lon ✠	*e*		1895 5mo	Montrose S.B.&E.CoLd Montrose	FrancescoEsposito &AntonioImbò	130·2|25·2|11·5 F15' BK7" *DBf*72'	Naples Italian 3*BHCem* 88*tAPT*7*t*	C.2Cy.15"&32"–24" 53NHP 1SB,2*pf*,GS33,HS930 HallBrwn,Buttery&CoGls	13 ″ 11	I †
29491 EAGU	Broken up **Maria Mercedes** (*ex*Siren) **Iron** 2*Dks*	394 — 213	✠ 9,81	Lon	*h*		1878 1mo	Palmers'Co Newcastle	NavieraMallorquina(D.Ramis Mut,*Mgr.*)	175·5|25·2|12·5	Palma,Maj Spanish 4*BHCem*	C.2Cy.28"&56"–36" 157NHP Palmers'Co.Ld.Newcastle		
29492 SWBS	**Maria N. Roussos** (*ex*Caterino) *Now "Supetar," see No.40047 in Supplement* 1*Dk*	*3729* *3470* *2366*					1909	W.Gray& Co.Ld. WHartlepool	MmeM.K.Veniselos (K.E.Veniselos, *Mgr.*)	346·4|50·8|23·1 P27'B96'F32'	Piræus Greek *WB*	T.3Cy.25",40"&65"–42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
29493	**Maria Nomicou** (*ex*Anastassios, *ex*Helena) 2*Dks*	1165 927 694					1899	Rijkee&Co Rotterdam	LoukasN.Nomicos	228·0|32·0|18·5 B55'F27'	Santorin Greek *WB*	T.3Cy.17½",28"&45"–36" 121NHP Maats.deMaasRot.		
29494 74 IJHJ	**Maria Pompei** (*ex*Alboran-35, *ex*Most-32,*ex*Quickstep) *ss*Sld.No.3–2,22 *ss*Nwc.No.1–27 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1407 — 777	✠ —— 5,32	Ant ✠	*o*		1909 7mo	J.Crown& Sons,Ld. Sunderland *CellDB*	GiuseppePalomba *a*65'*uE*17'*f*104'349	246·2|36·0|15·6 239·5 FK P24'Q59'B50'F26' *tFPT*53*tAPT*92*t*	Torre del Greco Italian 4*BHCem*	T.3Cy.19",31"&51"–36" 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.Co.Ld.Sld	17 ″ 9	CI †
29495 EALS	**Maria R.** (*ex*Ampurdan,*ex*Felix Pizcueta, *ss*Bbo.2ndNo.3–5,11 *ex*Oscar deOlavarria, 2*Dks*(1*Irn*) *ex*Benita) *Floors,Beams&Keels onIrn* Wireless	1505 — 905	✠ 9,16	Bbo ✠	*r*		1887 3mo	Oswald, Mrdaunt&Co Southampton	Hijo deRamonA. Ramos	261·0|34·3|20·7 B68'F36' BK9½" *DBa*60'&*uE*	Barcelona Spanish 4*BHCem* & *B*48'240*t*	T.3Cy.21½",33"&55"–39" NDB03 190NHP 1DB,6*cf*,GS100,HS3000 Oswld,Mordaunt&Co.Sou.	22 ″ 2	
29496 EEZW	**Maria Santiuste** (*ex*Basurto) *Mchy.Aft* 1*Dk*	399 — 214					1912	Cia.Euscalduna deConst Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	151·5|27·4|12·3	Bilbao Spanish *WB*	T.3Cy.12",20"&32"–23" 49NHP MacColl&Pollock,Ld.Sld.		
29497 SVFO	**Maria Stathatos** (*ex*Piave,*ex*War Norman) 1*Dk* *Fitted for oil fuel*	5269 4796 3222					1918	Barclay, Curle&Co.Ld Glasgow	D.D.Stathatos	400·8|52·3|28·5 P49'B113'F39'	Ithaca Greek *WB*	T.3Cy.27",44"&73"–48" 369NHP Barclay,Curle&Co.Ld. Gls.		C
29498 OXQB	**Maria Toft** *ss*Cpn.No.1–33 1*Dk*(*Stl*)	1911 1671 1152	✠100A1 6,35 ~~6,34~~ BS~~6,34~~ 6,35	Cpn ✠LMC5,33	*r*	CL ~~5,33~~ 6,35	1928 10mo *Lloyd*'*sA&CP*	Antwerp Eng.Co.Ld. Hoboken	Dampskibsselsk. "Jutlandia" (JensToft,*Mgr.*) *CellD*	278·5|40·2|18·3 P22'B60'F30' FK *B*238' 607*t FPT*46*t*	Copnhagn Danish 4*BHCem* *APT*67*t*	T.3Cy.18",30'&49"–36" (*s*) 180lb 175NHP 2SB,4*cf*,GS67,HS2956 N.E.MarineEngCoLd.Nwc	20 ″ 7 s 3 ″ 0½ 17 ″ 8¾	
29499 EALE	**Maria Victoria** (*ex*Gydavore, *ex*Oceania) *ss*Bbo.No.3–12,32 1*Dk*(*Stl*) *Cargo battens not fitted*	*3619* *3337* *2245*	✠100A1 2,36 ~~11,34~~ MS1,33	Rot Bbo ✠LMC BS~~7,34~~ 7,35	*w*	CL N11,34	1920 6mo *Lloyd*'*sA&CP*	Campbeltown S.B.Co. Ld. Campbelt'wn	Viuda deF. Astorqui	348·6|49·9|23·6 P29'B213'F36' FK *CellDB*300'995*t*	Bilbao Spanish 6*BHCem* *APT*85*t*	T.3Cy.25",40"&65"–45" (*s*) 180lb 327NHP 3SB,9*cf*,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0	
29500 215889 WBCV	**Marian Otis Chandler** (*ex*West Haven) *Fitted for oil fuel* 2*Dks*	5520 5036 3398			…		1917	Skinner& EddyCorp. Seattle,Wash	MatsonS.S.Co.	409·6|54·1|27·1 P44'B115'F47' FK	LosAngel's Cal. Utd.States *WB*	T.3Cy.25",42"&72"–48" PugetSound 549NHP Machy.Depot,Seattle		R †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
29501 213385 KJQS	**Mariana** ssMob.No.3-1,28 ssN.Ns.No.1-31 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 1,35 BS3,35 ✠LMC12,31	NYk	*u*	CL N11,33	1915 7mo *WB*=	NwprtNws S.B.&D.D.Co. Newprt News A&CP *'Tween* *CellDB a95'u*	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs*) *dk bulkhead in fore* *E&B41' f147'845t*	335·0 *hold dispensed with* *FPT85tAPT43t*	46·8	22·7 FK	NewYork Utd.States *Cem* *4BH to U dk* *1 „ 2nd „*	T.3Cy.21½",36"&63"–42" (s) 190lb 309NHP 3SB,9cf,GS184,HS5040 NewportNewsSB&DD.Co. *only*	25 ″ 0	
29502 3427 PJAE	— TwinSc ssCco.No.2-33 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	2682 1799 1473	✠100A1 7,35 ~~7,34~~ BS7,35 ✠LMC8,33 *Carrying Petr* *Fitted for oil*	Cura- cao *oleum* *fuel 4*	*t* *in* *,25*	CL PN7,35 s1,36 *bulk* *F.P. a*	1925 4mo *Lloyd* *bove 1*	Rotterdam Droogd.Maat Rotterdam *'sA&CP* 50° F.	Curacaosche Scheepsv.Maats.	305·0 Q87'F29' *Trunk dk* 189'	50·2	15·1 FK	Willmstad Dutch *8BHptCem* *APT81t*	T.6Cy.12¾",20½"&33¾"–24 1/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 18 ″ 7¼	
29503 LCNH	**Marianne** (*ex*Nygaard, *ex*Haraldshaug) 1*Dk*	1915 1688 1110					1920	N.V.T. van Duijvendijk's Scheepswerf Lekkerkerk	A/SNesjar(Eilert Lund, *Mgr.*)	265·4 P62tH94tF8t	42·2	18·6	Bergen Norwegian *WB*	T.3Cy.19",31"&52"–36" 162NHP H.Versteeg&Zonen, Hardinxveld		N
29504 OUIS	— 1*Dk*	1239 1059 712					1924	A/SRödby Havns Jernskibs. RödbyHavn	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	236·4 P23'B49'F25'	37·1	14·6	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/SFrichs,Aarhus		V
29505 6680 SFLD	— (*ex*Elsa,*ex*SylviaI) 1*Dk*	*1166* *1011* *647*					1921	Skiens Verks.A/S Skien	TrelleborgsÅngf. NyaAktieb.(Jarl Malmros,*Mgr.*)	226·4 P43tH65t	36·6	15·7	Trelleborg Swedish *WB*	T.3Cy.16",25"&42"–30" 97NHP SkiensVerks.A/S,Skien		N
29506 DIDH	— TwinSc *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk*	523 425 285					1925	Werft. G.m.b.H. Nobiskrug Rendsburg	Haltermann&Co.	172·1	29·3	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.7⅞"–14 3/16" 72NHP Mschfbk.Augsburg- Nürnberg,Augsburg		G
29507 DIDI	— *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirchham- melwarden	Reinecke&Bremer	139·1 P16'	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾"–15¾" 74NHP *E made & fitted* 30 BremerVulkan,Vegesack		G
29508 EGAB	**Mariavi** (*ex*Angus,*ex*Gloria) *Well deck* *Mchy.Aft* 1*Dk*	336 — 109			...		1918	Astilleros Riera Gijon	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	119·8 Q46'B9'F21'	21·9	10·1 FK	Bilbao Spanish *WB*	C.2Cy.14¾"&25⅝"–15 5/16" 36NHP AstillerosRiera,Barcelona	9 ″ 9	
29509 92736	**Maricopa** *Mchy.Aft* 1*Dk*2*trB*	3979 — 2966					1896	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	406·0	48·2	23·4	D'luth,Min Utd.States *WB*	T.3Cy.25",40"&68"–42" 300NHP ClevelandS.B.Co.,Clevlnd		
29510 LIUS	**Maridal** TwinSc *Mchy Aft* *OilEng.* D.F. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6479 5562 3872					1934	Eriksbergs M.V.Aktieb. Gothenburg	A/SMoltzau's Tankrederi (Moltzau& Christensen,*Mgrs.*)	408·6 P202tH528tF73t	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21",21"&32"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
29511 OUIT	**Marie** 1*Dk*	941 813 548					1920	Nüscke& Co.A/G Stettin	J.Lauritzen	224·3	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15⅝",25⅛"&41¾"–25⅝" 89NHP AtlasWerkeA/G,Bremen		G
29512 107139	— Ⓟ IronAux3MstSr (*ex*Archer) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	939 — 705			...		1876	R.Thomp- son,jun. Sunderland	DeeC.Chuan&Co. Inc.	186·3 P64'F24' ND94	32·2	19·0	ManilaP.I. Utd.States	Oil Engines 2S.C.SA 4Cy.16½"–18⅛" 192NHP NE18 *fitted* 20 J&CGBolindersCoLd.Skm	19 ″ 10	
29513 Broken up OYCS	— Ⓟ Twin (*Ferry&Icebreaker*) 1*Dk*	553 516 231					1890	Burmeister &Wain Copenhagen	DeDanskeStats- baner	199·8 len.05	31·6	12·0	Masnedö Danish *WB*	C.4Cy.21½"&37"–18" 97NHP Burmeister&Wain,Cpn.		
29514 LCTC	**Marie Bakke** TwinSc3Mst *OilEng.* 2*Dks*	4307 3870 2565					1926	Odense Staalskibsvft Odense	SkibsA/SMarie Bakke(Knut Knutsen,O.A.S.)	375·6 P115tH251tF32t	52·5	24·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"–35 7/16" 426NHP Akt.Burmeistr&Wain,Cpn		N
29515 OUIU	**Marie Clausen** (*ex*Phönix) 1*Dk&pt Awng dk*	324 240 167					1911	Nüscke& Co. Stettin	A/SD/SPhönix (C.Clausen,*Mgr.*)	136·1 B31'	25·7	15·9	Haderslev Danish *WB*	T.3Cy.12¼" 19"&31"–20½" 43NHP Christiansen&Meyer,Har.		G
29516 DMCD	**Marie Ferdinand** (*ex*Wrotham, *ex*Bearwood, ssRos.2ndNo.3-6,33 *ex*Garesfield) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1757 1373 1069	✠100A1 12,34 BS~~12,34~~ ✠LMC6,33 11,35	Ros	*q*	12,34	1911 4mo *Lloyd*	R.Thomp- son&Sons,Ld. Sunderland *'sA&CP*	H.Ferdinand *CellBa80'uE&*	267·4 P20'Q84'B56'F25' *B35'f110'523tFPT*	38·5	17·0 FK	Rostock German *4BHCem* *35tAPT53t*	T.3Cy.21",34"&56"–36" (r) 180lb 218NHP 2SB,6cf,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8	
29517 DHQK	**Marie Leonhardt** Sub.Sig. 1*Dk&Shelter dk*	2594 2331 1522					1922	Stettiner Oderwerke Stettin	Leonhardt& Blumberg	329·0	46·1	18·7	Hamburg German *WB*	T.3Cy.22½",35½"&57¼"–39⅜" 205NHP StettinerOderwerke		G
29518 143526 MKJW	**Marie Llewellyn** ssNpt.No.3-10,35 ~~ssCff.No.2-29~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1464 1119 885	✠100A1 ~~4,31~~10,35 ~~BS3,30~~ ✠LMC~~1,32~~ 10,35	Lth Npt	*o*	CL ~~4,31~~ 10,35	1920 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	CardiganShipping Co.Ld. *CellD*	234·8 P16'Q67'B58'F23' *B192' 381t FPT40t*	35·7	16·6 FK	Cardiff British *4BHCem* *APT36t*	T.3Cy.18¼",28½"&48¼"–33" 180lb (s) 86RHP 2SB,6pf,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s1 ″ 5½ 17 ″ 4	
29519 TVBM	**Marie-Louise Le Borgne** (*ex*Tordis,*ex*Hercules) 1*Dk*	1263 955 769					1903	J.C.Teck- lenborgA.G. Weser- munde-G.	Ch.LeBorgne	229·6 Q82'B56'F26'	36·2	14·8	Marseilles French *WB*	T.3Cy.17",28"&45"–33" 116NHP J.C.TecklenborgA.G.Wsm		V
29520 146654 GDNP	**Marie Louise Mackay** TwinSc (*CableVessel*) ssPly.No.3-7,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Awng dk*(*Stl-ws*) Sub.Sig. Wireless D.F.	1378 1339 675	✠100A1 *Awng dk* *with freeboard* BS8,35 8,35 ~~7,34~~ ✠LMC7,34 *Fitted for oil*	Ply *fuel 10*	*o* *,22*	CL 6,34 *F.P. a*	1922 10mo *Lloyd* *bove 1*	Swan,Hun- ter&Wigham Richardson, LdNewcastle *'sA&CP* 50°F.	CommercialCable Co. *CellDBuE31'f90'*	234·0 *173t DTf88' FPT*	34·2	22·2 FK *Collisio*	London British *Cem* *n BH to A dk* *3 „ „ U „* *39tAPT43t*	T.6Cy.12⅝",20"&33"–24" (s) 180lb 155NHP 2SB,4cf,HS2336 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	24 ″ 4 s7 ″ 8 17 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29521 FNWR	**Marie Louise Schiaffino** (*ex*Schiaffino, *ss*Alg.2nd.No.3-11,32 *ex*Noruega) 1*Dk*(*Stl*) &*Spar dk*(*Stl*-ws)3*tr B*	4004 3027 2451	✠100A1 *Spar dk* 5,35 ~~7,34~~ BS1,36 ~~BS7,34~~ ✠LMC11,32 *Fitted for oil fuel* 4,20 *F.P. above* 150°F.	Alg	*v*	CL 7,34	1909 1mo *Lloyd's A&CP*	Fevigs Jernskibsbyg Fevig	Soc.Algérienne de Nav.pour l'Afrique duNord(C.Schiaffino&Cie. *Mgrs.*) *CellDBa*90' *uE*22'	330·9|46·1|15·2 P74'B116'F36' 24·3 FK *f*150'681*tAPT*29*t*	Algiers French 6*BHCem* (5 *to Sp dk* 1 ,, *Mdk*)	T.3Cy.24",40"&66"-45" (*r*) 185lb 340NHP 2SB&1AuxSB,8*cf*,GS151, Richardsons, HS5493 Westgarth&Co.Ld.Mdb.	27 ″ 0 s 3 ″ 9 23 ″ $5\frac{3}{4}$	
29522 OZAC	**Marie Mærsk** TwinSc D.F. *OilEng.* *ss*Got.No.1-31 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinalframing-bracketless system*	8271 7800 5057	✠100A1 4,36 ~~4,35~~ DBS~~5,34~~ ✠LMC9,31 5,35 *Carrying Petroleum in bulk*	Fal	*d*†	CL 5,34	1928 6mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*) *CellDBuE*48'205*t*	466·3|61·8|34·2 P101'B34'F39' FK *DTf*38'640*t FPT*185*tAPT*100*t*	Fredericia Danish 12*BHptCem*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s 8 ″ $4\frac{1}{2}$ 28 ″ $1\frac{1}{2}$	
Broken up 29523 DHQL	**Marie Schröder** Iron (*ex*Hammerburg,*ex*StellaMaris,*ex*Beta, *ex*Sirius) *Well deck* 1*Dk*&*Web frames*	742 602 455			...		1889	BlythS.B. Co.Ld Blyth	Leth&Co.	206·7|26·0|13·5 Q92'B18'F19' len98 BK$7\frac{1}{2}$"	Hamburg German *WB*	T.3Cy.14",23"&39"-27" 79NHP M.Paul&Co.Dumbarton	15 ″ 5	G †
29524 416 YMCZ	**Marie Siedler** (*ex*Noordergat) *Mchy.Aft* 1*Dk*	438 338 221					1920	H.van Vlaardingen Gouda	F.G.Reinhold	148·4|25·2|11·9 Q77'B14'F20'	Danzig *WB*	T.3Cy.$10\frac{1}{2}$",17"&28"-17" 32NHP J&Av.d.Schuyt,Papndrcht		V
29525 541	**Mariehamn** Ⓟ Iron (*ex*P.Thorvorst,*ex*TransitNo.1) 1*Dk*	309 172 122					$18\frac{54}{59}$	MotalaCo. Motala	ÅbolandsÅngf A/B (J.Lagström, *Mgr.*)	121·2|21·4|10·4	Åbo Finnish	C.2Cy.$19\frac{1}{20}$"&$36\frac{7}{8}$"-$19\frac{5}{8}$" E*made&fitted*—50NHP NB00 BergsundsM.V.Bergsund		
29526 7958 SMXA	**Marieholm** Wireless 2*Dks* *Cruiser Stern*	*1162* *844* *563*					1934	Odense Staalskibsvft vedAPMöller Odense	A/B Svenska Amerikalinien (A.Jonsson, *Mgr.*)	209·1|32·5|18·9	Gothenbrg Swedish *WB*	C.3Cy.$19\frac{1}{16}$"&(2)$29\frac{1}{2}$"-$29\frac{1}{2}$" 79NHP Akt.Burmeistr&Wain,Cpn		V
29527 DACM	**Marienbūrg** (*ex*Kemi, *ex*Moordrecht) 1*Dk*	1322 1165 777			...		1917	Jonker& Stans HenrikIdo Ambacht	KohlenImport u. Poseidon SchiffahrtA.G.	236·7|36·5|15·9 P20'B58'F24' FK	Königsbrg German *WB*	T.3Cy.$17\frac{1}{2}$",$29\frac{5}{8}$"&$46\frac{1}{16}$"- $36\frac{1}{16}$" 177NHP MachinefabriekBolnes	18 ″ 0	G †
29528 DONS	**Marienfels** Sub.Sig. 2*Dks*	7575 7040 4679					1921	J.C.Tecklenborg A.G. Wesermünde -G.	DeutscheDmpfsfahrts.Ges.Hansa	468·5|58·6|32·4 P80'B138'F59'	Bremen German *WB*	T3Cy.$31\frac{1}{2}$",$50\frac{13}{16}$"&$82\frac{1}{16}$"-55" &1LPTurbine 692NHP J.C.Tecklenborg,A.G. Wsm.		G
29529 456 SVBI	**Marietta** (*ex*W.I.Radcliffe-35, *ex*ClarissaRadcliffe) *ss*Hpl.No.3-5,26 *ss*Bly.No.2-35 ~~*ss*Shl.No.1-31~~ 1*Dk*(*ptIrnptStl*)	*6042* *5268* *3676*	✠100A1 5,35 ~~3,33~~ ✠LMC MS~~11,29~~ BS~~8,33~~3,35 5,35	Rot Bly	*z*	CL 3,35	1913 4mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton	N.Eustathiou&Co.	415·0|55·6|26·7 P45'B241'F39' FK *CellDBa*132'*uE&B*46'*f*184' 1598*tFPT*154*tAPT*183*t*	Piræus Greek 7*BHCem*	T.3Cy.28",46"&75"-48" (*s*) 180lb *100lb* 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s4 ″ $2\frac{1}{2}$ 24 ″ 8	
29530	**—** (*ex*Eugenia*ex*Siam) *ss*Hav.No 3-1,23 *ss*Ams.No.2-30 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deep framing*	4660 — 3019	✠100A1 *Spar dk* 6,33 BS12,34 ✠LMC3,30	Pir	*y*	CL 6,33	1906 1mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	H.Constant	395·0|50·0|17·7 P38'B123'F34' 26·6 FK *CellDBa*129'*uE&B*48'*f*171' 1170*tDTf*33'840*tAPT*47*t*	British 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 408NHP 2SB,6*cf*,GS124,HS5456 FD J.Dickinson&Sons,Ld,Sld.	29 ″ 3 s 5 ″ $7\frac{3}{4}$ 23″10	
29531 SVLW	**Marietta Nomikos** (*ex*Taransay-33) 1*Dk*	*5241* *4779* *3200*					1919	Napier& Miller,Ld. OldKilpatrck	PetrosM.Nomikos, Ld.	400·2|52·4|28·5 P49'B113'F39'	Piræus Greek	T.3Cy.27",44"&73"-48" 369NHP D&W.Hendersn&CoLdGls		C
29532 FOBF	**Mariette Pacha** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy* 7*Dks*	12239 — 7145					1925	SocProvençale deConst. NavalesLa Ciotat	Soc.desServices Contractuels des Messageries Maritimes	495·2|62·7|40·5 B229'	Marseilles French *WB*	T.6Cy.$29\frac{15}{16}$"$49\frac{9}{16}$"&$84\frac{5}{8}$"-$53\frac{1}{8}$" 1044NHP Soc.Provençale deConst. Navales,LaCiotat		V
29533 30 IBAV	**Marigola** (*ex*Colaba) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)3*trB*	5996 5735 3704	✠ 9,09 ✠	Mdb	*a*†		1906 1mo	W.Denny &Bros. Dumbarton	Ing.G.B.Bibolini *CellDBa*154'*u*	439·6|54·0|31·5 430·6 54·4 31·9 B82'F56' FK *E&B*87'*f*143' 1153t	Spezia Italian 7*BHCem* *APT*85*t*	T.3Cy.33",$53\frac{1}{2}$"&86"-60" 741NHP 4SB,*12cf*,GS266,HS10920FD Denny&Co.Dumbarton	34″10	CI †
29534 YTCN	**Marija Petrinovic** (*ex*Efstathios, *ex*WarCitadel) *ss*Rot.No.3-7,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in* *Shelter 'tween dks*	5699 5486 3566	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC MS12,30 BS~~10,33~~4,35	Hpl	*y*	CL 4,35	1918 11mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	Jugoslavenski Lloyd.a.d *Cell*	399·6|53·0|32·8 F39'*on Shelter dk* FK *DB*351' 1284*t FPT*	Split Yugoslav *pt Cem* 7*BHtoSh dk* 60*tAPT*90*t*	T.3Cy.24",$39\frac{3}{32}$"&$65\frac{3}{16}$"-54" 180lb (*s*) 568NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ $4\frac{3}{4}$ 26 ″ 3	
29535 YTCO	**Marija Racic** (*ex*Atlantica) *ss*Spt.2ndNo.3-3,36~~*ss*Gen.No.3-2,23~~ ~~*ss*Tri.No.2-32~~ 1*Dk*(*Stl*)	4200 3924 2618	✠100A1 3,36 ~~12,34~~ BS3,36 ✠LMC12,34 ~~MS4,31~~ ~~BS12,34~~	Cff Spt	*x*	CL ~~1,34~~ 2,36	1911 5mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Jugoslavenski Lloyd.a.d *Cell DBa*132'*uE&B*78'	378·1|52·3|23·9 P23'B201'F34' FK *f*161'987*t FPT*131*t*	Dubrovnik Yugoslav 6*BHCem* *APT*95t	T.3Cy.26",42"&68"-48" (*s*) 180lb *125lb* 391NHP 2SB,8*cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4 s 3″$10\frac{1}{4}$ 22 ″ 8	
29536 SVLB	**Marika Protopapa** (*ex*Darius-33, *ex*Nolisement) *ss*Bry.No.3-3,27 *ss*Ant.No.2-36 ~~*ss*Cff.No.1-32~~ 1*Dk*(*Stl*)	*4447* *4211* *2820*	✠100A1 3,36 ~~9,34~~ ~~BS11,34~~ ✠LMC~~4,32~~ 3,36	Rot Ant	*y*	CL ~~11,33~~ 10,35	1915 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	~~P.A.Protopapas~~ PanosProtopapas *CellDBa*125'*uE*26	380·0|52·0|26·0 P30'B240'F36' FK '*f*166'1078*tAPT*83*t*	Hydra Greek 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb *145lb* 392NHP 2SB,8*cf*,GS159,HS6649 Cen.Mar.Eng.Wks.WHpl.	28 ″ 6 s 4 ″ $0\frac{1}{4}$ 24 ″ 9	
29537 204 IBEV	**Marin Sanudo** *OilEng.* ~~*ss*Gen.No.1-30~~ D.F. *ss*Tri.No.2-34 2*Dks*(*Stl*)	5081 4384 3139	✠100A1 12,35 ~~11,34~~ DBS~~11,34~~ 12,35 ✠LMC CS8,35 8,35	Tri	*z*	CL 11,33	1926 12mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Soc.Veneziana di Nav.aVap. *CellDB*334'1116*t* *DTa*52'1000*t*	418·1|53·2|25·3 400·0 53·2 25·4 P34'B261'F44' FK *FPT*94*tAPT*86*t*	Venice Italian 8*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 4S.C.SA 6Cy.$29\frac{3}{8}$"-$59\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27″10 s 3 ″ $7\frac{1}{4}$ 24 ″ 5	
29538 164458 GYKD	**Marina** *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	5088 4762 3239					1935	Lithgows, Ld. PortGlasgow	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*)	390·0|55·2|26·5 P33'B112'F44'	London British *WB*	T.3Cy.24",38"&70"-51" D.Rowan&Co.Ld.Gls.		
29539 847 IBDV	**Marina O.** D.F. 1*Dk*	5480 4573 3357					1918	N.Odero fu A.&Co. Sestri Pnente	Navig.OderoSoc. Anon.	393·7|51·8|27·6 P37'B113'F33'	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft F.Tosi&Co.Legnano		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Durée Cert. Refrig.
29540	**Marinos** (*ex*Ste.Marie-35, 3Mst *ex*Oaktown-34, *ss*Bel.2ndNo.3-1,27 *ex*Par) *ss*Bel.No.1-31 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	*436* *293* *172*	✠100A1 6,34 ✠LMC MS5,31 BS7,34	Ant	*g*	6,34	1902 3mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	PetrosM.Nomikos, Ld&Soc Héllenique deProduitsChim- iques etErgrais (Petros M.Nomikos Ld.*Mgrs.*)	155·5 Q85'B11'F25' FK *DBamid*	27·0	10·6	Piræus Greek 3*BHCem* 32' *f* 12' 79*t*	C.2Cy.21"&42"-30" (*s*) 115lb 88NHP 1SB,3*pf*,GS58,HS1447 Ross&Duncan,Glasgow *FPT*54*t APT*35*t*	11 " 5 s 4 " 3½ 11 " 3	
	Now "Ermioni," see No. 37958 in Supplement															
29541 203422 KJQU	**Marion** (*ex*Raleigh)	1185 — 805					1906	Maryland SteelCo. Saginaw,Mch	ColonialNav.Co.	222·0	33·0	21·3	NewYork Utd.States	T.3Cy.19",30"&50"-44" Maryland 166NHP SteelCo.Sparrow'sPt.Md.		
29542 125777 GQDZ	**Marion Moller** (*ex*CymricPride, *ex*Brinkburn) *ss*Shl.No.3-8,22 *ss*Shl.No.1-27 1*Dk*(*ptIrn&ptStl*) 2*trBdeepframing&Webframes*	3827 3633 2440	✠ —— 7,32 ✠	Nwc	*w*		1909 4mo	JLThomp- son&Sons,Ld Sunderland	~~[illegible]~~ ~~Moller&Co.*Mgrs.*~~ MollerLine,Ld. *CellDBa*117'*uE&*	346·0 P23'B94'F31' FK *B*42'*f*146'951*tFPT*	49·5	25·3	Shanghai British 6*BHCem* 61*tAPT*60*t*	T.3Cy.24½",42"&68"-48" NDB27 350NHP 2SB,8*pf*,GS143,HS5428 J.Dickinson&Sons,Ld.Sld.	27 " 11	
29543 DJLO	**Marion Traber** (*ex*Uskhaven-33) D.F. 1*Dk*	2434 2228 1456			...		1923	Burntislnd S.B.Co.Ld. Burntisland	W.Traber&Co.	297·4 P25'B71'F27' FK	43·9	20·8	Hamburg German *WB*	T.3Cy.22",36"&60"-39" 278NHP N.E.MarineEng.Co.Ld.Sld	23 " 6	G †
29544 SVPO	**Marionga** (*ex*Grelstone, *ex*Eddystone) *ss*Shl.No.3-7,25 *ss*Pir.No.2-34 1*Dk*(*ptIrnptStl*)	*4236* *3993* *2620*	✠100A1 11,35 ~~2,34~~ ✠LMC7,34 BS11,35	Pir Rot	*x*	CL 12,34	1912 7mo *Lloyd*	Richardsn. Duck&Co.Ld. Stockton '*sA&CP*	C.M.Proios *CellDBa*123'*u E*27'	380·0 P34'B240'F34' FK *f* 173'1151*t FPT*13	51·0	24·8	Chios Greek 6*BHCem* 6*tAPT*102*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb ~~[illegible]~~ 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 " 3 s 3 " 8 23 " 9¾	
29545 SVNU	**Marionga D. Thermiotis** (*ex*Laleham, *ss*Npt.2ndNo.3-6,28 *ex*Llangorse, *ss*Pir.No.1-32 *ex*Llanover, 1*Dk*(*Stl*)2*trB* *ex*ClarissaRadcliffe) *&Web frames*	*4784* *4156* *2917*	✠100A1 *Trunk dk* *no sheer* 4,36 ~~8,34~~ ✠LMC MS11,32 BS~~[illegible]~~1,36	Pir	*x*	CL N8,34	1904 10mo *Lloyd*	Ropner& Son Stockton '*sA&CP*	A.A.Kyrtatas *CellDBa* 114' *uE&B*	351·5 F33' FK 44'*f*144'1074*tFPT*2	53·1	27·6	Andros Greek 6*BHCem* 14*tAPT*244*t*	T.3Cy.24 5/16",42"&70"-48' (*s*) 160lb NDB25 361NHP 3SB,9*rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 " 4 s 5 " 11½ 24 " 7	
29546 430 SVCW	**Marionga J. Cairis** (*ex*Port de Dunkerque-34, *ss*Ant.No.3-10,34 *ex*Baysarua, 2*Dks*(*Stl*) *ex*Masarua)	5143 4705 3195	✠100A1 2,36 ~~10,34~~ ✠LMC10,34 BS2,36	Ant Shl	*y*	CL ~~9,34~~ N2,36	1913 1mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	J.G.Daniolos *Cell DBa*123'*uE&B*	402·7 P45'B126'F38' FK 36'*f* 182'1054*tFPT*	52·3	27·3	Andros Greek 6*BHCem* 96*tAPT*218*t*	T.3Cy.25",41"&67"-51" (*s*) 175lb 435NHP 3SB,9*cf*,GS146,HS3697 FD D&WHendersn&CoLdGls	29 " 10 s 5 " 9 24 " 3	
29547	**Marios T.** (*ex*Moriak-34,*ex*Martin, *ex*Moriak,*ex*FridaHorn) 1*Dk&deepframing*	*1128* *859* *659*					1904	Schömer& Jensen Tönning	Mrs.AnnaL. Teryazou (L.Teryazos,*Mgr.*)	224·5 P12'Q53'B60'F29'	33·6	14·1	Piræus Greek *WB*	T.3Cy.17",28"&46'-31½" 122NHP Schömer&Jensen,Tönning		I
29548 231312 WGEN	**Mariposa** Ⓟ TwinSc *ss*.SFo.No.1-35 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Ref.Mchy.* *forward hold Web frames* E.S.D. D.F. GyC. *CruiserStern*	18017 10712 ~~10580~~ 10448	100A1 *withfreeboard* ~~5,35~~ ~~10,34~~ 12,35 12,35 ~~BS~~ LMC~~[illegible]~~ *Fitted for oil fuel*12,31	SFo		CL F10,34 SN 10,34 *F.P.above* 150° F.	1931 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicSteamship Co.(MatsonNav. Co.*Mgrs.*) *CellDB*514'33	604·0 B410'F60' FK 08*t Tanks in way of* *tunnels*1081*t FPT*178*t*	79·3	30·5	L.Angeles Utd.States 11*BH Asp* *APT*161*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 5366NHP 400lb (*s*) HS53520 FD 12 Water Tube Boilers BethlehemS.B.Corp.Ld. Quincy,Mass.	44 " 6 s16 " 6½ 28 " 2½	
29549 92448 WODV	— D.F. GyC. *Mchy.Aft* 2*Dks*	2898 2677 1763					1892	GlobeIron WorksCo. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·1 H—F36' *WB*	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.,Clevelnd		R
29550 735 OHHB	**Marisa Thordén** (*ex*Starck-35, *ex*Stakesby) ~~*ss*Skm.No.2-30~~ *Well deck* *ss*Nwc.No.3-8,35 1*Dk*(*Stl*) *Cargo battens not fitted*	4536 —— 2653	✠100A1 8,35 ~~1,34~~ ✠LMC1,35	Rot Nwc	*x*	OG 1,35	1922 9mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	RederiA/B Peggy Thordén(G.B. Thordén,*Mgr.*) *CellD*	364·5 P28'Q118'B80'F29' FK *B*309' 959*t FPT*70*t*	52·8	24·3	Helsingfrs Finnish 6*BHptCem* *APT*221*t*	T.3Cy.25½",41"&68"-45" (*s*) 180lb 357NHP 3SB,9*cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	26 " 8 s 3 " 8 23 " 3	
29551 48 IQRC	**Mariska** (*ex*Virginia) *OilEng.* *Mchy.Aft* 1*Dk*	619 520 355			...		1921	A/S Nak- skovSkibs- værft Nakskov	Soc.Anon.diNav. GiovanniRiboli	177·2 P46'F25' FK	31·9	13·1	Fiume Italian *WB*	Oil Engines 4S.C.SA 6Cy.14 3/16"-22 7/16" 123NHP A/S HolebyDieselmotor- fabrik,Holeby	14 " 3	I †
29552 147905 GKTY	**Mariston** *ss*Bry.No.2-32 2*Dks*(*Stl*)	4557 4303 2884	✠100A1 ~~2,34~~ 10,35 ✠LMC MS12,32 BS~~[illegible]~~9,35	Avn Bry	*y*	CL 2,34	1924 7mo *Lloyd*	Lithgows' Ld. PortGlasgow '*sA&CP*	MaristonS.S.Co.Ld (W.S.Miller&Co.) *Intermediate 'Tween* *dk BH in after* *CellDB*332' 1012*t D*	*n* FK *hold dispensed with* *Ta*30'760*tAPT*16*t*	52·0	26·6	Glasgow British *Cem* 5 *BH to Udk* 1 ,, ,, 2*nd* ,,	T.3Cy.26",42"&70"-48" (*s*) 180lb 404NHP 3SB,9*cf*,GS185,HS6713 Rankin&BlackmoreLdGrk *only*	29 " 0 s 5 " 3½ 23 " 11½	
29553 LDQP	**Marit** (*ex*Crenatula,*ex*WarSubadar) *ss*Sng.No.1-34 *ss*Hkg.No.3-9,30 1*Dk*(*Stl*)2*trB&* *Web frames* *Longitudinal framing*	*5563* *4713* *3549*	✠100A1 ~~[illegible]~~ ~~2,34~~12,35 ~~BS10,34~~ ✠LMC~~9,30~~ BS9,35 10,34 *Carrying oil fuel in bulk* *Fitted for oil fuel* 8,18	Yka ~~Kob~~	*z*	CL 9,34 *F.P. above* 150° F. *F.P. above* 150° F.	1918 8mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	A/S JensensRederi II.(J.P.Jensen, *Mgr.*) *Middle line Bulkhead not oil-tight*	400·0 P49'B121'F39' FK *CellDBuE&B*59'	52·3	28·4	Arendal Norwegian 11*BHptCem* 240*t*/30'65*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.W Hpl	31 " 0 s 5 " 8 25 " 7½	
29554 LCTD	**Marita** 1*Dk*	1931 1677 1136					1919	Shanghai Dk&E.Co.Ld Shanghai	A/SBruusgaard	265·0 P34'B74'F30'	42·2	17·9	Drammen Norwegian *WB*	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&Eng.Co.Ld.		N
29555 228828	— (*ex*Kaspar,*ex*Seghill,*ex*Kilmacrennan) GyC. 1*Dk*	633 490 270			...		1918	Smith's DockCo.Ld. Middlesbro'	CopperS.S.Co. (C.W.Bryson, *Mgr.*)	172·2 B50' FK	30·0	15·7	Fairport,O Utd.States *WB*	T.3Cy.16",26"&44"-26" 99NHP N.E.MarineEng.Co.Ld Sld	16 " 6	
29556 92459 WODW	**Maritana** D.F. GyC. *Mchy.Aft* 2*Dks*	2914 2700 1770					1892	Chicago S.B.Co. Chicago,Ill.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·0 H—F40' *WB*	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.Clevelnd		R
29557 218075 WODR	**Marjory** (*ex*MarjoryWeems, *ex*Chamberino) Sub.Sig. 1*Dk*	2323 — 1394					1919	McDougall DuluthCo. Duluth,Minn	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	251·0 P25'B64'F20'	43·6	22·2	Baltimore Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP McDougallDuluthCo.		R
29558 PFUN	**Mark** *ss*Rot.No.1-35 Wireless D.F. 1*Dk*(*Stl*)	1514 1320 884	✠100A1 5,35 ~~2,34~~ BS7,34 ✠LMC~~[illegible]~~ MS5,35	Rot	*p*	CL 2,34	1930 6mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs.*) *CellD*	244·1 P22'B59'F20' FK *B* 208'381*t FPT*26*t*	38·9	17·0	Rottrdam Dutch 4*BHCem* *APT*48*t*	T.3Cy.17½",29"&48"-36" (*s*) 220lb 195NHP 2SB,4*cf*,GS86,HS3336 ArnhemscheStoom- sleephellingMij.Arnhem	19 " 0 s 3 " 6 16 " 7½	
29559 161102 GTFZ	**Markhor** *ss*Mdb.No.1-33 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in* *No.* 1 *hold* *CruiserStern*	7821 7219 4713	✠100A1 5,35 ~~2,34~~ ✠LMC8,33 BS8,35	Mdb	*d*†	CL ~~11,34~~ 5,35	1929 7mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow '*sA&CP*	Thos.&Jno.Brock- lebank,Ld. *CellDB*386'1279*t*	470·0 P47'B158'F39' FK *DTa*36' 1229*t FPT*	62·3	32·3	Liverpool British 8*BHptCem* 1 ,, *to* 2*nd dk* 45*tAPT*88*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb (*r*) 1111NHP 4SB,16*cf*,GS273,HS15000 FD D.Rowan&Co.Ld.Gls.	34 " 10 s 7 " 6 27 " 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29560 LCTE	**Markland** TwinSc *CruiserStern OilEng.* *Mchy.Aft* D.F. 1*Dk* *Carrying Petroleum in bulk*	6361 5523 3769					1928	Eriksbergs M.V.Aktieb. Gothenburg	Skibs A/S Markland(O.&A. Irgens)	408·3 P367*t*H389*t*F81*t*	55·3	32·0	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
29561 161135 GMPC	— Ⓟ TwinSc *ss*Hfx.No.1-34 1*Dk*(*Stl*) *CruiserStern*	4454 3555 2695	✠100A1 ~~5,35~~ ~~9,34~~ 10,35 ~~St.3,~~ BS6,35 *Fitted for oil fuel* 12,29 *F.P. above* 150° F.	Hfx ✠LMC6,33	*w*	CL N9,34	1929 12mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	MerseyShipping Co.Ld.	327·3 P21'F31' *Trunk*275' FK *Duct keel forward of machinery space* *Cell DBuE&B*40'*f*140' 547*t deep wing tanks a*279*tFPT* 109*tAPT*123*t*	52·7	27·3	Liverpool British 7*BHptCem*	T.6Cy.16",27"&44"-33" (*s*) 180lb 337NHP 3SB,*6cf*,GS126,HS5205 FD Earle'sCo.Ld.Hull	30 ″ 0 s5 ″ 11¾ 24 ″ 2½	
29562 142682 GCVL	**Marklyn** (*ex*Watsness,*ex*War Combe) 1*Dk*	3090 2849 1852			…		1918	TyneI.S.B. Co.Ld. Newcastle	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld. *Mgrs.*)	331·3 P33'B100'F29' FK	46·8	23·1	Newport, Mon. British *WB*	T.3Cy.25",41"&68"-45" 430NHP N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
29563 LELG	**Marly** (*ex*Kriton) 1*Dk*	1115 979 656					1918	Akers Mek.Værks. Oslo	D/S A/S Marly (J.Lund&Co.A/S)	226·5 P32'B56'F12'	36·5	15·7	Tönsberg Norwegian *WB*	T.3Cy.17",29"&47"-33" 150NHP AkersMek.Værks.Oslo		N
29564	**Marmex** (*ex*Calmex, *ex*L'Aquila,*ex*LaGolondrina,*ex*Federalship,*ex*Gertrude, *ex*Arnold,*ex*Campine) Iron 1*Dk&Spar dk* 3*trB* *Fitted for oil fuel*	*1215* *1182* *865*					1884	G.Howaldt Kiel	CarlosE.Bernstein	222·7 P5'H30*t*	31·3	22·4	Ensenada Mexican *WB*	C.2Cy.25½"&43¼"-30" NB96 85NHP Gebr.Howaldt,Kiel		
29565 121340 MFTS	**Marmion** Ⓟ PadSk 1*Dk*	409 286 158					1906	A.&J. Inglis,Ld. Glasgow	London&North EasternRly.	210·0 Q20' *Promenade dk*160'	24·0	8·3	Glasgow British	C.D.2Cy.31"&56"-66" 212NHP A.&J.Inglis,Ld.Glasgow		BT till ~~4,35~~ ~~5,35~~ 5,36
29566 102622 VGWJ	— Steel&Iron *Well deck* Wireless 1*Dk* *Mchy.Aft*	324 237 124			…		1893	Scott& Sons Bowling	QueenCharlotte Towing&Salvage Co.Ld.	140·0 Q54'B14'F25' BK7"	24·0	10·5	Vancouver B.C. British *WB*	C.2Cy.21"&42"-30" 70RHP Muir&Houston,Glasgow	11 ″ 3	
29567 LELH	**Marna** (*ex*Beverö,*ex*Walross) 2*Dks*	430 347 182					1917	Schiffs.u. Msch.Hansa A.G.Tönning	Dampskslsk. MarnaA/S(Sigurd Owren)	174·5 F14*t*H5*t*B37*t* len20	23·2	10·4	Oslo Norwegian *WB*	T.3Cy.13",20¼"&33$\frac{1}{10}$"-22⅘" 53NHP GörlitzerMaschb.Görlitz		V
29568 217490	**Marne** *Fitted for oil fuel* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *&Web frames* *Longitudinal framing*	6191 — 3821	✠ 7,19	NYk ✠	*z*		1919 1mo	FederalS.B Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on Shelter dk* FK *CellDB*331'1512*tFPT*187*tAPT*175*t*	55·0	31·4	NewarkNJ Utd.States *Cem* 7*BHtoSh dk*	DRGearedSteam Turbine 619NHP 3SB,*9cf*,HS8934 GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
29569 FOTL	— *Now* "Tourliani," *see No.* 40286 *in Supplement* 1*Dk*	2486 1395					1918	Atel.&Ch. de Bretagne Nantes	ForgesetAciéries du Nord et de l'Est	290·0 B57'F25'	43·3	20·2	Nantes French *WB*	DRGearedSteam Turbine Atel.&Ch.de Bretagne,Nts.		V
29570 PFVA	**Marnix van St. Aldegonde** Ⓟ *OilEng.* TwinSc D.F. Sub.Sig. 4*Dks* *Ref.Mchy. CruiserStern*	19162 — 11445					1930	Nederl. Schps.Maats. Amsterdam	Stoom.Maats. Nederland	586·2 P63'B410'F85'	74·8	36·1	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29$\frac{9}{10}$"-52¾" 3100NHP KoninklijkeMaats "DeSchelde"Flushing		V
29571 323 IQRU	**Marocchino** (*ex*Eos,*ex*Florapark) 2*Dks*	1524 — 892					1920	Bremer Vulkan Vegesack	D.Tripcovich&Ci. Soc.Anon diNav. RimorchieSalvataggi	246·6	34·1	19·2	Trieste Italian *WB*	T.3Cy.16⅓"26¾"&44$\frac{1}{10}$"-29½" 106NHP BremerVulkan,Vegesack		I
29572 161152 GPXB	**Maron** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6487 5207 3969					1930	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	433·0 P44'B256'F47'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 687NHP N.E.MarineEngCoLd.Nwc		
29573 135484 GRBT	**Maronian** *ss*Liv.No.3-7,26 *ss*Hul.No.2-35 ~~*ss*Liv.No.1-31~~ *Well deck* 1*Dk*(*Stl*)*&2nd dk*(*Stl*) *inNos.*1*&*2*holds* *CruiserStern*	3385 2343 2182	✠100A1 7,35 ~~7,34~~ MS~~11,31~~ 6,35	Liv Hul ✠LMC BS~~10,34~~ 11,35	*u*	CL 6,34	1913 8mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	EllermanLines,Ld.	318·9 P&B207'F39' FK *WB*= *CellDB a*93'*uE&B*53'*f*135'648*t*	42·4	21·8	Liverpool British 6*BHCem*	T.3Cy.20½",35¼"&60"-42"(*s*) 215lb 343NHP 3SB,*6cf*,GS110,HS4875 FD Earle'sCo.Ld.Hull	26 ″ 9 s 3 ″ 4 23 ″ 7¼	
29574 222197 KDZO	**Marore** TwinSc *Fitted for oil fuel* *Mchy.Aft Longitudinal framing*	8215 — 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow's Pt.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·9	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass.		R
29575 PKHC	**Maros** *OilEng.* *Mchy.Aft* 1*Dk*	550 350 363					1929	NVSchps. "deMaas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP Gebr.Sulzer,Winterthur		V
29576 LELI	**Marosa** 1*Dk*	1513 1285 839					1925	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t*H100*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy18$\frac{9}{10}$",31$\frac{9}{10}$"&51⅕"-29½" 141NHP F.Schichau,Elbing		N
29577 SVKJ	**Marouko Pateras** (*ex*Harpagus, *ex*Clydemede, *ex*Oakmore) *ss*Pir.No.3-5,30 1*Dk*(*Stl*) *ss*Shl.No.1-35	*4269* *4020* *2670*	✠100A1 7,35 ~~5,34~~ BS~~9,35~~ 7,35	Rot Shl ✠LMC~~1,30~~ 5,34	*y*	CL 5,34	1917 12mo	W.Pickersgill&Son,Ld. Sunderland *Lloyd'sA&CP*	D.A.Pateras	390·0 P40'B244'F35' FK *CellDB*338'1192*t FPT*110*t APT*77*t*	53·3	23·5	Chios Greek 6*BHCem*	T.3Cy.27",45"&74"-48" (*s*) 180lb 466NHP 3SB,*9cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 ″ 0 s 3 ″ 6 22 ″ 8¾	
29578 SVMA	**Maroussio Couloutbros** (*ex*Ryde) *ss*Pir.2ndNo.3-11,32 1*Dk*(*ptIrn ptStl*)*&deep framing*	*3556* *3331* *2288*	✠100A1 2,36 ~~4,34~~ BS~~2,34~~ 6,35	Rot ✠LMC11,32 DBS2,36	*w*	CL ~~10,32~~ N2,36	1907 2mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd'sA&CP*	J.A.Couloutbros& N.N.Embiricos	348·5 P28'B100'F37' FK *CellD Ba*110' *uE*25' *f*152' 868*tAPT*99*t*	50·1	23·1	Andros Greek 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb NDB30 *120lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s 4 ″ 5½ 21 ″ 5	
29579	**Maroussio Logothetis** (*ex*QueenslandTransport-34) 1*Dk*	*4669* *4395* *2922*					1913	Irvine'sSB &D.D.Co.Ld W Hartlepool	GoulandrisBros.	385·0 P36'B119'F36'	52·0	27·1	Andros Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
29580 LDNX	**Marpesia** 1*Dk*	1959 1729 1119					1930	S.P.Austin &Son,Ld. Sunderland	A/S Mabella (KarlBruusgaard, *Mgr.*)	275·9 P61*t*H104*t*	42·3	18·7	Drammen Norwegian *WB*	T.3Cy.20½",34"&56"-39" 195NHP G.Clark,Ld.Sunderland		N

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29581 PFVB	**Marpessa** ssHKg.No.2-35 OilEng. ~~ssRot.No.1-31~~ Mchy.Aft 1Dk(Stl) Longitudinal D.F. framing at bottom and at deck	7408 6761 4237	✠100A1 12,35 ~~8,34~~ DBS12,35 ✠LMC12,35 Carrying Petroleum in bulk	Rot Ams		CL N9,34	1927 3mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP	Nederl.Indische Tankstoomboot Maats. Cell DBuE69' 285t D	440·1|59·3|32·7 P99'B34'F58' FK Tf32'284t FPT162t	TheHague Dutch 15BHptCem APT67t	Oil Engines 4S.C.SA ~~4S.C.DA~~ 6Cy.32¼"–59 1/16" ~~1334NHP~~ 2DB180lb 602NHP N.E.Mar.Eng.Co.Ld.Nwc.	32 " 9 s 6 " 3½ 26 " 7¾	
29582 SVCT	— (exOntario-34, ssBly.No.3-12,34 exWarCompany) 2Dks(Stl)	5476 4904 3387	✠100A1 3,36 ~~12,34~~ BS2,36 ✠LMC12,34 ✠NE19 refitted 12,34	Bly Ams	z	CL 10,34	1919 8mo Lloyd	JCoughlan &Sons Vancouver, B.C. 'sA&CP	N.Eustathiou&Co. Intermediate BH in fore Cell	410·5|54·1|27·5 P44'B115'F47' FK hold dispensed with DB368' 1274t FPT	Piræus Greek pt Cem 6BH only 131tAPT85t	T.3Cy.24",39½"&67"–48" (s) 190lb 523NHP 3SB,9cf,GS189,HS8325 FD N.E.MarineEng.Co.Ld.Sld	29 " 9 s5 " 9¼ 24 " 2	
29583 DDTP	**Marquardt Petersen** Now "Sexta," see No. 40077 in Supplement 1Dk	1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	MarquardtPeter- sen,ReedGes.m.b.H	262·7|40·3|15·3 P16'Q85'B105'F32'	Flensburg German WB	T.3Cy.15⅝",25⅝"&48"–29½" 125NHP FlensburgerSchiffsb.Ges.		G
29584 EAGX	**Marques de Chavarri** ssBbo.No.3-9,31 Mchy.Aft ssBbo.No 1-35 1Dk(Stl) Cargo battens not fitted	3256 2673 2002	✠100A1 9,35 ~~11,34~~ ✠LMC 9,35	Val Bbo	u	CL ~~11,34~~ 9,35	1918 6mo Lloyd	Soc.Anon. Espanola de Const.Nav. Bilbao 'sA&CP	AltosHornos de VizcayaSoc.Anon. Cell D	314·0|48·1|22·1 P76'F39' FK B262'801tFPT190t	Bilbao Spanish 5BHCem APT46t	2SteamTurbinesSR geared to 1 Sc. Shaft (s) 200lb 262NHP 2SB,6pf,GS120,HS4220 Soc.Espan.deConst.Nav.	24 " 4 s 4 " 6½ 20 " 1	
29585 EAHJ	**Marques de Comillas** Ⓟ TwinSc ssBcl.No.1-33 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl-ws) D.F. Shadedk(Stl-teaks) Lowerdk(Stl) except in Nos.4&5 holds Longitudinal framing in double bottom	9922 — 5477	✠100A1 Shelter dk with freeboard ~~8,35~~ ~~1,35~~ 2,36 BS9,35 ✠LMC7,32 Fitted for oil fuel 8,28 F.P. above 150° F.	Cdz ~~NYk~~	c† Bbo	CL ~~12,31~~ 8,35	1928 9mo Lloyd	Soc.Espa- ñola de Const.Naval Ferrol 'sA&CP	Cia.Trasatlantica Cell DB378'1210t Tanks in way of tunnels	459·7|55·9|29·3 F49' FK&BK1"	Barcelona Spanish 9BHptCem	4SteamTurbinesSRgeared to 2 Sc.Shafts (r) 1217NHP 180lb 5SB,15cf,GS345,HS14945 FD Soc.Espan.deConst.Nav. 266tFPT30tAPT53t	32 " 0 s 6 " 7½ 25 " 10½	
29586 EAGY	**Marques de Urquijo** (exCarlos, exBenhead,exCyrano,exWhitburn) 1Dk&pt Awng dk	2567 1931 1634			...		1894	ShortBros. Sunderland	AltosHornos de VizcayaSoc.Anon.	300·4|40·1|18·9 Q120'B120'RFD58' F on RFD30' FK	Bilbao Spanish WB	T.3Cy.20½",37⅓"&61⅓"–42" 242NHP J.Dickinson,Sunderland	21 " 3	
29587 140588 GPDV	**Marquesa** TwinSc ssLon.No.3-9,30 Ref.Mchy. 3Dks(Stl)&Shelter dk D.F. ssLon.No.1-34 (Stl-ws) CruiserStern	8979 7484 5604	✠100A1 Shelter dk with freeboard 5,35 ~~9,34~~ BS9,35 ✠LMC9,35 ✠Lloyd'sRMC ~~5,35~~ 8,36	Lon Liv	c†	CL P8,33 SN5,35	1918 7mo Lloyd	W.Hamil- ton&Co.Ld. PortGlasgow 'sA&CP	Furness,Houlder ArgentineLines, Ld. Cell	430·2|61·1|35·7 B257'F41' on Shl dk FK DB370'1178tFPT	Liverpool British 7BHtoSh dk 47tAPT182t	T.6Cy.26",42½"&70"–45" (s) 200lb 1087NHP 5SB,20cf,GS404,HS16890FD D.Rowan&Co.Ld.Glasgow	38 " 3 s 7 " 10½ 30 " 6½	
29588 203540 KFNP	**Marquette** (exE.L.Wallace) Mchy.Aft D.F. 1Dk	4956 — 3678					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-CliffsSS Co.(Cleveland- CliffsIron Co. Mgs)	420·0|52·2|29·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"–42" NB23 196NHP Gt.LakesEng.Wks.Detroit		R
29589 200537	**Marquette & Bessemer No. 1** Mchy.Aft 1Dk	1525 — 925					1903	BuffaloDry DockCo. Buffalo,N.Y.	Marquette& BessemerDock& Nav.Co.	241·0|43·0|18·3	BuffaloNY Utd.States	T.3Cy.17",27½"&46"–36" 127NHP DetroitS.B.Co.Detroit		
29590 FNSJ	**Marrakech** TwinSc (exHaïti) Fitted for oil fuel D.F. 5Dks	6179 4795 3712					1913	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	414·3|51·6|28·6 P27'F46'	Bordeaux French WB	T.6Cy.22",34¼"&56¾"–39⅜" &LP Turbines 400NHP Atel.&Ch.deProvence,Msl.		V
29591 120125 VJGK	**Marrawah** ~~Ⓟ~~ ssMel.2ndNo 3-11,34 Well deck 1Dk(Stl) Wireless	600 381 340	✠100A1 11,35 ~~11,34~~ ✠LMC11,34 BS11,35	Mel	h	OG 11,34	1910 8mo Lloyd	VanVliet &Co. Hardinxveld 'sA&CP	W.Holyman&Sons Pty.Ld. WB	165·0|28·1|11·5 29·5 Q84'B14'F22' FK =DBa32'37t FPT	Melbourne British 4BHCem 46tAPT15t	T.3Cy.13 5/16",21¼"&35 5/16"–24" 180lb 100lb (s) 87RHP 1SB,3pf,GS51,HS1625 W.V.V.Lidgerwood,Gls.	12 " 2 s4 " 3 11 " 11	
29592 PFVK	**Mars** (exDelamere) ssAms.No.2-33 Wireless 1Dk(Stl)&Shelter dk(Stl) &3rd dkStl in No.1 hold	1582 1376 895	✠100A1 with freeboard 9,35 ~~8,34~~ BS ~~5,33~~ 2,36 ✠LMC6,33	Ams	r	CL 5,33	1925 11mo Lloyd	NewWater- wayS.B.Co. Schiedam 'sA&CP Cell D	KoninklijkeNeder- landscheStoomb. Maats. Ba64'uE24'f124'4	267·9|39·1|16·8 FK Coll 28tFPT31tAPT35t	Amstrdam Dutch 4BHCem BH to Sh dk 3 ,, ,, 2nd ,,	T.3Cy.18",30"&49"–36" (s) 180lb 207NHP 2SB,6cf,GS110,HS3900 NewWaterwayS.B.Co.	18 " 10 s " 6 18 " 6½	
29593 5407 SFLI	— ssHbg.4thNo.3-5,35 Iron (exTorbjörn, ~~ssShl.3rdNo.3-7,32~~ exWaterloo) ~~ssHbg.No.2-30~~ Well deck 1Dk2trB Cargo battens not fitted	1449 1182 854	✠100A1 5,35 ~~7,34~~ ✠LMC 4,35	Lkr Hbg	p	CL ~~N7,32~~ 5,35	1882 8mo	JReadhead &Co. S.Shields A&CP	RederiA/B Wal- lonia(M.Wedlin, Mgr.)	255·0|36·0|17·5 Q136'B26'F32' BK9" DB	Helsngbrg Swedish 4BHCem a76'f70'320t	C.2Cy.26½"&57"–36" 80lb NDB11 158NHP 2SB,4pf,GS71,HS2706 J.Readhead&Co.S.Shields	18 " 7 s 5 " 5½ 17 " 10½	
29594	— (exMontSaintClair,exLauwerzee) Mchy.Aft 1Dk	721 — 329					1918	N.V.Shps. v/hWd.A.van Duyvendijk Papendrecht	Cie.desAffréteurs Français(Heuzey &Chastellain, Mgrs.)	180·0|28·0|14·5 Q106'B12'F17'	Rouen French Wb	T.3Cy.15",25"&40"–27" 93NHP Straatman,Dordrecht		V
29595 LELK	— 1Dk	699 537 405					1909	Chant.Nav Anversois Hoboken	SkibsA/S Haugen, Tellefsen&Co.II (E.Tellefsen, Mgr.)	195·5|30·3|11·2 Q69tB24tH20tF20t	Oslo Norwegian WB	T.3Cy.14",23"&38"–27" 75NHP NE.MarineEng.CoLd.Nwc	13 " 3	N
29596 101 YLDS	— (exFedelma, ssSws.2ndNo.3-8,25 exSaldanhaDa ssLie.No.2-33 Gama) 1Dk Cargo battens not fitted	522 394 278	✠100A1 ~~10,34~~ 12,35 ✠NB5,09 ✠LMC11,35 BS ~~2,35~~ 12,35	Bkn Ply	h	~~N10,34~~ 11,35	1899 6mo	Dundee Shpbldrs.Co. Ld. Dundee A&CP	~~J.Kalnins&K.A.~~ ~~Persson(Tidemand~~ ~~Persson&Co~~ ~~Mgrs.~~) Sabiedriba "TvaikonisMarss"	170·0|26·7|12·0 B65'F20' FK FPT33t	Liepaja Latvian 4BHCem APT28t	T.3Cy.14",23"&38"–27" (s) 180lb 97NHP 1SB,2cf,GS35,HS1470 N.E.MarineEng.Co.Ld.Sld	12 " 7 s1 " 4½ 11 " 7	
29597 160601 GSVC	**Marsa** ssFal.No.1-33 1Dk(Stl)	4405 4076 2738	✠100A1 ~~6,35~~ ~~7,34~~ 12,36 BS ~~11,34~~ 12,35 ✠LMC5,33	Hpl Rot	x	CL ~~1,33~~ 6,35	1928 11mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) Cell DBa&uE144' f	370·0|52·3|25·9 P28'B104'F36' FK 160'1075tFPT135t	London British 6BHCem APT115t	T.3Cy.24½",41"&66"–45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,Ld SShl	28 " 3 s 5 " 3¾ 23 " 1½	
29598 DHQM	**Marsala** D F. E.S.D. 2Dks	1856 1573 1038					1925	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	285·8|41·2|16·7 P&B239'F41'	Hamburg German WB	T.3Cy.21¼",34⅝"&55⅞"–37⅜" 191NHP A.G."Neptun,"Rostock		G
29599 148056 GKJL	**Marsden** ssBly.No.2-33 D.F. 1Dk(Stl) Cargo battens not fitted	2874 2578 1692	✠100A1 ~~9,34~~ 10,35 ✠LMC MS5,35 BS ~~10,34~~ 11,35	Shl	u	CL 8,34	1924 3mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP	TanfieldS.S.Co.Ld. (W.B.Nisbet Mgr.) Cell D	334·6|44·6|21·6 P27'B70'F25' FK B276'793tFPT125t	Newcastle British 5BHptCem APT230t	T.3Cy.22",36¼"&61½"–42" 200lb 100lb (s) 344NHP 2SB,8cf,GS168,HS6120 NE.MarineEng.CoLd.Nwc	24 " 0 s 4 " 1½ 20 " 1	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29600 3345 PJAG	**Marsella** TwinSc ssCco.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom& at deck*	2698 1796 1486	✠100A1 5,35 ~~5,34~~ BS5,35 ✠LMC6,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,24 F.P. above 150° F.*	Curacao	*t*	~~5,33~~ 5,35	1924 6mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'F29' *Trunk*189' FK	Willemstd Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD Droogd.Maats.Rotterdam	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
29601 204283	**Marshall B. Hall** IronTwinSc (*ex*BostonFloatingHospital-33) *OilEng.* 1*Dk* *Carrying oil in bulk*	675 — 547					1906	Atlantic Works, E.Bos.	UnionTankers Corp.	160·4|47·0| 8·8	Boston Utd.States	Oil Engines 4S.C.SA 12Cy 11½"-15" 155NHP NE33 AtlasImperialDiesel Eng.Co.Oakland,Cal.		
29602 148767 GMPZ	**Marslew** ssGls.No.2-34 2*Dks*(*Stl*)	4542 4303 2881	✠100A1 9,35 ~~3,35~~ ✠LMC6,34 BS9,35 *Fitted for oil fuel 7,26 F.P. above 150° F.*	Gls Grk	*y*	CL ~~7,33~~ 9,35	1926 7mo	Lithgow's Ld. PortGlasgow *Lloyd's A&CP*	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with*	385·0|52·0|26·6 P33'B112'F44' FK *Cell D B*329'1003*t DTa*30'	London British *ptCem* 4 *BHto Udk* 2 ,, ,, *2nd* ,, 760*tAPT*16*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 467NHP 3SB,9*cf*,HS6845 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 3¼ 23″11½	
29603 218943 KJQX	**Marsodak** *Fitted for oil fuel* 1*Dk*2*trBin fore& after holds & Web frames*	3279 3005 2023			...		1919	Submarine BoatCorp. Newark,N.J.	TheCharlesNelson Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29604 LCOG	**Marstenen** 1*Dk*	1832 1638 1114					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Marstenen(V. Torkildsen)	265·0|42·1|17·9 P22'B71'F29'	Bergen Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
29605 5651 SFPD	**Märta** (*ex*EmmaMejakowa, *ex*Dambassis, *ex*Aris,*ex*GeorgeClarkson) ssGms.2ndNo.3-10,14 *Well deck* 1*Dk*(*Stl*)2*trB*	*1583* *1340* *909*	✠ 7,20	Hul	*q*		1889 2mo	T.Turnbull&Son Whitby	Rederi.A/B Fenja (AndersNilsson, *Mgr.*)	255·4|37·1|18·0 P28'Q60'B112'F32' FK *WB=DBa*	Hlsngborg Swedish 4*BHCem* 72'*f*104'342*t*	T.3Cy.20",33"&54"-36" NDB07 170NHP 2SB,4*cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
29606 929 ESBL	**Marta** (*ex*Fritiof-33,*ex*Gilcomston) ssEls.2ndNo.3-2,25 *Well deck* ssGot.No.2-33 1*Dk*(*Stl*)&*deep framing*	1507 1168 872	✠100A1 6,35 ~~6,34~~ BS6,35 ✠LMC6,54	Tln	*o*	OG ~~9,33~~ 6,35	1900 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's A&CP*	A.Laane *CellDBa*73'*f*98'	250·0|36·2|15·1 Q86'B100'F27' FK 290*tAPT*80*t*	Pärnu Estonian 4*BHptAsp* *ptCem*	T.3Cy.18",29"&48"-36" 165lb ~~[illegible]~~ 147NHP 2SB,4*rf*,GS79,HS2292 Hall,Russell&Co.Ld.Abn.	16 ″ 1 s ″ 10½ 15 ″ 4	
29607 DHQN	— Iron (*ex*Jyden, *ex*Hermine, *ex*Contest) ssHam.2ndNo.3-11,07 ssMmo.No.2-16 1*Dk*(*Irn*) *Well deck*	505 375 295	✠ 12,19 ✠NB11,07	Mmo	*h*		1879 12mo	J.Laing Sunderland	RobertBornhofen	162·5|26·0|12·5 Q53'B37'F21' BK7" *WB=*	Hamburg German 4*BHCem* *DBa*33'*f*28'	O.2Cy.20"&40"-30" NDB01 76NHP 1SB,2*pf*,GS38,HS1443 G.Clark,Sunderland	12″11	G †
29608 5485 SFPE	**Märta** (*ex*Louise) *Mchy.Aft* 1*Dk*	*316* *258* *203*					1913	Eriksbergs M.V.Aktieb Gothenburg	H.Silvén	123·3|22·6|11·4 P32'H20*t*F15'	Seffle Swedish *WB*	C 2Cy.10"&22½"-15" 17NHP EriksbergM.V.Aktieb.Got		V
29609 EGAJ	**Marta Junquera** (*ex*Mechelin) 1*Dk*	607 393 318					1918	Cia.Euskalduna Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.Garcia Castillo,*Mgrs.*)	183·5|27·0| 9·6 Q51'F28'	Santander Spanish	T.3Cy.11$\frac{8}{16}$",19"&30"-22" 42NHP Cia.Euskalduna,Bilbao		
29610 164042 GWYC	**Martaban** *CruiserStern* D.F. 1*Dk*	4161 3836 2445					1934	D&WHendersn&Co.Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co)	392·9|53·2|24·0 P42'B236'F40'	Glasgow British *WB*	C.3Cy.22¼"&(2)40"-39" 166NHP A.Stephen&Sons,Ld.Gls.		C
29611 819 IBLV	**Marte** D.F. 1*Dk*	5290 4731 3295					1917	Cant.Nav. Riuniti Palermo	Soc.Ligure di Armamento	394·9|51·7|27·6 P37'B123'F35'	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{11}{16}$"-48" 335NHP Cant.Nav.Riuniti,Palermo		CI
29612 EAGZ	— ssBbo.2ndNo.3-11,25 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)&*deep framing*	*3714* *3483* *2399*	✠ 6,34 ✠	Npt	*w*		1900 3mo	Lndnderry SB.&E.Co.Ld Londonderry	Cia.Anon.Marit. "Union"(M. Urruchua,*Mgr.*) *WB=CellDB*	361·0|46·2|17·9 P31'B108'F32' 25·8 FK *a*114'*uE&B*42'*f*150'	Bilbao Spanish 6*BHCem* 848*tAPT*43*t*	T.3Cy.24",40"&67"-45" 347NHP 2SB,6*cf*,GS92,HS4500 Dunsmuir&Jackson,Gls.	28 ″ 6	
29613 DAOD	**Martha** (*ex*HeleneOtto Ippen10,*ex*Nordstern,*exSailing Vessel* W.T.A.G.32) TwinSc 1*Dk*	546 467 303					19$\frac{00}{20}$	E.Berninghaus Duisburg	Ippen-LinieReed. A.G.	194·5|26·4|10·3	Stettin German	T.6Cy.7$\frac{1}{16}$",11¾",&18$\frac{9}{16}$"-11" E&B*made*09*fitted*— H.PauchschA.G. 24NHP Landsberg a.W		G
29614 209565 WLFR	**Martha Buehner** Wood3Mst (*ex*A.M.Simpson) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	774 — 465					1911	Kruse& Banks NorthBend, Or.	J.H.Griffin,Jr.	193·0|42·5|13·6	Ls.Angeles Utd.States	C.2Cy.18"&38"-30" 66NHP FultonIronWorks SanFrancisco,Cal.		
29615 227895	**Martha E. Allen** TwinSc ssClv.No.1-34 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* GyC.	2935 2297 1994	✠100A1 *For service on the Great Lakes* 3,36 ~~3,34~~ DBS2,36 ~~DBS3,35~~ ✠LMC12,34 *Carrying Petroleum in bulk*	Clv		3,34	1928 10mo	American S.B.Co. Lorain,O. *Lloyd's A&CP*	LakeTankersCorp.	334·0|51·2|18·9 P85'*Trunk*197' F52' FK *CellDBuE*60'40*tFPT*	Whiting, Ind. Utd.States 11*BH* 64*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-35$\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Ams.	18 ″ 6 s2 ″ 4½ 16 ″ 5½	
29616 DGWG	**Martha Halm** TwinSc 1*Dk*	984 689 542					1927	Nüscke&Co.A.G. Stettin	KölnerReed.A.G. (EdmundHalm& Co.*Mgrs.*)	216·0|33·0|11·8 Q84'B49'F25'	Cologne German *WB*	T.6Cy.11$\frac{7}{16}$",17$\frac{5}{16}$"&28⅜"-16$\frac{15}{16}$" 33NHP A.Borsig,G.m.b.H.Berlin		G
29617 DGDF	**Martha Hendrik Fisser** (*ex*Blackheath-35) ssShl.No.3-11,22 E.S.D. ssShl.No.2-31 1*Dk*(*ptIrn&ptStl*)	4879 4460 2930	✠ ... 5,35	Hfx	*y*		1911 6mo	Ropner& Sons,Ld. Stockton	HendrikFisserA.G. (Fisser&vonDoornum,*Mgrs.*) *Intermediate bulkhead in after hold dispensed with* *CellDBa*126'*u*	387·8|52·1|27·0 390·0| P34'B120'F41' FK *E*30'*f*173'1256*tFP*	Emden German *Cem* 5*BHonly* *T*166*t APT*	T.3Cy.27",44½"&73"-48" 434NHP 3SB,9*cf*,GS192,HS7158 Blair&Co.Ld.Stockton 270*t*	30 ″ 3	
29618 DHQP	**Martha Russ I** Wireless 1*Dk*	996 790 574					1920	Stettiner Oderwerke Stettin	ErnstRuss	211·2|33·9|13·3 P12'Q61'B55'F22'	Hamburg German *WB*	T.3Cy.15¾",25½"&41$\frac{3}{16}$"-29½" 92NHP StettinerOderwerke		G
29619 148886 GMCQ	**Marthara** ssNwc.No.2-34 D.F. 2*Dks*(*Stl*)	4999 4683 3105	✠100A1 ~~5,35~~ ~~7,34~~ 3,36 BS5,35 ✠LMC7,34	Nwc ~~Gls~~ Bkn	*y*	CL 7,34	1926 1mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's A&CP*	S.S.MagdalaCo.Ld (Maclay&McIntyre,Ld.) *Cell*	403·0|52·2|27·3 P45'B125'F46' FK *DB*343' 1111*t FPT*	Glasgow British 6*BHCem* 68*tAPT*209*t*	T.3Cy.25",41"&68"-51" (*s*) 180lb 449NHP 3SB,9*cf*,GS150,HS6531 FD D&WHendersn&CoLd.Gls	29″10 s5 ″ 8 24 ″ 5¼	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
29620 223089 WCFA	**Marthas Vineyard** Ⓟ (*ex*Islander) 2*Dks*	1089 — 456					1923	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4	36·1	13·1	N.Bedford, Mass. Utd. States	T.4Cy.16″,26″&(2)30″–24″ 44NHP BathIronWorks,Bath,Me.		
29621 TCCI	**Marti** (*ex*Intepe-32,*ex*Peleus, 3Mst *ex*Soglasie,*ex*G.M.B.) *Mchy.Aft* 1*Dk2trB*	604 485 341			...		1878	R.Dixon& Co. Middlesbro'	ResaiBey	175·4 P61′F25′ FK	25·7	14·6	Istanbul Turkish *WB*	C.2Cy.25″&48″–30″ 105NHP T.Richardson&Sons,Hpl.	15 ″ 4	
29622 131057 CYBZ	**Martian** (*ex*Mars) *Mchy.Aft* 1*Dk2trB*	3396 3196 2010					1901	DetroitS.B. Co. Wyandotte	CanadaSteamship Lines,Ld.	349·0	44·5	24·0	Pt.Arthur British *WB*	T.3Cy.22″,33″&58″–40″ 212NHP DetroitS.B.Co.Detroit		
29623 3465 PJBA	**Martica** TwinSc *ss*Cco.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2679 1799 1471	✠100A1 1,36 ~~12,34~~ BS1,36 ✠LMC MS6,35 ~~[illegible]~~ *CarryingPetr* *Fitted for oil*	Cura- cao *oleum* *fuel* 7,	*t* *in* 25	CL S6,34 P12,34 *bulk* *F.P. a*	1925 7mo *Lloyd* *bove* 1	Rotterdam Droogd.Maat Rotterdam '*sA&CP* 50° F.	Curaçaosche Scheepsv.Maats.	305·0 Q87′*Trunk*189′ F29′ FK	50·2	15·1	Willemstad Dutch *8BHptCem* *APT81t*	T.6Cy.12¾″,20½″&33⅜″–24$\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7¼	
29624 137 YLDG	**Martin** (*ex*Cewea,*ex*Oostvoorne) *Mchy.Aft* 1*Dk*	507 367 262					1916	Joh.Berg Delfzijl	M.Karklins&Co. (Tideman, Persson&Co.*Mgs.*)	159·4 P58′F22′	25·6	11·9	Liepaja Latvian *WB*	T3Cy12⅝″19$\frac{9}{16}$″&31½″–12$\frac{7}{16}$″ 46NHP Joh.Berg,Delfzijl		G
29625 OUIX	**Martin Carl** 1*Dk*	1412 1157 828					1924	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskelsk. Heimdal(M.Carl, *Mgr.*)	249·5 P17′Q77′B96′F29′	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		V
29626 OZBC	**Martin Goldschmidt** *ss*Abg.No.2-31 1*Dk*(*Stl*)	2095 1880 1250	✠ ~~[illegible]~~ 1,36 ~~[illegible]~~ ✠~~[illegible]~~ ~~[illegible]~~	Abg	*s*	OG 4,34	1922 11mo	A/S Köge Værft.Skbs. &Msk. Kjöge *Inter* A&CP	D/S A/S Progress (M.Nielsen& Son,*Mgrs.*) *mediateBH in fore* *CellD*	289·9 P30′B72′F32′ FK *hold dispensed with* *B254′ 620t FPT37t*	43·1	19·5	Copnhagn Danish *ptCem* *4BHonly* *APT59t*	T.3Cy22$\frac{7}{16}$″,34⅝″&57⅞″–36¼″ 185lb *100lb* (*s*) 228NHP 2SB,6*cf*,GS108,HS3480 KockumsM.V.Akt.Malmö	21 ″ 9 ~~[illegible]~~ ~~[illegible]~~	
29627 201025 KDXY	**Martin Mullen** D.F. GyC. *Mchy.Aft* 1*Dk2trB*	4093 — 2926					1904	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	416·0 F48′	50·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSBCo.Cleveland		R
29628 3334 PJAH	**Martina** TwinSc *ss*Cco.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2698 1796 1486	✠100A1 4,36 ~~3,35~~ ~~BS3,35~~ ✠LMC~~4,32~~4,36 *CarryingPetr* *Fitted for oil*	Cura- cao *oleum* *fuel* 5,	*t* *in* 24	CL 3,35 *bulk* *F.P. a*	1924 5mo *Lloyd* *bove* 1	Rotterdam Droogd. Maat Rotterdam '*sA&CP* 50° F.	Curaçaosche Scheepv.Maats.	305·0 Q87′*Trunk*189′ F29′ FK	50·2	15·1	Willemstad Dutch *8BHptCem* *APT81t*	T.6Cy.12¾″,20½″&33⅜″–24$\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD Droog.Maats.Rotterdam	15 ″ 0 s1 ″ 6¼ 13 ″ 7¼	
29629 FOMD	**Martinière** (*ex*Duala, *ex*Armanistan) ~~*ss*Bdx.No.3-8,23~~ *ss*Nts.2ndNo.3-8,35 ~~*ss*Nts.No.2-32~~ 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	3871 3174 2372	✠100A1 ~~3,35~~ ~~4,34~~ 11,35 ~~BS2,34~~ ✠LMC~~12,31~~ 8,35	StN ~~Nts~~ Hav	*v*	CL ~~4,33~~ 7,35	1911 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Cie.Nantaise de Nav.aVap.	360·0 P25′B86′F37′ *WB= CellDB* FK *a*116′ *uE*25′ *f*159′	47·1	22·8	Nantes French *6BHCem* *870tAPT25t*	T.3Cy.25″,40″&65″–42″ (*s*) 180lb *85lb* 386NHP 2SB,6*pf*,GS125,HS5783 FD Cen.Mar.Eng.Wrks WHpl	25 ″ 3 s 4 ″ 7¾ 20 ″ 10	
29630 219939 KUQL	**Martinique** (*ex*Pulwico, *ex*Pulaski) *Fitted for oil fuel* 1*Dk2trB*	2559 2203 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	ColombianS.S.Co. Inc.	251·0 P25′B64′F23′ FK	43·6	25·8	NewYork Utd.States *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
29631 FNGR	— (*ex*Ninna-35) Wireless **D.F.** *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 1*Dk*	1392 1217 780					1933	Helsingörs Jernsk&Msk. Elsinore	Cie.Générale d'ArmementsMar.	262·2 P198′F34′	39·7	15·4	Havre French *WB*	C.4Cy.(2)14¾″(2)31½″–31½″ & LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		GV
29632 102044 GKTP	**Martis** (*ex*WilliamBalls) *ss*Shl.3rdNo.3-6,28 *ss*Pir.No.1-33 1*Dk*(*ptStl ptIrn*)&*ptAwng dk* (*Irn*)2*trB*	2483 1856 1552	✠100A1 *pt Awng dk* *withfreeboard* 8,34 MS7,32	Ven MBS8,36 DBS8,35 ✠LMC ~~BS3,34~~	*s*	N8,34	1894 5mo	JReadhead &Sons S.Shields A&CP	MartisS.S.Co.Ld.	300·3 Q78′P28′ *ptAwng dk*193′ FK *CellDB*256′604*t*	41·5	18·1	London British *5BHCem* *APT30t*	T.3Cy.23″,37½″&61½″–42″ 160lb*80lb*NDB07(*r*)243NHP 2SB,6*rf*,GS80,HS3603 J.Readhead&Sons,S.Shl.	20 ″ 5 ~~s7 ″ 11~~ ~~19 ″ 10~~ s7 ″ 9¼ 19 ″ 10	
29633 163329 GWCY	**Marton** 2*Dks*(*Stl*)	4969 4678 3144	✠100A1 2,36~~4,35~~ ✠LMC4,33 *Fitted for oil*	Ams Mch *fuel* 4,	*y* 33	CL 2,36 *F.P. a*	1933 4mo *Lloyd* *bove* 1	Lithgows Ld. PortGlasgow '*sA&CP* *I* 50° F. *Ce*	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *ntermediate 'tween* *llDBa&uE*140′*f*17	390·0 P34′B112′F44′ FK *dkBHin after* *hold dispensed with* 3′1022*t DTa*30′805*t*	54·2	26·7	London British *ptCemptAsp* *4BH to Udk* 2 ,, ,, 2nd ,, *APT20t*	T.3Cy.24″,41″&70″–48″ (*s*) 220lb 489NHP 3SB,9*cf*,GS169,HS6792 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 5 ″ 5¼ 23 ″ 9¼	
29634 OHSG	**Martti-Ragnar** (*ex*Nordst- jernen-34) *ss*Abg.2ndNo.3-11,24 *ss*Abg.No.2-33 1*Dk*(*Stl*)&*deep framing*	2262 1959 1199	✠100A1 3,35 BS~~6,33~~7,35	Lkr ✠LMC MS10,33	*s*	CL 3,35	1903 8mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) *CellDBa&uE*	291·7 P29′B172′F41′ FK 112′*f*120′578*t FPT*	42·6	19·0	Lovisa Finnish *5BHCem* *58tAPT91t*	T3Cy.21½″,36″&58½″–39″(*s*) 185lb 238NHP 2SB,6*cf*,GS85,HS3705 HelsingörsJernsk.&Mskb.	21 ″ 10 s1 ″ 11¾ 20 ″ 0	
29635 151078 VPQB	**Marudu** *OilEng.* 2*Dks*	1926 1408 982					1924	Workman, Clark&Co.Ld. Belfast	StraitsS.S.Co.Ld.	263·2 P154′B36′	41·7	18·2	Singapore British *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$″–51$\frac{3}{16}$″ 355NHP Burmeister&Wain,Cpn.		
29636 3441 PJBB	**Maruja** TwinSc *ss*Cco.No.2-34 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at dk*	2681 1799 1473	✠100A1 4,35 BS4,35 ✠LMC3,33 *CarryingPetr* *Fitted for oil*	Cura- cao *oleum* *fuel*5,	*t* *in* 25	CL P10,34 S4,35 *bulk* *F.P. a*	1925 5mo *Lloyd* *bove* 1	Rotterdam Droogd.Maat Rotterdam '*sA&CP* 50° F.	Curaçaosche Scheepsv.Maats.	305·0 Q87′ *Trunk dk* 189′ F29′ FK	50·2	15·1	Willmstad Dutch *8BHptCem* *APT81t*	T.6Cy.12¾″,20½″&33⅜″–24$\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7¼	
29637 EAAU	**Maruja y Aurora** (*ex*Angela, *ex*RiverClyde) *ss*Bbo.2ndNo.3-4,29 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	*3913* *3658* *2526*	✠ — 5,34 ✠ ✠NB(C)98*refitted*21 ✠NB(P&S)2,21	Bcl	*w*		1905 3mo	Russell& Co. Pt.Glasgow	Gumersindo Junquera *CellDBa&*	344·8 P28′B90′F42′ 25·9 FK *uE*134′*uB*16′ *f*148′	49·8	17·9	Gijon Spanish *6BHCem* *899tAPT71t*	T.3Cy.25$\frac{7}{16}$″,41″&67″–48″ 374NHP 3SB,9*cf*,GS169,HS6150 J.G.Kincaid&Co.Grk.	28 ″ 5	
29638 LCTK	**Marvel** Wireless 1*Dk*	1566 1353 904					1921	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	255·9 H85*t*P41*t*F27*t*	39·7	17·0	Oslo Norwegian *WB*	T.3Cy.19″,31″&53″–36″ 169NHP Akers.Mek.Værks.Oslo		N
29639 984 ESTR	**Marvi** (*ex*Jane-34,*ex*Bjorn, Iron *ex*Lord,*ex*AnneThomas) 1*Dk2trB*	*1429* *1240* *809*			...		1883	Palmers' Co.Ld. Newcastle	J.Michelmann	249·5 B48′F26′ BK9″	35·3	17·7	Pärnu Estonian *WB*	C.2Cy.30″&58″–36″ 49NHP Palmers'Co.Ld.Newcastle	19 ″ 2	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29640 164263 MBVY	**Marwarri** 2Dks.3rdDk in No.1 hold CruiserStern	8031 7290 4804	✠100A1 ~~7,35~~ 12,35 ~~(Class Contem plated)~~ ✠LMC7,35	PGl Mdb		CL	1935 7mo Lloyd	Wm.Hamilton&Co.Ld. PortGlasgow 'sA&CP	T.&J.Brocklebank Ld.	471·6 P52'B159'F54' CellDB381'1280tDTa36'1226t FK FPT63tAPT95t	62·7	32·3	Liverpool British 8BHCem (1BHto2nd dk)	3 SteamTurbinesSR geared to1ScShaft 250lb (r) 1150NHP 4SB,16cf,GS272,HS14060 FD D.Rowan&Co.Ld.Gls.	34 ″ 10 s7 ″ 3¼ 27 ″ 10	
29641 143702 MKJT	**Marwick Head** (exAllanwater–33) ssLth.No.3–3,33 Mchy.Aft 1Dk(Stl) Well deck	496 333 216	✠100A1 ~~2,35~~ ~~11,34~~ 10,35 BS~~6,34~~ 8,35	Lth ✠LMC3,33	h	CL ~~12,32~~ ~~6,35~~ 10,35	1920 12mo Lloyd	Day,Summers&Co.Ld. Southampton 'sA&CP	A.F.Henry&MacGregor,Ld.	165·5 Q95'B11'F23' FK CellDBf91'143t	25·7 27·0	9·6	Leith British 3BHCem FPT20t	T.3Cy.13″,21″&35″–24″ (s) 180lb 61RHP 1SB,3pf,GS54,HS1530 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s 3 ″ 6½ 11 ″ 7½	
29642 OUIY	**Marx** 1Dk	1259 1059 719					1924	A/SRödbyhavns Jernskibs Rödbyhavn	D/S A/S Progress (M.Nielsen&Sön, Mgrs.)	236·4 P22'B49'F25'	37·1	14·6	Copnhagn Danish WB	T.3Cy.15″,24″&40″–27″ 83NHP A/S Frichs,Aarhus		V
29643 216739 KTOE	**Mary** (exLakeMonroe) ssN.Yk.No.3–8,30 ssN.Yk.No.1–34 1Dk(Stl) Sub.Sig. Cargo battens not fitted	2151 1777 1286	✠100A1 ~~9,35~~ ~~2,35~~ 12,35 BS12,35 MS6,34 Fitted for oil fuel 10,22	NYk Bal ✠LMC ~~BS2,33~~	r	CL ~~8,30~~ 12,35 F.P. above 150° F	1918 8mo	Manitowoc S.B.Co. Manitowoc, Wis. A&CP	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.)	250·5 P25'B64'F26' FK CellDB 212'637tFPT	43·7	20·4	NewYork Utd. States 6BHCem 54tAPT51t	T.3Cy.20⅞″,35″&59″–42″ (s) 190lb 307NHP 2SB,6cf,GS138,HS5486 NordbergMfg.Co.Milwkee	23 ″ 1 s 3 ″ 2½ 20 ″ 2	
29644	— (exDevonbrae, exConstantine) ssPir.2ndNo.3–4,35 1Dk(Stl)&deep framing Well deck Cargo battens not fitted	*1459* *1183* *880*	✠100A1 4,35 MS9,34 MBS~~6,34~~ 8,35	Pir ✠LMC DBS4,35	p	CL 11,33	1909 11mo Lloyd	BlythS.B.&D.D.Co.Ld. Blyth 'sA&CP	N.G.Livanos	245·0 Q91'B49'F24' FK CellDBa71 uE&B35'f102'402tFPT	36·7	16·0	Piræus Greek 4BHCem 62tAPT79t	T.3Cy.19″,31″&51″–36″ (s) 180lb NDB35–100lb 181NHP 1SB,4cf,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s1 ″ 9 16 ″ 10	
29645 PFVX	— Mchy.Aft OilEng. 1Dk CruiserStern	416 339 177	✠100A1 ~~12,34~~ 12,35 Carrying Petroleum in bulk	Rot ✠LMC10,34	g	12,35	1934 10mo Lloyd	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam 'sA&CP	NV.TankkustvaartMaats. ~~(A.P.deRooy, Mgr.)~~	164·6 Q59'F23' Trunk82' FK FPT106t	25·9	9·9	Rottrdam Dutch 8BHptCem APT20t	Oil Engines 4S.C.SA 6Cy.11″–17 1/16″ 70NHP DB100lb Motorenfbr."Deutz"A.G. Koln-Deutz	10 ″ 4 s ″ 4¾ 10 ″ 0½	
29646 220254 KUZN	**Mary D.** (exPansa) Fitted for oil fuel Sub.Sig. 2Dks GyC. Longitudinal framing	4861 4272 3042					1920	ToddD.D.&Const.Corp. Tacoma, Wash.	PacificAmerican Fisheries	380·2 P50'B102'F41'	53·1	27·0	Bellinghm, Wash. Utd.States WB	T.3Cy.24″,40″&70″–48″ 339NHP DoddD.D.&Const. Corp.Tacoma,Wash.		R
29647 204328 KJCN	**Mary H. Wills** **WoodTwinSc** (exBandon–34) Fitted for oil fuel Mchy.Aft 1Dk	642 — 350					1907	Kruse&Banks NorthBend, Or.	G.H.Wills	172·8	39·7	11·0	Seattle Utd. States	C.4Cy.12″&25″–16″ 42NHP MarineIronWks.Chicago		
29648 162510 GRCS	**Mary Kingsley** OilEng. 2Dks&Shelter dk 3trB	4017 3152 2175					1930	Ardrossan Dkyd.Ld. Ardrossan	ElderDempster Lines,Ld.	370·5 P36'F43'	51·6	20·1	Liverpool British WB	Oil Engines 4S C.SA 8Cy.29⅛″–59 1/16″ 650NHP J.G.Kincaid&Co.Ld.Grk		C
29649 220900 KDLX	**Mary Luckenbach** Now "C. B. Watson," see No. 37565 in Supplement Fitted for oil fuel D.F. 2Dks Mchy.Aft Carrying Petroleum in bulk	5607 5043 3382					1920	South-Western S.B.Co. SanPedro,Cal	LuckenbachS.S. Co.Inc.	410·4 P109'B31'F47'	54·1	29·7	NewYork Utd. States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP LlewellynEngineWorks, LosAngeles		R
29650 117411 GPCS	**Mary Moller** (exDilkera) 1Dk deep framing &Shade dk	2698 2504 1674				...	1902	TyneIron S.B.Co.Ld. Newcastle	~~N.E.A.Moller (Moller&Co. Mgrs.)~~ MollerLine, Ld	326·0 P41'B&F253' FK	45·3	21·8	Shanghai British WB	T.3Cy.23″,38″&61″–42″ 277NHP Wallsend SlipwayCo.Ld. Nwc.	23 ″ 0	
29651	**Mary N.** (exStrathlorne) 2Dks	*4330* *4073* *2803*					1909	A.McMillan&Sons,Ld. Dumbarton	D.J.Pateras	376·5 P35'B100'F39'	52·2	25·5	Chios Greek WB	T.3Cy.25″,41″&68″–48″ 320NHP J.G.Kincaid&Co.Ld.Grk.		C
29652 161149 GSKB	**Mary Slessor** Ref.Mchy. OilEng. 2Dks&Shelter dk	4016 3136 2163					1930	A.McMillan&Son Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 652NHP Harland&Wolff,Ld.Gls.		C
29653 139235 GLDY	**Mary Walton** (exTynebridge–34) ssShl.No.2–34 D.F. 1Dk(Stl) Cargo battens not fitted	4360 4056 2711	✠100A1 ~~6,35~~ ~~9,34~~ 3,36 BS6,35	Shl ~~Hul~~ Sws ✠LMC6,34	x	CL ~~5,34~~ ~~5,35~~ 2,36	1925 3mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	NewEraS.S.Co.Ld. (F.S.Dawson,Ld. Mgrs.)	360·5 P28'B105'F35' FK CellDBa96'uE23'f161'1020t	52·2	27·6	Newcastle British 6BHptCem APT132t	T.3Cy.25½″,42″&69″–48″ (s) 180lb 100lb 376NHP 2SB,8cf,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼	
29654 205285 WCDQ	**Maryland** (exArthurE. Newbold, exJamesCorrigan) Mchy.Aft D.F. 1Dk	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	Bethlehem Transptn.Corp.	530·0 WB	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23″,37″&63″–42″ 257NHP Gt.LakesEng.Wks.Detroit		
29655 OXRC	— Fitted for oil fuel 2Dks	4895 4640 3055					1921	Hall,Russell&Co.Ld. Aberdeen	DetForenede DampskibsSelsk.	362·2	50·2	31·6	Copnhagn Danish WB	T.3Cy.26″,43″&71″–42″ 327NHP Hall,Russell&Co.Ld.Abn.		V
29656 161227 KMXB	— **TwinSc** (exSailingVesselKineo) OilEng. Mchy.Aft 2Dks Carrying oil in bulk	1484 — 926					1903	A.Sewall &Co. Bath,Me.	TheTexasCompany	259·5 P72'F24'	45·3	22·9	Wilmgton (Del.) Utd.States WB	Oil Engines 4S.C.SA 12Cy.12″–18″ 168NHP NE19 McIntosh&SeymourCorp. N.Yk.		
29657 204242 KMVU	— Ⓟ **TwinSc** 2Dks	1369 — 827					1907	Maryland SteelCo. Sparrow'sPt.	NewYork Philadelphia& NorfolkR.R.Co.	249·5	40·1	14·1	Cape CharlesVa. Utd.States	T.6Cy.17″,27½″&44″–26″ NB29 197NHP MarylandSteelCoSprwsPt		
29658 161369 GSJF	**Marylyn** ssGls.No.1–34 2Dks(Stl)	4555 4295 2880	✠100A1 4,36 ~~4,35~~ BS~~4,35~~ 4,36 Fitted for oil fuel 2,30	Mch Gls ✠LMC4,34	y	CL 3,35 F.P. above 150° F.	1930 2mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	KayeTransportCo. Ld.(Kaye,Son&Co. Ld.Mgrs.) Intermediate 'tween dk BH in after hold dispensed with	385·0 P33'B112'F44' FK CellDB329'1003t DTa30'7	52·0	26·6	London British ptCem ptAsp 4BH to Udk 2 ,, ,, 2nd ,, 77t APT16t	T.3Cy.24″,41″&70″–48″ (s) 220lb 489NHP 3SB,9cf,GS173,HS6792 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
29659 425 IQSK	**Marzamemi** (exStorm–34, exMargareteSchröder, exNazaré, exMinnaSchuldt) 1Dk	958 715 568					1891	Flensburgr Schiffsb.Ges. Flensburg	FrancescoScotto d'Aniello	229·0 Q73'B51'F28'	32·1	12·8	Naples Italian WB	T.3Cy.15″,22½″&43″–30″ 101NHP FlensburgerSchiffsb.Ges.		CI

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
29660 EGAN	**Marzo** ssBbo.2ndNo.3-9,23 1Dk(Stl)&deepframing &ptAwng dk(Stl)	1296 912 754	✠ 11,27 ✠	Bly	n		1897 8mo	Cmpbltwn S.B.Co. Campbeltwn	AugustoLajusticia WB=Cell DBa54'f94'208t	230·5 Q79' ptAwng dk151' FK	33·1	16·3	Bilbao Spanish 4BHCem APT80t	T.3Cy.17½",27½"&45"-33" NDB15 114NHP 1SB,3rf,GS63,HS1709 J.G.Kincaid&Co.Grk.	17 " 4	G †
29661 19795 JQAC	**Masaki Maru** Wireless 1Dk	1230 — 713					1917	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokio Japanese WB	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
29662 22573 JKJC	**Masaki Maru No. 2** Wireless 1Dk	1224 — 710					1918	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokio Japanese WB	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
29663 232109 WKEP	**Masaya** TwinSc (exU.S.N.Dale-33) OilEng. Wireless 2Dks CruiserStern	1174 1090 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.Mgrs.)	314·4	31·7	20·7	N.Orleans Utd. States WB	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEng.Co Tol		R
29664 28021 JUOB	**Masayoshi Maru** Ⓟ Wireless 2Dks	969 811 549					1920	Namura Gennosuke Osaka	KagoshimaYusen K.K.	193·8 P15'B49'F27'	31·0	18·5	Kagoshima Japanese WB	T.3Cy.14⅝",24½"&39⅝"-30" 86NHP YoshidaTekkosho,Osaka		
29665 KZCL Wrecked 2,35	**Masbate** (exCapitanLuis-34, exDade) Wireless 2Dks	607 — 315					1913	HongKong &Whampoa DockCo.Ld. HongKong	Cia.Maritima (FernandezHnos. Inc.Mgrs.)	158·0	27·3	17·2	Manila Utd. States WB	T.3Cy.13",22"&35"-30" 67NHP HongKong&Whampoa DockCo.Ld.HongKong		
29666 FOQO	**Mascot** Wireless 1Dk	1225 937 688					1922	Xiansands Mek.Værks Xiansand	Scotto,Ambrosino, Pugliese,Fils&Co.	239·5 Q95tH105tP36t F40t	36·2	13·1	Oran French WB	T.3Cy.17",29"&47"-33" 127NHP XiansandsM.V.Xiansands		V
29667	**Mascota** Wood	304 — 210					1908	.... Montevideo	Fernandez y Gonzalez	118·0	33·1	7·9	M.Video Uruguayan	O.2Cy.9"&18"-10" 9NHP		
29668 4779 SFLW	**Masen** (exMonika-33,exFagern, exTord) ssSkm.2ndNo.3-1,33 1Dk(Stl)&deepframing Cargo battens not fitted	*1316* *1171* *759*	✠100A1 ~~7,30,34~~ 3,36 BS4,35	Ant Mmo ✠LMC1,33	p	OG ~~9,34~~ ~~7,35~~ 3,36	1907 8mo Lloyd's A&CP	W.Harkess &Sons,Ld. Middlesbro'	RederiA/B Sjöstjärnan(G. Lindegren,Mgr.) Cell DBa&uE100'	241·7 P21'B136'F29' FK uB18'f92'425tFPT	38·0	15·5	Stockholm Swedish 4BHCem 40tAPT29t	T.3Cy.18",30"&49"-33" (s) 180lb 164NHP 2SB,4cf,GS67,HS2720 N.E.MarineEng.Co.Ld.Sld	18 " 0 s1 " 3½ 16 " 10½	
29669 144222 GDMS	**Mashobra** Ⓟ TwinSc Fitted for oil fuel D.F. 2Dks(Stl-Uteak s) Ref.Mchy.	8324 6848 5131	✠ 7,24 ✠ ✠Lloyd'sRMC ~~[illegible]~~ 4,36 ~~[illegible]~~	Mdb	c†		1920 10mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB	450·0 P44'B161'F42' FK 419' 1550t FPT124t	58·3	32·9	Glasgow British 9BHCem APT60t	T.6Cy.21",35½"&61"-45" 833NHP 4SB16cf,GS300HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 " 6	BT till ~~[illegible]~~ 9,36
29670 5917 SICA	**Masilia** ssKel.No.3-4,30 ssOsc.No.1-34 1Dk(Stl)&Shelter dk(Stl)	*1608* *1277* *770*	✠100A1 Shelter dk with freeboard ~~1,36~~ ~~10,34~~ 4,36	Mmo Got BS5,35 ✠LMC4,34	r	OG ~~1,34~~ 4,36	1917 8mo	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB237' 473t	270·6 FK FPT44t APT20t	41·1	24·1	Gothenbrg Swedish 4BHCem (CelltoSh dk 3 „ U „)	T.3Cy.22½",35½"&58½"-36" 185lb 100lb (s) 270NHP 2SB,6cf,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 " 0 s " 3 17 " 10½	
29671 148357 VWCX	**Masimpur** ssCal.No.1-31 D.F. 2Dks(Stl)&Webframes Mchy.Aft CruiserStern Longitudinal framing	5586 5080 3201	✠100A1 5,35 ~~7,31~~ ~~BS7,34~~ Carrying Petroleum in bulk Fitted for oil fuel 12,27 F.P. above 150° F.	Cal BS5,35 ✠LMC7,31	y	CL 7,34	1927 12mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	TheBurmahOilCo. Ld. CellDBuE&B78' 234tDTf34'485t	389·7 P90'B38'F58' FK FPT178tAPT51t	54·3	32·7	Rangoon British 14BHCem (11 to U dk 3 „ 2nd „)	T3Cy.27½",46½"&79"-54"(s) 200lb FD 658NHP 3SB&1AuxSB,15cf,HS9503 G.Clark,Ld.Sunderland	32 " 6 s6 " 6½ 26 " 2½	
29672 140627 GSCX	**Masirah** ssCal.No.3-5,32 2Dks(Stl) CruiserStern	6578 6148 4079	✠100A1 7,35 ~~6,34~~ MS6,31	Gls ✠LMC BS~~7,34~~ 6,35	b†	CL 4,33	1919 6mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	Thos.&Jno. Brocklebank,Ld. CellDB398' 1398t MT27' 896t	448·0 P102'B163'F49' FK FPT106t APT75t AfterPeak	56·0	31·8	Liverpool British Cem 6BHto U dk BH „ 2nd „	T.3Cy.26½",45"&75"-54"(s) 200lb 110lb 643NHP 2DB,16cf,GS258,HS12142 Dunsmuir&Jackson LdGls	34 " 6 s6 " 3½ 28 " 5½	
29673 393 IBPV	**Massaua** Ⓟ Wireless D.F. 2Dks	1524 1007 870					1913	Cant.Nav. Riuniti Ancona	"Tirrenia"(Flotte RiuniteFlorio- Citra)	268·8	35·3	16·6	Naples Italian WB	T.3Cy.19⅜",32 11/16"&55¼"-39⅜" 190NHP Cant.Nav.Riuniti,Ancona		I
29674 FOTN	**Massilia** Ⓟ QuadSc D.F. 7Dks	15363 10204 6151					1920	Forg.&Ch. de la Médit. LaSeyne	Cie.de Nav.Sud- Atlantique	577·1 P315'	64·1	37·0	Bordeaux French WB	T.6Cy46½",59½"&73¾"-43 11/16" &2LP Turbines Forg.&Ch.de laMédit.Msl.		V
29675 FOTO	**Massis** ssShl.No.3-9,26 Mchy.Aft ssFal.No.1-30 2Dks(Stl)&Webframes Longitudinal framing	*5022* *4470* *2769*	✠100A1 3,31 Carrying Petroleum in bulk Fitted for oil fuel 10,14 F.P. above 150° F.	Gib ✠LMC8,30	x	CL 8,30	1914 10mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.Les Pétroles d'Outre-Mer WB=CellDB f36' 316t	385·2 P88'B28'F41' uB24'35tDT FK FPT73t APT39t	50·3	30·3	Dunkirk French 16BHptCem 9 to Uprdk 7 „ 2nd „	T.3Cy.25½",42"&70"-48"(s) 180lb 120lb 425NHP 2SB,6cf,GS126,HS5862 N.E MarineEng.CoLdNwc	30 " 3 s6 " 3 24 " 5	
29676 220047 KUSQ	**Massmar** (exJamesB.Duke, exEasternCloud) Fitted for oil fuel D.F. 2Dks&Awngdk	5828 4120 3601			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·0 FK	51·2	25·6	NewYork Utd.States WB	T.3Cy.26",43½"&72"-48" 437NHP KawasakiDkydCoLdKobe	36 " 0	R †
29677 141904 GBSQ	**Masula** TwinSc ssFal.No.3-3,31 2Dks(Stl) ssMdb.No.1-35	7326 6821 4566	✠100A1 ~~8,35~~ 10,35 BS~~2,35~~ 4,36 Fitted for oil fuel 6,19 F.P. above 150° F.	Lon MS11,34 ✠LMC~~3,31~~	c†	CL ~~1,34~~ 10,35	1919 6mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. Cell	449·7 P44'B149'F41' FK DB390' 1551t FPT	58·2	32·7	Glasgow British 7BHCem 120tAPT67t	T.6Cy.21 1/16",35½"&61"-45" 215lb (s) 830NHP 4SB&1AuxSB,18cf,GS338, HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 " 6 s7 " 10 27 " 11½	
29678 160258 GTFC	**Masunda** ssNwc.No.1-36 D.F. 1Dk(Stl)	5250 4912 3286	✠100A1 1,36 ~~2,34~~ BS1,36	Vcr Mch ✠LMC12,33	z	CL ~~12,32~~ 1,36	1929 7mo Lloyd's A&CP	A.Stephen &Sons,Ld. Glasgow	S.S."Magdala"Co. Ld.(Maclay& McIntyre,Ld. Mgrs.) CellDB	402·5 P45'B126'F48' FK 344' 1458t FPT152t	55·0	28·5	Glasgow British 6BHptCem APT309t	T.3Cy.23",40"&67"-51"(s) 200lb 464NHP 3SB,9cf,GS154,HS6738 FD A.Stephen&Sons,Ld.Gls.	31 " 0 s5 " 11¼ 25 " 4	
29679 134962 MFWN	**Mata Hari** 1Dk(Stl-teak s)&Shade dk(Teak) Fitted for oil fuel	1020 755 511	✠ 10,15 ✠	Sng	n		1915 6mo	C.Ren- noldson&Co. SouthShields	P.&O.Stm.Nav.Co. CellDB a51' uE	220·0 P15'F23' FK &B38'f94'254tFPT	35·2	13·0	S.Shields British 5BHCem 16tAPT25t	T.3Cy.17½",29"&47"-30" 165NHP 2SB,6cf,GS89,HS3082 ShieldsEng.Co.Ld.N.Shl.	15 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
29680 150810	**Mataafa** (exPennsylvania) Mchy.Aft GyC. 1Dk2trB	4319 — 3604					1899	Cleveland S.B.Co. Lorain,O.	PittsburghS.S.Co.	429·6	50·0	25·0	Dul'th,Min Utd.States WB	Q.4Cy.15¾",23¾",36½"&56"-40" 198NHP ClevelandSB.Co.Cleveland		
29681 OTDA	**Matadi** ssAnt.No.3-6,31 D.F. 1Dk(Stl)2ndDk(Stl) inNos.1,2,4&5holds	3094 2856 1843	✠100A1 11,33 ~~MS6,31~~	Ant ✠LMC7,35 ~~BS10,32~~	u	CL ~~9,32~~ 7,35	1919 7mo Lloyd's A&CP	R.Thompson&Sons,Ld. Sunderland	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, Mgrs.)	331·3 P33'B100'F28' FK CellDB276'729t FPT 112t APT44t	46·8	23·2	Antwerp Belgian 7BHptCem	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld	25 " 6 s 3"11¾ 21 " 9	
29682 232110 WKET	**Matagalpa** TwinSc (exU.S.N.Osborne-33) CruiserStern OilEng. Wireless 2Dks	1174 1000 701					1920	ForeRiver S B.Corp. Quincy,Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.Mgrs.)	314·4	31·7	20·7	N.Orleans Utd.States WB	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEngCo.Tol.		R
29683 151520 ZMGW	**Matai** Ⓟ TwinSc 1Dk(Stl-ws)&2nd dk in holds Wireless Sub.Sig. Well deck Fitted for oil fuel CruiserStern	1050 657 383	✠ 7,30	Nwc ✠			1930 7mo	Hawthorn, Leslie&Co.Ld Newcastle	NewZealand Government	219·0 P&B145'F26' BK7" CellD B154' 170t FPT34t APT35t	35·1	13·6	Wellington British 4BHCem	T.6Cy.12½",21"&35"-26" 178NHP 2SB,6cf,GS110,HS3320 Hwthrn,Leslie&CoLd.Nwc	15 " 6	
29684 145355 GFDX	**Matakana** TwinSc ssLon.No.3-10.33 Ref.Mchy 2Dks(Stl)&Shelter dk(Stl)	8048 7466 5022	✠100A1 Shelter dk withfreeboard ~~5,35~~ ~~11,34~~ 12,35 ~~BS11,34~~ ✠Lloyd'sRMC~~5,35 12,3~~5,36	Liv Nwc BS12,35 ✠LMC6,35	e†	CL ~~8,32~~ P5,33 S5,35	1921 6mo Lloyd's A&CP	A.Stephen &SonsLd. Glasgow	Shaw,Savill& AlbionCo.Ld.	477·5 P28'B180'F49' on Sheltr dk FK Collision CellD B414'1585t APT71t	63·0	31·3	S'thamptn British Cem BH to Sh dk 8 " " U "	6 SteamTurbinesDRgeared to 2 Sc. Shafts (s) 220lb HS15082 1084NHP 2DB&2SB,18cf,GS346, FD A.Stephen&Sons,Ld.Gls.	34 " 4 s 5 " 6¼ 28"11¾	
29685 154015 VPCZ	**Matang** TwinSc Fitted for oil fuel 2Dks	1463 974 769					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	252·9	42·6	10·5	HongKong British WB	T.6Cy.11",19"&31½"-20" 44NHP TaikooD.&E.Co.of H.Kg.Ld.H.Kg.		
29686 120750 ZMFT	**Matangi** Ⓟ TwinSc (exMourilyan) Wireless 1Dk&Awng dk	1366 1012 631			...		1908	A.Stephen &Sons,Ld. Glasgow	AnchorShppg.& FoundryCo.Ld.	220·7 F44' 18·7 FK	36·2	11·0	NelsonNZ British WB	T.6Cy.14½",23"&38"-30" 273NHP A.Stephen&Sons,Ld.Gls.	19 " 6	
29687	**Mataram** Ⓟ Now "Kwan-Ho," see No. 33775 in Supplement ssSyd.No.3-11,26 Ref.Mchy. ssSyd.No.2-28 1Dk(Stl)&Spar dk(Stl-ptws)	3331 2590 1962	✠ ... 6,33	Syd ✠			1909 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow		331·2 P29'B128'F44' FK Cell DBa88' u E18' f160' 593t FPT 79t APT29t	43·2	22·4	Japanese 5BHptCem	T.3Cy.24",40"&65"-42" 397NHP 2SB,8cf,GS150,HS6000 ClydeS.B.&E.Co.Ld.P.Gl.	24 " 9	
29688 144814 GCSV	**Mataroa** Ⓟ (exDiogenes) TwinSc ssGls.No.3-10,34 ~~ssLon.No.2-30~~ 2Dks(Stl)&Shelter dk (Stl-ws) Ref.Mchy. D.F. CruiserStern	12390 7886 7392	✠100A1 Shelter dk withfreeboard 5,36 ~~4,34~~ ~~MS7,30~~ ✠Lloyd'sRMC~~8,35~~ ~~7,35~~ 5,36 ~~10,35~~ Fitted for oil fuel 11,26 F.P. above 150° F.	Lon BS12,35 ✠LMC10,34 ~~BS11,33~~	g†	CL 9,34	1922 7mo Lloyd's A&CP	Harland& Wolff,Ld Belfast	ShawSavill& AlbionCo.Ld.	500·4 P34'B226'F87' on Shelter dk FK&BK2" Cell DB425' 1822t Tanks at sides of tunnel 14' 40t FPT175t APT158t	63·2	39·6	S'thamptn British Cem 9BHtoShdk 1 " " U "	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 215lb 1334NHP 4DB&1SB,27cf,GS571, HS24268 Harland&Wolff,Ld.Bel.	42 " 9 s10"4½ 32 " 10	BT till ~~9,35~~ 7,36
29689 147705 MLYW	**Matching** ssSld.No 2-33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1321 991 715	✠100A1 7,35 ~~7,34~~ BS~~8,34~~ 7,35	Sld ✠LMC8,33 [illegible]	o	CL ~~8,33~~ 7,35	1924 8mo Lloyd's A&CP	J.Crown& Sons,Ld. Sunderland	Stephenson Clarke &Associated Companies,Ld.	235·0 Q147'F25' FK CellDB201' 373t MT9' 177t FPT 76t APT56t	35·6	14·8	London British 5BHCem	T.3Cy.19",31"&51"-36" (s) 180lb 100lb 180NHP 1SB,4cf,GS77,HS2920 J.Dickinson&Sons,Ld.Sld.	16 " 9 s 4"11½ 15 " 10	
29690 OTBA	**Mateba** D.F. 1Dk&2nd dk in holds	2864 — 1745					1919	W.Dobson &Co. Newcastle	Cie.Maritime Belge(Lloyd Royal)S.A. (AgenceMaritime Internationale, S.A.Mgrs.)	331·2 P33'B100'F33'	48·0	22·1	Antwerp Belgian WB	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		C
29691 228371	**Material Service** (Self-Unloader) OilEng. 1Dk	1077 — 736					1929	Leathem,D SmithDock Co.Sturgeon Bay,Wis.	Leathem,Smith-PutnamNav.Co.	239·7	40·1	13·9	Milwaukee Wis. Utd.States	Oil Engines 4S.C.SA 6Cy.14"-16" 115NHP WintonEng.Co.Clv.		
29692 SWCS	**Matheos** (exAkenside,exGlyndwr, exCraigronald) ssPir.2ndNo.3-9,28 ssPir.No.1-32 Spar dk(Stl)2trB& deep framing	2434 2309 1572	✠100A1 Spar dk withfreeboard 8,35 ~~6,34~~ BS12,34	Pir Ant BS4,36 ✠LMC11,32	t	CL ~~1,33~~ 8,35	1904 10mo Lloyd's A&CP	A.Rodger &Co. Pt.Glasgow	~~P.M.Los~~ M.P.Los &Partners	313·6 P29'B82'F30' 20·7 FK CellDB a&uE118' f136' 623t	43·8	13·2	Chios Greek 5BHCem APT67t	T.3Cy.21",35"&57"-39" (s) 180lb 248NHP 2SB,6cf,GS110,HS4210 A.Rodger&Co.Glasgow	23 " 3 s 3 " 8¼ 19 " 9	
29693 140643 GSCW	**Matheran** ssMdb.No.3-3,32 2Dks(Stl)3rd dk(Stl)in No. 1 hold CruiserStern	7653 7051 4652	✠100A1 ~~6,35~~ ~~6,34~~ 3,36 BS~~10,34~~ 10,35 Fitted for oil fuel F.P. above 150° F.	Gls ~~Bkn~~ Cal ✠LMC10,31	c†	CL 6,33	1919 8mo Lloyd's A&CP	Lithgows, Ld. PortGlasgow	Thos.&Jno. Brocklebank,Ld.	470·3 P47'B126'F47' FK CellDB414' 1615t DTa37' 1234t FPT100t APT96t	58·2	32·1	Liverpool British 7BHCem	T.3Cy.28",47½"&80"-54" (r) 200lb 800NHP 2DB&1AuxSB,20cf,GS342, HS15728 Dunsmuir&JacksonLdGls	34"10 s 7 " 9½ 27 " 3¼	
29694 217030 WTIU	**Mathew Luckenbach** (exKelvinia, exDeerfield) ssPhl.No.3-3,30 ssMob.No.1-34 D.F. 2Dks(Stl)&Shelter dk(Stl)	~~7457~~ ~~7030~~ ~~4710~~ 5833 5356 3634	✠100A1 Shelter dk withfreeboard ~~2,36~~ ~~4,35~~ 4,36 Fitted for oil fuel 10,18 F.P. above 150° F.	Mob SFo BS10,35 ✠LMC11,34	b†	CL ~~4,35~~ 4,36	1918 10mo A&CP	SunS.B.Co Chester,Pa.	LuckenbachS.S. Co.Inc.	435·6 35·1 FK 1 Intermediate BH in after 'tween decks dispensed with CellDB370 1355t DTa30' 882t FPT117t APT76t	57·7	27·3	NewYork Utd.States Cem 1BHtoShdk 5 " " U " 1 " " 2nd "	T.3Cy.27",45⅞"&76"-51"(r) 190lb 696NHP 4SB,12cf,GS247,HS11108FD SunS.B.Co.Chester,Pa.	30 " 3 s4 " 5 26 " 0¾	
29695 141679 VGFC	**Mathewston** D.F. GyC. 1Dk	7403 6909 5918					1922	Pt.Arthur S.B.Co.Ld PtArthurOnt	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	530·0	58·3	27·1	Toronto British WB	T.3Cy.25½",41"&67"-42" 291NHP PortArthurS.B.Co.Ld.		R
29696 LDJA	**Mathilda** ssBgn.No.3-7,33 1Dk(Stl)	3650 3298 2223	✠100A1 10,35 ~~11,34~~ BS~~8,34~~ 10,35	Bgn MVo ✠LMC7,33	w	CL ~~11,34~~ 10,35	1920 3mo Lloyd's A&CP	J.Blumer& Co.Ld. Sunderland	A/S D/S Mathilda (J.Christensen)	356·3 P41'B170'F33' FK CellDB312'867t	48·8	23·9	Bergen Norwegian 6BHCem APT109t	T.3Cy.24",40"&65"-45" (s) 180lb 120lb 318NHP 2SB,6cf,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25"11 s3 " 6½ 22 " 6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
29697 4387 SFLM	**Mathilda** (exRymmen, exTitti, exAnnaHermine) ssOsc.2ndNo.3-3,28 ssSkm.No.1-33 1Dk(ptIrnptStl)&deepframing Cargo battens not fitted	*1264* *1094* *764*	✠100A1 ~~2,33~~ ~~7,34~~ 3,36 BS~~1,34~~ ✠LMC5,35 8,35	Shl Skm	*n*	CL 5,33	1902 4mo Lloyd	W.Harkess &Son Middlesbro' 'sA&CP	ÅkeDanielsson DBa&uE79'uB15'f92'	225·0 Q88'B56'RFD86' F23' FK	35·1	17·8	Norrköpng Swedish 4BHCem 351tAPT29t	T.3Cy.17',28½"&46"-33" (s) 180lb 90lb 131NHP 1SB,3cf,GS59,HS2025 MacColl&Pollock,Sld.	16 ″ 6 s7 ″ 4 16 ″ 6	
29698 OZRC	**Mathilde Mærsk** (exPeterMærsk, exHaderslev) ssCpn.No.3-5,34 D.F. 1Dk(Stl)	2088 1832 1205	✠100A1 12,36 ~~9,35~~ BS11,35 ✠LMC MS5,34 ~~BS10,34~~	Hul Ant	*s*	CL ~~9,32~~ 12,35	1921 9mo Lloyd	Yarrow& Co.Ld. Glasgow 'sA&CP	D/S A/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*) CellDBa86'uE18'f124'565tFPT	286·0 P27'B166'F31' FK	43·4	18·7	Aalborg Danish 5BHCem 48tAPT87t	T.3Cy.20½",33"&54"-36" (s) 180lb 208NHP 2SB,6cf,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 ″ 0 s1 ″ 9½ 19 ″ 5½	
29699 143690 GCXQ	**Mathura** ssGls.No.3-4,33 2Dks(Stl)3rd dk(Stl) in No. 1 hold CruiserStern	8890 8359 5480	✠100A1 2,36 ~~9,35~~ ✠NE5,28 ✠LMC MS3,32 . BS~~2,35~~ 2,36 Fitted for oil fuel 12,20 F.P. above 150° F.	Mdb	*g*†	CL 1,35	1920 12mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB417'1893t DTa40'1568t FPT	480·5 P49'B185'F42' Shortened35 FK	63·9	35·6	Liverpool British 8BHptCem 111tAPT90t	2SteamTurbinesDRgeared to 1Sc. Shaft (r) 200lb HS19266 1147NHP 2DB&2SB,24cf,GS420, D.Rowan&Co.Ld.Gls.	38 ″ 4 s8 ″ 4½ 30 ″ 2½	
29700 146294 GDMZ	**Matiana** Ⓟ TwinSc *Ref.Mchy.* 2Dks(Stl-U teak s) D.F. CruiserStern Fitted for oil fuel	9045 7263 5524	✠ 2,26 ✠	Ant	*d*†		1922 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB403'1568t Tanks between tunnels 114'253t FPT	465·0 P44'B175'F53' FK	58·3	33·5	Glasgow British 9BHptCem 164tAPT69t	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13958 FD 1011NHP 4SB&1Aux SB,18cf,GS338, Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~9,35~~ ~~[illegible]~~ 12,36
29701 CBDM	**Matias Cousiño** (exSilvermoor) ssTal.No.2-33 *Well deck* 1Dk(Stl)	1906 1490 1078	✠100A1 8,35 ~~7,34~~ BS12,35 ✠LMC MS6,33 ~~BS12,34~~	Vpo	*q*	CL 6,33	1925 2mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	Cia.Carbonifera e Industrial deLota CellDBa&uE99'f106'382tFPT86t	268·0 Q105'B56'F30' FK	37·8	17·6	Valparaiso Chilian 4BHCem APT173t	T.3Cy.20½",33"&54"-39" (s) 180lb 216NHP 2SB,6cf,GS92,HS3594 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s2 ″ 0 18 ″ 0¾	
29702	**Matignon** (exSchleswig-Holstein) Fitted for oil fuel Sub.Sig. 1Dk	2711 2158 1649					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Constants(South Wales)Ld.(M. Constant, *Mgr.*)	329·1 P&B198'F38'	45·3	18·2	British WB	T.3Cy.22 13/16",37"&60"-39 5/8" 226NHP Hannoverische Masch.A.G.Hannover		V
29703 3549 PJAJ	**Matilde** TwinSc ssCco.No.2-34 *Mchy.Aft* 1Dk(Stl) Longitudinalframing at bottom & at deck	2601 1714 1132	✠100A1 ~~8,33~~ ~~8,34~~ 2,36 ✠LMC8,34 BS8,35 Carrying Petroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	Cco	*t*	CL ~~RN2,34~~ s8,34 P2,36	1926 10mo Lloyd	New Waterway S.B.Co. Schiedam 'sA&CP	Curaçaosche Scheepv.Maats.	305·0 Q87'Trunk189' F29' FK	50·3	15·1	Willemstd Dutch 9BHptCem APT81t	T.6Cy.12¾",20½"&33¾"-24 7/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
29704 161087 GSXC	**Matina** *Ref.Mchy.* D.F. E.S.D. Sub.Sig. 2Dks&2ptDks	5389 4678 3298					1929	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·2 P43'B158'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLdBkn.		C
29705 213157 WBCT	**Matinicock** (exLeda) ssN.Ns.No.3-8,25 ssN.Yk.No.1-30 *Mchy.Aft* 2Dks(Stl)&Shelter dk(Stl) GyC. &Webframes Longitudinalframing Fitted for oil fuel Carrying Petroleum in bulk	6769 6134 4159	✠ ... 9,33 ✠	NYk			1914 1mo	Howaldts- werke Kiel	ArdmoreS.S.Co. Inc.(C.D.Mallory& Co.Inc.*Mgrs.*) WB=CellDBuE&B&f65' 218tDTf53'425t FPT135tAPT68t	459·1 FK	60·0	28·8	Wilmgton (Del.) Utd.States 16BH 12BHtoUdk 4 ″ ″ 2nd ″ ptCemptAsp	Q4Cy.25"36½"52½"&74½"-52" 528NHP 3SB,9cf,GS163,HS7014 Howaldtswerke,Kiel	28 ″ 9	R †
29706 149603 GLJC	**Matra** ssMdb.No.2-34 D.F. 2Dks(Stl)3rd dk(Stl) in No.1 hold CruiserStern	8003 7360 4895	✠100A1 3,36 ~~4,35~~ ✠LMC MS7,34 BS~~10,34~~ 10,35	Liv Mdb	*d*†	CL 7,34	1926 11mo Lloyd	W.Hamil- ton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB 395'1469tDTa36'1197tFPT72t	470·1 P46'B158'F39' FK	62·2	32·2	Liverpool British 8BHptCem 1 ″ to2nddk APT86t	2SteamTurbinesSRgeared to 1 Sc. Shaft 200lb (r) 1047NHP 4SB,16cf,GS273,HS15000 FD D.Rowan&Co.Ld.Glasgow	34 ″ 10 s7 ″ 6¾ 27 ″ 6	
29707	**Matrero** (exErikaTreess, TwinSc exWilhelmHeinrich, OilEng. exLeksveer) (STRANDED, 12,33)	335 268 188					1920	Sch'pswerf Scandinavie (W.deJong) Groningen	AntonioSconza	130·3 P41'B18'	22·6	11·4	Bns.Ayres Argentine	Oil Engines 2S.C.SA 4Cy.10¾"-11⅝" 82NHP Machfb."Drakenburgh," Utrecht		
29708 SVFT	**Matronna** (exIoannis, exAttiki) ssPir.2ndNo.3-9,29 1Dk(Stl)2trB&Webframes 3Dk rule ssPir.No.1-35	2846 — 1894	✠100A1 withfreeboard 6,35 ~~5,32~~ ~~BS12,33~~ ✠LMC~~9,32~~ 6,35	Pir	*u*	CL ~~9,32~~ 6,35	1902 4mo Lloyd	R.Craggs& Sons Middlesbro' 'sA&CP	N.D.Bogiazides& Co. CellDBa102'uE&B40'f140'747tDTa24'	330·1 P27'B166'F35' FK	46·0	22·2	Andros Greek 5BHCem 432tFPT86t	T.3Cy.24",38"&64"-42" (r) 160lb 120lb NDB20 289NHP 2SB,6cf,GS175,HS4677 Richardsons,Westgarth& APT45t Co.Ld.Mdb	24 ″ 4 s3 ″ 3½ 21 ″ 3	
29709 211715 WMCG	**Matsonia** Ⓟ ssS.Fo.No.3-1,26 ssS.Fo.No.1-30 *Mchy.Aft* D.F. GyC. 2Dks(Stl)& *Ref.Mchy.* Shelter dk(Stl-ws)	9402 9102 5901	✠100A1 Shelter dk withfreeboard 11,31 ✠LMC MS3,30 BS1,32 Fitted for oil fuel 11,13 F.P. above 150° F.	SFo	*e*†	CL 11,31	1913 11mo	Nwprt Nws S.B.&D.D.Co. NewprtNews A&CP	MatsonNav.Co. Intermediate 'tween dk BH in fore hold dispensed with WB=CellDBuE&B117'f222'1586t DTf68'	480·0 FK	58·1	36·5	S.Frncisco Utd.States Asp 1BHtoShdk 6 ″ ″ U ″ 1 ″ ″ 2nd ″	T.4Cy.35",62"&(2)81"-66" 250lb (s) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&DD.Co. only 706tFPT115tAPT166t	45 ″ 0 s15 ″ 2 30 ″ 6	
29710 33246 JDIC	**Matsu Maru** Wireless 1Dk	689 575 346					1928	Tochiki ShojiK.K. Wakamatsu	TochikiShojiK.K.	176·0	26·7	16·0	Waka- matsu Japanese	T.3Cy.		
29711 37492 JUKH	— OilEng. *Mchy.Aft* CruiserStern 1Dk&ptdk	415 367 231					1932	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅝"-19 11/16" 121NHP YokohamaDockCoLd.Yka		
29712 30472 JYYA	**Matsumaye Maru** Ⓟ TwinSc 1Dk	3429 2295 1253					1924	Mitsu- bishiZosen K.K. Nagasaki	Government Railways	350·0	52·0	22·0	Tokio Japanese	S.R.gearedSteamTurbines		
29713 28109 JCDA	**Matsumoto Maru** TwinSc ssYka.No.3-1,36 ~~ssYka.No.3-12,33~~ 2Dks(Stl)	7025 6450 4334	✠100A1 ~~7,35~~ ~~7,34~~ 1,36 ~~BS7,34~~ ✠LMC~~5,35~~ BS1,36~~7,35~~ 7,35 Carrying oil fuel F.P. above 150° F. in DB & forward DT	Yka	*b*†	CL 7,34	1921 5mo Lloyd	Yokohama DockCo Yokohama 'sA&CP	NipponYusen K.K. CellDB382'1326t DTsa39'1309t	445·0 P35'B135'F35' FK DTf27'1002tFPT	58·0	34·0	Tokio Japanese 7BHptCem 73tAPT58t	T.6Cy.20½",33½"&56"-48" 200lb (s) 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 8½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29714 17021 JPGB	**Matsura Maru** 1Dk	3185 2880 2240			...		1913	Russell& Co. Pt.Glasgow	KinkaiYusenK.K.	331·0 P27'B98'F35' FK	49·0	21·9	Tokio Japanese WB	T.3Cy.23",37"&61"–42" 285NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 „ 3	
29715 269	**Matsuura Maru** (exYangHo, exDaitokuMaruNo.5) 1Dk	1260 — 775					1918	Osaka Zosensho Osaka	MatsuuraShizuo	227·4	32·6	17·3	Dairen Japanese	T.3Cy.16"26"&42"–30" 97NHP		
29716 14928	**Matsuyama Maru** 2Dks	423 — 247					1912	S.Nagata Osaka	OgataShojiK.K.	149·3 B30' WB	21·6	15·5	Hakodate Japanese	T.3Cy.$10\frac{13}{16}$",$17\frac{5}{8}$"&$28\frac{7}{16}$"–20" E&Bmade05 36NHP T.Kubo,Osaka		
29717 28102 JOFD	**Matsuye Maru** TwinSc ssYka.No.3–10,33 2Dks(Stl)	7061 6450 4358	✠100A1 5,35 ~~5,34~~ BS~~5,34~~ 5,35 ✠LMC10,33 Carrying oil fuel F.P. above 150° F. in DB & forward DT	Yka	b†	CL S5,35 P5,34	1921 4mo	Yokohama DockCo. Yokohama Lloyd'sA&CP	NipponYusenK.K. CellDB392'1334t DTa42'1337tDTf27' 1002tFPT73tAPT58t	445·0 P35'B135'F35' FK	58·0	34·0	Tokio Japanese 7BHptCem	T.6Cy.$20\frac{11}{16}$",$33\frac{1}{2}$"&56"–48" 200lb (s) 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.Yka.	34 „ 0 s7 „ $6\frac{1}{2}$ 26 „ 8	
29718 10352 JLWE	— Ⓟ 2Dks	712 663 401					1907	Osaka IronWorks Osaka	OsakaShosenK.K.	186·8 P35'F21'	26·3	18·1	Osaka Japanese WB	T.3Cy.13",$21\frac{1}{2}$"&36"–27" 67NHP OsakaIronWorks,Osaka		
29719 147465 GBDF	**Mattawin** (exEdiba) TwinSc ssShl.No.3–2,36 ~~ssMtl.No.2–31~~ Ref.Mchy. OilEng. D.F. 2Dks(Stl)&Shelter dk (Stl–ptws)	6919 6082 4220	✠100A1 Shelter dk with freeboard 2,36 ✠LMC CS2,36 DBS11,35 2,36	PNl Shl	z	CL ~~P11,32~~ ~~S6,34~~ 2,36	1923 4mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	ElderDempster Lines,Ld. CellDB338'1005t tank between tunnels	406·0 P43'B151'F48' on Shelter dk FK	54·2	32·9	Liverpool British 7BHptCem 6 „ to Sh dk 55tFPT116tAPT123t	Oil Engines 4S.C.SA 12Cy.$26\frac{3}{8}$"–$39\frac{3}{8}$" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 „ 6 s7 „ $11\frac{1}{2}$ 27 „ $9\frac{1}{2}$	
29720	**Matthew Flinders** 1Dk	450 372 172			...		1914	Fleming& Ferguson,Ld. Paisley	Government of Queensland	160·3 B42'F31' BK8"	28·1	14·2	Brisbane British	T.3Cy.$15\frac{1}{4}$",24"&40"–27" 167NHP Fleming&Fergusn,Ld.Psy.	14 „ 11	
29721 KZBM	**Mauban** Ⓟ ssMan.2ndNo.3–5,28 Wireless ssMan.No.1–33 Well deck 1Dk(Stl–ws)&deep framing lower dk in fore hold	1253 1015 791	✠100A1 9,35 ~~6,34~~ ✠LMC6,34 BS9,35	Man	o	CL ~~10,34~~ N9,35	1900 10mo	Cmpbltwn S.B.Co. Campbeltwn A&CP	TabacaleraS.S.& CommercialCo. WB=CellDBa54'f94'224tAPT86t	230·0 Q79'B57'F28' ND14 FK	34·5	17·3	Manila Utd.States 4BHCem	T.3Cy.$17\frac{1}{2}$",$27\frac{1}{2}$"&45"–33"(s) 160lb 100lb NDB13 120NHP 1SB,3cf,GS68,HS1870 J.G.Kincaid&Co.Grk.	18 „ 3	
29722 LDOX	**Maud** OilEng. 1Dk	3189 2747 1908					1930	Akt.Burmeistr&Wain Copenhagen	A/S Maud (HjalmarRöed &Co.)	326·5 P44t'H133t	50·0	21·0	Tönsberg Norwegian WB	Oil Engines 4S.C.SA 6Cy.$21\frac{5}{8}$"–$59\frac{1}{16}$" 267NHP Akt.Burmeistr&Wain,Cpn		N
29723 SFMD	— Now "Antares," See No. 37062 in Supplement 1Dk	1372 1192 746					1933	Sölvesb'rgs Varvs& RederiA/B Sölvesborg	SölvesborgsVarvs &RederiA/B (T.Carlsson, Mgr.)	239·1 P28'B60'F25'	37·8	16·2	Sölvesborg Swedish WB	T.3Cy.$17\frac{1}{2}$",29"&48"–30" 126NHP SölvesborgsVarvs& RederiA/B		V
29724 145708 MKZF	**Maud Llewellyn** ssNpt No.3–8,34 ~~ssOff.No.2–30~~ Well deck 1Dk(Stl) Cargo battens not fitted	1454 1115 880	✠100A1 ~~[illegible]~~ ~~11,32~~ 4,35 BS~~6,34~~ 6,35 ✠LMC~~4,30~~ MS8,34	Gmh ~~Npt~~ Cff	o	OG ~~11,32~~ ~~8,34~~ N4,35	1921 7mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	CardiganShipping Co.Ld. CellDB192' 381t FPT 40tAPT36t	234·4 P16'Q67'B58'F23' FK	35·6	16·6	Cardiff British 4BHCem	T.3Cy.$18\frac{3}{8}$",$28\frac{1}{2}$"&$48\frac{1}{4}$"–33" 180lb (s) 86RHP 2SB,6pf,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 „ 7 s1 „ $5\frac{1}{2}$ 17 „ 4	
29725	**Maud Thordén** (exTergus–35, exOlder) 1Dk	1328 1123 720					1920	Stavanger Stöberi&Dok Stavanger	GustafB.Thordén	240·8 P65tH71tF15t	37·1	14·8	Helsingfrs Finnish WB	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&48"–39" 144NHP StavangerStöberi&Dok		
29726 LCTN	**Maudie** ssOsl.No.3–7,33 D.F. 2Dks(Stl)	4818 4274 2875	✠100A1 11,35 ~~7,34~~ MS11,32 ✠LMC Pr.BS11,35 BS~~7,33~~ 11,35 Fitted for carrying Whale oil or other oils in bulk having a F.P. above 150°F.	Mch Osl	y	CL 6,33	1920 9mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	A/S Hektor (N.Bugge, Mgr.) Intermediate 'tween dkBHin after hold dispensed with CellDB331'995t DTa30'780tAPT20t	384·7 P39'B115'F45' FK	52·0	26·7	Tönsberg Norwegian Cem 5BH to U dk 6 „ „2nd„ only	T.3Cy.26",43"&70"–48" (s) 180lb 175lb 488NHP NDB(2)made04&12 refitted28–34Pr.B–60lb 3SB,9cf,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 „ 3 s5 „ $6\frac{1}{2}$ 23 „ 11	
29727 214861 WMCH	**Maui** TwinSc ssS.Fo.No.3–10,29 ssS.Fo.No.1–34 2Dks(Stl)&Shelter dk(Stl–teak s) Mchy.Aft Ref.Mchy. D.F. GyC.	9801 9484 6004	✠100A1 Shelter dk with freeboard 12,35 ~~2,35~~ ✠LMC MS4,34 BS~~3,35~~ 3,36 Fitted for oil fuel 4,17 F.P. above 150° F.	SFo	e†	CL 4,34	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	MatsonNav.Co. Intermediate 'tween dkBH in forehold dispensed with Cell DB 338'1695t MT23'838t DTf68'747tFPT 125tAPT277t	484·0 FK	58·0	39·7	S.Frncisco Utd.States 1BHtoptAsp 6 „ to Shelter dk 1 „ „ Upper „ 1 „ „ 2nd „	4SteamTurbinesSRgeared to2 Sc.Shafts 2370NHP 250lb HS32096 (s) 8WaterTubeBoilers only WestinghouseCo. Pittsburgh,Pa.	45 „ 0 s15 „ 1 30 „ 6	
29728 151514 ZMFS	**Maui Pomare** TwinSc OilEng. Ref.Mchy. Wireless 1Dk Mchy.Aft CruiserStern	1203 756 754			...		1928	Dublin DockyardCo. Dublin	Government of NewZealand (PacificIslands Administration)	210·8 Q82'B&F110' FK	35·1	14·0	Wellingtn N.Z. British WB	Oil Engines 2S.C.SA 12Cy.$16\frac{1}{2}$"–18" 575NHP Petters(Ipswich)Ld.Ips.	16 „ 0	
29729 202 IBRV	**Mauly** TwinSc ssGen.No.2–34 D.F. OilEng. 2Dks(Stl)	5463 4883 3418	✠100A1 1,36 ~~1,35~~ DBS~~9,34~~ 8,35 ✠LMC CS1,34 1,36 ~~9,34~~	Ven Tri	z	CL 12,35	1925 8mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	Soc.Veneziana di Nav.aVap. CellDB332'1181tDTa35'765tFPT103tAPT97t	407·8 P37'B135'F38' FK	54·0	29·1	Venice Italian 7BHptCem (1 to 2nd dk)	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"–$37\frac{3}{8}$" 779NHP DB100lb "Fiat"Stabilimento GrandiMotori,Turin	32 „ 0 s6 „ 3 25 „ $11\frac{1}{4}$	
29730 216864 WQEU	**Mauna Ala** (exCanibas) ssS.Fo.No.3–1,31 ssBal.No.1–35 1Dk(Stl)&Shelter dk(Stl)& D.F. Ref.Mchy. Web frames Longitudinal framing	6256 — 3945	✠100A1 Shelter dk with freeboard ~~12,35 1,35~~ 2,36 ✠LMC BS~~4,35~~ 4,36 MS1,35 Fitted for oil fuel 9,18 F.P. above 150°F.	Bal NYk	a†	CL 1,35	1918 9mo	TexasS.S. Co. Bath,Maine A&CP	~~MatsonNav.Co.~~ MatsonS.S.Co. CellDB361'1192tDTa32'1075tFPT114tAPT63t	420·5 P42'B130'F39' FK	54·2	31·4	S.Frncisco Utd.States 8BHCem	T.3Cy.$26\frac{1}{2}$",44"&74"–51" (r) 190lb 555NHP 3SB,9cf,HS8118 FD H.G.TroutCo.BuffaloNYk	33 „ 10 s7 „ $6\frac{1}{2}$ 26 „ 7	
29731 218098 KEPD	**Mauna Kea** (exGoldenRiver–34, exDiablo) Fitted for oil fuel 1Dk&Shelter dk Sub.Sig. Longitudinal framing	6064 — 3817					1919	Pacific CoastS.B.Co. BayPoint, Cal.	~~MatsonNav.Co.~~ MatsonS.S.Co.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States WB	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" NE29 359NHP LlewellynIronWorks, LosAngeles		R
29732 204923 KJRC	— Ⓟ Fitted for oil fuel 2Dks	1566 977 940					1908	UnionIron Works S.Francisco	Inter-Island SteamNav.Co.Ld.	239·3 WB	36·2	16·7	Honolulu, Hawaii Utd.States	T.3Cy.24",$37\frac{1}{2}$"&62"–39" 240NHP UnionIronWorks,S.Fo.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29733 218048 KIFP	**Mauna Loa** (exGoldenEagle-34, exWestConob) *Fitted for oil fuel* D.F. *2Dks*	5436 — 3405					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonS.S.Co.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
29734 220183 KJRD	— (exDomingoNazabal) *Fitted for oil fuel* *Mchy.Aft* *2Dks*	1050 — 577					1920	LngBeach S.B.Co.Long Beach,Cal.	Inter-Island SteamNav.Co.Ld.	180·5 P42'F21'	34·2	17·8	Honolulu, Hawaii Utd.States	T.3Cy.13½",22"&36"-24" UnitedEng.Wks. 64NHP SanFrancisco,Cal.		
29735 221226 KDRV	**Maunalei** (exMountClinton) ssS.Fo.No.3-6.33 *2Dks(Stl)&Shelter* D.F. *dk(Stl-ws)&Webframes* *Ref.Mchy.* *Cargo battens not fitted in* *Shelter 'tween decks*	7159 6777 4385	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~8,34~~ 4,36 ~~[illegible]~~ *Fitted for oil fuel 5,21 F.P. above 150° F.*	SFo ~~Sea~~ BS~~5,35~~ 4,36 ✠LMC4,32	b†	CL 7,34	1921 5mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNav.Co. *Cell DB367'1843tDT*	440·3 FK *Co* *a29' 833t FPT140t*	57·2	36·0	S.Frncisco Utd.States *ptCemptAsp* *llBH to S dk* *6 „ „ U „* *APT120t*	2 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb FD 930NHP 1 Water Tube DB 4SB,*12cf*,GS262,HS12264 WestinghouseElectric& Mfg.Co.Essington,Pa.	39 " 0 s 10 " 11 28 " 9	
29736 92974	**Maunaloa** *Mchy.Aft* GyC. *1Dk2trB*	4322 — 3239					1899	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	430·0	50·2	24·0	Duluth, Minn. *WB* Utd.States	Q.4Cy.17",27",42"&64"-42" NB26 265NHP ChicagoS.B.Co.Chicago		
29737 221132 KDQT	**Maunawili** (exMountCarroll) ssS.Fo.No.3-5,33 *2Dks(Stl)&Shelter dk* D.F. *(Stl-ws)&Webframes* *Ref.Mchy.*	7409 7045 4580	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~8,34~~ MS5,33 *Fitted for oil fuel 3,21 F.P. above 150° F.*	SFo ✠LMC BS~~[illegible]~~8,35	b†	CL 3,33	1921 3mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNav.Co. *Cell DB367' 1843tD*	440·3 FK *Collision* *Ta29'833tFPT140t*	57·2	36·0	S.Frncisco Utd.States *ptCem ptAsp* *BH toSh dk* *6 „ „ U „* *APT120t*	2 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb FD 930NHP 1 Water Tube DB 4SB,*12cf*,GS262,HS12264 WestinghouseElectric &Mfg.Co.Essington,Pa.	39 " 0 s 10 " 11 28 " 9	
29738 127810 ZMDY	**Maunganui** Ⓟ TwinSc ssSyd.No.3-11,24 ssWln.No.2-34 *3Dks(UStl-ws&2nd dk ptStl)* *Ref.Mchy.* *&Promenade dk(Stl-teak s)* D.F. *&Webframes*	7527 7022 4542	✠100A1 ~~7,353,35~~ ~~10,34~~ 2,36 MS3,32 *Fitted for oil fuel 11,20 F.P. above 150° F.*	Syd ✠LMC BS~~11,3~~10,35	b†	CL 7,34	1911 12mo *Lloyd*	Fairfield Co.Ld. Glasgow *'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell DBa79'uE&B151'*	430·8 FK&BK2" *f133'918tFPT110t*	55·7	31·2	Welling- tonNZ British *7BHCem* *APT140t*	Q8Cy24½"35½"50½"&73"-45" 220lb (r) 1304NHP 2D&2SB,*24cf*,GS517, FD HS20400 FairfieldCo.Ld.Glasgow	34 " 0 s 9 " 4 25 " 2	
29739	**Maur** *1Dk*	1099 962 649					1911	Trndhjms Mek.Værks Trondheim	ChinaUnited Wharf&Godown Co.Ld.	226·4 H56tF29t	36·5	15·4	Shanghai Chinese *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMV.Trndheim		N
29740 119205 GBCR	**Maureen** Broken up ssSld.2ndNo.3-6,32 *1Dk(ptIrn&ptStl)&Webframes* *Cargo battens not fitted*	2476 2268 1576	✠~~100A1~~ 8,34 ~~BS8,34~~	Sld ✠~~LMC[illegible]~~	t	CL N8,34	1904 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	~~Marquess of Londonderry~~ ~~(R.Grimes,Mgr.)~~	310·1 P23'B60'F33' FK *WB=CellDBa*	44·2	20·3	Sundrland British *5BHCem* *98'uE&B36'*	T.3Cy.22½",37"&61"-39" (s) 160lb *90lb* 254NHP 2SB,*6pf*,GS112,HS4120 N.E.MarineEng.Co.Ld.Sld *f130'664tFPT96tAPT140t*	22 " 10 s 3 " 9½ 19 " 3	
29741 162326 MPXK	**Maurice Rose** ssBly.No.1-35 *Cargo battens not fitted* *1Dk(Stl)* *Mchy.Aft* *Well dk*	1600 1231 946	✠100A1 ~~6,35~~ ~~3,34~~ ~~1,3~~ 4,36	Bkn ~~Bly~~ ✠LMC~~11,30~~ 6,35	p	CL ~~3,33~~ ~~6,35~~ 1,36	1930 10mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow *'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB169'373tFPT*	250·0 B15'Q140'F25' FK	37·2	16·4	Liverpool British *4BHptCem* *93tAPT66t*	T.3Cy.19",31"&52"-36" (s) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 " 6 s 5 " 4½ 17 " 3½	
29742 225917 KGBV	**Maurice Tracy** (exNordstrand, exSekstant) *Mchy.Aft* Sub.Sig. *1Dk*	2468 2207 1509			...		1916	Gt.Lakes Eng.Works Ashtabula	M.&J.Tracy,Inc.	253·3 P97'F26' FK	43·6	25·4	NewYork Utd. States *WB*	T.3Cy.19½",34¾"&57"-42" 284NHP Gt.LakesEng.Works,Ash.	27 " 6	R †
29743 LELN	**Maurita** *1Dk*	1569 1171 911					1925	Bergens Mek.Værks. Bergen	D/S A/S Belita (S.Sunde,*Mgr.*)	244·9 B116tQ103tP72t H70t	37·7	15·6	Bergen Norwegian *WB*	T.3Cy.18¾",23"&48"-39" 132NHP BergensMek.Værk.Bgn.		N
29744 7691 SELP	**Mauritz** (exLuksefjell,exStoröy, exRigel,exJomfruland) *For full particulars see No. 39059 in Supplement*	*1479* *1169* [illegible]					1916	Bergens Mek.Værks Bergen	RååRederiA/B (M.Jonasson,*Mgr*)	242·6 P33tQ105tH106t F34t	37·8	15·3	Råå Swedish *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		
29745 151423 VPDS	**Mausang** Ⓟ (exYannis) ssH.Kg.No.3-10,32 *1Dk(Stl)*	3372 2830 2063	✠100A- ~~12,34~~ 12,35 ~~BS12,34~~ *Fitted for oil fuel 6,20 F.P. above 150° F.*	HKg BS12,35 ✠LMC9,32		CL 12,34	1920 6mo	Shanghai Dk.&Eng.Co. Ld. Shanghai	Indo-ChinaS.N. Co.Ld. *CellD*	331·2 P33'B100'F29' FK *B284'745t FPT110t*	46·8	23·0	HongKong British *6BHCem* *APT45t*	T.3Cy.25",41"&68"-45" (s) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 " 6 s 4 " 2 21 " 8	
29746 162496 MPXD	**Mavis** ssLon.No.1-35 *1Dk(Stl)&Shelter dk(Stl)*	935 722 394	✠100A1 *withfreeboard* 3,35 BS12,34	Lon ✠LMC MS4,35	n	CL 11,33	1930 10mo *Lloyd*	Workman, Clark(1928) Ld. Belfast *'sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB182'28*	216·2 B64' FK *5tFPT31tAPT19t*	35·1	12·1	London British *5BHCem* (*Coll to Sh dk* *4 „2nd „*)	T.3Cy.17½",29"&48"-33" (s) 200lb 189NHP 2SB,*6cf*,GS102,HS3400 Workman,Clark(1928)Ld.	14 " 0 s " 2 13 " 11¾	
29747 TUEJ	**Mawatta** (exGermania) *1Dk*	997 722 468					1904	Fried. Krupp,A.G. Germania- Werft Kiel	Soc.de Tour des Cotes	210·6 P125'F31'	32·7	14·6	Nouméa French *WB*	T.3Cy.19 11/16",31½"&51 9/16"- 35 7/16" 156NHP Fried.Krupp,A.G. Germania-Werft,Kiel		C
29748 DIDL	**Max Albrecht** TwinSc ssHam.No.1-32 D.F. *OilEng.* *Mchy.Aft* *1Dk(Stl)* *CruiserStern*	5824 5039 3474	✠100A1 ~~5,357,34~~ 4,36 ~~DBS[illegible]~~ 11,35 *CarryingPetroleum in bulk*	Ham ✠LMC CS5,35 9,35 ~~9,32~~	z	CL SN5.35 P4,36	1929 1mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	AlbrechtGebrüder &Co (Dr.Max Albrecht,*Mgr.*) *CellDBuE65'180tDT*	385·0 P96'B40'F50' *Trunk239'* FK *f30'194tAP*	55·1	32·0	Hamburg German *11BHptCem*	Oil Engines 4S.C.SA 12Cy.22 1/16"-39⅜" 584NHP 2DB*150lb* KockumsM.V.Akt.Malmö *Ts320tFPT77t*	32 "	
29749 UOBJ	**Max Hoelz** *OilEng.* Sub.Sig. *2Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·4 P31'B52'F34'	48·8	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-35 1/16" 500NHP RussianDieselWorks,Len.		
29750 SVQI	**Max Wolf** (exBali) *3Dks*	6694 6188 4226					1917	Rotterdam Droogd.Maat Rotterdam	GeorgesPortolo	420·5 P42'F42'	54·7	33·5	Ithaca Greek *WB*	T.3Cy.28",46"&77"-54" 436NHP RotterdamDroogd.Maats.		V
29751																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29752 UPCS	**Maxim Gorky** *OilEng.* 1*Dk*	3974 3256 2255					1933	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·9 F30'B53'P29'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWorks, Leningrad		
29753 3483 PJBC	**Maximina** TwinSc *ss*Cco.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk*	2679 1799 1471	✠100A1 ~~4,35~~10,35 BS10,35 ✠LMC MS4,33 ~~BS10,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 10,25 F.P. above 150° F.*	Cco	*t*	s10,34 CL P4,35	1925 10mo	Rotterdam Droogd.Maat Rotterdam *Lloyd'sA&CP*	Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅜"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
29754 1141 IBDU	**Maya** (*ex*Fiamma,*ex*Sirius, *ex*Lackawanna) 3Mst *ss*Shl.No.3-12,05 *Mchy.Aft* D.F. *ss*Ham.No.2-13 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	3867 3458 2198	✠ 7,16 ✠	Ham	*w*		1894 2mo	DavidJ. Dunlop&Co. Pt.Glasgow	CisterneItaliane Soc.Anon. diNav.	355·4 345·0 P96'B30'F47' FK *CellDB*	44·4	23·0 30·1	Genoa Italian 15*BHCem* 72'192*tFPT*	T.3Cy.27",43½"&70"-51" NDB06 413NHP 2DB,6*pf*,6*cf*,GS230,HS7150 DavidJ.Dunlop&Co.P.Gl. 165*tAPT*100*tDTf*22'390*t*	31 ″ 6	CI †
29755 30936 JCBB	**Maya Maru** Ⓟ 2*Dks*	3145 2700 1881					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·0 P37'B87'F39'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.		C
29756 19226 JKIA	**Mayachi Maru** (*ex*KaiwoMaru) 1*Dk*	2152 1886 1271					1916	Uraga DockCo.Ld. Uraga	HokkaidoTanko KisenK.K.	268·0 P13'B58'F27'	40·7	23·6	Kobe Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
29757 218384 KERM	**Mayan** (*ex*LakeFestus) *ss*Gal.No.3-11,28 *ss*Gal.No.1-33 1*Dk*(*Stl*)2*trB*	2571 2197 1588	✠100A1 7,35 ~~1,34~~ BS~~10,33~~ ✠LMC1,33 7,35 *Fitted for oil fuel 7,19 F.P. above 150° F.*	NYk	*s*	CL ~~1,34~~ N7,35	1919 7mo	Toledo S.B.Co. Toledo,O. CP	~~MitchellSteamshipCorp.~~Cargo Carriers,Inc. *CellDB*204'	248·6 P25'B64'F23' FK 444*t DTa*87*t FPT*	43·7	25·9	WlmngtnD Utd.States 4*BHptCem* 69*tAPT*95*t*	T.3Cy.22",36"&59"-42" (*s*) 180lb 315NHP 2SB,6*cf*,GS105,HS4640 FD ToledoS.B.Co.Toledo	28 ″ 2 s 4 ″ 3 24 ″ 2	
29758 219317 KOQV	— Ⓟ (*ex*Corinto-35, *ex*Caldas,*ex*GovernorForbes, *ex*AdmiralvonTirpitz) TwinSc 1*Dk*&*Spar dk*	1973 1644 1161					1905	G.Seebeck Akt.Ges. Bremerhaven	PanamaMailS.S. Co.Inc.	261·1 P8'B59'H—F28'	40·0	19·5	S.Frncisco Utd.States *WB*	T.6Cy.14⅜",23¼"&38¼"-25⅝" 148NHP G.SeebeckA.G.Bremerhvn.		V
29759 HPAJ	**Mayari** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 1*Dk*	*2802* *2377* *1519*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.,*Mgrs.*)	303·0 B82'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"-45" 218NHP Wrkman,Clark&Co.LdBel.		C
29760 28124 JAEA	**Mayebashi Maru** TwinSc *ss*Kob.No.3-12,33 2*Dks*(*Stl*)	7005 6450 4321	✠100A1 1,36 ~~1,35~~ BS1,35 ✠LMC12,33 *Carrying oil fuel F.P. above 150° F. in double bottom & forward deep tank* *Fitted for oil fuel 8,21 F.P. above 150° F.*	Yka	*b*†	CL ~~s12,33~~ P1,35 SN7,35	1921 8mo	Yokohama DockCo. Yokohama *Lloyd'sA&CP*	~~NipponYusenK.K.~~ NanyoKaiunK.K *CellDB*382'1326*t* *DTa*39'1309	445·0 P35'B135'F35' FK *tDTf*27'1002*t FPT*	58·0	34·0	Tokio Japanese 7*BHptCem* 73*tAPT*58*t*	T.6Cy.20½"33½"&56"-48" (*s*) 200lb 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
29761 FNRJ	**Mayenne** (*ex*Saga) *ss*Msl.2nd.No.3-3,32 2*Dks*(*Stl-ptws*) *Well deck* D.F. *Ref.Mchy.*	2794 1932 1673	✠100A1 ~~7,35~~ ~~3,35~~ 12,35 ✠LMC MS3,32 ~~BS10,34~~ 12,35	Msl	*u*	OG 2,35	1909 6mo	Swan,Hunter&Wigham- Richardson, Ld Newcastle *Lloyd'sA&CP*	Cie.Générale Transatlantique *CellDBa*56'*uE*&	322·7 P&B222'F78' FK B58'*f*156'315*tFPT*	46·0	19·2	Marseilles French 5*BHCem* 20*tAPT*15*t*	T.3Cy.28",46"&75"-48" (*r*) 170lb 500NHP 3SB,9*cf*,GS182,HS7155 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21″11 s 2 ″ 2 20 ″ 1	
Broken up 29762 162628 KJRF	**Mayfair** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	670 — 420					1906	J.Lind- strom, AberdeenWh	TheCharlesNelson Co.Inc	173·9	38·0	12·3	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP FultonE.&S.B.Wrks.S.Fo.		
29763 92291 WEFR	**Mayflower** Ⓟ WoodPad 1*Dk*	786 — 575					1891	Montgomery&Howard Chelsea,Mass	Nantasket-Boston SteamboatCo.	202·5	32·5	10·4	Boston Utd.States	B.1Cy.48"-108" W.&A.Fletcher 240NHP Co.Hoboken,N.J.		
29764 208616 KMVX	— Ⓟ TwinSc (*ex*Porpoise,*ex*Moosehead) 1*Dk*2*trB*	719 — 488					1911	BathIron WorksCorp. Bath,Me.	F.V.Drake	185·3	35·8	13·9	NewYork Utd.States	T.8Cy.(2)16",(2)26"&(4) 30"-24" 176NHP		
29765 120889 MCQY	— *ss*Liv.No.1-35 *ss*Liv.2ndNo.3-2,31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	370 289 140	✠100A1 11,35 ~~10,32~~ BS~~5,35~~ ✠LMC~~8,30~~ 3,36 MS11,35	Liv	*f*	CL ~~10,32~~ 10,35	1905 10mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *WB=Ce*	143·5 Q46'B9'F26' BK7" *llDBf*72'103*tFPT*	25·6	10·3	Liverpool British 3*BHCem* 44*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb NB23,*fitted*35 94RHP 1SB,3*pf*,GS56,HS1902 Ross&Duncan,Glasgow	12″11 s ″10½ 12 ″ 8	
29766 181416 KZAP	**Mayon** TwinSc *ss*Man.No.1-34 1*Dk*(*Stl-pt* teaks) *Ref.Mchy.* &*Shade dk*(*Stl*-teaks)	3371 — 1529	✠100A1 *withfreeboard* 6,35 ~~7,34~~ ✠LMC MS8,33 BS~~7,34~~6,35 ✠Lloyd'sRMC~~11,34~~ ~~5,35~~ ~~7,35~~ 12,35 *For Service at the Philippine Islands between Manila & Zamboanga* *Fitted for oil fuel 9,30 F.P. above 150° F.*	Man	*v*	CL 7,33	1930 9mo	Vickers- Armstrong, Ld. Barrow *Lloyd'sA&CP*	Philippine-Inter- IslandS.S.Co. *CellDBa&uE*102'	347·5 B119'F50' FK *f*122'387*t FPT*30*t*	50·4	16·3	Manila Utd.States 9*BHAsp* *APT*73*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts 4.W.T.B. 230lb HS16256 (*s*) 1287NHP FD Vickers-ArmstrongLdBrw	17″10 s2″10½ 15 ″ 1	
29767 127 ONEB	**Mayumbe** *ss*Ant.No.1-34 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in peaks*&*Nos.*1,2,4,5&6 *holds*	*3567* *3129* *2087*	✠100A1 ~~12,34~~11,35 11,35✠LMC BS~~9,35~~ MS1,34 *Fitted for oil fuel 1,34 F.P. above 150° F.*	Ant		CL 12,33	1929 9mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	347·1 P37'F33'B118' FK *CellDBa&u* E123' *f*150'8	49·0	23·5	Antwerp Belgian 7*BHCem* 1 ,, *to 2nd dk* 11*tDTsa*55'	T.3Cy.25",41"&68"-45" (*s*) 180lb 440NHP 3SB,9*cf*,GS165,HS6564 FD N.E.MarineEng.Co.Ld.Sld 1070*tFPT*68*tAPT*31*t*	25 ″ 9 s4 ″ 2¾ 21 ″ 8	
29768 145322 GJTD	**Maywood** (*ex*Parkhill) *ss*Bry.No.2-32 D.F. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1823 1313 972	✠100A1 3,35 BS1,35 ✠LMC2,32	Bry	*q*	CL 1,35	1923 3mo	C.Rennold- son&Co. SouthShields *Lloyd'sA&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*) *DBa*38'*C*	270·0 PonQ22'Q106'B54' F22' FK *ellDB*192'585*tFPT*	37·3	15·9	Cardiff British 4*BHCem* 74*tAPT*106*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb *100lb* 244NHP 2SB,8*cf*,GS108,HS4224 N.E.MarineEngCo.Ld.Sld	18 ″ 6 s1 ″ 6½ 17 ″ 2	
29769 216955 KNUO	**Mazama** Wood 1*Dk*2*trB*	2612 2067 1650					1918	Seaborn S.B.Co. Tacoma, Wash.	MazamaS.S.Co.	266·1 P28'B65'F26'	46·1	23·9	Seattle Utd.States	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump&Mach. Co.Buffalo		
29770 56 IBZQ	**Mazara** Ⓟ *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	990 — 516					1934	Cant.Nav. Riuniti Palermo	"LaMeridionale" Soc.Anon.diNav.	218·8	32·3	13·2	Trapani Italian	T.3Cy.16¾",28$\frac{3}{16}$"&45$\frac{11}{16}$"- 33$\frac{1}{16}$" 121NHP CantieriNavaliRiunitiAnc.		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
29771 115869	**Mazaruni** TwinSc ssDem.No.3-6,12 1*Dk*(*Teak*)	416 298 188	✠ 4,18 ✠	Dem	*g*		1902 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Sproston's,Ld.	175·5 P&B107'F33' FK *WB*=*FPT*15*t*	25·1	9·0	Georget'n British *4BHAsp* *APT38t*	C.4Cy.12¾"&28"–24" Eng.Compounded1920 64NHP Sproston'sLd.Georgetown, Dem.	9 ″ 6	
29772 160013 GTSK	**Mazatec** (*ex*Maya) ssSws.No.1-33 D.F. 2*Dks*(*Stl-weather dk* teak s) *3rd & 4th dks*(*Stl*)*in holds* *Ref.Mchy.* Sub.Sig. E.S.D.	5503 4711 3004	✠100A1 *with freeboard* 3,36~~5,35~~ BS~~1,36~~ ✠LMC3,33 1,36 *Fitted for oil fuel* 4,29 *F.P. above* 150°F.	Avn Sws	*z*	CL ~~12,30~~ 3,36	1929 4mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP Inter* *Cell DB333'*	Elders&Fyffes,Ld. *mediateBHinafter* *740t Tanks at sides* *of tunnel 225t FPT*	388·8 P29'F40' FK *hold dispensed with* *Coll* *69tAPT36t*	53·2	31·0	Bristol British *ptCem* *BH to W dk* 4 ,, ,, 2nd,,	T.4Cy.30½",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385HS15235 FD Barclay,Curle&Co.Ld.Gls	33 ″ 6 s10 ″ 4 23 ″ 7½	
29773 219607 KLHA	**Mazatlan** TwinSc *OilEng.* *Mchy.Aft* Wireless 2*Dks*	987 — 589					1920	Long BeachS.B.Co. Long Beach,Cal.	LongBeachS.B.Co. DissolutionTrust	165·0	34·0	20·0	S.Frncisco Utd.States	Oil Engines 12Cy.12⅝"–18" WintonEng.Wks. SanFrancisco,Cal.		
29774 160556 MBYP	**Mazout** (*ex*Mazout I) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	653 530 355					1913	Soc.Anon. Jhn.Cockerill Hoboken	LotcoShippingCo. Ld.	164·0 P28'F23'	31·2	13·1	London British *WB*	T.3Cy.12",20"&32"–28" 49RHP Earle'sCo.Ld.Hull		V
29775 145133 ZSJW	**Mead** 1*Dk*	606 492 256					1919	Smith's DockCo.Ld Middlesbro'	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	170·0	30·0	15·7	Durban British	T.3Cy.16",26"&44"–26" 94RHP Smith'sDockCo.Ld.Mdb.		C
29776 160716	**Meadcliffe Hall** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
29777 151043 CYLX	**Meaford** (*ex*RobertJ.Buck) *Mchy.Aft* 1*Dk*	1824 1558 983					1925	TheCollingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"–26" *E made*19*fitted*25 94RHP Hewes&Phillips, Newark,N.J		C
29778 SVRK	**Meandros** (*ex*Crosshill-34) ssShl.No.3-8,34 1*Dk*(*Stl*) *Cargo battens not fitted above hold stringer*	*4581* *4203* *2805*	✠100A1 12,34 BS11,35 ✠LMC8,34	Hul	*y*	CL 8,34	1919 1mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	TheofanoMaritime Co Ld. (N.G. Livanos,*Mgr.*) *CellDBa&uE*139'	385·3 P49'B113'F38' FK *f*173'957*tFPT*122*t*	52·0	26·5	Chios Greek *7BHCem* *APT19t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 2½ 24 ″ 1	
29779 221117 KDQH	**Meanticut** *Fitted for oil fuel* Sub.Sig. 1*Dk & Shelter dk* *Longitudinal framing*	6061 — 3771					1921	Pacific CoastS.B.Co. BayPoint,Cal	LykesBros.-Ripley S.S.Co.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Texas Utd.States *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
29780 162100	**Mearim** TwinSc 1*Dk*	1037 849 695					1914	A.F.Smulders Schiedam	Gueret,Llewellyn &Merrett,Ld.	169·8	40·6	18·6	Cardiff British	C.2Cy.15"&30"–16" 75RHP A.F.Smulders,Schiedam		
29781 TTKT	**Mécanicien Moutte** (*ex*WarBee) ssMsl.No.3-9,30 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1570 1311 968	✠ 1,36 ~~BS9,34~~ ✠~~LMC9,30~~	Msl	*r*	9,33	1918 7mo *Lloyd*	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow '*sA&CP* N.S.	Cie.deNavigation Mixte	255·5 Q91'B56'F26' FK *CellDB*211'432*t*	35·1	17·6	Marseilles French *4BHCem* *APT33t*	T.3Cy.17",28"&46"–33" (*s*) 185lb 151NHP 2SB,*4cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0 ~~s 2 ″ 1~~ ~~18 ″ 0½~~	
29782 FHQI	**Mécanicien Principal Carvin** D.F. 1*Dk*	4281 — 2648					1921	Ch.&Atel. de laGironde Havre	Cie.Commerçiale de l'AfriqueEquat. Française(Cie.Delmas Vieljeux*Mgrs*)	362·9 P231'F28'	49·2	24·4	Havre French *WB*	T.3Cy.24",39"&65"–44½" 280NHP Schneider&Co.Havre		V
29783 DHQT	**Mecklenburg** (*ex*Ludendorff) 4Mst D.F. Sub.Sig. 2*Dks*	7892 7384 4881					1921	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8 P82'B102'F43'	58·3	32·7	Hamburg German *WB*	T3Cy32 3/16",53¼"&86½"–55 3/16" 556NHP BremerVulkan,Vegesack		G
29784 PFWM	— Ⓟ TwinSc ssRot.No.3-10,34 Sub.Sig 3*Dks*(*Stl U*-ws)	2907 2408 1122	✠ A– *with freeboard* *For Channel Service Flushing & Harwich also European Summer Cruising* ~~3,36~~3,36 ✠LMC MS10,34 BS~~1,36~~3,36	Rot		OG 10,34	1922 7mo	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE*12'23*t*	42·7	23·9	Flushing Dutch *11BHAsp* *APT56t*	T.8Cy.28",43½"&(2)49"–33" 190lb (*s*) FD 1130NHP 4DB,*24cf*,GS534,HS19440 Maats.deSchelde,Flushing	25 ″ 0 s11 ″ 11½ 13 ″ 4	
29785 DSPE	— TwinSc (*Ferry*) Sub.Sig Wireless D.F.	1547 1361 782					1903	F.Schichau Danzig	DeutscheReichsbahnGes., ReichsbahnDirektion Schwerin	282·0 B99'	46·0	21·3	Rostock German *WB*	T.6Cy.23⅝",39⅜"&59"–33½" NB34 402NHP F.Schichau,Elbing		G
29786 FOCN	**Medea** (*ex*Waregga,*ex*Arnold Waregga)	3832 3373 2344					1914	Reiherst'g Schiffsw. Hamburg	Cie.Delmasfrères& Vieljeux	361·2 P&B241'F50'	50·3	23·6	LaRochlle French *WB*	Q.4Cy.21⅜",32¼",47 3/16"&68 3/16" –49½" 333NHP Reiherst.Maschinenf.Ham.		V
29787 PJBH	— Wireless 2*Dks* *Ref.Mchy.* *Cruiser Stern*	1311 1091 735					1916	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	260·0	39·0	16·6	Curaçāo Dutch *WB*	T.3Cy.20",31"&50"–36" 150NHP Werkspoor,Amsterdam		V
29788 FORD	**Medée** (*ex*Francaise) ssShl.No.3-11,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1882 1682 1143	✠100A1 6,35~~2,34~~ BS~~1,34~~ ✠LMC11,32 6,35	Rot Rou	*s*	CL ~~11,32~~ 6,35	1920 11mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise(G. Lamy& Cie.*Mgrs.*) *CellDBuE&* *B42'f116'354tD*	285·3 P25'Q84'B58'F24' FK *Ba82'343t FPT97t*	42·0	17·8	Caen French *6BHCem* *APT110t*	T.3Cy.22",36"&60"–39" (*s*) 180lb 274NHP 2SB,*6cf*,GS123,HS4642 N.E.MarineEngCoLd.Nwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1	
29789 ~~[illegible]~~ ~~[illegible]~~	**Media** Now Veloce, see No. 40559 in Supplement *Fitted for oil fuel* D.F. 2*Dks*	5437 5027 3359					1911	A.Stephen &Sons,Ld. Glasgow	A.Lauro	410·1 P45'B138'F37'	53·2	30·0	Naples Italian *WB*	T.3Cy.28",46"&77"–51" 424NHP A.Stephen&Sons,Ld.Gls.		C
29790 FNHO	**Medie II** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5078 — 3079					1922	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	385·9 P188'F101'	46·0	27·3	Marseilles French *WB*	T.3Cy.27 5/16",44½"&74"–47½" 365NHP Forg.&Ch.de laMédit.Msl.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29791 212561 WHCG	**Medina** *Fitted for oil fuel* 2*Dks*	5426 — 3470					1914	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	397·7	54·3	24·4	NewYork Utd.States	T.3Cy.29",49"&84"–54" 518NHP NewportNewsSB&DD.Co.		R
29792 161721 MPYS	— Ⓟ **TwinSc** *OilEng.* *CruiserStern* 1*Dk*	342 258 150					1931	J I Thornycroft&Co.Ld. Southampton	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld	143·0 F27'	28·1	8·7	S'thamptn British	Oil Engines 2S.C.SA 12Cy.11"–13¼" 255NHP L.Gardner&Sons,Mch.		BT till ~~1,36~~ 1,37
29793	**Mediterraneo** 1*Dk*	732 — 254			…		1906	Werf Conrad Haarlem	A.Cassanello	190·2	31·2	13·8 FK	SantaFe Argentine	T3Cy13⅜",22$\frac{7}{16}$"&33$\frac{7}{16}$"–21$\frac{21}{32}$" 73NHP Gebr.Stork&Co.Hengelo	16 ″ 4	
Broken Up 29794	— (*ex*Hans Hemsoth) 1*Dk*	313 — 196					1911	Johs.Berg Delfzijl		152·0 Q19'	23·0	8·7	*WB*	T.3Cy.9",14"&24"–16" 24NHP Johs.Berg,Delfzijl		
29795 FOCO	**Medjerda** (*ex*CapitaineCharles Boivin) *Fitted for oil fuel* 1*Dk*	4578 3539 2649					1923	Ch.&Atel. delaGironde Harfleur	Cie.DelmasFrères &Vieljeux	362·9 P231'F28'	49·1	24·4	LaRochlle French *WB*	T.3Cy.24$\frac{1}{16}$",39"&65"–44½" 280NHP Schneider&Co.Havre		V
29796 143983 GKTL	— *ss*Shl.No.2–32 1*Dk*(*Stl*) *Cargo battens not fitted*	4380 4036 2719	✠100A1 ~~2,35~~ 11,35 BS~~2,35~~ 3,36 ✠LMC2,32	Shl	*x*	CL 2,35	1924 6mo	W.Gray&Co Ld. W Hartlepool *Lloyd'sA&CP*	LaTunisienneS.N. Co.Ld.(F.C.Strick &Co.Ld.*Mgrs.*) *CellDBa*119'*uE*25'*f*	370·0 P28'B108'F37' FK 162'1125*t FPT*159*t*	52·0	25·5	Swansea British 6*BHCem* *APT*132*t*	T.3Cy.25",40"&65"–42" (*s*) 180lb *120lb* 340NHP 2SB,6*cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 3¼ 22 ″ 11¼	
29797 TUCL	**Medoc** *ss*Hav.No.1–34 *Well deck* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in No.*1*hold*	1166 — 439	✠100A1 6,35 ~~5,34~~ BS6,35 ✠LMC5,34	Hav	*o*	CL ~~3,33~~ 6,35	1930 6mo	D&WHendersn&Co.Ld Glasgow *Lloyd'sA&CP*	Worms etCie. *CellDB*192'275*t FPT*	237·3 P&B186'F31' FK	34·1	14·7	Havre French 5*BHCem* 46*tAPT*51*t*	T.3Cy.18",30"&50"–36" (*s*) 200lb *125lb* 188NHP 1SB,3*cf*,GS63,HS2495 FD D.&W.Henderson&Co.Ld.	16 ″ 9 s ″ 10¾ 16 ″ 0¼	
29798 147217 GDRY	**Medon** *OilEng.* D.F. 2*Dks*	5444 4845 3312					1923	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld (A.Holt&Co. *Mgrs.*)	406·5 P38'B130'F45'	52·2	29·3	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 652NHP Burmeister&Wain,Cpn.		C
29799 100754	**Medora** 2*Dks*	377 158 256					1893	F.W.Doty Gravenhurst, Ont.	MuskokaLakes Nav.&HotelCo.Ld.	142·6	25·4	8·5	Toronto British	C.2Cy.14"&26"–18" 29RHP JohnDotyEng.Works,Tto.		
29800 133246 VSNP	**Medusa** 1*Dk*&*Promenade dk*	793 561 323					1913	TaikooDkyd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7 P19'F26'	31·6	12·4	Singapore British *WB*	T.3Cy.15",25"&42"–30" 97NHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
29801 148361	**Medway Queen** Ⓟ **Pad** 1*Dk*	316 219 134					1924	AilsaS.B. Co.Ld. Troon	NewMedwaySteam PacketCo.Ld. (S.J. Shippick,*Mgr.*)	179·9 B170'	24·2	7·8	Rochester British	C.2Cy.21"&43"–48" 76RHP AilsaS.B.Co.Ld.Troon		BT till 11.35
29802 PFWW	**Meerkerk** (*ex*Tamora, *ex*Nienburg) **4Mst** *ss*Rot.No.3–4,34 2*Dks*(*Stl*–*U*pt ws) 3*rd Dk*(*Stl*)*inNo.*1 *hold*	7995 7333 5050	100A1 *withfreeboard* ~~10,35~~12,34 3,36 BS5,35 LMC4,34	Ham Rot		OG ~~4,31~~ 3,36	1916	Bremer Vulkan Vegesack	VereenigdeNederl. Scheepsv.Maats. (Directie enAgentuurMaats.HollandBritsch-Indie LijnN.V.*Mgrs.*) *CellDBa*144'*uE*32'	508·6 P28'B144'F86' len34 FK *f*217'1610*t* *D*	60·8	32·9	TheHague Dutch 8*BHAsp* *Tsa*31'745*t*	T3Cy32⅞"52$\frac{13}{16}$"&86$\frac{11}{16}$"–55⅛" & LP turbine with DR gearing & hydraulic coupling 205lb (*s*) 954NHP 4SB,12*cf*,GS254,HS11840FD BremerVulkan,Vegesack *FPT*78*tAPT*39*t*	35 ″ 8 s8 ″ 5½ 27 ″ 6¼	
29803 104211 MQXJ	**Meg Merrilies** (*ex*Nell Jess) **3Mst** *ss*Liv.2ndNo.3–11,21 *Well deck* *ss*Liv.No.2–29 *Mchy.Aft* 1*Dk*(*Irn*)	464 368 179	✠ … 7,34 ✠NB3,28 ✠	Liv	*h*		1896 1mo	S.McKnight&Co. Ayr	StellaS.S.Co.Ld.	168·0 Q82'B14'F24' FK *DBf*88'100*t*	26·6	11·0	Liverpool British 3*BHCem* *FPT*45*t*	C.2Cy.21"&42"–30" NDB14 70RHP 1SB,3*pf*,GS51,HS1555 Hutson&Son,Glasgow	13 ″ 5	
29804 3954 PFXI	**Megara** **TwinSc** *OilEng.* *ss*Rot.No.1–33 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7992 7148 4506	✠100A1 ~~1,35~~10,35 DBS~~1,35~~ 10,35 ✠LMC CS10,33 10,33 *CarryingPetroleum in bulk* *Fitted with cylindrical tanks*	Rot		CL SN 10,33 P10,33	1929 5mo	Atel.&Ch. de laSeine Maritime LeTrait,S.I. *Lloyd'sA&CP*	PetroleumMaats. "LaCorona" *CellDBuE*61'272*t*	423·3 P95'B36'F49' FK *DT f* 28' 305*t FPT*	65·1	33·0	TheHague Dutch 14*BH* 210*tAPT*87*t*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam	33 ″ 0 s 6 ″ 2¼ 27 ″ 1	
29805 7430 SFME	**Meggie** (*ex*Baberton,*ex*Meggie) **Iron** *ss*Hul.3rdNo.3–7,33 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	*1583* *1328* 955	✠100A1 8,34 MS10,32 ✠LMC BS~~7,34~~8,35	Lth	*r*	CL 8,34	1889 8mo	Richardsn, Duck&Co. Stockton A&CP	RederiA/B Nellie (H.Johnsson, *Mgr.*) *Cell*	270·0 P27'Q76'B110' F31' BK9½" *DB*226'409*tAPT*9*t*	36·6	16·5	Nyhamnslage Swedish 4*BHCem*	T.3Cy.21½",35"&57"–36" (*s*) 160lb *80lb* NDB00 193NHP 1DB,4*cf*,GS64,HS2863 Blair&Co.Ld.Stockton	19 ″ 2 s 1 ″ 2¾ 18 ″ 9¼	
29806 139157 GPYS	**Megna** *ss*Fal.No.3–9,28 *ss*Cal.No.1–32 2*Dks*(*Stl*) Now "**Mount Atlas,**" *see No.* 39094 *in Supplement*	5647 5356 3591	✠100A1 11,34 BS9,34 ✠LMC8,32	Cal	*a*†	CL 11,34	1916 9mo	Russell&Co. PortGlasgow *Lloyd'sA&CP*	JamesNourse,Ld. *and* 1'*tween dk*	423·5 P38'B123'F50' FK 1 *intermediateBH* } *BHdispensed with* } *CellD*	56·0	28·7	London British *Cem* 5 *BH to Udk* 1 *BH to 2nd* *B* 360' 1181*t*	T.3Cy.27",45"&74"–51" (*s*) 180lb 556NHP 3SB,9*cf*,GS186,HS8301 FD D.Rowan&Co.Glasgow *dk only* *DTa*36'1118*tAPT*31*t*	31 ″ 4 s6 ″ 0¾ 25 ″ 6	
29807 Wrecked 1,36 22300 JFDD	**Meidai Maru** Ⓟ 1*Dk*	2163 1883 1298					1918	Uraga DockCo.Ld. Uraga	KawasakiKisen K.K.	268·0 P13'B58'F27'	40·7	23·5	Uraga Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP UragaDockCo.Ld.Uraga		
29808 27897 JNHD	**Meigen Maru** *ss*Kob.No.3–11,32 2*Dks*(*Stl*)	5435 4961 3383	✠100A1 12,35 ~~11,34~~ ✠LMC~~11,34~~ 12,35	Kob	*z*	CL 11,34	1920 7mo	AsanoS.B. Co.Ld. Tsurumi A&CP	MeijiKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'941*t*	53·2	29·4	Tarumi Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0	
29809 85860 VOLP	**Meigle** (*ex*Solway) **Iron** *Well deck* Wireless 2*Dks*	836 663 427			…		1881	Barclay, Curle&Co. Glasgow	Government of Newfoundland (Newfoundland Railway-SteamshipDept.)	220·2 P&B129'F29'	30·1	15·2	SJhnsNFL British *WB*	C.2Cy.26"&52"–48" NB99 162NHP *Alt*99A.&J.Inglis,Glasgow	16 ″ 6	C †
29810 19759 JCAD	**Meikai Maru** 2*Dks*&*Web frames* *Longitudinal framing*	3193 2757 1999			…		1917	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K.	305·0 P19'B82'F32' FK	43·7	27·2	Tarumi Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expir., Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29811 22017 JDOD	**Meiko Maru** ssKob.No.2-26 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing &Web frames*	4383 3692 2759	✠ — 8,30 ✠	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K. *CellDB*298'113	345·0 P30'B99'F34'*on* *Shelter dk* FK 6*tDTa*32'693*t FPT*	49·8	28·1	Tarumi Japanese 6*BHCem* 115*tAPT*29*t*	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 " 2	C †
29812 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1*Dk*	868 618 420					1918	Haarlem-scheShpb.Mij Haarlem	ArgoA.G.Reed	201·5 Q128'F20'	30·2	13·2	Bremen German	T.3Cy.15",25"&40⅜"–24" Machinefabriek 79NH DeBiesbosch,Dordrecht		G
29813 32635 JTUB	**Meisei Maru** (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) 1*Dk*	1893 1664 1096			...		1917	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0 P25'B64'F27' FK	43·8	18·2	Kobe Japanese *WB*	T.3Cy.20 1/16",33"&54"–40" 274NHP DetroitSBCo.Detroit	20 " 3	C †
29814 142 JFVD	**Meiwu Maru** TwinSc ssKob.No.3-10,30 ssKob.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8230 7815 5115	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~9,24~~ ✠LMC~~9,34~~ 11,35	Kob	*c*†	CL 9,34	1918 9mo	Uraga DockCo.Ld. Uraga A&CP	TaishoKaiunK.K. (MeijiKaiunK.K. *Mgrs.*) *Collisi* *CellDB*	445·0 FK *on BHto Shelter dk* 387' 1409*t FPT*105*t*	58·0	40·0	Dairen Japanese *Cem* 6*BH toU dk* *APT*35*t*	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga	40 " 2 ~~s11 " 11~~ ~~28 " 3~~ s11 " 10 28 " 8	
29815 FNTV	**Meknès** (*ex*PuertoRico) TwinSc *Fitted for oil fuel* D.F. 3*Dks*	6127 3456 3667					1913	Ch.&Atel. deSt.Nazaire GndQuevilly	Cie.Générale Transatlantique	413·8 P268'F46'	51·2	28·4	Havre French *WB*	T.6Cy.21",27 7/16"&55"–41½" &2LPTurbines 2NB*fitted*29 Ch.del'Atlantique,St.Naz.		V
29816 TTKW	**Mekong**	746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0 P22'F39'	28·0	13·8	Saigon French	T.3Cy.18",29"&47"–30" NB04 121NHP R.Napier&Sons,Glasgow		V
29817 PFXM	**Melampus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7 P43'B127'F45'	54·9	30·1	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
29818 35918 JIFC	**Melbourne Maru** ssYka.No.1-34 *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl*)	5423 4955 3219	✠100A1 *withfreeboard* 4,35 DBS4,35 ✠LMC CS4,35 4,35 ✠Lloyd'sRMC ~~4,35~~	Yka	*y*	CL ~~4,32~~ 4,35 ~~10,35~~ 1,36	1930 3mo *Lloyd's A&CP*	Yokohama DockCo.Ld. Yokohama	OsakaShosenK.K. *CellDB*317'80	380·0 B23'F43' FK 5*t FPT*47*t APT*71*t*	54·5	34·2	Osaka Japanese 6*BH* (*Coll toW dk* 5 ,,*2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅝"–59" DB100lb 489NHP Akt.Burmeistr&Wain.Cpn	34 " 3 s 2 " 8 24 " 2¼	
29819 PKEJ	**Melchior Treub** TwinSc *Fitted for oil fuel* 2*Dks*	3242 2004 1683					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3 P42'B188'F40'	48·1	18·4	Batavia Dutch *WB*	T.8Cy.(2)20½",(2)34"&(4)39½"–36" 374NHP Maats.Fyenoord,Rot.		V
29820	**Meletios Venetzianos** (*ex*Sia, *ex*RioJamary) ssPra.No.1-17 1*Dk* (*Stl-teak* s)&*Promenade dk*(*Teak*)	542 — 344	✠ 4,21 ✠	Pra			1912 5mo	Smith's DockCo.Ld. Middlesbro'	P.&A.Venetzianos	145·2 F30' FK	30·1	8·3	Piræus Greek 4*BHCem*	T.3Cy.12¼",20"&34"–22" 73NHP 1SB,2*cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 " 6	
29821 DNAN	**Melilla** Sub.Sig. 2*Dks*	2653 2349 1642					1923	H.C.Stül-ckenSohn Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	279·3 P26'B39'H41'F30'	40·9	24·9	Oldenburg German *WB*	T3Cy22 1/16",36¼"&58¼"–35 7/16" 205NHP H.C.StülckenSohn,Ham.		G
29822 LESA	**Meline** ssFal.No.1-35 ssShl.No.3-5,31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7019 6374 4399	✠100A1 2,36 ~~12,35~~ BS8,35 ✠LMC MS12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Gal ~~Fal~~	*a*†	CL 8,34	1918 3mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	A/STanktransport (Th.Berg,*Mgr.*) *CellDB* *uE&B*55'142*tD*	425·0 P101'B28'F42' FK *Tf*38'518*t APT*53*t*	57·0	33·1	Tönsberg Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"–54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 " 0 s7 " 4 26 " 0	
29823 155329 VLCV	**Melinga** *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	536 360 243					1928	Akt.Bur-meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.	154·1 P28'F30'	34·6	8·5	SydnyNSW British *WB*	Oil Engines 4S.C.SA 6Cy.13"–23⅝" 98NHP Akt.Burmeistr&Wain,Cpn		C
29824 PFXR	**Meliskerk** Ⓟ (*ex*Cesario, *ex*D.A.D.G.76) ~~ssHam.No.3-2,22~~ ssAms.No.3-5,35 ~~ssAms.No.2-30~~ 2*Dks*(*Stl*)3*rd trBinNo.*1 *hold* *Well deck* *Ref.Mchy.*	6045 5404 3745	100A1 *withfreeboard* ~~5,35 9,38~~ 12,35 ~~BS7,34~~ LMC~~5,35~~ ✠Lloyd'sRMC~~5,35~~ 12,35 for temp 32° F	Ham Ams 4,34		CL ~~10,32~~ 4,35 BS5,35	1919	Blohm& Voss Hamburg	VereenigdeNederl. Scheepv.Maats. (Directie en AgentuurMaatsHolland AfrikaLijnN.V. *Mgrs.*) *CellDB*1443*tDTa*3	449·2 P&B380'F54' FK 3'906*t FPT*	58·2	26·9	The Hague Dutch 8*BHCem*	Q4Cy28 5/16",40⅜",57 1/16"&82 3/16"–55 1/16" (*s*) 856NHP 225lb FD 4SB,12*cf*,GS267,HS12874 Blohm&Voss,Hamburg 32*tAPT*8*t*	29 " 7 s 4 " 11¼ 24 " 9¼	
29825 124672 MCWD	**Melissa** ssBel.2ndNo.3-5,34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	481 345 184	✠100A1 5,34 ✠LMC5,34 BS9,35	Bel	*h*	CL 4,34	1908 7mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	J.Kelly,Ld. (W.Clint,*Mgr.*) *WB=Cell*	167·4 P16'Q79'B9'F30' BK7" *DB f* 91' 124*tFPT*	25·9	10·2	Belfast British 3*BHCem* 43*tAPT*7*t*	C.2Cy.19¾"&44"–30" (*s*) 130lb 79RHP 1SB,3*pf*,GS60,HS2068 AilsaS.B.Co.Ld.Troon	12 " 9 s 4 " 4 13 " 0½	
29826	**Melita** Ⓟ TrpSc ~~To be Broken up~~ ssGls.No 3-1,30 Sub.Sig. 4*Dks*(*Stl*)&*Awng dk*(*Stl-ws*) *Ref.Mchy.* *pt5th dk*(*Stl*) *Now* "Liguria," *see No.*38912 *in Supplement*	*15183* *13635* *8873*	✠~~100A1~~ *Awng dk* *withfreeboard* 6,33 ✠~~LMC~~ ~~MS6,33~~ ~~BS6,33~~	Gls	*i*†	~~CL~~ ~~12,31~~	1918 1mo ~~Lloyd's A&CP~~	Barclay, Curle&Co.Ld Glasgow	ItalianGovernment("Italia"–FlotteRiunite Cosulich-Lloyd Sabaudo-NavigazioneGenerale) *Mgrs.*) *Cell*	520·0 FK&BK2" *DB*445' 2053*t FPT*	67·2	50·3	Italian 10*BHCem* 106*tAPT*57*t*	T.8Cy.(2)26½",(2)41½"&(4)47"–51"&1LPturbine ~~215lb~~ (*s*) 5DB,30*cf*,GS590HS24730FD Harland&Wolff,LdBelfast	54 " 3 ~~s20 " 5½~~ ~~34 " 4~~	
29827 CSBG	**Mello** (*ex*Graziella,*ex*Hebburn) 4Mst ssLis.No.3-8,28 ssLis.No.1-33 1*Dk*(*ptIrn ptStl*)	4020 3695 2504	✠100A1 9,35 ~~9,34~~ BS~~5,34~~ ✠LMC8,32 7,35	Lis	*x*	CL 9,34	1915 4mo *Lloyd's A&CP*	BlythS.B. &D.D.Co.Ld Blyth	Soc.Geral deComercioIndustria e Transportes,Ld. *CellDBa*115'*uE&*	370·0 P30'B89'F30' FK *B*47'*f*159'885*tFPT*	51·0	25·0	Lisbon Portuguese 8*BHCem* 100*tAPT*85*t*	T.3Cy.25",40"&68"–48" (*r*) 180lb 370NHP 3SB,9*cf*,GS187,HS6025 Richardsons,Westgarth& Co.Ld.Sld.	27 " 5 s 4 " 10½ 22 " 9	
29828 142478 GNWL	**Melmore Head** D.F. 2*Dks*	5273 4845 3287					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&SonsLd. *Mgrs.*)	390·4 P47'B117'F78'	51·8	29·8	Belfast British *WB*	3SteamTurbinesDRgeared to 1 Sc. Shaft Wrkman,Clark&Co.LdBel		C
29829 Broken up	**Meloria** (*ex*J.M.Guffey, *ex*M.S.Dollar) *Fitted for oil fuel* D.F. 1*Dk*2*trB* *CarryingOil in bulk*	2560 2221 1364					1902	NewYork S.B.Co Camden,N.J.	~~AlfredoPellegrino (G.Castaldi,Ld. Mgrs.)~~	306·6 P27'B58'F28'	40·2	23·4	~~Genoa~~ Italian *WB*	T.3Cy.22",36"&59"–42" 226NHP NewYorkS.B.Co.Camden		I
29830 FOEE	**Melpomene** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	7011 — 3989					1923	Ch.&Atel. de laGironde Bordeaux	Cie.Auxiliaire deNavigation	426·9 P100'B27'F41'	56·7	32·6	Havre French	T.3Cy.27 5/16",46 1/16"&76"–51 5/16" 416NHP Soc.ProvençaledeConst. Navale,LaCiotat		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29831 204848 WJCU	**Melrose** 3Mst *Mchy.Aft* 1*Dk*	5148 — 3205					1907	ForeRiver S.B.Co. Quincy,Mass.	~~MysticS.S.Co.~~ KoppersCoalCo (MysticSSCo*Mgrs*)	373·2	52·7	29·8	Boston Utd. States *WB*	T.3Cy.28",44"&73"–48" 369NHP ForeRiverS.B.Co.Quincy		R
29832 123026 MCQP	— ssGmh.2ndNo.3-12,31 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1589 1298 918	✠100A1 6,35 ~~2,34~~ BS~~2,34~~ 6,35 ✠LMC12,31	Gmh	*q*	CL ~~1,33~~ 6,35	1906 9mo Lloyd's*A&CP*	Ramage& Ferguson,Ld. Leith	G.Gibson&Co.Ld. *WB=CellDBa&u*	260·4 Q96'B50'F31' *E86' f96' 373t FPT*	40·1	17·0 FK	Leith British 4*BHCem* 34*tAPT*11*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb ~~400lb~~ 200NHP 2SB,6*cf*,GS114,HS3213 Ramage&Fergusn,Ld.Lth.	19 " 6 s1 " 8¾ 17 " 11	
29833 160830 GSYW	**Melrose Abbey** Ⓟ ssGms.No.1-33 1*Dk*(*Stl*-teak s)2*nd dk*(*Stl*) *CruiserStern* *inNos.*1,2&3*holds*	1908 1247 916	✠100A1 *withfreeboard* 3,36 ~~2,35~~ ~~BS5,35~~ ✠LMC3,33 *For service between Hull & Rotterdam*	Gms Hul BS4,36	*r*	OG 2,35	1929 4mo Lloyd's*A&CP*	Earle'sCo. Ld. Hull	Hull&Netherlands S.S.Co.Ld. (TheAssociated HumberLines) *CellDBa&uE90' f92'*	281·3 P55'B110'F66'	38·2	17·3 FK	Hull British 6*BHptCem ptAsp* 235*tFPT*14*t*	T.3Cy.21½",37"&64"–42" (*r*) 220lb 474NHP 3SB,9*cf*,GS193,HS7350 FD Earle'sCo.Ld.Hull *APT*38*t*	18 " 3 s 3 " 2¾ 15 " 4¾	BT till 2,36
29834 TWEM	**Mélusine** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	466 — 208					1926	Chant.Nav. Français Caen	Cie.Marocaine de Transp.Mar.	150·7 P43'F20'	24·3	11·6	Fedala Moroccan *WB*	Oil Engines 2S.C.SA 8Cy.13¼"–13¾" 248NHP KromhoutMotorenfabr. Amsterdam		V
29835 LCGA	**Melville** (*ex*SanJoaquin) Now "Iolcos," see No. 38556 in Supplement ssRot.No.3-1,27 ssOsl.No.1-32 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6987 6376 4421	✠100A1 5,34 MS10,32 ✠LMC BS4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	Rot	*a*†	CL 10,32	1913 12mo Lloyd's*A&CP*	SirJ.Laing &Sons,Ld. Sunderland	A/S Hektor (N.Bugge,*Mgr.*) *CellDB uE&B55'142tD*	425·5 P101'B28'F40' *Tf38'518tAPT53t*	57·1	33·1 FK	Tönsberg Norwegian 15*BHptCem* (9 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"–54" (*s*) 180lb 555NHP 4SB,12*cf*,HS8150 FD G.Clark,Ld.Sunderland	33 " 0 s6 " 2¼ 27 " 0	
29836 221728 KDXI	**Melville Dollar** (*ex*Oriental) *Fitted for oil fuel* 3*Dks*	7032 5083 4319					1921	Kiangnan Dk&EngWks Shanghai	DollarTerminal S.S.Co.	429·0	55·2	34·0	S.Frncisco Utd. States *WB*	T.3Cy.26½",44"&74"–48" 377NHP KiangnanDock&EngWrks		R
29837 SYGL	**Memas** (*ex*Achilles,*ex*LordErne) ssRot.2ndNo.3-11,23 ssVen.No.2-32 2*Dks*(1*Stl*&1*ptStl*&*ptIrn*) &*deep framing*	4359 4041 2773	✠100A1 7,35 ~~2,34~~ BS~~2,34~~ 4,35 ✠LMC12,32	Ams Ant	*x*	CL ~~2,34~~ 7,35	1900 11mo	Napier& Miller,Ld. Glasgow A&CP	~~S.G.Razis~~ Aegeon S.S.Co.Ld. *CellDBa127'uE23'f*	375·2 P39'B102'F45' 164'1044*t F*	50·0	25·9 FK	Argostoli Greek 6*BHCem*	T.3Cy.27⅓",43½"&72½"–48" 200lb *75lb* (*s*) 415NHP 2SB,6*rf*,GS120,HS5100 FD D.Rowan&Co.Glasgow *PT67tAPT48t*	28 " 8 ~~s5 " 7~~ ~~28 " 6~~ s5 " 5 23 " 6	
29838 DRBK	**Memel** (*ex*Reval-34) 1*Dk*	1102 820 575					1925	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	MathiesReed.A.G.	220·7 P13'Q64'B92'F22'	34·6	12·5	Hamburg German *WB*	T.3Cy.16¾",$27\frac{9}{16}$"&$43\frac{5}{16}$"–$27\frac{9}{16}$" 98NHP Waggon-u,Maschinenbau A.G.Görlitz		G
29839 162335 GNSM	**Memnon** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks*	7506 6474 4613					1931	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgs.*)	460·0 P46'B179'F56'	59·4	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅓"–$59\frac{1}{16}$" 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~5,35~~ 7,36 ~~10,35~~ ~~2,36~~
29840 221043 KDMH	— *Fitted for oil fuel*	3415 — 1983			...		1921	Hanlon D.D.&S.B.Co. Oakland,Cal.	ColumbiaRiver PackersAssocn. Inc.	320·7 P26'B79'F33'	46·0	24·4	Astoria,Or Utd. States	T.3Cy.24",39"&65"–42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.		
29841 63 SUBW	**Memphis** (*ex*Siren-35,*ex*Iside, *ex*Città di Palermo, ssOsl.No.3-8,33 *ex*WarMagic) 1*Dk*(*Stl*)	2085 1849 1246	✠100A1 11,35 ~~12,34~~ BS~~7,34~~ 9,35 ✠LMC8,33	Osl ~~Alx~~	*r*	CL 12,34	1920 1mo Lloyd's*A&CP*	Canadian AllisChalmers,Ld. Bridgeburg, Ont.	A.Klat *CellD*	251·7 P27'B64'F24' *B210' 553t FPT66t*	43·6	21·2 FK	Alexndria Egyptian 4*BHAsp* *APT66t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,6*cf*,GS115,HS4180 FD CanadianAllisChalmersLd	23 " 0 s2 " 11½ 20 " 2¼	
29842 DJNQ	— (*ex*Vera,*ex*VirginiaExpress, *ex*LakeStirling) 1*Dk*	1996 1611 1182			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseat Reed.A.G.	250·8 P25'B64'F23'	43·8	18·1 FK	Hamburg German *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 " 0	C †
29843 137839 MLQV	— ssLiv.No.3-9,35 (*ex*Smerdis) ~~ssArd.No.3-9,23~~ *Mchy.Aft* ~~ssGls.No.2-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	784 595 329	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~1,34~~ ~~BS9,31~~ ✠LMC~~6,31~~ 9,35	Gls Liv	*l*	CL 1,34	1917 3mo Lloyd's*A&CP*	Ardrossan DD&SBCoLd Ardrossan	MossHutchison Line,Ld. *CellDBuB40'*	200·4 *f100'196t FPT81t*	30·7	12·1 19·1 FK	Glasgow British 3*BHCem* *APT13t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 149NHP 2SB,4*cf*,GS63,HS2712 W.Beardmore&Co.Ld.Gls.	14 " 4 s " 2 14 " 4	
29844 221511 KDTR	**Memphis City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	425·2 P58'B&F350'	56·2	26·5	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ.		R
29845 28719 JHXA	**Menado Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	2166 1911 1290					1922	OsakaIron Works,Ld. Innoshima	OsakaShosenK.K.	270·0 P144'B22'F28'	43·0	22·5	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 210NHP OsakaIrnWrks,Innoshima		C
29846 LFPA	**Mendocino** ssN.Yk.No.3-10,28 ssOsl.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6921 6375 4352	✠100A1 ~~6,35~~ ~~3,34~~ 3,36 MS1,33 ✠LMC BS~~5,35~~ 8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Osl Shl	*a*†	CL ~~3,34~~ N8,35	1917 7mo Lloyd's*A&CP*	SirJ.Laing &Sons,Ld. Sunderland	~~Wilh.Wilhelmsen~~ A/S Viking (Lundegaard& Sönner,*Mgrs.*) *CellD Bu E&B55' 142t D*	425·0 P101'B28'F40' *Tf38'511t APT53t*	57·0	33·2 FK	Farsund Norwegian 15*BHptCem* (9*BH to U dk* 6 „ 2*nd* „	T.3Cy.27",45"&74"–54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland)	33 " 0	
29847 FNBN	**Mendoza** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awng dk*3*trB* *CruiserStern*	8199 — 4410					1920	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5 P48'B249'F83'	58·4	31·5	Marseilles French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts Swan,Hunter&Wigham-Richardson,Ld.Nwc.		IV
29848 147235 GFXC	**Menelaus** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10307 9295 6319					1923	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	495·5 P69'B174'F55'	62·3	39·6	Liverpool British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts N.E.MarineEngCoLd.Nwc		BT till ~~9,35~~ 7,36
29849 DHQV	**Menes** Ⓟ Sub.Sig. D.F. 3*Dks*	5609 4815 3349					1926	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·6 F54'	55·3	25·4	Hamburg German *WB*	T.3Cy.$29\frac{15}{16}$",$48\frac{7}{16}$"&$77\frac{15}{16}$"–$55\frac{3}{16}$" 437NHP Bremer"Vulkan,"Vegesck		G
29850 161134 GBDT	**Menestheus** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	7494 6474 4646					1929	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	460·0 P63'B181'F57'	59·4	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅓"–$59\frac{1}{16}$" 1295NHP Akt.Burmeistr&Wain,Cpn		BT till ~~11,35~~ 8,36

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où relevé, si ce n'est dans le L. R. Durée Cert. R. of Trade
29851 FOVK	**Menhir Braz** (*ex*EmmiArp) D.F. 1*Dk&Spar dk*	2834 2645 1725					1906	Akt.Ges. "Neptun" Rostock	LesCargosAlgériens,Soc.Anon.	291·2	43·9	16·9 24·2	Dunkirk French *WB*	T3Cy20½",36 7/16"&56 5/16"–37⅞" 195NHP A.G."Neptun,"Rostock		V
29852 147731 GKRV	**Menin Ridge** (*ex*Pentirion) *ss*Cff.No.2–33 1*Dk(Stl)*	2474 2255 1494	✠100A1 ~~10,34~~ 10,35 BS4,35 MS1,33	Lth Sbl ✠LMC ~~BS4,34~~	*l*	CL ~~10,34~~ 10,35	1924 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	RidgeS.S.Co.Ld. — *CellD*	298·5 P23'B79'F26' *B*250'663*tFPT*122*t*	44·0	21·2 FK	London British 5*BHCem* *APT*94*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb *100lb* 251NHP 2SB,*6cf*,GS115,HS3970 D.Rowan&Co.Ld.Gls.	23 ″ 6 s 3 ″ 5¾ 20 ″ 2¼	
29853 Wrecked 12,35 1626 SFMG	**Menja** (*ex*Liden,*ex*Airmyn) *ss*Nwc.2ndNo.3–2,28 *ss*Skm.No.1–32 1*Dk(pt Irn&pt Stl)&deep framing*	887 726 487	✠~~100A1~~ 7,35 ~~6,34~~ ~~BS6,34~~ 7,35	Skm ✠~~LMC6,32~~	*l*	OG ~~6,32~~ 7,35	1903 7mo *Lloyd*	GooleSB.& Rpg.Co.Ld. Goole '*sA&CP*	RederiA/B Menja (E.Brodin) *CellD*	210·0 Q19'B48'F24' *Ba*53'*uE&B*35'*f*86'	31·7	12·9 FK	Stockholm Swedish 4*BHCem* 241*tFPT*37*t*	T.3Cy16½",26½"&45"–33"(*r*) 180lb 125NHP 2SB,*4pf*,GS64,HS1890 Richardsons,Westgarth&Co.Ld.Mdb.	15 ″ 2 s 1 ″ 8¾ 13 ″ 7	
28953* UPLO	**Menjinsky** (*ex*Oudewater-35, *ex*Kinderdijk) *ss*Rot.No.3–5,34 1*Dk(Stl)*	3683 3403 2237	✠100A1 5,35 MS10,33	Rot LMC BS4,35	*w*	CL 5,34	1919 12mo	WerfGusto FirmaA.F. Smulders Schiedam A&CP	U.S.S.R *Cell*	358·8 F25'B216'F34' *DB*310'933*tFPT*81*t*	50·3	22·0 FK	Odessa Russian 6*BHCem* *APT*116*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 340NHP 3SB,*9cf*,GS168,HS5418 Werf.Gusto,FirmaA.F. Smulders,Schiedam	24 ″ 7 s 3 ″ 0¾ 21 ″ 9¼	
29854 137408 GPZS	**Mentor** Ⓟ D.F. 2*Dks*	7383 6306 4638					1914	Scotts'S.B. &EngCo.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·2 P53'B165'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP Scotts'SB&EngCo.Ld.Grk		BT till ~~6,34~~ 4,36
29855 SVFU	— (*ex*Alva) *ss*Pir.2ndNo.3–12,26 *ss*Pir.No.1–31 1*Dk(Irn)2trB&Web frames* 3*Dk rule*	3050 2934 1944	✠100A1 *withfreeboard* 8,34 ~~BS11,35~~ MBS11,34	Pir ✠LMC4,31 DBS7,35	*u*	CL 2,33	1902 9mo *Lloyd*	Ropner& Son Stockton '*sA&CP*	G.C.Dracoulis *WB=CellDBa*	325·0 P29'B166'F34' 110'*uE&B*34'*f*134'	48·1	22·2 FK	Ithaca Greek 5*BHCem* 668*tAPT*97*t*	T.3Cy.23½",39"&64"–42" (*s*) 160lb *100lb* NDB12 273NHP 2SB,*6cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 2 ″ 11½ 21 ″ 5¾	
29856	— **WoodAux4MstSr** (*ex*Rösen) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	391 338 294					1920	Codan VaerftetA/S Köge		134·3 Q34'	30·5	13·2		Oil Engines 4S.C.SA 4Cy.11⅜"–16½" 54NHP HolebyDieselMotorFabrik Holeby		V
29857 OYKD	**Meonia** Ⓟ **TwinSc** *ss*Cpn.No.1–32 D.F. *OilEng.* 1*Dk(Stl)&Shelter dk(Stl–teaks)3rd dk(Stl)in No.1hold*	5214 4158 3288	✠100A1 *withfreeboard* 8,35 ~~4,35~~ ~~DBS7,34~~	Cpn DBS8,35 ✠LMC5,32		CL 7,34	1927 11mo *Lloyd*	A/SNak- skovSkibs. Nakskov '*sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB*355'1068*t* *between tunnels*9	404·7 B88' *Tank* 0*tFPT*75*tAPT*81*t*	54·4	25·3 FK (	Copnhagn Danish 6*BHptCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"–51 3/16" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 3¼ 24 ″ 10½	
29858 PKQO	**Merak** 1*Dk&Awng dk*	1841 1254 1073					1926	Rotterdam Droog.Maat. Rotterdam	Koninkl.Paketv. Maats.	260·1	42·3	16·1	Batavia Dutch *WB*	C.4Cy.18 1/16"&39⅜"–39⅜" 162NHP RotterdamDroog.Maats.		V
29859 23 IBYV	**Merano** Ⓟ (*ex*Meran) D.F. 1*Dk&Awng dk3trB*	3705 3083 2196			...		1909	Lloyd Austriaco Trieste	LloydTriestino	344·5 B160	45·5	25·9 FK	Trieste Italian *WB*	T.3Cy.23¼",39"&66"–48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
29860 OHAY	**Mercator** (*ex*ManchesterMariner) *ss*Cpn.2ndNo.3–3,29 D.F. *ss*Hfs.No.1–32 1*Dk(Stl)&Spar dk(Stl)&Web frames*	4260 3949 2569	✠100A1 *Spar dk* 7,35 ~~9,33~~ MS10,32	Hfs ✠LMC BS~~5,34~~ 6,35	*x*	CL ~~10,32~~ 7,35	1904 2mo *Lloyd*	Furness, Withy&CoLd WHartlepool '*sA&CP*	A/B Finland- AmerikaLinjenO/Y *CellDBa*	360·0 P30'B92'F34' 118'*uE&B*44'*f*148'	48·0	20·2 28·1 FK	Helsingfrs Finnish 6*BHCem* 823*tAPT*36*t*	T.3Cy.26",42"&72"–48" (*s*) 180lb 403NHP 3SB,*9cf*,GS144,HS6400 Richardsons,Westgarth&Co.Ld.Hpl	30 ″ 10 s 5 ″ 11½ 25 ″ 0¼	
29861 Broken up EAPI	**Mercedes de Alegre** **Iron** (*ex*ManuelEspaliu) *Well deck* 1*Dk2trB*	990 724 681	✠ 5,78	Nwc	*m*		1878 4mo	A.Leslie& Co. Newcastle	Gonzalez-Alegre Hermanos	207·6 P110' F45' *DBa*51'&*uE&B*38'	30·6	15·6 FK	Villagrcia Spanish 4*BHCem*	C.2Cy.28"&53"–33" NB98 134NHP Black,Hawthorn&Co.Gts.		
29862	**Mercedes Lacroze** *Fitted for oil fuel* (*Train ferry*) 1*Dk*	1515 — 864					1909	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys. Co.Ld.	283·2	56·2	17·2	Bns.Ayres Argentine	T.3Cy.13½",23½"&36"–27" 116NHP A.&J.Inglis,Ld.Glasgow		
29863 217422 KEPF	**Mercer** Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6219 5895 3836			...		1919	FederalS.B Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110'F38' *on Shelter dk*	55·0	31·4 FK	NewarkNJ Utd.States *WB*	DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
29864 218754	**Mercer Victory** *Fitted for oil fuel* 2*Dks&Web frames*	5500 5090 3381			...		1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44'	54·2	30·4 FK	Phldlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington.Pa.	32 ″ 10	
29865 162411 GWWC	**Merchant** 2*Dks*	4572 4332 2910	✠100A1 ~~2,35~~ ~~1,35~~ 5,36	Liv Mch ✠LMC10,34	*y*	CL	1934 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *Intermed* *BH in after* C*ell DB*331' 1012*t D*	385·0 P31'B112'F44' *iate'tween dk* *hold dispensed with* *Ta*30'777*tAPT*16*t*	52·0	26·6 FK	Liverpool British *ptCem* 5*BH to U dk* 2 ,, ,,2*nd*,,	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 4 23 ″ 11	
29866 7044 SFMI	**Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) *ss*Hbg.3rdNo.3–4,34 *Well deck* 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	*1184* *962* *691*	✠100A1 4,36 ~~4,34~~ ~~BS4,36~~ 4,36	Hbg Lkr ✠LMC4,34	*n*	CL ~~3,34~~ 4,36	1897 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Arild (J.A.Thore,*Mgr.*) *CellDB*	231·4 Q80'B55'F27' *a&u E*75'*f*105'346*t*	33·7	14·8 FK	Arild Swedish 4*BHCem* *APT*37*t*	T3Cy.18",28½"&47½"–33"(*s*) 160lb *100lb* NDB12 127NHP 1SB,*3rf*,GS42,HS1875 Gen.Mar.Eng.Wrks.WHpl	17 ″ 3 s 1 ″ 4 16 ″ 1	
29867 ORFA	**Mercier** (*ex*Erfurt) Sub.Sig. *Ref.Mchy.* D.F. GyC. 2*Dks*	7886 *7292* *4898*					1915	Bremer Vulkan Vegesack	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*)	476·2	60·7	32·9	Antwerp Belgian	T.3Cy.32",52¾"&86½"–55" 554NHP BremerVulkan,Vegesack		C
29868 5041 SFMK	**Mercur** (*ex*Sandvik,*ex*Violet) **Iron** 1*Dk2trBin forehold*	*1431* *1156* *800*			...		1880	JLThomp- son&Sons Sunderland	RederiA/B Mercurius (H.Selander*Mgr.*)	248·0 P29'B46'F26'	35·3	17·6 BK9"	Stockholm Swedish *WB*	C.2Cy.27"&56¼"–42" (*s*) NB93*refitted*01 156NHP Black,Hawthorn&Co.Gts.		V †
29869 LXFA	— Ⓟ **Steel&Iron** (*ex*KongDag) Wireless 1*Dk2trB*	989 943 555					1883	MotalaCo. Gothenburg	DetBergenske Dampskibsselskab	207·0 H51*t*	29·7	21·5	Bergen Norwegian *WB*	T.3Cy.19"32"&52"–33" NB02 154NHP NE*built*00 *fitted*21 AkersMek.Værks.Oslo		
29870 CUIZ	— (*ex*Falkenstein,*ex*Diana) 2*Dks*	791 629 473					1901	Maats. Fyenoord Rotterdam	Dampskslsk. af 1925(Ludvig Christensen, *Mgr.*)	201·2 Q73'F24'	30·2	13·6	Esbjerg Danish *WB*	T.3Cy.15",25"&40"–36" 96NHP Maats Fyenoord,Rot.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29871 DOGX	**Mercur** 1*Dk*	662 517 365					1912	Akt.Ges. "Weser" Bremen	Dampschiffahrts Ges."Neptun"	180·1 P45'B50'F22'	28·2	12·9	Bremen German *WB*	T.3Cy.13",21"&34½"-23 7/10" 58NHP A.G."Weser,"Bremen		G
29872 5924 SFMR	**Mercurius** *Mchy.Aft* 1*Dk*	539 402 272					1917	A/B Göta-verken Gothenburg	RederiA/B Stjärnan (Hj.Nerman*Mgr.*)	165·4 P51'F23'	27·3	11·0	Karlstad Swedish *WB*	T.3Cy.13⅜",22¼"&37⅜"-23⅛" 68NHP A/B Gotaverken,Got.		V
29873 161979	**Mercury** Ⓟ Pad *CruiserStern* 2*Dks*	621 421 235					1934	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRly.	223·8	30·1	9·5	Glasgow British	T.3Cy 22½",35"&56"-54" 230NHP FairfieldCo.Ld.Glasgow		BT till 4,36
29874 231354 WGEP	**Mercury Sun** *OilEng.* GyC. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing–bracketless system*	8893 8361 5398	✠100A1 9,35 ~~3,35~~ ~~DBS11,34~~ *CarryingPetroleum in bulk*	Phl DBS1,36 ✠LMC12,31 ✠LMC(M)1,34	e†	CL ~~3,35~~ 1,36	1931 12mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	MotorTankship Corporation *CellDBuE*76'379*t* *DTf*20'692*t*	480·5 *Aft*B77'B38'F48' *FPT*186*tAPT*84*t*	66·0	36·8	Phildlphia Utd.States FK 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2WTDB225lb&200lb(Uppr) SunSB&DD.Co.Chester,Pa	37 ″ 0	
29875 148680 MNKV	**Merel** *ss*Lon.No.2–34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1088 841 467	✠100A1 *withfreeboard* 4,36 ~~3,34~~ ~~BS2,35~~ Lloyd'sRMC ~~11,34~~ ~~5,35~~	Lon Shl BS4,36 ✠LMC3,34	*p* 12,35	CL 3,34	1925 9mo Lloyd	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP	GeneralSteamNav. Co.Ld. *CellDB*212' 302*t FPT*	245·8 B64' 36*tAPT*25*t*	36·1	12·5	London British FK 5*BHptCem* *Coll BHtoSh dk* 4 ,, ,, *2nd* ,,	T.3Cy.22",35"&57"-39" (*s*) 200lb 298NHP 2SB,6*cf*,GS138,HS5416 Bow,McLachln&CoLd.Psy	14 ″ 6 s ″ 2 14 ″ 5¾	
29876	Sunk by Collision 5.35 **Merenneito** (*ex*Peru, *ex*IngeborgAhrens,exTrude, *ex*Ebersberg,*ex*Eberstein) Iron 1*Dk*2*trB* *Well deck*	999 623 585					1883	J.C.Teck-lenborg Weser-münde-G.	KoivistonMeriliike O/Y (A.K.Seppinen *Mgr.*)	228·8 Q73'B53'F25'	30·2	16·3	Wiborg Finnish *WB*	C.2Cy.26"&47⅓"-31½" NB91 105NHP O.Henniges,Berlin	17 ″ 0	G
29877 92 IQTK	**Mergellina** Ⓟ 1*Dk*	354 273 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·2	24·7	11·0	Naples Italian	T.3Cy.11⅕",18 1/10"&30"-21⅔" 42NHP Cant.Nav.Riuniti,Ancona		I
29878 6888 SFMU	**Mergus** (*ex*StigGorthon,*ex*Stig, *ex*Thelma) 1*Dk*	*1368* *1227* *807*					1906	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Brubor (R.Brunkman, *Mgr.*)	257·3 P14*t*H39*t*F27*t*	38·1	15·1	Hlsngborg Swedish *WB*	T.3Cy.19½",31"&51"-36" 156NHP LaxevaagsMsk.&Jrns.Bgn		V
29879 218981 KODQ	**Mericos H. Whittier** (*ex*Hulaco) *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. SparrowsPt. Md.	AssociatedOilCo.	435·6 P122'B58'F45'	56·2	31·7	S.Frncisco Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. SparrowsPoint,Md		R
29880	**Merida** Wood 1*Dk*	628 — 359					1911	Kelley, Spear&Co. Bath,Me.	F.LampeCroes	182·0	34·2	13·4	Caracas Venezuelan	C.2Cy.20"&34⅜"-26" E*made*80*refitted*11 50NHP Neafie&Levy,Philadelphia		
29881 TUGK	**Merignac** 1*Dk*	767 487 384					1929	Atel.&Ch. dela Seine Maritime LeTrait,S.I.	Worms&Cie.	188·3 P119'F33'	29·6	11·6	Havre French *WB*	T.3Cy.15",25"&43½"-27 3/16" 97NHP Worms&Co.LeTrait		V
29882 245 ESGN	**Merilind** WoodAux4MstSr (*ex*Sandö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	359 310 266					1919	Wasa FartygsA/B Varf, Wasa	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	138·7	28·9	11·8	Käsmu Estonian	Oil Engine 3Cy. A/S HeraMotorfabrik, Copenhagen		V
29883 2603	**Merilintu** WoodAux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	450 374 312					1920	J.Hedlund Wiborg	AlbertKallio	159·1	33·3	11·8	Wiborg Finnish	Oil Engine 2S.C.SA 2Cy.15"-16" 79NHP J&CGBolindersCoLdSkm.		
29884 145974 GBCK	**Meriones** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7557 6426 4739					1922	Palmers' Co.Ld. Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.,*Mgrs.*)	459·7 P53'B162'F62'	58·4	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmers'Co.Ld.Newcastle		BT till ~~6,35~~ 9,36 ~~11,35~~ 3,36
29885 649 ESCH	**Merisaar** (*ex*AnnaGoich) *ss*Tri.2ndNo.3–12,25 *ss*Tln.No.2–34 1*Dk*(*Stl*)&*deep framing*	2136 1979 1288	✠100A1 ~~8,34~~12,35 BS~~3,34~~5,35	Tln Mdb ✠LMC MS6,34	*s*	CL 3,34	1900 7mo Lloyd	Stabilmnto Tecnico Trieste 'sA&CP	A/S Merilaid&Ko *CellD*	290·0 P33'B76'F35' *Ba*84'*uE*20'*f*108'6	42·1	19·5	Tallinn Estonian FK 5*BHCem* 20*tAPT*50*t*	T.3Cy.20",32"&54"-39" (*s*) 180lb 200NHP 2SB,6*cf*,GS100,HS3121 StabilimentoTecnico,Tri.	21 ″ 10 s3 ″ 2¼ 18 ″ 9½	
29886 PUQK	**Merity** (*ex*Gerfrid,*ex*Teenkai) 2*Dks*&*deep framing*3*Dk rule*	4742 4395 2958		...			1895	D&W Hen-derson&Co. Glasgow	Cia.Commercio e Navegação	410·0 P44'B110'F47' BK9"	48·1	26·2	R.Janeiro Brazilian *WB*	T.3Cy.27",46"&76"-60" 532NHP D.&W.Henderson&Co.Gls.	29 ″ 2	
29887 161841 MBXT	**Merkland** *CruiserStern* 2*Dks*	1363 1131 630					1934	Barclay, Curle&Co.Ld. Glasgow	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	262·2	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
29888 157848 VSRV	**Merkur** (*ex*RioBravo–34)Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. 2*Dks*	5952 4013 3642	✠Lloyd'sRMC ~~5,35~~11,35				1924	Frd.Krupp Akt.Ges. Kiel	Burns,Philp&Co. Ld.	~~393·0~~ B280'F82' 393·1	51·9	~~25·2~~ 25·3	Singapore British *WB*	Oil Engines 4S.C.SA 12Cy.25 3/16"-39⅜" 760NHP Frd.KruppA.G.Kiel		G
29889 153918 VJGN	**Mernoo** *ss*Mel No.2–35 ~~*ss*Mel.No.1–31~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2417 2023 1408	✠100A1 ~~4,35~~ ~~8,33~~11,35 ~~BS6,34~~	Mel ✠LMC~~2,31~~ 4,35	*s*	CL ~~7,32~~ 3,35	1926 9mo Lloyd	Swan,Hun-ter&Wigham Richardson, LdNewcastle 'sA&CP	MelbourneS.S.Co. Ld. *CellD*	285·3 P26'B168'F29' *B*242'604*t FPT*97*t*	42·7	20·4	Melbourne British FK 4*BHCem* *APT*139*t*	T.3Cy.22",35"&58"-39" (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 GeorgeClark,Ld.Sld.	22 ″ 6 ~~s2 ″ 4½~~ ~~20 ″ 5~~ s2 ″ 0¼ 20 ″ 7½	
29890 FOEF	**Mérope** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB* D.F. *CarryingPetroleum in bulk*	7011 — 3989					1923	Soc.Pro-vençale de Const.Nav. LaCiotat	CieAfricaine d'Armement	426·0 P102'B27'F40'	56·7	32·7	Havre French *WB*	T.3Cy.28",46"&76"-52" 416NHP Soc.Provençale deConst. Nav.LaCiotat		V
29891 PJBN	— *CruiserStern* 2*Dks*	1175 954 650					1918	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	256·2	36·7	13·6	Curaçao Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP H.&J.Suyver,Amsterdam		V

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 [illegible] assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] Durée Cert. Ref. Trade
29892 SVNE	**Meropi** (*ex*Tregurno) *ss*Nwc.2ndNo.3-3,36 ~~*ss*Fal.No.3-7,28~~ ~~*ss*Pir.No.2-32~~ 1*Dk*(*ptStl&ptIrn*)2*trB*	*4181* *3971* *2650*	✠100A1 3,36 ~~1,35~~ BS~~3,34~~ 3,36	Bos Nwc ✠LMC~~3,32~~ MS11,35	*x*	CL ~~11,35~~ 2,36	1911 6mo *Lloyd's A&CP*	JReadhead &Sons,Ld. SouthShields	A.Pappas *CellDBa*	363·0 P31'B225'F32' FK 119'*uE*24'*f*158'922*t*	51·1	26·1	Syra Greek 6*BHCem* *APT*62*t*	$26\frac{5}{16}$" T.3Cy.~~26"~~,42"&69"-48" (*r*) 180 ~~180lb~~ ~~90lb~~ 382NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.Sbl.S	27 ″ 8 s3 ″ 9½ 24 ″ 2¼	
29893 226810 KLHB	**Merrimac** *OilEng.* 1*Dk*	386 332 215					1927	New Jersey D.D.&Trnsp Co. Elizabeth-port,N.J.	MerrimacChemical Transptn.Co.	140·8	25·0	13·5	Boston Utd.States	Oil Engine 4S.C.SA 6Cy.13½"-17" 107NHP NE *fitted*27 StandardGasEngine& PowerCo.Newark,N.J.		R
29894 219656 KUFF	**Merrimack** (*ex*LakeFloris-33) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	2606 2225 1612			...		1920	McDougall DuluthCo. Duluth,Minn	Merchants& MinersTranspn. Co.	251·0 P25'B64'F20' FK	43·6	26·2	Baltimore Utd.States *WB*	T.3Cy.21",35"&59½"-42" 386NHP McDougallDuluthCo.	28 ″ 2	R †
29895 149864	**Mersdon** (*ex*Kilmersdon) New "San Gorg," *see No.* 40038 *in Supplement* 1*Dk*	615 491 258					1919	Smith'sDk. Co.Ld. South BankonTees	~~H.Constant~~ FratelliColeiro	170·0	30·0	15·7	London British	T.3Cy.16",24"&44"-26" 99NHP Smith'sDockCo.Ld.		C
29896 122953 MCKR	**Mersey** *ss*Goo.No.1-35 *ss*Goo.2ndNo.3-5,31 1*Dk*(*Irn-ptws*)&*deepframing*	1037 884 438	✠100A1 ~~1,34~~11,35 ~~MS5,31~~	Goo ✠LMC11,35 ~~BS1,33~~	*p*	OG 1,34	1906 4mo *Lloyd's A&CP*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	LondonMidland& ScottishRly. *WB=* *CellDBa*63'*uE*15'*f*109' 175*t* *FPT*12*t*	255·0 P38'B90'F32' FK	36·1	16·4	Goole British 4*BHCem* *APT*17*t*	T.3Cy.23¼",38"&62"-42" (*r*) 180lb 342NHP 2SB,8*cf*,GS144,HS5026 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	17 ″ 5 s2 ″ 6 15 ″ 4½	
29897 TCCF	**Mersin** Ⓟ (*ex*Antioch, *ex*MichailSidoroff,*ex*Emperor NicolasII) **TwinSc** 1*Dk*&*Spar dk*& *deep framing*	1186 853 659			...		1896	W.Dobson &Co. Newcastle	DenizYollari Idaresi	238·0 P63'B52'F57' 19·4 FK	32·0	12·2	Istanbul Turkish *WB*	T.6Cy.14",22½"&37"-27" NB22 167NHP N.E.MarineEng.CoLdNwc	20 ″ 0	
29898 149770 GMZK	**Mersington Court** (*ex*Giovanna Florio) *ss*Shl.No.3-5,35 ~~*ss*Shl.No.2-28~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	5141 4900 3217	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~8,30~~ ~~BS8,30~~	Hul Shl ✠LMC~~4,28~~ 5,35	*x*	CL ~~8,30~~ 4,35	1920 10mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld Newcastle	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*) *CellDBa*125'*uE*21'*f*163'1040*t* *APT*130*t*	375·0 F32'*onShelter dk* FK	51·2	31·7	London British *ptCem* 4*BHtoSh dk* 2 „ „ *U* „	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP 3SB,9*cf*,GS156,HS5901 N.E.MarineEng.CoLdNwc	34 ″ 1 s9 ″ 2¾ 25 ″ 1¾	
29899 149142 MPVY	**Merstone** Ⓟ **Pad** 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0 *Promenade dk*130'	25·1	8·7	Portsmth British	C.2Cy.27"&51"-54" 159NHP A.&J.Inglis,Ld.Glasgow		BT till ~~1,36~~ 12,36
29900 5748 SITA	**Mertainen** (*ex*Strathlyon) *ss*Got.2nd.No.3-4,32 1*Dk*(*Stl*)&*Spar dk* D.F. (*Stl*)&*deep framing*	*4530* *4122* *2530*	✠100A1 *Spar dk* 11,35 ~~1,35~~ MS4,32	Mdb Shl ✠LMC BS~~1,35~~ 1,35	*x*	CL ~~1,35~~ 11,35	1907 11mo *Lloyd's A&CP*	W.Hamil-ton&Co.Ld Pt.Glasgow	TrafikA/B Grängesberg- Oxelösund(M. WaldenströmMgr) *WB=CellDBa*122'*uE*&*B*42'*f*168'1091*t*	376·2 P37'B92'F33' 25·4 FK	52·2	17·4	Stockholm Swedish 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow *DTf*24'613*t* *APT*113*t*	28 ″ 0 s5 ″ 5 23 ″ 0	
29901 220683	**Merton E. Farr** *Mchy.Aft* 1*Dk*	8349 — 6387					1920	Detroit S.B.Co. Wyandotte, Mich.	ConsolidatedS.S. Co.(G.A.Tomlin-son,*Mgr.*)	587·1 F54'	60·0	27·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R
29902 PFYU	**Merula** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* D.F. *Longitudinal framing at bottom & at deck*	8237 7467 4770	✠100A1 10,35 ~~2,35~~ *Carrying Petroleum in bulk*	Rot ✠LMC4,32	*c*†	CL 3,35	1932 4mo *Lloyd's A&CP*	NV.Nederl Schps.Maats. Amsterdam	PetroleumMaats. "LaCorona" *CellDBuE*64'221*t* *DTf*32'365*t*	450·8 P103'B35'F43' FK	62·0	34·1	TheHague Dutch 14*BH*	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams. *FPT*226*t* *APT*41*t*	34 ″ 0 s6 ″ 7½ 27 ″ 6¾	
29903 145647 GDZT	**Mervyn** *ss*Cff.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	3402 3039 2066	✠100A1 8,35 ~~1,35~~ BS~~7,34~~ 5,35	Bkn Cff ✠LMC1,33	*v*	CL 12,34	1924 7mo *Lloyd's A&CP*	R.Thomp-son&Sons,Ld. Sunderland	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld.*Mgrs.*) *Intermediate BH in after hold dispensed with* *CellDBa&uE*117'*f*152'821*t* *FPT*134*t*	337·4 P27'B106'F28' FK	48·0	22·5	Newport British *Cem* 5*BH only* *APT*189*t*	T.3Cy.24",40"&66"-42" (*s*) 180lb *120lb* 322NHP 2SB,6*cf*,GS132,HS5188 G.Clark,Ld.Sunderland	25 ″ 0 s3 ″ 9½ 21 ″ 5½	
29904 PFYW	**Merwede** (*ex*Koningsdiep) *Mchy.Aft* 1*Dk*	355 260 181					1925	J.Smit Vierverlaten	H.J.Krans	130·8 P38'F21'	23·2	11·5	Rottrdam Dutch *WB*	T.3Cy.10",16"&27"-19½" 32NHP Botje,Ensing&Co.Grningn		V
29905 LELQ	**Meryl** (*ex*Grado) 1*Dk*	485 368 253					1918	Johs.Berg Delfzijl	Dampskslsk. MarnaA/S(Sigurd Owren,*Mgr.*)	160·4 P68*t*H39*t*F6*t*	25·9	10·7	Oslo Norwegian *WB*	T.3Cy.12⅜",$19\frac{7}{10}$"&31½"-21⅝" 46NHP Johs.Berg.Delfzijl		V
29906 33605 JXPB	**Meshima Maru** Wireless 2*Dks*	336 246 197					1928	Namura Gennosuke Osaka	KyushuShosen K.K.	135·0	22·0	13·0	Osaka Japanese	T.3Cy.		
29907 LELP	**Mesna** (*ex*Melsomvik-33,*ex*Freidig, *ex*Haraldshaug,*ex*Gerd) 1*Dk*&*deepframing*	1343 1101 787			...		1903	WoodSkin-ner&Co.Ld. Newcastle	RederiA/SMesna (KnutSimonsen *Mgr.*)	237·0 P20'B29'F29' FK	35·2	16·0	Oslo Norwegian *WB*	T.3Cy.18½",30"&49"-33" 146NHP N.E.MarineEngCoLd.Nwc	18 ″ 6	N †
29908 30 IQUE	**Messapia** (*ex*Saffi-34) 1*Dk*&*Spar dk*	1308 1065 759					1905	Schiffsw.v. HenryKoch Lübeck	Marittima Commerciale Brindisina	241·3 230·8 P15'B67'F30'	33·7	17·4	Brindisi Italian *WB*	T.3Cy.17",28⅝"&45¼"-32½" 116NHP J.F.Ahrens,Altona		GI
29909 1048 ICMW	**Messico** (*ex*Vejo) **TwinSc** *OilEng.* *ss*Gen.No.3-8,29 *ss*Gen.No.1-33 *Mchy.Aft* 2*Dks*(*Stl-Weather dk pt ws*) *Cargo battens not fitted in 'tween decks* D.F.	5968 5765 3491	100A1 *withfreeboard* 11,34 DBS~~11,34~~ 10,35	Gen LMC8,33		CL 8,33	1921	Ansaldo SanGiorgio Spezia	Soc.Anon.diNav. "LaMaona" *'Tween dk BHs, except coll&fwd mchy. space BH dispensed with* *CellDB*310'1289*t* *MT*43'1635*t* *DTa*14'124*t* *FPT*211*t* *APT*92*t*	394·3 379·0 FK	51·7	35·1	Genoa Italian *Cem* 2*BH to Wdk* 5 „ „ 2*nd* „	Oil Engines 2S.C.SA 8Cy.$24\frac{1}{16}$"-$35\frac{7}{16}$" 862NHP 2DB*100lb* AnsaldoSanGiorgio,Turin	37 ″ 9 s10 ″ 7¾ 27 ″ 7	
29910 17 IBAW	**Messina** Ⓟ **TwinSc** (*Ferry*) *OilEng.* 1*Dk*	1343 — 507					1923	R.Arsenale diMarina Taranto	ItalianState Railways	308·0	39·0	13·0	Messina Italian *WB*	Oil Engines 4S.C.SA 16Cy.17"-$26\frac{3}{16}$" 450NHP FrancoTosi,Legnano		I
29911 OHKA	**Mestkom** **TwinSc** *OilEng.* Wireless 1*Dk*	926 753 467					1930	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6 P56'F25'	33·9	11·8	Rostov Russian *WB*	Oil Engines 2S.C.SA 12Cy.$13\frac{3}{16}$"-19¼" 392NHP KolomenskieStatesEng. Works,Kolomna		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29912 161932 MPWV	**Meta**	 1*Dk*	1575 1329 924					1930	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	252·3 P15'B90'Q43'F24'	40·0	16·5	Glasgow British *WB*	T.3Cy.18",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		C
29913	**Metallist**	TwinSc 1*Dk*	967 — 434					1929	Nicolaieff StateSB.Wks 'Andre Marti' Nicolaieff	U.S.S.R.	230·3	34·2	12·1	Mariupol Russian	T.6Cy. NicolaieffStateS.B.Wks. "AndreMarti,"Nicolaieff		
29914 212604 KDAY	**Metapan** Ⓟ D.F. *Ref.Mchy.* Sub.Sig.	 *Fitted for oil fuel* 2*Dks*&2*pt Dks*	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	379·2 B160'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co.Ld.Bel		C
29915	**Mete** (*ex*Tjömö-33,*ex*Torlak Skogland,*ex*Scarlet Tower,*ex*Nigretia)	 *ss*Ham.No.3-9,23 *ss*Abg.No.1-28 1*Dk*(*Stl*)	3258 3010 2041	✠ 10,33 ✠	PNl	*r*		1910 4mo	A.Rodger &Co. Pt.Glasgow	KalkavanZade Riza veMahdumu Ismail(Vapur Sirketi) *Cell*	334·0 P29'B90'F36' *DBa&uE*125'*f*149*t*	48·0	22·3 FK	Istanbul Turkish 5*BHCem* 735*tAPT*56*t*	T.3Cy.24",40"&65"-42" 300NHP 2SB,6*cf*,GS112,HS4674 A.Rodger&Co.Glasgow	24 ″ 9	I †
29916 LCTO	**Meteor** Ⓟ D.F.	TwinSc 3*Dks*	3717 1972 1883					1904	Blohm& Voss Hamburg	DetBergenske Dampskibsselskab	346·2 H183*t*B633*t*	44·2	26·4 18·4	Bergen Norwegian *WB*	T.6Cy.16⅛",25⅝"&45⅝"-31½" 235NHP Blohm&Voss,Hamburg		N
29917 1294 IBBW	— D.F. *Mchy.Aft*	TwinSc *ss*Tri.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Webframes*	1685 1334 965	✠100A1 6,35 ~~1,35~~ DBS~~4,34~~6,35 ✠LMC CS10,33 12,34 *CarryingPetroleum in bulk*	Gen	*p*	CL P12,34 s1,35	1925 4mo	N.Odero fu A.&Co SestriPnente *Lloyd'sA&CP*	"LaColumbia"Soc. Mar.perTrasporto diPetrolio e Derivati *Cell*	242·7 P62'F23' *DBuE*39'47*tFPT*	39·3	16·7 FK	Genoa Italian 10*BHCem* 54*tAPT*55*t*	Oil Engines 4S.C.SA 12Cy.13$\frac{3}{16}$"-19$\frac{11}{16}$" 214NHP Mchfbk.Augsbrg2 DB*140lb* NurnbergA/G,Augsburg	18 ″ 5 s1 ″ 8¾ 16 ″ 10	
29918 DIDO	**Methan** *Mchy.Aft*	 *OilEng.* 1*Dk*	471 355 297					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski ReedereiG.m.b.H.	164·8 P46'F21'	26·4	10·1	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$"-16$\frac{15}{16}$" 91NHP MtrnwrkeMannheim,Ham		G
Burnt 8.36 29919 137053 GKPL	**Methilhill** (*ex*RiverTaff, *ex*Broompark)	 *ss*Shl.No.3-3,30 *ss*Lth.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1978 1791 1203	✠~~100A1~~ 9,34 ✠~~LMC~~ ~~MS9,34~~ ~~BS2,35~~	Lth	*r*	CL 8,33	1917 9mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *Lloyd'sA&CP*	M.Taylor	279·8 P21'B68'F29'	41·9	18·9 FK *CellD*	Methil British 4*BHCem* *Ba*70' *uE*28'	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,6*cf*,GS113,HS3734 Dunsmuir&JacksonLdGls *f*124'523*tFPT*55*tAPT*29*t*	20 ″ 9 s2 ″ 10½ 18 ″ 1	
29920 220386 KDBM	**Meton** Sub.Sig. *Mchy.Aft*	 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2*Dks*&*Web frames* *Longitudinal framing*	7311 6780 4526			...		1920	Moore S.B.Co. Oakland,Cal.	Pennsylvania ShippingCo.	425·8 P106'B40'F41'	57·0	33·1 FK	Phildlphia Utd.States *WB*	T.3Cy.24½",41½"&72¼"-48" 352NHP LlewellynIronWorks, LosAngeles,Cal	33 ″ 0	R †
29921 ONVC	**Meuse** (*ex*Zuiderzee)	 1*Dk*	*720* *509* *315*					1916	AvanDuij- vendijk Papendrecht	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	180·8	28·3	12·4	Antwerp Belgian	T.3Cy.15",25"&40"-27" 83NHP Verschure&Co.Ams.		V
29922 220524 KDCU	**Mevania** *Mchy.Aft*	 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2*Dks*&*Web frames* *Longitudinal framing*	6886 6780 4289			...		1920	Moore S.B.Co. Oakland,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	425·8 P106'B40'F41'	57·0	33·1 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 879NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
29923 203971 WACK	**Mexican** D.F.	TwinSc *ss*Bos.2ndNo.3-12,32 *Fitted for oil fuel* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) *Orlop dk*(*Stl*)*in No.1hold*	7066 6680 4442	✠ ... 4,34 ✠	SFo			1907 4mo	UnionIron WorksCo. SanFrancisco	American- HawaiianS.S.Co. *WB=CellDBa* 137'*uE*&*B*61'*f*204'	472·3 1789*t* *Side tanks in*	57·2	32·3 FK *Coll*	NewYork Utd.States *ptCem* *BH to Sh dk* 7 „ „ *U* „ *boiler room*	T.6Cy.24½",42"&65"-45" 821NHP 4SB,16*cf*,GS260,HS11600 UnionIronWorksCo.S.Fo. 35'266*tFPT*156*tAPT*83*t*	35 ″ 0 s6 ″ 0¼ 29 ″ 1¾	R †
29924	**Mexico** *Mchy.Aft*	TwinSc *OilEng.* 2*Dks* *Carrying Petroleum in bulk*	3056 2738 1857					1920	Akt.Naks- kovSkibs. Nakskov	Skibs A/S Mexico (HansHannevig)	301·1 P78'B43'F53'	44·1	26·5	Horten Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{1}{16}$"-28¾" 452NHP A/SHolebyMotorfabrik, Holeby		N
29925 XCBB	—	 *ss*S.Fo.No.2-21 *Fitted for oil fuel* 2*Dks*(*Stl*) *Inter*	2559 — 1659	✠ 1,27 ✠	NYk	*t*		1913 11mo	W.Hamil- ton&Co.Ld. Pt.Glasgow	MexicanGovern- ment(*operated by* GremioUnidode AlijadoresS.C.de R.L.) *mediate BH in fore*	310·5 P39'B104'F36' *hold dispensed with* *WB=CellDBa*	43·2	19·8 FK	Progreso Mexican *ptCem* 4*BHonly* 80'*uE*&*B*44'	T.3Cy.22",36"&59"-39" 313NHP 2SB,6*cf*, HS4760 D.Rowan&Co.Glasgow *f*134'532*tFPT*44*tAPT*10*t*	22 ″ 2	
29926	— Ⓟ *Well deck*	TwinSc 1*Dk*(*Stl*)	1258 882 758	✠ 12,12 ✠	Dun			1912 12mo	Caledon SB.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q73'B78'F26' *WB=FPT*57*t*	40·1	10·7 FK	Bns.Ayres Argentine 5*BHCem* *APT*23*t*	T8Cy(2)12",(2)20"&(4)24" -24" 182NHP 2SB,4*cf*,GS78,HS2892 FD CaledonS.B.&E.Co.Ld.Dun	11 ″ 6	
29927	—	 *ss*N.Os.No.1-95 1*Dk*	*480* *352* *287*	✠ 1,97	NOs	*g*		1890 3mo	Grangemth Dkyrd.Co. Grangmouth	Cia.Mexicana deNav.S.A.	170·4 P49'B52'F30' *WB=FPT*	25·0	11·0 FK	Tabasco Mexican 4*BHCem* 86*tAPT*28*t*	T.3Cy.16",26"&40"-30" 96NHP 1SB,3*rf*,GS52,HS1551 Dunsmuir&Jackson,Gls.	11 ″ 6	
29928 13662 JMXD	**Mexico Maru** Ⓟ	TwinSc *ss*Osa.2ndNo.3-11,34 2*Dks*(*UptIrn ptStl,MStl*) &*deep framing* *Lower dk*(*Stl*)*in fore hold*	5785 4959 3560	✠100A1 1,36~~11,34~~ ✠LMC~~11,34~~ 1,36	Osa	*z*	CL ~~11,34~~ s1,36 P11,34	1910 10mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd'sA&CP*	OsakaShosenK.K. *WB=Cell*	407·9 P34'B152'F44' *DBa*131' *uE*&*B*79'	49·7	29·8 FK	Osaka Japanese 7*BHCem* *f*137'1070*tF*	T.6Cy.19¼",32"&54"-48" (*s*) 200lb 578NHP 3SB,9*cf*,GS198,HS8344 MitsuBishiD.&E.Wks.Nag *PT*122*tAPT*39*t*	32 ″ 6 s6 ″ 10½ 26 ″ 0	
29929	**Mexico Trader** (*ex*HullTrader,*ex*Tonnay, *ex*Argentina)	TwinSc 1*Dk*	*646* *530* *326*					1904	Grngem'th &Greenock DockyardCo. Grngemouth	CukraDevelop- mentCo.	205·3 B55'F17'	33·8	9·7	 Nicaraguan	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 [illegible]
29930 FNSS	**Mexique** Ⓟ (exLafayette) QuadSc Fitted for oil fuel 4Dks & Shelter dk D.F. GyC.	12220 8679 5904					1915	Ch.&Atel. deProvence Marseilles	Cie.Générale Transatlantique	546·5 P59'B295'F59'	64·2	34·8	St.Nazaire French WB	C.8Cy.26¾"&48"–39⅜" Ch.&Atel.deProvence,Msl &2LP Turbines Ch.de l'Atlantique,St.N.		V
29931 216397 KJRJ	**Mexoil** TwinSc Fitted for oil fuel Mchy.Aft 1Dk & Web frames Longitudinal framing CarryingPetroleum in bulk	1370 1090 760			...		1918	Alabama- NewOrleans TransptnCo Violet,La.	GreatLakes TransportCorp.	242·5 P72'F21'	36·9	19·7 FK	NewYork Utd.States WB	C.4Cy.16"&32"–24" NE&B21 194NHP StatenIs.S.B.Co. Pt.Rchmd.N.Y.	19 " 0	R †
29932 FOVP	**Mexphalte** (exPaquita) TwinSc ssRou.No.1-34 D.F. 1Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at deck	2578 1794 954	✠100A1 1,36 ~~4,35~~ BS2,35 ✠LMC2,34	Rou	t	CL F1.34 SN12,35	1928 11mo	SirJ.Laing &Sons,Ld. Sunderland	Soc.Anon. Française des PetrolesShell	302·5 P87'Trunk176'	49·6	15·0 FK	Algiers French 9BHptCem ptAsp	T.6Cy.13",21"&35"–24" (s) 180lb 234NHP 2SB,4cf,HS4038 G.Clark,Ld.Sunderland	15 " 0 s1 " 11¼ 13 " 5	
			CarryingPetroleum in bulk or Carrying Asphalt only & limited to centre tanks Fitted for oil fuel 11,28 F.P. above 150°F.				Lloyd's A&CP		Wing tanks128'1254tFPT148tAPT98t							
29933 204630 KFST	**Michael Gallagher** (exEdwinN.Ohl) Mchy.Aft 1Dk	5141 — 3818					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line Inc.	420·0	54·2	29·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
29934 116723	**Michael J. Bartelme** (exSirHenryBessemer) Mchy.Aft 1Dk2trB	3850 — 2709					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	413·2	48·0	24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"–42" NB06 282NHP GlobeIW.Co.Cleveland,O.		R
29935 OZEC	**Michael Jebsen** Ⓟ 2Dks	2318 2061 1343					1927	Howaldts- werkeA.G. Kiel	RhederiM.Jebsen A/S (J.F.C.Jebsen, Mgr.)	281·2 P22'B81'F38'	41·9	21·9	Aabenraa Danish WB	T3Cy.20",32 5/16"&54 5/16"–37 7/16" 180NHP HowaldtswerkeA.G.Kiel		G
29936 SVCC	**Michael L. Embiricos** (exWarMalayan) ssNwc.No.3-3,29 ssBly.No.1-32 1Dk(Stl)	5202 4755 3130	✠100A1 5,35 ~~6,34~~ BS~~6,34~~ 5,35 ✠LMC3,32	Rot Pir	y	CL ~~3,32~~ 5,35	1918 6mo	Caird&Co. Ld. Greenock Lloyd's A&CP	S.G.Embiricos CellDB 345'1122t FPT123t APT90t	400·3 P50'B113'F39'	52·3	28·5 FK	Andros Greek 7BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Caird&Co.Ld.Greenock	31 " 0 s5 " 11¼ 25 " 3½	
29937 217269 WMEE	**Michael Tracy** (exCoteBlanche) Mchy.Aft Sub.Sig. 1Dk	2351 1855 1433			...		1919	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·4 P115'F26'	43·7	25·1 FK	NewYork Utd.States WB	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEngWrksDetroit	27 " 6	R †
29938 UNIA	**Michail Frunze** D.F. Sub.Sig. 1Dk	2357 1911 1231			...		1928	Sevastopol MarineWks. Sevastopol	U.S.S.R.	277·3 P14'B58'F26'	43·2	20·3 FK	Leningrad Russian WB	T.3Cy.17¾",29½"&48 7/16"–35 7/16" 192NHP BalticS.&E.Wks.Leningrd	22 " 8	
29939 UNGS	**Michail Tomski** Sub.Sig. 1Dk	2274 1925 1261			...		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24'	42·9	20·5 FK	Archangel Russian WB	T.3Cy17¾",29½"&48 7/16"–35 7/16" 192NHP BalticS.B.&EngWrks.Len	22 " 8	
29940 385 SVKZ	**Michalakis** (exBarracoo-33) ssApl.No.3-11,33 2Dks(Stl)	5234 4755 3155	✠100A1 1,35 BS~~1,35~~ 3,36 ✠LMC11,33	Ant	y	CL 1,35	1919 12mo	R.Thompson&Sons,Ld. Sunderland Lloyd's A&CP	N.Eustathiou&Co. CellDB 340'1057tFPT137t APT213t	400·3 P49'B113'F39'	52·3	28·5 FK	Syra Greek 7BHCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.CoLd.Sld	31 " 0 s5 " 11¼ 25 " 3¾	
To be Broken up 29941 SYGG	**Michalios Xilas** (exGreystoke Castle) ssTri.2ndNo.3-1,32 1Dk(Stl)&Spar dk(Stl) &deepframing	3828 3515 2432	✠~~100A1~~ Spar dk 3,32 ~~MS12,31~~ ✠~~LMC~~ ~~BS11,33~~	Bkn	x	CL 7,34	1906 2mo	W.Pickersgill&Sons Sunderland Lloyd's A&CP	~~XilasBros.~~ CellDBa 110' uE & B44' f154' 839t DT f28' 638t APT46t	361·0 P29'B200'F39' 25·7	46·3	17·7 FK	Chios Greek 6BHCem	T.3Cy.24",40"&67"–45" (s) 180lb NDB24 100lb 356NHP 2SB,6cf,GS108,HS4713 FD G.Clark,Ld.Sunderland	28 " 2 s4 " 3½ 24 " 3	
29942 103 SVJB	**Michalis** (exOakfield-33) ssCff.No.3-2,25 ssAnt.No.2-33 1Dk(ptIrn&ptStl) Cargo battens not fitted	3646 3422 2289	✠100A1 2,36 ~~11,34~~ BS~~9,34~~ 11,35 ✠LMC6,33	Bry Rot	w	CL 6,33	1912 3mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	L.M.Fatsis Cell DBa & uE 142' f158' 991t APT87t	360·0 P25'B221'F36'	51·0	22·7 FK	Chios Greek 6BHCem	T.3Cy.25½",40½"&67"–45" 180lb 120lb (r) 317NHP 2SB,6cf,GS101,HS4769 Cen.Mar.Eng.Wrks.WHpl	25 " 1 s3 " 2½ 22 " 2	
29943 17381	**Michi Maru** 1Dk	1384 1224 736					1914	Tochigi Zosensho, Koyaki	TochikiShoji K.K.	245·0	34·0	20·5 WB	Wakamatsu Japanese	T.3Cy.19",31"&50½"–36" 151NHP OkamatoKosakusho,Osaka		
29944 203206 KFLN	**Michigan** D.F Mchy.Aft 1Dk	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCoMgrs)	530·0	56·2	32·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"–42" Great 257NHP LakesEng.Works,Detroit		R
29945 FNSZ	— ssHav.No.3-10,34 1Dk(Stl)&Shelter dk(Stl) D.F.	6419 6152 4023	✠100A1 Shelter dk withfreeboard ~~6,35 10,34~~ 6,36 BS12,35 ✠LMC10,34	Hav	a†	CL 9,34	1920 4mo	JLThompson&Sons,Ld Sunderland Lloyd's A&CP CellDB366'	Cie.Générale Transatlantique 1361t DTa27'1028t FPT154t APT88t	412·5 F36'on Shelter dk	55·5	34·4 FK Collision BHtoShdk	Havre French Cem 6 " " U "	T.3Cy.27",45"&75"–54" (s) 180lb 564NHP 4SB,12cf,GS260,HS9760 J.Dickinson&Sons,Ld.Sld.	37 " 0 s8 " 9½ 28 " 6	
29946 218750 KEGS	— (exWestHartland) Fitted for oil fuel 2Dks	5643 5248 3514					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P44'B115'F46'	54·2	27·6	PortlndOr Utd.States WB	DR Geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
29947 127752	— (exCharlesM.Warner) Mchy.Aft 1Dk2trB	3812 — 2733					1903	Chicago S.B.Co. Chicago	GreatLakesDredge &DockCo.	370·0 F44'	48·0	24·0	Duluth Utd.States WB	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.Chicago		
29948 144084 MKSL	**Mickleton** 3Mst ssBwg.No.3-6,34 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	777 541 364	✠100A1 6,34 BS5,35 ✠LMC6,34	Bwg	j	CL 5,34	1921 8mo	Cook,Welt'n&Gemmell Ld. Beverley Lloyd's A&CP	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) CellDBf99' 155t FPT52t APT34t	180·4 Q101'B11'F23'	30·1	11·7 FK	Hull British 3BHCem	T.3Cy.14½",24"&40"–27" (s) 180lb 109NHP 2SB,4pf,GS64,HS1950 C.D.Holmes&Co.Ld.Hull	14 " 0 s3 " 11¼ 13 " 7½	
29949 PJBP	**Midas** (exEllaHalm) TwinSc Wireless 1Dk	962 804 535					1925	F.Schichau Elbing	Koninkl.Nederl. Stoomb.Maats. N V	221·1 Q66'B53'F23'	33·7	13·5	Curaçao Dutch WB	T6Cy.11" 18 1/16"&29 1/16"–19 7/16" 75NHP F.Schichau,Elbing		V
29950 ~~136798~~ ~~GDWK~~	**Middlemoor** (exArranmead, exArranmoor) ssNpt.No.3-6,27 ssShl.No.1-30 1Dk(Stl)&Shelter dk(Stl)	2955 2753 1848	✠100A1 Shelter dk withfreeboard 5,35 ~~3,34~~ BS~~5,34~~ 5,35 ✠LMC6,30	Sws Shl	v	CL ~~3,34~~ 4,36	1915 3mo	J.Blumer& Co. Sunderland Lloyd's A&CP	A.Klat Intermediate BH in after hold dispensed with	340·0	47·7	20·5 FK	Alexandria Egyptian Cem 5BHonly CellDBa114'	T.3Cy.25",42"&68"–45" (s) 180lb ~~65lb~~ 363NHP 2SB,6cf,GS139,HS5967 J.Dickinson&Sons,Ld.Sld u E25' f139' 784t APT59t	23 " 6 s1 " 8¾ 22 " 0¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29951 148093 MNBJ	**Middlesbro'** *ss*Mdb.No.2-33 1*Dk*(*Stl*) *Well deck*	989 725 403	✠100A1 ~~9,35~~ ~~1,35~~ 2,36 BS~~1,35~~ 2,36	Mdb ~~Nwc~~ ✠LMC6,33	*n*	CL ~~6,33~~ 2,36	1924 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBuE19'f115'158tDTa at sides of tunnel31'105t*	225·2 Q96'B13'F29'	32·2	14·3 FK	Newcastle British 4*BHCem*	T.3Cy.19″,31″&50″–33″ (*s*) 180lb 185NHP 2SB,6*cf*,GS110,HS3262 ShieldsEng.Co.Ld.N.Shl.	16 ″ 6 s 1 ″ 7½ 15 ″ 0¾	
29952 145237 GDQB	**Middlesex** *ss*Fal.No.3-1,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.* *CruiserStern*	8703 8185 5460	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~1,35~~ 1,36 MS9,31 ✠Lloyd'sRMC ~~1,35~~ ~~7,35~~ 1,36 *Fitted for oil fuel 4,25 F.P. above 150° F.*	Fal ~~Liv~~ Gls ✠LMC BS~~1,35~~ 1,36	*d*†	CL 12,34	1920 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	FederalStm.Nav. Co.Ld. *CellDB*386' 1446*t FPT*115*t APT*23*t*	460·0 B268'F50'*on* *Shelter dk*	62·8	35·2 FK *Collision*	London British *ptCem* *BH to Sh dk* 6 „ „ *U* „	2SteamTurbinesDRgeared to 1 Sc. Shaft 180lb (*s*) 1252NHP 5SB,20*cf*,GS401,HS16575FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	37 ″ 9 s 7″10¾ 30 ″ 0½	
29953 210644 KGGO	— *Mchy.Aft* 1*Dk* Sub.Sig.	4727 4109 2780					1912	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	369·0 P80'B17'F33'	50·1	28·0	Prtlnd,Me. Utd.States *WB*	T.3Cy.23¼″,38½″&67″–45″ 301NHP NewYorkSBCo.CamdnNJ		R
29954 92699 KJRK	**Middletown** TwinSc 1*Dk*&*Saloon dkWeb frames*	1483 — 1008					1896	Neafie& LevyCo. Philadelphia	NewEnglandS.S. Co.	243·3	45·6	14·0	Hartfd Con Utd.States *WB*	C.4Cy.20″&40″–28″ 158NHP Neafie&LevyS.&E.B.Co.		
29955 116661 CYJL	**Midland King** Iron&Steel 1*Dk*2*trB*	3965 3959 2450					1903	Collingw'd S.B.Co. CollngwdOnt	CanadaSteamship Lines,Ld.	366·5	48·0	28·0	MidlndOnt British *WB*	T.3Cy.20″,33½″&55″–40″ Bertram 191NHP Eng.WorksCo.Toronto		
29956 116669 VGMP	**Midland Prince** (*Self-Unloader*) D.F GyC.	6339 6098 4244					1907	Collingw'd S.B.Co. CollngwdOnt	CanadaSteamship Lines,Ld.	474·0	55·0	27·0	MidlndOnt British *WB*	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.		R
29957 LELR	**Midnatsol** Ⓟ 1*Dk*&*Awng dk*2*trB*	978 860 505					1910	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	202·8 H118*t*	31·1	19·8	Bergen Norwegian *WB*	T.3Cy.19″,30″&52″–33″ 155NHP BergensMekVærksBergen		
29958 34116 JUCH unk by Collision 7,35	**Midori Maru** Ⓟ TwinSc *CruiserStern* *OilEng.* 2*Dks*	1725 1078 816					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaShosenK.K.	243·0	38·0	19·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾″–$24\frac{7}{16}$″ 218NHP MitsubishiZosenKaishaLd		
29959 PFZL	**Midsland** *ss*Rot.No.3-10,34 *Well deck* 1*Dk*(*Stl*)	1089 758 608	✠100A1 12,35 ~~10,34~~ BS9,35	Rot ✠LMC10,34	*n*	OG ~~12,32~~ 12,35	1915 10mo	Maats. Fyenoord Rotterdam A&CP	Scheepv.en SteenkolenMaats. *WB=CellDBa58'uE19'f98'301tFPT17tAPT12t*	224·8 Q72'B55'F22'	33·2	14·3 FK	Rottrdam Dutch 4*BHCem*	T.3Cy.17½″,29″&46″–36″(*r*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 1 s 1 ″ 0½ 14 ″ 2¾	
29960 220920	**Midway** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk*	978 — 586					1920	Pacific Cst. S.B.Co. BayPoint,Cal	AssociatedOilCo.	193·5	38·0	15·1	S.Frncisco Utd. States	C.2Cy.16″&34″–24″ TheHallideCo. 53NHP Spokane,Wash.		
29961 31569 JTLB	**Midzuho Maru** Ⓟ TwinSc (*ex*InfantaIsabel) *ss*Nag.No.3-3,27 *ss*Kob.No.2-35 3*Dks*(*Stl-Uws*)&*Shadedk*(*Stl-ws*) *4thdkinNo.1hold*	8506 7277 5195	✠100A1 *Shadedk* 2,36 ~~2,35~~	Kob ✠LMC~~2,35~~ 2,36	*c*†	CL 2,35	1912 9mo	Russell& Co. PortGlasgow *Lloyd'sA&CP*	OsakaShosenK.K. *CellDBa133'uE&B77'f176'1169tFPT98tAPT77t*	459·5 F45'	58·2	36·8 FK	Osaka Japanese 7*BHCem*	Q.8Cy.24½″,35″,50″&72″–51″ 215lb (*s*) 1134NHP 3D&2SB30*cf*GS572HS20610 D.Rowan&Co.Glasgow	39 ″ 6 s13″10¾ 26 ″ 1	
29962 EAFY	**Mieres** (*ex*CeferinoBallesteros, *ex*Rosario, *ss*Bbo.2ndNo.3-12,21 *ex*KendalCastle) *ss*Bbo.No.2-31 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl*)	2884 2116 1747	✠ … 5,34	Bbo ✠	*t*		1896 5mo	W.Pickersgill&Sons Sunderland	Soc.Anon.Fabrica deMieres *CellDBa96'uE&B44'f120'647tAPT38t*	310·0 P27'Q42' *ptAwng dk*241'	42·9	19·2 FK	Gijon Spanish 6*BHCem*	T.3Cy.21½″,36″&60″–42″ NDB13 245NHP 2SB,6*pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9	
29963 143 YLDT	**Miervaldis** (*ex*Kingsdon, *ex*St.Edmund) *Well deck* 1*Dk*&*deep framing*	1236 1017 719				…	1904	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Stahl&Co. (D.Thomsons, *Mgr.*)	234·6 Q89'B46'F30'	36·1	14·9 FK	Riga Latvian *WB*	T.3Cy.19¾″,31″&51″–36″ 167NHP ClydeS.B.&E.Co.Ld.P.Gls	17 ″ 3	C †
29964 PFZO	**Mies** *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	309 227 222	✠100A1 4,36 ~~10,34~~	Rot ✠LMC2,33 ✠LMC(M)3,35	*d*	~~N1,34~~ 4,36	1933 2mo	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam *Lloyd'sA&CP*	N.V.Motorschip "Mies"(J.Vermaas Scheepvaartbedrijf N.V.) *CellDBf28'28tFPT10tAPT4t*	131·9 Q26'F16'	23·5	8·8 FK	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 4Cy.11″–$17\frac{11}{16}$″ 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 6 s ″11½ 8″ 7½	
29965 22394 JEGC	**Mifuku Maru** Wireless 1*Dk*	1206 1025 635					1918	Matsuo Magohashi Koyaki	Tsurumaru Hirotaro	200·0	33·0	20·0	Kobe Japanese *WB*	T.3Cy.14½″,24½″&40″–30″ Matsuo 88NHP Magohashi,Nagasaki		
29966 EAHE	**Miguel** (*ex*Eros) *ss*Bbo.2ndNo.3-12,25 D.F. *ss*Bbo.No.2-33 1*Dk*(*Irn*)&*deepframing*	2690 2400 1705	✠100A1 ~~6,35~~ ~~12,33~~ 2,36 BS~~2,35~~ 3,36	Bbo ~~Sws~~ Mdb ✠LMC12,33	*t*	~~2,33~~ 6,35	1899 11mo	R.Thompson&Sons Sunderland A&CP	P.M.deViguera y Cia *CellDBa98'uE22'f128'662tAPT55t*	313·0 P29'B94'F34'	44·2	20·6 FK	Bilbao Spanish 5*BHCem*	T.3Cy.22″,36½″&60″–42″ (*s*) 180lb *80lb* NDB13 253NHP 2SB,6*pf*,GS97,HS3910 N.E.MarineCo.Ld.Sld.	23 ″ 0 s 3 ″ 5¼ 19 ″ 9	
29967 147287 GKXJ	**Miguel de Larrinaga** 2*Dks*	5231 4855 3197					1924	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	388·4 P29'F36'	53·0	29·8	Liverpool British *WB*	T3Cy$25\frac{3}{5}$″,$43\frac{3}{10}$″&$70\frac{3}{10}$″–47¼″ 345NHP F.Schichau,Elbing		C
29968 30369 JMSE	**Mihara Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	KobeWrks. Mitsubishi ZosenKaisha, Ld. Kobe	OsakaShosenK.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¼″–27″ 195NHP Vickers,Ld.Barrow		
29969 13661 JBUD Broken up	**Miharu Maru** (*ex*YubariMaru, *ex*ShinkaiMaru, 2*Dks*&*Deepframing* *ex*Beira,*ex*Turkistan)	4076 3650 2957				…	1894	A.Stephen &Sons Glasgow	SugayaK.K	345·0 P46'B74'F40'	47·0	26·7 FK	Kobe Japanese *WB*	T.3Cy.25″,41″&67″–45″ 370NHP A.Stephen&Sons,Glasgow	29 ″ 6	
29970 15870 JCPG	**Miho Maru** Ⓟ Wireless 1*Dk*	515 457 283					1913	OsakaIron Works Osaka	ChishimaKisen K.K.	163·4	25·9	14·4 *WB*	Kobe Japanese	T.3Cy.12″,20″&34″–22″ 54NHP OsakaIronWorks,Osaka		
29971 19215 JBID	**Miikesan Maru** *ss*Kob.No.3-11,29 *ss*Kob.No.1-34 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3179 2757 1961	✠ … 5,35	Kob ✠	*t*		1916 6mo	OsakaIron Works,Ld. Innoshima	SugayaK.K. *CellDBa&uE101'f138'474tDTa25'534tFPT79tAPT20t*	305·0 P19'B82'F32'	43·7	27·2 FK	Kobe Japanese 5*BHCem*	T.3Cy.22″,37″&61″–42″ 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
29972 PGBP	**Mijdrecht** *OilEng.* ssRot.No.1-35 *Mchy.Aft* *CruiserStern* *1Dk(Stl)2nd dk(Stl) in way of mchy. space& Web frames Longitudinal framing at bottom & at deck* D.F.	7493 6720 4398	✠100A1 3,36 ~~1,35~~ DBS4,35 ✠LMC CS4,35 4,35 *Carrying Petroleum in bulk*	Rot	*b*†	CL 3,36	1931 2mo *Lloyd's A&CP*	NVRotterdamDroogd. Maats. Rotterdam	N.V.Maats.Motorschip "Mijdrecht" (N.V.Phs.Van Ommeren'sSheepv. Bedrijf)	440·3 P110'F44' FK *CellDBuE32'59t*	58·7	35·0	Rottrdam Dutch *12BH* *DTf25'243t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP 2DB142lb Harland&Wolff,Ld.Gls. *FPT220tAPT136t*	34 ″ 11 s 7 ″ 9½ 27 ″ 8½	
29973 PKQR	**Mijer** *OilEng.* *1Dk*	1873 1716 1128					1914	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2 P34'F30'	41·2	16·8	Batavia Dutch *WB*	Oil Engines 4 S.C.SA 6Cy.22"-39⅜" 280NHP NedFb.v.Wrk&Spoor,Ams		V
29974 10295 JTFH	**Mikado Maru** (*ex*Allemannia) **Iron** *2Dks3trB*	1850 1720 1142			...		1881	Dobie&Co. Glasgow	AkaiNaosaburo	288·0 Q46'B35'F32'	33·3	23·5	Hamadera Japanese *WB*	C.2Cy.34"&62"-42" 208NHP J.Howden&Co.Glasgow		
29975 28556 JUEB	**Mikage Maru** Ⓟ (*ex*Iran,*ex*Paroo) *1Dk&Spar dk&deep framing*	2761 2231 1685			...		1897	Russell& Co. PortGlasgow	MukoKisenK.K.	315·6 B92' FK P36'*Shade dk a24'* F35'*Shade dk f28'*	40·1	14·6 22·1	Mikage Japanese *WB*	T.3Cy.25",40"&64"-45" 291NHP Hutson&Son,Glasgow	24 ″ 6	
29976 33188 JAYC	**Mikage Maru No. 3** (*ex*Mifune Maru) *1Dk*	3111 2775 1843					1928	KobeSteel Works Harima	MukoKisenK.K.	330·5 P25'B93'F35'	46·7	25·0	Mikage Japanese *WB*	T.3Cy.22",37"&61"-42" 241NHP KobeSteelWorks,Kobe		C
29977 29806 JPLA	**Mikage Maru No. 5** (*ex*Kratos) *1Dk&deep framing*	3532 3216 2190			...		1904	W.Gray& Co.Ld. WHartlepool	MukoKisenK.K.	340·0 P27'B100'F32' FK	49·1	22·8	Mikage Japanese *WB*	T.3Cy.25 3/16",40⅝"&67"-45" 335NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 3	C †
29978 31738 JHMB	**Mikage Maru No. 8** (*ex*Shakespear) *1Dk*	3393 3133 2567			...		1912	JLThompson&Sons,Ld. Sunderland	MukoKisenK.K.	342·0 P39'B94'F34' FK	49·1	22·9	Mikage Japanese *WB*	T.3Cy.24",40"&65"-42" 294NHP Blair&Co.Ld.Stockton	25 ″ 4	C †
29979 33636 JQNB	**Mikasa Maru** Ⓟ *2Dks*	3143 2700 1877					1928	Yokohama DockCo. Yokohama	NipponYusenK.K.	325·0 P29'B87'F38'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
29980 UNJH	**Mikoyan** Sub.Sig. *1Dk(Stl)*	2332 2013 1296	✠ — 8,35 ✠	Len	*s*		1929 12mo	BalticS.B.&Eng.Works Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK *CellDB228'554t FPT*	43·1	20·5	Vladvostk Russian *4BHptCem* *51tAPT85t*	T.3Cy.17 13/16",29⅝"&48 7/16"-35 7/16" 193NHP 2SB,*4cf*,GS64,HS2690 BalticS.B.&E.Works,Len.	22 ″ 7	
29981 22280 JEXB	**Mikuni Maru** Ⓟ Wireless *2Dks*	982 840 561					1918	Kawasaki Zosensho Kobe	KitaNipponKisen K.K.	194·0	32·0	19·0	Amino Japanese	T.3Cy.15",25"&42"-30" 97NHP KawasakiZosensho,Kobe		
29982 27178 JMYD	**Milan Maru** ssNag.No.3-11,34 *2Dks(Stl)*	5467 4996 3409	✠100A1 ~~11,34~~11.35 ✠LMC ~~11,34~~ 11,35	Nag Kob	*z*	CL ~~10,33~~ 11,35	1920 7mo A&CP	AsanoS.B. Co. Tsurumi	IshiharaSangyo KaiunK.K.	400·0 P33'B124'F41' FK *CellDB339'941t*	53·2	29·4	Fuchu Japanese *6BHCem* *APT28t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s6 ″ 5½ 25 ″ 9	
29983 429 IBCW	**Milano** Ⓟ **TwinSc** D.F. *2Dks3trB*	4028 — 2225					1913	Cant.Nav. Riuniti Spezia	"Tirrenia"(Flotte RiuniteFlorio-Citra)	361·6	44·7	24·4	Naples Italian *WB*	T.6Cy.21¼",34¼"&59 7/16"-41⅜" Soc.Esercizio 454NHP Bacini,RivaTrigoso		I
29984 130164 VJGP	**Mildura** (*ex*Enoggera) ssSyd.No.3-9,33 *1Dk(Stl)&Shelter dk(Stl) & Web frames Longitudinal framing*	3478 3013 2003	✠100A1 *Shelter dk with freeboard* 1,36 ~~1,35~~ ✠LMC MS12,32 BS~~1,35~~1,36	Syd	*v*	CL 2,34	1920 12mo A&CP	H.M.Dockyard Newcastle, N.S.W.	Australasian UnitedStm.Nav. Co.Ld. *CellDB277'884t*	331·0 FK *Collision* *FPT118t APT204t*	47·7	26·1	Melbourne British *Cem* *BH to S dk* *4 „ „ U „*	T.3Cy.25",41"&68"-45" (*s*) 190lb 519NHP 3 Water Tube Boilers FD HS8289 H.M.Dockyard,Nwc.NSW	26 ″ 1 ~~s2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4½ 23 ″ 11	
29985 132561 MDPC	**Mile End** ssNwc.No.3-12,23 ssShl.No.2-32 *1Dk(Stl)* *Cargo battens not fitted*	859 664 442	✠100A1 9,35 ~~9,34~~ BS~~9,34~~ ✠LMC7,52 9,35	Shl		CL ~~2,34~~ 2,36	1911 7mo *Lloyd's A&CP* *WB = CellDBa48'uE12'f65'171tD Tank in Engine Room Stbd 17'Port21'123tFPT23tAPT18t*	W.Dobson &Co.Ld. Newcastle	CommercialGasCo.	165·6 B44'F18' FK	38·0	14·5	London British *4BHCem*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 165NHP 1SB,*4cf*,GS81,HS2851 MacColl&Pollock,Ld.Sld	15 ″ 4 s1 ″ 4½ 14 ″ 2	
29986 FNBP	Now "Douaisien" see No. [illegible] in Supplement **Miliana** (*ex*MontAigoual-34, *ex*[illegible] *ex*Danzig) ssLth.No.3-8,21 ssMsl.No.2-30 *1Dk(Stl)&Shelter dk(Stl)* *Fitted for oil fuel*	2954 2664 1748	... 10,34	Msl	*v*		1920	NordseewerkeA G. Emden	Soc.Anon.de Gérance& d'Armement *CellDB282'926t*	338·7 F36'*on Shelter dk* FK *Coll* *FPT120tAPT69t*	48·2	29·1	Rouen French *Cem* *BH to Sh dk* *5 „ „ U „*	T.3Cy.23 9/16",38 7/16"&62"-41⅜" 320NHP 2SB,*6cf*,GS101,HS4413 Gebr.SachsenbergA.G.Rosslau	23 ″ 9	V †
29987 CBTM	**Millabu** (*ex*Atacama-33, *ex*StadHaarlem) **TwinMsts** ssVpo.No.3-12,34 *2Dks(Stl)*	3201 2811 1870	✠100A1 ~~12,34~~12,35 BS~~12,34~~ ✠LMC5,54 12,35 *Fitted for oil fuel*11,22 *F.P. above 150° F.*	Vpo	*u*	CL ~~5,33~~ 12,35	1922 11mo *Lloyd's A&CP*	W.Gray& Co (1918)Ld. WHartlepool	Cia.Carbonifera y de Fundicion "Schwager"	310·1 P23'Ba23'B84' Bf23'F32' FK *CellDB 265'758t FPT*	46·5	23·7	Valparaiso Chilian *6BHptCem* *120tAPT60t*	T.3Cy.25"41"&68"-45" (*r*) 200lb 414NHP 3SB,*6cf*,GS132,HS5727 FD Cen.Mar.Eng.Wks.W.Hpl	26 ″ 3 s4 ″ 3 22 ″ 4	
29988 140536 GPSM	**Millais** ssLiv.No.1-34 ssCff.No.3-7,30 *Ref.Mchy.* *3Dks(Stl)&Shelter dk(Stl)* D.F.	7300 6744 4457	✠100A1 *Shelter dk with freeboard* 1,36 ~~1,34~~ ✠LMC MS1,34 BS~~7,34~~7,35 ✠Lloyd'sRMC~~7,34~~ ~~7,35~~ 1,36	Cff Liv	*b*†	CL 8,33	1917 5mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	Lamport&Holt Line,Ld.	434·9 B115'F25'*on Shelter dk* FK *CellDB377'1095t FPT*	55·3	35·2	Liverpool British *7BHCem* *84tAPT25t*	Q4Cy27"38½"54½"&78½"-54" 215lb (*s*) 808NHP 3DB&1AuxSB,*21cf*,GS420, HS15803 Harland&Wolff,Ld Bel.	38 ″ 0 s 9 ″ 2½ 29 ″ 3	
29989 TCCG	**Millet** Ⓟ (*ex*Teheran, *ex*Pelion) **IronBn** ssMsl.No.3-5,95 *1Dk(Irn)&Spar dk 3trB*	1728 1352 1089	✠ 5,95 ✠	Msl	*r*		1883 2mo	A.McMillan&Son Dumbarton	VapurculukTurk AnonimSirketi	259·8 P24'B28'F29' BK8"	36·7	15·5 23·0	Istanbul Turkish *6BHCem*	C.2Cy.36½"&63"-48" 2DB,*4pf*,GS168 229NHP Denny&Co.Dumbarton		
29990 207579 WKCI	**Millinocket** ssBal.2ndNo.3-6,31 ~~ssN.Yk.No.3-12,22~~ ~~ssN.Yk.No.2-30~~ *1Dk(Stl)2trB&Web framing Longitudinal framing*	3274 2716 2078	✠100A1 3,36 ~~6,31~~ ~~10,35~~ BS3,36 ✠LMC ~~[illegible]~~ MS8,34 *Fitted for oil fuel*12,22 *F.P. above 150° F.*	Bal NNs	*u*	CL ~~11,33~~ N3,36	1910 6mo A&CP	Maryland SteelCo. Sparro'Pt Md	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *Cell DBa82'uE*	317·3 P26'B93'F36' FK *18'f134'485tFPT1*	44·2	23·8	New York Utd.States *5BHCem* *02tAPT46t*	T.3Cy.21⅞",37½"&60"-42"(*s*) 180lb 277NHP 2SB,*6cf*,GS144,HS4580 MarylandStl.Co.Sparr'.Pt.	26 ″ 6 s4 ″ 3½ 22 ″ 4½	
29991 131370 MDPX	**Millisle** (*ex*GowerCoast-32, *ex*Volhynia) **3Mst** *Welldeck* *Mchy.Aft* *1Dk*	617 420 255			...		1911	R.Williamson&Son Workington	JohnKelly,Ld. (W.Clint,*Mgr.*)	175·0 Q105'B9'F22' BK7"	27·1	11·1	Belfast British *WB*	T.3Cy.14",24"&40"-27" 110NHP Ross&Duncan,Glasgow	13 ″ 4	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29992 PKNO	**Milo** Pet.Mot. Mchy.Aft 1Dk	322 280 247					1919	A Pannevis Alphen a/d Rijn	Nederl.Ind.Tank-stoombootMaats.	135·9|24·6|10·4	Batavia Dutch WB	Petrol Motor 2Cy.16"–18" 40NHP KromhoutMotoren Fabriek,Amsterdam		C
29993 6796 SGMN	**Milos** (exBrynmead,exIzaston, exWilliam Broadley) ssGot.2ndNo.3-3,24 ssGot.No.2-33 1Dk(Irn)2trB&deep framing3Dk rule	3058 2831 1844	✠100A1 ~~6,35~~10,34 11,35 BS~~5,33~~ ~~2,36~~	Dnz ~~Got~~ Lkr ✠LMC6,32	u	CL ~~1,33~~ 11,35	1898 8mo Lloyd'sA&CP	BlythS.B. Co.Ld. Blyth	RederiA/B Helsingborg(O. Hillerström,Mgr.) CellDBa	325·1|47·0|22·4 P27'B74'F34' FK &uE130' f130' 701t	Hlsngborg Swedish 5BHCem APT49t	T3Cy24 3/16",40¼"&65"–42"(s) 160lb NDB17 280NHP 2SB,1rf,2cf,GS119,HS4325 Blair&Co.Ld.Stockton	24" 10 s 4" 1½ 20" 11	
29994 DHQZ	— (exMain,exMaria,exRegina) 1Dk&Spar dk	2702 2447 1666					1906	Flensburgr Schiffsb.Ges. Flensburg	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	290·3|44·0|23·8 P27'B72'F34'	Hamburg German WB	T.3Cy.20 1/16",33½"&55⅞"–37½" 192NHP FlensburgerSchiffsb.Ges.		G
29995	— Ⓟ (exMoschanthiTogia-33,exYacht Catania) 2Dks	598 — 239			…		1895	D&WHenderson&Co. Glasgow	HellenicCoast LinesCo.Ld.	203·0|26·7|15·3	Piræus Greek	T.4Cy.18",28½"&(2)32"–27" 126NHP D.&W.Hendersn&Co.Gls.		
29996 142765 MBYS	**Miltonia** (exGlenshane-34, exSunshine-34, exGlenshane,exWarDream) ssMdb.No 3-4,31 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern Now "Chang Lung," see No. 37536 in Supplement Cargo battens not fitted in 'tween decks Straight frames&bevelled bilge	6413 6116 3904	✠100A1 Shelter dk withfreeboard 3,34	Nag ✠LMC3,35	a†	CL 3,35	1919 1mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast CellDB343'	F.M.Jonas (KyokkoKaiun K.K.Mgrs.) 1571t DTa23' 858t	412·3|55·5|33·8 FK FPT91tAPT126t	Shanghai British ptCem 6BHtoShdk 2 " " U "	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38" 0 s10"0½ 28" 3	
29997 DIDP	**Milwaukee** Ⓟ TwinSc Ref.Mchy. Sub.Sig OilEng. D.F. GyC. CruiserStern 4Dks	16624 — 9393					1929	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	546·6|72·4|42·2 B213'F52'	Hamburg German WB	Oil Engines 2S.C.DA 24Cy.19 11/16"–25¼" 3250NHP Blohm&Voss,Hamburg		G
29998 93265	— 2Dks	3327 — 2424					1902	Chicago S.B.Co. Chicago	GreatLakes Transit Corporation	325·0|44·0|28·0	Buffalo Utd.States WB	T.3Cy.23",38"&64"–40" 259NHP ChicagoS.B.Co.Chicago		
29999 LELT	**Mimer** 1Dk	1143 999 681					1905	Bergens Mek.Værks Bergen	RederiA/SMimer (E.Thorvildsen& S.A.Larsen)	228·8|35·2|15·8 P21tH48tF30t	Oslo Norwegian WB	T.3Cy.16½",26"&44"–30" 106NHP BergensMekVærksBergen		N
30000 5530 SFMW	— 1Dk	975 734 374					1913	LindholmensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	221·5|36·1|13·1 P133'H150tF55'	Stockholm Swedish WB	T.3Cy.19¼",32"&52"–33" 155NHP LindholmensV.A.Got.		V
30001 DIDQ	**Mimi Horn** Ⓟ OilEng. D.F. Sub.Sig. 2Dks	4007 3340 2411					1928	F.Schichau Elbing	H.C.Horn	314·0|48·7|27·7 F37'	Hamburg German WB	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 623NHP F.Schichau,Elbing		G
30002	**Mimina** (exTrawlerMontenotte) 1Dk	355 303 102	✠ 9,24	Sav ✠			1919 8mo	Foundat'n Co. Savannah,Ga	Perez y Cia.	150·0|25·0|14·7 Q79'F26' BK7" FPT6t	Havana Cuban 4BHCem APT8t	T3Cy.12¾",21½"&35"–24" 89NHP 1SB,3pf,GS53,HS1700 CanadianAllis-Chalmers Ld.Rochfield,P.Q	14" 8	
30003 708 ~~SVBB~~ SVFK	**Mimis** (exAgiosVlasios-34, exBudapest, exSzterényi) ssPir.2ndNo.3-3,33 1Dk(ptIrn&ptStl) &deep framing Cargo battens not fitted	3227 — 2083	✠100A1 5,35 ~~10,34~~ ~~BS3,34~~ BS~~3,35~~4,35	Rot Pir ✠LMC12,32	v	CL ~~12,32~~ 2,36	1907 3mo	W.Gray& Co.Ld. WHartlepool	~~A.Georgandis~~ JohnD.Chandris CellDBa 112' uE&	331·0|48·3|22·0 P25'B124'F30' FK B40' f142'922tFPT	Piræus Greek 5BHCem 75tAPT45t	T.3Cy.24",40"&65"–42" (s) 180lb 120lb 292NHP 2SB,6rf,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24" 6 s3" 10½ 20" 10	
30004 LELU	**Mimona** 1Dk	1147 980 660					1919	Trndhjms Mek.Værks Trondheim	SkibsA/S Mimona (K.Andersen&Co. A/S,Mgrs.)	226·3|36·5|15·7 P35tH51tF28t	Frdrkstad Norwegian WB	T.3Cy.17",27½"&46"–30" 117NHP Trondhjem M.V.Trndheim		N
Broken up 30005	**Mimosa** (exBarde,exPaulPaix) ssMsl.2ndNo.3-9,26 ssRot.No.1-30 1Dk(Stl)&Webframes Longitudinal framing	4312 3750 2526	✠~~100A1~~ 4,30 ~~BS6,32~~ CarryingPetr	Rot ✠~~LMC4,30~~ oleum	w in	CL 4,30 bulk	1908 11mo Lloyd'sA&CP	R.Craggs& Sons,Ld. Middlesbro'		355·2|49·4|25·7 P27'B106'F37' Trunk dk186' FK Cell DB uE&B 78'	Italian 15BHCem 306tAPT46t	Q.4Cy.21½",30",44"&64"–45" 220lb (s) 376NHP 3SB,9cf,GS169,HS6336 N.E.MarineEng.CoLdNwc	28" 0	
30006 SVBS	— (exMichael-33, exKirnwood) ssNwc.No.3-9,20 ssCff.No.1-25 1Dk(ptIrn&ptStl)2trBdeep framing & Web frames	3071 2849 1950	✠ 5,30	Hul ✠	v		1905 7mo	R.Craggs &Sons,Ld. Middlesbro'	SociétéCommerciale et d'ArmementSoc.Anon CellD	330·1|47·0|22·2 P30'B166'F32' FK Ba102'uE26' f 140'	Syra Greek 5BHCem 695tAPT92t	T.3Cy.23½",39"&64"–42" 273NHP 2SB,6rf,GS119,HS4200 Blair&Co.Ld.Stockton	24" 4	C †
30007 FNYO	**Min** (exJava) Fitted for oil fuel D.F. 2Dks(Stl)&3rd dk in Nos. 1,2&4 holds	7997 7102 4176	✠ 1,17	Veg ✠	e†		1913 7mo	Bremer Vulkan Vegesack	Cie. desMessageriesMaritimes CellDBa142'uE	484·0|62·5|29·8 P&B385'F78' FK 37'f191'1559t FPT	Dunkirk French 9BHCem 61tAPT28t	Q.4Cy.28¾",41¼"60¼"&87⅜"–55⅛"&LPTurbine 4SB,12cf,GS269,HS12916FD BremerVulkan,Vegesack	32" 6	V †
30008 142582 GFDV	— ssCff.No.3-2,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	4694 4408 2879	✠100A1 Shelter dk withfreeboard 11,35~~2,35~~ ~~BS10,34~~	Cff Shl BS11,35 ✠LMC MS2,35	z	CL ~~10,33~~ 11,35	1922 7mo Lloyd'sA&CP	JohnReadhead&Sons, Ld. SouthShields	HainS.S.Co.Ld. CellDB352'1177t	400·4|53·1|26·3 FK Collisio FPT66tAPT148t	St.Ives British Cem nBHtoShdk 5 " " U "	T.3Cy.27",44"&73"–48" (r) 180lb 100lb 457NHP 3SB,9cf,GS190,HS7824 JohnReadhead&Sons,Ld.	28" 10 s 3" 3¼ 25" 10	
30009	**Min Chiang** (exChotenMaru, exChoju)	320 — 166					1924	……………	MinSheng IndustrialCo.		Chunking Chinese			
30010 SVRH	**Mina** (exIllingworth-34) ssNwc.No.3-8,34 ~~ssMch.No.2-31~~ 2Dks(Stl)	6067 5709 3709	✠100A1 ~~6,35~~~~10,32~~1,36 BS1,36	Brs ~~Osa~~ Shl ✠LMC8,34	a†	CL 7,34	1922 1mo Lloyd'sA&CP CellD	Richardsn, Duck&CoLd Stockton Ba 133' uE27'	A.Vestarhis Intermediate 'tween dkBHin after f185'1374tDTa34'	430·4|55·8|29·2 P37'B185'F40' FK hold dispensed with 1030t FPT139t AP	Piræus Greek Cem 6BHto Udk 1 " "2nd " T204t	Q4Cy25½"36½",52½"&76"–54" 220lb (s) 629NHP 3SB,12cf,GS216,HS8875 Blair&Co.Ld.Stockton	31" 10 s 6" 0¾ 26" 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. B. of Trade
30011 577 ESBN	**Mina** (exDolly, exShenstone, exMelroseAbbey, exSouthwood, exSantaCroce, exSouthwood) Well deck ssApl.2ndNo.3-7,24 ssPir.No.1-29 1Dk(Irn) & Web frames	1173 989 668	✠ — 10,33 ✠	Cpn	n		1899 11mo	W.Dobson &Co. Newcastle	J.Michelmann& J.Adamson&Co. (KarlLinde, Mgr.)	212·3|35·0|14·1 P18'Q44'B46'F24' FK CellDBa50'	Parnu Estonian 4BHCem u E&B27'f	T.3Cy.18½",30"&49"-33" 148NHP 1SB,4pf,GS60,HS2364 N.E.MarineEngCoLd.Nwc 100'311tFPT81tAPT26t	16 ″ 5	V †
30012 EAJX	**Mina Carrio** (exZabalari, exCarolina E.DePérez, exSuningdale) ssShl.No.3-2,09 ssBcl.No.2-18 1Dk(ptStl ptIrn) & Web frames & pt Awng dk(Irn)	2696 1853 1659	✠ 10,22 ✠	Cdz	s		1896 10mo	Ropner& Son Stockton	JoaquinVelasco	300·3|43·0|22·0 P29'B66'F32' on pt Awng dk pt Awng dk225t FK CellDBa104'uE22'f114'506t	Gijon Spanish 5BHCem APT66t	T.3Cy.21½",35"&59"-39" NDB13 225NHP 2SB,6cf,GS78,HS3503 T.Richardson&Sns,Ld.Hpl	19 ″ 8	
30013 EADC	**Mina Piquera** (exCaboSanta Maria, exSegundo, exPleiades) Fitted for oil fuel 2Dks	3754 — 2943					1900	Maryland SteelCo. Sparro'Pt.Md	JoaquinVelasco	331·5|47·2|25·4 P26'B71'F42'	Gijon Spanish WB	T.3Cy.21",35"&56"-42" NB20 203NHP MarylandSteelCo.		
30014 40097 JWGJ	**Minato Maru** OilEng. 1Dk	665 — 339					1934	OsakaIron Works,Ld. Osaka	KyodoGyogyoK.K.	177·1|30·8|15·4	Tokio Japanese	Oil Engines		
30015 1026 JINE	**Minatogawa Maru** IronSp 2Dks	430 374 249					1887	Kawasaki DockyardCo. Ld. Kobé	TosaDomeiKisen K.K.	157·0|19·5|15·6	Kochi Japanese	T.3Cy.13⅜",21 7/16"&33⅝"-23" NE&B19 57NHP InurTekkosho,Kobe		
30016 1042 IBEW	**Mincio** D.F. 1Dk	5404 4560 3184					1921	Soc.Anon. Cantieri Cerusa Voltri	UnioneSoc.Anon. diNav.	394·2|51·9|27·6	Genoa Italian WB	T.3Cy.26",42½"&69 7/16"-48" 337NHP G.Fossati&Co.Sestri Ponente		CI
30017 DODX	**Minden** Ⓟ Sub.Sig. D.F. 2Dks	4165 3784 2547					1921	Vulcan-Werke Stettin	Norddeutscher Lloyd	360·7|51·0|26·0 P44'B110'F41'	Bremen German WB	T.3Cy.22⅝",36⅝"&61⅝"-47⅛" 260NHP Vulcan-Werke,Stettin		G
30018 118008	— Ⓟ TwinSc (exOldBidston-33, exBidston-33) 1Dk	533 444 197			...		1903	London-derryS.&E. Co.Ld. Londonderry	BlackpoolPleasure Steamers,Ld.	150·0|41·0|10·9 Promenade dk134' FK	Liverpool British WB	T8Cy (2)15",(2)23"&(4)28"-18" 183NHP Cen.Mar.Eng.Wrks WHpl	11 ″ 5	BT |||| 10,35
30019 ~~124994~~ ~~GFZD~~	**Minderoo** Ref.Mchy. ssSng.2ndNo.3-3,34 2Dks(Stl) & Shade dk(Stl-teak s)	2720 2010 1636	✠100A1 Shade dk 8,35 ~~1,35~~ BS1,35 ✠LMC3,34	Sng	u	CL 1,35	1909 4mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow WB=	~~WestAustralianS.N.Co.Ld.(Bethell,Gwyn&Co.Mgrs.)~~ CellDBa98uE&B	320·2|44·3|18·2 P51'B112' ND's27 FK 46'f126'596tFPT40	Japanese 5BHptCem tAPT32t	T.3Cy.23⅝",40"&65"-45"(r) 200lb 403NHP 2SB,8cf,GS140,HS5796 FD DunsmuirJacksn&CLdGls	20 ″ 6 s 3 ″ 2¾ 17 ″ 6	
30020 DCCK	**Mineral** (exRhenus26) 1Dk	551 523 309						....	Ivers-Linie,Kom-manditGes.(Paul-sen&Ivers, Mgrs.)	188·5|23·1|13·1	Kiel German WB	C.2Cy.13"&28"-12" 22NHP P.Smit,Jr.Rotterdam		G
30021 LDOU	**Minerva** TwinSc OilEng 2Dks	5883 5373 3600					1930	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S"Corona" (H.M.Wrangell& Co.A/S)	402·1|56·2|29·2 P94tH278t	Haugesnd Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP Akt.Burmeistr&Wain,Cpn		N
30022 OHDD	— Iron (exPrestonic, exSmyrna, exEriksholm, exMagnusBroms, exYrsa, exSyria) 1Dk & Web frames Well deck	1989 1667 1154			...		1889	R.Dixon& Co. Middlesbro'	ArthurAndersson	274·8|38·2|19·0 P29'Q72'B122'F32' BK9"	Mariehmn Finnish WB	T.3Cy.21¼",34"&56"-39" 188NHP G.Clark,Sunderland	12 ″ 9	V †
30023 103 IQWH	— 1Dk	1905 1637 1093					1918	Cant.Nav. Riuniti Palermo	Soc.Anon.Sbarchi, Imbarchi e Trasporti	255·9|38·1|23·6 P26'B59'F21'	Rome Italian	T.3Cy.18¼",20¼"&40½"-27⅝" 89NHP Cant.NavaleRiuniti, Palermo		CI
30024	**Ming-Shan** (exGran-33, exKamiji Maru) 1Dk	1983 1806 1152			...		1919	Teikoku S.S.Co.Ld. Toba	SanPehStm.Nav. Co.Ld.	270·0|39·0|23·9 P16'B65'F31' FK	Shanghai Chinese WB	T.3Cy.20",33"&55"-39" 254NHP KobeSteelWks.Ld.Kobe	23 ″ 11	
30025	**Ming-Shin** (exLuenHo-35, exLi-Mao) TwinSc 1Dk & Spar dk3trB Promenade dk & Shade dk	*2868* *2270* *1735*					1905	Atel.&Ch. deFrance Dunkirk	NingShinS.S.Co. Ld.	278·2|42·9|24·8	Shanghai Chinese WB	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
30026 124981 MCZT	**Minhla** ssIst.2ndNo.3-9,34 Mchy.Aft 1Dk(Stl)2trB	1300 966 630	✠100A1 9,34 ✠LMC MS12,33 BS~~8,34~~8,35 Carrying Petroleum in bulk Fitted for oil fuel 3,09 F. P. above 150° F.	Ist	n	CL 8,34	1909 3mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	LotcoShippingCo. Ld.	200·0|34·0|17·5 P26'B32'F30' FK	London British 10BHCem WB= CellDB	T.3Cy.17",28"&46 1/16"-30" 180lb (r) 136NHP 2SB,4cf,GS62,HS2230 WllsndSlpwy.Co.Ld.Nwc. uB21'25tFPT38tAPT4t	18 ″ 6 s1 ″ 10½ 16 ″ 9½	
30027	**Minho** (exBeulah-35) Should be "Min Ho," see No. [illegible] Supplement ssOsa.2ndNo.3-2,35 Well deck 1Dk(Irn) & deep framing Mchy.Aft	932 685 491	✠100A1 6,35 ~~2,35~~ ✠LMC2,35	Osa Kob	l	CL 2,35	1908 9mo Lloyd's A&CP	ClydeS.B. &E.Co.Ld. Pt.Glasgow	FanShenHang	210·9|30·5|13·2 32·3 Q122'B9'F27' FK&BK1½" CellDBuE24'f134'227tFPT	Tsingtao Chinese 3BHCem 51tAPT8t	T.3Cy.17",28"&46"-33" (s) 180lb 151NHP 2SB,4cf,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6	
30028 LDOI	**Minister Wedel** ssBkn.No.1-35 OilEng. Mchy.Aft D.F. 1Dk(Stl) & Web frames Longitudinal framing-bracketless system	6833 5985 4022	✠100A1 1,36 ~~8,35~~ DBS9,34 ✠LMC8,34 Carrying Petroleum in bulk	Bkn Rot	a†	CL ~~2,35~~ 1,36	1930 7mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	RederiA/SNorsk Transatlantic (KarlBruusgaard, Mgr.)	416·2|58·0|32·8 P112'B32'F56' FK Trunk in wells CellDBuE35'157tDTf35'538tFPT1	Oslo Norwegian 11BHptCem 51tAPT276t	Oil Engines 2S.C.SA 4Cy.22 1/16"-85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0	
30029 LOEF	**Ministro Frers** Fitted for oil fuel Mchy.Aft 2Dks Carrying Petroleum in bulk Longitudinal framing	8868 7856 4601					1926	Ch&Atel. delaGironde Bordeaux	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	480·0|63·4|33·5 P108'B36'F36'	Bns.Ayres Argentine WB	T.3Cy.29",49"&80"-54" 470NHP Ch.&Atel.delaGirondeBdx		
30030														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length	Breadth	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30031 LOEG	**Ministro Lobos** (*ex*Danville) *Fitted for oil fuel* *2Dks& Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	4310 3808 2520			…		1920	Baltimore D.D.&SB.Co. Baltimore, Md.	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	340·1 P92'B35'F31' FK	49·2	27·1	Bns.Ayres Argentine *WB*	DR Geared Steam Turbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	
30032 128795 VLCJ	**Minmi** ssN.S.W.No.1-31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1455 1056 800	✠100A1 12,34 BS11,33 ✠LMC5,31	Syd	*p*	OG 11,33	1927 7mo *Lloyd's A&CP*	D&WHendersn&Co Ld. Glasgow	J.&A.Brown& AbermainSeaham Collieries,Ld. *CellDBuE17'*	250·0 B17'Q137'F26' FK *f159' 316t FPT44t*	37·1 *37·5*	15·3	Newcastle N.S.W. British 4*BHCem* *APT63t*	T.3Cy.19½",32½"&53"–42" 185lb (*s*) 241NHP 2SB,6*cf*,GS124,HS4272 D&W.Hendersn&CoLdGls	17 ″ 4 s 5 ″ 7 16 ″ 0½	
30033 746 ESBO	**Minna** (*ex*Copthorne) ssTln.No.2-31 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1365 1222 810	✠100A1 4,34 BS~~4,31~~ 6,36 ✠LMC6,31	Tln	*o*	CL ~~8,32~~ 7,35	1923 4mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*) *CellD*	234·2 P16'Q67'B58'F23' FK *B192' 381t FPT40t*	35·5	16·7	Käsmu Estonian 4*BHCem* *APT36t*	T.3Cy.18¼",28½"&48¼"–33" 180lb (*s*) 179NHP 2SB,6*pf*,GS104,HS3236 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
30034 DMAL	**Minna Cords** Sub.Sig. 1*Dk*	951 830 552					1921	Atlas WerkeA.G. Bremen	Dmpfsch.Ges.Aug. Cords,G.m.b.H.	223·9 P29'B63'F23'	32·8	14·1	Rostock German *WB*	T.3Cy.15⅓",25⅓"&41$\frac{7}{10}$"–25⅗" 89NHP AtlasWerkeA.G.Bremen		G
Broken up 30035 220814 ~~KDKK~~	**Minnekahda** Ⓟ Trp4MstSp D.F. *Ref.Mchy.* 4*Dks& Shelter dk* Sub.Sig. *Cruiser Stern*	17281 15653 10208					1917	Harland& Wolff,Ld. Belfast	~~AtlanticTransport Co.ofWestVirginia~~	620·5 *BonShelter dk285'*	66·4	47·3	~~NewYork~~ ~~Utd. States~~ British *WB*	T.8Cy.(2)30",(2)47½"&(4) 54"–54"& 1 LP Turbine Harland&Wolff,Ld.Bel.		
30036 218741 KIVB	**Minnequa** *Fitted for oil fuel* GyC. *2Dks& Web frames* Sub.Sig. E.S.D. D.F.	5165 4740 3168			…		1919	American Internation'l S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore andMcCormack Co. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
30037 210534 WACL	**Minnesotan** ssS.Fo.No.3-1,32 *2Dks*(*Stl*)*& Shelter dk*(*Stl*) *3rd dk in No.1 hold & Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	5205 4750 3146	✠ … 11,34 ✠	SFo	*a*†		1912 9mo	Maryland SteelCo. Sparro'Pt Md *Inte*	American HawaiianS.S.Co. *rmediate 'tween de* *No. 2* *CellD*	407·7 FK *ck B H in* *Coll* *hold dispensed with* *Ba122'uE&B54' f1*	53·7	28·1	NewYork Utd.States *Cem* *BHto Sh dk* 5 ,, ,, *U* ,, 1 ,, ,,2*nd*,, 66'1234*t DT*	Q.4Cy.25½",37¼",53½"&78"– 54" 665NHP 3SB,12*cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt. *only* *f30'866t FPT125tAPT52t*	31 ″ 6	R †
30038 137396 GPWD	**Minnie de Larrinaga** ssMch.No.3-2,27 ssCff.No.2-35 ~~ssMch.No.1-31~~ 2*Dks*(*Stl*)*& Shelter dk*(*Stl*)	5046 4642 3200	✠100A1 *-Shelter dk* *withfreeboard* 7,35 ~~10,33~~ BS9,33 ✠LMC~~10,31~~ 11,34 MS7,35	Mch Cff	*z*	CL 10,33	1914 9mo *Lloyd's A&CP*	Russell& Co. PortGlasgow 1*Intermedi*	LarrinagaS.S. Co.Ld. *ateBH&1'tween dk* *WB=CellDBa*	420·0 *BH dispensed with* 135'*uE&B51'f179'*	54·0	25·8	Liverpool British *Cem* 4*BHto Udk* 1 ,, ,, *Shel* 1340*t DTa*	T.3Cy.26",43$\frac{7}{16}$"&70"–48"(*r*) 180lb *110lb* 451NHP 2DB,12*cf*,GS194,HS8104 Rankin&Blackmore,Grk. *ter dk&1BHto2nd dk only* 42'1060*tFPT73tAPT32t*	28 ″ 5 s 3 ″ 6¾ 25 ″ 1	
30039 120501 GCBN	**Minnie Moller** (*ex*Kauri, *ex*Harmony) 1*Dk&deep framing*	2833 2697 1830			…		1905	Furness, Withy&CoLd WHartlepool	~~N.E.A.Moller (Moller&Co. *Mgrs.*)~~ MollerLine, Ld.	325·1 P24'B94'F32' FK	47·0	22·3	Shanghai British *WB*	T.3Cy.23",40"&65"–42" 304NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
30040 137239 VJTG	**Minnipa** Ⓟ ssAdl.No.2-35 *OilEng.* ~~ssAdl.No.1-31~~ 2*Dks*(*Stl–Weather dk*–teak s) *Ref.Mchy.*	1977 1581 986	✠100A1 *withfreeboard* DBS9,35 10,35 ~~11,34~~ ✠LMC11,34 ~~DBS9,34~~ ~~✠LMC(M)4,34~~	Mel	*r*	CL ~~11,34~~ 10.35	1927 5mo *Lloyd's A&CP*	Akt.Bur- meistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld. *CellDB188'293tF*	253·1 F29' FK&BK¾" *PT57tAPT69t* (*Co*	39·9	22·0	P.Adelaide British 5*BH* *ll* ,, *to W dk*)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 473NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	24 ″ 3 s 9 ″ 1 15 ″ 8	
30041 147193 MLJN	**Minorca** (*ex*Aughton,*ex*Lysland) ssLth.No.3-7,34 *Well deck* 1*Dk*(*Stl*)	1123 854 594	✠100A1 8,35 ~~7,34~~ ✠LMC7,34 BS8,35	Lth	*n*	CL ~~5,33~~ 7,35	1921 5mo *Lloyd's A&CP*	OuseS.B. Co.Ld. Goole	Leith,Hull&Hamburg SteamPacket Co.Ld.(J.Currie& Co.*Mgrs.*) *C*	220·0 Q77'B54'F23' FK *ellDB178'223tFPT*	35·1	13·8	Leith British 4*BHCem* 41*tAPT72t*	T.3Cy.18",29"&50"–33" (*s*) 180lb 160NHP 2SB,4*pf*,GS73,HS2520 Earle'sCo.Ld.Hull	15 ″ 10 s 1 ″ 2 14 ″ 10	
30042 DONU	**Minos** *Ref.Mchy.* Wireless 1*Dk*	718 549 398					1913	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	185·9 B46'Q64'F23'	28·3	12·8	Bremen German *WB*	T.3Cy.13",21"&34⅖"–23⅗" 58NHP A.G."Weser,"Bremen		G
30043 UOWY	**Minsk** (*ex*Murla-32,*ex*BaronOgilvy, *ex*Forst) 2*Dks*	5949 5428 3686					1918	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·4 P&B377'F52'	58·2	27·0	Odessa Russian *WB*	Q.4Cy.28½",40",57½"&82½"– 54" B*made*16 500NHP FlensburgerSchiffsb.Ges.		G
30044 OUJC	— 1*Dk*	1229 1055 708					1911	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·4 P157'F26'	37·2	15·1	Middelfart Danish *WB*	3Cy.25"–36" Akt.Burmeistr&Wain,Cpn		V
30045 147700 MLZJ	**Minster** TwinSc *CruiserStern* 1*Dk*	682 625 267					1924	D&WHen- dersn&Co.Ld Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
30046 162563 GNBC	**Miocene** (*ex*Eocene) Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	2153 1875 1175					1911	American S.B.Co. Cleveland,O.	LotcoShippingCo., Ld.	250·0 P92'F52'	43·1	20·7	London British *WB*	T.3Cy.19",31"&54"–42" 189NHP AmericanS.B.Co.Clevelnd		V
30047 LIXT	**Mione** (*ex*Maranoa-35,*ex*Eromanga) ssSyd.No.3-7,33 1*Dk*(*Stl*)*& Shelter dk*(*Stl*) *& Web frames* *Longitudinal framing*	3359 3013 1922	✠100A1 *Shelter dk* *withfreeboard* BS4,36 1,36 ~~1,35~~ ~~BS5,35~~ ~~BS11,34~~ ✠LMC~~1,33~~5,35 ✠NB6,21*refitted*4,36	Kob	*v*	CL 1,35	1921 4mo A&CP	GovtDkyd. Newcastle, N.S.W.	PacificShippingCo. Ld. A/S(Johan Gran,*Mgr.*) *CellDB277'884t*	331·0 FK *Collision* *FPT118tAPT204t*	47·9	23·5	Bergen Norwegian *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"–45" (*s*) 180lb 400NHP 2SB,6*cf*,GS123,HS5634 FD Govt.DkydNwcastle,NSW	26 ″ 1 ~~s 2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4 23″11¾	
30048 1598 IBDW	**Mira**(*ex*Gabon-35,*ex*Milanese, *ex*Merchant) D.F. 1*Dk& Spar dk&deep framing*	3615 3423 2277			…		1908	C.Connell &Co.Ld. Glasgow	TitoCampanella Soc.diNav.	363·0 349·3 P31'B102'F34'27·1 FK	46·0	18·1	Genoa Italian *WB*	T.3Cy.21",35"&58"–48" 292NHP Dunsmuir&JacksonLd.Gls	29 ″ 6	I †
30049																

1 Numero d'Ordre / Numero Official / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Depuis Cert. Ref. Trade.
30050 7637 SFNG	**Mira** (exAlfredHage) 1Dk	1524 1242 841					1904	Helsingörs Jernsk&Msk Elsinore	RederiA/B Wallonia(MorganWedlin, Mgr.)	246·6|37·4|15·8 P17'Q73'B106'F28'	Hlsngborg Swedish WB	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		G
30051 LELV	— Ⓟ 2Dks&Awng dk3tr B	1152 1078 690	✠ 6,91 ✠	Gls	l		1891 6mo	A&J Inglis Glasgow	DetBergenske Dampskibsselskab	221·7|30·1|15·1 H74t 22·3 len07 BK7"	Bergen Norwegian WB	T.3Cy.20",32"&52"–36" 188NHP 2SB,6rf,GS214,HS3200 A.&J.Inglis,Glasgow	23 ″ 2	
30052 319 OHCH	— Ⓟ ssHfs.3rd.No.3–5,35 (exVirgo) ~~ssHfs.2ndNo.3–7,22~~ ~~ssHfs.No.2–30~~ Wireless 1Dk(Irn)&Awng dk	820 — 445	✠100A1 Awng dk withfreeboard ~~5,35~~ ~~5,84~~ 5,36 ~~BS5,34~~	Lbc Hfs BS5,36 5,35 ✠LMC~~4,30~~	j	CL ~~N5,32~~ 4,35	1898 12mo	Grangmth Dockyard Co. Grangmouth Lloyd's A&CP	FinskaÅngfAktieb	179·4|28·3|18·8 BK7" Cell DBuE&B40'32t	Helsingfrs Finnish 4BHCem APT27t	T.3Cy.15",~~25"&40~~"–30" (s) 160lb 25¼"&40⅟₁₆"101NHP 2SB,4pf,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s7 ″ 6½ 14 ″ 2½	
30053 CSHK	**Mira-Terra** (exPorto, exWestminster ssBgs.No.3–11,25 Bridge,exPoeldiep) ssLis.No.2–33 Mchy.Aft Well deck 1Dk(Stl)	504 367 255	100A1 5,36 ~~2,35~~ BS~~11,34~~ 12,35	Lis LMC5,33	h	2,35	1919	Gebr.Boot Leiderdorp Lloyd's A&CP	Soc.Geral deComercioIndustria e Transportes,Ltda.	163·8|25·8|10·4 Q57'B11'F22' FK CellDBf92'116t	Lisbon Portuguese 3BHCem FPT23t	T.3Cy.13",21"&34"–24" (s) 178lb 90NHP 1SB,3cf,GS45,HS1860 KoninklijkNederl. Grossmederij Leiden	12 ″ 10 s ″ 10½ 12 ″ 0	
30054 PFZY	**Mirach** 1Dk	3530 3263 2139					1917	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4|49·9|22·1 P24'B214'F34'	Rottrdam Dutch WB	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
30055 EAHD	**Miraflores** (exSalazar, exWarSirocco) ssBbo.No.3–3,31 ssBbo.No.1–35 1Dk(Stl) Cargo battens not fitted	3209 2866 1918	✠100A1 12,35 ~~3,35~~ ✠NB01refitted3,35 BS4,36	Bbo Rot ✠LMC3,35	u	CL ~~6,33~~ 12,35	1919 1mo	Irvine'sSB &D.D.Co.Ld WHartlepool Lloyd's A&CP	Cia.Nav. Vascongada	331·1|46·8|23·2 P33'B100'F28' FK CellD B284'699t FPT110t	Bilbao Spanish 7BHptCem APT121t	T.3Cy.25",41"&68"–45" (s) 160lb 302NHP 2SB,6cf,GS113,HS4404 Richardsons,Westgarth &Co.Ld.Hpl	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
·30056 145445 VPLF	— ssN.Os.No.3–6,35 ~~ssN.Yk.No.2–29~~ Ref.Mchy. 1Dk(Stl-ws)&Shelter dk (Stl-ws)2nd dk in holds	2158 1909 1201	✠100A1 Shelter dk withfreeboard 6,35 ~~5,32~~ ~~BS2,34~~ Fitted for oil fuel 5,21 F.P. above 150° F.	Phl N.Os BS6,35 MS7,34 ✠LMC~~11,34~~	r	CL ~~10,30~~ 5,35	1921 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	MarymiraCo.Ld. (StandardFruit& S.S.Co.Mgrs.)	270·7|39·0|14·7 FK CellDB196'357t DTa16'140t FPT	Kingstn,J. British ptCem Collision BH to S dk 3 „ „ U „ 36t APT28t	T.4Cy.20½",33"&(2)37"–30" 190lb 125lb (s) 305NHP 2SB,6cf,GS137,HS5250 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	25 ″ 0 ~~5 ″ 6~~ ~~20 ″ 6~~ s5 ″ 3½ 20 ″ 1½	
30057	— Now "Elton" see No. 37962 in Supplement (exEidsfjeld, Fitted for oil fuel exOlofBrodin) 1Dk	1851 1597 1072					1919	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·0|42·1|17·9 P22'B71'F29'	Odessa Russian WB	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
30058	**Miramar** (exCargoShipper, exKwiek,exGebroeders OilEng. BodewesX) ssYar.No.3–7,25 ssB.As.No.1–29 Mchy.Aft 1Dk(Stl)	301 274 240	8,29	BAs			1919	Gebr.G&H Bodewes Martenshoek	Gourinski&Co. Fonda&Ranucci	136·0|24·5|11·2 P26' FK	Bns.Ayres Argentine	Oil Engines 2S.C.SA 4Cy.12"–14" NE21 54NHP Vickers,Petters,Ld.Ips.	11 ″ 6	V †
30059 LELW	**Miranda** 1Dk	1328 1144 754					1920	Huiskens& vanDijk Dordrecht	D/S A/S Miranda (S.Sunde)	237·0|37·2|16·0 P53tH88t	Bergen Norwegian WB	T.3Cy.16½",29"&46"–36" 127NHP Huiskens&vanDijk		N
30060 PUCU	— Ⓟ TwinSc Mchy.Aft Wireless 1Dk	1108 810 505					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1|36·1|11·3 Q79'B62'F39'	R.Janeiro Brazilian	T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls.		
30061 TUNC	— (exOuezzan,exGertrud Fitted for oil fuel Schünemann,exHelmo 1Dk Hemsoth) Wireless	1085 800 620					1920	N.V.Wilh. Hemsoth's Schps.enMch Delfzijl	Cie.Générale Transatlantique	211·6|34·3|13·8 P12'Q45'B65'F31'	Havre French WB	T.3Cy.16⅝"26⅝"&43⅟₁₆"–27⅜" 100NHP DresdnerMsch.&Schiffsw. UbigauA.G.		V
30062 CSBH	**Mirandella** (exFernãoVeloso, exKhalif) ssLis.2ndNo.3–5,27 ssLis.No.2–35 Well deck 2Dks(Stl-Udkws)	5179 4765 3805	100A1 9,35 ~~1,35~~ BS1,36	Lis LMC1,35		CL N1,35	1906	Bremer Vulkan Vegesack Lloyd's A&CP	Soc.Geral deComercio,Industria e Transportes,Ltda. Intermediate 'tween dkBHinfwd hold dispensed with	409·3|52·7|28·0 P&B260'F50' FK CellDB356'1204t DTf24' 620t FPT	Lisbon Portuguese Asp 6BHtoU dk 1 „ „2nd „ 82tAPT14t	Q4Cy25½"34⅜"50½"&73"–54" 227lb (s) 605NHP 4SB,12cf,GS206,HS8640 FD BremerVulkan,Vegesack	30 ″ 10 s 5 ″ 1½ 26 ″ 0	
30063 160406 GNMQ	**Mirani** ssSyd.No.2–36 ~~ssBsb.No.1–32~~ Wireless Well deck 1Dk(Stl-ws)	739 509 381	✠100A1 3,36 ~~9,32~~	Bsb Syd ✠LMC~~1,32~~ 3,36	k	CL ~~9,32~~ 3,36	1928 4mo	Grangm'th Dkyd.Co.Ld. Gr'ngemouth Lloyd's A&CP	Burns,Philp&Co. Ld.	180·0|31·1|11·3 Q46'B55'F29' FK CellDBa&uE44'f84' 188t FPT 15t	London British 4BHCem APT20t	T.3Cy.~~12½~~ 12⅝",21"&34"–24" (s) 200lb 100lb 62RHP 1SB,3cf,HS1995 McKie&Baxter.Ld.Gls.	13 ″ 6 s ″ 9½ 13 ″ 0¾	
30064 143680 MKPN	**Miriam Thomas** ssBkn.No.3–3,34 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	430 276 179	✠100A1 ~~1,35~~ ~~3,34~~ 1,36 BS~~1,34~~2,35	Bkn ✠LMC MS3,34	f	CL ~~1,33~~ ~~2,33~~ 9,35	1920 10mo	ColbyBros. Ld. Lowestoft Lloyd's A&CP	~~ThomasCoasters, Ld.~~O.H.Thomas	142·4|24·1|10·6 Q81'B9'F19' BK7"	Liverpool British 3BHCem FPT28t	C.2Cy.17"&36"–27" (s) 130lb 77RHP 1SB,3cf,GS44,HS1468 ShieldsE&DD.CoLd.N.Shl	11 ″ 6 s 4 ″ 2 11 ″ 11	
30065 LCTP	**Mirlo** ssOsl.No.3–3,34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	7455 6887 4415	✠100A1 ~~3,35~~ 12,35 BS3,35 Carrying Petroleum in bulk Fitted for oil fuel 1,22 F.P. above 150° F.	Osl Gal ✠LMC3,34	b†	CL N3,34	1922 1mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Wilh.Wilhelmsen	441·0|57·5|34·1 P95'B32'F45' FK CellDBuE&B50'152t DTf43' 448t	Tönsberg Norwegian 18BHptCem (11 to U dk 7 „ 2nd „)	T.3Cy.28",46"&77"–51" (s) 180lb 574NHP 3SB,9cf,GS204,HS8331 FD Armstrong,Whitworth& Co.Ld.Nwc. FPT135t APT42t	41 ″ 5	
30066 7407 SFOA	**Mirrabooka** Ⓟ TwinSc OilEng. ssMmo.No.1–32 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in forwd.holds Cruiser Stern	5739 4834 3305	✠100A1 withfreeboard ~~6,35~~ ~~1,35~~ 12,35 ~~DBS5,34~~ DBS1,36	Got ✠LMC CS1,33 4,32	b†	OG ~~12,32~~ 6,35	1928 1mo	A/BGötaverken Gothenburg Lloyd's A&CP	Rederiaktieb. Transpacific (G.Carlsson,Mgr.)	448·8|57·1|23·5 F105' FK CellDB373'1561t Tanks in way of tunnels729t FPT83t APT61t	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29½"–59⅟₁₆" 978NHP DB85lb A/B Götaverken,Got.	30 ″ 10 s 4 ″ 2 26 ″ 10	
30067 147509 GDFL	**Mirror** TwinSc CableVessel ~~ssBly.No.2–31~~ D.F. 2Dks(Stl)&Udk(ptStl- CruiserStern ptteaks) ssFal.No.3-11,35	1850 1671 656	✠100A1 withfreeboard 11,35 ~~1,35~~ ~~MS9,32~~ Fitted for oil fuel 7,23 F.P. above 150° F.	Fal MS11,35 ✠LMC BS5,35	q	CL 4,35	1923 7mo	J.Brown& Co.Ld. Clydebank Lloyd's A&CP	EasternTelegraph Co.Ld.	259·2|37·2|22·9 B89' FK CellDBa32'uE21'f117'230t DTf6'27t Tanks at sides of tunnels19'29t FP	London British 5BHptCem T9t APT44t	T.6Cy.15",24½"&40"–30" (s) 180lb 320NHP 3SB,9cf,GS139,HS5382 FD J.Brown&CoLd Clydebank	25 ″ 0 s7 ″ 3 18 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in R. Date of B. of Trade Cert.
30068 118659 GBXK	**Mirupanu** (*ex*Leafield-32) *ss*Gls.No.3-5,19 *ss*Gls.No.2-27 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	2539 2388 1616	✠ 6,32	Ard	*t*		1905 6mo	WoodSkinner&Co.Ld. Newcastle	MirupanuS.S.Co. Ld. *CellDBa80'uE30'f136'688tFPT109tAPT108t*	313·3 P26'B96'F27'	45·0	20·5 FK	Glasgow British 5*BHCem*	T3Cy.23",37½"&61½"-39" NDB24 266NHP 2SB,6*cf*,GS122,HS4230 N.E.MarineEngCoLd.Nwc	23 " 0	V †
30069 145453 GFBK	**Mirzapore** D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Cruiser Stern* *Longitudinal framing*	6715 6261 4135	✠ 8,21 ✠	Nwc	*a*†		1921 8mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB335'* *1442tDTa31'1080tFPT112tAPT247t*	412·2 P42'F36'*on Shelter dk*	55·8	34·7 FK	Newcastle British *Cem* 6*BHtoSh dk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft 600NHP 3SB,9*cf*,GS190,HS7890 C.A.Parsons&Co.Ld.Nwc.	38 " 1	
30070 29706 JPTA	**Misaki Maru** (*ex*Australcrag, *ex*Strathleven) *ss*Kob.2ndNo.3-3,33 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4422 4107 3277	✠100A1 *Spar dk* ~~4,35~~ ~~4,34~~3,36	Kob ✠LMC~~4,34~~ 3,36 ~~4,35~~	*x*	CL ~~5,33~~ 3,36	1907 10mo *Lloyd's CP*	W.Hamilton&Co.Ld. Pt.Glasgow	MatsuokaKisen K.K. *CellDBa122'u42'E&Bf168'1091tAPT113t*	376·3 P27'B92'F40'	52·3	17·4 25·4 FK	Fuchu Japanese 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 " 0	
30071 19238 JDQC	— Wireless 1*Dk*	1172 1009 791					1916	Harima S.B.Co.Ld. Harima	HamaneShoten K.K.	223·0	33·0	18·0	Amagasaki Japanese *WB*	T.3Cy.$14\frac{9}{16}$",$24\frac{3}{8}$"&$40\frac{1}{16}$"-30" 88NHP OkamotoTozaburo,Osaka		
30072 19574 JBRG	**Misaki Maru No. 2** 1*Dk*	765 651 543					1917	Hakodate DockCo. Hakodate	WadaGonjiro	180·0 P19'B43'F28'	29·0	16·5	Hakodate Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP OsakaIronWrks Ld.Osaka		
30073 216821 WJAO	**Missoula**, (*ex*M.J.Scanlon). *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Now "Malamton," see No. 39059 in Supplement*	4554 3880 2721					1918	New York S.B.Corp. Camden,N.J.	HammondLumber Co.	362·3	51·2	32·2	S.Frncisco Utd.States *WB*	T.3Cy.$24\frac{17}{32}$",$38\frac{13}{16}$"&67"-45" 301NHP NYorkSBCorp.CamdenNJ		R
30074 FNTC	**Missouri** D.F. 3*Dks*&*Awng dk*	6773 — 4039					1920	Ch.&Atel. deSt.Nazaire Rouen	Cie.Générale Transatlantique	397·0 F43'	53·7	37·9	Havre French *WB*	T.3Cy.27½",44½"&75"-51" 400NHP Ch.&Atel.deSt.Nazaire		V
30075 200861 WQDK	— Ⓟ *Mchy.Aft* 2*Dks*&*Awngdk*	2434 — 1484					1904	Chicago S.B.Co. Chicago	Wisconsin& MichiganS.S.Co.	225·0	40·1	24·5	Milwaukee Utd.States	T.3Cy.20",33"&54"-36" 175NHP ChicagoS.B.Co.Chicago		
30076 222236 WACM	**Missourian** TwinSc *OilEng.* *ss*Bos.No.2-30 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)2*nd dk*(*Stl*)*in forward holds*	5908 5469 3650	✠ ... 3,34 ✠	SFo			1922 6mo *CellDB380'1*	Merchant S.B.Corp. Chester,Pa.	American-HawaiianS.S.Co. *493tDTf28'874tFPT231tAPT185t*	445·1	59·8	36·4 FK Coll	NewYork Utd.States 8*BHptCem* *BH to Sh dk* 6 „ „ *U* „ 1 „ „2*nd*„	Oil Engines 4S.C.SA 12Cy.29⅜"-45¼" 987NHP W.Cramp&SnsS&EBCPhl. *only*	39 " 0	R †
30077 145403 MLPW	**Mistley** *Mchy.Aft.* 1*Dk*	487 326 202					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransport Co.Ld.(F.W. Horlock,*Mgr.*)	144·0 Q83'B9'F19'	25·2	11·1	Harwich British *WB*	T.3Cy.12",20"&34"-23" 55NHP Allen,Sons&CoLd.Bedford		C
30078 219420 KOTF	**Mitchell** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5510 4971 3387			...		1920	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F43'	54·2	30·4 FK	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
30079 144390	**Mitiaro** (*ex*Océanien,*ex*JollyHelen, *ex*Farnham) *ss*Lon.No.1-23 *Well deck* 1*Dk*(*Stl*) Dismantled & Sunk	402 285 195	✠ 12,24 ✠	Hav	*f*		1920 1mo	N.V.Werf Hubertina Haarlem	Burns,Philp (SouthSea)Co.Ld. *Cell*	140·5 Q51'B42'F18' *DBuE17'24tFPT*	23·7	11·8 FK	Tulagi British 4*BHCem* 29*tAPT34t*	T.3Cy.11⅜",17¾"&29½"-24" 61RHP 1SB,2*cf*,GS36,HS1119 N.V.WerfHubertina, Haarlem	11 " 8	
30080 FOVM	**Mitidja** (*ex*Mundale,*ex*Luristan) D.F. 1*Dk*&*Spar dk*&*deep framing*	3351 3086 2098			...		1906	W.Hamilton&Co.Ld. Port Glasgow	LesCargos Algériens,Soc. Anon.	358·0 P25'B86'F41'	45·2	16·3 24·3 FK	Dunkirk French *WB*	T.3Cy.25",41"&67"-45" 364NHP D.Rowan&Co.Glasgow	26 " 10	V †
30081 28097 JMVD	**Mito Maru** TwinSc *ss*Yka.No.3-4,36 ~~*ss*Yka.No.3-3,34~~ 2*Dks*(*Stl*)	7061 6450 4358	✠100A1 4,36 ~~9,34~~ ~~10,35~~ ~~BS9,34~~ ~~10,35~~ *Carrying oil fuel F.P. above 150° F.*	Yka ✠LMC~~8,33~~ 10,35	*b*†	CL ~~P8,33~~ S3,34 P4,36	1921 2mo *Lloyd's A&CP in DB & forward DT*	Yokohama DockCo. Yokohama	NipponYusenK.K. *CellDB392'1334tDTa42'1337tDTf27'1002tFPT73tAPT58t*	445·0 P35'B135'F35'	58·0	34·0 FK	Tokio Japanese 7*BHptCem*	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 " 0 s 7 " 6½ 26 " 8	
30082 ~~PGAD~~	**Mitra** *ss*Rot.2ndNo.3-8,35 ~~*ss*Shl.No.3-9,24~~ *Mchy.Aft* ~~*ss*Rot.No.2-33~~ D.F. 2*Dks*(*Stl*)&*Webframes* *Now "Libertador," see No. 38921 in Supplement*	5573 4972 3316	✠100A1 8,35 ~~11,34~~ ~~BS2,34~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,12 F.P. above 150° F.*	Ams Rot ✠LMC~~4,33~~ 8,35	*z*	CL ~~4,33~~ 7,35	1912 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	EstrellaMaritima S.A.deNavegacion y Comercio *WB = CellDBuE&B77'128t DTf50'521tFPT72tAPT106t*	406·5 P110'B33'F38'	51·3	28·9 FK	Bns.Aires Argentine 15*BHCem* (10 *to Udk* 5 „ *Mdk*)	T.3Cy.26½",43"&72"-48" (*s*) 180lb 449NHP 3SB,9*cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 " 0 s 5 " 0 26 " 3¼	
30083 LELX	— *ss*Ham.No.1-35 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* *Rudder electrically welded* *Strengthened for Navigation in Ice*	1121 889 545	✠100A1 ~~5,35~~ ~~10,34~~10,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 10,31 F.P. above 150° F.*	Rot ~~Shl~~ Ham ✠LMC~~10,31~~ 11,35	*n*	CL ~~4,33~~ 10,35	1931 10mo	Deutsche WerftAG Bet Finkenwrder Hamburg	Dampskslsk. MarnaA/S(Sigurd Owren,*Mgr.*) *Intermediate bulkheads in centre tanks electrically welded* *CellDB148'299tDTf20'37tFPT72tAPT32t*	228·9 P78'F27'	36·2	13·3 FK	Oslo Norwegian 11*BH*	T.3Cy.$17\frac{5}{16}$",$27\frac{9}{16}$"&$45\frac{11}{16}$"-$27\frac{9}{16}$" (*s*) 213lb 194NHP 2SB,4*cf*,GS73,HS3054 FD A Borsig,Berlin-Tegel	15 " 9	
30084 39506 JCDI	**Mitsu Maru** *OilEng.* 1*Dk*	331 — 245					1934	Matsuura Ryoichi Higashino	KitaKyushu ShosenK.K.	119·2	23·1	12·6	Izuhara Japanese	Oil Engines		
30085 22663 JEZI	**Mitsu Maru No. 1** 1*Dk*	972 — 553					1918	Shindo Teizo Osaka	ArataTakichi	190·0	31·0	18·5	Tokio Japanese	T.3Cy13",21¾"&36"-27" 67NHP ShindoTekkosho,Osaka		
30086 14179 JDBD	**Mitsuki Maru** (*ex*SaintBede) *ss*Hak.No.3-9,11 *ss*Kob.No.2-19 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	3651 3333 2282	✠ 6,24 ✠	Kob	*w*		1899 3mo	W.Pickersgill&Sons Sunderland *WB = CellDBa110uE&B38'f144'815tAPT48t*	SakaiKisenK.K.	350·0 P31'B100'F33'	46·2	17·6 25·6 FK	Tokio Japanese 6*BHCem*	T.3Cy.23½",39"&66"-45" NDB22 320NHP 2SB,6*cf*,GS97,HS3998 G.Clark,Ld.Sunderland	28 " 1	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Macr.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade.
30087 DIDR	**Mittelmeer** ssHam.No.2-35 ~~ssHam.No.1-32~~ D.F. OilEng Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	6370 5783 3658	✠100A1 ~~5,35~~ ~~7,34~~ 10,35 ✠LMC CS10,35 10,35 CarryingPetroleum in bulk	Ham DBS10,35		CL ~~5,33~~ 9,35	1927 6mo Lloyd'sA&CP	Akt.Ges. "Weser" Bremen	BremerÖlTransportG.m.b.H. (J.T.Esseberger) G.m.b.H.Mgrs.) CellDB&uE64'142tDTf25'164tFPT171tAPT151t	412·8|55·1|32·8 P123'B23'F41' FK	Hamburg German 18BHptCem 6 „ to 2nd dk	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-$55\frac{1}{8}$" 438NHP 2WaterTubeDB200lb Akt.Ges."Weser"Bremen	32 ″ 9	
30088 LIXU	**Mitwo** (exProspector-35, exCanadian ssMtl.No.3-11,33 Prospector-34) 2Dks(Stl)	5492 4894 3380	✠100A1 ~~4,35~~ ~~8,34~~ 4,36 ~~BS4,34~~ BS4,36	Phl Kob ✠LMC~~4,33~~ 4,35	y	CL ~~4,33~~ 3,36	1920 6mo Lloyd'sA&CP	JCoughlan &Sons,Ld. Vancouver, B.C.	PacificShipping Co.Ld.A/S(Johan Gran,Mgr.) CellDB334'1026tFPT149tAPT31t	400·0|52·4|28·8 P49'B113'F40' FK	Bergen Norwegian 6BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD D.Rowan&Co.Ld.Gls.	31 ″ 0 s 5 ″ $11\frac{1}{4}$ 25 ″ $3\frac{1}{4}$	
30089 139159 GVSV	**Mixol** ssGib.No.3-11,35 ~~ssGib.No.2-26~~ Mchy.Aft 2Dks(Stl)&Webframes	1977 1584 1053	✠100A1 11,35~~3,26~~ CarryingPetroleum in bulk Fitted for oil fuel 10,16 F.P. above 150° F.	Gib 11,35 ✠LMC~~6,26~~		CL ~~7,29~~ 7,35	1916 10mo Lloyd'sA&CP	CaledonS. B&E.Co.Ld Dundee	TheAdmiralty CellDBuE&B61'66tDTf33'157tFPT46tAPT59t	270·0|38·7|21·9 P97'B25'F57' FK	London British 14BHptAsp (9 „ toU dk 5 „ „2nd „)	T.3Cy.20",33"&54"-36" (s) 180lb 362NHP 2SB(FD)&1AuxSB,8cf, HS6370 CaledonSB.&E.Co.Ld.Dun	23 ″ 4 ~~s2 ″ 11~~ ~~20 ″ 8~~ s2 ″ 6 21 ″ 0	
30090 32655 JUPB	**Miyadono Maru** (exArgalia, exWarKestrel) ssKob.No.3-10,31 2Dks(Stl) Cargo battens not fitted in 'tween dks	5190 4776 3199	✠ ••• 1,36 Fitted for oil fuel 5,21 F.P. above 150° F.	Kob ✠[illegible]	y	CL 11,33	1918 7mo Lloyd'sA&CP	Craig,Taylor&Co.Ld. Stockton	TatsuumaKisen K.K. CellDB336'1077tFPT121tAPT179t	400·1|52·3|28·5 P49'B113'F40' FK	Nishinomiya Japanese 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0	
30091 17079 JFDA	**Miyako Maru** Ⓟ Wireless 2Dks	974 761 569					1914	OsakaIron Works Osaka	OsakaShosenK.K.	189·9|32·0|18·5 P22'B69'F31'	Osaka Japanese WB	T.3Cy.15",25"&42"-30" 96NHP OsakaIronWorks,Osaka		
30092 24358 JARA	**Miyaura Maru** Well deck 1Dk	1856 1334 1092			...		1919	Mitsubishi ZosenKaisha Ld.Nagasaki	KinkaiYusenK.K.	250·0|37·7|20·5 P&B132'F33' FK	Tokio Japanese WB	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&48"-36" 188NHP Mitsubishi ZosenKaishaLd	20 ″ 6	
30093 27312 JIZB	**Miye Maru** 2Dks	2914 2673 1761			...		1920	TobaShipyard Toba	KinkaiYusenK.K.	305·0|43·7|27·2 P23'B92'F33' FK	Tokio Japanese WB	T.3Cy.23",38"&64"-48" 352NHP TanakaEng.Co.Osaka	27 ″ 3	
30094 9363 JPXB	**Miyo Maru** (exHelios) Wireless 1Dk	1450 1259 891					1897	Wood, Skinner&Co. Newcastle	KwonanKisenK.K.	236·9|35·1|20·7 B30'F28'	Tokio Japanese WB	T.3Cy.$18\frac{7}{8}$",30"&49"-33" 138NHP N.E.MarineEngCoLdNwc		
30095 5628 SFNK	**Mjölner** 1Dk	976 736 376					1914	LindholmensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	225·0|36·0|13·2 P130'H118tF55'	Stockholm Swedish WB	T.3Cy.18",$29\frac{13}{16}$"&$48\frac{13}{16}$"-$29\frac{1}{2}$ 98NHP Emade88refitted32 W.LindbergsA/B,Skm.		V
30096 OXMS	**—** Ⓟ (Icebreaker) Wireless D.F. 1Dk	503 412 202					1890	Helsingörs Skibsbyggri Elsinore	DeDanskeStatsbaner	140·0|33·3|14·7 Q28t B29t F13t	Helsingör Danish WB	C.2Cy.$29\frac{1}{2}$"&$55\frac{3}{4}$"-32" 144NHP HelsingörsMaskinbyggeri		
30097 OZOD	**—** Ⓟ Wireless 1Dk	302 241 121					1930	Svendborg Skibsv.Af 1926A/S Svendborg	A/S Sydfyenske Dampskibsselskab	141·1|27·3|9·4	Nakskov Danish WB	C.4Cy.(2)$11\frac{7}{16}$",&(2)$24\frac{7}{16}$"- $24\frac{7}{16}$" 49NHP Christiansen&Meyer, Harburg		V
30098 220436 KDCE	**Mobile City** ssBal.No.3-4,32 1Dk(Stl)&Shelter dk(Stl) &Webframes GyC. Longitudinal framing	6157 5705 3801	✠100A1 Shelter dk withfreeboard ~~5,35~~ ~~1,35~~ 11,35 ~~BS1,35~~ Fitted for oil fuel 9,20 F.P. above 150° F.	Bal BS11,35 ✠LMC4,32	z	CL 1,35	1920 9mo	Chickasaw S.B.&CarCo Chickasaw, A&CP Ala.	IsthmianS.S.Co. CellDB331'1508tFPT187tAPT173t	395·5|55·0|31·4 P45'B110'F38'on Shelter dk FK	NewYork Utd.States ptCem 6BHtoSh dk	T.3Cy.$24\frac{5}{8}$",$41\frac{1}{2}$"&72"-48" 210lb (s) 587NHP 3SB,9cf,GS181,HS8919 FD Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 11 s7 ″ $10\frac{3}{4}$ 27 ″ $2\frac{3}{4}$	
30099 148653 GLNF	**Mobiloil** ssLon.No.2-33 1Dk(Stl)2nd dk(Stl) inNos.3, Mchy.Aft 4,5&6 tanks&Webframes D.F. GyC. Longitudinal framing	5090 4623 2961	✠100A1 ~~6,35~~ ~~4,35~~ 3,36 MS5,33 CarryingPetroleum in bulk Fitted for oil fuel8,25 F.P. above 150° F.	NYk Fal ✠LMC BS~~1,36~~9,35	y	CL ~~5,33~~ 2,36	1925 8mo Lloyd'sA&CP	Greenock Dkyd.Co.Ld. Greenock	VacuumOilCo.Ld. CellDBuE&B60'141tDTf48'770tFPT195tAPT90t	394·3|53·3|28·6 P100'B39'F37' FK	London British 15BHptCem 2Longl.BH	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,HS7656 FD Rankin&Blackmore,Ld. Greenock	28 ″ 9 s4 ″ $11\frac{1}{2}$ 24 ″ $0\frac{1}{2}$	
30100 CSBI	**Moçambique** Ⓟ TwinSc (exBruxelles- ssLis.2ndNo.3-10,32 ville-33) 2Dks(Stl) Weather dk (Stl-teak s)	6052 — 3770	100A1 withfreeboard 2,36~~11,34~~ ~~BS9,33~~ ~~11,34~~	Lis LMC8,31 BS1,36	z	CL P7,33 S2,36	1908 Lloyd'sA&CP	A.Stephen &Sons,Ld. Glasgow	Cia.Nacional de Navegação CellDB358'983tFPT58tAPT42t	400·8|52·2|32·6 P51'F73' FK	Lisbon Portuguese 6BHCem (Coll to W dk 5 „ 2nd „)	T 6Cy.22",36"&60"-48" (s) 190lb FD 770NHP 5SB,15cf,GS289,HS11809 A.Stephen&Sons,Ld.Gls	35 ″ 3 s11 ″ $1\frac{1}{2}$ 24 ″ $6\frac{1}{2}$	
30101 146272 GFDZ	**Modasa** Ⓟ TwinSc Ref.Mchy. 2Dks(Stl-Uteak s) CruiserStern D.F. Fitted for oil fuel	9070 7268 5636	✠ 1,25	Mdb ✠	d†		1921 6mo	Swan,Hunter&Wigham Richardson. Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. CellDB 403' 1354t tanks between tunnels 114'253t FPT164tAPT71t	465·0|58·3|33·5 P44'B175'F53' FK	Glasgow British 9BHCem	4SteamTurbinesDRgeared to 2 Sc. Shafts HS13812 FD 1065NHP 4SB&1AuxSB18cf,GS342 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	36 ″ 0	BT till ~~8,34~~ 8,36
30102 148922 GMVZ	**Modavia** ssGls.No.2-35 ~~ssGls.No.1-31~~ OilEng. Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. 4th dk(Stl)inNos.2&3 holds	4858 4403 2859	✠100A1 withfreeboard 12,35✠LMC DBS3,36 ✠Lloyd'sRMC	Gls CS3,36 4,35 ~~8,34~~ 12,35	z ~~1,35~~	CL ~~1,34~~ 12,35	1927 4mo Lloyd'sA&CP	Vickers, Ld. Barrow	DonaldsonLineLd. (DonaldsonBros. Ld.Mgrs.) CellDB312'1025tFPT110tAPT65t	387·0|53·7|27·5 F42' FK Coll	Glasgow British 6BHptCem BH to Sh dk 5 „ „ 2nd „	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 2DB-120lb Vickers,Ld.Barrow	30 ″ 0 s 3 ″ $5\frac{1}{4}$ 26 ″ $7\frac{3}{4}$	
30103 5360 SFNM	**Mode** Sub.Sig. 2Dks	1227 980 555					1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, Mgr.)	246·9|37·1|14·0 21·6	Stockholm Swedish WB	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
30104 3236 OHHR	**Modesta** ssSld.No.3-9,29 ssHfs.No.1-33 1Dk(Stl)	3830 — 2271	✠100A1 ~~3,35~~ 11,35 MS6,33	Rot ✠LMC BS~~9,34~~ 9,35	w	CL 3,35	1917 1mo Lloyd'sA&CP	J.Priestman&Co. Sunderland	J.W.Paulin Intermediate BH in after hold dispensed with CellDB340'900tAPT105t	346·5|50·8|23·5 P29'B100'F34' FK	Wiborg Finnish Cem 5BHonly	T.3Cy.$24\frac{1}{2}$",$40\frac{1}{2}$"&67"-45" 180lb (s) 319NHP N.E.MarineEngCo.Ld Sld. 2SB,6cf,GS124,HS4800	26 ″ 0 s 4 ″ $8\frac{1}{4}$ 21 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30105 PGAJ	**Modjokerto** *ss*Rot.No.3–7,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** *CruiserStern OilEng.*	7080 6441 4490	✠100A1 *Shelter dk* *withfreeboard* 12,34 ✠LMC8,34 ✠NE8,34 DBS~~8,34~~ 7,35 *Carrying oil F.P. above 150° F. in forward deep tanks*	Rot		OG N8,34	1922 7mo *Lloyd*	WearShip-yard of W. Gray&Co.(1918),Ld. Sunderland '*sA&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) *CellDB*398'1568*t*	480·1|57·4|30·3 F40'*on Shelter dk* len34 FK *Collision BH to S dk* *DTa*27'1202*t* *MT*24'1179*tFPT*	Rottrdam Dutch *ptCem* 7 ″ ″ *U* ″ 200*tAPT*47*t*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞″–$29\frac{15}{16}$″ 1835NHP 2NDB(WTB)34–*225lb* 2DB–*225lb* N.V.Wilton'sMachinefbr &Scheepswrf,Rot.	33 ″ 1 s4 ″10 28 ″ 5½	
30106 162402 MBTP	**Moelfre Rose** *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *SpecialSurveys to date from* 4,34	631 428 277	✠100A1 4,34 ✠LMC3,34	Gls	*i*	CL 2,34	1931 7mo *Lloyd*	NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*105'144*t*	175·4|27·1|11·1 Q101'B11'F25' FK *FPT*54*t APT*4*t*	Liverpool British 3*BHCem*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls.	13 ″ 0 s3 ″ 10 12 ″ 9¼	
30107 OXIE	**Möen** Ⓟ Wireless *Mchy.Aft* 1*Dk*	357 219 182					1915	Frdrkshvn Skibsværft Frederikshvn	DetForenede DampskibsSelsk.	155·9|25·9| 8·5 Q55'B46'F40'	Stege Danish *WB*	C.2Cy.19″&38″–21″ 55NHP HelsingörsJernsk.&Mskb		V
30108 PGAO	**Moena** *ss*Ams.No 1–27 3*Dks*(*Stl*)	9361 8716 5794	✠100A1 3,30 ✠NB8,27 ✠LMC8,27	Ham	*e*†	CL 10,29	1923 5mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Stoomv.Maats. Nederland *CellDBa*152'*uE f*183'1642*t*	480·5|60·3|37·4 P48'B31'F49' FK 44'*u*B41' *DTa*39' 1752*t FPT*	Amstrdam Dutch 8*BHCem* 147*tAPT*39*t*	T.3Cy.32″,52″&88″–54″ (*s*) 190lb 1053NHP 5SB,*15cf*,GS330,HS17500FD Armstrong,Whitworth &Co.Ld.Nwc.	40 ″ 3 s 10″3½ 30 ″ 5	
30109 PKHJ	**Moesi** *OilEng.* *Mchy.Aft* 1*Dk*	913 632 573					1930	Rotterdam Droogd.Maat Scheidam	Koninkl.Paketv. Maats.	203·3|34·2|11·2 Q134'B24'F28'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.$13\frac{9}{16}$″–$19\frac{11}{16}$″ 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
30110 EGBO	**Mogador** (*ex*JosePerez) **Iron** *ss*Cdz.4thNo.3–10,30 1*Dk* *ss*Cdz.No.1–35	466 357 282	✠100A1 ~~3,34~~10,35 ~~[illegible]~~ ~~BS10,33~~ ✠LMC~~10,30~~ ✠NB91*refitted*18 5,35	Cdz	*h*	~~1,33~~ 1,35	1879 11mo	R.Chambers,jun. Dumbarton A&CP	Cia.Trasatlantica	166·0|24·1|13·1 P35'B31'F31' ND14 BK7″	Barcelona Spanish 4*BHCem*	C.2Cy.20″&35″–27″ 75lb 49NHP 1SB,*2cf*,GS43,HS800 M.Paul&Co.Dumbarton	13″10 s 1″10½ 12″ 11	
30111	Broken up **Mogul Maru** (*ex*Mogul-35, *ex*Caesar,*ex*Kingtor) 1*Dk*	*2935* *2403* *1828*	✠ 6,97				1896 2mo	Ropner& Son Stockton		310·0|44·0|20·5	Osaka Japanese *WB*	T.3Cy.22½″,37″&61″–42″ NB21 241NHP Blair&Co.Ld.Stockton		
30112 162373 MKCX	**Mohamed Ali El-Kebir** TwinSc (*ex*Teno-35) Ⓟ ~~*ss*Vpo.No.2–32~~ **D.F.** 2*Dks*(*Stl–U*teak s) *Well deck* 3*rd dk*(*Stl*)*inNos.*1&2*holds* E.S.D. *ss*Grk.No.3–5,35	7290 4991 3901	✠100A1 5,35 ~~3,33~~ BS3,36 ✠LMC5,35 ~~MS2,31~~ ~~BS3,33~~ *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Grk Gls	*b*†	CL ~~1,33~~ 5,35	1922 12mo *Lloyd*	Scotts'S.B. &E.Co.Ld. Greenock '*sA&CP*	TheKhedivialMail S.S.&GravingDock Co.Ld.(LordErnest Hamilton,*Mgr.*) *CellDB*365'885*t FPT*	422·8|56·2|30·4 P&B293'F87' FK	London British 8*BHCem* 47*tAPT*73*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb FD 1469NHP 6SB,*18cf*,GS385,HS17832 Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s 4″11¾ 28 ″ 3	BT till 5.36
30113 92698 WRCE	**Mohawk** 1*Dk*2*tr B*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0|43·0|16·8	N.Lndn,Cn Utd.States	T.3Cy.21″,34″&56″–42″ NB00 203NHP Del.Riv.I.S.B.&E.Works		
30114 216586 KLHD	— *Motor* *Carrying Petroleum in bulk*	369 — 274					1918	Merrill, StevensCo. Jacksonville, Fla.	~~GulfRefiningCo.~~ GulfOilCorp.of Pennsylvania	145·0|23·3|12·0	Pt.Arthur, Tex. Utd.States	Motor 4S.C.SA 6Cy.12″–14″ NE23 41NHP StandardMotorConst.Co. JerseyCity,N.J.		
30115 92705 WRCM	**Mohegan** 1*Dk*2*tr B*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0|43·0|16·8	N.Lndn,Cn Utd.States	T.3Cy.21″,34″&56″–42″ 203NHP Del.Riv.I.S.B.&E.Works		
30116 145703 MKXV	**Moidart** (*ex*Hillglen) *ss*Gmh.No.3–1,29 *Well deck* *ss*Gmh.No.1–33 1*Dk*(*Stl*) *Cargo battens not fitted*	1262 1028 757	✠100A1 8,35 ~~8,34~~ BS~~8,34~~ ✠LMC8,33 8,35	Gmh	*o*	CL ~~8,33~~ 8,35	1922 1mo *Lloyd*	Campbeltn S.B.Co.Ld. Campbeltwn '*sA&CP*	WesternNav.CoLd. (Wm.S.Scott&Co. *Mgrs.*) *CellDB*190'395*t*	229·7|35·8|15·5 Q79'B48'F27' FK	Cardiff British 4*BHCem* *APT*85*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 142NHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 4¼ 16 ″ 5	
30117	**Moira** *For full particulars see No 30051 Supplement* Electrically welded Wireless *Mchy.Aft* *Longitudinal framing in double bottom* *CruiserStern*	1500	100A1 (*Class Contemplated*) *CarryingPetroleum in bulk*				1935	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Dampskibsselsk. MarnaA/S(Sigurd Owren,*Mgr.*)	248·4|42·1|16·3 P70'F29'	Oslo Norwegian	C.2Cy.17″&34″–28″&LP Turbine Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
30118 221302 KDSH	**Mojave** (*ex*Hambro) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* **D.F.** *Carrying Petroleum in bulk* *Longitudinal framing*	6900 — 4255					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0|56·2|33·5 P128'B50'F44'	NewYork Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld.		R
30119 28982 JIRA	**Moji Maru** Ⓟ 2*Dks*	3831 3397 2297					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0|50·0|29·0 P33'B74'F40'	Tokio Japanese *WB*	T.3Cy.23″,38″&64″–48″ 275NHP YokohamaDockCo.Yka.		
30120 322 JPVC	**Moko Maru** (*ex*YogenMaru) *ss*Kob.No.3-6,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	7144 6111 5199	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~6,34~~ ✠LMC~~6,34~~ 7,35	Kob Drn	*a*†	CL ~~6,32~~ 6,35	1922 2mo	OsakaIron Works,Ld. Osaka A&CP	DairenKisenK.K. *CellDB*368'1447*tDTa*34'1145	415·0|55·5|34·6 P32'B148'F45' *on Shelter dk* FK *tFPT*169*tAPT*48*t*	Dairen Japanese *Cem* 3*BHtoShdk* 4 ″ ″ *U* ″	T.3Cy.$27\frac{5}{16}$″,45″&75″–51″(*s*) 180lb 552NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	34 ″ 8 ~~s 7 ″ 6~~ ~~27 ″ 7~~ s7 ″ 4¼ 27 ″ 7	
30121 LCZM	**Moldanger** *OilEng.* *Ref.Mchy.* **D.F.** 1*Dk*&*Shelter dk*	6827 6013 4232					1933	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4|61·2|27·4 P257*t*H502*t*F22*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½″–47¼″ 1842NHP AlgemeineElec.Ges.Berlin		N
30122 145973 GDVZ	**Moldavia** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl–Uptws*)*Shelter* &*Shade dks*(*Stl*–teak s) **D.F.** *Fitted for oil fuel*	16556 12022 10065	✠ 10,25 ✠ ✠Lloyd'sRMC~~12,34~~ 12,35 ~~[illegible]~~	Lon	*k*†		1922 9mo	Cammell Laird&Co.Ld. Birkenhead	P.&O.Stm.Nav.Co. *CellDB*488'2111*t* *Tanks 'tween Tunnels*23'101*tFPT*128	552·4|71·7|38·4 F27'*on Shade dk* FK	Liverpool British 10*BHCem* *tAPT*122*t*	6SteamTurbinesDRgeared to2Sc.Shafts 2602NHP 4SB&3DB,*40cf*,GS770, HS32422 CammellLaird&CoLd.Bkn	42 ″ 3	BT till ~~5.35~~ 4.36

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade.
30123 UOUE	**Moldavia** Ⓟ *OilEng.* Wireless 2*Dks*	1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4 P&B126'F22'	33·3	18·4	Odessa Russian *WB*	Oil Engines 4S.C.SA 8Cy.18 5/16"-29 1/16" 286NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
30124 UNOJ	**Molot** TwinSc *OilEng.* Wireless 1*Dk* *Mchy.Aft*	949 748 472					1928	Odessa StateSB Yard AndreMarti Odessa	U.S.S.R.	229·6 P55'F25'	34·0	11·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13 11/16"-19 5/16" 222NHP StateEngineWorks, Kolominska		G
30125 UOBC	**Molotov** Sub.Sig. 1*Dk*	2332 2013 1296			...		1930	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK	43·1	20·5	Leningrad Russian *WB*	T.3Cy.17¾",29½"&48 7/16"-35 7/16" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
30126 143449 GCYJ	**Molton** ssCff.No.3-6,35 ~~ssCff.No.2-26~~ 1*Dk(Stl)* *Cargo battens not fitted*	3091 2864 1873	✠100A1 ~~6,25~~ ~~10,28~~ 12,35 ~~BS1,29~~ ✠LMC~~9,26~~ 6,35	Sws Cff	*u*	CL ~~9,26~~ ~~6,30~~ 12,35	1919 10mo *Lloyd*	RopnerS.B &Repairing Co(Stockt'n) Ld. Stockton 'sA&CP	W.J.Tatem,Ld.	331·5 P33'B98'F29' FK *CellD* *B*276'728'*FPT*111*t*	46·7	23·2	London British 5*BHCem* *APT*139*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 359NHP 3SB,9*cf*,GS153,HS5829 Blair&Co.Ld.Stockton	25 ″ 6 ~~4 ″ 11~~ ~~21 ″ 9~~ s3 ″ 11¼ 21 ″ 9	
30127 152022 VJGB	**Momba** ssSyd.No.2-34 *OilEng.* 1*Dk(Stl)* *Cargo battens not fitted* *CruiserStern*	3021 2735 1758	✠100A1 1,35 DBS~~12,34~~ ✠LMC CS1,34 12,35 ~~12,34~~	Syd	*u*	CL 1,35	1926 3mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	TheAdelaide SteamshipCo.Ld.	331·8 P34'B159'F34' FK *CellDB*286'778*tFPT*6	46·6	23·1	Melbourne British 6*BHptCem* 7*tAPT*120*t*	Oil Engines 4S.C.SA 8Cy.24 13/16"-51 3/16" 473NHP DB*100lb* Burmeister&Wain,Cpn	25 ″ 6 ~~3 ″ 7¼~~ ~~22 ″ 3½~~ s3 ″ 4½ 22 ″ 3½	
30128 33181 JAVC	**Momoha Maru** (*ex*Goldenway, *ex*Terrific,*ex*Cosmos ssKob.No.3-6,31 Volga,*ex*WarIsland) 1*Dk(Stl)* 2*ndDk(Stl)in Nos.2&4holds* *Cargo battens not fitted*	3098 2855 1842	✠1... 4,36 ~~✠LMC5,36~~	Kob	*u*	CL 2,34	1918 9mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	TatsuumaKisen K.K.	331·1 P33'B98'F29' FK *CellDB*280'687*t* *FPT*109*t*	46·8	23·2	Nishino- miya Japanese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 359NHP 3SB,9*cf*,GS155,HS5841 Blair&Co.Ld.Stockton	25 ″ 6	
30129	**Mon Village** (*ex*Oxford, TwinSc *ex*Yvetot,*ex*Menuisier) *Mchy.Aft* 1*Dk*	1065 — 588					1919	ChantAug. Normand Havre	Herran,Decia& Muller	219·4 P59'F19'	34·2	12·3	Montevideo Uruguayan *WB*	T.6Cy.12⅝",19 7/10"&31½"-16½" 80NHP At.&Ch.de laLoire,StDenis		
30130 4091 SGON	**Mona** (*ex*Bratland,*ex*Wermland) ssHpl.No.2-11 1*Dk(Stl)&deep framing* *&ptAwning dk(Stl)*	*2326* *1609* *1363*	✠ 2,11 ✠	Hpl	*s*		1902 7mo	W.Gray& Co.Ld. W Hartlepool	RederiA/B Alfa (AllanBörjesson, *Mgr.*)	279·6 Q107' FK *ptAwngdk*175' *CellDBa*84'*uE*30'*f*112'521*t*	42·6	16·4	Hlsngborg Swedish 4*BHCem* *APT*115*t*	T.3Cy.21",33"&56"-36" 194NHP 2SB,4*pf*,GS72,HS3014 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0	V †
30131 124188 GFBY	— Ⓟ TwinSc (*ex*Hazel) ssBkn.2ndNo.3-1,32 2*Dks(UStl-ws)&Web* Wireless ssI.M.No.1-36 *frames*	1219 853 500	✠ A1 *withfreeboard* 3,36 ~~10,34~~ 1,36 ~~BS10,34~~ ✠LMC~~11,34~~ *For Irish Channel purposes*	Bkn		OG ~~S8,33~~ P10,34 S2,36	1907 5mo *Lloyd*	Fairfield Co.Ld. Glasgow 'sA&CP	Isle of ManSteam PacketCo.Ld.	260·8 P53'B121'F42' FK *CellDBuE*30'37*tDTa*10'10*tFPT*	36·1	15·2	DouglasIM British 5*BHCem* 8*tAPT*26*t*	T.3Cy.(2)18",(2)28½"& (*s*) (4)33"-27" 180lb 463NHP 4SB,12*cf*,GS252,HS8126 FD FairfieldCo.Ld.Glasgow	16 ″ 0 s 3 ″ 6¼ 12 ″ 10	BT till ~~10,35~~ 11,35
30132 LEMB	Now "Edo" see No. 37979 in Supplement (*ex*Kolsaas,*ex*Spero) *Mchy.Aft* 1*Dk*	654 527 366					1916	Larvik Slip &Verksted Larvik	WilhelmsRederi A/S(T.Wilhelms, *Mgr.*)	179·0 P44*t*H27*t*F16*t*	30·2	12·4	Frdrikstad Norwegian *WB*	T3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
30133 120522 GFPN	**Mona's Isle** Ⓟ (*ex*Onward) TrpSc 2*Dks&Awng dk*	1688 1162 698					1905	W.Denny &Bros. Dumbarton	IsleofManSteam PacketCo.Ld.	311·2	40·1	15·8	DouglasIM British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 12,35
30134 145308 GWSG	**Mona's Queen** Ⓟ TwinSc Sub.Sig. 2*Dks&Shelter dk* E.S.D. ~~D.F.~~	2756 1717 1112	✠ A1 *withfreeboard* 4,36 ~~1,35~~ BS10,35 ~~BS10,34~~ ✠LMC6,34 *For IrishChannel service* *Fitted for oil fuel* 6,34 *F.P. above* 150° F.	Bkn		OG	1934 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	IsleofManSteam PacketCo.Ld.	337·6 *Promenade dk*249' FK&BK1¾" *CellDBuE*46'71*tDTsf* 136*t*	48·1	17·2	Douglas British 11*BHCem* 1 ,, *to 2nd dk* *APT*73*t*	4 Steam Turbines SR geared to 2 Screw Shafts 230lb 1393NHP 3WTB,HS13590 FD CammellLaird&Co.Ld Bkn	18 ″ 0 s 6 ″ 1 12 ″ 3	BT till 11,35
30135	**Monagas** TwinSc ssCco.No.2-34 ~~ssN.Yk.No.1-31~~ *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing*	*2650* *1890* *1514*	✠100A1 10,35 ~~12,34~~ 12,34 BS10,35 ✠LMC~~12,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150°F.	Cco	*t*	CL 12,34	1927 8mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	VenezuelanGulf OilCo.	305·4 P69'F33'B22' *Trunk*181' FK *CellDBuE&B*42'107*t* *FPT*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* 194*tAPT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 212NHP 2SB,6*cf*,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
30136 GQKS	**Monarch** TwinSc (*CableVessel*) Wireless D.F. 1*Dk&Awng dk*	1150 1049 476			...		1916	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ThePostmaster- General	222·7 FK	32·2	19·1	London British *WB*	T.6Cy.12½",20"&33"-24" 146NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	22 ″ 0	
30137 82358 MNFD	— Ⓟ Pad	315 274 129					1888	R.&H. Green London	Cosens&Co.Ld.	210·0	22·2	9·0	Weymouth British	D.2Cy.41"-48" 179NHP J.Penn&Son,London		BT till 10.35
30138 162650 VQJM	**Monarch of Bermuda** Ⓟ QuadSc ssNYk.No.1-36 E.S.D. 3*Dks(Stl-Weather dk* teak s) Sub.Sig. 4*th dk(Stl) in holds* GyC. 5*thDk(Stl)except in boiler spaces* D.F. (*Topsides–Special quality steel*) *Ref.Mchy.* *Rudder electrically welded* *CruiserStern*	22424 13088 12876	✠100A1 *withfreeboard* 6,35 ~~11,34~~ 1,36 MS6,35 BS1,36 ~~BS11,34~~ ✠LMC~~11,34~~ ✠Lloyd'sRMC~~6,35~~ 12,35 *Fitted for oil fuel* 11,31 *F.P. above* 150° F.	NYk	*m*†	CL ~~N10,32~~ Pf6,35 Sf6,35 Pa12,35 Sa12,35	1931 11mo *Lloyd*	Vickers- Armstrongs, Ld. Newcastle 'sA&CP	Furness,Withy& Co.Ld.	553·2 B354'F94' FK *Upperbridge*385' *CellDB*430'1938*t'tween dk tanks a*59'496*t* *Tanks in way of tunnel s*477*tMTs*57' 947*tDTsf*40'831*tFPT*113*tAPT*126*t*	76·7	39·0	Hamilton Bermuda British 12*BHptCem* *Coll,,toWdk* *Turbines by* *Motors by*	2 Steam Turbines con- nected to Electric Motors &Sc.Shafts (*s*) 4411NHP 400lb HS42200 FD 8 Water Tube Boilers Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s 16 ″ 5¼ 27 ″ 0¼	
30139 7411 SFUA	**Monark** (*ex*Helgöy,*ex*Freda) 1*Dk*	*1816* *1597* *1068*					1914	Fredrkstad Mek.Værks. Fredrikstad	RederiA/BMonark (Arnold de Champs)	264·6 P22'B71'F29'	42·1	17·7	Stockholm Swedish *WB*	T.3Cy.20¼",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
30140																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
30141 218508 KJRO	**Monasses** *Fitted for oil fuel* *Ref.Mchy.* 1*Dk&Shelter dk* Sub.Sig. *&Webframes* *Longitudinal framing*	5983 5657 3695			...		1919	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34'F39' *on Shelter* *dk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to1 ScShaft 637NHP MidwestEngineCo. Indianapolis	34 ″ 6	R †
30142 841 IBMW	**Monbaldo** (*ex*Sori) D.F. 2*Dks&Shltr dk*	6214 — 4043					1918	Soc.Eser- cizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon.	389·5	51·5	26·6	Genoa Italian	T.3Cy.26",42½"&$69\frac{7}{10}$"–48" 337NHP Soc.EsercizioBacini R.Trig		I
30143 322 IBNW	**Moncalieri** (*ex*WarLinnet) *ss*Tri.No.3-3,31 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5388 4819 3241	✠100A1 11,34 MS3,31 *Adapted for oil fuel* 9,29 *F.P.above* 150° F.	Tri ✠LMC BS~~6,34~~8,35	*y*	CL ~~5,32~~ 8,35	1918 12mo *Lloyd*'*sA&CP*	Craig,Tay- lor&Co.Ld. Stockton	LloydTriestino	400·1 P49'B113'F40' FK *Cell DB*336'1015*tFPT*128*tAPT*207*t*	52·3	28·4	Trieste Italian 7*BHplCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 10½ 25 ″ 4¾	
30144 EGBQ	**Monchu** (*ex*Nalon-33,*ex*Lucida) 1*Dk*	1537 — 905					1899	Akt.Ges. "Neptun" Rostock	FedericoG.Fierro	241·6 P24'B58'F26' *WB*	36·2	17·0	SanEstebn dePravia Spanish	T.3Cy.18",30"&50"–33" NE&B20 142NHP Mackie&Baxter,Glasgow		C
30145 TTLM	**Moncousu** (*ex*Nestor) *ss*La.R.No.3-3,25 *ss*Nts.No.2-33 1*Dk*(*Stl*)*Platformdk*(*Stl*)*for light* *Well deck* *cargoesinNos.2&3holds*	1345 — 823	✠100A1 ~~8,34~~11,35 BS~~8,34~~ 10,35	Rou Nts ✠LMC7,33	*o*	CL ~~7,32~~ 11,35	1912 8mo *Lloyd*'*sA&CP*	Mackay Bros. Alloa	~~Soc.Anon.des~~ Chargeurs de l'Ouest	235·2 Q86'B56'F29' FK *CellDBa*58'*uE*17'*f*94'357*tFPT*64*t*	36·0	16·3	Nantes French 4*BHCem* *APT*36*t*	T.3Cy.18",29"&48"–35" (*s*) 180lb *100lb* 153NHP 1SB,3*cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 6 s 1 ″ 5½ 17 ″ 2	
30146 TTKO	**Mondara** *ss*Bel.No.3-1,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	359 255 147	✠100A1 8,35 ~~8,34~~ MS1,33	Cff Rou ✠LMC BS~~1,35~~ 4,36	*e*	CL ~~1,33~~ 8,35	1921 2mo *Lloyd*'*sA&CP*	J.&D. Morris,Ld. Newcastle	P.LeLouarn& F.Ollivier	135·2 Q44'B8'F18' FK *FPT*	23·6	10·0	Paimpol French 3*BHCem* 25*tAPT*12*t*	C.2Cy.17"&34"–24" (*s*) 130lb 48RHP 1SB,2*pf*,GS36,HS1180 G.T.Grey&Co.Ld.S Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
30147 149459	**Mondoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	PatersonSteam- ships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
30148 1371 IBRW	**Monfiore** (*ex*WestHesseltine) *Fitted for oil fuel* D.F. 2*Dks*	5498 5075 3370					1920	J.F.Duthie &Co. Seattle,Wash	Nav.AltaItaliaSoc. Anon.	423·7 410·3 P44'B115'F47'	54·2	26·6 27.7	Genoa Italian *WB*	T.3Cy.24½",41½"&72"–48" O'NeilIron 359NHP Works,Buffalo,N.Y.		IR
30149 1405 ICJR	**Mongioia** (*ex*Terni,*ex*Crispi) D.F. 1*Dk&Awng dk*	6113 — 3795					1924	Flli. Orlando&Co. Leghorn	Nav.AltaItaliaSoc. Anon.	394·2	51·7	35·1	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" E*made*18*fitted*30 369NHP D.Rowan&Co.Glasgow.		I
30150 UOGH	**Mongol** (*ex*LakeFablus) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	U.S.S.R.	251·8 P25'B64'F23' FK	43·3	26·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
30151 145517 GFBJ	**Mongolia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*-*Uptws*) D.F. *Shelter&Shadedks*(*Stl*–teaks) E.S.D.	16600 11948 10120	✠ 8,24 ✠ ✠Lloyd'sRMC3~~,35~~~~6,35~~ 3,36~~11,35~~	Syd	*l* †		1923 4mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co.	551·6 *Prom dk*368'F54' *onShade dk* FK *CellDB*476'2273*tTank at after end of tunnels*44*t Tanks* (*cr. & sides*) *fore end of tunnels*205*tFPT*136*tAPT*200*t*	72·0	38·5	Newcastle British *Cem* 10*BHtoShl dk*	6 Steam Turbines DR geared to 2Sc.Shafts HS32490 2567NHP 3D&4SB,40*cf*,GS900, ArmstrongWhitworth &Co.Ld.Nwc.	42 ″ 3	BT till 3,36
30152 7450 SMTA	— (*ex*Clayton, *ex*Pelica) *ss*Lkr.2ndNo.3-5,35 ~~*ss*Cff.No.3-5,22~~ ~~*ss*Got.No.2-31~~ 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	*2111* *1929* *1238*	✠100A1 5,35~~7,33~~ ~~MS5,34~~	Hul Lkr ✠LMC6,35 ~~BS2,34~~	*s*	CL ~~7,33~~ 3,35	1909 6mo *Lloyd*'*sA&CP*	W.Pickers- gill&Sons,Ld. Sunderland	RederiA/B Arild (J.A.Thore,*Mgr.*)	286·0 P21'B72'F27' FK *CellDBa*94'*uE&B*38'*f*114'557*t*	43·3	18·7	Arild Swedish 5*BHCem* *APT*133*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb *90lb* 233NHP 2SB,6*pf*,GS108,HS3637 G.Clark,Ld.Sunderland	21 ″ 0 s2 ″ 11¼ 18 ″ 3	
30153 RACE	**Mongoughai** Ⓟ (*ex*Pronto) Wireless 1*Dk&Spar dk*	993 883 593					1891	Flensburgr Schiffsb.Ges. Flensburg	U.S.S R.	202·5 B58'	30·3	18·5	Vladvostk Russian *WB*	T.3Cy.15",27½"&43"–27" B*made*12, *fitted*— 96NHP FlensburgerSchiffsb.Ges.		
30154 93395 KJRP	**Monhegan** Ⓟ **Wood** 1*Dk*2*trB*	387 — 212					1903	Cobb, Butler&Co. Rockland,Me	Providence,Fall River&Newport SteamboatCo.	128·0	26·7	11·2	Providnce, R.I. Utd.States	T.3Cy.13½",22¾"&36"–24" 64NHP		
30155 PGBC	**Monica** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	325 260 126	✠100A1 1,36 ~~12,34~~ BS1,36 *CarryingPetroleum in bulk*	Rot 1,36 ✠LMC~~9,32~~ ~~✠LMC(M)12,34~~	*f*	~~12,34~~ 1,36	1932 9mo *Lloyd*'*sA&CP*	J.Koster Hzn.Schpsw. "DeGideon" Groningen	N.V.Tank Kustvaart(~~A.P.~~ ~~deRooy,*Mgr.*)~~	137·9 P49'F20' *Trunk*70' FK *FPT*65*tAPT*10*t*	25·4	9·8	Rottrdam Dutch 8*BHptCem*	Oil Engines 4S.C.SA 6Cy.11"–$19\frac{11}{16}$" 71NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Koln-Deutz	10 ″ 2 s ″ 4¾ 9 ″ 11	
30156 FOEG	**Monique** *Fitted for oil fuel* *Mchy Aft* *CarryingPetroleum in bulk* D.F. *Longitudinal framing* 2*Dks*	7011 — 3989					1922	Ch.&Atel. de laGironde Bordeaux	Cie.Auxiliaire de Navigation	425·0 P100'B27'F41'	56·7	33·0	Havre French *WB*	T.3Cy.28",46"&76"–52" 416NHP Soc.ProvençaledeConst. Nav.LaCiotat		V
30157 FNWW	**Monique Schiaffino** *Fitted for oil fuel* 2*Dks*	3236 2880 1917					1929	Howaldts- werkeA.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	330·6 P24'F41'	48·1	23·7	Algiers French *WB*	T.3Cy.22⅞",37⅜"&60¼"–39⅜" 227NHP HowaldtswerkeA.G.Kiel		V
30158 Broken up ~~SVPA~~	**Monitor** (*ex*Volta,*ex*DunsLaw, *ex*Prismere) *ss*Cff.No.3-9,20 *ss*Cff.No.1-25 1*Dk*(*Stl*)2*trB*	3690 3028 2355	8,29	Cff	*v*		1906	W.Doxford &Sons,Ld. Sunderland	Anglo-Maritime ShippingCo.Ld.	340·0 P30'F38' FK *CellDB*308'949*t*	50·1	22·6	British 6*BHCem* *APT*10*t*	T.3Cy.26",42"&68"–42" NDB20 312NHP 2SB,6*cf*,GS110,HS4906 W.Doxford&Sons,Ld.Sld.	25 ″ 3	CI †
30159 149956 GNLC	**Monkleigh** *ss*Brs.No.1-31 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	5203 4810 3105	✠100A1 *withfreeboard* 2,35 BS~~1,35~~ 1,36	Cff ✠LMC10,31	*a*†	CL 1,35	1927 12mo *Lloyd*'*sA&CP*	R.Thomp- son&Sons,Ld Sunderland	TatemStm.Nav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*) *CellDBa&uE*138'*f*201'1391*t*	420·7 F34' FK *FPT*210*tAPT*147*t*	55·3	25·7	London British 7*BHCem* (*Coll toSh dk* 6,,2*nd*,,)	T.3Cy.27",45"&75"–51" (*s*) 180lb 570NHP 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 3 ″ 7¾ 24 ″ 11	
30160																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
30161 147484 MLKY	**Monkstone** ssShl.No.2-31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	867 591 425	✠100A1 1,35 ✠LMC MS10,31 BS~~6,34~~ 6,35	Sws	*k*	CL 1,35	1923 5mo *Lloyd'sA&CP*	HansenSB &ShipRepng Co.Ld. Bideford	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. *Mgrs.*) *CellDB* 126'239t*FWTank in break*7'14t*FPT*53t*APT*30t	190·0|30·1|12·5 Q120'BonQ14'F26' FK	London British 3*BHCem*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLythm	14 ″ 6 s 4 ″ 0 14 ″ 1½	
30162 145345 MKYF	**Monksville** (*ex*Slievenamon) *ss*Apl.No.3-10,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	499 347 234	✠100A1 12,34 ✠LMC BS~~1,46~~6,35 MS10,34 ✠NB18refitted21	Sws	*g*	CL 10,34	1921 8mo *Lloyd'sA&CP*	JI Thornycroft&Co.Ld. Southampton	JohnS.Monks,Ld. *FPT*48t*APT*20t	155·7|26·2|11·4 Q86'B11'F25' FK	Liverpool British 3*BHCem*	T.3Cy.13½",22"&35"-27" (*s*) 180lb 95NHP 1SB,3*cf*,GS51,HS1832 JIThornycroft&CoLdSou.	12 ″ 6 s 3 ″ 8 12 ″ 6	
30163 129079 GNFP	**Monkswood** (*ex*Maresfield) *ss*Rot.No.3-8,23 D.F. *ss*Npt.No.2-31 *Now "Elisabeth Lensen," see No. 37970 in Supplement*	4212 3970 2633	✠100A1 6,35 ~~12,31~~ ~~BS8,34~~ ✠LMC3,31 9,35	Nwc	*x*	CL ~~12,33~~ 6,35	1910 3mo *Lloyd'sA&CP*	JLThompson&Sons,Ld Sunderland	~~St~~QuentinShppg. Co.Ld.(B.&S.ShippingCo.Ld. *Mgrs.*) *Cell DBa*125'*uE&B*43'*f*151'992t*FPT*87t*APT*130t	365·0|51·4|25·9 P23'B234'F31' FK	Newport, Mon. British 6*BHCem*	T.3Cy.26",42½"&70"-48"(*s*) 180lb 395NHP 3SB,9*cf*,GS162,HS6440 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 3 ″ 9¾ 24 ″ 9	
30164 147248 MLWJ	**Monkton Combe** (*ex*Goldcrest-34, *ex*Glynconwy) *ss*Shl.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	486 309 196	✠100A1 4,36 ~~4,35~~ ✠LMC MS6,33 BS4,35	Brs Shp	*g*	CL N9,34	1924 4mo *Lloyd'sA&CP*	GooleS.B. &RepgCo.Ld Goole	AldShippingCo. Ld. *CellDBf*89'115t*FPT*37t*APT*25t	156·2|25·6|9·8 Q86'B11'F23' FK	Bristol British 3*BHCem*	T.3Cy.13",21"&35"-24" (*s*) 180lb 84RHP 1SB,3*cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s 4 ″ 6¾ 11 ″ 9¾	
30165 217318	**Monmouth** 2*Dks*	4756 4287 2963			...		1918	Standard S.B.Corp. Shooter's Island,N.Y	UnitedStates ShippingBoard Bureau	377·0|52·2|26·8 P25'B106'F34' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
30166 92022 KJRQ	— Ⓟ IronTwinSc 2*Dks*	1440 — 931					1888	W.Cramp &SonsCo. Philadelphia	CentralRailroad Co.ofNewJersey	260·5|35·1|14·0	NewYork Utd.States	T.6Cy.19",30"&50"-30" NB05 274NHP W.Cramp&SonsCo.Phl.		
30167 146413 MKZV	**Monmouth Coast** (*ex*Grania-33) *ss*Liv.No.2-32 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	878 618 396	✠100A1 4,35 ~~11,33~~ ✠LMC MS4,52 BS~~4,34~~5,35	Brs Bkn	*l*	CL ~~4,32~~ 4,35	1924 3mo *Lloyd'sA&CP*	Ayrshire Dkyd.Co.Ld. Irvine	CoastLines,Ld. *CellDBuB*32'*f*102'166t*FPT*122t*APT*44t	200·4|30·6|13·2 Q128'F28' BK7"	Liverpool British 3*BH*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NHP 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 1¼ 15 ″ 2¼	
30168 147816 ZMCD	**Monowai** Ⓟ (*ex*Razmak) TwinSc *ss*Syd.No.2-33 D.F. *Ref.Mchy.* 3*Dks*(*Stl*)	10852 7510 4925	✠100A1 *withfreeboard* 9,~~35~~ ~~2,35~~ 2,36 BS9,35 ~~BS3,34~~ ✠LMC3,33 ✠Lloyd'sRMC~~12,33~~9,35 *Fitted for oil fuel*2,25 *F.P. above* 150° F.	Syd ~~Wlm~~	*g*†	CL P8,33 S2,34	1925 2mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Greenock	UnionS.S.Co.of NewZealand,Ld. *CellDB*429'1298t *Tanks at sides of tunnels*436t*FPT*57t*APT*102t	500·4|63·2|34·0 P&B396'F73' FK	Wllington, N.Z. British 10*BHCem*	Q.8Cy.30½"44"63"&89"-54"& L.P.TurbineswithDRgearing & hydraulic coupling 215lb (*s*) 2255NHP 4D&2SB,40*cf*,HS29610 FD Harland&Wolff,Ld.Bel.	37 ″ 6 s11 ″ 7¾ 26 ″ 1	
30169 219388	**Monroe** *Fitted for oil fuel* 2*Dks*& *Webframes*	5628 5044 3477			...		1920	Newburgh ShipyardInc. Newburgh, N.Y.	UnitedStates ShippingBoard Bureau	400·5|54·2|31·0 P36'B124'F44' FK	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft 676NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
30170 93382	**Monroe C. Smith** *Mchy.Aft* 1*Dk*2*trB*	4281 — 3016					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0|50·0|28·0 F48'	Oswego,NY Utd.States *WB*	T.3Cy.22",35"&58"-40" 177NHP AmericanS.B.Co.Cld.O.		
30171 1168 IBWW	**Monrosa** (*ex*Indiano,*ex*Indus) *Fitted for oil fuel* D.F. 2*Dks*	6703 5092 4216			...		1920	J.Coughlan &Sons,Ld. Vancouver, B.C.	Nav.AltaItalia Soc.Anon.	428·0|54·3|27·3 410·5 P44'B241'F47' FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 420NHP Vickers,Ld.Barrow-in-Furness	29 ″ 9	I †
30172 139635 MBQL	**Mons** (*ex*Southminster, *ex*Woolacombe, *ex*Lorient) *ss*Lwt.No.3-6,31 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *Well deck*	641 455 359	✠100A1 5,35 ~~5,34~~ ✠NB4,19 ✠LMC~~6,34~~ BS5,34 MS6,35 ✠NEmade91refitted19	Lwt	*j*	CL ~~7,32~~ 5,35	1919 4mo *Lloyd'sA&CP*	Dibles, Ld. Southampton	ConsolidatedFisheries,Ld.(SirJohn D.Marsden,Bart. *Mgr.*) *CellDBf*112'196t*FPT*75t*APT*26t	178·0|29·0|11·1 Q102'B11'F21' FK	Grimsby British 3*BHptCem*	T.3Cy.13⅝",19½"&33"-24"(*s*) 160lb 76NHP 2SB,4*pf*,GS60,HS1476 J.Penn&Sons,Ld.London	13 ″ 3 s 3 ″ 8¼ 12 ″ 8¼	
30173 FOLH	**Monselet** *ss*Nts.No.1-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3372 2929 1984	✠100A1 3,36 ~~12,34~~ ✠LMC5,34 BS1,36	Nts Rou	*v*	CL 11,34	1929 1mo *Lloyd'sA&CP*	R.Thompson&Sons,Ld Sunderland	~~Soc.Anon.des~~ Chargeurs de l'Ouest *CellDBa&uE*128'*f*147'788t*FPT*102t*APT*212t	340·0|47·5|21·9 P32'B94'F26' FK	Nantes French 6*BHCem*	T.3Cy 21",35"&57"-39" (*s*) 180lb 247NHP 3SB,6*cf*,GS105,HS4170 N.E.MarineEng.CoLd.Sld	24 ″ 2 s 3 ″ 11¾ 20 ″ 4½	
30174 879 IBXW	**Monstella** (*ex*Fert,*ex*WarGazelle) D.F. 2*Dks*	5311 4791 3153					1918	W.Doxford &Sons,Ld. Sunderland	Nav.AltaItalia Soc.Anon.	400·0|52·3|28·5 P49'B112'F39'	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP W.Doxford&Sons,Ld.Sld.		I
30175 DOIX	**Monsun** (*ex*Adige) 1*Dk*& *Shelter dk* *CruiserStern*	6590 6234 4008			...		1920	Monmouth S.B.Co.Ld. Chepstow	KauffahrteiA.G.	411·9|55·5|34·3 F39'*onShelter dk* FK	Bremen German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 677NHP MetropolitanVickers E.Co.Ld.Manchester	38 ″ 0	G †
30176 FNBO	**Mont Agel** *ss*Msl.No.3-12,32 2*Dks*(*Stl*) *Longitudinal framing in DB & at dks*	4572 4090 2887	✠100A1 ~~8,35~~ ~~1,35~~ 11,35 ✠LMC MS12,32 BS~~1,35~~1,36 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Msl	*x*	CL 8,33	1920 6mo *Lloyd'sA&CP*	Greenock Dkyd.Co.Ld. Greenock	Soc.Gén.deTransp. Mar.àVap. *CellDB*324'1102t*APT*128t	377·0|52·2|26·0 P37'B105'F41' FK	Marseilles French 6*BHptCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 354NHP 3SB,9*cf*,GS173,HS5550 Rankin&BlackmoreLdGrk	28 ″ 6 s 5 ″ 3½ 23 ″ 5	
30177 FNBR	**Mont Everest** (*ex*MountEverest, *ex*WarDrake) *ss*Msl.No.3-1,31 *ss*Msl.No.1-35 2*Dks*(*Stl*)	5120 — 3119	✠100A1 11,35 ~~1,35~~ ~~BS1,36~~ ✠LMC~~9,30~~ BS2,36 1,35	Msl	*y*	CL 1,35	1918 8mo *Lloyd'sA&CP*	D&WHendersn&Co.Ld Glasgow	Soc.Gén.deTransp. Mar.àVap. *Cell DB*345'1132t*FPT*117t*APT*177t	400·6|52·3|28·5 P49'B113'F39' FK	Marseilles French 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
30178 147791	**Mont Louis** *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	~~MontLouisS.S.Co~~ HallCorporation ofCanada	252·6|43·4|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
30179 EGBS	**Mont-Seny** Comp 1*Dk*	840 677 513					1921	Astilleros deTarragona Tarragona	S.A.Fabrica de Mieres	198·4|30·4|16·4 B39'F28'	Gijon Spanish	T.3Cy.12",20"&32"-24" 50NHP Alexander Hermanos,Barcelona		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30180 FNBV	**Mont Viso** *ss*Msl.No.3-3,34 *Well deck* 2*Dks*(*Stl*)	4531 4191 2828	✠100A1 11,35~~2,35~~ BS2,35 ✠LMC3,34 *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Msl	*y*	CL ~~3,34~~ 11,35	1921 7mo	Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd's A&CP*	Soc.Gén.deTransp. Mar.àVap.	369·9 | 53·3 | 26·0 P&B240'F40' FK *CellDB*321' 1044*t FPT*86*t APT*67*t*	**Marseilles** French 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 364NHP 3SB,*9cf*,GS158,HS6015 Richardsons,Westgarth&Co.Ld.Mdb.	28 ″ 6 s3″ 11¼ 24 ″ 9¾	
30181 FOXX	**Montaigne** (*ex*Livonier) *ss*Rot.No.3-8,32 2*Dks*(*Stl*)	2770 2443 1634	✠100A1 12,34 ✠LMC MS8,32 BS~~3,34~~5,35	Bdx	*t*	CL 12,33	1920 7mo	Pusey& JonesCo. Wilmington, CP Del.	Etabl.Maurel& Prom	293·4 | 44·1 | 22·0 P37'B79'F29' FK *CellDB*244'644*t DTa*12'43*t FPT*64*t APT*99*t*	**Bordeaux** French 6*BHCem*	T.3Cy.19¾",31½"&54¼"-36" 200lb (*r*) 305NHP 2SB,*6cf*,GS118,HS4842 FD Pusey&Jones,Ld.Wmn.	25 ″ 0 s3 ″11¼ 21 ″ 3	
30182 115690 MDMT	**Montalto** (*ex*ThePrincess) 3Mst *ss*Gmh.2ndNo.3-9,27 *Mchy.Aft* *ss*Bel.No.1-31 *Well deck* 1*Dk*(*Stl*)	623 428 250	✠100A1 5,34 BS~~10,34~~ ✠LMC3,31 1,36	Bel	*i*	CL 4,34	1902 6mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	Wm.M.Barkley& Sons,Ld.(W.Clint, *Mgr.*)	181·3 | 27·2 | 11·0 Q100'B9'F34' BK7½" *DBf*96' 139*t FPT* 59*t APT*9*t*	**Belfast** British 3*BHCem*	C.2Cy.20½"&44"-30" (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1542 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 6¾ 13 ″ 9	
30183 DJNF	**Montan** *OilEng.* *CruiserStern* 1*Dk*	1275 963 692					1934	Frd.Krupp Germaniawft A.G. Kiel	ErnstKomrowski ReedereiG.m.b.H.	231·4 | 36·2 | 13·9 Q97'B46'F26'	**Hamburg** German *WB*	Oil Engines 4S.C.SA 8Cy.16⁵⁄₁₆"-26⅜" 222NHP Fr.KruppGermaniawftAG		G
30184 To be Broken up ~~[illegible]~~ ~~KOJE~~	**Montana** (*ex*Defender) *ss*Bal.No.2-27 Sub.Sig. 2*Dks*(*Stl*)&*Shltr dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1 *hold*	7772 5897 4829	~~✠100A1~~ *Shelter dk* *withfreeboard* 6,30 ~~BS0,35~~ ~~BS6,29~~ ✠~~LMC4,28~~ *Fitted for oil fuel*11,19 *F.P. above* 150° F.	NYk	*b*†	CL 1,29	1919 11mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~AtlanticTransport~~ ~~Co.ofWestVirginia~~	419·5 | 56·5 | 30·2 B77'*fwd*B27' FK *Cell DB*358'1811*t DTa*16'964*tFPT*360*t APT*138*t*	Italian 7*BHtoSh dk* *ptCem*	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 577NHP 3SB,*9cf*,GS185,HS7999 FD NewYorkS.B.Corp. Camden,N.J.	41 ″ 4 s10 ″ 6 31 ″ 1	
30185 LCTS	— *ss*Osl.No.3-11,30 *ss*Osl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7031 6375 4411	✠100A1 ~~3,35~~11,35 BS1,36 ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	Osl NOs	*a*†	CL 4,34	1918 1mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	Wilh.Wilhelmsen	425·0 | 57·0 | 33·1 P101'B28'F45' FK *CellDBuE&B*55' 142*t DTf*38' 518*t APT*53*t*	**Tönsberg** Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s7 ″ 2 26 ″ 0¼	
30186 214901 WACN	**Montanan** (*ex*SantaPaula) *ss*Bos.No.3-8,29 *ss*Bos.No.1-33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold only. Web frames* *Longitudinal framing*	4898 4353 2866	✠ 9,35 *Shelter dk* *withfreeboard* ✠~~LMC~~ ~~[illegible]~~ ~~BS11,34~~ *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	SFo	*z*	CL 7,32	1917 4mo	W Cramp& SonsS&EBCo Philadelphia A&CP	American- HawaiianS.S.Co.	404·6 | 53·9 | 34·2 F*on Shelter dk* 31' FK *CellDB*346'1209*tDTf*32' 826*t FPT*71*t APT*16*t*	**NewYork** **Utd.States** 6*BHCem*	Q.4Cy25½"37"52½"&76"-54" 223lb (*s*) 631NHP 3SB,*12cf*,GS214,HS8881 FD WCramp&SnsS&EBC.Phl	28 ″ 9 ~~s3 ″ 3¼~~ ~~25 ″ 9~~	
30187 FNNJ	**Montauban** *Well deck* 1*Dk*	4191 — 2545			...		1920	ForthS.B. &E.Co.Ld. (ForthShipyards),Alloa	Cie.DelmasFrères &Vieljeux	364·4 | 52·8 | 24·3 P18'Q128'B68'F29' FK	**La Rochlle** French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth &Co.Ld.Newcastle	26 ″ 8	V †
30188 Broken up ~~218808~~ ~~KIXV~~	**Montauk** (*ex*Champion) *ss*Bal.No.2-28 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)3*rd dk*(*Stl*)*in No.*1*hold*	7772 5897 4829	~~✠100A1~~ *Shelter dk* *withfreeboard* 7,30 ✠~~LMC~~ ~~MS6,27~~ ~~BS10,28~~ *Fitted for oil fuel* 9,19 *F.P. above* 150° F.	NYk	*b*†	CL ~~7,30~~ 7,35	1919 9mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~AtlanticTransport~~ ~~Co.ofWestVirginia~~	419·5 | 56·5 | 30·2 B77'*for'd*B27' FK *CellDB*358'1811*t DTa*16'964*t FPT*360*tAPT*138*t*	Italian *ptCem* 7*BHtoSh dk*	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 577NHP 3SB,*9cf*,GS185,HS7999 FD N.YorkSBCorp.Camdn,NJ	41 ″ 4 s10 ″ 6 31 ″ 1	
30189 92294	— Ⓟ IronPad (*ex*ForestCity,*ex*KingEdward, *ex*Montauk)	418 — 241					1891	Harlan& Hollings- worthCo. Wlmgtn,Del.	Clow&Nicholson Transptn.Co.Inc.	175·0 | 31·0 | 9·0	**Duluth,** **Min.** Utd.States	1Cy.38"-108" 115NHP Harlan&HollingsworthCo.		
30190 145903 GFTJ	**Montcalm** Ⓟ TwinSc *ss*Liv.No.3-12,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* Sub.Sig. *CruiserStern*	16418 12156 9789	✠100A1 *Shelter dk* *withfreeboard* 1,36~~1,35~~ ✠LMC6,32 ✠NE3,29 ~~BS12,34~~ *Fitted for oil fuel*12,21 *F.P. above* 150° F.	Liv Sou BS1,36	*j*†	CL ~~36,32~~ P10,33 S1,36	1921 12mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd *Mgrs*)	549·5 | 70·2 | 40·2 B&F490'*on Shltrdk* *Upper*B265' FK *CellDB*474'2358*tDTf*37'1074*tFPT*181*t APT*160*t* FW *tanks at sides of tunnel*40'524*t*	**Liverpool** British *ptCem* 12*BHtoS dk*	6SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*r*) (No.4Blr-222lb) 2390NHP 10SB,*30cf*,HS28442 FD Harland&Wolff,Ld.Bel.	43 ″ 3 s15 ″6¼ 28 ″ 1	BT till ~~12,35~~ 1,37
30191 117069 CGSM	— Ⓟ TwinSc Wireless D.F. 2*Dks*(*Stl-Mpt ws*) *CruiserStern*	1432 973 586	✠ 6,08 ✠	Qbc	*q*		1904 11mo	Napier& Miller,Ld. Glasgow	CanadianGovern- ment	245·0 | 40·6 | 15·7 P&B168'F42' BK9" *WB* = *Cell DBa*42'*uE&B*56'*f*80'240*tFPT*67*tAPT*48*t*	**Ottawa** British 5*BHCem*	T.6Cy.23½",38"&64"-42" WaterTubeBoilers 840NHP 4B,GS349,HS12800 Fleming&Ferguson,LdPsy	18 ″ 0	
30192 Broken up 216607	**Montclair** *Ref.Mchy.* 2*Dks*	4773 4282 2907			...		1918	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0 | 52·0 | 26·8 P25'B106'F34' FK	**NewYork** Utd. States *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
30193 145964 GFTL	**Montclare** Ⓟ TwinSc *ss*Liv.No.3-1,35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* Sub.Sig. *CruiserStern*	16314 12156 9724	✠100A1 *Shelter dk* *withfreeboard* 11,35~~[illegible]~~ ✠LMC1,34 ✠NE3,30 BS~~1,35~~11,35 *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Liv	*j*†	CL ~~12,32~~ 10,35	1922 8mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.*Mgrs.*)	549·5 | 70·2 | 40·2 B&F490'*on Shelter dk Upper*B265' FK *Cell DB*475'2358*t DTf*37'1074*t FW Tanks at sides of tunnel* 37'524*tFPT*181*t APT*160*t*	**Liverpool** British *ptCem* 12*BHtoS dk*	6 Steam Turbines SR geared to 2 Sc.Shafts (*r*) 215lb(222lb-Nos.3,4&8 Blrs.) 2524NHP 10SB,*30cf*,HS28442 FD Harland&Wolff,Ld.Bel.	43 ″ 4 s15 ″ 7¾ 28 ″ 1	BT till ~~1,36~~ 11,36
30194 2023 ~~81~~ IBYW	**Monte Bianco** (*ex*Nimrod) *ss*Tri.No.3-9,31 D.F. 2*Dks*(*Stl*)	6880 5440 4277	✠100A1 6,35~~5,34~~ BS10,35 ✠LMC MS~~9,30~~6,35~~BS10,34~~	Cff Gen	*a*†	CL ~~N10,33~~ ~~6,35~~ 2,36	1913 10mo	Stabilmnto Tecnico Trieste *Lloyd's A&CP*	G.Costa fu A.	451·6 | 54·5 | 27·8 435·0 P38'B279'F44' FK *CellDBa*151'*uE*25'*f*191'1355*tAPT*29*t*	Genoa Italian 7*BHCem*	T.3Cy.27½",45"&75"-48" 180lb 529NHP 3SB,*9cf*,GS177,HS7688 FD J.G.Kincaid&Co.Grk.	30 ″ 6 s4″11¾ 25 ″ 8½	
30195 56 IBZW	**Monte Gargano** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1073					1931	Cantieri RiunitiDell' Adriatico Monfalcone	Cia.Adriatica diNav.	267·3 | 40·2 | 22·6 F34'	**Bari** Italian *WB*	Oil Engines 2S.C.SA 12Cy.17¹¹⁄₁₆"-29⅛" 654NHP SocAn."Fiat"S.G.M.Turin		I
30196 1766 IQYI	**Monte Moro** Steel&Iron3Mst (*ex*QuintinoV,*ex*Poolton,*ex*Oliver, *ex*StanleyForce) 1*Dk* *Well deck Mchy.Aft* *Now "Ilnea I," see No. 38572 in Supplement*	391 298 209			...		1890	R.William- son&Son Workington	RaffaeleRoncallo	154·8 | 23·6 | 9·9 152·0 9·7 Q84'B10'F20' BK7"	**Genoa** Italian *WB*	T.3Cy.13½",20"&33"-24" NB03 53NHP Dunsmuir&Jackson,Gls	11 ″ 3	I †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
30197 DIDS	**Monte Olivia** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* GyC. 4*Dks* Sub.Sig. *CruiserStern*	13750 10262 7841					1924	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	500·6	65·8	37·9 B246'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝"–27 5/16" Blohm&Voss,Hamburg		G
30198 DIDT	**Monte Pascoal** Ⓟ TwinSc *OilEng.* D.F. GyC. 4*Dks*7*trB* Sub.Sig *CruiserStern*	13870 10278 7762					1930	Blohm& VossK.a.A. Hamburg	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	500·3	65·7	37·8 F247'	Hamburg German *WB*	4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24⅜"–27 5/16" 1435NHP Blohm&Voss,Hamburg		G
30199 258 IBJX	**Monte Piana** *ss*Rot.No.2-34 *OilEng.* D.F. 2*Dks*(*Stl*)	5890 4431 3715	✠100A1 ~~10,35~~ ~~4,35~~1,36 DBS~~9,34~~ 10,35 ✠LMC CS9,34 3,36~~9,34~~	Tri Rot	*y*	CL ~~9,34~~ 1,36	1926 7mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP* *CellDB*334'1116*t DTa*52'1000*t FPT*94*t APT*86*t*	Nav.Gen. Gerolimich&Comp Soc.inAzioni	416·8	53·2	24·7 P34'B261'F44' FK	Trieste Italian 8*BHptCem* 1 ,, *to2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 " 10 s 3 " 7¼ 24 " 5	
30200 DIDU	**Monte Rosa** Ⓟ TwinSc *OilEng.* D.F. GyC. 4*Dks*7*trB* Sub.Sig. *Cruiser Stern*	13882 10278 7788					1930	Blohm& Voss,K.a.A. Hamburg	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	500·3	65·7	37·8 B299'	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24⅜"–27 5/16" 1438NHP Blohm&Voss,Hamburg		G
30201 1646 IBMX	**Monte Santo** D.F. 1*Dk&Shelter dk*	5850 5610 3699			...		1920	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa diNav "Garibaldi"	399·7	52·9	32·8 F38'*on Shelter dk* FK	Genoa Italian *WB*	T.3Cy.27",45"&75"–51" 572NHP Richardsons,Westgarth& Co.Ld.Sld.	35 " 5	I †
30202 DIDV	**Monte Sarmiento** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. GyC. 4*Dks* *Cruiser Stern*	13625 10262 8018					1924	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	500·6	65·8	37·9 B247'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23⅝"–27 5/16" Blohm&Voss,Hamburg		G
30203 EAPH	**Monte Toro** Ⓟ Iron (*ex*Bocognano) Wireless	851 — 398					1884	Claparède &Co. Rouen	Cia.Trasmediterranea	216·5	29·0	17·6 H—F21'	Mahon Spanish	C.2Cy.33½"&59½"–35½" NB97 176NHP Claparède&Co.Rouen		V
30204 221100 KDPR	**Montebello** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Shelter dk* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	8272 6010 5107					1921	South WesternS.B.Co. SanPedro Cal	UnionOilCo.of California	440·4	58·2	32·8	LsAngeles Cal. Utd.States *WB*	Q.4Cy.24",34",51"&74"–54" 402NHP LlewellynIronWorks, LosAngeles		R
30205 243 IQXU	— (*ex*Opus,*ex*Naworth,*ex*Killour) 1*Dk*	568 495 243			...		1918	Smith's DockCo.Ld. Middlesbro'	Nav.Carlo Martinolich S.a.g.l.	179·6	30·0	15·7 B50' FK	Trieste Italian *WB*	T.3Cy.16",26"&44"–26" 94NHP N.E.MarineEngCoLd.Nwc	16 " 6	I †
30206 88 IQYA	**Montecristo** Ⓟ (*ex*Giglio, *ex*Lombardia) Iron 2*Dks*	471 355 169			...		1862	Palmer Bros.&Co. Newcastle	Soc.Anon.diNav. Toscana	192·2	24·9	13·4 Q54*t*H40*t*F18*t*	Leghorn Italian	C.2Cy.24"&43"–30" NB97 NE76 84NHP G.Ansaldo&Co.Smprdrna.		
30207 1439 IBAX	**Montello** *Fitted for oil fuel* D.F. 3*Dks*	6117 4095 3616			...		1927	Cantieri delTirreno RivaTrigoso	Nav.AltaItalia Soc.Anon.	384·0	54·5	33·6 B114'F33' FK	Genoa Italian *WB*	T3Cy.26",42½"&69 1/16"–48 1/16" 516NHP Cant.delTirreno,R.Trgoso	36 " 1	I †
30208 139 IBEX	**Montenegro** Ⓟ 2*Dks*3*trB*	2622 2067 1545					1898	G.Ansaldo &Co. SestriPnente	"Tirrenia" (Flotte RiuniteFlorio-Citra)	321·3	39·2	22·3 Q42'B114'F37'	Palermo Italian *WB*	T.3Cy.22½",37"&59"–40" 220NHP G.Ansaldo& Co.Smprdrna.		I
30209 140408 GVSW	**Montenol** *ss*Gmh.No.1-35 *ss*Mlt.No.3-5,30 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2646 2223 1061	✠100A1 ~~5,30~~10,35 ~~BS5,31~~ ✠LMC10,35 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	Mlt Gmh		CL 6,33	1917 11mo *Lloyd*	W.Gray &Co.Ld. WHartlepool '*sA&CP* *CellDBuE&B*68'146*t DTf*24'91*tFPT*49*t APT*32*t*	TheAdmiralty	320·0	41·5	23·1 P46'B107'F39' FK	London British 16*BHptCem* (10 ,, *toU dk* 6 ,, ,, *2nd* ,,)	T.3Cy.26",42½"&70"–45" (*s*) 200lb 545NHP 3SB,9*cf*,HS8466 FD Cen.Mar.Eng.Wrks.WHpl	25 " 6 ~~5 " 4~~ ~~20 " 6~~ s3 " 4 22 " 4¼	
30210 231480 WHEX	**Monterey** Ⓟ TwinSc *ss*S.Fo.No.1-35 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*) *in* D.F. *forward hold& Web frames* E.S.D. GyC. *CruiserStern*	18017 10712 ~~10500~~ 10448	100A1 *withfreeboard* 11,35~~4,35~~ ~~BS3,35~~3,36 MS11,35 LMC~~4,35~~ *Fitted for oil fuel* 4,32 *F.P. above* 150° F.	SFo		CL S4,35 PN4,35	1932 4mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicS.S.Co. (MatsonNav.Co. *Mgrs.*) *CellDB*514'3308*t Tanks in way of tunnels* 1081*tFPT*178*t APT*161*t*	604·0	79·3	30·5 B410'F60' FK	S.Frncisco Utd.States 11*BHAsp*	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 12 Water Tube Boilers 400lb (*s*) HS53520 FD BethlehemS.B.Corp.Ld.	44 " 6 s16 " 6¼ 28 " 2	
30211 FODS	**Montesquieu** (*ex*Dominic-32, *ex*ClausHorn,*ex*Nord Friesland) *ss*Ham.No.3-2,27 2*Dks*(*Stl*) Sub.Sig.	3325 2905 2061	— 7,32	NYk	*l*		1922	Frd.Krupp Akt.Ges. Kiel	Etabl.Maurel& Prom	288·4	46·8	26·3 F33' FK *Coll* *CellDB*248'569*tFPT*57*tAPT*18*t*	Bordeaux French 5*BHCem* *BH to W dk*	T.3Cy.23⅝",38 5/16"&62"–41 5/16" 338NHP 2SB,6*cf*,GS114,HS4740 Frd.Krupp,A.G.Kiel	28 " 10	V †
30212 EAHF	**Montevideo** Ⓟ *ss*Bcl.3rdNo.3-2,29 D.F. 2*Dks*(*Stl*-ws)3*trB*	5205 4220 3226	✠100A1 1,31 BS1,31 ✠LMC10,28	Bcl	*z*	3,31	1889 8mo *Lloyd*	W.Denny &Bros. Dumbarton '*sA&CP*	Cia.Trasatlantica	410·5	48·2	29·4 P42'B164'F48' BK11" *Cell DB*356'689*t*	Barcelona Spanish 6*BHCem*	Q.4Cy32",46½",64½"&92"–60" 180lb (*s*) 748NHP 3DB,18*cf*,GS351,HS9630 FD Denny&Co.Dumbarton	32 " 3 s 7 " 3½ 26 " 4	
30213 31553 JIAB	**Montevideo Maru** Ⓟ TwinSc *ss*Kob.No.2-34 *Ref.Mchy.* *OilEng.* GyC. 3*Dks*(*Stl*–*Weather dk*–ws)	7267 6088 4378	✠100A1 *withfreeboard* ~~12,34~~10,35 DBS10,35 ~~DBS12,34~~ ✠LMC2,34 ✠Lloyd'sRMC~~12,34~~ 3,36 ~~[illegible]~~	Kob	*b*†	CL ~~5,32~~ 5,35	1926 8mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	OsakaShosenK.K. *CellDB*353'1368*t Tanks at sides of tunnel* 719*t FPT*117*t APT*46*t*	430·0	56·0	36·0 F47'B63' FK	Osaka Japanese 7*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"–41¾" 1164NHP DB*100lb* MitsubishiZosenKaisha,Ld	36 " 0 s 11 " 2¾ 25 " 2¾	
30214 PGBE	**Montferland** *ss*Ams.No.3-10,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*trB inNo.*1*hold* *CruiserStern*	6790 6215 4099	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC MS5,35 ~~BS9,34~~9,35 ✠Lloyd'sRMC~~11,34~~ 12,35 *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Ams	*c*†	CL 3,35	1921 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP* *Cell DB*402'1544*t DTa*28'608*t FPT*71*t APT*36*t*	N.V.Konink.HollandscheLloyd	459·8	60·4	27·6 FK *Collision*	Amstrdam Dutch *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,, *Turbines by*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 1066NHP 5SB,15*cf*,GS327,HS13300 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc. Met.VickersElecCoLdMch	30 " 6 s 4 " 5¼ 26 " 2¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30215 220795 KDJZ	**Montgomery City** *Fitted for oil fuel* GyC. .2*Dks*3*trB*	5686 — 3450					1920	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P57'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30216	**Monticello** TwinSc (*ex*Agamemnon,*ex*KaiserWilhelmII) Sub.Sig. 4*Dks*&*Shade dk*5*trB*	19361 13596 6353					1902	Akt.Ges. "Vulcan" Stettin	UnitedStates ShippingBoard Bureau	684·3 F89' *Promenade dk*	72·3	40·2	NewYork Utd.States *WB*	Q.16Cy.$37\frac{2}{5}$",$49\frac{1}{5}$",$74\frac{4}{5}$"& $112\frac{1}{5}$"–71" 4243NHP A.G."Vulcan,"Stettin		
30217 131499 VJGS	**Montoro** Ⓟ *ss*Syd.2ndNo.3-10,34 ~~*ss*Syd.No.3-2,23~~ *Ref.Mchy.* ~~*ss*Syd.No.2-31~~ 2*Dks*(*StlU*-ws) 3*rd dk in fore hold*	4088 3141 2521	✠100A1 ~~4,35~~ ~~10,34~~ 10,35 ✠LMC4,34 BS~~1,35~~ 1,36	Syd	*w*	CL ~~7,34~~ 5,36	1911 12mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd's*A&CP	Burns,Philp&Co. Ld. *WB* =*CellDBa*84'*uE*&	360·6 P41'B158'F48' FK *B*61'*f*167'746*t FPT*	47·2	23·8	SydneyNSW British 6*BHCem* 68*tAPT*20*t*	T.3Cy.27",43"&72"–48" (*r*) 180lb 661NHP 4SB,*12cf*,GS252,HS11156 FD ClydeS.B &E.Co.Ld.P.Gl.	26 ″ 3 s4 ″ 0½ 22 ″ 9	
30218 208367 KJRT	**Montoso** *ss*N.Yk.No.3-11,23 *ss*N.Ns.No.2-32 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 11,35 ~~10,34~~ BS~~1,35~~ ✠LMC11,32 2,36	NOs NYk	*u*	CL 10,34	1911 3mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs*) *WB*=*CellDBa*95' *f*147'84	335·0 FK *uE*& *B*41' 5*tFPT*85*tAPT*43*t*	46·8	22·7	NewYork Utd.States *Cem* 4*BH to U dk* 1 ,, ,, 2*nd*,,	T.3Cy.21½",36"&63"–42" (*s*) 190lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB&DDCo.	25 ″ 0	
30219 143621 GCNJ	**Montreal City** (*ex*Pinar delRio-33) *ss*N.Yk.No.3-12,32 1*Dk*(*Stl*)&2*nd dk*(*Stl*) D.F. *in holds*	3066 2829 1830	✠100A1 10,35 ~~2,35~~ BS5,35 ✠LMC5,32 ~~DBS5,35~~ ~~MBS7,31~~ *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Brs	*u*	CL 1,34	1920 3mo	N.ofIre- landSBCo.Ld Londonderry *Lloyd's*A&CP	BristolCityLine of Steamships,Ld. (C. Hill&Sons,*Mgrs.*) *CellD*	331·1 P33'B100'F40' FK *B*280'750*tFPT*104*t*	46·7	23·2	Bristol British 6*BHCem* *APT*134*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *120lb* 378NHP 2SB,*6cf*,GS190,HS5112 FD Buckley&Taylor,Ld. Oldham	25 ″ 6 s3 ″ 11½ 21 ″ 9	
30220 28910 JHED	**Montreal Maru** *ss*Kob.No.3-1,34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6577 6157 4129	✠100A1 *Awng dk* *withfreeboard* 3,36 ~~3,35~~ ✠LMC~~3,35~~ 3,36 *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Yka Kob	*z*	OG ~~5,33~~ 2,36	1922 12mo	Kawasaki DkydCo.Ld. Kobe A&CP	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'807*t*	405·0 F33'*onAwng dk* FK *Collisio* *FPT*104*tAPT*36*t*	53·0	37·0	Kobe Japanese *ptCem* *nBH to A dk* 5 ,, ,, *U* ,,	T.3Cy.28",46½"&78"–54" (*s*) 200lb 578NHP 3SB,*9cf*,GS190,HS7800 KawasakiDkydCoLdKobe	37 ″ 0 s8 ″ 10½ 28 ″ 5	
30221 152843 VGCY	**Montrolite** TwinSc *OilEng.* *ss*N.Yk,No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. GyC. *Web frames* *Mchy.Aft* *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~12,34~~ ✠LMC CS4,34 DBS~~4,34~~ 7,35 7,35 *CarryingPetroleum in bulk*	Hfx ~~StJ~~ NNs	*f*†	CL 7,35	1926 2mo	Frd.Krupp Akt.Ges. Kiel *Lloyd's*A&CP	ImperialOil,Ld. (H.J.Rahlves, — *Mgr.*) *CellDBuE*45'175*t* *DTf*37'321*t*	510·9 B34'F42' FK *DTa*18'133*t* 20 *FPT*292*t APT*205*t*	68·2	37·9	Montreal British 21*BHptCem* *ptAsp* *BH to Sh dk* 1 ,, ,, *U* ,,	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–$51\frac{3}{16}$" 905NHP 2WaterTubeDB*150lb* Frd.KruppA.G.Kiel	38 ″ 0 s9 ″ 1¼ 29 ″ 2½	
30222 145919 GFTK	**Montrose** Ⓟ TwinSc *ss*Liv.No.3-5,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*) *in holds* D.F. *Ref.Mchy.* *CruiserStern* Sub.Sig.	16402 12209 9824	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~3,35~~ BS4,36 ✠NE1,31 ✠LMC MS5,34 ~~BS1,35~~ *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Liv	*j*†	CL 4,34	1922 3mo	Fairfield Co.Ld. Glasgow *Lloyd's*A&CP	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd*Mgrs*) *CellDB*475' 2361*tFW Tanks*	548·7 B&F489'*on Shelter* *dkUpper*B235' FK 1 *at sides of tunnel*40'	70·2	40·3	Liverpool British *ptCem* 2*BHtoSh dk* 524*t DTf*37'	6Steam TurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb (220lb-Nos.1,2,3,8,9 &10Blrs) FD 2532NHP 10SB, *30cf*, GS646, HS28442 Harland&Wolff,Ld.Bel. 1075*tFPT* 181*tAPT*160*t*	43 ″ 4 s15 ″ 7¼ 28 ″ 1	BT till ~~5,35~~ 3,36
30223 7895 SDCT	— (*ex*Mildburg-33, *ss*Got.No.3-4,33 *ex*Ophelia) 1*Dk*(*Stl*) *NewBottom*33	*1784* *1531* *1011*	100A1 5,35 ~~10,34~~ BS~~4,34~~5,35 LMC5,33	Skm		CL 10,34	1922	Nuscke& Co.A.G. Stettin *Lloyd's*CP	RederiA/BMonark (Arnold de Champs,*Mgr.*) *CellDBa*&*uE*	264·3 267·5 P26'B77'F29' FK 112'*f*103'447*tAPT*	42·2	17·6	Stockholm Swedish 4*BHCem* 30*t*	T.3Cy.$19\frac{5}{16}$",$30\frac{15}{16}$"&$51\frac{3}{16}$"– $35\frac{7}{16}$" 200lb (*s*) 200NHP 2SB,*6cf*,GS98,HS3350 Waggon.u.Maschb.A.G. Görlitz	20 ″ 0 s2 ″ 8¼ 17 ″ 7	
30224 145435 GFBC	**Mooltan** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. 2*Dks*(*Stl*-*ptws*)& *Sh dk*(*Stl*-ws)&*U Sh dk*(*Stl*-ws*pt* teak) *CruiserStern* 3*rd dk*(*Stl inNo.*1*hold*) D.F. E.S.D. *Fitted for oil fuel*	20952 17305 12823	✠ 2,27 ✠ ✠Lloyd'sRMC~~2,35~~ ~~5,35~~ 1,36 ~~9,35~~	Lon	*n*†		1923 9mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. *CellDB*527'2615 '*tween tunnels*150*t*	600·8 B351'&F111'*on U* *Sh dk* FK&BK2" *tTanks* *Collision* *FPT*182*t APT*254*t*	73·4	48·6	Belfast British *ptAsp ptCem* *BHtoU Sdk* 10 ,, *Sh* ,,	Q.8Cy.33",47",67½"&97"–60" & electric drive fromLP Turbines 2878NHP 6DB&2SB,*56cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till ~~4,35~~ 5,36
30225 156004 VJNZ	**Moonta** Ⓟ *OilEng.* *ss*Adl.No.1-35 2*Dks*(*Stl*) *CruiserStern*	2693 2066 1538	✠100A1 *withfreeboard* DBS11,35 11,35 ~~11,34~~ ✠LMC9,~~34~~5,35 ~~✠LMC(M)3,34~~	Mel	*t*	CL 11,34	1931 9mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's*A&CP	TheAdelaide SteamshipCo.Ld. *CellDB*223'220*tF*	288·2 B140'F33' FK *PT*56*tAPT*68*t* *Co*	43·7	22·9	P.Adelaide British 5*BHptCem* *ll BHtoWdk*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 3 s9 ″ 9 15 ″ 8¼	
30226 PGBH	**Moordrecht** *OilEng.* *ss*Rot.No.1-35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in way* *of Mchy. space*&*Web frames* D.F. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7493 6720 4398	✠100A1 2,36 ~~1,35~~ ~~DBS1,35~~ ✠LMC1,35 *CarryingPetroleum in bulk* DBS2,36	Rot	*b*†	CL ~~2,33~~ 2,36	1930 11mo	Rotterdam DroogdMaat. Rotterdam *Lloyd's*A&CP	N.V.MaatsMotor- schip"Moor- drecht"(N.V.Phs. vanOmmerens Scheepv.Bedrijf) *CellDBuE*32' 59*t D*	440·3 P110'F44' FK *Tf*25'243*tFPT*220*t*	58·7	35·0	Rottrdam Dutch 12*BH* *APT*136*t*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 652NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	34 ″ 11 s7 ″ 9¾ 27 ″ 3½	
30227 135094 GDVM	**Moorfoot** *ss*Gmh.No.3-6,26 *ss*Gmh.No.2-34 ~~*ss*Gmh.No.1-31~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted in Nos.*2&5*holds*	2057 1609 1077	✠100A1 ~~10,34~~ ~~11,33~~ 1,36 BS~~10,34~~ ✠LMC~~4,31~~ 7,35 MS4,35	Gmh	*r*	CL 11,33	1913 12mo	Greenock &Grangemth DkyrdCo.Ld. Grngemouth *Lloyd's*A&CP	G.Gibson&Co. *WB*=*C*	272·2 Q152'B*on*Q48'F28' FK *ellDBa*68'*uE*20'*f*11	42·7	17·6	Leith British 4*BHCem* 6'426*tFPT*3	T.3Cy.21",35"&57"–39" (*s*) 180lb 250NHP 2SB,*6cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk. 9*tAPT*20*tDeeptanks*10'25*t*	19 ″ 9 s6 ″ 2¾ 18 ″ 0	
30228 137275 MKLD	**Moorlands** (*ex*Wearside) *ss*Mdb.No.3-5,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	420 289 163	✠100A1 1,34 ✠LMC MS10,32 BS9,34	Mdb	*f*	N1,34	1921 1mo	J.Crichton &Co.Ld. Connah's Quay *Lloyd's*A&CP	A.Chester	142·8 Q86'B9'F24' FK *FPT*44*t*	24·1	10·8	Middlsbro' British 3*BHCem* *APT*28*t*	C.2Cy.17"&36"–24" (*s*) 130lb 48RHP 1SB,*3pf*,GS48,HS1490 J.Crichton&Co.Ld. Saltney,nr.Chester	12 ″ 0 s3 ″ 0½ 11 ″ 7½	
30229 161091 GSXD	**Mopan** D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 4*Dks*	5389 4678 3298					1929	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·1 P43'B158'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
30230 Burnt 7,35 DONR	**Mopelia** WoodAuxTwin4MstSr (*ex*Vaterland,*ex*Comet, *OilEng.* *ex*Seeadler,*ex*Comet, 1*Dk*2*trB* *ex*MountShasta) *Mchy.Aft* (*See Sailing Ship Register*)	1613 1319 1214					1918	Mathews S.B.Co. Hoquiam, Wash.	GrafF.von Luckner	229·3 P46'F42'	43·9	18·5	Bremen German	Oil Engines 4S.C.SA 12Cy.9½"–$13\frac{4}{5}$" NE26 105NHP MannheimerMotoren Werke,Mannheim		
30231 9195 JKBE	**Moppo Maru** Ⓟ 2*Dks*	739 655 438					1904	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K.	186·2 B42'	27·1	18·1	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"–30" 83NHP Kawasaki DkydCoLdKobe		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
30232 147663 MBYL	**Morar** (exHerbert-34, exCramlington-32, ssNwc.No.2-32 exForestash) 1Dk(Stl) Cargo battens not fitted	1507 1279 845	✠100A1 10,35 ~~BS~~ ✠LMC5,32 10,35	Gmh Npt	p	CL ~~8,35~~ 10,35	1924 5mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Sunderlnd 'sA&CP	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) CellD	240·0|37·2|17·7 P17'B58'F22' FK B203'417t FPT82t	Newcastle British 4BHptCem APT29t	T.3Cy.18",29"&48"-33" (s) 180lb 168NHP 2SB,4cf,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 0 17 ″ 4	
30233 Now Olga, see No. 39509 in Supplement ~~MCFL~~	**Moray Coast** (exPrincessHelena) 1Dk	677 608 275					1905	CaledonS. B.&E.Co.Ld. Dundee	~~CoastLines,Ld.~~	210·5|31·1|14·3 P&B123'F55'	~~Liverpool~~ ~~British~~ Greek WB	T.3Cy.17",28"&45"-33" 116NHP CaledonSB.&E.Co.Ld.Dun		C
30234 149449 MNXQ	**Moray Firth** ssAbn.No.1-32 Well deck Mchy.Aft 1Dk(Stl) Wireless Cargo battens not fitted	541 346 255	✠100A1 ~~6,32~~ ~~2,35~~ 9,35 BS5,35 ✠LMC4,32	Sld ~~Abn~~Shl	h	CL 1,34	1927 11mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	FirthShippingCo. Ld.(G.T.Gillie& Blair,Ld.Mgrs.) Cell	160·2|26·6| 9·9 Q113'B9'F23' FK DB95'121tFPT42t	Newcastle British 3BHCem APT19t	T.3Cy.12",21"&34"-24" (s) 200lb 63RHP 1SB,2pf,GS38,HS1407 J.Lewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11¾	
30235 HRBI	**Morazan** Ⓟ (exManco) ssN.Os.2ndNo.3-8,33 1Dk(Stl-ws) Maindk(Stl) forward&ptMaindk(Stl)aft 2ndtrB in after hold 3rd trB in holds &deep framing	2984 2178 1835	✠100A1 4,36 ~~3,35~~ MS8,33 ✠LMC BS~~3,35~~ 4,36 Fitted for oil fuel 12,21 F.P. above 150° F.	NOs	u	OG N3,35	1908 2mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.)	300·3|45·2|21·1 P&B191'F40' FK Cell DBa 90' uE26'	LaCeiba Honduran 7BHCem f114'495tD	T.3Cy.23",38"&64"-42" (s) 180lb 100lb 381NHP 2SB,6cf,GS126,HS5728 FD Scotts'S.B.&E.Co.Ld.Grk. Ta22'302tFPT63tAPT18t	23 ″ 6 s 3 ″ 0½ 20 ″ 11	
30236 DHRC	**Morea** Sub.Sig. 2Dks	1927 1669 1093					1922	Schiffs-u. Dockbauw Flender A.G.Siems Lübeck	DeutscheLevante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	287·7|41·7|17·5 H71'F33'	Hamburg German WB	T.3Cy.21¼",34⅝"&55¼"-37⅜" 191NHP A.G."Neptun,"Rostock		G
30237 LEMK	**Mörejarl** Ⓟ (exMörejarl I, exIndustry,exTay&Tyne) 2Dks	733 702 422			...		1909	Dundee S.B.Co.Ld. Dundee	MöreFylkes Ruteselskap	180·1|26·2|19·9 BK7'	Molde Norwegian WB	T.3Cy.16½",27"&44"-30" 110NHP Cooper&Greig,Dundee	20 ″ 9	
30238 130169 GSMT	**Moreton Bay** Ⓟ TwinSc ssNwc.No.3-8,34 D.F. 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rd dk(Stl)in forward holds	14193 11883 8584	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~8,3~~ 2,36 ~~BS8,34~~ ✠LMC~~11,35~~ 8,34 ✠Lloyd'sRMC~~1,35~~~~10,35~~ BS10,35 2,36 ~~10,35~~ Fitted for oil fuel 11,21 F.P. above 150° F.	Nwc Lon	i †	CL ~~10,32~~ ~~s11,33~~ ~~10,35~~ PN2,36 s10,35	1921 11mo Lloyd	Vickers, Ld. Barrow 'sA&CP	Aberdeen&Com- monwealthLine, Ld. (G.Thompson& Co.Ld.Mgrs.) CellDB458'2228t tanks between tunn	530·6|68·3|39·9 B208'F78'on Shtrdk FK MT24'1016t els51'195t FPT128t	London British ptCem 9BHtoShdk APT142t	4 Steam Turbines DR geared to 2Sc.Shafts (r) 220lb 1977NHP 3D&2SB,32cf,GS663, HS25923 FD Vickers,Ld.Barrow	43 ″ 6 s10 ″ 8¼ 33 ″ 2	BT till ~~3,36~~ 6,36
30239 LDRH	**Morgenen** ssAvn.No.1-35 Oil Eng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing Progressive Survey of oil tanks	7093 6665 4288	✠100A1 ~~9,34~~ 10,35 DB~~7,34~~ ✠LMC CS5,35 11,34 Carrying Petroleum in bulk	Avn	h †	CL 10,35	1930 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	A/S Tanktransport (ThorvaldBerg, Mgr.) CellDBuE65' DTf41'458t	442·7|58·8|33·0 P110'B31'F42' FK 236t FPT113tAPT116t	Tönsberg Norwegian 16BHptCem (11 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26⅜"-49⅛" 727NHP 2DB150lb Swan,Hunter&Wigham- Richardson,Ld.Nwc.	33 ″ 0	
30240 131571 VJGT	**Morinda** Ⓟ ssSyd.No.3-10,26 ssSyd.No.2-34 Ref.Mchy. Well deck 1Dk(Stl-ws)	2025 1243 1146	✠100A1 ~~8,30~~ ~~3,35~~ 3,36 BS~~3,35~~ ✠LMC4,34 2,36	Syd	q	CL 4,34	1913 8mo Lloyd	Greenock& Grngemouth. Dkyrd.Co.Ld Grngemouth 'sA&CP	Burns,Philp&Co. Ld.	260·0|38·1|16·3 P&B165'F39' FK WB = CellD	SydnyNSW British 4BHCem Ba50'uE20'	T.3Cy.20",33½"&55"-36" (s) 180lb 100lb 231NHP 2SB,6cf,GS107,HS4012 Dunsmuir&JacksonLdGls f142'327tFPT21tAPT30t	18 ″ 9 s 1 ″ 8½ 17 ″ 7	
30241 27691 JOKD	**Morioka Maru** ssYka.No.3-9,32 2Dks(Stl)	4469 3936 3096	✠100A1 10,35 ~~10,34~~ BS~~10,34~~ ✠LMC9,32 11,35	Yka	x	CL 10,34	1920 9mo	Uraga DockCo.Ld. Uraga A&CP	NipponYusenK.K. CellD	360·0|51·2|28·5 P20'B94'F42' FK B291'919tFPT114t	Tokio Japanese 6BHCem APT46t	T.3Cy.22",36½"&61"-48" (s) 200lb 341NHP 2SB,6cf,GS119,HS4658 FD UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5¼ 23 ″ 3	
30242 143608 MJTZ	**Morion** (exJessieSummerfield) K ssIrv.No.3-3,32 Mchy.Aft ssGls.No.1-36 1Dk(Stl) Well deck Cargo battens not fitted	423 314 162	✠100A1 3,36 ~~9,34~~ ~~BS4,35~~ ✠LMC~~3,32~~ 3,36	Ayr Gls	f	CL ~~6,33~~ 2,36	1919 12mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	Wm.Robertson	143·2|25·1|12·0 26·3 P48'B10'F23' BK7' FPT	Glasgow British 3BHCem 36tAPT4t	C.2Cy.18"&36"-27" (s) 130lb 54RHP 1SB,3pf,GS53,HS1827 AilsaS.B.Co.Ld.Troon	12 ″ 9 s ″ 10 12 ″ 6	
30243 TSQO	**Morlaix** (exEdmondTroppey, exFedalah,exOran) Mchy.Aft 1Dk(Stl)	419 — 145	✠ 5,11 ✠	Goo			1911 5mo	GooleS.B. &RepgCo.Ld. Goole	Soc.Havraise de Transp.&deTran- sit	175·0|28·1| 9·8 B18'F25' FK FPT	Havre French 3BHCem 50tAPT16t	T.3Cy.13½",21"&35"-24" 85NHP 1SB,3pf,GS51,HS1600 Richardsons,Westgarth& Co.Ld.Mdb.	10 ″ 0	V †
30244 142009 MJRP	**Morna** 1Dk	1378 1053 728					1919	ForthS.B. &Eng.Co.Ld. Alloa	DerwentSteam ShippingCo.Ld. (Anthony&Bain- bridge,Ld.Mgrs.)	235·6|36·2|15·6 Q136'B16'F30'	Newcastle British WB	T.3Cy.18",30"&50"-33" 144NHP ForthS.B.&Eng.Co.Ld.		C
30245 FOTJ	**Moron** ssAnt.No.1-34 1Dk(Stl)&Shelter dk(Stl)	4128 3746 2439	✠100A1 withfreeboard 9,35 ~~9,34~~ ✠LMC6,34	Ant	y	CL 9,33	1930 5mo Lloyd	Napier& Miller,Ld. Glasgow 'sA&CP CellDBa&	Cie.deNavigation d'Orbigny uE153' f181' 947t	394·5|53·0|22·7 F34' FK (FPT74t APT124t	LaRochlle French 6BHCem Coll to Shdk 5 ,, 2nd ,,)	T.3Cy.24",41"&68"-48" (s) 210lb 496NHP 2SB(FD)&1AuxSB,9cf, GS165,HS7577 D.Rowan&Co.Ld.Gls.	25 ″ 0 s 2 ″ 2¾ 22 ″ 11¾	
30246 93151 KFTB	**Morris S. Tremaine** (exMaryC. Elphicke) Mchy.Aft 1Dk2trB	4904 — 3879					1901	Chicago S.B.Co. Chicago	WesternS.S.Corp. (Boland& Cornelius,Mgrs.)	430·0|50·2|24·4 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.		R
30247 Broken up	**Morristown** 2Dks	4746 4282 2983			...		1918	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0|52·0|26·8 P25'B106'F34' FK	NewYork Utd.States WB	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
30248 124012 VJTP	**Moruya** (exStuart, TwinSc exMoruya) Mchy.Aft 2Dks	530 476 251					1906	Caledonian Eng.&S.B.Co Preston	AustralianSteam- shipsProprietary, Ld.(Man.Agents, HowardSmithLd.)	150·7|25·6|14·4	Melbourne British WB	C.4Cy.13½"&28"-20" 64RHP CaledonianE.&S.B.Co.Prs.		
30249 SVFA	**Moscha L. Goulandris** (exRidderkerk-33, ssRot.No.3-2,33 exKieldrecht,exWarRoach) 2Dks(Stl)	5199 4702 3174	100A1 7,34 BS2,35 LMC2,33 Fitted for oil fuel 10,19 F.P. above 150° F.	Pir	y	CL 1,33	1918 Lloyd	CaledonSB &E.Co.Ld. Dundee sA&CP	GoulandrisBros.	400·1|52·2|28·5 P49'B113'F38' FK CellDB342'1016t	Andros Greek 7BHCem FPT112t	T.3Cy.27",44"&78"-48" 180lb 517NHP 3SB,9cf,GS189,HS7668 FD CaledonSB&ECo.Ld.Dun. APT165t	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30250 DOFA	**Mosel** Ⓟ 4Mst Sub.Sig. D.F. 2*Dks* E.S.D.	8428 7632 5280					1927	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	508·5 P26'B&F472' *Upper*F29'	63·7	30·2	Bremen German *WB*	T3Cy.33¼",52¾"&86⅝"–57$\frac{1}{16}$" & 1 low pressure Turbine 1000NHP A.G."Weser,"Bremen		G
30251 220594 KJRW	**Mosella** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6034 — 4425					1920	Moore S.B.Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30252 LEMF	**Mosken** Ⓟ 2*Dks*	410 356 213					1924	Trosvik Mek.Værks Brevik	A/SVesteraalens Dampskibsselskap	140·5	23·1	16·2	Stok-marknes *WB* Norwegian	T 3Cy.12½",20¼"&33"–21" TrondhjemsM.V. 50NHP Trondheim		
30253 UOWE	**Moskva** (*ex*Mossoviet–34) TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk* *Longitudinal framing*	6086 5476 3167					1931	StatesS.B. Yard"61 Kommunar" Nicolaieff	U.S.S.R.	409·1 P105'B26'F36'	54·5	32·2	Odessa Russian	Oil Engines 2S.C.SA 8Cy.23⅝"–41$\frac{11}{16}$" 776NHP SulzerBros.Ludwigshafen		V
30254 LJBE	**Mosli** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	~~8000~~ 8291 7624 5003					1935	Eriksbergs M.V.Aktieb. Gothenburg	A/S Mosvolds Rederi III ~~(Martin Mosvold, *Mgr.*)~~ (TorreyMosvold, *Mgr.*)	476·8 P92'B28'F46'	61·1	34·5	Farsund Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" 641NHP EriksbergM.V.Aktieb.Got		
30255 LDVN	**Mosna** (*ex*Fiorella–33,*ex*Lauwerzee) 1*Dk*	1385 1190 769					1923	N.V.Shps. v/hWd.a.van Duijvendijk Papendrecht	A/S Mosvolds Rederi IV(Martin Mosvold, *Mgr.*)	238·3 P54*t*H84*t*F25*t*	36·6	16·7	Farsund Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP N.V.Mchfbk.Holland Hardinxveld		N
30256 EAAS	**Mosquitera** (*ex*AnaMaria,*ex*Juan Antonio,*ex*ChowTai) 2*Dks*	1717 1640 1184					1896	Fairfield Co.Ld. Glasgow	Cia.Naviera "Amaya"S.A.	288·3 P10'B22'F42'	37·8	20·0	Bilbao Spanish *WB*	T.3Cy.22",36"&57"–42" 211NHP FairfieldCo.Ld.Glasgow		
30257 161157 MPTR	**Moss Rose** *ss*Cff.No.1–35 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	739 512 343	✠100A1 5,35 ~~2,35~~	Cff Bly ✠LMC2,35	*j*	OG ~~2,35~~ 5,35	1930 5mo	NVSchpsw deMerwede Hardinxveld *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld.	180·0 Q105'B13'F24' FK *Cell DB*108' 156*t FPT*63*t APT*7*t*	28·1	12·6	Liverpool British 3*BHCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 89RHP 2SB,4*pf*,GS62,HS2100 Earle'sCo.Ld.Hull	14 〃 6 s4 〃 5¼ 14 〃 1¾	
30258 129445 GDWY	**Mostyn** (*ex*Dalveen) *ss*Shl.2nd.No.3–3,35 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	1859 1503 1004	✠100A1 9,35 ~~3,35~~ BS9,~~34~~ 9,35	Shl Cff ✠LMC MS4,35	*q*	CL ~~1,35~~ 9,35	1909 11mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	MervynS ShppgCo Ld.(Martyn,Martyn&Co.Ld.*Mgrs*)	260·2 P18'Q82'B50'F24' FK *Cell DBuE*20'*f*106'357*t DTa*80'487*t FPT*67*t APT*50*t*	40·0	17·7	NwprtMon British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 209NHP 2SB,6*cf*,GS99,HS3477 Blair&Co.Ld.Stockton	20 〃 1 s1 〃 11¼ 18 〃 3¾	
30259 LIYG	**Mosvold** TwinSc *Mchy,Aft OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinalframing–bracketless system*	9108 8551 5573	✠100A1 ~~2,35~~ 11,35 *CarryingPetroleum in bulk*	Cpn Fal ✠LMC2,35	*d*†	CL	1935 2mo	Akt.Burmeistr&Wain Copenhagen ~~*Lloyd'sA&CP*~~	A/S Mosvolds Rederi IV(Martin Mosvold,*Mgr.*)	471·8 P101'B29'F44' FK *Cell DBuE*71'361*tDTf*43'629*tAPT*150*t*	64·4	34·9	Farsund Norwegian 16*BH* (12 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$'–35$\frac{7}{16}$" 807NHP 2DB180*lb* Akt.Burmeistr&Wain,Cpn	35 〃 0	
30260 23 IBRX	**Motia** (*ex*Sicania,*ex*WarDirk) *ss*Nap.No.3–5,28 *Well deck* *ss*Npt.No.1–32 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 1798 1398	✠100A1 ~~6,35~~ ~~3,34~~ 10,35 BS~~5,34~~ 6,35	Gmh Gen ✠LMC7,32	*s*	CL 2,33	1918 11mo	CaledonSB &E.Co.Ld. Dundee *Lloyd'sA&CP*	"LaSicania" Soc.Anon.diNav.	298·0 285·0 P28'Q75'B58'F32' FK *CellDB*228' 579*t FPT*100*t APT*209*t*	42·0	19·0	Trapani Italian 7*BHptCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 410NHP 2SB,8*cf*,GS148,HS5882 FD CaledonS.B.&ECo.Ld.Dun	21 〃 2 s2 〃 3 19 〃 3	
30261 142866 GDBS	**Moto** *ss*Sld.No.2–29 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2693 1876 1362	✠100A1 1,31 BS3,30	Shl ✠LMC2,29	*t*	CL 1,31	1920 4mo	Murdoch& Murray,Ld. PortGlasgow *Lloyd'sA&CP*	PeltonS.S.Co.Ld.	314·0 P27'Q214'F31' FK *Intermediate BH in fore hold dispensed with* *CellDB*224'633*tDTa*42'228*tFPT*113*t*	44·2	17·7	Newcastle British *Cem* 4*BHonly* *APT*114*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 431NHP 4SB,12*cf*,GS231,HS7780 J.G.Kincaid&Co.Ld.Grk.	20 〃 0 s7 〃 2 18 〃 9	
30262 TUQX	**Moto-Gaz** TwinSc *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	361 321 224					1927	Soc.Anon. desChant. Généraux Sete	RaffineriedduMidi	157·9 F24'	22·0	11·6	Arzew French	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"–12$\frac{3}{16}$" 197NHP D.Goedkoop,Jr.Ams.		V
30263 147 OTKA	**Motocarline** TwinSc *ss*Ant.No.2–33 *Mchy.Aft OilEng.* Sub.Sig. 1*Dk*(*Stl*)*&ShelterDk*(*Stl*) D.F. GyC. *&Web frames* *CruiserStern Longitudinal framing*	*8917* *8481* *4676*	✠100A1 *Shelter dk withfreeboard* 9,35 ~~10,34~~ DBS~~6,34~~9,35 *CarryingPetroleum in bulk*	Ant ✠LMC CS11,33 9,35 ~~10,34~~		CL P10,33 S10,34	1925 8mo	Frd.Krupp Act.Ges. Kiel *Lloyd'sA&CP*	SA.BelgeAmerican PetroleumCo.	468·7 B33'F39' FK *CellDBuE*73'160*tDTf*36'315*tDTa*19' 111*t*	63·2	35·2	Antwerp Belgian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–51$\frac{3}{16}$" 905NHP DB70*lb* 2 Water Tube DB 200*lb* Frd.KruppA.G.Kiel *FPT*186*tAPT*106*t*	35 〃 6 s8 〃 8¼ 27 〃 2	
30264 EADE	**Motomar** (*ex*Cabo Tortosa–32, *ex*Hemland) TwinSc ~~*ss*Gen.No.2–30~~ *ss*Gen.No.3–2,34 *OilEng.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *2nd dk*(*Stl*) *in forward holds*	5724 5239 3477	✠100A1 *Shelter dk withfreeboard* ~~10,34~~ ~~1,33~~ 8,35 ✠NE10,30	Gen NYk ✠LMC CS4,35 ~~1,34~~ DBS4,35	*y*	OG 2,34	1921 11mo	Aktieb. Götaverken Gothenburg *Lloyd'sA&CP*	Cia.Espanola de Nav.MaritimaS.A.	392·9 F36'*onShelter dk* FK *CellDB*307'1121*tTanks at sides Coll of tunnels*33'181*tFPT*133*tAPT*42*t*	53·9	30·2	Seville Spanish *ptCem* *BH to Sh dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.22$\frac{13}{16}$"–33$\frac{1}{16}$" 610NHP DB100*lb* MaschinenfbrkAugsburg-NürnbergA.G.Augsburg	33 〃 4 s8 〃 5½ 25 〃 0¾	
30265 150894	**Motor Princess** Ⓟ WoodTwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1243 301 779			…		1923	Yarrows, Ld. EsquimaltBC	CanadianPacific RailwayCo.	165·0	43·5	9·0	Vict'riaBC British	Oil Engines 4S.C.SA 12Cy.16½"–24" 318NHP McIntoshSeymour, Auburn,N.Y.	11 〃 5	
30266 FNFK	**Motrix** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	6587 — 3641					1922	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports(Cie.de Nav.Mixte, *Mgrs.*)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French	T.3Cy.27⅓",44½"&75"–51" 400NHP Ch.&Atel.deSt.Nazaire		V
30267 UNJP	**Moudyoug** Ⓟ TwinSc Wireless 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian *WB*	T 6Cy.8$\frac{11}{16}$",13¾"&22$\frac{7}{16}$"–15¾" 42NHP StatesS.B.Yard"Marti"		
30268 1847 IBUX	**Mouni** (*ex*Milluna–33,*ex*Franziska, *ex*Mabel, *ex*MabelRickmers) *ss*Nwc.No.3–1,21 *ss*Syd.No.2–29 2*Dks*(*Stl*)	5129 4675 3219	… 8,33	Hul			1914	Rickmers Werft Bremerhaven	~~L'EquatorialeSoc. Anon.Esercizio ArmamentoeNav.~~ Ignazio Messina&C.	417·0 P50'B134'F35' FK *CellDB*357'1163*tFPT*46*t*	53·2	27·5	Genoa Italian 6*BHCem* *APT*8*t*	T.3Cy.28⅛",45½"&74"–53" 500NHP 3SB,9*cf*,GS147,HS6681 A.G."Weser,"Bremen	30 〃 0	I †

Now "Tembien," *see No.* 40296 *in Supplement*

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Dans Cert. Ref. Frig.
30269 SVHT	**Mount Athos** (*ex*Pentowy-32, *ex*Iossifoglu) *ss*Bry.No.3-2,26 *ss*Pir.No.2-34 1*Dk*(*Stl*)	3578 3276 2182	✠100A1 2,36 ~~11,34~~ ✠LMC11,34	Pir Ams	*w*	CL ~~10,33~~ N2,36	1918 8mo *Lloyd*	R. Thompson&Sons,Ld Sunderland '*sA&CP*	Rethymnis&Kulukundis(Hellas) Ld.&C.Scarvellis *CellDBa*108'*uE*23	350·0|50·0|22·5 P35'B210'F36' FK '*f*150'952*tFPT*105	Piræus Greek 6*BHCem* *tAPT*144*t*	T.3Cy.24½",40"&66"-45" (*s*) 180lb 331NHP 2SB,6*cf*,GS130,HS5300 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 2 ″ 11¼ 22 ″ 3½	
30270 216217 WQCN	**Mount Baker** Wood (*ex*MountShasta) *OilEng.* 2*Dks*	2904 — 2429					1918	Supple-BallinSBCor. Portland,Or.	RedSalmonCanningCo.(FrankB. Peterson,*Mgr.*)	285·5|44·8|24·1	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12¼"-18" 262NHP NDB23 WintonEng.Co.		R
30271 SVJZ	**Mount Cynthos** (*ex*Zeriba-33, *ex*VillaAda, *ss*Gen.No.3-11,25 *ex*FratelliBianchi, *ss*Pir.No.2-34 *ex*WarLeopard) 2*Dks*(*Stl*)	5188 4749 3150	✠100A1 11,34 ✠LMC4,34 BS6,36	Pir	*y*	CL 10,33	1918 7mo *Lloyd*	Workman,Clark&Co.Ld Belfast '*sA&CP*	KulukundisBros. ~~*Mgrs.*)~~ *CellDB*	400·4|52·3|28·4 P49'B113'F39' FK 347'1120*tFPT*115*t*	Syra Greek 7*BHptCem* *APT*170*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 Wrkman,Clark&Co.LdBel	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
30272 SVHA	**Mount Dirfys** (*ex*Bernini-33, *ex*WarPenguin) 2*Dks*	5242 4799 3217					1918	W.Dobson&Co. Newcastle	AtlanticosS.S.Co. Ld.(Kulukundis Bros.*Mgrs.*)	400·1|52·3|28·4 P49'B112'F39'	Piræus Greek WB	T.3Cy.27",44"&73"-48" 180lb HS7668 517 ~~369~~NHP N.E.MarineEng CoLdNwc		C
30273 218391 KIMT	**Mount Evans** Sub.Sig. *Fitted for oil fuel* *WellDeck* 2*Dks*	6267 5248 3903					1919	ColumbiaRiverS.B.Corp. Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F46'	PortlndOr Utd.States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
30274 SVHH	**Mount Helikon** (*ex*Jagersfontein-32, *ss*Ams.No.3-4,30 *ex*KaiyeiMaru) *ss*Pir.No.1-34 2*Dks*(*Stl*)	5525 5183 3483	✠100A1 ~~12,34~~10,35 ✠LMC12,34 BS10,35	Pir Rot	*z*	CL ~~10,32~~ 10,35	1918 8mo	OsakaIron Works,Ld. Osaka A&CP	KulukundisBros.	407·3|51·1|30·1 P40'B137'F46' FK *Cell*	Piræus Greek 7*BHCem* *DB*360'982*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka *FPT*106*tAPT*26*t*	32 ″ 7 s6 ″ 6 26 ″ 3½	
30275 92004 WEFU	**Mount Hope** Ⓟ WoodPad Wireless	880 — 440					1888	…… Chelsea,Mass	Providence,Fall River&Newport SteamboatCo.	193·1|58·8|11·5	Providnce, R.I. Utd.States			
30276 SVCB	**Mount Hymettus** 2TwinMsts (*ex*Union-34) *ss*Ant.No.3-4,34 2*Dks*(*Stl*)	5820 5344 3558	✠100A1 1,36 ~~11,34~~ ✠LMC11,34 BS2,36	Ant	*a*†	3,35	1921 3mo *Lloyd*	Atel.&Ch.deSt.Nazaire, Penhoët St.Nazaire '*sA&CP*	J.A.Cosmetto& KulukundisBros. ~~(Rethymnis&Kulukundis,Ld.Mgrs.)~~	425·8|57·4|29·0 P38'B135'F49' FK *CellDB*344'1601*t* *DTa*30'940*t*	Syra Greek 7*BHCem* *FPT*121*t A*	T.3Cy.27 3/16",44½"&74 13/16"-51" 178lb (*s*) 560NHP 3SB,9*cf*,GS203,HS8350 FD Atel.&Ch.deSt.Nazaire, *PT*46*t* Penhoët	32 ″ 0 s7 ″ 7½ 24 ″ 7¾	
30277 SVHE	**Mount Ida** (*ex*Ballena-33) *ss*Bly.No.3-1,33 2*Dks*(*Stl*)	5210 4774 3216	✠100A1 4,36 ~~2,35~~ BS~~2,35~~ ✠LMC1,35 4,36	Bry Pir	*y*	CL ~~12,32~~ 3,36	1920 2mo *Lloyd*	W. Dobson&Co. Newcastle '*sA&CP*	J.A.Cosmetto& KulukundisBros. ~~(Rethymnis&Kulukundis,Ld.Mgrs.)~~	400·1|52·3|28·4 P49'B113'F39' FK	Piræus Greek 7*BHCem* *CellDB*344'	T.3Cy.27",44"&73"-48" (*s*) 180lb 452NHP 3SB,9*cf*,GS190,HS7668 N.E.MarineEng.CoLdNwc 1073*t FPT*130*tAPT*198*t*	31 ″ 0 s5 ″ 11¼ 25 ″ 3½	
30278 SVHO	**Mount Kitheron** (*ex*Bellglade-32, *ex*Chevington) *ss*Ham.No.3-8,25 *ss*Rot.No.2-34 1*Dk*(*ptIrn ptStl*)	3876 3657 2447	✠100A1 9,35 ~~6,34~~ ✠LMC MS7,35 BS~~6,34~~9,35	Rot Gen	*x*	CL 6,34	1912 2mo *Lloyd*	JReadhead&Sons,Ld. SouthShields '*sA&CP*	~~Rethymnis&Kulukundis,Ld.~~ KulukundisBros *CellDBa*114'*u*	367·3|53·9|22·8 P32'B224'F34' FK *E&B*39'*f*163'1060*t*	Syra Greek 6*BHCem* *APT*110*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 372NHP 2SB,6*cf*,GS134,HS5940 J.Readhead&Sons,Ld.	25 ″ 2 s 3 ″ 4 22 ″ 1½	
30279 SVCH	**Mount Myrto** (*ex*AlsaceII-34, *ex*Alsace) *ss*Ant.No.3-12,25 *ss*Dnk.No.2-34 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5403 4854 3288	✠100A1 10,34 BS~~6,34~~ ✠LMC4,34 10,35	Dnk	*y*	CL 10,34	1919 11mo *Lloyd*	Canadian Vickers,Ld Montreal,PQ. '*sA&CP*	J.A.Cosmetto& KulukundisBros. ~~(Rethymnis&Kulukundis,Ld.Mgrs.)~~	400·3|52·4|28·0 P39'B120'F43 *CellDB*333' FK 1025*tFPT*149*tA*	Syra Greek 6*BHptCem* *PT*133*t*	T.3Cy.25",41"&68"-45 (*s*) 180lb 397NHP 3SB,9*cf*,GS207,HS6930 CanadianVickersLd.Mtl.	31 ″ 1 s 6 ″ 0 25 ″ 4½	
30280 764 SVHG	**Mount Olympus** (*ex*Toba-32) *ss*Rot.No.3-8,32 1*Dk* ~~2*Dks*~~(*Stl*)&*Shelter dk*(*Stl*)	5166 4824 3136	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~ ~~7,34~~ 11,35 BS11,35 ~~BS6,35~~ ✠LMC8,32 *Fitted for oil*	Pir ~~Bly~~ *fuel* 7,	*a*† Sws 20	CL ~~8,32~~ 11,35 *F.P. a*	1920 6mo *bove*15	Harima Dockyd.Co. O Harima A&CP 0° F.	AtlanticosS.S Co.Ld. (Kulu- kundisBros*Mgrs*) *CellDB*366' 1153*tDTa*39'936	425·2|54·0|26·6 FK *Collision* *tFPT*153*tAPT*72*t*	Piræus Greek *ptCem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.28",47"&79"-51" (*s*) 200lb 600NHP 2SB&1AuxB,11*cf*, FD GS194,HS8270 KobeSteelWorks,Ld.Kobe	29 ″ 0 s 3 ″ 7 25 ″ 7½	
30281 SVHL	**Mount Ossa** (*ex*Grelbank-32, *ex*WarLegate) *ss*Fal.No.3-12,32 1*Dk*(*Stl*)	5201 4763 3131	✠100A1 5,35 BS5,35 ✠LMC12,32	Shl	*y*	CL 5,35	1918 6mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	J.A.Cosmetto& KulukundisBros. ~~(Rethymnis&Kulukundis,Ld.Mgrs.)~~	400·3|52·3|28·5 P49'B112'F38' FK *CellDB*344'1	Piræus Greek 7*BHptCem* 136*t DTa*28'	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls 1200*tFPT*118*tAPT*185*t*	31 ″ 0 s 6 ″ 0 25 ″ 3	
30282 SVHK	**Mount Othrys** (*ex*Newton-33) *ss*Grk.No.3-5,33 1*Dk*(*Stl*) &*Shelter dk*(*Stl*) *Straight frames & bevelled bilge*	4817 4447 2956	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~3,34~~ BS7,35 ~~BS3,34~~ ✠LMC5,35	Rot Ant	*a*†	CL ~~4,33~~ 1,36	1919 5mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP* *CellDB*343'	KulukundisBros. 1571*t DTa*25'858*t*	412·6|55·8|34·4 F40'*onShelter dk* FK *FPT*91*t APT*126*t*	Syra Greek *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48' (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 ″ 7 s 3 ″ 4 25 ″ 6½	
30283 SVHJ	**Mount Parnassus** (*ex*Headcliffe-32) *ss*Shl.No.3-11,27 *ss*Shl.No.1-32 1*Dk*(*ptIrn ptStl*)	3660 3455 2301	✠100A1 10,34 ~~BS4,34~~ ✠LMC11,32 ~~1,35~~BS12,35	Rot	*v*	CL ~~10,32~~ 12,35	1915 6mo *Lloyd*	JReadhead&Sons,Ld. SouthShields '*sA&CP*	AtlanticosS.S.Co. Ld.&I.Margaronis (Kulukundis Bros,*Mgrs.*) *CellDBa*	347·4|49·2|25·2 P32'B93'F33' FK 110'*uE*23'*f*151'796*t*	Piræus Greek 6*BHCem* *APT*124*t*	T.3Cy.24½",41"&66"-45"(*r*) 180lb *90lb* 324NHP 2SB,6*cf*,GS120,HS5100 JReadhead&Sons,Ld.SShl	26 ″ 8 s4 ″ 8½ 22 ″ 3	
30284 SVHN	**Mount Pelion** (*ex*CommissairePierreLecocq-33, *ex*WarPrince) 2*Dks*&*Awng dk*	4592 4189 2808			…		1917	Kawasaki Dkyd.Co.Ld. Kobe	KulukundisBros.	385·5|51·3|33·5	Syra Greek WB	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDkydCoLd Kobe	36 ″ 0	V †
30285 SVAV	**Mount Pentelikon** (*ex*Illinois-34, *ex*Farnworth) *ss*Hav.No.3-11,29 *ss*Npt.No.1-34 ~~1*Dk*(*Stl*)&*Awng dk*(*Stl*)~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4600 4262 2797	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~11,34~~ ✠LMC BS12,35 11,34	Npt Rot	*y*	CL ~~10,34~~ 12,35	1917 6mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	KulukundisBros. ~~*Mgrs.*)~~ (*CellDBa*134*uE*2	400·3|51·6|32·9 ~~F on Awng dk36'~~ F35' FK *CollBHto Shltr dk*5 6'*f*176'1122*tFPT*1	Piræus Greek 6*BHCem* *BHto 2nd dk*) 14*tAPT*141*t*	T.3Cy.27",44½"&74"-48" 180lb (*s*) 440NHP 3SB,9*cf*,GS192,HS7171 Blair&Co.Ld.Stockton	27 ″ 6 s3 ″ 0 24 ″ 9	
30286 SVHP	**Mount Pera** (*ex*Grelisle-33,*ex*War Painter) *ss*Fal.No.3-2,33 1*Dk*(*Stl*)	5208 4755 3172	✠100A1 ~~2,34~~10,35 BS~~2,34~~ ✠LMC2,35 5,35	Rot Nwc	*y*	CL ~~2,33~~ 10,35	1918 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	J.A.Cosmetto& KulukundisBros. ~~(Rethymnis&Kulukundis,Ld Mgrs.)~~ *CellDB*3	400·0|52·4|28·4 P49'B113'F40' FK 43'1122*tDTa*28'116	Piræus Greek 7*BHptCem* 6*t FPT*113*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD CammellLaird&Co.LdBkn *APT*166*t*	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30287 SVHQ	**Mount Pindus** (*ex*Maindy Grange–32, *ss*Cff.No.3-12,27 *ex*Pontwen) *ss*Gen.No.1-32 1*Dk*(*Irn*)	*4810* *4558* *3020*	✠100A1 8,35 ~~9,34~~ BS9,34 ✠LMC10,32	Hul Nag	*x*	CL 9,34	1914 6mo *Lloyd*	Richardsn, Duck&Co.Ld Stockton '*sA&CP*	TrampShipping DevelopmentCo. Ld.(Rethymnis& Kulukundis,Ld. *Mgrs.*) *CellDBa*127'*uE*	380·2|50·9|28·0 P34'B111'F31' FK	Syra Greek 6*BHCem* &*B*45'*f*168'	T.3Cy.26",42"&70"-48" (*s*) 180lb 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Ld.Stockton 1116*tFPT*162*tAPT*129*t*	30 ″ 4 s 5 ″ 9¼ 24 ″ 9	
	Now "Michalis Poutous," *see No.* 39098 *in Supplement*													
30288 SVMZ	**Mount Rhodope** (*ex*Boutry–34) *ss*Lon.No.3-1,34 2*Dks*(*Stl*)	*5182* *4760* *3192*	✠100A1 1,36 ~~9,34~~ BS5,35 ✠LMC1,34	Mch Ant	*y*	CL 2,34	1919 6mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	~~MargaronisBros.~~ ~~&others~~ I.Margaronis & others *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 347'1126*t FPT*117*t*	Piræus Greek 7*BHptCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
30289 268 SVHR	**Mount Taurus** (*ex*Proteus–32, *ex*BrattonCastle) *ss*Bkn.No.3-4,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*in fore hold Bevelled bilge* *Longitudinal framing*	*6696* *6227* *4154*	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~9,34~~ ✠LMC MS4,35	Rot Cff BS~~2,34~~ 8,35	*a*†	CL ~~9,34~~ 8,35	1920 5mo *Lloyd* *Ce*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *llDBa*123'*uB*	AtlanticosS.S.Co. Ld. &Tramp ShppgDevelop- mentCoLd(Kulu- kundisBros*Mgrs*) 24'*f*162'1457*t DT*	412·2|55·8|34·4 P55'F36' *onShelter* *dk* FK *a*31'1062*tFPT*142*t*	Syra Greek *Cem* 6*BHtoSh dk* 2 ,, ,, *U* ,, *APT*206*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc.	38 ″ 1 s 9 ″ 8¾ 28 ″ 6¼	
30290 215449 KDCZ	**Mount Vernon** Ⓟ TwinSc (*ex*KronprinzessinCecilie) Sub.Sig. 5*Dks*&*Shade dk*	18372 13574 7564					1906	Akt.Ges. "Vulcan" Stettin	UnitedStates ShippingBoard Bureau	685·4|72·2|40·5 F87'	S.Frncisco Utd.States *WB*	Q.16Cy37⅖",49⅕",74⅘"&112⅖" -$70\frac{9}{10}$" 4240NHP A.G."Vulcan,"Stettin		
30291 123266 GRCN	**Mourino** *Ref.Mchy.* 1*Dk*	2165 1554 1256					1906	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0|41·5|18·4 P187'F32'	Hull British *WB*	T.3Cy.21",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		C
30292 FOUT	**Mousse le Moyec** D.F. 1*Dk*	2038 — 1184					1921	Constructn Navales Lorient	E.Marcesche&Co.	266·7|39·3|19·6	Lorient French	DR geared Steam Turbine Brégnet,Paris		V
30293 CSDW	**Mouzinho** Ⓟ TwinSc (*ex*MariaCristina, *ss*Nap.2ndNo.3-11,27 *ex*Guglielmo *ss*Lis.No.1-32 Peirce,*ex*Cor- 2*Dks*(*Stl*-*U dk* teak s)& covado,*ex*Sueh, Sub.Sig. *Web frames* *ex*Corcovado) *Ref.Mchy.*	8374 5830 5194	100A1 1,35 MS10,31	Lis LMC BS~~11,34~~ 10,35		CL 1,35	1907	Frd.Krupp Akt.Ges. Kiel	Cia.Colonial de Nav.	448·3|55·2|28·0 P&B293'F79' FK *CellDB*389'1331*t*	Loanda Portuguese 9*BHptCem* *ptAsp* *APT*18*t*	Q.8Cy.21⅝",31⅛",45¼"&65⅜" -47¼" 213lb (*s*) 889NHP 2D&1SB,15*cf*,GS308, HS12863 FD Frd.KruppA.G.Kiel	31 ″ 0 s 5 ″ 6¾ 25 ″ 11 —	
30294 147941 GKYW	**Moveria** *OilEng.* *ss*Gls.No.2-33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *4th dk in No. 2 hold*	4867 4370 2873	✠100A1 *withfreeboard* 9,35 ~~10,34~~ DBS~~5,34~~5,35 ✠Lloyd'sRMC~~2,35~~9,35	Gls ✠LMC CS7,35 3,33	*z*	CL N10,34	1925 1mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP* *C*	DonaldsonLine,Ld. (DonaldsonBros. Ld.*Mgrs.*) *ellDB*308'946*t FP*	385·6|51·6|28·6 B73' FK 783*tAPT*45*t* *Coll*	Glasgow British 6*BHptCem* *BH to Shdk* 5 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 3DB*120lb* Vickers,Ld.Barrow	31 ″ 0 s 3 ″ 9 27 ″ 4¼	
30295 DANC	**Möwe** 1*Dk*	300 221 148					1912	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	128·7|22·7|10·7 P44'F19'	Stettin German *WB*	C.2Cy.$15\frac{7}{10}$"&27⅗"-$15\frac{7}{10}$" 25NHP StettinerOderwerke		G
30296 147374 EIGY	**Moyalla** *ss*Bkn.No.2-34 1*Dk*(*Stl*)	642 489 245	✠100A1 5,35~~4,34~~ BS5,35	Liv Bkn ✠LMC4,34	*k*	CL 3,34	1927 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co. Ld.(S.J.K.Roy- croft,*Mgr.*) *CellDBa*&*u*	190·2|30·6|10·9 P29'B70'F65' FK&BK1¼" *E*42'*f*80'165*tFPT*	Limerick British 4*BHCem* 40*tAPT*20*t*	T.3Cy.16½",27"&44"-30" (*s*) 185lb 147NHP 2SB,4*cf*,GS70,HS2691 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 8½ 12 ″ 10½	
30297 127478 MLJQ	**Moygannon** 3Mst *ss*Bwg.No.3-4,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *ss*Bel.No.1-36	498 330 193	✠100A1 3,36 ~~11,33~~ ~~MS4,32~~	Dub Bel ✠LMC3,36 BS~~2,34~~ 3,35	*h*	CL ~~4,33~~ 2,36	1921 10mo *Lloyd*	Dublin Shipbuilders, Ld. Dublin '*sA&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellD*	164·9|25·7|9·5 *27·2* Q97'B10'F25' BK7¼ *Bf*93'108*t FPT*34*t*	Newry British 3*BHCem* *APT*26*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,3*cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge	11 ″ 11 s 4 ″ 2 12 ″ 4½	
30298 124668 GFNJ	**Moyle** *ss*Shl.2ndNo.3-2,32 1*Dk*(*Stl*)&*deepframing*	1761 1325 749	✠100A1 8,35~~11,34~~ BS~~5,34~~ 8,35	Cff ✠LMC2,32	*q*	OG ~~11,34~~ 8,35	1907 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP* *Cel*	ShamrockShppg. Co.Ld. *lDBuE*24'*f*96'258	275·2|36·1|18·6 P21'Q84'B54'F32' FK *tDTa*80'382*t FPT*	London British 5*BHCem* 71*tAPT*37*t*	T.3Cy.17",31"&51"-36" (*s*) 180lb 216NHP 2SB,6*cf*,GS107,HS3976 AilsaS.B.Co.Ld.Troon	19 ″ 0 s 1 ″ 9½ 17 ″ 6	
30299 161562	**Moyra** *ss*Hfx.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1396 1197 759	✠100A1 *withfreeboard* 4,35	Hfx ✠LMC4,35	*q*	CL 5,34	1931 5mo *Lloyd*	SwanHun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	MoiraShippingCo. Ld. *CellDB*206'466*t*	248·0|39·5|14·9 FK *FPT*57*tAPT*39*t* (	Halif'xN.S. British 4*BHptCem* *Coll to Shdk* 3 ,, *2nd*,,)	T.3Cy.15½",25"&40"-33" (*s*) 180lb 124NHP 2SB,4*cf*,GS68,HS2238 Swan,Hunter&Wigham- Richardson,Ld.Sld.	16 ″ 10 s ″ 3¼ 16 ″ 8¾	
30300 YTCP	**Mrav** (*ex*Lydford) *ss*Tri.2ndNo.3-7,29 *ss*Tri.No.1-34 *Spar dk*(*Stl*)*2trB*& *deep framing* *Cargo battens not fitted*	3870 3654 2419	✠100A1 *Spar dk* *withfreeboard* 11,35~~10,34~~ MS9,33 DBS5,35	Tri MBS11,35 ✠LMC ~~MBS10,34~~	*w*	CL 9,33	1905 4mo *Lloyd*	R.Stephen- son&Co.Ld Newcastle '*sA&CP*	Brodarsko Akcion- arskoDrustvo "Oceania" *CellDBa*	340·8|47·2|20·0 P26'B93'F33' 27·2 FK &*uE*133'*f*138'682*t*	Susak Yugoslav 6*BHCem* *APT*181*t*	T.3Cy.25",41"&67"-45" (*s*) 165lb *80lb* 316NHP 2SB,6*cf*,GS123,HS4912 N.E.MarineEngCoLd.Nwc	29 ″ 10 s 5 ″ 7 24 ″ 5¼	
30301 UOBY	**Msta** (*ex*Kollgrim–33,*ex*Skrymer) *ss*Osl.No.3-5,33 1*Dk*(*Stl*)	1984 1752 1139	✠ ... 1,35	Osl ✠	*r*		1921 3mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	U.S.S.R. *CellD*	271·7|41·6|19·4 P32'B75'F32' FK *B*229'460*t FPT*49*t*	Leningrad Russian 4*BHCem* *APT*75*t*	T.3Cy.20",33"&54"-39" 221NHP 2SB,6*cf*,GS105,HS3719 J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
30302 DHRE	**Muansa** 2*Dks*	5472 4916 3387					1911	Bremer Vulkan Vegesack	DeutscheOst- AfrikaLinie	419·8|54·5|28·2 P&B334'F58'	Hamburg German *WB*	Q.4.Cy27"34⅝"50⅜"&72⅞" -53⅛" 387NHP BremerVulkan,Vegesack		G
30303	**Mucury** (*ex*BritishPrince) *ss*N.Yk.No.3-11,00 *Well deck* *ss*Nwc.No.2-09 1*Dk*(*Irn-pt* ws)&*Web frames*	*2217* *1713* *1402*	✠ 3,12	Mch ✠	*r*		1888 11mo	ShortBros. Sunderland	Cia.Commercio e Navegação *WB*	292·0|39·1|18·9 P32'Q76'B114' F30' BK10" =*CellDBa*80'*f*104'	R.Janeiro Brazilian 6*BHCem* 314*tAPT*40*t*	T.3Cy.22",36"&59"-42" NDB02 223NHP 2SB,6*cf*,GS106,HS3434 G.Clark,Sunderland	21 ″ 2	
30304 OZGE	**Muinam** Ⓟ TwinSc3Mst *ss*HKg.No.1-34 *OilEng.* D.F. 1*Dk*&*Shade dk*	3113 2290 1739	✠100A1 ~~5,35~~ ~~11,34~~2,36 DBS11,34	Hkg ✠LMC CS11,34 5,34		CL PN 12,33 s12,33	1931 6mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP*	A/S DetÖstasia- tiskeKompagni	330·2|48·9|19·2 B101'F64' *onShade* *dk* FK *CollBH* *CellDB*282'685*t*	Copnhagn Danish 7*BHptCem* *to Shade dk* *DTf*21'534*t*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" DB*100lb* 449NHP Akt.Burmeistr&Wain,Cpn *FPT*50*tAPT*84*t*	21 ″ 6 s 3 ″ 6¾ 18 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
30305 FOOL	**Muirton** (*ex*Silene) *ss*Msl.No.3-9,32 2*Dks*(*Stl*)	4974 4079 3112	✠100A1 ~~6,35~~4,36 ~~1,36~~ BS~~11,34~~ 1,36 ✠LMC9,32 *Fitted for carrying oil 4,29 F.P. above 150° F in DT* *Carrying vegetable oil in forward deep tanks*	Msl	*y*	CL 9,33	1920 11mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	Cie deNavigation Fraissinet *CellDB*327'848t	386·1 P36'B113'Ba21' B*f*21'F42' FK *DT's f*53' 1800t*FPT*	52·6	26·3	Marseilles French 8*BHptCem* 97t*APT*20t	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 " 6 s 5 " 8½ 28 " 1	
30306 213571 KJRY	**Mukilteo** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1230 — 690					1915	A.Peterson Raymond, Wash.	TheCharlesNelson Co.	204·7	41·8	14·8	S.Frncisco Utd.States	T.3Cy.15",24"&42"-30" MainIronWks. 97NHP SanFrancisco,Cal.		
30307 146298 GFTM	**Mulbera** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl-Uteaks*) D.F. *CruiserStern*	9100 7289 5521	✠ 12,25 ✠	Mdb	*d*†		1922 6mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*400'1447t *Tanks'tween tunnels*96'243t*FPT*92t	466·3 P50'B175'F44' FK	60·1	33·3	Glasgow British 9*BHptCem* *APT*104t	6 Steam Turbines DR geared to2Sc.Shafts FD 1068NHP 5SB,20*cf*,GS375,HS15712 A.Stephen&Sons,Ld.Gls.	36 " 0	BT till ~~4,34~~ 6,36
30308 137236 VJNK	**Mulcra** *OilEng.* *ss*Adl.No.2-34 Wireless 1*Dk*(*Stl*) *CruiserStern*	1168 791 604	✠100A1 ~~6,34~~12,35 ✠LMC CS6,34 4,34	Adl	*n*	CL 12,35	1925 9mo *Lloyd's*A&CP	Svendborg Skbs.&Msk. Svendborg	TheAdelaide SteamshipCo.Ld. *CellD*	215·7 P27'Q56'B58'F26' FK *B*180'247t *FPT*38t	34·2	13·6	P.Adelaide British 4*BHptCem* *APT*56t	Oil Engines 4S.C.SA 6Cy.19 1/16"-35 1/16" 224NHP Akt.Burmeistr&Wain,Cpn	15 " 6 s " 9½ 14 " 10¾	
30309 1298 IQYM	**Multedo** (*ex*Albarosa,*ex*Gin, Iron *ex*Ussa,*ex*Coln) 1*Dk&Spar dk3trB*	1130 1115 659					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina& C.	230·3	30·7	19·7	Genoa Italian *WB*	C.2Cy.24 9/16"&49 3/8"-31 1/2" NB09 112NHP A.G."Vulcan,"Stettin		I
30310 215853 WNCA	**Munaires** *ss*Mob.No.3-6,30 2*Dks*(*Stl*)	4620 4138 2866	✠100A1 10,32 BS5,33 ✠LMC6,30 *Fitted for oil fuel 1,18 F.P. above 150° F.*	Phl	*x*	CL N10,32	1918 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MunairesS.S.Corp. (MunsonS.S.Line, *Mgrs.*) *CellDB*	370·0 P27'B104'F22' FK 302'1033t*FPT* 138t	53·1	27·0	NewYork Utd.States 6*BHCem* *APT*271t	T.3Cy.24½",41½"&72"-48" 190lb (*s*) 471NHP 2SB,8*cf*, HS6564 FD NewportNewsSB&DD.Co.	30 " 0	
30311 35839 JFIC	**Munakata Maru** D.F. *CruiserStern* 1*Dk*	3302 2677 1884					1930	Uraga DockCo.Ld. Uraga	NipponSeitetsn K.K.	320·7 P145'F31'	46·5	25·0	Yawata Japanese *WB*	T.3Cy.22",37"&61"-42" 241NHP UragaDockCo.Ld.Uraga		
30312 22668 JSPB	— Ⓟ Wireless 1*Dk*	980 856 570					1918	Nobuki Zosensho Osaka	KitaNipponKisen K.K.	200·0	32·0	18·0	Amagasaki Japanese	T.3Cy.13½",22½"&37½"-28" 75NHP TakedaInosuke,Osaka		
30313 214074 WNCB	**Munalbro** *ss*N.Yk.No.3-3,28 *Mchy.Aft* 1*Dk*(*Stl*) *Now* "James L. Richards," *see No.* 38670 *in Supplement*	4282 3787 3185	✠100A1 4,30 BS4,30 ✠LMC3,28	NYk	*w*	CL 7,29	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MunsonS.S.Line *CellDBuE&B*	359·7 P94'B19'F31' FK 50'*f*243'1087t *FPT*	49·2	26·9	NewYork Utd.States 6*BHCem* 318t*APT*92t	T.3Cy.23",39"&66"-45" (*s*) 180lb 365NHP 2SB,6*cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 " 0	
30314 213814 WNCC	**Munamar** Ⓟ *ss*N.Yk.No.3-9,28 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3440 2891 2120	✠100A1 4,32 ✠LMC MS8,28 BS12,32 *Fitted for oil fuel 12,15 F.P. above 150° F.*	NYk	*w*	CL N4,32	1915 12mo	Maryland SteelCo. Sparro'PtMd A&CP	InternationalMer-cantileMarineCo. *WB=Cell* *DBa93'uE&B*	353·0 P48'B126'F39' FK 85' *f* 108'676t*FPT*	47·5	24·9	NewYork Utd.States 6*BHCem* 69t*APT*37t	T.3Cy.27¼",46"&78"-51" (*s*) 200lb FD 676NHP 3SB,12*cf*,GS236,HS10186 MarylandStl.Co.Sparr'.Pt	27 " 3	
30315 218954 KELM	**Munami** (*ex*LakeFernando) *Fitted for oil fuel* 1*Dk2trB*	2594 2240 1610			...		1919	Buffalo D.Dk.Co. Buffalo,N.Y.	Chas.R.McCor-mickLumberCo.	251·0 P25'B64'F23' FK	43·6	26·1	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
30316 229400 KGNK	**Munardan** 2*Dks*	3809 3596 2419					1917	Workman, Clark&Co.Ld Belfast	MunsonS.S.Line	370·2 P35'B108'F45'	50·3	25·1	Mobile Utd.States *WB*	T.3Cy.26½",43½"&71½"-48" 350NHP Wrkman,Clark&Co.Ld.Bel		C
30317 221839 KDWH	**Munargo** Ⓟ *ss*N.Yk.No.2-29 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC.	6336 — 3659	✠ 6,35 *Shelter dk with freeboard* ✠ *Fitted for oil fuel 12,21 F.P. above 150° F.*	NYk	*b*†	CL 11,33	1921 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	MunargoS.S.Corp. *CellDB*340'1264t	413·8 P43'B162'F49' *on* *Shelter dk* FK *Collision BH to S dk* *FPT*141t*APT*66t	57·8	22·8	NewYork Utd.States *ptCem* 7 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 1280NHP 200lb FD 5SB,20*cf*,GS367,HS17575 NewYorkSBCor.Cmdn,NJ	34 " 6 ~~s10 " 6~~ ~~24 " 0~~	
30318 215991 WKCO	**Munbeaver** (*ex*Sudbury) *ss*Mob.No.3-4,31 2*Dks*(*Stl*)	4835 4306 2980	✠100A1 8,34 ✠LMC MS7,30 BS6,34 *WaterTube Boilers* *Fitted for oil fuel 3,18 F.P. above 150° F.*	NOs	*y*	CL 8,34	1918 3mo	Chester S.B.Co. Chester,Pa. A&CP	MunsonS.S.Line *CellDB*320'1157t	384·8 P29'B104'F36' FK	51·2	27·7	NewYork Utd.States 6*BHptCem* *FPT*98t*AP*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 3B HS7989 483NHP WestinghouseMachineCo. *T*109t Pittsburgh,Pa.	30 " 6	
30319 149674 GNRX	**Muncaster Castle** TwinSc *OilEng.* *ss*N.Yk.No.1-32 D.F. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5853 5328 3625	✠100A1 2,36 ~~4,35~~ DBS~~4,34~~ 7,35 ✠LMC CS4,34 1,34 *Fitted for carrying oil 5,28 F.P. above 150° F. in Deep Tanks*	Kob Yka	*a*†	CL 1,34	1928 5mo *Lloyd's*A&CP	Cammell Laird&Co.Ld. Birkenhead	Lancashire Shipping.Co.Ld. (J.Chambers&Co. *Mgrs.*)	428·0 P28'B275'F39' FK *Cell DB* 375'1376t, *way of tunnels*	56·1	28·9	Liverpool British 7*BH* *Tanks in* 107t*MT's*37'	Oil Engines 4S.C.SA 12Cy.28 3/4"-59 1/16" 953NHP DB *135lb* N.E.MarineEngCo.LdNwc 1224t*FPT*136t*APT*56t	31 " 9 s 5 " 0¾ 26 " 11	
30320 218006 KEMN	**Muncove** (*ex*Covedale) *OilEng.* *Mchy.Aft* 1*Dk*	2437 — 1480					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MunsonS.S.Line	253·4 P115'F25'	43·7	24·5	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" NE23 283NHP Macintosh&SeymourCorp.		R
30321 152024 VJGW	**Mundalla** (*ex*Mundoo) *OilEng.* *ss*Syd.No.2-34 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	3018 2735 1757	✠100A1 3,36 ~~1,35~~ DBS~~1,35~~ 2,36 ✠LMC CS1,34 2,35	Syd	*u*	CL 1,34	1926 3mo *Lloyd's*A&CP	Akt.Bur-meistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld. *CellD*	331·8 P34'B159'F34' FK *B*286'778t *FPT*67t	46·6	23·1	Melbourne British 6*BHptCem* *APT*120t	Oil Engines 4S.C.SA 8Cy.24 13/16"-51 3/16" 473NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 " 6 ~~s3 " 7¼~~ ~~22 " 2¼~~ s3 " 4¼ 22 " 3½	
30322 214916 WNCD	**Mundelta** *ss*Bal.No.3-11,29 2*Dks*(*Stl*)	4747 4440 2955	✠100A1 6,33 ✠LMC MS3,29 BS6,33 *Fitted for oil fuel 4,17 F.P. above 150° F.*	NOs	*x*	CL 6,33	1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MunsonS.S.Line *'Tween dk bulkheads in forward & after holds dispensed with*	370·0 P27'B104'F22' FK *Cell DB*302'1050t	53·2	27·0	NewYork Utd.States *Cem* 4*BH to Udk* 2 ,, 2*nd* ,,	T.3Cy.24½",41½"&72"-48" 190lb (*s*) 471NHP 2SB,8*cf*,HS6564 FD NewportNewsSB&DD.Co. *only* *FPT*152t*APT*317t	30 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired, Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not Date of B. of Trade Cert.
30323 221063 WADZ	**Mundixie** (*ex*Redman) ssN.Yk.No.2–29 1*Dk*(*Stl*)2nd*tr*B *in fore & after holds & Web frames*	3286 2890 1965	✠100A1 11,32 MS1,30 *Fitted for oil*	Mob ✠LMC BS11,33 *fuel* 1,23	*v*	CL 11,30 *F.P. above* 1	1921 6mo	NewYork HarborD.D Corp. PJeffersnNY 50° F.	MunsonS.S.Line	324·0|46·2|25·0 P30'B90'F35' FK *CellDB*251'844*t MT*20' 396*t FPT*111*t*	Wilmgton Del. Utd.States 6*BHptCem* *APT*71*t*	T.3Cy.22",37½"&60"–42" (*r*) 200lb HS5852 380NHP 2 Water Tube Boilers FD EllicottMachineCorp.Bal.	28 ″ 6	
30324 221062 KFTK	**Mundolphin** (*ex*Redbird) ssN.Yk.No.2–29 1*Dk*(*Stl*)2nd*tr*B *in fore & after holds & Web frames*	3286 2890 1965	✠100A1 8,33 MS5,29 *Fitted for oil*	NYk LMC BS9,33 *fuel* 1, 23	*v*	CL 8,33 *F.P. above* 1	1921 11mo	NewYork HarborD.D, Corp. PJeffersnNY 50° F.	MunsonS.S.Line	324·0|46·2|25·0 P30'B90'F35' FK *CellDB*251'844*t MT*20' 396*t FPT*111*t*	Wilmgton Del. Utd.States 6*BHptCem* *APT*71*t*	T.3Cy.22",37½"&60"–42" (*r*) 200lb HS5852 380NHP 2 Water Tube Boilers FD ErieCityIrn.Wrks.Erie,Pa.	28 ″ 6 s 5 ″ 10 22 ″ 11	
30325 144220 GDMT	**Mundra** TwinSc ssMdb.No.3–1,33 2*Dks*(*Stl*)	7299 6820 4478	✠100A1 4,35 MS8,32. *Fitted for oil*	Hul ✠LMC BS4,35 *fuel* 9,20	*c* †	CL P4,35 S11,33 *F.P. above* 1	1920 9mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* 50° F.	BritishIndiaStm. Nav.Co.Ld.	450·2|58·1|32·8 P44'B149'F41' FK *CellDB*381'1550*t FPT*	Glasgow British 7*BHCem* 120*t APT*67*t*	T.6Cy.21",35½"&61"–45" (*s*) 215lb 832NHP 4SB,*16cf*,GS300,HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 7 ″ 10 27 ″ 11¾	
30326 229401 KGNN	**Muneric** ssPhl.No.3–7,33 2*Dks*(*Stl*)	5035 4740 3222	✠100A1 8,33 MS7,33	NOs ✠LMC BS6,34	*y*	CL 8,33	1919 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	MunsonS.S.Line	400·4|52·3|28·4 P49'B113'F39' FK *CellDB*347'1120*t FPT*115*t*	Mobile Utd.States 7*BHptCem* *APT*170*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel.	31 ″ 0	
30327 21880	**Muneyoshi Maru** WoodAux 3MstSr 1*Dk*	326 286 234					1917	Toba Zosensho Toba	KosugiMasaji	122·6|26·0|14·4	Fushiki Japanese	C.2Cy.11"&23¼"–15" 17NHP YoritaTekkosho,Osaka		
30328 137221 ~~ZMBJ~~ VLDG	**Mungana** (*ex*Eurelia) ssSyd.No.3–2,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	3351 3008 1921	✠100A1 *Shelter dk* *with freeboard* 11,35~~12,34~~ ~~BS12,34~~	Syd BS11,35 ✠LMC2,33	*v*	CL ~~2,33~~ 11,35	1920 10mo	N.S.W. Govt.Dkyd. Newcastle, N.S.W. A&CP	Australasian UnitedSteamNav. Co.Ld.	331·0|47·9|23·5 FK Coll *CellDB*277'884*t FPT*118*t APT*204*t*	Melbourne British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 190lb HS8289 FD 519NHP 3 Water Tube Boilers GovernmentDockyard, Newcastle,N.S.W.	26 ″ 1 ~~s2 ″ 7½~~ ~~28 ″ 10~~ s2 ″ 5 23 ″ 10½	
30329 7778 SIVA	**Munin** *CruiserStern* D.F. Sub.Sig 1*Dk*&*Shelter dk*2*tr*B	*1367* *1021* *667*					1931	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	~~263·9~~|37·2|~~14·2~~ 263·4| |13·9	Stockholm Swedish *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"– $35\frac{7}{16}$" 124NHP A.Borsig,Berlin-Tegel		V
30330 LEMJ	— 1*Dk*	1285 1162 766					1899	Schiffsw. v. H.Koch Lübeck	A/S Inger (JacobKjödeA/S, *Mgrs.*)	241·0|35·2|17·4 H66*t*F34*t*	Bergen Norwegian *WB*	T3Cy.16⅝",$27\frac{15}{16}$"&44½"–32½" 113NHP J.F.Ahrens,Ottensen		N
30331 215748 WNCE	**Munindies** ssMob.No.3–2,30 2*Dks*(*Stl*)	4576 4138 2845	✠100A1 9,33 BS1,34 *Fitted for oil*	NYk ✠LMC2,30 *fuel*12,17	*x*	CL N9,33 *F.P. above* 1	1917 12mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP 50° F.	MunindiesS.S. Corp.(MunsonS.S. Line,*Mgrs.*)	370·0|53·2|27·0 P27'B104'F22' FK *CellDB*302'1033*tFPT* 138*t*	NewYork Utd.States 6*BHCem* *APT*271*t*	T.3Cy.24½"41½"&72"–48"(*s*) 190lb 471NHP 2SB,*8cf*, HS6564 FD NewportNewsSB.&DD.Co	30 ″ 0	
30332 121218 KFNQ	**Munising** (*ex*F.M.Osborne) D.F. *Mchy.Aft* 1*Dk*2*tr*B	3838 — 2970					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo. *Mgrs.*)	380·0|50·0|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.CoCleveland		R
30333 217829 WNCF	**Munisla** (*ex*Glorieta) *Fitted for oil fuel* 1*Dk*	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.	MunsonS.S.Line	289·0|44·1|19·2 P26'B148'F32'	NewYork Utd.States *WB*	T.3Cy.22",36½"&60"–42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
30334 5655 SFOK	**Munkfors** *Mchy.Aft* 1*Dk*	*322* *251* *192*					1914	P.Larsson Thorskog	UddeholmsAktieb. (Fritiof Olsson, *Mgr.*)	125·7|22·5| 9·6 P30'H20*t*F13'B26'	Uddeholm Swedish *WB*	C.2Cy.13"&20"–16" 13NHP ThorskogsM.V.Thorskog		V
30335 219355 KORT	**Munlisto** (*ex*HancockCounty) *Fitted for oil fuel* 1*Dk*2*tr*B	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	MunsonS.S.Line	251·0|43·6|26·1 P25'B64'F23' FK	NewYork Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
30336 219031 KOPF	**Munloyal** (*ex*LakeEllsbury) *Fitted for oil fuel* 1*Dk*2*tr*B	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MunsonS.S.Line	253·4|43·8|26·0 P25'B65'F26'	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
30337 157618 VLDM	**Munmorah** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1273 920 671	✠100A1 9,35~~1,35~~	Syd ✠LMC10,34	*o*	CL	1934 10mo *Lloyd*	H.Robb, Ld. Leith '*sA&CP*	WallarahCoalCo. Ld.	231·4|36·7|14·1 Q142'F37' FK&BK1½" *CellDBuE*24'*f*139' 348*tMT*7'103*tFPT*	SydneyNSW British 5*BHCem* 126*tAPT*22*t*	T.3Cy.16½",27"&46"–30" 200lb (*s*) 163NHP 2SB,*6cf*,GS79,HS2900 Plenty&Son,Ld.Newbury	16 ″ 0 s 4 ″ 9 15 ″ 5½	
30338 217604 WVOI	**Munmotor** (*ex*Courtois) *OilEng.* *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works, Ecorse,Mich.	MunsonS.S.Line	253·5|43·5|27·5 P115'F25'	Norfolk, Va. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"–32" NE22 283NHP McIntosh&Seymour, Auburn,N.Y.		R
30339 217725 WBCP	**Munmystic** (*ex*Mystic) ssPhl.No.3–11,32 2*Dks*(*Stl*)	5685 5062 3413	✠100A1 6,34 MS10,32 *Fitted for oil*	NOs ✠LMC BS5,34 *fuel* 4,19	*z*	CL 1,33 *F.P. above* 1	1919 4mo	Chester S.B.Co.Ld. Chester,Pa. A&CP 50° F.	MunsonS.S.Line	400·7|54·2|30·1 P36'B123'F43' FK *CellDB*338' 1387*tFPT*147*t*	NewYork Utd.States 6*BHptCem* *APT*180*t*	2SteamTurbines DR geared to 1 Sc.Shaft 200lb (*s*) GS272,HS8703 524NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	32 ″ 9	
To be Broken up 30340 ~~[illegible]~~ ~~WNCG~~	**Munorleans** (*ex*GeneralG.W. Goethals, ssN.Yk.No.3–8,26 *ex*Grunewald) ssBal.No.1–29 *Well deck* 2*Dks*(*Stl*)	4418 3164 2607	~~100A1~~ *with freeboard* 8,33 ~~BS4,33~~ *Adapted for*	Bal ~~LMC8,29~~ *oil fuel* 8,29	*x*	CL 7,33 *F.P. above* 150° F.	1911	Bremer Vulkan Vegesack	~~MunsonS.S.Line~~ MaritimeNav Co.Ld.	353·0|48·7|25·0 P&B274'F47' FK *CellDB*300'843*t FPT*	British 6*BHCem* 29*tAPT*18*t*	Q.4Cy.24",34⅝",50⅜"&74"– $53\frac{3}{16}$" 220lb 604NHP 3SB,*9cf*,GS198,HS8634 BremerVulkan,Vegesack	27 ″ 3 s 3 ″ 2 24 ″ 4	
30341 214042 WNCH	**Munplacé** Ⓟ ssN.Os.No.3–3,28 ssN.Os.No.1–33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3235 2732 2013	✠100A1 ~~8,35~~~~10,34~~2,36 BS~~8,34~~ 7,35 *Fitted for oil*	NOs ✠LMC7,33 *fuel*12,19	*u*	CL ~~7,33~~ 2,36 *F.P. above* 1	1916 5mo A&CP	Maryland SteelCo.of BaltimoreCo Sparro'PtMd 50° F.	MunsonS.S.Line	327·2|46·2|22·9 P35'B98'F38' FK *CellDBa*90'*uE*20'*f*146'694*tFPT*	NewYork Utd.States 5*BHCem* 78*tAPT*296*t*	T.3Cy.24¼",41"&68"–48" (*s*) 200lb 449NHP 2SB,*8cf*,GS144,HS6397 FD MarylandStl.Co.Sparr'.Pt.	25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, [illegible] dans le L.R. Durée, Cert. B.of Trade
30342 214467 WNCI	**Munrio** *ss*N.Yk.No.3–6,29 *ss*Gal.No.1–34 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	3378 3102 2106	✠100A1 6,34 ✠LMC BS7,33 MS6,34 *Fitted for oil fuel*10,16 *F.P. above* 150° F.	Gal	*v*	CL 7,33	1916 10mo A&CP	Bethlehm SteelCo. Sparrow'sPt.	MunsonS.S.Line *CellDB*278' 830*t FPT*86*t APT*219*t*	333·6 P37'B101'F38' FK	48·2	25·1	NewYork Utd.States 5*BH Cem*	T.3Cy.24½",41"&68"–48" (*s*) 200lb 449NHP 2SB,8*cf*,GS148,HS6397 FD BethlehemStl.CoSprw'sPt	27 ″ 6	
30343 214087 WNCJ	**Munsomo** *ss*N.Os.No.3–7,28 *ss*Bal.No.1–33 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	2948 2732 1855	✠100A1 12,33 ✠LMC MS9,32 BS5,33 *Fitted for oil fuel*1,20 *F.P. above* 150° F.	Bal	*u*	CL 7,32	1916 5mo A&CP	Maryland SteelCo.of Baltimore County Sparro'PtMd	MunsonS.S.Line *'Tween dk BH in forward hold dispensed with* *Cell DB*278' 768*t FPT*78*t APT*296*t*	327·2 P35'B98'F39' FK	46·2	22·9	NewYork Utd.States *Cem* 4*BH to U dk* 1 *BH to 2nd dk only*	T.3Cy.24½",41"&68"–48" (*s*) 200lb 449NHP 2SB,8*cf*,GS144,HS6397 FD MarylandStl.Co.Sparr'.Pt.	25 ″ 6	
30344 DOED	**Münster** Ⓟ (*ex*Nord-Friesland, *ex*Louisiana) Sub.Sig. 1*Dk*& *Shelter dk* D.F. *CruiserStern*	4565 4221 2783			...		1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-SüdamerDampfschifff.-Ges.	362·6 F68' *on shelter dk* FK	52·2	31·0	Bremen German *WB*	T.3Cy.26",43"&73"–48" 538NHP Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	G †
30345 DIDW	**Münsterland** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* Sub.Sig.	6408 5592 3878					1921	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 P&B344'F60'	58·3	26·9	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅞"–20⅞" 856NHP E*made*16 *fitted*21 Mchfb.Augsburg-NürnbergA.G.Augsburg		G
30346 219265 KOPJ	**Muntropic** (*ex*TerreHaute) *Fitted for oil fuel* 2*Dks*	5670 5063 3424			...		1919	Merchant S.B.Corp. Chester,Pa.	MunsonS.S.Line	400·7 P36'B123'F43' FK	54·2	30·1	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" E*fitted*29 359NHP Hoovers,Owens& Rentschler	32 ″ 9	R †
30347 151543 VJLN	**Murada** (*ex*Erriba) *ss*Syd.No.3–3,34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	3345 3013 1919	✠100A1 *Shelter dk withfreeboard* 9,35 ~~8,34~~ BS3,35 ✠LMC12,33	Syd NSW	*v*	CL ~~9,32~~ 9,35	1921 6mo A&CP	Common-wealthGovt. Dockyard Williamstwn Victoria	Australasian UnitedSteamNav. Co.Ld. *CellDB*277'882*t FPT*118*t APT*204*t*	331·0 FK *Collision*	47·9	23·6	Melbourne British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 ~~s2 ″ 7½~~ ~~23 ″ 10~~ s2 ″ 4½ 23 ″ 11	
30348 28083 JTVH	**Murasaki Maru** Ⓟ TwinSc 2*Dks*	1597 1172 840					1921	OsakaIron Works Osaka	OsakaShosenK.K.	230·0 F42'	38·0	21·0	Osaka Japanese *WB*	T.6Cy.14¾",24½"&40"–30" Osaka 176NHP TekkoshoK.K.Osaka		
30349 PGBM	**Murena** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8252 7476 4782	✠100A1 6,35 ~~9,34~~ DBS6,35 ✠LMC12,31 *Carrying Petroleum in bulk*	Sng Rot	*c*†	CL ~~7,32~~ 6,35	1931 12mo *Lloyd's A&CP*	NV Burgerhout'sM.&S. Rotterdam	PetroleumMaats. "LaCorona" *CellDBuE*69'222*tDTf*32'355*tFPT*225*tAPT*41*t*	450·8 P103'B35'F43' FK	62·0	34·1	TheHague Dutch 14*BH*	Oil Engines 4S.C.SA 12Cy.24 13/16"–43 5/16" 714NHP 2DB*150lb* N V.Burgerhout'sM.&S.	34 ″ 0 s6 ″ 7½ 27 ″ 6½	
30350 ~~[illegible]~~ ~~GPLS~~ To be Broken up	**Murex** *ss*Gls.No.2–31 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	5830 5289 3400	✠~~100A1~~ 4,34 ~~BS10,34~~ ✠~~LMC~~ ~~MS1,31~~ ~~BS5,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Rot	*z*	CL 9,33	1922 9mo *Lloyd's A&CP*	H.M. Dockyard Portsmouth	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ *CellDBuE&B*81' 186*tDTf*32'329*t FPT*102*tAPT*103*t*	412·2 P110'B32'F57' FK	53·3	31·1	Japanese 16*BHptCem* (12 ,, *to U dk* 4 ,, ,, 2*nd*,,)	T.3Cy.27",45⅞"&74"–48" (*s*) 180lb *120lb* 522NHP 3SB,9*cf*,GS190,HS7668 FD H.M.Dockyard,Portsmth.	31 ″ 0 s5 ″ 8 25 ″ 6½	
30351 7231 SEMA	**Murjek** *ss*Got.No.2–34 D.F. *OilEng.* 2*Dks*(*Stl*)	*5070* *4394* *2870*	✠100A1 2,36 ~~4,35~~ DBS~~8,34~~ 5,35 ✠LMC CS2,34 5,35	Got		OG 2,36	1925 10mo *Lloyd's A&CP*	A/B Götaverken Gothenburg	Trafikaktieb. Grängesberg-Oxelösund(M. Waldenström*Mgr*) *CellDB*335'1288*t DTf*39' 1190*t FPT*125*t APT*301*t*	392·2 P39'B115'F41' FK	52·6	26·6	Stockholm Swedish 7*BHptCem* (1 *to 2nd dk*)	Oil Engines 4S.C.SA 6Cy.29⅝"–59 1/16" 489NHP DB*85lb* A/B Götaverken,Got.	30 ″ 0 s5 ″ 10½ 24 ″ 4	
30352 31571 JNBH	**Muro Maru** Ⓟ TwinSc *OilEng.* *CruiserStern*	1601 1052 749					1926	Mitsubishi S.B.&Eng.Co Ld. Kobe	OsakaShosenK.K.	230·0 F149'	37·0	20·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.18½"–27" 386NHP MitsubishiZosenKaishaLd		
30353 26035 JAKD	**Muroran Maru** *ss*Yka.No.1-34 *ss*Yka.No.3–6,30 2*Dks*(*Stl*)	5374 4826 3251	✠100A1 6,35 ~~7,30~~ ✠LMC7,34 BS6,35	Yka	*z*	OG 7,33	1919 11mo A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	NipponYusenK.K. *CellDB*350'1075*tFPT*85*tAPT*87*t*	400·0 P39'B121'F43' FK	54·5	30·0	Tokio Japanese 6*BHCem*	T.3Cy.26½",44½"&75"–48" 200lb (*s*) 495NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha,Ld	29 ″ 11 s5 ″ 8½ 24 ″ 7	
30354 28094	**Muroto Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	1254 977 557					1922	OsakaIron Works,Ld. Innoshima	TosaShosenK.K.	215·0 P&B150'F40'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.14⅝",23⅝"&39"–30" 146NHP OsakaIronWorks,Ld.		
30355 PUBR	**Murtinho** Ⓟ TwinSc *Mchy.Aft* Wireless 1*Dk*	*1106* *809* *511*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1 Q79'B62'F39'	36·1	11·3	R.Janeiro Brazilian *WB*	T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls.		
30356 HPCF	**Musa** *Ref.Mchy.* *Fitted for oil fuel* E.S.D. 4*Dks*	5833 5016 2974					1930	Workman, Clark(1928) Ld. Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·4 P39'B123'F36'	56·3	30·9	Panama Pnamanian *WB*	1 SteamTurbine connected to ElectricMotor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
30357 140637 GCBT	**Musician** (*ex*SaintBede) *ss*Bkn.No.3–7,32 2*Dks*(*Stl*)	4663 4293 2886	✠100A1 7,35 ~~10,34~~ ✠LMC MS7,32 BS~~2,34~~4,36	Bkn	*y*	CL 4,34	1919 7mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	CharenteS.S.Co. Ld(T.&J.Harrison *Mgrs.*) *CellDB*331'985*tFPT*132*tAPT*20*t*	384·9 P49'B113'F38' FK	52·0	26·7	Liverpool British 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 3 s5 ″ 6¼ 24 ″ 0	
30358 212984 WBCR	**Muskogee** (*ex*Triton) *Fitted for oil fuel* GyC. *Carrying Petroleum in bulk* *Mchy Aft* 2*Dks*	7034 6647 4435					1913	F.Schichau Danzig	ArdmoreS.S.Co. Inc.(C.D.Mallory& Co.Inc.*Mgrs.*)	451·0 P104'B31'F36'	58·0	31·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.25 9/16",43 5/16"&70⅞"–47¼" 344NHP 3SB P.Schichau,Elbing		R
30359 217072 KJSA	**Mustang** (*ex*CentralAmerican) *ss*Gal.No.2–27 *Mchy.Aft* 1*Dk*(*Stl*)	357 303 169	✠100A1 12,27 ✠LMC12,27 *Fitted for oil fuel*10,18 *F.P. above* 150° F.	Gal	*f*	CL 12,27	1918 10mo	Texas S.S.Co. Bath,Me. AP	HumbleOil& RefiningCo. *DTf*18'58*tFPT*18*tAPT*17*t*	124·6 BK6"	30·0	12·3	Houston, Texas Utd.States 4*BHCem*	C.2Cy.16"&34"–24" (*s*) 160lb 114NHP 1SB,3*cf*,HS2055 FD StatenIslandS B.Co.N.Y.	13 ″ 2	
30360 28496	**Mutsu Maru** Ⓟ 1*Dk*	520 419 256					1923	Mitsubishi Zosen Kaisha,Ld. Nagasaki	KitaKyushu ShosenK.K.	160·0 F25'	27·0	15·5	Fukuoka Japanese	T.3Cy.12",20"&33"–24" 53NHP MitsubishiZosen Kaisha,Ld.Nag		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30361 24117	**Mutsuura Maru** WoodAux OilEng. 3MstSr 1Dk	467 375 233					1918	KanaiSaji Kanazawa	KanaiSaji	138·1|28·7|15·9	Aomori Japanese	Oil Engines 2S.C.SA 2Cy.16½"-18" 96NHP TsukishimaHatsudoki, Tokio		
30362 615 SVON	**Myconos** (exKatina-34,exDespo, exDanubiano, ssShl.No.3-4,12 exSunningdale) ssSld.No.2-20 Well deck 1Dk(Irn)&Webframes	1802 1407 1057	✠ 12,25 ✠	Sld	r		1899 10mo	S.P.Austin &Son,Ld. Sunderland	F.Sigalas& N.Andronicos(The Balkans&Near EastShipping AgencyS.A.Mgrs.)	268·8|37·7|19·2 P27'Q74'B48'F28' FK CellDBa66'uE& B30'f112'	Piræus Greek 4BHCem	T.3Cy.20½",33"&54"-39" 195NHP 2SB,6pf,GS84,HS3144 G.Clark,Ld.Sunderland 510tFPT37tAPT51t	19 " 9	I †
30363 SVQC	**Mykali** Ⓟ (exAlberta-34) TwinSc Now "Alberta," see No.37061 in Supplement Wireless 2Dks&Shade dk	1193 787 481					1900	J.Brown& Co.Ld. Clydebank	D.InglessiFilsS.A. Nav.deSamos	270·0|35·6|14·6 P48'B154'F44'	Samos Greek WB	T.8Cy.(2)19½",(2)31½"&(4) 36½"-30" 292NHP J.Brown&Co.Ld.Clydebnk		
30364 92656 WEFV	**Myles Standish** Ⓟ WoodPad	700 — 340					1895	J.Montgomery EastBoston, Mass.	Estate of W.M.Mills	197·8|33·6|10·9	NewYork Utd.States	C.2Cy.31"&56"-96" 238NHP W.&A.FletcherCo. Hoboken,N.J.		
30365 OHKC	**Myllykoski** (exWillem-René-33, exTervaete,exAdelineHugoStinnes3) 1Dk	2681 — 1536					1909	Bremer Vulkan Vegesack	A/B Mare(Th. Kramer,Mgr.)	327·2|45·2|19·7 P19'B77'F26'	Åbo Finnish WB	T3Cy23$\frac{13}{16}$",39$\frac{3}{16}$"&64"-43$\frac{5}{16}$" 270NHP BremerVulkan,Vegesack		V
30366 163302 GLZY	**Myriel** 3Mst (exWieldrecht) ssRot.No.3-4,25 ssIst.No.2-33 1Dk(Stl)&Web frames	3560 2909 2113	✠100A1 Trunk dk ~~4,35~~ ~~5,34~~ 2,36 ✠NB11,27 ✠LMC MS2,33 BS~~5,34~~4,35 Carrying Petroleum in bulk	Ist Ant	u	OG 5,34	1913 11mo	Rotterdam Droogd.Maat Rotterdam A&CP	EuxineShipping Co.Ld.	331·7|47·3|22·6 P73'F32' FK	London British 15BHptAsp APT80t	T.3Cy.23",38"&62"-42" (s) 180lb 160lb 325NHP 2SB,6cf,GS126,HS4612 FD RotterdamDroogd.Maats.	24 " 0 s 2 " 11¼ 21 " 3	
30367 162321 GPZV	**Myrmidon** Ⓟ TwinSc D.F. OilEng. Longitudinal 2Dks framing at Upper and Bridge dks	6278 3848					1930	Scott's S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.Mgs.)	432·5|56·3|26·3 P43'B260'F50'	Liverpool British WB	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 685NHP Scott's S.B.&E.Co.Ld.Grk.		BT till ~~7,35~~ 8,36
30368 228960 KJSB	**Myron C. Taylor** Mchy.Aft GyC. 1Dk	7945 — 6337					1929	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0|60·8|28·0	D'luth,Min Utd.States WB	T.3Cy.24½",41"&65"-42" 610NHP Gt.LakesEng.Works,Det.		R
30369 Broken up 120513 MCFG	**Myrtis** (exPouvoir) ssMil.2ndNo.3-4,31 Mchy.Aft 1Dk(Stl)& deep framing Cargo battens not fitted	971 713 540	~~✠100A1~~ 7,34 ~~BS6,34~~ ✠~~LMC4,34~~	Hfx	m	CL 12,33	1905 3mo Lloyd's A&CP	Montrose S.B.Co. Montrose	~~MacMillanConstruction&Lumber Co.~~ WB=CellDB	210·6|33·1|13·6 Q129'F49' FK f140'270t FPT84t	Glasgow British 3BHCem APT45t	T.3Cy.16",25"&42"-33" (s) 180lb 88RHP 2SB,4pf,GS65,HS2154 N.E.MarineEng.Co.Ld.Sld	16 " 0 s 4 " 9¾ 15 " 4¾	
30370 148885 GLQB	**Myrtlebank** TwinSc ssCff.No.2-34 OilEng. 1Dk(Stl)& Shelter dk(Stl-ws)	5150 4764 3111	✠100A1 with freeboard ~~6,35~~ ~~12,34~~1,36 ~~DBS6,34~~ ✠LMC8,34 Carrying vegetable oil in deep tank DBS8,35	Cff ~~Cal~~ Bal	a†	CL ~~5,33~~ 1.36	1925 12mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co.Mgs) CellDB357'1121t Tanks between	420·2|53·9|26·5 FK Coll tunnels 115'251t D	Glasgow British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,, Tf32' 1067t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls. FPT106tAPT132t	29 " 2 s 3 " 7¾ 25 " 8	
30371 FOTS	**Myson** ssAnt.No.2-35 ~~ssAnt.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)	4564 4248 2727	✠100A1 with freeboard 8,35 ~~8,34~~ ~~BS9,34~~ ✠LMC~~8,31~~ 5,35	Ant	z	CL 9,33	1927 10mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Cie.deNavigation d'Orbigny CellDB353'1001t	400·0|53·0|25·1 F35' FK FPT108tAPT155t	LaRochlle French 6BHCem (Coll to Sh dk 5 ,, 2nd,,)	T.3Cy.26",43"&71"-48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.Eng.WrksWHpl	27 " 6 s2 " 11¾ 24 " 9¼	
30372 LDGX	**Mytilus** ssRot.No.3-11,34 ~~ssRot.No.3-10,28~~ D.F. ~~ssStv.No.1-32~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5693 5276 3421	✠100A1 ~~6,35~~~~11,34~~1,36 BS9,35 ✠LMC MS5,34 ~~BS11,34~~ Carrying Petroleum in bulk Fitted for oil fuel 8,16 F.P. above 150° F.	Rot Cff	z	CL 5,34	1916 8mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A/S Mytilus (J.P.Jensen)	412·0|53·5|31·3 P109'B26'F46' FK CellDBuE&B78'	Arendal Norwegian 16BHCem (12 to Udk 4 ,,2nd,,) 245tDTf32'	T.3Cy.27",45"&74"-48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7557 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc. 315tFPT80tAPT135t	31 " 0 s 6 " 7 24 " 7¾	

_ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30373 156510 CGSN	**N. B. McLean** Ⓟ **TwinSc** (*Icebreaker*) GyC. 2*Dks*(*Stl*)3rd*Dk*(*Stl*) D.F. *clear of Machinery space* *Fitted for oil fuel* *CruiserStern*	3254 2907 1171	✠ … 12,33	Qbc ✠			1930 8mo	Halifax Shipyards,Ld Halifax,N.S.	**Canadian Government** *CellDB*164'476*t* *DT's a*29'299*tDTf*19'96*tFPT*78*tAPT*200*t*	260·0 F68'	60·3	28·7 FK	**Ottawa** British 7*BHCem* 1 „ *to2nd dk*	T.6Cy.27½",43"&70"-42" 1033NHP 6SB,18*cf*,GS414,HS16440 CollingwoodShipyards,Ld. Collingwood,Ont.	31 ″ 0	
30374 OZHC	**N. C. Monberg** *Mchy.Aft* D.F. 1*Dk*	2301 1645 1329					1928	Akt.Bur-meistr&Wain Copenhagen	**DetDanske KulkompagniA/S**	275·8 Q169'F28'	41·3	19·0	**Copnhagn** Danish *WB*	T.3Cy.20½",33"&54"-36" 175NHP Akt.Burmeistr&Wain,Cpn		V
30375	**N. E. Turner** **WoodAuxSr** *OilEng.* 1*Dk* (*See Sailing Ship Register*)	725 — 620					1917	Clooney Cnst&TowCo Westlake,La.	**W.E.Meyer&Co.**	186·0	37·1	12·1	**Hamilton, Bermuda** British	Oil Engines		
30376 205250 KGNY	**N. F. Leopold** (*ex*W.R.Woodford) D.F. GyC. *Mchy Aft* 1*Dk*	6929 — 5245					1908	WestBay CityS.B.Co. BayCityMch.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	532·0	56·0	27·3 *WB*	**Cleveland, Ohio** Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.DetroitMch.		
30377 OUJI	**N. J. Ohlsen** 1*Dk*	819 641 474					1924	H.C.Chris-tensensStaal-skibs.Værft Marstal	**A/S H.C.Christen-sensDamp.&Seil-skibsrederi(Alfr. Petersen,** *Mgr.*)	205·2 P21'Q50'B54'F24'	32·7	12·4	**Marstal** Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP HelsingörsJernsk.&Mskb.		V
30378 LCUO	**N. T. Nielsen-Alonso** **TwinSc** (*ex*Polcevera,*ex*Custodian) 4Mst D.F. *ss*Rot.2ndNo.3-12,24 *ss*Osl.No.2-33 3*Dks*(*Stl*)*deepframing&Webframes*	9348 7284 5553	✠100A1 9,35 ~~3,35~~ BS3,35 *Carrying Whale oil in bulk or oil fuel in bulk tanks F.P. above*150°*F. except in Nos.* 10&11 *tanks* *Fitted for oil fuel* 7, 30 *F.P. above* 150° F.	Sfj Got LMC8,33 PrBS1,36	*d*†	CL 1,35	1900 2mo *Lloyd*	C.Connell &Co. Glasgow *'sA&CP*	**Hvalfangerselsk PolarisA/S(Mel-som&Melsom,** *Mgrs.*) *CellDBa*159'*uE&B*59'*f*209'1610*tFPT*145*tAPT*55*t*	481·7	57·2	31·9 39·4 FK	**Larvik** Norwegian 16*BHCem* 8 „ *to 3rd dk*	T.3Cy.21",35"&58"-48" (*s*) 180lb NSB(*s*)7,28 690NHP 18Pr.B-*60lb* 6Pr.B-*43lb* 2D&2SB 18*cf*GS378HS13137 Dunsmuir&Jackson,Gls.	42 ″ 4 s 11 ″ 2½ 31 ″ 5	
30379 PGCG	**Naaldwijk** *ss*Rot.No.3-5,33 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	2041 1764 1158	✠100A1 7,35 ~~6,34~~ MS3,35	Rot ✠LMC BS~~6,34~~ 7,35	*r*	OG 6,34	1921 4mo *Lloyd*	NVSchpsw Baanhoek Sliedrecht *'sA&CP*	**N.V.StoomMaats. "Wijklijn" (Erhardt&Dek-kers,** *Mgrs.*) *CellD* B225' 477*t FPT*60*t APT*90*t*	267·1 P30'B64'F30'	42·1	18·4 FK	**Rottrdam** Dutch 4*BHAsp*	T.3Cy.19$\frac{11}{16}$",32¾"&52"-36$\frac{1}{16}$" 180*lb* 100*lb* (*s*) 207NHP 2SB,6*cf*,GS100,HS3588 Penn&Bauduin,Dordrecht	20 ″ 6 s 2 ″ 7 18 ″ 0¼	
30380 135324 VQCW	**Naana** (*ex*ManchurianPrince-33, *ex*Ardgair) *ss*N.Ns No.3-9,25 *ss*Shl No.1-29 2*Dks*(*Stl*) Note "Lasta," *see No.* 33902 *in Supplement*	5119 4748 3282	✠100A1 9,33 BS7,33 *Carrying vegetable oil in forward deep tanks* *no cargo carried in No.*1 *hold*	Nwc ✠LMC MS9,35	*z*	CL 11,30	1913 5mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow *'sA&CP*	**CookShippingCo. Ld.** *'Tween dk BH in after hold dispensed with only* *CellDBa*131'*uE*23'*f*176' 1103*t DTa*36' 988*t DTsf*88'*APT*36*t*	405·0 P41'B121'F35'	53·0	27·2 FK	**Bridgetwn Barbados** British *Cem* 5*BH to Udk* 3 „ 2*nd* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 100*lb* 475NHP 2SB,8*cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 5 ″ 9½ 24 ″ 2	
30381 219257 KONV	**Nabesna** (*ex*LakeFilbert) *Fitted for oil fuel* 1*Dk*2*trB*	2451 2203 1513			…		1919	Toledo S.B.Co. Toledo,O.	**PortlandS.S.Co.**	251·0 P25'B64'F23'	43·6	25·8 FK	**Prtlnd,Or.** Utd.States *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
30382 31563 JNAH	**Nachi Maru** Ⓟ **TwinSc** *OilEng.* *CruiserStern* 2*Dks*	1600 1052 757					1926	Mitsubishi ZosenKaisha Ld. Kobe	**OsakaShosenK.K.**	230·0 F222'	37·0	20·0	**Osaka** Japanese *WB*	Oil Engines 4S.C.SA 12Cy.18¾"-27" 386NHP MitsubishiZosenKaishaLd		
30383 37153 JKEC	**Nachisan Maru** *OilEng.* 2*Dks*(*Stl*) *CruiserStern*	4306 3559 2546	✠100A1 *withfreeboard* 10,35 ~~9,34~~ DBS~~9,34~~ 10,35	Kob ✠LMC12,31		CL ~~9,34~~ N10,35	1931 12mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Tama *'sA&CP*	**MitsuiBussan Kaisha,Ld.** *CellDB*290'725*tFPT*56*tAPT*212*t*	339·5 P32'B105'F26'	49·0	30·0 FK	**Kobe** Japanese 6*BHCem*	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 362NHP DB100*lb* MitsuiBussanKaisha,Ld Tama	30 ″ 0½ s6 ″ 9¾ 23 ″ 4½	
30384 SVQR	**Nadin** (*ex*Nadine-34,*ex*Dragon-33, *ex*Eastwood) *ss*Pir.2ndNo.3-9,30 *ss*Pir.No.1-35 1*Dk*(*ptIrn&ptStl*)2*trB*& *deepframing* 3*Dk rule*	3582 3378 2335	✠100A1 5,35 ~~6,34~~ ~~MS9,30~~	Pir ✠LMC 5,35 ~~BS4,34~~	*v*	CL ~~9,32~~ 4,35	1904 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	**Soc.Commerciale et d'Armément S.A.** *Cell DBa*111'*uE&B*40'*f*146'952*t DTf*21'666*tAPT*30*t*	340·0 P25'B113'F32'	48·0	24·8 FK	**Piræus** Greek 7*BHCem*	T.3Cy.24½",40"&65"-42" (*s*) 180lb 100*lb* NDB22 296NHP 2SB,6*cf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4 s 4 ″ 10 22 ″ 8¼	
30385 5805 SFPI	**Nadja** *CruiserStern* *Mchy.Aft* 1*Dk*	659 508 334					1916	Eriksbergs M.V.Aktieb. Gothenburg	**Rederi A/B Nadja (S.Brunnström)**	181·1 P56'F22'H54*t*	28·9	11·7	**Hlsngborg** Swedish *WB*	T.3Cy.14⅛",22$\frac{7}{16}$"&36⅝"-24" 65NHP EriksbergM.V.Aktieb.Got		V
30386 LEQZ	**Nadod** (*ex*Regal-34,*ex*Ala) 1*Dk*	893 784 517					1904	Akers Mek.Værks Oslo	**A/S Eidbo(S.I. Hansen,** *Mgr.*)	216·3 B47*t*H13*t*F25*t*	31·6	14·0 *WB*	**Tvede-strand** Norwegian	T.3Cy.15½",25"&42"-30" 97NHP Akers.Mek.Værks.Oslo		N
30387 217130 WPOU	**Naeco** (*ex*CharlesM.Everest-33) *ss*Phl.No.3-12,33 *Mchy.Aft* 3*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinalframing*	5373 4911 3238	✠100A1 ~~7,35~~~~12,34~~4,36 ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,18 *F.P. above* 150° F. BS4,36	Mob ~~NOa~~ ✠LMC12,33	*z*	CL ~~6,34~~ N4,36	1918 12mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	CharlesKurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*) *CellDBuE&B*67' *in Bunkers*13' 245*tDTf*32'336*t FPT*106*tAPT*105*t*	411·6 P114'B29'F41'	53·4	31·2 FK	**Wilmgton** (Del.) Utd.States 18*BHptCem* (14 *to Udk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"-48" (*s*) 180lb 180*lb* 528NHP 2SB,8*cf*,GS360,HS7788 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s 5 ″ 8¾ 25 ″ 6½	
30388 137 SWVS	**Naftilos** (*ex*Leamington, *ex*Tynemede, *ss*Pir.2ndNo.3-11,32 *ex*BlueJacket) 1*Dk*(*ptIrn ptStl*)2*trB* *deepframing&Webframes*	3531 3297 2271	✠100A1 11,32 BS~~1,35~~ 12,35	Pir ✠LMC11,32	*w*	CL 5,33	1904 8mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland *'sA&CP*	**D.J.Goulandris** *CellDBa*110'*uE*23'*f*140'800*t APT*117*t*	336·0 P38'B100'F35'	49·2	24·2 FK	**Andros** Greek 6*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 300NHP 2SB,6*cf*,GS131,HS4665 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s 4 ″ 7 22 ″ 6½	
30389 KZAM	**Naga** **TwinSc** *OilEng* *Mchy.Aft* Wireless 1*Dk*(*Stl*) *CruiserStern*	626 520 369	✠ … 8,33	Man ✠			1929 3mo	HongK'ng &Whampoa DockCo.Ld. HongKong	**ManilaRailroadCo.** *CellDBuE*18'30*t DTf*9'64*t FPT*11*t APT*24*t*	155·4 P44'F24'	35·1	12·5 FK	**Manila** Utd.States 3*BHAsp*	Oil Engines 4S.C.SA 12Cy.9⅞"-15¾" 113NHP MotorenWerke,Mannheim	13 ″ 6	
30390 19305 JCID	**Nagano Maru** 2*Dks*	3824 3468 2308			…		1917	MitsuBishi Dkyd&EWks Nagasaki	**KinkaiYusenK.K.**	345·0 P33'B74'F40'	50·0	29·0 FK	**Tokio** Japanese *WB*	T.3Cy.23",38"&64"-48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
30391 135708 GQVC	**Nagara** **TwinSc** *ss*Liv.No.3-8,31 2*Dks*(*Stl*)&*Awngdk*(*Stl-ws*) *Ref Mchy.* D.F. *CruiserStern* *ss*Liv.No.1-35	8791 5796 5372	✠100A1 *Awng dk* *withfreeboard* 11,35 ~~.34~~ ~~MS9,31~~ ✠Lloyd'sRMC ~~2,36~~ 5,36	Bry Liv ✠LMC 9,35 ~~BS4,34~~	*c*†	CL PN9,34 S9,34	1919 6mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdNewcastle *'sA&CP*	**RoyalMailLines, Ld.** *CollisionBH to Awng dk* *Cell DB*372'919*tFPT*86*tAPT*139*t*	430·0 B211' *onAwngdk* F44'*onAwngdk*	61·3	27·8 FK	**S'thamptn** British *Cem* 6*BH to Udk*	Q8Cy24⅝",33½",47"&68"-48" 215lb (*s*) 1094NHP 5SB,20*cf*,GS415,HS16770FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30392 7514 SEIN	**Nagara** **TwinSc** ssGot.No.1-33 D.F. *OilEng.* *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in forward holds*	6525 5567 3980	✠100A1 *withfreeboard* 11,35 ~~1,34~~ DBS~~7,33~~5,35 *Carrying vegetable oil in No.5 double bottom tank and in tanks in way of tunnels*	Got ✠LMC OS7,33 5,35	*c*†	CL 11,34	1929 4mo	AB.Götaverken Gothenburg *Lloyd'sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr.*)	437·0 FK *CellDB369'1335t tanks in way of tunnels*	57·0	28·5	Gothenbrg Swedish *7BHptCem* (*Coll to Sh dk 6 to 2nd „*) *689tAPT59t*	Oil Engines 4S.C.SA. 12Cy.$24\frac{3}{16}$"-$66\frac{15}{16}$" 700NHP DB*85lb* AB.Götaverken,Got.	31 // 6 s4 // $2\frac{1}{2}$ 27 // $5\frac{1}{2}$	
30393 39666 JBNH	**Nagara Maru** Ⓟ *OilEng.* *Ref.Mchy.* *2Dks* *CruiserStern* *Rudder electrically welded*	~~7142~~ ~~6369~~ ~~4246~~ 7149 6369 4247	✠100A1 9,35 ~~8,34~~ ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ *Carrying cargo oil F.P. above 150° F. in deep tanks*	Yka ✠LMC8,34 1,36 ~~9,35~~	*c*†	CL 9,35	1934 8mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CI*	NipponYusenK.K.	449·6 P23'B173'F41' FK *CellDB354'1615t DTs a42' 1341t Wing tanks in way of tunnel 94t*	62·3	34·4	Tokio Japanese *8BH* *F PT72tAPT68t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 1851NHP DB*100lb* YokohamaDockCoLd.Yka	34 // 5	
30394 20587 JEQB	**Nagaragawa Maru** Ⓟ Wireless *1Dk*	983 834 587					1917	Nagata Sanjuro Osaka	KusakabeKyutara	190·0	32·0	18·5	Amagasaki Japanese	T.3Cy.$14\frac{3}{8}$",$22\frac{11}{16}$"&$36\frac{5}{8}$-$21\frac{1}{2}$" 62NHP		
30395 29052 JAXA	**Nagasaki Maru** Ⓟ **TwinSc** ssKob.No.3-11,34 D.F. *2Dks(Stl-pt ws)&Awng dk(Stl-teaks)*	5268 4220 2206	✠100A1 *Awng dk* *withfreeboard* 11,35 ~~11,34~~	Kob ✠LMC~~11,34~~ 11,35	*z*	CL ~~P11,32~~ s11,33 P11,35	1922 9mo	W.Denny &Bros.Ld. Dumbarton *Lloyd'sA&CP*	NipponYusenK.K.	395·0 F56' *on Awng dk* FK *Collision* *CellDB302'286t FPT23tAPT45t*	54·2	29·0	Tokio Japanese *Cem* *BHto Aw dk* *7 „ „ U „*	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 200lb FD 1852NHP 10SB,*30cf*,GS680,HS23600 W.Denny&Bros.Ld.	32 // 0 s11 // 7 20 // 9	
30396 14967 JEKI	**Nagasaki Maru No. 2** *1Dk*	603 — 346					1912	MitsuBishi JukogyoK.K Nagasaki	ToyoShojiK.K.	181·0 Q73'F20'	22·5	17·5	Nagasaki Japanese *WB*	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.Wks.Nag		
30397 40020 JFGJ	**Nagata Maru** *OilEng.* *1Dk*	479 — 340					1934	KasadoDk. K.K. Suitake-minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
30398 18224 JFBI	**Nagata Maru No. 28** *1Dk* *Carrying oil in bulk*	664 596 311					1915	Nagata Sanjuro Osaka	NipponSekiyaK.K.	182·0	29·5	15·3	Nishinomiya Japanese	T.3Cy.12",$19\frac{1}{2}$",&$32\frac{5}{8}$"-22" 50NHP NagataSanjuro,Osaka		
30399 22878 JEYD	**Nagato Maru** ssYka.No.3-7,30 ssYka.No.1-34 *2Dks(Stl)&Awng dk(Stl)*	5901 5586 4325	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~11,34~~	Yka Osa ✠LMC11,34 BS9,35	*y*	OG N11,34	1918 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP*	NipponYusenK.K.	385·0 FK *Collision BH to Awng dk* *CellDB334' 1118t FPT*	51·0	36·0	Tokio Japanese *Cem* *5BHtoUdk* *126tAPT98t*	T.3Cy 26",$43\frac{1}{2}$"&72"-48" (*s*) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 // 0 s9 // $1\frac{3}{4}$ 27 // 1	
30400 144267 GFSK	**Nagina** ssCal.No.3-5,33 *2Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*	6551 6161 4090	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~7,34~~ ~~BS6,34~~ *Carrying oil fuel F.P. above 150° F in DB & DT*	Bom Cal BS5,35 ✠LMC5,33	*b*†	CL 4,33	1921 4mo	W.Gray& Co.(1918)Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld.	433·0 FK *Collision* *CellDB385' 1443tDTa27'778t*	57·4	30·2	Glasgow British *ptCem* *BH to Sh dk* *6 „ „ U „*	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (*s*) 769NHP 4SB,*12cf*,GS247,HS10000FD Cen.Mar.Eng.Wrks.W Hpl	32 // 10 s4 // $7\frac{3}{4}$ 28 // 6	
30401 36560 JJWC	**Nagisan Maru** *OilEng.* *Mchy.Aft* *1Dk*	4391 3672 2602					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76'B20'F28'	50·0	29·0	Kobe Japanese *WB*	OilEngines4S.C.SA 8Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 361NHP MitsuiBussanKaishaLd.		C
30402 114 SVBW	**Nagos** (*ex*Corbrae-34, *ex*Hillingdon) ssSld.No.3-9,25 *Well deck* ssPir.No.2-34 *1Dk(Stl)* *Cargo battens not fitted*	*1926* *1489* *1085*	✠100A1 7,35 ~~11,34~~ MS9,34	Pir ✠LMC BS11,34	*q*	CL 11,33	1912 8mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	J.G.Livanos	267·0 P28'Q71'B51'F28' FK *CellDBa73' uE&B35'f110' 439t side tanks in ER12'*	38·0	17·6	Chios Greek *4BHCem* *156tFPT119tAPT106t*	T.3Cy.$20\frac{1}{2}$",33"&54"-39" (*s*) 180lb 199NHP 2SB,*6pf*,GS97,HS3090 G.Clark,Ld.Sunderland	19 // 10 s2 // 0 18 // 0	
30403 37699 JJDE	**Nagoya Maru** Ⓟ *2Dks(Stl)*	6050 5281 3730	✠100A1 7,35 ~~10,34~~	Kob ✠LMC~~7,34~~ 8,35	*a*†	CL ~~10,34~~ 7,35	1932 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	~~IshiharaSangyo KaiunK.K.~~ NanyoKaiunK.K.	406·8 P31'B138'F40' FK *CellDB 348'1203t Tank in ER36t FPT94t*	55·5	32·5	Fuchu Japanese *7BHCem* *APT133t*	T.3Cy.$25\frac{1}{2}$",$41\frac{1}{2}$"&69"-51"& L.P.Turbine with DR gearing & hydraulic coupling 225lb *100lb* (*s*) 691NHP 3SB,*9cf*,HS8934 FD MitsubishiZosenKaisha Ld.Nag.	32 // 6 s6 // $7\frac{1}{4}$ 26 // 0	
30404 144054 GDBW	**Nagpore** D.F. *2Dks(Stl)*	5283 4793 3226	✠ 11,22	Bom ✠	*y*		1920 6mo	Earle'sCo. Ld. Hull	P.&O.Stm.Nav.Co.	400·4 P49'B113'F39' FK *CellDB340'1023t FPT*	52·2	28·5	Hull British *7BHCem* *132tAPT69t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Mdb.	31 // 0	
30405 CBNA	**Naguilan** (*ex*JongeMariá, *ex*Delfia, *ex*LaSambre) *Fitted for oil fuel* *1Dk&Shelter dk*	1872 1550 993		...			1920	H.&C. Grayson,Ld. Garston, Liverpool	Haverbeck& Skalweit	264·8 FK	41·3	18·8	Valdivia Chilian *WB*	T.3Cy.21",34"&56"-36" 252NHP McKie&Baxter,Ld.Gls.	28 // 10	G †
30406 133516 GQFB	**Nailsea Brook** (*ex*CymricQueen, *ex*Apsleyhall, *ex*Newfield) ssShl.No.3-6,25 ssShl.No.1-30 *1Dk(Stl)* *Now* "Boscombe Chine," *see No.* 37256 *in Supplement*	3847 3593 2421	✠ 8,34	Shl ✠	*w*		1912 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	NailseaS.S.Co.Ld.	350·0 P31'B101'F34' FK *CellDBa113'uE27'f157'*	51·1	23·9	London British *6BHCem* *822tFPT85tAPT117t*	T.3Cy.25",40"&67"-45" 341NHP 2SB,*6cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl.	26 // 3	C †
30407 143506 GDQT	**Nailsea Manor** (*ex*NailseaCourt-36 *ex*H.H.Asquith-32) ssShl.No.3-6,33 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4226 3879 2515	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~4,34~~ MS7,33	Shl NNs ✠LMC BS~~4,34~~8,35	*y*	CL 4,34	1920 6mo	RopnerSB. &RepairngCo (Stocktn)Ld. Stockton *Lloyd'sA&CP*	NailseaS.S.Co.Ld.	390·0 P34'F36' *on Shelter dk* FK *Collision* *CellDB341'1099t FPT135t APT166t*	52·5	24·7	Cardiff British *Cem* *BH to Sh dk* *5 „ „ U „*	T.3Cy.26",43"&71"-48" (*s*) 180lb 475NHP 3SB&1AuxSB,*12cf*,GS228, HS8647 Blair&Co.Ld.Stockton	27 // 3 s2 // $10\frac{1}{4}$ 24 // $7\frac{1}{2}$	
30408 139605 GPTQ	**Nailsea Moor** (*ex*DavidLloyd George-32) ssNpt.No.3-7,30 D.F. *1Dk(Stl)*	4107 3742 2480	✠ ... 1,35	HKg ✠	*x*		1917 7mo	Craig,Taylor&Co.Ld. Stockton	NailseaS.S.Co.Ld.	370·1 P52'B&F285' FK *CellDB 319'1134t FPT106t*	51·4	24·0	Cardiff British *6BHCem* *APT184t*	T3Cy26",$42\frac{1}{2}$"&$69\frac{1}{2}$"-45" GS162HS6830 400NHP 2SB&1Aux.SB,*6cf&2pf* N.E.MarineEng.Co.Ld.Sld	26 // 6	C †
30409 142476 VJGY	**Nairana** Ⓟ **TwinSc** ssMel.No.3-9,29 ssMel.No.1-33 *2Dks(1ptStl-ws)&Shelter.dk(Stl-teaks)*	3042 1459 1228	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~7,34~~ BS~~7,34~~ 9,35	Mel ✠LMC8,32	*u*	CL P7,33 S7,35	1917 9mo	W.Denny &Bros. Dumbarton *Lloyd'sA&CP*	Tasmanian SteamersPty,Ld.	315·8 F60' FK&BK2" *CellDBa30'48t uEf98'143tFPT38t*	45·6	23·6	Melbourne British *5BHptCem* *ptAsp* *APT59t*	4SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 200lb HS20604 1490NHP 6 Water Tube Boilers FD Denny&Co.Dumbarton	24 // 9 s~~10 // 8~~ ~~14 // 8~~ s10 // 3 14 // $11\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30410 148867 GLNM	**Nairnbank** TwinSc ssShl.No.2–33 OilEng. 1Dk(Stl)&Shelter dk (Stl–ws)	5156 4768 3117	✠100A1 withfreeboard ~~5,35~~ ~~9,34~~12,36 DBS12,34 Carrying veg	Npt ~~Sh~~ ✠LMC(M)2,36 ✠LMC12,35 etable	a† Lon oil	CL 12,33 in deep	1925 7mo Lloyd tank	Harland& Wolff,Ld. Glasgow 'sA&CP CellD 115'	BankLine,Ld. (A.Weir&Co. Mgrs.) B357' 1121t Tanks 251t DT f32'1067t	420·1 between tunnels FPT106tAPT132t	53·9	26·5 FK Co	Glasgow British 7BHptCem llBHtoShdk 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.24⅜"–37⅜" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 " 2 s3 " 7½ 25 " 8	
30411 ESDA	**Naissaar** (exFordCastle–33) ssSld.No.3–7,24 ssTln.No.2–33 Well deck 1Dk(Stl)	1893 1600 1080	✠100A1 1,36 ~~1,35~~ BS~~6,34~~ 6,35	Sws Cff ✠LMC6,35	q	CL ~~1,35~~ N1,36	1911 12mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	A/S Merilaid&Co. Cell DBa&uE 102'	268·0 P24'Q82'B51'F31' f104'383tFPT105t	37·9	17·6 FK	Tallinn Estonian 4BHCem APT100t	T.3Cy.20½",33"&54"–39" (s) 180lb 199NHP 2SB,4pf,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 " 9 s1 " 11 18 " 0	
30412 OZFC	**Najaden** (exÖrkild,exBoscia) 1Dk&Awng dk	1963 1782 1178					1906	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	281·7	42·1	17·9	Esbjerg Danish WB	T.3Cy.20",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
30413 1185 SFPK	— Ⓟ Iron&SteelTwinSc Sub.Sig. 1Dk	*447* *275* *239*					1886	MotalaCo. Gothenburg	HallandsÅngbåts A/B ~~(Hj.Blomberg,~~ (HarryTrapp Mgr)	164·3 P104'H33tF51'	25·2	10·7	Gothenbrg Swedish WB	C.4Cy.14"&32"–20" NB07 78NHP MotalaCo.Gothenburg		V
30414 39727 JRWJ	**Nako Maru** Ⓟ OilEng. Ref.Mchy. D.F. 2Dks CruiserStern Rudder electrically welded	7139 6377 4273	✠100A1 ~~10,34~~11,35 ✠Lloyd'sRMC~~7,35~~ ~~11,35~~ 8,36 Carrying car	Yka ✠LMC10,34 go oil	c† F.	CL 11,35 P. abo	1934 10mo Lloyd ve 150	Uraga DockCo.Ld. Uraga 'sA&CP ° F.in deep tan	NipponYusenK.K. CellDB354'1615t DTsa42'1341 ks	449·7 P23'B173'F41' t wing tanks in way	62·3	34·4 FK	Tokio Japanese 8BH of tunnel 94t	Oil Engines 2S.C.DA 7Cy.27 5/16"–47¼" 1851NHP DB100lb YokohamaDockCoLd.Yka FPT72tAPT68t	34 " 5	
30415 142257 GCTZ	**Naldera** Ⓟ TwinSc Ref.Mchy CruiserStern D.F. 4Dks&Hurricane dk	16113 13558 8909	Lloyd'sRMC~~3,35~~ ~~7,35~~ 2,36~~10,35~~				1918	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	580·9	67·2	44·4	Greenock British WB	Q.8Cy32½"46½"69"&96"–60" 1430NHP Caird&Co.Ld.Greenock		DT till 2,37
30416 146303 GFTS	**Nalgora** ssCal.No.3–10,33 2Dks(Stl)&Shelterdk(Stl) CruiserStern	6579 6193 4101	✠100A1 Shelter dk withfreeboard 9,35 ~~8,34~~	Bom Cal ✠LMC10,34 BS9,35	b†	CL ~~10,32~~ 9,35	1922 5mo Lloyd	W.Gray& Co.(1918),Ld. Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB382'	433·0 1443tDTa27'778t	57·4	30·2 FK Collisio	Glasgow British ptCem nBHtoShdk 6 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb FD 770NHP 4SB,12cf,GS247,HS10000 Cen.Mar.E.WrksLd.WHpl	32 " 10 s4 " 7½ 28 " 6½	
30417 137478 GPST	**Nalon** (exMurillo–33) TwinSc ssLiv.No.3–2,29 ssLiv.No.1–33 Ref.Mchy 3Dks(Stl–ws)& D.F. Shelter dk(Stl–ws)	7206 6704 4432	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~1,35~~3,36 ~~BS6,34~~ ✠Lloyd'sRMC~~1,35~~	Npt ~~Bry~~ BS5,35 ✠LMC3,32	b† Liv	CL ~~3,32~~ PN3,34 ~~S6,35~~ S12,35 ~~9,35~~ ~~12,35~~ 3,36	1915 9mo Lloyd	Russell& Co. Pt.Glasgow 'sA&CP	RoyalMailLines, Ld. CellDBa137' uE&B	440·0 F48'onShelter dk 95'f153' 1286tFPT	56·2	35·6 FK	Liverpool British 8BHptCem 64tAPT58t	Q8Cy20½",29½",42"&61"–48" 215lb 150lb (s) 810NHP 3DB,18cf,GS372,HS15270 Harland&Wolff,Ld.Bel.	38 " 11 s11 " 0 28 " 4	
30418 137224 VJTT	**Nalpa** (exSolholm) ssSyd.No.3–1,34 Well deck Mchy. Aft 1Dk(Stl) Cargo battens not fitted	685 532 365	100A1 2,36 ~~1,35~~ BS~~1,35~~ 2,36	Bsb LMC1,34	j	CL ~~1,34~~ 2,36	1918	Wortel- boer&Co. Delfzijl	TheAdelaide SteamshipCo.Ld. CellD	180·8 Q88'B11'F24' B115' 151t FPT25t	28·7 30·2	12·6 FK	P.Adelaide British 3BHCem APT3t	T3Cy.14¾",23⅝"&38⅝"–26 13/16" 180lb (s) 84RHP 2SB,4cf,GS66,HS2002 Wortelboer&Co.Delfzijl	14 " 4 s " 10½ 13 " 7	
30419 TTMA	**Nam-Ky** 1Dk&Awng dk	334 208 130					1898	A.Dubi- geon Nantes	Cie.Saïgonnaise de Nav.&deTransp.	159·4	23·3	8·5	Saigon French	T.3Cy.11¾",19½"&31½"–20½" Brissonneau 45NHP fils&A.Lotz,Nantes		V
30420 153790 VSRS	**Nam Yong** (exKapelle) 1Dk	1345 1160 769					1917	Gebr. Jonker Kinderdijk	HeapEng.MohS.S. Co.Ld.	240·0 P30'B60'F24'	36·2	16·7	Singapore British WB	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		V
30421 220992 KJSE	**Namasket** Fitted for oil fuel 1Dk&Shelter dk Longitudinalframing	6062 — 3772					1920	Pacific CoastS.B.Co. BayPoint,Cal	UnitedStates ShippingBoard Bureau	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States WB	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
30422 31166 JMXE	**Namikiri Maru** 2Dks	589 490 367					1925	Amagasaki ZosenbuG.K. Osaka	Amagasaki KisenbuGomei Kaisha	173·0	25·0	16·5	Osaka Japanese	T.3Cy.		
30423	**Nampeg** (exSoonAnn, Iron exWilhelm) 1Dk2trB&Hur.dk	*783* *520* *588*					1882	H.F.Ul- richs Vegesack	ShunOnS.S.Co.	180·3 Q52'B128'	27·0	14·3	 Portuguese WB	C.2Cy.21"&37½"–25½" 58NHP O.Henniges&Co.Berlin		
30424 LEMO	**Namsos** Ⓟ 1Dk&Awng dk	506 467 287					1904	Trndhjms Mek.Værks. Trondheim	IndherredsAktie- Dampskselskap	164·2 H37t	23·1 len10	16·6	Steinkjer Norwegian WB	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.V.Trondhm		
30425 10822 JBIE	**Nan Yang Maru** Ⓟ TwinSc 3Dks	3310 1517 1968					1907	Kawasaki Dockyard Co Ld.,Kobe	NisshinKisenK.K.	320·0	43·4	13·8	Tokio Japanese	T.6Cy.17",28"&46"–33" 243NHP KawasakiDkydCoLdKobe		
30426 140034	**Nanaimolite** (exToedjoe, exMonitorNo.17) CruiserStern 2Dks	513 398 168					1915	Wm.Gray &Co.Ld. WHartlepool	ImperialOilLd. (H.J.Rahlves, Mgr.)	170·0	31·2	12·3	NnaimoBC British WB	T.3Cy.11½",18¾"&30"–16" 97RHP Cen.Mar.Eng.CoLd.WHpl		
30427 23297 JJXC	**Nanbo Maru No.2** WoodAux3Mst Bkn Wireless 1Dk	525 483 342					1918	Nanyo Boyeki Toba	OginunoKaisho K.K.	141·0	34·0	16·8	Fushiki Japanese	C.2Cy.14½"&29 1/16"–21" 32NHP TakahashiTekkoshoOsaka		
30428 146657 GDYR	**Nanchang** 2Dks	2489 2051 1488					1922	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72'F42'	44·2	19·6	London British WB	T.3Cy.18",29"&47"–39" 138NHP Scott'sS.B.&E.Co.Ld.Grk		
30429 [illegible] MLDZ	**Nancie Thomas** Now Kyle Skye, see No. 33768 in Supplement ~~ssLiv.No.1–28~~ Mchy.Aft 1Dk(Stl) Well deck	311 218 116	✠ —— 1,35 ✠	Liv	d		1922 9mo	Rennie, Ritchie& Newport S.B.Co.Ld. Glasgow	A.T.Lamont	130·3 Q48'B8'F22'	22·6	9·8 FK FPT22t	Liverpool British 3BHCem APT19t	C.2Cy.15"&32"–24" 63RHP 1SB,2pf,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10 " 6	
30430 CUJJ	**Nancy** 1Dk	1153 929 678					1921	Schiffb.Ges Unterweser Weser- münde-L.	J.Lauritzen	231·5 P21'B66'F28'	34·6	14·1	Esbjerg Danish WB	C.4Cy.(2)13¾"&(2)28¾"– 28¾" NE28 37NHP Christiansen&Meyer,Ham.		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30431 3940 SFPO	**Nancy** (*ex*JohJeansson) *Mchy.Aft* *Welldeck*	3Mst *ss*Got.2ndNo.3-7,26 *ss*Got.No.~~1-31~~2-35 1*Dk*(*Irn*) *Cargo battens not fitted*	*654* *472* *320*	✠100A1 6,35 ~~5,34~~ BS~~5,35~~ 1,35	Lkr Got ✠LMC~~6,31~~ MS6,35	*i*	4,34	1901 10mo	IrvineS.B. &E.Co.Ld. Irvine *Lloyd*'*sA&CP*	RederiA/BKlippan (A.Blidberg,*Mgr.*)	180·0 Q88'B22'F26' FK Cell *DBf*112'200*t FPT*	29·1	11·2	Gothenbrg Swedish 3*BHCem* 42*tAPT*4*t*	T.3Cy.15¼",25"&40"-27" (*s*) 160lb *65lb* 96NHP 1SB,3*pf*,GS60,HS1630 McKie&Baxter,Glasgow	13 ″ 6 s ″ 6¼ 13 ″ 2	
30432 136082 GWYT	**Nancy Moller** (*ex*Rowena-34, *ex*Norfolk)	1*Dk*2*trb*	3916 3537 2409					1907	J.Priest- man&Co. Sunderland	~~N.E.A.Moller~~ (~~Moller&Co.Mgrs~~) MollerLine,Ld.	343·5 P18*t*H101*t*F57*t*	49·0	24·3	Shanghai British *WB*	T.3Cy.24",40"&66"-45" 292NHP N.E.MarineEng.Co.Ld.Sld		N
30433 218058 WODL	**Nancy Weems** (*ex*Corcoran) Engines & Boilers removed To be converted to a barge	*ss*Bal.No.2-27 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in holds*	2153 1753 1280	✠~~100A1~~ 4,30 ~~MS6,27~~	Bal ~~✠LMC~~ ~~BS4,30~~	*r*	CL 6,28	1919 5mo	Manitowoc S.B.Co. Manitowoc, CP Wis.	Merritt-Chap- man&ScottCorp.	250·5 P27'B64'F26' FK Cell *DB*212'637*tFPT*54	43·7	20·1	NewYork Utd.States 4*BHCem* *tAPT*51*t*	~~T.3Cy.20",33"&54"-40" (s)~~ ~~190lb 269NHP~~ ~~2SB,4cf,GS88,HS3992 FD~~ ~~ManitowocS.B.Co.~~ ~~Manitowoc,Wis.~~	23 ″ 0	
30434 38116 JKME	**Nankai Maru** *Ref.Mchy.*	TwinSc *OilEng.* 3*Dks*(*Stl*) *CruiserStern*	8416 7813 5114	✠100A1 *withfreeboard* 12,35 ~~12,34~~ ~~DBS12,34~~ ✠Lloyd'sRMC~~4,35~~ ~~6,35~~ 4,36 ~~12,35~~ *Carrying cargo oil F.P. above150° F. in deeptanks*	Kob DBS12,35 ✠LMC1,33	*d*†	CL 12,34	1933 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd*'*sA&CP*	OsakaShosenK.K.	446·8 F40' FK Cell*DB*373'1316*t Tanks in way of* *tunnels* 1063*t MTs*36'1185*tFPT*	60·5	40·7	Osaka Japanese 8*BH* (*Coll to Wdk* 7 „ 2*nd* „) 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.28⅜"-49 3/16" 1678NHP DB*100lb* MitsubishiZosenKaisha, Ld.Nag.	40 ″ 9 s13 ″ 0¼ 28 ″ 2¼	
30435 29427 JCLE	— Ⓟ	TwinSc 1*Dk*	544 321 206					1923	Mitsubishi K.K. Kobe	Government of Japan(Dept.of Railways)	140·0	30·2	12·5	Tokio Japanese	SR gearedSteamTurbines		
30436 131857 GBKM	**Nankin** Ⓟ D.F. *Ref.Mchy.*	TwinSc *ss*H.Kg.2ndNo.3-7,32 3*Dks*(*Stl-U* teak s)	7131 5872 4420	✠100A1 12,35 ~~2,35~~ ~~BS12,34~~ Lloyd'sRMC BS12,35	Syd Yka ✠LMC3,32 ~~10,34~~ ~~5,35~~ 11,35	*b*†	CL s2,35 P12,35	1912 6mo	Caird&Co. Ld. Greenock *Lloyd*'*sA&CP*	Eastern&Austra- lianS.S.Co.Ld.	449·7 P84'B149'F85' FK&BK2" *WB*=Cell *DBa*110'*f* 189'832*t*	52·0	30·6	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19",27",38¼"&54"-48" 215lb *215lb* (*s*) 628NHP 2DB,12*cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 ″ 6 s6 ″ 6¾ 27 ″ 5¾	
30437 7119 SKLA	**Nanking** D.F.	TwinSc *ss*Lkr.No.3-9,35~~ssGot.No.2-33~~ *OilEng.* 1*Dk*(*Stl*)*Shelterdk*(*Stl-ws*) 2*nd dk*(*Stl*)*inNos.*1,2,3&4*holds*	*5931* *5366* *3486*	✠100A1 *Shelter dk* *withfreeboard* 36 ~~9,35~~ DBS9,35	Got ~~Lkr~~ ✠LMC9,35	*a*†	CL ~~s8,32~~ P8,34 s9,35	1924 6mo	Aktieb. Götaverken Gothenburg *Lloyd*'*sA&CP*	A/BSvenska Ostasiatiska Kompaniet(G. Borin,*Mgr.*)	426·5 FK *Collision* Cell*DB*371'1283*t Tank at sides of T*	56·1	27·7	Gothenbrg Swedish 7*BHptCem* *BH to Sh dk* *unnel*31'155*t*	Oil Engines 4S.C.SA 12Cy.29⅛"-43 5/16" 988NHP DB*100lb* Aktieb.Götaverken,Got. *FPT*93*tAPT*75*t*	30 ″ 8 s4 ″ 0¼ 26 ″ 10½	
30438 17083 JCGD	**Nanking Maru**	2*Dks*&*Web frames* *Longitudinal framing*	3006 2779 1867			...		1914	OsakaIron Works Osaka	KitaNipponKisen K.K.	305·3 P19'B82'F32' FK	42·2	24·8	Fuchu Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWorks,Osaka	27 ″ 3	C †
30439 168 JHIA	**Nankoh Maru** (*ex*Wigmore, *ex*Ardgrange)	*ss*Nag.No.3-5,30 *ss*Kob.No.1-34 2*Dks*(*Stl*)	4714 4319 2950	✠ ... 9,35	Kob ✠~~LMC8,34~~	*y*	CL 8,34	1916 11mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	IshiharaGoshi Kaisha(Ishihara SangyoKaiunK.K. *Mgrs.*)	385·0 P34'B111'F47' FK Cell*DB*334'1029*t*	52·0	26·5	Dairen Japanese 6*BHCem* *APT*20*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 491NHP 3SB,9*cf*,GS147,HS7404 FD ClydeS.B.&E.Co.Ld.P.Gl.	29 ″ 0 ~~s5 ″ 5½~~ ~~23 ″ 11~~	
30440 29703 JHMA	**Nankwa Maru** (*ex*Visigoth)	*ss*Osa.2ndNo.3-7,32 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4065 3781 2549	✠ ... 10,34	Yka ✠	*w*		1906 4mo	A.McMil- lan&Son,Ld. Dumbarton	~~YamamotoKisen~~ ~~K.K.~~ Otani Mokunosuke	360·8 P11'B112'F32' 24·8 FK Cell*DBa*106'*uE*20'*f*120'947*t*	50·0	16·9	Kobe Japanese 6*BHCem* *APT*32*t*	T.3Cy.23",38½"&64"-45" 314NHP 2SB,6*cf*,GS90,HS4054 Dunsmuir&Jackson,LdGls	27 ″ 4	
30441 28019 JFFD	**Nanman Maru** (*ex*KumaMaru-34, *ex*FujiMaru)	*ss*Kob.No.3-7,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6550 6157 3990	✠100A1 *Awng dk* *withfreeboard* 6,35 ~~6,34~~ *Fitted for oil fuel 5,21 F.P. above 150° F.* *Adapted for carrying oil 1,29 F.P. above 150° F. in DTs forward*	Kob Nag ✠LMC6,34 BS6,35	*z*	OG 6,34	1921 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	ManshuKai-riku UnsoK.K.(Yama- shitaKisenK.K. *Mgrs.*)	405·0 F33'*on Awng dk* FK Coll Cell *DB*342'1234*t DTa*35'808*t* *DTs f*26'622*t FPT*104*tAPT*36*t*	53·0	37·0	Kobe Japanese *ptCem* *BH to Awng dk* 5 „ „ *U* „	T.3Cy.28",46½"&78"-54" (*s*) 200lb 578NHP 3SB,9*cf*,GS190,HS7800 FD KawasakiDkyd.Co.Ld.	37 ″ 0 s9 ″ 3¼ 28 ″ 0	
30442 LEMP	**Nanna** *Welldeck*	1*Dk*2*trB*	471 375 365			...		1881	MotalaCo. Gothenburg	BrödreneAnda	148·9 Q21*t*B46*t*F23*t*	24·4	13·9	Stavanger Norwegian *WB*	O.2Cy.17¾"&33½"-20½" 42NHP MotalaCo.,Gothenburg		N †
30443 152102 GKRC	**Nanning**	2*Dks*	2486 2049 1486					1923	TaikooDk- yd&EngCo.of HongK'ngLd	ChinaNav.Co.Ld.	295·8 B72'F42'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"-39" 138NHP TaikooDkyd&ECoLdHKg		
30444	—	Pad 2*Dks*	*569* *280* *348*					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	H.2Cy.18"&38"-72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
30445 30141 JYAA	**Nanrei Maru** Ⓟ	2*Dks*	2085 1715 1259					1924	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	274·5 P44'B84'F32'	41·5	22·8	Tokio Japanese	T.3Cy.22",37"&61"-42" 240NHP YokohamaDock,K.K.		
30446 LDRN	**Nansenville** *Ref.Mchy.* D.F.	*OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	5887 5224 3529					1931	Kockums M.V.Aktieb. Malmö	UniversalShipping Co.A/S (A.F.Klaveness& Co.*Mgrs.*)	432·3 P143*t*H495*t*F26*t*	59·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.27 9/16"-47¼" 1592NHP KockumsM.V.Akt.Malmö		N
30447 32316 JIIB	**Nanshin Maru** (*ex*KohkiMaru, *ex*Hemisphere, *ex*ThurlandCastle, *ex*Corinthic)	*ss*Kob.No.3-8,26 *ss*Kob.No.2-33 1*Dk*(*Stl*)	4806 4404 2970	✠100A1 2,36 ~~1,35~~	Nag ✠LMC~~1,35~~ 2,36	*y*	CL N12,34	1914 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd*'*sA&CP*	IshiharaSangyo KaiunK.K.	385·0 P38'B126'F37' FK Cell*DBa*132'*uE*26'*f*167'961*tFPT*	52·0	27·0	Fuchu Japanese 6*BHCem* 68*tAPT*154*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 395NHP 3SB,9*cf*,GS163,HS6435 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6	
30448 FOVT	**Nantaise** (*ex*Vaux) *Welldeck* *Mchy.Aft*	*ss*Nwc.No.3-12,32 1*Dk*(*Stl*)	1798 1384 961	✠100A1 8,35 ~~6,34~~ BS~~1,34~~ 9,35	Rot ✠LMC12,32	*q*	CL 4,34	1920 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*)	260·0 Q154'F30' FK Cell *DB*215'503*tMT*10'	37·5	17·5	Caen French 5*BHCem* 224*tFPT*140*tAPT*56*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 201NHP 2SB,6*pf*,GS87,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8 s6 ″ 5 18 ″ 4	
30449 216977	**Nantasket**	*Fitted for oil fuel* 2*Dks*	5268 — 3268			...		1918	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedStates ShippingBoard Bureau	389·7 P50'B114'F42' FK	54·8	30·3	Boston Utd.States *WB*	DR geared Steam Turbine 474NHP BethlehemS.B.Corp.Ld.	32 ″ 6	
30450 130350 KJSF	— Ⓟ (*ex*Newburgh)	Iron 3*Dks*	1033 — 741					1887	Neafie& Levy Philadelphia	Nantasket-Boston SteamboatCo.	200·0	32·0	11·0	Boston Utd.States	O.2Cy.26"&45"-36" 101NHP Neafie&Levy,Philadelphia		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
30451 9962	**Nanto Maru** (exLadyMitchell, Iron exSchwalbe) 1Dk2trB	959 796 578					1882	J.C.Tecklenborg Wesermünde-G.	ShoKunishiro	210·0 B46′F19′	32·0	15·0 WB	Kobe Japanese	O.2Cy.23″&47½″–31½″ NB12 105NHP F.Schichau,Elbing		
30452 219247 KJKG	**Nantucket** (exFargo-33) D.F. Fitted for oil fuel 3Dks	2606 2261 1612			…		1920	M'Dougall DuluthCo. Duluth,Minn	Merchnts&Miners TransportationCo.	251·0 P25′B64′F20′	43·7	25·8 FK	Baltimore Utd.States WB	T.3Cy.21″,35″&59″–42″ 352NHP McDougallDuluthCo.	28 „ 2	R †
30453 224501	— Ⓟ (exNobska) 2Dks	1082 — 428					1925	BathIron Works,Ld. Bath,Me.	NewEnglandS.S Co.	202·4	36·1	13·1	N.Bedford, Mass. Utd.States	T.4Cy.16″,26″&(2)30″–24″ 88NHP BathIronWorks,Bath,Me.		
30454 28495 JCFD	**Nanyo Maru** TwinSc (CableVessel) D.F. GyC. 2Dks	3605 3236 1844					1923	OsakaIron Works Osaka	Govt.ofJapan (Department of Communication)	344·6	44·0	30·3	Nagasaki Japanese WB	T.6Cy.17″,28½″&48″–36″ 276NHP		
30455 4	**Nanzan Maru**	462 — 207					1910	…………… Kobe	MinamimanshuTetsudoK.K.	160·6	30·1	10·4	Dairen Japanese	O.		
30456 207420	**Napa Valley** Ⓟ Fitted for oil fuel 1Dk	2189 — 1289					1910	UnionIron Works S.Francisco	SouthernPacific GoldenGateFerries,Ld.	231·2	45·7	15·3	S.Frncisco Utd.States	T.4Cy.25″,41″&(2)48″–30″ 253NHP UnitedEng.Wrks,S.Frisco		
30457 149781 GMSY	**Napier Star** (exNapierstar) TwinSc ssNwc.No.2–34 D.F. 3Dks&Shelter dk5th dk Ref.Mchy. inNo.6hold CruiserStern	10116 9136 6187	✠100A1 withfreeboard 2,36 BS2,36 ✠Lloyd'sRMC~~[illegible]~~ 2,36 ~~[illegible]~~ Fitted for oil fuel3,27 F.P. above 150° F.	Nwc Liv ✠LMC MS12,34		CL ~~P3,33~~ ~~SN8,33~~ 8,35	1927 3mo	Lithgow's Ld. PortGlasgow Lloyd'sA&CP	BlueStarLine,Ld. Duct keel forward of machinery space140′ CellDB403′1414tFPT148t	513·3 F44′ len34	67·3	36·6 FK	London British 8BHptCem (Coll to Sh dk 7 „2nd„) APT116t	4 Steam Turbines SR (r) geared to 2 Sc. Shafts 200lb HS22896 1582NHP 2D&2SB,24cf,GS420, ParsonsMarineSteam TurbineCo.Ld.Nwc.	39 „ 9 s10 „ 0¼ 30 „ 0	
30458 25473 JNBD	**Naples Maru** ssNag.No.3–5,32 2Dks(Stl)&Awng dk(Stl)	5825 5586 4225	✠100A1 Awng dk withfreeboard 5,35 ~~4,34~~ Fitted for oil fuel2,23 F.P. above 150° F	Nag 5,35 ✠LMC~~4,34~~	y	OG ~~5,32~~ 5,35	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	KokusaiKisenK.K. CollisionBH to Awng dk CellDB 334′ 1118t	385·0	51·0	36·0 FK	Kobe Japanese ptCem 5BH to U dk	T.3Cy.26″,43½″&72″–48″(s) 200lb HS5636 FD 437NHP 2SB&1AuxSB,8cf,GS154 KawasakiDkydCoLdKobe FPT126tAPT93t	36 „ 0 s 9 „ 3½ 27 „ 1	
30459 EGCO	**Naranco** 1Dk	850 684 633					1920	Astilleros deGijon Gijon	Cia.Naviera Gijonesa	201·8 B43′F30′	29·8	13·9	Gijon Spanish	T.3Cy.12″,20″&32″–24″ 50NHP AlexanderHermanos, S.enC.Barcelona		
30460 136384	**Narani** WoodTwinScK Mchy.Aft 1Dk	381 308 180					1914	E.Wright CapeHawke, N.S.W.	Illawarra&South CoastSteamNav. Co.Ld.(A.L.Miller, Mgr.)	148·6 B53′F35′	33·2	8·7	SydnyNSW British WB	C.4Cy.12″&24″–18″ 48RHP Campbell&Calderw'd,Gls.		
30461 139108 GNXQ	**Narbada** (exLeitrim) TwinSc ssLiv.No.3–3,28 ssDdn.No.2–36~~ssN.S.W.No.1–32~~ 2Dks(Stl)&Shelter dk CruiserStern (Stl–ws) Cargo battens not fitted in Shelter 'tween dks	8988 8310 5460	✠100A1 Shelter dk withfreeboard ~~10,[illegible]2,35~~ 2.36 ~~BS1,35~~ ✠Lloyd'sRMC10,28	Syd Ddn 2,36 ✠LMC~~[illegible]~~	~~d~~ d†	CL 2,35	1915 10mo	Sir Raylton Dixon&Co.Ld Middlesbro' Lloyd'sA&CP	Indo-PacificShpg. Co.Ld. CellDBa112′uE&B85′	470·0 B188′F49′on Shelter dk f196′1396tFPT83t	60·2	36·3 FK	London British 7BHCem APT125t	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (s) 1030NHP 5SB,20cf,GS371,HS14710FD Richardsons,Westgarth&Co.Ld.Hpl.	39 „ 4 s 9 „ 2¼ 30 „ 5	
30462 220890 KDIG	**Narbo** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinalframing	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	LykesBros.-RipleyS.S.Co.Inc.	402·6 P34′F36′	53·0	32·2	N.Orleans Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30463 220954	**Narcissus** Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·6 P34′F36′	53·0	32·2	S.Frncisco Utd.States WB	2 Steam Turbines DR gearedto1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
30464 141920 GCLF	**Nardana** TwinSc ssFal.No.3–9,31 D.F. 2Dks(Stl)&Shelter dk(Stl)	7974 7611 4784	✠100A1 Shelter dk withfreeboard 5,35~~12,34~~ ~~[illegible]~~	Fal Mdb ✠LMC4,35 ~~[illegible]~~	c†	CL 1,34	1919 9mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB386′1460t DTa39′914t	449·5 P31′F43′onShelter dk FPT125tAPT80t	58·2	37·1 FK	Glasgow British Cem 8BHtoSh dk	T.6Cy.26½″,44″&73″–48″(s) 2LPTurbines withDRgearing&hydraulic couplings 200lb 110lb NDH20 1356NHP 3DB,24cf,GS440,HS17352FD Barclay,Curle&Co.Ld.Gls.	40 „ 0 s11 „ 0½ 29 „ 2¼	
30465 144349 GBQY	**Narenta** Fitted for oil fuel D.F. Ref.Mchy. 3Dks CruiserStern	8266 7758 5170	✠Lloyd'sRMC~~[illegible]~~ 5,36~~10,35~~				1919	Workman, Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2 P35′F44′	58·3	37·1	London British WB	2 Steam Turbines DR geared to 1 Sc.Shaft Wrkman,Clark&Co.LdBel		C
30466 261 IBDY	— Ⓟ Wireless OilEng. Sub.Sig. CruiserStern 2Dks	1362 — 615					1934	Cant.Nav. Riuniti Ancona	Cia.Adriatica di Nav.	236·8 P10′B131′F33′	35·6	18·6	Venice Italian WB	Oil Engines 2S.C.SA 8Cy.17$\frac{11}{16}$″–28$\frac{1}{16}$″ 437NHP SocAn"Fiat"S.G.M.Turin		I
30467 146333 GJTZ	**Naringa** ssCal.No.3–4,35 ~~ssCal.No.2–31~~ 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6607 6197 4118	✠100A1 Shelter dk withfreeboard 11,35~~1,35~~	Cal Bom ✠LMC4,35	b†	CL 8,33	1923 5mo	WearShipyard of W. Gray&Co. (1918)Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB382′1476tDTa27′764t	433·0	57·4	30·2 FK	Glasgow British ptCem CollisionBHtoSh dk 6 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (s) 770NHP 4SB,12cf,GS247,HS10,000FD Cen.Mar.Eng.WrksW.Hpl	32 „ 10 s 4 „ 7½ 28 „ 6¼	
30468 317 HSAR	**Naris** ssBgk.No.1–34 1Dk(Stl)&Shade dk(Teak) Cargo battens not fitted	799 729 450	✠ A1 withfreeboard ~~8,36 9,35~~12,35 ~~[illegible]~~ For Coasting Service between Bangkok&Bandon Fitted for oil fuel7,29 F.P. above 150° F.	Bgk BS12,35 ✠LMC1,34	j	CL ~~N2,35~~ 11,35	1929 7mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	SiamSteamNav. Co.Ld. CellDBuE12′20tFPT18tAPT18t	165·8	35·1	15·7 FK	Bangkok Siamese 4BHAsp	T.3Cy.13″,21″&35″–18″ (s) 190lb 100NHP 2SB,4cf, HS2112 HongKong&Whampoa DockCo.Ld.HongKong	9 „ 0 s 2 „ 0½ 7 „ 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30469 143562 GCNT	**Nariva** TwinSc ssBry.No.3-12,32 Ref.Mchy. 3Dks(Stl)&Shelter dk D.F. (Stl-ws) CruiserStern	8714 7434 5341	✠100A1 Shelter dk withfreeboard 1,36 ~~3,25~~ ✠LMC MS12,32 BS~~6,34~~ 9,35 ✠Lloyd'sRMC~~5,35~~ ~~9,35~~ 6,36	Liv Lon	c†	CL ~~3,35~~ P3.35 S12,35	1920 5mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	RoyalMailLines, Ld. CellDB386'1221t	430·4 B227'F37'onShelter dk FK FPT120tAPT65t	61·3	36·1	S'thamptn British Cem 4BHtoSh dk 3 „ „ U „	Q8Cy.23½",33",47"&67"-51" 215lb (s) 1095NHP 5SB,20cf,GS412,HS16812 FD A.Stephens&Sons,Gls.	38 ″ 6 s 8 ″ 1¼ 30 ″ 7½	
30470 SWGO	**Narkissos** (exCentury) 2Dks	4313 4056 2748					1906	Nthmblnd S.B.Co.Ld. Newcastle	G.N.Stathatos	360·0 P27'B95'F36'	47·9	28·1	Ithaca Greek WB	T.3Cy.25",41"&69"-48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		C
30471 142496 GCVB	**Narkunda** Ⓟ TwinSc Ref.Mchy. CruiserStern D.F. 4Dks	16632 14035 9464	Lloyd'sRMC~~1,35~~ ~~5,35~~ 3,36 ~~8,35~~				1920	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co	581·4	69·4	44.5	Belfast British WB	Q.8Cy.33"47"67½"&97"-60" 1428NHP Harland&Wolff,Ld.Bel.		BT till ~~9,35~~ 3,36
30472 39738 JBQH	**Naruto Maru** Ⓟ OilEng. Ref.Mchy. 2Dks CruiserStern Rudder electrically welded	~~7142~~ ~~6869~~ ~~4246~~ 7147 6369 4245	✠100A1 12,35 ~~12,34~~ ✠LMC12,34 ✠Lloyd'sRMC~~1,35~~ ~~9,35~~ 1,36 Carrying cargo oil F.P. above150° F. in deep tanks	Yka	c†	CL 12,35	1934 12mo Lloyd	Yokohama DockCo.Ld. Yokohama 'sA&CP	NipponYusenK.K. CellDB354'1652tDTsa42'1341t Wing tanks in way of tunnel 94t FPT72t APT68t	449·7 P23'B173'F41' FK	62·3	34·4	Tokio Japanese 8BH	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" DB100lb 1851NHP YokohamaDockCoLd.Yka	34 ″ 5	
30473 15172 JTNH	— Ⓟ TwinSc (exKurenaiMaru,exMeiShun)	1288 701 699					1900	S.C.Farnham&Co.Ld. Shanghai	OsakaShosenK.K.	238·0	30·0	12·8	Osaka Japanese WB	T.6Cy.$11\frac{7}{16}$",$18\frac{1}{16}$"&$30\frac{1}{16}$"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
30474 5615 SFXN	**Narvik** ssGot.No.3-1,27 ssGot.No.2-35 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	4251 3842 1997	✠100A1 Shelter dk withfreeboard 1,36 ~~2,35~~ ✠LMC BS~~11,34~~ MS2,35 11,35	Got Rot	y	CL ~~8,34~~ N1,36	1914 6mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP Cell DB 134'uE21' fin	Trafik A/B Grängesberg-Oxelösund(M.Waldenström,Mgr.) a including tunnel tanks cluding lowtankin forehold147'1811tDDTf21'260tFPT76tAPT191t	385·0 FK	53·7	23·6	Stockholm Swedish 7BHCem Ta15'440t	T.3Cy.26½",43"&72"-48"& LP Turbine with DR gearing&hydraulic coupling 180lb (s) 509NHP 3SB,9cf,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s 2 ″ 6½ 23 ″ 9¼	
30475 129922 GPLS	**Nascopie** Ⓟ ssArd.No.3-6,24 GyC. ssArd.No.2-33 D.F. 1Dk(Stl)&Shelter dk(Stl-ws)	2521 1591 1503	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~10,34~~ 11,35 BS6,35 ~~BS6,34~~ ✠LMC6,33	Hfx	t	CL 10,34	1912 1mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Hudson'sBayCo. WB=CellDBa56'uE&B59'f119'415t FPT75tAPT55t	285·5 FK	43·8	20·2	London British 5BHCem	T.3Cy.21½",35½"&58"-42" 180lb 100lb (r) 339NHP 2SB,6cf,GS121,HS5322 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29 ″ 9 s 6 ″ 2 23 ″ 11¾	
30476 20390 JLME	**Nase Maru** 1Dk	1219 — 841					1917	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	220·0 P23'B34'F24'	33·6	18·5	Osaka Japanese WB	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWks.Ld.Osaka		
30477 221319 KDSM	**Nashaba** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing	6062 — 3776					1921	Pacific CoastS.B. Co. BayPoint,Cal	LykesBros.-RipleyS.S.Co.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Tex. Utd.States WB	DR Geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		R
30478 ~~137456~~ ~~GPSR~~	**Nasina** (exMeissonier-33) TwinSc ssLon.No.3-8,27 ssLiv.No.1-31 Ref.Mchy. 3Dks(Stl-ws)& D.F. Shelter dk(Stl-ws) Now "Asmara," see No. 37019 in Supplement	7206 6704 4432	✠100A1 Shelter dk withfreeboard 6,35 ~~12,34~~ BS4,35 ✠LMC8,31 ✠Lloyd'sRMC3,35	Liv	b†	CL S5,33 P5,34	1915 6mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	~~RoyalMailLines, Ld.~~ Cell DB a137'uE&B95'f153'1286tFPT64tAPT58t	440·0 F48'onShelter dk FK	56·2	35·6	Italian 8BHptCem	Q.8Cy20½",29½"42"&61"-48" 215lb (s) HS17070 887NHP 3DB&1AuxSB,21cf,GS424, Harland&WolffLd.Belfast	38 ″ 11 s 11 ″ 0 28 ″ 4	
30479 140619 GBPX	**Nasmyth** ssGls.No.3-2,32 D.F. 1Dk(Stl)&Shelter dk(Stl) Straightframes & bevelled bilge Cargo battens not fitted in 'tween decks	6509 6230 4015	✠100A1 Shelter dk withfreeboard 4,35 ✠LMC MS10,31 BS4,35	Liv	a†	CL ~~6,33~~ 4,35	1919 5mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellDB343'	Lamport&Holt Line,Ld. 1571t DTa 25'858t FPT91tAPT126t	412·6 F40'onShelter dk FK	55·8	34·4	Liverpool British ptCem 6BHtoSh dk 2 „ U „	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0 28 ″ 3½	
30480 To be Broken up ~~145000~~ ~~GFLR~~	**Nassa** ssSng.No.2-30 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5825 5289 3342	✠~~100A1~~ 7,34 ~~BS7,35~~ ~~BS7,34~~ ✠~~LMC9,30~~ CarryingPetroleum in bulk Fitted for oil fuel 7,22 F.P. above 150° F.	Rot	z	CL ~~4,32~~ 7,35	1922 7mo Lloyd	H.M.Dockyard Devonport 'sA&CP	~~Anglo-Saxon PetroleumCo.Ld.~~ CellDBuE&B74'186tDTf32'329t FPT102tAPT103t	412·2 P110'B32'F57' FK	53·3	31·1	Japanese 16BHptCem (12 „ toUdk 4 „ „2nd „)	T.3Cy.27",45"&74"-48" (s) 180lb 120lb 522NHP 3SB,9cf,GS190,HS7668 FD H.M.Dockyard,Devonport	31 ″ 0 s 5 ″ 7¼ 25 ″ 7	
30481 86267	**Nassau** (exGlencairn,exGranvilleA. Richardson,exGeorgeJ.Gould) Mchy.Aft 2Dks	2098 1945 1265					1893	UnionDry DockCo. Buffalo,N Y.	NassauShipCo.	266·0	41·0	22·4	Chicago Utd.States WB	T.3Cy.18",30"&48"-42" 118NHP KingIronWorks,Buffalo		
30482 37133 JKCC	**Nasusan Maru** OilEng. Mchy.Aft 1Dk	4399 3671 2591					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76'B20'F28'	50·0	29·0	Kobe Japanese WB	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 362NHP MitsuiBussanKaisha,Ld. Tama		C
30483 145330 GCNS	**Natia** TwinSc ssLiv No.3-5,33 D.F. 3Dks(Stl)&Shelter dk Ref.Mchy. (Stl-ws) Cruiser Stern	8715 7434 5328	✠100A1 Shelter dk withfreeboard 3,36 ~~3,35~~ BS6,35 ~~BS5,34~~ ✠LMC1,33 ✠Lloyd'sRMC4,~~35~~ ~~6,35~~ 3,36 ~~12,35~~ ~~10,35~~	Liv	c†	CL 5.34	1920 12mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	RoyalMailLines, Ld. CellDB386'1221t	430·4 B227'F37'on Shelter dk FK FPT120tAPT65t	61·3	38·6	Sthamptn British Cem 4BHto S dk 3 „ „ U „	Q.8Cy.23½",33",47"&67"-51" 215lb (s) 1095NHP 5SB,20cfGS412HS16812 FD A.Stephen&Sons,Ld.Gls.	38 ″ 6 s 8 ″ 1¼ 30 ″ 7½	
30484 To be Broken up GYCJ	**Natica** (exLibertador-35,exNatica) ssShl.No.3-3,26 Mchy.Aft ssH.Kg.No.1-30 2Dks(Stl)&Web frames	5589 — 3399	✠~~100A1~~ 9,33 ~~BS9,34~~ ✠~~LMC6,30~~ CarryingPetroleum in bulk Fitted for oil fuel10,12 F. P. above 150°F.	BAs	z	CL 8,34	1912 10mo Lloyd	Swan,Hunter &Wigham Richardson, Ld.Newcastle 'sA&CP	~~Anglo-Saxon PetroleumCo.Ld.~~ CellDBuE&B77'128t DTf50'521t FPT72tAPT106t	406·5 P110'B33'F38' FK	51·3	28·9	British 15BHCem (10 to U dk 5 „ 2nd dk)	T.3Cy.26½",43"&72"-48" (s) 180lb 449NHP 3SB,9cf,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc	31 ″ 0 s 6 ″ 3 25 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30485 144 IQZW	**Naty** (*ex*Alba-33, *ex*Hammonia, *ex*Mathilde) **Iron** *1Dk2trb*	1122 874 658					1882	Germaniawerft Kiel	ArturoZappalà fu Ignazio	233·1 Q77*t*B87*t*F36*t*	33·2	15·4	Catania Italian *WB*	C.2Cy.30″&53″–36″ NB06 140NH MärkischeAct.Ges.Berlin		I
30486 127281 KJSJ	**Naugatuck** Ⓟ (*ex*AllanJoy, *ex*CapeCharles) *1Dk*	1308 648 739					1898	Delaware RiverCo. Chester,Pa.	NewEnglandS.S.Co.	220·7	37·2	14·0	NwLondon Utd.States	T.3Cy.19″,31″&50″–28″ 132NHP DelawareRiverCo.Chester		
30487 DHRF	**Naumburg** (*ex*Hamburg) *Well deck* D.F. *2Dks*	5878 5423 3607			...		1920	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·6 P&B378′F53′ FK	58·2	27·0	Hamburg German *WB*	T3Cy31¼″50½″&84 1/16″–53½″ & L.P. Turbine with D.R gearing & hydraulic coupling 902NHP FlensburgerSchiffsb.Ges.	29 ″ 6	G †
30488 146565 GJLW	**Nauru Chief** *2Dks*	2934 2758 2047					1921	Nylands Værksted Oslo	WilliamCrosby&Co.Pty.Ld.	289·5	44·1	26·9	London British *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		C
30489 228581 WODS	**Naushon** Ⓟ **TwinSc** *2Dks*	1978 — 936					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S.Co.	250·0	45·0	16·0	N.Bedford, Mass. Utd.States	T.3Cy.18″,30″&34″–21″ 106NHP BethlehemSBCorp.Ld. Quincy,Mass.		
30490	**Nausicaa** *ss*Rou.No.3–6,34 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	5005 4575 2886	✠100A1 2,36 ✠LMC6,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,22 F.P. above 150° F.*	Pir ~~Rou~~ BS2,36 ~~[illegible]~~	*y*	CL 5,34	1922 5mo *Lloyd's A&CP*	NofIreland S.B.Co.Ld. Londonderry	Mme.M.K.Veniselos(K.E.Veniselos, *Mgr.*) *CellDBuE&B70′ 198tDTf46′585t*	388·0 P106′B27′F61′ FK *FPT53tAPT25t*	52·7	29·0	Piræus Greek *14BHptCem* (*12 " to Udk* *2 " " 2nd "*)	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 495NHP 3SB,*9cf*,GS177,HS7272 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s 4 ″ 4¾ 25 ″ 1	
30491 455 ESCA	**Nautic** (*ex*Mabay, *ex*T.L.Church) *ss*Tln.No.3–5,33 *1Dk(Stl)* *ss*Tln.No.1–36	2050 1810 1167	✠100A1 5,36 ~~2,35~~ ~~BS5,34~~ ~~5,36~~	Gmh Tln ✠LMC~~5,33~~ 5,36	*r*	CL ~~10,34~~ 2,36	1920 5mo *Lloyd's A&CP*	Dominion S.B.&Repair Co.Ld. TorontoOnt.	A/S EestiLaewandus *CellD*	251·0 P24′B68′F21′ FK *B220′556t FPT55t*	43·6	20·7	Tallinn Estonian *4BHCem* *APT100t*	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb 216NHP 2SB,*6cf*,GS116,HS3700 DominionSB&RepairCoLd	23 ″ 1 s 3 ″ 1½ 20 ″ 1½	
30492 OUJK	**Nautik** *1Dk*	941 813 549					1920	Nüscke &Co. Stettin	J.Lauritzen	224·3	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15⅜″,25 3/16″,71¼″–25⅜″ 112NHP AtlasWorks,Bremen		G
30493 1508 IBEY	**Nautilus** (*ex*Oberschlesien) **TwinSc** *Oil Eng.* *Mchy.Aft* D.F. *2Dks* *Carrying Petroleum in bulk*	2070 1814 1298					1921	Frd.Krupp Akt Ges. Kiel	NautilusSoc.Anon.diNav.	276·0 B30′F42′	40·5	23·5	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17⅜″–16 11/16″ 371NHP Maschfbk.Augsburg-NürnbergA.G.Augsburg		I
30494 DCCN	**Naval** (*ex*Rhenus-27) *1Dk*	547 522 310					1910	Jonker& Stans HendrikIdo Ambacht	Ivers-Linie, KommanditGes. (Paulsen&Ivers, *Mgrs.*)	187·4	23·1	13·2	Kiel German *WB*	O.2Cy.13″&28″–12″ 23NHP Alblasserdam.Msch.Fab.		G
30495 11 SVOD	**Navarchos Sachtouris** (*ex*Maid of Hydra, *ex*Navarchos G.Sachtouris, *ex*LordBroughton, *ex*Patmos) *ss*Pir.No.3–4,33 *1Dk(Stl)*	1953 1755 1207	100A1 4,33 BS~~8,34~~ 9,35	Pir LMC4,33		OG 4,33	1902 *Lloyd's A&CP*	Akt.Ges. "Neptun" Rostock	P.Th.Sachtouris &Co. *CellDB220′*	281·7 P25′B166′F31′ FK	40·5	18·4	Hydra Greek *6BHCem* *469t*	T.3Cy20⅞″35 7/16″&55¾″–35 7/16″ 175lb (*s*) 208NHP 2SB,*4cf*,GS76,HS3426 A.G."Neptun,"Rostock	21 ″ 1 s 1 ″ 10½ 19 ″ 5½	
30496 124161 GPFD	**Navarino** *ss*Lth.2ndNo.3–7,33 *2Dks(MStlUptIrn&ptStl)* *&deep framing*	5103 4884 3300	✠100A1 ~~9,35~~ ~~8,34~~ 4,36 BS8,34 9,35	Liv Lon ✠LMC7,33	*z*	CL ~~7,33~~ N4,36	1907 2mo *Lloyd's A&CP*	W.Hamilton&Co.Ld. PortGlasgow *W*	GlasgowShipowners'Co.Ld. (Glen&Co. *Mgrs.*) *B = Cell DBa133′*	400·1 P34′B121′F35′ FK *uE23′f171′1060tA*	52·0	28·2	Glasgow British *6BHCem* *PT49t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *100lb* 429NHP NDB16*refitted*23 3SB,*9cf*,GS173,HS6687 D.Rowan&Co.Glasgow	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
30497 LCTU	**Navarra** *Fitted for oil fuel* *1Dk*	2118 1878 1251					1920	Osbourne, Graham&Co. LdSunderlnd	Dampsk.intsk. "Garonne"(Fearnley&Eger, *Mgrs.*)	285·0 P73*t*H92*t*F20*t*	43·5	19·1	Oslo Norwegian *WB*	T.3Cy.21″,35″&58″–39″ 210NHP G.Clark,Ld.Sunderland		N
30498 EAPK	— Ⓟ *ss*Bcl.No.3–3,22 *ss*Bcl.No.2–30 *2Dks(MStl)&Awngdk(ptStl)*	1693 — 920	✠ [illegible] 6,36 *Awngdk* *withfreeboard*	Val ~~✠LMC[illegible]~~	*q*	3,34	1908 11mo *Lloyd's A&CP*	R.Thompson&Sons,Ld. Sunderland	Hijo de Ramón A. Ramos *WB=CellDB*	250·0 BK9″ *a67′uE&B33′f100′*	35·0	16·0	Seville Spanish *6BHCem* *260tAPT8t*	T.3Cy.18¼″,30″&49″–33″ (*s*) 180lb *100lb* 153NHP 1SB,*3cf*,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4 ~~s 6 ″ 4½~~ ~~21 ″ 1~~	
30499 135702 GQVB	**Navasota** **TwinSc** *ss*Rot.No.3–11,30 *ss*Nwc.No.1–34 *Ref.Mchy.* *3Dks(Stl)&Awngdk(Stl–ws)* D.F. *CruiserStern*	8795 7621 5402	✠100A1 *Awngdk* *withfreeboard* 1,36 ~~9,34~~ ✠Lloyd'sRMC ~~[illegible]~~ 4,36 ~~[illegible]~~	Nwc Liv BS8,35 ✠LMC8,34	*c*†	CL ~~9,34~~ 1,36	1917 12mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	RoyalMailLines,Ld. *CellD*	430·0 B *on Awng dk* 211′ F *on Awng dk* 44′ FK *B372′919tFPT86t*	61·3	35·9	S'thamptn British *7BHCem* *APT139t*	Q8Cy.24⅝″,33½″47″&68″–48″ 215lb (*s*) 1094NHP 5SB,*20cf*,GS415HS16770 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4½	
30500 EADH	**Navemar** (*ex*CaboMayor-32, *ex*Frogner) *ss*Msl.No.3–2,33 *2Dks(Stl)&Shelterdk(Stl)* *CruiserStern*	5473 4937 3291	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~6,34~~ ~~BS2,34~~ *Fitted for oil fuel 10,21 F.P. above 150°F.*	NYk 1,36 BS~~2,35~~ ✠LMC2,33	*z*	CL 5,34	1921 10mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Espanola de Nav.MaritimaS.A. *CellD*	407·1 FK *Collision* *B350′947t APT22t*	53·8	27·9	Seville Spanish *ptCem* *BH to Sh dk* *6 " " U "* *FPT110t*	T.3Cy.27″,44″&74″–51″ (*s*) 180lb 548NHP 3SB,*9cf*,GS183,HS8112 FD Armstrong,Whitworth&Co.Ld.Nwc.	30 ″ 6 s 3 ″ 10½ 26 ″ 10½	
30501 OOXA	**Navex** (*ex*Wellpark) *ss*Ant. No.3–6,31 *1Dk(Stl)* *Cargo battens not fitted except in No. 1 hold*	*1934* *1792* *1092*	✠100A1 11,34 BS~~10,34~~ 11,35	Ant ✠LMC7,30	*r*	CL 11,34	1918 4mo *Lloyd's A&CP*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	"Navex"Soc.D'Expédition et deNav. Soc.Anon. *CellDBa70′uE28′f124′523tFPT55t*	280·0 P21′B68′F29′ FK	41·9	18·9	Antwerp Belgian *4BHCem* *APT46t*	T.3Cy.21″,35″&57″–36″ (*r*) 180lb 228NHP 2SB,*6cf*,GS112,HS3784 Dunsmuir&Jackson,LdGls	20 ″ 9 s 2 ″ 10½ 18 ″ 1	
30502 123158 MCKZ	**Naviedale** (*ex*Grovehill-32, *ex*Wheatear) **3Mst** *ss*Bwg.2ndNo.3–1,30 *ss*Shl.No.1–34 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	383 236 146	✠100A1 4,35 BS4,35	Shl ✠LMC4,34	*f*	OG 4,35	1906 5mo *Lloyd's A&CP*	AilsaS.B.Co.Ld Ayr	G.Couper&Co.Ld. *Cell*	142·2 Q84′B10′F22′ BK7″ *DBf74′82tFPT19t*	23·6	9·4	Aberdeen British *3BHptCem* *APT4t*	O.2Cy.18″&40″–27″ (*s*) 130lb 87RHP 1SB,*3pf*,GS48,HS1594 Muir&Houston,Ld.Gls	11 ″ 10 s 4 ″ 0½ 12 ″ 3½	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Sunk after Collision 7,35 30503 381 OHBA	**Navigator** (*ex*CondeAsdrubal, *ex*Kirkoswald) *ss*Kel.2ndNo.3-3,35 1*Dk*(*ptIrn&ptStl*) *2trB&deep framing3Dk rule*	3700 3062 2274	✠~~100A1~~ 3,35 ✠~~LMC[illegible]~~	Kel	v	CL N3,34	1905 8mo Lloyd	Richardsn, Duck&Co. Stockton 'sA&CP *WB=*	FinskaAngfartygs Aktiebolaget *CellDBa*112'*uE&*	328·3 P32'B110'F36' FK *B40'f*146'813*t FPT*	47·0	23·5	Helsingfrs Finnish 6*BHCem* 88*tAPT*96*t*	T3Cy24½",40½"&66½"-42"(*s*) 180lb 304NHP 2SB,6*cf*,GS242,HS4620 N.E.MarineEng.Co.Ld.Sld	26 " 0 s 4 " 6 21 " 8	
30504 — Foundered 7,35 LEMU	— 1*Dk*2*trB*	1311 1178 787					1901	Fevigs Jernskibsbyg Arendal	A/S Boröy(E.M. Mathiesen,*Mgr.*)	233·9 B82*t*H26*t*F26*t*	35·1	18·5	Tv'destrnd Norwegian *WB*	T.3Cy.17",27"&45"-33" Richardsons, 116NHP Westgarth&Co.Ld.Mdb.		N
30505 137429 GQJM	**Nawab** *ss*Cal.No.3-7,27 *ss*Cal.No.1-31 2*Dks*(*Stl-U*teak s)	5430 4923 3424	✠100A1 7,34 ~~BS5,34~~	Sba BS2,36 ✠LMC9,31	z	CL ~~8,32~~ 9,35	1915 3mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	AsiaticStm.Nav. Co.Ld. *WB=CellDBa* *uE&B46'f*187'111	404·4 P41'B137'F45' 120' FK 3*tDTa*22'184*t FPT*	52·8	28·7	Liverpool British 7*BHCem* 124*tAPT*30*t*	T.3Cy.25",42"&70"-48" (*r*) 200lb *100lb* 472NHP 2SB,8*cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 " 3 s6 " 1¼ 25 " 7	
30506 ~~606~~ ~~[illegible]~~	**Naxos** (*ex*SaxonPrince, *ex*Glenaffric) *ss*Hfs.2ndNo.3-11,30 2*Dks*(*Stl*)&*deep framing* *Cargo battens not fitted* Now "Ogaden," see No. 3951[illegible] of Supplement	4157 3913 2560	✠ ~~[illegible]~~ 12,35 ~~[illegible]~~ *Carrying oil*	Lkr ✠~~LMC11,30~~ *fuelF*	x *P.*	CL 12,32 *above*	1905 3mo Lloyd 150° F	C.Connell &Co.Ld. Glasgow 'sA&CP *Cell* *in DB*	FrancescoGalli *DBa*110'*uE&B*42' *f*17	376·9 P39'B112'F46' FK 3'976*t* ~~*DTa* 33'810*t*~~	49·5	26·3	Italian 6*BHCem* *APT*32*t*	T.3Cy.25½",42"&68"-48" (*s*) 180lb 423NHP 2SB,6*cf*,GS118,HS6044 FD Dunsmuir&JacksonLd.Gls	28 " 10 ~~s 5 " 3¾~~ ~~23 " 9~~	
30507 1211 IBIY	**Nazario Sauro** Ⓟ TwinSc 2*Dks*&*Awng dk* D.F.	8150 — 4491					1921	G.Ansaldo &Co.S.A. Ital.Sestri Ponente	"Tirrenia" (FlotteRiunite Florio-Citra)	447·1 B184' 36·0	52·7	27·7	Genoa Italian *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		CI
30508 TCCL	**Nazim** (*ex*Taxiarchis,*ex*Dominic) *ss*Ham.2ndNo.3-12,20 *ss*Cpl.No.2-29 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	3112 2884 1879	✠ — 4,33 ✠	Ist	u		1895 10mo	Barclay, Curle&Co.Ld Glasgow	KalkavanZade Riza veMahdumu Ismail(Vapur Sirketi) *Cell*	322·0 25·6 FK *DBa*125'*f*138'598*t*	42·3	16·9	Istanbul Turkish 5*BHCem* *APT*40*t*	T.3Cy.23½",39"&64"-42" NDB11 277NHP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 " 0	I †
30509 SVQD	**Nea Tyhi** (*ex*Maid ofSyra, *ex*Horncap) *ss*Crk.No.3-7,34 1*Dk*(*Stl*) *Well deck*	*3451* *3177* *2130*	100A1 *withfreeboard* 10,35~~12,34~~ MS12,33	Sld Bel LMC BS~~7,34~~ 10,35	w	CL ~~12,34~~ 9,35	1912 Lloyd	Schiffsw.v. HenryKoch Lübeck 'sA&CP	S.&D.Fafalios *Intermediate bulkhead in* *fore and after hold dispensed with* *CellD*	361·4 P&B288'F42' FK *B*319'811*tFPT*142*t*	50·7	21·4	Chios Greek *Cem* 4*BHonly* *APT*62*t*	T.3Cy.25⅜",41¾"&68⅞"-43⅜" 200lb (*s*) 385NHP 2SB,6*cf*,GS113,HS4993 FD OttensenerMaschf.Altona	23 " 11 s 2 " 7¾ 21 " 6	
30510 142569 GBRX	**Neath Abbey** (*ex*BaronHerries-34, *ex*Trevelyan) *ss*Gls.No.3-4,33 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	2500 2258 1456	✠100A1 ~~8,35~~ ~~7,34~~11,35 ✠NB8,27 BS~~3,34~~ 4,36 ~~5,35~~	Gls ~~Shl~~Gms ✠LMC4,33		CL ~~2,34~~ 11,35	1919 7mo Lloyd	C.Hill& Sons Bristol 'sA&CP	AbbeyLine,Ld. (FrederickJones& Sons,*Mgrs.*) *C*	303·0 P33'B80'F33' FK *ellDB*252'670*tFPT*	43·0	20·8	Cardiff British 6*BHptCem* 70*tAPT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 270NHP 2SB,6*cf*,GS115,HS4604 Richardsons,Westgarth& Co.Ld.Hpl.	23 " 0 s 3 " 4¾ 19 " 10	
30511 144628 GBQZ	**Nebraska** *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	8263 7756 5163	✠Lloyd'sRMC~~11,31~~ 4,36~~1,36~~ ~~5,359,35~~ No. 3 hold not included				1920	Workman Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2 P35'F43'	58·3	37·1	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLd Bel		C
30512 215616 WACE	**Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) *ss*S.Fo.No.3-6,27 D.F. *ss*S.Fo.No.1-32 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6572 6163 4100	… 3,34	SFo			1912	Bremer Vulkan Vegesack	American- HawaiianS.S.Co. *CellDB*398'1550*t*	471·1 FK (*FPT*188*t APT*36*t*	59·1	28·9	NewYork Utd.States 8*BHCem* *Coll to Sh dk* 7 ,, *2nd*,,	T.3Cy.32¼",52¾"&86⅝"-55⅛" 745NHP 4SB,*12cf*,GS225,HS10120 BremerVulkan,Vegesack)	31 " 8	R †
30513 210392 KJSK	**Necanicum** Wood *Fitted for oil fuel* *Mchy.aft* 1*Dk*	752 — 565					1912	Hammond LumberCo. Fairhaven, Cal.	R.E.Brock	178·5	39·0	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Co. Alameda,Cal.		
30514 TCCK	**Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm) 2*Dks*&*Web frames*	2626 2379 1590				…	1891	J.C.Teck- lenborgA.G. Weser- münde-G.	Barzilay& Benjamin	314·9 P24'B72'F36'	40·2	24·1	Istanbul Turkish *WB*	T.3Cy.23½",35½"&64¼"-42" NB22 268NHP Mschfb.Buckau,Magdebrg	26 " 6	V †
30515 DOHE	**Neckar** Ⓟ 4Mst D.F. Sub.Sig. 2*Dks* E.S.D.	8417 7632 5274					1927	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	508·5 P26'F472' *upper*F29'	63·7	30·2	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"-57$\frac{1}{16}$" &1LPTurbine 1000NHP A.G."Weser,"Bremen		G
30516 4306 SFQE	**Nedjan** (*ex*Pallas,*ex*Wellpark) *ss*Hbg.3rdNo.3-2,32 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	*838* *657* *494*	✠100A1 7,35~~2,33~~ BS~~7,33~~ 7,35	Stn Sbg ✠LMC2,32	l	OG 2,33	1893 11mo Lloyd	Scott&Co. Greenock 'sA&CP	Rederiaktieb Ostkusten (O.Jönsson,*Mgr.*)	212·7 Q109'B16'F21' BK7½" *DBa*48'*f*46'148*t*	31·2	14·0	Smrshamn Swedish 4*BHCem* *APT*14*t*	T.3Cy.16",26",&44"-33" (*s*) 160lb ~~85lb~~ NDB07 112NHP 1SB,3*cf*,GS58,HS1702 *75lb* Scott&Co.Greenock	14 " 10 s5 " 0 14 " 5¼	
30517 SVKA	**Nedon** (*ex*Heathfield-33, *ex*Briarwood,*ex*WarMallow) 1*Dk*	*5263* *4805* *3198*					1919	Ropner& Sons,Ld. Stockton	A.D.Callinicos	400·3 P49'B113'F40'	52·3	28·4	Ithaca Greek *WB*	T.3Cy.27",44"&73"-48" 490NHP Blair&Co.Ld.Stockton		C
30518 130435	**Neebing** (*ex*Coalhurst,*ex*JohnB. Ketchum2nd) *Mchy.Aft* 1*Dk*2*trB*	1109 806 763					1892	Craig S.B.Co. Toledo,O.	G.Bootsman	193·0	40·5	12·3	Montreal British	C.2Cy.22"&42"-32" 77RHP DryDockEng.Works,Det.		
30519	**Nefzas** (*ex*Aulne)	1212 — 419					1897	R.Craggs &Sons Middlesbro'	Soc.Tunisienne deHouille& Agglomérés	220·6 Q111'	33·0	17·8	Bizerta French	T.3Cy.16$\frac{15}{16}$",28$\frac{5}{16}$"&46$\frac{1}{16}$" -29⅞" 116NHP McColl&Pollock,Ld. Sunderland		
30520 136976 KFNR	**Negaunee** (*ex*E.N.Saunders) D.F. *Mchy.Aft* 1*Dk*2*trB*	3644 — 2828					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.*Mgs.*)	380·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.CoCleveland		R
30521 KZEN	**Negros** (*ex*Friuli,*ex*Prinz TrpSc Hohenlohe) *Fitted for oil fuel* 2*Dks*&*Awng dk*	1962 675 796				…	1908	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	270·0 *Prom dk*190' 25·1 FK	39·1	17·1	Manila P.I. Utd.States *WB*	12Cy(3)16½",(3)27"&(6)30" -24" 565NHP GourlayBros.&Co. (Dundee)Ld.Dun.	26 " 1	
30522 207603 KJSL	**Nehalem** Wood *Fitted for oil fuel* 1*Dk*	685 — 447					1910	H.J.Price Fairhaven, Cal.	R.W.Crosby	173·0	39·0	13·6	Seattle Utd.States	C.2Cy.14"&32"-24' United 42NHP Eng.Wks.Alameda,Cal.		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
30523 [illegible]	**Neidenfels** *Now* "Bolshoy Tschantar," *see No.* 37261 *in Supplement* Sub.Sig. 2*Dks*	3018 1745					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	~~DeutscheDampfs. Ges."Hansa"~~ U.S.S.R.	337·7 F36'	48·2	21·1	~~Bremen~~ ~~German~~ Russian *WB*	T.3Cy.23$\frac{5}{8}$",38$\frac{1}{2}$"&61$\frac{1}{2}$"–41$\frac{5}{16}$" 246NHP G.SeebeckA.G.Wsm.		G
30524	**Neil Macleod** (*ex*Salvadora) Iron 1*Dk*& *Awng dk* 8*trB*	1076 698 639			…		1875	W.Doxford &Sons Sunderland	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	210·4 BK8"	31·0	15·3	Manila Utd.States *WB*	C.2Cy.27"&50"–33" NB84 106NHP G.Clark,Sunderland		
30525 SVRE	**Neion** (*ex*MontGenèvre-34,*ex*Mount Berwyn,*ex*WarPuma) 2*Dks*	5154 — 3143					1918	Swan,Hunter&Wigham Richardson, LdNewcastle	A.D.Callinicos	400·0 P49'B113'F39'	52·0	28·4	Piræus Greek *WB*	T.3Cy.27",44"&73"–48" 517NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
30526 40161 JYAH	**Nekka Maru** Ⓟ TwinSc D.F. 3*Dks* *CruiserStern*	6784 5175 3911	✠100A1 *withfreeboard* 3,36 ~~9,35~~ ✠LMC ~~[illegible]~~ 4,36	Nag Kob		CL	1935 3mo *Lloyd*'sA&CP	Mitsubishi JukogyoKK. Nagasaki	OsakaShosenK.K. *CellD B*367' 949*t tank in way of tunnels* 15'22*t FPT*32*t*	427·0 F52' FK	56·1	33·1	Osaka Japanese 7*BHCem* *APT*119*t*	4SteamTurbinesDRgeared to2 Sc.Shafts (*s*) 1225NHP 225lb FD 6SB,18*cf*,GS384,HS15078 MitsubishiJukogyoK.K.	33 ″ 3 s13 ″ 4$\frac{1}{2}$ 20 ″ 3$\frac{1}{2}$	
30527 13751 GPSW	**Nela** (*ex*Molière-33) TwinSc *ss*Liv.No.3-12,28 *Ref.Mchy.* *ss*Lon.No.1-32 D.F. 3*Dks*(*Stl*-ws)& *Shelter dk*(*Stl*-ws)	7213 6704 4436	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~1,35~~ ✠LMC MS9.33 BS4,35 ✠Lloyd'sRMC ~~4,35~~ ~~[illegible]~~ 4,36	Liv Bry	*b*†	CL ~~8,32~~ S12,35 P1,36	1916 3mo *Lloyd*'sA&CP	Russell& Co. PortGlasgow	RoyalMailLines, Ld. *Cell DB*385'1286*t FPT*	440·0 F48'*onShelter dk* FK	56·2	35·6	Liverpool British 8*BHptCem* 64*t APT*58*t*	Q.8Cy.20$\frac{1}{2}$",29$\frac{1}{2}$",42"&61"–48" 215lb (*s*) 885NHP 3DB&1AuxB,21*cf*,GS430, HS17001 D.Rowan&Co.Glasgow	38 ″ 11 s11 ″ 0 28 ″ 4	
30528 131326 GRQB	**Neleus** Ⓟ D.F. 2*Dks*	6479 5543 4093					1911	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 P50'B162'F54'	52·7	32·0	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 534NHP Wrkman,Clark&CoLdBel.		BT till ~~9,34~~ 9,36
30529 OYJL	**Nell** (*ex*Sprightly-34) *ss*Abg.No.3-10,34 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1846 1496 1055	✠100A1 ~~9,33~~ ~~10,34~~ 11,35 ✠LMC10,34 BS11,35	Abg ~~Shl~~ Els	*q*	CL ~~9,34~~ 11,35	1923 4mo *Lloyd*'sA&CP	J.Crown& Sons,Ld. Sunderland	A/S Rederiet "Albion"(Axel Carl,*Mgr.*) *CellD B*206' 384*t FPT*86*t*	267·9 Q106'B55'F30' FK	37·8	17·6	Copnhagn Danish 4*BHCem* *APT*173*t*	T.3Cy.20$\frac{1}{2}$",33"&54"–39"(*s*) 180lb 200NHP 2SB,4*cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s1 ″ 10$\frac{1}{2}$ 18 ″ 1	
30530 784 SVHU	**Nellie** (*ex*Tideway-33,*ex*Vologda, *ex*Mottisfont) *ss*Rot.No.3-9,26 *ss*Bly.No.2-35 ~~*ss*Cff.No.1-30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4826* *4464* *2884*	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~11,33~~ ~~BS9,34~~ ✠LMC ~~5,34~~ 8,35	Shl Bly	*y*	CL 11,33	1913 12mo *Lloyd*'sA&CP	JLThompson&Sons,Ld Sunderland	I.Margaronis & others *Cell DBa*136'*u E&B*46'*f*163'1270*t FPT*115*t*	388·7 FK	54·1	26·0	Piræus Greek 6*BHCem* *APT*238*t*	T.3Cy.27$\frac{1}{2}$",44$\frac{1}{2}$"&74"–48" 180lb (*s*) 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s3 ″ 2$\frac{1}{2}$ 25 ″ 6	
30531 135325 GQRX	**Nellore** Ⓟ TwinSc *ss*Syd.No.3-9,30 *Ref.Mchy.* 3*Dks*(*Stl*-U teaks) D.F. *ss*Yka.No.1-34	6942 5872 4292	✠100A1 ~~8,35~~ ~~8,34~~ 11,36 ~~BS4,34~~ ✠LMC ~~9,30~~ ✠Lloyd'sRMC ~~[illegible]~~ BS4,35 11,35	HKg Yka 4,34	*b*†	CL 8,33	1913 6mo *Lloyd*'sA&CP	Caird&Co. Ld. Greenock	Eastern& AustralianS.S.Co. Ld. *WB=Cell DBa* 110'*f*189'832*t*	450·0 P84'B149'F84' FK&BK2"	52·2	30·6	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19",27",38$\frac{1}{4}$"&54"–48" 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,15*cf*, GS292,HS11478 Caird&Co.Ld.Greenock	33 ″ 6 s6 ″ 6$\frac{3}{4}$ 27 ″ 5$\frac{1}{2}$	
30532 OYYD	**Nelly** (*ex*Margret,*ex*IngridHorn) *Well deck* 1*Dk*	1549 1209 896					1922	Lübecker Maschb.Ges. Lübeck	J.Lauritzen	263·0 P16'Q75'B114' F29'	37·8	14·0	Esbjerg Danish *WB*	T.3Cy.21$\frac{5}{8}$",34$\frac{1}{4}$"&55$\frac{1}{16}$"–35$\frac{5}{8}$" 182NHP LübeckerMaschb.Ges.		G
30533 [illegible] WHCM	**Nelson** 3Mst *Now* "Stanley Hiller," *see No.* 40650 *in Supplement* *ss*Bal.No.3-8,25 *Mchy.Aft* *ss*Mob.No.2-34 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) &*Web frames*	4632 [illegible] 2851	✠100A1 7,35 ~~12,34~~ ✠LMC12,34 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 2,22	Mob L.An	*x*	CL 12,34	1912 11mo CP	ForeRiver S.B.Co. Quincy,Mass.	HillconeS.S.Co.Ld. ~~*WB=CellDBuE&B*~~83'*f*232' 1545*t FPT*225*t APT*120*t*	370·0 P98'B26'F30' FK	52·1	27·0	S.Frncisco Utd.States 13*BHCem* (8 „ *to Upr dk* 5 „ „ 2*nd dk*)	T.3Cy.23$\frac{1}{2}$",41$\frac{7}{16}$"&68"–48" 190lb (*s*) 448NHP 3SB,9*cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 s5 ″ 11 24 ″ 3$\frac{3}{4}$	
30534	— (*ex*Horus-34,*ex*Ulrikka,*ex*Uto) 1*Dk*&*Spar dk*	*1437* *1344* *811*					1896	Nylands Værksted Oslo	S.Christofidi	231·5 H56*t* *WB*	35·0	19·3	Famagusta Cyprian	T.3Cy.16$\frac{1}{2}$",27"&44"–30" 106NHP NylandsVærksted,Oslo		N
30535 220501 KJSM	**Nelson Traveler** (*ex*Commercial Traveler,*ex*RedHook) *ss*S.FoNo.3-4,33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now* "Point Estero," *see No.* 39632 *in Supplement*	4607 4274 2890	✠100A1 ~~6,35~~ ~~12,34~~ 10,35 ✠LMC MS1,35 BS ~~6,34~~ 6,35 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	SFo Sea	*y*	CL ~~12,34~~ N10,35	1920 8mo CP	ToddD.D. &Const.Corp. TacomaWash	JohnRosenfeld's Sons(TheCharles NelsonCo.*Mgrs.*) *CellDB*328'1069*t*	380·3 P38'B102'F42' FK *MT*24'666*t FPT*91*t*	53·1	27·0	S.Frncisco Utd.States 6*BH ptCem* *APT*318*t*	T.3Cy.24",40"&70"–48" (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 ″ 4 s5 ″ 10 23 ″ 9	
30536 220053 KUSR	**Nemaha** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6501 5630 4016			…		1920	G.A.Fuller Co. Wilmington. N.C.	LykesBros.- RipleyS.S.Co.Inc.	395·3 P45'B110'F38'*on Shelter dk* FK	55·1	31·4	Houston Tex. Utd.States *WB*	T.3Cy25",41$\frac{1}{2}$"&72"–48" 590NHP TheO'Neil IronWorks, Buffalo,N.Y.	34 ″ 11	R †
30537 YTCZ	**Nemanja** (*ex*Hoosac,*ex*Trojan Prince,*ex*WarPerch) *ss*Rot.No.3-4,31 2*Dks*(*Stl*) *ss*Rot.No.1-36	*5226* *4769* *3179*	100A1 2,36 ~~1,35~~ LMC MS ~~4,34~~ 7,35 BS ~~1,35~~ 2,36	Rot	*y*	CL 4,34	1918 *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	Jugoslavenski Lloyd a.d. *CellDB*340'1156*t FPT*114*t*	400·3 P49'B113'F40' FK	52·3	28·5	Dubrovnik Yugoslav 6*BHptCem* *APT*186*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11$\frac{1}{2}$ 25 ″ 3	
30538 SVPP	**Nemea** (*ex*Silarus) *ss*Npt.No.3-12,31 2*Dks*(*Stl*)	*5101* *4814* *3237*	✠100A1 2,35 ✠LMC MS12,31 BS ~~9,34~~ 4,36	Pir	*y*	CL 2,35	1919 11mo *Lloyd*'sA&CP	C.Connell &Co.Ld. Glasgow	G.N.Stathatos *CellDB*340'1069*t FPT*133*t*	400·0 P49'B113'F39' FK	52·2	28·5	Ithaca Greek 7*BHptCem* *APT*70*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls.	31 ″ 0 s5 ″ 11$\frac{1}{2}$ 25 ″ 3$\frac{3}{4}$	
30539 ESAO	**Nemrac** (*ex*Carmen,*ex*Sailing Vessel,*ex*Dora, *ex*County of Inverness) Iron *ss*Tln.4thNo.3-6,29 *ss*Tln.No.1-33 1*Dk*(*ptStl*)2*trB* *Cargo battens not fitted*	1796 1592 1070	✠100A1 4,35 ~~4,34~~ BS ~~4,34~~ 6,35 ✠LMC4,34 ✠NB06*refitted*20 ✠NE97*refitted*20	Tln	*r*	CL ~~6,31~~ 4,35	1877 1mo A&CP	Barclay, Curle&Co.Ld Glasgow	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*)	266·6 P28'F38' ND02 BK9$\frac{1}{2}$" *DTf*20'400*t*	38·8	23·6	Käsmu Estonian 4*BHCem* *APT*22*t*	T3Cy12$\frac{1}{4}$"19$\frac{1}{2}$"&32"–22$\frac{1}{2}$"(*s*) 180lb *100lb* NDB20 49NHP 1SB,2*pf*,GS37,HS1247 C.D.Holmes&Co.Ld.Hull	25 ″ 0 s4 ″ 3$\frac{3}{4}$ 21 ″ 6	
30540 EGCR	**Nemrod** *ss*Bbo.2ndNo.3-2,29 *ss*Bbo.No.1-33 1*Dk*(*Stl*)&*Awng dk*	423 — ~~202~~ 212	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~12,34~~ BS ~~1,35~~ 1,36 ✠LMC2,35	Bbo	*f*	CL 12,34	1904 10mo *Lloyd*'sA&CP	Cia.Euskalduna de Const Bilbao	Cia.delVap. "Nemrod" (P.Chalbaud) *WB=CellD Ba*26' *uE*18' *f*49'102*t FPT*18*t APT*10*t*	140·0 FK	25·0	15·3	Bilbao Spanish 4*BHCem*	T.3Cy.12$\frac{1}{2}$",18"&32"–23" (*s*) 180lb *100lb* NDB13 65NHP 1SB,2*cf*,GS33,HS1166 Wilton'sEngCoRotterdam	17 ″ 6 s5 ″ 7$\frac{1}{2}$ 12 ″ 2$\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30541 65 IRAK	**Nennella** (*ex*Jarlot–33) *ss*Msl.2ndNo.3–6,30 Wireless 1*Dk*(*Stl*)&*deep framing*	1017 738 605	✠ ... 5,34 ✠	Msl	*m*		1906 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	G.Malinconico *CellDBa*46′*uE*&	217·0 210·3 Q66′B60′F23′ FK *B*31′*f*98′ 304*t FPT*	35·2	12·5	Torre del Greco Italian 4*BHCem* 12*tAPT*20*t*	T.3Cy.17″,27″&45″–33″ 135NHP 1SB,3*cf*,GS61,HS2193 ClydeSB.&Eng.CoLd.P.Gl	14 ″ 8	I †
30542 FNZJ	**Neo Hébridais** (*ex*Ino, *ex*Feijenoord) Wireless 1*Dk*	797 — 403					1918	J.Meyers S.B.Co. Leeuwen	Soc. duTour de Côtes	181·4 Q51′B54′F22′	28·0	12·4	Nouméa French *WB*	T.3Cy.15$\frac{7}{10}$″,25$\frac{3}{8}$″&39$\frac{3}{8}$″–23$\frac{3}{8}$″ Gebrs.Storck 75NHP &Co.'sMchfab.Hengelo		
30543 149917 MNWV	**Nephrite** (*ex*Burstow) *ss*Trn.No.2–35~~*ss*Irv.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	927 627 493	✠100A1 ~~6,35~~ ~~7,23~~11,35 ~~BS3,35~~ ✠LMC~~9,32~~ 4,36 MS6,35	Gmh ~~Trn~~ Ayr	*l*	CL ~~6,33~~ ~~6,35~~ 11,35	1927 10mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellDBuB*	199·7 Q139′F23′ FK 17′*f* 133′ 223*t FPT*	30·9	12·7	Glasgow British 3*BHCem* 42*tAPT*35*t*	T.3Cy.15$\frac{3}{4}$″,27″&44$\frac{1}{2}$″–30″(*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&Sons,Ld.Abn.	14 ″ 9 s 4 ″ 4$\frac{3}{4}$ 14 ″ 6$\frac{1}{2}$	
30544 DNMI	**Neptun** TwinSc *ss*Ham.No.1–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* E.S.D. D.F. GyC.	7250 6293 3640	✠100A1 *CableVessel* *Cylindrical tanks* 9,33 BS9,33 ✠LMC7,30 *CarryingPetroleum in bulk*	Ham		8,33	1926 4mo *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	Norddeutsche SeekabelwerkeA.G *CellDBuE&B&Bunker* 118′*f*210′940*t*	434·4 P143′F78′ FK *DTf*39′344*tFPT*6	57·3	32·3	Nordnhm German 10*BHptCem* *ptAsp* 2*tAPT*92*t*	T.6Cy.21$\frac{1}{4}$″,34$\frac{1}{4}$″&59$\frac{1}{16}$″–39$\frac{3}{8}$″ 213lb (*s*) 603NHP 3SB,9*cf*,GS177,HS8235 FD Blohm&Voss,Hamburg	35 ″ 1	
30545 TCCJ	— (*ex*Karolos–33, *ss*Gls.No.3–6,10 *ex*Anglier,*ex*Tugela) *ss*Cff.No.1–14 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	*3308* *3114* *2148*	✠ 6,20 ✠	Hul	*v*		1900 4mo	A.Rodger &Co PortGlasgow	MehmetSevket AhmetBey&Bür-hanettinBey *CellDBa*	326·2 P29′B80′F30′ FK &*uE*122′*f*136′774*t*	48·1	23·7	Istanbul Turkish 6*BHCem* *APT*120*t*	T.3Cy.24″,40″&65″–42″ 281NHP 2SB,6*cf*,GS109,HS4313 A.Rodger&Co.Pt.Glasgow	26 ″ 4	V †
30546 DDUA	— Wireless 1*Dk*	1594 1266 943					1928	Flensbrgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs-parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	263·0 P16′Q83′B106′F32′	40·0	15·5	Flensburg German *WB*	T.3Cy.17$\frac{11}{16}$″ 29$\frac{1}{8}$″&48″–34$\frac{7}{16}$″ 135NHP FlensburgerSchiffsb.Ges.		G
30547 LCNU	— *Ref.Mchy.* Wireless 2*Dks*	1574 1477 905					1930	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	240·5 H84*t*	35·7	21·7	Bergen Norwegian *WB*	T.3Cy.18″,29″&49″–33″ 138NHP LaxevaagsMsk&Jrns.Bgn		N
30548 OUJL	— 1*Dk*	941 813 549					1919	Atlas WerkeA/G Bremen	J.Lauritzen	224·3	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15$\frac{3}{8}$″,25$\frac{3}{16}$″,41$\frac{3}{4}$″–25$\frac{3}{8}$″ 112NHP AtlasWerke, Bremen		G
30549 DOHS	— 1*Dk*	659 518 364					1912	Akt.Ges. “Weser” Bremen	Dampfschifffahrts Ges.Neptun	180·1 P45′B50′F22′	28·2	12·9	Bremen German *WB*	T.3Cy.13″,21″&34$\frac{1}{2}$″–23$\frac{7}{10}$″ 58NHP A.G.“Weser,”Bremen		G
30550 628 ESFI	— Wood *OilEng.* 1*Dk*	621 523 448					1930	M.&G. Hohensee Kabli	J.Dicks&Co.Ld.	163·6	34·7	14·7	Pärnu Estonian	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$″–18$\frac{11}{16}$″ 193NHP J&CGBolinder'sCoLdSkm		V
30551 159415 VPGV	**Neptuna** Ⓟ (*ex*Neptun–35, TwinSc *ex*RioPanuco–34) *OilEng.* D.F. Sub.Sig. 2*Dks*&*Shelter dk*	5952 4013 3607					1924	Frd.Krupp Akt.Ges. Kiel	Burns,Philp&Co. Ld.	393·1 P&B280′F82′	51·9	25·3	HongKong British *WB*	Oil Engines 4S.C.SA 12Cy.25$\frac{1}{2}$″–39$\frac{3}{8}$″ 760NHP Frd.KruppA.G.Kiel		G
30552 130901	**Neptune** GyC. *Mchy.Aft* 1*Dk*2*trB*	3717 — 2773					1901	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	346·0 *WB*	48·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.CoCleveland		
30553 66753 VOLD	— Wood HTLiv.77 Wireless *Salted*†	684 616 465	✠ 10,77	Liv	9		1872 12mo	A.Stephen &Sons Dundee	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*)	190·5 Q40′F33′ ptF&d72	29·8	18·4	St.John's NFL British	C.2Cy.28″&50″–30″ NB18*refitted*27 114NHP GourlayBros.&Co.Dun.		
30554 328 IBHY	**Neptunia** Ⓟ QuadSc *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl–Weather dk pt* ws) 4*th dk*(*Stl*)*in Nos.*1,2&3 *holds* E.S.D. D.F. GyC. *CruiserStern*	19475 12855 11734	✠100A1 *withfreeboard* 10,35[illegible] ✠LMC9,32 ✠Lloyd'sRMC~~10,34~~ 12,35 ~~[illegible]~~	Ven Pla	*m*† s	CL *f* 10,34 Pa8,35 Sa10,35 P*f*10,35	1932 9mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	“Cosulich”Soc. Triestina diNav. *CellDB*425′ *DT*	589·7 556·0 B&F449′ FK 2350*tDTs a*818*t* *sf*52′ 284*t FPT*147*t*	76·5	45·5	Trieste Italian 10*BHptCem* *APT*192*t*	Oil Engines 2S.C.SA 34Cy.26$\frac{3}{4}$″–39$\frac{3}{8}$″ 4280NHP 3DB*100lb* Cant.RiunitiDell'Adriatico	45 ″ 6 s 10 ″ 0$\frac{1}{2}$ 27 ″ 6$\frac{1}{4}$	
30555 149426 GMNW	**Neptunian** *OilEng.* *ss*Nwc.No.2–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. 3*rd dk*(*Stl*)*in holds*	5155 4865 3208	✠100A1 *withfreeboard* ~~9,35~~ ~~8,34~~ 5,36 DBS~~8,34~~ ✠LMC7,33 9,35 ✠LMC(M)9,35	NYk ~~Nwc~~ Ycr		CL ~~6,30~~ 8,35	1925 7mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle '*sA&CP*	Swan,Hunter& WighamRichard-son,Ld. (W.A. Souter&CoLd*Mgrs*) *CellDB*345′1140*t* *DTf*39′1033*t*	400·3 FK Coll *FPT*114*tAPT*106*t*	55·3	27·1	Newcastle British 7*BHptCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,,	Oil Engines 2S.C.SA 6Cy.24″–50″ 598NHP DB*100lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29 ″ 6 s 3 ″ 4$\frac{3}{4}$ 26 ″ 4	
30556 PGEW	**Neptunus** *ss*Ant.No.1–35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	420 309 286	✠100A1 4,35 ~~✠LMC6,31~~ ~~✠LMC(M)6,33~~ ✠LMC5,35	Ant	*f*	N4,35	1931 6mo *Lloyd*	J.Smit& Zoon Foxhol '*sA&CP*	J.J.Onnes *CellDB*	149·2 P39′F19′ FK 108′123*t FPT*	25·5	9·7	Groningen Dutch 3*BHCem* 18*tAPT*14*t*	Oil Engines 4S.C.SA 6Cy.11″–19$\frac{11}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	11 ″ 4 s 1 ″ 0$\frac{1}{2}$ 10 ″ 4$\frac{1}{4}$	
30557 1048 IRAN	— Aux3MstSr (*ex*NavisV.) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	392 340 292					1919	Gebr Müller Foxhol	A.Poggio	144·3 P27′H15′F12′	26·2	11·9	Genoa Italian	Oil Engines 2S.C.SA 2Cy.15$\frac{3}{4}$″–17$\frac{3}{4}$″ 87NHP D.Goedkoop,Jr.Ams.		I
30558 SVOF	**Neraida** (*ex*Amazon,*ex*Scarpa, *ex*Wilster) *ss*Rou.2ndNo.3–1,32 *Spar dk*(*Irn*)2*trB*&*deepframing*	*2759* *2560* *1763*	✠100A1 *Spar dk* *withfreeboard* 7,34 BS1,35 ✠LMC12,31	Pir	*u*	CL 12,33	1903 10mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	PetrosM.Nomikos, Ld. *Cell DBa* 98′*uE*	320·0 P30′B96′F30′ FK 22′*f* 140′ 736*t FPT*	46·0	21·3	Piræus Greek 5*BHCem* 80*tAPT*75*t*	T3Cy23″,38$\frac{3}{16}$″&62$\frac{1}{2}$″–42″(*s*) 160lb NDB16 278NHP 2SB,6*cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23 ″ 7 s 3 ″ 8$\frac{1}{2}$ 20 ″ 1	
30559 ~~141806~~ ~~GDML~~	**Nerbudda** TwinSc *ss*Lon.No.3–5,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7963 7603 4758	✠100A1 *Shelter dk* *withfreeboard* 4,34 BS1,36 ~~BS8,33~~ ✠LMC10,30	Fal	*c*†	CL 4,34	1919 4mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	~~BritishIndiaStm. Nav.Co.Ld.~~ ~~Barry Shipping Co.Ld.~~ *CellDB*388′ 1460*tDT*	449·0 P31′F43′*on* *Shelter dk* FK *a*39′1100*t FPT*125*t*	58·2	37·1	Italian *ptCem* 8*BHtoShdk* *APT*80*t*	T.6Cy.26$\frac{1}{2}$″,44″&73″–48″(*s*) 200lb FD 1138NHP 3DB,24*cf*,GS440,HS17079 Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s 11 ″ 0$\frac{1}{4}$ 29 ″ 3	
30560 1324 IRAW	**Nereide** (*ex*Maras,*ex*Shantung) *ss*Sng.No.3–5,12 *ss*Ams.No.2–20 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	1598 — 936	✠ 6,25 ✠	Rot	*q*		1900 2mo	Rickmers Akt.Ges. Bremerhaven	Soc.Anon.diNav. Neptunia *CellDBa*68′	259·5 B64′F27′ FK *uE*34′*f*86′322*tFPT*	37·4	19·2	Genoa Italian 4*BHCem* 59*tAPT*18*t*	T3Cy18$\frac{3}{10}$″30$\frac{7}{10}$″&49$\frac{1}{5}$″–31$\frac{1}{2}$″ 180NHP 2SB,6*pf*,GS91,HS3208 BremerVulkan,Vegesack	22 ″ 0	I †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés [illegible]
30561 202 SWGN	**Nereus** (*ex*Boorara,*ex*Pfalz) 3*Dks*	6694 6161 4071					1913	Bremer Vulkan Vegesack	NereusSteamNav. Co.Ld.(E.E. Hadjilias, *Mgr.*)	472·6|59·2|36·8	Syra Greek *WB*	T.3Cy.29″,49″&80″–54″ NE18 470NHP N.E.Mar.Eng.Co.Ld.Nwc.	39 ″ 2	C
30562 PGFF	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	1298 765 726					1921	N.V.Ijsel-werf Kampen	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7|33·7|13·0 Q77′	Amstrdam Dutch *WB*	T.3Cy.13½″,22 1/16″&38″–27″ 75NHP N.V.Machf.Utrecht		V
30563 DOOD	— 1*Dk*	648 513 383					1905	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8|28·1|12·6 Q54′B43′F19′	Bremen German *WB*	T.3Cy.12¼″,19 1/16″&31½″–21¼″ 46NHP A.G."Weser,"Bremen		G
30564 147369 VQJF	**Nerissa** Ⓟ *ss*NYk.No 2-34 ~~*ss*N.Yk.No.1-29~~ *Ref.Mchy.* 2*Dks*(*Stl–Weather dk–ws*) 3*rd dk*(*Stl*)*in holds* E.S.D. D.F. GyC. *Cruiser Stern* *Strengthened for Navigation in Ice*	5583 4243 3116	✠100A1 *withfreeboard* ~~6,35~~~~6,34~~1,36 ~~BS6,34~~ ✠LMC~~[illegible]~~ 6,35 ✠Lloyd'sRMC~~6,34~~ 1,36 *Fitted for oil fuel* 6,26 *F.P above* 150° F.	NYk		CL ~~4,33~~ 6,35	1926 6mo *Lloyd*'*sA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	Bermuda&West IndiesS.S.Co.Ld. *CellDB*	349·5|54·3|30·4 B150′F63′ FK 285′692*t DTF*16′4 44*t Tanks in way of tunnel* 127*t FPT*70*tAPT*106*t*	Hamilton, Bermuda British 8*BHp:Cem* 7 „ *to Wr dk* 1 „ „ *2nd* „	T.4Cy.27″,45″&(2)54″–45″ 200lb (*r*) 732NHP 4SB,*16cf*,HS12012 FD D.Rowan&Co.Ld.Glasgow	33 ″ 0 s12 ″ 2½ 21 ″ 0	
30565 OUJM	**Nerma** 1*Dk*	1210 999 730					1921	A/S Köge Værft Kjöge	J.Lauritzen	239·9|35·7|14·5 P26′B54′F27′	Esbjerg Danish *WB*	C.4Cy.(2)12¾″&27 5/16″–27 5/16″ NE30 66NHP Christiansen&Mayer, Harburg		N
30566 1846 IRBI	**Nerucci** Ⓟ (*ex*Canova-33,*ex*Arpad) 1*Dk&Spar dk&deep framing*	1235 1121 714			...		1892	Wigham Richrdsn&Co Newcastle	Cap.LuigiMonta	236·6|33·1|20·0 230·5 12·4 B45′F30′ FK	Genoa Italian *WB*	T.3Cy.22″,36″&59″–39″ NDB07 236NHP Wghm.Rchrdsn&Co.Nwc.	22 ″ 3	I †
30567 145450 GFZK	**Nestlea** *Fitted for oil fuel* 1*Dk&Shelter dk*	4274 3989 2473					1921	J.Priestman&Co. Sunderland	CliffsideShipping CoLd(J.Morrison &Son, *Mgrs.*)	365·0|51·5|25·2	Newcastle British *WB*	T.3Cy.25″,41″&69″–48″ 330NHP G.Clark,Ld.Sunderland		N
30568 135456 GPYX	**Nestor** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	14629 11857 9116					1913	Workman, Clark&Co.Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	563·2|68·4|40·2 P75′B226′F67′	Liverpool British *WB*	T.6Cy.26″,44″&74″–51″ 782NHP Workman,Clark&Co Ld.		BT till ~~[illegible]~~ 5,36
30569 SVLP	**Nestos** (*ex*Zenada-33,*ex*Arabian Prince) *ss*Rot.No.3-11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4399 4042 2655	✠100A1 *Shelter dk* *withfreeboard* 3,34 BS3,35 ✠LMC11,33	Nwc	*z*	CL 11,33	1919 1mo *Lloyd*'*sA&CP*	W.Pickersgill&Sons,Ld. Sunderland	Theofano MaritimeCo.Ld. (NGLivanos*Mgr*) *CellDB*	404·9|52·3|23·9 F35′*onShelterdk* FK 351′1295*t FPT*129*t*	Chios Greek 6*BHCem* *APT*113*t*	T.3Cy.26″,43″&73″–48″ (*s*) 180lb 546NHP 3SB,*9cf*,GS187,HS8340 FD Richardsons, Westgarth & Co.Ld.Sld.	26 ″ 6 s2 ″ 10½ 23 ″ 10½	
30570 LEMX	**Nesttun** 1*Dk*	1271 1113 736					1917	Huiskens &VanDyk Dordrecht	Skibs-A/S Argo (BirgerJorkjend, *Mgr.*)	237·9|36·6|15·9 Q20′B59′F23′ *WB*	Tvedestrand Norwegian	T.3Cy.17½″,29″&46″–36″ 127NHP Huiskens&VanDyk,Dord.		N
30571 142992 VOBD	**Netherton** WoodAux3MstSr (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	318 211 201					1920	JobShipyardCorp. Machias,Me.	A.H.Monroe	134·0|28·0| 9·4	SJhnsNFL British	Oil Engines 2S.C.SA 4Cy.8″–10″ 45NHP *Emade27–fitted33* FairbanksMorse&Co. Beloit,Wis.		R
30572 122999 VTCW	**Netravati** Ⓟ *ss*Bom.2ndNo.3-1,34 1*Dk&Spar dk*(*Stl*–teak s) *&deep framing*	1536 1399 699	✠100A1 *Spar dk* *withfreeboard* 12,35 ~~3,33~~ BS3,35 ✠LMC1,34	Bom		CL 2,35	1909 3mo *Lloyd*'*sA&CP*	Greenock&Grngemouth Dockyard Co. Grngemouth	BombayS.Nav.Co. Ld.	246·8|36·2|14·3 21·5 BK8½′ *WB=FPT*58*t*	Bombay British 6*BHCem* *APT*62*t*	T.3Cy21¼″,36″&59¼″–42″(*s*) 200lb 310NHP 2DB,*12cf*,GS209,HS5410 Dunsmuir&JacksonLdGls	22 ″ 6 ~~s 3 ″ 8½~~ ~~19 ″ 11~~ s3 ″ 7 19 ″ 11	
30573 DOFX	**Neuenfels** TwinSc *CruiserStern* *OilEng.* Sub.Sig. 2*Dks*	8096 7504 4996					1925	Act.Ges. "Weser" Bremen	DeutscheDmpfs. Ges."Hansa"	469·9|60·5|32·5 P133′B143′F90′	Bremen German	Oil Engines 4S.C.SA 12Cy.27½″–55″ 873NHP A.G."Weser,"Bremen		G
30574 DHRJ	**Neumark** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	7851 6613 4163					1929	Howaldtswerke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·0|63·1|28·3 P36′B&F405′ *Upper*F37′	Hamburg German *WB*	4 SteamTurbines SR geared to1Sc.Shaft *Emade25* Blohm&Voss,Hamburg		G
30575 133081 GMLS	**Neuralia** Ⓟ TwinSc 3*Dks*(*UStl*–teaks)2*nd dk*(*Stl*–ws)& D.F. *Shade dk*(*Stl*–teak s)	9182 6541 5624	✠ 12,15 ✠	Bkn	*e*†		1912 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=Cell DBa*130′*uE&B*	480·5|58·1|30·8 B149′F44′ *on Sh dk* FK 94′*f*192′1341*t FPT*	Glasgow British 8*BHCem* 64*t APT*53*t*	Q.8Cy.23¼″,33″,47″&68″–48″ 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0	BT till ~~6,35~~ 6,36
30576 UOVX	**Neva** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1930	S.B.Yard AndréMarti Leningrad	U.S.S.R.	326·2|48·6|22·6 P21′B90′F29′	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–39⅜″ 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
30577 7408 SFQO	— *Well deck* *ss*Hbg.No.2-35 ~~*ss*Hbg.No.1-32~~ *Cargo battens not fitted* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1456* *1112* *795*	✠100A1 6,35~~[illegible]~~ ~~BS2,35~~ ✠LMC~~4,32~~ BS3,36 2,35	Hbg	*p*	OG N6,33	1928 1mo *Lloyd*'*sA&CP*	Hlsingbrgs Varfs.Aktieb Helsingborg	A/B Transmarin (B.Ingelsson*Mgr*) *Ce*	247·3|38·1|15·2 P19′Q75′B104′ F23′ FK *Trunk in after well* *llDB*211′437*tFPT*	Hlsngborg Swedish 4*BHCem* 28*t APT*54*t*	T3Cy16¾″,29½″&46¾″–27 9/16″ 200lb (*s*) 145NHP 2SB,*4cf*,GS68,HS2337 HelsingbrgsVarfs.Aktieb.	17 ″ 6 s ″ 8½ 16 ″ 11½	
30578 217744 WTUO	**Nevada** (*ex*WinifredO'Donnell, *ex*Cape Henlopen,*ex*Houma) *CarryingPetroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* D.F. *Longitudinal framing*	6915 — 4261					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany	434·8|56·2|31·8 P92′B50′F42′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.		R
30579 FNTG	— ~~(DAMAGED BY FIRE 12,33 — NOW IN PORT).~~ (*ex*Rovuma) D.F. 2*Dks*	5693 — 3499					1918	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2|56·2|28·3 P&B333′F58′	St. Nazaire French *WB*	Q.4Cy.24″,34 7/16″,50⅝″&72⅝″–53½″ 386NHP BremerVulkan,Vegesack		V
30580 OZIC	— 2*Dks*	3766 3224 2302					1917	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	361·9|50·2|28·7	Copnhagn Danish *WB*	T.3Cy.26″,45″&71″–42″ 327NHP HelsingörsJernsk.&Mskb.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30581 213782	**Nevada** Ⓟ (*ex*Rogday,*ex*Nevada) 3*Dks*	2097 — 1217					1915	Manitowoc S.B.&D.D.Co. Manitwc,Wis	Wisconsin& MichiganS.S.Co.	212·0 *WB*	42·2	24·7	Manistee, Mich. Utd.States	T.3Cy.28½",34½"&56"-36" 188NHP GtLakesEngWrks.Detroit	29 ″ 0	
30582 215545 WACP	**Nevadan** (*ex*Montpelier,*ex*Bochum) *Fitted for oil fuel* ssN.Yk.No.3-7,23 *Well deck* ssS.Fo.No.2-31 D.F. 2*Dks*(*Stl*)&*lower dk in forehold*	4734 4097 2829	✠ ... 5,34 ✠	SFo	*c*†		1912 7mo	Akt.Ges. "Neptun," Rostock	American-HawaiianS.S.Co. *CellD*	460·0 P&B382'F57' FK *Ba*140' *uE*&*B*72'*f*	57·9	26·7	NewYork Utd.States 9*BHCem* 194'1600*t*	T.3Cy.29$\frac{7}{16}$",47¼"&77$\frac{3}{16}$"-54" 733NHP 4SB,*12cf*,GS248,HS11207 A.G."Neptun,"Rostock	29 ″ 10	R †
30583 133102 GMLT	**Nevasa** Ⓟ TwinSc D.F. 3*Dks*(*U Stl*-teak s2*nd dk* *Stl*-ws)&*Shade dk*(*Stl*-teaks)	9213 6541 5678	✠ 1,14 ✠	Lon	*e*†		1913 3mo	Barclay, Curle&Co.Ld Glasgow *WB*=*C*	BritishIndiaStm. Nav.Co.Ld. *ellDBa*130' *uE*&*B*	480·4 B149'F44' *on Sh dk* FK 94'*f*192'1341*t FPT*	58·1	30·8	Glasgow British 8*BHCem* 64*t APT*53*t*	Q.8Cy.23¾",33",47"&68"-48" 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0	BT till ~~8,35~~ 7,36
30584 UOBF	**Nevastroi** (*ex*Bellingham) 2*Dks*&*Web frames* *Longitudinal framing*	4837 4382 3622			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh.	U.S.S.R.	379·8 P39'B102'F42' FK	53·0	27·0	Odessa Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&DryDock Co.Seattle	29 ″ 3	
30585 213 IBJY	**Nevona** (*ex*Newona) *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	2261 1981 1242					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SocietàItaliana Petroliere d'Oriente (G. Castaldi,Ld.*Mgrs*.)	257·0 250·4 F42'	43·1 43·1	22·0 22·3	Venice Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP N.E.MarineEngCoLd.Nwc		CI
30586 227565 WBFY	**New Bedford** Ⓟ Wireless 2*Dks*	1116 — 451					1928	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	202·6	36·2	13·0	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"-24" 88NHP BethlehemS.B.Corp.Ld.		
30587 143625 GDPB	**New Brooklyn** *CruiserStern* ssBry.No.3-1,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*)*in fore holds*&*after main hold* *Cargo battens not fitted in Shltr'tween dks* *Straight frames*&*bevelled bilge*	6546 6222 4039	✠100A1 *Shelter dk* *withfreeboard* 9,35~~1,35~~ ✠LMC1,55 *Carrying vegetable oil in deep* ~~*tank*~~ *tanks*	Bry Ham	*a*†	CL 1,35	1920 3mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	ElderDempster Lines,Ld.	412·6 F40'*onShelter dk* FK *CellDB*34	55·8	34·4	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ 3'1571*t DTa* *DTsf*70'1360*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel. 23'858*t FPT*91*t APT*126*t*	38 ″ 0 s10 ″ 0½ 28 ″ 3¼	
30588 140632 GBSW	**New Brunswick** ssN.Yk.No.3-7,31 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Cruiser Stern* *Straightframes*&*bevelledbilge* ssNYk.No.1-35	6529 6230 4028	✠100A1 *Shelter dk* *withfreeboard* MS11,35 4,36~~1,35~~ ✠LMC ~~MS7,31~~ BS~~4,35~~4,36 *Carrying vegetable oil in deep tank*	NYk	*a*†	CL ~~7,33~~ ~~11,33~~ N3,36	1919 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP* *CellDB*34	ElderDempster Lines,Ld. 3'1571*t DTa*25'858	412·6 F40'*on Shelter dk* FK *t FPT*91*t APT*126*t*	55·8	34·4	Liverpool British *ptCem* 6*BHtoShdk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
30589 144601 GDCS	**New Columbia** ssN.Yk.No.3-11,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*) *in for'd holds*& *CruiserStern* *after main hold*	6574 6222 4044	✠100A1 *Shelter dk* *withfreeboard* 9,35~~3,35~~ BS1,36 ~~BS11,34~~ ✠LMC5,32 *Fitted for oil fuel*6,20 *F.P. above* 150° F. *Carrying vegetable oil in deep tanks*	NYk	*a*†	CL 3,35	1920 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	ElderDempster Lines,Ld. *CellDB*343'1571*t* *DTa*23' 858*t*	412·6 F40'*onShelter dk* FK *DTsf*70'1360*t FPT*	55·8	34·4	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ 91*t APT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0½ 28 ″ 3	
30590 204647 WFFO	**New England** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	534 — 436					1907	ForeRiver S.B.Co. Quincy,Mass.	GothamMarine Corp.	168·0 len34	30·1	11·5	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.14"-17" 206NHP NE32 FairbanksMorse&Co. Beloit,Wis.		
30591 130581 WRCF	**New Hampshire** Ⓟ 1*Dk*	2395 — 1505					1892	Harlan& Hollingsworth Co. WlmngtnDel	NewEnglandS.S. Co.	302·7	44·0	17·5	N.LndnCn Utd.States	T.4Cy.28",45"&(2)51"-42" 337NHP Harlan&Hollingsworth Co.,Wilmington,Del.		
30592 204200 WRCN	**New Haven** 2*Dks*	2930 — 1986					1907	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	275·7	45·1	16·7	N.LndnCn Utd.States	T.3Cy.20",34"&56"-42" 203NHP DelawareRiverCo.Chester		
30593 233333 WJFA	**New Haven Socony** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)Pt.Richmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3 P54'	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&Seymour,N.Y.		R
30594 221805 KDWD	**New Jersey** ssN.Yk.No.3-8,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6414 6086 3959	✠100A1 4,36 ~~2,35~~~~10,35~~ BS12,35 ✠LMC MS4,33 ~~BS1,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*12,21 *F.P. above* 150° F.	NYk	*a*†	CL ~~4,33~~ 10,35	1921 12mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE*&	416·8 P107'B35'F33' FK *B*64' 209*t FPT*229*t*	56·1	32·7	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.27⅝",45"&74"-51" (*s*) 190lb 549NHP 3SB,*9cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10	
30595 148053 GCMK	**New Lambton** ssSld.No.2-33 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2709 2345 1541	✠100A1 ~~10,35~~~~10,34~~12,35 BS~~1,34~~ ✠LMC3,33 7,35	Sld Shl	*t*	CL ~~1,34~~ ~~10,35~~ 12,35	1924 2mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet,*Mgr*) *CellDB*255'755*t* *MTp*16'	308·0 P21'B60'F28' FK *s*12' 172*t FPT*163*t*	44·5	20·8	Newcastle British 6*BHptCem* *APT*130*t*	T.3Cy.21",35"&58"-39" (*s*) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E.MarineEng.CoLd.Sld.	23 ″ 0 s3 ″ 8¼ 19 ″ 6	
30596 206082 KJSP	**New London** 2*Dks*	2818 — 1893					1909	Harlan& Hollingsworth Co. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5	44·0	19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
30597 133504 GBRZ	**New Londoner** Ⓟ Wireless 1*Dk*	1374 924 679					1912	Irvine'sSB &D.D.Co.Ld. WHartlepool	Tyne-TeesSteam ShippingCo.Ld.	260·2 P&B137'F50' *Bon*P&B82'	35·0	14·3	Newcastle British *WB*	T.3Cy.22½",37"&61"-42" 241NHP Richardsons,Westgarth& Co.Ld.Hpl.		C BT till 6,36
30598 152087 VPCN	**New Mathilde** Ⓟ (*ex*Paz, *ex*DonZoilo,*ex*Mathilde) Wireless 1*Dk*&*Spar dk*	1410 1198 842					1906	Howaldtswerke Kiel	YikTaiS.S.Co.Ld.	230·8 P20'B68'F36'	34·1	19·3	HongKong British *WB*	T.3Cy.17¼",29¼"&44"-25" 97NHP Howaldtswerke,Kiel		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres en cette, si ce n'est dans le L. R. Dates Cert. Ref. Trade
30599 149409 VGNC	**New Northland** Ⓟ (*ex*Northland) *ss*Qbc.No.2-34 *Ref.Mchy.* 2*Dks*(2nd *dkStl*)	3445 2249 2029	✠100A1 *withfreeboard* 6,35 ~~5,34~~ Lloyd'sRMC BS6,35 *Fitted for oil*	Qbc Mtl ✠LMC5,34 *fuel* 4,	*u* ~~7,35~~ 11,35 26	CL ~~5,06~~ 6,35 *F.P. a*	1926 4mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP* 50° F.	ClarkeS.S.Co.Ld. *CellDB*215'41	287·7 B&F279' 3t*DTa*33'245t *FPT*	47·2	22·3 FK	Quebec British 8*BHptCem* 2 „ *to2nd dk* 45t*APT*17t	T.3Cy.23½",38"&62"-42" (*s*) 180lb 393NHP 3SB,9cf,GS158,HS6195 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 6 s6 ″ 10½ 18 ″ 0	
30600 220621 KDFB	**New Orleans** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6174 — 3834					1920	Doullut& WilliamsS.B. Corp.Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5 P60'B109'F87'	55·0	31·4	N.Orleans Utd.States *WB*	OilEngines2S.C.DA 4Cy.27½"-47¼" 1053NHP NE29 Hooven,Owens,Rentschler&Co.Hamilton,O.		R
30601 119596 MCJR	**New Pioneer** *ss*Mch.2ndNo.3-11,30 *ss*Mch.No.1-35 1*Dk*(*Stl*)	722 535 320	✠100A1 ~~5,25~~ ~~1,34~~ 10,35 BS ~~11,34~~ 11,35	Mch Rou ✠LMC~~11,30~~ MS5,35	*k*	OG ~~1,34~~ ~~5,35~~ N10,35	1905 12mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Co-operative WholesaleSociety, Ld. *WB*=*CellDBa*42'	193·0 P19'B53'F44' *uE*17'f83'164t*FPT*	29·6	12·4 BK7½"	Manchestr British 4*BHCem* 35t*APT*28t	T.3Cy.16",27"&44"-30" (*r*) 180lb 97RHP 2SB,4pf,GS122,HS2294 MacColl&Pollock,Ld.Sld.	14 ″ 6 s1 ″ 0½ 14 ″ 2	
30602 113441 EIKQ	**New Sevilla** TwinSc4Mst (*ex*Runic) (*Whale Factory*) D.F. 4*Dks*	13801 13586 9902					1900	Harland& Wolff,Ld. Belfast	SevillaWhaling Co.Ld.(Chr.Salvesen&Co.*Mgrs.*)	550·2	63·3	47·9	Dublin British *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.	51 ″ 1 s16 ″ 4½ 35 ″ 1½	N
30603 140653 GCLW	**New Texas** *ss*Bkn.No.1-36 *ss*N.Yk.No.3-11,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *2nd dk in forward holds &after main hold* *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* ~~5,25~~~~10,34~~3,36 ~~BS2,35~~ *Carrying vege*	NYk Bkn BS2,36 ✠LMC *table o*	*a*† *il i*	CL ~~10,34~~ 3,36 MS3,36 *n deep*	1919 9mo *Lloyd* *tank*	Harland& Wolff,Ld. Belfast '*sA&CP*	ElderDempster Lines,Ld. *CellDB*343'1571t	412·6 F40' *on Shelter dk* *DTa*23'858t*FPT*91	55·8	34·4 FK	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ t*APT*126t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
30604 140658 GCLV	**New Toronto** *ss*N.Yk.No.3-1,32 1*Dk*(*Stl*)&*2nd dk in forward* *CruiserStern* *holds & after main hold* *Straight frames&bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* 2,35 MS1,32 *Carrying vege*	Cff ✠LMC BS~~1,34~~5,35 *table o*	*a*† *il i*	CL ~~4,34~~ N2,36 *n deep*	1919 10mo *tank*	Harland& Wolff,Ld. Belfast A&CP *CellDB*343'	ElderDempster Lines,Ld. 1571t *DTa* 23'858t	412·6 F40' *on Shelter dk* *FPT*91t*APT*126t	55·8	34·4 FK	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
30605 ~~[illegible]~~ ~~[illegible]~~	**New Verdun** (*ex*Verdun,*ex*Braken, *ex*ThorII) 1*Dk* Now "Kolda," *see No.* 33790 *in Supplement*	332 221 149					1907	MarstalS.B. &Reptværft. Marstal	~~Plymouth,Channel Islands&Brittany S.S.Co.Ld.(J.W.H.Stokes,*Mgr.*)~~	130·0 P86'F25'	23·9	10·5	~~Plymouth~~ ~~British~~ French *WB*	C.2Cy.20½"&41"-21" MarstalS.B.& 72RHP Reptværf.Marstal		V
30606 148838 GFDK	**New Westminster City** D.F. *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4747 4432 2882					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	400·0 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25,"42"&70"-48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
30607 217018	**New Windsor** *Fitted for oil fuel* 2*Dks*&*Web frames*	5590 5042 3451				...	1919	Newburgh ShipyardsInc Newburgh, N.Y.	UnitedStates ShippingBoard Bureau	400·5 P36'B124'F44'	54·2	30·0 FK	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Screw Shaft 645NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	32 ″ 10	
30608 DJNY	**New York** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *CruiserStern* 5*Dks* D.F. GyC. *Corrugated sides*	22337 15607 12301					1927	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6 B306'F97' len34	72·4 79·0	42·1	Hamburg German *WB*	8SteamTurbinesSRgeared to 2 Sc. Shafts NE&B30 Blohm&Voss,Hamburg		G
30609 213937 WBCG	— *ss*N.Yk.No.3-1,29 *Mchy.Aft* *ss*N.Yk.No.1-32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	~~6389~~ ~~6064~~ ~~3959~~ 6400 6064 4014	✠100A1 ~~7,35~~~~1,35~~ 1,36 MS12,32 *CarryingPetr* *Fitted for oil*	NYk ✠LMC BS~~5,35~~ *oleum* *fuel* 4,	*a*† 5,35 *in* 16	CL 9,34 *bulk* *F. P. a*	1916 4mo *bove* 1	ForeRiver S.B.Corp. Quincy,Mass. A&CP 50°F	TheTexasCompany *CellDBu E&*	416·8 P107'B35'F33 B64'209t *FPT*229t	56·1	31·1 FK	Wilmgton (Del.) Utd.States 16*BHCem* *APT*130t	T.3Cy.26¾",44"&74"-51" (*r*) 190lb 549NHP 3SB,9cf,GS191,HS7979 FD ForeRiverS.B.CorpQuincy	32 ″ 9 s6 ″ 4½ 26 ″ 7	
30610 219393 KOSL	— (*ex*WestKader) *Fitted for oil fuel* 2Dks	5570 — 3468					1919	Western Pipe&Steel Co.SFrncisco	StatesSteamship Co.	410·5 P46'B112'F46'	54·2	27·2	Portlnd Or Utd.States *WB*	T.3Cy.24$\frac{1}{16}$",41½"&73$\frac{1}{16}$"-48" Joshua 370NHP HendyCo.S.Francisco		R
30611 223901 WECF	— Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks* *Cruiser Stern*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	Eastern S.S.Lines, Inc.	385·3	72·5	20·9	Portsmth, N.H. Utd.States *WB*	4 Steam Turbines SR geared to 2 Screw Shafts BathIrn.Wrks.Bath,Me.		R
30612 206239 KJSR	— 2*Dks*	2818 — 1893					1909	Harlan& HollingsworthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5	44·0	19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
30613 134720 GKJS	**New York City** *ss*Brs.No.3-12,30 *ss*Brs.No.1-35 D.F. 2*Dks*(*Stl*)3*rd tr B in No.3hold*	2736 2499 1622	✠100A1 4,35	Brs ✠LMC4,35	*u*	CL 3,35	1917 12mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	BristolCityLineof Steamships,Ld. (C.Hill&Sons, *Mgrs.*) C	311·0 P31'B&F259' *ellDB*259'554t*FPT*	42·8	23·6 FK	Bristol British 5*BHCem* 90t*APT*25t	T.3Cy.24",39"&66"-45" (*s*) 180lb *100lb* 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	26 ″ 0 s2 ″ 5 23 ″ 9½	
30614 148126 VGPT	**New York News** (*ex*Belvoir-33) *ss*Tto.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2310 2054 1672	✠100A1 *withfreeboard* 12,34 ~~BS12,33~~ *ForService on* *& River St. La*	Tto BS1,35 ✠LMC12,32 *the Gr* *wrenc*	*eat* *e&*	CL 12,34 *Lakes* *to Balt*	1925 6mo *Lloyd* *imore*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Quebec&Ontario TransportationCo. Ld. 3*W.T.B. also inter* *CellDB*220'560t	248·1 F42' *mediateBH in holds* (*lower* *FPT*133t*APT*8t	43·7	22·9 FK	Montreal British *ptCem* *part W.T.*)	T.3Cy.17",28"&46"-36" (*s*) 200lb 171NHP 2SB,4cf,GS84,HS2968 McColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 6½ 19 ″ 7½	
30615 231376 KLHF	**New York Socony** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	1540 1316 933					1932	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc.	254·6 P65'B21'F34'	45·7	14·3	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&SeymourCorp. NewYork		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30616 LDNP	**New Zealand** TwinSc ssRot.No.1-34 OilEng. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	9311 8823 5665	✠100A1 11,35 ~~3,35~~ DBS10,34 CarryingPetr	LAn ✠LMC10,34 oleum	e† in	CL 10,34 bulk	1930 5mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP CellDBuE8	ErlingH.Samuelsens RederiII.A/S (E.H.Samuelsen, Mgr.) 0'337t DTf45'623t	484·3 P114'B31'F50' FK FPT227t APT257t	65·5	36·9	Oslo Norwegian 18BH (11 to U dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.18⅞"–74" 880NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	36 ″ 9 s 8 ″ 4½ 28 ″ 7¼	
30617 163213 GYCR	**New Zealand Star** TwinSc Ref.Mchy. OilEng. Sub.Sig. D.F. 2Dks&Shelter dk E.S.D. GyC. 4th dk in Nos.2&3holds CruiserStern	10740 8839 6527	✠100A1 withfreeboard 4,36 ~~4,35~~ ✠Lloyd'sRM	Bel ~~Lon~~ Liv ✠LMC3,35 C~~3,35 7,35~~ 4,36 ~~11,35~~		CL	1935 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BlueStarLine,Ld. Duct keel forward CellDB431'2293t	524·2 B193'F72' FK of mchy. space (FPT126t APT172t	70·4	32·3	Belfast British 8BHptCem Coll to Sh dk 7 „ 2nd „)	Oil Engines 4S.C.SA 20Cy.29⅓"–59 1⁄16" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
30618 149466	**Newbrundoc** Mchy.Aft 1Dk	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	252·8	43·3	17·8	Ft William British WB	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
30619 149773 GMWZ	**Newbury** ssShl.No.2-36 ~~ssNwc.No.1-31~~ 2Dks(Stl)	5102 4795 3196	✠100A1 3,36 ~~2,31~~ ~~BS3,31~~ ~~7,35~~	Bry Shl ✠LMC~~4,31~~ 3,36	y	CL ~~N4,35~~ 2,36	1927 1mo Lloyd In	R.Duncan &Co. Pt.Glasgow 'sA&CP termediate 'tw	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) een dk BHin after CellDB350'	404·9 P35'B128'F41' FK hold dispensed with 1040tDTa30'860tA	53·0	27·5	London British Cem 5BH to U dk 1 „ „2nd „ PT200t	T.3Cy.27",44"&73"–48" (s) 180lb 503NHP 3SB,9cf,GS178,HS7345 FD Rankin&BlckmoreLd.Grk.	30 ″ 0 s 5 ″ 7¾ 24 ″ 7	
30620 146635 GDYQ	**Newchwang** 2Dks	2482 2051 1480					1922	Scott'sS.B.&E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72'F42'	44·2	19·6	London British WB	T.3Cy.18",29"&47"–39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		
30621 147312 GKJF	**Newfoundland** Ⓟ ssLiv.No.2-33 D.F. 2Dks(Stl)(weather dk-ws) Ref.Mchy. 3rd dk(Stl)in holds E.S.D. CruiserStern	6791 5389 3828	✠100A1 withfreeboard 3,36 ~~4,35~~ ~~BS4,35~~ ✠Lloyd'sRM Fitted for	NFL Liv BS2,36 ✠LMC4,33 C~~4,34~~ 12,35 ~~6,35~~ oil fuel	a†	CL ~~4,35~~ 3,36 l 6,25 F.P	1925 6mo Lloyd .above	Vickers, Ld Barrow 'sA&CP 150° F.	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB329'141t	406·1 B145'F42' FK Duct keel forwd ofER71' DTf23'291t DTa23	55·4	31·8	Liverpool British 8BHptCem 2 „ to2nddk '357tFPT71	Q.4Cy.31",43",62"&90"–57" 215lb (s) 1047NHP 5SB,20cf,GS377,HS16095FD Vickers,Ld.Barrow tAPT126t	34 ″ 4 s 9 ″ 3½ 25 ″ 4¼	BT till ~~4,35~~ 3,36
30622 FOTT	**Newhaven** Ⓟ TrpSc D.F. 2Dks Fitted for oil fuel	1888 1520 695					1911	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthernRly. Mgrs.)	293·3	34·6	21·4	Dieppe French	3 Steam Turbines Forg.&Ch.de laMédit.Hav.		V
30623 162237 MPZR	**Newlands** (exMariaKyriakides) ssGmh.No.3-4,31 ssGmh.No.1-35 1Dk(Stl) Cargo battens not fitted	1556 1387 855	✠100A1 8,35 ~~4,31~~ ~~BS8,34~~	Rot Gmh ✠LMC4~~,31~~ 8,35	p	CL ~~4,32~~ 8,35	1921 5mo Lloyd	Bow,McLachlan&Co. Ld. Paisley 'sA&CP	TulleyShippingCo. Ld. (W.Tulley&Co. Ld.Mgrs.) Ce	240·2 B52'F27' FK llDB196'389t FPT	36·1	19·1	Hull British 4BHCem 120tAPT75t	T.3Cy.17",27"&45"–33" (s) 180lb 170NHP 2SB.4cf,GS90,HS3217 Bow,McLachln&CoLdPsy.	21 ″ 3 s 2 ″ 10 18 ″ 7	
30624 148131 MNGZ	**Newminster** ssNwc.No.2-33 1Dk(Stl)&Shelter dk(Stl)	967 791 406	✠100A1 withfreeboard 9,35 ~~8,34~~ MS10,33	Nwc ✠LMC BS~~9,34~~ 9,35	o	CL 1,34	1925 7mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Tyne-TeesSteam ShippingCo.Ld. CellDBa&uE60'	231·2 B63' FK f104'168t Coll	35·1	14·3	Newcastle British 4BHCem BH to Sh dk 3 „ „ 2nd „	T.3Cy.20",31"&53"–36" (s) 180lb 240NHP 2SB,6cf,GS135,HS4476 Hawthorn,Leslie&Co.Ld.	16 ″ 6 s ″ 6 16 ″ 2	
30625 LCTG	**Newsome** Fitted for oil fuel 3Dks	1605 895 944					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S Frugtfart (L.Harboe-Jensen &Co.Mgrs.)	257·5 Q24tH122tF31t	35·6	21·6	Oslo Norwegian WB	T.3Cy.22½",36½"&61"–39" 232NHP KjbnhavnsFlydk.&Skbsv.		N
30626 209388 KGWK	**Newton** 3Mst Mchy.Aft Sub.Sig. 1Dk	5001 4412 3093					1911	ForeRiver S.B.Co. Quincy,Mass.	KoppersCoal& TranspnCo(MysticSSCo.Inc.Mgrs.)	389·0	54·6	28·0	Boston Utd.States WB	T.3Cy.25",41"&68"–48" 320NHP ForeRiverS.B.Co.Quincy		R
30627 149972 GFJB	**Newton Abbot** ssCff.No.1-32 1Dk(Stl)	2689 2418 1614	✠100A1 11,35 ~~12,34~~ BS~~5,34~~ 7,35	Sld Shl ✠LMC2,32	t	CL ~~3,33~~ 11,35	1928 1mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	T.&C.Wilton&Co. Ld. CellD	305·1 P25'B54'F26' FK B247'670tFPT118t	45·2	21·9	London British 6BHptCem APT126t	T.3Cy.21",35"&58"–39" (s) 180lb 260NHP 2SB,6cf,GS116,HS4436 N.E.MarineEng.CoLd.Sld	24 ″ 2 s 3 ″ 9¼ 20 ″ 7	
30628 148123 GFMP	**Newton Ash** ssNpt.No.2-34 D.F. 1Dk(Stl)&Web frames CruiserStern Corrugated sides Longitudinal framing in DB&at decks	4625 4248 2792	✠100A1 ~~5,25~~ ~~3,25~~11,35 MS7,33	Mch ~~PNl~~ Nwc ✠LMC BS~~3,33~~ 3,36	x	CL 7,33	1925 3mo Lloyd	W.Pickersgill&Sons Ld. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,Mgrs.) CellDB325'10	372·8 P57'B111'F36' FK 64tFPT131t	54·6	26·8	Newcastle British 6BHCem	T.3Cy.25",41"&68"–45" (s) 180lb 346NHP 3SB,9cf,GS145,HS5466 N.E.MarineEng.CoLd.Sld. APT283t	29 ″ 3 s 5 ″ 7¼ 23 ″ 10¼	
30629 148139 GLTF	**Newton Beech** ssNwc.No.2-34 D.F. 1Dk(Stl)&Web frames Longitudinal framing inDB& CruiserStern Corrugated sides at decks	4651 4248 2816	✠100A1 ~~9,34~~12,35 BS11,35	Nwc Hpl ✠LMC9,34	x	CL 9,34	1925 10mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,Mgrs.) CellDB	372·8 P37'B111'F36' FK 325'1064t FPT131t	54·6	26·8	Newcastle British 6BHptCem ptAsp APT283t	T.3Cy.24",41"&68"–45" (s) 180lb 346NHP 3SB,9cf,GS145,HS5466 N.E.MarineEng.CoLd.Sld.	29 ″ 3 s 5 ″ 7¼ 23 ″ 10¼	
30630 148107 GLDS	**Newton Elm** (exWestlea) ssN.S.W.No.2-32 D.F. 1Dk(Stl)&Shelter dk(Stl)	4228 3942 2561	✠100A1 withfreeboard ~~10,34~~10,35 BS~~2,35~~ 10,35	Bkn Nwc ✠LMC3,32	x	CL ~~3,32~~ 10,35	1924 11mo Lloyd	SirJ Priestman&Co. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son & Tully,Mgrs.)	365·0 FK CellDB315'950t (FPT125tAPT134t	51·5	25·1	Newcastle British 6BHCem Coll to Sh dk 5 „2nd„)	T.3Cy.24½",43"&69–48" (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
30631 149403 GCRK	**Newton Pine** (exFernlea) ssSld.No.2-35 1Dk(Stl)&Shelterdk(Stl)	4212 3946 2548	✠100A1 withfreeboard 11,35 ~~4,35~~ BS11,35	Rot Bry ✠LMC1,35	x	CL 4,33	1925 12mo Lloyd	SirJ Priestman&Co. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,Mgrs.) CellDB315'994t	365·0 F35' FK Coll FPT125tAPT247t	51·5	25·1	Newcastle British 6BHCem BH to Sh dk 5 „ „ 2nd „	T.3Cy.23½",41"&69"–48" (s) 180lb 380NHP 3SB,9cf,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
30632 128829 ZMDG	**Ngakuta** ssWln.No.3-1,26 ssSyd.No.2-34 ~~ssSyd.No.1-30~~ 1Dk(Stl) Cargo battens not fitted	1775 1398 944	✠100A1 ~~1,35~~ ~~11,33~~ 1,36 MS1,34	Syd ✠LMC BS~~1,35~~ 1,36	q	CL N1,35	1913 8mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP W	BlackballCoal MinesProprietary, Ld.(C.G.White, Mgr.) B = Cell DBa82' u	275·0 P24'B63'F23' FK E20'f108'465tFPT	39·0	17·6	Wellingtn, N.Z. British 4BHCem 36tAPT70t	T.3Cy.21",34"&56"–36" (s) 180lb 248NHP 2SB,6cf,GS120,HS4440 Richardsons,Westgarth &Co.Ld.Mdb.	18 ″ 5 s 2 ″ 8¼ 16 ″ 2	
30633																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la Navire porte-bédés.	8 Construit. Quand. Navire. Mach	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et ce n'est dans le L.R. Date Cert. B. of Trade
30634 102329 ZMFQ	**Ngapuhi** Ⓟ TwinSc *ss*Auk.No.2-09 1*Dk*(*Teak*)	703 488 311	✠ 5,11 ✠NB10,09✠	Auk	*j*		1900 6mo	Gourlay Bros.&Co. Dundee	NorthernSSCo.Ld.	190·0 | 30·0 | 12·8 B90′F24′ *ptShadedk*35′ FK *WB*=*FPT*25*t*	AuklndNZ British 5*BHCem* *Tanka*16*t*	T.6Cy.13″,21″&34″–24″ 161NHP 1SB,3*cf*,GS62,HS2419 FD GourlayBros.&Co.Dundee	13 ″ 6	
30635 161722	**Ngaroma** *ss*Sou.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	503 345 245	✠100A1 8,35 ~~9,33~~ ✠LMC [illegible] 8,35	Hul	*g*	OG N9,33	1931 3mo *Lloyd*	N.V.Indus-trieeleMaats. DeNoord Alblasserdam '*sA&CP*	W.A.Wilson *CellD*	159·0 | 25·7 | 10·0 P42′Q41′F21′ FK *B*102′119*t FPT*69*t*	S'thamptn British 3*BHCem* *APTs*20*t*	Oil Engines 4S.C.SA 6Cy.$11\frac{13}{16}$″–$17\frac{11}{16}$″ 81NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	12 ″ 2 3 ″ 11½ 11 ″ 6½	
30636 161740	**Ngatira** *ss*Goo.No.1-35 *OilEng.* 1*Dk*(*Stl*) *Mchy Aft* *CruiserStern* *Well deck* *Cargo battens not fitted*	525 351 260	✠100A1 12,35 ~~5,33~~ ✠LMC [illegible] 10,35	Goo	*g*	OG N5,33	1931 10mo *Lloyd*	N.V.Indus-trieeleMaats. DeNoord Alblasserdam '*sA&CP*	W.A.Wilson *CellD*	159·3 | 25·7 | 10·0 P42′Q50′F25′ FK *B*102′ 119*t FPT*64*t*	S'thamptn British 3*BHCem* *APTs*36*t*	Oil Engines 4S.C.SA 6Cy.$11\frac{13}{16}$″–$17\frac{11}{16}$″ 81NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	12 ″ 2 s 3 ″ 8½ 11 ″ 9½	
30637 128651 ZMGF	**Ngatoro** *ss*Wln.No.3-2,24 *ss*Syd.No.2-32 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1140 897 586	✠100A1 6,35 ~~1,35~~ [illegible] ✠LMC [illegible] 2,36	Syd	*n*	CL 2,34	1910 6mo *Lloyd*	A.Rodger &Co. PortGlasgow '*sA&CP*	BlackballCoal MinesProprietary, Ld.(C.G.White, *Mgr.*) *CellDBa*71′	225·0 | 33·1 | 15·5 P20′B60′F22′ FK *uE*15′*f*84′263*tFPT*	Wellingtn N.Z. British 4*BHCem* 28*tAPT*62*t*	T.3Cy.18″,30″&48″–33″ (*s*) 180lb 166NHP 2SB,4*cf*,GS86,HS2870 A.Rodger&Co.Glasgow	16 ″ 8 s 2 ″ 1½ 15 ″ 0¾	
30638	**Ngo Mei** (*ex*KiangKing) TwinSc	1077 — 565					1920	Kiangnan Dk&EngWks Shanghai	ChinaMerchants' Stm.Nav.Co.	196·5 | 31·0 | 9·6	Shanghai Chinese	T.6Cy.15″,22″&34″–18″ 98NHP		
30639 LEMY	**Ngow Hock** (*ex*Bratland-32, *ex*Dux) 1*Dk*	1329 1130 709					1920	NewE.& S.B.Wks.Ld. Shanghai	A/S ArneSveen's Rederi(Arne Sveen,*Mgr.*)	242·7 | 37·3 | 15·0 P58′H94*t*	Oslo Norwegian	T.3Cy 18½″,29″&49″–33″ 138NHP NewE.&S.B.Works,Ld.		N
30640 135193 GNXP	**Niagara** Ⓟ TrpSc *ss*Syd.No.3-4,25 *ss*Syd.No.2-33 *Ref.Mchy.* 3*Dks*(*U*&2*nd dkStl*–ws) &*Shelter dk*(teak s) &*Web frames*	13415 8684 7582	✠100A1 *Shelter dk* *withfreeboard* [illegible] 3,36 BS3,36 [illegible] ✠LMC5,32 ✠Lloyd'sRMC [illegible] 3,36 *Fitted for oil fuel* 3,13 *F.P. above* 150° F.	Syd ~~Vor~~	*i*†	CL C1,34 [illegible] PN2,35 S3,36	1913 3mo *Lloyd*	J.Brown &Co.Ld. Clydebank '*sA&CP*	CanadianAustra-lasianLine,Ld. *WB*=*CellDBa* 103′*uE&B*188′	524·7 | 66·3 | 34·5 FK&BK2′ *f*166′1343*tFPT*120	London British 9*BHCem* *tAPT*88*t*	T.8Cy.(2)27½″,(2)42″&(4) 47″–54″ 1LPTurbine (*r*) 220lb FD HS31564 2DB&6SB,40*cf*,GS787 J.Brown&Co.Ld.Clydebnk	37 ″ 6 s9 ″ 10½ 28 ″ 1	
30641 130738	— *Mchy.Aft*	1760 1542 1324					1897	F.W. Wheeler&Co W.BayCity	GravelProducts Corp.	266·0 | 42·2 | 16·8	BuffaloNY Utd.States *WB*	T.3Cy.17″,29″&48″–36″ 138NHP F.W.Wheeler&Co.		
30642 309 HSAK	**Nibha** TwinSc *ss*Bgk.No.2-33 1*Dk*(*Stl*)&*Shadedk*(*Teak*)	512 351 276	✠100A1 *withfreeboard* ~~4,35~~ 10,35 BS3,36 ~~BS4,35~~ ✠LMC3,33 *For Coasting Service between Bangkok & Chantabon* *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Bgk	*j*	CL 4,35	1924 10mo *Lloyd*	A/S. NakskovSkbs Nakskov '*sA&CP*	SiamStm.Nav.Co. Ld. *CellDBv*	174·8 | 29·2 | 7·7 FK *E&B&f*58′95*tFPT*	Bangkok Siamese 4*BHptCem* 17*tAPT*25*t*	T.6Cy.11″,18¼″&29¾″–15¾″ 185lb (*s*) 86NHP 1SB,2*cf*,GS45,HS1507 F.Schichau,Elbing	10 ″ 0 s 2 ″ 0¾ 8 ″ 0	
30643 233738 WNFA	**Nicarao** *ss*Gal.No.3-12,32 1*Dk*(*Stl*)&*Shelter dk*	1445 1391 819	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~4,35~~ BS2,36 ~~BS3,35~~ ✠LMC11,32 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Mob NOs	*o*	CL ~~N3,33~~ 2,36	1920 9mo A&CP	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*197′306*t*	234·3 | 34·1 | 20·3 B88′ FK *FPT*34*tAPT*36*t*	NewYork Utd.States *ptCem* 2*BHtoShdk* 2 „ „ *U* „	T.3Cy.19″,30″&50″–33″ (*s*) 185lb 200NHP 2SB,6*cf*,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
30644 28054	**Niccho Maru** 2*Dks*	547 464 291					1921	Mitsui Bussan Hibi	NipponUnyu KisenK.K.	160·0 | 26·0 | 16·0 B43′F20′	Kobe Japanese *WB*	T.3Cy.14″,22″&36″–24″ 63NHP MitsuiBussan,Uno		
30645 DHRM	**Nicea** Sub.Sig. 1*Dk*&*Awning dk*	1948 1679 1103					1922	Flenders- werft Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (Deutsche Levante Linie,*Mgrs.*)	303·8 | 41·7 | 17·6 F33′ len34	Hamburg German *WB*	T.3Cy.20½″,34⅝″&55″–37⅜″ NB34 185NHP A.G."Neptun,"Rostock		G
30646 137516 GPWF	**Niceto de Larrinaga** *ss*Cff.No.3-7,29 *ss*Mch.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5591 5147 3506	✠100A1 *Shelter dk* *withfreeboard* 4,35 MBS1,36 ✠LMC ~~BS11,35~~ MS8,34 ~~MBS12,34~~ DBS6,35	Liv	*b*†	CL 7,34	1916 8mo *Lloyd*	Russell& Co. Pt.Glasgow 1*IntermediateBH*&1′*twndk* '*sA&CP*	LarrinagaS.S.Co. Ld. *CellDB*385′1468*t* *DTa*42′1138*t*	439·8 | 56·0 | 26·3 *FonShelterdk*50′ FK *BHdispensed with* *FPT*104*tAPT*38*t*	Liverpool British *Cem* 4*BH to Udk* 1 „ „*Shlt*„ 1 „ „ 2*nd* „ *only*	T.3Cy.26″,43″&70″–48″ (*r*) 180lb *110lb* 483NHP 2DB,12*cf*,GS202,HS9020 Rankin&BlackmreLd.Grk	29 ″ 0 s3 ″ 10¼ 25 ″ 4	
30647 21377 JQDE	**Nichiman Maru** (*ex*AsakaMaruNo.2-34) 1*Dk*	1922 1399 1131					1917	GK Harada Shoko Osaka	OkazakiKisenK.K.	250·0 | 37·7 | 20·5 P147′F34′	Kobe Japanese *WB*	T.3Cy.17″,28½″&48½″–36″ 139NHP G.K.HaradaShoko,Osaka		
30648 32887 JUCB	**Nichiyei Maru** (*ex*Emperor of Havana,*ex*CanadianSailor) 1*Dk*	2012 1784 1154			…		1919	Pt.Arthur S.B.Co. P.Arthur,Ont	NisseiKaiunK.K.	251·0 | 43·8 | 20·7 P25′B64′F30′ FK	Tokio Japanese *WB*	T.3Cy.20½″,34″&56″–40″ 265NHP PortArthurS.B.Co.	23 ″ 0	C †
30649 22534 JQVE	— (*ex*BanyeiMaruNo.8-34) 1*Dk*	1180 1007 801					1918	NittaCo. Osaka	OkazakiKisenK.K.	220·0 | 33·5 | 18·5	Kobe Japanese *WB*	T.3Cy.15½″,25⅝″&42½″–32″ 101NHP YoshidaTekkosho,Osaka		
30650 38753 JRBT	**Nichiyo Maru** *OilEng.* 2*Dks*(*Stl*)	7509 6070 5522	✠100A1 7,35 ~~3,34~~ DBS7,35 ✠LMC3,34 *Carrying cargo oil F.P. above* 150° F. *in deep tanks*	Nag	*b*†	CL	1934 3mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	ToyoKisenK.K. '*Tween Dk BH above after deep tank* *CellDB*369′	436·3 | 58·5 | 32·8 P30′B157′F41′ FK *BH dispensed with* 1405*t* *FPT*263*t APTs*227*t*	Tokio Japanese *ptCem* 6*BHtoUdk* 1 „ „ 2*nd* „ *DTa*36′1145*t*	Oil Engines 2S.C.SA 6Cy.28⅜″–$49\frac{1}{16}$″ DB120lb 839NHP MitsubishiZosenKaisha, Ld.Nag.	32 ″ 10	
30651 LEMZ	**Nicholas Cuneo** 1*Dk*&*Spar dk*	1051 916 606					1907	Framnes Mek.Værks Sandefjord	Skibs A/S Aramis (Bernhard Hanssen)	216·0 | 30·1 | 20·1 H99*t*	Flekkefjrd Norwegian *WB*	T.3Cy.18″,29″&48″–33″ 132NHP AkersMek.Værks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7x Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30652 5963 SFQR	**Nicke** (*ex*Agricola,*ex*Bollsta, *ex*Agricola) 1*Dk*	*1170* *978* *635*					1918	Eriksbergs M.V.Aktieb. Gothenburg	NyaÅngfartygs A/B Heimdal (J.E.Manne, *Mgr.*)	226·7|36·5|14·6 P21'B52'F25'	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"–30" 108NHP KockumsM.V.Akt.Malmö		V
30653 UOWC	**Nicolai Janson** TwinSc (*ex*SoyuzMetallistovS.S.S.R.–34) *Carrying oil in bulk* *OilEng.* 2*Dks* *Mchy.Aft* *Longitudinal framing*	7596 6742 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1|56·2|32·4 P98'B47'F58'	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41 1/16" 776NHP Gebr.SulzerAGLdwgshfn		G
30654	**Nicolaos Athanassulis** (*ex*Portugalete) *ss*Bla.No.3-11,13 *ss*Pir.No.1-19 1*Dk*(*Stl*)2*trB&* *Web frames*	3575 2619 2266	✠ 7,23 ✠	Bdx	v		1901 6mo	J.Priest- man&Co. Sunderland	Heirs of G.N.Athanassulis	339·7|48·0|26·0 P31'B92'F34' FK *WB*=*DBa*116'*f*132'911*t*	Piræus Greek 6*BHCem* *APT*118*t*	T.3Cy.24",38"&64 -42" NDB13 276NHP 2SB,6*cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	
30655 SVRF	**Nicolaos Baikas** (*ex*DéputéPierreGoujon–34) D.F. 1*Dk*	1912 — 1044					1920	Govern- mentYard Cherbourg	PothitosE.Baikas	266·7|39·4|23·0 P19'B54'F23'	Piræus Greek *WB*	T.3Cy.18 1/10",29 9/10"&49½"– 37½" 149NHP Etablissements d'Indret, Indret		V
30656 SVPY	**Nicolaos Filinis** (*ex*Glenaster, *ex*Seabank, *ss*Bry.2ndNo.3-11,29 *ex*Dowgate) *ss*Anc.No.1-34 1*Dk*(*pt Irn&ptStl*)2*trB* *& Web frames*3*Dk rule*	*3111* *2875* *1986*	✠100A1 12,34 BS6,35	Pla ✠LMC2,34	u	CL 10,33	1904 9mo *Lloyd*	Richardsn, Duck&Co. Stockton *'sA&CP*	M.N.Filinis	325·0|47·0|22·4 P26'B164'F29' FK *CellDBa*108'*uE&B*40'*f*138'740*t*	Piræus Greek 5*BHCem* *APT*84*t*	T.3Cy.23½",39"&64"–42" (*s*) 180lb *80lb* 280NHP 2SB,6*cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 ″ 10 ~~s3 ″ 0½~~ ~~21 ″ 8~~ s3 ″ 3¼ 21 ″ 9¼	
30657 246 SVPG	**Nicolaos G. Culucundis** (*ex*Maid of Sparta, *ss*Shl.No.3-2,30 *ex*LordByron) *ss*Syr.No.1-34 1*Dk*(*Stl*)	*3201* *2981* *1930*	✠100A1 9,35 ~~10,31~~ ✠NB2,17 ✠NE10,31	Rot Pir ✠LMC3,34 BS~~5,35~~5,36	v	CL 10,33	1917 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	AtlanticosS.S.Co. Ld. (Kulukundis Bros,*Mgrs.*)	339·8|47·0|23·8 P28'B105'F39' FK *CellD B*294' 789*t* *FPT*69*t*	Syra Greek 6*BHCem* *APT*179*t*	T.3Cy.20½",33"&54"–39" (*s*) 160lb *100lb* 224NHP 2SB,6*cf*,GS106,HS4005 Earle'sS.B.&E.Co.Ld.Hul	26 ″ 3 s 4 ″ 4¾ 22 ″ 1½	
30658	**Nicolaos K.** (*ex*Tainaron, Iron *ex*Nicholaos, *ss*Pir.3rdNo.3-4,12 *ex*AlexanderPirie) 1*Dk*	504 415 363	✠ 12,14 ✠NB81	Pir	i		1873 11mo	A.Hall& Co. Aberdeen	G.Th.Katrakis	180·0|26·0|14·0 Q47'B49*t*F10*t* ND87 BK7½"	Piræus Greek 4*BHCem*	C.2Cy.28"&48½"–24" NDB81 110NHP 1SB,3*pf*,GS52,HS1751 GourlayBros.&Co.Dundee	14 ″ 9	
30659	**Nicolaos Nomicos** (*ex*Boubis, *ex*Solli, *ss*Nwc.2ndNo.3-8,19 *ex*Constance, *ss*Pir.No.2-28 *ex*Köln) 1*Dk*(*Stl*)2nd *dk*(*Stl*) *forward*	625 607 355	9,32	Pir	i		1899	Bremer Vulcan Vegesack	L.N.Nomicos	172·2|27·0|16·3 B46' FK	Santorin Greek 4*BHCem*	T.3Cy.12 11/16",21¾"&34¾"–24" 70NHP 1SB,2*pf*,GS42,HS1178 BremerVulkan,Vegesack	17 ″ 1	
30660	**Nicolaos Piangos** (*ex*Oaklands Grange–34) 1*Dk*	*4499* *4275* *2851*					1912	Nthmblnd S.B.Co.Ld. Newcastle	M.N.Piangos& Partners	385·0|52·0|27·1 P35'B119'F37'	Andros Greek *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
30661 133376 VQSD	**Nicolaos Pittas** (*ex*Glynymel–33, *ex*Melton) *ss*Sws.No.3-3,24 *ss*Shl.No.2-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1864 1438 1105	✠100A1 6,34 MS10,32	Pir ✠LMC BS~~9,35~~ 6,35	q	CL 10,32	1912 4mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	PittasUnionS.S. Co.Ld.	260·0|38·5|17·0 Q93'B52'F26' *CellDBuE&B*37'*f*114'346*t* FK *Tank in way of tunnel* 43'*FPT*	Famagsta British 4*BHCem* 70*tAPT*40*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 3 s 1 ″ 10 17 ″ 7	
30662 SVLR	**Nicolas** (*ex*Copenhagen) *ss*Pir.2ndNo.3-8,35 ~~*ss*Grk.No.3-6,22~~ ~~*ss*Pir.No.2-31~~ 2*Dks*(1*pt Irn&pt Stl&*1*Stl*)	*4540* *4282* *2910*	✠100A1 8,35 ~~2,34~~ BS~~6,34~~ 6,35	Rot Pir ✠LMC~~4,31~~ MS9,34	y	CL 12,32	1910 8mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	B.S.Rossolimos	385·0|52·0|26·5 P34'B111'F51' FK *CellDBa*124'*uE*22'*f*169'1029*tD* *Ta*30'784*tAPT*19*t*	Argostoli Greek *Cem* 5*BH to Udk* 1 „ „2*nd* „	T.3Cy.26",42"&68"–48" (*s*) 180lb *100lb* 417NHP 3SB,9*cf*,GS189,HS7394 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
30663 SVPR	**Nicolas Angelos** (*ex*RiverOrontes) 2*Dks*	*4351* *4056* *2809*					1912	Greenock& Gr'ngemouth DckydCo.Ld. Greenock	J.Angelos	375·8|52·2|25·5 P36'B100'F41'	Chios Greek *WB*	T.3Cy.25",41"&68"–48" 320NHP J.G.Kincaid&Co.Ld.Grk.		C
30664 SVJA	**Nicolas Pateras** (*ex*Paralos) *Now "Paralos," see No.* 3960[illegible] *in Supplement* *Spar dk*(*Stl*)2*trB&deep framing*	3435 2985 1898	✠100A1 *Spar dk* *with freeboard* 1,35 MS1,32	Ams ✠LMC BS1,34	v	CL 1,35	1906 11mo *Lloyd*	J.Priest- man&Co. Sunderland *'sA&CP*	C.A.Petroutsis	332·0|49·5|23·6 P29'B184'F33' FK *DBa*106'*f*136'1024*t*	Chios Greek 5*BHCem* *APT*142*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *140lb* 316NHP NDB17*refitted*26 2SB,8*pf*,GS142,HS4850 G.Clark,Ld.Sunderland	24 ″ 8 s 3 ″ 0½ 21 ″ 10	
30665 TTMU	**Nicolas-Toussaint** *Now "Toratre," see No.* 40276 *in Supplement* 1*Dk*	1078 — 624					1920	N.V.Hol- landS.B.Co Hendrik-Ido- Ambacht	Mory&Cie.	215·0|34·3|15·5 P13'Q51'F26'	Boulogne French *WB*	T.3Cy.15",25"&38"–27" 75NHP Verschure&Co.Ams.		V
30666 FNWS	**Nicole Schiaffino** (*ex*Speaker, *ex*Savan) *ss*Alg.No.3-7,26 *ss*Alg.No.2-34 ~~*ss*Alg.No.1-31~~ 2*Dks*(*U-Irn2nd-Stl*)	4290 3871 2616	✠100A1 ~~9,31~~ ~~1,34~~ 2,36 ~~MS2,31~~	Alg ~~Rou~~ ✠LMC1,34 BS~~1,34~~3,35	x	CL 9,34	1913 10mo *Lloyd*	J Readhead &Sons,Ld. SouthShields *'sA&CP*	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schi- affino&Cie.*Mgrs.*)	371·4|50·4|26·1 P83'B132'F38' FK *CellDBa*111'*uE&B*43'*f*163'890*t*	Algiers French 6*BHCem* *APT*31*t*	T.3Cy.28",46"&75"–48" (*r*) 180lb *100lb* 484NHP 2SB,8*cf*,GS136,HS6643 FD J.Readhead&SonsLd.S.Shl	28 ″ 2 ~~s 4 ″ 0½~~ ~~23 ″ 10~~ s4 ″ 7¾ 23 ″ 10	
30667 OZEB	**Nicoline Mærsk** TwinSc3Mst *OilEng.* D.F. 2*Dks*	4194 3813 2532					1925	Odense Staalskibsv. Odense	D/S A/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*)	374·8|52·2|24·5	Odense Danish *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"–35 7/16" 449NHP Akt.Burmeistr&Wain,Cpn		V
30668 1277 IBLY	**Nicolò Odero** *Fitted for oil fuel* D.F. 1*Dk*	6003 4499 3668					1925	N.Odero& Co. Genoa	Navig.OderoSoc. Anon.	393·7|51·5|27·6 P&B265'F39'	Genoa Italian *WB*	T.3Cy.26",42½"&69 11/16"–48" 336NHP N.Odero fuA.Genoa		I
30669 SVKH	**Nicos** (*ex*Ionia,*ex*ConstantinosXII) *ss*Sld.No.3-4,27 *ss*Bry.No.1-31 1*Dk*(*Stl*)	3892 — 2351	✠100A1 1,34 MS12,31	Ant ✠LMC BS1,35	x	CL ~~12,31~~ 6,35	1914 1mo *Lloyd*	J.Priest- man&Co. Sunderland *'sA&CP*	A.Gripaios	380·0|51·5|22·1 P37'B238'F41' FK *CellDBa*127'*uE& B*42'*f*165'1529*t* *FPT*154*t*	Piræus Greek 6*BHCem* *APT*217*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 380NHP 3SB,9*cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 1½ 22 ″ 6¾	
30670 160242 GSVY	**Nicoya** E.S.D. D.F. Sub.Sig. *Ref Mchy.* 2*Dks&*2*pt Dks*	5364 4655 3315					1929	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·5|51·2|30·1 P42'B155'F41'	Glasgow British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
30671 145108 GBRF	**Nictheroy** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. *Cruiser Stern*	8265 7756 5159	✠Lloyd'sRMC~~1,33~~ 1,36~~10,35~~ ~~3,35~~				1920	Workman, Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2|58·3|37·1 P35'F44'	London British *WB*	2 Steam Turbines DR geared to 1 Sc. shaft Wrkman,Clark&Co.Ld.Bel		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. RefTrade
30672 LENA	**Nidareid** (*ex*Stottpool) *Mchy.Aft* 2*Dks*	1321 1140 734					1924	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	KrogstadsDmpskrederiA/S (AlfL. Ombustvedt,*Mgr.*)	256·3 P96*t*H37*t*F39*t*	38·2	15·4	Oslo Norwegian *WB*	T.3Cy.16″,27″&44″–30″ 106NHP ShieldsEng.Co.Ld.N.Shl.		C
30673 OHDV	**Nidarholm** (*ex*Meandros) *ss*Abg.No.3–4,33 1*Dk*(*Stl*) *Cargo battens not fitted*	2588 2232 1468	✠100A1 2,35 ✠LMC MS11,32 ~~DS4,34~~ BS4,36~~2,33~~	Abg	*t*	2,35	1920 11mo *Lloyd*'*sA&CP*	JIThornycroft&Co.Ld. Southampton	A/B Helsingfors S.S.Co.Ld.(A/B Nielsen&Thorden O/Y,*Mgrs.*) *CellDB*	299·9 P28'B83'F28' 250' 664*t FPT*114*t*	43·8	21·8	Helsingfrs Finnish FK 5*BHCem* *APT*105*t*	T.3Cy.21″,34″&57″–36″ (*s*) 180lb 240NHP 2SB,6*cf*,GS110,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
30674 OYMD	**Nidaros** Ⓟ Wireless *Well deck Ref.Mchy.*	1024 703 610					1890	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	219·4 len04	29·1	15·4	Esbjerg Danish	T.3Cy.18″,30″&48″–36″ 138NHP Lobnitz&Co.,Renfrew		V
30675 DOAC	**Niedersachsen** (*ex*Hermina, *ex*Rebecca) *Oil.Eng.* 1*Dk*	334 297 239					1917	Pattje& Zonen Waterhuizen	M.S.Niedersachsen-Reederei	134·1	27·2	10·9	Bremen German *WB*	Oil Engine 2S.C.SA 4Cy.10¼″–14¾″ 73NHP NE*made*23*fitted*30 Grossmotorsnw.Hamburg-Mannheim,Ham.		G
30676 DHRO	**Niederwald** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* *Ref.Mchy.*	4626 4139 2763					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Hamburg-SüdamerDampfschiffGes, *Mgrs.*)	414·4 P&B257'F50' len33	50·3	26·9	Hamburg German *WB*	T3Cy26$\frac{3}{16}$″43¾″&70$\frac{13}{16}$″–47$\frac{3}{16}$″ &LPTurbine 438NHP GuteHoffnungshütte,Sterkrade		G
30677 OZBE	**Niel Mærsk** TwinSc *ss*H.Kg.No.1–35 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNo.*1*hold* *CruiserStern*	5086 4622 3168	✠100A1 *withfreeboard* 4,36 ~~6,35~~ ✠LMC CS8,35 DBS5,34 11,35~~5,34~~ *Fitted for carrying oil F.P.above* 150°F.*in deep tanks*	HKg	*a*†	CL 8,34 1,31	1931 1mo *Lloyd*'*sA&CP*	Odense Staalskibsvft Odense *CellDB*371'1266*t tanks in way of tunnels*25*t DTa*17' 534*t MT*27'1068*t FPT*148*tAPT*246*t*	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Moller, Copenhagen*Mgr.*)	418·9 F38'	54·7	25·4	Svendborg Danish FK 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
30678 OYND	**Niels Ebbesen** Ⓟ Wireless 1*Dk*&*Awng dk*	874 585 382					1899	Lobnitz& Co.Ld. Renfrew	DetForenede DampskibsSelsk.	200·9	31·2	22·2 20·7	Randers Danish *WB*	T.3Cy.19″,32″&57″–39″ 203NHP Lobnitz&Co.Ld.Renfrew		V
30679 OXNS	**Niels Holst** Ⓟ (*ex*Sverige) Wireless D.F. 1*Dk*	705 518 291					1908	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	210·0 B72'	33·2	13·8	Kallndbrg Danish *WB*	T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr&Wain,Cpn		V
30680 OZJC	**Niels R. Finsen** 1*Dk*	1855 1643 1133					1904	J.Smit,Czn Alblasserdm	A/S DetDansk NorskeDampskibsslsk. (R.A. Robbert,*Mgr.*)	275·5 P21'B166'F33'	41·1	17·8	Copnhagn Danish *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Maats deSchelde,Flushing		V
30681 DODL	**Nienburg** Ⓟ Sub.Sig. 2*Dks*	4154 3784 2537					1922	Vulcan Werke,A.G. Stettin	Norddeutscher Lloyd	360·7 P44'B110'F38'	51·0	26·0	Bremen German *WB*	T.3Cy.22⅝″,36⅝″&61⅝″–47¼″ 260NHP VulcanWerkeA.G.Stettin		G
30682 PKFO	**Nieuw Holland** TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	11057 8624 6792	✠Lloyd'sRMC~~3,35~~ 3,36				1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	540·5 P25'B243'F44'	62·7	32·3	Batavia Dutch *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Gebr.Stork&Co.Hengelo		V
30683 PKFR	**Nieuw Zeeland** TwinSc *Fitted for oil fuel* D.F. *Ref Mchy.* 2*Dks*	11060 8612 6812	✠Lloyd'sRMC~~4,35~~1,36				1928	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	540·0 P27'B245'F45'	62·5	33·4	Batavia Dutch *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Maats.Fyenoord,Rot.		V
30684 PGGH	**Nieuwendam** (*ex*Schelde, *ex*Rijnveer,*ex*Nereus) TwinSc *OilEng.*	337 237 169					1919	Gebr.v.d. Windt Vlaardingen	Maats.Ketelschip "ElizabethII." (A.Donker&A. Zaayer,*Mgrs.*)	132·4	23·2	9·2	Amstrdam Dutch	Oil Engines 2S.C.SA 6Cy.10$\frac{13}{16}$″–13¾″ 123NHP N.V.Kromhout NE29 Motorenf.Amsterdam		G
30685 PGHB	**Nieuwland** *ss*Rot.No 3–2,33 *Well deck* 1*Dk*(*Stl*)	1075 694 568	✠100A1 4,36 ~~3,35~~ BS~~3,35~~ ✠LMC2,33 4,36	Rot	*m*	OG 1,34	1920 9mo *Lloyd*'*sA&CP*	N.V.Schps. J Smit&Zoon Albl'sserdam	Scheepvaart en SteenkolenMaats. *CellDBa*58'*uE*19'*f*88'272*tFPT*28*tAPT*10*t*	217·0 Q71'B54'F22'	32·8	13·7	Rottrdam Dutch FK 4*BHCem*	T3Cy.17¾″,29½″&47¼″–35$\frac{7}{16}$″ 180lb (*s*) 175NHP 2SB,4*cf*,GS84,HS3121 Gebr.Stork&Co.Hengelo	14 ″ 6 s ″ 0½ 13 ″ 11	
30686 139037 GJZF	**Nigaristan** (*ex*Diyatalawa, *ex*Rappenfels) *ss*Shl.2ndNo.3–10,34 2*Dks*(*Stl*–*U*teak s)	5993 5556 3752	100A1 4,36 ~~3,35~~ ~~DBS3,35~~ LMC10,34 ~~MBS12,35~~ BS12,35 *Fitted for oil fuel* 7,23 *F.P.above* 150° F.	Lon Bry	*a*†	OG 3,35	1912	Bremer Vulkan Vegesack A&CP	F.C.Strick&Co.Ld. *BHin forward hold dispensed with* 6*BHonly* *CellDBa*137'*uE*25'*f*186'1261*t* '*tween dk tanks a*34'459*tf*41'520*tFPT*66*tAPT*47*t*	421·7 P60'B126'F56'	56·2	29·7	London British FK *Cem*	T.3Cy.29½″,46⅞″&75⅝″–53$\frac{15}{16}$″ 192lb *121lb* (*s*) 521NHP 3SB,9*cf*,GS148,HS6943 FD BremerVulkan,Vegesack	32 ″ 4 s 6 ″ 6 26 ″ 0½	
30687 147337 GMCF	**Nigerian** *ss*Liv.No.2–33 D.F. 2*Dks*(*Stl*–*Wthr dk* teak s) Now "Kyrenia," see No. 33769 in Supplement –	3543 3286 2131	✠100A1 *withfreeboard* 7,35 ~~11,34~~ ✠LMC MS7,33 BS5,34	Liv	*u*	CL ~~6,33~~ 8,35	1925 10mo *Lloyd*'*sA&CP*	Barclay, Curle&Co.Ld. Glasgow	MossHutchison Line.Ld. *CellDBa*86'*uE*21'*f*136'543*tFPT*62*tAPT*24*t*	321·8 F30'	46·2	28·2	Liverpool British FK 6*BHptCem* *Coll BH to W dk*	T.3Cy.20¾″,34½″&58″–42″ 180lb (*s*) 279NHP 2SB& 1Aux.SB,8*cf*,GS155,HS4869 Barclay,Curle&Co.Ld.Gls.	30 ″ 1 s 9 ″ 11½ 20 ″ 5¾	
30688 37467 JKNC	**Nihonkai Maru** Ⓟ *OilEng.* 2*Dks*	2681 2043 1613					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	299·2 P22'B82'F36'	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝″–55⅛″ 268NHP MitsuiBussanKaisha,Ld. Tama		
30689 8780 JUQB	**Niigata Maru** *ss*Kob.No.1–07 1*Dk*(*ptIrn*&*ptStl*)*deep framing* &*Web frames M dk*(*Stl*)*in fore hold* &(*Irn*)*in Mchy space*	2069 1781 1161	✠ 2,07 ✠	Kob	*s*		1903 7mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K. *WB*=*CellDBa*110'*uE*&*B*52'*f*72' 514*t DTa*26'255*tFPT*70*tAPT*32*t*	282·7 P26'B82'F32'	38·3	20·6	Tokio Japanese FK 5*BHCem*	T.3Cy.21″,35″&58″–36″ 245NHP 2SB,4*cf*,GS75,HS3270 MitsuBishiD.&E.Wks.Nag	23 ″ 3	
30690 1628	**Niihama Maru** (*ex*ShinkochiMaru, *ex*Romulus) *ss*Dun.No.2–96 1*Dk* *Floors,Beams,Keelsons*&*Stringers*(*Irn*)	441 309 264	✠ 5,98 ✠	Dun	*e*		1888 3mo	Oswald, Mordaunt& Co. Southampton	SumitomoBesshi KozanK.K.	166·0 Q100'F19' len93	21·4	11·1 BK7″	Niihama Japanese 7*BHCem*	T.3Cy.12½″,19″&31½″–24″ 60NHP 1SB,2*cf*,GS48,HS1078 OswaldMordaunt&Co.Sou.	12 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of T. Cert.
30691 15189 JCCB	**Niitaka Maru** Ⓟ (*ex*Erny) 1*Dk*&*Spar dk*	2478 2385 1544			...		1904	Russell& Co. Pt.Glasgow	KitaNipponKisen	294·0 B82	40·3	17·6 25·3 FK	Fuchu Japanese *WB*	T.3Cy.24",40"&65"-42" 295NHP J.G.Kincaid&Co.Grk.	27 ″ 9	
30692 PGKO	**Nijkerk** Ⓟ (*ex*Cassio,*ex*Pangani) *ss*Ams.No.3-7,33 2*Dks*(*Stl*)	5766 5244 3619	100A1 ~~8,35~~ ~~5,34~~ 4,36 BS~~5,34~~5,35	Ams LMC7,33	*a*†	CL ~~11,32~~ 8,35	1915	Blohm& Voss Hamburg	Vereenigde Nederlandsche Scheepv.Maats. (Directie enAgentuurMaats.HollandAfrikaLijn N.V.*Mgrs.*)	420·0 P&B335'F51' Upp.B124' *IntermediateBHin* *CellDB FPT*	56·3	27·9 FK	TheHague Dutch *forehold dis*	Q.4Cy.24",34⅝",50"&$72\frac{13}{16}$"-54" 228lb (*s*) 603NHP 4SB,*12cf*,GS196,HS8611 FD Blohm&Voss,Hamburg *pensed with* 6 *BHonly*	30 ″ 2 s4 ″ 2¾ 26 ″ 2¼	
30693 PGKW	**Nijverdal** *OilEng.* *Mchy.Aft* 2*Dks* *CruiserStern*	673 446 370					1930	N.V. Industrieele DeNoord Alblasserdam	TechnischBureau Gebr.Voskamp	171·7 P109'F23'	27·2	11·6	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"-$22\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
30694 7478 SEGA	**Nike** TwinSc *OilEng.* *ss*Got.No.1-33 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	*9827* *8949* *5514*	✠100A1 ~~7,35~~~~12,34~~1,36 DBS~~7,34~~ 7,35 *CarryingPetr*	Fal Cff ✠LMC 5,35 *oleum*	*e*† CS7,33 ~~6,33~~ *in*	CL P1,36 SN7,33 *bulk*	1928 11mo *Lloyd*	A/B Götaverken Gothenburg *'sA&CP*	RederiA/B Transoil(R.Sörman, *Mgr.*) *CellDBu* *DT*	489·8 P103'F39' *E*71'304*t* *f*33'624*tFPT*196*t*	64·1	36·9 FK	Gothenbrg Swedish 10*BHptCem* *APT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB*150lb* Aktieb.Götaverken,Got.	37 ″ 0 s8″10½ 28 ″ 4¾	
30695	**Niki** (*ex*Slinger) *Mchy.Aft* 1*Dk*	963 813 358			...		1917	Lobnitz& Co.Ld. Renfrew	AndreasN. Valsamakis	195·7 F20'	35·7	14·4 FK	Piræus Greek *WB*	T.3Cy.17",27"&43"-27" 151NHP Lobnitz&Co.Ld.Renfrew	15 ″ 6	C †
30696	**Nikitas-Roussos** (*ex*Myriam-34) *ss*Rou.No.3-10,32 *Mchy.Aft*,, 2*Dks*(*Stl*)&*Web frames* *LongitudinalFraming* *Now* "Myriam," *see No.* 39053 *in Supplement*	6795 6366 4094	✠100A1 12,34 BS12,34 *CarryingPet* *Fitted for oil*	Rou ✠LMC10,32 *roleum* *fuel* 2	*a*† *in* ,21	CL 12,34 *bulk* *F.P. a*	1921 2mo *bove* 1	SirJ.Laing &Sons,Ld. Sunderland *CellD* 50° F.	BritishInvestors BankingCo.Ld. *BuE&B*55'142*tDT*	425·0 P101'B28'F41' *f*38'518*tAPT*53*t*	57·0	33·1 FK	British 15*BHptCem* (9 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ 2¼ 27 ″ 1	
30697 22766 JQXE	**Nikka Maru** (*ex*ShimizuMaru-34, *ex*ShoshoMaruNo.3) 1*Dk*	1274 1050 857					1918	K.K. Yoshiura Zosensho Yoshiura	OkazakiKisenK.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T 3Cy.14½",$24\frac{5}{16}$"&$40\frac{1}{16}$"-30" 88NHP K.K.TakaoTekkosho, Kobe		
30698 9673 JKFE	**Nikkai Maru** TwinSc 2*Dks*	300 — 177					1905	T.Hyogo- dani Osaka	Amagasaki KisenbuGomei Kaisha	141·8	18·7	13·4	Osaka Japanese	C.4Cy.11"&22"-15" 31NHP		
30699 23827 JREE	**Nikkio Maru** (*ex*YachiyoMaru-34) 1*Dk*	1391 1162 805					1918	Shinki Dockyard Osaka	OkazakiKisenK.K.	235·0	35·0	19·0	Kobe Japanese *WB*	T.3Cy.15¾",26"&42"-30" 97NHP YoshidaTomegoro,Osaka		
30700 8908 JNLD	**Nikko Maru** Ⓟ 2*Dks*&*Web frames*	5058 4007 3040			...		1903	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	428·1 P73'B177'F48'	48·8	26·7 FK	Tokio Japanese *WB*	T.3Cy.31",51"&85"-54" 785NHP MitsuBishiD.&EWks.Nag	30 ″ 6	
30701 33994 JCOC	— (*ex*TaikooWanYi) *Fitted for oil fuel* 1*Dk*	3098 2842 1828			...		1919	SirRaylton Dixon&CoLd Middlesbro'	OkazakiKisenK.K.	331·0 P33'B98'F29'	46·5	25·5 FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"-45" (*s*) 412NHP Blair&Co.Ld.Stockton	25 ″ 6	C †
30702 YTDC	**Niko Matkovic** (*ex*Catherine Schiaffino,*ex*Malgache, *ex*Solstad) 1*Dk*&*Spar dk* Wireless	1425 1399 870					1906	Frammes Mek.Værks Sandefjord	E.Matkovic	234·2 H89*t*F34*t*	33·6	20·0	Bakar Yugoslav *WB*	T.3Cy.18",29"&48"-33" 132NHP FredrikstadM.V.Frdstad.		G
30703 65778 SVJC	**Nikoklis** (*ex*NikoklisMoraitis, *ex*Lingedijk) *ss*Syr.No.3-8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3576 3292 2162	✠100A1 *Shelter dk* *withfreeboard* 6,35~~11,34~~ BS12,35	Ham Rot ✠LMC8,34	*w*	CL ~~11,34~~ 6,35	1921 5mo *Lloyd*	NVBurger -houtsM.&F Rotterdam *'sCP*	N.G.Moraitis *CellDB*308'1052*t*	360·2 *Collisio* *FPT*63*tAPT*73*t*	50·3	21·8 FK	Andros Greek *Asp* *n BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$66\frac{15}{16}$"-45¼" 180lb (*s*) 345NHP 3SB,*9cf*,GS150,HS5565 BurgerhoutsMachFab.Rot	24 ″ 6 s2 ″ 1¾ 22 ″ 7	
30704 YTDA	**Nikola Pàsić** *ss*Rot.No.2-34 ~~*ss*Sek.No.1-30~~ 2*Dks*(*Stl*)	4753 4452 3012	✠100A1 11,35~~10,34~~ ~~BS10,34~~	Tri BS10,35 ✠LMC~~3,30~~10,34	*y*	CL 9,34	1927 5mo *Lloyd*	W.Hamilton&Co.Ld PortGlasgow *'sA&CP*	DubrovackaParobrodskaPlovidba (RagusaStm.Nav. Co.Ld.*Mgrs.*)	390·6 P34'B112'F44' *CellDB*336' 1282*tAPT*19*t*	52·0	26·3 FK	Dubrovnik Yugoslav 7*BHptCem* 2 ,, *to 2nd dk*	T.3Cy.26",42"&70"-48" (*s*) 180lb 467NHP 3SB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s 5 ″ 5¾ 24 ″ 0	
30705 YTCY	**Nikolina Matkovic** (*ex*Antoine Schiaffino-32, *ss*Shl.No.3-7,20 *ex*Mogador, *ss*Alg.No.2-29 *ex*Gibraltar) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2089 1971 1245	— 9,33	Alg			1905	Howaldtswerke Kiel	E.Matkovic *CellD*	261·5 F33' *on Shelter dk* BK7⅞" *Collisio* *B*220'554*tAPT*15*t*	38·3	24·3	Bakar Yugoslav *Cem* *nBHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.20½",$32\frac{7}{16}$"&$51\frac{9}{16}$"-$35\frac{7}{16}$" 192NHP 2SB,*4cf*,GS100,HS3240 Howaldtswerke,Kiel	26 ″ 9	VG †
30706 SVPV	**Nikos T.** (*ex*Sutherland-34, *ex*Gasconier) *ss*Hul.No.3-11,31 1*Dk*(*Stl*)	*5175* *4723* *3149*	✠100A1 1,35 MS11,31	Rot ✠LMC BS1,35	*y*	CL 2,34	1919 5mo *Lloyd*	Vickers, Ld. Barrow *'sA&CP*	E.M.Tricoglu *CellDB*345' 1123*t D*	400·0 P49'B113'F49' *Ta*28' 1031*t FPT*12	52·4	28·5 FK	Andros Greek 7*BHptCem* 1*tAPT*180*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 ″ 0 s 5″11¾ 25 ″ 3	
30707 7298 SDHA	**Nils Gorthon** (*ex*Eifel,*ex*Hertha) 1*Dk*	*1787* *1467* *1013*					1921	Howaldtswerke Kiel	RederiA/B Gylfe (Joh.Gorthon, *Mgr.*)	260·9 P13'Q75'B115'F31'	40·9	17·5	Hlsngborg Swedish *WB*	T.3Cy.$20\frac{1}{10}$",$32\frac{3}{10}$"&$51\frac{1}{20}$"-$35\frac{1}{20}$" 149NHP Howaldtswerke,Kiel		V
30708 TCCM	**Nilufer** (*ex*L'Ancre,*ex*Michail) 2*Dks*	609 — 268					1904	F.Schichau Elbing	MustafaCemal ve AhmetFeritBeyler	189·3	27·3	17·0	Istanbul Turkish *WB*	T.3Cy.$21\frac{7}{10}$",$34\frac{7}{10}$"&49⅗"-$21\frac{3}{10}$" 114NHP F.Schichau,Elbing		
30709 155313 VLCW	**Nimbin** *OilEng.* *Ref.Mchy.* 1*Dk*	1052 667 516					1927	Akt.Burmeistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.	215·0 Q102'B23'F32'	35·1	11·9	SydnyNSW British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-35⅜" 235NHP Akt Burmeistr&Wain,Cpn		C
30710 149980 GLRB	**Nimoda** *ss*Bry.No.1-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4736 4440 2858	✠100A1 *withfreeboard* 8,35~~11,34~~ BS~~2,34~~ 8,35	Cff Npt ✠LMC3,32	*a*†	CL 10,33	1928 1mo *Lloyd*	Harland& Wolff,Ld. Greenock *'sA&CP*	HainS.S.Co.Ld. *CellDB*360'1204*t*	409·0 F*onShelter dk*34' *FPT*160*tAPT*150*t*	55·8	25·0 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,,*2nd*,,)	T.3Cy.27",44"&73"-48" (*s*) 200lb *100lb* 495NHP 3SB,*9cf*,GS190,HS8550 Harland&Wolff,Ld.Bel.	27 ″ 9 s 3 ″ 2¾ 24 ″ 8¼	

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
30711 930 IBPY	**Nina** (*ex*WarAlgoma) 1*Dk*	2212 1853 1304					1919	PolsonIron WorksCo.Ld. Toronto	Soc.Anon.Ilva	251·0 P25'B68'F20'	43·5	22·9	Genoa Italian *WB*	T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		CI
30712 OHBC	— (*ex*FredrikLarssen,*ex*MarthaRuss) 1*Dk* D.F.	2007 1706 1180					1899	Akt.Ges. "Neptun" Rostock	LovisaAngfartygs A/B.(A/B R.Nordstrom&Co.O/Y, *Mgrs.*)	280·0 P22'B58'F28'	40·4	18·3	Lovisa Finnish *WB*	T.3Cy.19⅝",32¾"&53½"–35⅜" 168NHP A.G."Neptun,"Hamburg		G
30713 LENB	— (*ex*Eidsvoid,*ex*Holmen) 1*Dk*	1371 1190 799					1917	NV.Boele's Sch.Mschfbk. Slikkerveer	Rederi A/S Nina ~~(JanDedichen).~~ (ErlingMortensen)	240·2 P68*t*H62*t*	36·2	16·8	Oslo Norwegian *WB*	T.3Cy.18",30"&48"–36" 138NHP MaschenfabriekBolnes		N
30714 LCLY	**Nina Borthen** *ss*Nag No.1-31 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6123 5412 3560	✠100A1 7,35 ~~7,34~~ ✠LMC CS7,35 DBS4,34 7,35 *Carrying Petroleum in bulk*	Nag Fal	*z*	CL 7,34	1930 8mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle '*sA&CP*	~~H.Borthen&Co.~~ A/S MotorTank (H.Borthen&Co, A/S *Mgrs.*) *CellDBuE*56'171*t*	396·2 P97'B29'F36' *Trunk*238' *DTf*34'347*tFPT*13	55·1	32·3 FK	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 „ *2nd* „) 5*tAPT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
30715 116235 KLAR	**Nine** (*ex*Ten-35,*ex*Scranton) *Mchy.Aft* *Ref.Mchy.* 1*Dk*&*Spar dk*	2016 1854 1595					1888	Cleveland S.B.Co. Cleveland,O.	TenS.S.Corp. (Minnesota-AtlanticTransitCo.)	260·0 H—F29'	39·2	21·6	Detroit Utd.States *WB*	T.3Cy.19",30"&52"–40" 171NHP ClevelandS.B.Co.Clevelnd		R
30716 XNFA	**Ning Ching** (*ex*Imataca,*ex*Harriet) 1*Dk*	1693 — 984					1915	Laxevaags Msk.&Jrnskb Bergen	NingpoShaohsing S.N.Co.Ld.	246·2 P44*t*Q108*t*B129*t* H67*t*F41*t*	37·9	15·8	Shanghai Chinese *WB*	T.3Cy.18⅝",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn.		
30717 155908	**Ning Kwang** TwinSc *OilEng.* *Carrying oil in bulk* 1*Dk*	351 303 136					1930	NewE.& S.B.Wks.Ld. Shanghai	AsiaticPetroleum Co.(NorthChina) Ld.	162·0	27·0	9·8	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.11⁹⁄₁₆"–14⁹⁄₁₆" 196NHP KromhoutEng.Wrks.Ams.		C
30718	**Ning Shao** TwinSc 3*Dks*	3074 — 1920					1905	Foochow Arsenal Foochow	NingpoShaohsing S.N.Co.Ld.	280·0	48·0	18·0	Shanghai Chinese *WB*	T.6Cy.20½",30½"&46"–28" *Emade*05*Bmade*04 112NHP FoochowArsenal,Foochow		
30719 153585 GKNV	**Ninghai** 2*Dks*	2484 2049 1482					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	ChinaNav.Co.Ld.	295·8 B72'F44'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"–39" 138NHP TaikooDkyd.&Eng.Co.Ld.		
30720	**Ninghsiang** WoodTwinScSp (*ex*MikumaMaru,*ex*KyodoMaruNo.6) 2*Dks*	356 305 213					1903	T.Haruki Tokushima	NinghsiangS.N. Co.Ld.	147·4	20·6	13·8	Ningpo Chinese	T.6Cy.8½",13¾"&22¼"–18" 42NHP S.Ono,Osaka		
30721 XNBU	**Ningshin** (*ex*Taishan) TwinSc 1*Dk*&*Awng dk*	3439 — 2099				...	1913	HongK'ng &Whampoa DockCo.Ld. HongKong	NingShinS.S.Co. Ld.	280·0	53·1	10·0 FK	Shanghai Chinese *WB*	T.6Cy.21",33½"&54"–27" 424NHP HongKong&Whampoa DockCo.Ld.HongKong	12 ″ 0	
30722 1889 IBTS	**Nino Padre** (*ex*Lepanto-34, *ex*Elvaston) *ss*Tri.No.3-4,31 D.F. 1*Dk*(*Stl*)	4171 3795 2527	✠[illegible] 6,35 [illegible]	Rot ✠~~LMC~~ [illegible]	*w*	CL 1,34	1913 2mo *Lloyd*	JLThompson&SonsLd. Sunderland '*sA&CP*	G.Gavarone	366·8 351·7 P25'B145'F32'	50·8 50·9	27·9 25·9 FK *CellDBa*121'	Genoa Italian 6*BHCem* *uE&B*42'*f*1	T.3Cy.25",42"&68"–48" (*s*) 180lb *90lb* 350NHP 2SB,*6cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld. 46'1045*tFPT*96*tAPT*74*t*	28 ″ 5 ~~s4 ″ 8¼~~ ~~28 ″ 10~~	
30723 [illegible]	**Niobe** *ss*Ham.No.3-9,33 *Mchy.Aft.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	7352 6654 4279	100A1 *Shelter dk withfreeboard* ~~6,35~~~~6,34~~ 4,36 [illegible] 3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 1915 F.P. above 150° F.*	Ham BS4,36 LMC10,35	*d*†	CL ~~N2,33~~ 4,36	1915	G.Seebeck A.G. Wesermünde-G.	PanamaTransportCo. ~~ImportG.m.b.H.~~ (WariedTankschiff RhedereiG.m.b.H. *Mgrs.*) *CellD*	476·9 *BuE*46'107*tu*B25' 111*tuOFBunker*26'	62·3	29·0 FK *Collision*	~~Danzig~~ Panama Panamanian *BH to Sh dk* 16 „ „ *U* „ 117*t DTf*52'	Q.4Cy23½",33⁹⁄₁₆",48⅞"&70¹⁄₁₆" –51³⁄₁₆" (*s*) 474NHP 215lb HS7980 FD 3SB&1AuxSB,*11cf*,GS194, G.Seebeck A.G. 792*tFPT*190*tAPT*61*t*	28 ″ 9 s3 ″ 3½ 25 ″ 8½	
30724 FOPU	— *ss*Shl.No.3-7,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 3,35 BS5,35	Shl ✠LMC7,52	*q*	CL 3,35	1920 8mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise (G. Lamy&Cie.*Mgrs.*) *CellDB*180'381*tD*	260·3 P22'Q100'B54'F24' *Ta*36'118*tFPT*114*t*	37·3	16·4 FK	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,*6cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 6¾ 17 ″ 2	
30725 OUJO	— 1*Dk*	1153 929 678					1920	Schiffb.Ges "Unterweser" m.b.H.Wesermünde-L.	J.Lauritzen	231·5	34·6	14·1	Esbjerg Danish *WB*	C.4Cy(2)12⅝"&(2)27½"–27½" NE28 66NHP A/B Lindholmen-Motala, Motala		G
30726 DOLY	— 1*Dk*	658 520 363					1909	J.C.TecklenborgA.G. Wesermünde-G.	Dampfschifffahrts Ges.Neptun	179·8 Q51'B45'F21'	28·1	12·6	Bremen German *WB*	T.3Cy.13",21¹⁄₁₆"&34⁷⁄₁₆"–23⅝" 58NHP J.C.TecklenborgA.G.Wsm		G
30727 478 SFQW	**Niord** Ⓟ IronTwinSc 1*Dk*	*648* *340* *478*					$18\frac{55}{88}$	MotalaCo. Norrköping	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	175·1 P117'H52*t*F44'	27·2	11·8	Stockholm Swedish	C.4Cy.19"&37"–21" NB03 104NHP W.LindbergsM.V.Skm.		
30728 219321	**Nipmuc** 2*Dks*	5969 4985 4477					1919	Atlantic Corp. Portsmouth, N.H.	UnitedStates ShippingBoard Bureau	410·5 P60'B114'F47'	54·2	27·0	Portsmth, N.H. Utd.States	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp.PrtsmthNH		
30729 4985 SIOA	**Nippon** *ss*Got No 1-35 *ss*Got.2ndNo.3-4,32 D.F. 2*Dks*(*Stl-U pt ws*)& *deep framing*	*4009* *3768* *2521*	✠100A1 ~~8,35~~~~12,34~~1,36 ~~MS11,31~~	Got ✠LMC 8,35 ~~BS5,34~~	*y*	OG ~~1,33~~ 8,35	1909 1mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Aktieb.Svenska OstasiatiskaKompaniet(G.Borin, *Mgr.*) *WB*=*CellD*	380·4 P22'B278'F44' *Ba*120'*uE*28	49·0	25·7 FK *f* 172'	Gothenbrg Swedish 6*BHCem* 824*tAPT*21*t*	T.3Cy.27½",45"&74"–48" (*s*) 180lb 474NHP 2SB(FD)&1AuxSB,*8cf*, GS158,HS6741 N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 8 2 ″ 0¾	
30730 SWGL	**Niritos** (*ex*Islemoor,*ex*Maymead, *ex*Maylands) *ss*Pir.2ndNo.3-9,33 1*Dk*(*Irn*)2*tr B*&*deep framing*3*Dk rule*	*3854* *3610* *2452*	✠100A1 6,35 ~~9,33~~ MS10,52	Pir Dnz ✠LMC BS~~12,34~~ 3,36	*w*	CL ~~10,32~~ 6,35	1907 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	G.C.Dracoulis *CellDBa*111'*u*	345·0 P27'B92'F32' *E&B*42'*f*150'1035*t*	50·1	25·0 FK	Ithaca Greek 6*BHCem* *APT*42*t*	T.3Cy.25½",40½"&67"–45"(*s*) 180lb 316NHP 2SB,*6cf*,GS117,HS4705 Cen.Mar.Eng.Wrks.WHpl	27 ″ 7 s5 ″ 0¾ 22 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30731 146257 GFJD	**Nirpura** ssBom.No.3-6,33 *2Dks(Stl)&Shelterdk(Stl)*	5961 5570 3647	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~8,34~~ MS6,33 *Carrying oil*	Cal Bom ✠LMC BS9,~~34~~ 9,35 *fuelF.*	*b*† *P.*	CL N8,34 *above*1	1921 6mo *Lloyd* 50° F.	W.Gray& Co.(1918),Ld W Hartlepool '*sA&CP* *in pt DB*	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1532*t*	450·0 *FPT*128*tAPT*29*t*	56·0	27·0 FK *Collision*	Glasgow British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,*12cf*,GS235,HS10124 CenMarEngWksLd.WHpl	29 ″ 8 s 4 ″ 1½ 25 ″ 8¾	
30732 136329 GRYW	**Nirvana** ssFal.No.3-4,25 ssCal.No.2-33 *2Dks(Stl)&Shelter dk(Stl)*	6044 5612 3765	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~8,34~~ ~~BS2,34~~ ✠LMC3,35	Cal Bom BS4,35	*b*†	CL 3,33	1914 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB = CellDBa* 155'*uE&B*49'	450·5 *f*201'1812*tFPT*11	56·0	27·0 FK	Glasgow British *7BHCem* 3*tAPT*30*t*	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,*12cf*,GS231,HS10126 Cen.Mar.Eng.Wrks.WHpl	29 ″ 8 s 4 ″ 2 25 ″ 8¼	
30733 274 IBTY	**Nirvo** ([illegible]IrishMonarch) D.F. *2Dks*	4234 4030 2676					1906	Napier& Miller Glasgow	NivoseSoc.diNav. (A.Scinicariello, *Mgr.*)	385·4 P37'B104'F38'	48·7	27·2	Naples Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP D.Rowan&Co.Glasgow		CI
30734 27977 JNZD	**Nishiyama Maru** ssKob.No.3-5,33 *1Dk(Stl)2nd dk(Stl)* *except in No.2hold*	3017 2603 1824	✠100A1 6,35 ~~10,34~~	Kob ✠LMC~~6,34~~ 6,35	*u*	CL 10,34	1921 2mo	MatsuoIrn Wrks.&Dkyd Nagasaki A&CP	ItayaShosen KaishaLd. *Cell*	311·0 P21'B78'F41' DB264'622*tFPT*83	44·2	27·0 FK	Tokio Japanese *5BHCem* *tAPT*79*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 300NHP 2SB&1AuxSB,*8pf*,GS145, HS5167 MatsuoIronWorks&Dkyd.	27 ″ 0 s 4 ″ 6¼ 22 ″ 8	
30735 218836 KEVM	**Nishmaha** *Fitted for oil fuel* Sub.Sig. *1Dk&Shelter dk* *Longitudinal framing*	6076 5500 3729					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	LykesBros.-Ripley S.S.Co.Inc.	401·4 P34'F38'	53·2	31·9	Houston, Texas Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O		R
30736 3744 SFRD	**Nissan** (*ex*BassRock) ssGot.No.3-5,04 ssGot.No.2-12 *Well deck* *1Dk(Irn)*	*517* *344* *226*	✠ 5,17 ✠	Got	*g*		1892 5mo	AilsaS.B. Co. Troon	HallandsÅngbåls A/B~~(Hj.Blomberg,~~ (HarryTrapp*Mgr*) *WB*	162·9 P15'Q73'B12'F14' =*DBa*33'36*t FPT*	26·1	11·5 BK7"	Gothenbrg Swedish *4BHCem* 22*tAPT*12*t*	T.3Cy.14$\frac{1}{16}$",23⅜"&36"-27" 81NHP 1SB,*3pf*,GS54,HS1425 Dunsmuir&Jackson,Gls.	12 ″ 1	V †
30737 6233 SFRE	**Nisse** (*ex*Torgöt) ssHam.No.3-10,32 *Well deck* *1Dk(Stl)*	*837* *611* *455*	✠100A1 4,36 ~~2,35~~ MS1,52	Ham ✠LMC BS~~2,35~~3,36	*k*	OG ~~2,35~~ 4,36	1919 10mo *Lloyd*	E.J.Smit &Zoon Westerbroek '*sA&CP*	SvenskaHamburg Linien A/B(J. Malmros,*Mgr.*) *C*	191·0 Q65'B49'F24' *ellDB*152'223*tFPT*	32·3	12·4 FK	Trelleborg Swedish *4BHCem* 39*tAPT*18*t*	T.3Cy.15",23¼"&39⅜"-23⅝" 180lb (*s*) 106NHP 2SB,*4cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8¾ 13 ″ 10¾	
30738 16332 JIFD	**Nissei Maru** (*ex*Auguste) *1Dk2trB&deepframing*	2876 2624 1766			...		1900	A.Rodger &Co. Pt.Glasgow	OkazakiKisenK.K.	320·2 P29'B88'F32'	46·1	21·3 FK	Kobe Japanese *WB*	T.3Cy.22½",37"&59¼"-42" 249NHP A.Rodger&Co.P.Glasgow	23 ″ 9	
30739 19221 JPWE	**Nisshin Maru** (*ex*KibiMaru) *1Dk*	1177 1109 802					1916	Harima S.B.Co.Ld. Harima	OkazakiKisenK.K.	223·0 P21'B43'F32'	33·0	17·9	Kobe Japanese *WB*	T.3Cy.14½",24$\frac{5}{16}$"&40"-30" B*made*08*refitted*16 88NHP T.Okamoto,Osaka		
30740 28723 JAQB	**Nisshin Maru No. 3** (*ex*Catalina) ssShl.No.3-9,17 ssKob.No.2-25 *2Dks(Stl)&deepframing*	*2705* *2516* *1660*	✠ —— 3,31 ✠	Kob	*u*		1904 9mo	Armstrong Whitworth &Co.Ld. Newcastle	MatsuokaKisen K.K.	318·0 P21'B87'F33' *CellD*	43·7	23·3 FK	Fuchu Japanese *5BHCem* *Ba*86'*uE*22'	T.3Cy.25",41"&68"-45" 360NHP 3SB,*9cf*,GS165,HS5900 WllsndSlipwyCo.Ld.Nwc. *f*118'439*tFPT*60*tAPT*20*t*	25 ″ 10	
30741 31365 JGVB	**Nissho Maru** (*ex*LakeFarrar) *Fitted for oil fuel* *1Dk2trB*	2827 2607 1739			...		1919	Superior S.B.Co. Superior,Wis	OkazakiKisenK.K.	251·0 P25'B64'F20'	43·7	25·8 FK	Kobe Japanese *WB*	T.3Cy.21",35"&59"&42" 352NHP SuperiorS.B.Co.Superior	28 ″ 3	C †
30742 38324 JWVH	**Nissho Maru No. 1** *OilEng.* *1Dk*	387 — 296					1893	Hayashi Frajiro	MarushoKaiun K.K.	154·5	21·0	16·2	Osaka Japanese	Oil Engines		
30743 8995 JJWE	**Nissho Maru No. 2** TwinSc (*ex*TokushimaMaru-34) *2Dks*	342 265 206					1904	Kawasaki Dkyd.Co.Ld. Kobe	MarushoKaiun K.K.	131·5	21·3	13·4	Osaka Japanese	C.4Cy.11"&24"-20" 43NHP KawasakiDkydCoLd Kobe		
30744 33561 JIZC	**Nissho Maru No. 3** (*ex*Tsunehiko Maru-34) Wireless *1Dk*	676 583 388					1928	Akai Tsunekichi Osaka	MarushoKaiun K.K.	180·0 B44'F31'	27·0	16·0	Nishino- miya Japanese	T.3Cy.		
30745 SVGG	**Nitsa** (*ex*SagamaRiver-33) *1Dk*	*4732* *4373* *2989*					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	KassosSteam NavigationCo.Ld.	385·0 P36'B126'F38'	52·0	27·1	Syra Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
30746 26772 JHNB	**Nitto Maru** *1Dk*	2186 1888 1278					1920	Fujinagata S.B.Co. Osaka	OsakaShosenK.K.	272·0 P17'B64'F33'	40·0	24·1	Osaka Japanese *WB*	T.3Cy.22",36¾"&60"-40" Schipp. 226NHP Mattsch.Amsterdam		
30747 440 JNWG	— (*ex*SaishuMaru-33) *2Dks*	455 407 263					1914	Aizawa Iwakichi Osaka	KotokuKisenK.K.	150·3 B26'F20'	21·7	16·5	Jinsen Japanese	T.3Cy.11⅜",18⅛"&30"-22" 42NHP OharaGisuke,Osaka		
30748 20371 JBYB	**Nittsu Maru** (*ex*AnseMaru, *ex*AtsutaMaruNo.2) *1Dk*	2178 1885 1291					1917	Ishikawa- jimaS.B &E. Co.Ld. Tokio	OkazakiKisenK.K.	268·0 P13'B58'F27'	40·7	23·5	Tokio Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP IshikawajimaS.B&E.CoLd		C
30749 TVYN	**Nivernais** *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk*	389 343 185					1933	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9 Q42'B24'F25'	23·4	11·8	Rouen French	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-18⅞" 81NHP Atel.&Ch.deFrance,Dnk.		V
30750 DOHC	**Nixe** *1Dk*	698 517 394					1910	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0 Q51'B45'F22'	28·1	12·9	Bremen German *WB*	T.3Cy.13½",21$\frac{1}{16}$"&34$\frac{7}{16}$" -23⅛" 59NHP A.G."Weser,"Bremen		G
30751 137416 GQJN	**Nizam** ssCal.No.3-5,27 ssCal.No.2-35 ~~ssCal.No.1-31~~ *2Dks(Stl-U*teak s*)*	5322 4922 3334	✠100A1 12,35 ~~5,34~~ ~~BS6,34~~	Bom Cal ✠LMC~~6,34~~ 7,35		CL ~~6,33~~ N6,35	1914 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP* 120'	AsiaticStm.Nav. Co.Ld. *WB=CellDBa* *uE&B*46'*f*187' 111	404·0 P41'B137'F45' 3*tDTa*22'184*t FPT*	52·8	28·7 FK	Liverpool British *7BHCem* 124*tAPT*30*t*	T.3Cy.25",42"&70"-48" (*r*) 200lb *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&Jackson,LdGls	31 ″ 3 s 6 ″ 1¼ 25 ″ 7	
30752 136740 WCCV	**Nizina** (*ex*Ketchikan,*ex*Eureka) *Fitted for oil fuel* *Mchy.Aft* *1Dk2trB*	2373 — 1679					1899	Cleveland S.B.Co. Lorain,O.	AlaskaS.S.Co.Inc.	237·5	42·0	23·4	NewYork Utd.States *WB*	T.3Cy.18½",31½"&51"-36" 156NHP ClevelandS.B.Co.Clevelnd		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port de l'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
30753 DHRR	**Njassa** Ⓟ Sub Sig. *Ref.Mchy.* D.F. GyC. *2Dks&Shelter dk3trB*	8754 5867 5081					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (DeutscheOst-AfrikaLinie, *Mgrs.*)	433·5	58·2	37·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
30754 YTDB	**Njegos** (*ex*NormanIsles,*ex*Suruga) *ss*Spt.No.3–9,31 1*Dk(Stl)&Spar dk(Stl)&* *deep framing*	4376 3997 2728	✠100A1 *Spar dk* 5,35 ~~8,34~~ ~~BS6,34~~ 7,35	Rot Hul ✠LMC9,51	*y*	CL ~~4,32~~ 5,35	1908 2mo *Lloyd*	A.McMil-lan&Son,Ld Dumbarton '*sA&CP*	Jugoslavenski Lloyd a.d.	375·3 P33'B210'F34' 25·4 FK *Cell*	52·0	17·5	Dubrovnik Yugoslav 6*BHCem* *DBa*112' *u*	T.3Cy.25",41"&67"–48" (*s*) 180lb ~~100lb~~ 370NHP 2SB,*6cf*,GS112,HS4928 FD ClydeS.B.&E.Co.Ld.P.Gl. *E&B*42'*f*174'1048*t APT*38*t*	28 ″ 0 s4 ″ 0 24 ″ 2½	
30755 988	**Njord** (*ex*Sunkist) TwinSc *OilEng.* 1*Dk* Now "Pionier I," *see No.* 39630 *in Supplement*	546 398 265					1918	Sandvikns Skeppd.&MV Helsingfors	PargasKalkbergs A/B	181·8 H50'F47'	28·1	12·2	Åbo Finnish *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{5}{16}$" 192NHP J&CGBolindersCoLd.Skm		G
30756 228957 KLHG	**No-Nox** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	983 808 592					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	~~GulfRefiningCo.~~ GulfOilCorp.of Pennsylvania	199·7	38·0	14·2	Pt.Arthur, Tex. Utd. States	Oil Engines 2S.C.SA 12Cy.12"–17" 302NHP StandardEngineConst.Co. JerseyCity,N.J.		
30757 LENE	**Noahs Ark** (*ex*Sylvia, *ex*Kleven,*ex*Sylvia,*ex*Alf) WoodSc 1*Dk*	339 251 193					1880/1914	Strömste-nensVerft Stavanger	A/SHansavågBruk	134·1 Q26*t*B58*t*	24·8	12·6	Haugesnd Norwegian	C.2Cy.15¼"&29¾"–24¼" NB93 35NHP AkersMek.Værks Oslo		
30758 25108 JINB	**Noborikawa Maru** 1*Dk*	2182 1902 1296					1922	Uraga DockCo. Uraga	HokkaidoTanko KisenK.K.	268·0 P20'B58'F26'	40·7	23·6	Kobe Japanese	T.3Cy.		
30759 219053 KJTB	**Nockum** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Ref.Mchy. Longitudinal framing*	6024 5535 4291			...		1919	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34'F39'*on Shelter dk* FK	53·0	32·0	S.Frncisco Utd. States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 637NHP MidwestEngineCo. Indianapolis	34 ″ 6	R †
30760 99728 GSJD	**Noemijulia** (*ex*Noemi,*ex*Barlby) *ss*Sld.2ndNo.3–6,20 *ss*Cpl.No.2–29 1*Dk(ptIrn ptStl)&pt Awng dk(Irn) & Web frames*	2499 1749 1634	✠ — 6,53 ✠	Pir	*s*		1895 11mo	Ropner& Son Stockton	NoemijuliaS.S. Co.Ld.	290·0 P27'Q117' FK *pt Awng dk*173' *Cell DBa*100'*u E*24'	43·0	16·6	London British 5*BHCem* *f*108'482*t*	T.3Cy.22½",36½"&60"–39" 224NHP (2)NDB15 2SB,*6cf*,GS93,HS3358 Blair&Co.Ld.Stockton	19 ″ 9	V †
30761 UOWQ	**Nogin** *OilEng.* 2*Dks*	2109 — 1055					1930	Sevastopol MarineWks. Sevastopol	U.S.S.R.	270·1	39·8	22·5	Odessa Russian *WB*	OilEngines2S.C.SA 6Cy.18½"–32¼" 358NHP LocomotiveWks.Charkov		
30762 144671 GCWN	**Nogoya** (*ex*HighlandWarrior–33) *ss*Shl.No.3–12,32 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*	8468 7795 5294	✠100A1 *Shelter dk* *withfreeboard* ~~5,35~~ ~~6,34~~ 5,36 ~~BS6,35~~ ✠Lloyd'sRMC5,~~36~~ 8,36	Bry ~~Sou~~ Sou 5,36 ~~BS5,35~~ ✠LMC12,32 4,36	*c*†	CL ~~12,32~~ 11,35 ~~11,35~~	1920 7mo *Lloyd*	Barclay Curle&Co.Ld. Glasgow '*sA&CP*	RoyalMailLines, Ld. *CellDB*	450·4 P31'F43'*onShelter dk* FK 383' 1730*t FPT*110*t*	58·2	37·2	London British *Cem* 7*BHtoShdk* *APT*75*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 210lb (*s*) 1005NHP 5SB,*20cf*,GS358,HS14592 FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s 11 ″ 0 29 ″ 3	
30763 149988 GLRN	**Nohata** *ss*Bry.No.1–32 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4817 4476 2862	✠100A1 *withfreeboard* 11,35 ~~10,34~~ MS7,32	Npt Bry ✠LMC ~~BS5,34~~ 4,36	*z*	CL ~~9,33~~ 4,36	1928 1mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	HainS.S.Co.Ld. *CellDB*363' 1166*t FPT*	413·2 F35' FK (187*t APT*181*t*	54·2	25·1	London British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.26",43½"&73"–48" (*s*) 200lb *100lb* 494NHP 3SB,*9cf*,GS178,HS8550 Cen.Mar.EngWrks.WHpl	27 ″ 7 s 3 ″ 1¾ 24 ″ 8½	
30764 40112 JWFJ	**Nojima Maru** *OilEng.* *Ref.Mchy.* D.F. 2*Dks* *CruiserStern*	~~7184~~ ~~6451~~ ~~4318~~ 7189 6451 4317	✠100A1 2,35 ✠Lloyd'sRMC~~2,35~~ ~~5,36~~ 2,36 ~~10,35~~ *Carrying cargo oil F.P. above150° F. in deep tanks*	Nag ✠LMC2,35	*c*†	CL	1935 2mo *Lloyd*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*354'1379*t* *wing tanks in way*	449·6 P23'B171'F41' FK *DTs a*42'1527*t* *of tunnel* 82*t FPT*81*t APT*78*t*	62·3	34·4	Tokio Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* MitsubishiJukogyoKaisha, Ld.	34 ″ 5	
30765	**Nokol** (*ex*Avissos–34, *ex*AmvrosiosN.) IronTwinSc 1*Dk*	303 — 166					1885	Stablimen-toTecnico Trieste	E.Nasos&Th. Antippas	176·0	27·4	7·5	Piræus Greek	C.4Cy.11½"&21"–18" 31NHP StabilimentoTecnico,Tri.		
30766 148301 GSPF	**Nolisement** *ss*Nwc.No.1–33 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5084 4738 3147	✠100A1 *withfreeboard* ~~9,35~~ ~~10,34~~ 3,36 ~~BS7,34~~ BS3,36 ~~6,35~~ *Fitted for oil fuel* 6,33 *F.P. above* 150°F.	Ddn ~~P.Nl~~ Bry ✠LMC6,53	*a*†	CL N4,34	1928 8mo *Lloyd*	Nthmblnd S.B.Co. (1927),Ld. Newcastle '*sA&CP*	NolisementS.S.Co. Ld.(Morel,Ld.) *CellDB*362'1397*t*	412·6 F40' FK (*FPT*100*t APT*153*t*	55·3	26·1	Cardiff British 7*BHCem* *Coll to Sh dk* 6 ,,*2nd*,,)	Q.4Cy.23",32½",47"&68"–48" 225lb *150lb* (*s*) 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5½	
30767 148271 GKPR	**Nollington Court** (*ex*Conistone) *ss*Bry.No.3–3,36 ~~*ss*Sld.No.2–32~~ 1*Dk(Stl)&Shelter dk(Stl)*	6097 5853 3773	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~8,34~~ ~~BS8,34~~	Sld Bry 8,36 ✠LMC~~8,32~~	*y*	CL ~~8,33~~ 2,36	1924 5mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld. *Mgrs*) *CellDB*349'1245*t*	400·0 F35'*onShelter dk* FK *Collision* *FPT*124*t APT*174*t*	53·0	32·7	London British *Cem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.26",43"&71"–48" (*s*) 180lb 425NHP 3SB,*9cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s 9 ″ 8 25 ″ 8¾	
30768 130859 KJTC	**Nome City** Wood *Fitted for oil fuel* 2*Dks*	939 — 597					1900	H.D.Ben-dixsen, Eureka,Cal.	The CharlesNelson Co.	230·0	38·0	16·2	S.Frncisco Utd. States	T.3Cy.13",22½"&38"–30" 79NHP UnitedEng.Works.S.Fo.		
30769 34442 JDXE	**Nonai Maru** *OilEng.* *ss*Hak.No.3–3,35 *Mchy.Aft* 1*Dk(Stl)&Web frames*	374 241 153	✠100A1 *Coasting Service Japan* 3,36 ~~3,35~~ *CarryingPetroleum in bulk*	Yka ~~Hak~~ ✠LMC3,35	*e*	CL ~~2,33~~ 3,36	1929 10mo *Lloyd*	Mitsui Bussan Kaisha Tama '*sA&CP*	TeikokuSenpaku K.K.(TheRising SunPetroleum Co.Ld.)	139·4 P51'F31' *Trunk& Harbour dk between P&F* FK *DTf*15*t FPT*8*t*	24·0	10·5	Yokohama Japanese 9*BHptCem* *APT*5*t*	Oil Engines 2S.C.SA 4Cy.16½"–18½" 192NHP KromhoutMot.Fab.Ams.	10 ″ 6	
30770 149766 VJNL	**Noora** (*ex*Ornais) *ss*Syd.No.2–31 Wireless 1*Dk(Stl) Well dk* *Cargo battens not fitted*	1072 733 507	✠100A1 ~~4,35~~ ~~9,34~~ 3,36 ~~BS9,34~~ 9,35	Syd ✠LMC4,32	*m*	CL ~~4,32~~ 4,35	1924 5mo *Lloyd*	BlythS.B.& D.D.Co.Ld. Blyth '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*184'289*t FPT*	215·0 P16'Q52'B52'F19' FK 31*t APT*30*t*	33·1	13·0	P.Adelaide British 4*BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb 135NHP 2SB,*4cf*,GS71,HS2348 MacColl&Pollock,Ld.Sld.	14 ″ 10 s 1 ″ 2¾ 13 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Now "Smidovitch," see No. 40008 in Supplement																
30771	**Noord** ssRot.No.3-5,30 ssRot.No.1-35 1Dk(Stl)	2485 2311 1523	✠100A1 3,35 ✠LMC BS9,34 MS5,34	Rot	s	CL 2,35	1918 1mo	N.V.Werf deNoord Alblasserdam A&CP	U.S.S.R.	286·2 P22'B74'F25' FK CellDB248'	45·2	21·8	Archangel Russian 4BHCem 574tAPT73t	T.3Cy.22½",37"&62"-39" (s) 180lb 260NHP 2SB,6cf,GS128,HS4000 Wilton'sEng.Co.Rot.	23″11 s3″10¾ 20″3	
30772 951 ESTG	**Noorik** WoodAux3MstSr (exAnnas-34,exAnnaKirstine) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	338 293 272					1919	H.C. Poulsen Rudkjöbing	Alex.Linkvest	134·2 P22'	30·3	12·9	Tallinn Estonian	Oil Engines 4S.C.DA 4Cy.11$\frac{13}{16}$"-16$\frac{9}{16}$" 106NHP A/S Dansk DieselMotorCo.Holeby		V
30773 141486 VGWB	**Nootka** (exEmperor of PortMcNicoll, exCanadianAdventurer) 1Dk & platform dk in forwd hold	2069 1650 1201			...		1919	Pt.Arthur S.B.Co. PtArthurOnt	CanadianPacific RailwayCo.	251·3 P26'B64'F25' FK	43·9	20·3	Vict'riaBC British WB	T.3Cy.20",33"&54"-40" 256NHP PortArthurS.B.Co.	23″0 s3″2 20″2	
30774 5568 SFRI	**Nora** (exLangdon) Iron Well deck 1Dk2trB	*1252* *956* *736*			...		1882	J.Readhead&Co. S.Shields	~~E.Banck~~ K.A.Andersson	236·0 Q90'B40'H88tF31' FK	32·0	15·9	Karlskrona ~~Hlsngborg~~ Swedish WB	C.2Cy.30"&57"-36" 147NHP J.Readhead&Co.S.Shields	17″0	V †
30775 ESBS	— 1Dk	1186 1061 699					1902	HasseldalensJrnskbsb Grimstad	J.L.Martinson	231·4 Q127tB52tF25t	34·0	13·7	Pärnu Estonian WB	T.3Cy.16",25"&42"-30" 97NHP BergenMek.Værks.Bergen		N
30776 OXSH	**Nora Mærsk** OilEng. D.F. 1Dk&Shelter dk Ref.Mchy. 3rd dk in Nos. 1, 3 & 4 holds CruiserStern Rudder electrically welded	6271 5234 3889	✠100A1 withfreeboard 2,36 ~~4,35~~ ✠LMC8,34 ✠Lloyd'sRMC ~~8,34~~ 11,35 Port chamber for temp. 27° F. Carrying oil F.P. above 150° F. in deep tanks	HKg	c †	CL	1934 8mo	Odense Staalskibsvft vedAPMöller Odense Lloyd'sA&CP	A/S D/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen, Mgr) CellDB371'1446t MT	458·0 F52' FK (DTa19'540t s65'1658tFPTs240	58·2	26·7	Copnhagn Danish 8BH Coll to Sh dk 7 ,, 2nd ,,) tAPTs173t	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1026NHP DB100lb Akt.Burmeistr&Wain,Cpn	29″11 s3″8¼ 26″5½	
30777 LIXO	**Noravind** TwinSc (exNordanvik-34) OilEng. Mchy.Aft D.F. 1Dk(Stl) ssGot.No.1-35 CruiserStern	8234 7529 4864	✠100A1 2,36 ~~9,34~~ ✠LMC CS10,35 DBS10,35 10,35 Carrying Petroleum in bulk	Rot	c†	CL 9,35	1930 12mo	GötavenkenA/B Gothenburg Lloyd'sA&CP	Skibsaktieselskapet "Noravind" (A.Jahre) CellDBuE65'278t	~~464·8~~ P96'F36' 451·1 FK DTf29'467tFPT11	59·3	~~35·8~~ 35·9	Sandefjord Norwegian 10BHptCem 3tAPT241t	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB180lb GötaverkenA/B,Got.	35″6 s9″8¾ 26″0	
30778 LDQT	**Norbris** ssSfj.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7619 7247 4570	✠100A1 ~~4,35~~ ~~5,34~~ 12,35 DBS4,35 ✠LMC ~~11,30~~ Carrying Petroleum in bulk	Nwc ~~Sfj~~	c† ~~4,35~~	CL ~~12,31~~ 3,35	1930 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Rasmussen og Moes Rederi A/S (JohanRasmussen & T.Moe, Mgrs.) Cell DBuE85'327t DTf41'523t	460·5 P109'B30'F60' FK FPT199tAPT146t	59·5	34·1	Sandefjord Norwegian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	34″0	
30779 DHRS	**Norburg** (exPera,exHornsund) Sub.Sig. 1Dk	2392 2058 1418					1922	Schiffsw.v. H.KochA.G. Lübeck	FlensburgerDmpf. Co.(H.Schuldt, Mgr.)	295·6 P15'Q39'B181'F36'	42·6	19·8	Hamburg German WB	T.3Cy.21¼",33⅞"&55"-39⅜" 190NHP A.BorsigG.m.b.H.Berlin		G
30780 OYIZ	**Norco** (exKatland-33,exSpeed, exKannik) 1Dk	1330 1164 776					1917	Gebr. Jonker Kinderdijk	A/S D/S Concordia (A.E.Sorenson, Mgr.)	239·4 P58tH63tF29t	36·2	16·8	Svendborg Danish WB	T.3Cy 17½",29"&46"-36" 128NHP Alblasserdam.Msch.Fab.		N
30781 208718 KFYB	— WoodTwinSc (exTillamook) PetrolMotor Wireless 1Dk	615 — 479					1911	Kruse& Banks N.Bend,Or.	CitizensLight, Power&WaterCo.	119·0	28·4	11·0	Ketchikan Utd.States	Petrol Motor 4S.C.SA 6Cy.14"-18" 92NHP StandardGasEng.Co.S.Fo.		
30782 6736 SFRM	**Nord** (exCairnmore) 1Dk&deepframing &ptAwng dk	*1598* *1186* *967*			...		1892	Wood, Skinner&Co. Newcastle	RederiA/B Progress (J.H. Pettersson, Mgr.)	250·5 Q95'B60'F28' RFD68' FK	36·1	16·8	Hlsngborg Swedish WB	T.3Cy.19",31"&51"-36" 156NHP Black,Hawthorn&Co.Gts.	19″0	V †
30783 LCUC	**Nordanger** TwinSc D.F. OilEng. Mchy.Aft 2Dks Longitudinal framing at bottom & at decks Carrying Petroleum in bulk	9297 8510 5500			...		1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen&Co.A/S	470·1 P110'B28'F41' FK	60·2	38·5	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP Werkspoor,Amsterdam		N †
30784 OYOA	**Nordbo** TwinSc ssCpn.No.2-32 OilEng. 1Dk(Stl)&Shelter dk(Stl)	4472 4132 2732	✠100A1 withfreeboard 10,35 ~~5,35~~ DBS ~~5,35~~ 4,36 ✠LMC9,32	Mch Hul	y	CL N5,35	1923 11mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. Mgrs.) CellDB334' 1076tMT30'1158t	380·0 FK (FPT97t APT119t	53·9	25·3	Copnhagn Danish 7BHptCem 2BHto Sh dk 5 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB100lb Akt.Burmeistr&Wain,Cpn)	28″0 s3″0¼ 25″3	
30785 OYAE	**Nordborg** ssAbg.No.1-34 D.F. 1Dk(Stl)	1998 1764 1198	✠100A1 4,36 ~~4,35~~ ✠LMC5,34 BS4,36	Abg Cpn	r	OG 5,34	1930 4mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	A/S D/S Dannebrog (C.K.Hansen, Mgr.) CellDB240'	280·0 P22'B85'F27' FK 515tAPT75t	40·1	19·2	Copnhagn Danish 4BHCem	T.3Cy.20",31½"&53"-36" 180lb (s) 194NHP 2SB,4cf,GS79,HS3134 Cen.Mar.EWrks.LdWHpl.	21″4 s2″11 18″7¼	
30786 OXGE	**Nordbornholm** Ⓟ Wireless D.F. 2Dks	376 208 221					1929	Frdkshvns Værft.& FlydedokA/S Frederikshvn	Östbornholmske Dampskibsselskab (H.V.Munck, Mgr.)	136·9 P94'F35'	25·1	9·3	Nexö Danish WB	T.3Cy.12",20"&33"-24" 53NHP BergensMekVærksBergen		V
30787 OZVD	**Nordby** (exFlorentine-32, exKronprinsFrederik) 1Dk&ptAwng dk	1675 1074 1023					1901	Hellerup Skibsv.&Msk Hellerup	SteamShipCo. Samsö,Ld.(G. Schiönnemann, Mgr.)	250·8 P26'Q70'	36·0	14·4	Copnhagn Danish WB	T.3Cy.18",29"&48"-33" 132NHP DanskMaskinfabrik,Cpn.		V
30788 135453 GNKL	**Nordeflinge** (exAnglet, exDingleBank) ssRot.No.3-7,26 ssHpl.No.2-35 ~~ssCff.No.1-31~~ Cargo battens not fitted 1Dk(ptIrn ptStl)	3146 2961 1943	✠100A1 10,35 ~~8,33~~ BS4,35 ✠LMC ~~4,31~~ MS10,35	Sld Hpl	u	CL 11,34	1913 4mo	J.Blumer& Co. Sunderland Lloyd'sA&CP	Constants(South Wales),Ld. (M. Constant, Mgr.) CellDBa1	331·0 P26'B95'F33' FK 12'uE&B42'f132'8	47·7	22·5	Cardiff British 5BHCem 46tAPT168t	T.3Cy.24",39"&65"-42" (s) 180lb 303NHP 2SB,6cf,GS130,HS4736 J.Dickinson&Sons,Ld Sld.	24″6 s3″8½ 21″0	
30789 LDSD	**Norden** ssHam.No.1-35 OilEng. 1Dk(Stl)2nd dk(Stl)in mchy space Mchy.Aft D.F. CruiserStern Rudder electrically welded	8440 7743 5155	✠100A1 ~~9,35~~ ~~7,34~~ 3,36 ~~✠LMC5,31~~ Carrying Petroleum in bulk DBS9,35 ✠LMC9,35	Ham Sba	c†	CL ~~7,34~~ 8,35	1931 3mo	Deutsche WerftAGBet. Finkenwrder Hamburg Lloyd'sA&CP	Skibs-A/S Norden (H.Kuhnle) CellDBuE65'206	465·2 P107'F42' FK tDTf36'664tFPT1	59·7	35·4	Bergen Norwegian 11BH 86tAPT160t	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1175NHP ~~2DB170lb 1DB(f.s.)100lb~~ Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg 2DB170lb 1DB 1DB(f.s.)100lb	35″0 s9″2½ 26″1	

1 Numéro d'Ordre Numéro Officiel Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Dérés, Cert. B.of Trade.
30790 OZKC	**Norden** ssCpn.2ndNo.3-7,34 1Dk(Stl)&deep framing &Shelter dk(Irn)	2529 2360 1564	✠100A1 Shelter dk withfreeboard 9,35~~10,34~~ BS10,36 ✠LMC7,34	Cpn NYk	u	CL ~~7,34~~ 9,35	1909 11mo Lloyd	JLThompson&Sons Ld Sunderland 'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) DBa104'uE&B	318·5 WB=Cell FK 30'f136'772t FPT	47·2	19·5	Copnhagn Danish 5BHCem 48tAPT84t	T.3Cy.23",38"&62"-42" (s) 180lb 100lb 285NHP 2SB,6cf,GS130,HS4601 J.Dickinson&Sons,Ld.Sld.	21 " 9 s 1 " 3½ 20 " 7¾	
30791 DHRU	— (exHessle) ssKel.2ndNo.3-12,31 1Dk(Stl)&deep framing Cargo battens not fitted	962 746 448	✠100A1 ~~2,34~~10,35 10,35✠LMC MS~~10,35~~ BS~~2,34~~ 2,36	Ham Kel	m	OG ~~2,34~~ 10,35	1907 7mo Lloyd	W.Pickersgill&Sons Sunderland 'sA&CP	Aug.BoltenWm. Miller'sNachf. Cell DBa44'uE	215·0 P21'B62'F25' FK 18'f99'232tFPT19t	32·2	13·1	Hamburg German 4BHCem APT23t	T.3Cy17$\frac{5}{16}$",28½"&46"-33"(s) 180lb 137NHP 2SB,4pf,GS65,HS2181 G.Clark,Ld.Sunderland	15 " 3	
30792 5601 SFRW	— 1Dk	*520* *376* *259*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	152·5 Q48'B38'H62tF18'	27·7	11·5	Stockholm Swedish WB	T.3Cy.13",22"&36"-24" 63NHP OskarshamnsM.V.Aktieb.		V
30793 DNPK	**Nordenham** (exMiami-33, exPionier) Ref.Mchy. 4Dks Sub.Sig. D.F. E.S.D.	4592 4128 2751					1914	J.C.TecklenborgA.G. Wesermünde-G.	"Midgard" DeutscheSeeverkehrs-A.G.	386·7 B155'F53'	49·1	30·0	Nordenhm German	T.3Cy.28",45¼"&74"-53" 400NHP J.C.TecklenborgAG.Wsm		C
30794 DNLR	**Norderney** TwinSc Sub.Sig. D.F. GyC. 1Dk	1487 1031 655					1915	Howaldtswerke Kiel	Nordd.SeekabelwerkeA.G.	233·2 Q74'	34·6	16·4	Nordenhm German WB	T.6Cy.11½",19¼"&31½"-18$\frac{1}{16}$" 42NHP Howaldtswerke,Kiel		G
30795 DHRV	— 1Dk	884 752 547					1902	Akt.Ges. "Neptun" Rostock	ErnstRuss	214·0 B49'F31'	30·6	14·3	Hamburg German WB	T.3Cy16$\frac{7}{16}$",24⅜"&41¾"-28$\frac{13}{16}$" 92NHP A.G."Neptun,"Rostock		G
30796 OXDE	**Nordfarer** TwinSc ssCpn.No.1-32 D.F. OilEng. 1Dk(Stl)&Shelter dk(Stl)	4605 4126 2785	✠100A1 withfreeboard 10,35~~4,35~~ DBS4,35 ✠LMC10,32	Lth Lon	z	CL 4,35	1929 5mo Lloyd	A/SNakkov.Skibsv. Nakskov 'sA&CP CellDB338'	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) 1137tDTf30'1150t	384·7 F39' FK FPT110tAPT153t	54·4	24·6	Copnhagn Danish 7BH (Collto Shdk 6 „2nd„)	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-39⅝" 543NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 " 4 s 2 " 10¼ 24 " 7¼	
30797 DRCT	**Nordfels** (exJohannaLehmann, exTowneley) ssHam.No.2-12 Well deck 1Dk(Irn)&Webframes	1214 964 735	✠ 11,16 ✠	Shl	o		1904 10mo	WoodSkinner&Co.Ld. Newcastle CellDBa63'uE	Nordische Dampfer-Reed.(Lilienfeld& Oldendorff)m.b.H.	235·0 Q123'B10'F25' FK &B33'f99'358tFPT	33·6	15·1	Lübeck German 4BHCem 44tAPT71t	T.3Cy.18½",30"&49"-33" 156NHP 1SB,4cf,GS66,HS2507 N.E.MarineEng.CoLdNwc	17 " 3	G †
30798 LENM	**Nordfjord I** Ⓟ 2Dks	635 579 345					1915	Helsingörs Jernsk&Msk. Elsinore	Fylkesbaatane i SognogFjordane	168·0 H51t	26·3	20·3	Bergen Norwegian WB	T.3Cy.16½",27"&44"-30" 106NHP Helsingörs Jernsk.&Mskb.		
30799 LCUD	**Nordhav** (exCapsa,exWarKhan) ssYka.No.1-34 ssSng.No.3-6,31 1Dk(Stl)2trB&Web frames Longitudinal framing	*5574* *4703* *3478*	✠100A1 ~~5,35~~~~12,34~~12,35 ✠LMC5,34 BS6,35 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 3,19 F.P. above 150° F.	Syd ~~Bat~~ Yka	z	CL 5,34	1919 3mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	Skibs.A/SNordhav (T.Lodding)	400·0 P50'B121'F39' FK Middle lineBulkhead CellDBuE&B59'	52·4	28·5	Oslo Norwegian 11BHptCem not oil-tight 251tf50'67t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0	
30800 OYSE	**Nordhavet** TwinSc OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) ssShl.No.1-35	4617 4194 2782	✠100A1 withfreeboard 6,35~~9,34~~ DBS9,34 ✠LMC CS6,35 6,35	Ham Shl	z	CL ~~s1,33~~ ~~P3,34~~ 6,35	1930 10mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) CellDB338'1192t MT30'1160t	385·6 F40' FK FPT104t APT178t	54·9	24·8	Copnhagn Danish 7BH (Coll to Shdk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 " 4 s2 " 11 24 " 7¼	
30801 OZNA	**Nordhval** TwinSc ssKel.No.2-32 OilEng. 1Dk(Stl)&Shelter dk(Stl)	4473 4132 2737	✠100A1 withfreeboard 10,35~~11,34~~ DBS~~5,34~~ ✠LMC1,32 6,35	Bos NYk	y	CL P11,34 SN 11,34	1924 6mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) CellDB334'1076t MT30'1158t	380·0 FK Coll FPT97tAPT119t	53·9	25·3	Copnhagn Danish 7BHptCem BH to Shdk 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.23¾"-35$\frac{7}{16}$" 629NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 0½ 25 " 2½	
30802 6822 SFTD	**Nordia** (exZeeburg) 1Dk	*1316* *1105* *740*					1921	NVScheepswerf "Juliana" Papendrecht	RederiA/B Höganäs(C. Norrthon, Mgr.)	236·3 P21'B67'F27'	36·4	16·0	Höganäs Swedish WB	T.3Cy.17½",29"&46"-36" N.V.H.Versteeg& 127NHP Zonen,YzergieterijenMsch Hardinxveld		V
30803 5642 SGPN	**Nordic** ssGot.No.3-5,26 D.F. ssGot.No,2-35 ~~ssGot.No.1-29~~ 1Dk(Stl)&Shelter dk(Stl)	*4280* *3874* *2596*	✠100A1 Shelter dk withfreeboard ~~7,35~~~~1,34~~ 2,36 ~~DBS~~ ✠LMC~~1,33~~ 7,35	Got Mel	y	CL 1,34	1914 9mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	Rederiaktieb. Transatlantic(G. Carlsson, Mgr.)	385·0 F8' FK WB=Cell DBa134'	53·7	23·6	Gothenbrg Swedish 6BHCem 'uE&B45' f	T.3Cy.27",45"&74"-48" (s) 180lb 465NHP 3SB,9cf,GS197,HS7906 Blair&Co.Ld.Stockton 164'1176tFPT76tAPT77t	26 " 1 s 2 " 6½ 23 " 9¼	
30804 OXYE	**Nordkap** TwinSc OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl)	4553 4126 2759	✠100A1 withfreeboard 6,34 ✠LMC11,30 DBS7,35	NYk	z	CL ~~s1,33~~ ~~PN1,33~~ 2,36	1930 11mo Lloyd	A/S NakskovSkibs. Nakskov 'sA&CP CellDB347'	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) 1123t MT30'1150t	384·7 F39' FK FPT110tAPT153t	54·4	24·6	Copnhagn Danish 7BH (Coll to Shdk 6 „ 2nd dk)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 " 4 s 2 " 10½ 24 " 7¼	
30805 DRCO	— (exDesia,exMietzing) 1Dk2trB	494 384 265					1891	J.W.Klawitter Danzig	NordischeDampf.-Reed.(Lilienfeld& Oldendorff)m.b.H.	172·2 Q46'B45'F21'	25·1	11·0	Lübeck German WB	T.3Cy.13",21¾"&35½-25½" NB24 64NHP J.W.Klawitter,Danzig		G
30806 DHGE	Burnt 4,36 **Nordland** (exElsaMenzell-34,ex chdairnie, ssHam.No.3-12,33 exKinghorn) 1Dk(Stl)&Shelter dk(Stl) Straight frames & bevelled bilge	6559 6184 3996	✠~~100A1~~ Shelter dk withfreeboard 12,35~~11,34~~ ✠~~LMC12,33~~ ~~BS6,35~~	Rot Ham	a†	CL 2,33	1921 5mo Lloyd	Kinghorn S.B.Co. Kinghorn 'sA&CP	ReedereiNordmark A.G.(Menzell&Co. Schiffsmakler G.m.b.H.Mgrs.) CellDBa125'uE DTa23'846t	412·4 F40' on Shelter dk FK 26'f175'1482t FPT97tAPT119t	55·5	34·3	Hamburg German Cem 5BHtoShdk 3 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb HS9636 678NHP 3 Water Tube Boilers FD J.Howden&Co.Ld Gls.	38 " 1 s 10 " 2 28 " 2	
30807 7562 SEVN	— (exManhem) ssGot.No.1-34 D.F. OilEng. 1Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice	*1937* *1567* *963*	✠100A1 withfreeboard 4,36~~12,34~~ ✠LMC CS4,31 DBS~~4,34~~9,35 4,36 Carrying vegetable oil inNo.4 DBtank	Got	t	CL 12,34	1929 9mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	Ångf Aktieb. Tirfing(T.E.J:son Broström, Mgr.) (SvenskaOrient Linien) CellD	289·2 F26' FK B246'646tAPT25t	43·0	16·6	Gothenbrg Swedish 5BHptCem (Collto Shdk 4„2nd„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb,Got	19 " 0 s " 4½ 18 " 9	
30808 DAQN	— Ⓟ Ref.Mchy. 2Dks CruiserStern	1902 1526 1089					1924	Akt.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel, Mgr.)	247·8 F29'	36·9	22·7	Stettin German WB	T.3Cy19$\frac{13}{16}$"31½"&51$\frac{5}{16}$"-39⅜" 164NHP A.G."Vulcan,"Stettin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30809 LENO	**Nordland** Ⓟ *1Dk&Awng dk*	725 695 444					1898	Trond-hjemsM.V. Trondheim	A/S Vesteraalens Dampskibsselskab	175·9|27·6|17·8 H30*t* *WB*	Stokmark-næs Norwegian	T.3Cy.13½",23"&27"-27" TrondhjemsM.V. 38NHP Trondheim		N
30810 DRCA	— (*ex*Sundsvall) *1Dk*	663 490 415					1889	Helsingörs Skibsbyggeri Elsinore	NordischeDampfer Reed.(Lilienfeld& Oldendorff) m.b.H.	191·0|27·6|12·2 Q62'B53'F23'	Lübeck German *WB*	C.2Cy.25"&47"-30" 101NHP HelsingörsMaskinbyggeri		G
30811 OZZA	**Nordlys** *ss*Els.No.3-6,29 *ss*Els.No.1-33 *1Dk(Stl)&Shelter dk(Stl)*	3718 3439 2307	✠100A1 *Shelter dk with freeboard* 7,35 ~~8,34~~ ~~BS8,34~~	Cpn NYk BS9,35 ✠LMC11,33	*x*	CL 9,33	1916 6mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellD*	362·0|51·5|23·4 FK *B321'1030tFPT78t*	Copnhagn Danish *6BHCem* *APT82t*	T.3Cy.25½",42"&70"-45" (*s*) 180lb 364NHP 3SB,*9cf*,GS124,HS5700 Akt.Burmeistr&Wain,Cpn	26″0 s2″5½ 23″8¾	
30812 DHRY	**Nordmark** *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	7750 6611 4142					1930	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·4|63·2|28·3 P36'B&F433' F*on*B40'	Hamburg German *WB*	4 Steam Turbines geared to 1 Sc. Shaft E*made*25*refitted*30 Blohm&Voss,Hamburg		G
30813 DRCL	— *ss*Lbc.No.1-36 (*ex*Carolvore, *ss*Lbc.2ndNo.3-6,32 *ex*Reynoldston, *1Dk(Stl)&deep* *ex*Woensdrecht,*ex*Constance *framing* Catharina) *Well deck*	1060 889 626	✠100A1 1,36 ~~4,35~~ ~~BS4,35~~	Lbc ✠LMC~~6,32~~ 2,36	*o*	CL ~~3,35~~ 1,36	1907 1mo	Rotterdam Droogd.Maat Rotterdam *Lloyd'sA&CP*	NordischeDampfer Reed.(Lilienfeld& Oldendorff)m.b.H. *CellDBa58'u*	229·2|34·6|13·6 Q100'B79'F24' FK *E17'f102'343tFPT*	Lübeck German *4BHCem* *40tAPT9t*	T.3Cy.17½",28"&46"-36" (*s*) 160lb 146NHP 2SB,*4cf*,GS79,HS2468 RotterdamDroogd.Maats.	16″0	
30814 DHRX	— (*ex*Faust) *1Dk*	987 813 568					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	RobertBornhofen	215·5|34·2|13·6 P13'Q58'B65'F22'	Hamburg German *WB*	T.3Cy.$16\frac{3}{16}$",26"&34⅓"-25⅗" 59NHP A.Borsig,Berlin-Tegel		G
30815 LENR	**Nordnorge** Ⓟ *2Dks*	885 747 468					1923	Trndhjms Mek.Værks. Trondheim	A/S Ofotens Dampskibsselskap	181·6|29·6|21·0 H102*t*	Narvik Norwegian *WB*	T.3Cy.17½",28"&47"-30" 121NHP TrondhjemsM.V.Trondhm		N
30816 6263 SFTE	**Nordöst** (*ex*Lifland) *1Dk*	*1035* *807* *537*					1918	DeHaan& Oerlemans, Heusden	RederiA/B Nord & Ostersjöfart(Axel Nordström,*Mgr.*)	215·0|34·3|15·5 P12'Q51'B57'F25'	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuijpers,Rot.		V
30817 OXXB	**Nordpol** TwinSc *ss*Cpn.No.2-34 *OilEng.* *1Dk(Stl)&Shelter dk(Stl)*	4480 4132 2733	✠100A1 *withfreeboard* 12,35 ~~4,35~~ DBS~~9,34~~9,35	Vcr Lth ✠LMC CS10,34 7,34	*y*	CL 10,34	1926 2mo	Burmeister &Wain Copenhagen *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB334'1076t*	380·0|53·9|25·4 F35' FK (*CollBH* 6 *Tanks between tun*	Copnhagn Danish *7BHptCem* *toShelter dk* *BHto2nd dk* *nels47tDT f*	Oil Engines 4S.C.SA 12Cy.23¼"-$35\frac{7}{16}$" 629NHP DB*100lb* Burmeister&Wain,Cpn.) *30'1158tFPT97tAPT119t*	28″0 s3″0¼ 25″2½	
30818 DJOG	Broken up **Nordsee** (*ex*Klaipeda-35,*ex*Hochsee, *ex*JohannesTiemann,*ex*Balmore) *ss*Liv.2ndNo.3-9,16 *1Dk(Irn-ptws)&Web frames&ptAwng dk(Irn-ws)*	1293 904 756	✠ 12,22	Liv ✠	*n*		1890 9mo	T.&W. Smith N.Shields	W.Schuchmann	228·0|32·5|16·1 Q79' 23·1 *ptAwng dk150'* FK *DBa63'pf52'*	Hamburg German *4BHCem* *241tFPT21t*	T.3Cy.17",28"&46"-33" NDB10 120NHP 1SB,*3pf*,GS57,HS1774 N.E.MarineEng.CoLdNwc	17″1	
30819 DJMO	— (*ex*Pass of *ss*Bwg.2ndNo.3-3,29 Brander-34,*ex*Isla, *ss*Lon.No.1-33 *ex*Thistle) *1Dk(Stl-pt ws)* *Mchy.Aft* ~~*Well deck*~~ Wireless	654 541 269	✠100A1 ~~6,35~~ ~~4,3~~ 1,36 ~~BS4,34~~ 6,35 *Carrying fuel or other oils in bulk F.P. above 150° F.*	Lon ~~Ham~~ Ant ✠LMC10,32	~~*h*~~	CL ~~10,32~~ ~~6,35~~ N10,35	1903 3mo	GarstonG. Dk.&S.B. Co.Ld. Garston *Lloyd'sA&CP*	AtlanticTank RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H.*Mgrs.*)	169·7|26·1|15·3 ~~Q95'B13'F26'~~|11·3 B13'F26' BK7" *Middle line BH not*	Hamburg German *6BHCem* *APT4t* *oiltight*	C.2Cy.$19\frac{13}{16}$"&43¼"-30" (*s*) 150lb 151NHP NB20*refitted*29 1SB,*3cf*,GS55,HS2476 FD Hutson&Sons,Ld.Gls.	12″6 ~~s4″2~~ ~~12″11~~	
30820 OUJS	**Nordsöen** *1Dk*	941 813 548					1919	Nüscke& Co.A/G Stettin	J.Lauritzen	224·3|33·0|14·1 P29'B63'F23'	Esbjerg Danish *WB*	T.3Cy.15⅗",25⅕"&71¾"-25⅗" 88NHP AtlasWerkeA.G.Bremen		G
30820* DRBW	**Nordstern** (*ex*Lühe,*ex*Albatross) *1Dk*	870 704 452					1893	Stettiner Act.Ges. Grabow a/O	NordischeDampfer Reed.(Lilienfeld& Oldendorff)m.b.H.	213·4|30·1|14·8 P148'H55*t*F24'	Lübeck German *WB*	T.3Cy.17",27½"&43⅓"-31½" 106NHP Stettiner,A.G.Stettin		G
30821 8034 SEDT	**Nordstjernan** TwinSc **E.S.D.** *2Dks&Shelter dk* *OilEng.* **D.F.** *Strengthened for navigation in Ice* *Ref.Mchy.*	*5294* *4171* *2897*	✠100A1 *withfreeboard* 3,36 ~~3,35~~ ✠Lloyd'sRMC~~8,35~~2,36 No.3hold&Nos.2&4lower tween dks.for temp.31°F.	Mmo ✠LMC8,35	*a*†	OG	1935 8mo	Götaver-kenA/B Gothenburg *Lloyd'sA&CP*	RederiA/B Nordstjernan(A. A.Johnson,*Mgr.*) *Tanks in way of tunnel*	420·7|55·9|23·9 F80' FK *CellDB307'1448t7BH* *309tFPT76tAPT52t*	Stockholm Swedish (*ColltoShdk*) *6 „ to2nd dk*)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got.	28″0 s2″10¾ 25″3¼	
30822 581 OHBD	— Ⓟ Iron (*ex*Nordstern,*ex*Nordstjernan) Wireless *1Dk&Shelter dk*	770 410 398					1871	MotalaCo. Norrköping	Ångf.-Aktieb.Bore (Th.Kramer *Mgr.*)	193·7|27·4|13·1 H43*t* 19·7 *Shelter dk259t*	Åbo Finnish *WB*	T.3Cy.18½",30"&48¾"-35" NE&B89 140NHP MotalaM.V.Motala		V
30823 LENT	**Nordstiernen** Iron *1Dk&Awng dk3trB*	856 825 447	✠ 11,83	Ham ✠	*l*		1882 6mo	Rostocker Akt.Ges. Rostock	DetBergenske Dampskibsselskab	188·0|28·2|14·8 H9*t* 21·3 *DBa*	Bergen Norwegian *4BHCem* *53'f57'80t*	T.3Cy.14",21⅛"&33½"-27¼" NB07 59NHP E*made*17*fitted*24 Klawitze,Danzig		
30824 LDEY	**Nordvangen** *ss*N.Os.No.1-33 *1Dk(Stl)* *Cargo battens not fitted*	2400 1999 1386	✠100A1 12,35 ~~10,34~~ BS10,35	NOs ✠LMC1,33	*s*	CL ~~9,33~~ 5,35	1929 4mo	Internatnl. SB.&E.Co.Ld Danzig *Lloyd'sA&CP*	Skibsaktieselskap. Karaibien(Gor-rissen&Co.Akties. *Mgrs.*) *Intermedia* *CellD*	291·2|45·7|18·5 P28'B80'F32' FK *teBHin forehold di* *B246'610t FPT61t*	Oslo Norwegian *4BHptCem* *spensed with* *APT63t*	G.4Cy.(2)16½"&(2)$35\frac{7}{16}$"- $35\frac{7}{16}$" 206lb (*s*) 215NHP 2SB,*6cf*,GS75,HS3380 FD InternationalSB.&E.CoLd	20″6 s2″8½ 17″11¼	
30825 LCUE	**Nordvard** *OilEng.* *2Dks*	4111 3718 2356					1925	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S	377·6|54·0|22·9 P113*t*H246*t*F35*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-55⅛" 439NHP KockumsM.V.Akt.Malmö		N
30826 DHSA	**Nordwest** (*ex*Norden,*ex*Agnes) *1Dk&Spar dk*	707 675 434					1890	Rostocker Act.Ges. Rostock	Aug.Bolten Wm.Miller'sNchf.	180·9|27·3|17·3 H57'	Hamburg German *WB*	C.2Cy.22½"&40¼"-27½" 71NHP RostockerA.G.Rostock		G
30827 LDQQ	**Nore** *ss*Sfj.No.1-35 *OilEng.* D.F. *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*	7619 7247 4570	✠100A1 ~~6,35~~ ~~1,35~~ 3,36 DBS8,34 *Carrying Petroleum in bulk*	Sfj Yka ✠LMC CS2,35 2,35	*c*†	CL 6,35	1930 10mo	Swan,Hun-ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	RasmussenogMoes RederiA/S(A/S JohanRasmussen &T.Moe,*Mgrs.*) *CellDBuE85'327tD*	460·5|59·5|34·1 P109'B30'F60' FK *Tf41'523tFPT199t*	Sandefjord Norwegian *16BHptCem* (*10 to U dk* *6 „ 2nd „*) *APT146t*	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WilsndSlpwy.Co.Ld.Nwc.	34″0	
30828 LCUF	**Norefjord** (*ex*Norefos) *Fitted for oil fuel* D.F. *1Dk*	3082 2820 1917					1919	WoodSkin-ner&Co.Ld. Newcastle	A/S DenNorske Amerikalinje	331·7|46·7|23·1 P94*t*H162*t*	Oslo Norwegian *WB*	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		N

1 Numero d'Ordre — Numero Officiel — Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
30829 LDST	**Noreg** TwinSc ssGot.No.1-35 OilEng. D.F. 2Dks(Stl)&Web frames Mchy.Aft CruiserStern Longitudinal framing–bracketless system ~~ProgressiveSurvey of oil tanks~~ SpecialSurveys to date from 11,31	7605 7068 4504	✠100A1 ~~5,35 9,34~~ 1,36 DBS5,35 ~~✠LMC~~ CarryingPetroleum in bulk ✠LMC CS5,35 5,35	Rot ~~Got~~	b†	CL ~~10,33~~ 5,35	1931 7mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	Skibs-A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.) CellDBuE68'310t DTf45'518t	452·5|59·2|33·9 P100'B28'F42' FK FPT92tAPT144t	Haugesand Norwegian 16BHptCem (11 to U dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 2DB180lb 625NHP Akt.Burmeistr&Wain,Cpn	34 ″ 0	
30830 7610 SFTG	— 1Dk&deep framing	*1431* *1231* 794			...		1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fri (Jac.H.Käll,Mgr.)	247·7|36·3|16·5 P18'B64'F28' FK	Gothenbrg Swedish WB	T.3Cy.17½",29"&48"-33" 145NHP LaxevaagsMsk&Jrns.Bgn	19 ″ 0	N †
30831 LDQR	**Norfold** ssSfj.No.1-34 OilEng. D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6370 5996 3830	✠100A1 6,35 ~~10,34~~ DBS10,34 ✠LMC CS2,35 10,34 CarryingPetroleum in bulk	Sfj Fal	a†	CL 10,34	1930 11mo	Barclay,Curle&Co.Ld. Glasgow Lloyd'sA&CP	HvalfangerA/S Vestfold(Johan Rasmussen&Co. Mgrs.) CellDBuE81'305t	421·0|58·5|32·3 P105'B28'F38' FK DTf38'498tFPT113tAPT129t	Sandefjord Norwegian 15BH 5 „ to2nddk	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
30832 144675 GDKY	**Norfolk** (exSauerland) TwinSc ssGls.No.3-2,34 Ref.Mchy. 3Dks(Stl)4thDk(Stl) D.F. inNo.1hold	10948 7657 6810	100A1 withfreeboard ~~9,30 8,35~~ 3,36 MS3,33 ✠Lloyd'sRMC~~3,35 7,00~~ 4,36 Fitted for oil fuel 4,24 F.P. above 150° F.	Gls ~~Fal~~ LMC BS~~2,35~~ 3,36		OG ~~8,33~~ 8,35	1918	Bremer Vulkan Vegesack	FederalSteam Nav.Co.Ld. CellDB477'2084t	520·7|64·2|38·1 P70'B254'F44' FK FPT111t	London British 8BHptCem ptAsp APT121t	T.6Cy.28⅜",46⅝"&75⅝"-51¼" & L PTurbines with DR gearing & hydraulic couplings 191lb (s) 1270NHP 5SB,15cf,GS337,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s9 ″ 8½ 31 ″ 10	
30833 214564 KJTF	— 3Dks	2453 — 1759					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	253·0|43·5|21·5	NewYork Utd.States	T.3Cy.17",29½"&50½"-36" 153NHP Gt.LakesEngWks,Detroit		R
30834 145516 CYLZ	— (exGlenbuckie) Mchy.Aft 1Dk	1901 1572 1118					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British WB	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
30835 28048 JCNA	**Norfolk Maru** ssKob.No.3-1,28 ssKob.No.1-32 2Dks(Stl)&Awng dk(Stl)	6576 6157 4020	✠100A1 Awng dk withfreeboard 2,35 ✠LMC~~2,35~~ 3,36 Fitted for oil fuel 9,21 F.P. above 150° F.	Yka	z	OG ~~2,34~~ 3,36	1921 9mo	Kawasaki Dockyard Co Ld.Kobe A&CP	KawasakiKisen K.K. CellDB342'1234t DTa35'807t	405·0|53·0|37·0 F33'onAwng dk FK FPT104tAPT36t	Kobe Japanese ptCem CollisionBH to A dk 5 „ „ U „	T.3Cy.28",46½"&78"-54" (s) 200lb 578NHP 3SB,9cf,GS190,HS7800 FD KawasakiDockyardCo.Ld.	37 ″ 0 s9 ″ 3½ 28 ″ 0	
30836 1394 IBZY	**Norge** (exPortChalmers, exWhakarua) TwinSc ssGen.2ndNo.3-6,31 Ref.Mchy. 2Dks(Stl)&deep framing D.F. &Shelter dk(Stl-ws) Lower dk beams in No.3 hold	6511 6272 4108	✠100A1 Shelter dk withfreeboard 2,35 ✠LMC MS1,31 BS~~3,34~~ 8,35 Lloyd'sRMC~~3,36 8,35~~ 2,36	Gen	c†	CL 2,35	1907 7mo	Workman,Clark&Co.Ld Belfast Lloyd'sA&CP	A.Zanchi	450·3|55·3|30·4 FK CellDBa 121'u E&B67'f204'1345tAPT80t	Genoa Italian 7BHCem	T.6Cy.20½",33½"&56"-45"(s) 200lb 650NHP 4SB,16cf,GS246,HS9784 FD Wrkman,Clark&Co.LdBel	33 ″ 4 s5 ″ 5½ 28 ″ 1	
30837	**Norita** (exHarpefjell-35,exGorm-34, exSnefond) 1Dk	1516 1309 872					1924	LarvikSlip &Verksted Larvik	RederiA/B Höganäs(Carl Northon,Mgr.)	244·4|39·2|17·1 P20'B53'F30'	Höganäs Swedish WB	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlip&VerkstedA/S		N
30838 LDPY	**Norma** TwinSc OilEng. 2Dks	4487 3931 2712					1930	Akers Mek.Værks. Oslo	A/S J.Ludwig Mowinckels Rederi (DenNorske SydamerikaLinje)	390·5|54·7|23·1 P99tH343tF114t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP AkersMek.Værks,Oslo		N
30839 640 OHDE	— Ⓟ (exBrüssel) Wireless D.F. 1Dk&Spar dk2trB	1537 — 899					1907	Fredrkstad Mek.Værks Fredrikstad	FinskaÅngf. Aktiebolaget	241·6|35·1|20·5 B146tH30tF27t	Helsingfrs Finnish WB	T.3Cy.18",19½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
30840 6664 SFTI	— (exTico) 1Dk	*1287* *1119* 707					1920	Stavanger Stöberi&Dok Stavanger	RederiA/B Höganäs(C.Norrthon, Mgr.)	240·9|37·2|15·8 P21'B60'F24'	Höganäs Swedish WB	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		V
30840* 154621 VGQX	**Normac** Ⓟ (exJamesR.Elliot) OilEng. 2Dks	462 191 341					1902	JenksShipbuildingCo. P Huron,Mch	OwenSoundTransportationCo.Ld.	117·2|25·1|11·7	OwenS'nd British	Oil Engines 2S.C.SA 5Cy.12"-15" 126NHP NE31 FairbanksMorse&Co. Beloit,Wis.		R
30841	**Norman** Iron Mchy.Aft	300 200 150					1877	HM'Intyre &Co. Paisley	LaFrigorifica UruguayaS.A.	112·1|18·2| 8·3 Q40'B6'F11'	M.Video Uruguayan	C.2Cy.13½"&23"-18" 19NHP W.King&Co.,Glasgow		
30842 148846	**Norman B. Macpherson** Mchy.Aft 1Dk	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	253·1|43·2|17·9 F36' WB	S Cathrnes Ont. British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
30843 203543	**Norman B. Ream** Mchy.Aft GyC. 1Dk	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|32·0	D'luthMin Utd.States WB	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Clevelnd		R
30844 212648 WPCJ	**Norman Bridge** ssN.Yk.No.3-7,25 ssN.Yk.No.2-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	4323 4021 2673	✠100A1 ~~6,35 12,34~~ 12,35 BS~~12,34~~ ✠LMC12,35 12,35 CarryingPetroleum in bulk Fitted for oil fuel 4,13 F.P. above 150° F.	NOs ~~Gal~~	w	CL ~~12,34~~ 6,35	1913 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey WB=CellDBuE&B53'213t FPT81tAPT27tDTf48'244t	365·4|50·3|28·6 P88'B25'F41' FK	Wilmgton (Del.) Utd.States 15BHCem (9 to Upr dk 6 „ 2nd „)	T.3Cy.23½",39"&66"-45" (r) 180lb 341NHP 2SB,6cf,GS224,HS4473 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s6 ″ 3½ 22 ″ 10	
30845 146255	**Norman P. Clement** Mchy.Aft 1Dk	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	EasternS.S.Co.Ld.	252·2|43·2|17·8 F34' WB	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
30846 143398 GNWZ	**Norman Star** (exNormanstar) ssNwc.No.3-2,32 Ref.Mchy. 2Dks(Stl) &Awng dk(Stl-ptws) CruiserStern	6817 6047 4340	✠100A1 Awng dk withfreeboard 1,36 ~~3,35 3,35~~ ✠LMC MS2,32 ~~BS12,34~~ ✠Lloyd'sRMC~~4,35~~ 3,36 Intermediate 'tween dk BH in forehold dispensed with Fitted for oil fuel 11,20 F.P. above 150° F.	Lon ~~Liv~~ BS1,36	a†	CL ~~9,35~~ 1,36	1919 10mo	Dunlop,Brmnr&CoLd Pt.Glasgow Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar LineLd.Mgrs.) CellDB364'1002t	415·6|56·2|25·5 B130'F56'onAwng dk FK FPT70tAPT45t	London British Cem CollisionBHtoA dk 1 „ „ 2nd „ 5 „ „ U „	T.3Cy.26",44"&75"-48" (s) &LP Turbine withDR gearing&hydraulic coupling 200lb 701NHP 3SB,12cf,GS185,HS9486 FD DunlopBremnr&CoLdPGl	37 ″ 0 s9 ″ 0½ 28 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30847 FOYI	**Normand** (*ex*WilliamGriffiths, *ex*Elwick) *ss*Shl.No.3-12,29 *ss*Shl.No.1-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1764 1358 947	✠100A1 1,36 ~~5,35~~ ✠NB6,23 ✠LMC6,34 BS5,35	Npt	*q*	5,35	1917 7mo	BlythS.B. &D.D.Co.Ld Blyth A&CP	Etablissements Odon deLubersac *Cell*	255·3|38·4|17·4 Q132'B*on*Q14'F30' FK *DB* 212' 386*t FPT*	Rouen French 4*BHCem* 90*tAPT*86*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 290NH 2SB,6*cf*,GS126,HS5112 MacColl&Pollock,Ld.Sld.	19 ″ 6 s 5 ″ 9¼ 17 ″ 11	
30848 6055 SFTM	**Normandia** 1*Dk*	*1155* *972* *646*					1918	Eriksbergs M.V.Aktieb. Gothenburg	Förn.Ångf. Aktieb.Götha(F. Sternhagen,*Mgr.*)	224·6|36·6|14·3 P21'B51'F24'H115*t*	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"-30" 108NHP KockumsM.V.Akt.Malmö		V
30849 FNSK	**Normandie** Ⓟ QuadSc *Fitted for oil fuel* 7*Dks*	82799 42681 36472					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	981·4|117·9|57·6	Havre French *WB*	Steam Turbines connected to Elec. Motors & Sc. Shafts Soc.Gén.Const.Elec.&Méc. AlsThom,Belfort		V
30850 131800 GBKX	**Normannia** Ⓟ TwinSc *CruiserStern* Wireless Sub.Sig 2*Dks*	1567 955 676					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3|36·1|15·3 P46'B160'F48'	S'thamptn British *WB*	2 sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		BT till ~~4,35~~ 4,36
30851 FOPH	**Normanville** (*ex*Hillglade, *ex*Inston) *ss*Hav.No.3-11,32 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1803 1360 1018	✠100A1 3,36 ~~4,35~~ BS1,35 ✠LMC11,32	Hav	*q*	CL ~~11,33~~ 3,36	1921 1mo *Lloyd*	C.Rennold- son&Co. SouthShields '*sA&CP*	Worms&Cie. *CellD*	270·2|38·2|16·7 Q102'P*on*Q22'B56' F26' FK *B* 234' 536*t FPT*46*t*	Havre French 4*BHCem* *APT*8*t*	T.3Cy.20",33"&54"-36" (*s*) 190lb *100lb* 235NHP 2SB,6*cf*,GS116,HS4164 MacColl&Pollock,Ld.Sld.	18 ″ 10 s 1 ″ 7¾ 17 ″ 4	
30852 7716 SFTO	**Norna** (*ex*Gerona) 4Mst 1*Dk*	*1022* *894* *587*					1914	Akers Mek.Værks. Oslo	RederiA/B Esperia (O.F.Ahlmark&Co. EftgA/B,*Mgrs.*)	221·5|34·9|14·8 P20'B59'F29'	Karlstad Swedish *WB*	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
30853 7329 SEJD	**Nornan** (*ex*Garm-34, *ex*Hamburg, *ss*Ham.No.3-4,12 *ex*Hebburn) 1*Dk*(*Irn*)&*deep framing* *Well deck*	*1062* *824* *606*	✠ 4,16 ✠	Gms			1900 9mo	WoodSkin- ner&Co.Ld. Newcastle	RederiA/B Nornan (Th.Ahrenberg, *Mgr.*) *CellDBa*52'*uE*	220·0|33·2|14·4 Q112'B10'F25' FK &*B*33'*f*94'285*tFPT*	Gothenbrg Swedish 4*BHCem* 42*tAPT*63*t*	T.3Cy.17½",28"&46"-33" 133NHP 1SB,4*pf*,GS58,HS2160 N.E.MarineEngCoLd.Nwc	16 ″ 6	V †
30854 LDNF	**Norne** *ss*Kob.No.1-34 *OilEng.* D.F. 1*Dk*(*Stl*)	3971 3644 2452	✠100A1 ~~2,35~~12,35 Got DBS9,34 ✠LMC CS12,34 4,35	Hkg	*w*	CL 12,35	1930 3mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	H.Kuhnle *Intermediate bulkh* *in after* *CellDB*	350·7|50·8|25·6 P31'B115'F31' *ead* FK *hold dispensed with* 304' 1051*t FPT*84*t*	Bergen Norwegian 5*BH pt Cem* *APTs*136*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB*85lb* EriksbergsMVAktieb.Got	28 ″ 0	
30855 FODG	**Noroit** *CarryingPetroleum in bulk OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	439 333 169					1934	NVSchpsw enMachfbrk. 'DeBiesbosch' Dordrecht	CiternaMaritime S.A.	158·0|24·8|11·5 P50'F28'	Rouen French *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
30856 134014 VGYJ	**Noronic** Ⓟ *ss*Tto.No.3-6,32 2*Dks*(*Stl*)&*Promenade dk* *Mchy.Aft* (*Stl*-ws)&*Webframes* D.F. *Longitudinal framing*	6905 3558 3935	✠100A- *ForService on* 6,34 BS~~10,35~~ ✠LMC10,32 10,34	Clv *the Gr*	*eat*	6,34 *Lakes*	1913 11mo	Western DD&SBCoLd P.Arthur,Ont	CanadaSteamship Lines,Ld. *WB=CellDBuE*&	362·0|52·0|24·8 FK *B*116'*f*205'1524*t* *DTf*25'148*tFPT*	Pt.Arthur, Ont. British 7*BH* 64*tAPT*34*t*	T4Cy.29½",47½"&(2)58"-42" 200lb (*s*) FD 805NHP 4SB&1AuxSB,14*cf*,GS308, HS13128 AmericanSBCoClevelndO.	28 ″ 9	
30857 7593 SFTR	**Norrköping** *ss*Skm.No.1-34 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*454* *291* *162*	✠100A1 *withfreeboard* 7,34 ✠LMC7,34	Skm	*g*	CL 7,33	1930 1mo *Lloyd*	Hlsingbrgs Varfs&Svets- ningsAktieb. Helsingborg '*sA&CP*	Rederiaktieb.Nor- den(G.Aberg, *Mgr.*) *CellDBuE*	142·6|26·9|12·0 Q44'B49'F34' BK6½" 18' *f* 28'60*tFPT*11*t*	Nrrköping Swedish 4*BHCem* *APT*11*t*	T.3Cy12$\frac{3}{16}$",20$\frac{21}{32}$"&32¼"-24" 200lb (*s*) 84NHP 1SB,2*cf*,GS52,HS1620 FD HelsingborgsVarfs& SvetsningsA/B	12 ″ 8 s 1 ″ 11 11 ″ 6¾	
30858 520 SFTU	**Norrland** Ⓟ 1*Dk*&*Shelter dk*	*426* *201* *293*					1888	Bergsunds Mek.Verks. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	135·6|22·5|11·1 H53*t* 18·1	Stockholm Swedish	T.3Cy.12¼",19½"&31¼"-23½" 47NHP BergsundsM.V.Stockholm		
30859 6366 SFTW	**Norrtelje** Ⓟ 1*Dk* *Mchy.Aft* *CruiserStern*	*731* *592* *357*					1921	Bergsunds M.V.Aktieb. Stockholm	RederiA/B Gabor (OlofBorin,*Mgr.*)	193·2|30·4|12·4 P64'F28'H68*t*	Gothenburg ~~Norrtelje~~ Swedish *WB*	T.3Cy.13",21¼"&34⅝"-23⅝" 58NHP BergsundsM.V.Aktb.Skm.		V
30860 3702 SFUD	— Ⓟ Sp 1*Dk*	*359* *164* *213*					1900	Lindbergs Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb.(O.F. Ekebohm,*Mgr.*)	145·0|26·6|7·5 B68'H78*t*	Vaxholm Swedish	T3Cy15$\frac{5}{16}$",25$\frac{5}{16}$"&41⅜"-25⅜" 86NHP LindbergsMek.Verks.Skm		
30861 6125 SLVA	**Norruna** (*ex*Astur,*ex*Aquila) 1*Dk*	2705 2382 1602					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Höganäs(C. Norrthon,*Mgr.*)	309·7|47·2|23·0 P31'B62'F33'	Höganäs Swedish *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft SvenskaTurb. Akt.Ljungström,Finspong		V
30862 147561 GBVS	**Norseman** TwinSc *CableVessel* *ss*Rio.No.2-32 2*Dks*(*Stl*)&*Upper dk* (*ptStl*-pt teak s) *CruiserStern*	1844 1671 651	✠100A1 *withfreeboard* 9,35 ~~12,34~~ ✠LMC MS9,32 BS~~7,34~~9,35 *Fitted for oil*	Rio *fuel*11	*q* ,23	CL ~~9,32~~ 8,35 *F.P. a*	1923 11mo *Lloyd* *bove* 1	J.Brown& Co.Ld. Glasgow '*sA&CP* 50° F.	WesternTelegraph Co.Ld. *CellD* *Tanks at sides of t*	259·5|37·2|22·9 B89' FK *Ba*32' *uE*21'*f*117' 230*tDTf*6'27*t* *unnels*19'29*tFPT*9*t*	London British 5*BHptCem* *APT*44*t*	T.6Cy.15",24½"&40"-30" (*s*) 180lb 320NHP 3SB,9*cf*,GS139,HS5451 FD J.Brown&Co.Ld.Glasgow	25 ″ 0 s 7 ″ 3 18 ″ 0½	
30863 LFMA	**Norskehavet** (*ex*Sigrun, *ex*Lyngenfjord, *ss*N.Yk.No.3-7,16 *ex*Keramiai) *ss*Bgn.No.2-25 2*Dks*(*Stl*)&*deep framing*	5153 4699 3150	✠ 8,29 ✠	Bom	*y*		1903 6mo	Napier& Miller,Ld. Glasgow	NorskSildindustri A/S(H.M.Wran- gell&Co.A/S,*Mgs*) *CellDBa*129'*uE*27 1154*tDT*	390·0|52·0|26·9 P111*t*H199*t*F69*t* FK '*f*161' *a*40'1022*t FPT*105*t*	Haugesnd Norwegian 6*BHCem* *APT*56*t*	T.3Cy.27",43"&72"-51" 405NHP 3SB,9*cf*,GS165,HS6303 D.Rowan&Co.Glasgow	29 ″ 11	N †
30864 2489 LOHR	**Norte** (*ex*Poljana-34) *ss*Bgn.No.3-12,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3822 3577 2301	✠100A1 *Shelter dk* *withfreeboard* ~~9,34~~12,35 BS12,35 ~~BS12,34~~ ✠LMC12,32 *Fitted for oil*	Sea BAs *fuel* 6,	*x* 20	CL ~~12,32~~ 11,35 *F.P. a*	1920 6mo *Lloyd* *bove* 1	Ardrossan DD&SBCoLd Ardrossan '*sA&CP* *CellDB* 50° F.	Cia.Argentina de Nav.Mihanovich Lda. 313'1076*tMT*23'72	360·7|52·2|23·5 F33'*on Shelter dk* FK *Collision* 1*t FPT*92*tAPT*88*t*	Bns.Ayres Argentine *ptCem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.25",41"&69"-48" (*s*) 180lb 388NHP 3SB,9*cf*,GS190,HS6408 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0 s 2 ″ 5¼ 23 ″ 8¾	
30865 EAHM	— (*ex*Alcazar,*ex*Eva) *ss*Phl.2ndNo.3-3,13 1*Dk*(*Stl*)2*trB*&*Web* *frames*&*ptAwng dk*(*Irn*)	2825 — 1938	✠ 12,18 ✠	Bry	*u*		1893 5mo	Ropner& Son Stockton	DomingoMumbru	321·1|39·4|20·8 P29'Q110' BK10" *ptAwng dk*183' ptND06 *Cel*	Barcelona Spanish 5*BHCem* *lDB*266'613*t*	T.3Cy.22½",37"&61"-42" NDB16 246NHP 2SB,6*cf*,GS104,HS3760 Blair&Co.Ld.Stockton	24 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30866 211076 WTBA	**North American** Ⓟ D.F. GyC. *2Dks&3Shadedks*	2317 — 1262					1913	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	259·0	47·1	18·3	MichgnCy. Ind. Utd.States	Q.4Cy17½",25",36"&52"-36" 162NHP GtLakesEngWrks,Detroit		R
30867 148058 GFXN	**North Cornwall** ssShl.No.2-32 *1Dk(Stl)*	4304 4030 2660	✠100A1 3,36 ~~5,35~~ BS5,35	Cff Nwc ✠LMC MS4,32	*x*	CL ~~6,34~~ 4,35	1924 3mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*)	380·8 P34'B229'F37' FK *CellDB316'980t*	52·2	25·3	Newcastle British *6BHCem* *APT127t*	T.3Cy.26",42"&69"-48" (*r*) 180lb *100lb* 338NHP 2SB,6*cf*,GS133,HS6430 JReadhead&Sons,Ld.S.Shl	27 ″ 9 s3 ″ 11½ 23 ″ 11½	
30868 148096 GKSC	**North Devon** ssShl.No.2-32 *1Dk(Stl)*	3658 3396 2239	✠100A1 1,36 ~~4,35~~ DBS~~4,34~~ 4,36	Cff Bry ✠LMC2,32 MBS1,36	*w*	CL ~~4,35~~ 1,36	1924 10mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*)	360·0 P32'B225'F36' FK *CellDBa&uE140'f156'895t*	50·0	23·1	Newcastle British *6BHCem* *APT125t*	T.3Cy.23",42"&69"-45" (*r*) 180lb *120lb* 371NHP 2SB,6*cf*,GS120,HS6044 JReadhead&Sons,Ld.S.Shl	25 ″ 6 s3 ″ 0½ 22 ″ 7½	
30869 210647 KUDZ	**North Haven** (*ex*PerryL. Smithers-34, *ex*EasternGale) *Fitted for oil fuel* *2Dks*	4653 3927 2981			...		1919	Uraga DockCo.Ld. Uraga	NorthlandTranspn Co.	360·1 P21'B91'F35' *WB* FK	51·2	25·9	Juneau Utd.States	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	R †
30870 222653 KFEW	**North King** (*ex*Houston, *ex*Liebenfels) ~~ssS.Fo.No.3-1,33~~ ssSea.No.3-1,35 ~~ssSea.No.2-31~~ *2Dks(Stl-Uteaks)&* D.F. GyC. *Webframes*	5064 4198 3386	✠100A1 4,35~~9,33~~ ~~BS4,35~~ BS3,36 *Fitted for oil fuel 1,23 F.P. above 150° F.*	Sea ✠LMC~~5,32~~ 4,35	*y*	CL 4,35	1903 6mo *Lloyd'sA&CP*	Bremer Vulkan Vegesack	PacificAmerican Fisheries *CellDBa103'* *uE&B50'*	375·7 P49'B111'F52' BK11' *f109'914t FPT50t*	50·7	27·3	Bellinghm Utd.States *7BHCem* *APT26t*	Q.4Cy.23¼",33¾",50"&72½"- 53½"(*s*) 220lb 502NHP 3SB,9*cf*,GS149,HS6426 FD BremerVulkan,Vegesack	30 ″ 0 s5 ″ 5 25 ″ 6½	
30871 Broken up 217101	**North Pole** *Ref.Mchy.* *2Dks&Webframes* *Longitudinal framing*	4131 3628 2501			...		1918	Baltimore D.D.&S.B.Co. Baltimore	UnitedStates ShippingBoard Bureau	339·3 P35'B75'F30' FK	49·1	26·3	Baltimore Utd.States *WB*	DR Geared Steam Turbine 390NHP WestinghouseMachineCo. Pittsburgh,Pa.	28 ″ 8	R †
30872 216822 WJEI	**North Sea** Ⓟ (*ex*Admiral Peoples-35,*ex*Mary Weems,*ex*Plainfield) ssPhl.No.3-12,24 ssS.Fo.No.2-33 *1Dk(Stl)Platform dk(Stl)in holds* D.F. *Fitted for oil fuel*	3133 2375 1903	✠ ... 4,35	SFo ✠	*t*		1918 9mo	Bethlehem S.B.Corp.Ld Elizabeth- port,N.J.	NorthlandTrans- portationCo. *CellD*	299·4 P&B229'F40' FK *B240'572t FPT40t*	45·0	22·8	Juneau Utd.States *6BHCem* *APT70t*	T.3Cy.21½",35"&58"-42" 341NHP 2SB,8*cf*,GS133,HS5256 BethlehemSBCorp.Ld.N.J	25 ″ 3	
30873 146296 VGNK	**North Voyageur** (*ex*Nayarit, *ex*Sinaloa,*ex*Ivy) ssMtl.No.3-8,30 Wireless ssQbc.No.1-34 *Well deck* *1Dk(Stl-ws)* *2nddk(Stl)inNos.1&3holds*	1461 827 850	✠ A1 *withfreeboard* 5,35 ~~9,34~~ *For Service in the Gulf of St. Lawrence and to Newfoundland from May to October inclusive* *Fitted for oil fuel 6,22 F.P. above 150° F.*	Qbc ~~BS4,35~~ ✠LMC9,34		CL ~~12,30~~ 4,35 BS3,36	1918 4mo *Lloyd'sA&CP*	BlythS.B. &D.D.Co.Ld Blyth	ClarkeS.S.Co.Ld. *CellDBuB11'f11'*	255·2 P&B197'F33' FK *27tDTf34tFPT14t*	35·0	16·2	Quebec British *8BHptCem* *APT20t*	T.4Cy.22",35"&(2)40"-30" 180lb (*s*) 237NHP 1SB,3*cf*,GS77,HS3447 Richardsons,Westgarth &Co.Ld.Hpl.	18 ″ 0	
30874 216514 WLER	**North Wind** (*ex*NosaDuke-33, *ex*Mineola-32) *Fitted for oil fuel* *2Dks*	2448 — 1465			...		1918	NewYork S.B.Corp. Camden,N.J.	NorthlandTrans- portationCo.	298·6 P35'B70'F28' FK	40·0	22·9	Ketchikan Utd.States *WB*	T.3Cy.19¾",31½"&54¼"-36" 262NHP NewYorkSBCorp.Camden	26 ″ 0	R †
30875 144976 GWNS	**Northern Coast** (*ex*LadyValentia) ssLiv.No.3-9,34 Wireless *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* E.S.D.	1211 987 556	✠100A1 *Shelter dk* *withfreeboard* ~~12,35 1,35~~ 1,36 BS 1,36	Shl ~~Shl~~Bkn ✠LMC MS7,34	*p*	CL 9,34	1921 11mo *Lloyd'sA&CP*	A.&J. Inglis,Ld. Glasgow	CoastLines,Ld. *CellD*	240·1 FK *Collision* *BuE37'f144'351t FPT74tAPT25t*	36·1	14·6	Liverpool British *Cem* *BHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.18",30"&50"-36" (*s*) 180lb 204NHP 2SB,6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 4¾ 16 ″ 8¾	
30876 161222 GSXT	**Northern Prince** TwinSc ssN.Yk.No.1-33 *OilEng.* *Ref.Mchy.* *3Dks(Stl-Weather dk pt ws)* Sub.Sig. D.F. *CruiserStern* GyC.	10917 9379 6500	✠100A1 *withfreeboard* 3,36 ~~9,35 12,35~~ DBS~~5,33~~ 7,35 ✠Lloyd'sRMC~~3,35~~ 4,36 ~~10,35~~	NYk ✠LMC CS5,33 12,35		CL P9,34 SN3,35	1929 4mo *Lloyd'sA&CP*	Lithgows, Ld. Pt.Glasgow	PrinceLineLd. (FurnessWithy& Co.Ld.*Mgrs.*) *Duct keel* *CellDB417'1739t*	496·2 F47' FK *fwd. of mchy. space* *Tanks in way of tunnels 224t FPT*	64·9	25·9	London British *9BHptCem* (*6 to W dk* 3 ,, *2nd* ,,)	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. *120tAPT213t*	41 ″ 0 s15 ″ 0¾ 26 ″ 6	
30877 230490 WHBW	**Northern Sun** ssPhl.No.1-35 *OilEng.* *Mchy.Aft* *2Dks(Stl)&Webframes* GyC. *Longitudinal framing–bracketless system*	8865 8329 5394	✠100A1 ~~6,35 10,34~~3,36 ~~DBS6,35~~ DBS2,36 *Carrying Petroleum in bulk*	Phl ✠LMC~~2,31~~ 3,34 ~~✠LMC(M)3,34~~	*e*†	CL N10,34	1931 2mo *Lloyd'sA&CP*	SunS.B.& DryDockCo. Chester,Pa.	MotorTankship Corporation *CellDBuE76'* *DTf20'692t*	480·6 B38'F48' *after Bridge77'* FK 340*t* *FPT186tAPT84t*	66·0	36·8	Phldlphia Utd.States *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91⁵⁄₁₆" 690NHP 2WTDB*225lb&200lb* (*upper*) SunS.B.&DryDockCo.	37 ″ 0	
30878 217399 KEKC	**Northern Sword** (*ex*Norma-32) *Fitted for oil fuel* *1Dk*	2648 2325 1513			...		1918	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wilmgtn,Del	SwordS.S.LineInc.	299·6 P24'B96'F39' FK	45·0	22·6	NewYork Utd.States *WB*	T.3Cy.21½",35½"&58¼"-42" 220NHP BethlehemS.B.Corp.Ld.	25 ″ 3	R †
30879 135610 MNFX	**Northgate** ssMdb.No.2-34 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	425 328 155	✠100A1 8,34 BS8,35	Hul ✠LMC1,34	*f*	CL 8,34	1925 5mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	FreeTradeWharf Co.Ld.	144·9 Q43'B15'F29' FK *DTf13'89tFPT28t*	25·2	11·7	Stockton British *4BHCem* *APT16t*	C.2Cy.17"&36"-27" (*s*) 180lb 77RHP 1SB,3*cf*,GS44,HS1468 ShieldsE&DDCoLd.N.Shls	12 ″ 7 s1 ″ 0½ 11 ″ 8¼	
30880 148183	**Northholm** (*ex*RobertH. Merrick) 3Mst *Mchy.Aft* *1Dk* *Well deck*	447 362 229			...		1924	J.Towers (Shipblding) Co.Ld Bristol	FrankWaterhouse &Co.ofCanadaLd.	150·2 Q48'B9'F22' FK	25·2	11·9	Vancouver B.C. British *WB*	T.3Cy.13",21"&35"-24" 81RHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 0 s1 ″ 4 11 ″ 10	
30881 208377 KJTG	**Northland** Ⓟ *2Dks*	2055 — 1205					1911	Harlan& Hollings- worthCor. Wlmgtn,Del	Norfolk&Wash- ingtonSteamboat Co.	291·2	51·0	18·0	Washngtn D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 240NHP Harlan&Hollingsw'rthCor		
30882 229059 WMDG	**—** Ⓟ TwinSc (*ex*W.B.Foshay) *OilEng.* Wireless *2Dks* *Ref.Mchy.* *CruiserStern*	1255 — 754					1929	Lake Washington Shipyard Houghton	NorthlandTrans- portationCo.	186·0 B117'F25'	35·0		Ketchikan Utd.States	Oil Engines 4S.C.SA 16Cy.14½"-18" 328NHP WashingtonIronWorks, Seattle		R
30883 160612 GSRC	**Northmoor** ssBly.No.1-34 *OilEng.* *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	4392 4070 2649	✠100A1 *withfreeboard* 3,36~~3,35~~ DBS~~3,35~~ 3,36 ✠LMC(M)3,35	Shl Gls ✠LMC CS1,34	*y*	CL 2,35	1928 11mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *CellDB3*	375·0 F30' FK *17'1011tM726'988tFPT140tAPT220t*	52·6	25·7	London British *7BHptCem* (*ColltoShdk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30884 148077	**Northton** Mchy.Aft 1Dk	2227 2008 1354			...		1924	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ColonialSteamships,Ld.(R.Scott Misener, Mgr.)	248·0|43·0|22·8 F42' FK	Toronto British WB	T.3Cy.20½",33"&54"-36" 213NHP N.E.MarineEng.CoLdNwc	25 " 0	
30885 139112 GBSJ	**Northumberland** TwinSc4Mst ssFal.No.3-11,26 Ref.Mchy. ssFal.No 2-34 D.F. 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl)inNo.1hold CruiserStern	11555 10786 7229	✠100A1 Shelter dk withfreeboard 5,36 ~~,34~~ ~~BS2,34~~ ✠Lloyd'sRMC ~~11,34~~ 10,35 Fitted for oil fuel 11,26 F.P. above 150° F.	Fal BS10,35 ✠LMC MS11,34	g†	CL ~~10,34~~ P6,35 S5,36	1915 11mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	FederalSteam Nav.Co.Ld.	530·5|63·0|31·9 B209'F84'on 39·8 Shelter dk FK WB = Cell DBa124'uE&B107'f226'	London British 9BHCem	4SteamTurbinesSR geared to 2 Sc.Shafts (s) 190lb 1670NHP 6SB,24cf,GS440,HS17688FD WllsndSlpwy.Co.Ld.Nwc. 1750tFPT104tAPT112t	42 " 8 s 11 " 1¾ 31 " 9	
30886 96937 VGDL	— Ⓟ TwinSc Wireless 1Dk	1255 975 542					1891	Wigham Richrdsn&Co Newcastle	CanadianGovt. (Dept.ofRailways &Canals)	220·0|33·1|20·4 H171'	Charletwn British	T.6Cy.17½",27½"&46"-33" 243NHP WighmRchardsn&Co.Nwc		
30887 130855	—	1012 — 585					1900	Neafie& Levy Philadelphia	J.A.Cheatham	190·0|41·0|11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"-30" 111NHP Neafie&Levy		
30888 3300 SGOA	**Northumbria** Ⓟ (exBalder) ssGot.2ndNo.3-6,25 Wireless ssGot.No.2-34 Well deck 1Dk(Stl-pt ws) Ref.Mchy. lower dk forehold	1396 869 752	✠100A1 5,35 6,~~34~~ BS ~~9,34~~ 8,35	Got ✠LMC8,33	o	OG 4,33	1898 9mo A&CP	Blackwood &Gordon PortGlasgow	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDBa33'uE&	246·2|34·1|14·0 P175'F48' FK B54'f115'261tFPT	Gothenbrg Swedish 6BHCem 26tAPT28t	T.3Cy.21¾",33"&54"-39" (s) 170lb 65lb 212NHP 2SB,6cf,GS129,HS3555 Blackwood&Gordon, P.Gl.	16 " 6 s " 9½ 15 " 10¼	
30889 155177 WCCW	**Northwestern** Ⓟ Steel&Iron (exOrizaba) Fitted for oil fuel D.F. 2Dks&Hur dk	3094 2413 1949					1889	Delaware RiverCo. Chester,Pa.	AlaskaS.S.Co.Inc.	336·2|43·2|22·0	NewYork Utd.States	T.3Cy.28",44"&70"-48" NB10 339NHP DelawareRiverCo. Chester		
30890 161994 GBLN	**Northwick**	4313 4010 2591	100A1 (ClassContemplated)				1931	W.Pickersgill&SonsLd. Sunderland		382·1|53·4|25·1 F35'	British	T.3Cy.25",42"&70"-48" G.Clark,Ld.Sunderland	27 " 6 s 3 " 3½ 24 " 6¾	
30891 ~~[illegible]~~ ~~GPRB~~ Broken up	**Nortonian** ssLiv.No.3-2,26 ssAnt.No.1-30 D.F. 2Dks(Stl)&Shelter dk(Stl)	6367 6039 4097	✠~~100A1~~ ~~Shelter dk~~ withfreeboard 5,33 ~~BS2,34~~	Liv ~~✠LMC10,33~~	z	CL 4,34	1913 11mo Lloyd's A&CP	D&WHenderson&CoLd Glasgow	~~DonaldsonLineLd. (DonaldsonBros. Ld.Mgrs.)~~ WB= Cell DB a115' uE&B80'f152'964t	400·7|52·4|26·9 AftB52'frd.B35'on Shltr dk FK&BK2" DTa26'675tFPT12	Italian 7BHCem 3tAPT30t	Q.4Cy23½",34",49"&70"-51" 215lb HS8935 (s) 507NHP 2DB&1AuxSB,14cf,GS264 D&W.Hendersn&CoLdGls	37 " 7 ~~s 8 " 11¾~~ ~~28 " 11~~	
30892 LCUI	**Norviken** Ⓟ ssH.Kg.No.2-34 Upper dk(ptStl-teak s) 2nd dk(Stl)	2924 2652 1779	✠100A1 withfreeboard 11,35 ~~11,34~~ BS11,35	HKg ✠LMC11,34	t	CL ~~N10,33~~ 11,35	1925 12mo Lloyd's A&CP	W.Hamilton&Co.Ld. PortGlasgow IntermediateBHin frwd holds dispensed with	Wallem&Co.A/S (H.J.Wallem, Mgr.) CellDB250'502t	295·0|45·7|26·0 B72'F31' FK FPT88tAPT105t	Bergen Norwegian Cem 3 BHto2nd dk 1 " " U "	T.3Cy.20½",34"&56"-36" (s) 180lb 244NHP 2SB,6cf,GS132,HS4302 Rankin&Blckmore,Ld.Grk	28 " 3 s 9 " 8¼ 18 " 9¼	
30893 LDQS	**Norvinn** ssSfj.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6322 5996 3830	✠100A1 ~~2,357,34~~ 1,36 DBS6,34 Carrying Petroleum in bulk	Fal ~~Sfj~~ Nwc ✠LMC CS6,34 2,35	a†	CL ~~2,35~~	1930 11mo Lloyd's A&CP	Barclay, Curle&Co.Ld. Glasgow	RasmussenogMoes RederiA/S(A/S JohanRasmussen&T. Moe,Mgrs.) CellDBuE81'305t D	421·0|58·5|32·3 P105'B28'F38' FK Tf38'498tFPT113t	Sandefjord Norwegian 15BH 5 " to 2nd dk APT129t	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 " 3	
30894 220631 KJTJ	**Norwalk** Fitted for oil fuel 2Dks	2157 — 1310					1920	Pusey& JonesCo. Wlmgtn,Del.	EasternS.S.Lines, Inc.	250·8|42·6|25·6 WB	Newport News Utd. States	T.3Cy.19",32"&56"-36" 188NHP Pusey&JonesCo.		
30895 207247	**Norway** Mchy.Aft GyC. 1Dk	6673 — 5314					1910	ToledoS.B. Co. Toledo,Ohio	GreatLakesSS.Co. Inc.	504·0|58·0|25·6 F50' WB	Oswego N.Y. Utd.States	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo,Ohio		
30896 26216 JNWD	**Norway Maru** ssKob.No.3-8,31 2Dks(Stl)& Awng dk(Stl)	5832 5552 4229	✠100A1 Awng dk withfreeboard 8,34 Fitted for oil fuel 1,23 F.P. above 150° F.	Nag 9,35 ✠LMC ~~8,34~~	y	OG 8,34	1920 4mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K. CellDB334'1118t	385·0|51·0|36·0 FK Collision FPT126tAPT93t	Kobe Japanese Cem BH to Awdk 5 " " U "	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB&1AuxSB, FD 8cf,GS154,HS5742 KawasakiDockyardCo.Ld.	36 " 0 s 9 " 1¾ 27 " 1	
30897 145849 GDMC	**Norwegian** ssGrk.No.3-9,34 2Dks(Stl)& D.F. Shelter dk(Stl)	6366 4476 4008	✠100A1 Shelter dk withfreeboard 9,35 ~~9,34~~	Grk Sws BS9,35 ✠LMC9,34	z	CL 7,34	1921 8mo Lloyd's A&CP	CaledonS. B.&E.Co.Ld. Dundee	DonaldsonLine,Ld. (DonaldsonBros. Ld.Mgrs.) CellDB332'920t DTa26'654t	400·2|52·4|35·0 B141'on Shelter dk FK2" FPT105tAPT31t	Liverpool British Cem 6 BH to S dk 1 " " U "	Q.4Cy.23½",34",49"&70"-51" 215lb (s) 644NHP 4SB,12cf,GS239,HS10210FD CaledonSB.&E.Co.Ld.Dun	37 " 7 s 8 " 8¾ 29 " 1	
30898 217145 WQOE Now "Cacique," see No. 37519 in Supplement	**Nosa Chief** (exGarfield) ssN.Os.No.3-2,31 D.F. 1Dk(Stl)	2718 2355 1538	✠100A1 11,34 BS8,34 Fitted for oil fuel 5,20 F.P. above 150° F.	SFo ✠LMC MS11,34	t	CL 3,34	1918 10mo A&CP	Bethlehem S.B.Corp.Ld. Elizabeth-port,N.J.	GraceS.S.Co.Inc. Cell	300·0|45·2|22·8 P24'B96'F39' FK DB240' 572t FPT	NewYork Utd.States 5BHCem 40tAPT70t	T.3Cy.21½",35"&58"-42" (s) 190lb 341NHP 2SB,8cf,GS133,HS5256 FD BethlehemS.B.Corp,Ld Elizabethport,N.J.	25 " 3 s 4 " 2½ 21 " 4	
30899 [illegible] KUSF Now "Chincha," see No. 37525 in Supplement	**Nosa King** (exCapital of Nebraska) D.F. Fitted for oil fuel Longitudinal framing 2Dks	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GraceS.S.Co.Inc.	324·0|46·2|25·0 P41'B90'F34'	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
30900 219833 KUML Now "Chipana," see No. 37527 in Supplement	**Nosa Prince** (exOklahomaCity) Fitted for oil fuel D.F. 1Dk	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceS.S.Co.Inc.	324·0|46·2|25·0 P41'B90'F34'	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
30901 220489 KDCN Now "Curaca," see No. 37528 in Supplement	**Nosa Queen** (exAtlanta of Texas) Fitted for oil fuel D.F. 1Dk	3280 3005 1997					1920	Mobile S.B.Co Mobile,Ala.	GraceS.S.Co.Inc.	324·0|46·2|25·0 P41'B90'F32'	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
30902 39735 JRPJ	**Noshiro Maru** OilEng. D.F. 2Dks Ref.Mchy CruiserStern	7184 6451 4318	✠100A1 12,35 ~~11,34~~ ✠Lloyd'sRMC ~~3,35~~ 12,35 Carrying cargo oil F.P. above 150° F. in deep tanks	Nag Kob ✠LMC11,34	c†	CL 4,36	1934 11mo Lloyd's A&CP	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K. CellDB354'1379t Wing tanks in way	449·6|62·3|34·4 F41'P23'B171' FK DTsa42'1527t of tunnel 82tFPT8	Tokio Japanese 8BHptCem 1tAPT78t	Oil Engines 2S.C.DA 7Cy.27 9/16"-47¼" 1851NHP DB100lb MitsubishiJukogyoKaisha Ld.Nag.	34 " 5	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade.
30903 39822 JPUA	**Noshiro Maru** Ⓟ (*ex*Nordhav, *ex*Bygdönes, *ex*GeneralMorrison) 1*Dk*	2333 1973 1390			...		1919	Dominion S.B.Co.Ld. Toronto	KawasakiKisen K.K.	251·1 P25'B64'F20' FK	43·6	21·5	Kobe Japanese *WB*	T.3Cy.20",33"&54"-40" 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	
30904 145553 MKTW	**Noss Head** K *ss*Lth.No.3-11,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	438 282 171	✠100A1 2,36 ~~2,35~~ BS2,35 ~~BS12,34~~ ✠LMC11,33	Lth	*f*	CL ~~11,32~~ 2,36	1921 10mo	A.Hall&Co Ld. Aberdeen *Lloyd'sA&CP*	A.F.Henry& MacGregor,Ld.	150·9 Q85'B12'F19' FK *CellDBf*92'106*t*	24·1	9·3	Leith British 3*BHCem* *FPT*32*t*	T.3Cy.13",21½"&35"-24" (*s*) 180lb 82RHP 1SB,3*pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4 s 4 ″ 2 11 ″ 4½	
30905 39723 JROJ	**Noto Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	~~7185~~ ~~6451~~ ~~4318~~ 7190 6451 4320	✠100A1 11,35 ~~10,34~~ ✠LMC10,34 ✠Lloyd'sRMC ~~2,35 7,34~~ 3,36 ~~11,35~~ *Carrying cargo oil F.P. above 150° F. in deep tanks*	Nag	*c*†	CL 11,35	1934 10mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*354'1879*t* *Wing tanks in way of tunnel* 82*t*	449·6 P23'B171'F41' FK *DTs a* 42'1527*t* *FPT*	62·3	34·4	Tokio Japanese 8*BHptCem* 81*t* *APT*78*t*	Oil Engines 2S.C.DA 7Cy.27 9/16"-47¼" 1851NHP DB*100lb* MitsubishiJukogyo Kaisha,Ld.Nag.	34 ″ 5	
30906 21031 JQDB	**Notoro Maru** Ⓟ Wireless 1*Dk*	1213 — 845					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24'	33·6	18·5	Amagasaki Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIrnWrks,Ld.Osaka		
30907 LCAA	**Notos** (*ex*KnutJarl-33, *ex*Laura Mærsk, *ex*Laura) *ss*Rot.2ndNo.3-3,24 *ss*Osl.No 1-28 1*Dk*(*Irn*)&*deep framing*	2712 2541 1697	✠ — 6,35! ✠	Nwc	*u*		1898 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Dampsk.A/S Notos (Valdemar SkoglandA/S) *CellDB*	324·0 P9'B160'F33' FK *a&uE*124'*f*136'675*t*	46·0	20·5	Haugesnd Norwegian 5*BHCem* *APT*47*t*	T.3Cy.24",38"&64"-42" NDB16 267NHP 2SB,6*cf*,GS89,HS4030 T.Richardsn&Sns.Ld.Hpl	23 ″ 0	N †
30908	**Notraco** (*ex*NotracoI, *ex*Flosshilde, *ex*Grenland, *ex*Björn, *ex*Pierre André, *ex*Shearwater) *ss*Bly.No.2-95 1*Dk*(*Irn*),*Beams,Stringer* &*DblBtmIrn*	953 749 563	✠ 11,01 ✠NB10,00 ✠	Bgn	*m*		1888 7mo	H.S. Edwards &Sons Newcastle	Rederi&Speditions A/B Nordstjernan *CellDB*	212·5 Q77'B51'F28' FK 192'290*t* *FPT*	31·2	14·0	Helsingfrs Finnish 4*BHCem* 36*t* *APT*30*t*	T.3Cy.16",16½"&44"-33" NDB00 108NHP 1SB,3*pf*,GS58,HS1500 E.Scott&Co.Newcastle	16 ″ 3	G †
30909 FNJK	**Notre Dame du Chatelet** (*ex*Oceaan) Aux3MstSr Wireless 1*Dk* *OilEng.* (*See Sailing Ship Register*)	488 415 344					1921	N.V.Schps. Geb.Bodewes Martenshoek	Pêcheries du Labrador	148·8 P31'F12'	27·2	12·8	St.Malo French	OilEngines2S.C.SA 4Cy.13⅛"-13¾" 123NHP D.Goedkoop,Jr.Ams.		V
Broken up 30910 [illegible] MQKD	**Nottingham** (*ex*Notts, *ex*Nottingham) Iron *ss*Gms.3rdNo.3-8,26 Sub.Sig. *ss*Gms.No.1-30 2*Dks*(*UIrn-ws*)	1051 825 487	✠ ... 8,35 ✠NB7,13 ✠~~LMC11,30~~ ~~BS12,34~~	Gms	*n*	CL 11,34	1891 5mo	C.S.Swan& Hunter Newcastle *Lloyd'sA&CP*	~~London&North EasternRly.~~	240·2 P55'B67'F32' BK8' *CellDB*185'213*t*	32·0	15·0	Grimsby British 5*BHCem* *APT*25*t*	T.3Cy.22",35"&57"-42" (*r*) 170lb NDB13 238NHP 2SB,6*cf*,GS126,HS3898 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 8 ~~s2 ″ 0¼~~ ~~16 ″ 3¼~~	
30911 PGKA	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 1,36 ~~12,34~~ ✠LMC12,34	Rot	*f*	~~CL~~ OG N1,36	1934 12mo	NVRotterdamDroogd. Maats. Rotterdam *Lloyd'sA&CP*	Internationale KustvaartMaats. *C*	153·3 P34'F16' FK *ellDB*97'148*t* *FPT*	25·2	8·5	Rottrdam Dutch 3*BHCem* 25*t* *APT*23*t*	Oil Engines 2S.C.SA 5Cy.10 13/16"-18⅞" 102NHP Gebr.Stork&Co.N.V. Hengelo	11 ″ 0 s 1 ″ 1 9 ″ 11½	
30912 ~~OHJX~~ OHXJ	**Notung** (*ex*Viola-35, *ex*Jessie, *ex*Middlesbrough) Iron *ss*Hbg.4thNo.3-2,34 1*Dk*(*Irn*)&*Webframes* *Welldeck* *Cargo battens not fitted*	1133 — 620	✠100A1 5,35 ✠LMC2,34 BS~~5,33~~4,36	Got	*o*	CL 11,33	1882 2mo	R.Dixon& Co. Middlesbro *Lloyd'sA&CP*	~~ErnstSohn~~ Rederi A/B Notung (ErnstSohn,*Mgr.*)	240·2 Q85'B53'F27' *DBa*	34·8	15·5	Helsingfrs Finnish 4*BHCem* 63'*f*98'365*t*	C.2Cy.27"&50½"-33" 80lb *100lb* NDB29 112NHP 1SB,3*pf*,GS50,HS1841 Blair&Co Ld.Stockton	16 ″ 6 s 1 ″ 4 15 ″ 11	
30913	**Noumea** Ⓟ (*ex*Jutlandia-34) TwinSc3Mst *OilEng.* 2*Dks*&*Awng dk*	4874 4239 3121					1912	Barclay, Curle&Co.Ld Glasgow	CarrisoInc.(Flood Bros.*Mgrs.*)	370·4 P25'F34' B(*aft*)25'(*fore*)78'	53·2	27·1	Panama Pnamanian *WB*	Oil Engines 4S.C.SA 16Cy.20⅞"-28¾" 468NHP Barclay,Curle&Co.Ld.Gls.		C
30913* LCUK	**Nova** Ⓟ Wireless D.F. 2*Dks*	1382 1314 810					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskap	231·4 H51*t*	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		
30914 147363 GJFY	**Nova Scotia** Ⓟ *ss*Liv.No.2-35 ~~*ss*Liv.No.1-30~~ *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk* (ws) D.F. 3*rd dk* (*Stl*) *in holds* E.S.D. *CruiserStern*	6796 5889 3841	✠100A1 *withfreeboard* 4,35 ~~4,34~~ BS4,35 ~~BS4,34~~ ✠LMC~~8,30~~4,34 ✠Lloyd'sRMC~~4,35~~ 12,35 *Fitted for oil fuel* 5,26 *F.P. above 150° F.*	Liv	*a*†	CL ~~5,32~~ 4,35	1926 5mo	Vickers Ld. Barrow *Lloyd'sA&CP*	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel forward* *CellDB*32	406·1 B145'F42' FK *of engine room* 71' 9'1041*t* *DT f*23'291*t*	55·4	31·8	Liverpool British 8*BHptCem* 2 „ *to2nddk* *DTa*23'357*t*	Q4Cy.31",43",62"&90"-57" 215lb (*s*) 1047NHP 5SB,20*cf*,GS377,HS16095FD Vickers,Ld.Barrow *FPT*71*t* *APT*126*t*	34 ″ 4 s 9 ″ 3½ 25 ″ 4½	BT till ~~4,35~~ 4,36
30915 149465	**Novadoc** *Mchy.Aft* 1*Dk*	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100'F35'	43·3	17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
30916 LDIC	**Novasli** (*ex*Maplewood, *ex*Ronalee) *ss*Stv.No 3-5,32 1*Dk*(*Stl*)	3204 3015 1973	✠100A1 1,36 ~~4,35~~ ✠LMC MS6,31 BS~~5,34~~4,36 *Fitted for oil fuel* 6,20 *F.P. above 150° F.*	Pal Ant	*v*	CL 10,34	1920 6mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	Skibs A/S Novasli (Jens Samuelsen,*Mgr.*)	342·2 P31'B100'F36' FK *CellDB*290'740*t*	48·0	21·9	Farsund Norwegian 6*BHptCem* *APT*121*t*	T.3Cy.24",38"&64"-42" 180lb *90lb* 293NHP 2SB,6*cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 s 3 ″ 10 20 ″ 9	
30917	**Novgorod** (*ex*Procyon-34) *Now "Magnitogorsk," see No. 39070 in Supplement* 1*Dk*	3566 3269 2175					1915	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	345·8 P25'B115'F35'	48·8	23·3	Leningrad Russian *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
30918 UOJG	**Novorossysk** Ⓟ (*ex*Hedwige, *ex*Rossiji) *ss*Oda.No.3-5,14 1*Dk*(*Stl*)&*Webframes*&*Awng dk*	1322 1169 760	✠ 9,19 ✠				1896 7mo	W.Dobson &Co. Newcastle	U.S.S.R.	239·6 P42'B53'F37' FK *Cell DBa*59'*u E&B*	32·1	20·2	Odessa Russian 33'*f*94'238*t*	T.3Cy.17",28"&48"-42" NB14 149NHP WllsndSlpwy.Co.Ld.Nwc.	22 ″ 4	
30919 141897 GRZQ	**Nowshera** TwinSc *ss*Cal.No.3-1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7920 7576 4875	100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ LMC BS~~7,34~~10,35 MS1,35	Cal Bom	*c*†	CL 1,35	1919	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*392'1495*t*	450·0 P31'F43' *on Shelter dk* FK *FPT*120*t* *APT*70*t*	58·4	37·1	Glasgow British *ptCem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP 3DB,24*cf*,GS440,HS17079 Wrkman,Clark&Co.LdBel	40 ″ 0 s 10 ″ 11½ 29 ″ 3½	
30920 Wrecked 6,35 WEDR	**Noyo** (*ex*AdmiralGoodrich, *ex*Aroline) *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*2*trB*	1419 1142 836					1913	Union Iron WorksCo. SanFrancisco	NationalS.S.Co. Inc.	224·4 P76'F20'	41·0	16·6	S.Frncisco Utd.States *WB*	T.3Cy.19",31"&50"-40" 158NHP UnionIronWorksCo.S.Fo.		R
30921 Broken up	**Nubian** *ss*Mch.No.3-9,24 *ss*Cff.No.2-32 ~~D.F.~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6384 6051 4067	✠~~100A1~~ *Shelter dk* *withfreeboard* 11,34 ✠~~LMC~~ ~~BS10,34~~	Ant	*z*	CL 11,34	1912 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	~~DonaldsonLineLd. (DonaldsonBros. Ld.Mgrs.)~~ *WB=Cell*	400·3 B52'&*for'd*B35' *onShelter dk* FK&BK2" *DBa*115'*uE&B*80'*f*	52·5	35·0	Italian 7*BHCem* 154'937*t* *DT*	Q.4Cy.23½",34",49"&70"-51" 215lb (*s*) HS9007 510NHP 3DB&1AuxSB,14*cf*,GS260 N.E.MarineEng.CoLdNwc *a* 26'660*t* *FPT*135*t* *APT*36*t*	37 ″ 7 s 8 ″ 11½ 28 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30922 123992 GVTQ	**Nucula** (*ex*SoyoMaru,*ex*Hermione) *ss*Auk.2ndNo.3-6,33 *Mchy.Aft* 2*Dks*(*Stl*) &*Web frames*	4614 4255 2807	✠100A1 6,35~~10,34~~ BS~~4,34~~ ✠LMC4,33 6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,07 F.P. above 150° F.*	Auk	*x*	CL 4,33	1906 9mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	TheAdmiralty *CellDBuB*33'71*t*	370·0 P95'B25'F38' *DTf*40' 376*t FPT*	48·5	28·7 FK	London British 13*BHCem* 52*tAPT*22*t*	T.3Cy.25",42"&70"-48" (*r*) 180lb 410NHP 3SB,9*cf*,GS195,HS6870 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 3 s 6 ″ 2¼ 24 ″ 4	
30923 141908 GBTW	**Nuddea** TwinSc *ss*Cal.No.3-7,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7928 7611 4956	✠100A1 *Shelter dk withfreeboard* 12,34 BS8,35 ~~BS7,34~~ ✠LMC8,51	Lon	*c*†	CL s7,34 P12,34	1919 6mo *Lloyd's A&CP*	Barclay, Curle&CoLd. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*386'1460*t*	449·5 P31'F43'*onShelter dk* *DTa*39'1100*t* *FPT*125*t*	58·2	37·1 FK	Glasgow British *ptCem* 8*BHtoShdk* *APT*80*t*	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP *100lb* NDB20*fitted*21 3DB,*24cf*,GS440,HS17079 Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s11 ″ 0½ 29 ″ 3	
30924 EAHL	**Nuestra Señora del Carmen** (*ex*BegoñaNo.4,*ex*Diciembre) *Turret deck* 2*Dks*3*trB*	3482 2867 2223					1895	W.Doxford &Sons,Ld. Sunderland	Cia.delVapor CarmenS.L.	341·0 F33'	45·6	23·1	Bilbao Spanish	T.3Cy.26",42"&68"-42" NB06 300NHP W.Doxford&Sons,Ld.Sld.		
30925 KZAJ	**Ntra. Sra. Del Rosario** *Fitted for oil fuel* Wireless 2*Dks*	430 — 225					1929	KwongTak CheongS.B. E.&D.CoLd. HongKong	Genato&Co.	168·0 B30'F24'	28·0	12·0	Manila P.I. Utd.States *WB*	T.3Cy.13",21"&35"-24" 60NHP W.McNeil&Co.Ld.Gls.		
30926 126984	**Nugget** (*ex*Mungret-34, 3Mst *ex*Sligo) *ss*Qns.No.3-4,28 *Well deck* *ss*Bkn.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	515 373 205	✠100A1 ~~10,352,35~~ 3,36 BS~~8,34~~ ✠LMC7,32 7,35	Bly ~~Trn~~ Cff	*i*	CL ~~2,35~~ 3,36	1913 1mo *Lloyd's A&CP*	Dublin DykrdCo.Ld. Dublin	Wm.Robertson *CellDBf*94'118*tFHT*	175·7 Q96'B7'F30'	27·4	10·3 BK7"	Glasgow British 3*BHCem* 41*tAPT*31*t*	T.3Cy.15",25½&41"-30" (*s*) 180lb *100lb* NDB20 85RHP 1SB,3*cf*,GS55,HS2077 MacColl&Co.Ld.Belfast	12 ″ 10 s4 ″ 3 12 ″ 11	
30927 EAFR	**Numa** (*ex*EnriqueBallesteros, *ex*Mar-Negro, *ss*Bbo.2ndNo.3-12,17 *ex*Sollube, 1*Dk*(*ptStl*&*ptIrn*) *ex*Inchdune) &*Webframes*2*trB* *Well deck*	*2692* *2244* *1939*	✠ 5,23	Bcl	*t*		1891 7mo	Irvine&Co. W Hartlepool	Soc.Anon.Fabrica deMieres	314·0 P31'Q96'B130'F33'	40·6	20·7	Gijon Spanish *WB*	T.3Cy.23",37½"&61½"-39" NDB13 248NHP 2SB,*6cf*,GS95,HS3925 T.Richardson&Sons,Hpl.	23 ″ 8	
30928 116993	**No. 14** (*ex*Lurcher) 2*Dks*	396 396 269					1903	PolsonIron WorksCo.Ld Toronto	CanadianGovernment	121·3	24·7	19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
30929 116994	**No. 15** (*ex*Anticosti) 2*Dks*	396 396 269					1904	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment	121·3	24·7	19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
30930 79 IBBZ D.F.	**Numidia** *ss*Tri.No.3-5,26 *ss*Fiu.No.2-34 ~~*ss*Tri.No.1-31~~ 2*Dks*(*Stl*)	5339 4639 3397	✠100A1 11,35~~10,33~~ BS10,35 ✠LMC 6,34 ~~MS1,31~~ ~~BS6,34~~	Msl Ant	*y*	CL 4,35	1913 7mo *Lloyd's A&CP*	Cantiere SanRocco Trieste *WB*	NumidiaS.S.Co. (D.Tripcovich) =*CellDB a* 132' *uE*20' *f* 171' 1104*t*	395·3 50·5 P32'B113'F43' *DTa* 38' 957*t FPT*	52·7	26·9 FK	Trieste Italian 7*BHCem* 167*tAPT*33*t*	T.3Cy.26",42"&72"-48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEng CoLdNwc	29 ″ 8 s 5 ″ 9 24 ″ 2	
30931 7055 SIXA	**Nuolja** TwinSc *OilEng.* *ss*Got No.2-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	6872 6423 3681	✠100A1 *Shelter dk withfreeboard* 2,35 DBS6,35 ~~DBS6,34~~ ✠LMC9,52	Rot	*z*	OG 2,35	1923 12mo *Lloyd's A&CP*	A.B.Göta- verken Gothenburg *CellDBuE*45'	Trafikaktieb. Grängesberg- Oxelösund (G.Dillner,*Mgr.*) *f*197' 1282*t MT*37'	418·8 F36' *onShltr dk* *Collision* 1511*t Tanks at sides*	55·1	33·6 FK	Stockholm Swedish 8*BHptCem* *nBHtoShdk* *oftunnels*84'	Oil Engines 4S.C.SA 12Cy.23 3/16"-35 7/16" DB*100lb* 629NHP A.B.Götaverken,Got. 1011*tFPT*190*tAPT*50*t*	37 ″ 6 s 9 ″ 1¾ 28 ″ 6½	
30932 139638 MJRZ	**Nuorla** (*ex*Nautilus) *Mchy.Aft* 1*Dk*	364 257 176					1918	Gebrs. van- derWindt Vlaardingen	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*)	132·4 P32'B8'F16'	23·3	10·3	Cardiff British *WB*	T.3Cy.11⅞",18¾"&30¾"-22" H.Versteig, 45NHP NederHardingsveld		C
30933 1044 IRKY	**Nuraghe** Ferro-ConcreteTwinSc (*ex*Marengo,*ex*EnricoG.) *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* 1*Dk*	633 546 314					1921	Soc.Navi Ital.Cemento Armato Lavagna	Cap.Glauco Tabacco Soc.Anon. Italiana	154·2 P46'F21'	28·5	16·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 6Cy.9 17/20"-10⅝" 103NHP E*made*20*fitted*30 AnsaldoSanGiorgio,Turin		I
30934 LENX	**Nurgis** (*ex*Oranjepolder) 1*Dk*	700 525 296					1918	J.Meyer's S.B.Co. Leeuwen	D/S A/S Nurgis (KarlM.Thuestad)	181·4 Q43*t*F23*t*H45*t*	28·3	12·7	Haugesnd Norwegian *WB*	T.3Cy.15½",25½"&39½"-23½" 76NHP Gebr.Stork&Co.Hengelo		V
30935 EAGT	**Nuria R.** (*ex*MariaElisa,*ex*Rufina, *ex*Algorteño, *ss*Bbo.2ndNo.3-4,20 *ex*Roumania) *ss*Bbo.No.2-28 *Well deck* 1*Dk*(*Irn*)&*Web frames*	2733 1863 1700	✠ ... 3,34 ✠	Bcl			1893 9mo	W.Gray& Co.Ld. W Hartlepool	Hijo de Ramon A.Ramos *CellD*	290·0 P27'Q84'B119' F31' *Ba*&*uE*114'*f*108'46	38·1	20·0	Barcelona Spanish 5*BHCem* 9*tAPT*35*t*	T.3Cy.23",36½"&62"-39" 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	
30936 147485 GJTR	**Nurjehan** *ss*Cal.No.2-31 2*Dks*(*Stl-U*teaks)	5424 4970 3379	✠100A1 3,35 BS~~7,34~~ ✠LMC6,51 8,35	Cal	*z*	CL 3,35	1923 5mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *CellDB*347'1110*t*	405·0 P38'B137'F45' *DTa*33'905*tFPT*124*t*	52·9	29·0 FK	London British 7*BHCem* *APT*30*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,*8cf*,GS150,HS6732 FD Dunsmuir&JacksonLd.Gls	31 ″ 4 s 5 ″ 11 25 ″ 7¾	
30937 147528 GJTS	**Nurmahal** *ss*Cal.No.2-31 2*Dks*(*Stl-U* teaks)	5419 4970 3380	✠100A1 5,35~~7,34~~ BS~~10,33~~ ✠LMC11,51 5,35	Cal	*z*	CL ~~10,32~~ 4,35	1923 8mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *CellDB*347'1110*t*	405·2 P38'B137'F45' *DTa*33' 905*t FPT*	52·9	29·0 FK	London British 7*BHCem* 124*tAPT*30*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,*8cf*,GS150,HS6732 FD Dunsmuir&JacksonLdGls	31 ″ 4 s 5 ″ 11 25 ″ 7¾	
30938 DAPA	**Nürnberg** (*ex*Hela) Wireless 1*Dk*	748 498 440					1920	Vulcan- WerkeA.G. Stettin	RenataDmpfsch. Ges.ThGribelK.G. a.A.(RudChrist Gribel,*Mgr.*)	183·7 P20'Q55'B44'F21'	29·2	11·5	Stettin German *WB*	T.3Cy.13⅗",21 7/10"&35⅗"-25⅗" Vulcan- 62NHP WerkeA.G.Stettin		G
30939 161525 GSWV	**Nurtureton** *ss*Rot.No.3-9,32 1*Dk*(*Stl*)	6272 5804 3730	✠100A1 12,35~~4,35~~ BS4,35 ✠LMC9,52	Shl	*a*†	CL N3,35	1929 6mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	CarltonS.S.Co.Ld. (R.Chapman&Son *Mgrs.*) *CellDB*	423·0 P36'B138'F45' 352'2020*t FPT*350*t*	58·3	29·8 FK	Newcastle British 7*BHCem* *APT*378*t*	Q.4Cy.22",33",48"&70"-48" 240lb *220lb* (*s*) 520NHP 3SB,*9cf*,GS169,HS7193 FD J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s 6 ″ 7½ 26 ″ 8¼	
30940 143169 MJPG	**Nutfield** (*ex*Bermondsey) *ss*Shl.No.3-10,31 1*Dk*(*Stl*) *Cargo battens not fitted*	1561 1346 825	✠100A1 3,35 BS~~3,36~~ ✠LMC10,31 4,36	Shl	*p*	CL 3,35	1919 4mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld. Dublin	E.T.Lindley *CellDB*171'310*tD*	240·1 B52'F22' *Ta*29' 131*t FPT*80*t*	36·3	19·1 FK	London British 6*BHCem* *APT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 9½ 18 ″ 8	
Broken up 30941 1976 SFUO	**Nya Östhammar** Ⓟ Iron (*ex*Klintehamn) 1*Dk*&*Shelter dk*	315 155 230					1876	O.A.Brodin Gefle	WaxholmsNya Angf.A/B(O.F. Ekebohm,*Mgr.*)	121·4 H12*t*	21·6	9·7 16·6	Waxholm Swedish	C.2Cy.13¾"&28¾"-20" 31NHP O.A.Brodin,Gefle		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
30942 160209 GNTX	**Nyanza** ssAvn.No.1-33 D.F. 1*Dk*(*Stl*)	4974 4606 3126	✠100A1 6,35 ~~9,31~~ BS~~9,34~~ 6,35	Gen Grk ✠LMC3,33	*y*	CL ~~6,33~~ 6,35	1928 7mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow 'sA&CP	Steamship "Mombassa" Co.Ld. (Maclay&McIntyre,Ld. *Mgrs.*)	402·7|52·2|27·3 P45'B125'F47' *CellDB*345' FK 1179*tFPT*	Glasgow British 6*BHptCem* 81*tAPT*209*t*	T.3Cy.25",41"&68"–51" (*s*) 180lb 431NHP 3SB,*9cf*,GS150,HS6111 FD D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ 7¾ 24 ″ 5½	
30943 CSBJ	**Nyassa** Ⓟ (*ex*Trás-os-Montes,*ex*Bülow) TwinSc ssLis.2ndNo.3-6,31 3*Dks*(*StlU*-ws)4*th dk*(*Stl*) Sub.Sig. *Ref.Mchy. in forward holds*	8980 5671 5358	100A– 4,35 BS~~[illegible]~~ 4,35	Lis LMC6,31		OG ~~P4,33~~ S3,34 P12,35	1906	J.C.TecklenborgA.G. Wesermünde-G.	Cia.Nacional de Nav. *CellDB*389'1340*t*	462·4|57·9|34·6 P80'F93' FK *DTs u*42'466*tFPT*	Lisbon Portuguese 9*BHCem* 100*tAPT*54*t*	Q.8Cy.24",~~34~~",50"&72"–51" 220lb (*s*) $31\frac{11}{16}$" 1170NHP 3DB&1SB,*21cf*,GS416, FD HS17100 J.C.TecklenborgA.G.Wsm	39 ″ 0 s10 ″ 11¼ 28 ″ 5¾	
30944 OXGS	**Nyborg** Ⓟ TwinSc (*TrainFerry*) *OilEng.* *CruiserStern* 1*Dk*	2255 2027 1219					1931	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	336·3|56·6|17·6	Nyborg Danish *WB*	Oil Engines 4S.C.SA 16Cy.$17\frac{11}{16}$"–$33\frac{7}{16}$" 482NHP Akt.Burmeistr&Wain,Cpn		V
30945 LCUM	**Nyhaug** *OilEng.* 1*Dk*	4044 3617 2307					1925	A/S NakskovSkibsvft. Nakskov	A/S Atlas (Chr.Haaland, *Mgr.*)	350·7|51·5|24·7 P90*t*H283*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 354NHP Akt.Burmeistr&Wain,Cpn		N
30946 LCUN	**Nyholm** ssCco.No.2-34 TwinSc *OilEng.* ~~ssHam.No.1-32~~ *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Progressive Survey of oil tanks*	5843 5045 3294	✠100A1 10,35 ~~10,34~~ DBS 8,35 *Carrying Petroleum in bulk*	Rot ✠LMC CS10,35 3,35	*z*	PN9,34 CL S9,34	1927 11mo *Lloyd*	Odense Staalskibsvft Odense 'sA&CP	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDB*	390·8|55·2|31·0 P99'B32'F57' *Trunk*202' FK *uE*65'212*tFPT*250	Haugesnd Norwegian 10*BH* *tAPTs*463*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	
30947 LDSL	**Nyholt** TwinSc ssOsl.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	8087 7425 4807	✠100A1 3,36 ~~4,35~~ DBS4,35 *Carrying Petroleum in bulk*	Osl NYk ✠LMC4,35	*c*†	CL 4,35	1931 4mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDBuE*58'209*tD*	460·7|60·3|34·4 P101'B44'F45' *Tf*35'712*tFPT*197*t*	Haugesnd Norwegian 16*BH* (11 *to U dk* 5 „ *2nd* „) *APTs*163*t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 6 ″ 0½ 27 ″ 7¾	
30948 LCKF	**Nyhorn** TwinSc *OilEng.* ssEls.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*) *in No.* 1 *hold* "*Platform dk in No.*2 *hold for fruit cargoes*"	4494 4070 2732	✠100A1 *withfreeboard* ~~10,35~~~~12,34~~ 1,36 DBS~~1,34~~ 2,36 ✠Lloyd'sRMC~~10,34~~~~6,35~~10,35 for temp. 30° F.	Ant ~~Ver~~ ✠LMC CS1,34 1,36	*y* Rot	CL SN4,36 PN 12,34	1929 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen 'sA&CP	A/S "Atlas" (Chr. Haaland, *Mgr.*) *CellDB*329'1393*t* *of tunnels*94*t*	381·2|53·7|25·3 F36' FK *Tanks in way* (*FPT*105*tAPT*146*t*	Haugesnd Norwegian 6*BH* (*Coll to Sh dk* 5 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 625NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 1 s 3 ″ 0½ 25 ″ 3½	
30949 5063 SKPA	**Nyland** *Turret deck* 1*Dk*	*3325* *2773* *2041*					1909	WDoxford &Sons,Ld. Sunderland	Ångf.Aktieb. Tirfing(T.E.J.: son Broström, *Mgr.*)	326·9|48·6|21·7 P37'B42'F29'	Gothenbrg Swedish *WB*	T.3Cy.24½",40"&66"–42" 282NHP W.Doxford&Sons,Ld.Sld.		V
30950 SVOV	**Nymphe** (*ex*Inkum) ssPir.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4504* *4202* *2795*	✠100A1 *Shelter dk withfreeboard* 11,35 ~~8,35~~ MS7,33	Npt Yka ✠LMC BS2,35	*y*	CL ~~6,32~~ 11,35	1921 6mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	Cephalonian MaritimeCo.Ld. *CellDB* *DTa*49'1021*t*	400·3|52·0|24·9 FK 342'1079*t Collisio* *FPT*102*tAPT*47*t*	Argostoli Greek *Cem* *nBH to S dk* 7 „ „ *U* „	T.3Cy.26",42"&70"–48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0¾ 24 ″ 7½	
30951 7574 SFUW	**Nynäs** *Carrying Petroleum in bulk OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*301* *221* *132*					1929	Nya Varvsaktb.Öresund Landskrona	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	135·1|24·0|10·8 P38'F23'	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.10"–16½" 105NHP A/B AtlasDiesel,Skm.		V
30952 124984	**Nyounghla** TwinSc *Mchy.Aft* 1*Dk*	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld.	160·0|31·1|8·1	Rangoon British	T.6Cy.9",14½"&24"–15" 58RHP BairdBros.NorthShields		
30953 HAAN	**Nyugat** (*ex*Treglisson-34) ssFal.No.3-8,25 ssBry.No.2-34 D.F. 1*Dk*(*pt Irn pt Stl*)2*trB*	*4323* *4042* *2737*	✠100A1 2,36 ~~3,35~~ MS2,34	Hul ✠LMC BS~~9,34~~ 10,35	*x*	CL ~~7,33~~ 2,36	1912 11mo *Lloyd*	JReadhead &Sons,Ld. SouthShields 'sA&CP	NeptunSeaNav. Co.Ld.(B.Burger, *Mgr.*) *CellD*	369·8|51·1|26·1 P33'B226'F34' FK *Ba*119'*uE*23'*f*162'	Budapest Hungarian 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb *90lb* 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30954 6518 SFEA	**O. A. Brodin** (*ex*Erato-35, *ex*O.A.Brodin) *ss*Got.No.3-10,27 *ss*Got.No.2-36 ~~*ss*Got.No.1-32~~ 1*Dk*(*Stl*)	*1923* *1646* *1098*	100A1 5,36 ~~3,35~~ ✠NE10,27 ~~BS5,35~~	Got LMC ~~10,32~~ 5,36	*r*	OG ~~1,35~~ 4,36	1920 *Lloyd*	E.Brodins Varfs. Aktiebolag Gefle '*s*A&CP	RederiA/B Kare (E.O.Brodin,*Mgr*). *CellDBa*	266·1 P27'B55'F23' FK 110'*uB&f*112'494*t*	42·8	18·4	Stockholm Swedish 4*BHCem* *APT*38*t*	C.4Cy.(2)$16\frac{7}{8}$"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$" 213lb (*s*) 176NHP 2SB,4*cf*,GS54,HS1076 FD A/B Lindholmens-Motala, Got.	20 " 6 s 2 " $8\frac{1}{4}$ 17 " $11\frac{3}{4}$	
30955 LCUP	**O. A. Knudsen** TwinSc *OilEng.* *ss*Got.No.2-34 2*Dks*(*Stl*) *Mchy.Aft* *CruiserStern*	9026 8269 5191	✠100A1 ~~9,35~~ 2,35 3,36 DBS~~2,35~~ 3,36 *Carrying Petroleum in bulk*	Bkn ~~Yka~~ Rot ✠LMC9,34	*d*†	CL ~~P7,34~~ ~~SN7,34~~ 3,36	1925 11mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*s*A&CP *CellDBuE*52'	D/S A/S Jeanette Skinner (Knut Knutsen,O.A.S. *Mgr.*) 187*t* *DTf*47' 624*t*	470·0 P94'B33'F40' FK *FPT*245*tAPT*215*t*	62·2	35·3	Haugesund Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 " 9 s 8 " 6 26 " $8\frac{3}{4}$	
30956 LCBD	**O. B. Sörensen** TwinSc D.F. *ss*Fal.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing bracketless system* *CruiserStern*	7919 7338 4598	✠100A1 ~~10,34 4,35~~ 5,36 ✠LMC CS10,35 12,34 *Carrying Petroleum in bulk*	Fal DBS10,35	*c*†	CL 10,34	1931 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*s*A&CP *CellDBuE*65'	SmithSörensens TankrederiA/S (S.H.Smith Sörensen,*Mgr.*) 242*t* *DTf*36'540*t*	462·0 P105'B39'F41' FK *FPT*148*t* *APT*241*t*	59·7	34·3	Arendal Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"–$39\frac{3}{8}$" 778NHP 2DB*170lb* KockumsM.V.Akt.Malmö	34 " 7	
30957 200203 KDUZ	**O. S. McFarland** (*ex*M.A.Reeb, *ex*Kensington) *Mchy.Aft* 1*Dk*2*trB*	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	370·8	50·2	24·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",$32\frac{1}{2}$"&55"–40" 191NHP CraigS.B.Co.Toledo,O.		R
30958 130642	**O'Connor Dick** (*ex*Restigouche) 1*Dk*	470 446 319					1900	.... Kinderdijk	NationalSand&MaterialCo.Ld. (J.D.Payne,*Mgr.*)	156·0	33·0	10·2	Ottawa British	T.3Cy$11\frac{1}{16}$"$16\frac{7}{32}$"&$27\frac{1}{16}$"–18" 60RHP		
30959 115636 MCPQ	**Oak** *ss*Bel.No.1-35 3Mst *ss*Bel.2ndNo.3-8,31 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	318 228 124	✠100A1 8,35 ~~3,34~~ BS~~5,35~~ 3,36	Bwg Bel ✠LMC3,34	*f*	CL 2,34	1906 10mo *Lloyd*	J Fullerton &Co Paisley '*s*A&CP	Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld.*Mgrs.*)	142·5 Q79'B7'F23' BK6" *WB*=	23·3	10·1	Newry British 3*BHCem* *FPT*43*t*	C.2Cy.$16\frac{1}{4}$"&$34\frac{5}{16}$"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 " 2 s 4 " 2 11 " 5	
30960 148895 GLQD	**Oakbank** TwinSc *OilEng.* *ss*Mdb.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5154 4768 3118	✠100A1 *with freeboard* 2,36 ~~3,34~~ DBS4,35 *Carrying vegetable oil in deep tank*	NYk ~~Shi~~ Ank ✠LMC3,33 ✠LMC(M)3,35	*a*†	CL ~~2,33~~ 2,36	1926 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*s*A&CP *CellD*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *B*357' 1121*t* *Tanks* 115'251*tDT*	420·3 FK *Coll* *between tunnels* *f*32'1067*t* *FPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd* ,, *APT*132*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 " 2 s 3 " $7\frac{3}{4}$ 25 " 8	
30961 150837	**Oakbay** (*ex*Marinier) TwinSc 1*Dk* Now "Henry C. Daryaw," see No. 33411 in Supplement	1265 858 694					1919	Ch.de Normandie Gnd.Quevilly	~~OakbayS.S.Co.Ld. (TreeLineNav.Co. Ld.)~~ H.Daryaw	219·2 P63'F25'	35·0	13·2	Montreal British *WB*	C.4Cy.15"&30"–18" 66NHP Ch.dePenhoët,St.Nazaire		V
30962 213624 WBCK	**Oakey L. Alexander** (*ex*Nevadan, *ex*Franklin) *ss*N.Yk.No.3-7,27 *ss*Bos.No.2-35 ~~*ss*Bos.No.1-31~~ Sub.Sig. 1*Dk*(*Stl*)&*Webframes* D.F. *Cargo battens not fitted*	5285 4711 3325	✠100A1 ~~6,35 11,34~~ 12,35 ~~BS5,34~~	NNs Bos ✠LMC ~~6,31~~ 6,35	*y*	CL 5,34	1915 9mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co.	368·6 P27'B72'F31' FK *CellDBa*104' *uE*	55·2	30·5	Wilmgton (Del.) Utd. States 7*BHCem* & *B*43' *f*173'	T.3Cy.25",$41\frac{1}{2}$"&70"–46"(*r*) 195lb 462NHP 3SB,9*cf*,GS150,HS6624 FD NewYorkSB.CoCamdnNJ 1832*tFPT*220*tAPT*201*t*	34 " 5 s7 " 10 27 " 0	
30963 120649 GBJM	**Oakgrove** (*ex*Needwood) *ss*P.Gl.2ndNo.3-1,30 1*Dk*(*Stl*)&*Webframes*	1985 1758 1243	✠ —— 3,35 ✠	Lth	*r*		1906 1mo	Osbourne, Graham&Co. Sunderland	GroveLine(Glasgow)Ld.(David Alexander&Sons, *Mgrs.*) *Cell*	279·5 P25'B64'F28' FK *DBa&u E*110'*f*110'	40·1	18·1	Glasgow British 4*BHCem* 458*tAPT*29*t*	T.3Cy.$20\frac{1}{2}$",33"&54"–39" 194NHP 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.CoLd.Sld.	20 " 6	
30964 DIEA	**Oakland** Ⓟ *Ref.Mchy.* D.F. *OilEng.* Sub.Sig. *Cruiser Stern* 2*Dks*	6757 5498 4027					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	433·5 P28'B&F394'	59·1	27·1	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 1580NHP AllgemeineElekGesBerlin		G
30965 219689 KUGG	**Oakman** (*ex*ClemenceC.Morse, *ex*Boshbish) *Fitted for oil fuel* 1*Dk&Shelter dk* Sub.Sig. *Longitudinal framing*	6061 5559 3759			...		1920	Virginia S.B.Corp. Alexandria, Va.	LykesBros.–RipleyS.S.Co.Inc.	402·6 P34'F38'*on Shltrdk* FK	53·2	32·0	Lake Charles,La Utd. States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.	34 " 6	R †
30966 220362 KDAZ	**Oakmar** (*ex*WilliamCampion, *ex*EasternExporter) *Fitted for oil fuel* D.F. 2*Dks&Awng dk*	5766 5507 3573			...		1920	Mitsui Bussan Kaisha,Ld. TamaDykd.	CalmarS.S.Corp.	385·0 FK	51·0	33·7	NewYork Utd. States *WB*	T.3Cy.26",$43\frac{1}{2}$"&72"–48" 554NHP MitsuiBussanKaisha,Ld. Uno	30 " 0	R †
30967 105158 MKNF	**Oakover** (*ex*Eendracht) 1*Dk*	347 252 162					1914	J.Th.Wilmink Gideon	R.Hocken	132·3 Q&B72'F11'	23·1	10·8	Guernsey British *WB*	T3Cy$11\frac{3}{5}$",$17\frac{7}{10}$"&$29\frac{1}{2}$"–$17\frac{7}{10}$" D.H.Landweer 60RHP &Zn.Martenshoek		V
30968 219842 KUNN	**Oakpark** (*ex*JennieR.Morse) Broken up *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6060 5559 3758			...		1920	Virginia S.B.Corp. Alexandria, Va.	UnitedStates ShippingBoard Bureau	402·6 P34'F38' *on Shelter dk* FK	53·2	32·0	NewYork Utd. States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.	34 " 6	R †
30969 219463 KOVN	**Oakspring** (*ex*E.A.Morse) *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6059 5550 3743			...		1919	Virginia S.B.Corp. Alexandria, Va.	UnitedStates ShippingBoard Bureau	402·6 P34'F38'*on Shltr dk*	53·2	32·0	NewYork Utd. States *WB*	T.3Cy.25",$41\frac{1}{2}$"&72"–48" 359NHP IngersollRandCo.Phillipsburg,N.J.	34 " 6	R †
30970 147857 MLNR	**Oakton** *Mchy.Aft* *Well deck* 1*Dk*	1727 1374 1001			...		1923	A.McMillan&Son,Ld Dumbarton	LakeSteamshipCo. Ld.(J.B.Foote, *Mgr.*)	250·2 Q92'F36' FK	43·2	15·5	Glasgow British *WB*	T.3Cy.15",26"&42"–30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 " 6	R †
30971 220758 KDIN	**Oakwood** (*ex*ColinH.Livingstone) *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6071 — 3781			...		1920	Virginia S.B.Corp. Alexandria, Va.	LykesBros.–RipleyS.S.Co.Inc.	402·6 P34'F38'	53·2	32·0	Houston, Tex. Utd. States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R †
30972 148117 GJQB	**Oakworth** *ss*Nwc.No.2-34 D.F. *OilEng.* 1*Dk*(*Stl*)	4968 4592 3042	✠100A1 2,36 ~~4,35~~ DBS~~4,35~~ 2,36	Nwc Mch ✠LMC2,34	*y*	CL 6,34	1925 2mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*s*A&CP	DalglieshStm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDB*	400·1 P36'B120'F34' FK 356'1301*t* *FPT*146*t*	53·2	26·9	Newcastle British 8*BHptCem* *APT*163*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{3}{8}$"–$59\frac{1}{16}$" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	29 " 7 s 5 " $8\frac{1}{4}$ 24 " $2\frac{1}{4}$	
30973	**Oaxaca** (*ex*Pelargonium) *Fitted for oil fuel* *Well deck* Wireless 1*Dk2nd dk in Nos.* 1 & 3 *holds*	*1494* *853* *956*			...		1918	W.Hamilton&Co.Ld. PortGlasgow	J.D.Gentry	254·7 P&B166'F58' FK	35·1	17·3	*WB*	T.4Cy.21",35"&(2)39"–30" 326NHP J.G.Kincaid&Co.Ld.Grk.	18 " 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où se voit si ce n'est dans le L.R. Durée Cert. B. of Trade
30974 UOYP	**Ob** (exWassenaar-34) 1Dk	2173 1736 1236					1917	WerfGusto Schiedam	U.S.S.R.	269·4 P28'B73'F28'	42·3	18·0	Leningrad Russian	T.3Cy.20",32"&52"-39" 169NHP WerfGusto,Schiedam.		V
30975 PGLF	**Oberon** Ⓟ (exUssa) 1Dk&Shelter dk	1996 1667 1046					1911	ClydeS.B. &E.Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·3	43·2	17·0	Amstrdam Dutch WB	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.PtGls		V
30976 304 YMCF	**Oberpräsident Delbrück** Sub.Sig. 1Dk	1011 829 620					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3 B62'Q75'F28'	34·3	13·8	Danzig WB	T.3Cy.15",24¼"&40½"-28" 85NHP Schömer&Jensen,Tönning		G
30977 149665 GNJM	**Observer** ssBkn.No.1-33 2Dks(Stl)	5881 5483 3695	✠100A1 1,36 ~~6,35~~ ✠LMC MS1,35 BS~~4,34~~ 7,35	Bkn	a†	CL 4,34	1928 2mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) CellDB361'1170tDTa32'911tFPT	420·0 P37'B139'F44' FK	54·5	30·4	Liverpool British 8BHptCem 1 „ to2nddk 63tAPT26t	T.3Cy.27",46"&77"-54" (r) 210lb 120lb 524NHP 2DB,12cf,GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s6 ″ 4 26 ″ 6½	
30978 145709 MLBZ	**Obsidian** (exRiverEly) ssBwg.No.3-9,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	811 577 404	✠100A1 9,34 ✠LMC BS~~6,35~~ MS9,34 5,35	Bwg	k	CL 9,34	1922 5mo Lloyd	London& MontroseS.B. &Rprg~~Co.~~Ld. Montrose 'sA&CP	Wm.Robertson Cell	189·2 Q109'B11'F24' FK DBf119' 171t FPT	30·3	12·5	Glasgow British 3BHCem 60tAPT5t	T.3Cy.14½",24"&40"-27" (s) 180lb 99RHP 1SB,3cf,GS59,HS2102 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2¼ 14 ″ 2¼	
30979 356 IRLE	**Occident** 1Dk	735 610 487					1889 6mo	Flensburgr Schiffsb.Ges. Flensburg	Ing.TitoTappani &AgostinoCanepa	191·3 Q64'B52'F26'	30·8	13·3	Naples Italian WB	T.3Cy.14",23"&40½"-27" 85NHP FlensburgerSchiffsb.Ges.		I
30980 220025 KUSJ	**Occidental** ssNYk.No.1-35 ssMob.No.3-12,31 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6403 6071 3987	✠100A1 11,35 ~~2,35~~ ✠LMC 11,35 Carrying Petroleum in bulk Fitted for oil fuel 5,20 F.P. above 150° F.	NYk	a†	CL ~~2,34~~ 11,35	1920 5mo A&CP	TexasS.S. Co. Bath,Me.	TheTexasCompany CellDBuE&	416·8 P107'B35'F33' FK B64'209t FPT 229t	56·1	31·1	Wilmgton (Del.) Utd.States 16BHptCem APT130t	T.3Cy.26 3/16",44"&74"-51" 200lb HS9969 (s) 556NHP 3 Water Tube Boilers H.S.TroutCo.Buffalo, NY.	32 ″ 10 s6 ″ 3 26 ″ 10	
30981 PGLL	**Oceaan** Now "Gorgulho," see No. 38257 in Supplement Mchy.Aft OilEng. CruiserStern 1Dk(Stl)	420 309 288	✠100A1 2,35 ✠LMC2,35	Rot	f	CL 6,34	1931 10mo Lloyd	J.Smit& Zoon Foxhol 'sA&CP	N.V.Motorschip "Oceaan"(J.J. Onnes) CellD	149·2 P41'F19' FK B108' 123t FPT18t	25·5	9·7	Groningen Dutch 3BHCem APT14t	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 11/16" 87NHP MtrnWerkeMannheimAG	11 ″ 4 s ″ 11¼ 10 ″ 5¼	
30982 DHSB	**Oceana** Ⓟ (exNeptunia, TwinSc exPeerGynt,exAvaré, exSierraSalvada) 3Dks D.F. GyC. Sub.Sig.	8791 6822 4982					1912	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	439·5 B210'F103'	56·0	35·4	Hamburg German WB	T.6Cy 24⅜",40½"&66½"-47¼" 600NHP BremerVulkan,Vegesack		G
30983 340 IBJK	**Oceania** Ⓟ QuadSc OilEng. 3Dks(Stl-Weather dk-pt ws) 4th dk(Stl)inNos.1,2,&3holds E.S.D. GyC. Ref.Mchy. CruiserStern	19507 12836 11752	✠100A1 withfreeboard 3,36 ~~11,34~~ ✠LMC7,33 ✠Lloyd'sRMC~~4,35~~ 11,35	Ven ~~Pla~~	m†	CL Pf3,36 sf3,36	1933 7mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	"Cosulich"Soc. Triestina diNav. CellDB425'2350t DT	589·7 556·0 B&F449' FK DTsa64'818t sf52'284tFPT147t	76·7	45·5	Trieste Italian 10BHptCem APT192t	Oil Engines 2S.C.SA 32Cy.29½"-41¾" 4883NHP 3DB100lb Soc.An"Fiat"S.G.M.Turin	45 ″ 6 s10 ″ 0¼ 27 ″ 6¼	
30984	**Ochotsk** (exApex) Wood OilEng. Wireless 2Dks	789 705 454					1918	National S.B.Co. Seattle,Wash	U.S.S.R.	146·8	36·8	20·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12½"-13⅜" 91NHP AtlasImperialEng.Co.SFo		
30985	**Ochta** (exBreitenburg-35,exOlympia, exJustin,exMirfak,exEd.Munch) Wireless 1Dk	1351 1179 794					1918	NVBoele's Scheepsw. Slikkerveer	U.S.S.R.	239·0 P36'B59'F25'	36·2	16·7	Leningrad Russian WB	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sScheepswBolnes		G
30986 DONW	**Ockenfels** Sub.Sig. 2Dks	7574 7041 4679					1921	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	468·5 P80'B128'F59'	58·5	32·4	Bremen German WB	T.3Cy.31½",50½"&82 1/16"- 55 5/16"&1 LP Turbine 665NHP J.C.TecklenborgA.G.Wsm		G
30987 207175 WADO	**Octorara** Ⓟ D.F. Mchy.Aft 2Dks&2ShadeDks	4329 — 2652					1910	Detroit S.B.Co. Wyandotte	GreatLakesTran- sitCorporation	340·0	45·2	28·0	Erie,Pa. Utd.States	Q.4Cy.22",31½"45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
30988 204455	**Odanah** GyC. Mchy.Aft 1Dk	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.Mgrs.)	420·0 WB	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB.Co.Cleveland		R
30989 LEOE	**Odda** (exTormod) Well deck 1Dk	835 676 470			...		1921	E.J.Smit& Zoon Westerbroek	A/S Odda(N.B.& O.Lydersen)	206·6 Q66tH47tF24t FK	32·1	13·3	Tvdestrnd Norwegian WB	T.3Cy.15",23½"&39⅜"-23⅝" 105NHP EJSmit&Zoon,Hoogezand	15 ″ 5	N †
30990 4611 SFVR	**Oddevold** (exOdensvold, Iron exCairngowan) ssSbg.4thNo.3-6,34 Well deck 1Dk(Irn)&Webframes Cargo battens not fitted	*1186* *879* *644*	✠100A1 6,35 ~~6,34~~ ✠LMC6,34 BS6,35	Sbg Hbg	n	OG 6,34	1883 6mo	S.P.Austin &Son Sunderland A&CP	J.Schander(O.A. Paborn,Mgr.) WB	225·4 Q76'B57'F23' FK =CellDBa52'f90'	34·0	14·4	Elleholm Swedish 4BHCem 323tAPT36t	C.2Cy.26½"&53 9/16"-33" 80lb 100lb NDB12 124NHP 1SB,4pf,GS60,HS1970 Blair&Co.Ld.Stockton	17 ″ 6 s1 ″ 5½ 16 ″ 3	
30991 LCUQ	**Oddvar** 1Dk	1945 1684 1133					1923	Trndhjms Mek.Værks. Trondheim	A/S Dux(VictorL. Schage,Mgr.)	265·8 P26'B72'F30'	42·2	17·9	Oslo Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrndheim		N
30992 LDLH	**Oddvar II** (exBracciano, exCittà diLecce,exWarWizard) 1Dk	1873 1642 1078					1918	TheCol- lingwoodS.B. Co.Ld.Col- lingwd,Ont.	A/S Oddvar (Chr.Trondsen)	251·4 P55tH158tF6t	43·7	18·0	Sarpsborg Norwegian WB	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		C
30993 OYOD	**Odense** Ⓟ ssCpn.No.2-33 Wireless OilEng. 1Dk(Stl)	555 438 251	✠100A1 ~~4,35~~ 11,35 DBS~~9,34~~ 7,35 ✠LMC9,32	Cpn	k	OG 4,35	1924 10mo Lloyd	Helsingörs Jernsk&Msk Elsinore 'sA&CP	DetForenede DampskibsSelsk. CellDBa	181·0 P37'B69'F25' FK &uE66'68tFPT28t	31·3	12·3	Odense Danish 4BHptCem APT5t	Oil Engines 4S.C.SA 6Cy.15¾"-29½" DB50lb 143NHP HolebyDieselmotorFbk. Holeby	13 ″ 6 s1 ″ 2 12 ″ 6½	
30994 DOCN	**Oder** 4Mst D F. E S.D. Sub.Sig. 3Dks	8516 7769 5329					1927	Akt.Ges. "Vulcan" Hamburg	Norddeutscher Lloyd	510·0 P26'B&F461' UpperF30'	63·6	30·8	Bremen German WB	T.3Cy34¼",52¾"&86½"-57 1/16" 1 LP Turbine 1000NHP A.G."Vulcan,"Hamburg		G

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
30995 125491 MCXP	**Oder** *ss*Lth.2ndNo.3–3,34 *Well deck* 1*Dk*(*Stl*)	965 690 550	✠100A1 2,36 ~~3,35~~ ~~BS3,35~~ 2,36 ✠LMC3,34	Lth	*m*	~~2,34~~ 2,36	1909 3mo *Lloyd's A&CP*	Ramage&Ferguson,Ld. Leith	Leith,Hull&HamburgStm.Pkt.Co. Ld.(J.Currie&Co. *Mgrs.*) *WB*=*CellDBa*40'*u E*18'*f*90'230*t APT*39*t*	215·0 P&B122'F68'	31·5	13·8 FK	Leith British 5*BHCem*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 98RHP 2SB,4*cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth.	14 ″ 8 s ″ 3 14 ″ 6¼	
30996 DAPY	**Oderstrom** (*ex*Gunther–33, *ex*Corsurf,*ex*Surf) *Well deck* Wireless 1*Dk*&*Webframes*	1511 1236 884			...		1896	S.P.Austin &Son Sunderland	C.Feuerloh G.m.b.H.	251·6 P28'Q68'B48'F28'	35·2	16·7 FK	Stettin German *WB*	T.3Cy.20″,32$\frac{13}{16}$″&53″–36″ 180NHP J.Dickinson&Sons,Ld.Sld.	19 ″ 6	G †
30997	**Odette** (*ex*Orione,*ex*Juni, *ex*Bluefields) 1*Dk* Now "Araxa," see No. 37037 in Supplement	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brazileira de Cabotagem,Lda.	224·0 Q78'B31'F35'	31·3	14·6	R.Janeiro Brazilian *WB*	T.3Cy.19″,30″&50″–33″ 144NHP BergensMekVærksBergen		
30998 DHSC	**Odin** *Mchy.Aft* Sub.Sig. D.F. *CruiserStern* 2*Dks*	5806 4944 2898					1928	Verein Sthl Nordseewrke Emden	Seereederei "Frigga"A.G.	432·5	59·0	23·0	Hamburg German *WB*	C.4Cy.(2)22″&(2)47¼″–47¼″ 252NHP A.BorsigG.m.b.H.Berlin		G
30999 OXOS	— Ⓟ **TwinSc** (*Ferry*) Wireless 1*Dk*	1581 1395 626					1910	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	290·0	48·5	17·2	Korsör Danish *WB*	T.6Cy.17″,28″&45″–24″ 198NHP Akt.Burmeistr&Wain,Cpn		
31000 DAKU	— **TwinSc** Wireless Sub.Sig. 2*Dks*3*trB*	1137 1074 466					1902	Oderwerke Act.Ges. Stettin	StettinerDmpfsch. Ges.J.F.Braeunlich,G.m.b.H.	236·5 B12'H–	33·9	20·8	Stettin German *WB*	T.6Cy.18″,28″&46″–28″ 224NHP OderwerkeAct.Ges.Stettin		G
31001 OYPD	— Ⓟ Wireless 1*Dk*	632 433 319					1910	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede DampskibsSelsk.	184·8 P115'F24'	31·1	12·5	Copnhagn Danish *WB*	T.3Cy.16½″,27″&48″–30″ 126NHP KjbnhavensFlydk&Skbsv		V
31002 5026 SFVW	— **TwinSc** (*ex*NorraFinland) 1*Dk*	*625* *342* *353*					1885	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·0 P110'H61*t*F37'	26·5	11·2	Stockholm Swedish	C.4Cy.20″&34″–21″ NB11 88NHP MotalaCo.Motala		
31003 220880 KDID	**Oduna** (*ex*Medon) *Fitted for oil fuel* 2*Dks*	3474 2991 2071			...		1920	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B79'F34'	46·0	24·4 FK	NewYork Utd. States *WB*	T.3Cy.24″,39″&65″–42″ AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
31004 PGLU	**Odysseus** (*ex*Star,*ex*Rudolf) Sub.Sig. 1*Dk*	1057 831 606					1922	Schiffsw(v.J.&Sch.)A.G. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	215·8 P23'B59'H49'F26'	34·2	14·1	Amstrdam Dutch *WB*	T.3Cy.17$\frac{7}{10}$″,28$\frac{15}{20}$″&47$\frac{3}{10}$″–33$\frac{2}{5}$″ 129NHP Frd.KruppA.G.Kiel		V
31005 DJPB	**Oelschindler** **TwinSc** Wireless D.F. *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1533 1144 1036					1935	Werft Nobiskrug G.m.b.H. Rendsburg	OelwerkeJulius Schindler G.m.b.H.	~~244·3~~ P36'Q165'B28'F40' 244·4	~~36·9~~ 37·0	~~15·8~~ 15·4	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy,11¼″–16$\frac{9}{16}$″ 195NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
31006 LOFF	**Oeste** (*ex*Neptun) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* Sub.Sig. Wireless	1228 — 555					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0 P&B59'F8'	37·5	12·8	Bns.Ayres Argentine *WB*	T.3Cy.17¾″,28½″&45¼″–29½″ 110NHP OttensenerMaschf.Altona		G
31007 160392 GCYD	**Offham** (*ex*Pentyne–33) *ss*Ant.No.1–32 1*Dk*(*Stl*)	4062 3847 2481	✠100A1 ~~7,35 10,33~~ 3,36 ~~[illegible]~~ ~~BS5,34~~ 7,35 ✠LMC6,32	Cff	*x*	CL ~~6,32~~ ~~7,35~~ 3,36	1928 3mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	Constants (SouthWales),Ld. (M.Constant *Mgr*) *Cell*	370·0 P29'B224'F34' *DB*318'1126*t FPT*	51·4	25·1 FK	London British 6*BHCem* 77*t APT*189*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 371NHP 3SB,9*cf*,GS173,HS6201 D.Rowan&Co.Gls.	27 ″ 6 s 3 ″ 8¾ 24 ″ 0	
31008 LEOF	**Ofoten** Ⓟ (*ex*Namsos, *ex*Katzjarloff) **Iron** 1*Dk*&*ptAwng dk*	320 302 176					1871	Pattison& Atkinson Newcastle	SaltonDampskslsk A/S(J.Sannes, *Mgr.*)	125·4 P109*t*H18*t*F30*t* len95	20·1	16·6	Bodö Norwegian *WB*	C.2Cy.17″&31″–20″ NB95 36NHP Pattison&Atkinson,Nwc.		
31009 10089 JOGD	**Ogasawara Maru** **TwinSc** (*CableVessel*) Wireless 2*Dks*	1404 1282 600					1906	MitsuBishi Dkyd&EWks Nagasaki	Govnmt.ofJapan (Department of Communications)	243·2 B73'	34·0	22·3	Tokio Japanese	T.6Cy.14½″,24″&40″–30″ 176NHP MitsuBishiD.&E.Wks.Nag		
31010 218408 KINB	**Ogontz** *Fitted for oil fuel* 2*Dks*&*Webframes*	5028 4740 3127			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31011 32369 JRSB	**Ogura Maru** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks*	7270 6829 5004					1929	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F44'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP MitsubishiZosenKaishaLd.		C
31012 36353 JFVC	**Ogura Maru No. 2** *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7311 6829 5049					1930	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F45'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 583NHP MitsubishiZosenKaishaLd.		C
31013 33313 JQLB	**Oha Maru** *Fitted for oil fuel* Wireless 1*Dk*	989 849 574					1928	KobeSteel Works Harima	KitaKabafuto SekiyuK.K.	220·4 P20'B56'F28'	34·0	17·0	Tokio Japanese *WB*	T.3Cy.15½″,26″&42½″–32″ 102NHP KobeSteelWorks,Harima		
31014 26811 JOHD	**Ohio Maru** *ss*Kob.No.3–11,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠ ... 4,35 ✠	Kob	*y*		1920 5mo	Kawasaki DockyardCo. Ld. Kobe	HakuyoKisenK.K. *CellDB*334'1118*t*	385·0 FK *Collision* *FPT* 126*t APT*93*t*	51·0	36·0	Hashidate Japanese *Cem* *BHtoAwdk* 5 ,, ,, *U* ,,	T.3Cy.26″,43½″&72″–48″ 437NHP 2SB&AuxSB,8*cf*,GS154, HS5636 KawasakiDockyardCo.Ld.	36 ″ 0	
31015 212314 WACQ	**Ohioan** *Fitted for oil fuel* *ss*S.Fo.No.3–8,26 D.F. *ss*N.Yk.No.2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk inNo.1hold*& *Longitudinalframing* *Webframes*	5154 4743 3147	✠ ... 5,34 ✠	NYk	*a*†		1914 6mo	Maryland SteelCo. Sparro'PtMd	American-HawaiianS.S.Co. *Intermediate 'tween dkBH inNo.2 hold dispensed with* *Cell DBa*122'*u E&B*54'*f*166'1234*t FPT*	407·7 B90' FK	53·7	36·1	NewYork Utd.States *Cem* 6*BH to Udk* 1 ,, ,,2*nd*,, 125*t APT*52*t*	Q4Cy25½″,37″,53½″&78″–54″ 704NHP 3SB(FD)&1AuxSB,14*cf*, GS241,HS10618 *only* MarylandStl.Co.Sparr'.Pt	31 ″ 6	R †
31016 29849 JYGA	**Ohkuni Maru** (*ex*DaikokuMaru, *ex*Araluen, *ex*Scharzfels) *ss*Kob.2ndNo.3–7,24 *ss*Kob.No.2–32 1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt teaks*)&*Webframes*	5633 5336 3559	✠100A1 *Spar dk* 1,36 ~~4,35~~ ✠LMC~~4,35~~ 1,36	Kob Yka	*z*	CL ~~3,33~~ 12,35	1901 7mo *Lloyd's A&CP*	Wigham-Richrdsn&Co Ld Newcastle	NaigaiKisenK.K. *CellDBa*142'*u E*27'*f*177'1115*t APT*40*t*	420·0 P60'B96'F48' 28·6 BK11″	55·1	20·5	Amagasaki Japanese 6*BHCem*	Q.4Cy.24″,34″,51″&74″–54″ 210lb (*r*) 494NHP 3SB,9*cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc	31 ″ 4	

1	2 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numéro d'Ordre. — Numéro Officiel. — Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée. Cert. [illegible]
31017 1665 JNZH	**Oigawa Maru** Ⓟ TwinSc 2*Dks*	570 554 338					1897	Shirato Takahisa Osaka	OsakaShosenK.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP OsakaIronWorks,Osaka		
31018 168 OHBF	**Oihonna** Ⓟ Wireless ssAbo.3rdNo.3–5,34 1*Dk*(*Stl*–ws)&*Awng dk*&*Web frames*	1096 — 563	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~5,35~~ ~~DBS5,35~~	Abo Hfs BS5,36 ✠LMC5,34	*l*	CL 4,34	1898 5mo *Lloyd*	Gourlay, Bros.&Co. Dundee *'sA&CP*	FinskaÅngfAktieb *WB = Cell*	200·0 *DBuE&B53'64tFP*	31·2	13·6 21·1 BK6½"	Helsingfrs Finnish 5*BHCem* *T7tAPT35t*	T.4Cy.21",33"&(2)38"–33" 170lb (*s*) 240NHP 2SB,6*rf*,GS116,HS3688 FD GourlayBros.&Co.Dundee	23 ″ 4 s 8 ″ 5 15 ″ 8	
31019 145539 GBSM	**Oilfield** ssShl.No.2–31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5387 4407 3063	✠100A1 9,31 *CarryingPetr* *Fitted for oil*	Shl ✠LMC12,30 *oleum* *fuel 6,*	*x* *in* 23	CL 9,31 *bulk* *F.P. a*	1923 6mo *Lloyd* *bove 1*	TyneI.S.B. Co.Ld. Newcastle *'sA&CP* 50° F.	FieldTankS.S.Co. Ld.(Hunting&Son Ld.*Mgrs.*) *CellDBuE27'55tD*	365·2 P93'B36'F40' *Tf34'279tFPT122t*	51·3	30·7 FK	Newcastle British 10*BHptCem* *APT22t*	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 220lb *120lb* 467NHP 2SB,6*cf*,HS5368 FD WllsndSlpwy&ECoLdNwc	30 ″ 0 s 5 ″ 4 25 ″ 9	
31020 160604 GSNY	**Oilpioneer** *OilEng.* ssRot.No.1–32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5666 5214 3419	✠100A1 10,35 ~~4,35~~ DBS~~7,32~~ 11,35 *CarryingPetr*	Gls Rot ✠LMC10,32 ✠LMC(M)4,35 *oleum*	*z* *in*	CL 4,34 *bulk*	1928 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *'sA&CP*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE57'* 170t*DTf*39'427	410·0 P89'B28'F39' *tFPT76tAPT103t*	53·5	31·0 FK	London British 15*BHptCem* (10 „ *toUdk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.23⅝"–47¼" 676NHP 2DB*150lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
31021 160629 GSNZ	**Oilreliance** *OilEng.* ssNwc.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5666 5214 3427	✠100A1 10,35 ~~1,35~~ DBS1,36 *CarryingPetr*	Cff Rot ✠LMC6,35 ✠LMC(M)9,35 *oleum*	*z* *in*	CL ~~12,32~~ 10,35 *bulk*	1929 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *'sA&CP*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE57'170t* *DTf*39'427t	410·0 P89'B28'F39' *FPT76tAPT103t*	53·5	31·0 FK	London British 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.23⅝"–47¼" 676NHP NDB(s)30*150lb*DB(P) *150lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
31022 149872 GLXZ	**Oilshipper** ssNwc.No.2–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* Now 'Maria Nicolaou,' *see No. 39112 in Supplement*	5525 5186 3285	✠100A1 ~~2,35~~11,35 BS~~9,34~~8,35 *CarryingPetr* *Fitted for oil*	Nwc ✠LMC MS2,35 *oleum* *fuel7*	*z* *in* ,27	CL 2,35 *bulk* *F.P. a*	1927 7mo *Lloyd* *bove 1*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *'sA&CP* 50°F. *CellD*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *BuE&B62'* 186*t D*	410·0 P106'B26'F39' *Tf*30' 122*t FPT*77*t*	53·5	30·9 FK	London British 15*BHptCem* (10 *to U dk* 5 „2*nd*„) *APT*208*t*	T.3Cy.25½",42"&70"–48" (*s*) 200lb 482NHP 3SB,9*cf*, ,HS6900 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
31023 149955 GMLB	**Oiltrader** ssRot.No.1–31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5550 5180 3261	✠100A1 4,35 BS~~10,34~~ 11,35 *CarryingPetr* *Fitted for oil*	Nwc ✠LMC3,31 *oleum* *fuel*12	*z* *in* ,27	CL ~~1,33~~ 1,36 *bulk* *F.P. a*	1927 12mo *Lloyd* *bove 1*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *'sA&CP* 50° F. *Ce*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *llDBuE&B62'*186	410·0 P106'B26'F39' *tDTf*30'122*t FPT*	53·5	30·9 FK	London British 15*BHptCem* (10 *to U dk* 5 „2*nd*„) 77*tAPT*282*t*	T.3Cy.25½",42"&70"–48" (*s*) 200lb 482NHP 3SB,9*cf*, ,HS6900 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
31024 Broken up ~~SMGJ~~	**Oinoussios** (*ex*FilippoArtelli) *ss*Cff.2ndNo.3–6,31 2*Dks*(*Stl*)&*deep framing*	5804 5549 3716	✠~~100A1~~ 9,34 ~~MS6,31~~	Rot ✠~~LMC~~ ~~BS1,30~~	*a*†	CL 9,34	1904 12mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	~~Mrs.M.I.~~ ~~Hadjipatera~~ *CellD*	417·9 P36'B138'F39' *Ba*142' *uE*25' *f*181'	54·0	29·2 FK	Italian 7*BHCem* 1149*t DTa*3	T.3Cy.27",45"&74"–48" (*s*) 180lb 458NHP 3SB,12*cf*,GS218,HS7713 N.E.MarineEng.CoLdNwc 9'1145*tFPT*125*tAPT*66*t*	32 ″ 2 s 6 ″ 10 25 ″ 7	
31025 10335 JKSE	**Oita Maru** Ⓟ 2*Dks*	711 636 403					1907	OsakaIron Works Osaka	OsakaShosenK.K.	186·8	26·3	18·1	Osaka Japanese	T.3Cy.13⅜",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
31026 YQSO	**Oituz** (*ex*Leros,*ex*Hornsund) 1*Dk*&*Shelter dk*	2525 — 2102					1905	Akt.Ges. "Neptun" Rostock	RoumanianState MaritimeService	291·3	44·0	23·7 *WB*	Galatz Roumanian	T.3Cy.20½"35 7/16"&55 7/8"–37 7/8" 192NHP A.G."Neptun,"Rostock		V
31027 UOBW	**Oka** (*ex*Balaton 33,*ex*Nordafrika, *ex*WalterFischer, ssN.Ns.No.3–9,29 *ex*Calicorock) 1*Dk*(*Stl*)	2274 2022 1344	✠ — 12,35 ✠	Kel	*r*		1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R. *CellD*	250·7 P25'B64'F23' *B*208' 539*t FPT*59*t*	43·7	22·3 FK	Leningrad Russian 4*BHCem* *APT*39*t*	T.3Cy.20¼",33"&54"–40" 260NHP 2SB,4*cf*,GS88,HS3780 ToledoS.B.Co.Toledo,O.	24 ″ 2	G †
31028 122378	**Okanagan** WoodPad 1*Dk*	1078 731 679					1907	J.M.Bulger Okanagan Landing,B.C.	CanadianPacific RailwayCo.	193·2	32·3	7·7	Vancouver British	H.2Cy.22"–96" 32RHP PolsonI.W.Co.Ld.Toronto		
31029 618 SVKK	**Okeania** (*ex*Candidate, 2TwinMsts *ex*CrownofCastile, ssPir.2ndNo.3–9,32 *ex*Ormiston) 2*Dks*(*Stl*)&*deep framing*	4843 4591 3147	✠100A1 8,35 ~~5,34~~ BS~~11,33~~ 4,35	Rot Bkn ✠LMC9,32	*z*	CL 5,34	1907 4mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	I.Carivalis (MichalinosMari- time&Commercial Co.Ld.*Mgrs.*) *CellDBa*	400·0 P34'B173'F42' 128'*uE&B*43	52·0	27·1 FK	Piræus Greek 6*BHCem*	T.3Cy.26",42"&70"–54" (*s*) 180lb 481NHP 3SB,9*cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls. *f*185'1113*tFPT*99*tAPT*34*t*	29 ″ 9 ~~s 5 ″ 5½~~ ~~24 ″ 7~~ s5 ″ 3¾ 24 ″ 7	
31030 37458	**Okesa Maru** *OilEng.* 1*Dk*	488 319 272					1932	Mitsubishi ZosenshoK.K Kobe	SadoKisenK.K.	160·0	27·0	12·7	Ryotsu Japanese	Oil Engines		
31031 UOIP	**Okhotsk** (*ex*Henner-32,*ex*Wigbert) Sub.Sig 2*Dks*	3367 2984 1927					1912	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	342·8 P&B227'F43'	48·1	22·4 *WB*	Vladvostk Russian	T3Cy.24",41 3/16"&68 7/16"–45¼" 324NHP J.Frerichs&Co.A.G.Ostlz.		G
31032	**Okhta** (*ex*Carronpark-33, *ex*EllenStub) ssRot.No.2–29 1*Dk*(*Stl*)	2630 2370 1584	✠ — 12,35 ✠	Grk	*t*		1920 11mo	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	U.S.S.R. *CellD*	298·7 P29'B85'F34' *B*251'726*tFPT*124*t*	43·6	22·0 FK	Leningrad Russian 5*BHCem* *APT*69*t*	T.3Cy.21",34"&57"–36" 234NHP 2SB,6*cf*,GS121,HS3876 FergusonBros.(Port Glasgow),Ld.	24 ″ 3	
31033 33587	**Oki Maru** *CruiserStern* 2*Dks*	499 393 222					1928	Fujinagata Dockyard Osaka	SaigoCho	150·0 F9'	26·0	15·5	Saigo,Oki Japanese	T.3Cy.12",20"&33"–24" 53NHP FujinagataDckyrd.Osaka		
31034 1636	**Oki Maru No. 12** (*ex*ChitaMaru, *ex*Craggs) 1*Dk*	499 431 286					1891	R.Craggs &Sons Middlesbro	SekonHatsu	166·9 Q59*t*B35*t*H13*t*F14*t*	25·9	11·8 *WB*	Saigo,Oki Japanese	T.3Cy.13",21"&34"–24" 57NHP Wstgrth,English&Co.Mdb		
31035 1601 JOND	**Okinawa Maru** TwinSc (*CableVessel*) D.F. 1*Dk*&*Spar dk*&*Web frames*	2187 1962 1030				...	1896	Lobnitz& Co. Renfrew	Govnmt.ofJapan (Department of Communications)	296·5 B94'	40·0	13·5 24·4 BK8" *WB*	Yokohama Japanese	T.6Cy.18 7/16",30 1/16"&48"–36" 313NHP Lobnitz&Co.Renfrew	24 ″ 7	
31036 22004 JQGE	**Okinoyama Maru** (*ex*SakaiMaruNo.3) 1*Dk*	984 843 608					1917	OsakaIron Works Osaka	OkinayamaTanko K.K.	193·7	31·2	18·5 *WB*	Nishino- miya Japanese	T.3Cy.14",23½"&40"–30" Okamoto 88NHP Kosakusho,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31037 36031 JORH	**Okinoyama Maru No. 3** *OilEng.* *Mchy.Aft* 1*Dk*	871 703 609					1930	Osaka Iron Works Osaka	OkinoyamaTanko K.K.	180·0 P42′F26′	31·0	18·0 *WB*	Nishinomiya Japanese	Oil Engines 4S.C.SA 6Cy.11 7/16″-16 15/16″ 76NHP KobeSteelWorks,Kobe		
31038 37468 JOUH	**Okinoyama Maru No. 5** *OilEng.* *Mchy.Aft* 1*Dk*	1544 1267 840					1932	OsakaIron Works,Ld. Osaka	OkinoyamaTanko K.K.	251·0 P59′B15′F30′	39·0	19·0 *WB*	Nishinomiya Japanese	Oil Engines 4S.C.SA 6Cy.18⅛″-29⅛″ 190NHP KobeSteelWorks,Kobe		
31039 UOIW	**Ola** (*ex*Vegesack-33) Wireless Sub.Sig. 2*Dks*	1566 1388 993					1920	Bremer Vulkan Vegesack	U.S.S.R.	237·7 B38′F31′	36·0	19·5	Vladvostk Russian *WB*	T3Cy.16 5/16″,26¾″&44⅛″-29½″ 106NHP BremerVulkan,Vegesack		G
31040 OZMC	**Olaf** *ss*Els.3rdNo.3-5,33 1*Dk*(*Irn*)&*deepframing*	1920 1716 1181	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ 7,35	Els Cpn	*r* ✠LMC10,32	OG 5,33	1897 3mo	W.Gray& Co.Ld. WHartlepool A&CP	DetForenedeDamp-skibsSelskab *WB=CellDB*	280·5 P29′B69′F25′ *a&uE*108′*f*118′517*t*	39·7	18·6 FK	Copnhagn Danish 4*BHCem* *APT*38*t*	T.3Cy.21″,33″&56″-36″ (*s*) 160lb 198NHP NDB01*refitted*20 2SB,4*rf*,GS63,HS3110 Cen.Mar.Eng.WrksWHpl.	21 ″ 0 s 3 ″ 0¼ 18 ″ 2	
31041 LCVZ	**Olaf Bergh** (*ex*Rigi) 2*Dks*	5811 5572 3637			…		1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Eie'sRederiA/S (Bergh&Helland, *Mgrs.*)	400·0 F38′*onShelter dk*	53·0	32·8 FK	Bergen Norwegian *WB*	T.3Cy.27″,45″&75″-51″ 569NHP Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5	N †
31042 233732 WOFF	**Olancho** TwinSc *ss*Mob.No.3-12,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	2499 1374 1532	✠100A1 *Shelter dk with freeboard* 3,36 ~~3,35~~ MS12,32 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Gal NOs ✠LMC BS~~3,35~~3,36	*s*	CL P10,34 SN 10,34	1921 2mo	Newburgh Shipyd.Inc. Newburgh, N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) *CellDB*256′491*t*	301·3 *FPT*22*tAPT*34*t*	42·3	22·6 FK	NewYork Utd.States *Asp* 3*BHtoShdk* 2 ″ ″ *U* ″	T.6Cy.18″,30½″&48″-33″ (*s*) 185lb 492NHP 3SB,9*cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J.	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
31043 7777 SHLR	**Öland** Ⓟ *CruiserStern* 1*Dk*	429 235 198					1931	Oskrshmns N.V.& Skpsdk.A/B Oskarshamn	Kungl.General-poststyrelsen	119·9	28·1	12·6	Stockholm Swedish *WB*	T.3Cy.14⅜″ 23 13/16″&38 31/32″-27″ 79NHP OskarshamnsM.V.Aktieb.		
31044 144057 MKDY	**Olavus** *ss*Nwc.No.3-6,34 *Cruiser Stern* 1*Dk*(*Stl*) *Cargo battens not fitted*	1294 1088 759	✠100A1 ~~6,34~~10,35 BS10,35	Nwc ✠LMC6,34	*o*	CL N6,34	1920 9mo *Lloyd*'*sA&CP*	C.Ren-noldson&Co. SouthShields	SirErikOhlson, Bart.(OhlsonS.S. Co.) *CellDB*196′393*t*	230·0 P20′B65′F28′	36·7	15·8 FK	Hull British 4*BHCem* *APT*50*t*	T.3Cy.18″,30″&50″-33″ (*s*) 180lb 199NHP 2SB,6*pf*,GS98,HS3672 ShieldsEng.&D.D.Co.Ld.	18 ″ 0 s 2 ″ 1 16 ″ 1	
31045 DOGS	**Olbers** Sub.Sig. *OilEng.* *CruiserStern* Wireless 1*Dk*	1236 955 594					1925	Deutsche WerkeA.G. Kiel	DampfschiffahrtsGes.Neptun	233·6	36·1	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16″-37 7/16″ 224NHP DeutscheWerkeA.G.Kiel		G
31046 403 IBIZ	**Olbia** Ⓟ TwinSc *OilEng.* 2*Dks*	3514 — 2043					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"(Flotte RiuniteFlorio-Citra)	314·5	43·8	21·1	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″-35⅜″ 1167NHP CantOff.Savoia,Crnigliano		I
31047 144292 MJTP	**Old Charlton** *ss*Shl.No.3-5,32 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1562 1334 831	✠100A1 5,35~~11,34~~ BS~~6,34~~ 9,35	Shl ✠LMC6,32	*p*	CL ~~5,31~~ 5,35	1919 12mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Ld. Dublin	SouthMetropolitanGasCo. *CellDB*171′306*t DTa*29′118*t FPT*80*tAPT*38*t*	240·1 B52′F23′	36·4	19·2 FK	London British 4*BHCem*	T.3Cy.18″,30″&50″-33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
31048 PGMD	**Oldambt** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	429 333 284					1930	J.Smit& Zoon, Foxhol	N.V.Motorvrachtvaart Oke(J.J. Onnes, *Mgr.*)	147·7 P33′F18′	25·4	11·0	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11¾″-17¾″ 54NHP Motorenf."Deutz."A.G. Köln-Deutz		G
31049 DHSF	**Oldenburg** Ⓟ Sub.Sig. 2*Dks* D.F. GyC.	8537 7488 4908					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	471·1 P64′B170′F46′	58·2	32·4	Hamburg German *WB*	T.3Cy.32 5/16″,52 13/16″&86⅝″-55″ &low pressureTurbine 769NHP FlensburgerSchiffsb.Ges.		G
31050 DNPL	— (*ex*Greenbrier-33,*ex*Pungo) Sub.Sig. *Ref.Mchy.* D.F. E.S.D. 4*Dks*	4595 4128 2750					1914	J.C.Tecklenborg A.G. Wesermünde-G	"Midgard" DeutscheSeeverkehrs-A.G.	386·7 B155′F53′	49·2	30·0	Nordnham German *WB*	T.3Cy.28 1/16″,45 3/16″&74″-53⅓″ NB22 400NHP J.C.TecklenborgAG.Wsm		C
31051 DNAK	— 1*Dk*&*Spar dk*	1316 1105 828					1900	Schiffsw.v. H.Koch Lübeck	Oldenburg-Portug Dampsch.Rhed.	226·6 B71′F24′	32·2	18·7	Oldenburg German *WB*	T.3Cy.17″,28″&44½″-32½″ 113NHP J.F.Ahrens,Altona		G
31052 221113 KDQG	**Oldham** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6201 — 3848					1921	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5 P60′B109′F37′	55·0	31·4	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32″&52″ NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
31053 LDGM	**Ole Wegger** (*ex*SanLorenzo) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Shelter dk* D.F. &*Webframes* *Longitudinal framing* *Fitted for Carrying WhaleOil in bulk*	12201 9127 7272			…		1914	Swan,Hunter&Wigham Richardson, LdNewcastle	A/S Örnen (A/S ThorDahl, *Mgrs.*)	527·1 H415*t*	66·6	42·1 FK	Sandefjord Norwegian *WB*	Q.4Cy.28½″,41″,58″&84″-54″ 787NHP WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0	N †
31054 218904 KOBN	**Olean** (*ex*Alameda) *ss*Bal.No.1-35 *ss*N.Ns.No.3-1,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	7118 6382 5317	100A1 12,35~~2,35~~ BS2,36 ~~MS1,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*19 19 *F.P. above* 150° F.	Phl Bal LMC 12,35 ~~BS2,35~~		CL ~~1,35~~ 12,35	1919	W.Cramp& SonsS&EBCo Philadelphia	Socony-Vacuum OilCo.Inc. *CellDBuE&B*61′234*t*	430·0 P116′B36′F49′ *FPT*246*tAPT*49*t*	58·2	31·5 FK	NewYork Utd.States 15*BHptCem* (10 ″ *to Udk* 5 ″ ″ *2nd* ″)	T.3Cy.~~27″~~ 27⅜″,45½″&76″-51″ (*r*) 190lb 565NHP 3SB,9*cf*,GS186,HS8095 FD WCramp&SonsS.&E.B.Co.	33 ″ 4 s 6 ″ 6 27 ″ 1	
31055 146640 GBJT	**Oleander** *ss*Sld.No.3-10,34 *Mchy.Aft* 2*Dks*(*Stl*) D.F. &*Webframes* *Longitudinal framing*	7045 6494 4289	✠100A1 12,35~~10,34~~ BS~~6,34~~7,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,22 *F.P. above* 150° F.	Sld ✠LMC MS10,34	*a*†	CL 10,34	1922 10mo *Lloyd*'*sA&CP*	H.M.Dockyard Pembroke	TheAdmiralty (Davies&Newman, Ld.*Mgrs.*) *CellDBuB*41′104*t* *DTf*40′689*t*	430·2 P109′B32′F52′ *FPT*58*t APT*43*t*	57·1	33·7 FK	London British 18*BHCem* (10 *to Udk* 8 ″ *2nd* ″)	T.3Cy.27″,45″&74″-54″ (*s*) 180lb 644NHP 4SB,12*cf*,GS253,HS10224 FD H.M.Dockyard,Chatham	33 ″ 6 s 6 ″ 3¾ 27 ″ 5	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
Broken up 31056	**Oleum** TwinSc (*ex* DredgerThomas) *Mchy.Aft* D.F. 1*Dk* *Carrying Oil in bulk*	2998 — 1745					1900	Maryland SteelCo. Sparro'PtMd		293·0	52·5	25·0	 Japanese	T.6Cy.18",28"&45"–30" NB19 222NHP MarylandStl.Co.Sparr'.Pt.		
31057 1014 ESUD	**Olev** (*ex*Regis-35) ~~*ss*Sld.No.3-9,22~~ *ss*Tln.2ndNo.3-6,35 ~~*ss*Sld.No.2-30~~ *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1377 1180 806	✠100A1 6,35 ~~7,34~~ ~~BS2,31~~ ✠LMC 4,35	Bel Tln	*o*	CL 7,34	1909 9mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	TallinnShipping Co.Ld. *CellDBa*63'*uE&B*	235·1 Q81'B48'F24' FK 33' *f*103'375t*FPT*6	36·1	15·5	Tallinn Estonian 4*BHCem* 2t~~*APT*113t~~ *APT*52t	T.3Cy.19",31"&51"–36" (*s*) 180lb *100lb* 170NHP 1SB,4cf,GS66,HS2634 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 1 ″ 6¼ 16 ″ 3	
31058 OUJV	**Olga** *ss*Opn.No.3-7,24 *ss*Abg.No.2-33 1*Dk*(*Stl*)	798 675 463	✠100A1 ~~6,35~~ 5,34 11,35 BS4,36 ✠LMC MS12,32	Svb ~~Els~~	*l*	OG ~~12,32~~ 11,35	1911 7mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB=CellDBa*47'	207·8 P29'B60'F26' FK *uE*23'*f*90'213t*FPT*	30·9	13·3	Copnhagn Danish 4*BHCem* 24t*APT*21t	T.3Cy.13",21"&35"–27" (*s*) 180lb 82NHP 2SB,4cf,GS44,HS1428 N.E.MarineEng.Co Ld.Sld.	15 ″ 5 s1 ″ 6½ 14 ″ 0	
31059 DHSG	— Iron (*ex*Duesternbrook) 1*Dk*2*tr B*	584 496 331					1882	G.Howaldt Kiel	MathiesReed.A.G.	175·6 B40'	25·3	15·8	Hamburg German *WB*	C.2Cy.20"&37½"–27" NB25 61NHP Gebr.Howaldt,Kiel		G
31060 135	— (*ex*SantaJulia, *Fitted for oil fuel* *ex*Princess) 1*Dk*&*Awng dk*	*542* *498* *250*			...		1896	Grngemth DockyardCo. Grngemouth	EstebanMassa	165·0	26·0	10·2 17·7 BK7"	Callao Peruvian *WB*	T.3Cy.16",26"&42"–30" 97NHP Muir&Houston,Ld.Gls.	18 ″ 3	
31061 SVNK	**Olga E. Embiricos** (*ex*Bellview-33) *ss*Hul.No.3-4,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4677* *4297* *2794*	✠100A1 *Shelter dk* *withfreeboard* 4,35 ~~BS4,35~~ ✠LMC5,34 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Hul BS4,36	*z*	CL 4,35	1922 1mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	C.E.Embiricos *CellDBa*128'*uE*28 *DTa*58'1010t	400·3 FK *f*168'1080t *Coll* *FPT*72t*APT*153t	52·1	25·9	Andros Greek *pt Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.25½",44"&73"–48" (*r*) 180lb 455NHP 3SB,9cf,GS190,HS7749 JReadhead&Sons,Ld.S.Shl	28 ″ 6 s 3 ″ 2¼ 25 ″ 6¾	
31062 OXVB	**Olga S.** D.F. 1*Dk*	1752 1369 1035					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	261·0 P15'Q77'B106'F30'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP KjbnhavnsFldyk.&Skbsv.		V
31063 DHSH	**Olga Siemers** Sub.Sig. 1*Dk*	3347 2534 1927					1923	Nordsee- werkeA.G. Emden	G.J.H.Siemers& Co.	332·7 P28'B87'F32'	46·6	20·6	Hamburg German *WB*	T.3Cy.24⅝",38 1/16"&62"–41⅝" Ottensener 246NHP Mch.G.m.b.H.Altona		G
31064	**Olga Topic** (*ex*BenCorlic,*ex*Frank ~~Now "Dola Topic," see No. [illegible] in Supplement~~ Now "Jela Topic," see No. 38653 in Supplement 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule*	2908 [illegible]95 1816	✠100A1 7,34 BS11,34 ✠LMC2,31	Rot	*u*	CL 9,33	1900 10mo	W.Pickers- gill&Sons Sunderland A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDB*	324·0 P31'B96'F35' FK 104'*uE*20'*f*128'709t	47·1	21·7	Susak Yugoslav 6*BHCem* *APT*39t	T.3Cy.23",38"&64"–42" (*s*) 180lb NDB20 *75lb* 286NHP 2SB,8pf,GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s 3 ″ 10 20 ″ 6	
31065 DIIB	**Olifer** TwinSc (*exTankBarge* *OilEng.* OelschindlerI-33,*ex*W.84) 1*Dk* Wireless *Longitudinal framing* *Carrying Petroleum in cylindrical tanks*	1095 — 788					1918	G.Seebeck A.G. Weser- münde-G.	OelwerkeJulius SchindlerG.m.b.H.	237·1	38·8	10·1	Hamburg German	Oil Engines 4S.C.SA 12Cy.11¼"–16 5/16" 148NHP *Emade&fitted*33 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
31066 334 IBOZ	**Olimpia** (*ex*WrayCastle-32,*ex*Paria, *ex*RickmerRickmers) *ss*N.Yk.No.2-28 D.F. 2*Dks*(*Stl*)	6040 5577 3795	—— 11,33	Nwc	*a*†		1920 7mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro	435·0 419·0 P57'B136'F47' FK *CellDB*367'1293t	55·6	29·2	Naples Italian 7*BHAsp* *FPT*100t	T.3Cy.29½",46 1/16"&75 9/16"– 53⅛" 580NHP 3SB,9cf,GS180,HS8070 A.G."Weser,"Bremen	31 ″ 9	I †
31067	**Olimpo** TwinSc *OilEng.*	790 — 553					1884	A&J.Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	286·1	34·2	12·1	Bns.Ayres Argentine	Oil Engines 4Cy.16 5/16"–18⅞" 201NHP NE19 J&CG BolindersCoLd Skm		
31068	**Olinda** (*ex*Kennemerland-34,*ex*Cara) *ss*Ams.2ndNo.3-1,30 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4053 3758 2521	✠ ... 3,35 ✠	Ams	*x*		1905 12mo	W.Hamil- ton&Co.Ld. PortGlasgow *C*	Cia.Carbonifera RioGrandense *ell DBa* 122' *uE*24	359·9 P31'B105'F31'25·0 FK *f*146'843t*FPT*127	50·3	17·0	R Janeiro Brazilian 6*BHCem* t*APT*30t	T.3Cy.25",41"&67"–45" 364NHP 2SB,6pf,GS119,HS4906 D.Rowan&Co.Glasgow	27 ″ 6	
31069 213401	— (*ex*OlindaU.O.-32, *OilEng.* *ex*Olinda) 1*Dk* *Carrying oil in bulk*	419 — 267					1915	UnionIron WorksCo. SanFrancisco	UnionOilCo.of California	134·9	26·1	14·1	L.Angeles Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.13"–18" 66NHP WesternMach.Co.L.An.		
31070 DHSJ	**Oliva** Sub.Sig. D.F. 2*Dks*	7885 7384 4874					1921	Bremer Vulkan Vegesack	Aktiengesellschaft fürSeechiffahrt	468·8 P55'B102'F41'	58·3	32·7	Hamburg German *WB*	T.3Cy.32 3/16",52⅝"&86 3/16"– 55 1/16" 550NHP BremerVulkan,Vegesack		G
31071 DHSI	— Wireless D.F. 1*Dk*	1308 1041 721					1922	Nüske& Co. Stettin	ArgoReed.A.G.	242·1 Q71'B108'F40'	37·0	14·0	Bremen German *WB*	T.3Cy.17¼",27⅝"&45 13/16"–27⅝" 108NHP A.Borsig,Berlin		G
31072 115639 MCXD	**Olive** *ss*Bel.No.1-36 3Mst *ss*Bel.2ndNo.3-1,32 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	328 241 122	✠100A1 3,36 ~~11,33~~ BS~~1,33~~ ✠LMC~~1,32~~ 1,36 MS3,36	Dub Bel	*f*	CL ~~10,33~~ 2,36	1907 9mo Lloyd	J Fullerton &Co. Paisley 'sA&CP	FrontierTownS.S. Co.Ld.(J.Fisher &Sons,Ld.*Mgrs.*)	142·5 Q80'B7'F25' BK6" *WB*	23·4 *24·3*	10·2	Newry British 3*BHCem* =*FPT*43t	C.2Cy.15"&34"–24" (*s*) 130lb 47RHP 1SB,2pf,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 0½ 11 ″ 5¼	
31073 148889 GLQC	**Olivebank** TwinSc *ss*Shl.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5154 4768 3117	✠100A1 *withfreeboard* 2,36 ~~7,35~~ ✠LMC~~6,33~~ DBS7,35 ✠LMC(M)~~2,35~~ *Carrying Vegetable oil in deep tank* *Carrying oil F.P. above* 150° F. *in Fore Peak*	Hfx ~~Fal~~ Lon	*a*†	CL ~~4,33~~ 6,35	1926 2mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB* 357'1121t*Tanks between tunnels*	420·4 FK *CollB* 6	53·9	26·5	Glasgow British 7*BHptCem* *H to Shr dk* ,, ,, 2*nd* ,, 115'251t*DTf*	Oil Engines 4S.C.SA 12Cy.24 1/16"–37 1/16" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. 32'1067t*FPT*106t*APT*132t	29 ″ 2 s3 ″ 7¼ 25 ″ 8	
31074 160236 GSVX	**Olivegrove** *ss*Hul.No.1-33 1*Dk*(*Stl*) D.F	4060 3853 2512	✠100A1 9,35 ~~11,34~~ BS~~[illegible]~~ ✠LMC3,33 3,36	Bry	*x*	CL 10,34	1929 1mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	GroveLine(Glas- gow)Ld.(David Alexander&Sons, *Mgrs.*)	375·0 P34'B225'F41' FK *CellDB*323'982t	52·5	23·8	Glasgow British 6*BHptCem* *APT*161t	T.3Cy.24",40"&68"–45" (*s*) 200lb 378NHP 3SB,9cf,GS173,HS6132 D.Rowan&Co.Ld.Glasgow	26 ″ 4 s 3 ″ 4½ 23 ″ 2¼	
31075																

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31076 148745 MNQC	**Olivine** (*ex*Horley) *ss*Irv.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	929 627 494	✠100A1 2,36 ~~1,35~~ BS1,36	Irv PG1 ✠LMC1,35	*l*	CL ~~1,35~~ 2,36	1926 3mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellDBu*	199·8 Q140'F23' *B*17'*f*133'223t*FPT*	30·9	12·7 FK	Glasgow British 3*BHCem* 42t*APT*35t	T.3Cy.15¾",27"&44½"-30"(*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&SonsLd.Abn.	14 ″ 9 s4 ″ 4¾ 14 ″ 6½	
31077 LIYC	**Oljaren** **TwinSc** *ss*Got.No.3-2,35 *Mchy.Aft* *OilEng.* D.F. 1*Dk*(*Stl*)&*Webframes* *Cruiser Stern* *Longitudinal framing*	5482 4759 3248	✠100A1 ~~10,35 2,35~~ 12,35 DBS2,35 *CarryingPetroleum in bulk*	Got Fal ✠LMC CS2,35 2,35	*y*	OG PN10,35 SN12,35	1922 6mo *Lloyd*	Aktieb. Götaverken Gothenburg '*sA&CP*	Johs.Hansens TankrederiA/S (JohsHansen*Mgr*) *CellDBu*	389·7 P103'F43' *E*59' 232t *FPT*173t	54·9	29·7 FK	Arendal Norwegian 11*BHptAsp* *APT*458t	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"-$55\frac{7}{16}$" 629NHP 3DB-*80lb* (*Stbd.Upr.*DB*new*35) Aktieb.Götaverken,Got.	30 ″ 0 s4 ″ 11½ 25 ″ 2¼	
31078 146149 GJBN	**Olna** *ss*Mch.No.3-3,34 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	7023 6452 4361	✠100A1 1,36 ~~1,35~~ BS1,36 MS3,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Sld ✠LMC ~~BS1,35~~	*a*†	CL ~~N3,33~~ 1,36	1921 10mo *Lloyd*	H.M.Dock-yard Devonport '*sA&CP*	TheAdmiralty (Davies&Newman Ld.*Mgrs.*) *CellDBuB*41' 104t*DTf*40'6	430·0 P101'B36'F53' 89t*FPT*58t*APT*43t	57·0	33·7 FK	London British 18*BHptCem* (10 *to U dk* 8 „ *2nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb FD 644NHP 4SB,*12cf*,GS253,HS10224 H.M.Dockyard,Devonport	33 ″ 6 s 6 ″ 5½ 27 ″ 3¼	
31079 338 OHBH	**Olovsborg** (*ex*Anglo-Egyptian) *ss*Nwc.No.3-9,25 *ss*Got.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	5753 — 3279	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~9,34~~ ~~BS10,35~~	Got BS8,35 ✠LMC MS9,31	*a*†	CL 9,34	1912 12mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	J.A.Zachariassen &Co. *CellDBa*131'*uE&B*	425·0 44'*f*175'1446t *FPT*	56·3	36·3 FK	Nystad Finnish 7*BHCem* 106t*APT*33t	Q4Cy25½"36½"52½"&76"-54" 220lb ~~*120lb*~~ (*s*) 601NHP 3SB,*9cf*,GS174,HS8280 FD N.E.MarineEngCoLdNwc	30 ″ 7 s3 ″ 11¼ 26 ″ 10½	
31080 YPAY	**Oltenia** *Mchy.Aft* *ss*Shl.No.1-32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	6848 5905 4305	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ 7,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Lon Nwc ✠LMC7,32	*a*†	CL 6,34	1928 4mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	SteauaRomana Soc.Anon. *CellDB* *uE&B*82'211t	423·7 P112'B34'F41' *DTf*38'684t *FPT*1	55·3	32·4 FK	Constantza Roumanian 17*BHptCem* (11 *to U dk* 6 „ *2nd* „) 82t*APT*145t	Q.4Cy.25½",36½",52¼"&75"- 48" 220lb *120lb* (*s*) 533NHP 3SB,*9cf*, ,HS7152 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s 6 ″ 1 26 ″ 10¼	
31081 LEON	**Olter** (*ex*LieutenantLeMounier, *ex*Ablette) 1*Dk*	513 354 290					1917	Forg.&Ch. delaMédit. Havre	A/S EastTrade (F.Utne,*Mgr.*)	174·1 Q12tB112tF22t len24	24·0	11·2	Bergen Norwegian	C.2Cy.18"&36"-23½" 52NHP Forg.&Ch.delaMédit.Hav.		V
31082 1658 IBFL	**Olterra** (*ex*BatonRouge,*ex*Osage) *ss*Rou.No.3-6,25 *ss*Nwc.No.1-30 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	4995 4536 2950	✠ … 8,33 ✠	Gen			1913 6mo	Palmers' Co.Ld. Newcastle	A.Zanchi *CellDB* *uE*31'50t *FPT*	394·4 380·0 P95'B32'F36' 180t*APT*76t	52·7	29·0 FK 12B 2B	Genoa Italian *Cem* *H to Upr dk* *H to 2nd dk*	Q.4Cy.20¼",29¼",42¼"&61"- 45" 332NHP 2SB,*6cf*,GS102,HS4446 Palmers'Co.Ld.Newcastle	29 ″ 3	I †
31083 YQAO	**Oltul** (*ex*Dansborg-33) *ss*Cpn.No.3-6,33 1*Dk*(*Stl*)	4308 3958 2599	✠100A1 2,36 ~~2,35~~ BS~~8,34~~ 10,35 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Rot ✠LMC6,33	*x*	CL 2,35	1920 10mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	A.Vlasov *CellDBa*123'*uE*23*f*	380·2 P38'B244'F37' 173'1132t *FPT*136t	51·0	24·8 FK	Braila Roumanian 6*BHptCem* *APT*154t	T.3Cy.25½",42"&70"-48" (*s*) 180lb *100lb* 397NHP 3SB,*9cf*,GS179,HS6507 Blair&Co.Ld Stockton	27 ″ 3	
31084 OZNC	**Oluf Mærsk** *ss*Cpn.No.3-11,28 *ss*Abg.No.1-33 1*Dk*(*Stl*)	1950 1764 1146	✠100A1 11,35 ~~4,35~~ BS11,35 MS5,33	Gls Ant ✠LMC ~~BS11,34~~	*r*	CL ~~2,34~~ 11,35	1916 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	A/S Dampsksslsk af1912(A.P. Möller,Cpn.*Mgr.*) *Cell*	281·3 P22'B74'F31' *DB*252' 535t *FPT*	40·2	18·9 FK	Kalundbrg Danish 4*BHCem* 78t*APT*82t	T.3Cy.$20\frac{1}{16}$",31½"&$51\frac{3}{16}$"- $35\frac{7}{16}$" 180lb (*s*) 208NHP 2SB,*4cf*,GS74,HS3000 FD NedFb.v.Wrk&Spoor,Ams	21 ″ 4 s3 ″ 0¼ 18 ″ 6	
31085 218545 KILL	**Olympia** (*ex*CityofSpokane) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6406 5662 4774					1919	Skinner& EddyCorp. Seattle,Wash	Tacoma-Oriental S.S.Co.	401·7 P48'F43'	54·8	32·1	Tacoma Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentsch-lerCo.Hamilton,O.		R
31086 OXRE	— **TwinSc** *ss*NYk.No.1-35 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4488 4127 2734	✠100A1 *withfreeboard* 2,36 ~~2,34~~ ✠LMC CS2,36 9,33	Cpn NYk DBS5,34	*z*	CL P1,35 S5,35	1930 10mo *Lloyd*	Akt.Naks- kovSkibsvft. Nakskov '*sA&CP*	Dampskslsk. OrientA/S (*CollBHtoShltr* *CellDB*339'1124t	384·7 F39' *dk*5*BHto2nd dk*) *Tanks in way of* *tunnels* 100t*FPT*11	54·4	24·6 FK	Copnhagn Danish 0t*APT*153t	Oil Engines 4S.C.SA 12Cy.21⅝"-29⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11¾ 24 ″ 6	
31087 33085 JQAB	**Olympia Maru** *ss*Kob.No.1-31 *OilEng.* 2*Dks*(*Stl*)	5612 5210 3515	✠100A1 4,35 ~~7,34~~ ✠LMC CS4,35 4,35	Yka Kob DBS4,35	*z*	CL ~~7,34~~ 4,35	1927 8mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP* *Inter*	MitsubishiShoji Kaisha,Ld. *mediate 'tween dk* *CellDB*347'1215t	405·0 P58'B110'F41' *BH in after hold* *dispensed with* *DTa*28' 735t *FPT*1	55·0	32·0 FK	Tokio Japanese *ptCem* 4*BH to U dk* 2 „ „ *2nd* „ 26t*APT*33t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s 6 ″ 6⅜ 25 ″ 7¾	
31088 Broken up 131346 GLSQ	**Olympic** Ⓟ **TrpSc** *Fitted for oil fuel* 5*Dks amidships.* GyC. 7*Dks inNo.1hold,* Sub.Sig. D.F. E.S.D. *Ref.Mchy.* 6*Dks in other holds*	46439 35043 20994					1911	Harland& Wolff,Ld. Belfast	~~CunardWhiteStar,~~ ~~Ld.~~	852·5 P76'B540'F127' *Prom dk on*B495'	92·5	59·5	Liverpool British *WB*	T8Cy.(2)54",(2)84"&(4)97" -75" 6906RHP 1LowPressureTurbine Harland&Wolff,Ld.Bel.		BT till 11,35
31089 213095 KMWB	— (*ex*Dayton, *ss*N.Yk.No.3-1,20 *ex*Harport) *Fitted for oil fuel* 1*Dk*(*ptIrn-ptStl*)&*deep framing* *CarryingPetroleum in bulk*	5335 5134 3352	✠ 11,25 ✠	NYk	*x*		1907 11mo	J Readhead &Sons SouthShields	OlympicSteamship Co.Ld.Inc. *CellDBa*	370·0 27' *uE*25' *f*56' 277t	50·1	32·1 FK	L'sAngeles Utd.States 13*BHCem* *APT*133t	T.3Cy.26",42"&70"-45" 374NHP 2SB,*6rf*,GS122,HS6004 J.Readhead&Sons,S.Shl.	35 ″ 0	
31090 215651 KDIV	— (*ex*Lakeshore) *Fitted for oil fuel* 1*Dk*	1877 1631 1128			…		1917	ToledoS.B. Co. Toledo,O.	E.K.WoodLumber Co.Inc.	251·0 P21'B64'F30'	43·8	18·9 FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.		R †
31091 208278 KMVZ	— (*ex*Sioux) (*Ferry*) 2*Dks*	1303 — 886					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	174·6	38·6	22·8	Seattle Utd.States	T.4Cy.14",22"&(2)26½"-20" SeattleConst.& 60NHP D.D.Co.Seattle,Wash.		
31092 OPXA	**Olympier** Ⓟ *ss*Ant.No.3-3,33 D.F. 2*Dks*(*Stl*)	*5266* *4792* *3227*	✠100A1 8,36 ~~12,34~~ MS3,33	Ant ✠LMC BS~~1,35~~ 3,36	*y*	CL 12,34	1920 7mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow '*sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*) *CellDB*342'920t*D*	400·5 P37'B120'F45' *Intermediate* *'tweendkBHinafter* *hold dispensed with* *Ta*30'850t*FPT*122t	52·2	28·7 FK	Antwerp Belgian *Cem* 5*BH to U dk* 1 „ „ *2nd* „ *APT*104t	T.3Cy.26½",$44\frac{13}{16}$"&73"-51" 200lb (*s*) 574NHP 3SB,*9cf*,GS179,HS8523 FD Dunsmuir&JacksonLd,Gls *only*	31 ″ 0 s 5″11¾ 25 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où est dans le L.R. Durée Cert. Refrig.
31093 SVHX	**Olympos** (exMountHymettus-34, exGreldon-32, exWarKinsman) ssSld.No.3-12,32 1Dk(Stl)	5216 4760 3241	✠100A1 4,36 ~~4,35~~ BS~~[illegible]~~ 11,35 ✠LMC12,33	Rot Lon	y	CL 9,34	1918 4mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP C	J.A.Coulouthros& N.N.Embiricos CellDB345' 1132t D	400·6 P49'B113'F38' FK Ta28'1120tFPT114	52·3	28·5	Andros Greek 7BHCem tAPT177t	T.3Cy.27″,44″&73″–48″ (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D&WHenderson&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3	
31094 130413 VJGZ	**Omana** ssSyd.No.3-1,27 ssWln.No.2-34 1Dk(Stl) Cargo battens not fitted	2550 2248 1513	✠100A1 8,35 ~~8,34~~ ✠LMC8,34 BS8,35	Wln	t	CL 8,34	1915 1mo Lloyd Inter	Osbourne, Graham&Co. Sunderland 'sA&CP	UnionS.S.Co.of NewZealand,Ld. mediateBH in fore W	303·0 P21'B76'F26' FK hold dispensed with B=CellDBa98'uE	46·2	20·2	Sydney, N.S.W. British Cem 4BHonly &B36'f126'	T.3Cy.22″,37″&61″–39″ (s) 180lb 282NHP 2SB,6cf,GS134,HS4750 G.Clark,Ld.Sunderland 680tFPT40tAPT120t	22 ″ 6 ~~8 ″ 7¼~~ ~~10 ″ 8~~ s3 ″ 5¼ 19 ″ 8	
31095 163135	**Omar** (exMars-33, exStella,exChr.Schierloh, exAlbertMou,exSolstraalen) **WoodAux3MstSr** OilEng. 1Dk (SeeSailingShipRegister)	316 279 255					1919	Middlefart Skibsværft Middlefart	P.F.Eckles	131·4	29·9	13·2	Hull British	Oil Engines 4S.C.SA 4Cy.12¼″–16″ 58NHP A/SFredrikshavnsJernstöberi&Maskinfabrik,Frhvn.		G
31096 7475 SFWG	**Omberg** (exVilsund,exSigvald) 1Dk	1248 946 686					1920	Akt.P.Ph. Stuhrs Maskin-og SkibsAalborg	Ångf.A/B Helge (J.E.Manne,Mgr.)	236·7 P14'Q71'B94'F29'	36·1	13·4	Gothenbrg Swedish WB	T.3Cy.16″,25″&42½″–30″ 99NHP A/S Frichs,Aarhus		V
31097 PKEV	**Ombilin** Mchy.Aft 1Dk	5658 4532 3195					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	420·4 F42'	54·2	24·3	Batavia Dutch WB	T.3Cy.24½″,40½″&67″&48″ 311NHP NedFb.v.Wrk&Spoor,Ams		V
31098 15278 JCPA	**Omi Maru** Ⓟ 1Dk&Shelter dk	3393 2973 2041			...		1912	Napier& Miller,Ld. Glasgow	NipponYusenK.K.	345·5 P37'F42' on Shelter dk FK	46·3	25·5	Tokio Japanese WB	T.3Cy.24½″,41″&68″–48″ 456NHP Dunsmuir&Jackson,LdGls	28 ″ 0	
31099 22706	**Omine Maru** **Wood** 1Dk	744 624 541					1918	Osaka Zosensho Osaka	Takahama Yohochi	193·4	29·9	16·4	Nagoya Japanese	C.2Cy.18¼″&39″–27″ Kwansai 65NHP DengyoK.K.,Osaka		
31100 104 SVJT	**Omonia** (exKeyingham-33) ssPir.2ndNo.3-3,34 1Dk(ptIrn&ptStl)2trB deep framing & Web frames 3Dk rule Cargo battens not fitted	3699 3444 2335	✠100A1 ~~6,35-34~~ 4,36 BS~~10,34~~ 4,36 ✠LMC8,33	Pir ~~Rot~~	w	CL ~~10,32~~ 6,35	1908 1mo Lloyd	JLThompson&Sons,Ld Sunderland sA&CP	~~Christoforides Bros.~~ E.Xenios& ChristoforidesBros CellDB	346·5 P23'B92'F32' FK a119'uE&B40'f146'	50·8	22·9	Chios Greek 6BHCem 880tAPT94t	T.3Cy.25″,41″&67″–45″ (s) 180lb 329NHP NDB06refitted31 115lb 2SB,Spf,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
31101 FOEJ	**Omphale** Fitted for oil fuel Mchy.Aft D.F. 2Dks Carrying Petroleum in bulk	6477 — 3488					1922	Ch.&Atel. deSt.Nazaire Penhöet	Cie.Auxiliaire de Navigation	422·5 P117'B33'F50'	57·5	29·0	Havre French WB	T.3Cy.27″,44½″&75″–51″ 402NHP Ch.&Atel.deSt.Nazaire		V
31102 127007 VPBR	**On Lee** Ⓟ **TwinSc** 1Dk	1026 417 622					1909	HongK'ng &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co. Ld.	168·0	34·0	10·4	HongKong British	C.4Cy.15″&31″–22″ 80RHP HongKong&Whampoa DockCo.Ld.HongKong		
31103 Wrecked 9,35	**Onassis Maria** ~~(DAMAGED BY STRANDING 7,33 NOW TRADING)~~ (exPanos-34, exLoyalBriton, exJerseymoor, exWestmead,exJerseymoor) ssNpt.No.3-8,27 ssAnt.No.1-32 1Dk(Stl)& Shelter dk(Stl)2trB	4305 4085 2731	✠ 7,32 ✠	Gen	y		1915 12mo	J.Readhead&Sns,Ld SouthShields	A.S.Onassis CellDBa	393·4 FK 128'uE23'f173'937	51·1	25·8	Piræus Greek 6BHCem tAPT48t	T.3Cy.26½″,44″&72″–48″ 437NHP 3SB,9cf,GS171,HS7408 JReadhead&Sons,Ld.SShl	27 ″ 6	C †
31104 SVGU	**Onassi Pinelopi** (exCanadian Spinner-33) ssVcr.No.3-4,32 2Dks(Stl)	5404 4863 3331	✠100A1 12,35 ~~10,34~~ BS2,35 ✠LMC4,32	Rot Ant	y	CL 10,34	1919 12mo Lloyd	Canadian Vickers,Ld. Montreal 'sA&CP	A.S.Onassis CellD	400·0 P49'B113'F39' FK B333' 1025t FPT14	52·4	28·5	Piræus Greek 6BHptCem 9tAPT133t	T.3Cy.27″,44″&73″–48″ (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11½ 25 ″ 4	
31105 SVRD	**Onassi Socratis** (exCanadian Miller-33) ssBly.No.3-11,33 2Dks(Stl)	5439 4910 3336	✠100A1 ~~7,34~~ 10,35 BS~~7,34~~ 10,35 ✠LMC5,33	Rot Bry	y	CL 9,33	1919 9mo Lloyd	Canadian Vickers,Ld. Montreal 'sA&CP	A.S.Onassis CellD	400·3 P49'B113'F39' FK B333' 1025t FPT14	52·3	28·5	Piræus Greek 6BHptCem 9tAPT133t	T.3Cy.27″,44″&73″–48″ (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11½ 25 ″ 3½	
31106 29085 JMPE	**Ondo Maru** Ⓟ OilEng. 2Dks	688 558 362					1923	Mitsubishi ZosenKaisha Ld.Kobe	OsakaShosenK.K.	170·0 Promenade dk144'	28·0	18·2	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾″–27″ 194NHP Vickers,Ld.Barrow		
31107 UOAP	**Onega** 1Dk	1603 1250 928					1924	Bergens Mek.Værks. Bergen	U.S.S.R.	244·4 P42tQ104tB145t H85tF30t	37·7	15·7	Archangel Russian WB	T.3Cy.18″,29″&49″–33″ 138NHP BergensMekVærksBergen		
31108 217988	**Oneida** (exLakeGilboa) Fitted for oil fuel Sub.Sig. 1Dk2trB	2664 2283 1654			...		1919	Detroit S.B.Co. Wyandotte	Agwilines.Inc. (Clyde-Mallory Lines,Mgrs.)	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd. States WB	T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
31109 220779 KDJO	— ssPhl.No.3-6,34 D.F. GyC. 1Dk(Stl)	2309 1849 1440	✠100A1 6,34 ✠LMC6,34 Fitted for oil fuel 11,20 F.P. above 150° F.	Phl	r	CL 6,34	1920 11mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. CellDB204'531	251·0 P27'B64'F26' FK tFPT58tAPT89t	43·6	22·2	Dearborn Utd.States 4BHptCem	T.3Cy.20″,33″&54″–40″ (r) 185lb 265NHP 2SB,4cf,GS88,HS3940 FD DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
31110 125733 MCWL	— ssSld.2ndNo.3-4,35 ~~ssShl.No.3-2,22~~ ~~ssNwc.No.2-31~~ Well deck Mchy.Aft 1Dk(ptStl-ws) Carrying Petroleum in bulk	698 496 332	✠100A1 ~~4,35,33~~ 11,35 ~~BS[illegible]~~ ✠LMC~~3,31~~	Bel ~~Avn~~ 4,35	i	CL ~~5,32~~ 3,35	1908 10mo Lloyd	Greenock& Grangem'th DockyardCo. Grngemouth 'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.) WB	165·0 Q63'B15'F26 FK =CellDBuE&B46'	32·5	12·1	London British 9BH pt Cem pt Asp 58tFPT25t	T.3Cy.14″,23″&37″–24″ (s) 180lb 70RHP 1SB,3cf,GS57,HS2033 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 ~~s ″ 10½~~ ~~1[illegible]~~ s ″ 9½ 12 ″ 1½	
31111 240	**Onjo Maru** 2Dks	372 — 211					1913	.... Osaka	ChosenYusenK.K.	130·0	24·2	15·5	Jinsen, Korea Japanese			
31112 ~~[illegible]~~	**Onnetar** (exIlse,exSailingVessel) ssHfs.3rdNo.3-5,34 Mchy.Aft 1Dk(Stl) Now "Bia," see No. 37276 in Supplement	419 360 291	✠100A1 5,34 ✠LMC5,34 ✠NE&B9,03	Hfs	f	4,34	1902 12mo	AktLödöse Varf Lödöse A&CP	~~[illegible] O/Y~~ A.B.Carlsson	135·2 P38'F18' len08 BK7' CellDBf19'30tFPT	26·2	12·6	Gothenbrg Swedish 3BHCem 21tAPT11t	C.2Cy.12″&27″–18″ (s) 125lb 31NHP 1SB,2cf,GS25,HS522 Akt.LödöseVarf,Lödöse	15 ″ 5 s 1 ″ 2½ 14 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
31113 25224 JRGE	**Ono Maru No. 14** Wireless 1Dk	1268 1095 728					1918	Ono Seikichi Osaka	OnoShojiGomei Kaisha	220·0	32·0	20·0	Mikage Japanese	T.3Cy.14½",24½"&39⅞"-30" OnoTekko 86NHP Zosensho,Osaka		
31114 28082 JNRA	**Ono Maru No. 18** Ⓟ Wireless 1Dk	1369 1110 800					1921	Ono Seikichi Osaka	OnoShojiGomei Kaisha	225·0 P21'B54'F23'	34·0	20·0	Fuchu Japanese WB	T.3Cy.16",27"&45"-36" 121NHP OnoTekko Zosensho,Osaka		
31115 220782 KDIR	**Onondaga** ssPhl No.3-11,34 D.F. GyC. 1Dk(Stl)	2310 1949 1440	✠100A1 ~~5,35~~ ~~11,34~~ 9,35 BS12,35 Fitted for oil fuel 8,20 F.P. above 150° F.	Phl NYk ✠LMC11,34	r	CL 10,34	1920 8mo	Detroit S.B.Co. Wyandotte A&CP	FordMotorCo. CellDB204'531tFPT58tAPT89t	251·0 P27'B64'F26'	43·6	22·2 FK	Dearborn ~~Detroit,~~ ~~Mich.~~ Utd.States 4BHptCem	T.3Cy.$20\frac{9}{16}$",32"&54"-40"(r) 185lb 265NHP 2SB,4cf,GS88,HS3940 FD DetroitS.B.Co-Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
31116 9447 JBUC	**Onshu Maru** Ⓟ (exBjörnstjerneBjörnson) Wireless 1Dk&Spar dk	1185 1084 703					1904	Nylands Værksted Oslo	KitaNipponKisen K.K.	229·1 H76t	32·6	12·7 19·0	Osaka Japanese WB	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		
31117 153112	**Ontadoc** (exSirius,exR.L.Ireland) Mchy.Aft 1Dk2trB	4467 4266 3082					1903	Chicago S.B.Co. Chicago	PatersonSteamships,Ld.	423·8	50·2	23·9 WB	FtWilliam Ont. British	T.3Cy.$22\frac{3}{16}$",35"&58"-40" 213NHP ChicagoS.B.Co.		R
31118 201169 WMCZ	**Ontario** Ⓟ Sub.Sig. D.F. 4Dks	3099 — 1952					1904	NewYork S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo	292·2	42·2	15·9 24·0	Baltimore Utd.States	T.3Cy.28",45"&72"-54" 381NHP NewYorkS.B.Co.CmdnNJ		
31119 125983 VGTW	**Ontario No. 1** Ⓟ TwinSc (Car ferry)	5146 — 3229					1907	Canadian S.B.Co. Toronto	OntarioCarFerry Co.Ld.	317·0	54·2	36·0	Montreal British	T.6Cy.20½",32½"&54"-36" 350NHP CanadianS.B.Co.Toronto		
31120 137978 VGTX	**Ontario No. 2** Ⓟ TwinSc (Car ferry) 2Dks	5568 4812 3376					1915	PolsonIron WorksCo.Ld. Toronto	OntarioCarFerry Co.Ld.	307·5	54·0	20·2	Montreal British WB	T.6Cy.20¼",33"&54"-36" 350NHP PolsonI.W.Co.Ld.Toronto		
31121 152788 VGTZ	**Ontariolite** TwinSc Cruiser Stern ~~ssL.An.No.1-29~~ ssHfx.No.2-33 OilEng. GyC. D.F. 1Dk(Stl)&Shelter dk(Stl) &Web frames Mchy.Aft Longitudinal framing	8889 8499 4284	✠100A1 Shelter dk with freeboard 1,36 ~~6,35~~ DBS~~11,34~~1,36 Carrying Petroleum in bulk	Hfx Vcr ✠LMC CS6,35 11,34		CL 8,33	1925 12mo Lloyd	Frd.Krupp A.G. Kiel 'sA&CP	ImperialOil,Ld. (H.J.Rahlves, Mgr.) CellDBuE64'135tDTf36'315t DTa21'108tFPT186tAPT106t	470·0 B33'F39'	63·2	35·3 FK	Montreal British 18BHptCem ptAsp (13 to U dk)	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$51\frac{3}{16}$" 905NHP 2WaterTubeDB200lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 8 27 ″ 2¼	
31122 129501 MDJB	**Onyx** Well deck ssGls.2ndNo.3-2,35 Mchy.Aft Cargo battens not fitted 1Dk(ptStl)	592 416 241	✠100A1 ~~12,35~~ ~~2,35~~ ~~10,35~~ 5,36 BS~~9,34~~8,35	Gls ~~Bwg~~ Bly ✠LMC MS2,35	i	CL ~~9,33~~ ~~12,35~~ 5,36	1910 6mo Lloyd	Scott& Sons Bowling 'sA&CP	Wm.Robertson WB=CellDBf103'153tFPT35tAPT4t	175·1 Q96'B11'F32'	28·1	10·8 BK7¼"	Glasgow British 3BHCem	T.3Cy.15",25½"&41"-30" (s) 170lb 85RHP 2SB,4pf,GS65,HS1852 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 6 13 ″ 2	
31123 ~~57015~~ ~~VJKP~~	**Oonah** Ⓟ ssSyd.No.1-92 1Dk&Spar dk(Stl-ws)& Web frames	1757 1613 945	✠ 12,92 ✠	Syd	s		1888 2mo	A&J Inglis Glasgow	~~Tasmanian~~ ~~SteamersPty.Ld.~~ WB=CellDB210'370t	290·3 B100'F53'	35·8	13·2 21·0 BK10"	Japanese 6BHCem	T.3Cy.25",40"&63"-48" 298NHP 2DB,12cf,GS198,HS4826 A.&J.Inglis,Glasgow	24 ″ 5	
31124 137226 VJNM	**Oorama** 3Mst ssSyd.No.3-1,34 Mchy.Aft Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1051 721 589 —	✠100A1 ~~8,35~~ ~~4,35~~ 3,36 BS~~9,34~~ 3,35	Syd ✠LMC1,34	n	OG N4,35	1921 12mo Lloyd	J.Fullerton &Co. Paisley 'sA&CP	TheAdelaide SteamshipCo.Ld. CellDBf128'196tFPT70tAPT35t	210·4 Q115'B11'F26'	33·2	12·9 FK	P.Adelaide British 3BHCem	T.3Cy.17",27½"&45"-33" (s) 180lb 156NHP 2SB,4cf,GS82,HS2800 Ross&Duncan,Govan	15 ″ 3 s4 ″ 9¾ 14 ″ 7¼	
31125 PGNC	**Oost-Vlaanderen** OilEng. Mchy.Aft 1Dk CruiserStern	421 292 286					1931	J.Smit& Zoon Foxhol	N.V.Scheepsvaart Maats.Limburg (T.denHartigh, Mgr.)	148·8 P43'F17'	25·5	9·2	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfbr "Deutz"A.G. Koln-Deutz		V
31126 153801 VTCX	**Oostcappelle** ssBom.No.3-1,34 Well deck 1Dk(Stl) Cargo battens not fitted	751 519 348	✠100A1 ~~7,35~~ ~~2,36~~ 1,36 BS~~2,35~~ 1,36	Bom ✠LMC1,34	j	OG 7,34	1921 7mo	NVScheep. v.d.Windt Vlaardingen A&CP	ThobanDevji Shah&Others CellDBa35'uE17'f81'171tFPT24tAPT15t	180·2 Q52'B51'F22'	28·2	12·4 FK	Bombay British 4BHCem	T3Cy15½",24⅝"&$40\frac{9}{16}$"-$27\frac{9}{16}$" 185lb (s) 143NHP 2SB,4cf,GS72,HS2873 Scheepswf.&Mach.deKlop, Sliedrecht	14 ″ 6 ~~s ″ 10~~ ~~13 ″ 11~~ s ″ 8¼ 13 ″ 11¾	
31127 PGNQ	**Ootmarsum** ssRot.No.3-5,33 D.F. 1Dk(Stl)	3684 3315 2209	✠100A1 ~~11,34~~ 11,35 BS~~5,34~~ 2,35 Fitted for oil fuel 4,20 F.P. above 150° F.	Rot ✠LMC5,33	w	OG 12,33	1920 5mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee" (Vinke &Co.Mgrs.) Intermediate BH in after hold dispensed with CellDB304'950tFPT74tAPT81t	360·2 P30'B229'F27'	48·2	22·8 FK	Amstrdam Dutch Cem 5BH to U dk	T3Cy25⅞"40"&$67\frac{7}{16}$"-45"(s) 180lb 426NHP 3SB,6cf,GS132,HS6312 FD Kon.Maats.deSchelde, Flushing	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
31128 PKEA	**Op ten Noort** TwinSc CruiserStern Fitted for oil fuel 3Dks	6076 — 3566					1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	424·5 F45'	55·2	22·2	Batavia Dutch	C.8Cy.(4)22"&(4)47¼"-47¼" 616NHP Werkspoor,Amsterdam		V
31129 162907 GJMC	**Opawa** TwinSc ssFal.No.1-35 OilEng. 2Dks(Stl)3rd dk(Stl)in forward holds E.S.D. Rudder electrically welded D.F. Ref.Mchy. CruiserStern	10354 9313 6235 —	✠100A1 ~~5,35~~ ~~11,34~~ 12,35 ✠LMC CS6,35 6,35 DBS6,35 ✠Lloyd'sRMC~~6,35~~12,35	Gls ~~Fal~~ Liv	ft	CL 12,33	1931 4mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	NewZealand ShippingCo.Ld. Duct keel fwd. of mchy. space CellDB343'1392tTanks in way of tunnels 1005tDTsf41'294tFPT88tAPT94t	471·0 P66'B234'F81'	67·3	36·8 FK	Plymouth British 8BHptCem	Oil Engines 2S.C.SA 18Cy.26¾"-47¼" 2243NHP 3DB100lb A.Stephen&Sons,Ld.Gls.	40 ″ 0 s 7 ″ 10 3 ″ 5½	
31130 FOEK	**Ophélie** Fitted for oil fuel Mchy.Aft 2Dks D.F. CarryingPetroleum in bulk	6477 — 3488					1922	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Auxiliaire de Navigation	421·6 P117'B33'F50'	57·5	29·0	Havre French WB	T.3Cy.$27\frac{5}{32}$",44½"&$74\frac{13}{16}$"-51" 398NHP Ch.&Atel.deSt.Nazaire		V
31131 PKGF	**Ophir** TwinSc Ref.Mchy. OilEng. CruiserStern 2Dks	4070 2802 2200					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	370·4 P29'B143'F40'	51·7	19·8	Batavia Dutch WB	Oil Engine 2S.C.SA 14Cy.23½"-41¾" 1343NHP Sulzer,Winterthur		V
31132 LEOR	— 1Dk	1005 784 621					1906	Bergens Mek.Værks. Bergen	RasmusF.Olsen	225·1 Q115tB50tH6tF31t	32·1	13·2	Bergen Norwegian WB	T.3Cy.16",25"&43"-30" 101NHP BergensMekVærksBergen		N

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée Cert. B. of Trade
31133 EGES	**Ophir** ssBel.No.2-35 ssBbo.No.3-7,26 ~~ssVal.No.1-33~~ Well deck Mchy.Aft 1Dk(Stl)	577 372 217	✠100A1 8,35 ~~8,34~~ ~~MS5,34~~ Carrying Petroleum in bulk	Bel 8,35 LMC	h	CL ~~N8,36~~ 7,35	1919 11mo Lloyd'sA&CP	Echevarrieta y Larrinaga Cadiz	Cia.Arrendataria delMonopolia de PetroleosS.A. CellDBf92'136tFPT43tAPT7t	164·0 Q94'B11'F25'	26·2	10·3 BK7"	Bilbao Spanish 7BHCem	T.3Cy.12",20"&32"-24" (s) 165lb 75NHP 1SB,2cf,HS1505 AlexanderBros.Bel.	12 ″ 10 s 4 ″ 3½ 13 ″ 0	
31134 124102 MCST	— ssLiv.2ndNo.3-8,33 Well deck Mchy.Aft 1Dk(Stl-ptteaks)	469 350 172	✠100A1 1,36 ~~7,34~~ MS8,33	Liv ✠LMC BS~~7,34~~ 12,35	g	CL ~~8,32~~ 1,36	1907 12mo Lloyd'sA&CP	AilsaS.B. Co.Ld. Ayr	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) WB=CellDBf79'112tFPT48tAPT7t	155·1 Q50'B10'F29'	26·2	10·5 BK7"	Liverpool British 3BHCem	C.2Cy.18"&40"-27" (s) 130lb 94RHP 1SB,3pf,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s ″ 11½ 12 ″ 9	
31135 132421 ZMCX	**Opihi** (exLalla) Iron Wireless 1Dk	1117 987 638					1886	Rostocker Act.Ges. Rostock	UnionS.S.Co.of NewZealand,Ld.	208·5 P66tH24t	34·6	19·7	Wellingt'n British	T.3Cy.15",25½"&41"-30" Emade11 99RHP Ross&Duncan,Glasgow		
31136 149684 GSLR	**Oporto** ssLiv.No.1-33 1Dk(Stl)2ndDk(Stl)in fore holds CruiserStern	2352 1540 1437	✠100A1 4,36 ~~5,35~~ MS2,33	Liv Hul ✠LMC BS 8,34	r	CL 7,34	1928 7mo Lloyd'sA&CP	Ramage& Ferguson,Ld. Leith	Ellerman Lines,Ld. CellDB231'453tAPT13t	270·6 P&B178'F51'	40·2	18·4 FK	Liverpool British 6BHptCem	T.3Cy.17½",30"&52"-36" (s) 220lb 269NHP 2SB,6cf,GS107,HS4026 FD Ramage&Fergusn,Ld.Lth.	20 ″ 6 s 1 ″ 2 19 ″ 6¼	
31137 DHSL	**Optima** Wireless Mchy.Aft 1Dk CruiserStern	1249 1040 653					1925	Flender Act.Ges. Lübeck	ArgoReed.A.G.	238·6 P&B196'F24'	37·7	14·7	Bremen German WB	T.3Cy.17 11/16",28 9/16"&45 11/16"-30 11/16" 116NHP OttensenerMch.G.m.b.H. Altona		G
31138 ~~DIDA~~	**Optimist** (exDelphin-32, exNavyVessel Delphin) OilEng. Mchy.Aft 1Dk	318 250 141					1906	G.Howaldt Kiel	~~CarlWiesnerJun.~~ "Tille" Compania Naviera S.A. (H.W.Stock, Mgr.)	131·8 Q24'F21'	27·1	12·7	Callao Peruvian WB	Oil Engines 4S.C.SA 6Cy.11"-16 9/16" 70NHP NE31 Bohn&KählerA.G.Kiel		C
31139 LEOS	**Ora** Wood 1Dk	1009 823 599					1924	O.B.Sörensen&Co. Arendal	D/S A/S Ora(O.B. Sörensen&Co.)	192·5 Q69tH57tF30t	34·8	18·2	Arendal Norwegian	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		N
31140 HRBO	**Oradell** ssBal.No 2-33 2Dks(Stl-Uws) 3rdtr B in holds	*1645* *1381* *839*	✠100A1 8,35 ~~1,35~~ MS~~1,35~~ 3,36 Fitted for oil fuel 2,24 F.P. above 150° F.	NYk ✠LMC BS~~11,34~~ 11,35	q	CL 11,34	1924 2mo Lloyd'sA&CP	Swan,Hunter& Wigham Richardson, Ld Newcastle	StandardFruit& S.S.Co. CellDB210'281tFPT12tAPT18t	254·9 F26'	35·6	21·5 FK	LaCeiba Honduran 4BHptCem	T.3Cy.20",33"&56"-39" (s) 200lb 305NHP 2SB,6cf,HS4600 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 ″ 6 s 3 ″ 9 20 ″ 0	
31141 146024 GFRQ	**Orama** Ⓟ TwinSc ssLon.No.2-33 Ref.Mchy. 3Dks(Stl-Weather dk teaks) Sub.Sig. 4th dk(Stl)in fore holds&3 D.F. after holds, 5th dk in No.1 hold CruiserStern	~~19819~~ ~~12211~~ ~~11844~~ 19840 12211 11840	✠100A1 with freeboard 10,35 ~~2,35~~ MS2,32 ✠Lloyd'sRMC~~2,35~~ ~~7,35~~ 11,35 Fitted for oil fuel 10,24 F.P. above 150° F.	Lon BS5,35 ✠LMC ~~BS6,34~~	o†	CL s11,33 P2,34	1924 10mo Lloyd'sA&CP	Vickers,Ld Barrow	OrientStm.Nav. Co.Ld. Duct keel in Nos. 2, 3 & 4 holds CellDB510'2050tDT at sides of ER in way of tunnels 1254tFPT85tAPT152t	632·0 B349' Upper B300' F74'	75·2	32·9 FK Collision BH to W dk	Barrow British 12BHptCem	6SteamTurbinesSR geared to 2 Sc.Shafts (s) 215lb HS47232 3856NHP 6DB&4SB,64cf,GS3072 FD Vickers,Ld.Barrow	37 ″ 6 s 7 ″ 4½ 30 ″ 5½	BT till ~~9,35~~ 6,36
31142 FNCM	**Oranaise** (exCormorant-33, exWestmoreland) ssBkn.No.3-2,27 ssMch.No.1-31 2Dks(Stl) Cargo battens not fitted	1806 1545 851	✠ 7,35 ~~MS1,31~~	Msl ✠~~LMC~~ ~~BS5,34~~	q	CL 9,32	1915 4mo Lloyd'sA&CP	Ramage& Ferguson,Ld. Leith	Scotto,Ambrosino, PuglieseFils&Co. CellDBa51'uE21'f79'291tFPT56tAPT23t	260·0 B69'F32'	36·1	22·3 FK&BK1½"	Oran French 4BHCem	T.3Cy.19½",34"&55"-42" (r) 180lb HS4252 246NHP 2SB&1AuxSB,8cf,GS131 Ramage&Fergusn,Ld.Lth.	24 ″ 6 ~~s 3 ″ 8½~~ ~~21 ″ 0~~	
31143 140300 GVTT	**Orangeleaf** TwinSc ssPly.No.3-1,30 ssLon.No.1-33 2Dks(Stl)&Web frames Longitudinal framing	5928 5295 2315	✠100A1 4,36 BS5,36 Carrying Petroleum in bulk Fitted for oil fuel 6,17 F.P. above 150° F.	StJ Mlt ✠LMC1,33		CL 9,33	1917 4mo Lloyd'sA&CP	JLThompson&Sons,Ld Sunderland	TheAdmiralty CellDBuE&B87'384tDT f48'214tFPT67tAPT174t	405·0 P36'B32'F89'	54·5	32·6 FK	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1086NHP 6SB,18cf,HS16860 FD G.Clark.Ld.Sunderland	35 ″ 2 s 6 ″ 9½ 28 ″ 7½	
31144 147441 GJST	**Orangemoor** ssBly.No.3-4,36 ~~ssHul.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl)	5775 5544 3657	✠100A1 Shelter dk with freeboard 4,36 ~~2,35~~ ~~MS4,30~~	Syd Bly ✠LMC4,36 ~~BS4,31~~	y	CL ~~7,33~~ 4,36	1923 3mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	MoorLine,Ld.(W. Runciman&Co.Ld. Mgrs.) CellDB a145'uE23'f166'1217tAPT74t	399·6 F38' on Shelter dk	53·0	32·8 FK Collision BH to Sh dk 5 " " U "	London British Cem	T.3Cy.27",45"&75"-48" (s) 180lb 503NHP 3SB,9cf,GS153,HS7095 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4½ 26 ″ 4	
31145 218874	**Orani** Fitted for oil fuel 1Dk2trB&Shelter dk Longitudinal framing	6040 5600 4506					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	402·4 P34'F38'	53·1	32·0	Seattle Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
31146 6163 SDFN	**Orania** ssHbg.No.3-5,31 1Dk(Stl)	*1854* *1621* *1084*	✠100A1 6,34 ~~MS5,31~~	Lkr ✠LMC2,36 ~~BS2,36~~	r	OG 3,36	1919 8mo A&CP	LindholmensV.A. Gothenburg	RederiA/B Fredrika(E.Högberg, Mgr.) Cell DB223'470tAPT41t	262·0 P26'B151'F24'	42·7	18·1 FK	Stockholm Swedish 4BHCem	T.3Cy.20½",33"&55"-36" (s) 185lb 216NHP 2SB,4cf,GS66,HS2850 FD LindholmensV.A.Got.	20 ″ 6 s 1 ″ 8½ 18 ″ 11	
31147 LEOT	— (exAvilesino) 1Dk	1182 1000 696					1919	MossVerft Moss	D/S A/S Ora(O.B. Sörensen&Co. Mgrs.)	226·3 P40tH59tF32t	36·6	15·7	Arendal Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP MossVerft,Moss		N
31148 PGOJ	**Oranje Nassau** Ⓟ ssAms.2ndNo.3-4,35 ~~ssAms.No.3-4,23~~ ~~ssRot.No.2-31~~ 2Dks(Stl-Uteaks)3trB D.F. Well deck	3701 2576 2174	✠100A1 2,36 ~~4,35~~ MS1,35	Ams ✠LMC BS~~3,34~~ 4,35	v	OG 11,34	1911 6mo A&CP Intermediate bulkheads in fore & after holds dispensed with-4BH only	Kon.Maats deSchelde Flushing	Koninkl.Nederl. Stoomb.Maats. WB=CellDBa76'f135'326tAPT20t	337·6 P&B218'F66'	44·2	23·3 FK&BK2"	Amstrdam Dutch	T.3Cy.25",41½"&68"-51" (s) 180lb 501NHP 3SB,9cf,GS186,HS7827 FD Maats.deSchelde,Flushing Asp	26 ″ 0 s 2 ″ 9½ 23 ″ 6	
31149																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31150 PGOH	**Oranje Nassau** Ⓟ TwinSc ssRot 2ndNo 3-5,33 Sub.Sig. 3*Dks*(*Stl-Uptws*)	2885 2405 1133	✠ A- *withfreeboard* ~~9,35~~ ~~6,34~~ 4,36 ✠LMC ✠NB9,32 MS2,35 *ForChannelService Flushing&Harwich* *alsoEuropean Summer Cruising*	Rot		OG ~~5,33~~ 9,35	1909 11mo	Fairfield Co.Ld. Glasgow	Stoomv.Maats. "Zeeland" *WB=Cell DB uE12'*	350·0 F60'	42·7	16·4 23·9 FK	Flushing Dutch 8*BHAsp* 23*tAPT*56*t*	T8Cy.(2)28",(2)43½",(4)49"-33" 200lb (*s*) 1130NHP 4DB,*24cf*,GS534,HS19440FD FairfieldCo.Ld.Glasgow	25 ″ 0 s 11″11¾ 13 ″ 4	
31151 PGOO	**Oranjepolder** ssRot.No.1-33 1*Dk*(*Stl*) *Ref.Mchy.*	856 610 443	✠100A1 *withfreeboard* 1,36 ~~12,31~~ ✠LMC12,33 BS12,35	Rot	*m*	CL ~~12,31~~ 12,35	1929 11mo	A.Vuijk& Zonen Capellea/d Ysel *Lloyd'sA&CP*	N.V.Stoomv. MaatsWestpolder. ~~(C.W.H.v.Dam,~~ ~~*Mgr.*)~~ *CellDB167'219tFPT36tAPT10t*	210·2 Q66'B&F144'	32·2	12·0 FK	Rottrdam Dutch 4*BHCem*	T.3Cy.17½",$28\frac{5}{16}$"&$46\frac{1}{16}$"-36" 180lb (*s*) 175NHP 2SB,*4cf*,GS166,HS3180 Penn enBauduin,Dordrcht	14 ″ 0 s ″ 2 13″10¾	
31152 149907 GNFD	**Oranjestad** TwinSc ssCco.No 2-35 ~~ssCco.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)	2396 1743 1242	✠100A1 *withfreeboard* ~~8,35~~ ~~7,34~~ 4,36 8,35 ~~BS7,34~~ ✠LMC~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Cço	*t*	B8,35 CL ~~PN8,33~~ P4,36	1927 9mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks f*286*t a*356*t FPT*60*t APT*75*t*	305·7 P67'F34' *Trunk dk*204'	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″10¼ 13 ″ 3¾	
31153 105315 MQSJ	**Oranmore** (*ex*Northford, *ex*BeaconRock) ssBel.3rdNo 3-9,31 *Mchy.Aft Well deck* 1*Dk*(*Irn*)	495 352 194	✠100A1 9,33 ✠NB3,15 ✠LMC MS9,31 BS~~[illegible]~~11,35	Bel	*h*	9,33	1895 6mo	AilsaS.B. Co. Troon A&CP	JohnKellyLd.(W. Clint,*Mgr.*) *DBf*11'34*t FPT*44*tAPT*8*t*	170·0 Q93'B10'F28'	25·9	11·7 BK7"	Glasgow British 3*BHCem*	C.2Cy.19"&$42\frac{5}{16}$"-30" (*s*) 115lb 69RHP 1SB,*3pf*,GS56,HS1492 Muir&Houston,Glasgow	12″10 s 4 ″ 4½ 13 ″ 0	
31154 121193 VJVD	**Orara** Ⓟ *Ref.Mchy.* 2*Dks*	1297 1141 629					1907	Scott of Kinghorn,Ld. Kinghorn	NorthCoastSteam Nav.Co.Ld.	240·3	33·9	19·9	SydnyNSW British *WB*	T.3Cy.22½",37"&60"-36" 216NHP Scott ofKinghorn,Ld.Kgn		
31155 162906 GJKX	**Orari** TwinSc *OilEng.* ssLiv.No.1-35 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in* *Ref.Mchy.* *forward holds* *Rudder electrically welded CruiserStern*	10350 9313 6236	✠100A1 ~~10,35~~ ~~1,35~~ 3,36 DBS3,35 ✠LMC CS4,35 10,35 ✠Lloyd'sRMC~~5,35~~ 3,36 ~~10,35~~	Liv ~~Fal~~ Gls	*f*†	CL ~~2,33~~ 3,36	1931 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	NewZealand ShippingCo.Ld. *Duct keel forward of mchy space* *CellDB*343'1392*t Tanks in way of tunnels*1005*tDTs f*41'294*tFPT*88*tAPT*94*t*	471·0 P66'B234'F81'	67·3	36·8 FK	Plymouth British 8*BHptCem*	Oil Engines 2S.C.SA 18Cy.26¾"-47¼" 2243NHP 3DB*100lb* SulzerBros.Winterthur	40 ″ 0 s7 ″ 10½ 32 ″ 5	
31156 1481 IBRZ	**Orazio** Ⓟ TwinSc *OilEng.* ssGen.No.1-32 3*Dks*(*Stl*)&*Shade dk*(*Stl*-teaks) 4*th dk*(*Stl*)*inNo.3hold* *Ref.Mchy.* D.F. *CruiserStern*	11669 9464 6779	✠100A1 *withfreeboard* ~~7,35~~ ~~4,35~~ 9,35 DBS12,35 ~~DBS2,35~~ ✠LMC9,31 ✠Lloyd'sRMC~~4,35~~ ~~7,35~~ 2,36 ~~9,35~~ "F" dk. chambers for temp. 32° F.	Gen	*f*†	CL SN5,33 P8,34	1927 10mo	Cantieri ed Officine Meridionali Baia *Lloyd'sA&CP*	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *CellDB*404'1586*t DTa* 161*t Tanks in way of tunnels*500*tFPT*119*tAPT*137*t*	506·1 482·8	61·8	40·6 FK	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-$51\frac{3}{16}$" 1312NHP 2NDB28*100lb* StabilimentoTecnico,Tri.	36 ″ 1 s 9 ″ 1⅜ 27 ″ 1½	
31157 137467 GLTQ	**Orbita** Ⓟ TrpSc ssBel.No.3-4,27 ssLiv.No.2-35 ~~ssLiv.No.1-31~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl-ptws*)*Shade dk*(*Stl*)3*rd dk*(*Stl*)*inNos.1,2&3holds* *Ref.Mchy.* D.F.	15495 12425 9489	✠100A1 *withfreeboard* 1,36 ~~11,34~~ ~~MS7,30~~ *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	Liv MS12,34 ✠LMC BS~~12,34~~10,35	*k*†	CL 12,33	1915 4mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	PacificStmNavCo. *WB=CellDB* *a*145'*uE&B*142'*f*188'1898*tFPT*211*t* *Tanks at sides of tunnels*1288*t*	550·3	67·3	43·0 FK&BK2"	Liverpool British 10*BHCem* *APT*125*t*	T.8Cy.(2)26½",(2)42"&(4)47½"-51" 215lb 1LPTurbine 6DB,*36cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35 ″10¼	BT till ~~11,35~~ ~~1,36~~ 10,36
31158 [illegible] MGZB	**Orchis** Foundered 11,35 ssApl.No.3-1,29 ssGoo.No.1-33 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	483 337 191	~~✠100A1~~ 3,33 ~~✠LMC~~ ~~MS2,33~~ ~~BS3,34~~~~8,35~~	Goo	*g*	~~2,33~~ CL N7,35	1918 2mo	R.Cock& Sons,Ld. Appledore *Lloyd'sA&CP*	BritishIsles Coasters,Ld.	150·0 Q83'B9'F24'	25·9	12·0 FK	Bideford British 3*BHCem* *FPT*10*t*	T.3Cy.13",22"&34"-22½"(*s*) 180lb 72NHP 1SB,*2cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9 s 3″11¼ 12 ″5¾	
31159 161920 MPVR	**Orchy** 2*Dks*	1090 909 429					1930	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	246·3 P&B144'F43'	36·1	15·8	Glasgow British *WB*	T.3Cy.17",28½,&48"-36" 138NHP AilsaS.B.Co.Ld.Troon		C
31160 TCCN	**Ordu** (*ex*Tidjaret,*ex*Torgout, Iron *ex*Messoud, 3rdSurveyLiv.8,92 *ex*MarieLouise,*ex*Valetta, 1*Dk*2*trB* *ex*Julia,*ex*EssereDjidid, *Well deck* *ex*Barnesmore)	1518 — 918	✠ 2,95	Liv	Lv		1880 5mo	T.Royden &Sons Liverpool	ZadéYektaBey& KalkavanZade RizaBey	259·5 Q89'B55'F33'	33·9	17·9 FK	Istanbul Turkish *WB*	C.2Cy.28"&56"-39" NB12 163NHP J.Jack&Sons,Liverpool	20 ″ 8	
31161 135539 GLTS	**Orduña** Ⓟ TrpSc ssSou.No.3-12,25 ssLiv.No.2-34 ~~ssLiv.No.1-30~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk* (*Stl-ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*)*in* D.F. *Nos.1,2&3holds*	15507 12425 9571	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~7,33~~ ~~MS7,30~~ *Fitted for oil fuel* 12,26 *F.P. above* 150° F.	Liv BS3,36 MS10,32 ✠LMC ~~BS5,34~~~~6,35~~		CL 9,34	1914 2mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	PacificStmNavCo. *WB=CellDB* *a*145'*uE&B*142'*f*188'1898*t FPT*211*t* *Tanks at sides of tunnels* 1288*t*	550·3	67·3	43·0 FK&BK2"	Liverpool British 10*BHCem* *APT*125*t*	T.8Cy.(2)26½",(2)42"&(4)47½"-51"&1LPTurbine 215lb (*s*) 6DB,*36cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35″10¼	BT till ~~5,35~~ 4,36
31162 FNRW	**Orégon** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝"-35½" 1950NHP BremerVulkan,Vegesack		V
31163 219755 KUJZ	**Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *Fitted for oil fuel* *ex*Quabbin) 2*Dks*&*Web frames* *Mchy.Aft Longitudinal framing* D.F. *CarryingPetroleum in bulk*	7017 6514 4357				...	1919	MooreS.B. Co. Oakland,Cal.	TheTexas Company	425·8 P106'B40'F41'	57·0	31·2 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
31164 220105 KUTD	— (*ex*Oakridge, *Fitted for oil fuel* *ex*AnnaE.Morse) 1*Dk*&*Shelter dk* D.F. *Longitudinal framing*	6057 5559 3785				...	1920	Virginia S.B.Corp. Alexandria, Va.	~~StatesSteamship~~ ~~Co.~~ BulkCarriers Corporation	402·6 P34' F38'*on Shelter dk*	53·2	32·0	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O	34 ″ 6	R †
31165 OZOC	— TwinSc *OilEng.* 1*Dk*&*Shelter dk*	4774 4363 2900					1916	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	407·8	54·2	34·4	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{16}$"-$35\frac{3}{16}$" 622NHP Akt.Burmeistr&Wain,Cpn		V
31166 215742 KLHH	— WoodTwinSc *OilEng.* *Mchy.Aft* 2*Dks*	1849 — 1357					1917	Alaska PacificNavCo Seattle	Independent NavigationCo.	215·0 P61'F41'	41·9	20·5	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.16"-24" 300NHP NE18*refitted*24 M'Intosh&SeymourCorp., Auburn,N.Y.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Hof Trade
31167 214322 KJTO	**Oregon** Wood Fitted for oil fuel *Mchy.Aft* 1*Dk*	989 — 628					1916	A.Petersen Aberdeen, Wash.	WilsonBros.&Co.	200·1|41·0|14·7	S.Frncisco Utd.States	T.3Cy.13",21"&36"–24" Moore&Scott 64NHP IronWorks,Oakland,Cal.		
31168 LGNX	**Oregon Express** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks(Stl–Weatherdk ws)* D.F. 3*rd dk in forward holds* *CruiserStern*	3642 2956 2176	✠100A1 *withfreeboard* 1,36 ~~2,34~~ ✠LMC10,33 ✠Lloyd'sRMC ~~[illegible]~~ 2,36 for temp. 31° F.	Gls ~~Got~~	*v*	CL PN7,35 S7,35	1933 10mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	SkibsA/S"Ekspress"(S.Herlofsen&Co.A/S,*Mgrs.*) *CellDBuE&f*158' *DT's a*688*t*	338·4|47·2|27·1 334·4 F131' 446*t* FK *FPT*35*t APT*60*t*	Oslo Norwegian 5*BH* (2*to Wthr dk* 3 " 2*nd* ")	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got	30 " 6 s 9 " 7½ 21 " 3	
31169 26823 JOPD	**Oregon Maru** ssKob.No.3–8,32 2*Dks(Stl)&Awng dk(Stl)*	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 5,35 L34 ~~[illegible]~~ ✠LMC 6,35 *Fitted for oil*	Kob Yka *fuel* 9,	*y* 20	OG 8,32 5,35 – *F.P. a*	1920 9mo *bove* 1	Kawasaki Dkyd.Co.Ld. Kobe A&CP 50° F.	Kawasaki KisenK.K. *CellDB*327'1126	385·0|51·0|36·0 FK *Collision* *t FPT* 127*t APT* 94*t*	Kobe Japanese *pt Cem* *BHtoAw dk* 5 " " *U* "	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCo.Ld.Kob	36 " 0 s 9 " 3½ 27 " 1	
31170 214725 WACR	**Oregonian** (*ex*SantaRosa) *Fitted for oil fuel* ssBos.No.3–11,28 D.F. ssS.Fo.No.1–33 2*Dks(Stl)&Shelter dk(Stl)* *Web frames*3*rd dk(Stl)inNo.*1*hold only* *Longitudinal framing*	4862 4353 2871	✠ ... 5,34 ✠	SFo	*z*		1917 1mo	W Cramp& SonsS&EBCo Philadelphia *CellDB*350'	American- HawaiianS.S.Co. 1229*t DT f* 32' 826*t*	404·6|53·9|34·2 *FonShelter dk*31' FK *Co* *FPT*71*t APT*16*t*	NewYork Utd.States *Cem* *llBHtoSh dk* 5 " " *U* " 1 " " 2*nd* "	Q.4Cy.25½"37"52½"&76"–54" 631NHP 3SB,*12cf*,GS214,HS8881 WCramp&SnsS&EBCoPhl *only*	28 " 9	R †
31171 OYDS	**Orehoved** Ⓟ (*RailwayFerry*) (*Screws fore&aft*) 1*Dk*	789 717 322					1916	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	222·9|34·5|14·1	Masnedö Danish *WB*	C.2Cy.19"&38"–20"(*forwd*) C.2Cy.19"&38"–20"(*aft*) 108NHP HelsingörsJernsk.& Mskb.		
31172 128092 ZMKT	**Orepuki** (*ex*TayI) *Well deck* 1*Dk*	545 378 237			...		1908	GooleS.B. &RepgCo.Ld. Goole	AnchorShipping& FoundryCo.Ld.	165·0|26·0|12·5 Q85'B14'F19' FK	Nelson,N.Z British *WB*	T.3Cy.13",21"&35"–24" 78RHP Earle'sCo.Ld.Hull	13 " 5	
31173 DOOH	**Orest** 1*Dk*2*trB*	652 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0|28·1|12·7 Q44'B43'F18'	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"–21⅝" 51NHP A.G."Weser."Bremen		G
31174 103 IBUZ	**Oreste** (*ex*Moorby) ssRot.2ndNo.3–4,22 D.F. 1*Dk(ptStl ptIrn)&* *Webframes&ptAwng dk(Irn)*	2679 1839 1661	✠ 8,27 ✠	Shl	*s*		1896 7mo	Ropner& Son Stockton	M.Scuderi	307·1|43·1|16·4 300·0 |43·0 16·4 P27'Q48' *ptAwng dk*225' FK *CellDBa*104'*uE*24'	Catania Italian 5*BHCem* *f*116'515*t*	T.3Cy.22½",37½"&59$\frac{7}{16}$"–39" 2NDB18 230NHP 2SB,5*cf*,1*rf*,GS93,HS3358 Blair&Co.Ld.Stockton	19 " 8	I †
31175 149592 GFPQ	**Orestes** Ⓟ TwinSc D.F. *OilEng.* *Ref.Mchy.* 2*Dks*	7748 6591 4744					1926	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6|58·4|32·6 P50'B168'F62'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29$\frac{3}{16}$"–59" 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~8,34~~ 11,35
31176 PGOV	— *Fitted for oil fuel* *CruiserStern* 3*Dks*	2667 2314 1509					1918	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	347·2|48·2|18·3	Amsterdm Dutch *WB*	T.3Cy.23",37"&61"–45" 250NHP Werkspoor,Amsterdam		V
31177 3256 SHMG	**Oresund** (*ex*Craiglands) Iron ssOsc.2ndNo.3–7,08 ssCpn.No.2–16 *Well deck* 1*Dk(Irn)*2*trB*	*1350* *1053* *781*	✠ 10,21 ✠	StN	*o*		1883 12mo	Irvine&Co. WHartlepool	RederiA/B Æolus (N.Påhlsson*Mgr.*)	245·2|33·3|15·9 Q90'B63'F65' BK8½" *WB=Cell*	Hlsngborg Swedish 4*BHCem* *DB*201'321*t*	C.2Cy.30"&57"–33" NDB01 156NHP 1DB,4*pf*,GS68 T.Richardson&Sons,Hpl.	18 " 11	V †
31178 4398 SHMI	— Ⓟ Wireless 1*Dk*2*trB*	*606* *437* *215*					1905	Kockums M.V.Aktieb Malmö	SvenskaRederi- aktieb.Oresund (E.Hain,*Mgr.*)	179·5|30·0|13·8 H150*t*F18*t*	Malmö Swedish *WB*	T3Cy16$\frac{11}{16}$",27⅛"&47¼"–27$\frac{9}{16}$" 117NHP KockumsM.V.Akt.Malmö		G
31179 146026 GNRC	**Orford** Ⓟ TwinSc ssLon.No.1–32 3*Dks(Stl–Weather dkTeaks)* *Ref.Mchy.* 4*th dk(Stl)in fore holds & in* D.F. *Nos.*5*&*6*holds* 5*th dk inNo.*1*hold* *CruiserStern*	~~19941~~ ~~12120~~ ~~12027~~ 20043 12120 12022	✠100A1 *withfreeboard* 2,36 ~~12,34~~ BS4,35 ✠LMC MS ~~[illegible]~~ 9,34 ~~[illegible]~~ ✠Lloyd'sRMC ~~1,36~~ 2,36 ~~10,35~~ *Fitted for oil*	Lon *fuel* 3,	*o*† 28	CL P1,34 S5,34 *F.P. a*	1928 3mo *Lloyd* *bove* 1	Vickers, Ld. Barrow '*sA&CP* *CellDB*5 50° F.	OrientStm.Nav. Co.Ld. *Duct keel f* 12'2098*t DTs at sid*	632·2|75·4|33·1 B361'F78' *UpperB*299' FK *CollB* *wd. of Mchy. space* *es of Engine room &*	Barrow British 13*BHptCem* *HtoWthr dk* *in way of tu*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 6DB&2SB,*24cf*, 3825NHP *215lb* GS2030,HS46530 FD Vickers,Ld.Barrow *nnels*658*t FPT*97*t APT*172*t*	37 " 6 s 7 " 8 30 " 2	BT till ~~5,35~~ ~~6,35~~ 9,36
31180 LCUS	**Oria** 1*Dk*	2127 1891 1256					1920	Osbourne, Graham& Co.Ld. Sunderland	D/S A/S Garonne (Fearnley&Eger, *Mgrs.*)	285·0|43·6|19·1 P68*t*H94*t*F20*t*	Oslo Norwegian *WB*	T.3Cy.20",35"&58"–39" 210NHP G.Clark,Ld.Sunderland		N
31181 21385 JCOD	**Oridono Maru** ssKob.No.3–10,28 ssKob.No.1–33 2*Dks(Stl)*	5278 4851 3284	✠100A1 3,36 ~~1,35~~ 3,36 ✠LMC ~~1,35~~ *Fitted for oil*	Kob *fuel* 4,	*z* 23	~~12,33~~ 3,36 *F.P.a*	1917 12mo *Lloyd* *bove* 1	Mitsubishi ZosenKaisha Ld. Kobe '*sA&CP* 50° F.	TatsuumaKisen K.K. *CellDB*	400·0|54·5|30·0 P38'B121'F40' FK 350' 996*t FPT* 132*t*	Nishino- miya Japanese 6*BHCem* *APT*89*t*	T.3Cy.27$\frac{3}{16}$",43"&72"–48" 180lb (*s*) 510NHP 3SB,9*cf*,GS188,HS7618 FD MitsubishiZosenKaisha, Ld.Kobe	30 " 0 s5 " 6¾ 24 " 8	
31182 OHWQ	**Orient** (*ex*Brage–34,*ex*Natal) ssCpn.No.3–10,25 ssGot.No.2–34 1*Dk(Stl)&Awng dk(Stl)*	4160 3962 2525	✠100A1 *Awng dk* *withfreeboard* 1,36 ~~3,34~~ BS8,35 ✠LMC8,34 ✠NE&B2,09 *refitted*6,14	Got Hfs	*w*	CL ~~3,31~~ 8,35	1914 6mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	A/B Orient(Thr. Kramer) *Cell*	360·0|51·3|27·7 P34'B96'F32' *onAwng dk* FK *DBa*117'*uE*23'*f*155'	Abo Finnish 6*BHCem* 970*t APT*45*t*	T.3Cy.21½",36½"&62"–42"(*s*) 200lb 326NHP 3SB,9*cf*,GS175,HS5551 Barclay,Curle&Co.Ld.Gls.	30 " 0 s 5 " 7 24 " 7	
31183 Broken up ~~GLKP~~	**Orient City** (*ex*Cloughton) *Fitted for oil fuel* 1*Dk&Shelter dk*	5622 3957 3547			...		1911	Richardsn, Duck&Co. Stockton	~~ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)~~	396·5|53·5|23·0 FK	~~Bideford~~ ~~British~~ Italian *WB*	T.3Cy.26",42½"&70"–48" 415NHP Blair&Co.Ld.Stockton	25 " 5	C †
31184 230323 KGOX	**Oriente** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy.* GyC. *CruiserStern*	11520 — 6449					1930	NwprtNws S.B.&D.D.Co. Newprt.News	AgwiNavigation Co.Inc.(NewYork& CubaMailS.S.Co. *Mgrs.*)	508·0|70·9|39·0	NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElec.Co. Schenectady		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31185	**Oriente** (*ex*Volscian) *ss*Gms.2ndNo.3-9,24 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	570 *433* *230*	✠ 8,27 ✠NB7,22 ✠	Gms	*i*		1898 8mo	RWilliamson&Son Workington	Cia.Naviera de CubaS.A.	179·7 Q94'B11'F23'	27·9	12·1 BK7½" *FPT*	Havana Cuban 3*BHCem* 55*tAPT*40*t*	T3Cy15$\frac{7}{16}$",25½"&41"-30" NDB20 85NHP 1SB,3*cf*,HS1800 Ross&Duncan,Glasgow	13 " 4	
31186 DIED	**Orinoco** Ⓟ **TwinSc** *OilEng.* D.F. GyC. Sub.Sig. 3*Dks* *CruiserStern*	9660 5683 5478					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	458·5	60·9	34·1	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.27$\frac{9}{16}$"-47¼" 2100NHP Bremer Vulkan,Vegesack		G
31187 146067 MKSQ	**Oriole** **3Mst** *ss*Lon.No.3-7,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	488 316 217	✠100A1 3,36 ~~7,34~~ BS7,35 ✠LMC7,34	Ant Lon	*g*	CL 7,34	1921 8mo *Lloyd*'*sA&CP*	J.Lewis&Sons,Ld. Aberdeen	GeneralStm.Nav. Co.Ld. *CellDB*95'114*t*	160·2 Q92'B11'F24' *FPT*33*tAPT*12*t*	25·2	9·7 FK	London British 3*BHptAsp* *ptCem*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 " 9 s 3 " 8½ 11 " 8	
31188	**Orion** Ⓟ **TwinSc** *For full particulars see No.* 39507 *in Supplement* *Ref.Mchy.* D.F. E.S.D. GyC. *CruiserStern*	~~24000~~ 23371 13151 14093	100A1 *withfreeboard* (*ClassContemplated*)				1935	Vickers-Armstrongs, Ld. Barrow	OrientS.Nav.Co.Ld	~~630·0~~ 640·3	~~82·0~~ 82·2	~~47·5~~ 33·7	London British	6SteamTurbinesSRgeared to 2 Sc. Shafts VickersArmstrngsLd.Brw	38 " 0 s8 " 3¼ 30 " 2	
31189 OZPC	— *ss*Cpn.No.3-10,32 1*Dk*(*Stl*)	2405 2212 1475	✠100A1 1,36 ~~9,34~~ ~~BS11,33~~ ✠LMC10,32 BS ~~9,34~~ 11,35	Cpn	*l*	CL ~~9,34~~ 1,36	1919 10mo *Lloyd*'*sA&CP*	WoodSkinner&Co.Ld. Newcastle	A/S D/S Orion (C.P.Jensen, *Mgr*) *Cell*	*DB* 260' 670*t* *FPT* P33'B81'F32'	43·0	20·8 FK	Copnhagn Danish 5*BHCem* 70*tAPT*87*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 263NHP 2SB,6*cf*,GS124,HS4432 N.E.MarineEng.CoLdNwc	23 " 0 s3 " 4¾ 19 " 10	
31190 7255 SGYN	— (*ex*William-35, *ex*Rubens) *ss*Got.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	*2016* *1682* *1169*	✠100A1 11,35 ~~1,35~~ ~~BS5,34~~ ✠LMC6,52 7,35	Lkr Osc	*r*	CL 1,35	1924 10mo *Lloyd*'*sA&CP*	Antwerp Eng.Co.Ld. Hoboken	RederiA/B Iris (C.Abrahamsen, *Mgr.*) *CellDB*238'555*tFPT*	277·5 P22'B59'F23'	40·2	18·1 FK	Stockholm Swedish 4*BHCem* 46*tAPT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 245NHP 2SB,6*cf*,GS92,HS3632 FD N.E.MarineEng.Co.Ld.Sld	20 " 7 s 3 " 0½ 17 " 8¾	
31191 PGPA	— 1*Dk*&*Spar dk*	1722 1465 994					1914	A.Vuijk&Zonen Capellea/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V.	296·9	43·2	16·1 26·5	Amstrdam Dutch	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
31192 LEOU	— **Wood** *Now named* "**Isafold**," *see Supplement*	850 716 499					1909	O.B.Sörensens Værft Arendal	O.Östensjö	183·6 Q61*t*B87*t*H11*t*F21*t*	32·3	17·3	Haugesnd Norwegian	T.3Cy.13⅜",21"&36"-27" 67NHP MossMek.Værks.Moss		
31193 DHSM	— (*ex*Jo,*ex*Kristofa,*ex*Soesterberg) *Well deck* 1*Dk*(*Stl*)	477 372 260	✠ 9,22 ✠	Rot	*g*		1917 6mo	E.J.Smit &Zoon Hoogezand	Atlantic-Rhederei G.m.b.H. *CellDBa*34'	*uE*11'*f*54'110*tFPT* Q53'B28'F21'	26·1	12·4 FK	Hamburg German 4*BHCem* 18*tAPT*11*t*	T.3Cy.12¼",19$\frac{5}{16}$"&32$\frac{11}{16}$"-17$\frac{11}{16}$" 72NHP 1SB,2*cf*,GS41,HS1399 E J.Smit&Zoon,Hoogeznd.	13 " 0	G †
31194 1045 IRPC	**Orione** (*ex*Lido) 1*Dk*	1144 968 634					1921	N.Odero A.&Co. Genoa	Soc.Anon.Ilva	208·3 B77'	32·0	19·4	Genoa Italian *WB*	T.3Cy.15$\frac{3}{16}$",24$\frac{2}{5}$"&39⅜"-25⅝" 75NHP N.OderoA.&Co.Genoa		CI
31195 665 IRPO	— **Aux4MstSr** (*ex*Veronica,*ex*Marga, *ex*Abdon,*ex*Samsö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	391 — 321					1914	Frdrkshvn Skibs&Flydk. Fredrikshavn	GalileoChini	135·0	30·0	11·0	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP J&CGBolinder'sCoLdSkm.		I
31196 HRBN	**Oriskany** *ss*N.Os.No.3-1,36 ~~*ss*Bal.No.2-32~~ 2*Dks*(*Stl-U* ws)3*trBinholds*	*1644* *1381* *838*	✠100A1 ~~7,35~~ ~~11,34~~ 11,35 1,36 ~~MS12,32~~ 11,35 ✠LMC ~~BS6,34~~ 7,35 *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	Phl ~~NYk~~ NOs	*g*	CL ~~11,34~~ 7,35	1924 3mo *Lloyd* *sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	StandardFruit& S.S.Co. *CellD*	*B*210' 281*t* *FPT*12*t* F26'	35·6	21·5 FK	LaCeiba Honduran 4*BHptCem* *APT*18*t*	T.3Cy.20",33"&56"-39" (*s*) 200lb 305NHP 2SB,6*cf*,HS4600 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 " 6 s 3 " 9 19 " 11	
31197 225291 KFZI	**Oritani** *ss*Phl.No.3-9,33 Wireless 1*Dk*(*Stl*)& *Awng dk*(*Stl-ws*)3*tr B*	1362 1184 768	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~7,34~~ MS9,33 ✠LMC BS~~7,34~~8,35 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	NYk NOs	*o*	CL 11,33	1921 2mo A&CP	ToddShipyardsCorp. (TeboPlant) BrooklynNY	AmericanScantic LineInc.(Moore andMcCormackCo. Inc. *Mgrs.*) *CellDB* 165'177*t DTf*17'2	227·3 42*tFPT*18*tAPT*22*t*	33·7	21·3 FK *Collision*	NewYork Utd.States *ptCem* *BHtoAw dk* 4 " " *U* "	T.3Cy.19",32"&52"-36" (*s*) 180lb 245NHP 2SB,6*cf*,GS220,HS3780 FD WhiteFuelOilEng.Co.N.Y.	23 " 7 s 7 " 3 16 " 9	
31198 216294 WECX	**Orizaba** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shelter dk*	6937 5678 3420			...		1918	WCramp&SonsS&EBCo Philadelphia A&CP	NewYork&Cuba MailS.S.Co. (WardLine)	423·0 B & F *on* *Shelter dk*316'	60·0	15·7 32·0 FK	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1908NHP W.Cramp&SonsS&EBCo.	35 " 0	R †
31199 LCAS	**Orkanger** *Mchy.Aft* *Oil Eng.* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8029 7221 4814					1928	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Westfal-Larsen& Co.A/S	458·0 P491*t*H271*t*F14*t*	59·8	34·8	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59⅛" 652NHP Schneider&Cie.Creusot		N
31200 145715 GFDN	**Orkla** (*ex*ElaineLlewellyn) ~~*ss*Gmh.No.2-31~~ *ss*Gmh.No.3-5,35 1*Dk*(*Stl*) *Cargo battens not fitted*	2177 1719 1340	✠100A1 ~~5,33~~ ~~9,34~~ 4,36 ~~BS7,34~~ ✠LMC~~5,31~~ 5,35 BS4,36	Lth Gmh	*r*	CL ~~9,34~~ N1,35	1922 11mo *Lloyd*'*sA&CP*	J.Lewis&Sons,Ld. Aberdeen	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	280·1 P18'Q84'B67'F23' *B*235' 500*t* *FPT* 48*t*	40·7	18·8 FK	Leith British 4*BHCem* *APT*68*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 230NHP 2SB,6*pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 " 0 s2 " 3 19 " 0	
31201 128245 MCXG	**Orkney Coast** (*ex*Princess Thyra) **3Mst** *Mchy.Aft* 1*Dk*	781 621 311					1909	Russell&Co. PortGlasgow	CoastLines,Ld.	210·0 P&B115'F60'	31·5	13·2	Liverpool British *WB*	T.3Cy.17",28"&45"-33" 116NHP Dunsmuir&JacksonLdGls.		C
31202 LEOW	**Orla** 1*Dk*	4032 3833 2536			...		1914	TyneI.S.B. Co.Ld. Newcastle	A/S D/S Eir (O.GrolleOlsen& I.HysingOlsen, *Mgrs.*)	355·3 P32'B102'F34'	50·8	24·9 FK	Bergen Norwegian *WB*	T.3Cy.25",41"&68"-45" 355NHP NE.MarineEngCoLd.Nwc	27 " 4	N †
31203 DHSN	— Sub.Sig. Wireless 1*Dk*	1288 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReed.A.G.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾",28¾"&47"-33½" 129NHP Frd.KruppA.G.Kiel		G
31204 LDDX	**Örland** (*ex*Amberstone, *ex*Phoenicier, *ex*LakeWorth) **3Mst** *ss*Bgn.No.3-5,30 1*Dk*(*Stl*) *ss*Shl.No.1-35	1899 1621 1102	✠100A1 ~~5,35~~ ~~12,32~~ 5,36 ~~BS5,33~~ ~~12,34~~ ✠LMC~~5,30~~ MS5,35 BS1,36	Rot Shl	*r*	CL ~~12,32~~ 4,35	1917 10mo A&CP	Chicago S.B.Co. Chicago	A/S Auctor (J.A.Haarberg, *Mgr.*) *CellDBa&*	251·3 P25'B64'F25' ~~*CellDB*220'528*t*~~*FPT* *uE*104'*f*96'528*t*	43·6	18·2 FK	Bergen Norwegian 4*BHCem* 67*tAPT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanSBCo.ClevelndO	20 " 3 s 2 " 7 17 " 10	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dares.Cert.Bd.of Trade
31205 DHSO	**Orlanda** Sub.Sig. Wireless 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReed.A.G.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾",28¾"&47"–33½" 129NHP Frd.KruppA.G.Kiel		G
31206 145413 MKNL	**Orlock Head** *ss*Bel.No.3–7,33 1*Dk*(*Stl*)2*trB in holds*	1563 1331 841	✠100A1 4,36 ~~4,35~~ ✠LMC MS7,35 BS~~3,35~~5,35	Bel	*p*	CL 3,35	1921 3mo *Lloyd*	Dublin Dckyd.Co.Ld Dublin '*sA&CP*	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellD*	240·0 P15'B54'F28' *B198' 328t FPT49t*	36·3	19·3 FK	Belfast British 4*BHCem* *APT68t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 8½ 18 ″ 9	
31207 LCUU	**Orm Jarl** 1*Dk*	1349 1614 1093					1922	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskap	265·3 P81tH89t	42·1	17·9	Trondheim Norwegian *WB*	C.4Cy.(2)14⅝"&(2)31½"–31½" NE35 40NHP TrondhjemsMek.Verkst. Trondheim		N
31208 136305 GRYM	**Ormara** *ss*Cal.No.3–7,27 *ss*Cal.No.2-35 ~~*ss*Cal.No.1-31~~ 2*Dks*(*Stl*)	4742 4406 2978	✠100A1 ~~1,35 1,35~~ 2,36 ~~BS~~ ✠LMC~~6,34~~ 8,35	Cal	*y*	CL 6,34	1914 7mo *Lloyd*	W.Gray& Co.Ld. W.Hartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa119'uE&B48' f169'130*	380·0 P36'B121'F53'	51·5	27·5 FK	Glasgow British 6*BHCem* 8*tAPT40t*	T.3Cy.28",46"&77"–48" (*s*) 180lb 588NHP 3SB,*9cf*,GS192,HS8832 FD Cen.Mar.Eng.WrksWHpl.	30 ″ 0 s 5 ″ 6½ 24 ″ 8½	
31209 146703 MLJR	**Ormer** (*ex*Ganja, TwinSc *ex*Westerplatte) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1357 1062 683					1915	Howaldts- werke Kiel	Anglo-Saxon PetroleumCo.Ld.	234·5 Q57'B24'F41'	34·7	16·4	London British *WB*	T6Cy11½",19 5/16"&31½"–18 1/16" 86NHP Howaldtswerke,Kiel		V
31210 225292 KFZJ	**Ormes** *ss*N.Yk.No.3–5,33 Wireless 1*Dk*(*Stl*)& *Awng dk*(*Stl–ws*)3*trB*	1362 1185 768	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~3,34~~ BS12,35 ✠LMC MS5,32 ~~BS5,34~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	NYk	*o*	CL 5,33	1920 12mo A&CP	ToddShip- yardsCorp. (TeboPlant) BrooklynNY	AmericanScantic Line,Inc.(Moore& McCormackCo.Inc. *Mgrs.*) *CellDB* *165'177tDTf17'2*	227·6 *42tFPT18tAPT22t*	33·7	23·7 FK *Collision*	NewYork Utd.States *ptCem* *BHtoAwdk* 4 ″ ″ *Up* ″	T.3Cy.19",32"&52"–36" (*s*) 180lb 245NHP 2SB,*6cf*,GS200,HS3780 FD WhiteFuelOilEngineering Co.NewYork	23 ″ 7 s7 ″ 3 16 ″ 9	
31211 215702 KLHI	**Ormidale** (*ex*AstmahcoIII, TwinSc *ex*LakeMohonk,*ex*MotorI) *OilEng.* *Mchy.Aft* 1*Dk*	2063 1797 1434			...		1917	Manitowoc S.B.Co. Manitowoc	GravelMotorship Corpn.	250·5 P44'B32'F28'	43·5	20·4 FK	BuffaloNY Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16½"–24" 317NHP NE21 McIntosh&Seymour, Auburn,N.Y.	23 ″ 0	
31212 118651 VRVJ	**Orminster** (*ex*Orebic–35,*ex*Selonia, *ex*Briarwood, *ss*Fiu.2ndNo.3–6,32 *ex*Deemster,*ex*Grelben, 1*Dk*(*Stl*)2*trB* *ex*Reliance) &*deep framing*	3685 3389 2359	✠100A1 1,36 ~~3,35~~ ✠LMC4,31 MBS~~5,34~~10,35DBS5,35	Rot Ant	*w*	CL N3,35	1905 3mo *Lloyd*	R.Stephen- son&Co.Ld. Newcastle '*sA&CP*	MinsterS.S.Co.Ld. *Cell DBa98'uE&B*	343·3 P36'B165'F26' *44' f152'911t FPT*	50·1	23·5 FK	Malta British 6*BHCem* *61tAPT188t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *100lb* NDB19 335NHP 2SB,*6cf*,GS126,HS5150 Blair&Co.Ld.Stockton	26 ″ 3 s 3 ″ 11 22 ″ 6½	
31213 146682 VJKC	**Ormiston** Ⓟ (*ex*Famaka) *ss*Syd.No.3–2,35 ~~*ss*Syd.No.2–31~~ *Ref.Mchy.* 2*Dks*(*Stl–U*teak s)3*rd dk* (*Stl*)*inNos.1&2holds*	5832 4416 3453	✠100A1 ~~5,35 2,31~~ 1,36 ~~BS1,35~~ ✠LMC~~2,31~~ Lloyd'sRMC~~2,34~~ ~~5,35~~ BS1,36 2,36 *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Syd 1,35	*z*	CL ~~N3,32~~ 5,35	1922 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	EasternTraders, Ld. *CellDB340'953t*	390·8 P46'B154'F46' *FPT69tAPT138t*	55·2	28·1 FK	Melbourne British 7*BHptCem*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 215lb 694NHP 4SB,*12cf*,GS231,HS9191 FD A.Stephen&Sons,Ld.Gls.	30 ″ 6 ~~s 7 ″ 5½~~ ~~23 ″ 8~~ s5 ″ 7 25 ″ 4½	
31214 141866 GLYC	**Ormonde** Ⓟ TwinSc *ss*Brw.No.3–11,29 *ss*Lon.No.1–33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–teak s)3*rd dk*(*ptStl*)	14982 11796 8951	✠100A1 *Shelter dk* *withfreeboard* ~~11,35 3,35~~ 3,36 BS7,35 ✠NE11,29✠LMC MS12,32 ~~BS7,34~~ ✠Lloyd'sRMC~~5,35~~ ~~6,35~~ 3,36 ~~12,35~~ *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Lon	*k*†	CL ~~3,33~~ P7,34 S3,36	1917 10mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	OrientS.Nav.CoLd *CellDB 464' 2048t* *Engine space 128tFPT82tAPT130t*	580·5 B303'F59' *on* *Shelter dk* FK&BK2¼" *Side tanks in*	66·7	40·5	Glasgow British 12*BHCem*	4SteamTurbinesSR geared to2 Sc. Shafts 215lb (*s*) 4DB&2SB,*40cf*,GS755, FD HS33361 2120NHP Vickers-Armstrongs,Ld. Brw.	44 ″ 0 s 14 ″ 6½ 29 ″ 10	BT till ~~11,35~~ 11,36
31215 FNTO	**Orne** (*ex*WarWeasel) 1*Dk*	2139 1818 1283					1919	British American S.B.Co. Welland,Ont.	"Calédonickel" Soc.Anon.	251·0	43·7	20·7	St.Nazaire French *WB*	DR geared Steam Turbine BritishWestinghouse Electric&Mfg.Co.Mch.		V
31216 535 ESHF	— WoodAux4Mst *OilEng.* *Mchy.Aft* 1*Dk*2*trB* (*See Sailing Ship Register*)	583 519 466					1921	A.B.Karl- shamnsSkpps Karlshamn	M.&A.Utow	150·0 Q28'	32·0	17·5	Tallinn Estonian	Oil Engines 2Cy. J&CGBolindersCoLd.Skm		V
31217 OXPD	**Orneborg** *ss*Abg.No.3–8,32 1*Dk*(*Stl*)	1775 1582 1055	✠100A1 ~~1,34 11,33~~2,36 BS2,36 ✠LMC MS5,31 ~~BS11,35~~	Els ~~Abg~~Cpn	*r*	CL ~~11,33~~ 2,36	1919 4mo A&CP	Wilton's E.&SlpwyCo. Rotterdam	A/SDampskibsskb "Dannebrog" (C.K.Hansen*Mgr*)	269·8 P24'B65'F27' *CellDB225'481t*	39·0	18·3 FK	Copnhagn Danish 4*BHCem* *APT40t*	T.3Cy.19",32"&51"–36" (*s*) 180lb 187NHP 2SB,*6cf*,GS100,HS3120 Wilton'sE.&SlpwyCo.Rot.	20 ″ 10 s 2 ″ 9½ 18 ″ 3	
31218 LFHN	**Örnefjell** *CruiserStern* *Mchy.Aft* 1*Dk*	1524 1234 864					1929	Porsgrund Mek.Værks. Porsgrunn	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	244·7 P38tH138t	37·9	18·3	Oslo Norwegian *WB*	C4Cy(2)12⅝"&(2)27½"–27½" 66NHP PorsgrundM.V.Porsgrunn		N
31219 7626 SHWN	**Örnen** Ⓟ Wireless 1*Dk*	809 390 331					1909	Akt.Bur- meistr&Wain Copenhagen	StockholmsRederi A/B Svea(Eman. Högberg,*Mgr.*)	190·9	32·2	11·5	Stockholm Swedish *WB*	T.3Cy.16½",27"&45"–24" 99NHP Akt.Burmeistr&WainCpn		V
31220 3135 SHMO	— Ⓟ TwinSc (*ex*Malmö) 1*Dk*	595 366 281					1897	Schiffsw. vonH.Koch Lübeck	HallandsÅngbåts A/B ~~Hj.Blomberg,~~ (HarryTrapp*Mgr*)	171·5 P90'H44tF30'	26·2	11·8	Gothenbrg Swedish	C.4Cy.18¼"&35½"–19¾" 94NHP I.F.Ahrens,Altona		V
31221 LHHA	**Orone** (*ex*Grena–34) 1*Dk*&*Shelter dk*	6371 5586 3487					1912	W.Doxford &Sons,Ld. Sunderland	SteamshipCo.Cos- mopoliteLd.A/S (JohanGran,*Mgr.*)	439·5 P94'H313tF71'	57·0	26·3	Bergen Norwegian *WB*	T.3Cy.25",41"&70"–48" 340NHP W.Doxford&Sons,Ld.Sld.		N
31222 147948 GJRZ	**Oronsay** Ⓟ TwinSc *ss*Lon.No.2–33 3*Dks*(*Stl*)*Wthr dk* (teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in f&a holds* D.F. 5*th dk in No.* 1 *hold* *CruiserStern*	20008 11825 11321	✠100A1 *withfreeboard* 1,36 ~~1,34~~ ✠LMC MS5,33 BS~~6,34~~6,35 ✠Lloyd'sRMC~~2,35~~ ~~6,35~~ 1,36 ~~10,35~~ *Fitted for oil fuel* 1,25 *F.P. above* 150° F.	Lon	*p*†	CL ~~3,33~~ P5,34 S6,35	1925 1mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	OrientSteamNav. Co.Ld. *Duct keel in way* *CellDB533'2311tDT at sides of ER in way of*	633·6 B344'UpperB300' F71' FK&BK1" *of Nos. 2,3 & 4 holds*	75·2	33·0 *Coll*	Glasgow British 12*BHCem* *BH to Wdk* *tunnels1290t*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 215lb 3811NHP 6D&4SB,*48cf*,HS49224 FD J.Brown&Co.Ld.Glasgow *FPT116tAPT192t*	37 ″ 6 s 7 ″ 5¾ 30 ″ 4½	BT till ~~10,35~~ 10,36

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31223 146027 GBXM	**Orontes** Ⓟ TwinSc ssLon.No.1-33 3Dks(Stl-Weatherdkteaks) 4thdk(Stl) in foreholds & in Nos.5&6holds 5thdk in No.1hold D.F. Ref.Mchy. CruiserStern	20097 ~~19970~~ 12114 ~~12010~~ 12048	✠100A1 withfreeboard 12,35 ~~1,35~~ ~~BS?,34~~ ✠LMC6,32 ✠Lloyd'sRMC ~~1,35~~ 1,36 Fitted for oil fuel 7,29 F.P. above 150° F.	Lon BS6,35	o†	CL ~~9,32~~ ~~1,33~~ 12,35	1929 7mo	Vickers-Armstrong, Ld. Barrow Lloyd'sA&CP	OrientSteamNav. Co.Ld. Ductkeelfwd. Cell DB511'2109t DTs at sides of ER & in way of tunnels 658t FPT97t APT172t	638·2|75·3|33·1 B361'F78' UpperB299' of mchy. space FK	Barrow British 13BHptCem Coll ,, to Wdk	6SteamTurbinesSRgeared to 2 Sc. Shafts 3825NHP 215lb HS46530 (s) 6D&2SB,42cf,GS2030, FD Vickers-ArmstrongLdBrw	37 ″ 6 s 7 ″ 8 30 ″ 2	BT till ~~1,36~~ 12,36
31224 143667 GDLP	**Oropesa** TwinSc ssLiv.No.2-29 2Dks(Stl)&Shelter dk(Stl-teaks) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds D.F. CruiserStern	14075 11915 8603	✠100A1 Shelter dk withfreeboard 10,30 ✠LMC10,30 Fitted for oil fuel 10,24 F.P above 150° F.	Gls		CL 10,30	1920 9mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	PacificStmNavCo. CellDB 444'2049t FPT133t APT279t	530·0|66·3|41·2 B250'F91'on Shelter dk FK	Liverpool British Cem 10BHto Sdk	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 190lb 1647NHP 4DB,32cf,GS644,HS25000 CammellLaird&Co.Ld.	45 ″ 0 s11 ″ 0 34 ″ 3½	
31225 SVKP	**Oropos** (exMaidofSparta,exMinnaHorn,exHornhöhe, exMadeleine Rickmers) ssNwc.No.3-4,27 ssBla.No.1-32 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo.1hold	3475 3156 2103	100A1 Shelter dk withfreeboard 2,35 LMC MS11,31 BS1,35	Pir	w	CL 2,35	1913	Rickmers Akt.Ges. Weser-münde-G.	M.A.Embiricos CellD B320'942t FPT160t APT40t	362·4|50·1|21·5 FK	Andros Greek 6BHAsp	T.3Cy.25",41"&68"-45" (s) 180lb 379NHP 2SB,6cf,GS118,HS5140 FD N.E.MarineEng.Co Ld.Sld	23 ″ 8 s2 ″ 0¼ 21 ″ 9¾	
31226 DOBM	**Orotava** Ⓟ D.F. E.S.D. Sub.Sig. 2Dks	3337 2676 1962					1927	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	319·5|46·8|23·0 Q18'B102'F34'	Bremen German WB	T.3Cy.23⅝",$38\frac{3}{16}$"&63"-45¼" 266NHP Frd.KruppA.G.Kiel		G
31227	— Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks	2558 2158 1454					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	300·2|44·2|22·2 B92'F32'	Tela Honduran WB	T.3Cy.20½",35"&59"-42" 226NHP A.Stephen&Sons,Gls.		C
31228 UOFN	**Orotchen** (exEasternCross, exKirishimaMaruNo.6) Sub.Sig. Ref Mchy. 2Dks	4584 — 2638			...		1917	Uraga DockCo.Ld. Uraga	U.S.S.R.	350·9|51·3|25·9 P30'B118'F33' FK	Vladvostk Russian WB	T.3Cy.24¼",40½"&67"-48" 378NHP UragaDockCo Ld.Uraga	28 ″ 5	
31229 147202 GBFY	**Oroya** TwinSc ssLiv.No.1-27 2Dks(Stl)&Shelter dk (Stl-ws)3rddk(Stl)inNos.1,2&3holds D.F. Ref.Mchy CruiserStern	12257 10761 7380	✠100A1 Shelter dk withfreeboard 8,30 BS5,30 ✠LMC5,27 Fitted for oil fuel 3,23 F.P above 150° F.	Liv	h†	CL S8,29 P9,31	1923 3mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	PacificStm.NavCo. Cell DB456' 1707t Tanks at sides of tunnel 231t FPT152t APT190t	525·3|62·8|32·1 B217'F55'on Shelter dk FK&BK2" MT30'698t	Liverpool British pt Cempt Asp 10BHall to Sdk	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 215lb 1323NHP 4DB,24cf,GS517,HS21480 Harland&Wolff,Ld.Bel.	43 ″ 9 s11 ″ 4½ 32 ″ 11¾	
31230 PGPH	**Orpheus** Fitted for oil fuel 2Dks	1030 794 464					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	216·4|34·6|13·4	Amstrdam Dutch WB	T.3Cy.17½",29"&76"-36" 346NHP Verschure&Co.Amstrdam		V
31231 99236 MQNK	**Orphir** (exPoleStar) TwinSc Now a Salvage Vessel transferred to No. 18509 2Dks E.S.D.	459 398 207			...		1892	Fairfield Co.Ld. Glasgow	J.M.Stewart	175·4|26·4|13·8 B50'F28' BK6½"	Leith British WB	T.6Cy.14½",24"&39"-24" 177NHP FairfieldSB.&E.Co.Ld.Gls	14 ″ 6	
31232 148852 MNFG	**Orsa** 1Dk	1478 1229 900					1925	New Water-wayS.B.Co. Schiedam	ClydesdaleShip-ownersCo.Ld. (Glen&Co. Mgrs.)	250·0|37·1|16·3 P14'Q63'B84'F28'	Glasgow British WB	T.3Cy.18",30"&49"-36" 144NHP NewWaterwayS.B.Co.		C
31233 43 IRQG	**Orsolina Bottiglieri** (exLodoletta) Well deck 1Dk&Webframes Longitudinalframing at side&dk	669 497 426			...		1921	MarcoU. Martinolich Lussinpiccolo	M.Bottiglieri fuG.	168·0|29·5|14·0 Q57'B41'F23' FK	Torre del Greco Italian WB	T3Cy10⅝"$16\frac{15}{16}$"&$27\frac{9}{16}$"-$19\frac{11}{16}$" 52NHP Vereinigte Maschinefabrik,Prague	14 ″ 9	I †
31234 128278 GLYF	**Orsova** Ⓟ TwinSc Ref.Mchy. ssLon.No.3-7,21 D.F. ssLon.No.2-30 3Dks(Stl-ws)4trB Orlopdk(Stl) inNos.1&5holds&Shelter dk(Stl-teaks)	12041 8313 6697	✠100A1 Shelter dk 5,33 ✠LMC MS ~~9,33~~ BS ~~5,34~~ 5,35 ✠Lloyd'sRMC ~~1,35~~ ~~5,35~~ 2,36 ~~9,35~~	Lon	i†	CL ~~s10,32~~ P9,34 S9,35	1909 5mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	OrientS.Nav.Co. Ld. WB=CellD Ba105' uE&B188' f168'1307t FPT92t APT119t	536·2|63·3|34·3 B60' FK	Glasgow British 10BHCem	Q.8Cy.28¾"41"58½"&84"-60" 215lb (s) 1987NHP 4D&2SB,40rf,GS728, HS31373 FD J.Brown&Co.Ld.Clydebnk	38 ″ 0 s10 ″ 8½ 27 ″ 8	BT till ~~5,35~~ 5,36
31235 100264 GQFV	**Ortinashell** (exOweenee, exSailingVessel) TwinSc ssSuz.3rdNo 3-4,29 OilEng. ssSuz.No.1-33 Mchy.Aft 1Dk(ptStl-ptws)2trB&Webframes	2603 2302 1561	✠100A1 6,35 ~~4,34~~ ✠NE9,19 ✠LMC5,33 DBS ~~4,34~~ 6,35 Carrying homogeneous cargo of Petroleum in bulk	Suz	w	4,34	1891 10mo	Richardsn, Duck&Co. Stockton Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. DB uE52'68t APT86t	309·0|42·0|24·6 P45'F36' BK10½"	London British Cem 6BHtoU dk 2 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 16Cy.14½"-15" 330NHP NDB6,17-100lb Vickers,Ld.Barrow	26 ″ 6 s 4 ″ 4 23 ″ 1	
31236 144191 MJXF	**Ortolan** (exBeaulyFirth) ssLon.No.3-8,32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	489 316 202	✠100A1 ~~6,35~~ ~~8,32~~ 12,35 BS ~~8,34~~ ✠LMC8,32 7,35	Lon	g	CL ~~8,32~~ ~~6,35~~ 12,35	1920 3mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDBf95'114t FPT33t APT14t	160·1|25·2|9·7 Q92'B11'F23' FK	London British 3BHptCem ptAsp	T.3Cy.12½",21"&34"-24" (s) 180lb 65RHP 1SB,3pf,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 9	
31237 LCBS	**Ortri** (exAlfredNobel-34) 1Dk&Shelter Dk Longitudinalframing	4775 4425 2614					1912	Armstrong Whitworth &Co.Ld. Newcastle	SteamshipCo. CosmopoliteLd. A/S(JohanGran, Mgr.)	400·0|52·2|24·9	Bergen Norwegian WB	T.3Cy.25½",42"&70"-48" 339NHP N.E.MarineEngCoLdNwc		N
31238 LFOA	**Ortwo** (exStrinda-34) 1Dk&Shelter dk	6369 5586 3484					1912	W.Doxford &Sons,Ld. Sunderland	SteamshipCo. CosmopoliteLd. A/S(JohanGran, Mgr.)	439·5|57·0|26·3 P94'H512tF71'	Bergen Norwegian WB	T.3Cy 25",41"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		N
31239 146699 VJKD	**Orungal** Ⓟ (exFezara) ssSyd.No.3-2,35 ~~ssSyd.No.2-30~~ 2Dks(Stl U-teaks) Ref.Mchy. 3rdDk(Stl)inNos.1&2holds	5826 4416 3448	✠100A1 ~~4,35~~ ~~10,34~~ 2,36 ~~BS1,35~~ ✠LMC ~~5,30~~ 1,35 ✠Lloyd'sRMC ~~12,34~~ BS1,36 12,35 Fitted for oil fuel 2,23 F.P. above 150° F.	Syd	z	CL 3,34	1923 2mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	EasternTradersLd CellD B340' 953t FPT69t APT138t	390·6|55·2|28·1 P46'B154'F46' FK	Melbourne British 7BHptCem	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 215lb 694NHP 4SB,12cf,GS231,HS9191 FD A.Stephen&Sons,Ld.Gls.	30 ″ 6 ~~s 7 ″ 5¼~~ ~~23 ″ 8~~ s5 ″ 7 25 ″ 4½	
31240 7441 SFWK	**Orvar** (exKlosterfos,exHildePodeus) 1Dk	1596 1333 929					1908	Nordsee-werke Emden	RederiA/B Orvar (JoelFänge)	266·1|39·6|15·3 Q114tH71tF41t	Hlsngborg Swedish WB	T.3Cy.20½",33½"&53"-33½" 163NHP OttensenerMaschOttensen		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
31241 ~~484~~ ~~[illegible]~~	**Orville Harden** TwinSc *OilEng.* 1*Dk(Stl)2nd dk(Stl) clear of cargo tanks* *3rd dk(Stl) aft of cargo tanks* *Mchy.Aft* *Web frames* *CruiserStern* *Longitudinal framing* D.F. GyC. *Rudder electrically welded*	12421 11749 7086	✠100A1 2,36 ~~8,33~~ ✠LMC3,33 *Carrying Petroleum in bulk*	Bmn Rot		CL 2,36	1933 3mo Lloyd's A&CP	Cantieri RiunitiDell' Adriatico Monfalcone	PanamaTransportCo. (Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*)	522·0 *Aft*B55'B40'F89' FK *CellDBuE*78'135t 2312t*FPT*291t	70·4	38·7	Panama ~~Danzig~~ Panmanian 16*BHptCem* *DTsf*53' *APT*250t	Oil Engines 2S.C.SA 12Cy.23⅝"-48$\frac{1}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An."Fiat"S.G.M. Turin	38 " 9 s 8 " 6 30 " 5¾	
31242 LCUV	**Orwell** (*ex*KnightTemplar) *ss*Bkn.No.3-2,19 *ss*Gls.No.1-23 D.F. 2*Dks&deep framing* *Carrying Whale Oil in bulk*	7968 6901 4685	✠ 4,28 ✠	Osl	*c*†		1905 11mo	C.Connell &Co.Ld. Glasgow *CellDBa*160'*uE&B* 52' *f*202' 1700t	A/S Tönsbergs Hvalfangeri	470·0 P38'B169'F51' FK *FPT*129t*APT*53t	58·0	31·8	Tonsberg Norwegian 11*BHCem* (8 ,, *to Udk* 3 ,, ,,*2nd*,,)	T.3Cy.27",46"&76"-51" 596NHP 3SB,*9cf*,GS148,HS8613 D.Rowan&Co.Glasgow	34 " 10	N †
31243 218231 KJTQ	**Osage** (*ex*LakeFannin) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2649 2273 1637			...		1919	American S.B.Co. Cleveland,O.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	251·0 P25'B64'F23' FK	43·6	26·2	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCo.ClevelndO	28 " 2	R †
31244 136733 MKGD	— TwinSc (*ex*Ferol) *OilEng.* *ss*Nwc.No.3-10,33 *Mchy.Aft* 1*Dk(Stl)&Web frames*	1010 786 504	100A1 12,35 ~~11,34~~ DBS~~11,34~~ 12,35 LMC10,33 *Carrying Petroleum in bulk*	Nwc		CL 11,34	1914 Lloyd's A&CP	H.M. Dockyard Devonport	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *DBuE&B*38'74t *DTf*20' 166t*FPT*34t *Middle lineBH not oil tight*	200·0 P45'F40' FK	34·2	15·4	London British 11*BHptCem* *APT*79t	Oil Engines 2S.C.SA 8Cy.16$\frac{5}{16}$"-18⅛" 401NHP NDB20-*100lb* NE15*refitted*1,30 J&CGBolinders,Skm	16 " 3 s 1 " 4¾ 15 " 0¾	
31245 28976 JIQA	**Osaka Maru** Ⓟ 2*Dks*	3741 3397 2192					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0 P33'B74'F40'	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 275NHP YokohamaDockCo.Yka.		
31246 5553 SFWO	**Osbur** (*ex*Nautic) *ss*Rot.No 3-1,27 *ss*Got.No.2-35 ~~*ss*Hbg.No.1-31~~ *Cargo battens not fitted* 1*Dk(Stl)*	*1370* *1155* *780*	✠100A1 5,36 ~~6,34~~ ~~BS6,34~~ ✠LMC~~6,34~~ 4,35	Got	*p*	OG 6,34	1914 2mo Lloyd's A&CP	Kockums M.V.Aktieb. Malmö	RederiA/B Walhall (C.W.Winck, *Mgr.*) *CellDBa*73'*uE*15'*f*90'345t*FPT*	233·2 P16'B58'F26' FK	37·7	16·3	Hlsngborg Swedish 4*BHCem* 44t*APT*62t	T3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 155NHP 2SB,*4cf*,GS62,HS2490 KockumsM.V.Akt.Malmö	18 " 7 s 2 " 1 16 " 8	
31247 7140 SFWU	**Oscar Gorthon** *ss*Got.No.2-32 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1323* *991* *704*	✠100A1 ~~5,35~~ ~~9,32~~~~11,35~~ 4,36 MS5,32 ✠LMC BS~~9,34~~ 10,35	Kel ~~Abg~~Mmo	*p*	OG ~~9,32~~ ~~11,35~~ 4,36	1924 8mo Lloyd's A&CP	Howaldts- werke Kiel	RederiA/B Gylfe (J.Gorthon,*Mgr.*)	236·1 P20'Q71'B101'F23' FK *CellDB*203' 429t *FPT*	37·1	14·0	Hlsngborg Swedish 4*BHCem* 33t*APT*48t	T.3Cy.16$\frac{9}{16}$",27$\frac{3}{16}$"&43$\frac{5}{16}$"-29½" 185lb (*s*) 128NHP 2SB,*4cf*,GS61,HS2174 Howaldtswerke,Kiel	16 " 0 s " 5½ 15 " 9	
31248 216528 KJTR	**Oscar J. Lingeman** (*ex*Lake Catherine) 1*Dk*	2016 1631 1193			...		1918	ToledoS.B. Co. Toledo,O.	Mid-West Transptn.Co.Inc.	252·0 P21'B64'F30' FK	43·5	18·9	Detroit Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 " 0	
31249 4081 SHVA	**Oscar Midling** (*ex*Bertha, *ex*Ainsdale) *ss*Osc.3rdNo.3-5,25 *ss*Osc.No.2-34 *Well deck* 1*Dk(Irn)2trB* *Cargo battens not fitted*	*2237* *1715* *1371*	✠100A 2,36 ~~9,34~~ ✠LMC9,34 BS10,35	Osc MVo	*s*	CL 8,34	1889 9mo A&CP	J Readhead &Sons S.Shields	RederiAktieb. Fredrika (E.Högberg,*Mgr.*)	290·5 P28'Q82'B118' F33' BK10" *CellDB*250'534t	39·0	18·9	Stockholm Swedish 6*BHCem*	T3Cy19½"37½"&61½"-39"(*r*) 160lb *100lb* NDB07 234NHP 2SB,*4rf*,*2cf*,GS107,HS3490 JReadhead&Sons,S.Shl.	21 " 5 s 1 " 7½ 20 " 8	
31250	**Oshima Maru** *OilEng.* *Mchy.Aft* 1*Dk*	970 — 702					1934	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	210·6 F22'	34·0	14·7	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.8$\frac{11}{16}$"-14$\frac{9}{16}$" 78NHP MitsuiBussanKaisha,Ld. Tama		
31251 34500 JDOC	— Wireless 2*Dks*	339 246 194					1929	Namura Gemrosuke Osaka	KyushuShosen K.K.	135·0 F24'	22·0	13·0	Osaka Japanese	T.3Cy.12",20"&33"-20" 49NHP FujiokaIronWorks,Osaka		
31252 DIEE	**Osiris** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	4453 3883 2621					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2 P303'F41'	51·8	25·9	Hamburg German	Oil Engines 4S.C.SA 12Cy.24⅜"-37⅜" 717NHP Allgem.Electr.Ges.Berlin		G
31253 DHSP	**Oskar-Friedrich** (*ex*Finnland) *Mchy.Aft* 1*Dk*	483 389 246					1921	Ostseewrft Schff&Masch A.G. Stettin	L.F.Mathies&Co.	170·4 P122'F20'	28·1	11·0	Hamburg German *WB*	T3Cy11⅜"18$\frac{9}{16}$"&30$\frac{7}{16}$"-19$\frac{11}{16}$" 41NHP Christiansen&Meyer,Ham.		G
31254 217206 KJTS	**Oskawa** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6100 5657 4539			...		1918	MooreS.B. Co. Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34'F39'*on Shltrdk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 657NHP GeneralElectricCo. Schenectady,N.Y.	34 " 6	R †
31255 125977 VGWK	**Osler** (*ex*E.B.Osler) *Mchy.Aft* 1*Dk*	6787 6493 4361					1908	Canadian S.B.Co.Ld. BridgebrgOn	CanadaS.S.Lines, Ld.	491·3	56·0	26·5	Toronto British *WB*	Q.4Cy.19",28",40"&58"-42" 218NHP CanadianS.B.Co.Ld Tto.		R
31256 OYBV	**Oslo** (*ex*Danhild-34,*ex*Hekla) *ss*Cpn.No.3-5,33 1*Dk(Stl)* *Cargo battens not fitted*	1412 1183 815	✠100A1 ~~7,33~~~~5,34~~ 5,36 ~~BS5,34~~ ✠LMC5,33 BS~~7,35~~ 5,36	Cpn ~~Svb~~	*o*	OG ~~5,34~~ 7,35	1920 10mo Lloyd's A&CP	Akt. Kalundborg Skibsv. Kalundborg	D/S PacificA/S (L.R.Schmith, *Mgr.*)	233·3 P12'B50'F29' FK *CellDB*196'409t *FPT*	37·1	16·6	Copnhagn Danish 4*BHCem* 63t*APT*28t	T3Cy.16$\frac{9}{16}$",25⅝"&47⅛"-29½" 185lb (*s*) 134NHP 2SB,*4cf*,GS67,HS2086 Steen&Kaufmann, Elmshorn	18 " 8 s 2 " 0 16 " 10	
31257 LEPD	— Ⓟ *Ref.Mchy.* 2*Dks*	881 772 474					1929	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	188·1 H109t	31·6	20·3	Arendal Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½" -31½" 93NHP NylandsVærksted,Oslo		N
31258 623 SFXD	— Ⓟ Iron (*ex*OscarDickson) 1*Dk*	*322* *156* *167*					1877	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thorburn,*Mgr.*)	141·4 P83'H31tF34'	21·4	9·7	Uddevalla Swedish *WB*	C.2Cy.23"&40"-24" NB03 65NHP MotalaCo.Gothenburg		
31259 5 89 SFXE	**Osman** (*ex*Avesta) *ss*Hbg.No.3-4,26 *ss*Mmo.No.2-35 1*Dk(Stl)* *Cargo battens not fitted*	*1316* *1153* *738*	✠100A1 4,35 ✠LMC4,35	Mmo	*o*	OG 4,35	1913 6mo Lloyd's A&CP	Kockums M.V.Aktieb. Malmö	RederiA/B Wanadis(C.W. Winck, *Mgr.*) *CellDBa*60'	237·0 P22'B57'F24' FK *uE*29'*f*94'366t*FPT*	37·7	16·3	Hlsngborg Swedish 4*BHCem* 44t*APT*93t	T3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 153NHP 2SB,*4cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 " 7	
31260 4186 SFXG	**Osmed** (*ex*Mineral) 1*Dk*	*1526* *1259* *894*					1903	SirRaylton Dixon&CoLd Middlesbro'	RederiA/B Nordkap(HelgeW. Winck,*Mgr.*)	243·6 P27'B66'H69tF21'	36·9	17·3	Hlsngborg Swedish *WB*	T.3Cy.18",29"&48"-33" Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of T.
31261 DOQP	**Osnabrück** Ⓟ *OilEng.* E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	5095 — 2983	✠Lloyd'sRMC~~6,35~~ 3,36 for temp. 32°F.				1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Hanseat.Schiffahrts-u.Betriebs-G.m.b.H.(NorddeutscherLloyd *Mgrs.*)	415·1 P21'Q378'	54·5	21·9	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1165NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
31262 162097 GPLF	**Ospringe** (*ex*Homecourt) 1*Dk&deepframing*	2229 2033 1321			...		1910	Atel.&Ch. deFrance Dunkirk	Constants(South Wales)Ld.(M. Constant, *Mgr.*)	288·8 P19'B74'F33' FK	42·8	19·5	Cardiff British *WB*	T.3Cy.21",33"&56"–36" 208NHP Atel.&Ch.deFrance,Dnk.	22 ″ 6	V †
31263 6176 SFXI	**Osric** (*ex*Rymmen,*ex*MotalaStröm) 1*Dk*	*1418* *1202* *782*					1919	Limhamns Skeppsv.A.B. Limhamn	RederiA/BWalhall (C.W.Winck, *Mgr*)	251·7 P21'B62'F27'	38·0	18·5	Hlsngborg Swedish *WB*	T.3Cy.17¼",29½"&48"–31½" 130NHP LimhamnsSkeppsvarvA.B.		V
31264 DIEF	**Ossag** *Carrying Petroleum in bulk* *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks*	2793 2331 1515					1921	Deutsche Werft.A.G. Hamburg	TankdampferGes. "Ossag"m.b.H.	309·7 P90'B31'F36'	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 359NHP AlgemeineElec.Ges.Berlin		G
31265 5143 SFXK	**Ossian** (*ex*Valpen,*ex*Harald, *ex*Brunsnis, *ss*Hbg.3rdNo.3–11,30 *ex*Mediterraneo) 1*Dk*(*Stl*) *Welldeck* *ss*Hbg.No.1-35 *&Webframes* *Cargo battens not fitted*	*1564* *1293* *884*	✠100A – ~~11,34~~10,35 BS~~1,35~~ 1,36 ✠LMC~~11,30~~ MS9,35	Hbg	~~*q*~~	CL N4,33	1892 4mo	Osbourne, Graham&Co. Sunderland A&CP	RederiA/B Alfa (A.Börjesson, *Mgr.*)	260·0 P27'Q76'B106'F35' FK *CellDB*214'385*t*	37·0	16·5	Hlsngborg Swedish 4*BHCem* *APT*53*t*	T.3Cy.20",32½"&53"–36"(*r*) 160lb 174NHP 2SB,6*pf*,GS86,HS2705 G.ClarkLd.Sunderland	18 ″ 9 s ″ 11 18 ″ 0	
31266 130193 MJSP	— (*ex*Paignton) *ss*Cff.No.3–9,32 1*Dk*(*Stl*) *Cargo battens not fitted*	1514 1328 823	✠100A1 2,36~~2,35~~ MS1,32 ✠LMC MBS~~6,34~~7,35 DBS~~3,35~~ 3,36	PGl Gmh	*p*	CL ~~1,33~~ 2,36	1919 10mo	Murdoch& Murray,Ld. PortGlasgow *Lloyd'sA&CP*	ClydesdaleShipownersCo.Ld. (Glen&Co. *Mgrs.*) *CellD*	240·2 B52'F23' FK *B*198' 298*t* *FPT*58*t*	36·1	19·1	Leith British 4*BHCem* *APT*84*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb ~~*100lb*~~ NDB21 172NHP 2SB,6*cf*,GS97,HS2886 *100lb* Rankin&Blackmre,Ld.Grk	21 ″ 3 s 2 ″ 9½ 18 ″ 7	
31267 DHSQ	**Ostara** (*ex*Wido,*ex*Matar) Wireless 1*Dk*2*trB*	1281 1114 729					1919	NVSchpsb Th.Nederlof Sliedrecht	ArgoReed.A.G.	238·9 P23'B60'F23'	36·8	15·8	Bremen German *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.A.v.d Schuyt,Papndrcht		G
31268 OZFD	**Östbornholm** Ⓟ Wireless D.F. 1*Dk*	315 182 175					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S DetÖstbornholmskeDampsk. (V.Munck, *Mgr.*)	133·2 P89'F32'	24·1	9·0	Nexö Danish *WB*	T.3Cy.13",21"&34"–21" 53NHP KjbnhavnsFlydk.&Skbsv.		V
31269 ONHA	**Ostende** (*ex*Ehrenfels) *ss*Ant.No.3–1,34 2*Dks*(*Stl–Upt* teak s) *&Web frames*	*4438* *4184* *2718*	✠100A1 2,35 ✠LMC MS2,34 BS~~11,34~~ 10,35	Ant	*y*	CL 2,35	1903 9mo	Swan,Hunter&Wigham RichardsnLd Newcastle *Lloyd'sA&CP*	ArmementDeppe *CellDBa*111'*uE*25	375·1 P46'B119'F51' BK10" '*f*171' 816*t* *DTf*31'	50·5	27·4	Antwerp Belgian 7*BHCem* 780*t*	Q.4Cy.23",32",48"&72"–54" 213lb *120lb* (*r*) 476NHP 3SB,9*rf*,GS147,HS6108 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 2 s 5 ″ 6½ 25 ″ 5½	
31270 OHFZ	**Osterhav** (*ex*Osterland) *Turret deck* 1*Dk*2*trB*	4293 — 2547					1905	W.Doxford &Sons,Ld. Sunderland	RederiA/B Turret (KristianHansen, *Mgr.*)	346·3 P38'H124*t*F41'	51·1	23·8	Helsingfrs Finnish *WB*	T.3Cy.24",41"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		V
31271 5907 SHNI	**Österklint** (*ex*Vesterskov, *ex*Vesterby) 1*Dk*	*656* *505* *327*					1917	Eriksbergs M.V.Aktieb. Gothenburg	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*)	179·8 P53'H28*t*F21'	28·9	11·6	Malmö Swedish	T.3Cy.14",22"&36½"–24" 65NHP EriksbergM.V.Aktieb.Got		V
31272 LDRA	**Östhav** *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in mchy space* *Rudder electrically welded* D.F. *CruiserStern* *SpecialSurveys to date from* 1,32	8417 7743 5060	✠100A1 ~~5,35~~ ~~11,34~~ 12,35 ✠LMC8,31 *CarryingPetroleum in bulk*	Sng ~~Fal~~ Ham	*c* †	CL ~~4,34~~ 11,35	1931 8mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd'sA&CP*	SkibsA/S "Östhav" (T.Lodding) *CellDBuE*65'206*tD*	465·2 P106'F42' FK *Tf*36'664*tFPT*186*t*	59·7	35·4	Oslo Norwegian 11*BH* *APT*160*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1175NHP 3DB*170lb* 1DB(*f.s.*)*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 0	
31273 DABU	**Ostpreussen** (*ex*Merak) 1*Dk*	3030 2754 1790			...		1920	NVBoele's Schps.&Mchf Bolnes	Kohlen-Import-u.PoseidonSchiffahrts-A.G.	324·8 P26'B206'F29' FK	47·3	21·9	Königsbrg German *WB*	T.3Cy.22$\frac{1}{16}$",37"&60"–39" 267NHP N.V.Boele'sSchp.&Machf.	24 ″ 2	G †
31274 DAKJ	— (*ex*Sachsen-35,*ex*OberbürgermeisterHaken) Sub.Sig. 1*Dk*2*trB* *Ref.Mchy.* Wireless	1328 864 773					1895	Flensburgr Schiffsb.Ges. Flensburg	"Renata" Dampfsch.Ges.Th. Gribel,K.G.a.A. (R.C.Gribel, *Mgr.*)	219·9 P134'F28'	32·4	15·6	Stettin German *WB*	T.3Cy.20",32"&52"–33" 155NHP FlensburgerSchiffs.Ges.		G
31275 FNCC	**Ostrevent** D.F. 1*Dk*	1737 — 916					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	ConsortiumCommercial deTransportsMaritimes (UnionIndustrielle &Mar.Soc.Française d'Arm. *Mgrs*)	250·6 P156'	37·8	16·3	Rouen French	T.3Cy.18",30"&50"–33" 143NHP Atel.&Ch.de laSeine Maritime		V
31276 552 OHFE	**Ostrobotnia** Wireless D.F. 1*Dk*	1335 — 795					1921	Mask&Bro-bygnA/B Helsingfors	FinskaÅngfartygsA/B	217·0 P23'B62'F29'	34·5	14·0	Helsingfrs Finnish *WB*	T.3Cy.15⅗",25⅗"&41⅓"–27½" Mask.& 89NHP Brob.A/B Helsingfors		N
31277 DRCQ	**Ostsee** (*ex*Lubeca-35, *ex*Gerda,*ex*Irma) Sub.Sig. 1*Dk*	1307 968 756					1913	Nüscke& Co.A.-G. Stettin	LübeckLinie Aktiengesellschaft	233·5 P10'Q64'B56'F26'	35·6	14·4	Lübeck German *WB*	T.3Cy.16$\frac{3}{10}$",26⅖"&43$\frac{3}{10}$"–27⅗" 98NHP Christiansen&Meyer, Harburg		G
31278 Broken up DAKB	— Iron *Ref.Mchy.* 1*Dk*2*trB*	815 610 496					1881	Act.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel, *Mgr.*)	199·5 P110'B14'F30'	28·3	15·0	Stettin German *WB*	C.2Cy.27½"&51"–31½" NB04 122NHP A.G."Vulcan,"Stettin		
31279 DJOH	— (*ex*Palanga-35, *ss*Sld.No.3–6,20 *ex*Bugsee,*ex*Newtownards) 1*Dk*(*Stl*) *Well deck*	804 603 392	✠ 7,27 ✠	Sld	*k*		1912 4mo	J.Crown& Sons,Ld. Sunderland	W.Schuchmann *CellDBa*46'*uE&*	199·1 P21'Q44'B46'F21' FK *B*29' *f*84'224*tFPT*	29·9	12·1	Hamburg German 4*BHCem* 49*tAPT*41*t*	T.3Cy.17",28"&46"–30" 138NHP 1SB,3*cf*,GS58,HS2400 N.E.MarineEng.Co.Ld.Sld	14 ″ 3	G †
31280 10210 JOQB	**Osumi Maru** Ⓟ Wireless 2*Dks*	1284 1263 711					1906	OsakaIron Works Osaka	KinkaiYusenK.K.	235·0	31·5	21·6	Tokio Japanese *WB*	T.3Cy.17½",28"&46"–33" 122NHP OsakaIronWorks,Osaka		
31281 6051 SJRA	**Oswal** (*ex*Noorköping,*ex*Edmond- Gustave, *ss*Got.3rdNo.3–10,34 *ex*Greylands) 1*Dk*(*Irn*)2*trB& Web frame*	*2576* *2385* *1551*	✠100A1 5,36 ~~10,34~~ ✠LMC BS~~5,34~~ 9,35 MS10,34	Got	*t*	CL 10,34	1896 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Wanadis(C.W. Winck, *Mgr.*) *Cell*	314·0 P27'B70'F31' FK *DBa&uE*128' *f*126'	44·0	20·8	Hlsngborg Swedish *BHCem* 684*tAPT*40*t*	T.3Cy.23",36½"&62"–39" (*s*) 160lb *80lb* 244NHP 2SB,4*rf*,2*cf*,GS83,HS3720 Cen.Mar.Eng.Wrks.W Hpl	23 ″ 3 s3 ″ 10¾ 19 ″ 6	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
31282 PUQH	**Oswaldo Aranha** TwinSc (exJacuhy) ~~ssRio.No.3-5,30~~ ssRio.2ndNo.3-5,34 ~~ssRio.No.2-29~~ 1Dk(Stl)	1951 1599 1182	✠ A1 withfreeboard ~~9,32~~ 12,35 ~~BS5,34~~ Brazilian Coa	Rio BS12,35 ✠LMC~~5,32~~ sting	r	CL ~~N4,34~~ 11,35 5,34	1912 5mo Lloyd	Mackie& Thomson,Ld. Glasgow 'sA&CP	Cia.Commercio e Navegação CellDBa86'uE14'	276·7|45·2|15·4 P27'B61'F22' FK f114'569tFPT126t	R.Janeiro Brazilian 6BHCem APT127t	T.6Cy.15",25"&40"-27" (s) 180lb 140lb 208NHP 2SB,6cf,GS105,HS3690 Muir&Houston,Ld.Gls.	17 " 6 s 2 " 9½ 15 " 0	
31283 5402 SFXM	**Oswin** (exThai) ssHbg.No.3-5,24 ssHbg.No.2-32 1Dk(Stl) Cargo battens not fitted	1320 1157 915	✠100A1 5,35 MS8,32	Got ✠LMC BS5,35	o	OG 5,34	1913 2mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	RederiA/B Walhall (C.W. Winck, Mgr.) CellDBa60'u	237·5|37·7|16·3 P22'B57'F24' FK E29'f94'323tFPT	Hlsngborg Swedish 4BHCem 44tAPT93t	T.3Cy.18½",28¾"&48½"-31½" 185lb (s) 153NHP 2SB,4cf,GS71,HS2443 KockumsM.V.Akt.Malmö	18 " 7 s 2 " 2 16 " 7	
31284 149569 GCWT	**Otaio** TwinSc OilEng. ssFal.No.1-35 Ref.Mchy 2Dks(Stl)3rd dk(Stl)in D.F. E.S.D. forward holds Rudder electrically welded CruiserStern	10298 9271 6300	✠100A1 ~~7,35~~ ~~1,36~~ 2,36 DBS1,35 ✠Lloyd'sRMC	Fal Liv ✠LMC1,35 ~~1,36 7,35~~ 2,36	f†	CL SN2,33 P12,33	1930 12mo Lloyd	Vickers- Armstrongs, Ld. Barrow 'sA&CP	NewZealand ShippingCo.Ld. Duct keel forw CellDB312'1291tT	472·0|67·2|35·7 P66'B234'F81' FK ard of mchy space anks in way of tunn	Plymouth British 9BHptCem 3 " to 2nd dk els 877t DTs	Oil Engines 2S.C.SA 8Cy.$27\frac{9}{16}$"-$82\frac{11}{16}$" 1884NHP 2DB100lb W.Doxford&Sons,Ld.Sld. f41'299tFPT87tAPT93t	40 " 0 s7 " 10½ 32 " 3	
31285 9752 JEVB	**Otaru Maru** Ⓟ (exGante) Wireless 1Dk(Stl)&Spar dk(Stl-ws) &deep framing	1464 1345 906	✠ 11,05	Yka ✠	d		1905 7mo	Fevigs Jernskibsbyg Fevig	KinkaiYusenK.K. W	235·0|35·2|14·6 B64' 21·8 FK B=CellDBa61'uE	Tokio Japanese 4BHCem 19'f88'304t	T.3Cy.16½",28"&48"-33" 175NHP 1SB,3cf,GS59,HS2417 Richardsons,Westgarth& APT15t Co.Ld.Mdb.	22 " 9	
31286 OHHC	**Otava** (exSimone) ssHfs.2ndNo.3-10,29 ssHfs.No.1-34 Wireless 1Dk(Irn)&deep framing D.F. Cargo battens not fitted	1290 1062 690	✠100A1 6,34 MS6,34	Hfs ✠LMC BS1,35	o	CL 6,34	1904 5mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP	HelsinginLloyd O/Y(H.Janhonen, Mgr.) CellDBa&u	232·0|35·0|16·6 P22'B59'F29' FK E86'f90'359tFPT6	Helsingfrs Finnish 4BHCem 2tAPT25t	T.3Cy.17½",29"&48"-33" (s) 180lb 100lb NDB20 138NHP 1SB,3cf,GS51,HS2067 N.E.MarineEng.CoLdNwc	18 " 10 s 2 " 3½ 16 " 8	
31287 149887 ZSNF	**Otavi** (exLita) 1Dk	737 573 367					1919	Framnæs Mek.Værks. Sandefjord	Thesen'sS.S.Co. Ld.	184·2|30·2|13·0 P33tH50t	CapeTown British WB	T.3Cy.14",23"&38"-27" NE&B24 101NHP MossVærft.A/S,Moss		C
31288 LDMU	**Othander** (exChoctaw) Now "Tung Lung," see No. 40282 in Supplement ssN.Yk.No.3-[illegible] ssOsl.No.1-35 1Dk(Stl) Cargo battens not fitted	1873 1650 1081	✠100A1 ~~3,33~~ ~~7,32~~ 10,35 ~~BS9,34~~ 10,35	Osl Yka ✠LMC8,35	r	CL ~~7,32~~ 9,35	1917 9mo	Chicago S.B.Co. Chicago A&CP	A/S Othander (H.Th.Wilkens& Co.A/S) CellDBa&uE10	251·0|43·6|18·2 P25'B64'F26' FK 3'f102'528tFPT67t	Frdrikstad Norwegian 4BHCem APT77t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O	20 " 4 s 2 " 7½ 17 " 11	
31289 5597 SFXR	**Othem** ssMmo.No.3-5,26 ssHbg.No.2-34 1Dk(Stl)	688 564 365	✠100A1 6,35 ~~4,34~~ BS4,35	Hbg Skm ✠LMC4,34	k	CL N4,33	1914 7mo Lloyd	Framnæs Mek.Værks. Sandefjord 'sA&CP WB=	Rederiaktiebo- lagetVolo (G.Myrsten, Mgr.) CellDBa44'uE20	184·0|30·0|12·9 P17'B53'F30' FK f66' 155t FPT 27t	Slite Swedish 4BHCem APT37t	T.3Cy.13½",22"&37½"-28" 180lb (s) 95NHP 2SB,4pf,GS53,HS1666 AkersMek.Værks.Oslo	14 " 11 s 1 " 4½ 13 " 8	
31290 219814 KULX	**Otho** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4839 4374 2976					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.Mgrs.)	380·5|53·1|27·0 P52'B102'F41'	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
31291 135706 GNZW	**Otira** TwinSc ssFal.No.3-12,31 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	7995 7633 4911	✠100A1 Shelter dk withfreeboard 3,35 BS3,35 ✠Lloyd'sRMC3,35	Gls ✠LMC12,31	c†	CL 3,35	1919 4mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	Shaw,Savill& AlbionCo.Ld. CellDB392'1461t	450·4|58·4|37·2 P31'F34'onShelter dk FK FPT119tAPT76t	S'thamptn British 8BHtoShdk ptCem	T.6Cy.26½",44"&73"-48" (s) 200lb FD 1138NHP 3DB,24cf,GS440,HS17679 Harland&Wolff,Ld.Bel.	40 " 0 s11 " 0½ 29 " 3	
31292 148655 GLKT	**Otokia** TwinSc ~~ssDdn.No.2-35~~ ~~ssWln.No.1-29~~ Mchy.Aft ssYka.No.3-3,36 OilEng. 2Dks(Stl)&Web frames Longitudinal framing	7277 6621 4330	✠100A1 3,36 ~~12,32 11,35~~ DBS11,35 Carrying Petr	Auk ~~Ddn~~ Yka ✠LMC11,35 oleum	b† in	OG ~~5,31~~ ~~12,32~~ 11,35 bulk	1925 9mo Lloyd	Livingstne &Cooper,Ld. Hessle 'sA&CP	~~UnionS.S.Co.of~~ ~~NewZealand,Ld.~~ E.A.Summers CellDBuE66'270tD	438·7|57·2|34·9 P113'B32'F46' FK Tf45'811tFPT170	London British 19BHptCem 11 " toUdk tAPT102t	Oil Engines 2S.C.SA 8Cy.$23\frac{1}{16}$"-41¾" 776NHP 2DB180lb SulzerBros.Winterthur	33 " 9 s 6 " 2¾ 27 " 10	
31293	**Otoño** (exSailingVessel) OilEng. 1Dk	305 — 229			...		1912	Bow,Mc- Lachlan &Co. Ld. Paisley	Fassari&Daneri	128·4|29·2|10·0 BK6"	M.Video Uruguayan	Oil Engines 2S.C.SA NE19 138NHP 4Cy.14"-18½" A.MietzCorp.NewYork	10 " 3	
31294 146025 GFKV	**Otranto** Ⓟ TwinSc ssLon.No.2-34 Ref.Mchy. 3Dks(Stl-Wthr dk teak s) Sub.Sig. 4th dk(Stl)in foreholds&3after D.F. holds 5th dk in No.1hold CruiserStern	20033 12228 11989	✠100A1 withfreeboard ~~12,35,35~~ 4,36 MS1,33 ✠Lloyd'sRMC Fitted for oil	Lon BS8,35 ✠LMC ~~BS8,31~~ ~~3,35~~ 3,35 4,36 ~~12,35~~ fuel	p† 12	CL P4,34 S8,34 ,25 F.P. a	1925 12mo Lloyd bove 1	Vickers, Ld. Barrow 'sA&CP CellDB 50° F.	OrientS.Nav.Co.Ld 511'2093t DT at sides of En	632·0|75·2|32·9 B342'UpperB312' F73' FK Coll Duct keel in Nos.2, gine Room & in way	Barrow British 12BHptCem BH to Wdk 3 & 4 holds of Tunnels	6SteamTurbinesSRgeared to 2 Sc. Shafts (s) 215lb HS44234 3722NHP 6DB&2SB,56cf,GS2688, FD Vickers,Ld.Barrow 660tFPT85tAPT152t	37 " 6 s 7 " 4 30 " 6	BT till ~~8,35~~ 8,36
31295 215813 WQCJ	**Otsego** (exPrinzEitelFriedrich) 2Dks	4638 3609 2595					1902	Reiherst'g Schiffsw. Hamburg	Libby,McNeill& Libby	371·0|45·3|26·8 P&B244'F50'	S.Frncisco Utd.States WB	Q.4Cy.22½",32¼",47½"&68"- 47¼" 184NHP Reiherst Maschinenf.Ham		
31296 LEPG	**Ottar** Now "Libano," see No. 38904 in Supplement 1Dk&Spar dk&deep framing	1585 1438 972			...		1908	Fevigs Jernskibsbyg Fevig	A/S Ottar (Chr.Knudsen)	252·6|37·0|11·8 P15'B69'F29' 19·2 FK	Porsgrunn Norwegian WB	T.3Cy.20",33"&54"-36" Richardsons, 192NHP Westgarth&Co.Ld.Mdb.	21 " 6	N †
31297 LCNB	**Ottar Jarl** (exPrinkipo) Wireless 2Dks	1459 1236 825					1921	Schiffs-u. Dockbauw. FlenderA.-G. Siems b/Lübeck	DetNordenfjeldske Dampskslsk.A/S	228·2|34·5|20·0 B58tH89t	Tr'ndheim Norwegian WB	T.3Cy.15¾",26"&43¾"-27¾" 99NHP VulcanWerke,Hamburg		N
31298 LCSA	**Ottawa** (exCraigisla) ssOsl.2ndNo.3-7,30 Spar dk(Stl)2trB &deep framing ssOsl.No.1-35 Cargo battens not fitted Now "Senta," see No. 40524 in Supplement	2468 2319 1543	✠100A1 Spar dk withfreeboard 7,35 ~~5,34~~	Rot Osl ✠LMC7,35	t	CL ~~5,34~~ 7,35	1906 3mo Lloyd	A.Rodger &Co. PortGlasgow 'sA&CP	~~A/S Ottawa~~Aktie- selskapetSenta (OleL.Lökke) WB=Cell	313·6|43·8|13·3 P29'B32'F30' 20·7 FK DBa&uE118'f186'	Porsgrunn Norwegian 5BHCem 623tAPT67t	T.3Cy.$21\frac{1}{16}$",35"&57"-39" (s) 180lb 80lb 248NHP 2SB,6cf,GS116,HS4220 A.Rodger&Co.Glasgow	23 " 3 s 3 " 8½ 19 " 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31299 155285	**Ottawalite** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	715 627 343	✠100A1 4,30 *For Service on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel 4,30 F.P. above 150° F.*	Mdb ✠LMC4,30		CL	1930 4mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilLd. (H.J Rahlves, *Mgr.*)	175·0 *Centre line bulkhead non-oiltight* *CellDBuE18'24t APT3t*	35·2	12·9	Montreal British FK 7*BHptCem ptAsp*	T.3Cy.13½",22"&37"-27" 180lb (*r*) 106NHP 1SB,3*cf*, HS2028 N.E.MarineEngCo.LdNwc	13″0 s 2″4 10″10½	
31300 LIWE	**Otter** (*ex*CanadianOtter-34, *ex*Chomedy-32, *ex*CanadianOtter) 2*Dks* *Now "Foo King," see No. 38102 in Supplement*	*3097* *2483* *1887*					1920	British American S.B.Co. Welland,Ont.	D/S A/S Otter (ValdemarSkoglandA/S)	320·0 P28'B96'F31'	43·9	22·7	Haugesnd Norwegian *WB*	T.3Cy.23",38"&63"-42" 257NHP JohnInglisCo.Ld Toronto		C
31301 139240 MPGQ	**Otterburn** (*ex*Jordaens) *ss*Bly.No.2-34 *Well deck* 1*Dk*(*Stl*)	1543 1131 861	✠100A1 ~~6,356,34~~ ~~3,35~~ 3,36 BS~~1,34~~ 6,35	Bly Cff ✠LMO MS6,34	*p*	CL ~~6,31~~ ~~6,35~~ 2,36	1925 4mo *Lloyd's A&CP*	Antwerp Eng.Co.Ld Hoboken	Smith,Hogg&Co. Ld.	240·2 Q181'F27' *CellDBa*81'*uE*16'*f*92'418*tFPT*46*t*	37·1	15·9	W.Hartlpl British FK 4*BHCem* *APT*101*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 175NHP 2SB,4*cf*,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17″9 s 4″10¼ 17″0¼	
31302 149879 MNVZ	**Otterhound** *ss*Rot.No.2-35 ~~*ss*Nwc.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck, Bracketless*	860 654 409	✠100A1 10,35 ~~11,34~~ BS~~7,34~~ 7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,27 F.P. above 150° F.*	Rot ✠LMO~~7,32~~ MS10,35	*l*	CL ~~1,34~~ 10,35	1927 8mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CoastalTankers, Ld.	190·5 P79'F25' *Trunk* 86' *CellDBuE*19'30*t FPT*	32·5	14·6	London British FK 8*BHptCem ptAsp* 65*t APT*30*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 148NHP 1SB,3*cf*,GS54,HS2186 FD Richardsons,Westgarth&Co.Ld.Mdb.	15″0 s 1″0¼ 14″2	
31303 139239 GMRV	**Otterpool** *ss*Cff.No.2-35 D.F. 1*Dk*(*Stl*)	4867 4637 2999	✠100A1 ~~5,35~~ 11,35	Cff ✠LMO5,35	*y*	CL 7,34	1926 7mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	PoolShippngCo.Ld (SirR.Ropner&Co.Ld.*Mgrs.*)	390·0 P30'B220'F40' *CellDB*345'1041*tFPT*180*t*	55·0	26·5	W.Hartlpl British FK 6*BHCem* *APT*179*t*	T 3Cy.25½",43"&71"-48" (*s*) 180lb *150lb* 439NHP 3SB,9*cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28″9 s 4″5¾ 24″6¼	
31304 DHSU	**Ottilie** (*ex*Thalia) 1*Dk*	465 458 286					1896	Act.Ges. "Weser" Bremen	Reed.JohannesIck, G.m.b.H.(Arthur Sommer,*Mgr.*)	150·6	24·0	16·2	Hamburg German *WB*	C.2Cy.16 5/16"&30 11/16"-20½" 36NHP A.G."Weser,"Bremen		G
31305 142322 GKBF	**Ottinge** (*ex*LordRhondda) *ss*Cff.No.1-35 *ss*Cff.No.3-9,30 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1744 1323 1029	✠100A1 10,35 ~~1,34~~ ~~MS9,30~~	Cff ✠LMO 10,35 ~~BS11,31~~	*q*	CL 4,34	1918 3mo *Lloyd's A&CP*	WoodSkinner&Co.Ld Newcastle	Constants(South Wales),Ld.(M. Constant,*Mgr.*)	260·4 Q153'F29' B*on*RQD52' *CellD B*212' 422*t FPT*92*t*	37·7	16·4	London British FK 4*BHCem* *APT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 207NHP 2SB,6*pf*,GS94,HS3412 J.Dickinson&Sons,Ld.Sld.	18″7 s 5″7 17″2	
31306 727 OHEA	**Otto** (*ex*Vera-32) *ss*Els.2ndNo.3-5,32 Wireless 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1227 1086 721	✠100A1 ~~6,35~~ ~~1,33~~ 2,36 BS~~7,34~~ 6,35	Upn Hfs ✠LMO5,32	*o*	CL ~~5,32~~ 6,35	1907 1mo *Lloyd's A&CP*	WoodSkinner&Co.Ld. Newcastle	HelsinginLloyd O/Y(H.Janhonen, *Mgr.*)	232·2 P22'B59'F29' *CellDBa&uE*86'*f*90'349*tFPT*	35·1	16·5	Helsingfrs Finnish FK 4*BHCem* 62*t APT*23*t*	T.3Cy.17½",29"&48 5/16"-33" 180lb *100lb* (*s*) 139NHP NDB22 1SB,3*cf*,GS51,HS2069 N.E.MarineEngCoLd.Nwc	18″10 s 2″3½ 16″8	
Broken up 31307 109039 MCLC	— 1*Dk*	836 596 360					1898	Caledon SB.&E.Co.Ld Dundee	~~Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines)~~	225·0 P17'Q61'B81'F48'	32·1	12·0	Hull British	T.3Cy.17",30"&52"-36" 162NHP CaledonS.B&E.Co.Ld.Dun		C
31308 DMAJ	**Otto Cords**	906 772 494					1910	Akt.Ges. "Neptun" Rostock	Dmpfsch.Ges.Aug. CordsG.m.b.H.	231·5 P&B177'F25'	33·8	12·0	Rostock German *WB*	T3Cy.14⅜",24 3/16"&38⅝"-26¾" 77NHP A.-G."Neptun,"Rostock		G
31309 OHDW	**Otto H.** (*ex*HelgaFerdinand, *ex*Goslar,*ex*Sprogö,*ex*Tertia) 1*Dk*	2158 1504 1217					1897	Flensburgr Schiffsb.Ges. Flensburg	BjörneborgShippingCo.(Werner Hacklin,*Mgr.*)	274·0 P18'Q86' *pt Awng dk*170'	39·7	16·5	Björnebrg Finnish *WB*	T.3Cy.19",31½"&52"-40" 170NHP FlensburgerSchiffsb.Ges.		G
31310 203658 WADF	**Otto M. Reiss** (*ex*LynfordE. Geer-34,*ex*JamesS.Dunham) *Mchy.Aft* D.F. 1*Dk*	4510 — 3358					1906	W.BayCity S.B.Co. West BayCityMich	ReissS.S.Co.	420·0	52·0	24·3	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevland		R
31311 OXXE	**Otto Petersen** D.F. 1*Dk*	2832 2471 1699					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Vendila (Svendsen& Christensen *Mgrs*)	326·8 P23'B216'F30'	48·3	19·8	Copnhagn Danish *WB*	C4Cy(2)18¼"&(2)39½"-39½" 164NHP HelsingörsJernsk.&Mskb.		C
31312	**Otto Schmidt** (*ex*Pskov-35, *ex*Bellatrix-34) 1*Dk*	3549 3260 2162					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P25'B114'F34'	48·8	23·3	Russian	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
31313 LEPH	**Otto Sinding** 1*Dk*	948 738 572					1910	Laxevaags Msk.&Jrnskb Bergen	A/S D/S OttoSinding(V.Torkildsen)	214·3 Q109*t*B51*t*F29*t*	32·2	12·8	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk.&Jrns.Bgn		N
31314 Broken up LCUW	**Otto Sverdrup** 1*Dk2trB*	3612 3307 2272					1904	JReadhead &Sons,Ld. South Shields	A/S D/S Otto Sverdrup (Bergh&Helland)	340·9 P87*t*H79*t*F57*t*	46·6	24·8	Bergen Norwegian *WB*	T.3Cy.24",40"&65"-45" 283NHP J.Readhead&Sons,Ld.		N
31315 PGPN	**Oud Beijerland** *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	402 — 240					1929	NV Indust. Maats. "DeNoord" Alblasserdam	T.denHartigh	148·9 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 47NHP Motorenfabr."Deutz" A.G.Koln-Deutz		V
31316 FNHP	**Oued El Abid** (*ex*ElAbid, *ex*Bergpolder) Wireless 1*Dk*	894 — 530					1920	J.Koster Hzn. Groningen	Cie.deNav.Paquet	198·6 Q46'B56'F22'	30·7	12·7	Marseilles French *WB*	T.3Cy.15",25"&39½"-26½" 80NHP L.Straatmann,Dordrecht		V
31317 FNIG	**Oued Fes** (*ex*Paz,*ex*Bath, *ex*Andromeda) 2*Dks*	2633 2313 1530					1913	Stettiner Oderwerke Stettin	Cie.deNav.Paquet	330·2 B77'F37'	46·2	18·9	Marseilles French	T.3Cy.23⅗",39⅖"&63"-43 3/10" 261NHP StettinerOderwerke		V
31318 FNHQ	**Oued Grou** (*ex*Peter) Wireless 1*Dk*	792 — 440					1921	D.W.KremerSohn Elmshorn	Cie.deNav.Paquet	195·5 Q63'B56'F26'	30·8	12·4	Marseilles French *WB*	T.3Cy.14½",23⅗"&37⅗"-25½" 72NHP Steen&KaufmannElmshrn		V
31319 FNHR	**Oued Mellah** (*ex*CapeSt.Lucia, *ex*Junon) *ss*Msl.No.3-10,30 *ss*Msl.No.1-35 2*Dks*(*Stl*)	2413 2149 1501	✠100A1 ~~9,35~~ ~~2,35~~ 4,36 BS3,36	Msl ✠LMC2,35	*s*	CL ~~6,33~~ N4,36	1918 12mo *Lloyd's A&CP*	Jos.T.Eltringham & Co.Ld. WillingtonQuay	Cie.deNav.Paquet	290·0 P24'B90'F31' *CellDBa*83'*uE*18'*f*128'600*t*	43·9	21·8	Marseilles French FK 5*BHCem* *APT*39*t*	T.3Cy.21",34½"&57"-39" (*s*) 180lb *100lb* 232NHP 2SB,6*cf*,GS110,HS3750 Jos.T.Eltringham&Co.Ld.	23″0 s 3″2 20″0	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quilles Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31320 CSHS	**Oued Mellah** Now "Feodolinda," see No. 40277 in Supplement Mchy. Aft 1Dk Carrying Petroleum in bulk	374 294 181					1924	Philip& Son Dartmouth	Empresa deNav. Luso-Marroquina, Ltda.	145·0	30·0	9·5	Lisbon Portuguese WB	C.2Cy.13½"&28"-20" 29NHP Philip&Son,Dartmouth		V
31321 FNHS	**Oued Sebou II** Ⓟ 2Dks	2448 2087 1360					1925	Forg.&Ch. de laMédit LaSeyne	Cie.deNav.Paquet	279·2 B41'	42·1	21·5	Marseilles French WB	T.3Cy.21 1/16",34½"&55½"-37¾" 188NHP Forg.&Ch.de laMédit.Msl.		V
31322 FNHT	**Oued Tiflet** (exKäteMartha) Wireless 1Dk	1194 — 689					1914	Nüscke& Co. Stettin	Cie.deNav.Paquet	234·1 P10'Q61'B57'F26'	35·4	14·0	Marseilles French WB	T.3Cy.16",26½"&43½"-27½" 99NHP Christiansen&Meyer,Har.		V
31323 FNHU	**Oued Yquem** (exNoordzee) Wireless 1Dk	1370 1103 723					1920	N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	Cie.deNav.Paquet	238·8 P22'B63'F21'	36·7	15·8	Marseilles French WB	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
31324 FNHV	**Oued Zem** (exAug.Borremans) 1Dk	1942 — 1173					1921	T vanDuijvendijks Lekkerkerk	Cie.deNav.Paquet	265·2 P24'B77'F30'	42·3	18·6	Marseilles French WB	T.3Cy.19",31"&52"-36" N.V.Versteeg's 162NHP Mschf.Hardinxveld		V
31325 FOOO	**Oueme** (exIngo) ssMsl.No.3-7,24 Well deck ssMsl.No.2-32 2Dks(StlU-ws)	3989 3389 2417	✠100A1 3,36 ~~12,31~~ MS12,32 ✠LMC BS~~6,31~~ 10,35 Carrying Vegetable Oil in forward deep tank	Msl	w	CL 8,33	1912 3mo	Akt.Ges. "Neptun" Rostock Lloyd's A&CP	Cie deNavigation Fraissinet Cell DBa97' uE & B42' f164' 940t DT f21' 918t FP T80t APT8t	361·5 P&B234'F45' FK	50·0	23·7	Marseilles French 7BHCem	T.3Cy.29 5/16",41"&68¾"-47¼" 200lb (s) 470NHP 3SB,9cf,GS148,HS6387 FD A.G."Neptun," Rostock	26 " 0 s3 " 2½ 23 " 0¼	
31326 FNHW	**Ouergha** (exBretta) ssOsl.No.3-2,25 ssMsl.No.2-33 1Dk(Stl)	1956 1702 1117	100A1 ~~5,25~~ ~~11,34~~ 4,36 BS~~1,36~~ 2,36 LMC5,33	Msl		OG ~~N2,32~~ ~~5,35~~ N9,35	1920	N.V.Schps. "DeMaas" Slikkerveer Lloyd's A&CP	Cie.deNav.Paquet CellDBa83'uE17' f102'531tFPT104 tAPT85t	269·1 P28'B74'F27' FK	42·1	18·1	Marseilles French 4BH	T.3Cy.19½",31½"&52"-35½" 180lb (s) 209NHP 2SB,6cf,GS110,HS3710 BurgerhoutsMchSchp.Rot	20 " 6 s2 " 9 17 " 11½	
31327 7828 JYCD	**Oura Maru** Ⓟ ssNag.No.3-6,14 Wireless ssNag.No.1-18 2Dks	672 507 379	✠ 10,21 ✠	Kob	k		1902 4mo	MitsuBishi Dkyd&EWks Nagasaki	NipponSalvage Co.Ld. WB=CellDBuE&B59'f59'128tDTa22'56tFPT18tAPT7t	185·7 B86'F35' FK	28·9	16·1	Nishino-miya Japanese 4BHCem	T.3Cy.13",22"&36"-27" 88NHP 1SB,3cf,GS47,HS1558 MitsuBishiD.&E.Wks.Nag	16 " 3	
31328 CSKT	**Ourem** (exSorcerer-33,exKildary) ssNwc.No.3-4,33 1Dk(Stl) Cargo battens not fitted	644 493 321	100A1 2,36 ~~4,35~~ BS~~4,33~~ 2,36 LMC4,33	Lis		CL ~~4,33~~ 2,36	1918	Smith's DockCo.Ld. Middlesbro' Lloyd's A&CP	C.A.Moreira& Cia.Ltda. CellDBuE26'20t FPT20t	175·0 B52' FK	30·0	15·7	Oporto Portuguese 5BHCem	T.3Cy.16",26"&44"-26" (s) 200lb 116NHP 1SB,3cf,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 " 6 s1 " 7 15 " 0½	
31329 128876 MDQP	**Ouse** ssGoo.No.3-2,24 ssGoo.No.2-33 1Dk(Stl)	1004 832 419	✠100A1 ~~6,35~~ ~~8,34~~ 1,36 ~~BS3,34~~ ✠LMC2,35 BS~~4,35~~ 1,36	Goo Ham	o	OG ~~8,33~~ 1,36	1911 11mo	W.Dobson &Co. Newcastle Lloyd's A&CP	London,Midland& ScottishRly. WB=CellDBa58'uE15'f91'182tFPT14tAPT31t	240·2 P38'B88'F35' FK	34·2	15·4	Goole British 5BHCem	T.3Cy.22¼",36"&61"-39" (s) 180lb 331NHP 2SB,6cf,GS124,HS4948 WllsndSlpwy.Co.Ld.Nwc.	16 " 4 s2 " 0½ 14 " 9½	
31330 160762 GTFM	**Ousebridge** ssBkn.No.1-32 D.F. 1Dk(Stl)	5601 5232 3533	✠100A1 2,36 ~~9,34~~ ✠LMC8,32 BS2,36	Shl	z	CL 9,34	1929 9mo	Furness S.B.Co Ld. Haverton Hill-on-Tees Lloyd's A&CP	North ofEngland S.S.Co.Ld.(Crosby Son &Co.Ld. Mgrs) CellDBa&uE136'f188'1365tFPT88tAPT117t	406·1 P33'B260'F39' FK	56·1	28·6	W.Hartlpl British 6BHptCem	T.3Cy.27 7/16",44"&73"-48"(s) 180lb 477NHP 3SB,9cf,GS161,HS6728 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 " 2 s4 " 11 26 " 5½	
31331 146227 MKXQ	**Ousel** ssMch.No.3-3,35 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy.	1533 1248 651	✠100A1 Shelter dk withfreeboard 5,36 ~~3,35~~ BS5,36 ~~BS3,34~~ ✠LMC3,34 ✠Lloyd'sRMC~~3,36~~ 11,35 for temp. 20° F.	Mch	r	CL 3,35	1922 1mo	Ferguson Bros.(Port Glasgow)Ld PortGlasgow Lloyd's A&CP	British&ContinentalS.S.Co.Ld. CellDB221'369t FPT37tAPT28t	271·3 F28'onShelter dk FK Collision BHtoShdk	39·1	16·6	Liverpool British Cem 4 " " U "	T.3Cy.20¼",34"&57"-39" (s) 185lb 278NHP 2SB,6cf,GS105,HS3904 FD FergusonBros.(Pt.Gl.)Ld.	18 " 9 s " 5½ 18 " 6	
31332 128732 ZSLJ	**Outeniqua** ssC.Tn.No.3-10,27 ssC.Tn.No.2-36 ~~ssC.Tn.No.1-31~~ 2Dks(2nddkStl)	994 942 489	✠100A1 4,36 ~~5,34~~ ~~BS5,34~~ ✠LMC~~4,34~~ 4,36	CTn	l	OG ~~2,33~~ N3,36	1915 2mo	Porsgrund Mek.Værks. Porsgrunn Lloyd's A&CP	Thesen'sS.S.Co.Ld. WB=CellDBa42'f86'141tFPT23tAPT24t	195·8 FK	30·1	21·2	CapeTown British 4BHCem	T.3Cy.14",23"&38"-27" (s) 180lb 109NHP 2SB,4cf,GS80,HS2060 PorsgrundMek.Værks.	22 " 6 s6 " 1½ 16 " 10	
31333 131393 MDQJ	**Overton** ssNwc.2ndNo.3-3,36 ~~ssBkn.No.3-4,24~~ Well deck ~~ssBkn.No.2-32~~ Mchy.Aft 1Dk(ptStl)	426 286 185	✠100A1 ~~7,35~~ ~~4,33~~ 3,36 ~~BS6,34~~ ✠LMC~~11,32~~ 7,35 3,36	Bkn Nwc	f	CL ~~3,33~~ 7,35	1911 10mo	JTEltringham&Co.Ld. South Shields Lloyd's A&CP	OvertonS.S.Co.Ld. (R.R.Clark)	143·5 Q81'B9'F25' FK WB=FPT	24·4 25·2	10·5	Liverpool British 3BHCem 24tAPT23t	C.2Cy.17½"&36"-24" (s) 180lb 74RHP 1SB,3cf,GS46,HS1408 BairdBros.NorthShields	11 " 9 s3 " 8½ 11 " 8	
31334 145740 GCVJ	**Ovington Court** (exAmblestone) ssSld.No.2-32 1Dk(Stl)&Shelter dk(Stl)	6095 5863 3772	✠100A1 Shelter dk withfreeboard ~~10,35~~ ~~12,34~~ 3,36 ~~BS11,35~~ ~~BS5,34~~ ✠LMC11,35	Sea ~~Nwc~~ Bkn	y	CL ~~7,32~~ 10,35	1924 3mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's A&CP	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld. Mgrs) CellDB349'1245t FPT124tAPT174t	400·0 F35'onShelter dk FK Collision BHto Sdk	53·0	32·7	London British Cem 5 " " U "	T.3Cy.26",43"&71"-48" (s) 180lb 425NHP 3SB,9cf,GS176,HS7171 Blair&Co.Ld.Stockton	35 " 2 s9 " 8 25 " 8½	
31335 135928 MGBN	**Oxbird** K ssHul.No.3-2,35 Mchy.Aft 1Dk	310 221 111	✠100A1 7,35 ~~2,35~~ ✠LMC2,35	Hul Shl		CL ~~1,33~~ 7,35	1916 3mo	Crabtree& Co.Ld. Gt.Yarmouth Lloyd's A&CP	R.&W.Paul,Ld.	135·0 Q47'F18' FK FPT29tAPT17t	23·2 24·3	9·5	Ipswich British 3BHCem	C.2Cy.17 3/16"&36 3/16"-24" (s) 180lb 53RHP 1SB,2pf,GS38,HS1370 Crabtree&Co.Ld.Gt.Yar.	10 " 7 s " 6½ 10 " 1	
31336 7018 SLDA	**Oxelösund** TwinSc ssLkr.No.3-9,35 ~~ssHam.No.2-31~~ OilEng. 1Dk(Stl)&Shelter dk(Stl) D.F. Cargo battens not fitted CruiserStern	5613 5223 2824	✠100A1 Shelter dk withfreeboard ~~9,33~~ ~~1,35~~ 2,36 DBS8,35 ✠LMC OS9,35 9,35	Got ~~Lkr~~	y	OG s7,34 P1,35	1923 8mo	Aktieb. Götaverken Gothenburg A&CP	TrafikAktieb. Grängesberg-Oxelösund(M.Waldenström, Mgr.) CellDBuE32'f105'651tDTf68'780t DTa103'1225t FPT58tAPT150t	393·7 F40'onShelter dk FK Collision BHto Sdk	53·4	30·9	Stockholm Swedish ptCem 6 " " U "	Oil Engines 4 S.C.SA 12Cy.23 5/8"-35 7/16" 629NHP DB100lb Aktieb.Götaverken,Got.	34 " 1 s8 " 1 26 " 2½	
31337 145515 CYMB	**Oxford** (exGlenorvie) Mchy.Aft 1Dk	1893 1577 1125					1923	Swan,Hunter&Wigham Richardson, LdSunderlnd	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British WB	T.3Cy.16",27"&44"-33" 111NHP McColl&PollockLd.Sld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31338 131454 GLZF	**Oxfordshire** Ⓟ TwinSc4Mst *ss*Bkn.No.3-10,24 *ss*Liv.No.2-33 D.F. Sub.Sig. 3*Dks*(*Stl–Uws*) &*Webframes*	8646 6620 5439	✠100A1 ~~8,35~~ ~~1,35~~ 3,36 BS~~1,35~~ ✠LMC12,52 12,35 *Fitted for oil*	Bkn *fuel*	*d*† 12,	CL S8,35 PN8,35 19*F.P.*	1912 9mo *Lloyd* *above*	Harland& Wolff,Ld. Belfast '*sA&CP* 150° F.	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB a* 123'*uE&B*	474·7|55·3|32·1 P52'B250'F78' FK 70'*f*218'1313*tFPT*	Liverpool British 8*BHCem* 92*tAPT*52*t*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) 906NHP 2D&2SB24*cf*GS394HS16014 Harland&Wolff,Ld.Bel.	35 ″ 4 s 7 ″ 7 28 ″ 2	BT till ~~10,35~~ 6,36
31339 139035 MFWS	**Oxshott** *ss*Shl.No.3-9,27 *ss*Shl.No.1-31 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1241 1022 761	✠100A1 7,35~~7,34~~ BS~~7,34~~ ✠LMC7,31 7,35	Shl	*o*	CL ~~8,33~~ 7,35	1915 5mo *Lloyd*	Campbeltn S.B.Co. Campbelt'wn '*sA&CP*	HudsonS.S.Co.Ld. *WB=CellDB*	230·0|35·8|15·6 Q79'B48'F24' FK *a*56'*uE& B*33'*f*102'	London British 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"-33" (*r*) 180lb 139NHP 2SB,4*cf*,GS72,HS2324 Rankin&BlackmoreLdGrk	17 ″ 7 s 1 ″ 4¾ 16 ″ 5	
31340 33998 JCPC	**Oyama Maru** (*ex*Tsurugisan Maru,*ex*Cardiganshire) 1*Dk& Spar dk&deep framing*	3857 3450 2371			...		1899	Sunderlnd S.B.Co.Ld. Sunderland	FujiShosenK.K.	356·0|45·2|18·7 P38'B92'F46' 26·5 FK	Kobe Japanese *WB*	T.3Cy.24",40"&64"-42" 292NHP N.E MarineEng.Co.Ld Sld	29 ″ 4	
31341 136269 GRFB	**Oyleric** (*ex*Barneson) *ss*Rot.No.3-7,26 *ss*Nwc.No.1-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6051 5744 3791	✠100A1 3,31 BS3,31 ✠LMC3,30 *CarryingPetr* *Fitted for oil*	Nwc *oleum* *fuel* 2,	*a*† *in* 14	CL 3,30 *bulk* *F.P. a*	1914 2mo *Lloyd* *bove* 1	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* 50° F.	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *WB=CellDBuB* *DT f*42'510*t*	420·3|54·6|32·4 P99'B26'F45' 41'116*t* FK *FPT*83*tAPT*38*t*	Glasgow British 17*BHCem* 9*BH to Udk* 8 ,, ,, 2*nd* ,,	T.3Cy.27",45"&74"-48" (*r*) 180lb 536NHP 3SB,9*cf*,GS180,HS7983 FD Hwthrn,Leslie&C.LdNwc.	32 ″ 8 s 7 ″ 1 25 ″ 11	
31342 133114 GRYS	**Ozarda** *ss*Cal.No.3-11,27 *ss*Cal.No.2-35~~*ss*Cal.No.1-30~~ 2*Dks*(*Stl*)	4791 4465 3038	✠100A1 8,35~~10,34~~ ~~BS10,34~~ ✠LMC~~12,36~~ 8,35	Cal	*y*	CL 2,33	1913 4mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*119' *uE*26'	380·0|51·5|27·5 P25'B124'F40' FK *f*169'1070*tAPT*44*t*	Glasgow British 6*BHCem*	T.3Cy.28",46"&77"-48" (*s*) 180lb 603NHP 3SB,12*pf*,GS213,HS9174 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s5 ″ 7¾ 24 ″ 7	
31343 218922 KJTV	**Ozark** (*ex*LakeSavus) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5|43·9|25·9 P25'B65'F26' FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 ″ 5	R †
31344 217839	**Ozette** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6078 5734 4490					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	402·5|53·0|32·0 P34'B81'F38'	Seattle Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft HallidayMachineryCo. Spokane,Wash.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où sont ou étaient dans le L. R. Dates Cert. B. of Trade
31345	**P. Aboitiz** *OilEng.* 1*Dk*	321 271 187			...		1928	HongKong &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina,Inc.	134·0 B21'F27' FK	27·1	10·5	Cebu,P.I. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.11"-19¼" 70NHP Mtrfbrk.DeutzA.G. Cologne-Deutz	11 ″ 2	
31346 3805	**P. E. Crowley** (exBuffalo) *Mchy.Aft* 2*Dks*	4077 — 3398					1899	UnionD.D. Co. Buffalo,N.Y.	Gt.LakesTransit Corpn.	381·7	50·5	28·0	BuffaloNY Utd. States *WB*	Q4Cy20½"29¾"43½"&63"-42" 257NHP ClevelandS.B.Co.Clevelnd		
31347 LEFJ	**P. G. Halvorsen** 1*Dk*	1101 984 663					1912	Bergens Mek.Værks. Bergen	A/S Thv.HalvorsensRederi (A/S Thv.Halvorsen, *Mgrs.*)	226·3 H56*t*F31*t*	36·5	15·9	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"-30" 116NHP BergensMekVærksBergen		N
31348 FOSC	**P. L. M. 12** *ss*Msl.No.3-9,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~6,35~~ ~~8,34~~ 5,36 BS~~9,34~~ 10,35	Cff Msl ✠LMC9,35	*w*	CL ~~8,32~~ 5,36	1921 1mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP *CellDB*297'810*t Topside tanks*243'770*t FPT*280*t APT*195*t*	Soc.Nationale d'Affrêtements	345·0 P97'B30'F35' FK	49·5	25·0	Rouen French 6*BHCem*	T.3Cy25",41"&68"-45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS173,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 4 ″ 9½ 22 ″ 8	
31349 FOSD	**P. L. M. 13** *ss*Msl.No.3-4,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~6,35~~ ~~7,34~~ 5,36 MS5,33	Rot Msl ✠LMC BS~~11,34~~ 12,35	*w*	CL 7,34	1921 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP *CellDB*297'810*t Topside tanks*243'770*t FPT*280*t APT*195*t*	Soc.Nationale d'Affrêtements	345·0 P97'B30'F35' FK	49·5	25·0	Rouen French 6*BHCem*	T.3Cy25",41"&68 7/16"-45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9½ 22 ″ 8	
31350 FOSE	**P. L. M. 14** *ss*Msl.No.3-6,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~5,35~~ 12,35 BS~~10,34~~ 11,35	Shl Rot ✠LMC10,33	*w*	CL ~~6,35~~ 12,35	1921 6mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks*	345·0 P97'B30'F35' FK 243'770*t FPT*280*t*	49·5	25·0	Rouen French 6*BHCem* *APT*195*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9½ 22 ″ 8	
31351 FOSF	**P. L. M. 15** *ss*Msl.No.3-10,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks*	3754 3416 1931	✠100A1 10,35 ~~1,35~~ BS~~11,34~~ 1,36	Rot Msl ✠LMC11,33	*w*	CL 1,35	1921 10mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP *CellDB*297'810*t Topside tanks*243'770*t FPT*280*t APT*190*t*	Soc.Nationale d'Affrêtements	345·0 P97'B30'F35' FK	49·5	25·0	Rouen French 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9½ 22 ″ 8	
31352 FOSG	**P. L. M. 16** *ss*Msl.No.3-12,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 4,36 ~~4,35~~ BS~~1,35~~ 1,36	Brt Msl ✠LMC2,34	*w*	CL ~~2,33~~ 4,36	1921 12mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks*	345·0 P97'B30'F35' FK 243'770*t FPT*280*t*	49·5	25·0	Rouen French 6*BHCem* *APT*190*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9½ 22 ″ 8	
31353 FOSH	**P. L. M. 17** *ss*Msl.No 3-3,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~6,35~~ ~~3,35~~ 4,36 BS4,35	Msl ~~Cff~~ Rot ✠LMC4,34	*w*	CL ~~8,34~~ 4,36	1922 2mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP *CellDB*297'810*t Topside tanks*243'770*t FPT*280*t APT*190*t*	Soc.Nationale d'Affrêtements	345·0 P97'B30'F35' FK	49·5	25·0	Rouen French 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS5380 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9½ 22 ″ 8	
31354 FOSI	**P. L. M. 20** *ss*Rot.No.3-10,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks*	5417 5121 2741	✠100A1 ~~6,35~~ ~~8,34~~ 5,36 MS12,32	Rot ~~Bry~~ ✠LMC BS~~1,34~~ 6,35	*z*	CL N10,33	1920 12mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP *CellDBuE&B78'f*263'1224*t Topside tanks* 302'1353*t DTf*14'373*t FPT*144*t APT*244*t*	Soc.Nationale d'Affrêtements	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 529NHP 3SB,9*cf*,GS308,HS7905 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31355 FOSJ	**P. L. M. 21** *ss*Msl.No.3-3,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks*	5417 5121 2741	✠100A1 3,36 ~~2,35~~ MS3,33	Rot ✠LMC BS~~8,34~~ 8,35	*z*	CL ~~4,33~~ 3,36	1921 2mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B78'f*253'1224*t Topside tanks* 302'1353*t DTf*14'373*t FPT*144*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q4Cy23¾",32½",47"&68"-48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEngCo.LdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31356 FOSK	**P. L. M. 22** *ss*Rot.No.3-8,33 *Mchy.Aft* D.F, 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 2,36 ~~3,35~~ MS8,33	Rot ✠LMC BS4,35	*z*	CL ~~8,32~~ 2,36	1921 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B78'f*263'1224*t Topside tanks*302'1353*t DTf*14'373*t FPT*144*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q4Cy23¾",32½",47"&68"-48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31357 FOSL	**P. L. M. 23** *ss*Msl.No.3-7,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 1,36 ~~2,35~~ MS6,33	Rot ✠LMC BS2,35	*z*	CL 6,33	1921 6mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP *CellD BuE&B78'f*263'1224*t Topside tanks* 302'1353*t DTf*14'373*t FPT*144*t APT*244*t*	Soc.Nationale d'Affrêtements	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31358 FOSM	**P. L. M. 24** *ss*Msl.No.3-1,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2672	✠100A1 7,35 ~~1,35~~ MS2,34	Msl Cff ✠LMC BS~~8,34~~ 8,34	*z*	CL 8,34	1921 12mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B81'f*260'1286*t Topside tanks*323'1519*t DTf*14'373*t FPT*120*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons, Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
31359 FOSN	**P. L. M. 25** *ss*Shl.No.3-11,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 4,36 ~~4,35~~ MS7,34	Msl Rot ✠LMC BS~~2,35~~ 2,36	*z*	CL 5,34	1922 3mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B81'f*260'1286*t Topside tanks*323'1519*t DTf*14'373*t FPT*120*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
31360 FOSO	**P. L. M. 26** *ss*Shl.No.3-3,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 3,36 ~~3,35~~ MS4,34	Shl Msl ✠LMC BS3,35	*z*	CL 3,35	1922 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B81'f*260'1286*t Topside tanks*323'1519*t DTf*14'373*t FPT*120*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
31361 FOSP	**P. L. M. 27** *ss*Msl.No.3-5,35 ~~*ss*Cff.No.2-30~~ *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 5,35 ~~7,34~~ ~~MS7,34~~	Shl Msl ✠LMC~~7,30~~ 11,34	*z*	CL 7,34	1922 7mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'s A&CP	Soc.Nationale d'Affrêtements *CellDBuE&B81'f*260'1286*t Topside tanks*323'1519*t DTf*14'373*t FPT*120*t APT*244*t*	400·0 P127'B30'F40' FK	56·0	28·4	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"-48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 3 25 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7″ Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31362 5771 SFYD	**P. L. Påhlsson** (exHarriet, 4Mst exEidsborg,exHarald) 1Dk	1481 1277 847					1916	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Vidar (B.L.Påhlsson, Mgr.)	242·6 P32'B63'F19'	39·4	16·8	Hlsngborg Swedish WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		V
31363 OZCA	**P. Madsen** 1Dk	1804 1619 1071					1924	A/S Aal- borgSkbsv. Aalborg	A/S Dampskslsk. Vendila(Svendsen &Christensen Mgrs.)	276·8 P18'B169'F33'	42·1	17·8	Copnhagn Danish WB	T.3Cy.21",33"&55"-36" 181NHP A/SFrichsAarhus		C
31364 SVOW	**P. Margaronis** (exSocrates) 2Dks	4979 4731 3173					1913	Russell& Co. Pt.Glasgow	D.P.Margaronis	405·3 P37'B119'F46'	52·2	27·4	Piræus Greek WB	T 3Cy.26",42"&70"-48" 339NHP Rankin&Blackmore,Grk.		C
31365 OXSE	**P. N. Damm** D.F. 1Dk	2832 2471 1699					1929	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskslsk. Vendila(Svendsen &Christensen)	326·8 P22'B217'F31'	48·3	19·8	Copnhagn Danish WB	C.4Cy.(2)$18\frac{5}{16}$"&(2)39⅜"- 39⅜" 162NHP HelsingörsJernsk&Mskb.		C
31366 1935 IRRB	**Pace** (exSous-34,exDonator, exWestfalia) Wireless 1Dk2trB	1026 826 618					1899	Akt.Ges. “Neptun” Rostock	Quintino Viglienzoni	237·4 228·2 Q17tB104tH6t F20t	34·1	12·8	Genoa Italian WB	T.3Cy.14⅜",24¼"&38⅝"-23⅝" 72NHP A.G.“Neptun,”Rostock		I
31367 149654 GNJY	**Pacheco** OilEng. ssAnt.No.1-32 Wireless 1Dk(Stl)&Shelter dk(Stl)	1346 1055 530	✠100A1 Shelter dk withfreeboard 5,35 ~~5,34~~	Liv ✠LMC CS 5,35 5,33 7,34	r	CL 3,34	1927 12mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	MacAndrews&Co. Ld. CellDB220'329t FPT17t APT38t	270·1 B70' FK	39·1	15·6	Liverpool British 5BHptCem (Coll to Sh dk 4 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
31368 213769 KDZV	**Pacific** ssBal.No.3-2,27 ssBal.No.2-35 ~~ssBal.No.1-32~~ 2Dks(Stl)&Web frames Longitudinal framing	6034 5394 4380	✠100A1 7,35 ~~1,32~~ Fitted for oil fuel 11,15 F.P. above 150° F.	Bal 7,35 ✠LMC ~~1,32~~	z	CL ~~1,32~~ 6,35	1915 11mo	Union Iron WorksCo. SanFrancisco A&CP	ArgonautLine,Inc. WB=CellDBa100'uE 28' f 188' 1236t DT at sides of tunnel 30' 223t DTf30'405t FPT 80tAPT200t	400·0 P57'B73'F40' FK	56·2	29·4	NewYork Utd.States BHAsp	1DR GearedSteamTurbine 210lb (s) 498NHP 3SB,HS7704 GeneralElectricCo. Schenectady,N.Y	32 ″ 0 s 6 ″ 9¾ 25 ″ 4¾	
31369 5657 SFZN	— TwinSc3Mst OilEng. ssGot.No.3-9,27 ssMmo.No.1-31 2Dks(Stl)&Shelter dk(Stl)	3731 3350 2232	✠100A1 Shelter dk withfreeboard 8,35 ~~11,34~~ ~~DBS9,31~~	Skm Lkr DBS7,35 ✠LMC9,31	w	OG P12,32 S8,33	1914 12mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) DBa69'uE	360·0 WB=Cell FK 37'f212'1138t FPT	51·6	22·1	Stockholm Swedish 6BHptAsp 74tAPT53t	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB80lb AktBurmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4¼ 23 ″ 4	
31370 147081 GJTQ	— ssHul.No.1-27 1Dk(Stl)	2816 2525 1701	✠100A1 5,31 BS4,31	Kel LMC MS5,31	u	CL 7,30	1923 5mo Lloyd	Murdoch& Murray,Ld. Pt.Glasgow 'sA&CP	SirW.H.Cockerline CellD	324·0 P28'B88'F34' FK B 273' 646t FPT70t	44·2	23·1	Hull British 6BHCem APT57t	T.3Cy.21",33"&57"-39" (s) 180lb 265NHP 2SB,6cf,GS121,HS4698 ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ 6 s 4 ″ 1 21 ″ 10	
31371 OZIB	— TwinSc (CableVessel) Wireless 1Dk&Spar dk	1570 934 728					1903	Akt.Bur- meistr&Wain Copenhagen	DetStoreNordiske TelegrafSelskab	264·6	35·8	21·5	Copnhagn Danish WB	T.6Cy.16½",27"&45"-27" 210NHP AktBurmeistr&Wain,Cpn		V
31372 164258 MERB	**Pacific Coast** TwinSc For full particulars see No. 39601 in Supplement OilEng. D.F. E.S.D. Mchy.Aft CruiserStern	~~1120~~ 1510 872 664	100A1 withfreeboard (Class Contemplated)				1935	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	~~250·0~~ B37'F32' 251·7	~~38·0~~ 38·1	13·1	Liverpool British	Oil Engines 2S.C.SA 10Cy.13⅜"-$22\frac{7}{16}$" BritishAuxiliaries,Ld.Gov.	15 ″ 3 s ″ 2 15 ″ 2⅜	
31373 146516 GFTV	**Pacific Commerce** (exDominion Miller) OilEng. ssLon.No.3-5,34 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl)	5089 4713 3143	✠100A1 Shelter dk withfreeboard 1,36 ~~4,35~~ ✠LMC CS5,34 5,34 Adapted for carrying oil fuel in fore peak (5,31) F.P. above 150° F.	Lon Hpl DBS5,34	a†	CL 3,35	1922 2mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	BrynymorS.S.Co Ld. CellDB364'	420·0 FK 1299t MT26'1007t	54·0	25·0	London British ptCem CollisionBH to S dk 6 ,, ,, U ,, DTa33' 943t	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"-91¼" 2DB100lb 640NHP W.Doxford&Sons,Ld.Sld. FPT105tAPT127t	29 ″ 0 s 3 ″ 7¾ 25 ″ 7	
31374 149949 GBPY	**Pacific Enterprise** TwinSc OilEng. ssGls.No.1-31 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	6722 6022 4125	✠100A1 withfreeboard 11,35 ~~12,34~~ ✠LMC CS1,33 7,35 ~~5,33~~ ✠Lloyd'sRMC ~~12,34~~ 3,36 ~~7,35~~	Gls 3,36 DBS~~3,36~~	c†	CL 2,34	1927 12mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP CellDB380'	Norfolk&N.Ameri- canStmShpg Co.Ld (Furness,Withy& Co,Ld.Mgrs.) 1480t MT 28' 908t	435·9 F40' FK Duct keel fwd.of Mchy.space163' (Tanks at sides of	60·2	29·0	London British 7BHptCem Coll to Sh dk 6 ,,2nd,,) tunnels 299t	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 946NHP DB100lb J.G.Kincaid&Co.Ld.Grk. FPT154tAPT147t	32 ″ 1 s4 ″ 5 27 ″ 11¾	
31375 160468 GBJC	**Pacific Exporter** TwinSc OilEng. ssGls.No.1-32 E.S.D. 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. D.F. CruiserStern	6723 6023 4125	✠100A1 withfreeboard ~~6,35~~ ~~7,34~~ 3,36 ✠LMC CS2,33 10,35 ~~2,33~~ ✠Lloyd'sRMC ~~10,34~~ 2,36 ~~6,35~~	Gls ~~Mch~~ Vcr DBS10,35	c†	CL 7,34	1928 5mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP CellDB380'	Norfolk&N.Ameri- canStmShpg Co.Ld (Furness,Withy& Co.Ld.Mgrs.) Duct keel forward 1480t MT 28' 908t	435·9 F40' FK (ofMchy.space163' Tanks at sides of	60·2	29·0	London British 7BHptCem Coll to Sh dk 6 ,, 2nd ,,) tunnels 299t	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 946NHP DB 100lb J.G.Kincaid&Co.Ld.Grk. FPT154tAPT147t	32 ″ 1 s4 ″ 5 27 ″ 11¾	
31376 160412 GFBS	**Pacific Grove** TwinSc ssGls.No.1-33 OilEng. D.F. 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. E.S.D. CruiserStern	7114 6388 4316	✠100A1 withfreeboard 7,35 ~~7,34~~ ✠LMC CS7,33 11,35 ~~7,34~~ ✠Lloyd'sRMC ~~3,35~~ 11,35	Gls DBS~~7,34~~6,35	d†	CL 6,33	1928 4mo Lloyd	Deutsche WrkeKielAG Kiel 'sA&CP Cell DB397'	Furness,Withy& Co.Ld. Duct keel forward of Machinery space (CollBH&AP 1322t Tanksinway of tunnels 320tDTf28'910tFPT168tAPT167t	450·4 F39' FK 8BH	60·8	29·7	London British ptCemptAsp BHto Sh dk 5,, ,, 2nd,, 1,, ,, 3rd,,)	Oil Engines 4S.C.SA 12Cy.29½"-47¼" 1014NHP 2DB 100lb DeutscheWerkeA.G.Kiel	32 ″ 6 s4 ″ 7¾ 28 ″ 2¼	
31377 217727 KJTZ	**Pacific Hemlock** (exWestHelix) Fitted for oil fuel 2Dks	5651 5272 3517					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles		R
31378 26831 JPED	**Pacific Maru** ssNag.No.3-7,32 2Dks(Stl)&Awng dk(Stl)	5873 5590 4257	✠100A1 Awng dk withfreeboard 9,35 ~~10,34~~ Fitted for oil fuel 11,20 F.P. above 150° F.	Kob 9,35 ✠LMC~~10,34~~	y	~~OG~~ ~~10,34~~ CL 9,35	1920 11mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	TamaiShosenK.K. CellDB327'1126t	385·0 FK Collision FPT127tAPT 94t	51·0	36·0	Hashidate Japanese ptCem BHto Aw dk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48"(s) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
31379 217981 KJUB	**Pacific Oak** (exWestHembrie) Fitted for oil fuel Sub.Sig. 2Dks	5622 5303 3499					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States WB	T.3Cy 24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
31380 220199 KJUC	**Pacific Pine** (exWestNorranus) Fitted for oil fuel 2Dks	5435 — 3392					1920	S.Western S.B.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd. States WB	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, s'il n'est dans le L.R. Durée Cert. Bd of Trade
31381 160361 GMPX	**Pacific Pioneer** TwinSc *OilEng.* ssGls.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	6723 6023 4126	✠100A1 *withfreeboard* 4,35 DBS4,35 ✠LMC1,32 ✠Lloyd'sRMC~~1,35~~ 12,35	Gls	*c*†	CL s2,34 P4,35	1928 2mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld.*Mgrs.*) *Duct keel forward of Mchy.space*163' *CellDB*380'1480t*MT*28'908t *Tanks at sides of tunnels*299t*FPT*154t*APT*147t	435·9 F40'	60·2	29·0 FK	London British 7*BHptCem* (*Coll to Sh dk* 6,, 2nd,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 1 s 4 ″ 5 27 ″ 11¼	
31382 160376 GDQY	**Pacific President** TwinSc *OilEng.* ssGls.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	7114 6388 4316	✠100A1 *withfreeboard* 6,35 ~~7,34~~ DBS7,35 ✠LMC CS7,33 10,35 ~~7,33~~ ✠Lloyd'sRMC~~11,34~~ 2,36~~6,36~~	Mch Gls	*d*†	CL s7,33 P7,34	1928 3mo Lloyd	Deutsche WrkeKielAG Kiel '*sA&CP*	Furness,Withy&Co.Ld. *Duct keel forward of Mchy. space*174' *CellDB*397'1322t*Tanks in way of tunnels* 320t *DTf*28'910t*FPT*168t*APT*167t	450·4 F39'	60·8	29·7 FK	London British 8*BHptCem* *ptAsp* (*CollBH&APBH to Sh dk* 5,, ,, 2nd,, 1,, ,, 3rd,,)	Oil Engines 4S.C.SA 12Cy.29½"-47¼" 1014NHP 2DB-*100lb* DeutscheWerkeKielA.G.	32 ″ 6 s 4 ″ 7½ 28 ″ 2¼	
31383 161291 GDYL	**Pacific Ranger** TwinSc *OilEng.* ssGls.No.1-33 *Ref.Mchy* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D. *CruiserStern*	6866 6114 4186	✠100A1 *withfreeboard* 1,36~~6,34~~ DBS~~6,32~~0,35 ✠LMC CS6,33 6,33 ✠Lloyd'sRMC~~1,36~~ ~~9,35~~ 1,36 *CarryingLinseed oil in deep tank*	Gls	*c*†	CL ~~6,32~~ 4,35	1929 9mo Lloyd	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Furness,Withy&Co.Ld. *Duct keel fwd. of mchy.space* *Cell DB*380' 1423t *MDT*28'906t *Tanks in way of tunnels* 325t *FPT*152t *APT*128t	436·4 F40'	60·3	29·2 FK	London British 8*BH* (*Coll to Sh dk* 7 ,, 2nd,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 946NHP DB-*100lb* Akt.Burmeistr&Wain,Cpn	32 ″ 0 s 4 ″ 4½ 27 ″ 10½	
31384 216333 KJUD	**Pacific Redwood** (*ex*Westmount) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5683 5082 3557			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5 P44'B115'F47'	54·2	27·4 FK	NewYork Utd.States *WB*	T3.Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
31385 149888 GJZD	**Pacific Reliance** TwinSc *OilEng.* ssGls.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	6717 6022 ~~4120~~ 4121	✠100A1 *withfreeboard* 5,35~~6,34~~ DBS1,36 ~~[illegible]~~ ✠LMC5,32 ✠Lloyd'sRMC~~5,34~~ ~~5,35~~ 1,36	Mch Gls	*c*†	CL P5,34 s5,35	1927 9mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld.*Mgrs.*) *Duct keel fwd. of Mchy.space*163' *CellDB*380'1480t*MT*28'908t *Tanks at sides of tunnels* 299t*FPT*154t*APT*147t	435·9 F40'	60·2	29·0 FK	London British 7*BHptCem* (*Coll to Sh dk* 6,, 2nd,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 1 s 4 ″ 5 27 ″ 11¼	
31386 147593 GKBV	**Pacific Shipper** ssGls.No.2-31 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3rd*Dk*(*Stl*)*inNos.*1&2*holds* E.S.D.	6304 5298 3850	✠100A1 *withfreeboard* 1,36~~4,35~~ DBS12,35 ~~DBS10,34~~ ✠LMC10,31 ✠Lloyd'sRMC~~4,34~~ 1,36	Gls	*b*†	CL ~~3,35~~ 1,36	1924 3mo Lloyd	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Furness,Withy&Co.Ld. *Duct keel forward of Boiler space* 128' *CellDB*358'1284t *DTa*16'614t*DTf*22'996t*FPT*120t*APT*126t	420·0 F41'	58·0	28·1 FK	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2nd,,)	Oil Engines-S2.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP 2DB-*125lb* W.Doxford&Sons,Ld.Sld.	30 ″ 11 s 3 ″ 11½ 27 ″ 1¾	
31387 220634 KJUF	**Pacific Spruce** (*ex*WestCanon) *Fitted for oil fuel* 2*Dks*	5509 — 3426					1920	Western Pipe&Steel Co.SFrncisco	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP JoshuaHendyCo.S.Fo.		R
31388 229252 WQDL	**Pacific Sun** ssPhl.No.1-34 GyC. *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	9097 8521 5522	✠100A1 ~~6,35~~~~11,34~~5,35 ~~DBS11,34~~ ✠LMC6,34 DBS3,36 ✠LMC(M)9,35 *CarryingPetroleum in bulk*	Phl	*e*†	CL ~~N11,33~~ 6,35	1929 12mo Lloyd	SunS.B. &D.D.Co. Chester,Pa. '*sA&CP*	MotorTankship Corp. *CellDBuE*76'*f*40'488t*FPT*186t *APT*84t	480·6 P79'F48'	66·0	36·8 FK	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 2WaterTubeDB*200lb* 690NHP SunS.B.&D.D.Co.	37 ″ 0	
31389 147652 GKPB	**Pacific Trader** ssGls.No.2-32 *OilEng.* E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd*Dk*(*Stl*)*inNos.*1&2*holds* D.F.	6327 5298 3935	✠100A1 *withfreeboard* 12,35~~1,35~~ DBS12,35 ~~DBS8,31~~ ✠LMC8,32 ✠Lloyd'sRMC~~4,34~~ ~~7,35~~ 5,36~~12,35~~	Gls	*b*†	CL 1,35	1924 5mo Lloyd	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Furness,Withy&Co.Ld. *Duct keel forward of boiler space* 128' *CellDB*358'1284t *DTa* 16' 614t *DTf*22'996t*FPT*120t*APT*126t	420·0 F41'	58·0	28·1 FK	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP 2DB-*125lb* W.Doxford&Sons,Ld.Sld	30 ″ 11 s 3 ″ 11½ 27 ″ 1¾	
31390 176279	**Pacita** WoodAuxSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	362 343 274					1918	.... Negros,P.I.	M.Tuason	158·8	28·3	11·1	Manila Utd.States	Oil Engines 2S.C.SA 4Cy.10½"-12½" 78NHP FairbanksMorseCo.Ld.		
31391 120705 GQYS	**Pacuare** ssSws.2ndNo.3-10,32 *Ref.Mchy.* 4*Dks*(*Stl-Uws*) D.F.	3896 3576 2473	✠100A1 ~~5,35~~~~9,34~~12,35 BS~~5,34~~ ✠LMC5,32 7,35	Sws	*x*	CL ~~3,33~~ 5,35	1905 5mo Lloyd	Workman, Clark&Co.Ld Belfast '*sA&CP*	Elders&Fyffes, Ld. *WB=CellDBa*79'*uE&B*65'*f*131'770t *Tanks at sides of tunnel*31'P85tS75t	367·3 F43'	46·8	29·3 FK	Belfast British 4*BH only* *Cem*	T.3Cy.27",44"&75"-48" (*s*) 190lb 577NHP 4SB,*16cf*,GS314,HS10800 Wrkman,Clark&Co.LdBel	32 ″ 6 s 7 ″ 2 25 ″ 9	
31392 17 IRRK	**Padenna** (*ex*Houthulst-~~32~~,*ex*Altona, *ex*HermanSauber) 1*Dk*	1589 1239 971					1904	Schiffsw.v. H.KochA.G. Lübeck	Marittima RavennateSoc. Anon.	282·0 P15'Q68'B63'F24'	36·7	16·2	Ravenna Italian *WB*	T.3Cy.20½",33½"&53½"-33½" 163NHP J.F.Ahrens,Altona		I
31393	**Padilla** (*ex*LakeCrescent) Now "Morea," see No. 39073 in Supplement 1*Dk*	2054 1688 1251			...		1918	Chicago S.B.Co. Chicago		247·2 P25'B64'F22'	43·5	18·3 FK	Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCo.CleveIndO	20 ″ 4	R †
31394 219936 KUQG	**Padnsay** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4838 4374 2977					1920	ToddD.D. &Const.Co. Tacoma	AmericanWest AfricanLine,Inc. (BarbersSS.Lines, Inc.*Mgrs.*)	380·4 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&71¼"-48" 352NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
31395 CSGN	**Pádua** (*ex*Teeco-34) ssBrs.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	665 522 359	100A1 6,35~~10,34~~ BS~~10,34~~ ✠LMC1,34 10,35	Brs Ant	*j*	CL 1,34	1925 8mo Lloyd	Nordd. UnionWerke AG Tönning '*sA&CP*	EmprezaMaritima doNorte,Lda. *CellDBuE&B*57'*f*90'214t*FPT*34t*APT*6t	174·3 Q38'B80'F28'	29·2	12·7 FK	Oporto Portuguese 3*BH Asp*	T3Cy14$\frac{3}{16}$"22$\frac{13}{16}$"&37$\frac{7}{16}$"-23⅝" 192lb (*s*) 98NHP 2SB,*4cf*,GS61,HS1798 Waggon&MschAG Görlitz	14 ″ 11 s ″ 10½ 14 ″ 2	
31396	**Paez** TwinSc ssN.Yk.No.1-31 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2649* *1890* *1511*	✠100A1 1,35 BS1,36 ~~[illegible]~~ ✠LMC10,31 *CarryingPetroleum in bulk* *Fitted for oil fuel*9,27 *F.P. above* 150° F.	Cco	*t*	CL 1,36	1927 9mo Lloyd	Palmers' Co.Ld. Newcastle '*sA&CP*	VenezuelanGulfOil Co. *CellDBuE&B*42' 107t *FPT*194t *APT*85t	305·3 P69'B22'F33' *Trunk*181'	50·2	16·3 FK	Maracaibo Venezuelan 11*BHptCem*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,*6cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
31397 55 ICAI	**Paganini** Ⓟ ssFiu.No.1-32 *OilEng.* 2*Dks*(*Stl*)	2427 1838 1421	✠100A1 ~~3,34~~~~1,35~~ 12,35 DBS~~4,34~~ ✠LMC5,32 6,35	Fiu Gen	*s*	CL ~~N3,32~~ 8,35	1928 10mo Lloyd	Cant.Nav. Triestino Monfalcone '*sA&CP*	AdriaSoc.Anon.di Nav.Maritt. *CellDB*213'404t*FPT*58t*APT*57t	294·0 281·3 P29'B84'F36'	40·1 40·1	21·1 21·1 FK	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31398 331 ICNY	**Pagao** (*ex*Formia-35,*ex*Volsinio) *Fitted for oil fuel* *Mchy.Aft* D.F. 2*Dks*	6101 4548 3618					1922	G.Ansaldo &Co.S.A. Ital SestriP'nente	"Polena"Società diNavigazione	393·2	51·7	28·4	Naples Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		CI
31399 SVJG	**Pagasitikos** (*ex*Sicily-33) *Longitudinal framing* 1*Dk*&*Shelter dk*	*3457* *3209* *2146*					1914	Richardsn, Duck&Co.Ld. Stockton	M.A.Embiricos	380·5 P22'F40' *on Shelter dk*	48·0	22·4	Andros Greek *WB*	T.Cy 26",42"&70½"-45" 352NHP Blair&Co.Ld.Stockton		C
31400 220710	**Pagasset** *Fitted for oil fuel* 2*Dks*	5527 4985 3965					1920	Atlantic Corp. Prtsmth,N.H	UnitedStates ShippingBoard Bureau	410·5 P44'B115'F47' *WB*	54·2	27·0	Portsmth N.H. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH		
31401 PKGD	**Pahud** 2*Dks*	2069 1570 1180					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39$\frac{5}{16}$"-39$\frac{5}{16}$" 193NHP Maats.Fyenoord,Rot.		V
31402 7156 SINA	**Pajala** TwinSc *OilEng.* *ss*Got.No.2-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	*6873* *6423* *3655*	✠100A1 *Shelter dk* *with freeboard* 10,35 ~~4,35~~ DBS~~7,34~~7,35 ✠LMC CS5,33 3,35	Rot Ant	*z*	OG s1,34 P10,35	1924 10mo *Lloyd'sA&CP*	A.B.Götaverken Gothenburg	TrafikaktiebGrängesberg-Oxelösund (M.Waldenström, *Mgr.*) *CellDBuE*45'*f*197'1282*tMT*37'1511*t Tanks at sides of tunnels*84'1011*tFPT*190*tAPT*90*t*	418·8 F36'*on Shelter dk* FK *Coll*	55·1	33·6	Stockholm Swedish 8*BHptCem* *BH to Sh dk*	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" DB*100lb* 629NHP A.B.Götaverken,Got.	37 " 6 s 9 " 1¾ 28 " 6½	
31403 131759 GBMK	**Pakeha** TwinSc *ss*Gls.2ndNo.3-1,36 ~~*ss*Lon.No.3-12,32~~ ~~*ss*Lon.No.2-31~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	7909 7390 5029	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~12,34~~ ✠LMC12,34 ~~MS5,31~~ ✠Lloyd'sRMC~~5,35~~1,36	Liv Gls BS1,36 ~~BS12,34~~	*e*†	CL ~~s10,32~~ P12,34 s1,36	1910 8mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	Shaw,Savill& AlbionCo.Ld. *WB=Cell DBa*133'*uE*&*B*90'*f*193'1390*t*	477·5 B181'F50'*onShlrdk* FK&BK2"	63·1	31·3	S'thamptn British 9*BHCem*	Q8Cy22",31½",46"&65½"-48" 215lb (*s*) 854NHP 2D&2SB*24cf*GS309HS14950 Harland&Wolff,Ld.Bel.	34 " 4 s 5 " 7 29 " 0½	
31404	**Pakpanang** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	310 210 157	✠100A1 *with freeboard* 1,36 ~~4,35~~ ✠LMC2,35 *For service in the Gulf of Siam*	Bgk	*f*	CL S12,35 PN12,35	1935 2mo *Lloyd'sA&CP*	Nakskov Skibs.A/S Nakskov	SiamStm.Nav.Co. Ld.	141·2 Q42'B26'F21' FK *FPT*14*t*	26·6	8·4	Bangkok Siamese 5*BH* *APT*7*t*	Oil Engines 2S.C.SA 8Cy.8$\frac{11}{16}$'-14$\frac{9}{16}$' 105NHP Akt.Burmeistr&Wain,Cpn	9 " 0 s 1 " 8¼ 7 " 6¾	
31404*	**Pakrovsky** (*ex*Hagno-35) *Should be* "Pokrovsky," *see No.*39605 *in Supplement* D.F. 1*Dk*	3588 3263 2160					1919	Rotterdam Droogd.Mat. Rotterdam	U.S.S.R.	361·4 P31'B214'F36'	49·9	22·1	Russian *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
31405 145526 ZMBT	**Pakura** Ⓟ (*ex*Sunnyhill,*ex*Maja), *ss*Lyt.No.3-12,34 Wireless *Well deck* 1*Dk*(*Stl*) *OilEng.*	719 538 364	✠100A1 4,35 ~~12,34~~ ✠LMC12,34 ✠NE12,34	Lyt	*j*	OG ~~12,34~~ N4,35	1922 10mo A&CP	NVScheep. v.d.Windt Vlaardingen	Richardson&Co. Ld. *CellDBa*35'*uE*17'*f*81'171*tFPT*24*tAPT*45*t*	180·1 Q52'B51'F22' *29·7* FK	28·2	12·5	NapierN.Z. British 4*BHCem*	Oil Engines 2S.C.SA 6Cy.13⅜"-22$\frac{7}{16}$" 188NHP *150lb* NDB34 Atlas-DieselA/B.Skm.	14 " 6 s " 8 14 " 0	
31406 149643 GNJW	**Palacio** *OilEng.* Wireless *ss*Liv.No.2-36 ~~*ss*Liv.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *with freeboard* 2,36 ~~10,34~~ ✠LMC CS~~3,32~~5,35 2,35	Liv	*r*	CL 1,34	1927 10mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*220'329*t FPT*17*tAPT*38*t*	270·1 B70' FK	39·1	15·6	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4,,2nd,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6¾	
31407 133154 MLKC	**Paladin** Ⓟ TwinScK (*ex*PaladinII.,*ex*Paladin) (*Tender*) 1*Dk*	332 310 128					1913	Murdoch& Murray,Ld Pt.Glasgow	AnchorLine(~~HendersonBros.)Ld.~~ (1935)Ld.	140·3	30·1	11·6	Glasgow British *WB*	C.4Cy.18"&40"-27" 138NHP Ross&Duncan,Glasgow		BT till ~~2,36~~ 2,37
31408 40096 JWEJ	**Palao Maru** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	4495 3457 2665					1934	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	362·4 P80'B122'F40'	50·8	27·9	Tokio Japanese *WB*	T.3Cy.25½",41½"&69"-51"&LP Turbine 340NHP MitsubishiJukogyoKaisha, Ld.Nag.		
31409 DIEI	**Palatia** *OilEng.* D.F. Sub.Sig. 1*Dk* *CruiserStern*	3979 3373 2280					1928	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
31410 184 ICAL	**Palatino** Ⓟ (*ex*Baron Bruck) TwinSc *Fitted for oil fuel* 1*Dk*&*Awng dk*	1965 1631 813			...		1913	Cantiere SanRocco Trieste	Cia.Adriatica di Nav.	278·0 FK	38·2	23·1	Venice Italian *WB*	T.8Cy.(2)22",(2)32½"&(4)38"-33" 600NHP StabilimentoTecnico,Tri.	25 " 11	I †
31411 KZDQ	**Palawan** TwinSc *OilEng.* *ss*Man.No.1-32 Wireless *Mchy.Aft* 1*Dk*(*Stl*)	562 478 309	✠100A1 2,35 DBS2,35 LMC1,32 LMC(M)2,34	Man	*i*	CL ~~2,34~~ 11,35	1927 12mo *Lloyd'sA&CP*	Hong K'ng &Whampoa DockCo.Ld. HongKong	M/S "Palawan," Inc. *Cell DBuE*26'20*t DTf*11'36*tFPT*32*tAPT*8*t*	171·3 F20' FK	29·2	12·3	Manila Utd.States 5*BHCem*	Oil Engines 2S.C.SA 8Cy.11$\frac{7}{16}$"-16$\frac{15}{16}$" 183NHP DB*100lb* GrossmotorenWerke MannheimA.G.Ham.	13 " 3 s 1 " 9½ 11 " 7¼	
31412 PKQS	**Palehleh** 1*Dk*	1208 1013 638					1921	Haarlemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·5 P31'F31'	38·3	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"-32½" 105NHP N.V.WerfHubertina,Hrlm		V
31413 PGQE	**Palembang** *Fitted for oil fuel* 3*Dks*	7071 6689 4488					1921	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	445·8	54·3	34·2	Rotterdam Dutch *WB*	T.3Cy.29",48"&82½"-54"&L.P.Turbine 500NHP Maats.deSchelde,Flushing		V
31414 959 CBPL	**Palena** Ⓟ 3Mst 2*Dks*&*Shade dk*	2640 — 1581			...		1896	J.Reid& Co.(Lim.) Glasgow	CompañiaSud Americana de Vap.	350·0 F27' BK10½"	42·1	19·5	Valparaiso Chilian *WB*	T.3Cy.28",45"&74"-54" 500NHP Dunsmuir&Jackson,Gls.	23 " 0	
31415 DHSX	**Palermo** Wireless D.F. 2*Dks*	1461 1263 828					1922	F.Schichau Elbing	Rob.M.Sloman,jr.	253·2 P&B197'P28'	38·1	16·6	Hamburg German *WB*	T.3Cy.19$\frac{11}{16}$",31⅞"&51$\frac{3}{16}$"-29$\frac{9}{16}$" 143NHP F.Schichau,Elbing		G
31416 335 IBHC	**Palestina** Ⓟ TwinSc (*ex*Amazzonia-35, *ss*Gen.No.3-8,29 *ex*Aquileia-33, *ss*Tri.No.1-33 *ex*Innsbruck) 2*Dks*(*Stl-Uws*) D.F. &*Shelter dk*(*Stl*-ws)	7039 5441 4086	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~1,35~~ ✠LMC MS8,33 BS~~3,35~~1,36 *Fitted for oil fuel*10,24 *F.P. above* 150° F.	Tri	*a*†	CL ~~7,33~~ 1,36	1916 11mo *Lloyd'sAP*	Cantiere SanRoccoSA Trieste	LloydTriestino *CellDB*345'979*tAPT*46*t*	411·1 400·0 B190'F83'*on Shelter dk* FK *Coll*	53·1 54·0	24·8	Trieste Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.6Cy.25½",40½"&66"-48" 180lb (*r*) 853NHP 5SB,*15cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	28 " 6 s 2 " 11½ 26 " 0	
31417 PKQT	**Palima** 1*Dk*	1179 1009 629					1922	Haarlemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·3 P31'F31'	38·2	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"-32½" N.V.Werf Hubertina,Haarlem 106NHP		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. et Durée, Cert. B. of Trade.
31418 278 IRSI	**Pallade** (exBiancaBianchi, exBrenda) 1Dk&Web frames	1131 921 645			...		1899	Strand SlipwayCo Sunderland	A.Pollio	220·0 P17'Q46'B46'F23' FK	35·0	14·2	Naples Italian WB	T.3Cy.18½",30"&49"-33" 147NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 7	I †
31419 FOEL	**Pallas** Fitted for oil fuel D.F. 2Dks&Web frames Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	5260 4435 3055			...		1925	Atel.&Ch. Maritimes duSudOuest Bordeaux	Cie.Auxiliaire de Navigation	389·9 P92'B24'F38' FK	53·0	27·9	Havre French WB	T.3Cy.27",44"&73"-48" 518NHP J.G.Kincaid&Co.Ld.Grk.	30 ″ 9	V †
31420 571 OHCR	— ssHfs.No.3-5,33 1Dk(Stl)&pt Awng dk(Stl) Wireless D.F.	1426 945 807	✠100A1 pt Awng dk with freeboard 5,35 ~~5,34~~ ~~BS4,31~~ BS5,35 ✠LMC5,33	Hfs	o	CL 5,34	1921 7mo	N.V.Mach &Schpsw. vanP.Smit,Jr Rotterdam Lloyd'sAP	FinskaÅngfAktieb CellD	230·4 P24'Q61'pt Awng dk145' FK B186'269t FPT15t	34·3	14·7	Helsingfrs Finnish 4BHCem APT12t	T.3Cy.17⅞",27 3/16"&46 1/16"-31½" 180lb (s) 148NHP 2SB,4cf,GS73,HS2530 N.V.Machf.&Schps.van P.Smit,Jr.	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
31421 DOIU	— 1Dk	627 498 370					1904	Act.Ges. "Weser" Bremen	DampfschiffahrtsGes.Neptun	179·8 Q54'B43'F19'	27·3	12·8	Bremen German WB	T.3Cy.18",20 1/16"&33 1/16"-21⅝" 51NHP A.G."Weser,"Bremen		G
31422 LEPK	— 2Dks	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskap	154·0 H14t	24·2	17·5	Bergen Norwegian WB	T.3Cy.12⅝",20½"&32¼"-22⅝" 50NHP DanzigerWerft,Danzig		
31423 127480 MNXD	**Palm** ssBel.No.2-35 ~~ssBel.No.1-31~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	344 246 122	✠100A1 10,35 ~~4,31~~ ~~BS3,30~~ 2,36 ✠~~LMC4,31~~ MS10,35	Bel	f	CL ~~2,34~~ 10,35	1927 9mo	J.Fuller-ton&Co. Paisley Lloyd'sA&CP	Newry&KilkeelSS.Co.Ld.(J.Fisher&Sons,Ld.Mgrs.)	142·7 Q81'B7'F24' BK6" FPT	23·6	10·3	Newry British 3BHCem 54tAPT38t	T.3Cy.12",20"&32"-24" (s) 180lb 52RHP 1SB,3pf,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1 11 ″ 7	
31424 1467 ICAP	**Palma** (exDorsoduro,exLakeFrecks) 1Dk2trB	2715 2249 1640			...		1919	American S.B.Co. Lorain,O.	PeninsulareSoc. Italiana diCabotaggio	251·0 P25'B64'F23' FK	43·6	26·2	Genoa Italian WB	T.3Cy.20",33"&54"-40" 184NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	I †
31425 1584 IBJJ	**Palmaiola** (exDina,exIgnazio, exWarWitch) 1Dk	1880 1662 1079					1918	The CollingwoodS.B. Co.Ld. Collingwood Ont.	Soc.Anon.Ilva	249·3 P24'B64'F23'	43·8	17·7	Genoa Italian WB	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		CI
31426 143639 MJYX	**Palmella** ssHul.No.3-6,33 Well deck 1Dk(Stl) CruiserStern	1568 1249 978	✠100A1 12,35 ~~12,34~~ BS12,35 ✠LMC MS9,32 ~~BS12,34~~	Liv	q	CL ~~12,33~~ 12,35	1920 5mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	EllermanLines, Ld.	245·9 P&B156'F59' FK CellDB213'377t	38·2	16·9	Liverpool British 5BHCem APT9t	T.3Cy.16½",28¼"&48½"-33" 210lb (s) 210NHP 2SB,4cf,GS75,HS3062 FD Ramage&Ferguson,Ld.	19 ″ 0 s 1 ″ 3 17 ″ 11	
31427 140428 MJSM	**Palmston** (exLaPlata) Sp ssBly.2ndNo.3-7,30 Mchy.Aft 1Dk(Stl)	430 352 195	✠ A- 6,31 ~~8,32~~ BS11,34 ~~BS11,33~~ ✠LMC7,30 Coasting Great Britain & Ireland (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg.	Lon		CL 8,32	1907 8mo	J.Fuller-ton&Co. Paisley	HenryBurdenJun.&Co.Ld.	160·0 F16' FK MDT16'138t	31·1	9·1	London British 3BHCem FPT32t	C.2Cy.15"&32"-22" (s) 130lb 59RHP 1SB,2pf,GS37,HS1148 C.Houston&Co.Glasgow	9 ″ 10 s 1 ″ 11 8 ″ 0	
31428 2722 PKQU	**Paloh** (exHamm) 3Mst ssBat.No.3-8,33 OilEng. Mchy.Aft 1Dk	455 364 324	100A1 11,35 ~~1,35~~ LMC8,33	Bat	h	~~5,34~~ 11,35	1920	Frd.Krupp Akt.Ges. Kiel	E.F.Buyn&Co. CellDB21'40tFP	155·8 P37'F21' BK7"	29·6	12·5	Batavia Dutch 3BHCem T13tAPT8t	Oil Engines 4S.C.SA 6Cy.10¼"-14 3/16" 61NHP Mtrfb.Augsburg-Nürnberg,Augsburg	13 ″ 5	
31429 PKQV	**Palopo** 1Dk	1178 1010 629					1921	N.V.Werf Conrad Haarlem	Koninklijke Paketv.Maats.	230·1 P31'F27'	38·3	14·5	Batavia Dutch WB	T.3Cy.15¾",25⅝"&43"-32¼" 107NHP Gebr.Stork&Co.Hengelo		V
31430 DNAT	**Palos** (exFulda) Wireless 1Dk	997 799 463					1923	Hamburgr ElbeSchiffsw. Hamburg	Oldenburg-Portug.Dampfsch.Rhed.	221·0 P&B195'F31'	34·5	13·5	Hamburg German WB	T3Cy17¾",28 13/16"&47 3/16"-31½" 126NHP Gütehoffnungshütte,Oberhausen		G
To be Broken up 31431 ~~[illegible]~~ ~~GFLM~~	**Paludina** ssH.Kg No.2-31 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5881 5295 3434	✠ ~~100A1~~ 9,33 ~~[illegible]~~ ✠~~[illegible]~~ Carrying Petroleum in bulk Fitted for oil fuel 12,21 F.P. above 150° F.	Shl	z	CL 5,34	1921 12mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	~~Anglo-Saxon PetroleumCo.Ld.~~ CellDBuE&B81'236t	412·0 P110'B33'F57' FK DTf32'333t FPT	53·3	31·0	Japanese 16BHptAsp (12 ,, to Udk 4 ,, ,, 2nd,,) 100tAPT99t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS191,HS7662 FD H.Kg.&Whmpoa Dk.CoLd.	31 ″ 0 s 5 ″ 7½ 25 ″ 7½	
31432 86662 KFNT	**Pam Schneider** (exRobertJ. Paisley,exRobertR.Paisley, exGeorgeL.Craig) 1Dk2trB D.F. Mchy.Aft	3762 — 3180					1903	CraigS.B. Co. Toledo,O.	SchneiderTransportationCo.	370·8 F50'	50·2	24·2	Wilmgton (Del.) Utd.States WB	T.3Cy.21",35"&58"-40" 213NHP CraigS.B.Co.Toledo,Ohio		R
31433 135349 MKTQ	**Pamela** ssBng.No.3-12,34 Well deck 1Dk(Stl) Mchy.Aft	408 283 147	✠100A1 ~~12,34~~ 11,35 ✠LMC12,34 BS2,36	Bng	g	CL ~~2,33~~ 2,36	1921 9mo	Scott& Sons Bowling Lloyd'sA&CP	Rt.Hon.Baron Penrhyn(T.J.W. Humphreys,Mgr.) Cell	150·3 Q53'B11'F32' BK7" DBf77'85t FPT32t	25·1	9·2	Beaumaris British 3BHCem APT26t	T.3Cy.13",21"&34"-24" (s) 180lb 59RHP 1SB,3cf,GS51,HS1431 Aitchison,Blair,LdClybnk	11 ″ 4 s ″ 5½ 11 ″ 6	
31434 320 IBKF	**Pamia** (exSebeto-35,exCariddi, exArtena) D.F. 2Dks4trB	6245 5919 3682					1921	Cant.Offic. Savoia Cornigliano	"Polena"Società diNavigazione	394·5	51·5	34·9	Naples Italian WB	DR gearedSteamTurbines G.Ansaldo&Cia.Smprdrna.		CI
31435	**Pamiat Lenina** (exKiscinev, exJakut) ssYka.No.1-15 1Dk(Stl)&Awng dk (ptStl-teaks)	2372 2067 1458	✠ 12,21 ✠	SFo	s		1910 3mo	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. CellDBa84'u	280·9 B onAwg dk78' FK E18'f117'457tFPT	41·3	23·8	Vladvostk Russian 4BHCem 27tAPT26t	T.3Cy.20",33"&55"-36" 214NHP 2SB,6cf,GS95,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6	
31436 LOBV	**Pampa** (exRioBueno) Ref.Mchy.	2167 1782 1264					1923	Danziger Werft Danzig	ArgentineGovernment	261·0	37·9	22·1	Bns.Ayres Argentine	T.3Cy.22",35"&59"-42" 226NHP DanzigerWerft,Danzig		
31437 218	**Pampacruz** ssB.As.No.1-33 OilEng. Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	901 541 263	✠100A1 1,36 ~~1,35~~ ✠LMC CS6,35 ~~12,31~~ 10,35 Carrying Petroleum in bulk	BAs	l	CL 1,35	1929 4mo	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam Lloyd'sA&CP	Cia.Nav.Pampacruz,S.A. CellDBf15' 12t side	198·5 Q61'F27' Trunk110' FK tanks100'366t FPT	31·1	12·4	Bns.Ayres Argentine 8BHCem 14tAPT47t	Oil Engines 4S.C.SA 6Cy.18⅞"-35 7/16" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
31438 326 IBNF	**Pampano** (*ex*Cuma-35,*ex*Ferento) *Fitted for oil fuel* D.F. 1*Dk&Awng dk*	6232 5909 3715					1924	Cant.Offic. Savoia Cornigliano Ligure	“Polena”Società diNavigazione	391·6	51·6	35·0	Naples Italian *WB*	Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		CI
31439 LEPL	**Pan** 1*Dk*	1309 1156 746			...		1922	Sölvesb'rgs Skeppsvarf Sölvesborg	AugustKjerland &Co.A/S	240·2 P22'B59'F20' FK	36·8	16·3	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-30" 158NHP SölvesborgsSkeppsvarf.	18 ″ 6	N †
31440 221930 KDWZ	**Pan America** Ⓟ TwinSc (*ex*PalmettoState) *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 4*Dks* E.S.D. *Longitudinal framing* *Cruiser Stern*	13712 — 8054					1922	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	MunsonS.S.Line	517·0	72·2	27·8	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
31441 218903 KOBM	**Pan American** (*ex*Willpolo-33, *ex*Yaphank) *Fitted for oil fuel* D.F. 2*Dks*	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	386·8 P40'B110'F40'	52·2	27·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
31442 LCOU	**Pan Aruba** *ss*Bgn.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Progressive Survey of oil tanks*	9231 8809 5625	✠100A1 2,36 ~~12,34~~ DBS12,34 ~~✠LMC2,31~~ *Carrying Petroleum in bulk* ✠LMC CS2,36 7,35	Fal Rot	*e*†	CL 4,34	1931 2mo	Swan,Hunter&Wigham Richardson Ld.Newcastle *Lloyd'sA&CP*	SkibsA/S “Aruba” (LeifHöegh,*Mgr.*) *CellDBuE86* *DTf45'623t*	484·4 P114'B31'F50' FK 285*t* *FPT227tAPT174t*	65·5	36·8	Oslo Norwegian 18*BHptCem* (13 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120℔* WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
31443 218731 KITX	**Pan Atlantic** (*ex*Willfaro-33, *ex*RichmondBoro) *Fitted for oil fuel* D.F. 2*Dks*	4810 — 3036					1919	Standard S.B.Corp. Shooter's Island,N.Y.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	386·8 P36'B110'F39'	52·2	27·4	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24"40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
31444 231080 WDEK	**Pan Bolivar** *ss*NYk.No.1-35 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Mchy.Aft*	8773 — 5582	✠100A1 ~~6,35~~ ~~8,34~~ 1,36 6,35 ✠LMC~~7,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	NYk	*e*†	CL 8,34	1931 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	~~PanAmerican~~ ~~ForeignCorp.~~ StandardOilCo. ofNewJersey. *CellDBuE&B83'2* *DTf45'623t*	484·2 P117'B42'F50' FK 65*t* *FPT227tAPT184t*	65·5	36·8	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „)	T3Cy.27½",45½"&76"-51"(*s*) &LP turbine with DR gearing & hydraulic coupling 220℔ 713NHP 3SB,*12cf*,HS8640 FD WallsendSlpwy&E.Co.Ld.	36 ″ 9 s8 ″ 3½ 28 ″ 8¼	
31445 LCFE	**Pan Europe** *OilEng* *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	9468 8968 5719	✠100A1 6,35 ~~10,34~~ DBS6,35 ✠LMC8,31 *Carrying Petroleum in bulk*	Rot	*e*†	CL ~~9,34~~ 6,35	1931 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	SkibsA/S Abaco (LeifHöegh,*Mgr.*) *CellDBuE86'335tD*	484·4 P113'B31'F50' FK *Tf38'595tFPT230*	65·5	37·4	Oslo Norwegian 16*BHptCem* *tAPT198t*	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120℔* WallsendSlpwy&E.Co.Ld.	37 ″ 3	
31446 7785 SIWN	**Pan Gothia** TwinSc *ss*Got.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	*10409* *9599* *6225*	✠100A1 3,36 ✠LMC CS3,36 DBS2,35 7,35 *Carrying Petroleum in bulk*	Got	*e*†	CL ~~9,34~~ 3,36	1931 12mo	Götaverken A/B Gothenburg *Lloyd'sA&CP*	Rederi A/B Pagota (A/B Olson& Wright,*Mgrs.*) *CellDBuE71'301tD*	504·4 P103'F39' FK *Tf33'624t FPT196*	64·2	38·6	Stockholm Swedish 10*BHptCem* *tAPT311t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-47¼" 711NHP 2DB*150℔* GotaverkenA/B,Got.	38 ″ 2 s9 ″ 4 29 ″ 1¼	
31447 LDRU	**Pan Norway** *ss*Rot.No 1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Progressive Survey of oil tanks*	9231 8809 5624	✠100A1 ~~6,35~~ ~~12,34~~ 12,35 DBS5,35 ~~✠LMC1,31~~ *Carrying Petroleum in bulk* ✠LMC CS6,35 12,35 ~~1,34~~	Fal Rot	*e*†	CL 5,34	1931 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	SkibsA/SArnstein ~~(LeifHöegh,*Mgr.*)~~ (P.Holm,*Mgr.*) *CellDBuE86'285tD*	484·4 P114'B31'F50' FK *Tf45'623tFPT227t*	65·5	36·8	Oslo Norwegian 18*BHptCem* (13*toUprdk* 5 „ 2*nd* „) *APT174t*	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120℔* WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
31448 217373 KJJS	**Pan Royal** (*ex*Exford-33, *ex*WestCarnifax) *Fitted for oil fuel* 2*Dks*	5627 — 3461					1918	S.Western S.B.Co. SanPedro,Cal	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5	54·3	27·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
31449 LCBG	**Pan Scandia** *ss*Stv.No.1-34 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* ~~*Progressive Survey of oil tanks*~~ *Progressive Survey of oil tanks*	9816 9270 5937	✠100A1 ~~8,35~~ ~~10,34~~ 4,36 DBS8,35 ✠LMC~~6,31~~ *Carrying Petroleum in bulk*	Stv Rot 8,35	*f*†	CL ~~5,32~~ N7,35	1931 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	SkibsA/S Astrea (LeifHöegh,*Mgr.*) *CellDBuE86'338t*	491·3 P113'B31'F50' FK *DTf38'579t*	67·0	37·4	Oslo Norwegian 16*BHptCem*	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120℔* WallsendSlpwy&E.Co.Ld. *FPT244tAPT194t*	37 ″ 3	
31450 SVGZ	**Panachrandos** (*ex*Hartfield-33) *ss*Rot.No.3-9,27 *ss*Shl.No.1-33 1*Dk*(*Stl*)	*4661* *4360* *2882*	✠100A1 5,34 BS~~9,34~~ ✠LMC6,53 10,35	Rot	*y*	CL ~~6,33~~ 12,35	1915 4mo	Bartram& Sons,Ld. Sunderland *Lloyd'sA&CP*	B.&J.Koutsoukos *CellDB* *a140'uE&B 43'f*	400·0 P29'B244'F37' FK 172' 1034*tFPT170t*	52·1	25·7	Andros Greek 6*BHCem* *APT172t*	T.3Cy.27½",45"&75"-48"(*s*) 180℔ NDB27 461NHP 3SB,*9cf*,GS195,HS7638 J.Dickinson&Sons,Ld.Sld	28 ″ 2 s4 ″ 1½ 24 ″ 3¾	
31451 SVCE	**Panaghis** *ss*Nts.No.3-4,32 1*Dk*(*Stl*)	5187 4767 3199	✠100A1 ~~6,34~~ 11,35 BS4,36 ✠LMC MS4,32 ~~BS~~5 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Ant Hul	*y*	CL ~~8,33~~ ~~11,35~~ 4,36	1920 3mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	N.D.Lykiardopulo *CellDB*	400·0 P49'B113'F38' FK 340'1098*t FPT133t*	52·4	28·5	Argostoli Greek 7*BHCem* *APT204t*	T.3Cy.27",44"&73"-48" (*s*) 180℔ 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
31452 SVFL	**Panagiotis Th. Coumantaros** (*ex*Dryden-33) *ss*Gls.No.3-12,24 *ss*Bry.No.2-33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	*5839* *5413* *3699*	✠100A1 7,35 ~~2,34~~ ✠LMC MS6,33 BS~~3,36~~ 3,36	Rot Pir	*a*†	CL 1,34	1912 10mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	CoumantarosBros. *I*	P36'B145'F50' FK *ntermediateBHin* *after hold omitted* *CellDBa&uE148'f*	53·0	29·9	Piræus Greek *Cem* 6*BH to Udk* 1 *BH to 2nd* 179'1064*t F*	T.3Cy.27½",45"&75"-51" (*s*) 180℔ 536NHP 4SB,*12cf*,GS231,HS9640 D.Rowan&Co.Glasgow *dk only* *PT64tAPT40t*	32 ″ 6 s6 ″ 4½ 26 ″ 3¾	
31453 OZQA	**Panama** TwinSc4Mst *ss*Cpn.No.3-11,27 *ss*Cpn.No.1-33 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6650 4778 4247	✠100A1 *Shelter dk* *withfreeboard* 11,35 5,35 ~~8,34~~ DBS~~8,34~~ ✠LMC CS1,35 4,34	Cpn	*a*†	CL s1,33 P2,34	1915 3mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	A/S DetÖstasiatiskeKompagni *WB=C*	FK *ellDBa126'uE&B4*	55·2	27·5	Copnhagn Danish 7*BHptCem* 2'*f*194'1198*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB*80℔* 717NHP AktBurmeistr&Wain,Cpn *FPT90tAPT72t*	38 ″ 6 s10 ″ 10¾ 28 ″ 1	
31454 219683 KJJN	**Panama City** (*ex*Exbrook-33, *ex*Ossa) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	4846 4274 3003					1920	ToddD.D. &Const.Corp. Tacoma, Wsh	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	380·2 P52'B102'F41'	53·1	27·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
31455 13084 JKPB	**Panama Maru** Ⓟ TwinSc ssOsa.2ndNo.3-9,34 2Dks(UptIrnptStl MStl)&deep framing Lower dk(Stl)in fore hold	5798 4881 3567	✠100A1 10,35~~3,35~~ ✠LMC~~8,34~~ 10,35	Osa Yka	z	CL 8,33	1910 4mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	~~OsakaShosenK.K.~~ NanyoKaiunK.K. WB=CellDBa f137'1070t	408·0|49·7|29·8 P34'B152'F44' 131'uE&B79' FK FPT122tAPT39t	Osaka Japanese 7BHCem	T.6Cy.19¼",32"&54$\frac{3}{16}$"-48" 200lb (s) 604NHP 4SB,11cf,GS216,HS8925 FD MitsuBishiD.&E.Wks.Nag	32″6 s6″10½ 26″0	
31456 211629 WACS	**Panaman** ssBos.No.3-12,31 D.F. 2Dks(Stl)&Shelter dk(Stl) 3rd dk in No.1 hold & Web frames Longitudinal framing	5195 4743 3156	✠ 7,35 Shelter dk with freeboard ✠~~LMC~~ ~~[illegible]~~ ~~[illegible]~~ Fitted for oil	SFo fuel 9	a† ,13	CL 9,32 F.P.a	1913 9mo bove 1	Maryland SteelCo. Sparrow's Point,Md A&CP 50° F.	American-HawaiianS.S.Co. Intermediate'tween in No. 2 WB=CellDB	407·7|53·7|28·1 FK dk BH Coll hold dispensed with a122'uE&B54' f16	NewYork Utd.States Cem BH to Sh dk 5 " " U " 1 " " 2nd " 6' 1234t FP	Q4Cy25½",37",68½"&78"-54" 215lb (s) 666NHP 3SB12cf,GS205,HS9519 FD MarylandSteelCo. only T125tAPT52t	31″6 ~~s[illegible]~~ ~~27″[illegible]~~	
31457 KZBG	**Panay** Ⓟ (exWaterford) TwinSc ssLiv.No.3-7,21 2Dks(UStl) Fitted for oil fuel	1871 — 1041	✠ 2,24 ✠	Cff			1912 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Maritima (FernandezHermanos,Inc.,Mgrs.)	275·2|38·2|16·5 P78'B88'F85' FK	Manila Utd.States 6BHCem FPT12t	Q.8Cy.16",23",33"&48"-33" 438NHP 4SB,12cf,GS235,HS8280 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17″6	
31458 830	**Panoration** (exDéputéCharlesNortier-35) 1Dk	2171 — 1011					1920	Government Yard Brest	DemetriosN. Koufos~~&Orestes Sotiriades~~	266·7|39·4|23·0 P19'B54'F23'	~~Spetsai~~ Greek Piraeus WB	T.3Cy.18$\frac{1}{16}$",29$\frac{9}{16}$"&49½"-37½" 149NHP Atel.&Ch.delaLoire,Nts.		V
31459 SVQN	**Pandias** (exLouisL.-D.,exPort D'Alger,exBaygola, exAngola) ssCff.No.3-6,24 ssVen.No.2-32 2Dks(Stl)	4981 4711 3172	✠100A1 7,35 ~~9,34~~ ✠LMC MS8,31	Ant NNs BS9,34	y	CL ~~9,34~~ N7,35	1912 3mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP C	I.Margaronis & others ellDBa123'uE&B	403·5|52·2|27·3 P45'B126'F38' FK 36'f182'1054tFPT	Syra Greek 6BHCem 96tAPT218t	T.3Cy.25",41"&67"-51" (s) 175lb 435NHP 3SB,9cf,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29″10 s5″8½ 24″3½	
31460 149610 GMWF	**Pandion** 2Dks	1944 1695 999					1926	BurntisInd S.B.Co.Ld. Burntisland	British&ContinentalS.S.Co.Ld.	291·2|43·2|19·1	Liverpool British WB	T.3Cy.20½",34½"&57"-42" 211NHP D.Rowan&Co.Ld.Gls.		C
31461 154025 VPDD	**Pangkor** TwinSc Fitted for oil fuel 2Dks	1208 897 687					1929	Taikoo D.&E.Co.of H.K.Ld. HongKong	StraitsS.S.Co.Ld.	232·0|42·7|11·2	HongKong British	T.6Cy.11",19"&31½"-20" 88NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
31462 SVFY	**Panis** (exTosto-32) ssNwc.No.3-10,19 Well deck ssShl.No.2-27 1Dk(Irn)&deep framing	*1781* *1457* *1028*	✠ —— 6,33 ✠	Shl	q		1906 7mo	S.P.Austin &Son,Ld. Sunderland	A.P.Anastassatos CellDBa76'uE&	267·7|37·8|17·4 P27'Q74'B51'F31' FK B32'f112'450tFPT	Argostoli Greek 4BHCem 80tAPT140t	T.3Cy.21½",35"&57"-39" 220NHP 2SB,6pf,GS112,HS3540 G.Clark,Ld.Sunderland	19″9	G †
31463 220487 KJUK	**Panoil** (exCrudoil) TwinSc Fitted for oil fuel Mchy.Aft 1Dk&Web frames Longitudinal framing Carrying Petroleum in bulk	1370 1090 760			...		1919	National S.B.Co. Violet,La.	GreatLakes TransportCorp.	242·5|36·9|19·7 P72'F21' FK	NewYork Utd.States WB	C.4Cy.16"&32"-24" NE&B21 194NHP StatenIslandS.B.Co.N.Y.	19″0	R †
31464 109433 MCJM	**Pansy** 3Mst ssLiv.No.3-9,10 Well deck 1Dk(Stl) Mchy.Aft	596 395 270	✠ 2,16 ✠NE90fitted98	Liv	h		1898 6mo	Grangm'th DockyardCo. Grangmouth	RichardHughes&Co.(Liverpool)Ld.	175·0|26·3|11·6 Q90'B12'F33' BK8" WB=FPT	Liverpool British 3BHCem 45tAPT5t	T.3Cy.13",21½"&34"-27" NB25 60RHP 1SB,2pf,GS36,HS1394 Muir&Houston,Ld.Gls.	12″6	C †
31465 SVQO	**Pantelis** (exGlenbridge) ssGms.No.3-7,23 ssRot.No.2-32 1Dk(Stl)	*3845* *3595* *2431*	✠100A1 7,35 ~~11,34~~ BS~~[illegible]~~ ✠LMC~~[illegible]~~ 4,36	Pir Sws 11,34	w	CL 10,34	1911 8mo Lloyd	IrvinesS.B &D.D.Co.Ld. WHartlepool 'sA&CP	C.P.Laimos&J.C. Ponticos CellD	350·0|51·1|23·9 P31'B101'F34' FK Ba113'uE23'f156'	Chios Greek 6BHCem 808tFPT85t	T.3Cy.25",40"&67"-45" (s) 180lb 340NHP 2SB,6cf,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl. APT117t	26″3 s4″5 22″0	
31466 19 IRTS	**Pantelleria** Ⓟ 1Dk	408 240 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	153·0|24·0|10·7 P27'B61'F26'	Trapani Italian WB	T.3Cy.13",22"&36"-24" 63NHP W.V.V.Lidgerwood,Gls.		CI
31467 DHSY	**Panther** Ref.Mchy D.F. 2Dks	2171 1560 987			·		1930	Bremer Vulkan Vegesack	Afrikanische FruchtCie.A.G. (ReedereiF.Laeisz G.m.b.H.Mgrs.)	319·1|45·5|15·4 P19'B&F275' UpperF40' len34	Hamburg German WB	T.3Cy.22⅞",37¾"&61⅝"-41⅜" HS5975 394NHP BremerVulkan,Vegesack		G
31468 214668 WECY	**Panuco** Fitted for oil fuel Ref.Mchy. 2Dks	3570 3148 2151			...		1917	SeattleCon &D.D.Co. Seattle,Wash	NewYork&Cuba MailS.S.Co.(Ward Line)	351·0|47·9|24·7 P44'B90'F38' FK	NewYork Utd.States WB	T.3Cy.24",40"&70"-48" 472NHP SeattleCon&DDCoSeattle	27″3	R †
31469	**Pao-hua** Iron 1Dk&Shade dk	714 — 496					1885	S.C.Farnham&Co. Shanghai		191·8|22·3|8·8 15·2	Ningpo Chinese	C.4Cy.12"&21"-18" 32NHP S.C.Farnham&Co.Shanghai		
31470 1728 IRTY	**Paola Beverini** (exAlumine, exB.A.H.W.No.11) Mchy.Aft 1Dk	637 487 343			...		1912	C.H.Walker&Co.Ld. Sudbrook	Dani&Co.	171·0|30·0|11·1 Q62'BonQdk17' F24' FK	Genoa Italian WB	T.3Cy.13",22"&34"-22½" 79NHP Plenty&Son,Ld.Newbury	12″3	I †
31471 689 IRUE	**Paola Giovanna** WoodAux (exCharlesDanielou-33, 3MstSr exSailing VesselLézard-Vert, OilEng. exDenise) 1Dk (See Sailing Ship Register)	363 327 307					1918	Ch.&Atel. deSt.Malo St.Malo	AngeloGuidi fù Pasquale	142·0|29·3|13·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.11$\frac{13}{16}$"-12$\frac{3}{16}$" 49NHP Emade&fitted30 J.&CG.BolindersM.V.A/B		I
31472 1950 IRUJ	**Paola Virginia** (exLeScorff-34) Well deck Mchy.Aft 1Dk	707 467 336			...		1907	Scott& Sons Bowling	A.Benato& C.Pestalozza	186·9|27·9|11·1 180·0 Q114'B13'F27' FK	Genoa Italian WB	T.3Cy.15",25"&40"-27" 99NHP RenfrewBros.&Co.Irvine	13″3	I †
31473 1520 IRUW	**Paola Z. Podestà** Iron (exUmeälf,exNerissa) 1Dk2trB	863 663 504					1882	Flensburgr Schiffsb.Ges. Flensburg	Ligure-SiculaSoc. diNav.	199·6|30·2|15·0 P&B122'F22'	Genoa Italian WB	C.2Cy.28"&51"-30" 119NHP FlensburgerSchiffsb.Ges.		I
31474 155917 MQDT	**Paowo** TwinSc ssShi.No.1-35 Mchy.Aft 1Dk(Stl)	2517 1159 1494	✠ A1 For River Ser 1,35 ~~11,30~~ ✠LMC~~[illegible]~~ Draught not t Carrying veg MS1,35	Shi vice o exceed etable BS1,35.	 d 9 oil	OG 1,35 feet in deep	1930 11mo Lloyd tanks	Shanghai Dck&E.CoLd Shanghai 'sA&CP	Indo-ChinaSteam Nav.Co.Ld.	280·6|48·1|9·7 Shade dk& Promenade dk FK MTs32'452t	Shanghai British 8BHAsp FPT50t	T.6Cy.13¼",22"&35"-18" (s) 200lb 214NHP 2SB,6cf,GS102,HS3682 FD ShanghaiDck.&E.Co.Ld.	10″0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31475 SVCJ	**Papalemos** (*ex*Stroma,*ex*Leucadia) *ss*Ams.2ndNo.3–4,36 ~~*ss*Bly.No.3–1,23~~ ~~*ss*Npt.No.2–32~~ 1*Dk*(*ptIrn ptStl*)&*Web frames* *Longitudinal framing*	3748 3469 2376	✠100A1 4,36 ~~MS3,33~~ ~~MDS3,34~~	Rot Ams ~~MS~~ ~~DBS1,34~~ ✠LMC4,36	*w*	CL ~~3,33~~ 3,36	1910 7mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	G.A.Georgilis *CellD*	348·5 P30'B102'F39' FK *Ba*111'*uE*23'*f*155'	50·0	23·5	Chios Greek 6*BHCem* 801*tAPT*95*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *100lb* NDB25 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10 ~~s4 ″ $6\frac{3}{4}$~~ ~~21 ″ 5~~	
31476 226583 WNBS	**Papoose** (*ex*Silvanus) *ss*Gal.No.3–6,27 D.F. *ss*Gal.No.2–35 ~~*ss*N.Yk.No.1–31~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5939 5293 3636	✠100A1 ~~5,33,3,34~~11,35 ~~MS4,31~~ *CarryingPetr* *Fitted for oil*	Mob Gal ✠LMC5,35 ~~DS3,34~~ *oleum* *fuel* 8,	*z* *in* 21	CL 3,34 *bulk* *F.P. a*	1921 8mo *bove* 1	S.Western S.B.Co. SanPedroCal A&CP 50° F.	PetroleumNav.Co. *CellDBuE&B*81'2 *DTf*32'328*t*	412·0 P110'B33'F57' FK 32*t* *FPT*98*tAPT*103*t*	53·3	31·0	Houston, Tex. Utd.States 15*BHptAsp* (11 *to U dk* 4 ,, *2nd*,,)	T3Cy.$27\frac{3}{16}$",45"&74"–48" (*s*) 180lb 556NHP 3SB,*9cf*,HS8451, FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7 25 ″ 8	
31477 LCUZ	**Para** (*ex*SanPaulo) TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk* *CruiserStern*	3986 3532 2398					1921	N.V.v/h Rijkee&Co. Rotterdam	A/S J.Ludwig MowinckelsRederi (DenNorskeSyd- AmerikaLinje)	376·4 P104*t*H325*t*F23*t*	51·5	22·7	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"–$39\frac{3}{8}$" 564NHP Werkspoor,Amsterdam		N
31478 PUBS	— Ⓟ TwinSc *ss*Rio.No.2–15 2*Dks*(*UStl* teak s)&*deep framing lower* *dk inNos.*1&2*holds*	3351 2687 2097	✠ 5,20 ✠	Rio	*v*		1907 7mo	Workman, Clark&Co.Ld Belfast *WB*	LloydBrasileiro = *Cell DBa*88' *uE*	340·2 F67' FK&BK$1\frac{1}{4}$" 36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"–42" 534NHP 3DB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
31479	**Paraguaná** *ss*Cco.No.2-35 ~~*ss*N.Yk.No.1–29~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1977 1540 1111	✠100A1 10,35~~6,31~~ ~~BS6,31~~ *CarryingPetr* *Fitted for oil*	NYk Cco ✠LMC~~4,29~~ 10,35 *oleum* *fuel* 1	*s* *in* 2,2	CL ~~12,32~~ 10,35 *bulk* 4*F.P.*	1925 1mo *Lloyd* *above*	Palmers' Co.Ld. Newcastle '*sA&CP* 150° F.	VenezuelanGulf OilCo. *CellDBuE*	280·0 P69'B22'F31' FK &*B*43'83*t FPT*149*t*	47·2	16·2	Maracaibo Venezuelan 10*BHptCem* *APT*58*t*	T.3Cy.19",30"&49"–36" (*s*) 180lb 186NHP 2SB,*4cf*,HS3279 MacColl&Pollock,Ld.Sld.	16 ″ 6 ~~s2 ″ 8~~ ~~14 ″ $7\frac{1}{4}$~~ s2 ″ $1\frac{1}{4}$ 14 ″ $7\frac{1}{4}$	
31480	**Paraguassu** Ⓟ TwinSc 1*Dk*	370 248 143				...	1926	G.Brown& Co. Greenock	Cia.deNavagacao Bahiana	150·0 P49' FK&BK$\frac{1}{2}$"	28·2	9·0	Bahia Brazilian *WB*	T.6Cy.$10\frac{1}{2}$",16"&27"–18" 95NHP McKie&Baxter,Glasgow	9 ″ 6	
31481 DHSZ	**Paraguay** (*ex*Octavia, *ex*Deutschfeld) D.F. 2*Dks*	3971 3589 2438					1920	Schiffsw.v. H.KochA.G. Lübeck	Aktiengesellschaft fürSeeschiffahrt (Hamburg-Süda- merik.Dampfs- chifff.Ges.*Mgrs*)	385·9 P18'H56'&27'F46'	52·7	22·3	Hamburg German *WB*	T.3Cy.$27\frac{3}{10}$",$43\frac{3}{10}$"&$66\frac{9}{10}$"– $47\frac{1}{2}$" 307NHP OttensenerMch.G.m.b.H. Altona		G
31482 PUBT	— Ⓟ TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	931 718 514					1926	Deutsche WerftA.G. Hamburg	LloydBrasileiro	236·4 B65'F24'	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.$11\frac{7}{16}$"–$16\frac{15}{16}$" 206NHP Maschfab.Augsburg- Nürnberg,Augsburg		
31483 LDGN	**Paraguayo** TwinSc4Mst (*ex*SudAfricano) *ss*Bal.No.1–33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.*1*hold*	4639 4119 2772	✠100A1 *withfreeboard* 10,35~~1,35~~ DBS~~3,35~~ 2,36	Bal ✠LMC7,35	*z*	CL 7,33	1928 10mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	A/S Ivarans Rederi (S. Holter-Sörensen, *Mgr.*) *CellDB*334'1062*t*	381·8 FK *FPT*112*tAPT*156*t*	53·8	25·1	Oslo Norwegian 6*BH* (*ColltoShdk* 5,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$59\frac{1}{16}$" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s2 ″ $11\frac{1}{2}$ 25 ″ 11	
31484 FOMR	**Paramé** (*ex*SierraNegra, *ex*WarTorpedo) D.F. *Well deck* 1*Dk*	2423 — 1263				...	1918	W.Gray& Co.Ld. WHartlepool	Soc.Marit. Nationale	285·9 P28'Q69'B66'F32' FK	41·9	18·9	Havre French *WB*	T.3Cy.25",41"&68"–45" 417NHP Cen.Mar.Eng.Wrks.WHpl	21 ″ 2	V †
31485 DHTA	**Paraná** (*ex*EdmundSiemers) *Well deck* Sub.Sig. 2*Dks*&3*rd dk inNo.*1*hold*	5986 5520 3693				...	1921	Vulcan- Werke Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	450·0 P&B366'F59' FK	58·2	27·0	Hamburg German *WB*	T3Cy.$31\frac{1}{2}$",$52\frac{3}{8}$"&$84\frac{1}{4}$"–$59\frac{13}{16}$" 820NHP Vulcan-Werke,Hamburg	29 ″ 6	G †
31486 OZQC	**Parana** *Now* "Kastor," *see No.* 33754 *in Supplement* 3*Dks*	5497 5025 3425					1921	F.Schichau Danzig	A/S D/S Orient	398·7	55·9	29·1	Copnhagn Danish *WB*	DR Geared Steam Turbine F.Schichau,Elbing		G
31487 CXAS	— (*ex*Gaboon-33) *ss*Ham.No.3–7,27 *ss*Lon.No.1–32 *Ref.Mchy.* 2*Dks*(*StlU*-ws)	3286 2971 1737	✠100A1 4,34 ~~BS11,34~~ *Fitted for oil* BS11,35	BAs ✠LMC4,32 *fuel* 1	*v* 1,3	CL ~~3,34~~ 9,35 3*F.P.*	1915 3mo *above*	TyneI.S.B. Co.Ld. Newcastle 150° F.	Cia.Uruguaya deNav.Lda. *Cell DB a*96'*u*	337·0 P36'B108'F41' FK *E*25'*f*149'741*t FPT*	48·5	22·6	M.Video Uruguayan 6*BHCem* 129*tAPT*93*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 2SB(FD)&1AuxSB,*6cf*, *2pf*,GS152,HS6484 N.E.MarineEngCo.LdNwc	25 ″ 0 s4 ″ $0\frac{3}{4}$ 21 ″ 2	
31488 144938 ZMDF	**Parera** (*ex*Glenside) *ss*Wln.No 3–3,34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	555 380 251	✠100A1 5,35 ~~9,34~~ BS~~9,35~~3,36	Wln ✠LMC5,34	*h*	CL 3,34	1921 8mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole '*sA&CP*	Richardson&Co. Ld.	165·0 Q94'B11'F23 FK *CellDBf*97'113*t*	27·1 28·4	10·7	Napier,N.Z British 3*BHCem* *FPT*37*t*	T.3Cy.13",$21\frac{1}{2}$"&35"–27" (*s*) 180lb 85RHP 1SB,*3pf*,GS47,HS1530 W.Beardmore&Co.Ld. Coatbridge	13 ″ 0 s 4 ″ 1 12 ″ 7	
31489 PKQW	**Parigi** 1*Dk*	1172 1005 630					1922	N.V.Werf Conrad Haarlem	KoninklijkePaket- vaartMaats.	230·0 P31'B65'F27'	38·2	14·5	Batavia Dutch *WB*	T3Cy$15\frac{3}{4}$",$25\frac{5}{8}$"&$43\frac{5}{16}$"–$32\frac{11}{16}$" 108NHP Gebr.Stork&Co.Hengelo		V
31490	**Parinas** (*ex*Sjömand-33) *ss*Boa.No.3–3,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	2820 2260 1566	✠100A1 1,36 ~~3,35~~ ✠NE7,27 *CarryingPetr*	Boa BS2,36 LMC3,35 *oleum*	*t* *in*	CL 2,35 *bulk*	1921 10mo *Lloyd*	JIThorny- croft&Co.Ld. Southampton '*sA&CP*	PeruvianGovern- ment(Minister of Marine) *CellDBuE&*	300·8 P38'B36'F33' FK *B*51' *f*34'154*tFPT*	43·7	22·3	Callao Peruvian 11*BHptCem* 59*tAPT*107*t*	T.3Cy.20",$34\frac{1}{2}$"&58"–39" 220lb FD 293NHP 2SB,*6cf*,GS120,HS3990 NylandsVerksted,Oslo	24 ″ 5	
31491 Missing since 12,35 ~~122726~~ ~~VJVK~~	**Paringa** Ⓟ *Mchy.Aft* 1*Dk*	1359 874 766					1908	Scott of Kinghorn,Ld. Kinghorn	Kon Sing Co. (FarEastShip- pingCo.*Mgrs.*)	230·2 P&B132'F33'	36·1	13·9	Canton Chinese	T.3Cy.21",35"&57"–36" 195NHP Scott ofKinghorn,Ld.Kgn.		
31492 FNTQ	**Paris** Ⓟ QuadSc *Ref.Mchy.* GyC. D.F.	34569 — 15333					1921	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Gén.Trans- atlantique	735·4	85·3	59·1	Havre French	4 Steam Turbines Chant.dePennoet,St.N.		V
31493 LOGA	— Ⓟ Pad 3*Dks*	2311 — 1176					1896	A.&J. Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	292·0 *Hurricane dk*235'	36·0	29·5	Bns.Ayres Argentine	T.3Cy.30",49"&75"–84" 516NHP A.&J.Inglis,Glasgow		
31494 105658 GBJZ	— Ⓟ TwinSc 2*Dks*&*Awng dk* D.F. Sub.Sig. *CruiserStern*	1790 1649 709					1913	W.Denny &Bros. Dumbarton	SouthernRailway	293·5	35·6	15·2	Newhaven British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till ~~12,35~~ 11,3

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3 4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
31495 LCVC	**Paris** Ⓟ 1*Dk*	1753 1263 1024					1922	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·7 P69*t*H169*t*B205*t* F30*t*	39·7	16·9	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 169NHP AkersMek.Værks.Oslo		N
31496 OUJX	— 1*Dk*	1509 1161 900					1927	Akt.Burmeistr&Wain Copenhagen	Dampskibsselsk. "Pacific"(L.R. Schmith,*Mgr.*)	250·1 P16′Q20′B104′ F34′	38·7	15·5	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP Akt.Burmeistr&Wain,Cpn		C
31497 140862 GDRP	**Paris City** D.F. 2*Dks*	6343 6057 3959					1920	Craig,Taylor&Co.Ld. Stockton	ReardonSmith LineLd. (SirW.R.Smith& Sons,Ld.*Mgrs.*)	412·2 F35′	55·0	33·5	Bideford British *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
31498 150774	**Park City** Ⓟ Wood 1*Dk*	391 — 208					1898	Mather&Wood,Pt. Jefferson,NY	Bridgeport&Port JeffersonStmboat Co.(G.M.Tooker, *Mgr.*)	143·5	28·0	9·9	Bridgeprt, Conn. Utd.States	C.2Cy.20"&42"–24" NB10 72NHP PacificIronWorks, Bridgeport,Conn.		
31499 OZTA	**Parkeston** Ⓟ TwinSc *OilEng.* *ss*Els.No.2–33 D.F. 2*Dks*(*Weather dkStl*–ws) *Ref.Mchy.* 3*rd dk in holds*	2762 1519 1572	✠100A1 *withfreeboard* 2,36 ~~3,35~~ DBS~~7,34~~ 6,35 ✠LMC CS2,33 ~~[illegible]~~2,35	Lon	*u*	OG ~~s1,33~~ ~~P3,35~~ 2,36	1925 8mo *Lloyd*'*sA&CP*	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk. *CellDB*234′372*t*	306·3 F39′ *FPT*56*tAPT*70*t*	44·2	25·9 FK	Esbjerg Danish 6*BHptCem* 2 ,, *to2nd dk*	Oil Engines 4S.C.SA 12Cy 21⅝"–35 7/16" 545NHP DB75*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s 11 ″ 0¼ 17 ″ 10	
31500 PGRB	**Parkhaven** *ss*Ant.No.3–5,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4803 4631 2984	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~2,35~~ MS1,33 ✠LMC BS~~7,34~~6,35	Ant	*x*	CL 4,34	1920 11mo *Lloyd*'*sA&CP*	W.Dobson &Co. Newcastle	N.V.Gebr.van Uden'sScheepv. en Agent.Maats. *CellDB*313′960*t*	360·0 *FPT*100*tAPT*87*t*	52·0	31·5 FK *Collision*	Rottrdam Dutch *Cem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&69"–48" (*s*) 180lb 401NHP 3SB,9*cf*,GS174,HS6678 N.E.MarineEngCoLd Nwc	34 ″ 0 s 8 ″ 11½ 25 ″ 3	
31501 163198 GWCS	**Parknasilla** *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *CruiserStern*	846 582 448	✠100A1 11,34 ✠LMC11,32	Bel	*k*	CL	1932 11mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDB*123′193*tF*	195·9 Q111′B11′F30′ *PT*72*tAPT*9*t*	30·4	12·1 FK	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"–30 200lb (*s*) 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 0 s 4 ″ 5¾ 13 ″ 11¼	
31502 160738 MBFV	**Parkwood** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *CruiserStern*	1049 720 585	✠100A1 *withfreeboard* 2,36 ~~1,35~~ ✠LMC7,33	Shl	*m*	CL 1,34	1933 7mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.Line,Ld. *Cell*	199·9 Q134′B11′F26′ *DBf*132′332*t FPT*	33·2	13·6 FK	Middlsbro' British 3*BHCem* 95*tAPT*71*t*	T.3Cy.13½",23"&38"–27" 200lb *125lb* 105NHP 1SB,3*cf*,GS40,HS1906 N.E.MarineEng.CoLd.Sld	16 ″ 4 s 5 ″ 11½ 15 ″ 2	
31503 PUBU	**Parnahyba** (*ex*Alrich) 4Mst 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6692 6278 4126	✠ 9,16 ✠	Bmn	*c*†		1913 3mo	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	460·5 F*onShelter dk*46′ *CellDBa*149′*uE*34′ *f*195′1541*tFPT*	59·1	28·8 FK	R.Janeiro Brazilian 7*BHCem* 220*tAPT*15*t*	Q.4Cy.26 1/16",38⅜",56⅜"&81½" –54" 670NHP 4SB,12*cf*,GS222,HS9416 FlensburgerSchiffsb.Ges.	31 ″ 6	V †
31504 3	**Paros** Ⓟ (*ex*Bubulina–33, Iron *ex*Pelops) 2*Dks*	990 — 540					1883	T.Royden &Sons Liverpool	HellenicCoast LinesCo.Ld.	230·8	30·2	15·5	Piræus Greek	C.2Cy.32"&62"–42" 208NHP J.Jack&Co.Liverpool		
31505 149975 GCXV	**Parracombe** *ss*Nwc.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4698 4390 2844	✠100A1 *withfreeboard* 11,34 ✠LMC MS4,32 BS2,35	Syd	*z*	CL N5,34	1928 1mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	PymanBros.Ld. *CellDB*353′ 1261*tFPT*	406·5 178*tAPT*105*t*	54·2	25·1 FK (	London British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	T 3Cy.25½",44"&73"–48" (*s*) 180lb 476NHP 3SB&1AuxSB,11*cf*,GS205, HS8371 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s 2 11½ 24 ″ 9¾	
31506 7477 SMLA	**Parrakoola** Ⓟ TwinSc *ss*Got.No.1–33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	5752 4834 3314	✠100A1 *withfreeboard* 1,36 ~~1,35~~ DBS~~9,34~~9,35 ✠LMC CS1,33 3,35	Got	*b*†	OG P6,34 s12,35	1928 10mo *Lloyd*'*sA&CP*	A/B Götaverken Gothenburg *tanks in*	Rederiaktieb. Transpacific(G. Carlsson,*Mgr.*) *CellDB*373′1561*t* *way of tunnels* 729	448·3 F103′ *tFPT*83*tAPT*61*t*	57·1	23·5 FK (	Gothenbrg Swedish 7*BHptCem* *Coll toSh dk* 6 ,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy 29½"–59 1/16" DB85*lb* 978NHP A/B Götaverken,Got.	30 ″ 10 s 4 ″ 2 26 ″ 10	
31507 300 IRVO	**Partenope** Ⓟ (*ex*St.Elian, TwinSc *ex*Hörnum) 1*Dk*	553 — 300					1919	J.C.Tecklenborg A.G. Weser-münde-G.	Soc.Partenopea Anon. di Nav.	193·3 F58′	24·0	10·7	Naples Italian *WB*	T6Cy.12",19 7/16"&30 7/16"–17 1/16" 79NHP J C.TecklenborgA.G.Wsm		I
31508 137847 GQWV	**Parthenia** (*ex*Kirkholm) *ss*Gls.No.3–8,30 *ss*Gls No.1–35 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)*Platform dk*(*Stl*) *in No.2hold*	4855 4504 3062	✠100A1 6,35 ~~2,34~~ 5,36 BS1,36 ✠LMC2,35 ✠Lloyd'sRMC~~2,35~~3,35 *Carrying oil fuel F.P. above 150°F.in DB* *Fitted for oil fuel 5,21 F.P. above 150° F.*	Gls	*y*	CL 2,35	1917 6mo *Lloyd*'*sA&CP*	Russell& Co. Pt.Glasgow	DonaldsonLine,Ld (DonaldsonBrs.Ld. *Mgrs.*)	399·7 P46′B119′F46′ *'Tweendk BHin after hold dispensed with* *CellDB*351′1163*t*	51·9	26·9 FK	Glasgow British *Cem* 5*BH to U dk* 1 ,, ,, 2*nd dk only*	T.3Cy.26⅞",44"&72"–48" (*s*) 180lb 488NHP 3SB,9*cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow *DTa*30′769*tAPT*22*t*	29 ″ 6 s 5 ″ 5⅝ 24 ″ 3	
31509 SVJF	**Parthenon** (*ex*P.L.M.7,*ex*Ambatielos,*ex*Fameliaris) *ss*Alx.2ndNo.3–4,33 1*Dk*(*Stl*)&*deep framing*	3189 — 2030	✠100A1 11,34 MS12,32 ✠LMC BS~~5,34~~6,35	Alx	*u*	CL 11,34	1908 7mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	PithisBros.&Co.& G.Corakis(Pithis Bros.&Co.*Mgrs.*) *CellDBa*	331·0 P23′B90′F32′ &*uE*130′*uB*18′*f*142′	47·7	22·5 FK	Chios Greek 5*BHCem* 829*tAPT*97*t*	T.3Cy.24",38"&64"–42" (*s*) 170lb *100lb* NDB20 277NHP 2SB,6*rf*,GS100,HS4114 Cen.Mar.Eng.Wks.W.Hpl	25 ″ 0 s 4 ″ 3 21 ″ 0	
31510 153808 VTCZ	**Parvati** Ⓟ *ss*Bom.No.2–35 ~~*ss*Bom.No.1–31~~ 2*Dks*(*U dk Stl*–teak s)	1542 1422 629	✠100A1 9,35 ~~10,34~~ ~~BS10,34~~ ✠LMC~~10,34~~ 10,35	Bom	*q*	CL 11,33	1927 11mo *Lloyd*'*sA&CP*	Grngem'th DockyardCo. Grngemouth	BombaySteam Nav.Co.Ld.	250·0 F34′ *FPT*55*tAPT*75*t*	38·0	21·9 FK	Bombay British 6*BHptCem* *ptAsp* 1 *to 2nd dk*	T.3Cy.21½",37"&62"–42" (*s*) 200lb 461NHP 3SB,9*cf*,GS180,HS7512 FD McKie&Baxter,LdGlasgw	23 ″ 3 s 3 ″ 9 20 ″ 0	
31511 216303	**Pasadena** 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6002 5551 4494			...		1918	Moore& ScottIron Works, Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5 P34′F38′*on Shltrdk*	53·0	32·0 FK	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 screw shaft W.&A.Fletcher 618NHP Co.Hoboken,N.J.	34 ″ 6	
31512 130410 KJUN	— Wood Dismantled *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	300 — 236					1887	A.Hay SanFrancisco	GeneralEng.& D.D.Co.	141·0	31·1	10·4	S.Frncisco Utd.States	C.2Cy.14"&28"–20" 29NHP HinkleySpiers&HayesSFo		
31513 DNAO	**Pasajes** Sub.Sig. 1*Dk*	1996 1234 1230					1923	Schiffsw(v. J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204′Q22′F31′	38·4	15·3	Oldenburg German *WB*	T.3Cy.22 1/16",35"&56½"–33½" Ottensener 182NHP Mch.G.m.b.H.Altona		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31514 FOOT	**Pascal Paoli** TwinSc *Fitted for oil fuel* D.F. 2*Dks*5*trB* *CruiserStern*	3200					1931	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNavigation Fraissinet	313·3 P37'B153'F39'	47·6	26·9	Marseilles French *WB*	2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel&Ch.deBretagneS.A.		V
31515 14 ICAT	**Pascoli** (*ex*Szeged) *ss*Fiu.2ndNo.3–9,27 *ss*Fiu.No.1-32 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2939 2631 1862	✠ 7,35 *Spar dk* ~~BS4,31~~	Fiu ✠~~LMC~~ ~~BS6,31~~	*u*	CL N3,35	1902 5mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	AdriaSoc.Anon.di Nav.Marittima *CellDBa*118'*uE&*	331·8 325·0 P40'B110'F35' FK *B*38'*f*132'612*tFPT*	43·2 45·0	21·1 22·0	Fiume Italian 6*BHCem* 33*tAPT*15*t*	T.3Cy21½"37½"&63"–42"(*r*) 200lb *90lb* 2NDB25 294NHP 2SB,6*rf*,GS116,HS4630 NEMarineEng.CoLd.Nwc	24 ″ 9 ~~s 4 ″ 2~~ ~~20 ″ 11~~	
31516 143375 GQJW	**Pasha** *ss*Cal.No.3-3,32 2*Dks*(*Stl*)	5307 4827 3196	✠100A1 7,35 ~~4,34~~ BS~~3,34~~ 8,35	Cal ✠LMC5,32	*y*	CL 4,34	1919 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*	400·3 P49'B113'F40' FK 345'1025*tFPT*130*t*	52·4	28·4	London British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham-RichardsonLd.Nwc.	31 ″ 0 s 5″11½ 25 ″ 3¾	
31517 PKQX	**Pasir** 1*Dk*	1187 1006 631					1922	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	231·7 P39'B62'F27'	38·2	14·6	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" Alblasserdam 106NHP Msch.Fab.Alblasserdam		V
31518	**Paso de Martin Garcia** TwinSc (*ex*Amalita,*ex*Cogolin,*ex*Paso de MartinGarcia) *Mchy.Aft* 1*Dk*	752 603 429				…	1909	J.I.Thornycroft&Co.Ld. Woolston	Coppola&Zuanich	221·3 FK	33·2	10·7	Bns.Ayres. Argentine *WB*	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	V †
31519	**Paso de Obligado** TwinSc (*ex*Collobrières,*ex*Paso deObligado) *Mchy.Aft* 1*Dk*	764 — 439				…	1908	JI.Thornycroft&Co.Ld. Woolston	MarcelinoJ.Paz	221·3 FK	33·2	10·7	Bns.Ayres Argentine	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLdLon	11 ″ 6	
31520 163387 GPYR	**Pass of Balmaha** Wireless D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Rudder electrically welded*	758 554 346	✠100A1 9,35 ~~12,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,33 *F.P. above* 150°F.	Lon ✠LMC9,35	*k*	CL 6,35	1933 9mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*)	192·2 P60'F24'*Trunk*106 FK *CellDBu*	30·4 31·7	13·9	London British '9*BHptCem* *E*22' 17*t DT*	T.3Cy.15",25½"&41"–30" (*s*) 190lb 139NHP 1SB,3*cf*,HS2100 FD D.Rowan&Co.Ld.Gls. *f*16'137*t FPT*28*tAPT*23*t*	14 ″ 1 s 1 ″ 0¾ 13 ″ 1½	
31521 160603 GLJT	**Pass of Leny** *ss*Hul.No.2–35 ~~*ss*Nwc.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	795 543 350	✠100A1 ~~8,35~~ ~~1,35~~5,36 BS~~12,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*15,36 *F.P. above* 150°F.	Nwc MS5,36 ✠LMC~~12,32~~	*k*	CL ~~11,34~~ 8,35	1928 11mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*20'	185·8 P75'F24' *Trunk*86' FK 18*tDTf*11'40*tFPT*	30·6	13·7	London British 9*BHptAsp* 39*tAPT*25*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13″10 s ″10½ 13 ″ 2¼	
31522 149702 GLRS	**Pass of Melfort** *ss*Lon.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	757 518 324	✠100A1 ~~5,35~~ ~~6,34~~ 1,36 BS1,36 *CarryingPetroleum in bulk*	Lon ~~Gff~~ ✠LMC10,33	*j*	CL 1,36	1926 8mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*22'	181·8 P74'*Trunk*84'F23' FK 19*tDTf*11'39*tFPT*	29·7	13·5	London British 9*BHptAsp* 22*tAPT*27*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 125NHP 1SB,4*cf*,GS71,HS2534 J.G.Kincaid&Co.Ld.Grk.	13 ″ 7 s ″10½ 12″11¾	
31523 229873 WFFP	**Passaic Sun** *OilEng. CarryingPetroleum in bulk* *Mchy.Aft* 1*Dk*	533 468 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3 P35'F16'	31·1	11·2	Phildlphia Utd.States	Oil Engines 4S.C.SA 8Cy.11"–14" 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
31524 DOIW	**Passat** (*ex*Sile) 1*Dk*&*Shelter dk* *CruiserStern*	6582 6257 4066				…	1920	Monmouth S.B.Co.Ld. Chepstow	~~KauffahrteiA.G.~~ A.G.fürHandel& Verkehr(Lexzau, Scharbau&Co*Mgrs*)	412·4 F41'*on Shelter dk* FK	55·8	34·5	Bremen German *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 678NHP BritishWestinghouseCo. Mch.	38 ″ 0	G †
31525 212653 KDBD	**Pastores** Ⓟ TwinSc Sub.Sig. E.S.D. D.F. *Fitted for oil fuel* GyC. *Ref.Mchy.* 2*Dks*&2*pt dks*	7242 5888 3843					1912	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	470·4 P48'B245'F47'	55·3	30·8	NewYork Utd.States *WB*	Q.8Cy.23½",33½",47½"&68"–45" 620NHP Wrkman,Clark&Co.LdBel		C
31526 226976 WPBQ	**Pat Doheny** (*ex*Sunoco) *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7053 6401 4387				…	1921	SunS.B. Co. Chester,Pa.	RichfieldOilCo.of California	430·2 P133'B36'F40' FK	59·2	33·4	L. Angeles Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
31527	**Patagones** Aux3MstSr (*ex*Annemarie,*ex*Tom-August, *OilEng.* *ex*Eyfjord) 1*Dk* (*See Sailing Ship Register*)	*363* *314* *264*					1917	Gebr.G.H. Bodewes Martenshoek	BorzoneBoggiano yCia.	140·9	25·4	11·7	Bns.Ayres Argentine	Oil Engines 2S.C.SA 2Cy.$16\frac{11}{20}$"–$18\frac{13}{20}$" *E made*18*fitted*21 97NHP J&CGBolinder'sCoLdSkm		V
31528 LOCA	**Patagonia** Wireless	1203 — 534					1885	Stabilmnto Tecnico Trieste	Argentine Government	224·2	32·8	24·9	Bns.Ayres Argentine *WB*	C.2Cy.24"&55"–23½" NB90 122NHP StabilimentoTecnico,Tri.		
31529 971	— *ss*P.Ar.No.3-12,16 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	351 210 175	✠ 12,16	PAr	*d*		1903 9mo	Langeveld enVanVliet Neder-Hardinxveld	Soc.Anon.Comercial Braun& Blanchard	130·5 Q51'F18' FK *WB*=*FPT*27*t*	22·1	9·9	Magllanes Chilian 3*BHCem* *APT*11*t*	C.2Cy.13½"&31"–21" NB24 49NHP MacColl&Pollock,Sld.	10 ″ 6	
31530 135331	**Patdoris** (*ex*Yorkminster, *ex*Ardgarth) *Mchy.Aft* 1*Dk*	770 578 350					1913	G.Brown& Co. Greenock	J.F.Sowards	200·2 *WB*	29·1	12·8	Kingston, Ont. British	T.3Cy.16",26"&44"–33" 96RHP Ross&Duncan,Glasgow		C
31531 149873 GJSW	**Patella** D.F. *ss*Nwc.No.1-32 *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom*&*at decks*	7468 6789 4328	✠100A1 2,35 DBS2,35 *CarryingPetroleum in bulk*	Shl ✠LMC3,32		CL 5,34	1927 8mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*73'291*tD*	440·4 P99'B41'F63' FK *Tf*32'369*tFPT*199*t*	59·3	32·7	London British 15*BHptCem* *APT*70*t*	Oil Engines 4S.C.DA 6Cy.32¼"–$59\frac{1}{16}$" 1204NHP 2DB*180lb* N.E.MarineEngCoLd.Nwc	32 ″ 9 s 6 ″ 2¾ 26 ″ 9½	
31532 136469	**Paterson** Wood *Mchy.Aft* 1*Dk*	446 365 226					1920	T.F.Morrison,Sinclair &Co. Blmain NSW	~~Newcastle&~~ ~~HunterRiverS.S.~~ ~~Co.Ld.~~ H.R.Lancey	148·8 F28'	32·7	11·3	SydneyNSW British	T.3Cy.12",19"&32"–18" 51RHP Chapman&Co.Ld.Sydney		
31533 203407	**Pathfinder** (*ex*SamuelMather) *Mchy.Aft* D.F. GyC. 1*Dk*	6751 — 5408					1906	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0 *WB*	60·2	32·2	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L.R. Dern. Cert. B. of Trade.
31534 145920 GDCY	**Patia** *Ref.Mchy.* *2Dks&2pt dks* D.F. Sub.Sig.	5355 4658 3297					1922	Cammell Laird&CoLd. Birkenhead	Elders&Fyffes,Ld.	400·0 P42'B157'F44'	51·1	30·3	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLd.Bkn		C
31535 SVAU	**Patra** (*ex*Orion-32,*ex*Hillcrag) *ss*Pir.2ndNo.3-4,22 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	*3256* *3029* *2081*	✠ 6,27 ✠	Ven	*v*		1896 8mo	R.Thompson&Sons Sunderland	Mme.ElenaKonstandinidis&G. Tzamkiranis *CellDBa*106'	328·1 P29'B70'F35' 23·3 FK *uE*22' *f*130' 714*tA*	47·1	15·9	Piræus Greek 6*BHCem* *PT*50*t*	T.3Cy.24",39"&64"-42" NDB18 275NH 2SB,6*pf*,GS100,HS4274 G.Clark,Ld.Sunderland	25 " 10	G †
31536 PKFQ	**Patras**	2065 1564 1181					1926	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·3	46·3	14·6	Batavia Dutch *WB*	C.4Cy.(2)18½"&(2)39⅜"-39⅜" 195NHP RotterdamDroogd.Maats.		V
31537 FOHH	**Patria** Ⓟ **TwinSc** D.F. 7*Dks*	11885 9189 6744					1913	Forg.&Ch. de la Médit LaSeyne	Cie.Générale de Nav.àVap.(Fabre Line)	487·2 B236'F69'	59·2	40·1	Marseilles French *WB*	T6Cy30⅝"49½"&79⅞"-51⅛" 900NHP Forg.&Ch.de la Médit.Msl.		V
31538 PGRJ	— Ⓟ **TwinSc** *Now "Svir," see No. 40030 in Supplement* *Fitted for oil fuel* Sub.Sig. *CruiserStern* D.F. 3*Dks*	9686 7347 5908					1919	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	480·7 P&B364'F84'	57·3	34·9	Rottrdam Dutch *WB*	SR geared SteamTurbines Maats.deSchelde,Flushing		
31539 DMBB	— (*ex*ScottishRover, *ss*Rot.2ndNo.3-5,26 *ex*Westborough, *ss*Kel.No.2-34 *ex*Beechley) 1*Dk*(*Irn*)2*trB*&*deep* *framing*&*Web frames*3*Dk rule*	3845 3590 2415	✠100A1 4,36 ~~2,35~~ ✠LMC MS6,34 BS~~2,35~~ 4,36	Bmn	*w*	CL 2,35	1901 10mo *Lloyd*'*sA&CP*	W.Gray &Co.Ld. WHartlepool	E.Behnke ("Orion" Schiffahrts G.m.b.H. *Mgrs.*) *Cell*	338·6 P28'B88'F31' FK *DBa&uE*133'*f*144'	49·5	25·6	Rostock German 6*BHCem* 912*tAPT*71*t*	T3Cy.25½"40½"&67"-45"(*s*) 160lb 297NHP 2SB,6*cf*,GS113,HS4404 Cen.Mar.Eng.Wrks.WHpl	28 " 3	
31540 LCST	— *ss*Osl.No.1-35 (*ex*Lyderhorn-32) *ss*Ant.No.3-2,30 1*Dk*(*Stl*) *Cargo battens not fitted*	1895 1667 1004	✠100A1 ~~2,34~~11,35 ~~[illegible]~~ ✠LMC(11,35 ~~BS10,33~~ ~~MS10,34~~	Bry Osl	*r*	CL ~~10,34~~ 11,35	1917 4mo A&CP	American S.B.Co. Cleveland,O.	D/S"Patria"A/S (O.S.Knudsen) *CellDB*222'478*t*	251·2 P27'B64'F26' *FPT*67*tAPT*77*t*	~~43·6~~ [43·7]	~~17·9~~ 18·1 FK	Xiansand Norwegian 4*BHCem*	T.3Cy.20",33⅝"&54"-40"(*s*) 180lb 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O	20 " 2 s 2 " 5¼ 17 " 10¾	
31541 7206 SLGA	— (*ex*PhyllisSeed,*ex*Westmore, *ex*Portinglis) 1*Dk*	*1872* *1696* *1108*					1908	Irvine'sSB. &D.D Co.Ld. W Hartlepool	RederiA/B Gothia (G.Österberg, *Mgr.*)	279·2 P25'B66'F29'	40·1	18·2	Trelleborg Swedish *WB*	T.3Cy.20½",33"&54"-36" 175NHP McColl&Pollock,Ld.Sld		C
31542 1049 ICAZ	— **Aux5MstSr** (*ex*SusanneVinnen) *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1848 1579 1430					1922	Frd.Krupp Akt.Ges Kiel	Soc.diNav.Nazario Sauro	261·5 Q82'F55'	44·4	19·2	Genoa Italian	Oil Engine 4S.C.SA 4Cy.15¾"-21⅝" 97NHP Frd.KruppA.G.Kiel		IG
31543 5733 SFYI	— Sub.Sig. 1*Dk*	*1188* *754* *604*					1915	Göteborgs NyaV.Aktieb Gothenburg	FörnyadeÅngf. Aktieb.Göta(F. Sternhagen,*Mgr.*)	213·0 P120'H128tF33'	34·2	13·1	Gothenbrg Swedish *WB*	T.3Cy.18½",29½"&47⅝"-29½" 123NHP GöteborgsN.V.AktiebGot		V
31544 620 OHCV	— *ss*Hfs.No.3-2,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* Wireless	696 512 296	✠100A1 2,35 ✠LMC2,35	Hfs	*j*	OG 1,35	1923 6mo *Lloyd*'*sA&CP*	NVScheep. DeMerwede Hardinxveld	FinskaÅngfartygs A/B *Ce*	180·3 Q117'F24' *llDB*103' 146*t FPT*	28·1	12·4 FK	Helsingfrs Finnish 3*BHCem* 63*tAPT*7*t*	T.3Cy.15",25 13/16"&40 3/16"-27" 180lb (*s*) 116NHP 2SB,4*cf*,GS64,HS2050 N.V.Mchfbk."Holland," Hardinxveld	14 " 6 s4 " 5¼ 14 " 2¼	
31545 DIEJ	**Patricia** *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	3979 3373 2280			.		1928	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 P15'B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35 7/16" 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
31546 128412 MDGQ	— **TwinSc** (*ex Yt.*MirandaII, *ss*Cws.No.1-14 *ex*Miranda) 2*Dks*(*U-Teak*) Sub.Sig. E.S.D. Wireless D.F.	793 — 364	✠ 10,18	Shl			1910 1mo	JIThornycroft&Co.Ld. Southampton	Corporation of the TrinityHouse	206·5 *DTa*15'33*t*	31·8	16·4 BK8"	Portsmth British 4*BHCem* *APT*8*t*	T.6Cy.14½",23½"&38"-24" 206NHP 2SB,6*cf*,GS131,HS3920 J.I.Thornycroft&Co.Ld.		
31547 140539 GQNZ	**Patrician** (*ex*SaintJerome) *ss*Rot.No.3-5,30 *ss*Liv.No.1-35 2*Dks*(*Stl*)	5742 5356 3636	✠100A1 10,35 ~~4,35~~ ✠LMC MS4,35 BS~~8,34~~ 10,35	Liv	*a*†	CL N2,33	1917 10mo *Lloyd*'*sA&CP* *One intermediate BH*	Russell& Co. Pt.Glasgow	Charente S.S.CoLd (T.&J.Harrison, *Mgrs.*) *and one 'tween dk* *CellDB*360'	423·0 P38'B123'F53' *BH dispensed with* 1181*t DTa*36' 1109*t*	56·0	28·7 FK	Liverpool British *Cem* 5*BH to Udk* 1 " " 2*nd* " *APT*31*t*	T.3Cy.27",45"&74"-51"(*r*) 180lb 561NHP 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 " 4 s6 " 0¾ 25 " 6	
31548 219903 KUPM	**Patrick Henry** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* 2*nd dk*&*Web frames* *Longitudinal framing*	7743 7203 4914			...		1920	ThePusey &JonesCo. Gloucester City,N.J.	UnitedStates ShippingBoard Bureau	439·6 P41'B134'F46'*on* *Shelter dk*	60·2	33·7 FK	Phildlphia Utd.States *WB*	Q4Cy25½",37",52½"&76"-54" 643NHP W.CrampS.&E.B.Co.Phl.	36 " 8	R †
31549 153 SVCG	**Patris II** Ⓟ *ss*Pir.No.2-34 2*Dks*(*Stl*) *Wthr dk*(teak s) *Now "Patricia," see No. 39609 in Supplement*	*3854* *2854* *2361*	✠100A1 *withfreeboard* 5,35~~3,35~~ ✠LMC BS5,35 MS8,34 *Fitted for oil*	Pir Msl *fuel*1,26	*w*	CL N7,34 *F.P. a*	1926 1mo *Lloyd*'*sA&CP* *bove* 1	Swan,Hunter&Wigham Richardson, Ld Newcastle 50° F.	NationalSteam Nav.Co.Ld.of Greece *CellDB*282'574*tD*	336·2 B167'F58' *Ta*20' 157*t FPT*46*t*	47·7	24·0 FK	Andros ~~Piræus~~ Greek 8*BHptCem* (6*to Wthr dk* 2 *to* 2*nd dk*) *APT*25*t*	T.3Cy.24",40½"&68"-45"(*s*) 210lb 527NHP 2SB(FD)&1AuxSB,10*cf*, GS199,HS8475 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	26 " 3 s 6 " 6¾ 20 " 0¼	
31550 147218 GCXF	**Patroclus** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	11314 8572 6910					1923	Scott's S.B. &E.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	498·8 P57'B195'F60'	62·3	34·9	Liverpool British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Scott'sS.B.&E.Co.Ld.Grk.		BT till ~~9,34~~ 6,36
31551 224220 KLHL	**Patterson** **Wood** *OilEng.* 2*Dks*	604 — 416					1882	U.S.Navy Yard Brooklyn,NY	NorthernWhaling &TradingCo.	168·1	23·3	18·8	S.Frncisco Utd.States	Oil Engines 2S.C.SA 4Cy.16½"-19" NE19 192NHP J&CG BolindersCoLd Skm		
31552 133570 MJFZ	**Pattersonian** (*ex*Blaydonian) **K** *ss*Shl.No.3-9,27 *Mchy.Aft* *ss*Nwc.No.1-32 1*Dk*(*ptStl*)	315 230 119	✠100A1 7,35 ~~5,34~~ BS~~[illegible]~~ 4,36 ✠LMC2,32	Nwc	*e*	OG 5,34	1915 3mo *Lloyd*'*sA&CP*	J.P.Renoldson&Sns Ld.S.Shields	Smith,Patterson& Co.Ld. *Ce*	135·3 Q55'F18' *llDBf*77'90*tFPT*3	23·6	9·1 FK	Newcastle British 3*BHCem* 7*tAPT*17*t*	O.2Cy.17"&36"-24"(*s*) 180lb 75RHP 1SB,3*pf*,GS44,HS1296 JP.Rennldsn&SnsLd.SShl	11 " 3 s " 9½ 10 " 7	
31553	**Patuca** Ⓟ **TwinSc** Broken up *Ref.Mchy.* 2*Dks*&2*pt dks* E.S.D. Sub.Sig.	*6103* *4858* *3330*					1913	Workman, Clark&Co.Ld Belfast		417·2 P45'F50'	53·3	30·1	Dutch *WB*	T.6Cy.28",39"&66½"-45" 594NHP Wrkman,Clark&Co.LdBel		C BT till 7,33

1	2, 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31554 149843 ZMDN	**Paua** *ss*Wln,No.2-35 ~~*ss*Wln.No.1-31~~ *OilEng.* *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1260 793 472	✠100A1 8,35 ~~8,34~~ ~~DBS8,34~~ ✠LMC ~~9,34~~ 8,35 ~~✠LMC(M)8,35~~ *Carrying Petroleum in bulk*	Wln DBS8,35		CL 8,33	1927 6mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	ShellCompany of NewZealand,Ld. *CellDBa*	205·5|36·6|15·1 P67'F41' FK 48'*f*20'99*t FPT*29*t*	Wellingtn British 9*BHptCem* *APT*27*t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 225NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 10½ 14 ″ 3¼	
31555 153506	**Paul Beau** (*ex*MingShun, *ex*PaulBeau) TwinSc 2*Dks&Shade dk*	1665 1144 1054					1903	CieFrançaise deNav. Nantes	TungOn S.S.Co.Ld.	222·2|38·1|12·3 H—	HongKong British	T.6Cy.14$\frac{21}{32}$",21$\frac{21}{32}$"&35$\frac{7}{16}$"-21$\frac{21}{32}$" 118NHP Cie.FrançaisedeNav.Lyons		
31556 306 YMCG	**Paul Beneke** Ⓟ Pad 1*Dk*	343 206 137					1906	J.W.Klawitter Danzig	"Weichsel"DanzigerDampfschifff. &SeebadA.G.	142·7|24·8|8·8 P34'B30'H40'	Danzig	C.2Cy.21½"&39⅓"-39⅓" 96NHP J.W.Klawitter,Danzig		
31557 233483 WJFT	**Paul Dana** D.F. *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	374 — 254					1934	I.S.Bushey &Sons,Inc. Brooklyn NY	DieselTankerM.J. Derby,Inc.	135·4|26·0|11·3	NewYork Utd.States	Oil Engines 2S.C.SA 5Cy.14"-17" 172NHP FairbanksMorse&Co. Beloit,Wis.		
31558 FNXS	**Paul Emile Javary** *OilEng.* 1*Dk&2nd dk in Nos.*1*&*4*holds*	2471 1952 1452			...		1926	Atel.&Ch. deFrance Dunkirk	Soc.Anon.de Gérance et d'Armement	288·2|45·6|19·6 P29'B63'F38' FK	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-49$\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0	V †
31559 216222 KJIO	**Paul H. Harwood** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6610 6444 4080			...		1918	Bethlehem S.B.Corp.Ld. S.Francisco	~~Pan-American ForeignCorp.~~ Standard Oil Co. of New Jersey	435·0|56·0|32·0 P106'B50'F42' FK	Wilmgton (Del.) Utd.States *WB*	DR Geared Steam Turbine 606NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
31560 DHTC	**Paul L.-M. Russ** *Mchy.Aft* Wireless 1*Dk*	1170 1006 622					1923	Stettiner Oderwerke Stettin	ErnstRuss	230·9|36·4|14·6 P&B181'F27'	Hamburg German *WB*	T.3Cy.17$\frac{5}{16}$",28⅜"&43⅜"-31½" 105NHP StettinerOderwerke		G
31561 215528 WLCH	**Paul Luckenbach** (*ex*Poznan, *ex*Suwanee,*ex*Mark) *Fitted for oil fuel* D.F. GyC. 3*Dks*	6606 6183 4125					1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc.	471·1|59·2|28·9	NewYork Utd.States *WB*	T.3Cy.32$\frac{3}{10}$",52⅘"&86⅗"-55$\frac{1}{10}$" 2NB-22 566NHP BremerVulkan,Vegesack		R
31562 221455 KDTE	**Paul Shoup** (*ex*Playa) *ss*S.Fo.No.3-8,33 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing*	6817 6058 4245	✠100A1 ~~8,35~~ ~~12,34~~ 4,36 ✠LMC MS8,35 BS~~7,34~~8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	SFo	*a*†	CL 3,34	1921 7mo	Merchant S.B.Corp. Chester,Pa. A&CP	AssociatedOilCo. *CellDBuE&B*60'	424·4|58·2|32·9 P128'B25'F41' FK 236*tDTf*43'750*t* *FPT*228*tAPT*178*t*	S.Frncisco Utd.States 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27",45"&75"-51" (*r*) 210lb *110lb* 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkS.B.Corp. Camden,N.J.	33 ″ 0 s 7 ″ 9½ 25 ″ 6	
31563 3682 PGRN	**Paula** TwinSc *OilEng.* ~~*ss*Sng.No.1-32~~ *Mchy.Aft* ~~*ss*Shi.No.2-35~~ 1*Dk*(*Stl*) *ss*Sng.No.2-35 *Longitudinal framing at bottom and at deck*	*2770* *1831* *1319*	✠100A1 ~~2,35~~ 10,35 ✠LMC CS10,35 DBS10,35 2,35 *Carrying Petroleum in bulk*	Sng Sba	*t*	CL 2,35	1927 11mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBu*	305·3|50·2|15·1 P86'F51' *Trunk*168' FK *E*55'*f*20'159*t FPT*	TheHague Dutch 12*BHptCem* 38*tAPT*88*t*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-27$\frac{9}{16}$" 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5¾	
31564 OXRH	— D.F. 1*Dk* *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0|39·7|15·3 P&B218'F38'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" & LP Turbine HS2519 192NHP HelsingörsJernsk.&Mskb.		G
31565 YLFQ	**Paula Faulbaums** (*ex*Jorunn-34, *ex*Tolosa,*ex*Antares) 1*Dk*	1840 1705 1104					1908	Osbourne Graham&Co. Sunderland	MaxFaulbaums (JamesSiering& Co.*Mgrs.*)	279·0|40·1|18·2 H66*t*F37*t*	Riga Latvian *WB*	T.3Cy.20½",33"&54-36" 175NHP G.Clark,Ld.Sunderland		N
31566 214449 WKCL	**Paulsboro** *ss*NYk.No.2-36 *ss*N.Yk.No.3-4,28 ~~*ss*Phl.No.1-33~~ *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. GyC. *Longitudinal framing*	6699 6209 4171	✠100A1 2,36 ✠LMC2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16 *F.P.above* 150° F.	Bal NYk	*b*†	CL ~~10,33~~ N2,36	1916 9mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*64' 197*tDTf*50'880*tF*	435·0|56·0|33·4 P106'B50'F42' FK *PT*97*tAPT*74*t*	NewYork Utd.States 15*BHptAsp* (10 „ *to U dk* 5 „ „ *2nd* „	T.3Cy.27",47"&78"-48" (*s*) 215lb 563NHP 3SB,*9cf*,HS9405 UnionIronWorksCo.S.Fo.)	33 ″ 6 s6 ″ 10¼ 26 ″ 10½	
31567 YTOR	**Pavla** (*ex*Mosor-34,*ex*Cheliff,*ex* Mercur) 1*Dk*2*trB*	1419 973 864					1895	Flensburgr Schiffsb.Ges. Flensburg	G.J.Marović	239·0|34·0|14·4 Q72'B113'F26'	Susak Yugoslav *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		V
31568	**Pavlina** (*ex*Pauline-34,*ex*Strabo-32) *ss*Gls.No.3-11,25 *Now "Brightvega," see No.* 3725 *in Supplement* *ss*Liv.No.1-29 2*Dks*(*Stl*)	*4920* *4597* *3064*	✠100A1 12,32 ✠LMC BS12,35 MS5,34	Grk	*y*	CL 5,34	1913 10mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	Soc.Anon.Marit& Comm.Olivier (M.Olivier,*Mgr.*) *CellD*	400·8|52·1|27·3 P36'B129'F48' FK *Ba*117'*uE&B*42'*f*1	Salonika Greek 6*BHCem* 88'955*tFPT*	T.3Cy.27",44"&73"-48" (*s*) 180lb 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow 82*tAPT*45*tDTf*30'712*t*	30 ″ 0 s5 ″ 6¼ 24 ″ 8¾	
31569 FPBJ	**Pavon** *ss*Ant.No.1-34 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	4128 3746 2439	✠100A1 *withfreeboard* 6,35 ~~7,34~~ ✠LMC7,34	Ant	*y*	CL 5,33	1930 8mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	Cie.deNavigation d'Orbigny *CellDBa&uE* 153'*f*181'947*t*	394·5|53·0|22·7 F34' FK *FPT*74*tAPT*124*t*	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.24",41"&68"-48" (*s*) 210lb 501NHP 2SB(FD)&1AuxB,*9cf*, GS177,HS7700 J.G.Kincaid&Co.Ld.Grk.	25 ″ 0 s2 ″ 2¾ 22 ″ 11¾	
31570 203925 KJUT	**Pawnee** *Fitted for oil fuel* 2*Dks*	1908 — 1382					1907	Harlan& Hollingsworth Co. Wlmgtn,Del.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	250·5|40·0|25·0	NewYork Utd.States	T.3Cy.19",30"&50"-30" 137NHP Harlan&Hollingsworth Co		R
31571 DOOB	**Pax** 1*Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1|26·1|11·9 Q44'B38'F21'	Bremen German *WB*	C.2Cy.17⅜"&31½"-21⅝" NB19 38NHP A.G."Weser,"Bremen		G
31572	**Pcela** (*ex*IniziativaG.-34,*ex*Iniziativa, *ex*Heatherlea,*ex*Overveen) *Mchy.Aft* 1*Dk*	313 239 163					1918	Gebr.E&M Coops Hoogezand	MarinFeric	129·8|22·6|10·5	Split Yugoslav *WB*	C.2Cy.12"&24"-15¾" 19NHP Botje,Ensing&Co.Grningn		I
31573 106026 MQVZ	**Pearl** 3Mst *ss*Bwg.3rdNo.3-12,28 *ss*P.Gl.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	691 473 269	✠100A1 12,35 ~~12,33~~ ✠NB9,20 ✠LMC11,33 BS~~11,34~~11,35	PGl Gls	*i*	CL ~~12,33~~ 11,35	1896 8mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson *WB*	185·0|29·1|10·8 Q92'B11'F36' BK7½" =*CellDBf*108'153*t*	Glasgow British 3*BHCem* *FPT*25*t*	T.3Cy.16",26"&42"-33" (*s*) 160lb 90RHP 1SB,*3pf*,GS58,HS1600 Muir&Houston(Lim.),Gls.	13 ″ 0 s ″ 8 13 ″ 2½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Lettres de cote, etc. dans le L.R. Papers Cert. H of Trade
31574 140266 GVVR	**Pearleaf** TwinSc ssPly.No.3-8,29 ssH.Kg.No.1-33 2Dks(Stl)&Web frames Longitudinal framing	5911 5283 2711	✠100A1 9,35 ~~9,34~~ ~~[illegible]~~ ✠LMC10,35 Carrying Petroleum in bulk Fitted for oil fuel 3,17 F.P. above 150° F	HKg BS9,35		CL s2,36 P9,34	1917 3mo Lloyd's A&CP	W.Gray&Co.Ld. WHartlepool	TheAdmiralty CellDBuE&B87'383tDTf48'196tDTa19'62tFPT70tAPT90t	404·8|54·5|32·6 P86'B32'F85' FK	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1089NHP 6SB,18cf,HS16932 FD Cen.Mar.Eng.Wrks.WHpl	35 " 2 s 6 " 9½ 28 " 7½	
31575 147460 GJSX	**Pearlmoor** ssShl.No.2-30 1Dk(Stl)&Shelter dk(Stl)	4581 4283 2817	✠100A1 withfreeboard 11,34 BS11,34 ✠LMC8,30	Shl	z	CL 11,33	1923 4mo Lloyd's A&CP	JReadhead&Sons,Ld. South Shields	MoorLine,Ld. (W.Runciman&Co.Ld.Mgrs.) CellDB352'1160tAPT153t	400·3|52·1|25·8 FK	London British 6BHCem (Coll to Sh dk 5 " 2nd ")	T.3Cy.27",44"&73"-48" (r) 180lb 513NHP 3SB,9cf,GS146,HS7570 FD J.Readhead&SonsLd.S.Shl	28 " 6 s 3 " 2½ 25 " 6	
31576 148661 MNKB	**Pebble** (exKempton) ssGls.No.2-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	597 421 303	✠100A1 ~~8,34~~11,35 ✠LMC8,34 BS7,35	PGl Irv	i	CL 8,34	1925 8mo Lloyd's A&CP	BurntisIndS.B.Co.Ld. Burntisland	Wm.Robertson CellDBf103'150tFPT47tAPT23t	170·0|27·4|11·2 Q96'B11'F21' FK	Glasgow British 3BHCem	T.3Cy.13",23"&37"-26" (s) 200lb 98RHP 1SB,3cf,GS60,HS1752 W.Beardmore&Co.Ld.Gls.	13 " 4 s 3 " 9½ 13 " 2¾	
31577	**Pećine** (exCameo, exStrathadder) Iron3Mst ssGls.3rdNo.3-8,21 Now "Peppino C." see No.39566 in Supplement Mchy.Aft 1Dk(Irn)	391 283 209	✠ — 1,35 ✠NB12,96 ✠	Ssk	g		1883 5mo	J.Fullerton&Co. Paisley	Paparella&Gallo	165·9|23·2|10·9 160·2 Q85'B7'F25' BK6"	Molfetta Italian 4BHCem FPT45t	C.2Cy.19½"&36"-27" 54NHP 1SB,2pf,GS33,HS930 J.&T.Young,Ayr	11 " 6	I †
31578	Broken up **Pecos** (exElSud) Fitted for oil fuel D.F. 2Dks&Awng dk	4572 — 2903					1899	NwprtNws S.B.&D.D.Co NwportNews	~~Agwilines,Inc.~~ ~~(Clyde-Mallory~~ ~~Lines,Mgrs.)~~	390·9|48·3|26·0 33·7	~~New York~~ ~~Utd. States~~ Italian WB	T.3Cy.33",52"&84"-54" NB09 518NHP NewportNewsSB&D.D.Co.		
31579 149829 GJRX	**Pecten** ssSng.No.2-35 OilEng ~~ssAms.No.1-31~~ E.S.D. CruiserStern 1Dk(Stl) Mchy.Aft Longitudinal framing D.F. at bottom and at deck	7468 6789 4330	✠100A1 3,36 ~~11,34~~ ✠LMC CS3,36 DBS3,36 8,36 Carrying Petroleum in bulk	Rot Nwc		CL ~~3,33~~ 8,35	1927 5mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE73'291tDTf32'369tFPT199tAPT70t	440·4|59·3|32·7 P99'B41'F63' FK	London British 15BHptCem	Oil Engines 4S.C.~~DA~~SA 6Cy.32¼"-59 1/16" ~~1204NHP~~ 2DB 180lb 602NHP N.E.MarineEngCoLdNwc.	32 " 9 s 6 " 2¾ 26 " 9½	
31580 161840 MBJW	**Peder Bogen** ssSfj.No.2-33 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft Longitudinal framing D.F.	9741 9145 7363	✠100A1 Shelter dk withfreeboard 11,35 ~~8,34~~ BS11,35 ~~BS6,34~~ ✠LMC10,33 Carrying Petroleum in bulk Adapted for oil fuel 7,28 F.P. above 150° F.	Shl Grk	e†	CL 9,33	1925 6mo Lloyd's A&CP	NVSchpsw "Dordrecht" Dordrecht	SouthGeorgiaCo. Ld.(Chr.Salvesen, Mgrs.) CellDBuE&B86'340tDTf36'398tFPT285tAPT187t	480·9|62·3|37·1 B26'F49' FK	Leith British 17BHCem Coll BHtoSh dk 9 " " 2nd "	T.3Cy.28",46"&77"-54" (s) 190lb 655NHP 3SB,9cf,GS195,HS9885 FD Maats.Fyenoord,Rot.	40 " 0 s10 " 6¾ 29 " 8½	
31581	**Pedrinhas** 1Dk(Stl)	3666 3323 2219					1935	Lithgows Ld. PortGlasgow	Cia.deCabotagem dePernambuco	350·7|50·2|23·3 P40'B106'F38'	Prnmbuco Brazilian WB	T.3Cy.21½",37"&62"-42" 250NHP D.Rowan&Co.Ld.Gls.		C
31582	**Pedro II** (exCommandante Freitas-31,exItapeva,exCavour) Iron	965 — 626					1881	Scott&Co. Greenock	Bitar&Irmãos	225·7|32·6|13·9	Pará Brazilian	C.2Cy.23"&50"-30" NB97 114NHP Scott&Co.Greenock		
31583 5519 SGEA	**Pedro Christophersen** TwinSc3Mst Oil Eng. ssHbg.No.3-3,26 ssGot.No.2-34 2Dks(Stl)&Shelter dk(Stl)	3725 3354 2232	✠100A1 Shelter dk withfreeboard ~~6,3~~ ~~11,34~~ ✠LMC11,34 3,36 ~~10,35~~	Got ~~[illegible]~~	x	OG ~~s3,34~~ P10,34 ~~s10,35~~ SN3,36	1913 8mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) a69'uE37'f212'1138tFPT74tAPT53t	360·0|51·6|22·2 H252t WB=CellDB FK	Stockholm Swedish 6BHAsp	Oil Engines 4S.C.SA 16Cy.19 11/16"-26" 604NHP NDB34-100lb Akt.Burmeistr&Wain,Cpn	25 " 6 s 2 " 4½ 23 " 4	
31584 GTJL	**Peebles** (exGracechurch-33) Now "Mill Hill," see No. 39122 in Supplement 1Dk(Stl) D.F. CruiserStern	4318 [illegible]25 2594	✠100A1 ~~7,3~~ ~~12,34~~ 11,35 ✠LMC2,34	Liv ~~Nag~~Bry	x	CL ~~12,32~~ 11,35	1930 4mo Lloyd's A&CP	W.Doxford&Sons,Ld. Sunderland	B.J.Sutherland&Co.Ld. CellDB317'913tFPT134tAPT161t	370·4|52·9|24·9 P30'B230'F34' FK	Newcastle British 6BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB,9cf,GS187,HS6105 G.Clark,Ld.Sunderland	27 " 2 s 3 " 7¼ 23 " 9½	
31585 104233 GPMJ	**Peel Castle** Ⓟ TwinSc (exDukeofYork) Wireless 2Dks	1474 1112 596					1894	W.Denny&Bros. Dumbarton	Isle ofManSteam PacketCo.Ld.	310·2|37·0|16·0 P76'B126'F70'	DouglasIM British WB	T.6Cy.23",35½"&53"-33" NB11 323NHP Denny&Co.Dumbarton		BT till ~~10,35~~ 10,36
31586 SVOY	**Pegasos** (exHarlow-32) ssHul.No.3-7,27 ssPir.No.1-33 Well deck 1Dk(ptIrn ptStl) Cargo battens not fitted	1795 1341 881	✠100A1 7,34 ~~BS7,34~~ ✠LMC~~5,33~~ 2,36	Pir	p	CL ~~3,33~~ 2,36	1915 6mo Lloyd's A&CP	W.Gray&Co.Ld. WHartlepool	G.N.Louloudis CellDBa&uE96'f96'384tFPT47tAPT133t	245·1|37·0|18·0 Q95'B58'F24' FK	Andros Greek 4BHCem	T.3Cy.19",30½"&51"-36" (r) 180lb 100lb 202NHP 2SB,6cf,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 " 0 ~~s1 " 9½~~ ~~18 " 6~~ s1 " 8 18 " 6	
31587 7630 SHUN	**Pegasus** ssYka.No.1-35 OilEng. D.F. 2Dks(Stl)&Web frames Longitudinal framing-bracketless system Mchy.Aft CruiserStern	9583 8853 5702	✠100A1 ~~5,35,5,34~~ 11,35 DBS5,34 ✠LMC12,34 ~~✠LMC(M)7,30~~ Carrying Petroleum in bulk	LAn ~~Yka~~SFo	e†	CL ~~NJ,32~~ 5,35	1930 5mo Lloyd's A&CP	W.Doxford&Sons,Ld. Sunderland	Rederiaktieb. Transoil(R. Sörman,Mgr.) CellDBuE70'253tDTf47'498tFPT240tAPT75t	492·3|65·0|36·6 481·2 P101'B35'F39' FK	Gothenbrg Swedish 16BHptCem	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	36 " 9 s 8 " 2½ 28 " 10	
31588 81801	— (exWilliamH.Gratwick) Mchy.Aft GyC. 1Dk2trB	4776 — 3352					1902	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	416·0|50·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		
31589 154061 VPFC	— (exVesta) ssTri.No.3-6,31 ssMsl.No.1-35 D.F. Mchy.Aft 2Dks&Web frames	3597 3178 2128	✠100A1 10,35 ✠LMC BS10,35 MS3,35 Carrying Petroleum in bulk Fitted for oil fuel 4,13 F.P. above 150° F.	Msl	v	CL ~~4,33~~ 10,35	1913 4mo Lloyd's A&CP	NewYork S.B.Co. Camden,N.J.	StandardTransportationCo.Ld. CellDBuE&B &bunker106'210tFPT82tAPT52t	330·5|46·2|25·6 P116'B30'F43' FK	HongKong British 15BHptCem (12 to U dk 3 " 2nd ")	T.3Cy.21",35"&58"-42 200lb (r) 318NHP 2SB4cf,GS160,HS5762 NewYorkSBCo.CamdnNJ	27 " 0 s4 " 0½ 23 " 1½	
31590 148067 GKPT	**Pegaway** ssShl.No.2-33 1Dk(Stl) Cargo battens not fitted	1826 1558 1073	✠100A1 10,35 ~~8,34~~ BS~~10,34~~ ✠LMC8,35 10,35	Shl	q	CL ~~2,33~~ 10,35	1924 5mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	HillStm.Shppg.Co. Ld.(Witherington &Everett,Mgrs.) CellDB221'458tFPT88tAPT84t	260·0|39·2|18·9 P21'B47'F23' FK	Newcastle British 4BHCem	T.3Cy.20½",33"&54"-39" (s) 180lb 201NHP 2SB,4cf,GS83,HS3154 Smith'sDockCo.Ld.Mdb.	21 " 0 s 2 " 9½ 18 " 5	
31591 OHWJ	**Peggy Thorden** (exNervion-34, (exHansFischer,exErikLarsen) 1Dk	1789 1540 1003					1921	Nüscke&Co.A.G. Stettin	RederiA/B Brandö (Gust.B.Thorden, Mgr.)	280·9|42·2|17·9 P26'B67'F30'	Brandö Finnish WB	T3Cy.20 7/10",32¼"&51⅛"-35¾" Waggon-u. 157NHP MaschinenbauA.G.Görlitz		N
31592 144260 GFYS	**Pegu** Ⓟ D.F. 2Dks Fitted for oil fuel	8183 6754 5160					1921	W.Denny&Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. Mgrs.)	466·0|59·2|30·5	Glasgow British WB	T.3Cy.29½",50"&84"-60" 546NHP W.Denny&Bros.Ld.Dum.		C BT till ~~4,35~~ 5,36

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31593 XNGK	**Pei An** (*ex*Tarcoola-33) *ss*Syd.2ndNo.3-12,26 *ss*Shi.No.2-35 ~~*ss*Syd.No.1-30~~ 1*Dk*(*Irn*)*deep framing*&*Shade dk*(*Irn*) *Cargo battens not fitted*	3586 — 2600	✠100A1 *Shade dk* 1,35 ~~2,34~~ ✠LMC1,35	Shi	*u*	CL 1,35	1902 2mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	NorthChinaS.S.Co. Ld. *CellDBa&uE*114'	326·0 *f*128'661*tFPT*144*t* FK	45·4	21·8	Tientsin Chinese 7*BHCem* *APT*162*t*	T.3Cy.23",38"&61"-42" (*s*) 180lb 277NHP 2SB,6*cf*,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc	23 ″ 0 s2 ″ 0 21 ″ 2	
31594 XNAK	**Pei Chin** (*ex*HuaMing,*ex*Anghin, *ex*DorotheaRickmers) 1*Dk*&*Spar dk*	1613 — 1001					1903	Rickmers Act.Ges. Bremerhaven	ChihliShantung Line,Ld.	253·2 P164'F35'	37·4	19·6	Tientsin Chinese *WB*	T3Cy.18⅞",$30\frac{11}{16}$"&$49\frac{3}{16}$"-31½" 136NHP Gebr.Sachsenberg,Rosslau		
31595	**Pei Ching**	441 — 272					1911	Nicolas Tsu Shanghai	ChihliShantung Line,Ld.	135·0	24·0	10·5	Tientsin Chinese	C.2Cy.15"&32"-24" 42NHP		
31596 XNAJ	**Pei Fu** (*ex*Macaria,*ex*Tioga, *ex*DonNeil,*ex*ClaraJebsen) 1*Dk*&*Spar dk*	1946 — 1230					1902	Chant.Nav. Anversois Antwerp	NorthChinaS.S.Co. Ld.	259·6 B63'F30' 20·7	36·6	16·2	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP N.E.MarineEngCoLdNwc		
31597	**Pei Hai** (*ex*ChuyuMaru, *ex*Southgrove,*ex*Hero) *ss*Brs.No.3-11,00 *Well deck* 1*Dk*(*Irn*)	749 — 439	✠ 4,08	CTn			1890 9mo	R.Dixon& Co. Middlesbro'	DongAnS.S.Co. (HweiTungS.S.Co. *Mgrs.*)	200·0 Q72'B53'F25' FK	30·1	13·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-30" 106NHP Blair&Co.Ld.Stockton		
31598	**Pei Hua** (*ex*Hellas) 1*Dk*	1380 1237 849					1905	WoodSkin- ner&Co.Ld. Newcastle	NorthChinaS.S.Co. Ld.	260·0 P19*t*H75*t*F27*t*	38·0	15·3	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP G.Clark,Ld.Sunderland		
31599 XNAS	**Pei Kong** (*ex*BanyeiMaruNo.17) Wireless 1*Dk*	1013 — 630					1919	NittaCo. Osaka	NorthChinaS.S.Co. Ld.	210·0 P16'B48'F26'	31·0	17·6	Tientsin Chinese *WB*	T.3Cy.23⅛",38"&61"-42" 241NHP HamadaIronWorks,Kobe		
31600	**Pei-Ming** 2*Dks*	*651* *580* *367*					1922	Huh Hsing E.&S.B.Wks. Shanghai	ChihliShantung Line,Ld.	152·1	27·4	15·9	Tientsin Chinese *WB*	T.3Cy.14¾",24¼"&39"-24" 75NHP HuhHsingE.&SB.Wks.Shi		
31601	**Pei Ping** (*ex*YukiMaru-34, *ex*SengaMaru)	711 — 419					1905	OsakaIron WorksLd. Osaka	NorthChinaS.S.Co. Ld.	180·0	27·0	19·0	Tientsin Chinese			
31602 Broken up XNAI	**Pei Tai** (*ex*Alabama, Iron *ex*Raymond, *ss*Mel.3rdNo.3-3,16 *ex*Raymondos, *ss*Mel.No.1-20 *ex*Tantallon) 2*Dks*(1*Irn*& 1*ptIrn*-*Uws*)3*trB*	2044 — 1288	✠ 5,25	Mel	*s*		1879 10mo	A.Leslie& Co. Newcastle	NorthChinaS.S.Co. Ld.	285·0 B12'F37' BK9½" *DB*	35·5	22·6	Tientsin Chinese 5*BHCem* *a&f*144'225*t*	C.2Cy.32"&62"-42" NDB98 187NHP 2SB,6*pf*,GS86,HS2955 R.&W.Hawthorn,Nwc.	25 ″ 6	
31603 LDQZ	**Peik** *OilEng.* *ss*Nwc.No.1-34 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6099 5412 3592	✠100A1 1,36 ~~3,35~~ ~~DBS5,34~~ ✠LMC5,34 *Carrying Petroleum in bulk* DBS3,36	Ham Fal	*z*	CL ~~5,34~~ 1,36	1930 9mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	G.B.Bull *CellDBuE*56' *DTf*34'347*t*	396·2 P97'B29'F36' *Trunk*238' FK 192*t* *FPT*135*tAPT*121*t*	55·1	32·3	Sandefjord Norwegian 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 2DB-*180lb* 583NHP Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5¼ 26 ″ 8¾	
31604 7779 SIVN	**Peiping** TwinSc *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. 3*rd dk*(*Stl*)*except in* *mchy.space*&*aftermost hold*	*6390* *5564* *3835*	✠100A1 *withfreeboard* 10,35 ~~4,35~~ ✠LMC10,31 *Carrying vegetable oil in deep tank,* *inNo.4 double bottom tank & in after peak*	Mmo Got	*c* †	CL 4,36	1931 10mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*) *CellDB* 368' 1369*t* *tunnels*93*t*	437·1 FK *Tanks in way of* *MT*28'892*tAPT*59*t*	57·0	28·5	Gothenbrg Swedish 8*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$66\frac{15}{16}$" DB*85lb* 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2¼ 27 ″ 6	
31605 147304 GJRM	**Peisander** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6225 5382 3884					1925	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 951NHP Akt.Burmeistr&Wain,Cpn		BT till ~~5,35~~ 9,35 8,36 ~~4,36~~
31606 17072 JFPD	**Peking Maru** 2*Dks*&*Web frames* *Longitudinal framing*	3011 2738 1857		...			1914	OsakaIron Works Osaka	OsakaShosenK.K.	305·3 P19'B82'F32' FK	42·4	24·8	Osaka Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWorks,Osaka	27 ″ 3	C †
31607 LCAQ	**Pelagos** (*ex*Athenic) TwinSc4Mst *Fitted for oil fuel* D.F. 4*Dks* *Fitted for carrying Whale oil in bulk*	12067 7320 7233					1901	Harland& Wolff,Ld. Belfast	Hvalfangerslsk. PelagosA/S(Bruun &vonderLippe)	500·3 H485*t* 45·0	63·3	29·0	Tonsberg Norwegian *WB*	Q.8Cy.22",31½",46"&68"-48" 641NHP Harland&Wolff,Ld.Bel.		N
31608 113159 VJVL	**Pelaw Main** TwinSc *ss*Syd.2ndNo.3-12,33 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1221 961 584	✠100A1 12,34 ✠LMC12,33 BS3,35	Syd	*o*	11,33	1909 11mo *Lloyd*	Hall,Rus- sell&Co.Ld Aberdeen '*sA&CP*	J.&A.Brown& AbermainSeaham Collieries,Ld. *CellDBa*59'*uE*	235·1 Q143'F24' *35·8* BK8" 17'*f*96'288*tFPT*21*t*	34·6	15·9	Newcastle N.S.W. British 4*BHCem* *APT*39*t*	T.6Cy.16",26"&43"-27" (*r*) 180lb *90lb* 239NHP 2SB,6*cf*,GS121,HS4102 Hall,Russell&Co.Ld.Abn.	17 ″ 0 s 1 ″ 6½ 16 ″ 3	
31609 149650 GNJX	**Pelayo** *ss*Ant.No.2-36 *OilEng.* ~~*ss*Liv.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 1,36 ✠LMC CS1,36 5,35	Ant	*r*	CL ~~10,33~~ ~~9,35~~ 1,36	1927 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*220'329*t*	270·1 B70' FK (*FPT*17*tAPT*38*t*	39·1	15·6	Liverpool British 5*BHptCem* *Coll to Sh dk* 4 ,,*2nd*,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
31610 130388	**Pelee** Ⓟ 2*Dks*	461 231 219					1914	Collingw'd S.B.Co.Ld. Collingwood	Windsor&Pelee IslandS.S.Co.Ld.	141·2	24·1	10·0	Amherst- burg,Ont. British *WB*	T.3Cy.12½",21"&34"-21" 58RHP CollingwoodS.B.Co.Ld.		
31611 YQSP	**Peles** (*ex*Adolf vonBaeyer-33) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5700 4402 3410					1922	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 F49'	53·9	23·7	Constntza Roumanian *WB*	T.3Cy.25¼",41"&66⅛"-49¼" &LPTurbine 431NHP Marinewerft,Wilhelmshvn		V
31612 201 SZGL	**Peleus** (*ex*Egglestone)*ss*Ant.No.2-36 ~~*ss*Rot.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4695* *4389* *2840*	✠100A1 *withfreeboard* 2,36 ~~4,35~~ ~~BS9,31~~ ✠LMC~~7,32~~ 2,36	Hul Ant	*z*	CL ~~4,35~~ 2,36	1928 3mo *Lloyd*	W.Gray& Co.Ld. Hartlepool '*sA&CP*	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDB*353'1261*t*	400·2 FK (*FPT*178*tAPT*105*t*	54·2	25·1	Syra Greek 6*BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.26½"44"&73"-48" (*s*) 180lb 476NHP 3SB&1AuxSB,11*cf*,GS205, HS8371 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11½ 24 ″ 9¾	
31613 DJNP	**Pelikan** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *Mchy.Aft* *CruiserStern*	3264 2791 1933					1934	Bremen Vulkan Vegesack	Afrikanische Frucht-Compagnie AG (Reed.F.Laeisz G.m.b.H.*Mgrs.*)	352·8 B41'F44'	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-$35\frac{7}{16}$" 975NHP BremenVulkan,Vegesack		G

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
31614 2791 SFZR	**Pelle** (*ex*August) 1*Dk*	633 477 427					1890	W.Lindbergs Aktieb. Stockholm	SölvesborgsVarvs.&RederiA/B(Th. Carlsson,*Mgr.*)	177·5 Q62′B41′H17′F21′	28·3	13·7	Sölvesborg Swedish *WB*	T.3Cy.14¼″,23½″&33″–25¼″ 46NHP W.LindbergsM.V.Skm.		V
31615 FNTR	**Pellerin de Latouche** Ⓟ TwinSc (*ex*General Gallieni,*ex*Marienbad) *ss*Msl.No.1-18 2*Dks*(*Stl U-ws*) &*Awng dk*(*Stl–teak s*) D.F. 3*rd dk*(*Stl*)*in Nos.*1,2,3&5*holds*	8217 — 3833	✠ 2,23 ✠	Sng	c†		1913 7mo	Cantiere SanRocco Trieste	Cie.Générale Transatlantique	452·4 FK *CellDBa*85′*uE*&*B*162′*f*143′1142*t FPT*61*t*	56·3 53·9	29·3	Havre French 9*BHCem*	Q.8Cy.26″,37″,53″&76″–51″ 1290NHP 8SB,24*cf*,GS474,HS18830 StabilimentoTecnico,Tri.	39 ″ 11	V †
31616 1756 ICBD	**Pellice** (*ex*AnsaldoOttavo) *OilEng.* D.F. *Mchy.Aft* 2*Dks*	5360 4487 2933					1920	G.Ansaldo&Co.S.A.Ital. SestriP'nente	Soc.Commerciale diNav.	378·5 P122′B30′F35′	51·5	28·3	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½″–49$\frac{3}{16}$″ 606NHP NE28 Soc.An.FiatS.G.M.Turin		CI
31617 147687 VLDW	**Pelton Bank** (*ex*Dewstone-34) *ss*Nwc.No 2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1375 1032 794	✠100A1 ~~12,34~~12,35 BS12,35 ~~BS12,34~~ ✠LMC5,35 ✠NE&Bmade9,19refitted7,24	Syd	o	CL 9,34	1924 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	McIlwraith, McEacharn,Ld.	235·1 Q145′F25′ FK *CellDB*198′380*t FPT*102*t APT*82*t*	36·1 37·7	15·3	SydnyNSW British 4*BHptCem*	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 120NHP 2SB,4*cf*,GS49,HS1800 FD Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s 5 ″ 3½ 16 ″ 4½	
31618 25351 WEFX	**Pemberton** Ⓟ (*ex*Uncatena) Pad 2*Dks*	831 — 523					1902	ThePusey&JonesCo. WlmngtnDel	Nantasket-Boston SteamboatCo.	178·0	31·0	12·0	Bostn,Mas Utd.States	B.1Cy.42″–120″ 149NHP Pusey&JonesCo.Wlmngtn		
31619 Broken up ~~[illegible]~~ ~~[illegible]~~	**Pembrokeshire** *ss*Ham.No.3-4,27 *ss*Mdb.No.1-31 *Ref.Mchy.* 2*Dks*(*Stl*)	7808 7246 4806	✠~~100A1~~ 6,34 ~~✠LMC~~ ~~MS7,34~~ ~~BS4,35~~ ~~✠Lloyd'sRMC4,35~~ *Fitted for oil fuel* 11,19 *F.P. above* 150° F. *Carrying oil fuel F.P. above* 150°F. *in DB&DT*	Ham	d†	CL 9,33	1915 4mo	Workman,Clark&Co.Ld Belfast *Lloyd's A&CP*	~~[illegible]~~ ~~(Thos.Dunlop&~~ ~~Sons,Mgrs.)~~	470·2 P99′B171′F79′ *CellDBa*141′ FK *uE&B*84′*f*190′1800*t DTa*27′810*t FPT*105*t APT*25*t*	58·3	32·2	Danzig 7*BHCem*	Q.4Cy27½″,39½″57″&82″–54″ 215lb (*s*) 735NHP 4SB,16*cf*,GS260,HS10500 FD Wrkman,Clark&Co.Ld.Bel	35 ″ 0 s 7 ″ 3½ 28 ″ 1½	
31620 UOQS	**Penai** (*ex*Kubsojus) Wireless 1*Dk*	548 418 272					1891	…… Hamburg	U.S.S.R.	169·3	26·8	14·0	Odessa Russian	C.2Cy. NB13 Hamburg		
31621 16104 JDRD	**Penang Maru** 2*Dks*	5214 4744 3230	…				1913	Russell&Co. Pt.Glasgow	NipponYusenK.K.	405·0 P37′B119′F46′ FK	52·2	27·4	Tokio Japanese *WB*	T.3Cy.26″,42″&70″–48″ 488NHP Rankin&Blackmore,Grk.	30 ″ 0	C †
31622 137213 GFQJ	**Pencarrow** *ss*Bos.No.3-2,33 D.F. 1*Dk*(*Stl*)	4841 4415 2955	✠100A1 ~~2,33,6,34~~ 1,36 ✠LMC MS2,35 BS4,35	Hul ~~Mid~~Cff	y	CL ~~N2,33~~ ~~12,35~~ N1,36	1921 7mo	Irvine'sSB&D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	ChellewNav.Co.Ld (F.C.Perman, *Mgr.*)	390·0 P40′B122′F38′ FK *CellDBa*134′*uE*28′*f*169′1012*t FPT*73*t APT*152*t*	52·0	26·8	Falmouth British 6*BHCem*	T.3Cy.25⅝″,42″&70″–48″ (*s*) 180lb 402NHP 3SB,9*cf*,GS166,HS6656 Richardsons,Westgarth&Co.Ld.Hpl	29 ″ 6 s 5 ″ 5⅝ 24 ″ 3	
31623 TURT	**Penchâteau** (*ex*Rapallo, *ex*Heenvliet) 1*Dk*	995 — 538					1920	DeHaan&Oerlemans Heusden	Cie.Nantaise de Nav.àVap.(Service des Messageries de l'Ouest et Côtiers)	216·4 P19′Q51′F26′	34·5	13·0	Nantes French *WB*	T.3Cy.15¾″,25⅝″&41⅜″–27⅝″ 90NHP NV BurgerhoutsSchps.Rot		V
31624 146381 GJTN	**Pendeen** *ss*Cff.No.3-12,35 ~~*ss*Ams.No.2-34~~ D.F. 1*Dk*(*Stl*)	4174 3819 2481	✠100A1 12,35~~7,34~~ ✠LMC12,35 ~~MS7,34~~ ~~BS5,34~~	Npt Cff	x	CL ~~7,33~~ 11,35	1923 5mo	Irvine'sS.B&D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	ChellewNav.Co.Ld.(F.C.Perman, *Mgr.*)	375·0 P39′B229′F40′ FK *CellDBa*135′*uE*29′*f*148′1037*t FPT*112*t APT*162*t*	51·2	24·7	Falmouth British 6*BHCem*	T.3Cy.26″,42″&70$\frac{3}{16}$″–48″ (*s*) 180lb 396NHP 3SB,9*cf*,GS179,HS6494 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 7½ 23 ″ 10½	
31625 Abandoned at Sea 10,35 129164 GNBP	**Pendennis** (*ex*Clapton,*ex*Corglen, *ex*SirArthur) *ss*Nwc.No.3-2,24 *ss*Shl.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	2001 1763 1161	✠~~100A1~~ 2,35 ~~BS1,34~~ ~~✠LMC2,35~~ ~~3,35~~	Shl	r	CL 2,35	1911 1mo	S.P.Austin&Son,Ld. Sunderland *Lloyd's A&CP*	PendennisS.S.Co. Ld.	280·0 P25′B54′F29′ FK *CellDBa*94′*uE&B*36′*f*104′490*t FPT*114*t APT*141*t*	40·5	18·5	Newcastle British 4*BHCem*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 208NHP 2SB,6*pf*,GS93,HS3140 G.Clark,Ld.Sunderland	20 ″ 9 s 3 ″ 0 17 ″ 11	
31626 PGRY	**Pendopo** *ss*Sba.No.1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system* *Mchy.Aft* *CruiserStern* *Rudder electrically welded*	5209 4534 2665	✠100A1 ~~6,33~~ ~~2,35~~ 3,36 BS12,35 ✠LMC6,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,30 *F.P. above* 150° F.	Sba ~~But~~ Sng	y	CL ~~2,33~~ 12,35	1930 7mo	C.van der Giessen&Zonen'sSchp. Krimpen *Lloyd's A&CP*	N.V.NederlandscheKoloniale TankvaartMaats.	385·8 P105′F48′ FK *CellDBuE&B*81′ 253*t DTf*45′396*t FPT*112*t APT*44*t*	56·1	26·9	TheHague Dutch 14*BHptCem* *ptAsp* (11 *to U dk* 3 „ 2*nd* „)	T.3Cy.25″,42″&73″–48″ (*s*) 225lb 548NHP 3SB,9*cf*,HS7665 FD N.E.MarineEng.CoLdNwc	27 ″ 0 s 4 ″ 11 22 ″ 3	
31627 ~~YMAP~~	**Penelope** TwinSc D.F. GyC. *OilEng.* Sub.Sig. *ss*Kel.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* &*Web frames* *Longitudinal framing*	8917 8454 4824	✠100A1 *Shelter dk withfreeboard* 3,36 ~~3,35~~ DBS~~3,35~~ 3,36 ✠LMC CS5,33 ~~1,34~~ 3,36 *Carrying Petroleum in bulk*	Bmn Ham		CL ~~N5,33~~ 3,36	1925 9mo	Howaldtswerke Kiel *Lloyd's A&CP*	PanamaTransportCo. (Waried TankschiffRhedereiG.m.b.H. *Mgrs.*)	470·1 B34′F39′ FK *CellDBuE*70′160*t DTf*36′275*t DTa*21′96*t FPT*182*t APT*119*t*	63·2	35·3	Panama Panmanian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.23⅝″–41⅜″ 776NHP DB70*lb* 2WaterTubeDB–200*lb* SulzerBros.Ld.Winterthur	35 ″ 6 s 8 ″ 6½ 27 ″ 3	
31628 803 SVHV	— (*ex*NewGeorgia-33) *ss*Drt No.3-7,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames&bevelled bilge* *CruiserStern*	4786 4424 2899	✠100A1 *Shelter dk withfreeboard* 5,35 ~~BS5,34~~ 10,35 ✠LMC7,33	Hul	a†	CL N5,35	1919 8mo	Harland&Wolff,Ld. Belfast *Lloyd's A&CP*	NausicaaShipping Co.Ld.	412·6 FK *CellDB*34′1571*t DTa*25′858*t FPT*91*t APT*126*t*	55·8	34·4	Piræus Greek 8*BHCem* (*CollBHtoSdk* 7 „ 2*nd* „)	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 ″ 7 s 3 ″ 4 25 ″ 6½	
31629 304 IRXK	— (*ex*Thornley) 1*Dk*	1160 — 698					1907	BlythS.B.Co.Ld. Blyth	A.Pollio	235·0 Q121′B11′F24′	36·0	14·4	Naples Italian *WB*	T.3Cy.19″,31″&51″–36″ Richardsons, 156NHP Westgarth&Co.Ld.		I
31630	— (*ex*PlazaVictoria,*ex*Esteban D.Risso,*ex*SanPaolo) 1*Dk*	392 — 305					1895	G.Ansaldo&Co. SestriP'nente	Cia.deNav. S.Lambruschini Ltda.	167·5	35·6	8·8	Bns.Ayres Argentine	C.4Cy.9″&17½″–9⅝″ 16NHP G.Ansaldo&Co.Smprdrna.		
31631 FOMF	**Penerf** D.F. 2*Dks*(*Stl*)	2151 1934 1278	✠ … 11,33 ✠	Rou			1930 8mo	Napier&Miller,Ld. Glasgow	Cie.Nantaise de Nav.àVap.(Service des Messageries de l'Ouest et Côtiers)	278·6 P25′B76′F29′ FK *CellDB*237′475*t FPT*45*t APT*78*t*	42·6	20·7	Nantes French 6*BHCem*	T.3Cy.20″,33″&54″–33″ 241NHP 2SB,6*cf*,GS94,HS3630 McKie&Baxter,Glasgow	22 ″ 6	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31632 151046 CYMD	**Penetang** (*ex*WalterB.Reynolds) *Mchy.Aft*	1824 1558 983					1925	TheCol-lingwood S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"-26" Hewes& 95RHP Phillips,Newark,N.J.		C
31633 133349 GQPT	**Pengreep** *ss*Cff.No.3-10,26 *ss*Shl.No.2-36 ~~*ss*Hul.No.1-30~~ D.F. 1*Dk*(*Stl*)	4806 4432 3007	✠100A1 2,36 ~~5,34~~ MS~~5,30~~ 2,35	Sws Shl ✠LMC ~~BS4,31~~ BS ~~5,35~~3,36	*y*	CL ~~1,35~~ 7,35	1914 5mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP* *WB*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) =*CellDBa*134'*uE*	390·0 P38'B121'F38' 28' *f*169'1002*tFPT*	52·0	26·9 FK	Falmouth British 6*BHCem* 73*tAPT*152*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 402NHP 3SB,9*cf*,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s5 ″ 5¾ 24 ″ 3	
31634 146388 GCMB	**Penhale** *ss*Hul.No.2-32 D.F. 1*Dk*(*Stl*)	4071 3722 2451	✠100A1 ~~5,35~~~~11,34~~ 12,35 MS2,33	Shl ~~Sws~~ Rot ✠LMC BS~~5,34~~5,35	*w*	CL ~~5,34~~ 4,35	1924 1mo *Lloyd*	J.Priest-man&Co. Sunderland '*sA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellD*	365·0 P31'B102'F31' *B*315'992*t FPT*113*t*	51·5	23·8 FK	Falmouth British 6*BHCem* *APT*115*t*	T.3Cy 24",40"&66"-45" (*s*) 180lb 317NHP 3SB,9*cf*,GS147,HS4905 G.Clark,Ld.Sunderland	26 ″ 1 s4 ″ 10¾ 21 ″ 4¾	
31635 142192 [illegible]	**Penhill** (*ex*Mellon) *ss*Cff.No.3-3,33 *Now "Braeside," see No. 37275 in Supplement* 1*Dk*(*Stl*) *Cargo battens not fitted*	3036 2811 1867	✠100A1 ~~4,35~~ ~~11,34~~ 8,35 MS3,33 *Fitted for oil*	Lon ~~Hul~~ Rot ✠LMC BS~~12,33~~5,35 *fuel* 7,	20	~~11,33~~ 3,35 *F.P. a*	1920 7mo *Lloyd* *bove* 1	Shanghai Dk&E.Co.Ld. Shanghai '*sA&CP* 50° F.	PenhillShipping Co.Ld.(W.S.Hinde, *Mgr.*) *CellD*	331·2 P33'B100'F29' *B*284'745*tFPT*110*t*	46·0 46·8	23·0 FK	Cardiff British 6*BHCem* *APT*45*t*	T.3Cy.24",41"&68"-45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s4 ″ 0¼ 21 ″ 8	
31636 TUEB	**Penhir** 1*Dk*	1147 875 536			...		1930	G.Brown &Co. Greenock	Cie.Nantaise de Nav.àVap.(Service desMessageries de l'Ouest etCôtiers)	223·1 P19'Q49'B54'F25'	35·1	14·2 FK	Nantes French *WB*	T.3Cy.16",27"&44"-30" 152NHP McKie&Baxter,Ld.Gls.	16 ″ 0	V †
31637 133347 GQPW	**Penmorvah** *ss*Cff.No.3-5,27 D.F. *ss*Bly.No.1-30 *Now "Luigi Razza," see No. 38925 in Supplement* 1*Dk*(*Stl*)	4336 4024 2707	✠100A1 5,35 ~~3,35~~ BS7,34	Bos Cff ✠LMC9,30	*x*	CL 3,35	1913 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP* *WB*=	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa&uE*145'*f*	365·2 P25'B106'F36' 159'966*tFPT*110*tA*	50·8	26·0 FK	Falmouth British 6*BHCem* *PT*109*t*	T.3Cy.24⅞",41"&68"-48" (*s*) 180lb *100lb* 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s5 ″ 4¾ 23 ″ 3	
31638 148274 GDZR	**Pennington Court** (*ex*Rochdale) *ss*Mil.No.2-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6098 5853 3774	✠100A1 *Shelter dk withfreeboard* 2,36 ~~8,34~~ ~~BS8,34~~	Sld Shl BS2,36 ✠LMC2,33	*y*	CL ~~8,34~~ 2,36	1924 7mo *Lloyd*	Richardson Duck&Co.Ld. Stockton '*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*) *CellDB*349'1245*t*	400·0 F35'*onShelter dk* *FPT*124*tAPT*174*t*	53·0	32·7 FK *Collisio*	London British *Cem* *nBHtoShdk* 5 „ *U* „	T.3Cy.26",43"&71"-48" (*s*) 180lb 425NHP 3SB,9*cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s9 ″ 7¾ 25 ″ 9	
31639 DJNX	**Pennland** Ⓟ TrpSc (*ex*Pittsburgh) *Fitted for oil fuel* Sub.Sig. 4*Dks* *Ref.Mchy.* *CruiserStern*	16082 — 9513					1922	Harland & Wolff,Ld. Belfast	RedStarLinie G.m.b.H.	574·4 P54'B313'F92'	67·8	40·9	Hamburg German *WB*	T.8Cy.(2)28"(2)44"&(4) 49½"-54"&1 Steam Turbine Harland&Wolff,Ld.Bel.		G BT till 4,35
31640 219855 KUNF	**Pennmar** (*ex*GeorgeAllen, *ex*EasternOcean) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5868 4159 3636			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·3	51·2	36·0 FK	NewYork Utd.States *WB*	T.3Cy.26"43½"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
31641 229044 WMDS	**Pennsylvania** Ⓟ TwinSc *Fitted for oil fuel* Sub. Sig. 5*Dks* *Ref.Mchy.* D.F. GyC. *CruiserStern*	18200 — 9702					1929	NwprtNws S.B.&D.D.Co NewprtNews	AmericanLine SteamshipCorp.	586·4 B315'F61'	80·3	20·5 52·0	NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		R
31642 215286 WKCV	— *ss*NYk.No.3-7,35 ~~*ss*N.Yk.No.3-6,23~~ *Mchy.Aft* ~~*ss*N.Yk.No.2-31~~ D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6390 6064 3945	✠100A1 ~~7,35~~~~12,34~~3,36 *CarryingPetr* *Fitted for oil*	NYk ✠LMC7,35 *oleum* *fuel* 7,	*a*† *in* 17	CL N5,34 *bulk* *F.P. a*	1917 7mo *bove* 1	ForeRiver S.B.Cor. Quincy,Mass. A&CP 50° F.	TheTexasCo. *CellDBuE&*	416·8 P107'B35'F33' *B*64'209*t FPT*229*t*	56·1	31·1 FK	Wilmgton (Del.) Utd.States 16*BHCem* *APT*130*t*	T.3Cy.26⅞",44"&74"-51" (*r*) 190lb 549NHP 3SB,9*cf*, HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9 s6 ″ 4½ 26 ″ 7¼	
31643 220024 KUSG	— (*ex*WestNomentum) *Fitted for oil fuel* 2*Dks*	5652 — 3522					1920	S.Western S.B.Co. SanPedro,Cal	StatesSteamship Co.	410·5 P46'B112'F46'	54·3	27·2	PrtlndOr. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
31644 150849 KJUX	— Ⓟ TwinSc 1*Dk*&*Shadedk*	1352 — 857					1900	Delaware RiverCo. Chester,Pa.	NewYork,Philadelphia&Norfolk R.R.Co.	244·3	40·0	14·8	Cape Charles Utd.States	T.8Cy.18",29"&(2)33"-28" 230NHP DelawareRiverCo.Chester		
31645 222747 KFFC	**Pennsylvania Sun** *ss*Phl.No.2-31 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. GyC. *Web frames* *Longitudinal framing*	8862 8562 5535	✠100A1 *Shelter dk withfreeboard* 10,34 MS3,31 *CarryingPetr* *Fitted for oil*	Phl ✠LMC BS~~1,35~~11,35 *oleum* *fuel* 3,	*e*† *in* 23	CL ~~N6,32~~ 5,35 *bulk* *F.P. a*	1923 3mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP *CellDB* 50° F.	SunOilCo. *uE&B*84' *f*40'448*t*	480·5 F44' *on Shelter dk* *FPT*186*tAPT*84*t*	66·0	36·8 FK	Phildlphia Utd.States 18*BHptCem* (10 *to S dk* 8 „ *U* „)	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 819NHP 4SB,12*cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 ~~s10 ″ 6~~ ~~26 ″ 11~~ s9 ″ 1 28 ″ 2½	
31646 211297 WACT	**Pennsylvanian** *ss*S.Fo.No.3-7,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in*No.1*hold*& *Webframes* *Longitudinalframing* *Fitted for oil fuel*	5155 4758 3145	✠ ... 12,34	SFo ✠	*a*†		1913 6mo	Maryland SteelCo. Sparro'Pt.Md	American-HawaianS.S.Co. *Intermedi* *No.* 2 *CellDBa*	407·7 *ate'tween dk BH in* *hold dispensed with* 122'*uE&B*54'*f*166'1	53·7	28·1 FK *Coll*	NewYork Utd.States *Cem* *BH to Sh dk* 5 „ „ *Upr* „ 1 „ „ 2*nd* „ 234*tDTf*30	Q.4Cy 25½"37"53½"&78"-54" 704NHP 3SB&1AuxSB,14*cf*,GS241, HS10618 MarylandStl.Co.Sparr.'Pt. *only* '866*tFPT*125*tAPT*52*t*	31 ″ 6	R †
31647 137828	**Pennyworth** (*ex*Gogovale) *ss*Nwc.No.3-1,30 *Now "Pontbriand," see No. 39602 in Supplement* *ss*Qbc.No.1-34 D.F. 2*Dks*(*Stl*) E.S.D.	5388 4986 [illegible]	✠100A1 11,34 ✠NE3,19	Qbc ✠LMC11,34	*z*	CL 7,34	1916 10mo *Lloyd*	Greenock& Grngemouth Dkyrd Co.Ld. Greenock'*Tw* *CellDBa&uE* '*sA&CP*	ManseauShipyards,Ld. *een dk BH in after* 147'*f*189'1163*t DT*	410·2 P35'B171'F41' *hold dispensed with* *a*33' 985*t APT*49*t*	53·5	28·4 FK	Montreal British *Cem* 6*BH to Udk* 1 „ 2*nd* „ *o*	T.3Cy.27",44"&73"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow *nly*	31 ″ 0 s5 ″ 9¾ 25 ″ 5	
31648 150705 KGQR	**Penobscot** 3Mst *Mchy.Aft* 2*Dks* D.F.	3943 — 2821					1895	F.W. Wheeler&Co. W.BayCity, Mich.	NicholsonUniversalS.S.Co.	454·0 len06	44·5	22·5	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35½"&59"-44" 231NHP F.W.Wheeler&Co.West BayCity,Mich.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. [illegible]
31649 133334 GQPR	**Penolver** ssCff.No 3-11,25 D.F. ssCff.No.2-34 1Dk(Stl)	3721 3474 2338	✠100A1 1,36 MBS5,35 ✠LMC MS1,35 DBS1,36	Shl	w	CL ~~11,34~~ ~~6,30~~ 12,35	1912 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP W	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) B= Cell DBa&uE	350·0 P23'B101'F34' FK 138'f154'927tFPT	50·0	23·6	Falmouth British 6BHCem 80tAPT97t	T.3Cy.25¼",40½"&67"-45"(s) 180lb 100lb NDB29 336NHP 2SB,6cf,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 7½ 21 ″ 6	
31650 101755 MQTK	**Penrhyn** ssBng.3rdNo.3-12,33 Well deck Mchy.Aft 1Dk(Stl)	355 253 127	✠100A1 12,33 ✠NB4,21 ✠LMC MS12,33 BS~~6,34~~6,36	Bng	f	CL 11,33	1895 8mo	Scott& Sons Bowling A&CP	Rt.Hon.Baron Penrhyn(T.J.W. Humphreys,Mgr.)	145·0 Q54'B10'F24' BK7" WB=CellDBf67'	24·0	9·0	Beaumaris British 3BHCem 72tFPT30t	C.2Cy.18½"&40"-27" (s) 120lb 64NHP 1SB,2pf,GS45,HS1578 Ross&Duncan,Gls.	11 ″ 2 s ″ 6½ 11 ″ 3½	
31651 161104 GTBD	**Penrith Castle** TwinSc OilEng. ssKob.No.1-34 D.F. 1Dk(Stl)&Shelterdk(Stl) 3rd dk(Stl)except in aftermost hold Longitudinal framing at bottom & at decks	6369 5728 3807	✠100A1 withfreeboard 11,35~~3,35~~ DBS~~7,33~~3,35 ✠LMC CS6,34 5,31~~6,34~~ Fitted for carrying oil 7,29 F.P.above 150° F. in DTs	Kob NY	d† k	CL s5,34 P3,35	1929 7mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	Lancashire ShippingCo.Ld. (J.Chambers&Co. Mgrs.) CellDB393'1519t DTsf27'850t&	464·6 F42' FK (DTa19'516t 19'606t tank betwee	60·3	25·8	Liverpool British 7BHptCem Coll to Sh dk 6 „ 2nd „) n tunnels 93t	Oil Engines 4S.C.SA 12Cy.28¾"-59 1/16" 953NHP 2DB125lb N.E.MarineEngCoLd.Nwc FPT149tAPT59t	31 ″ 6 s 4 ″ 3½ 27 ″ 4½	
31652 160949 GSNP	**Penrose** ssHul.No.1-32 D.F. 1Dk(Stl)&Shelter dk(Stl)	4393 4075 2680	✠100A1 withfreeboard 11,35~~12,34~~ ✠LMC5,32 BS1,35	Cff Npt	z	CL ~~11,33~~ 11,35	1928 8mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP CellDBa&	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) uE152'f178'1111t	400·4 F39' FK (FPT120tAPT198t	53·0	25·3	Falmouth British 6BHCem Coll to Sh dk 5 „ 2nd „)	T.3Cy.26",43"&72"-48" (s) 180lb 413NHP 3SB,9cf,GS178,HS6687 J.Dickinson&Sons,Ld.Sld.	27 ″ 10 s 3 ″ 3 24 ″ 10	
31653 1993 IRXR	**Pensiero** (exPhocée-34,exSansonnet) Wireless D.F. 1Dk	333 — 139					1919	Forg.&Ch. de laMédit. LaSeyne	Giuseppe Agrifoglio	140·4 131·2	23·8	11·4 13·0	Genoa Italian	C.2Cy.17 1/16"&35½"-23⅝" 50NHP Forg.&Ch.de laMédit.Msl.		I
31654 143999 GQPS	**Pensilva** (exBrynymor) ssShl.No.1-33 D.F. 1Dk(Stl)	4258 3894 2635	✠100A1 ~~6,35~~ ~~8,33~~11,35 ✠LMC6,34 DBS6,35 MBS11,35	Shl ~~Shl~~	x	CL ~~8,33~~ 11,35	1929 11mo Lloyd	BurntisInd S.B.Co.Ld. Burntisland 'sA&CP	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) Cel	370·9 P29'B233'F32' FK lDB322'1133tFPT	51·4	25·1	Swansea British 6BHptCem 96tAPT175t	T.3Cy.23",39"&65"-45" (s) 200lb 120lb 331NHP 2SB,6cf,GS129,HS5190 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
31655 1264 ICBE	**Pensilvania** (exPennsilvania, exDeSoto, Fitted for oil fuel exPhoebus) 2Dks(Stl-Uptws)& Web frames&Shelter dk(Stl-pt ws) D.F. Carrying Petroleum in bulk	6861 5586 3816	✠ 10,05 ✠	Ham	a†		1903 1mo	DJ.Dunlop &Co. Pt.Glasgow	DittaL.Pittaluga Vapori CellDBuE42'24	418·7 FK 7tDTf14'150tFPT	53·2	29·0	Genoa Italian 13BHCem 87tAPT150t	T.3Cy.28",48"&78"-54" 597NHP 3DB,18cf,GS315,HS11006 D.J.Dunlop&Co.P.Gl.	32 ″ 6	1R †
31656 ~~SYBE~~ SYBE	**Pente Adelfi** (exMariaM.Diacaki-34, exPort de laPallice, ssPir.2ndNo.3-2,35 exBayford,exBrantford) 1Dk(Stl) Now "Nicolas Pateras," see No. 39317 in Supplement	4362 3953 2602	✠100A1 2,35 ✠LMC2,35	Pir	x	N10,34	1910 4mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	D.M.Diacakis CellDB a	365·0 P24'B91'F32' FK 119'uE&B43'f159'	51·4	25·9	Syra Greek 6BHCem 927tAPT48t	T.3Cy.25",40"&67"-45" (s) 180lb 335NHP 3SB,9cf,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 5 ″ 3½ 23 ″ 3	
31657 96663	**Pentecost Mitchell** (exH.B.Hawgood) Mchy.Aft 1Dk2trB	4044 — 2917					1903	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	414·0 F48'	50·0	28·0	D'luth Min Utd.States WB	T.3Cy.22",35"&58"-40" NB26 213NHP AmericanSB.Co.Cleveland		
31658 127971 GMWJ	**Penthames** (exComtesse deFlandre, exNeva) 1Dk&Shelter dk	1988 1717 1045					1909	ClydeS.B. &E.Co.Ld. PortGlasgow	GoldenCrossLine (BristolChannel) Ld.(D.P.Barnett, Mgr.)	295·3	42·1	17·6	London British WB	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		C
31659 FOLC	**Penthièvre** (exCrucy,exCybèle) Fitted for oil fuel D.F. 1Dk	2382 2098 1360					1922	Anciens Chantiers Dubigeon Nantes	Cie.Nantaise de Nav.àVap.(Service desMessageries de l'Ouest&Côtiers)	288·1 P22'B64'F37'	42·6	20·2	Nantes French WB	T.3Cy.18¾",29 15/16"&49 3/16"- 37¾" 148NHP Ch.&Atel.de laLoire,Nts.		V
31660 EGGF	**Pepin** (exOlimpia) Now "Mari Elena," see No. 39111 in Supplement ssBbo.No.[illegible] ssBbo.No.1-10 Well deck 1Dk(Irn)	446 347 201	✠. 1,15 ✠	Bbo	g		1893 8mo	W.Harkess &Son Middlesbro'	Cia.deNav."Vasco Asturiana"(R.C. de los Cobos,Mgr.) WB	160·0 Q82'B14'F24' BK7" =DBa31'28tFPT	24·5	12·2	Gijon Spanish 4BHCem 18tAPT10t	T.3Cy.13",21"&34"-24" 65NHP 1SB,2rf,GS38,HS1086 Wstgrth,English&Co.Mdb	12 ″ 9	
Broken up 31661 37 ICBG	**Peppino** (exGiuseppe,exCalimala, exPina,exAda, ssP.Gl.No.3-5,04 exAusonia, ssGls.No.2-12 exIndianopolis) 1Dk(Stl-ptws) &Web frames&pt Awng dk(Stl-ws)	2411 2278 1383	✠ 1,18 ✠NB04 ✠	Npt	s		1891 7mo	NavalCon. &Arm.Co.Ld. Barrow	Gius.Palomba fuM. CellD	285·9 278·9 P25'Q74' ptAwng dk180' FK DK-ptws04 B222'428tFPT138t	42·7	18·5	Torre del Greco Italian 4BHCem APT68t	T.3Cy.23",37"&60"-39" NDB91 248NHP 2SB,4cf,GS72,HS2893 Wstry,Copelnd&CoLdBrw	21 ″ 0	I †
31662 77 IBJN	**Peppino Palomba** (exGiorgakis-35, exFlorentiaS.-34, ssGoo.2ndNo.3-11,23 exDorothea, ssMsl.No.1-28 exEricCalvert, 1Dk(ptStl&ptIrn)&Web exSilsden, frames&ptAwng dk(Irn) exHomewood)	2024 1462 1291	✠ — 1,33 ✠	Cff	r		1897 12mo	R.Craggs &Sons Middlesbro'	GiuseppePalomba fu Michele	271·0 P26'Q74' ptAwng dk171' FK DBa88'f102'	40·5	17·4	Torre del Greco Italian 4BHCem 391tAPT51t	T.3Cy.20",32½"&53"-36" NDB16 176NHP 2SB,4pf,GS74,HS2758 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9	
31663 202939 WRCP	**Pequonnock** 2Dks	2930 — 1986					1906	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	275·7	45·1	16·7	N.Lndn Cn Utd.States	T.3Cy.20",34"&56"-42" 203NHP DelawareRiverCo.Chester		
31664 120296 VPKV	**Perak** 2Dks	1188 809 519					1906	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	239·8	35·2	13·8	Singapore British	T.3Cy.20",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
31665 YTDH	**Perast** (exAnderton,exCoquetmede, exThornhill) ssSsk.No.3-8,33 1Dk(ptStl&ptIrn)&Web frames Longitudinal framing Cargo battens not fitted	3871 2597 2410	✠100A1 12,35~~12,34~~ BS~~8,34~~ ✠LMC8,33 12,35 MBS12,35	Cff Sld	w	CL 11,34	1911 9mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	Parobrodarsko Akcionarsko Drustvo"Progres" CellDBa112'uE	355·5 P32'B102'F32' FK 25'f152'1051tFPT	51·0	23·9	Split Yugoslav 6BHCem 110tAPT77t	T.3Cy.25",41"&67"-45" (s) 180lb 100lb NDB28 339NHP 2SB,8pf,GS145,HS5381 G.Clark,Ld.Sunderland	26 ″ 8 s 4 ″ 4½ 22 ″ 1	
31666 211095	**Percival Roberts, Jr.** ssCgo.No.3-5,31 Mchy.Aft 1Dk(Stl)&Web frames GyC. D.F. Longitudinal framing	7593 7290 5862	✠100A- 10,34 ✠LMC MS5,32 BS10,34 For Service on the Great Lakes	Clv			1913 4mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. WB=CellDBu	580·0 F51' FK E&B55'/&in Hopp	58·0	32·0	D'luth,Min Utd.States 4BH er side tanks	T.3Cy.24",39"&65"-42" (s) 170lb 406NHP 2SB,8cf,GS132,HS6998 FD AmericanSB.Co.Cleveland 479'8549tFPT259tAPT59t	32 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
31667 131309 MDKY	**Perdita** *ss*Liv.No.3-7,23 *Well deck* *ss*Liv.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*)	543 394 211	✠100A1 9,34 BS9,35 MS6,32	Liv ✠LMC ~~BS5,34~~	*i*	CL 9,34	1910 12mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	S.Wales&LiverpoolS.S.Co.Ld.(R. Gilchrist&Co.*Mgs*) *WB=C*	175·0|26·1|10·7 Q97'B13'F28' FK *ellDBf*93'123*tFPT*	Liverpool British 3*BHCem* 41*tAPT*3*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *80lb* 97RHP 1SB,3*cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld.	13 ″ 0 s4 ″ 2½ 12 ″ 10½	
31668 227030	**Pere Marquette 12** TwinSc (*CarFerry*) 1*Dk*2*trB*	2767 — 1123					1927	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	400·0|53·0|22·0	Pt.Huron, Mich. Utd.States	C.6Cy.26½"&(2)40"-36" 320NHP ManitowocS.B.Corp. Manitowoc,Wis.		
31669 200611	**Pere Marquette 14** TwinSc *Two Screws forward & two aft* (*Car Ferry*) 1*Dk*	2531 — 1655					1904	DetroitS.B Co. Wyandotte	PereMarquette RailwayCo.	327·6|52·1|21·0	Detroit, Mich. Utd.States	C.4Cy.28"&52"-36" 279NHP DetroitS.B.Co.Detroit		
Broken up 31670 150740 WDCA	**Pere Marquette 15** Ⓟ TwinSc (*ex*PereMarquette) (*CarFerry*) D.F. 2*Dks*3*trB*	2443 — 1634					1896	F.W. Wheeler&Co. W.BayCity	PereMarquette RailwayCo.	337·1|56·0|17·0	GrndHavn, Mich. Utd.States	C.4Cy.27"&56"-36" NB21 314NHP FW Wheeler&Co WB'yCty		
31671 150906 WDCC	**Pere Marquette 17** Ⓟ TwinSc (*CarFerry*) D.F. 1*Dk&Shade dk*3*trB*	2775 — 1685					1901	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|17·7 *WB*	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31672 208305 WDCD	**Pere Marquette 18** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*3*trB*	2777 — 1660					1910	Chicago S.B.Co. Chicago	PereMarquette RailwayCo.	338·0|56·0|20·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31673 200459 WDCB	**Pere Marquette 19** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	2626 — 1548					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|19·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31674 200531 WDCE	**Pere Marquette 20** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	2626 — 1495					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|19·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31675 223796 WDCF	**Pere Marquette 21** TwinSc (*CarFerry*) D.F. 2*Dks*	2992 — 1511					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0|56·0|21·0	Manito- woc,Wis. Utd.States	T.6Cy.20½",34"&56"-36" 376NHP ManitowocS.B.Corp.Wis.		
31676 224122 WDCG	**Pere Marquette 22** TwinSc (*CarFerry*) D.F. 2*Dks*	2985 — 1501					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0|56·0|21·0	Manito- woc,Wis. Utd.States	T.3Cy.20½",34"&56"-36" 376NHP ManitowocS.B.Corp.Wis.		
31677 145550 MKRN	**Peregrine** (*ex*Arbonne) *ss*Lon.No.3-9,33 *Well deck* 1*Dk*(*Stl*)	933 640 470	✠100A1 4,35 ~~9,33~~ ~~BS9,34~~ 8,35	Lon ✠LMC9,35	*l*	OG ~~2,32~~ 4,35	1921 6mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBa*39'*uE*19'	210·0|31·7|12·3 Q115'F26' FK *f*105'205*t FPT*17*t*	London British 4*BHCem* *APT*13*t*	T.3Cy17¼",28⅜"&46"-33"(*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Lth.	14 ″ 5 s 4 ″ 7¼ 13 ″ 8¼	
31677*	**Perekop** (*ex*Dampen-35) 1*Dk*	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	U.S.S.R.	295·7|43·6|20·6 P87*t*H127*t*	Russian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
31678 134945 MKYW	**Perelle** (*ex*Stainburn) ~~ssShl.No.2-31~~ *Well deck* *ss*Apl.No.3-6,35 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	659 442 265	✠100A1 6,35 ~~8,32~~ ~~MS1,34~~	Sld Apl ✠LMC6,35 ~~BS10,34~~	*i*	CL ~~8,32~~ 5,35	1922 4mo *Lloyd*	Wm.Adam &Co.atOlder- fleetShipyard LarneHarbr. '*sA&CP*	O.Dorey&SonsLd. *CellDB*	177·0|28·1|10·9 Q100'B9'F28' BK7¼" *f*103' 145*t FPT*38*t*	Guernsey British 3*BHCem* *APT*4*t*	T.3Cy.14$\frac{3}{16}$",27"&44"-30"(*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS2026 Campbll&CalderwdLdPsy	13 ″ 3 s 4 ″ 0¾ 13 ″ 7¼	
31679 142 OAPP	**Perene** (*ex*Marie) *Fitted for oil fuel* 1*Dk&Spar dk*	2155 1763 1169					1905	Howaldts- werke Kiel	Cia.Peruana de Vap.yDique del Callao	284·1|39·1|19·8 P21'B75'F36'	Callao Peruvian *WB*	T.3Cy20$\frac{1}{10}$"32$\frac{3}{10}$"&51$\frac{3}{5}$"-35$\frac{2}{5}$" 158NHP Howaldtswerke,Kiel		V
31680	**Perija** TwinSc *ss*Cco.No.2-36 ~~ssCco.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames* *Longitudinal framing*	*2647* *1888* *1506*	✠100A1 2,36 ~~2,35~~ BS2,36 *CarryingPetr* *Fitted for oil*	Cco ✠LMC12,35 *oleum* *fuel* 10	*t* 2,35 *in* ,27	CL ~~12,33~~ 2,36 *bulk* *F.P.a*	1927 10mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F	VenezuelaGulf Oil Co. *CellDBuE&*	305·0|50·2|16·3 P69'B22'F33' *Trunk*181' FK B42' 107*t FPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 212NHP 2SB,6*cf*, HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
31681 120736 VJKF	**Period** 4Mst *ss*Syd.2ndNo.3-9,31 *Spar dk*(*Stl*)*&deep framing Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	2791 2499 1753	✠100A1 10,34 ~~BS10,34~~	Syd 12,35 LMC~~9,34~~ ~~MS12,35~~	*u*	CL ~~10,32~~ 12,35	1907 4mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	AustralianSteamshipsProprietary, Ld. (*Man.Agents,* HowardSmithLd.) *WB=Cell* *DBa*106' *uE&B*	330·3|45·3|22·6 B58'F39' FK 35' *f*135' 657*t Topsi*	Melbourne British 5*BHCem* *detanks* P&S	T.3Cy.24",40"&66"-42" (*s*) 180lb 307NHP 3SB,6*cf*,GS133,HS4761 Richardsons,Westgarth& Co.Ld.Mdb. 219'554*tFPT*82*tAPT*132*t*	25 ″ 0 s5 ″ 4 19 ″ 10¼	
31682 189 ICBH	**Perla** Ⓟ *ss*Tri.No.2-34 2*Dks*(*Stl*) *Ref.Mchy.* D.F.	5741 5061 3612	✠100A1 ~~5,35~~ ~~1,35~~ 2,36 BS5,35 ✠Lloyd'sRM	Ven ~~Mn~~ ~~PNl~~ ✠LMC4,34 C~~5,35~~	*y* ~~10,35~~ 2,36	CL ~~8,33~~ 5,35	1926 1mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow '*sA&CP*	Nav.Libera TriestinaS.A. *CellDB*338'1233*t* *DTa*33'906*tF*	404·3|54·0|28·7 390·1 54·0 29·6 B125'F35' FK *PT*122*tAPT*60*t*	Venice Italian 7*BHCem* 1 „ *to 2nd dk*	T.3Cy 25",41"&68"-45" (*s*) 200lb 468NHP 3SB,3*cf*,GS148,HS6960 FD ClydeS.B.&E.Co.Ld.	32 ″ 0 s 6 ″ 7⅛ 25 ″ 7½	
31683 174022	— (*ex*DonaRamona,*ex*Pluto) 1*Dk*	326 301 181					1903	Farnham, Boyd&Co. Shanghai	Versosa& Rementeria	125·5|26·2|11·9	Manila,P.I. Utd.States	C.2Cy.16"&32"-18" 36NHP FarnhamBoyd&Co.Shi.		
31684 HPBL	**Permian** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* GyC. *Longitudinal framing* *Special Surveys to date from* 2,34	*8955* *8326* *5747*	✠100A1 6,35 ~~8,34~~ *CarryingPetr*	Phl ✠LMC6,31 *oleum*	*d*† *in*	CL 2,34 *bulk*	1931 6mo *Lloyd*	Scotts'S.B. &E.Co.Ld. Greenock '*sA&CP*	AtlanticOilShppng Co. *CellDBuE*65'221*t DT*	471·1|63·3|36·7 P103'F41' FK *f*34' 454*t FPT*218*t*	Panama Pnamanian 16*BH* (11 *to U dk* 5 „ *2nd* „) *APT*111*t*	4Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"-24" 4S.C.SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent	36 ″ 9 s8 ″ 10½ 28 ″ 1¼	
31685 PGSB	**Perna** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7984 7229 4748	✠100A1 11,35 ~~3,35~~ *CarryingPetr*	Odn Rot ✠LMC3,35 *oleum*	*c*† *in*	CL *bulk*	1935 3mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	PetroleumMaats. "LaCorona" *CellDBuE*64'205*t*	462·8|59·3|33·8 P93'B47'F51' FK *DTf*25' 272*t FPT*1	TheHague Dutch 15*BH* 39*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
31686 DIEK	**Pernambuco** (*ex*Skåneland) *OilEng.* Sub.Sig. 1*Dk&Shltr dk*	4121 3734 2462				...	1925	Kockums M.V.Aktieb. Malmö	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	373·0|53·9|22·6 F39' FK	Hamburg German *WB*	OilEngines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NHP KockumsM.V.Akt.Malmö	26 ″ 7	G †
31687 CTBT	**Pero-da Nhaya** (*ex*Nina d'AstyIV., *ex*Otaria,*ex*City of Manchester) *Mchy.Aft* Wireless 1*Dk*	307 222 94				...	1898	Mackie& Thomson Glasgow	Cia.deMoçambique	140·0|23·4|12·0 Q61'F23' BK7½"	Beira Portuguese *WB*	T.3Cy.13½",21½"&35½"-27" 71NHP Muir&Houston,Ld.Gls.	11 ″ 2	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
31688 CSBO	**Pero de Alenquer** (exCoimbra, exAntares) 1Dk	2593 2299 1538					1913	Akt.Ges. "Neptun" Rostock	Cia.deNavegacão "Carregadores Açoreanos"	329·9 F40' WB	46·1	18·3	Ponta Delgada Portuguese	T.3Cy.28½",38½"&63"-48 5/16" 260NHP A.G."Neptun"Rostock		V
31689 SVJH	**Perrakis L. Cambanis** (exGrelarlie, ~~ssNpt.No.3-6,26~~ exRachel) ~~ssPir.No.2-32~~ D.F. ssPir.2ndNo.3-3,36 1Dk(Stl)	3584 3389 2244	✠100A1 3,36 ~~1,35~~ BS~~1,36~~ 3,36 ✠LMC~~10,35~~ MS11,35	Ams Pir	w	CL 1,35	1910 1mo Lloyd'sA&CF	W.Gray& Co.Ld. WHartlepool	TheHeirs of the lateL.Z.Cambanis	362·2 P27'B225'F41' CellDBa119' FK uE25'f158'1017t	51·1	21·6	Andros Greek 6BHCem APT78t	T.3Cy.25",40½"&67"-45" (s) 180lb 344NHP 3SB,9cf,GS152,HS5528 Cen.Mar.Eng.Wks.WHpl	24 " 0 s 3 " 0½ 21 " 2	
31690 1040 ICBK	**Perseo** 3Mst Mchy.Aft D.F. 1Dk	4857 4445 2909					1921	Cant.Nav. Riuniti Ancona	Soc.Ligure di Armamento	394·2 P&B270'F34'	52·0	27·6	Genoa Italian WB	T.3Cy.26",42½"&70"-48" 339NHP Cant.Nav.Riuniti,Ancona		CI
31691 ~~YMAR~~	**Persephone** TwinSc ssHam.No.2-32 Mchy.Aft OilEng. Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) D.F. CruiserStern &Web frames GyC. Longitudinal framing	8921 8472 4952	✠100A1 Shelter dk withfreeboard 3,36 ~~6,34~~ DBS~~5,34~~3,35 ✠LMC CS5,33 6,34 Carrying Petroleum in bulk	Bmn ~~Ham~~	c† N Ns	CL P5,34 S6,34	1925 5mo —	Frd.Krupp Act.Ges. Kiel CellDBuE	PanamaTransportCo. (Waried Tankschiff RhedereiG.m.b.H. Mgrs.) 73'160tDTf36'315t	468·7 B33'F39' 18BH(13toUdk)pt DTa19'111tFPT18	63·2	35·2	~~Danzig~~ Panama Panmanian Cem pt Asp 6tAPT106t	Oil Engines 2S.C.SA 8Cy.25 5/16"-51 3/16" 905NHP 2 Water Tube DR200lb 3DB70lb Frd.KruppA.G.Kiel	35 " 6 s 8 " 7¼ 27 " 1¼	
31692 147194 GDFY	**Perseus** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy D.F. 3Dks	10286 9295 6336					1923	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N.Co.Ld. (A.Holt&Co. Mgrs.)	490·5 P50'B173'F54'	62·3	39·6	Liverpool British WB	DR geared SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Wallsend		BT till 2,35
31693 SVJX	— (exPatagonier-32, ssAnt.No.3-12,29 exWarBittern) ssAnt.No.1-34 2Dks(Stl)	5172 4737 3078	✠100A1 1,36 ~~9,35~~ BS3,35 ✠LMC1,34	Rot	y	CL N3,35	1918 4mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	A.Andreatos CellDB	400·4 P49'B113'F40' FK 245'1123tFPT122t	52·3	28·4	Argostoli Greek 7BHptCem APT181t	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 " 0 s 6 " 0 25 " 8	
31694 202475	— (exFrankJ.Hecker) Mchy.Aft GyC. 1Dk	4978 — 3770					1905	Gt.Lakes Eng.Works StClair,Mch.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	462·0 WB	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"-40" 228NHP GreatLakesEng.Works		R
31695 PGSF	— Fitted for oil fuel CruiserStern 2Dks	1307 778 729					1922	N.V. "Ijselwerf" Gorinchem	Koninkl.Nederl. Stoomb.Maats. N.V.	217·9 Q77'	33·7	13·0	Amstrdam Dutch WB	T.3Cy.13¾",22 1/16"&38"-27" N.V.Maschfbk 75NHP Utrecht,Utrecht		V
31696 DOOE	— 1Dk	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q52'B44'F19'	28·1	12·8	Bremen German WB	T3Cy.13½"21 1/16"&34 7/16"-23⅝" 57NHP A.G."Weser,"Bremen		G
31697 1180 ICDO	**Perseveranza** Ferro-Concrete OilEng. TwinSc5Mst Mchy.Aft 1Dk Carrying Petroleum in bulk	2452 — 1879					1922	Soc.Navi ItalianeCementoArmato Lavagna	QuintinoViglienzoni	256·9 P52'F43'	45·9	23·4	Genoa Italian WB	Oil Engines 4S.C.SA 8Cy.12½"-14½" 116NHP FrancoTosi,Legnano		
31698 21	**Perseveranza G.** (exChrysallis, exFreja,exSvanen,exEster) Well deck 1Dk Now "Galeb" see No. 38263 in Supplement	446 346 271			...		1904	Thorskogs Mek.Verks. Thorskog	UbaldoGennari fuT.	154·5 Q49'B33'F20' FK	25·3	11·3	Rimini Italian WB	C.2Cy.15 9/16"&24⅝"-17½" 32NHP ThorskogsM.V.Thorskog	13 " 9	I †
31699 1281 IRZA	**Persia** Fitted for oil fuel Mchy.Aft Well deck 1Dk	804 635 455			...		1921	N.V.WedC. Boele&Zonen Slikkerveer	Soc.Anon.Ilva	200·0 Q122'B11'F23' FK	30·2	12·9	Genoa Italian WB	T.3Cy.15",25"&40"-27" 109NHP Verschure&Co Amsterdam	15 " 0	I †
31700 1223 ICBQ	**Persiano** (exKura) ssGen.3rdNo.3-7,26 Mchy.Aft ssGen.No.1-32 D.F. 1Dk(Stl)&Spardk(Irn)&Webframes	2474 2310 1510	✠ ... 9,35 Spar dk ✠NB11,09 ✠~~LMC3,31~~ Carrying Petroleum in bulk Fitted for oil fuel 5,19 F.P. above 150° F.	Gen	s	12,31	1889 8mo	Armstrong Mitchell& Co.(Lim.) Newcastle A&CP	Soc.Armatrice Italiana DBuB18'	304·9 B24'F28' 28·6 FK 55tFPT67tDeepTank	37·8	20·2	Genoa Italian 11BHCem f24'190t	T.3Cy.22½",36½"&60"-39"(s) 160lb 234NHP 2SB,6cf,GS102,HS3640 WllsndSlpwyCo.Ld.Nwc.	27 " 9 ~~5 " 7~~ ~~22 " 5~~	
31701 OOZA	**Persier** Ⓟ (exWarBuffalo) ssAnt.No.3-8,30 D.F. 2Dks(Stl) ssAnt.No.1-35	5382 4792 3293	✠100A1 8,35 ~~3,34~~ ✠LMC MS1,35 BS4,35	Ant	y	CL N3,34	1918 6mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	CieMaritimeBelge (LloydRoyal)Soc.Anon.(Agence MaritimeInternationale,Mgrs.)	400·2 P49'B113'F39' FK CellDB344'11	52·3	28·5	Antwerp Belgian 7BHptCem 25tFPT115t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCoLdNwc APT175t	31 " 0 s 5 " 11⅜ 25 " 8	
31702 123346 GQXB	**Perth** Ⓟ ssDun.No.2-35 ssDun.No.3-4,27 Well deck ~~ssDun.No.1-31~~ E.S.D. 2Dks(Stl)	2259 1370 1157	✠100A1 ~~5,35 5,34~~ 4,36 ~~BS~~ BS4,36 ✠LMC~~5,34~~ 5,35 Carrying fuel or other oils F.P. above 150° F. in deeptank & No. 5DBtank	Dun	s	CL ~~5,33~~ 4,36	1915 7mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	Dundee,Perth& LondonShppg.Co. CellDBa50uE	280·2 P&B167'F45' FK&BK½" 24'f108'259t MT14'111tFPT	40·2	19·8	Dundee British 5BHCem 44tAPT39t	T.3Cy.24½",39"&64"-42" (r) 180lb 345NHP 3SB,10cf,GS195,HS6100 CaledonSB.&E.Co.Ld.Dun	19 " 0 s 1 " 3½ 17 " 10½	BT till ~~5,35~~ 11,35
31703 33 IRZG	**Pertusola** (exAngela, exTrevose) Iron Well deck 1Dk2trB	1504 1239 925			...		1882	JReadhead &Co. S.Shields	Ing.G.B.Bibolini	265·4 259·5 Q136'B26'F32' BK9"	35·9	18·2 17·5	Spezia Italian WB	C.2Cy.30"&58"-36" 161NHP J.Readhead&Co.S.Shields	18 " 6	I †
31704 OZAB	**Peru** TwinSc4Mst ssCpn.No.3-8,29 D.F. ssCpn.No.1-33 OilEng. 2Dks(Stl)&Shelter dk(Stl)	6962 5045 4436	✠100A1 Shelter dk withfreeboard ~~8,35 1,35~~ 1,36 DBS~~8,34~~ 8,35 ✠LMC CS8,33 7,35 ~~7,34~~	Cpn Bkn	a†	CL P1,35 S1,36	1916 8mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	DetÖstasiatiske Kompagni Cell	425·3 FK DB378'1266tFPT	55·2	27·5	Copnhagn Danish 7BHptCem 93tAPT73t	Oil Engines 4S.C.SA 12Cy.24 5/16"-37 5/16" 717NHP DB100lb Akt.Burmeistr&Wain,Cpn	38 " 6 s 11 " 0½ 28 " 0	
31705 1134 CBPE	— Ⓟ TwinSc 2Dks&Shadedk	3225 2300 1702					1896	Caird&Co. Ld. Greenock	Soc.Anon. MaritimaChilena	350·0 Promenadedk318' Shadedk153'	43·1	19·4	Valparaiso Chilian WB	T.6Cy.19¾",32"&52"-36" 324NHP Caird&Co.Ld.Greenock	22 " 6	
31706 FNZK	**Pervenche** (exSaturn) Iron 1Dk	369 — 202					1883	Stettiner Act.Ges. Stettin	LouisPons	137·2 Q29tB33tF17t	22·9	11·5	Nouméa French WB	C.2Cy.17¾"&30¾"-20⅞" NB02 86NHP StettinerA.G.Stettin		
31707 UORH	**Perviy Krabolov** (exTaiyoMaru, exClanOgilvy) ssKob.2ndNo.3-5,22 2Dks(1Stl& UIrn-ws)&Webframes	2658 2354 1620	✠ 5,25 ✠	Osa	t		1896 9mo	A.Stephen &Sons Glasgow	U.S.S.R. CellDBa84'uE&B	312·5 P30'B102'F37' BK10" 42'f132'569tFPT	40·2	26·0	Vladvostk Russian 6BHCem 95tAPT22t	T.3Cy.23",38"&63"-42" 313NHP 2SB,6rf,GS95,HS4040 A.Stephen&Sons,Glasgow	26 " 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31708 Wrecked 11.35	**Perynas II** (*ex*Dietrich Bohnekamp,*ex*Hansdorf, *OilEng.* *ex*TorpedoBoatDestroyer) 1*Dk* *Cruiser Stern*	1348 — 621					1921	Howaldtswerke Kiel	CompanhiaSalinas Perynas	235·5 P49'F26'	30·0	15·9	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 4Cy.13⅝"–21¼" 125NHP GebrSülzerAGLudwgshvn		
31709 406 IRZP	**Pescara** (*ex*Stanislas–33,*ex*Ucayali, *ex*Paris) *ss*Gmh.2ndNo.3–12,23 *ss*Nap.No.2–33 *Well deck* 1*Dk*(*Irn*–ws)&*deepframing* *Cargo battens not fitted*	1048 812 626	✠100A1 4,34 BS4,34	Ven ✠LMC6,33	*n*	CL 4,34	1898 2mo	Wood, Skinner&Co Newcastle A&CP	G.Riccardi *CellDBa*52'	239·8 230·0 Q121'B10'F25' FK *u*E21'*f*88'200*tFPT*	32·2	14·2	Naples Italian 4*BHCem* 37*tAPT*25*t*	T.3Cy.21",34"&56"–36" (*s*) 160lb *100lb* NDB11 186NHP 1SB,*3pf*,GS71,HS2224 FD N.E.MarineEng.CoLdNwc	16 ″ 7 s 1″10¾ 15 ″ 2	
31710 141934 GCBS	**Peshawur** TwinSc *ss*Npt.No.3–1,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	7934 7611 4935	✠100A1 *Shelter dk withfreeboard* 2,35 MS1,31 ✠Lloyd'sRMC~~2,35~~ ~~9,35~~ 8,36	Liv ✠LMC BS~~1,35~~ 1,36	*c*†	CL 7,34	1919 12mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	P.&O.Stm.Nav.Co. *CellDB*386'1275*t*	449·5 P31'F43'*onShltr dk* FK *FPT*125*tAPT*80*t*	58·2	37·1	Glasgow British *Cem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1162NHP 2D&2SB*24cf*GS440HS17604 Barclay,Curle&Co,Ld Gls.	40 ″ 0 s11 ″ 1½ 29 ″ 3	
31711 TTPQ	**Pessac** 3Mst 1*Dk*	775 501 141					1907	Forg.&Ch. de laMédit. Havre	Worms&Co.	197·7 P&B128'F35'	27·8	11·9	Havre French *WB*	T.3Cy.15",23⅝"&37"–27⅝" 72NHP Forg.&Ch.de laMédit.Hav.		V
31712	**Pessades** (*ex*D'Enambuc–34, *ex*AndréMontreuil,*ex*Janine,*ex*Tours) 1*Dk*	1957 — 1202			...		1917	Toledo S.B.Co. Toledo,Ohio	DimitriosN.Valsamakis	251·0 P21'B64'F30' FK	43·8	18·9	Piræus Greek *WB*	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	V †
31713 UOJF	**Pestel** Ⓟ (*ex*VelikyKniazAlexei) 2*Dks*(1*Stl*)&*Awng dk*	1850 1104 1079	✠ 8,90	Nwc ✠	*r*		1890 8mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	298·2 BK8"	37·0	25·0	Odessa Russian 4*BHCem*	T.3Cy.30",46"&73"–48" NB04 457NHP 4SB,*12pf*,GS234,HS6772 Hwthrn,Leslie&C.Ld.Nwc.		
31714 SVBQ	**Petalli** (*ex*AdmiralCochrane) *ss*Pir.No.3–9,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Bla.No.1–34	*5126* *4831* *3144*	✠100A1 *Shelter dk withfreeboard* 2,36~~8,34~~ ~~BS12,33~~	Bla ~~Lon~~Ant BS4,35 ✠LMC MS9,34	*z*	CL 2,35	1917 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	M.A.Embiricos *CellDB*358'1151*t* *DTa*26'436*t* ~~MT20~~	420·0 FK ~~776t~~ *FPT*109*tAPT*	54·0	26·4	Andros Greek 7*BHCem* 123*t*	T.3Cy.27",45"&74"–54" (*s*) 180lb 572NHP 3SB,*9cf*,GS189,HS8556 FD N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 7¾ 25 ″ 7½	
31715 232139 KDCY	**Peten** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D.	6968 — 3152					1933	NwprtNws S B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States *WB*	2SteamTurbinesconnect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
31716 DRAW	**Peter** (*ex*Laardermeer, 3Mst *ex*Weesperkarspel) *OilEng.* *Mchy.Aft* 1*Dk*	405 360 306					1918	Gebr.G&H Bodewes Martenshoek	ReedWilhelmWolff	145·3 Q29'	25·5	12·8	Lübeck German	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE24 47NHP GasmotorenFabrik "Deutz,"Köln-Deutz		G
31717 203677	**Peter A. B. Widener** *Mchy.Aft* GyC. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luth,Min Utd.States *WB*	T.3Cy 24",39"&65"–42" 274NHP AmericanS.B.Co.Cleveland		R
31718 210818 KEXT	**Peter H. Crowell** *ss*Bos.No.3–2,24 *ss*Bos.No.2–33 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3102 2699 2423	✠100A1 9,35~~9,34~~ BS~~9,34~~ 9,35	Bos ✠LMC9,33	*u*	CL ~~10,32~~ 9,35	1912 12mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP *WB*	KoppersCoal&TranspnCo(MysticSSCo.Inc.*Mgrs*) =*CellDBa*102'*uE*	313·5 P36'B94'F37' FK 20' *f*134'671*t FPT*	46·1	22·0	Boston Utd.States 5*BHCem* 70*tAPT*248*t*	T.3Cy.22",37"&60"–42" (*s*) 180lb 279NHP 2SB,*6cf*,GS138,HS4680 NewportNewsSB&DD.Co.	24 ″ 3	
31719 142690 MJKS	**Peter Hawksfield** (*ex*Ralph 3Mst Harrison,*ex*Plodder) *ss*Goo.No.3–10,30 *ss*Goo.No.1–34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	959 682 500	✠100A1 9,35~~8,34~~ MS8,34	Goo Hpl ✠LMC BS~~2,35~~ 3,36	*l*	CL 8,34	1918 10mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*A&CF	P.Hawksfield&Son,Ld.	200·1 Q118'B13'F25' FK *CellDBf*120'214*tFPT*	32·1	13·0	Dover British 3*BHCem* 73*tAPT*59*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb ~~100lb~~ *75lb* 95RHP 1SB,*3cf*,GS55,HS2101 W.Beardmore&Co.Ld.Gls.	15 ″ 1 s4″10½ 14 ″ 7¾	
31720 219741 KUJP	**Peter Helms** (*ex*Hutchinson) *Fitted for oil fuel* D.F. 1*Dk2trB*	3326 3005 2025					1920	MobileS.B. Co Mobile,Ala	Chas.R.McCormick LumberCo.	324·0 P41'B90'F34'	46·2	25·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"–42" 233NHP EllicottMachineCorp.Bal.		R
31721 ~~YMAX~~	**Peter Hurll** TwinSc *ss*Bmn.No.1–34 *Mchy.Aft* *OilEng.* GyC. 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *CruiserStern* *Longitudinal framing-bracketless system*	11952 11423 6697	✠100A1 ~~1,35~~ ~~2,34~~ 11,35 DBS2,34 DBS(W.T.B.)1,35 *CarryingPetroleum in bulk*	Bmn ~~Fal~~ ✠LMC2,34		CL SN2,34 P2,34	1930 11mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP *CellD*	PanamaTransportCo. ~~G.m.b.H.~~(WariedTankschiffRhedereiG.m.b.H.*Mgrs.*) *BuE*107'253*t DTs*	521·2 *AfterBridge*55' B40'F42' FK *f*48'1957*tFPT*264*t*	70·2	38·7	Panama Panmanian 17*BHptCem* 4,, *to2nddk* *APT*213*t*	Oil Engines 2S.C.SA 12Cy.26¾"–51 3/16" 1496NHP 2WaterTubeDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 7 30 ″ 4¾	
31722 220276 KUZT	**Peter Kerr** (*ex*EasternSailor) *Fitted for oil fuel* 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6600 6086 4157			...		1920	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	415·0 P32'B148'F45'*on Shelter dk* FK	55·7	31·9	Portland, Or. Utd.States *WB*	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWks.Ld.Osaka	34 ″ 8	R †
31723 OZRE	**Peter Mærsk** Ⓟ 3Mst *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNos.*1&4*holds* *ss*Cpn.No.1-35	~~5339~~ ~~4624~~ ~~3341~~ 5476 4624 3434	✠100A1 *withfreeboard* 3,36~~12,34~~ ✠Lloyd'sRMC~~3,32~~10,35 Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above 150° F. in deep ~~tank~~tanks*	~~Hkg~~ ✠LMC3,32	*b*†	CL 8,35	1932 3mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's*A&CP	A/S D/S Svendborg ogA/S D/S af1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDB*386' *MTs*	441·4 F42' FK 1597*t* ~~MT34'1280t~~ 63'2402*t* *Tanks in w*	57·0	25·8	Copenhagn Danish ~~7BH~~8*BH* (*Coll to Sh dk* 7 ,, 2*nd*,,) *ay of tunnel*	Oil Engines 2S.C.DA 9Cy.17¾"–47 5/16" 983NHP NDB35 ~~DB~~*100lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28″11 s 3 ″ 4½ 25 ″ 9	
31724 207471 WADG	**Peter Reiss** D.F. *Mchy.Aft* 1*Dk*	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	ReissS.S.Co.	512·0 F44' *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" American 257NHP ShipbuildingCo.Cleveland		R
31725 226565	**Peter Stuyvesant** Ⓟ *Fitted for oil fuel* 1*Dk*	1721 — 633					1927	ThePusey &JonesCo. Wlmgtn,Del.	HudsonRiverDay Line	260·5	60·0	15·8	Wilmgton (Del.) Utd.States	T.4Cy.25",40"&(2)47"–36" 265NHP Pusey&JonesCo.Wlmngtn		
31726 DDTV	**Peter Vith** (*ex*Gemma) 1*Dk*	1598 1263 946					1928	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith, G.m.b.H.	262·7 P16'Q93'B108'F32'	40·3	15·3	Flensburg German *WB*	T3Cy.15⅝"25 9/16"&44 1/16"–29½" 104NHP FlensburgerSchiffsb.Ges.		G

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	
31727 YMDH	**Peter von Danzig** (*ex*Laura, *ex*Isebek,*ex*Havfru,*ex*Rannveig, *ex*Gudrun) 1*Dk*	860 741 492					1916	SchiffsGes. Unterweser Weser- münde-L.	F.G.Reinhold	212·9 P31'B60'F21'	31·4	13·2	Danzig *WB*	T.3Cy.14½",22"&35¾"–23½" 62NHP Christiansen& Meyer,Harburg		N
31728 202366 KFLO	**Peter White** D.F. *Mchy.Aft* 1*Dk*	6184 — 4931					1905	Gt.Lakes Eng.Works Ecorse,Mich.	PresqueIsleTrans-ptn.Co(Cleveland-CliffsIronCo.*Mgs.*)	504·0	54·2	31·0	Wilmgton (Del.) *W'B* Utd.States	T.3Cy.23",38"&63"–42" 257NHP GreatLakesEng.Wks.Det.		R
31729 148561 GJWL	**Peterston** *ss*Bry.No.2–33 D.F. E.S.D. 1*Dk*(*Stl*)	4680 4277 2797	✠100A1 2,36~~2,35~~ BS~~8,34~~ ✠LMC9,35 9,35	Bry Shl	*y*	CL ~~9,36~~ 1,36	1925 2mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	LlangorseS.S.Co. Ld.(E.Thomas, Radcliffe&Co. *Mgrs.*) *CellDB*	385·4 P39'B&F306' FK 342'1110*t FPT*116*t*	52·0	26·0	London British 7*BHCem* *APT*174*t*	T.3Cy.26",44½"&73"–48" (*s*) 180lb *180lb* 451NHP 3SB,9*cf*,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s 3 ″ 1¼ 24 ″ 10½	
31730 142854 GCKN	**Peterton** *ss*Shl.No.3–4,32 1*Dk*(*Stl*)	5221 4796 3189	✠100A1 ~~8,35~~~~9,34~~12,35 BS~~9,34~~ ✠LMC4,32 8,35	Shl ~~Bry~~Bkn	*y*	CL ~~12,32~~ 7,35	1919 12mo *Lloyd*	Richardsn Duck&Co.Ld. Stockton '*sA&CP*	R.Chapman&Son *CellDB*	400·1 P49'B113'F40' FK 336'1058*t FPT*168*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.25 7/16",44"&73"–48" 180lb *100lb* (*s*) 397NHP 2SB,6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0 25 ″ 3½	
31731 FNSA	**Petite Terre** (*ex*Donator–33) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*	1699 1393 976					1930	Bergens Mek.Værks. A/S Bergen	Cie.Générale d'Armement Maritime	256·8 P57*t*H114*t*F6*t*	39·2	18·2	Havre French	T.3Cy.21½",37"&60"–39" 225NHP BergensMek.Værks,A/S		V
31732 YTMK	**Petka** Ⓟ *ss*Tri.2ndNo.3–3,26 *Well deck* *ss*Spt.No.2–34 1*Dk*(*Stl*)	546 308 341	✠100A1 11,35~~11,34~~ ✠NB11,13 ✠LMC11,34 BS11,35	Spt		OG 11,33	1896 4mo *Lloyd*	Howaldts- werke Kiel '*sA&CP*	Dubrovacka Parobrodska Plovidba a.d. *WB*=	174·1 P&B103'F42' BK7' *DBa*40'*f*23'*uECell*	25·8	11·5	Dubrovnik Yugoslav 4*BHCem* *DB*16'69*t*	T.3Cy.16⅞",27½"&43½"–24¾" 180lb (*s*) 133NHP 1SB,3*cf*,GS58,HS2009 FD Howaldtswerke,Kiel	11 ″ 11 ~~s1 ″ 1½~~ s ″ 2½ 12 ″ 4	
31733 36	**Petr Starostin** (*ex*AdelfiF.&S. Theofani,*ex*Andreas *ss*Shl.No.3–9,06 Moussouris,*ex*Stenies, *ss*Liv.No.1–11 *ex*Ratcliff) 1*Dk*(*Irn*)& *Well deck* *Web frames*	869 684 539	✠ 10,19 ✠	Pir	*k*		1892 12mo	Short Bros. Sunderland	U.S.S.R.	170·0 Q63'B36'F24' FK *CellDB*126'355*tFPT*	36·0	13·7	Odessa Russian 4*BHCem* 86*tAPT*45*t*	T.3Cy.18",29"&47"–33" NDB11 130NHP 1SB,2*pf*&1*cf*,GS50,HS2000 J.Dickinson,Sunderland	16 ″ 0	
31734	**Petracto** (*ex*MinistroSalaberry) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	353 — 191					1916	Montaldo & Cia. SanFernando	CiaTransportadora dePetroleosS.A.	164·0	29·5	10·0	Bns.Ayres Argentine	Oil Engines 2S.C.SA 6Cy.10"–12½" 105NHP NE26 FairbanksMorse&Co. Beloit,Wis.		
31735 SVOE	**Petrakis Nomikos** (*ex*Michael N.–32,*ex*Ægæon, *ss*Pir.2ndNo.3-9,31 *ex*Hagen) 2*Dks*(*UD Stl*)&*deep framing* *Lower dk in Nos.*1&3*holds*	4418 3933 2617	✠100A1 4,35 BS4,35 ✠LMC9,31	Pir	*y*	CL 5,33	1906 11mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	P.M.Nomikos,Ld. *Cell*	389·6 P&B315'F50' FK *DBa* 122' *uE&B*42	51·0	25·2	Piræus Greek 7*BHCem* *f*175'1040*t*	T.3Cy.27¾",46½"&76"–48" 180lb (*s*) 472NHP 3SB,9*cf*,GS147,HS6225 FD FlensburgerSchiffsb.Ges.	27 ″ 9 s3 ″ 8¾ 24 ″ 2¾	
31736 26 ICBS	**Petrarca** (*ex*SzentIstván) *ss*Fiu.No.3–1,24 D.F. *ss*Fiu.No.2–32 2*Dks*(*UptStl&ptIrn*)2*nd dk*(*Stl*)	3102 2337 1853	✠100A1 12,35~~4,35~~ ✠LMC MS3,32 BS~~1,36~~1,36	Fiu Lon	*v*	CL 4,35	1910 11mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	AdriaSoc.Anon.di Nav.Marittima *CellDBa*127'*uE&*	350·3 344·7 45·5 22·8 P40'B116'F39' FK *B*57'*f*129'726*tFPT*	43·6	22·8	Fiume Italian 6*BHCem* 40*tAPT*14*t*	T.3Cy.23",39"&64¾"–48" (*s*) 200lb 372NHP 3SB,9*cf*,GS177,HS5070 FD ClydeS.B.&EngCo.Ld.PGl	25 ″ 2 s 4 ″ 0¾ 21 ″ 3	
31737 145095 MKJC	**Petrel** *ss*Lon.No.3–1,33 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl–ws*)	~~1457~~ ~~980~~ ~~778~~ 1354 986 633	✠100A1 *Shelter dk with freeboard* 2,35 ✠LMC MS1,35 BS~~7,34~~8,35 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Lon	*p*	CL 10,34	1920 11mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*	250·2 B17' FK *f*161' 218*t FPT*20*t* *APT*16*t*	37·2	14·2	London British 4*BHCem* (2,, *to Sh dk* 2,, ,, 2*nd dk*)	T.3Cy.22",35"&57"–39" (*s*) 180lb 258NHP 2SB,6*cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6½	
31738 142383 GVWB	**Petrella** *ss*Pts.No.1-35 *ss*Lon.No.3–5,31 Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	475 360 162	✠100A1 9,35 ~~8,34~~ 9,35 ~~BS8,34~~ ✠LMC~~8,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	Pts	*h*	CL 7,34	1918 4mo *Lloyd*	Dunlop, Bremner&Co. LdPGlasgow '*sA&CP*	TheAdmiralty	155·0 Q63'B15'F24' FK *DTa*15*tFPT*	28·1	11·2	London British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14",23"&38"–24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8½ 11 ″ 5	
Broken up 31739 161437 GFLN	**Petricola** *ss*Sng.No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5880 5295 3453	✠~~100A1~~ 11,33 ~~BS[illegible]~~ ✠~~LMC[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Shl	*z*	CL 11,33	1922 3mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ *CellDBuE&B*81' *DT*	412·0 P110'B33'F57' FK (236*t* *f*32' 333*t FPT*100*t*	53·3	31·0	London British 16*BHptAsp* 12 ,, *toUdk* 4 ,, ,,2*nd*,,) *APT*99*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS191,HS7662 FD HongKong&Whampoa DockCo.Ld HongKong	31 ″ 0 s 5 ″ 7¼ 25 ″ 7½	
31740 142308 GVWC	**Petrobus** *ss*Lon.No,3–12,29 Wireless *ss*Lon.No.1–34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	475 360 163	✠100A1 ~~9,34~~10,35 BS10,35 ✠LMC10,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	Lon Lth	*h*	CL 9,34	1918 2mo *Lloyd*	Dunlop, Bremner&Co. LdPGlasgow '*sA&CP*	TheAdmiralty	155·0 Q63'B15'F24' FK *DTa*11'15*tFPT*	28·1	11·2	London British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14",23"&38"–24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8½ 11 ″ 5	
31741 698 SVQZ	**Petroil** (*ex*QueenMaeve,*ex*Oswego, *ex*Gargoyle, *ss*Mch.2ndNo.3–3,28 *ex*Pennoil) *ss*Pir.No.1–33 2*Dks*(*Stl*)&*Web frames*	*4634* *4310* *2637*	✠100A1 ~~8,35~~~~11,34~~3,36 ~~BS8,34~~ ✠LMC~~8,32~~ ~~8,35~~ 3,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,24 *F.P. above* 150° F	Pir ~~Rot~~	*x*	CL ~~4,33~~ 3,36	1903 1mo *Lloyd*	Grngem'th &Greenock DockyardCo. Greenock '*sA&CP*	Soc.Anon.Hellé- niqueMaritime& Commerciale "Transpetrol"	365·1 P28'B78'F39' FK	50·1	27·5	Piræus Greek 10*BHCem* *CellDBuE&*	T.3Cy.26⅜",41 3/16"&70"–48" 180lb (*r*) 426NHP 3SB,9*cf*,GS205,HS7365 D.Rowan&Co.Glasgow *B*68'217*tFPT*320*tAPT*80*t*	30 ″ 3 s 5 ″ 11½ 24 ″ 5	
31742 OZSC	**Petrolea** Wireless *CarryingPetroleum in bulk* *Mchy.Aft* 1*Dk*	480 385 233					1904	Kjöbnhvns Flydk.&Skbs Copenhagen	DetDanske PetroleumsA/S(C. FromHolm,*Mgr.*)	155·9 P62'F19'	27·9	12·0	Nyborg Danish *WB*	T.3Cy.13",20½"&33½"–21" 51NHP KjbnhavnsFlydk.&Skbsv		V
31743 223537 KLHO	**Petrolia No. 10** (*ex*J.H.Senior) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1155 — 728					1924	NwprtNws S.B.&D.D.Co. NewprtNews	~~StandardShppg.~~ ~~Co.~~ Standard Oil Co. of New Jersey	207·5	38·1	16·0	Baltimore Utd.States	2 Oil Engines connected to electric motor&screw shaft 12Cy.13"–18" 4S.C.SA McIntosh& 197NHP Seymour,Auburn,N.Y.		
31744	**Petrolina** (*ex*Wilno, TwinSc *ex*Société) *CarryingPetroleum in bulk* *Mchy.Aft* 1*Dk*	657 — 269					1910	Howaldts- werke Kiel	J.A.Galanis& M.deLeon	188·0 Q46'	31·2	10·5	Piræus Greek	T.3Cy.9¼",14¾"&24¾"–13¾" 44NHP Howaldtswerke,Kiel		

Now "Thedol II," see No. 40292 in Supplement

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31745 142453 GVWF	**Petronel** ssPts.No.3-1,31 ssPts.No.1-35 1*Dk(Stl)* *Mchy.Aft Well deck*	475 360 162	✠100A1 2,35 ✠LMC2,35 *CarryingPetr* *Fitted for oil*	Pts *oleum* *fuel* 6,	*h* *in* 18	CL 2,34 *bulk* *F.P. a*	1918 6mo *Lloyd* *bove* 1	Dunlop, Bremner&Co. LdPGlasgow '*sA&CP* 50° F.	TheAdmiralty	155·0 Q63′B15′F25′ FK *DTa*11′15*tFPT*	28·1	11·2	London British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14″,23″&38″-24″ (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 1 s ″ 8½ 11 ″ 6	
31746 3673 PGSI	**Petronella** TwinSc ssSba.No.2-36 ~~ssSng.No.1-32~~ *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	2770 1831 1321	✠100A1 ~~7,35~~ ~~1,35~~ 2,36 ✠LMC CS2,36 DBS2,36 1,35 *CarryingPetr*	Bat Sba *oleum*	*t* *in*	CL ~~2,33~~ 2,36 *bulk*	1927 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBuE*	305·3 P86′F51′ *Trunk*168′ FK 55′ *f*20′ 159*t FPT*	50·2	15·1	TheHague Dutch 12*BHptCem* 38*tAPT*88*t*	Oil Engines 4S.C.SA 12Cy.19$\frac{1}{16}$″-27$\frac{9}{16}$″ 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5¾	
31747 FNNU	**Petrophalt** (*ex*Ebano-33) ssRou.No.1-34 1*Dk(Stl)* *Mchy.Aft*	2623 1860 1472	✠100A1 *withfreeboard* 4,35 ✠LMC12,33 *Carrying liquid asphalt or oil fuel Lloyd'sA&CP* *F.P.above150°F in portable tanks* *Fitted for oil fuel*10,30*F.P.above*150°F.	Rou	*t*	CL 1,34	1930 10mo	Harland& Wolff,Ld. Belfast	Soc.Auxiliaire de Transports *CellDBuPumpRo*	290·2 P73′ *Trunk*178′ F39′ FK *om*10′ 27*tDTf*18′26	47·2	17·7	Rouen French 6*BHptCem* 8*tFPT*64*tA*	T.3Cy.18¼″,28½″&48¼″-28″ 180lb (*s*) 229NHP 2SB,6*cf*,HS3880 FD Harland&Wolff,Ld.Bel *PT*29*t*	19 ″ 6 s 3 ″ 8½ 15 ″ 11¼	
31748	**Petros** (*ex*Mabel) Iron 1*Dk& Web frames*	725 640 424				...	1870	Denton, Gray&Co. WHartlepool	J.Christofides	199·1 Q90′F32′ BK7″	29·1	16·5	Piræus Greek *WB*	C.4Cy.13″&32″-30″ NB98 82NHP BlythDryDkCo.Ld.Blyth	17 ″ 9	
31748*	— Ⓟ (*ex*Ionio,*ex*Zaton, *ex*Veneto,*ex*Hungaria) 1*Dk*2*trB* *Well deck*	520 — 347				...	1892	Howaldtswerke Kiel	EpirotikiS.S.Nav. Co.George Potamianos	179·0 Q21′B93′F36′ BK7″	25·0	12·0	Piræus Greek *WB*	T.3Cy.17¼″,27½″&43⅜″-24¾″ NB04 118NHP Howaldtswerke,Kiel	14 ″ 1	
31749 SVBJ	**Petros J. Goulandris** (*ex*Schouwen-33) *Fitted for oil fuel* 2*Dks*	4693 4078 2789					1923	A.F.Smulders Schiedam	GoulandrisBros.	376·0 P38′B22′F33′	51·8	25·1	Andros Greek *WB*	T.3Cy.25″,41″&67″-45″ 301NHP A.F.Smulders,Schiedam		V
31750 733 SVKM	**Petros Nomikos** (*ex*Amasis-33, *ex*Glenrazan) ssLiv.No.3-8,26 ssPir.No.2-35 ~~ssLiv.No.1-30~~ 1*Dk(Stl)&Shelter dk (ptIrn ptStl)&Web frames* *Longitudinal framing*	4044 3719 2561	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~2,33~~ ✠LMC MS~~4,30~~ 10,35 BS12,34	Pir Stn	*x*	CL ~~9,33~~ ~~9,25~~ N1,36	1913 9mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	PetrosM.Nomikos, Ld. *CellDBa*115′ *f*16	370·4 P22′F36′*on Shelter dk* FK *uE*24′ 7′1038*t DTf*18′636*t*	51·9	24·3	Piræus Greek 7*BHCem* *APT*140*t*	T.3Cy.25″,41″&68″-48″ (*s*) 180lb 374NHP 3SB,9*cf*,GS177,HS6116 G.Clark,Ld.Sunderland	26 ″ 9 s 2 ″ 9¾ 24 ″ 1	
31751 UPLM	**Petrovsky** (*ex*Minnewater-35, *ex*Ysseldjik) ssRot.No.3-5,34 1*Dk(Stl)&Shelter dk(Stl)*	3771 3403 2279	✠100A1 *Shelter dk* *withfreeboard* BS5,35 5,35 ~~8,34~~ ✠LMC5,34	Rot	*w*	CL ~~7,33~~ N4,35	1921 8mo *Lloyd*	WerfGusto FirmaA.F. Smulders Schiedam '*sAP*	U.S.S.R. *CellDB*310′933	359·4 FK *Coll* *t FPT*81*t APT*116*t*	50·3	22·0	Odessa Russian *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.25″,41″&67″-45″ (*s*) 180lb 342NHP 3SB,9*cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6 s2 ″ 0¾ 22 ″ 8½	
31752 180 OHDR	**Petsamo** (*ex*CambrianIdylle, *ex*Junin) ssCpn.2ndNo.3-11,31 D.F. 2*Dks(Stl)&deep framing &Shelter dk(Stl)*	4626 2584	✠100A1 *Shelter dk* *withfreeboard* 5,34 BS6,35 ~~BS5,34~~ ✠LMC11,31	Hfs	*y*	CL N11,31	1907 9mo *Lloyd*	W.Beardmore&Co.Ld Glasgow '*sA&CP*	ElfvinginKalastuslaivueO.Y. *Cell DBa*102′ *uE&*	391·5 FK&BK2″ *B*63′*f*167′925*tFPT*	50·2	25·7	Hangö Finnish 7*BHCem* 69*tAPT*52*t*	T.3Cy.25½″,42″&70″-51″(*s*) 190lb 463NHP 3SB,12*cf*,GS220,HS8121 W.Beardmore&Co.Ld.Gls	28 ″ 6 s 3 ″ 4 25 ″ 6	
31753 LIZJ	**Petter** TwinSc *Mchy.Aft OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system*	9109 8551 5543	✠100A1 2,36 ~~6,35~~ ✠LMC6,35 (~~*ClassContemplated*~~) *CarryingPetr*	Msl *oleum*	*d*† *in*	CL *bulk*	1935 6mo *Lloyd'*	Akt.Burmeistr&Wain Copenhagen *sA&CP*	A/S Jensen's RederiIII(J.P. Jensen,*Mgr.*) *CellDBuE*71′361*t*	471·8 P101′B29′~~F43~~F44′ FK *DTf*43′629*tAPT*150*t*	64·4	34·9	Arendal Norwegian 16*BH* (12„ *to U dk* 4„ „ 2*nd*„)	Oil Engines 2S.C.SA 12Cy.19$\frac{1}{16}$″-35$\frac{7}{16}$″ 807NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
31754 163512 MBXM	**Petworth** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	972 702 518	✠100A1 9,35 ~~8,34~~ ✠LMC8,34	Lth Sld	*l*	CL 9,35	1934 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*17′*f*141	205·0 Q119′B11′F20′ FK *t*279*tMT*125*tFPT*	33·0	13·1	London British 4*BHCem* 80*tAPT*19*t*	T.3Cy.14½″,25″&41″-30″ 200lb *100lb* (*s*) 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Glasgow	15 ″ 1 s 4 ″ 7¼ 14 ″ 6	
31755 145306 MBXC	**Peveril** ssBkn.No.1-33 1*Dk(ptStl*-teak s)	798 723 320	✠100A1 *withfreeboard* 5,36 ~~5,35~~ BS4,36 ~~BS4,35~~ ✠LMC5,33	Bkn		OG 5,34	1929 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa&u*	205·1 B69′F39′ BK7″ *E*61′*f*50′141*tFPT*	34·7	15·2	DouglasIM British 7*BHCem* 43*tAPT*28*t*	T.3Cy.16½″,27″&45″-27″ (*r*) 200lb 208NHP 2SB,6*cf*,GS131,HS4340 CammellLaird&CoLd.Bkn	16 ″ 0 s4 ″ 6½ 12 ″ 3	
31756 131910 MKQL	**Phaeacian** 3Mst *Mchy.Aft* 1*Dk*	480 326 220					1920	MistleyS.B &Rpg.Co. Mistley	F.W.Horlock's OceanTransportCo. Ld.(F.W.Horlock, *Mgr.*)	144·1 P81′B9′F19′	25·2	11·1	Harwich British *WB*	T.3Cy.12″,20″&34″-23″ 55NHP W H.Allen,Sns&Co.Bedfrd	12 ″ 0	C
31757 SVDF	**Phæax** (*ex*Oldekerk-34,*ex*Sesostris) ssHam.No.3-10,25 ssRot.No.2-34 2*Dks(Stl)&Shelter dk(Stl)* 3*rd dk(Stl)in No.*1 *hold*	7188 6608 4530	100A1 *Shelter dk* *withfreeboard* 4,36 ~~12,34~~ LMC12,34 BS11,35 *Carrying vege*	Rot Bkn *table oil*	*d*† *in*	CL ~~12,34~~ 4,36 *bulk*	1915 *inDT*	Flensburgr Schiffsb.Ges Flensburg	PhæaxShipping Co.Ld. *C*	470·9 F54′*on Shelter dk* FK *Collision* *ellDBa*158′*uE*27′*f*	60·9	28·5	Piræus Greek *Cem* *BH to Sh dk* 8 „ „ *U* „ 219′1632*tD*	T.3Cy.28″,50¾″&84″-54″ (*s*) 185lb 695NHP 4SB,12*cf*,GS240,HS9908 FD FlensburgerSchiffsb.Ges. *Tf*36′1160*tFPT*55*tAPT*15*t*	31 ″ 4 s 5 ″ 2¼ 26 ″ 4½	
31758 DOHQ	**Phædra** 2*Dks*	619 612 372					1898	G.Seebeck Act.Ges. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·6 H42′	27·1	16·4	Bremen German *WB*	T.3Cy.14¾″,17¾″&38⅜″-23⅝″ 72NHP G.SeebeckA.G.Bremerhvn		G
31759 SVAW	**Phaethon** (*ex*Greleden, *ex*Atherstone) ssShl.No.3-8,25 ssBry.No.2-34 1*Dk(Stl)*	4168 3786 2570	✠100A1 4,35 ✠LMC MS11,33 BS11,34	Rot	*x*	CL 1,33	1913 7mo *Lloyd*	Craig,Taylor&Co.Ld Stockton '*sA&CP Cell*	LivanosBros.~~(N.G. Livanos,*Mgr.*~~) *DBa*127′*uE&B*40	370·0 P52′B&F289′ FK *F*152′1152*t FPT*98	51·4	24·1	Chios Greek 6*BHCem* *tAPT*207*t*	T3Cy.26″,42½″&69½″-45″(*s*) 180lb *80lb* 371NHP 2SB,6*cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6 s2 ″ 11¾ 23 ″ 9	
31760 125500 MDCT	**Pharos** TwinSc 2*Dks(UptStl*-ws) Wireless D.F.	921 625 393	✠ 3,13 ✠	Lth	*m*		1909 12mo	W.Beardmore&Co.Ld Glasgow	Commissioners of NorthernLighthouses *WB = CellD*	206·4 P&B127′F30′ FK *Ba*33′*f*69′93*t FPT*	31·2	15·0	Leith British 6*BHCem* 28*tAPT*54*t*	T.6Cy.15″,24″&38″-24″ NB34 142NHP W.Beardmore&Co.Ld.Gls.	15″11	
31761 161338 VJNP	**Phasianella** TwinSc ssSng.No.1-33 Wireless *OilEng.* *Mchy.Aft* 1*Dk(Stl)*	866 539 393	✠100A1 11,35 ~~3,35~~ DBS11,35 ~~DBS8,34~~ ✠LMC CS12,33 12,33 *CarryingPetr*	Sng *oleum*	*k* *in*	CL 7,34 *bulk*	1929 12mo *Lloyd*	Bow,McLachlan& Co.Ld. Paisley '*sA&CP*	ShellCo.of Australia,Ld.	180·3 P53′F36′ *Trunk*91′ FK *FPT*33*t*	34·6	11·2	Melbourne British 10*BHptCem* *APT*73*t*	Oil Engines 2S.C.SA 8Cy.16$\frac{9}{16}$″-18⅞″ 386NHP DB*160lb* KromhoutMot.Fab.Ams.	12 ″ 0 s ″ 4¼ 11 ″ 9¼	
31762 145896 GBWY	**Phemius** Ⓟ *Fitted for oil fuel* D.F. 2*Dks& lower dk in No.*1*hold*	7406 6327 4617					1921	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	459·1 P54′B165′F62′	56·2	32·5	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement. etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31763 135459 GMKL	**Phidias** ssLiv.No.3-10,26 ssGls.No.2-34 ~~ssLiv.No.1-30~~ D.F. 2Dks(Stl)	5623 5281 3565	✠100A1 ~~10,34~~12,35 ✠LMC BS~~6,34~~ 6,35 MS10,34	Gls Liv	z	CL ~~3,33~~ 12,35	1913 5mo Lloyd's A&CP	A.McMillan&Son,Ld. Dumbarton	Lamport&Holt Line,Ld.	415·5 P44'B123'F46' FK	56·0	28·1	Liverpool British Cem	T.3Cy.27",44"&73"-48" (s) 180lb 480NHP 3SB,9cf,GS189,HS8502 D.Rowan&Co.Glasgow	30 ″ 9 s5 ″ 10½ 25 ″ 1	
									'Tween dk BH in No.3 hold dispensed with { 6BH to Upr dk only / 1BH to 2nd dk; WB = Cell DB a133' uE&B 43' f186'1056t DTa 35'1048t FPT121t APT41t							
31764 DAUG	**Phila** (exHollandschDiep) 1Dk	1368 1138 727					1918	Verschure&Co. Amsterdam	FranzL.Nimtz	238·1 P27'B58'F16'	36·7	15·8	Stettin German WB	T.3Cy.17",28¾"&46"-36" 127NHP Verschure&Co.Amsterdam		V
31765 214565 KJVA	**Philadelphia** 3Dks	2453 — 1759					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc.(Clyde-Mallory Lines, Mgrs.)	253·0	43·5	19·9	NewYork Utd.States	T.3Cy.17",29¾"&50½"-36" 153NHP Gt.LakesEngWks.Detroit		R
31766 224508 WCDG	**Philip D. Block** D.F. GyC. Mchy.Aft 1Dk	7931 — 6210					1925	American S.B.Co. Lorain,Ohio	InlandSteelCo.(Hutchinson&Co. Mgrs.)	586·0	60·0	28·0	Chicago ~~Wilmgton (Del.)~~ Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
31767 201928	**Philip Minch** Mchy.Aft 1Dk	5865 — 4471					1905	American S.B.Co. Lorain,Ohio	KinsmanTransCo.(Geo.M.Steinbrenner, Mgr.)	480·0 WB	52·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.Co.Cleveland		R
31768 143084 VGNL	**Philip T. Dodge** (exClaireHugo Stinnes1) ssShl.2ndNo.3-4,34 Sub.Sig. 1Dk(Stl)	5047 4457 3691	100A1 withfreeboard 2,36 ~~4,35~~ LMC4,35	Shl Lon	x	CL 3,34	1910 Lloyd's A&CP	Bremer Vulkan Vegesack	AtlanticTransptn.Co.Ld.(A.H.Campbell, Mgr.)	384·0 P24'B71'F29' FK	51·7	26·8	StJohnNB British 6BHCem	T.3Cy.24 1/16",39 7/16"&64"-43½" 200lb (s) 257NHP 2SB,6cf,GS134,HS5220 FD BremerVulkan,Vegesack	29 ″ 6 s6 ″ 7½ 23 ″ 1½	
									Cell DB332'1240t Tank on dk f89t a46t FPT 164t APT60t							
31769 145969 GCYS	**Philoctetes** Ⓟ TwinSc2TwinMsts D.F. Ref.Mchy. 3Dks	11431 8197 7212					1922	Scott'sS.B.&E.Co.Ld. Greenock	ChinaMutualS.N.Co.Ld.(A.Holt&Co. Mgrs.)	511·9 F73'	63·2	41·1	Liverpool British WB	4 Steam Turbines DR geared to 2 Sc. Shafts Scott'sS.B.&E.Co.Ld.Grk.		BT till ~~11,35~~ 10,36
31770 139135 GXBT	**Philol** ssLon.No.3-8,29 ssPts.No.1-32 Mchy.Aft 1Dk(Stl)&Webframes	1178 863 570	✠100A1 withfreeboard 3,36 ~~2,35~~ ✠LMC MS11,32 BS~~2,35~~8,36	Ply	n	OG 2,35	1916 8mo Lloyd's A&CP	TyneIron S.B.Co.Ld. Newcastle	TheAdmiralty	210·0 P44'F40' FK	34·8	15·6	London British 13BHptCem	T.3Cy.16",26"&43"-27" (s) 180lb 142NHP 2SB,4cf,HS2174 FD N.E.MarineEngCoLd Nwc	16 ″ 6 s1 ″ 6 15 ″ 1	
			Carrying Petroleum in bulk Fitted for oil fuel 8,16 F.P. above 150° F.						Cell DBuE&B43'63t DTf30'253t FPT 36t APT30t Middle line Bulkhead not oil-tight							
31771 [illegible] MGYW	**Philotis** Now "Nyroca," see No. 39308 in Supplement ss[illegible],30 ssGls.No,1,34 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)	786 595 322	✠100A1 Shelter dk withfreeboard 9,34 ✠LMC MS6,34 BS3,35	Sws	l	CL 12,33	1918 1mo Lloyd's A&CP	Ardrossan DD&SBCoLd Ardrossan	British&ContinentalS.S.Co.Ld	200·4 FK	30·7	12·1 19·1	Glasgow British 3BHCem	T.3Cy.16",26"&44"-33" (s) 180lb 143NHP 2SB,4pf,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 ″ 4 s ″ 2 14 ″ 4	
									Cell DBuB40'f100'196t FPT81t APT13t							
31772 PGSQ	**Phobos** ssAms.No.2-35 ~~ssSng.No.1-31~~ D.F. OilEng. Mchy.Aft CruiserStern 1Dk(Stl) Sub.Sig. Longitudinal framing at bottom and at deck	7412 6767 4235	✠100A1 ~~4,34~~12,35 DBS~~4,34~~ 12,35 ✠LMC~~4,34~~ 12,35 Carrying Petroleum in bulk	Sng Ams		CL 4,34	1926 12mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats.	440·4 P99'B34'F58' FK	59·4	32·7	TheHague Dutch 15BHCem	Oil Engines 4S.C.~~DA~~SA 6Cy.32¼"-59" 602~~1204~~NHP 2DB180lb Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 7½	
									Cell DBuE69'320t DTf32' 280t FPT 160t APT66t							
31773 ~~YMDL~~	**Phoebus** TwinSc Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks3trB D.F. Sub.Sig. Longitudinal framing	9202 7884 5205					1923	Howaldtswerke Kiel	PanamaTransportCo. ~~ImportG.m.b.H.~~ (WariedTankschiffRhedG.m.b.H. Mgrs.)	498·9 B45'	64·1	31·7	~~Danzig~~ Panama Panmanian	Oil Engines 2S.C.SA 8Cy.26¾"-43 3/16" 1000NHP Gebr.Sulzer,Ludwigshafen		G
31774 DOOF	**Phœbus** 1Dk	657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German WB	T.3Cy.13½"21 1/16"&34 7/16"-23¾" 57NHP A.G."Weser,"Bremen		G
31775 DIEN	**Phoenicia** OilEng. D.F. Sub.Sig. 1Dk	4124 3413 2234					1928	Howaldtswerke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3 P15'B&F351'	53·7	22·6	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
31776 216824 WJEO	**Phoenix** Fitted for oil fuel Mchy.Aft 1Dk Fitted with cylindrical tanks for carrying Petroleum	5731 4550 3511			...		1918	ChesterS.B Co.Ld. Chester,Pa.	AmericanTankers Corp.	400·8 P99'B27'F50' FK	54·3	31·4	Bostn,Mas Utd.States WB	T.3Cy.24½",42½"&72"-48" NE20 359NHP HardyTyneMfgCo.Boston Mass	32 ″ 9	R †
31777 DOBK	— D.F. Sub.Sig. 1Dk	999 828 530					1913	Stettiner Oderwerke Stettin	ArgoReed.A.G.	236·0 P&B144'F27'	32·5	13·7	Bremen German WB	T.3Cy.21¾",35⅝"&57 1/16"-39⅜" 205NHP StettinerOderwerke		G
31778 OZOB	**Phönix** 1Dk&Awng dk	1894 1679 1145					1916	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk. NordenA/S(P. Brown,Jnr.&Co. Mgrs.)	280·1	41·5	17·8	Copnhagn Danish WB	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
31779 OUKA	— (exToreador) 2Dks	895 760 431					1921	G.Seebeck Akt.Ges. Wesermünde-G	D/S A/S Phönix (Hans.N.Andersen)	247·9	33·8	11·5	Esbjerg Danish WB	T.3Cy.17½",28"&45 9/16"-31½" 123NHP G.SeebeckA.G.Wsm.		G
31780	— Wood (exDonau,exGunlög) OilEng. Mchy.Aft 1Dk	390 314 260					1920	Västerviks NyaVarvs A/B Västervik	A.Kling	135·4	26·4	12·6	Maracaibo Venezuelan	Oil Engines 2S.C.SA 4Cy.15"-16½" 159NHP J&CGBolinder'sCoLdSkm		
31781 PGSU	**Phrontis** Ⓟ TwinSc OilEng. D.F. 2Dks	6181 5289 3835					1925	CaledonSB&E.Co.Ld. Dundee	Nederlandsche Stoomv.Maats. "Oceaan"	429·5 P44'B224'F48'	54·8	29·1	Amstrdam Dutch WB	Oil Engines 4S.C.SA 16Cy.24 7/16"-43 5/16" 952NHP Akt.Burmeistr&Wain,Cpn		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31782 DIEO	**Phrygia** Cruiser Stern OilEng. D.F. 2Dks	4137 3406 2219					1928	Howaldts-werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3 P15'B&F351'	53·7	22·6	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
31783 TTQM	**Phuoc Kien** Iron 2Dks	318 — 102					1881	Scott&Co. Greenock	Cie.Saïgonnaise de Nav.&deTransp.	135·7 Erections39t	19·9	17·2	Saïgon French	C.2Cy.15"&27"–15" 24NHP Scott&Co.Greenock		
31784 214757 KJVD	**Phyllis** Wood3Mst Fitted for oil fuel 1Dk	1266 1065 695					1917	Aberdeen S.B.Co.Aber-deen,Wash	PhyllisS.S.Co. (W.R.Chamberlin &Co.Mgrs.)	215·3 P12'F34'	42·8	17·1	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP MainStreetIronWrks,S.Fo		
31785 695 ISAB	**Pia** (exChariton-33, exAdri) Aux3MstSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	385 312 302					1918	A.deJong Vlaardingen	FrancescoTomei	155·1 P25'F18'	26·4	11·6	Viareggio Italian WB	Oil Engines 4S.C.SA 3Cy.11¼"–16½" 37NHP NE26 N.V.Momoram,Rot.		I
31786 132766 GBYP	**Piako** Ref.Mchy. 2Dks&Shelter dk D.F. CruiserStern	8283 7747 5114	Lloyd'sRMC~~2,36~~ ~~8,36~~ 5,36				1920	A.Stephen &Sons,Ld. Glasgow	NewZealand ShippingCo.Ld.	450·0	58·2	37·2	Plymouth British WB	2 Steam Turbines DR geared to 1 Sc. Shaft A.Stephen&Sons,Ld.		C
31787 130510 KJVE	**Piankatank** IronTwinSc (exNeuse) 1Dk	899 — 611					1890	Harlan& Hollings-worthCorp. Wlmgtn,Del.	NewCastle TerminalCo.	200·0	31·0	11·0	Baltimore Utd.States	T.6Cy.12",20"&30"–20" NB05 81NHP Harlan&Hollingsworth Corp.Wilmington,Del.		
31788	**Piatiy Krabolov** (exBenavon) ssLth.2ndNo.3-1,29 1Dk(Stl)&Spar dk(ptIrn&ptStl)&deep framing	4154 3540 2472	✠ 9,31 ✠	Kob	w		1905 9mo	Bartram& Sons Sunderland	U.S.S.R. CellDBa 120'uE&B42'	377·3 P35'B135'F38' 26·3 FK f154'868tAPT55t	46·1	18·3	Vladvostk Russian 6BHCem (5 ,, toSp dk 1 ,, M ,,)	T.3Cy.25",42"&68"–48" 352NHP 2SB,8cf,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 " 6	
	Now "Anastas Mikoyan," see No. 37090 in Supplement															
31789 PUQN	**Piauhy** (exGuarany) Wireless 1Dk&Awng dk	1022 901 644					1902	Off.e.Cant. Ligur.Ancon. Ancona	Cia.Commercio e Navegação	209·9	32·1	18·3	R.Janeiro Brazilian	T.3Cy.15⅓",23¼"&39½"–19⅔" Emade93fitted02 68NHP G.Ansaldo&Co.Smprdrena		
31790 178 ICBU	**Piave** Ⓟ (exPiaveII,exPiave) ssGen.No.3-3,34 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl) Fitted for oil fuel 2,30 F.P. above 150° F.	7565 6695 4735	✠100A1 Shelter dk withfreeboard ~~10,35 3,36~~ MS2,33 ✠Lloyd'sRMC~~4,35 7,35~~ 3,36 ~~11,35~~	Ven ~~Mfl~~ ~~Gen~~ BS11,35 ✠LMC ~~BS10,35 12,34~~	b†	CL ~~6,33~~ ~~4,35~~ 10,35	1921 5mo	Cantiere SanRoccoSA Trieste A&CP	Navigazione LiberaTriestina S.A. CellDB398'1630t	464·2 B108' on Shelter dk FK Collision FPT56tAPT63t	57·4	22·0	Venice Italian Cem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.32",51½"&83"–54" (s) 180lb 681NHP 4SB,12cf,GS239,HS9851 FD StabilimentoTecnico,Tri.	35 " 0 s8 " 7¼ 26 " 8	
31791 PULB	— (exHamiltonian) Fitted for oil fuel 2Dks Longitudinal framing Carrying petroleum in bulk	2347 2066 1277					1912	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	257·0	42·5	23·4	R.Janeiro Brazilian WB	T.3Cy.18",29"&48"–40" 146NHP AmericanS.B.Co.Clv.		
31792 FNJI	**Picard** Ⓟ (exDuke of Cumberland) TrpSc D.F. 2Dks	2255 1378 623					1909	W.Denny &Bros. Dumbarton	"Angleterre- Lorraine-Alsace" Soc.Anon.deNav.	330·4 P77'B149'F66'	40·9	16·2	Dunkirk French WB	3 Steam Turbines Denny&Co.Dumbarton		V
31793 144421 MJWY	**Picardy** ssLon.No.3-7,31 Well deck 1Dk(Stl) Mchy.Aft	320 209 133	✠100A1 2,35 ✠NB7,20 BS~~10,33~~ 2,35	Yar ✠LMC7,31		10,33	1920 3mo	Crabtree& Co.Ld. Gt.Yarmouth Lloyd'sA&CP	GreatYarmouth ShippingCo.Ld.	130·0 Q51'B9'F16' FK FPT	23·2	9·5	Yarmouth British 3BHCem 21tAPT28t	C.2Cy.16"&33"–22" (s) 130lb 45RHP 1SB,2pf,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 " 6 s " 9½ 9 " 10	
31794 DHTE	**Pickhuben** Wireless 1Dk	999 836 529					1923	Union Giesserei Königsberg	H.M.Gehrckens	230·7 P&B174'F23'	35·6	13·4	Hamburg German WB	T.3Cy.18½",29⅛"&47¼"–29½" 121NHP UnionGiesserei,Königsbrg		G
31795 33 ICBV	**Pier Luigi** (exSanFrancesco di Paola-32,exAlexandra) 2Dks	2571 1904 1611					1895	Lobnitz Co. Renfrew	I.Palla fuG.	296·8 P29'Q86'H120' F31'	40·1	19·8	Bengasi Italian	T.3Cy.19½",32"&51"–39" 162NHP Lobnitz&Co.Renfrew		I
31796 218 ICCA	**Piero Foscari** Ⓟ TwinSc OilEng. D.F. 3Dks	3423 — 1934					1928	Stabilmnto Tecnico Trieste	CiaAdriatica di Nav.	329·3	44·5	20·9	Venice Italian WB	Oil Engines 2S.C.SA 12Cy.20½"–32¼" 438NHP FiatSanGiorgio,Turin		I
31797 FOBH	**Pierre Loti** Ⓟ TwinSc (exEmperorNicholasI) ssMsl.No.2-21 Ref.Mchy. 2Dks(Stl-ws)&Shade dk (Stl-ws)3rd dk in Nos.1,2&3 holds D.F.	5114 3686 3012	✠ 6,25 ✠	Msl	y		1913 12mo	J.Brown& Co.Ld. Clydebank	Soc.desServices Contractuels des Messageries Maritimes Cell DBa91'u	381·1 FK&BK2" E59'f154'504tFPT	51·8	27·7	Marseilles French 6BHCem 27tAPT45t	T.6Cy.22",36"&58"–48" 788NHP 4SB(FD)&1AuxSB,18cf, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	30 " 6	V †
31798	**Pietrina** IronAuxTwinScBkn (exSailing Vessel,exCharlotte) OilEng ssBkn.No.3-1,04 ssB.As.No.1-08 2Dks (See Sailing Ship Register)	1214 — 1075	✠ 5,08	NYk			1890 6mo	J.Lange Vegesack	H.J.Miller&Co.	221·3 P44'F30' BK9½"	34·2	20·6	M.Video Uruguayan	Oil Engines 2S.C.SA 8Cy.14⅙"–15" 284NHP Emade&fitted-21 A/S Tuxham,Copenhagen	22 " 1	
31799 1344 ICBX	**Pietro Campanella** (exChanda) D.F. 2Dks&deep framing	6140 5793 3802				...	1906	Barclay, Curle&Co.Ld. Glasgow	TitoCampanella Soc.diNav.	403·6 430·2 P40'B85'F44' FK	54·1 54·3	31·6 32·0	Genoa Italian WB	T.3Cy.33",53½"&86"–60" 784NHP Barclay,Curle&Co.Ld.Gls.	34 " 10	I †
31800 246 ISCN	**Pietro Querini** (exSenator-32) 1Dk	1004 877 573					1906	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·0 P11tB48tF30t	33·1	15·3	Venice Italian WB	T.3Cy.17",28 3/16"&47"–33" 127NHP StavangerStöberi&Dok		I
31801 PKEM	**Pijnacker Hordijk** Fitted for oil fuel 3Dks	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 B95'	40·8	22·7	Batavia Dutch WB	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
31802 127453 GQSN	**Pikepool** 1Dk	3683 3397 2271					1909	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.)	346·5 P23'B99'F36'	51·0	23·3	W.Hartlpl British WB	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
31803 CBPI	**Pilar** (exRisöy,exLondonQueen) ssLon.No.3–3,23 ssMag.No.2–30 Well deck Wireless 1Dk(Stl)	599 441 273	✠ ... 1,34 ✠	Mag			1910 12mo	VanVliet &Co. Hardinxveld	Soc.Anon. ComercialBraun &Blanchard	169·5 Q84'B14'F25' FK DBa30'38tFPT45tAPT14t	28·1	11·7	Magallanes Chilian 4BHCem	T.3Cy.14",23"&39"–27" ND024 75NHP 1SB,3cf,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb.	12 ″ 7	
31804 142675 GPWN	**Pilar de Larrinaga** (exWar Nymph) ssDrt.No.2–26 2Dks(Stl)	7046 6542 4517	✠100A1 9,29 BS12,29	Mel ✠LMC7,26	b†	CL 9,29	1918 1mo Lloyd'sA&CP	Mitsubishi Zosen Kaisha Ld. Nagasaki	LarrinagaS.S.Co. Ld.	445·0 P35'B138'F35' FK CellDB392'1316tDTa42'1226tAPT26t	58·1	31·3	Liverpool British 7BHCem	T.3Cy.28",47"&79"–51" (s) 200lb 524NHP 3SB,9cf,GS162,HS6591 FD MitsubishiZosenKaishaLd	34 ″ 0 s 7 ″ 8¼ 26 ″ 8	
31805	**Pilcomayo**	318 — 181					1893	E.Badaracco BuenosAyres	LotteroHnos. (Lottero yUgalde, Mgrs.)	164·0 len04	24·0	8·0	Bns.Ayres Argentine	C.2Cy.15"&30"–18" NB04 32NHP		
31806 222 IBGA	**Pilsna** Ⓟ (exAdria–35, exFerenczFerdinánd) ssTri.No.3–5,27 ssTri.No.1–31 Ref.Mchy. 2Dks(Stl–U–ws) Now "Adria," see No.37071 in Supplement	3673 2473 2006	✠100A1 3,35 ~~MS4,30~~ Lloyd'sRMC Fitted for oil fuel 3,31 F.P. above 150°F.	Tri ✠LMC4,35 ~~BS4,34~~ 4,35 ~~1,35~~ 6,35 12,35	v	CL ~~11,33~~ 6,35	1914 5mo Lloyd'sA&CP	ClydeS.B. &E.Co.Ld. PortGlasgow	LloydTriestino	346·8 335·0 P48'B178'F40' FK CellDBa110'uE&B59'f128'570tAPT16t	46·6	22·8	Trieste Italian 6BHCem	Q.4Cy.22½",32",47"&68"–48" 225lb (r) 497NHP 4SB,12cf,GS212,HS7128 FD ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ 0 s 3 ″ 1¾ 22 ″ 2¼	
31807 SPED	**Pilsudski** Ⓟ TwinSc 2Dks 3rdDk forward & in No.3 hold aft Ref.Mchy. Wireless D.F. OilEng. GyC. CruiserStern strengthened for Navigation in Ice	~~14400~~ 14294 8344 8163	✠100A1 withfreeboard 3,36 ~~8,35~~ ~~(ClassContemplated)~~	Mfl Got ✠LMC8,35		CL	1935 8mo Lloyd'sA&CP	Cantieri RiunitiDell Adriatico Monfalcone	Gdynia-America ShippingLines,Ld.	498·8 B&F~~465~~F485' FK UpperBridge280' CellDB384'1147tDTa207t tanks in way of tunnels 180tFPT130tAPT182t	70·8	32·4	Gdynia Polish 9BHCem	Oil Engines 2S.C.SA 18Cy.28⅜"–49$\frac{3}{16}$" 2516NHP 2DB100lb Cant.RiunitiDell'Adriatico Trieste	37 ″ 7 s13 ″ 0 21 ″ 9	
31808 144319 GMDJ	**Pilton** ssCff.No.3-5,35 ~~ssCff.No.2–28~~ 1Dk(Stl) Cargo battens not fitted	3063 2832 1848	✠100A1 5,35 ~~2,30~~ ~~MS4,28~~	Bry Cff ✠LMC5,35 ~~BS9,29~~	u	CL ~~2,30~~ 5,35	1920 1mo Lloyd'sA&CP	TyneI.S.B. Co.Ld. Newcastle	W.J.Tatem,Ld.	331·1 P33'B101'F29' FK CellDB284'734tFPT110tAPT123t	46·8	23·1	London British 5BHptCem	T.3Cy.25",41"&68"–45" (s) 180lb 358NHP 3SB,9cf,GS155,HS5829 N.E.MarineEng.CoLdNwc	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
31809 115640 MDGK	**Pine** 3Mst ssBel.2ndNo.3–6,32 Well deck 1Dk(Irn) Mchy.Aft	328 241 122	✠100A1 6,32 BS~~8,34~~ 6,35	Bel ✠LMC6,32	f	CL ~~6,32~~ 6,35	1907 11mo Lloyd'sA&CP	J Fullerton &Co. Paisley	FrontierTownS.S. Co.Ld. (J.Fisher&Sons, Ld.Mgrs.)	142·7 Q80'B7'F25' BK6" WB=	23·4	10·2	Newry British 3BHCem FPT43t	C.2Cy.15½"&34"–24" (s) 130lb 47RHP 1SB,2pf,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2½ s 4 ″ 0½ 11 ″ 5¼	
31810 163520	**Pine Court** (exHenryHorn–34) OilEng. ssHam.No.3–8,34 CruiserStern 2Dks	3119 2744 1873	100A1 withfreeboard ~~6,35~~ ~~8,34~~ 6,36 ~~DBS8,34~~	Ham Bkn 6,36 DBS6,36 LMC8,34	u	CL 8,34	1924 Lloyd'sA&CP	Frd.Krupp Act.Ges. Kiel	KnollShippingCo. Ld.(E.H.Mundy& Co.Ld.Mgrs.)	306·5 P25'B98'F23' FK CellDB248'652tFPT58tAPT48t	47·7	23·5	London British 5BHCem	Oil Engines 4S.C.SA 6Cy.25$\frac{5}{16}$"–39⅜" 381NHP DB70lb Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8½ 21 ″ 3¼	
31811 211352	**Pine Ridge** (exCharlesHeiden–34) (Self-Unloader)	717 — 446					1913	Gt.Lakes Eng.Works Astabula,O.	PineRidgeCoalCo.	160·0	35·0	14·0	Detroit Mich. Utd.States	C.2Cy.13"&27"–18" 26NHP Gt.LakesEng.Wks.Detroit		
31812 150847	**Pinebay** (exRouvray, TwinSc exMineur) Mchy.Aft 1Dk	1222 829 657					1919	Ch.&Atel. deSt.Nazaire Gd.Quévilly	PinebayS.S.Co.Ld. (TreeLineNav.Co. Ld.)	218·0 P74'F30'	34·2	13·2	Montreal British WB	C.4Cy.16"&30"–17" 77RHP Ch.&Atel.deSt.Nazaire		V
31813 509	**Pinelopi K.** (exMargo, TwinSc exSarlos,exChristophore) 1Dk Now "Olympos," see No. 39519 in Supplement	852 — 536					1904	Smith's DockCo.Ld NorthShields	Miss Pinelopi Couroupou	217·0	32·1	13·6	Piræus Greek WB	T.6Cy.11",18"&30"–21" 84NHP MacColl&Pollock,Ld.Sld.		
31814	**Pinero** Ⓟ (exPrinceton, TwinSc exSagamore) OilEng.	458 — 311					1901	Neafie& Levy Philadelphia	Isle of PinesS.S.Co.	155·5	32·0	7·4	Nueva Gerona Cuban	Oil Engine 95NHP 12Cy.9"–12½" NE26 NewLondonS.&E.B.Co. NewLondon,Conn.		
31815 161418 GCZM	**Pinewood** ssSld.No.1–35 D.F. Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	2466 1885 1382	✠100A1 6,35 ~~1,35~~	Sld Shl ✠LMC1,35	s	CL ~~2,34~~ 5,35	1930 5mo Lloyd'sA&CP	Hawthorn, Leslie&Co.Ld Newcastle	W.FranceFenwick &Co.Ld.	285·8 Q165'F32' FK CellDB232'543tMT8'271tFPT191tAPT47t	42·4	19·5	London British 5BHCem	T.3Cy.18½",31"&52"–39" (s) 200lb 204NHP 2SB,6cf,GS88,HS3280 N.E.MarineEngCoLd.Nwc	21 ″ 0 s6 ″ 10½ 19 ″ 0¾	
31816	**Ping Shun** (exDorry–34, exTarragona,exNevis, exBoyarin,exAntung) 2Dks	1484 1331 878					1908	Fredrkstad Mek Værks. Fredrikstad	LauKapSam (TaTungHsing S.S.Co.Mgrs.)	239·1 B75'F27'	36·1	20·4	Swatow Chinese WB	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		
31817 XNGC	**Ping Tsi** (exSagamiMaru–32, exMazagan) ssYka.No.1–05 2Dks(UStl–ws)& deep framing	1832 1499 1074	✠ 10,06 ✠	Kob	r		1902 6mo	Grngem'th &Greenock DockyardCo. Grngemouth	ChihliShantung Line,Ld. WB=CellDBa66'uE&B38'f112'410tAPT68t	270·3 P29'B82'F28' FK	37·0	18·5	Tientsin Chinese 4BHCem	T.3Cy.21",35"&57"–39" 243NHP 2SB,6cf,GS114,HS4045 Cooper&Greig,Dundee	20 ″ 6	
31818 151717	**Ping Wo** TwinSc 2Dks	3105 2383 1848					1922	NewEng.& S.B.Wrks,Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	290·0	46·2	20·6	Shanghai British	T.6Cy.14½",24"&39½"–30" 172NHP NewEng.&S.B.Works,Ld.		
31819	**Pingo** (exCorumba) Pad 1Dk&Shade dk	586 — 234					1906	W.Denny& Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Ayres Argentine	T.3Cy.16¼",26½"&43"–54" 136NHP Denny&Co.Dumbarton		
31820 CSBL	**Pinhel** (exNelda,exEllawood) ssLis.No.3–10,27 ssLis.No.2–36 ~~ssLis.No.1–31~~ 1Dk(ptIrn pt Stl)	3204 2895 1996	✠100A1 2,36 ~~3,35~~ ~~MS2,31~~	Lis ✠LMC 2,36 ~~BS2,35~~	v	CL ~~3,35~~ 2,36	1915 4mo Lloyd'sA&CP	Ropner& Sons,Ld. Stockton	Soc.Geral deCommercioIndustria eTransportes, Ltda.	335·5 P31'B&F261' FK CellDBa110'uE22'f145'799tAPT86t	48·1	23·3	Lisbon Portuguese 5BHCem	T.3Cy.24",40"&65"–42" (s) 180lb 301NHP 2SB,6cf,GS123,HS4690 Blair&Co.Ld.Stockton	24 ″ 10 s 2 ″ 5¾ 22 ″ 6	
31821 161148 MPSG	Sunk by Collision 3,36 **Pink Rose** ssNwc.No.1–34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	739 512 343	✠~~100A1~~ 9,35 ~~2,34~~	Nwc Bly ✠~~LMC2,34~~	j	OG 2,34	1930 3mo Lloyd'sA&CP	NVSchpsw deMerwede Hardinxveld	RichardHughes& Co.(Liverpool)Ld.	180·0 Q105'B13'F24' FK CellDB108'156tFPT63tAPT7t	28·1	12·6	Liverpool British 3BHCem	T.3Cy.15",25"&40"–27" (s) 180lb 89RHP 2SB,4pf,GS62,HS2100 Earle'sCo.Ld.Hull	14 ″ 6 s 4 ″ 5½ 14 ″ 1¼	
31822 139103 GQJB	**Pinna** (exPolshannon,exTandem, exBirkenfels) ssSng.2ndNo.3–10,34 2Dks(Stl–U teak s)	6121 5365 3944	✠100A1 9,35 ~~10,34~~ Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 6,22 F.P. above 150°F.	Sng ✠LMC10,34 BS9,35	a†	CL 12,33	1910 7mo A&CP	J.C.Tecklenborg A.G Wesermünde-G.	Anglo-Saxon PetroleumCo.Ld.	421·0 P60'B124'F51' FK CellDBa141'uE24'f183'1225t'tween dk tanks a42'451tf40'496tFPT86tAPT60t	55·1	28·7	London British 10BHCem (7 to U dk 3 ,, 2nd ,,)	Q.4Cy.24$\frac{1}{32}$",34$\frac{21}{32}$",50$\frac{21}{32}$"& 74$\frac{1}{32}$"–53$\frac{1}{8}$" (r) 517NHP 213lb 100lb 3SB,9cf,GS161,HS6780 FD J.C.TecklenborgA.G.Wsm	31 ″ 3 s 6 ″ 4½ 25 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31823 DHTG	**Pinnau** Wireless Sub Sig *Mchy.Aft* 1*Dk*	1198 992 638					1922	Werft Nobiskrug Rendsburg	BugsierReederei&BergungsA.G.	250·0 P&B191'F28'	37·5	12·8	Hamburg German *WB*	T.3Cy.17$\frac{3}{4}$",28$\frac{1}{2}$"&45$\frac{1}{4}$"–29$\frac{1}{2}$" 110NHP OttensenerMch.Altona		G
31824 149659 GNJZ	**Pinto** *OilEng.* ssLiv.No.1-32 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~12,35 ✠LMC CS2,35 ~~4,34~~ 1,36	Liv	*r*	CL 5,34	1928 2mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	MacAndrews&Co.Ld. *CellDB*220'329*t*	270·1 B70' *FPT*17*tAPT*38*t*	39·1	15·6 FK	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6$\frac{3}{4}$	
31825 146218 GJTF	**Pinzon** *OilEng.* Wireless ssLon.No.3-8,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1365 1093 634	✠100A1 *Shelter dk* *withfreeboard* ~~8,34~~10,35 ✠LMC CS8,34 3,35	Lon	*p*	CL 5,34	1922 1mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	MacAndrews&Co.Ld. *CellDB*188'355*t*	240·7 *FPT*60*tAPT*35*t*	38·2	15·7 FK *Collisio*	London British *Cem* *n BH to S dk* 3 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"–38$\frac{3}{8}$" 347NHP W.Beardmore&Co.Ld.Gls.	18 ″ 0 s ″ 4 17 ″ 9$\frac{1}{2}$	
31826 203941 KFMK	**Pioneer** (*ex*J.H.Bartow) D.F. *Mchy.Aft* 1*Dk*	6316 — 5021					1907	Detroit S.B.Co. Wyandotte	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo.*Mgs.*)	504·0	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22$\frac{1}{2}$",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
31827	— (*ex*Kiowa) ssN.Yk.No.3-5,20 *Mchy.Aft* ssN.Os.No.2-29 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5075 4470 3026	✠ ... 4,34 ✠	Mob			1913 7mo	Howaldtswerke Kiel	StandardOilCo. ofVenezuela *CellDBuE&B*7 *DTf*31'480*t*	385·7 P115'B22'F37' 4'221*t* *FPT*169*tAPT*66*t* (	52·4	28·5 FK	Christobal Colon. Venezuelan 13*BHCem* 10 *to Upr dk* 3 ,, *2nd* ,,	Q.4Cy19$\frac{1}{2}$",28",41"&59"–41$\frac{3}{8}$" 320NHP 2SB,6*cf*,GS100,HS4512 Howaldtswerke,Kiel)	28 ″ 8	
31828 LCLU	**Pioner** (*ex*Grosholm, *ex*Danedronning) TwinSc *OilEng.* *Mchy.Aft* ssOsl.No.3-3,33 D.F. 2*Dks*(*Stl*)	1767 1511 1015	✠100A1 11,34 ✠NE5,25 ✠LMC5,33 DBS11,34 Pr.BS12,33 *Carrying whale oil in bulk*	CTn	*l*	OG 12,32	1920 7mo	Akt.Rödby HavnsJernskibsværft RödbyHavn	A/SPioner(A.W. Nordström&Kr. Gjölberg) *CellD*	257·2 P44'B50'F42' B204' 273*t FPT*63*t*	40·2	22·1 BK9"	Oslo Norwegian 8*BHptCem* 4 ,, *to U dk* *APT*50*t*	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"–20$\frac{7}{8}$" 282NHP DB(S) NDB(P)*made*95*refitted*30-*150lb* 10Pr.B-*60lb* Aktieb.AtlasDiesel,Skm.	23 ″ 8 s2 ″ 4$\frac{3}{4}$ 22 ″ 0$\frac{1}{4}$	
31829	— TwinSc *Mchy.Aft* *OilEng.* Wireless 1*Dk*	967 769 472					1929	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 389NHP StateEngWks.Kolomnska		G
31830 ORWA	**Pionier** Ⓟ ssAnt.No.1-35 ssAnt.No.3-6,31 D.F. 2*Dks*(*Stl*)	5226 *4737* *3227*	✠100A1 12,35~~1,35~~ ✠LMC MS~~6,31~~ 12,35 BS~~3,35~~ 3,36	Ant	*y*	CL ~~N2,34~~ 11,35	1919 10mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	400·2 P49'B113'F40' *CellDB*340' 1120*t* *FPT*123*t*	50·0	28·5 FK	Antwerp Belgian 8*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s5 ″ 11$\frac{1}{4}$ 25 ″ 3$\frac{1}{2}$	
31831 DJML	— *OilEng.* *Ref.Mchy.* D.F. 3*Dks* *CruiserStern*	3264 2791 1933					1933	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	352·8 F44'	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23$\frac{5}{8}$"–35$\frac{7}{16}$" 975NHP BremerVulkan,Vegesack		G
31832 DAAA	— Iron *Welldeck* 1*Dk*	433 323 249			...		1873	Reiherst'g Schiffsw. Hamburg	Rob.Kleyenstüber &Co.	160·1 Q80'B20'F24'	23·0	12·8	Königsbrg German	C.2Cy.19"&34$\frac{1}{2}$"–26" NB99 50NHP Reiherst.Maschinenf.Ham.		G †
31833 218409 KIMZ	**Pipestone County** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5102 4740 3126			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31834 PUQO	**Pirangy** (*ex*Ancona,*ex*Haimon, *ex*Antonina) Sub.Sig. 1*Dk*&*Spar dk*2*tr*B	3810 3369 2355					1898	Blohm&Voss Hamburg	CiaCommercio e Navegaçâo	361·1 P44'B117'F44'	44·8	25·8	R.Janeiro Brazilian *WB*	T.3Cy.24$\frac{1}{2}$",40$\frac{1}{2}$"&70"–48" 339NHP Blohm&Voss,Hamburg		
31835	**Piratiny** (*ex*Carla-33) ssAnt.No.3-10,33~~ssTri.No.2-30~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~2,33~~ BS9,35 ~~BS10,34~~ ✠LMC5,33	Ven Rio	*x*	CL ~~10,33~~ 9,35	1921 6mo	Cant.Nav. Triestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense *CellDB*319'	362·0 957*tAPT*110*t*	49·9	25·5 FK *Coll*	R.Janeiro Brazilian *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24$\frac{3}{4}$",41"&68"–45"(*s*) 180lb 383NHP 2SB,6*cf*,GS128,HS5243 FD UnitedMach.Factories,Ld. Smichov	35 ″ 2 s 8 ″ 0 27 ″ 7	
31836 ESCE	**Piret** (*ex*ReineElisabeth, *ex*PrincesseElisabeth) 1*Dk*	2598 2445 1546					1902	Soc.Anon. Jhn.Cockerill Hoboken	TallinnShipping Co.Ld.	288·1 B24'F33'	45·0	21·6	Tallinn Estonian *WB*	T.3Cy.22$\frac{1}{2}$",36"&57$\frac{1}{2}$"–43$\frac{1}{4}$" 211NHP Soc.An.JCockerill,Seraing		G
31837	**Piriapolis** WoodAux3MstSr (*ex*Carmen dePatagones) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	412 — 326					1920	Astilleros Escandinavos Argentinos BuenosAyres	F.Piria	141·0	30·1	11·1	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.14$\frac{1}{8}$"–15$\frac{5}{8}$" 142NHP TuxhamMask.fab.Cpn.		
31838 DHTH	**Piteå** 1*Dk*	962 793 570					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	224·2 Q67'B108'F24'	33·0	13·5	Hamburg German *WB*	T.3Cy.17",27$\frac{1}{2}$"&47"–33" 127NHP HelsingörsJernskb.&Msk.		G
31839 464 SFYR	— Iron 1*Dk*&*Shelterdk*	638 *352* *420*					1873	Bergsunds Mek.Verks. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	171·0 H47*t*	25·2	13·0 20·2	Stockholm Swedish	C.2Cy.24$\frac{3}{8}$"&33$\frac{1}{8}$"–25$\frac{1}{4}$" NE&B96 34NHP W.LindbergsAktieb.Skm.		
31840 DHTI	**Piteälf** (*ex*Prutan,*ex*Adler) 3Mst *Mchy.Aft* 1*Dk*	333 277 120					1912	C.Lühring Hammelwarden	MathiesReed,A.G.	151·5 Q48'B46'F21'	24·7	9·3	Hamburg German *WB*	T.3Cy.11$\frac{1}{4}$",17$\frac{7}{8}$"&28$\frac{3}{4}$"–21$\frac{1}{4}$" 38NHP G.SeebeckA.G.Wsm.		G
31841 208690	**Pittsburgh** TwinSc *Mchy.Aft* 1*Dk*	1270 — 620					1911	Buffalo DryDockCo. Buffalo,N.Y.	PittsburghCoalCo	134·0	40·0	21·7	Erie,Pa. Utd.States	2Cy.18"–20" 22NHP AmericanSBCo.ClevelndO		
31842 146694 MLJT	**Pitwines** (*ex*Wandle-32) ssSld.No.3-7,35 ~~ssLon.No.2-31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	932 669 535	✠100A1 7,35 ~~9,34~~ ~~BS9,34~~ ✠LMC~~1,31~~ 7,35	Sld	*l*	CL ~~9,31~~ 7,35	1923 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBu*	209·3 Q115'B15'F24' *E*18'*f*131'374*tFPT*	31·4	13·3 FK	London British 4*BHptCem* 112*tAPT*10*t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 121NHP 1SB,3*cf*,GS57,HS2130 N.E.MarineEng.CoLdNwc	16 ″ 3 s 5 ″ 1$\frac{1}{4}$ 15 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds, ps.	15
31843 149688 GJTK	**Pizarro** *Oil Eng.* ~~ssAnt.No.2-30~~ *Mchy.Aft* 1*Dk(Stl)&Shelter dk(Stl)* Wireless ssAnt.No.3-9,35	1367 1097 637	✠100A1 *Shelter dk* *with freeboard* 9,35 ✠LMC CS7,35 7,35	Lon Ant	*p*	CL 3,33	1923 1mo *Lloyd*'s A&CP	W.Beardmore&Co.Ld. Glasgow	MacAndrews&Co. Ld. *Cell DB*188'355t	241·1|38·2|15·7 FK *Collision* *FPT*60t *APT*35'	London British *Cem* *BH to Sh dk* 3 „ „ *U* „	Oil Engine 4S.C.SA 6Cy.24 7/16″-38½″ 347NHP W.Beardmore&Co.Ld.Gls	18 „ 0 s „ 4 17 „ 9¼	
31844 [illegible] GFMB	**Pladda** Ⓟ ~~No. 31844 ... see No. 37557 in Supplement~~ *Should be* "Now Mountstewart," *see No.* 391[illegible] *Supplement* Wireless *2Dks*	1334 1023 565					1907	Scotts'S.B. &E.Co.Ld. Greenock	ClydeShppg.CoLd.	252·3|35·7|17·0 P&B151'F50'	Glasgow British *WB*	T.3Cy.25″,40″&65″-48″ 298NHP Scotts'S.B.&E.Co.Ld.Grk.		C BT till 10,35
31845 PKEB	**Plancius** TwinSc *Fitted for oil fuel* *CruiserStern* 3*Dks*	5955 3838 3530					1923	Nederl. Schps.Maats. Amsterdam	Koninklijke PaketvaartMaats.	420·3|55·2|22·2 B335'F46'	Batavia Dutch *WB*	Q.8Cy.22¾″,32½″,47″&68″-43¾″ 303NHP Werkspoor,Amsterdam		V
31846 DHTJ	**Planet** ssHam.No.3-2,34 Sub.Sig. 2*Dks(Stl)* *Well deck* 3*rd dk(Stl)inNo.1hold*	5821 5402 3554	✠100A1 *with freeboard* ~~5,05 9,34~~ 5,36 ~~3,35~~ ✠LMC2,34 BS~~5,35~~5,36	Rot Ham	*b*†	CL 1,34	1922 12mo	J.C.Tecklenborg A.G. Wesermünde-G. AP	ReedereiF.Laeisz G.m.b.H. *Cell D*	450·8|57·2|27·0 P&B381'F51' FK *B*361'1237t *FPT*36t	Hamburg German 9*BH Cem* *APT*30t	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 199lb 762NHP 4SB,*12cf*,GS237,HS11016 FD J.C.TecklenborgA.G.Wsm	29 „ 7 s 4 „ 6¼ 25 „ 4¼	
31847 ~~[illegible]~~ ~~GFLD~~ To be Broken up	**Planorbis** ssH.Kg.No.2-30 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	5876 5315 3406	✠~~100A1~~ 11,33 ~~BS7,34~~ ~~✠LMC9,30~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Sng	*z*	CL 3,33	1922 4mo *Lloyd*'s A&CP	HongK'ng &Whampoa DockCo.Ld. HongKong	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ *Cell DBuE&B*81'236t*DT*	412·0|53·3|31·0 P110'B33'F57' FK *f*32'333t *FPT*100t	Japanese *pt Asp* 12*BH to U dk* 4 „ „ *2nd* „ *APT*99t	T.3Cy.27″,44″&73″-48″ (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS191,HS7662 FD HongKong&Whampoa DockCo.Ld.HongKong	31 „ 0 s 5 „ 7½ 25 „ 7½	
31848 149645 GNJL	**Planter** ssBkn.No.1-32 2*Dks(Stl)*	5887 5481 3683	✠100A1 11,34 ✠LMC MS5,32 BS3,36	Mdb	*a*†	CL 1,34	1927 10mo *Lloyd*'s A&CP	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB*361'1170t	420·0|54·5|30·4 P37'B139'F44' FK *DTa* 32' 911t *FPT*	Liverpool British 8*BHptCem* 1 „ *to 2nd dk* 63t *APT*26t	T.3Cy.27″,46″&77″-54″ (*r*) 210lb *120lb* 524NHP 2DB,*12cf*,GS215,HS8208 D.Rowan&Co.Ld.Gls.	32 „ 7 s 6 „ 4 26 „ 6¼	
31849 108792 MCYC	**Plasma** ssIrv.3rdNo.3-1,36 ~~ssBwg.2ndNo.3-6,24~~ *Mchy.Aft* ~~ssBwg.No.2-32~~ *Well deck* 1*Dk(Irn)*	325 228 129	✠100A1 ~~1,36~~ ~~3,35~~ 3,36 ✠NB10,32 ✠LMC~~10,32~~ 1,36	Trn Irv	*e*	CL ~~3,36~~ 1,36	1899 2mo	Crmichael, MacLean&Co Greenock A&CP	Wm.Robertson	135·4|23·0|10·0 Q46'B9'F22' BKS″ *WB*	Glasgow British 3*BHCem* =*FPT*22t	C.2Cy.16″&32″-22″ (*s*) 120lb 42RHP 1SB,*2pf*,GS32,HS862 Muir&Houston,Ld.Gls.	11 „ 0 s „ 10½ 10 „ 10	
31850 373	**Platacruz** *OilEng.* ssB.As.No.1-33 *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing*	901 541 263	✠100A1 ~~1,35~~ 12,35 ✠LMC CS3,34 3,36 ~~3,33~~ *Carrying Petroleum in bulk*	BAs	*l*	CL 1,35	1929 2mo *Lloyd*'s A&CP	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam	Cia.Nav.Platacruz S.A. *Cell DBf*15'12t *side tanks*100' 366t	198·5|31·1|12·4 Q61'F27' *Trunk*110' FK *FPT*14t	Bns.Ayres Argentine 8*BHCem* *APT*47t	Oil Engines 4S.C.SA 6Cy.18⅛″-35 7/16″ 190NHP Werkspoor,Amsterdam	12 „ 6 s 1 „ 1 11 „ 6	
31851 HPCG	**Platano** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* E.S.D.	6012 5151 2784					1930	Cammell Laird&Co.Ld. Birkenhead	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·3|56·2|30·5 P37'B125'F38'	Panama Pnamanian *WB*	Steam Turbine connected to Electric Motor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
31852 7281 SFYU	**Plato** (*ex*Helios) *Well deck* 1*Dk*	819 617 443			...		1898	Wood, Skinner&Co. Ld.Newcastle	RederiA/BHenckel (H.TrolleHenckel, *Mgr.*)	221·5|29·1|11·9 Q93'B16'F22'H56t len01 FK	Gothenbrg Swedish *WB*	T.3Cy.15″,25″&40″-27″ 93NHP N.E.MarineCo.Ld.Nwc.	14 „ 0	G †
31853 FOTW	**Platon** ssAnt.No.2-33 1*Dk(Stl)&Shelter dk(Stl)*	4550 4222 2730	✠100A1 *with freeboard* 7,35 ~~7,34~~ ✠LMC MS5,33 BS4,35	Ant	*z*	CL 7,34	1925 7mo *Lloyd*'s A&CP	WearShipyard(of W. Gray&CoLd) Sunderland	Cie.deNav. d'Orbigny *Cell DB*353' 1001t	400·0|53·0|25·1 F35' FK *Coll* *FPT*108t *APT*155t	LaRochlle French 6*BHCem* *BH to Sh dk* 5 „ „ *2nd* „	T.3Cy.26″,43″&71″-48″ (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 „ 6 s 2 „ 11½ 24 „ 9¼	
31854 233334 WIFZ	**Plattsburgh Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern*	1242 — 779					1934	United Dry DocksInc. (Staten Islnd. Plnt)Pt Richmond,N.Y.	SoconyVacuumOil Co.Inc.	251·3|40·0|12·8 P72'	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13½″-18″ 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
31855 144891 MKBQ	**Plawsworth** ssNwc.No.3-11,33 1*Dk(Stl)* *Cargo battens not fitted*	1489 1322 802	✠100A1 ~~6,35~~ ~~3,34~~ 5,36 ✠LMC MS11,33 ~~BS4,35~~ 5,36	Brw Bly	*p*	CL ~~2,34~~ ~~6,35~~ 5,36	1920 7mo *Lloyd*'s A&CP	OuseS.B. Co.Ld. Hook,Goole	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *Cell D*	240·2|36·1|19·1 B52'F23' FK *B* 198' 303t *FPT*79t	Newcastle British 4*BHCem* *APT*54t	T.3Cy.18″,30″&50″-33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 „ 3 s 2 „ 10 18 „ 7	
31856 LDLM	**Pleasantville** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	4549 4203 2749					1929	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F.Klaveness&CoA/S*Mgs.*)	391·4|55·2|24·4 P73tH260tF14t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23⅝″-43 5/16″ 730NHP Akt.Burmeistr&Wain,Cpn		N
31857 UNYT	**Plechanoff** (*ex*Aristea) ssShl.No.3-12,11 1*Dk(ptIrn&ptStl)2trB&deep framing*	3344 3024 2025	✠ 8,19 ✠	Msl	*v*		1900 9mo	Osbourne, Graham&Co. Sunderland *Cell*	U.S.S.R. *DBa* 104'*uE&B*40'	325·4|48·0|23·7 P31'B102'F35' FK *f*132'765t *FPT*120t	Odessa Russian 6*BHCem* *APT*138t	T.3Cy.24″,40″&65″-42″ 270NHP 2SB,*6pf*,GS122,HS4103 G.Clark,Ld.Sunderland	26 „ 2	
31858 152084 GFLQ	**Pleiodon** ssH.Kg.No.2-32 *Mchy.Aft* 2*Dk(Stl)&Web frames* *Longitudinal framing*	5878 5310 3409	✠100A1 9,33 BS~~5,34~~ ✠LMC5,32 5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Sng	*z*	CL ~~5,32~~ 5,35	1922 5mo *Lloyd*'s A&CP	Hong K'ng &Whampoa DockCo.Ld. HongKong	Anglo-Saxon PetroleumCo.Ld. *Cell DB uE&B*81'236t	412·0|53·3|31·0 P110'B33'F57' FK *DTf*32'333t *FPT*	London British 16*BHpt Asp* (12 *to U dk* 4 „ *2nd* „) 100t *APT*99t	T.3Cy.27″,44″&73″-48″ (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS191,HS7662 FD HongKong&Whampoa DockCo.Ld.HongKong	31 „ 0 s 5 „ 7½ 25 „ 7½	
31859 219584 KJVG	**Plow City** *Fitted for oil fuel* 1*Dk2nd tr B in fore&after holds&Web frames*	3282 3005 2026			...		1920	Submarine BoatCorp. Newark,N.J.	TheCharlesNelson Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 „ 6	R †
31860 140263 GVWL	**Plumleaf** TwinSc ssLon.No.3-9,29 ssMlt.No.1-34 2*Dks(Stl)&Web frames* *Longitudinal framing*	5916 5277 2467	✠100A1 2,36 ~~1,35~~ 2,36 BS~~1,36~~ ✠LMC3,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Mlt		CL 3,34	1917 2mo *Lloyd*'s A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	TheAdmiralty *Cell DBuE&B*87' 393t	405·5|54·5|32·5 P36'B32'F84' FK *DTf*48'214t *FPT*	London British 20*BHptCem* 67t *APT*174t	T.6Cy.26″,42½″&70″-45″(*s*) 200lb 1104NHP 6SB,*18cf*,HS17274 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	35 „ 2 s 6 „ 9 28 „ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31861 EAPN	**Plus Ultra** Ⓟ ssBcl.No.1-31 2*Dks*(*Stl–weather dk* ws) *3rd dk in holds*	4312 3140 2584	✠100A1 *withfreeboard* ~~5,35~~ ~~1,35~~ 11,35 BS~~3,34~~3,35 LMC11,31 ✠NB(2*aft*)*made*15*refitted*5,28 *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Bcl Cdz	*u*	CL ~~9,32~~ 11,35	1928 5mo	Union Naval de Levante Valencia *Lloyd's A&CP*	Cia.Trasmediterranea	311·9 F38' FK *CellDB*255'518*t FPT*50*t APT*30*t*	47·7	26·8	Valencia Spanish 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 574NHP 3SB,9*cf*,GS239,HS9344 FD Cia.Euskalduna diConst. Bilbao	29 ″ 0 s 9 ″ 6 20 ″ 0	
31862 OHGE	**Pluto** (*ex*Bolivia,*ex*Yankalilla, *ex*LadyLewis) 1*Dk*& *Shelter dk*	3496 3261 2344					1907	Richardsn Duck&Co. Stockton	Rederi A/B Pluto (EmanuelErikson, *Mgr.*)	352·5	49·2	23·6	Mariehmn Finnish *WB*	T.3Cy.25",$42\frac{1}{2}$"&69"-48" 330NHP N.E.MarineEngCoLd.Sld.		V
31863 LDEX	— (*ex*Rövær) Wireless 1*Dk*	1598 1179 932					1918	Laxevaags Msk.&Jernsk Bergen	A/S D/S Facto(B. StoltNielsen& Sönner A/S, *Mgrs.*)	246·0 P39*t*Q109*t*B125*t* F40*t*H68*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
31864 DOKV	— Sub.Sig. Wireless *CruiserStern* 1*Dk*	1412 1097 659					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges.Neptun	240·8 P166'F26'	38·8	15·3	Bremen German *WB*	T.3Cy$19\frac{11}{16}$",$31\frac{1}{2}$"&$53\frac{3}{4}$"-$35\frac{7}{16}$" 168NHP FlensburgerSchiffsb.Ges.		G
31865 PGTK	— 2*Dks*	1156 890 709					1905	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	229·7 Q70'B63'F32'	32·0	15·8	Amstrdam Dutch *WB*	T.3Cy.$17\frac{1}{2}$",28"&45"-36" 121NHP Maats.Fyenoord,Rot.		V
31866 FNOX	**Pluviose** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *Carrying Petroleum in bulk*	9561 8443 5528					1931	Ch.&Atel. deSt.Nazaire (Penhoët)SA Gd.Quevelly	Soc.Anon.des Chantier&Atel. de St.Nazaire (Penhoët)	467·4 P105'F39'	61·8	36·5	Rouen French *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)$47\frac{1}{4}$"-$47\frac{1}{4}$" 256NHP Forg.&Ch de la Médit.S.A.		V
31867 213670 WCCL	**Plymouth** ssN.Yk.No.3-5,27 D.F. ssBos.No.1-31 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	5266 4737 3354	✠ [illegible] 8,35 ~~BS7,31~~ ✠~~LMC7,31~~	Bos		CL N10,32	1915 10mo	NewYork S.B.Co. Camden,N.J. A&CP	PlymouthS.S.Co. *WB=Cell DBa* 104'*u E&B*43'*f*173'1832*t FPT*220*t APT*201*t*	368·6 P27'B72'F31' FK	55·2	30·5	Boston Utd.States 7*BHCem*	T.3Cy.25",$41\frac{1}{2}$"&70"-46"(*r*) 195lb 462NHP 3SB,9*cf*,GS150,BS6624 FD NewYorkSBCo.Camdn NJ	34 ″ 5 ~~s 7 ″ 10~~ ~~27 ″ 0~~	
31868 150502 WRCH	— Steel&IronPad 1*Dk*& *Saloons*& *Web frames*	3770 — 2280					1890	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	352·0	50·4	18·8	FallRiver, Mass. Utd.States	T.4Cy47"&75"&(2)$81\frac{1}{2}$"-99" NB05 1320NHP W.&A.Fletcher,NewYork		
31869 93331	— Ⓟ Pad (*ex*Middlesex)	1197 — 754					1902	Neafie& Levy Philadelphia	Nantasket-Boston SteamboatCo.	200·0	36·0	11·5	Boston Utd.States	C.2Cy.24"&53"-84" 224NHP		
31870 656 LOHL	**Poblador** (*ex*Trivia-33,*ex*Vallejo) ssH.Kg.No.3-7,31 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* ssBAs.No.1-35	3243 — 1660	✠100A1 9,35~~2,35~~ BS12,35 ✠LMC7,31 *Carrying Petroleum in bulk* *Fitted for oil fuel*9,20 *F.P. above* 150° F.	BAs MS6,35	*x*	CL N8,34	1918 11mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	EstrellaMaritima S.A.deNavegacion y Comercio *Cell DB u E&B*75'115*t*	376·6 P103'B28'F43' FK *FPT*123*t APT*97*t*	51·2	29·0	Bns.Ayres Argentine 17*BHptCem* (15 *to U dk* 2 ,, 2*nd* ,,)	T.3Cy.26",43"&72"-48" (*s*) 180lb 498NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ $10\frac{1}{4}$ 24 ″ 6	
31871 PUBX	**Poconé** Ⓟ (*ex*Coburg) Sub.Sig. 2*Dks*	6750 5024 4201					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286'F68'	54·5	27·8	R.Janeiro Brazilian *WB*	Q4Cy.24",$34\frac{1}{2}$",$50\frac{1}{8}$"&$72\frac{5}{8}$"-$53\frac{7}{8}$" 387NHP BremerVulkan,Vegesack		V
31872 YTDJ	**Podmladak** (*ex*Doverton, *ex*Severnmede, *ex*Glendene) ssSpt.2ndNo.3-6,33 1*Dk*(*Stl*)	3862 3593 2433	✠100A1 9,35~~11,34~~ BS4,35 ✠LMC4,33	Shl Cpn	*w*	CL 11,34	1911 11mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP*	Parobrodarsko Akcionarsko Drustvo"Progres" *CellDBa*113'*u*	350·0 P31'B101'F34' FK E23'*f*156'808*t FPT*85*t APT*117*t*	51·1	23·9	Split Yugoslav 6*BHCem*	T.3Cy.25",40"&67"-45" (*s*) 180lb *80lb* 340NHP 2SB,6*cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 3 s 4 ″ 5 22 ″ 0	
31873 PGTO	**Poelau-Bras** Ⓟ ssAms.No.1-33 *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*) *in No.1hold*	9278 7981 5659	✠100A1 ~~5,33~~ ~~10,34~~12,35 DBS~~2,35~~3,36 ✠LMC CS11,34 7,35 ~~2,35~~ *Carrying vegetable oil in deep tank*	Ams	*e*†	CL ~~10,34~~ ~~5,35~~ 12,35	1929 7mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland *CellDB*421'1715*t*	495·3 P43'B176'F57' FK *DTa* 29' 965*t FPT*94*t APT*44*t*	61·3	33·0	Amstrdam Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ $1\frac{3}{4}$ 29 ″ $1\frac{1}{4}$	
31874 PGTS	**Poelau Laut** Ⓟ 3Mst *OilEng.* ssAms.No.1-32 *Ref.Mchy.* 3*Dks*(*Stl–U*teak s) 4*th dk*(*Stl*)*inNo.1 hold*	9272 7983 5660	✠100A1 ~~5,35~~11,35 DBS~~10,34~~ ✠LMC10,32 11,35	Ams Ham	*e*†	CL ~~5,35~~ N11,35	1929 1mo	Nederl. Schps.Maats Amsterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland *CellDB*421'1715*t* *DTa*29'965*t*	494·0 P43'B179'F62' FK *FPT*94*t APT*44*t*	61·2	33·0	Amstrdam Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 2 29 ″ $0\frac{3}{4}$	
31875 PGTX	**Poelau Roebiah** Ⓟ ssAms.No.1-32 *Ref Mchy.* *OilEng.* 3*Dks*(*Stl–U*teak s) 4*th dk*(*Stl*)*inNo.1hold*	9251 7953 5657	✠100A1 7,35 ~~1,35~~ DBS~~9,34~~7,35 ✠LMC CS11,33 ~~11,33~~ 9,35 *Carrying vegetable oil in deep tank*	Ant Ams	*e*†	CL ~~2,34~~ 7,35	1928 12mo	Rotterdam Droogd Maat Rotterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland *CellDB*421'1715*t*	495·2 P43'B176'F57' FK *DTa*29'965*t* *FPT*94*t APT*44*t*	61·1	33·0	Amstrdam Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP DB(*f*)100lb DB(*a*)72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ $1\frac{3}{4}$ 29 ″ 1	
31876 PGUB	**Poelau Tello** Ⓟ ssAms.No.1-34 *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl–U*teak s) 4*th dk*(*Stl*)*inNo.1hold*	9272 7981 5661	✠100A1 1,36 ~~3,35~~ DBS~~8,34~~7,35 ✠LMC CS5,35 3,35 *Carrying vegetable oil in deep tank*	Ams	*e*†	CL 8,34	1929 12mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland *CellDB*421'1715*t*	495·3 P43'B176'F57' FK *DTa*29'965*t FPT*94*t APT*44*t*	61·3	33·0	Amstrdam Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ $1\frac{3}{4}$ 29 ″ $1\frac{1}{4}$	
31877 PGUF	**Poeldiep** (*ex*Mira-Mar) *Mchy.Aft* 1*Dk*	752 533 362					1920	Van der Kuy&Van derReeWerf. "Maasdijk" Schiedam	N.V.Scheepv. Maats."Friso" (H.vanKrieken& Co.N.V.*Mgrs.*)	180·7 Q104'B11'F21'	28·3	12·6	Rottrdam Dutch *WB*	T.3Cy.15",24"&40"-24" 78NHP Van derKuy&Van derRee Werf."Maasdijk"		N
31878 EAPL	**Poeta Arolas** Ⓟ 2*Dks*	3254 3120 1868					1919	Cia.Euskal- duna deConst Bilbao	Cia.Trasmediterranea	316·0	44·1	26·7	Barcelona Spanish *WB*	T.3Cy.25".41"&68"-45" 310NHP J.G.Kincaid& Co.Ld.Grk.		V
31879 826 ESCW	**Pohjarand** (*ex*Duben-33, *ex*Volos,*ex*Nordsee,*ex*Ferdinand) Iron Wireless 1*Dk*& *Awng dk*	558 529 381					1883	Gebr. Howaldt Kiel	O.-ü"Kalandus"	161·7 H36' *WB*	23·6	17·9	Tallinn Estonian	C.2Cy.$17\frac{3}{4}$"&$35\frac{1}{2}$"-$23\frac{1}{2}$" NB97 51NHP Gebr.Howaldt,Kiel		G
31880 218467 KQOE	**Point Ancha** (*ex*Delight) *Fitted for oil fuel* GyC. 2*Dks* *Longitudinal framing*	4727 — 2978					1919	ToddD.D. &Con.Co. TacomaWsh.	GulfPacificMail LineLd.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	379·7 P39'B102'F41'	53·1	26·7	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP SeattleConst.&DryDock Co.Seattle,Wash.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31881 219585 KUCD	**Point Arena** (*ex*RiversideBridge) *Fitted for oil fuel* 1*Dk2trB in fore&after holds* *&Web frames*	3290 3005 2042			...		1920	Submarine BoatCorp. Newark,N.J.	Swayne&Hoyt,Ld.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †
31882 218059 KIFQ	**Point Bonita** (*ex*BoundBrook) *Fitted for oil fuel* 1*Dk2trB in fore&after holds* *&Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
31883 217791 WFOI	**Point Brava** (*ex*ManhattanIsland, *ex*Osakis) *Fitted for oil fuel* 2*Dks*	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp. StatenIsland		R
31884 216213	**Point Breeze** (*ex*JohnM.Connelly) *OilEng.* *Mchy.Aft* GyC. 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	4756 4449 2914			...		1918	Pennsyl- vaniaS.B.Co. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9 P95'B34'F31'	51·0	29·5 FK	Phildlphia Utd.States *WB*	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 553NHP 18Cy.17¾"-22" NE27 Ingersoll-RandCo.N.York		R †
31885 217890 WNEO	**Point Caleta** (*ex*Dio) *Fitted for oil fuel* 2*Dks*	4823 — 3038					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt,Ld.	381·0 P40'B110'F40'	52·0	30·0	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. StatenIsland		R
31886 217381 KEBD	**Point Chico** (*ex*Abron) *Fitted for oil fuel* 2*Dks*	4905 — 3087					1918	Downey S B.Corp. StatenIsland	Swayne&Hoyt,Ld.	381·1 P40'B110'F40'	52·0	30·0	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"-48" DowneyS.B.Corp. 339NHP StatenIsland		R
31887 220118 KUTJ	**Point Clear** (*ex*S.A.Perkins-33, *ex*Pallas) *Fitted for oil fuel* GyC. 2*Dks* *Longitudinal framing*	4839 4374 2978					1920	ToddDry Dock&Const Corpn. Tacoma,Wsh.	Swayne&Hoyt,Ld.	380·5 P39'B102'F41'	53·1	27·0	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"-48" 340NHP ToddD.D.&Const. Corp.Tacoma,Wash.		R
31888 219859 WSBK	**Point Gorda** (*ex*Neshobee) *Fitted for oil fuel* 1*Dk2trB in fore&after* *holds&Web frames*	3283 3005 1996			...		1920	Submarine BoatCorp. Newark,N.J.	Swayne&Hoyt,Ld.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †
31889 218189 KJWK	**Point Judith** (*ex*Remus-34) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4744 4374 2931					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	379·1 P39'B102'F42'	53·1	27·0	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP Skinner&EddyCorpn. Seattle		R
31890 218369 KEFR	**Point Lobos** (*ex*Ossining-33) *Fitted for oil fuel* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	4802 — 3019					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	380·1 P39'B102'F42'	53·1	27·0	S.Frncisco Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP Skinner&EddyCorpn. Seattle		R
31891 216021 KJVJ	**Point Loma** *Fitted for oil fuel* 1*Dk*	2119 1746 1289			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	Lawrence-Philips S.S.Co.	251·0 P25'B64'F26'	43·5	18·1 FK	L.Angeles Utd. States *WB*	T.3Cy.20",33"&54"-40" 279NHP AlbinaEngine&Machine Works,Inc.Portland,Or.	19 ″ 11	
31892 218944 KOCN	**Point Montara** (*ex*FederalBridge) *Fitted for oil fuel* 1*Dk2trB in fore&after* *holds&Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	Swayne&Hoyt,Ld.	324·0 P30'B90'F35'	46·2	25·0 FK	S. Frncisco Utd.States *WB*	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
31893 218186 KIJJ	**Point Palmas** (*ex*Sabotawan) *Fitted for oil fuel* 2*Dks*	4869 — 3048					1919	Downey S.B.Corp. ArlingtonNY	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp.		R
31894 219588 KUCJ	**Point Reyes** (*ex*HolyokeBridge) *Fitted for oil fuel* 1*Dk2trB in fore&* *after holds&Web frames*	3286 3005 2030			...		1920	Submarine BoatCorp. Newark,N.J.	Swayne&Hoyt,Ld.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
31895 218390 KIMR	**Point Salinas** (*ex*Dochet) *Fitted for oil fuel* 2*Dks*	4886 — 3071					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.24",44"&70"-48" 339NHP DowneyS.B.Corp.		R
31896 219521 KOZN	**Point San Pablo** (*ex*Minooka) *Fitted for oil fuel* D.F. 1*Dk*	3280 2868 2002			...		1920	MobileS.B. Co. Mobile,Ala.	McCormickS.S.Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
31897 220490 KDCO	**Point San Pedro** (*ex*Houston) *Fitted for oil fuel* D.F. 1*Dk*	3280 3005 2002			...		1920	MobileS.B. Co. Mobile,Ala.	McCormickS.S.Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
31898 219758 KUKD	**Point Sur** (*ex*EastChicago) *Fitted for oil fuel* 1*Dk2trB in fore* *&after holds&Web frames*	3286 3005 2030			...		1920	Submarine BoatCorp. Newark,N.J.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
31899 144245 MKPL	**Point of Ayr** (*ex*SolwayFirth) ssBkn.No.3-6,33 *Mchy.Aft* *Well deck* 1*Dk(Stl)*	329 216 130	✠100A1 1,36 ~~10,34~~ MS6,33	Lan Bkn ✠LMC BS~~3,35~~ 1,36	*d*	CL 10,34	1921 3mo *Lloyd*	J.Cran& SomervilleLd Leith 's*A4CP*	Point ofAyr Collieries,Ld.(T. D.Roberts,*Mgr.*)	130·2 Q48'B8'F22'	22·6	9·6 FK *FPT33t*	Liverpool British 3*BH Asp* *APT16t*	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 ″ 6 s ″ 6 10 ″ 2	
31900 FNNN	**Poitiers** *Well deck* 1*Dk*	4185 — 2546			...		1921	TyneI.S.B. Co.Ld. Newcastle	Cie.DelmasFrères &Vieljeux	364·4 P18'Q128'B68'F29'	52·8	24·5 FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
31901 ~~[illegible]~~ ~~[illegible]~~	**Polana** ssGot.No.3-6,30 1*Dk(Stl)&Shelter dk(Stl)* ssG A.No.1-34	*1050* 958 612	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~6,34~~ BS7,35	Got ✠LMC6,34		OG 5,33	1918 3mo	Aktieb. LödöseVarf Lödöse	ElliotShipping& LandCo.Inc. (HansElliot,*Mgr*)	213·5 *CellDB161' 220t FPT*	32·8	18·2 FK	Panama Panamanian 4*BHCem* *24tAPT8t*	C.2Cy.15⅛"&36"-24" (*s*) 130lb *130lb* 75NHP 1SB,2*cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	20 ″ 2 s 6 ″ 2½ 14 ″ 2	

Now "Pereira," see No. 33521 in Supplement

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31902 106869 QFMT	**Polar Chief** (*ex*Anglo-Norse, 4Mst *ex*Rey Alfonso, ssOsl.3rdNo.3-8,34 *ex*Crenella, *ex*Montcalm) 2*Dks*(*Stl*)&*deep framing* D.F. &*Udk*(*Irn*)	7166 6912 5512	✠100A1 *with freeboard* 8,34 ✠NSB(P)*made*00*refitted*27 *Fitted for oil fuel* 11,16 *F.P. above* 150°F. *Carrying Whale oil in bulk*	Osl LMC8,34	*a*†	CL 8,34	1897 8mo	Palmers' Co.Ld. Newcastle A&CP	Falkland Whaling Co.Ld. Cell *DBa*103' *uE*&*B*58'*f*201'1179*tFPT*190*tAPT*84*t*	445·0	52·2	27·6 FK	Jersey British 7*BHCem*	T.3Cy30"50$\frac{5}{16}$"&81½"-54"(*s*) 180lb 793NHP 3DB&2SB,*24cf*,GS450, HS15839 NSB(*s*)*made*12*refitted*28 34Pr.B-*60lb* Palmers'Co.Ld.Newcastle	38 ″ 1 s12 ″ 1¾ 26 ″ 1½	
31903 216530	**Polar Sea** 2*Dks*&*Web frames* *Ref.Mchy.* *Longitudinal framing*	4111 3629 2500			…		1918	Baltimore D.D.&S.B.Co. Baltimore	United States Shipping Board Bureau	339·3 P47'B75'F30'	49·1	26·5 FK	Baltimore Utd. States *WB*	DRGearedSteamTurbine 344NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa	28 ″ 8	
31904 212916 WOCX	**Polarine** (*ex*Ems) *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* D.F. 2*Dks* *Longitudinal framing*	4046 — 2389					1914	G.Seebeck Akt.Ges. Weser- münde-G.	~~Standard Shipping Co.~~ Polarine Fisheries,Inc.	354·6 P88'B33'F34'	50·0	26·7	S.Frncisco Utd States *WB*	T.3Cy.23⅗",38⅕"&59"-43$\frac{3}{10}$" 230NHP G.Seebeck A.G.Weser- münde-G.		R
31905 7457 SFTA	**Polaris** (*ex*Amleth.*ex*Hallingdal, *ex*Sifnos, ssSkm.3rdNo.3-2,28 *ex*Trevaylor) ssOsc.No.2-35 1*Dk*(*Irn*)2*tr B in Nos.*1,3&4*holds* *Well deck* *Cargo battens not fitted*	*2163* *1830* *1274*	✠100A1 9,35 ~~6,34~~ ~~MS2,32~~	Osc ✠LMC4,36 ~~BS12,34~~	*s*	CL ~~2,32~~ 9,35	1890 7mo	J.Read- head&Sons S.Shields A&CP	Rederi A/B Iris (C.Abrahamsen, *Mgr.*)	290·4 P28'Q82'B118'F33 BK10" Cell*DB*250'545*t*	40·0	19·8	Stockholm Swedish 6*BHCem* *APT*41*t*	T3Cy.23",37½"&61½"-39"(*r*) 160lb 234NHP 2SB,*5rf1cf*,GS104,HS3490 J.Readhead&Sons,S.Shl.	22 ″ 6 ~~s1 ″ 10~~ ~~21 ″ 6~~ s1″11¾ 21 ″ 4¼	
31906 OHHT	— Ⓟ (*ex*Preussen-33,*ex*PrinzessinSophie Charlotte) 1*Dk* *Ref.Mchy.* Wireless D.F. Sub.Sig.	1615 963 868					1912	Stettiner Oderwerke Stettin	Finska Angfartygs A/B	240·9 P150'F28'	34·6	15·3	Helsingfrs Finnish *WB*	T3Cy18$\frac{1}{10}$"29½"&47$\frac{5}{16}$"-35½" 134NHP StettinerOderwerke		G
31907 647 ESBZ	— (*ex*Gusten,*ex*Kolsdal, *ex*JulieLynn) 1*Dk*(*Stl*) *Well deck*	661 538 381			…		1909	Dundee S.B.Co.Ld. Dundee	J.Rang	175·6 P13'Q39'B48'F21'	29·1	11·8 FK	Tallinn Estonian *WB*	T.3Cy.15",25"&40"-27" 95NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 0	V †
31908 LCWQ	**Polarland** Wireless 1*Dk*	1591 1188 932					1923	Laxevaags Msk.&Jrnskb Bergen	Dampsk.A/S Vestland(Rich. Amlie,*Mgr.*)	246·0 P59*t*Q108*t*B124*t* H76*t*	37·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.18⅜",29"&49¼"-33" 139NHP LaxevaagsMsk&Jrns.Bgn.		N
31909 LEPY	**Polarlys** Ⓟ 2*Dks*	1069 919 579					1912	Akt.Bur- meistr&Wain Copenhagen	DetBergenske Dampskibsselskab	208·5 H122*t*	31·6	19·8	Bergen Norwegian *WB*	T.3Cy.18½",30"&50"-30" 137NHP Akt.Burmeistr&Wain,Cpn		
31910 LCTY	**Polartank** ssSfj.No.1-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6356 5996 3872	✠100A1 10,35~~10,34~~ ✠LMC CS10,34 10,35 *Carrying Petroleum in bulk*	Sfj DBS10,34	*a*†	CL ~~11,32~~ 10,35	1930 11mo *Lloyd*'*sA&CP*	Barclay, Curle&Co.Ld. Glasgow	Hvalfangerslsk. PolarisA/S (Melsom&Melsom, *Mgrs.*) Cell*DBuE*81'305*tDTf*38'498*tFPT*113*t*	421·0 P105'B28'F38'	58·5	32·3 FK	Larvik Norwegian 15*BH* (*5 to 2nd dk*) *APT*129*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
31911 4679 SLRA	**Polcirkeln** *Mchy.Aft* 1*Dk* *Turret deck*	*1920* *1490* *741*					1907	Lindhol- mensV.A. Gothenburg	TrafikA/BGränges berg-Oxelösund (M.Waldenström, *Mgr.*)	291·6 P52'H83*t*	39·9	19·7	Stockholm Swedish *WB*	T.3Cy.21½",35½"&58½"-36" 206NHP LindholmensV.A.Got.		V
31912 161823 GFMD	**Pole Star** TwinSc Wireless D.F. 1*Dk*(*ptStl*-teak s) 2*nd dk clear of mchy.space* *CruiserStern*	750 554 328	✠ … 1,35 ✠	Lth			1930 12mo	W.Beard- more&Co.Ld. Dalmuir	Commissioners of NorthernLight- houses *Cell DBa*36'*f*58'76*t Tanks in way of tunnels*15*tDTa*17'21*t DTf*7'11*t*	195·7 Q64'B53'F27'	31·1	14·5 FK	Leith British 8*BHptCem* *APT*15*t*	T.6Cy.15",24"&38"-24" HS4170 215NHP 2SB&1AuxB,*8cf*,GS135, W.Beardmore&Co.Ld.	15 ″ 3	
31913 SVDN	**Polemis** (*ex*Kingswear) ssPir.2ndNo.3-7,34 *Mchy.Aft* Wireless 1*Dk*(*ptIrnptStl*)&*deep framing* *Cargo battens not fitted*	*1457* *1220* *828*	✠100A1 7,34 BS7,35	Pir ✠LMC7,34	*p*	CL 7,34	1909 4mo *Lloyd*'*sA&CP*	WoodSkin- ner&Co.Ld. Newcastle	~~J.D.Paleocrassas~~ J.D.Paleocrassas Cell *DBuE*&*B*36'52*tf*168'414*t FPT*135*t*	245·3 P71'B12'F22'	36·5	16·6 FK	Andros Greek 4*BHCem* *APT*63*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 185NHP 2SB,*6cf*,GS92,HS3064 N.E.MarineEng.CoLdNwc	18″10 s2 ″ 4½ 16 ″ 7	
31914 133262 MFTR	**Polglen** (*ex*Arleia) 3Mst ssWrk.No.3-2,26 *Mchy.Aft* ssNwc.No.2-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	795 545 368	✠100A1 ~~6,355,34~~ 1,36 MS5,34	Nwc Bly ✠LMC BS~~1,35~~ 1,36	*k*	CL ~~5,34~~ 1,36	1915 2mo *Lloyd*'*sA&CP*	R.William- son&Son Workington	BrunswickS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*)	186·3 Q116'B9'F25' Cell*DBf*110'160*t*	29·4	12·4 FK	Liverpool British 3*BHCem* *FPT*45*t*	T.3Cy.14½",25½"&41"-30" 180lb *50lb* (*s*) 85RHP 1SB,*3pf*,GS55,HS1952 Ross&Duncan,Glasgow	14 ″ 7 s5 ″ 1½ 14 ″ 1	
31915 144784 MKGL	**Polgrange** (*ex*Edenwood, *ex*Ardshean) ssHul.No.3-6,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	804 548 378	✠100A1 5,35~~4,34~~ ~~BS1,35~~ MS8,32	Hul BS3,36 ✠LMC ~~BS1,34~~	*k*	CL ~~4,34~~ 4,35	1920 10mo *Lloyd*'*sA&CP*	R.William- son&Son Workington	BrunswickS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*)	186·5 Q116'B9'F24' Cell*DBf*112'162*t*	29·4	12·4 FK	Liverpool British 3*BHCem* *FPT*40*t*	T 3Cy.14",24"&39"-27" (*s*) 180lb ~~*90lb*~~ *60lb* 76RHP 1SB,*3pf*,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s4″10½ 14 ″ 4	
31916 SVGA	**Poli** (*ex*Thraki,*ex*JohannaBlumberg, *ex*Crest,*ex*Dorotea, ssSyr.3rdNo.3-3,31 *ex*Crest) 1*Dk*(*Irn*)2*trB* & *deep framing* 3*Dk rule*	2861 2667 1814	✠100A1 8,33 BS11,34	Pir ✠LMC3,31	*u*	~~8,33~~ 11,35	1897 11mo *Lloyd*'*sA&CP*	Wood Skinner&Co. Newcastle	~~A.Alexatos&M. Rodiades(Alexatos Bros. *Mgrs.*)~~ E.Vintiadis Cell *DBa* 100'*uE*24'*f*132'698*tAPT*62*t*	320·0 P29'B96'F36'	46·0	21·4 FK	Syra Greek 6*BHCem*	T.3Cy.23",37½"&61½"-39" 160lb 240NHP 2SB,*6cf*,GS87,HS3660 Blair&Co.Ld.Stockton	23 ″ 9 s3 ″ 9½ 20 ″ 4	
31917	**Policos** Ⓟ (*ex Yacht* North ssCff.2ndNo.3-2,20 Star.*ex*Cherokee, 2*Dks* *ex*Sybarite,*ex*Venetia)	875 — 347	✠ 10,22 ✠	Pir			1893 5mo	Nav.Const. &Armament Co.Ld. Barrow	Mme.MariaTh. Synodinou	233·5 BK8"	29·1	18·9	Piræus Greek 6*BHCem*	T.3Cy.21½",34"&56"-34" 223NHP 2SB,*6cf*,GS138,HS3950 Nav.Cnst&ArmamntCoLd	20 ″ 1	
31918 379 ISDX	**Polinice** (*ex*Tempo) *Well deck* Sub.Sig. 1*Dk*	1373 1046 738			…		1911	S.P.Austin &Son,Ld. Sunderland	A.Pollio	240·0 Q133'F27'	35·0	15·6 FK	Naples Italian *WB*	T.3Cy.20",33"&54"-36" 210NHP G.Clark,Ld.Sunderland	17 ″ 9	I †
31919 337 ISEA	**Polinnia** (*ex*Kirkwood) *Well deck* 1*Dk*	1592 1284 928			…		1911	R.Thomp- son&Sons,Ld. Sunderland	A.Pollio	265·0 P*on*Q18'Q108'B54' F24'	38·0	15·6 FK	Naples Italian *WB*	T.3Cy.21½",36"&59"-39" 246NHP N.E.MarineEng.CoLd.Sld.	18 ″ 2	I †

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Franc-bord assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur | Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31920 952 ICCF	**Pollenzo** D.F. 1*Dk&Shelterdk* *CruiserStern*	6470 6198 3997			...		1920	Furness S.B.Co.Ld. Middlesbro'	CorradoSoc.Anon. diNav.	412·4|55·6|34·4 F40'*on Shelter dk* FK	Genoa Italian *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	1 †
31921 827 ISED	**Polluce** Ctr *Mchy.Aft* 1*Dk2trB*	1049 823 610					1917	N.Odero &Co. Genoa	Soc.Anon.Ilva	204·7|32·2|16·8 P52'F20'	Genoa Italian *WB*	T.3Cy.15 1/16",24½"&39 3/16"– 25⅛" 79NHP N.Odero&Co.Genoa		CI
31922 7471 SGRN	**Pollux** TwinSc ssHam.No.1–32 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Webframes* *CruiserStern* *Longitudinal framing–bracketless system*	*8741* *7979* *4874*	✠100A1 ~~1,35~~ ~~1,34~~ 4,36 ~~Rot~~ DBS~~12,34~~ ✠LMC9,32 12,35 *CarryingPetroleum in bulk*	Fal	*d*†	CL ~~1,34~~ 4,36	1928 9mo *Lloyd*	Kockums M.V.Aktieb Malmö 'sA&CP	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) *CellDBuE6*	482·7|61·9|36·1 P97'B36'F40' FK 0'249t *DTf*38'298t *FPT*152t*APT*190t	Trelleborg Swedish 17*BHptCem* (12 *to U dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.22 7/16"–39⅜" 584NHP 2DB*170lb*–1DB(*aft*)*100lb* KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 28 ″ 3½	
31923 DDTG	— (*ex*Kurt,*ex*Sliedrecht) 1*Dk*	3161 2849 1958					1905	R.Craggs& Sons,Ld. Middlesbro'	HeinrichSchmidt G.m.b.H.	329·7|47·0|22·3 P30'B82'F36'	Flensburg German *WB*	T.3Cy.22½",37½"&62"–42" 249NHP RotterdamDryDk.Co.Rot.		G
31924 LDEU	— (*ex*Gulfaxe) 1*Dk*	1676 1168 1028					1921	Helsingörs Jernsk&Msk. Helsingör	DetBergenske Dampskibsselskap	249·3|38·2|15·4 P37tQ104tB241t F31tH54t	Bergen Norwegian *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		N
31925 OHGL	— ssHfs.3rdNo.3–3,35 Wireless 1*Dk(Stl)&deep framing&* *ptAwng dk(Stl–ptws)*	1284 1230 724	✠100A1 *pt Awng dk* *withfreeboard* 4,35 ✠LMC3,35	Rot	*n*	CL 3,35	1898 6mo	Campbel- townS.B.Co. Campbelt'wn A&CP	FinskaÅngfAktieb *WB=CellD*	230·2|32·7|15·0 Q79' *ptAwng dk*151' FK *Ba*53'*uE&B*38'*f*94'	Helsingfrs Finnish 4*BHCem* 267t*APT*80t	T.3Cy.16¼",27½"&45"–33" 160lb *100lb* 114NHP NDB14 1SB,*3rf*,GS68,HS1668 J.G.Kincaid&Co.Greenock	17 ″ 4 s 7 ″ 2¼ 17 ″ 3	
31926 ESEA	— (*ex*Theodor) 1*Dk&Web frames*	923 733 527					1890	Howaldts- werke Kiel	J.Rang	205·8|30·7|13·8 Q62'B52'F26'	Tallinn Estonian *WB*	T.3Cy.14¼",22¼"&36¾"–23⅝" 66NHP Howaldtswerke,Kiel		V
31927 DOOG	— 1*Dk&ptAwng dk*	518 289 319					1896	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0|24·1|9·6 F16' *ptAwng dk*133'	Bremen German *WB*	C.2Cy.16 5/16"&30 11/16"–20½" 36NHP A.G."Weser,"Bremen		G
31928 OUKC	**Polly** ssCpn.No.3–5,24 ssAbg.No.2–33 1*Dk(Stl)*	798 675 463	✠100A1 ~~7,34~~10,35 BS10,34 ✠LMC12,32	Svb	*l*	OG 12,32	1911 8mo *Lloyd*	Antwerp Eng.Co.Ld Hoboken 'sA&CP	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB = CellDBa*47	208·0|31·3|13·1 P29'B60'F26' FK *uE*23'*f*90'213t*FPT*	Copnhagn Danish 4*BHCem* 24t*APT*21t	T.3Cy.13",21"&35"–27" (*s*) 180lb 82NHP 2SB,*4cf*,GS44,HS1428 N.E.MarineEng.CoLd.Sld.	15 ″ 5 s 1 ″ 6½ 14 ″ 0	
31929 139337 GBNJ	**Polo** ssHul.No.3–9.31 1*Dk(Stl)&Shelter dk(Stl)* *Cargobattens not fitted in 'tween dks*	1950 1638 970	✠100A1 *Shelter dk* *withfreeboard* 7,35~~11,34~~ BS9,34 ✠LMC9,31	Hul	*s*	CL ~~9,32~~ 7,35	1919 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson LdSundrland 'sA&CP	Ellerman'sWilson Line,Ld. *Collision* *Cell*	290·0|42·5|18·8 FK *BH to Shelter dk* *DB* 248' 501t *FPT*	Hull British *ptCem* 5*BHtoUdk* 31t*APT*39t	T.3Cy.22",36"&59"–39" (*s*) 180lb 324NHP 3SB,*6cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s 1 ″ 1 20 ″ 2¾	
31930 SPEB	**Polonia** Ⓟ (*ex*Kursk) TwinSc ssPir.2ndNo.3–12,35 ~~ssCpn.No.3–3,23~~ Sub.Sig. ~~ssDnz.No.2–31~~ D.F. GyC. 3*Dks(U Stl*–teaks) *2nd dk(Stl–ws)*	7500 5896 4519	✠100A1 ~~10,34~~12,35 ✠LMC12,35 ~~MS11,31~~ ~~BS10,34~~	Mfl Pir	*c*†	CL 3,33	1910 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Gdynia-America ShippingLines,Ld. *CellDBa*106'*uE*	450·0|56·2|31·3 P75'B203'F84' *Shade dk* 40' FK 47'*f*184' 897t *FPT*	Gdynia Polish 7*BHCem* 57t*APT*29t	Q.8Cy.P24 1/16",S23 11/16",33", 47"&68"–48" 215lb (*s*) 1020NHP 6SB,*18cf*,GS363,HS15114 FD Barclay,Curle&Co.Ld.Gls.	34 ″ 0 s 9 ″ 1½ 25 ″ 1	
31931 218068 KIGL	**Polybius** *Fitted for oil fuel* Sub.Sig. 2*Dks3trB&Shelter dk*	7041 6748 5359					1919	Skinner& EddyCorp. Seattle	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
31932 140569 GRJZ	**Polycarp** ssLiv.No.3–12,30 2*Dks(Stl)* ssBkn.No.1–35	3577 3235 2249	✠100A1 ~~7,35~~ ~~6,34~~4,36 ~~BS6,34~~ ✠LMC~~1,31~~ 8,35	Bkn Ham	*v*	OG ~~11,32~~ 6,35	1918 4mo	Barclay, Curle&Co.Ld Glasgow A&CP	BoothS.S.Co.Ld. *CellDB*	340·7|46·8|25·6 P42'B88'F41' FK6*BH* 288'720t*FPT*60t*A*	Liverpool British *ptAsp ptCem* *PT*25t	T.3Cy.22½",39"&67"–45" (*r*) 215lb 403NHP 3SB,*9cf*,GS188,HS6759 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 11½ 23 ″ 4½	
31933 PGUR	**Polydorus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5922 — 3636					1924	Scott'sS.B. &E.Co.Ld. Greenock	Nederlandsche Stoom.Maats. "Oceaan"	429·9|54·8|30·1 P42'B123'F45'	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scott'sS.B.&E.Co.Ld.Grk.		C
31934 SWXS	**Polyktor** ssPir.No.3–5,27 ssBla.No.1–31 1*Dk(ptStl ptIrn)*	*4077* *3805* *2484*	✠100A1 2,34 BS~~2,34~~ ✠LMC10,31 6,35	Rot	*x*	CL 2,34	1914 2mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland 'sA&CP	G.C.Dracoulis *WB = Cell* *D*	380·0|52·4|22·3 P31'B221'F37' FK *Ba*131'*u E&B*44'*f* 163' 1444t*FPT*135t	Ithaca Greek 6*BHCem* *APT*231t	T.3Cy.25",42"&68"–45" (*s*) 180lb *70lb* 357NHP 2SB,*8cf*,GS154,HS5774 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 4¾ 22 ″ 3½	
31935 SVPX	**Polymnia** (*ex*Kintyre,*ex*Wyncote, *ex*Denof ssVen.2ndNo.3–12,32 Ruthven) 1*Dk(Stl)&Spar dk(Stl)* *&deep framing*	*4937* *4636* *3116*	✠100A1 *Spar dk* ~~10,33~~10,35 MS2,32 ✠LMC DBS~~4,34~~9,35 MBS2,35	Cff Stn	*y*	CL ~~10,33~~ 10,35	1907 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow 'sA&CP	E.M.Michalit- sianos *CellDBa*130'*u*	400·0|52·0|19·3 P41'B112'F44' 27·8 FK *E&B*46'*f*172' 1032t	Argostoli Greek 6*BHCem* *APT*37t	T.3Cy.27½",44"&73"–48" (*s*) 180lb *150lb* HS6556 470NHP 2SB,*8cf*,GS147, D.Rowan&Co.Glasgow	30 ″ 6 s 5 ″ 11 24 ″ 10	
31936 PGUS	**Polyphemus** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6269 — 3856					1930	ScottsS.B. &E.Co.Ld. Greenock	Oceaan.Nederl. Stoomv.Maats.	430·5|56·3|26·3 P42'B252'F45'	Amstrdam Dutch *WB*	Oil Engines 4S.C.SA 12Cy.24 7/16"–51 3/16" 687NHP ScottsSB&ECoLdGreenck		C
31937 148484 GTDP	**Polzella** ssBrs.No.1–32 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4751 4417 2868	✠100A1 *withfreeboard* ~~8,35~~~~11,34~~ ✠LMC9,33 3,36 BS8,35	Mch ~~Shl~~ Nag	*z*	CL 5,34	1929 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	EclipseShipping& TradingCo.Ld. (J. J.Thomas(Bute Docks)Ld. *Mgrs.*) *CellDB*353'1181t	400·1|54·2|25·1 FK (*C* *FPT*178t*APT*146t	Penzance British 6*BHCem* *oll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43"&71"–48" (*s*) 180lb 440NHP 3SB,*9cf*,GS190,HS7614 Cen.Mar.EWrks.LdWHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9¾	
31938 ~~111237~~ ~~GFCB~~	**Pomaron** (*ex*Copeman,*ex*Avontown, *ex*Citrine) ssSld.2ndNo.3–6,19 ssApl.No.1–25 1*Dk(Stl)&Webframes*	1743 1382 1095	✠ 10,28 ✠NB6,14 ✠	Cff	*q*		1899 12mo	A.Rodger &Co. Pt.Glasgow	~~L.W.B.Hitchen~~ *CellDBa*	259·9|37·4|16·9 Q97'B62'F29' FK 76'*f*112'377t*FPT*60	Estonian 4*BHCem* t*APT*31t	T.3Cy.17¼",31"&51"–36" NDB14 167NHP 1SB,*4pf*,GS77,HS2672 Muir&Houston,Ld.Gls.	19 ″ 5	V †
31939 TUCM	**Pomerol** ssHav.No.1–35 *Well deck* 1*Dk(Stl)2ndDk(Stl)* *in No.1hold*	1167 — 439	✠100A1 2,36 ~~1,35~~ ✠LMC1,35	Hav	*o*	CL 10,34	1930 7mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	Worms etCie. *CellD*	237·3|34·1|14·7 P&B186'F31' FK *B*192' 275t *FPT*16t	Havre French [illegible]*BHCem* *APT*51t	T.3Cy.18",30"&50"–36" (*s*) 200lb *125lb* 188NHP 1SB,*3cf*,GS63,HS2495 FD D&WHendersn&CoLdGls.	16 ″ 9 s ″ 10½ 16 ″ 0½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31940 DAYJ	**Pommern** Sub.Sig. *CruiserStern* 1*Dk*	2180 1697 1269					1935	Stettiner Oderwrke AG Stettin	R.C.Gribel	295·2 P17'Q101 B118' F26'	42·7	16·8	Stettin German *WB*	T.3Cy.20$\frac{1}{16}$",32$\frac{11}{16}$"&55⅝"-35$\frac{7}{16}$" 182NHP StettinerOderwerkeA.G.		G
31941 220334 KDAT	**Pomona** *Fitted for oil fuel* D.F. GyC. 1*Dk&Shelter dk* *Longitudinal framing*	7583 — 4819					1920	Bethlehem S.B.Corp.Ld. S.Francisco, Cal.	WeyerhaeuserS.S. Co.	440·0	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27½",47"&76"-48" 400NHP BethlehemS.B.Corp.Ld.		R
31942 UNJO	**Pomorje** Ⓟ TwinSc Wireless 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian *WB*	T6Cy.8$\frac{11}{16}$",13¾"&22$\frac{7}{16}$"-15¾" 42NH StatesS.B.Yard"Marti"		
31943 150831 WFCB	**Ponce** Ⓟ *ss*N.Yk.2ndNo.3-1,24 *ss*N.Ns.No.2-33 1*Dk&Spar dk(Stl-ws)* *&Web frames*	3506 3051 2192	✠100A1 *Spar dk* 7,35 ~~1,35~~ ✠NB4,19 *Fitted for oil fuel* 4,19	NYk ✠LMC1,33 BS~~1,35~~ 2,36	*u*	CL 1,35 *F.P. above* 150° F.	1899 9mo A&CP	Harlan& Hollings-worthCo. Wlmgtn,Del.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa86'uE&B60'f124'543tFPT128tAPT68t*	317·0 P49'B116'F33' 27·8 FK	42·0	20·1	NewYork Utd.States 6*BHCem*	T.3Cy.24",38"&60½"-42" (*r*) 180lb *180lb* NDB19 303NHP 2SB,6*cf*,GS104,HS5230 FD Harlan &HollingswrthCo. Wilmington,Del.		
31944 141839	**Ponoka** (*ex*Lehigh) Iron *Mchy.Aft* 2*Dks*	1506 1217 888					1880/1920 *Rebuilt at* Levis,Quebec, by George Hall Coal Co. of Canada, Ld. Montreal	Detroit DryDockCo. Wyandotte	CenturyCoalCo. Ld.	247·9	35·6	15·3	Montreal British *WB*	C.2Cy.26"&54"-36" E*made*97 NB00 146NHP H.G.Trout,Buffalo		
31945 TVPY	**Pontet-Canet** (*ex*Viola) 1*Dk*	1176 — 678					1912	Flensburgr Schiffsb.Ges. Flensburg	Worms&Cie.	226·7 P&B177'F31'	33·2	14·8	Havre French	T.3Cy.15",25⅜"&44$\frac{1}{16}$"-29½" 92NHP FlensburgerSchiffsb.Ges.		V
31946 215048 KFML	**Pontiac** D.F. *Mchy.Aft* 1*Dk*	8200 — 6367					1917	Gt.Lakes Eng.Works, Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo*Mgrs*)	580·0 F54' *WB*	60·0	27·9	Wilmgton (Del.) Utd.States	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
31947 1959 ISEK	**Pontinia** (*ex*Planet-34) Iron 1*Dk2trB*	715 549 416					1881	Rostocker Act.Ges. Rostock	Pittaluga& Bertorello	194·5 186·1 Q60'B48'F26' *WB*	26·3 25·7	15·2 15·6	Genoa Italian *Tpd*98	T.3Cy.12½",21"&34½"-24" NB98 58NHP Hels.Jerns.&Mask.Els.		IV
31948 159 SYPJ	**Pontos** (*ex*GeddingtonCourt) *ss*Cff.No.3-2,24 *ss*Pir.No.2-33 1*Dk(Stl)* *Now* "Icarion," *see No.* 38575 *in Supplement*	*4013* *3819* *2490*	✠100A1 12,34 BS~~5,34~~ 11,35	Ist ✠LMC5,33	*x*	CL 12,34	1912 1mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	~~G.D.Gratsos~~ GeorgeD.Gratsos'Sons *CellDBa&uE150'f160'1056t FPT126tAPT103t*	375·1 P45'B225'F34' FK	51·3	24·2	Ithaca Greek 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 385NHP 3SB,9*cf*,GS183,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 6 23 ″ 5¼	
31949 147719 GBYT	**Pontypridd** *ss*Bry.No.2-33 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4458 4182 2736	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~ 11,35 BS2,35	Cff Hul ✠LMC1,33	*y*	CL 1,33	1924 8mo *Lloyd*'*sA&CP*	Nthmblnd. S.B.Co.Ld. Newcastle	PontypriddSteam-shipCo.Ld. (Morel,Ld.) *CellDB351'1296tFPT86tAPT127t*	399·6 F36'*onShelter dk* FK	52·9	24·8	London British *Cem* *CollisionBHtoShdk* 5 „ „ *U* „	T.3Cy.25½",42"&70"-48" (*s*) 180lb 422NHP 3SB,9*cf*,GS192,HS7248 Blair&Co.Ld.Stockton	27 ″ 5 s 2 ″ 11½ 24 ″ 8¾	
31950 149664 GNKB	**Ponzano** *ss*Ant.No.1-32 *OilEng.* Wireless 1*Dk(Stl)&Shelter dk(Stl)*	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~11,34~~ ✠LMC CS6,32 ~~3,33~~ 5,34	Ant	*r*	CL 10,33	1928 3mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB220'329tFPT17tAPT38t*	270·1 B70' FK	39·1	15·6	Liverpool British 5*BHptCem* (*Coll to Shdk* 4 „*2nd*„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
31951 XNCM	**Poo An** (*ex*HwahPing-30,*ex*Bohemia) *ss*Shi.No.3-3,18 2*Dks(1Stl-ws)&Spar dk* (*Stl*-teak s)	4284 3463 2305	✠ 7,23	HKg ✠	*x*		1896 12mo	Lloyd Austriaco Trieste	ChineseGovern-ment(Navy Department) *CellDBa52'uE&B108'f125'518t*	375·4 P78'B95'F87' FK	44·0	19·5	Shanghai Chinese 6*BHCem*	T.3Cy.35½",57"&92"-54" 795NHP 4SB,16*rf*,GS280,HS11400 LloydAustriaco,Trieste	30 ″ 6	
31952 145417 MKTN	**Pool Fisher** (*ex*M.J.Craig-35) *ss*Bel.No.3-9,33 *Mchy.Aft* *Well deck* 1*Dk(Stl)*	605 404 271	✠100A1 3,35 BS12,35 MS10,32	Bel ✠LMC ~~BS9,5~~	*i*	CL 2,35	1921 6mo *Lloyd*'*sA&CP*	TawShip-yards,Ld. Barnstaple	J.Fisher&Sons,Ld. *CellDBf94'144t FPT45tAPT22t*	174·5 Q100'B11'F26' FK	28·6 *29·6*	10·9	Barrow British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 57RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s 4 ″ 3½ 12 ″ 10¾	
31953 151547 ZMBL	**Poolta** *ss*Wln.No.3-4,33 1*Dk(Stl)* *Cargo battens not fitted*	1675 1378 933	✠100A1 4,35 ~~3,34~~ ~~BS3,34~~ BS~~2,35~~ 3,36	Wln ✠LMC4,33	*p*	OG 3,34	1921 8mo	Burger-hout'sMach. &Scheeps. Rotterdam	UnionS.S.Co.of NewZealand,Ld. *CellDB201'518tFPT59tAPT45t*	240·6 P23'B57'F23' FK	41·0	17·1	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.~~17⅞~~,29½"&47¼"-35½" 180lb 16⅞(*s*) 177NHP 2SB,4*cf*,GS80,HS3164 Burgerhout'sMach&Schps	19 ″ 4 s 2 ″ 6 17 ″ 0	
31954 Broken up	**Poona** Ⓟ (*ex*City of Poona-34) TwinSc 2*Dks*	*7485* *6336* *4766*					1912	Swan,Hun-ter&Wigham Richardson LdNewcastle		452·0 P95'B163'F87'	56·6	31·2	Japanese *WB*	Q.8Cy19¼"27½"40"&58"-45" 451NHP WllsndSlpwy.Co.Ld.Nwc.		C
31955 131557 VJVP	**Poonbar** TwinSc 1*Dk*	909 650 421					1913	Murdoch& Murray,Ld. PortGlasgow	~~I.Nelson~~ Nelson& Robertson,Ld.	200·4 Q96'F31'	34·1	12·2	Brisbane British *WB*	T.6Cy.11",18"&30"-22" 90RHP W.V.V.Lidgerwood,Gls.		C
31956 669 SVEV	**Popi** (*ex*WestMarsh,*ex*Cairnisla) *ss*Pir.3rdNo.3-9,33 1*Dk(Irn)&deep framing*	*1594* *1437* *981*	✠100A1 9,33 BS~~12,34~~ 4,36	Pir ✠LMC9,33	*q*	CL 11,34	1896 3mo	Short Bros. Sunderland A&CP	M.N.Vernicos *CellDBa80'uE&B34'f98'393tFPT64tAPT51t*	259·0 P20'B62'F26' FK	36·8	18·1	Piræus Greek 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 160lb *100lb* NDB12 157NHP 1SB,4*cf*,GS65,HS2357 Black,Hwthrn&Co.Ld.Gts	20 ″ 4 s 2 ″ 8¾ 17 ″ 8¾	
31957 127479 MNXF	**Poplar** *ss*Bel.No.2-35 ~~*ss*Bel.No.1-31~~ *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	343 246 122	✠100A1 8,35 ~~10,34~~ ~~BS10,34~~	Dub Bel ✠LMC~~9,31~~ 8,35	*f*	CL 10,34	1927 7mo *Lloyd*'*sA&CP*	J Fullerton &Co. Paisley	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·7 Q81'B7'F24' BK6" *FPT54t*	23·6	10·3	Newry British 3*BHCem* *APT45t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 0¾ 11 ″ 7	
31958 150833	**Poplarbay** TwinSc3Mst (*ex*Biessard,*ex*Peintre) 1*Dk*	1263 840 664					1921	SocAnciens Etab.Henri Satre,Arles	PoplarbayS.S.Co. Ld.(TreeLineNav. Co.Ld.)	219·4 P66'F30'	34·3	12·7	Montreal British *WB*	T.6Cy.12½",19"&31"-17" 99RHP LaChaliassière,St.Etienne		V
31959 5285 SJTA	**Porjus** (*ex*Hampshire) *ss*Got.2ndNo.3-5,31 *ss*Got.No.1-36 1*Dk(ptIrn&ptStl)&deepframing* *Cargo battens not fitted*	*2965* *2580* *1755*	✠100A1 1,36 ~~2,35~~ MS1,36 DBS~~10,34~~ 10,35	Mdb Got ✠LMC MBS~~1,35~~ 1,36	*t*	CL ~~4,33~~ 1,36	1906 11mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland *WB*=	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*) *CellDBa104'uE&B38'f130'832tFPT102tAPT81t*	313·8 P23'B86'F31' FK	46·5	20·6	Stockholm Swedish 5*BHCem*	T.3Cy.23",38"&62"-42" (*s*) 160lb *90lb* 266NHP 2SB,6*pf*,GS117,HS4237 G.Clark,Ld.Sunderland	23 ″ 0 s 3 ″ 6 19 ″ 9	
31960 LCZA	**Porsanger** D.F. 1*Dk*	4267 3923 2613			...		1918	Canadian Vickers,Ld. Montreal	Westfal-Larsen& Co.A/S	380·7 P44'B102'F42' FK	49·2	26·8	Bergen Norwegian *WB*	T.3Cy.25",41"&67"-45" 333NHP CanadianVickers,Ld.Mtl.	30 ″ 0	N †

1 Numéro d'Ordre Numéro Officiel Signaux	2 · 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
31961 143949 GCNR	**Port Adelaide** TwinSc ssHul.No.3-9,31 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. Cruiser Stern	8422 7799 5350	✠100A1 Shelter dk withfreeboard 5,35 ✠LMC10,35 ~~MS1,31~~ ~~[illegible]~~	Lon	e†	CL ~~6,34~~ N10,35	1919 12mo Lloyd	Hawthorn Leslie&CoLd Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. CellDB	481·2|62·3|33·0 F55'on Shelter dk FK Collision 413'1342tAPT91t	London British Cem BHto Sh dk 7BHto U „	6 Steam Turbines DR geared to 2 Screw Shafts 200lb (s) 967NHP 4SB,16cf,GS316,HS13060FD Hwthrn,Leslie&C.Ld.Nwc	35 " 8 s 5 " 9½ ~~30 " 1~~ 30 " 2¼	
31962 160615 GSTN	**Port Alma** TwinSc ssLon.No.1-32 D.F. OilEng. GyC. 2Dks(Stl)&Shelterdk Ref.Mchy. Cruiser Stern (Stl-ws)	8400 7276 5210	✠100A1 withfreeboard ~~5,30~~ ~~1,35~~ 2,36 DBS3,35 ✠LMC CS1,34 3,35	Nwc ~~Liv~~ Lon	e†	CL ~~6,33~~ 9,35	1928 12mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd of CellDB	477·3|63·2|31·0 F52' FK mchy. space 157' (403'1569tAPT104t	London British 8BHptCem Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"-91¼" 1374NHP 3DB100lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4 29 " 7½	
31963 214716 KJVK	**Port Angeles** Wood Fitted for oil fuel Mchy.Aft 1Dk	1358 — 760					1916	Kruse& Banks, North Bend,Oreg.	TheCharlesNelson Co.	233·2|42·3|15·8	S.Frncisco Utd.States	T.3Cy.15½",26½"&43"-33" MainIronWorks, 106NHP SanFrancisco		
31964 LEQD	**Port Antonio** 2Dks	1266 1101 717					1913	Sörlandets Skibsbyg Fevig	A/S Frugtfart (L.Harboe- Jensen&Co. Mgrs.)	235·0|33·7|20·0	Oslo Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
31965 146606 GFSR	**Port Auckland** TwinSc ssLiv.No.2-6,34 ~~ssLon.No.2-30~~ Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl)	8789 7697 5515	✠100A1 Shelter dk withfreeboard 1,36 ~~6,34~~ ✠LMC6,34 BS7,35	Liv ~~Hul~~ Nwc	e†	CL s6,34 PN1,35	1922 8mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB404'	480·8|62·4|32·9 F onShelter dk56' FK Collision 1446tAPT80t	London British Cem BH to S dk 7 „ „ U „	T.6Cy.22½",38"&63½"-48"& L.P.TurbinewithD.R.gear- ing&hydraulic coupling(s) 200lb FD 1070NHP 4SB,16cf,GS316,HS12900 Wrkman,Clark&Co.LdBel.	35 " 7 s 5 " 9½ 30 " 0½	
31966 143202 GRSV	**Port Bowen** TwinSc ssLon.No.3-6,31 Ref.Mchy. 2Dks(Stl)&Shelterdk(Stl) D.F. CruiserStern ssHul.No.1-35	8267 7712 5110	✠100A1 Shelter dk withfreeboard ~~11,35~~ ~~1,35~~ 4,36 ✠LMC7,35 ~~MS6,31~~ ~~BS5,34~~ 7,35	Lon ~~Hul~~ Gls	e†	CL N11,33	1919 5mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB410'1462t	480·7|62·4|32·9 F on Shelter dk 56' FK Collision APT80t	London British Cem BH to Sh dk 7 „ „ U „	6 Steam Turbines DR geared to 2 Screw Shafts 210lb (s) 1001NHP 4SB,16cf,GS322,HS12800FD Wrkman,Clark&Co.LdBel.	35 " 8 s 5 " 9¾ ~~30 " 1~~ 30 " 2	
31967 147563 GJZK	**Port Brisbane** TwinSc ssGls.No.2-31 Ref.Mchy. 2Dks(Stl)&Shelter dk D.F. (Stl-ws) Cruiser Stern	8739 7681 5474	✠100A1 Shelter dk withfreeboard 7,35 ~~8,35~~ ✠LMC MS8,30 ~~BS5,34~~ 7,35	Nwc Liv	e†	CL ~~2,33~~ PN1,36 S1,36	1923 12mo Lloyd	Workman, Clark&Co.Ld. Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB	480·7|62·4|32·9 FonShelter dk56' FK Collision 414'1478tAPT80t	London British Cem BHtoShdk 7 „ „ U „	T.6Cy.22½",38"&63½"-48"& LPTurbines withD.R.gear- ing & hydraulic coupling 200lb (s) 1067NHP 4SB,16cf,GS315,HS12900FD Wrkman,Clark&Co.LdBel.	35 " 8 s 5 " 9¾ 30 " 1¾	
31968 146580 GFSQ	**Port Campbell** TwinSc ssLiv.No.3-10,34 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. D.F. Cruiser Stern	8751 7697 5500	✠100A1 Shelter dk withfreeboard ~~2,35~~ ~~2,35~~ 2,36 BS2,36 ~~BS2,36~~ ✠LMC3,34	Nwc Liv	e†	CL 10,34	1922 6mo Lloyd	Workman, Clark&Co.Ld. Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB404'	480·8|62·4|32·9 F56'onShelter dk FK Collision 1446tAPT80t	London British Cem BHtoShdk 7 „ „ U „	T.6Cy.22½",38"&63½"-48"& L.P.TurbineswithDRgear- ing & hydraulic couplings 200lb (s) 1040NHP 4SB,16cf,GS316,HS12900FD Wrkman,Clark&Co.LdBel.	35 " 8 s 5 " 9¾ 30 " 1¼	
31969 143790 GRSW	**Port Caroline** TwinSc ssHul.No.3-6,31 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. D.F. CruiserStern	8263 7712 5108	✠100A1 Shelter dk withfreeboard 3,35 ✠LMC MS4,32 BS3,35	Liv	e†	CL ~~N10,33~~ 1,36	1919 11mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. Collis CellDB	480·7|62·4|32·9 F56'onShltr dk FK ionBHtoShelter dk 410'1462tAPT80t	London British 7BHto U dk Cem	6 Steam Turbines DR geared to 2 Screw Shafts 210lb (s) 1001NHP 4SB,16cf,GS322,HS12800FD Wrkman,Clark&CoLdBel.	35 " 8 s 5 " 9¾ 30 " 1¼	
31970 163429 GWQR	**Port Chalmers** TwinSc OilEng. D.F. 2Dks(Stl)&Shelter dk Ref.Mchy. GyC. (Stl-ws) CruiserStern	8535 7696 5204	✠100A1 withfreeboard ~~12,35~~ 5,36 ✠LMC12,33 ✠Lloyd'sRMC12,33	Lon Ham		CL	1933 12mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd. CellDB410'1950t Wing tanks in mchy. space 486t	488·8|65·3|31·6 F45' FK of mchy.space149' (FPT88t APT119t	London British 8BHptCem Coll to Shdk 7 „ 2nd „) Tanks at	Oil Engines 2S.C.SA 8Cy.25 3/16"-97⅝" 1570NHP 2DB100lb Barclay,Curle&Co.Ld.Gls. sides of tunnels 182t	35 " 3 s 5 " 7 29 " 10¼	
31971 [illegible] GCFJ	**Port Curtis** Now Tower Dale, see No. 40301 in Supplement ssHul.No.3-1,33 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. D.F. CruiserStern Cargo battens not fitted in Shelter 'tween dks	8287 7770 5155	✠100A1 Shelter dk withfreeboard 2,35 BS2,35 ✠LMC1,33	Nwc	e†	CL 8,33	1920 4mo Lloyd	Workman, Clark&CoLd. Belfast 'sA&CP	~~Commonwealth&~~ ~~DominionLine,Ld.~~ DownsS.S.Co.Ld CellDB383'1575tFPT	450·2|58·4|37·1 P35'F43'onShelter dk FK	London British Cem 7BHtoSh dk 105tAPT55t	2 Steam Turbines DR geared to 1 Sc. Shaft 210lb (s) 892NHP 4SB,16cf,GS286,HS11452FD Wrkman,Clark&Co.LdBel.	40 " 0 s 11 " 0½ 29 " 3	
31972 140446 GRSP	**Port Darwin** TwinSc ssNwc.No.3-9,29 D.F. ssHul.No.1-33 Ref.Mchy. 2Dks(Stl)& Shelter dk(Stl-ws) Cargo battens not fitted in Shelter 'tween dks	8063 7501 5077	✠100A1 Shelter dk withfreeboard 5,36 ~~2,35~~ ✠LMC MS8,33 ~~BS1,36~~ 5,36	Liv ~~Hul~~	e†	CL SN9,34 P9,34	1918 1mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB420'1490t	480·4|60·3|32·3 F on Shelter dk 56' FK	London British 8BHCem APT75t	T.6Cy.22½",38"&63½"-45"& L.P.Turbine with DR gear- ing & hydraulic couplings 200lb (s) 986NHP 4SB,16cf,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 " 1 s 5 " 10½ 29 " 5½	
31973 142397 GRSQ	**Port Denison** TwinSc D.F. ssLon.No.3-4,30 ssLiv.No.1-34 2Dks(Stl)&Sheltr dk(Stl-ws) Ref.Mchy.	8043 7501 5052	✠100A1 Shelter dk withfreeboard ~~10,35~~ ~~1,36~~ 4,36 ~~BS8,34~~ ✠LMC10,33 6,35	Liv Lon	e†	CL ~~N8,32~~ 10,35	1918 5mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDB421'1490tAP	480·4|60·3|32·3 FK	London British 8BHCem T75t	T.6Cy.22½",38"&63½"-45"& 2LP TurbineswithDRgear- ing & hydraulic couplings 200lb (s) 984NHP 4SB,16cf,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 " 1 s 5 " 10½ ~~29 " 5½~~ 29 " 6	
31974 148599 GLCJ	**Port Dunedin** TwinSc OilEng. ssLon.No.2-33 2Dks(Stl)&Shelter Ref.Mchy. D.F. dk(Stl-ws) Cruiser Stern	7441 6744 4540	✠100A1 withfreeboard 12,35 ~~12,34~~ DBS1,35 ✠LMC CS3,34 3,32	Lon Liv	e†	CL 2,34	1925 5mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd.of mchy.space151' CellDB388'1244t	466·9|59·8|31·3 F53' FK APT98t (	London British 8BHptCem Coll to Sh dk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.21¼"-85 1/16" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.)	35 " 2 s 5 " 5 29 " 11¾	
31975 160590 GSTP	**Port Fairy** TwinSc OilEng. ssLon.No.1-32 2Dks(Stl)&Shelter dk(Stl-ws) D.F. GyC. CruiserStern Ref.Mchy.	8337 7276 5170	✠100A1 withfreeboard 1,36 ~~2,35~~ DBS~~6,34~~ 12,35 ✠LMC CS3,33 12,34	Lon Nwc	e†	CL ~~P6,32~~ s3,34 P12,35	1928 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd. CellDB	477·3|63·2|31·0 F52' FK of mchy.space 157' 403'1569tAPT104t	London British 8BHptCem (ColltoShdk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"-91¼" 1374NHP 3DB100lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4 29 " 7½	
31976 149807 GMZW	**Port Fremantle** TwinSc OilEng. ssNwc.No.1-30 D.F. GyC. 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl-ws) CruiserStern	~~8072~~ ~~7291~~ ~~4960~~ 8439 7291 5241	✠100A1 withfreeboard 2,35 ~~DBS8,34~~ ✠LMC6,31 8,35	Nwc	e†	CL 6,33	1927 4mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd.of mchy.space154' CellDB405'	477·4|63·4|31·0 F52' FK 1658tAPT100t (	London British 8BHptCem Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.22⅞"-91¼" 1281NHP DB125lb DB100lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4½ 29 " 6½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Dated B. of Trade Cert.
31977 149874 GNCV	**Port Gisborne** TwinSc OilEng. ssNwc.No.1-31 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl-ws) D.F. CruiserStern	8390 ~~8001~~ 7284 ~~4952~~ 5217	✠100A1 withfreeboard 4,35 DBS~~11,31~~ ✠LMC7,31 11,35	Gls	e†	CL 10,33	1927 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel fwd. of CellDB	477·2 F52' FK mchy space157' (403'1569t APT104t	63·3	31·0	London British 8BHptCem Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 2S.C.SA 8Cy.22$\frac{13}{16}$"–91¼" 1281NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 5 ″ 4 29 ″ 7¼	
31978 146697 GJPQ	**Port Hardy** TwinSc ssNwc.No.3-10,34 ~~ssBry.No.2-31~~ 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. D.F. CruiserStern	~~8516~~ ~~7776~~ ~~5269~~ 8897 7776 5528	✠100A1 Shelter dk withfreeboard 1,36~~10,34~~ BS~~10,31~~ ✠LMC~~2,31~~ 1,36 10,34	Nwc Liv	e†	CL 10,34	1923 2mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. CollisionBH&	481·2 F55'onShltr dk FK afterpeakBHtoSdk CellDB399'1375t	62·3	33·0	London British Cem 6BH to U dk APT92t	T6Cy.22½",38"&63½"–48"(s) &2LPTurbines withDR gear&hydraulic coupling 200lb 1038NHP 4SB,16cf,GS316,HS12820FD Hwthrn,Leslie&CoLd.Nwc	35 ″ 8 s 5 ″ 9¼ ~~30 ″ 1~~ 30 ″ 2¼	
31979 148631 GLBZ	**Port Hobart** TwinSc OilEng. ssLiv.No.2-32 2Dks(Stl)&Shelter Ref.Mchy. dk(Stl-ws) D.F. Cruiser Stern	7448 6779 4493	✠100A1 withfreeboard 5,36 ~~5,35~~ DBS~~7,34~~ 10,35 ✠LMC CS2,54 10,33	Lon	e†	CL 7,34	1925 7mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. CellDB388'1343t	466·9 F52' FK DuctKeelfd of mch APT98t (Coll	59·7	31·3	London British 8BHptCem y.space151' BH to Sh dk 7 ,, ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.21¼"–85$\frac{1}{16}$" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	35 ″ 2 s 5 ″ 5 29 ″ 11½	
31980 146641 GJMB	**Port Hunter** TwinSc ssGls.No.3-12,34 ~~ssNwc.No.2-30~~ Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	~~8430~~ ~~7790~~ ~~5288~~ 8802 7790 5531	✠100A1 Shelter dk withfreeboard BS1,36 ~~9,35~~ ~~8,34~~ 2,36 MS8,34 ~~BS12,34~~ ✠LMC~~10,30~~ Fitted for oil	Lon Gls fuel 10,30	e†	CL 12,33 F.P.a	1922 10mo Lloyd bove 1	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP 50° F.	Commonwealth& DominionLine,Ld. Collisio CellD	481·2 F55'on Shelter dk FK B401'1189tAPT92t	62·3	33·0	London British Cem nBHtoShdk 7 ,, ,, U ,,	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 200lb 967NHP 4SB,16cf,GS316,HS13060FD Hwthrn,Leslie&CoLd.Nwc	35 ″ 8 s 5 ″ 9¼ ~~30 ″ 1~~ 30 ″ 2¼	
31981 149842 GNCT	**Port Huon** ssGls.No.2-35 TwinSc OilEng. ~~ssLon.No.1-31~~ Ref.Mchy. 2Dks(Stl)&Shelter D.F. dk(Stl-ws) CruiserStern	8021 7284 4956	✠100A1 withfreeboard 4,36 ~~5,35~~11,35 DBS11,35 ✠LMC CS11,35 11,35	Liv ~~Gls~~NYk	e†	CL ~~11,32~~ 11,35	1927 6mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Duct keel forward mchy. CellDB	477·2 F52' of FK space157' (403'1569tAPT104t	63·3	31·0	London British 8BHptCem Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP 2DB100lb WllsndSlpwy.Co.Ld.Nwc.	34 ″ 9 s 5 ″ 4 29 ″ 7¼	
31982 132046 GRSK	**Port Melbourne** TwinSc (exStar of Victoria) ssLon.No.3-4,26 ssNwc.No.2-33 2Dks(Stl) Ref.Mchy. &Shelter dk(Stl-ws) D.F. GyC.	9142 8338 5812	✠100A1 Shelter dk withfreeboard 11,35 ~~1,35~~ ✠LMC5,34 BS8,35	Nwc	f†	CL ~~PN9,32~~ S1,35 P11,35	1914 1mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& Dominion Line,Ld. CellDBa117'	501·3 F57' onShelter dk FK uE&B98'f199'1645t	63·3	33·6	London British 9BHCem APT70t	T.6Cy.24",40½"&68"–48"(s) & 2 L.P.Turbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2DB&1SB.20cf,GS367 FD Wrkman,Clark&Co.LdBel	36 ″ 6 s 6 ″ 3¼ ~~30 ″ 6~~ 30 ″ 6½	
31983 135175 GRSL	**Port Napier** TwinSc (exHawkesBay) ssHul.No.3-8,25 Ref.Mchy. ssHul.No.2-32 D.F. 2Dks(Stl)& Shelter dk(Stl-ws)	8491 7800 5430	✠100A1 Shelter dk withfreeboard ~~4,35~~ 12,35 BS12,35 ~~BS9,34~~ ✠LMC6,33	Lon Liv	e†	CL ~~11,32~~ 12,35	1912 12mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDBa131'	490·2 FK uE&B88'f209'1530t	61·4	32·9	London British 8BHCem APT70t	T6Cy.23",38½"&64½"–45"(s) 200lb 804NHP 4SB,16cf,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s 5 ″ 11¾ 29 ″ 11¾	
31984 143058 GRST	**Port Nicholson** TwinSc ssLon No.3-2,31 ssGls.No.1-34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	8402 7799 5338	✠100A1 Shelter dk withfreeboard 12,35 ~~8,34~~ ✠LMC BS~~6,34~~ 6,35 MS12,34	Gls ~~Lon~~Liv	e†	CL P2,33 S6,34	1919 5mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Commonwealth& DominionLine,Ld. Collision	481·2 F on Shelter dk55' FK BH to Shelter dk CellDB413'1342t	62·3	33·0	London British Cem 7BH to U dk APT91t	4SteamTurbinesSRgeared to 2 Sc. Shafts (s) 200lb FD 967NHP 4SB,16cf,GS316,HS13060 Hwthrn,Leslie&C.Ld.Nwc	35 ″ 8 s 5 ″ 9¼ 30 ″ 1	
To be Broken up 31985 129638 GRSJ	**Port Pirie** (exStarofIndia) TwinSc ssHul.No.3-2,23 ssBry.No.2-30 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl-ws)	7316 6900 4602	~~✠100A1~~ Shelter dk withfreeboard 1,35 ✠~~LMC~~ ~~MS5,31~~ ~~BS1,35~~	Nwc	d†	CL 1,34	1910 10mo Lloyd	Workman, Clark& Co.Ld Belfast 'sA&CP	~~Commonwealth&~~ ~~DominionLine,Ld.~~ CellDBa126'	470·1 BonShelter dk37' FK uE&B70'f216'1378t	58·4	31·6	London British 7BHCem APT40t	T.6Cy.22",37"&62"–45' (s) 200lb 756NHP 4SB,16cf,GS273,HS11040FD Wrkman,Clark&Co.LdBel	34 ″ 5 s 5 ″ 6½ 29 ″ 1¾	
Broken up 31985* 126715	**Port Royal** (exVerona-33) 1Dk&Awng dk	1258 1161 783				-	1903	Akt.Burmeistr&Wain Copenhagen	~~PortRoyal~~ ~~Shipping,Ld.~~	220·0 H104t	32·0	16·0	[illegible] Norwegian WB	T.3Cy.19⅞",31¾"&55"–36" 181NHP Akt.Burmeistr&Wain,Cpn		
31986 136660 GRSF	**Port Sydney** TwinSc (exStar of England) ssLon.No.3-9,26 ssGls.No.2-34 Ref.Mchy. 2Dks(Stl)&Shelter dk D.F. (Stl-ws)	9130 8338 5796	✠100A1 Shelter dk withfreeboard ~~3,35~~12,35 BS~~10,34~~ ✠LMC10,33 8,35	Liv Cff	f†	CL SN 10,33 P3,35	1914 4mo Lloyd	Workman, Clark& Co.Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. CellDBa117'u	501·3 P57' on Shelter dk FK E&B98' f199'1645t	63·3	33·6	London British 9BHCem APT70t	T.6Cy.24",40½"&68"–48" (s) &2LPTurbines withDR gear&hydraulic coupling 200lb HS14650 1201NHP 2D&1SB,20cf,GS367, FD Wrkman,Clark&CoLd.Bel	36 ″ 6 s 6 ″ 3¼ ~~30 ″ 6~~ 30 ″ 6½	
31987 For full particulars see No. 39615 in Supplement	**Port Townsville** Twin D.F. GyC Ref.Mchy. CruiserStern	8600	100A1 withfreeboard (ClassContemplated)				1935	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Commonwealth& DominionLine,Ld.	498·0 F45'	65·0	43·8	London British	Oil Engines 2S.C.SA 16Cy.28⅜"–49$\frac{3}{16}$" WallsendSlpwy&E.Co.Ld.	35 ″ 3 s5 ″ 7½ 29 ″ 9¾	
To be Broken up 31988 129099 GRSN	**Port Victor** (exMuritai) TwinSc ssLon.No.3-9,23 Ref.Mchy. ssNwc.No.2-32 D.F. 2Dks(Stl)& Shelter dk(Stl-ws)	7280 6875 4645	~~✠100A1~~ Shelter dk withfreeboard 1,35 ✠~~LMC~~ ~~MS8,32~~ ~~BS5,34~~	Nwc	d†	CL 2,32	1910 6mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	~~Commonwealth&~~ ~~DominionLine,Ld.~~ Cell DBa131'u	470·0 FK E&B79' f201'1384t	58·2	31·7	London British 7BHCem APT46t	T.6Cy.22",37"&62"–45" (s) 200lb FD 727NHP 4SB,16cf,GS247,HS10396 Wrkman,Clark&CoLd.Bel	34 ″ 5 s 5 ″ 6¾ 29 ″ 1½	
31989 160675 ZMJN	**Port Waikato** OilEng. ssAuk.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	668 448 342	✠100A1 ~~5,32~~ ~~10,34~~ 11,35 DBS~~10,34~~ ✠LMC10,34 11,35	Auk ~~Syd~~	j	CL ~~7,32~~ 11,35	1929 11mo Lloyd	H.Robb, Ld. Leith 'sA&CP	A.F.Watchlin CellDB114'195t	180·2 30·6 Q105'B11'F24' FK FPT80tAPT28t	29·0	10·8	Auckland British 3BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.16"–20" 180NHP DB made28refitted29 120lb FairbanksMorse&Co.Cgo.	13 ″ 3 s4 ″ 6 12 ″ 11¾	
31990 147589 GJZL	**Port Wellington** TwinSc ssLiv.No.2-32 2Dks(Stl)&Shelter dk D.F. GyC. Ref.Mchy. (Stl-ws) CruiserStern	~~7859~~ ~~7263~~ ~~4880~~ 8301 7263 5181	✠100A1 Shelter dk withfreeboard ~~3,35~~10,35 ~~BS8,34~~ ✠LMC~~10,30~~ 10,35	Liv Hul	d†	CL ~~4,33~~ 3,36	1924 2mo Lloyd	Workman, Clark&Co. Ld Belfast 'sA&CP	Commonwealth& DominionLine,Ld. Collision CellDB402'	470·1 F55'on Shelter dk FK 1331tAPT84t	60·4	32·3	London British Cem BH to Sh dk 7 ,, ,, U ,,	T.6Cy.22½",38"&63½"–48' & L.P. Turbines with D.R. gearing & hydraulic coupling 200lb (s) 1067NHP 4SB,16cf,GS315HS12900 FD Wrkman,Clark&Co.Ld.Bel	35 ″ 0 s 5 ″ 8 29 ″ 7¼	
31991 139627 ZMFY	**Port Whangarei** TwinSc (exMarion ssHam.2ndNo.3-3,26 Sleigh-32,exMars, ssAuk.No.2-34 exMarieKothe, OilEng. 1Dk(Stl) exNewston,exFavoritaDoñaCatalina)	508 351 286	100A1 ~~10,34~~11,35 DBS~~10,34~~ LMC1,34 11,35	Auk		OG ~~4,33~~ 10,35	1906 Lloyd	G.Seebeck Akt.Ges. Bremerhaven 'sA&CP	A.F.Watchlin CellDBf42'	145·3 31·2 P15'B37'F19' BK7"	29·7	11·3	Auklnd NZ British 4BHCem 75tAPT40t	Oil Engines 2S.C.SA 10Cy.10½"–12½" 194NHP NDB20refitted32 NE32 100lb Fairbanks,Morse&Co. Beloit,Wis.	11 ″ 10 s ″ 10½ 11 ″ 9½	

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres du cert. Durée Cert. B. of Trade
31992 163561 GYCW	**Port Wyndham** TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* GyC. *2Dks&Shelter dk* *4th dk in No.3 hold* *CruiserStern*	8580 7731 5233	✠100A1 *withfreeboard* ~~1,3~~ 3,36 ✠LMC1,35 ✠Lloyd'sRMC1,35	Gls ~~Liv~~ Lon		CL	1935 1mo *Lloyd*	J.Brown& Co.Ld. Clydebank 'sA&CP	Commonwealth& DominionLine,Ld. *Duct keel forward* *CellDB416'2042t* *Wing tanks*	494·5 F45' FK *of mchy.space149' (* *FPT76tAPT130t* *in mchy. space 481t*	65·2	30·6	London British *8BHptCem* *Coll toSh dk* *7 „2nd„)* *Tanks at sid*	Oil Engines 2S.C.SA 8Cy.27$\frac{7}{16}$"–88$\frac{7}{16}$" 1882NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *es of tunnels150t*	35 " 3 s 5 " 6$\frac{3}{4}$ 29 " 10$\frac{3}{4}$	
31993 DOHH	**Porta** Ⓟ D.F. Sub.Sig. *2Dks*	4162 3786 2545					1921	Vulcan Werke A.G. Stettin	Norddeutscher Lloyd	360·7 P44'B98'F41'	51·0	26·0	Bremen German *WB*	T.3Cy.22$\frac{5}{8}$",36$\frac{5}{8}$"&61$\frac{3}{8}$"–47$\frac{1}{4}$" 260NHP VulcanWerkeA.G.Stettin		G
31994 163211 GWSZ	**Portavogie** Wireless *Mchy.Aft* *CruiserStern* *1Dk*	869 597 460					1934	J.Lewis& Sons,Ld. Aberdeen	SirSamuelKelly, C.B.E.	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14$\frac{1}{2}$",25"&41"–30" 93NHP J.Lewis&Sons,Ld.Abn.		C
31995 145750 MLWN	**Porthoarrack** ssGms.No.2-32 *Mchy.Aft* *1Dk(Stl)* *Well deck*	406 290 194	✠100A1 6,35 ~~3,35~~ BS~~11,34~~ ✠LMC3,32 1,36	Ply Cff	*f*	CL 11,33	1924 3mo *Lloyd*	King's LynnSlipway Co.Ld. King'sLynn 'sA&CP	DeansgateS.S.Co. Ld.(R.P.Care, *Mgr.*)	141·2 Q85'B9'F22' FK *FPT*	24·2	11·5	Cardiff British *3BHCem* *50tAPT26t*	T.3Cy.12",21$\frac{1}{2}$"&34"–24" (*s*) 180lb 74RHP 1SB,2*pf*,GS35,HS1340 Gt.CentrlCo-op.Eng.&Ship RepairingCo.Ld.Gms.	12 " 1 s 3 " 0 11 " 8$\frac{1}{4}$	
31996 145742 GCZR	**Porthkerry** Now "Seven Seas Sun," see No. 40063 in Supplement ssGms.No.2-32 *1Dk(Stl)* *Cargo battens not fitted*	2480 2275 1506	✠100A1 11,35 ~~3,35~~ BS3,35 ✠LMC7,32	Gls Rot	*t*	CL 2,35	1924 3mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	GoodHopeShip- pingCo.Ld.(Wal- terVaughan (Cardiff)Ld.*Mgrs.*) *CellD*	298·5 P23'B76'F27' FK *B250'663tFPT122t*	44·0	21·2	Cardiff British *5BHCem* *APT94t*	T.3Cy.22",36"&60"–39" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS115,HS4200 D.Rowan&Co.Ld Glasgow	23 " 6 s 3 " 5$\frac{3}{4}$ 20 " 2$\frac{1}{4}$	
31997 118061 MGMS	**Porthleven** (*ex*St.AbbsHead, *ex*Taunton) ssSld.2ndNo.3-4,29 *Well deck* ssDun.No.1-34 *Mchy.Aft* *1Dk(Stl)*	342 232 143	✠100A1 2,36 ~~2,35~~ ✠LMC MS5,34 BS2,35	Dun	*e*	~~2,35~~ 2,36	1903 11mo *Lloyd*	GarstonG. Dk&SBCoLd Garston 'sA&CP	~~J.M.Piggins~~ W.J.Ireland	136·3 Q78'B9'F20' FK *FPT*	23·9	9·9	Montrose British *3BHCem* *17tAPT4t*	C.2Cy.16$\frac{1}{2}$"&37"–24" (*s*) 130lb 55RHP 1SB,2*pf*,GS42,HS1461 McKie&Baxter,Glasgow	10 " 9 s 4 " 2 10 " 9	
31998 145721 MLJV	**Porthmeor** ssFal.No.3-12,34 ~~ssBel.No.2-30~~ *Well deck* *Mchy.Aft* *1Dk(Stl)*	449 296 188	✠100A1 11,35 ~~12,34~~ ✠LMC BS~~5,34~~7,35 MS11,34	Fal Bry	*g*	CL 11,34	1923 2mo *Lloyd*	TawShip- yard,Ld. Barnstaple 'sA&CP	RichardEngland S.S.Co.Ld.(R.P. Care&Co.Ld. *Mgrs.*)	142·2 Q84'B9 F17' FK *FPT49t*	25·6 *26.5*	11·4	Cardiff British *3BHCem* *APT17t*	T.3Cy.12",20"&32"–24" (*s*) 180lb 52RHP 1SB,3*cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 " 6 s 4 " 3$\frac{1}{4}$ 12 " 4$\frac{1}{4}$	
31999 FOBI	**Porthos** Ⓟ TwinSc *Ref.Mchy.* D.F. GyC. *4Dks*	12692 10722 7530					1914	Ch.&Atel. delaGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	510·8	61·6	42·1	Marseilles French *WB*	T.6Cy.28$\frac{1}{4}$",46$\frac{5}{8}$"&78$\frac{7}{16}$"–53$\frac{1}{8}$" 904NHP Schneider&Co.LeCreusot		V
32000 118120 VOLN	**Portia** Ⓟ ssNFL.2ndNo.3-4,29 ssNFL.No.1-33 *1Dk&Webframes&* Wireless *Awng dk(Stl-ws)*	978 914 599	✠100A1 *Awng dk* *withfreeboard* ~~6,35~~ ~~6,34~~ 8,35 BS~~5,34~~ ✠LMC6,33 5,35	NFL	*m*	CL 6,33	1904 8mo *Lloyd*	Murdoch& Murray Pt.Glasgow 'sA&CP	Government of Newfoundland (Newfoundland Railway-Steam- shipDept.) *Ce*	204·8 F23' *llDBa39'uE17'f77*	31·2	13·0 20·5 BK7$\frac{1}{2}$"	SJhnsNFL British *4BHCem* *141tFPT31t*	T.3Cy.18$\frac{1}{2}$",30"&50"–33" (*r*) 175lb *80lb* 197NHP 1SB,3*cf*,GS59,HS2924 FD D.Rowan&Co.Glasgow *APT23t*	22 " 8 s 7 " 4$\frac{1}{4}$ 16 " 3	
32001 DHTL	— *1Dk*	968 843 566					1911	Schiffsw.v. HenryKoch Lübeck	A.Kirsten	225·6 P&B177'F28'	33·1	14·9	Hamburg German *WB*	T3Cy18$\frac{1}{16}$",29$\frac{1}{16}$"&46$\frac{1}{2}$"–32$\frac{1}{2}$" 122NHP OttensenerMaschf.Altona		G
32002 147311 MNFS	— 3Mst ssLiv.No.2-33 *Mchy.Aft* *Well deck* *1Dk(Stl)*	801 565 313	✠100A1 ~~10,35~~ ~~11,34~~ 1,36 BS~~9,34~~ ✠LMC4,33 10,35	Bkn	*k*	CL 12,33	1925 4mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen 'sA&CP	SouthWales& LiverpoolS.S.Co. Ld.(R.Gilchrist& Co.*Mgrs.*)	190·5 Q127'BonQ13'F27' FK *CellDBf94'154tFP*	32·1	11·7	Liverpool British *3BHCem* *T69tAPT8t*	T.3Cy.18",30"&50"–33" (*s*) 190lb 186NHP 2SB,4*cf*,GS84,HS3210 A.Hall&Co.Ld.Aberdeen	14 " 1 s 3 " 11$\frac{3}{4}$ 13 " 10$\frac{1}{4}$	
32003 DIEP	**Portland** Ⓟ D.F. *OilEng.* *Ref.Mchy.* Sub.Sig. *2Dks*	7132 5799 4189					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·3	61·2	26·5	Hamburg German *WB*	Oil Engines 2S.C.SA 7Cy.27$\frac{9}{16}$"–47$\frac{1}{4}$" 920NHP BremerVulkan,Vegesack		G
32004 138049	**Portloe** (*ex*Nigaristan) ssShl.No.3-9,25 Now "Lyminge," see No. 33914 in Supplement ssCff.No.1-29 *1Dk(Stl)*	4353 4042 2741	✠100A1 1,32 ✠LMC MS10,29 BS1,32	Cff	*x*	CL 2,31	1913 11mo *Lloyd*	W.Gray &Co.Ld. WHartlepool 'sA&CP	Constants(South Wales),Ld. (M.Constant,*Mgr*) *CellDBa*	365·2 P27'B106'F36' FK *119'uE26'f159'966t*	50·8	26·0	Cardiff British *6BHCem* *APT109t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 " 4 s 5 " 6$\frac{1}{2}$ 28 " 3	
32005	**Portman** TwinSc *OilEng.* *Mchy.Aft* *2Dks*	*335* *275* —					1926	JI.Thorny- croft&Co.Ld. Southampton	ArgentineEstates of Bovril,Ld.	140·1 F17'	34·1	7·2	Bns.Ayres Argentine	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"–12$\frac{3}{16}$" 98NHP Kromhout,Amsterdam		
32006 219283 KOPZ	**Portmar** (*ex*Centaurus) ssBal.No.3-3,32 D.F. *2Dks(Stl)*	5551 5138 3418	✠100A1 ~~5,35~~ ~~10,34~~ 11,35 BS~~6,34~~ ✠LMC3,32 8,35 *Fitted for oil*	Bal *fuel* 12,1	*z*	CL ~~11,32~~ N5,35 *F.P.*	1919 12mo *above*	Northwest SteelCo. Portland,Or. A&CP 150° F.	CalmarS.S.Corp. *Intermediate BH i* *hold & intermediat* *in fore hold & aft* *CellDB355'1139t*	409·8 P44'B115'F47' *n after* FK *e'tween dk BH's* *hold dispensed with* *MT29'745tFPT13*	54·2	27·7	NewYork Utd.States *ptCem* *5BHtoUdk* *1 „ „ 2nd „* *2tAPT143t*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8780 FD Hooven,Owens&Rent- schlerCo.Hamilton,O.	30 " 2 s 6 " 5 24 " 0	
32007 DNAU	**Porto** (*ex*Neckar,*ex*Magdalena Fischer,*ex*GeorgZelck) *1Dk*	2185 1480 1296					1921	Ostseewrft Sch.&Masch. A.G. Stettin	Oldenburg-Portug. Dampfsch.Rhed.	263·5 P26'Q75'F&B169'	41·0	16·9	Oldenburg German *WB*	T.3Cy.21$\frac{5}{16}$",33$\frac{7}{8}$"&55$\frac{1}{8}$"–40" 192NHP A.BorsigG.m.b.H.Berlin		G
32008	**Porto Alegre** (*ex*Gilda-33) ssAnt.No.3-9,33 ~~ssTri.No.2-29~~ *2Dks(Stl)&Shelter dk(Stl)*	5187 4845 3111	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~10,32~~ ✠LMC MS5,33 BS~~9,31~~1,36	Tri Rio	*x*	CL ~~10,32~~ 1,36	1921 5mo	Cantiere NavTriestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense *CellD*	362·0 FK *Coll* *B319'957tAPT110t*	49·9	25·5	R.Janeiro Brazilian *Cem* *BHto Sdk* *5 „ „ U „*	T.3Cy.24$\frac{1}{4}$",41"&68"–45" (*s*) 180lb ~~70lb~~ 383NHP NDB13*refitted*26 2SB,6*cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov	35 " 2 s 8 " 0 27 " 7	
32009 1744 ISEM	**Porto di Roma** TwinSc (*ex*Tiber-33,*ex*François,*ex*Helvetia) *Mchy.Aft* *1Dk*	470 417 219					1905	Howaldts- werke Kiel	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	195·8	30·5	8·9	Genoa Italian	T.6Cy.9$\frac{1}{4}$",14$\frac{3}{4}$"&24$\frac{3}{4}$"–13$\frac{3}{4}$" NB26 44NHP Howaldtswerke,Kiel		IV
32010 1468 ISEV	**Porto San Paolo** (*ex*LillyB, *ex*Victoria,*ex*Marguerite,*ex*Parana, *ex*Vulcano) *Mchy.Aft*	374 292 199					1886	W.Denny &Bros. Dumbarton	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	142·3 Q54'F21'	28·0	8·7	Genoa Italian	C.2Cy.13$\frac{1}{2}$"&24$\frac{1}{2}$"–24" NB06 24NHP Denny&Co Dumbarton		I
32011 PUYE	**Porto-Seguro** Ⓟ TwinSc Wireless *1Dk&Promenade dk(Teak)*	*395* *252* *205*	✠ 9,13 ✠	PGl			1910 9mo	Murdoch& Murray PortGlasgow	Cia deNav. Bahiana	150·3 F38' FK *WB*	27·5	8·0	Bahia Brazilian *4BHCem* *=FPT11t*	T.6Cy.10",16$\frac{1}{2}$"&27$\frac{1}{2}$"–21" 95NHP 1SB,3*cf*,GS54,HS1747 Muir&Houston,Ld.Gls	8 " 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32012 1660 ICPM	**Portofino** (*ex*BritishRose, *ex*Roseleaf) 3Mst *ss*Bom.No.3–4,29 *ss*Hav.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed topside tanks* D.F. *Mchy.Aft*	6424 5801 3891	✠100A1 *Shelter dk withfreeboard* 7,35 ~~9,34~~ ✠LMC MS1,32 BS~~3,34~~5,35 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,20	Gen	*z*	CL 1,32	1916 8mo	SirRDixon &Co.Ld. Middlesbro' *Lloyd'sA&CP*	"LaRiviera"Soc. Anon.diNav.	415·5 | 54·1 | 32·4 400·0 P109'B30'F48' FK *CellDBuE&B97'f*52'296*t FPT*175*tAPT*180*t*	Genoa Italian 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,9*cf*,GS168,HS7035 FD N.E.MarineEngCo.LdNwc	35 ″ 0 s7 ″ 4 27 ″ 11	
32013 5268 SHCA	**Portos** (*ex*Ilmari,*ex*Dordrecht) *ss*Osc.3rdNo.3–3,25 *Well deck* *ss*Skm.No.2–34 1*Dk*(*Irn*)&*Web frames*	*1796* *1452* *1071*	✠100A1 8,34 BS5,35 ✠LMC1,34	Skm	*r*	8,34	1891 8mo	Wood, Skinner&Co. Newcastle *Lloyd'sA&CP*	T.H'sonRegnander	274·5 | 37·2 | 17·2 Q101'B64'F31' FK *Cell DBa* 76'*uE*18'*f*112'	Sundsvall Swedish 4*BHCem* 320*tAPT*29*t*	T.3Cy.21$\frac{3}{4}$",34"&56"–39"(*s*) 160lb *80lb* NDB06 194NHP 2SB,6*pf*,GS88,HS2900 N.E.MarineEngCoLdNwc	19 ″ 8 s2 ″ 1 17 ″ 9	
32014 FOMS	**Portrieux** (*ex*WarBuckler) D.F. *Well deck* 1*Dk*	2257 1761 1263			…		1918	Harland& Wolff,Ld. Belfast	Soc.Maritime Nationale	285·0 | 42·0 | 19·0 P29'Q68'B65'F32' FK	Havre French *WB*	T.3Cy.25",41"&68"–45" 411NHP Harland&Wolff,Ld.Bel.	21 ″ 2	V †
32015 149146 MPVZ	**Portsdown** Ⓟ Pad 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0 | 25·1 | 8·7 *Promenade dk*130'	Portsmth British	C.2Cy.27"&51"–54" 159NHP A.&J.Inglis,Ld.Gls.		BT till 1,36
32016 151589 CYJM	**Portsmouth** (*ex*Glensannox, *ex*GeorgeE.Hartnell,*ex*Barge) 1*Dk*2*trB*	3193 3003 1875					1896	Chicago S.B.Co. Chicago	CanadaSteamshipLines,Ld.	357·4 | 44·0 | 21·6	MidlndOnt British *WB*	T.3Cy.19",32"&56"–36" E&B*made-fitted*23 188NHP WorthingtonPump&Mach. Corp.Buffalo,N.Y.		
32017 Broken up TTRN	— TwinSc 1*Dk*	524 — 256					1902	Forges&C. de la Médit Havre	Chemins deFer de l'EtatFrançais (SouthernRy*Mgs*)	204·0 | 26·0 | 15·0	Dieppe French	T.6Cy.11",17$\frac{1}{2}$"&25$\frac{1}{2}$"–18" 55NHP Forges&C.de laMédit.Hav.		V
32018 PUUJ	**Portugal** (*ex*Aleardi,*ex*Balaton) ~~Now "Aratauba," see No. 37055 in Supplement~~ Now "Aratanha," see No. 37055 in Supplement *ss*Rio.2ndNo.3–11,35 *ss*Rio.No.2–33 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*	2458 2214 1554	✠100A1 *Spar dk withfreeboard* 9,34 BS8,34 ✠LMC5,33	Rio	*t*	CL 5,33	1901 12mo	Wigham-Richrdsn&Co Ld Newcastle A&CP	LloydNacionalSoc. Anon.	314·0 | 41·8 | 13·6 P44'B102'F36' 21·4 FK *CellDBa*110'*uE&B*38'*f*128'587*tFPT*	R.Janeiro Brazilian 6*BHCem* 35*tAPT*22*t*	T3Cy.20$\frac{1}{4}$",35"&59$\frac{1}{2}$"–42"(*r*) 200lb 2DB*80lb* 256NHP 2SB,6*rf*,GS108,HS3854 WghmRchrdsn&C.LdNwc	23 ″ 10 s3 ″ 10 20 ″ 4	
32019 OSMC	— (*ex*Barmen,*ex*ConsulCords, *ex*MinnaBoldt) 1*Dk*	*1550* *1269* *886*					1906	Akt.Ges. "Neptun" Rostock	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	256·7 | 37·5 | 16·0 P12'Q79'B108'F29'	Antwerp Belgian *WB*	T.3Cy.17$\frac{7}{8}$",30$\frac{1}{2}$"&48"–33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		V
32020 161517	**Portwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	HuronSteamships, Ld.	253·0 | 43·4 | 17·8	Montreal British *WB*	T.3Cy 15",25"&40"–33" 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
32021 DHTM	**Poseidon** *ss*Ham.No.3–2,34 2*Dks*(*Stl*)3*rd dk*(*Stl*)*inNo.1hold* Sub.Sig. *Well deck*	5823 5402 3556	✠100A1 *withfreeboard* ~~12,25~~ ~~4,35~~ 4,36 ✠LMC2,34 BS~~4,35~~ 4,36	Ham	*b*†	CL 7,34	1922 10mo	J.C.Tecklenborg A.G. Weser-münde-G. AP	ReedereiF.Laeisz G.m.b.H.	450·8 | 57·2 | 27·0 P&B381'F51' FK *CellDB*361'1236*tFPT*36*t*	Hamburg German 9*BHCem* *APT*30*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 199lb FD 762NHP 4SB,12*cf*,GS237,HS11016 J.C.TecklenborgA.G.Wsm	29 ″ 7 s4 ″ 6$\frac{1}{4}$ 25 ″ 4$\frac{1}{2}$	
32022 DACK	— (*ex*Berk,*ex*NieuweMaas) Sub.Sig. 1*Dk*	3911 3549 2376					1918	N.V.Werf. Conrad Zaandam	KohlenImport u PoseidonSchiffahrtsA.G.	345·8 | 54·5 | 24·4 P29'B93'F39'	Königsbrg German *WB*	T.3Cy.23$\frac{7}{16}$",38$\frac{3}{8}$"&63"–41$\frac{3}{8}$" 255NHP Gebr.Stork&Co.Hengelo		G
32023 PGUZ	— Ⓟ *Fitted for oil fuel* 1*Dk&Shelter dk* *Cruiser Stern*	1928 — 1116					1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·8 | 43·2 | 17·2	Amstrdam Dutch *WB*	T.3Cy.22",35"&59"–39" 217NHP Dunlop,Bremner&Co.Ld.		C
32024 320 OHBJ	— Ⓟ *ss*Abo.2ndNo.3–6,31 *ss*Hfs.No.1–35 Wireless 1*Dk*(*Irn*)&*ptAwng dk*	804 — 408	✠100A1 *ptAwning dk withfreeboard* 4,36 ~~4,35~~ BS4,36 ✠LMC4,35	Hfs	*j*	CL ~~4,35~~ 4,36	1899 1mo	Grangmth Dockyard Co. Gr'ngemouth *Lloyd'sA&CP*	FinskaÅngf. Aktieb.	181·3 | 28·6 | 12·0 P&B117'F48' 19·3 BK7" *CellDBuE&B* 40'	Helsingfrs Finnish 4*BHCem* 32*tAPT*27*t*	T.3Cy.15",25"&40"–30" (*s*) 160lb 101NHP 2SB,4*pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s7 ″ 3 14 ″ 7	
32025 PKNR	— *OilEng.* *ss*Sng.No.3–10,26 *ss*Sba.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)	696 484 378	✠100A1 ~~5,35~~ ~~10,34~~ 4,36 DBS4,36 ~~3,36~~ ~~DBS10,34~~ ✠LMC CS10,34 10,34	Sba	*j*	CL ~~3,33~~ 3,36	1914 9mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Nederlandsch-IndischeTank-StoombootMaats.	185·3 | 30·5 | 12·2 P54'F62' FK *DBf*46'78*tFPT*45*t*	Batavia Dutch 4*BHCem* *APT*7*t*	Oil Engines 4S.C.SA 4Cy.15$\frac{3}{4}$"–27$\frac{9}{16}$" 96NHP DB*120lb* NedFb.v.Wrk&Spoor,Ams	13 ″ 3 s1 ″ 0$\frac{1}{4}$ 12 ″ 4$\frac{1}{2}$	
32026 DEWB	— TwinSc Wireless D.F. 1*Dk*	453 392 176					1902	Bremer Vulkan Vegesack	DeutscheWissenschaftlicheKommission für Meeresforschung	150·5 | 29·8 | 11·9 H74*t*	Weser-münde-G. German	C.4Cy.14$\frac{3}{16}$"&26"–19$\frac{5}{8}$" 50NHP BremerVulkan,Vegesack		G
32027 1675 ICCI	**Poseidone** (*ex*Cordelia) *ss*Npt.No.3–8,24 *ss*Gen.No.2–33 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6613 5770 4183	✠ … 4,36 ~~BS9,35~~ ~~✠LMC~~ ~~MS11,32~~ ~~BS9,34~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 5,12	Gen Ven	*a*†	CL 2,33	1912 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	SocietàItaliana TrasportiPetroliferi	420·3 | 54·6 | 32·4 P103'B25'F43' FK *CellDBuB*26'78*t* *DTf*50'565*t FPT*61*tAPT*40*t*	Genoa Italian *Cem* 7*BH to U dk* 10 ,, 2*nd* ,,	T.3Cy.27",45"&75"–48" (*r*) 180lb 484NHP 3SB,9*cf*,GS214,HS8296 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 ~~s5 ″ 5$\frac{1}{2}$~~ ~~27 ″ 5$\frac{1}{4}$~~	
32028 DRAQ	**Possehl** Sub.Sig. 1*Dk*	2369 1933 1348					1921	Howaldtswerke Kiel	Possehl'sEisen-u. Kohlenhandel G.m.b.H. (Nordisches Erzkontor G.m.b.H.*Mgrs.*)	307·0 | 42·4 | 19·5 P24'B59'F24'	Lübeck German *WB*	T.3Cy.20$\frac{1}{16}$"&32$\frac{5}{16}$"&51$\frac{1}{16}$"–35$\frac{7}{16}$" 155NHP Howaldtswerke,Kiel		G
32028* 485 SWAS	**Possidon**(*ex*Rossano) 1*Dk*	3895 3470 2377					1909	W.Gray& Co.Ld. WHartlepool	G.N.PittasBros.& Co.	346·3 | 50·8 | 23·1 P27'B96'F32'	Piræus Greek *WB*	T.3Cy.25",40"&65"–42" 274NHP Cen.Mar.Eng.Wrks.WHpl		
32029 UPLN	**Postyschev** (*ex*Zwartewater–35, *ex*Zaandijk) *ss*Rot.No.3–1,34 1*Dk*(*Stl*)	3545 3272 2150	✠100A1 5,35 ✠LMC MS12,33 BS2,35	Rot	*w*	CL 5,34	1921 2mo	Rotterdam Droogd Maat. Rotterdam. A&CP	U.S.S.R.	361·3 | 49·8 | 22·0 P25'B214'F36' FK *CellDB*307'879*t FPT*85*t*	Odessa Russian 6*BHCem* *APT*127*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 342NHP 3SB,9*cf*,GS145,HS5379 RotterdamDroogd.Maats.	24 ″ 6 s2 ″ 11 21 ″ 10$\frac{1}{4}$	
32030 889 IBXB	**Potestas** (*ex*AnsaldoSan GiorgioSecondo) TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk*	5237 4557 3063					1919	Ansaldo SanGiorgio Spezia	Soc.Anon.IndustriaArmamento	385·8 | 51·5 | 27·6 P52'B120'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24$\frac{4}{5}$"–35$\frac{2}{5}$" 862NHP FiatSanGiorgio,Turin		CI

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire, Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible] dans le L.R. Durée Cert. [illegible]
32031 150672 KJVP	**Potomac** *1Dk*	763 — 688					1894	Neafie& Levy Philadelphia	WesternShore SteamboatCo.Inc.	176·8|35·8|11·0	Baltimore Utd.States	C.2Cy.20"&36"-26" 55NHP Neafie&Levy, Philadelphia		
32032 DOQS	**Potsdam** Ⓟ TwinSc *Fitted for oil fuel* D.F. Sub.Sig. *3Dks* *Ref.Mchy.* Gy.C. *CruiserStern*	17528 13260 10116					1935	Blohm& Voss,K.a.A. Hamburg	~~Hamburg-Amerika-Linie~~ Hanseat.Schiffahrts-undBetriebs-G.m.b.H.(NorddeutscherLloyd, *Mgrs*)	~~597·1|73·8~~|40·7 F459'BonF230' 604·7|74·2|	Bremen German *WB*	Steam Turbines connected to Electric Motors & Screw Shafts Siemens-Schuckertwerke A.G.Berlin Blohm&VossK.a.A.Ham.		G
32033 220620 KDFC	**Potter** *OilEng.* Sub.Sig. *2Dks* GyC. *Longitudinal framing*	6174 — 3833					1920	Doullut& WilliamsS.B. Corp.Inc. N.Orleans,La	UnitedStates ShippingBoard Bureau	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 Worthington Pump&Mach Corp.Buffalo,N.Y.		R
32034 217910	**Poughkeepsie** *Fitted for oil fuel* *2Dks& Web frames*	5588 5012 3466			...		1919	Newburgh Shpyrds,Inc. Newburgh, N.Y.	UnitedStates ShippingBoard Bureau	400·5|54·2|30·0 P36'B124'F44' FK	NewYork Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 " 10	
32035 215041	— Ⓟ *2Dks*	1566 772 948					1917	Tampa Shpbldg.& RepairCo. Tampa,Fla.	HudsonRiver SteamboatCo.Inc.	206·8|47·0|14·2	Newburgh N.Y. Utd.States *WB*	T.3Cy.18",29"&47"-30" 121NHP TampaS.B.&RepairCo. Tampa,Fla.		
32036 233433 WJFO	**Poughkeepsie Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* *1Dk* *Mchy.Aft* *CruiserStern* *Electrically welded*	1235 — 772					1934	United Dry DocksInc. (Staten Islnd. Plnt)Pt Richmond,N.Y.	SoconyVacuumOil Co.Inc.	251·3|40·0|12·8 P72'	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13½"-18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
32037	**Pourquoi-Pas** WoodBk *2Dks*	449 — 103					1908	Ed.Gautier St.Malo	Dr.J.B.Charcot	139·7|31·2|15·4	St.Malo French	O.2Cy.18"&31½"-23½" 40NHP DelaBrosse&Fouché,Nts.		
32038 202339	**Powell Stackhouse** *Mchy.Aft* *1Dk*	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0|54·2|31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
32039 31 SPAB	**Poznan** ssDnz.No.3-1,36 ~~ssDnz.No.1-30~~ *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	2038 1576 1129	✠100A1 1,36 ~~4,34~~ ~~BS4,34~~ LMC~~4,30~~ 1,36	Dnz	r	~~4,34~~ 1,36	1926 12mo	Chant.Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjuna.	269·1|39·7|17·5 P22'Q87'B50'F23' FK *CellDB* a&uE66'f107'405t *Deep tanks aft34' 205t FPT77t APT22t*	Gdynia Polish *4BHCem*	T.3Cy.18½",29 5/16"&49 7/16"-37 1/16" (s) 185lb 186NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 " 10 s1 " 11½ 18 " 1	
32040 411 ICFW	**Pozzuoli** (*ex*Salina-33) D.F. *1Dk&Shelter dk*	5345 4988 3349	E&B fitted & Vessel after repairs 1920		...		1915	Cant.Nav. Triestino Monfalcone	A.Lauro	402·9|54·2|28·9 FK	Naples Italian *WB*	T.3Cy.27",42"&68"-48" 465NHP StabilimentoTecnico,Tri.	32 " 0	I †
32041 157574 VTFF	**Prabhavati** TwinSc *1Dk* *CruiserStern*	556 474 205	✠ A1 *withfreeboard* 11,33 ✠LMC9,33 *For Coasting Service Bombay& Goa Fitted for oil fuel* 9,33 *F.P. above* 150° F.	Bom		OG	1933 9mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BombaySteam NavigationCo.Ld.	199·7|34·1|10·9 *Shade dk* FK *CellD BuE18'37t FPT14t APT23t*	Bombay British *8BHptCem ptAsp*	T.6Cy.11½",20"&34"-24" (s) 200lb 260NHP 1DB,6cf,GS121,HS4563 FD Harland&Wolff,Ld.Bel.	11 " 6 s2 " 11½ 8 " 10	
32042 YTDK	**Pracat** (*ex*PresjednikBecher) ssTri.2ndNo.3-3,28 *1Dk(Stl)&deep framing*	2324 1924 1427	✠ — 7,35 ✠	Ssk	s		1900 7mo	Craig, Taylor&Co. Stockton	DubrovackaParobrodskaPlovidba a.d.	289·2|43·2|20·1 P27'B76'F33' FK *CellDBa90'uE20'f114' 493t APT42t*	Dubrovnik Yugoslav *5BHCem*	T.3Cy.21",35"&57"-39" 206NHP 2SB,6cf,GS92,HS3150 Blair&Co.Ld.Stockton	21 " 3	V †
32043 273 HSAD	**Prachatipok** ssBgk.2ndNo.3-2,34 *1Dk(Stl)&Awng dk(Teak)*	968 832 603	✠100A1 *Awng dk* *withfreeboard* ~~7,35~~ ~~1,35~~ 12,35 BS12,35 ~~BS1,35~~ ✠LMC2,34	Bgk	l	CL 2,34	1909 11mo	Kjöbnhvns Flydk.&Skbs. Copenhagen A&CP	SiamS.Nav.Co.Ld.	201·5|30·2|16·6 FK *WB=CellDBa50'uE13'f87' 174tAPT15t*	Bangkok Siamese *4BHCem*	T.3Cy.14",23"&37"-24" (s) 180lb 87NHP 2SB,4cf,GS52,HS1540 KjbnhavnsFlydk.&Skbsv.	19 " 0 s6 " 9 12 " 7¾	
32044 Wrecked 1,36 LEQJ	**Præsident Christie** IronSc *1Dk&Awngdk*	611 596 361					1873	Bergens. Mek.Verks. Bergen	Nordenfjeldske Dampskibsselskab	166·6|24·8|20·3 H13t	Trondheim Norwegian	C.2Cy.24"&45"-24" 83NHP BergensMek.Verks.Bgn.		
32045 1739 ICCQ	**Praga** Ⓟ *1Dk&Spar dk* D.F. *&deep framing*	3741 2791 2225			...		1908	Lloyd Austriaco Trieste	LloydTriestino	356·0|44·2|22·9 P&B246'F65' FK	Genoa Italian *WB*	T.3Cy.26",43¾"&73"-48" 495NHP LloydAustriaco,Trieste	25 " 10	I †
32046 161036 GNBJ	**Prague** Ⓟ TwinSc ssHar.No.1-34 *2Dks(Weather dk ptStl-Teaks)* *3rd dk forward of Machinery space* Sub.Sig. *CruiserStern*	4220 3028 1988	✠100A1 *withfreeboard* 3,36 ~~2,35~~ ✠LMC2,34 *For service between Harwich & the Hook of Holland*	Gms ~~Rot~~	w	OG 2,34 BS3,36	1930 2mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	London&North EasternRailway	350·8|50·1|26·0 *Promenade dk& F268'* FK *CellDBuE42'55tMT12'120t DTs f48'57t DTs a22'42t FPT12t APT42t*	Harwich British *8BHptCem ptAsp*	4 Steam TurbinesSR geared to 2Sc. Shafts 215lb (r) 1520NHP 5SB,20cf,GS430,HS15033 FD J.Brown&Co.Ld.Clydebnk	27 " 0 s12 " 2½ 15 " 3	BT till 2,36
32047 YPBN	~~Prahov~~ Prahova ~~ssBla.No.2-30~~ ssGtz.No.3-8,34 *1Dk(Stl)*	3609 3344 2221	✠100A1 ~~6,30~~ ~~9,31~~ 4,36 ~~BS6,35~~ ✠LMC~~7,30~~ BS11,35 8,34	Ham Rot	w	CL ~~6,33~~ 6,35	1922 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	A.Vlasov	360·6|51·0|22·3 P27'B223'F41' FK *CellDB 315'843t FPT89t APT89t*	Braila Rumanian *6BHCem*	T.3Cy.24",39"&65½"-45" (s) 180lb 871NHP 3SB,6cf,GS126,HS5220 FD Armstrong,Whitworth& Co.Ld.Nwc.	24 " 9	
32048	**Pravda** Sub.Sig. *1Dk*	2513 1980 1387			...		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·3|52·9|20·5 P20'B72'F32' FK	Leningrad Russian *WB*	T.3Cy.17 11/16",29⅝"&48 7/16"-35 7/16" 193NHP BalticS.B.&E.Works,Len.	22 " 8	
32049 YTDL	**Predsednik Kopajtić** ssSsk.No.1-32 *1Dk(Stl)2nd dk(Stl)in holds*	1798 1521 1048	✠100A1 5,36 ~~8,34~~ ✠LMC MS12,32 BS~~6,33~~ 6,35	Spt Tri	q	CL 8,34	1928 9mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd's*A&CP	Jadranska Plovidba d.d.	260·4|40·2|18·2 P23'B88'F25' FK *CellDB220' 471t FPT44t APT43t*	Split Yugoslav *4BHptCem*	T.3Cy.17",27"&45"-33" (s) 180lb 188NHP 2SB,6cf,GS90,HS3000 FD ClydeS.B.&E.Co.Ld.P.Gl.	20 " 3 s2 " 4½ 18 " 0½	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32050 SVQL	**Prekla** (*ex*Corpath-34, *ex*ErnstHugo ssPir.No.3-5,34 Stinnes11) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks* *Cargo battens not fitted*	1820 1471 935	100A1 5,34 BS4,35	Pir LMC1,34	*q*	CL 12,33	1912	G.Seebeck Akt.Ges. Weser- münde-G.	T.N.Epiphaniades *CellDB*224'404*t*T *tank on deck*	259·7 P69'F25' *opsidetanks*171'358 16'30*tFPT*162*t AP*	38·1	17·9 FK	Piræus Greek 4*BHCem* *t Midship* *T38t*	T.3Cy.$17\tfrac{7}{8}$",$28\tfrac{3}{8}$"&$44\tfrac{1}{2}$"-$35\tfrac{1}{2}$" 213lb (*s*) 186NHP 2SB,*4cf*,GS58,HS2776 FD G.SeebeckA.G. Wesermünde-G.	20 ″ 4 s 2 ″ $5\tfrac{1}{2}$ 18 ″ 1	
32051 ~~SPBF~~	**Premjer** Ⓟ (*ex*Tasso) Now "Adua," see No.37069 in Supplement ssDuz.No.2431 *Ref.Mchy.* 1*Dk*&*Awng dk*(*Stl-ws*) *Platform dk in No.*1*hold*& 2*nd dk*(*Stl*)*inNo.*3*hold* *CruiserStern*	3540 3150 2172	✠ ~~1,36~~ *Awng dk* *withfreeboard* ~~BS5,35~~	Lon ✠~~LMC9,30~~	*u*	CL ~~6,31~~ 10,35	1922 8mo *Lloyd*	Ramage& Ferguson,Ld Leith '*sA&CP*	"Tirrenia" (FlotteRiunite Florio-Citra) *CellDB*280'604*t*	333·2 F35' *on Awng dk* *FPT*50*tAPT*9*t*	43·0	28·2 FK	Naples Italian *Cem* 7*BHtoAgdk*	T.3Cy.$21\tfrac{1}{4}$",36"&63"-42" (*s*) 225lb 425NHP 2SB,*8cf*,GS159,HS6302 FD Ramage&Fergusn,Ld.Lth.	30 ″ 6 s 7 ″ $11\tfrac{3}{4}$ 22 ″ $10\tfrac{3}{4}$	
32052 1174 ICCT	**Premuda** (*ex*Tusculum, *ex*Strathdon) ssLiv.No.3-11,19 D.F. ssGen.No.1-24 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deepframing*	4427 4091 2732	✠ 1,29 ✠	Rot	*x*		1907 7mo	W.Hamil- ton&Co.Ld. Pt.Glasgow	"Corrado"Soc. AnondiNav. *CellDBa* 122'*uE&B*42'*f*168	376·2 P27'B92'F40' '1091*t DTf* 24'613*t*	52·3	17·4 25·4 FK	Genoa Italian 6*BHCem* *APT*113*t*	T.3Cy.25",$41\tfrac{3}{16}$"&68"-48" 366NHP 3SB,*9cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0	I †
32053 YTDM	**Preradović** (*ex*Riol) ssSpt.2ndNo.3-2,34 2*Dks*(*Stl*) & *Web frames*	5340 5020 3415	100A1 11,35~~11,34~~ BS1,35	Ams Ant LMC2,34	*a*†	CL 2,34	1907	Bremer Vulkan Vegesack	Jugoslavenski Lloyd a.d. *Intermediate* *bulkhead in forw'd* *Cel*	420·5 P&B267'F54' *hold dispensed with* *l*DB361'1290*tFPT*	54·5	27·9 FK	Split Yugoslav *Cem* 6*BH only* 90*tAPT*8*t*	Q.4Cy.24",$34\tfrac{5}{8}$",50"&$72\tfrac{13}{16}$"- $53\tfrac{1}{2}$" 227lb (*s*) 519NHP 3SB,*9cf*,GS162,HS6804 FD BremerVulkan,Vegesack	30 ″ 9 s 5 ″ 4 25 ″ $7\tfrac{1}{2}$	
32054 161514	**Prescodoc** *Mchy.Aft* 1*Dk*	1938 1638 1151					1929	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd	PatersonSteam- ships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
32055 138214 VGPL	**Prescott** (*ex*Glenisla,*ex*Western Star) *Mchy.Aft* 1*Dk*2*trB*	5461 5254 4268					1903	Detroit S.B.Co. Wyandotte	CanadaSteamship Lines,Ld.	494·0 len24	50·2	24·3 *WB*	Midland, Ont. British	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		
32056	**Presen** (*ex*WarVessel, Iron *ex*NuevaEspaña)	383 — 149					1889	Arsenal, Carraca, Cadiz	Cia.NavieraItxaso	121·9	22·2	11·2	Bilbao Spanish	T. R.Napier&Sons		
32057 221203 KDRL	**President Adams** Ⓟ TwinSc (*ex*CentennialState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10516 — 6345					1921	NewYork S.B.Corp. Camden,N J	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.24",$40\tfrac{1}{2}$"&(2)54"-45" 782NHP NewYorkS.B.Corp.		R
32058 220485 KDCM	**President Cleveland** Ⓟ TwinSc (*ex*GoldenState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F. GyC. 3*rd dk in holds* *Longitudinal framing*	12568 — 6670			...		1921	NwprtNws S.B.&D.D.Co. NewprtNews	DollarS.S.Lines Inc.Ld.	517·0 B189' *on Shelter dk*	72·2	27·8 36·8 FK	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 3105NHP NewportNewsS.B.&DDCo	50 ″ 0	R †
32059 231219 KDMX	**President Coolidge** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. E.S.D. GyC.	21936 — 13029					1931	NwprtNws S.B.&D.D.Co NewprtNews	DollarS.S.Lines, Inc.Ld.	615·6 B&F501'	81·3	28·2 52·0	S.Frncisco Utd.States *WB*	2 Steam Turbines con- nected to Elec. Motor & Sc. Shafts WestinghouseElec.&Mfg. Co.Phl.		R
32060 FNUZ	**Président Dal Piaz** TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F.	4929 — 2640					1929	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	~~363·0~~ 362·5	52·8	~~27·0~~ 26·5	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
32061 TUHD	**Président de Lavit** (*ex*Glenspray, *ex*Camm) ssBdx.No.3-10,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	313 211 131	✠100A1 ~~6,35~~ ~~1,35~~2,36 BS~~1,35~~ 2,36	Bdx ✠LMC10,33	*d*	CL ~~1,35~~ 6,35	1921 6mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth '*sA&CP*	GrandsMoulins de Paris	129·2 Q51'B9'F16'	23·2 24·2	9·5 FK *FPT*21*t*	Bordeaux French 3*BHCem* *APT*28*t*	C.2Cy.16"&33"-22" (*s*) 130lb 61NHP 1SB,*2pf*,GS37,HS1185 Crabtree&Co.Ld.	10 ″ 5 s ″ $9\tfrac{1}{2}$ 9 ″ 10	
32062 LIYU	**Président de ~~Voqüé~~** TwinSc **Vogüé** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	9320 8649 5548	✠100A1 12,35~~5,35~~ ~~(ClassContemplated)~~ *CarryingPetr*	Msl ✠LMC5,35 *oleum*	*d*† *in*	CL *Lloyd's* *bulk*	1935 5mo *A&CP*	Odense Staalskibsvft vedAPMöller Odense	Skibsaktieselskab. Snefonn(Sig. Bergesen d.y.&Co. *Mgrs.*) 231	480·5 P98'B37'F41' *CellDBuE*71' *tDTf*34'456*tFPT*1	65·0	35·6 FK	Stavanger Norwegian 12*BH* 5*tAPT*176*t*	Oil Engines 4S.C.SA 14Cy.$23\tfrac{3}{4}$"-$43\tfrac{5}{16}$" 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ $3\tfrac{1}{2}$ 28 ″ 0	
32063 ~~TVAR~~ FOLK	**Président Doumer** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* *CruiserStern*	11898 8400 6692					1933	Soc.Pro- vençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	~~467·0~~ B180' 468·7	64·0	~~40·4~~ 37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.$29\tfrac{1}{8}$"-$59\tfrac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		V
32064 200493 WCCN	**President Fillmore** Ⓟ TwinSc (*ex*Mongolia) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks*&*Shelterdk* D.F. GyC.	15575 — 9391			...		1904	NewYork S.B.Co. Camden,N.J.	DollarS.S.Lines Inc.Ld.	600·0 B *on Shelter dk* 204'	65·3	23·1 39·1 FK&BK3"	S.Frncisco Utd.States *WB*	Q.8Cy.30",43",63"&89"-60" 1923NHP N.Yk.S.B.Co.Camden,N.J.	43 ″ 4	R †
32065 172 OPFA	**President Francqui** *OilEng.* ssAnt.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *Longitudinal framing at bottom,* *decks&topsides*	4557 4135 3152	✠100A1 ~~4,35~~11,35 ✠LMC CS11,32 6,34 *CarryingPetr*	Ant Ams DBS4,35 *oleum*	*x* *in*	CL 4,35 *bulk*	1928 3mo *Lloyd*	NewWater- wayS.B.Co. Schiedam '*sA&CP*	Purfina- ArmementS.A. *CellDBu*	369·0 P86'B28'F45' *E*44'*f*20'224*t FPT*	53·0	28·0 FK	Ghent Belgian 13*BHptCem* 178*tAPT*93*t*	Oil Engines 4S.C.SA 6Cy.$29\tfrac{1}{8}$"-$59\tfrac{1}{16}$" 489NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 4 ″ 8 23 ″ 6	
32066 221426 KDTC	**President Garfield** Ⓟ TwinSc (*ex*BlueHenState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10495 — 6233					1921	NewYork S.B.Corp. CamdenN.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.24",$40\tfrac{1}{2}$"&(2)54"-45" 783NHP NYk.SB.Corp.Camden,NJ		R
32067 156135	**President Gomez** TwinSc ssCco.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1133 729 544	✠ ... 11,35 ~~BS4,34~~ *CarryingPetr* *Fitted for oil*	Cco ✠~~LMC11,30~~ *oleum* *fuel* 4,	*m* *in* 22	CL SN4,34 P4,34 *bulk* *F.P. a*	1922 3mo A&CP *bove* 1	J.Koster Hzn.Schpsw. Gideon Groningen 50° F.	Anglo-Saxon PetroleumCo.Ld. *CellDBuE&B*	217·1 *Pon*Q67'Q67'F30' 38'47*tDTf*13'155*t*	33·6	11·6 FK	London British 11*BHCem* *APT*23*t*	T.6Cy.$11\tfrac{7}{16}$",$18\tfrac{1}{8}$"&$29\tfrac{15}{16}$"- $19\tfrac{11}{16}$" 192lb (*s*) 116NHP 2SB,*4cf*, HS2140 N.V.Mchfbk.Dok.Delfzijl	12 ″ 5 ~~s ″ $9\tfrac{3}{4}$~~ ~~11 ″ $8\tfrac{3}{4}$~~	
32068 221633 KDUT	**President Grant** Ⓟ TwinSc (*ex*PineTreeState) *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 4*Dks* D.F. GyC. *Longitudinal framing*	14119 — 8405					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AmericanMailLine Ld.	517·0 B228'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. NHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade
32069 221844 KDWK	**President Harding** Ⓟ TwinSc (exPresidentTaft, *Fitted for oil fuel* exLoneStarState) 2*Dks Shelter dk* *Ref.Mchy.* *& Shade dk* Sub.Sig. *Cruiser Stern* D.F. GyC. *Longitudinal framing*	13869 — 8171					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo,)	516·5 B186'	72·2	27·8	NewYork Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32070 220952 KDMQ	**President Harrison** Ⓟ TwinSc (exWolverineState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *Cruiser Stern* D.F. GyC. *Longitudinal framing*	10504 — 6242					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24"(2)40½"&(4) 54"–45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
32071 220858 KDLB	**President Hayes** Ⓟ TwinSc (exCreoleState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *Cruiser Stern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40½"&(4) 54"–45" 783NHP NewYorkS.B.Corp. Camden,N.J.		R
32072 LCTQ	**President Herrenschmidt** *OilEng.* TwinSc *Mchy.Aft* 1*Dk(Stl)* 2*nd dk(Stl)* D.F. *aft of cargo tanks* *Cruiser Stern* *Web frames* *Longitudinal framing*	9103 8380 5401	✠100A1 ~~6,~~ ~~1,35~~ 11,35 ✠LMC6,32 *Carrying Petroleum in bulk*	Fal	*d*†	CL s4,34 P6,35	1932 6mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	SkibsA/S Dalfonn (SigvalBergesen, *Mgr.*)	477·1 P100'B38'F44' *CellDBuE68'220tDTf36'524tFPT198tAPT212t*	63·0	35·9 FK	Stavanger Norwegian 12*BHptCem*	Oil Engines 4S.C.SA 14Cy.23⅝"–43 5/16" 754NHP 2DB*160lb* Kockums M.V.Akt.Malmö	35 ″ 9	
32073 231008 KDMW	**President Hoover** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. GyC. E.S.D.	21936 — 12986					1930	NwprtNws S.B.&D.D.Co. NewprtNews	DollarS.S.Lines Inc.Ld.	615·6 B&F501'	81·3	28·2 52·0	S.Frncisco Utd.States *WB*	2 Steam Turbines connected to Electric Motor & Sc. Shafts GeneralElectricCo.N.Y.		R
32074 221058 KDPA	**President Jackson** Ⓟ TwinSc (exSilverState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Shelter dk* D.F. GyC. *Longitudinal framing*	14124 — 8377			...		1921	NwprtNws S.B.&D.D.Co. NewprtNews	AmericanMail Line,Ld.	517·0 B *on Shelter dk* 189'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.	50 ″ 0	R †
32075 221042 KDOT	**President Jefferson** Ⓟ TwinSc (exWenatchee) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Shelter dk 3rd dk in holds & Web frames* D.F. GyC. *Longitudinal framing* *Cruiser Stern*	14174 — 8443			...		1920	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222' *on Shelter dk*	72·2	27·8 FK	Seattle Utd.States *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.		R †
32076 200690 WCCM	**President Johnson** Ⓟ TwinSc (exManchuria) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks & Shelter dk* D.F.	15543 — 9487			...		1904	NewYork S.B.Co. Camden,N.J.	DollarS.S.Lines Inc.Ld.	600·0 BonShelter *dk*204'	65·3	23·1 39·1 FK&BK3"	S.Frncisco Utd.States *WB*	Q.8Cy.30",43",63"&89"–60" 1923NHP NewYorkS.B.Co.Camden, N.J.	43 ″ 4	R †
32077 221645 KDUY	**President Lincoln** Ⓟ TwinSc (exHoosierState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks, Shelter dk & Shade dk* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12594 — 6730					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	516·5 B222'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32078 221314 KDSL	**President McKinley** Ⓟ Twin Sc (exKeystoneState) D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Dks & Shelter dk & Shade dk* *Cruiser Stern* *Longitudinal framing*	14127 — 8400					1921	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32079 221727 KDVR	**President Madison** Ⓟ TwinSc (exBayState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Shelter dk &* D.F. GyC. *Shade dk* *Cruiser Stern* *Longitudinal framing*	14187 — 8341					1921	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32080 220325 KDAR	**President Monroe** Ⓟ TwinSc (exPanhandleState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *Cruiser Stern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40½"& (4)54"–45 784NHP NewYorkSBCoCamdn,NJ		R
32081 220987 KDNV	**President Pierce** Ⓟ TwinSc (exHawkeyeState) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12579 — 6663					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	DollarS.S.Lines Inc.Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32082 221054 KDOZ	**President Polk** Ⓟ TwinSc (exGraniteState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *Cruiser Stern*	10500 — 6304					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40¾"&(4) 54"–45" 781NHP NewYorkS.B.Corp. Camden,N.J.		R
32083 221901 KDWS	**President Roosevelt** Ⓟ TwinSc (exPeninsulaState) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. GyC. *Longitudinal framing*	13869 — 8138					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo,)	516·5 B222'	72·2	27·8	NewYork Utd.States	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32084 FOTZ	**President Sergent** *ss*Ant.No.2–32 *Mchy.Aft* D.F. 2*Dks(Stl)*	5344 4702 2927	✠100A1 7,35 ~~1,35~~ BS1,35 ✠LMC1,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,23 F.P. above 150° F.*	Rot	*x*	CL N1,35	1923 9mo *Lloyd's A&CP*	Atel.&Ch. deFrance Dunkirk	Soc.Purfina Transports	352·9 P126'B27'F35' *CellDBuB69'23 2tDTf400tFPT96tAPT66t*	52·6	31·7 FK	Dunkirk French 14*BHptCem* 9 ,, *to Udk*	T.3Cy.26",~~42"~~&70"–48" (*s*) 200lb 445NHP 3SB,6cf,GS130,HS6056 FD Atel.&Ch.deFrance,Dnk.	31 ″ 6 s5 ″ 0½ 26 ″ 7	
32085 221233 KDRW	**President Taft** Ⓟ TwinSc (exBuckeyeState) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12562 — 6651					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	DollarS.S.Lines Inc.Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32086 220709 KDHF	**President Van Buren** Ⓟ Twin Sc (*ex*OldNorthState) *Ref.Mchy.* *Fitted for oil fuel* 3*Dks* D.F. GyC. *Cruiser Stern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42′B204′F42′	62·2	28·3	S.Frncisco Utd.States *WB*	Q.8Cy.(2)24″,(2)40¾″&(4) 54″–45″ 782NHP NewYorkS.B.Corp. Camden,N.J.		R
32087 227753	**President Warfield** Ⓟ *Fitted for oil fuel* 1*Dk*	1814 — 706					1928	ThePusey &JonesCo Wlmgtn,Del.	BaltimoreStm. PacketCo.	320·0	56·6	16·9	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47″–42″ 286NHP Pusey&JonesCo.Wlmngtn		R
32088 221374 KDSV	**President Wilson** Ⓟ TwinSc (*ex*EmpireState) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* &*Shade dk* *CruiserStern* *Longitudinal framing*	12597 — 6735					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	516·5 B222′	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32089	**Presidente Alessandri** (*ex*Suzanne et Marie–33) 2*Dks*	1644 1420 1015					1891	Lobnitz &Co. Renfrew	A.A.Andresen	255·4 P46′B68′F40′	35·6	21·2	Mgallanes Chilian	T.3Cy.20″,34″&54″–42″ NB09 189NHP Lobnitz&Co.Renfrew		V
32090 *Now “Waldtraut Horn,” see No. 40666 in Supplement* DIEQ	**Presidente Gomez** Ⓟ *OilEng.* D.F. 2*Dks*	3995 1333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37′	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾″–47¼″ 622NHP F.Schichau,Elbing		G
32091 150786 KFNS	**Presque Isle** *Mchy.Aft* D.F. 1*Dk*2*trB*	4578 — 3486					1898	Cleveland S.B.Co. Lorain,O.	PresqueIsleTransportationCo. (Cleveland-Cliffs IronCo.*Mgrs.*)	407·0	50·0	24·7	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.17″,25½″,39″&60″–40″ 228NHP ClevelandS.B.Co. Cleveland		R
32092 161155 MPTJ	**Prestatyn Rose** ssBly.No.1–35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1151 866 670	✠100A1 8,35 ~~11,33~~ 10,35 ✠LMC~~5,30~~ 8,35	Bly Sws	*n*	CL ~~8,32~~ 8,35	1930 5mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's*A&CP	RichardHughes& Co.(Liverpool)Ld.	220·0 Q123′B12′F24′ FK *Cell DB*144′231*tFPT*	34·1	14·2	Liverpool British 4*BHptCem* 84*tAPT*41*t*	T.3Cy.17″,27″&45″–33″ (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s 4 ″ 11 15 ″ 5¾	
32093 Broken up 2562 SFZE	**Presto** Iron 1*Dk*2*trB*	1049 802 586					1875	Bergsunds Mek.Vrks. Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	217·2 P128′H11*t*F29′	29·8	17·7	Stockholm Swedish	C.2Cy.25½″&45″–26¼″ 86NHP BergsundsAktieb.Skm.		
32094 137258 MGDB	— (*ex*Dunelm) ssNwc.No.3–5,29 ssShl.No.1–34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	964 721 473	✠100A1 1,36 ~~12,31~~ ~~BS~~ ✠LMC11,33 1,36	Shl	*l*	CL ~~11,30~~ 1,36	1916 7mo	R.Thompson&Sons,Ld Sunderland *Lloyd's*A&CP	S.&R.Steamships Ld.(Stone&Rolfe Ld.*Mgrs.*)	203·0 Q98′B9′F21′ FK *Cell DB*129′213*tFPT*	33·0	13·0	Newcastle British 3*BHCem* 42*tAPT*35*t*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *100lb* 150NHP 1SB,3*pf*,GS58,HS2397 N.E.MarineEng.Co.Ld.Sld	15 ″ 1 s 1 ″ 1 14 ″ 2¼	
32095 140442 GVWR	**Prestol** ssPts.No.3–3,30 ssPts.No.1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 993	✠100A1 8,35 ~~8,34~~ BS8,35 ✠LMC9,34 *For Government Service Carrying Petroleum in bulk Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Pts	*t*	CL ~~8,32~~ 7,35	1917 12mo	Napier& Miller,Ld. Glasgow *Lloyd's*A&CP	TheAdmiralty *CellDBuE&B*68′ 148*tDTf*24′	319·7 P46′B107′F45′ FK 93*tFPT*53*tAPT*36*t*	41·6	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 557NHP 3SB,9*cf*,HS8754 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3 ″ 4 22 ″ 4½	
32096 YTDN	**Prestolonaslednik Petar** Ⓟ TwinSc ssSsk.No.1–35 1*Dk*(*Stl*)2*nd dk clear of mchy. space & bunkers* *CruiserStern*	1726 1297 793	✠100A1 *withfreeboard* 3,35 ✠LMC3,35 BS4,36	Spt	*q*	CL 3,34	1931 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	Jadranska PlovidbaD.D. *CellDBa&uE*53′	259·4 P&B190′F61′ FK *f*60′94*tDTsf*32′70*t*	36·2	15·5	Susak Yugoslav 7*BHptCem* *APT*45*t*	Q.8Cy15″,21½″,31″&45″–30″ 225lb (*s*) 422NHP 3SB,9*cf*,GS172,HS6660 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	15 ″ 6 s 2 ″ 1½ 13 ″ 8	
32097 DHTN	**Preussen** 4Mst *Fitted for oil fuel* Sub.Sig. D.F. GyC. 2*Dks*	8224 7488 5050					1922	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·1 P74′B110′F46′	58·2	32·4	Hamburg German *WB*	T.3Cy.32$\frac{3}{16}$″,52⅘″&86⅝″–55″ 558NHP FlensburgerSchiffsb.Ges.		G
32098 DSPO	— TwinSc (*Ferry*) Sub.Sig. 2*Dks* D.F. GyC.	2954 2423 1090					1909	Akt.Ges. “Vulcan” Stettin	DeutscheReichsbahnGes.Reichsbahndirektion Stettin	355·8 F69′ *Promenade dk*275′	51·0	20·9	Sassnitz German *WB*	T.6Cy.23″,38″&63″–36″ 476NHP A.G.“Vulcan,”Stettin		G
32099 DATM	— TwinSc *OilEng.* Sub.Sig. D.F. 2*Dks* *CruiserStern*	2529 1682 1343					1926	Stettiner Oderwerke Stettin	Reichsverkehrsministerimn (StettinerDampfsch. Ges.J.F.Braeunlich G.m.b.H.*Mgs.*)	296·8 B&F255′ len34	38·3	19·0	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞″–23⅝″ 814NHP Vulcan-Werke,A.GStettin		G
32100 DOHF	**Priamus** 1*Dk*	661 518 363					1911	Akt.Ges. “Weser” Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q50′B45′F22′	28·2	12·8	Bremen German *WB*	T.3Cy.13″,21$\frac{1}{16}$″&34$\frac{11}{16}$″–23⅝″ 58NHP A.G.“Weser,”Bremen		G
32101 1351 ISFN	**Priaruggia** 2*Dks*	1196 997 646					1925	N.Odero fu A.&Co. Genoa	Odero-Terni-Orlando	209·3 P22′B51′F22′	33·9	19·5	Genoa Italian *WB*	T3Cy15$\frac{1}{16}$″20½″&39$\frac{6}{16}$″–25$\frac{9}{16}$″ 79NHP N.Odero fuA.&Co.Genoa		CI
32102 205324 KDXR	**Price McKinney** *Mchy.Aft* D.F. GyC. 1*Dk*	4671 — 3433					1908	American S.B.Co. Lorain	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	432·0	54·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		R
32103 PGVF	**Prima** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	405 287 215	✠100A1 3,35 ✠LMC1,32 ✠LMC(M)3,34	Rot	*f*	4,32	1932 1mo	N.V.Werf Vooruit Spaarndam *Lloyd's*A&CP	NVMotorscheepv. Maats.Rotterdam (H.Mulder&A.W. van derHeide, *Mgrs.*) *Cell*	152·9 P34′F20′ FK *DB*98′145*tFPT*17*t*	25·2	8·5	Rottrdam Dutch 3*BHptCem* *APT*29*t*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$″–17$\frac{11}{16}$″ 87NHP MotorenWerkeMannheim A.G.Mannheim	10 ″ 11 s 1 ″ 1½ 9 ″ 11¼	
32104 LCVL	**Primero** (*ex*SudArgentino, *ex*Primero) TwinSc *OilEng.* 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 448NHP Akt.Burmeistr&Wain,Cpn		N
32105 LOBZ	**Primero de Mayo** Wireless	905 — 640					1893	Howaldtswerke Kiel	Argentine Government	196·8	29·5	15·1	Bns. Ayres Argentine *WB*	T.3Cy.17″,27½″&43″–25″ NB23 93NHP		
32106 LDNI	**Primo** 1*Dk*	1840 1612 1114					1930	Smith's Dock Co.Ld. Middlesbro'	A/SPavo(Kjell Bruusgaard,*Mgr.*)	265·4 P54*t*H28*t*	43·2	18·0	Oslo Norwegian *WB*	T.3Cy.18½″,30″&50″–36″ 150NHP Smith'sDockCo.Ld.Mdb.		N

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NH'=Force en chevaux d'après les formules de la Société. RH'=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
32107	**Primorje** Ⓟ (*ex*HaiYen,*ex*Bulga, *ex*Signal) Wireless *1Dk&Spar dk*	1449 1262 907					1903	Howaldtswerke Kiel	U.S.S.R.	262·9 P24'B73'F34'	36·1	17·8	Vladvostk Russian *WB*	T.3Cy.18½",29½"&47½"-31½" 126NHP Howaldtswerke,Kiel		
32108 128044 MDPZ	**Primrose** 3Mst *ss*Liv.No.1-14 *Mchy.Aft* *1Dk(Stl)*	611 419 256	✠ 1,16 ✠	Liv	*i*		1910 4mo	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld.	175·0 Q105'F32' BK6" *WB=CellDBf*95'	28·1	10·5	Liverpool British *3BHCem* 137t*FPT*51t	T.3Cy.14½",24"&40"-27" 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 ″ 0	C †
32109 OYIB	**Primula** Ⓟ *2Dks&Spar dk* *Ref.Mchy.* Wireless D.F.	1531 878 676					1896	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	271·5	34·1	15·9 21·9	Esbjerg Danish *WB*	T.3Cy.25",40"&64"-42" 266NHP Lobnitz&Co.Renfrew		V
32110 LEQF	— *1Dk*	1024 803 546					1918	DeHaan& Oerlemans Heusden	SkibsA/S Boss (Wahl&Co.*Mgrs.*)	216·5 Q58*t*P30*t*H70*t*F22*t*	34·5	13·5	Oslo Norwegian *WB*	T.3Cy.18",29½"&48¾"-29½" 148NHP Verschure&Co.Ams.		V
32111 OHDF	— Wireless *1Dk&Shelter dk*	862 796 450					1904	W.Lindbergs Aktieb. Stockholm	FinskaÅngfAktieb	196·2	28·2	13·0	Helsingfrs Finnish *WB*	T.3Cy.17⅝",30"&48½"-29" 128NHP W.LindbergsAktieb.Skm.		G
32112 YTDO	**Princ Andrej** *ss*Rot.No.1-34 *1Dk(Stl)&Shelter dk(Stl)* *3rdDk(Stl)in way of E&B space*	*5041* *4592* *3019*	✠100A1 *withfreeboard* 11,35 ~~10,34~~ MS1,34	Rot Ant ✠LMC BS10,34	*a*†	CL 10,34	1930 10mo *Lloyd'sA&CP*	Lithgows Ld. Pt.Glasgow	DubrovackaParobrodskaPlovidba a.d. *CellDB*353' 1297*t*	415·5 F30' FK *FPT*153*tAPT*276*t*	55·0	25·5	Dubrovnik Yugoslav *7BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, 2nd,,)	T.3Cy.25",43½"&73"-48"(*s*) 210lb 530NHP 3SB,9*cf*,GS181,HS7500 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 2¼ 25 ″ 0¼	
32113 YTFJ	**Princ Pavle** (*ex*Valparaiso-35, *ex*Coquimbo-32, *ex*Nevesinje, *ex*Savannah,*ex*Grecian Prince,*ex*WarHind) *ss*Vpo.No.3-6,30 *ss*Vpo.No.1-34 *2Dks(Stl)*	*5263* *4843* *3214*	✠100A1 5,35 ~~1,35~~ BS12,35	M Vo Hpl ✠LMC6,34	*y*	CL 1,35	1918 10mo *Lloyd'sA&CP*	ShortBros. Ld. Sunderland	A.Babarovic *CellDB*	400·0 P49'B113'F40' FK 340'1067*t FPT*135*t*	52·4	28·5	Milna Yugoslav *7BHptCem* *APT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31 ″ 0 s5 ″ 11¼ 25 ″ 3¼	
32114 99584 VOQR	**Prince Albert** (*ex*Bruno) *Fitted for oil fuel* Wireless *1Dk*	1015 686 587			...		1892	Earle'sCo. Ld. Hull	BadwaterTowing Co.Ld.	232·0 P&B139'F37' FK	30·0	14·1	Vancouver B.C. British *WB*	T.3Cy.23½",35"&57"-33" NB10 215NHP Earle'sCo.Ld.Hull	16 ″ 4	
	Now a Tug and renamed "J. R. Morgan," *see Supplement*															
32115 OSDC	**Prince Baudouin** Ⓟ TwinSc *OilEng.* *2Dks 3rd dk except in Mchy.space* *CruiserStern*	3050 2351 1904	✠100A1 *withfreeboard* ~~0,35~~ ~~8,34~~ 4,36	Ant ✠LMC8,34		OG P4,36	1934 8mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	357·0 B220' FK *CellDB*82'	~~40·1~~ 16·1	21·4	Ostend Belgian *10BHAsp* 305*t*	Oil Engines 2S.C.SA 24Cy.22⅝"-33⅛" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s12 ″ 7¼ 12 ″ 5	
			ForService between Ostend & Dover													
32116 OOSB	**Prince Charles** Ⓟ TwinSc *ss*Ant.No.1-35 *2Dks(Stl-Weather dk* teak s) *3rdDk except in E&B space* *Rudder electrically welded* *CruiserStern*	2938 2621 1337	✠100A1 *withfreeboard* ~~6,33~~ ~~7,34~~ 10,35 ~~BS7,34~~	Ant BS6,35 ✠LMC~~10,30~~7,34		~~7,33~~ 10,35	1930 10mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0 FK *CellDB*14'35*t*	46·2	22·8	Ostend Belgian *10BHptCem* *ptAsp* *DTf*12'56*t*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 6WaterTubeBoilers370lb HS21300 FD Soc.An.JCockerill,Seraing	24 ″ 9 s13 ″ 0¼ 12 ″ 0¼	
			ForService between Ostend & Dover *Fitted for oil fuel*10,30 *F.P. above 150° F.*													
32117 124202 VGPF	— Ⓟ (*ex*St.Margaret, *ex*Chieftain) *Fitted for oil fuel* *ss*Gls.No.1-11 Wireless *1Dk(Stl)&Shelter dk*	1344 450 767	✠ 5,12 ✠	Gls	*n*		1907 8mo	AilsaS.B. Co.Ld. Ayr	PrinceCharles, Ld.(Canadian NationalSteamships)	241·7 BK7½" *CellDB u E*34'*f*80'	33·1	11·1	Prince Rupert, BC British *5BHCem* 143*tAPT*12*t*	T.3Cy.21½",35"&58"-36" 257NHP 2SB.6*cf*,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 ″ 0	C †
32118 156892 VGFW	**Prince David** Ⓟ TwinSc *Fitted for oil fuel* GyC. E.S.D. *3Dks* *Ref.Mchy.* *Cruiser Stern*	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceDavid,Ld.	366·4	57·1	27·4	Vancouver British *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
32119 134206 VGNR	**Prince Edward Island** Ⓟ (*TrainFerry*) TrpScSr (*2Screws aft & 1 for'd.*) *2Dks(Stl)&Web frames* *Promenade dk(Stl*-ws)	2795 2071 1110	✠ 6,15 ✠	Nwc	*v*		1915 4mo	Armstrong Whitworth &Co.Ld. Newcastle *WB=*	CanadianGovernment(Dept.ofRailways&Canals) *Cell DBa*42' *u E&*	285·3 FK *B*164'*f*24'463*tFPT*	52·2	21·3	Charlottetown P.E.I. British *8BHCem* 148*tAPT*78*t*	T.6Cy(a)23½",37½"&60"-39" T.3Cy.(f)21",33½"&54"-36" 1014NHP 6SB,18*cf*,GS383,HS16230 WallsndSlpwyCo.Ld.Nwc	24 ″ 0	
32120 129748 VGJP	**Prince George** Ⓟ TwinSc *ss*Vcr.2ndNo.3-3,34 *Ref.Mchy.* *2Dks&Shelter dk* *Cruiser Stern*	3372 2148 1625	✠ A1 ~~5,35~~ ~~8,34~~ 4,36 BS~~7,35~~4,36	Vcr LMC5,34		CL ~~N3,32~~ 4,35	1910 5mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	PrinceGeorge,Ld. *WB=CellDBu*	306·7 Bon*Shltr dk*170' FK *E&B*122' *f*50'277*t*	42·2	24·0	Prince Rupert, BC British *7BHAsp* *DTa*26'94*tD*	T.8Cy.(2)23⅝",(2)37"& (*s*) (4)41"-33" 180lb FD 768NHP 2D&2SB18*cf*GS360HS13330 WllsndSlpwy.Co.Ld.Nwc. *Tf*38'179*tFPT*27*tAPT*26*t*	26 ″ 0 s10 ″ 10 15 ″ 7¼	
			Channel & Sound Service Tacoma & Skagway *Fitted for oil fuel* 3,12 *F.P. above 150° F.*													
32121 156885 VGFZ	**Prince Henry** TwinSc GyC. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* *3Dks*	6893 3990 3055					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceHenry,Ld. ~~(B.C.Keeley,*Mgr.*)~~	366·4	57·1	27·4	Vancouver British *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
32122 129472 VGPJ	**PrinceJohn** Ⓟ (*ex*Amethyst) 3Mst *ss*Vcr.2ndNo.3-9,34 ~~*ss*Vcr.No.3-4,28~~ ~~*ss*Vcr.No.2-32~~ *Well deck* *1Dk(ptStl)* *Mchy.Aft* Wireless	905 466 540	✠100A1 *ptAwng dk* *withfreeboard* 10,35 ~~9,34~~ ✠NB12,28	Vcr ✠LMC~~12,32~~ ~~BS9,34~~	*j* 9,35	CL 9,34	1910 3mo	Scott& Sons Bowling A&CP	GrandTrunk PacificCoastS.S. Co.Ld.(Canadian NationalSteamships,*Mgrs.*)	185·3 Q103'*ptAwng dk*82' BK7¼" *W*	29·6	10·9	Prince Rupert,BC British *3BHCem* *B = CellDB*	T.3Cy.17",28"&45"-33" (*s*) 160lb 147NHP 2SB,4*cf*,GS70,HS2660 Muir&Houston,Ld.Gls. *f*106'170*t FPT*42*tAPT*7*t*	13 ″ 3 s 4 ″ 3 13 ″ 9	
			Fitted for oil fuel 3,14 *F. P. above 150° F.*													
32123 ONVB	**Prince Leopold** Ⓟ TwinSc *ss*Ost.No.1-35 *2Dks(Stl-U* teak s) *3rdDk except in E&B space* *CruiserStern*	2938 2621 1337	✠100A1 *withfreeboard* 12,35 ~~5,34~~ ~~BS11,34~~	Ant MS1,35 BS1,36 LMC		~~12,33~~ S12,35 PN12,35	1930 7mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0 FK *CellDB*14'35*t*	46·2	22·8	Ostend Belgian *10BHptCem* *ptAsp* *DTf*12'56*t*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 6WaterTubeBoilers370lb HS21300 FD Soc.An.JCockerill,Seraing	24 ″ 9 s13 ″ 0¼ 12 ″ 0¼	
			Forservice between Ostend & Dover *Fitted for oil fuel*7,30 *F.P. above 150° F.*													
32124 156906 VGJC	**Prince Robert** TwinSc *Fitted for oil fuel* D.F. GyC. *3Dks* *Ref.Mchy.* E.S.D. *CruiserStern*	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceRobert,Ld.	366·4	57·1	27·4	Vancouver British *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32125 129743 VGWP	**Prince Rupert** Ⓟ TwinSc ssVcr.2ndNo.3-5,31 ssVcr.No.1-35 *Ref.Mchy.* *2Dks&Shelter dk* *CruiserStern*	3379 2151 1626	✠ A1 ~~8,35~~ ~~3,35~~ 2,36 ~~BS3,35~~ *For Channel & Sound Service, Tacoma & Skagway* *Fitted for oil fuel* 5,12 *F. P. above 150° F.*	Vcr BS2,36 ✠LMC4,34		CL PN4,34 S2,36	1910 3mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PrinceRupert,Ld. *WB=CellDBuE&B122'f50'277tDTa26'94tFPT27tAPT26t*	306·7 BonShltr dk 170' FK	42·2	23·9	Prince Rupert,BC British *7BHAsp*	T.8Cy.23½",37"&(2)41"-33" 180lb (s) 768NHP 2D&2SB,*18cf*,GS360, HS13330 FD Wllsnd.Slpwy.Co.Ld.Nwc.	26 ″ 0 s10″10 15 ″ 7½	
32126 148839 GCZT	**Prince Rupert City** *Fitted for oil fuel* D.F. *1Dk&Shelter dk*	4749 4432 2876					1929	W.Gray& &Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
32127 155164	**Prince William** TwinSc (*ex*Aktion,*ex*M10) *1Dk*	409 285 180					1915	A.G.Neptun Rostock	CanadianNational Steamships,Ld.	177·0	24·0	10·0	Halifax NS British *WB*	T.6Cy.13⅜",21"&33"-18$\frac{1}{10}$" 93RHP A.G."Neptun,"Rostock		C
32128	**Prince of Wales** TwinSc *Fitted for oil fuel* *1Dk*	400 — —					1922	Philip& Son,Ld. Dartmouth	~~CrownAgents for theColonies~~ Government of Gambia	150·0	28·5	10·0	Bathurst British	T.6Cy.9",14½"&24"-16" 46NHP Philip&Son,Ld.Dartmouth		
32129 40585 GPDW	**Princesa** TwinSc *3Dks&Shelter dk* *Ref.Mchy.* D.F. *CruiserStern*	8731 7484 5453					1918	A.Stephen &Sons,Ld. Glasgow	Furness-Houlder ArgentineLines, Ld.	430·2 B255'F35'	61·2	36·0	Liverpool British *WB*	T.6Cy.25",41½"&70"-48" 679NHP J.Brown&Co.Ld.Clydebnk		C
32130 KZBP	— *OilEng.* Wireless *1Dk(Teak)*	409 — 273	✠ 7,35 *For Coasting Service Philippine Islands* ~~✠LMC4,30~~ ~~✠LMC(M)5,33~~	HKg	g	CL 5,33	1930 4mo *Lloyd's A&CP*	HongK'ng &Whampoa DockCo.Ld. HongHong	InsularNavigation Co.	154·0 F20' FK *FPT21t*	28·0	11·5	Cebu,P.I. Utd. States *4BHCem* *APT24t*	Oil Engines 4S.C.SA 6Cy 14$\frac{9}{16}$"-22$\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Koln-Deutz	11 ″ 6 ~~s 1 ″ 7½~~ ~~10 ″ 3~~	
32131 YTFK	**Princesa Olga** TwinSc (*ex*Ebro-35) ssSou.No.3-5,35 *2Dks(Stl)&3rd dk(Stl)* *Ref.Mchy.* *except inBoiler space* *&CrossBunker*	*8480* *5942* *5174*	✠100A1 ~~10,35 5,35~~ 3,36 BS3,36 ✠Lloyd'sRMC ~~5,35~~ 11,35 *Fitted for oil fuel* 8,24 *F.P. above 150° F.*	Sou ~~Mfl~~ Ven ✠LMC5,35	c†	CL 3,35	1915 1mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	Jugoslavenski Lloyd a.d. *CellDBa117'uE&B101'f171'1475tFPT40tAPT40t*	450·3 P78'B218'F71' FK	57·8	30·6	Dubrovnik Yugoslav *10BHCem*	Q.8Cy.22"31½"45½"&65"-45" 215lb (s) 1055NHP 2DB&2SB,*24cf*,GS429, HS16790 FD Wrkman,Clark&CoLd.Bel	34 ″ 0 s 8 ″ 8¼ 25 ″ 6¼	
32132 126948 VGPN	**Princess Adelaide** Ⓟ *1Dk(Stl)&pt2nddk(Stl)* *&ptAwngdk(Stl)&Promenadedk(ptStl)*	3061 1186 1783	✠ 9,10 ✠	Gls			1910 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB=CellDB uE&B98'f60'254tDTanksf18'55tFPT22t*	290·5 FK	46·1	15·0	Vict'riaBC British *7BHCem*	T.4Cy.27",42"&(2)48½"-39" 616NHP 4SB,*12cf*,GS331,HS10900 FairfieldCo.Ld.Glasgow	17 ″ 0 s3 ″ 2 14 ″ 2	
32133 130609 VGPQ	**Princess Alice** Ⓟ *1Dk(ptStl)&ptAwngdk* *(Stl-ws)&Promenadedk*	3099 1146 1904	✠ 9,11 ✠	Nwc			1911 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianPacific RailwayCo. *WB=CellDBuE&B100'f54'246tDTa34'163tDTanksf18'56tAPT79t*	290·6 FK	46·1	14·3	Vict'riaBC British *8BHCem*	T.4Cy.27",42"&(2)48½"-39" 610NHP 4SB,*12cf*,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc.	17 ″ 0	
32134 126236 VGWS	**Princess Charlotte** Ⓟ TwinSc *2Dks(MptStl&LStl)Shelter dk(Stl)&* *Promenade dk(Stl-ptws)*	3925 2457 2080	✠ 10,08 ✠	Gls	v		1908 10mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB=CellDBa26'uE&B124'f74'335tDTf20'82tAPT74t*	330·0 FK	46·7	23·7	Vict'riaBC British *6BHCem*	T.8Cy.(2)24",(2)38"& (4)43"-33" 795NHP 6SB,*18cf*,GS362,HS13476 FairfieldCo.Ld.Glasgow	26 ″ 0 ~~s11 ″ 1½~~ ~~15 ″ 2~~	
32135 154739 VGNF	**Princess Elaine** Ⓟ TrpSc *Fitted for oil fuel* *2Dks&Promenade dk* *CruiserStern*	2027 1140 725			...		1928	J.Brown &Co.Ld. Glasgow	CanadianPacific RailwayCo.	291·4 B280' FK	48·1	13·4	Vict'riaBC British *WB*	3 Steam Turbines SR geared to 3 Sc. Shafts 934NHP J.Brown&Co.Ld.Gls.	16 ″ 0	
32136 156463 VGFD	**Princess Elizabeth** Ⓟ TwinSc *Fitted for oil fuel* *2Dks 3rd dk in holds* *CruiserStern*	5251 3163 3023			...		1930	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 B&F307' *UpprBdge208'* FK	52·1	25·2	Vict'riaBC British *WB*	Q.8Cy.16",23",33"&48"-33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
32137 149297 MNWJ	— Ⓟ Pad *1Dk*	388 274 151					1927	Day,Summers&Co.Ld Southampton	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld.	195·0 *Prom.dk122'*	24·2	8·0	S'thamptn British	C.2Cy 23"&48"-51" 94RHP Day,Summers&Co.Ld.Sou		BT till 3,36
32138	**Princess Ena** *1Dk&Spar dk&deep framing*	*1368* *1287* *827*	✠ 10,07 ✠	Liv	o		1907 10mo	Garston G.D.&SB.Co. Ld.Garston	*WB=CellDBa44'uE&B48'f56'268tFPT66t*	195·1 B61' FK	38·2	14·8 22·6	Utd.States *4BHCem*	C.2Cy.20"&43"-30" 69NHP 2SB,*4cf*,GS78,HS2668 Crabtree&Co.Ld.Gt.Yar.	24″10	
32139 119743 GDQX	— Ⓟ TwinSc Burnt & Sunk 8,35 Sub.Sig. *2Dks* Wireless D.F.	1198 744 502					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	SouthernRailway	250·6 P&B166'F43'	33·3	15·1	S'thamptn British	T.6Cy.16",26"&41"-24" 165NHP GourlayBros.&Co. (Dundee)Ld.Dun.		BT till ~~4,35~~ 4,36
32140 156707 VGKL	**Princess Helene** Ⓟ TwinSc ssSt.J.No.1-33 D.F. *2Dks(Stl-Uws)3rd dk(Stl)* *inNos.1,2,3&4holds* *CruiserStern*	4055 2657 2022	✠100A1 *with freeboard* 5,36 ~~3,35~~ ~~BS4,35~~ *Fitted for oil fuel* 8,30 *F.P. above 150° F.*	StJ BS5,36 ✠LMC3,33	w	CL SN3,35 PN5,35	1930 8mo *Lloyd's A&CP*	W.Denny &Bros.Ld. Dumbarton	CanadianPacific RailwayCo. *'Tween deck bulkheads dispensed with 6BHto2nddk Collision bulkhead & after peak bulkhead to U dk CellDB126'176tDTf51'120tDTa298tFPT31t*	320·1 B&F256' FK	50·6	24·3	S.John,NB British *Asp*	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2WTB265lb DB*200lb* HS7400 1123NHP FD W.Denny&Bros.Ld.Dmb.	27 ″ 0 s 11″2½ 16 ″ 2	
32141 156465 VGCL	**Princess Joan** Ⓟ TwinSc *Fitted for oil fuel* *2Dks 3rd dk in holds* *CruiserStern*	5251 3163 3023			...		1930	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 *Upr*B208'B&F307' FK	52·1	25·2	Vict'riaBC British *WB*	Q.8Cy.16",23",33"&48"-33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
32142 150908 VGPK	**Princess Kathleen** Ⓟ TwinSc *Fitted for oil fuel* GyC. *3Dks Promenade dk*	5875 3559 2719			...		1925	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1 FK	60·1	17·1	Vict'ria BC British *WB*	4SteamTurbines SRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
32143 150555 VGNM	**Princess Louise** Ⓟ *Fitted for oil fuel* *4Dks*	4032 3266 2449					1921	WallaceSB &D.D.Co.Ld. Vncouvr,B.C	CanadianPacific RailwayCo.	317·2	48·1	34·6	Vict'riaBC British *WB*	T.4Cy.28",43"&(2)50"-39" 310NHP WallaceS.B.&D.D.Co.Ld.	27 ″ 6 ~~s11 ″ 5~~ ~~16 ″ 5~~	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. [illegible] B. of Trade
32144 133769 VGPM	**Princess Maquinna** Ⓟ 1Dk&Awng dk	1777 1308 979			...		1913	British Columbia Mar.R.Co.Ld Victoria,B.C.	CanadianPacific RailwayCo.	232·6 BonAwng dk142' FK	38·0	14·5	Vict'riaBC British WB	T.3Cy.20",33"&54"-36" 238NHP Bow,McLachln&CoLdPsy	25 ″ 0 ~~8 ″ 8~~ ~~16 ″ 10½~~	
32145 134672 GMQF	**Princess Margaret** Ⓟ TwinSc 2Dks(Weather dk pt Stl-ws) CruiserStern	2523 1555 994	✠ 3,31 ✠	Dmb			1931 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. DTsf16'151t Wing tanks	314·2 P85'B148'F56' FK&BK1¼" 16'86t a12' 46t FPT42t A	47·1	15·9	Stranraer British 11BHAsp 2 to 2nd dk PT58t	4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 4WTBlrsGS454,HS15408 W.Denny&Bros.Ld.Dmb.	17 ″ 0	BT till ~~1,33~~ 11,3
32146 150910 VGWQ	**Princess Marguerite** Ⓟ Fitted for oil fuel TwinSc GyC. 3Dks Promenade dk	5875 3559 2719			...		1925	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1 FK	60·1	17·1	Vict'riaBC British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
32147 126950 VGPS	**Princess Mary** Ⓟ TwinSc 1Dk(Stl)&pt2nd dk(Stl) &ptAwng dk(Stl-ws) &ptProm dk(Stl-ws)	2155 1336 1346	✠ 11,12 ✠	Vcr	p	Rebuilt	1910 11mo 1914	Bow,Mc-Lachlan&Co. Ld. Paisley Yarrow'sLd. Esquimault, B.C.	CanadianPacific RailwayCo. WB=CellDBa27'	248·4 len14 FK uE&B 65' f46' 218t	40·1	14·0	Vict'riaBC British 6BHCem DTf14'52t	T.6Cy.16",27"&44"-30" 388NHP 2SB,6cf,GS181,HS6502 FD Bow,McLachln&CoLd.Psy	16 ″ 0 ~~2 ″ 0½~~ ~~18 ″ 7¼~~	
32148 134673 GWRT	**Princess Maud** Ⓟ TwinSc D.F. E.S.D. 1Dk2nd dk Sub.Sig. clear of machinery space CruiserStern	2886 1658 1155	✠ ... 4,35 ✠	Dmb			1934 2mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. DTf14'73tMTs Wing tan	319·2 P83'B152'F57' FK 16'152t ks a 12'47t FPT45t	49·1 51·3	15·9	Stranraer British 9BHAsp APT54t	4SteamTurbinesSRgeared to 2 Sc. Shafts 1375NHP 4WTB GS148,HS15400 W.Denny&Bros.Ld.Dmb.	16 ″ 11	BT till ~~[illegible]~~ 1,37
32149 [illegible] VPLL	**Princess May** (exHating, exNingchow,exCass, exArthur,exCass) TwinSc Fitted for oil fuel 2Dks&ptShade dk	1708 1015 1022			...		1888	Hawthorn, Leslie&Co.Ld Newcastle	PrincessMayS.S. Co.Ld.(Standard Fruit&S.S.Co. Mgrs.)	249·0 F46' FK	33·2	17·7	Kingstn,Ja British	T.6Cy.19",30"&50"-33" NB06 287NHP Hwthrn,Leslie&C.Ld.Nwc	19 ″ 0	R †
32150 154848 VGZY	**Princess Norah** Ⓟ Fittedfor oil fuel Ref.Mchy 2Dks3rd dk in holds	2731 1845 1519			...		1928	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	250·1 B155' FK	48·1	23·0	Vict'riaBC British WB	T.4Cy.24",38"&(2)45"-36" 437NHP FairfieldCo.Ld.Glasgow	25 ″ 6	
32151 115685	**Princess Patricia** Ⓟ TrpSc (exQueenAlexandra) 1Dk&Promenadedk	1158 558 535			...		1902	W.Denny &Bros. Dumbarton	CanadianPacific RailwayCo.	270·0 FK	32·1	11·6	Vict'riaBC British WB	3 Steam Turbines 412NHP ParsonsMarineSteam TurbineCo.Ld.Nwc.	11 ″ 6	
32152 115953 VGDS	**Princess Victoria** Ⓟ TwinSc 1Dk&Promenade dk	3167 2096 1538					1903	C.S.Swan& Hunter,Ld. Newcastle	CanadianPacific RailwayCo.	300·0	57·6	15·4	Vict'riaBC British WB	T.8Cy(2)26"(2)40"&(4)43½"-33" 434NHP Hwthrn,Leslie&C.Ld.Nwc		
32153 KZPN	**Princess of Negros** TwinSc OilEng. Wireless 1Dk(Teak)&Webframes CruiserStern	522 — 201	✠ ... 11,35 ~~✠LMC4,35~~	HKg	j	CL	1933 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd's A&CP	NegrosNav.Co.Inc. DTa17'11t	183·8 F24' FK DTf9' 16t APT48t	31·2 33·0	10·9	Iloilo,P.I. Utd.States 5BHCem FPT17t	Oil Engines 2S.C.SA 12Cy.13⅜"-$22\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm.	13 ″ 0 s1 ″ 9 11 ″ 6½	
32154 OOMA	**Princesse Marie José** ~~Ⓟ~~ ssAnt.No.2-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 withfreeboard 9,35 ~~4,31~~ ✠LMC MS6,35 BS~~6,31~~7,35	Ant	u	CL 4,34	1925 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	"Compagnie Dens-Ocean" Soc.Anon. CellDBa93'uE21	315·9 FK Coll f142'595tAPT57t	45·1	20·6	Antwerp Belgian 5BHptCem BH to Sh dk 4 ,, ,, 2nd ,,	T.3Cy.22",37"&61"-42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4462 WllsndSlpwy.Co.Ld.Nwc.	22 ″ 10 s1 ″ 6 21 ″ 5¾	
32155 OTIA	— Ⓟ TwinSc Fitted for oil fuel 3Dks CruiserStern	1821 1254 837					1922	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	348·0 B218'	40·0	23·3	Ostend Belgian	4 Steam Turbines SR geared to 2 Sc. Shafts SocAn.J.Cockerill,Seraing		
32156 212833 WOCY	**Princeton** (exSioux) ssMob.No.3-4,25 ssN.Yk.No.2-34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5081 4466 3049	✠100A1 ~~7,35~~ ~~5,34~~ 3,36 BS7,35 ✠LMC5,34 CarryingPetroleum in bulk Fitted for oil fuel12,12 F.P. above 150° F.	NYk	y	CL 3,30	1912 12mo	Howaldtswerke Kiel A&CP	~~StandardShppg. Co.~~ Standard Oil Co. of New Jersey WB=CellDBuE 480t	385·8 P115'B22'F37' FK &B74'221tDTf31' FPT169tAPT66t	52·4	28·5	Wilmgton (Del.) Utd.States 13BHCem 10BHtoUdk 3 ,, ,, 2nd,,	Q4Cy19½",28",41"&59"-41½" 213lb (s) 320NHP 2SB,6cf,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
32157 150876	— Mchy.Aft GyC. 1Dk2trB	4473 — 3379					1900	American S.B.Co Lorain	PittsburghS.S.Co.	454·0 WB	50·0	28·5	Duluth, Minn. Utd.States	Q.4Cy.18",26½",41"&63"-42" 257NHP AmericanSB.Co.Cleveland		
32158 [illegible] EICZ	**Princetown** ssNpt.No.3-5,30 Mchy.Aft 1Dk(Stl) Well deck Now "Saint Conan," see No. 40019 in Supplement	719 494 272	✠100A1 1,34 ✠LMC MS5,30 BS2,35	Npt		CL 4,35	1917 8mo	J.P.Rennoldson&Sns Ld. S.Shields Lloyd's A&CP	J&A.Gardner& Co.Ld. Cell	DBf106'165tFPT 188·5 Q109'B11'F32' FK	28·7	11·1	Dublin British 3BHCem 91tAPT49t	T.3Cy.15",25½"&41"-30"(s) 180lb 100lb 85RHP 1SB,3cf,GS60,HS1590 JPRennoldsn&SnsLdSShl	13 ″ 9 s4 ″ 5 13 ″ 5¼	
32159 YPAX	**Principele Barbu Stirbey** (exArturvonGwinner) TwinSc ssGen.No.2-35 ssShl.No.3-11,27 Mchy.Aft ~~ssGen.No.1-31~~ D.F. 2Dks(Stl)&Webframes	2851 2690 1645	100A1 8,35 ~~8,34~~ 8,35 ~~BS[illegible]~~ LMC~~9,34~~ CarryingPetroleum in bulk Fitted for oil fuel11,27 F.P. above 150° F.	Gen	t	CL 8,35	1912	J.Frerichs &Co.A.G. Einswarden Lloyd's A&CP	SteauaRomana Soc.Anon.	298·2 P71'F34' FK APT139t'Tween dk	44·2	24·7	Constntza Roumanian 13BH~~pt~~Cem 8 ,, to 2nd dk tanks74t	T6Cy.$19\frac{9}{16}$",30¾"&47¼"-29½" 185lb (s) 319NHP 2SB,6cf,HS4520 FD OttensenEisenwerkA/G. Altona	26 ″ 3 ~~4 ″ 2½~~ ~~22 ″ 1½~~	
32160 YQSM	**Principesa Maria** TwinSc (exIgnazioFlorio) Fittedforoil fuel 2Dks	1799 1261 625					1896	Flli. Orlando Leghorn	RoumanianState MaritimeService	289·0 P35'B72'F41'	34·5	20·1	Constntza Roumanian WB	T.6Cy.28¼",37⅞"&59"-36" NB08 417NHP Flli.Orlando,Leghorn		V
32161 1170 ICDC	**Principessa Giovanna** Ⓟ Fitted for oil fuel TwinSc Ref.Mchy. 3Dks D.F.	8856 — 5148	✠Lloyd'sRMC~~[illegible]~~ 4,36				1923	Cant.Nav. FrancoTosi Taranto	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	459·6	59·3	29·2	Genoa Italian WB	4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno		CI
32162 17 ISGR	**Principessa Mafalda** Ⓟ 1Dk	459 330 270					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·6	25·4	13·2	Naples Italian	T.3Cy.20½",$26\frac{9}{16}$"&48"-27⅞" 121NHP C.&T.T.Pattison,Naples		I

Dismantled&Sunk

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 By Whom. / Where.	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32163 1196 ICDE	**Principessa Maria** ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F.	8848 ~~8539~~ — ~~5065~~ 5293	✠Lloyd'sRMC~~4,31~~11,35				1923	Cant.Nav. FrancoTosi Taranto	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	460·6	59·3	29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano		CI
32164 116578	**Prindoc** (*ex*Lupus,*ex*Gilchrist) *Mchy.Aft* 1*Dk*2*tr*B	3813 3640 2837					1901	WestBay CityS.B.Co. W.BayCity	PatersonSteamships,Ld.	364·8	50·2	23·8	Ft.William Ont. *WB* British	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
32165 OXPS	**Prins Christian** ⓟ TwinSc (*Ferry*) Sub.Sig. D.F. 1*Dk*2*tr*B	1901 1661 745					1903	Helsingors Jernsk.&Msk Elsinore	DeDanske Statsbaner	293·6	44·9	21·1	Copnhagn Danish *WB*	T.6Cy.19",31½"&52"–28" 286NHP HelsingörsJernsk.& Mskb.		
32166 [illegible]	**Prins der Nederlanden** ⓟ TwinSc To be Broken up Now "Aquileja." *See No.*37039 *in Supplement* Sub.Sig. *ss*Ams.No.3-8,26 *Ref.Mchy.* *ss*Ams.No.1-30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) *3rd dk in No.1 hold*	9201 7169 5511	✠ ~~100A1~~ *Shelter dk withfreeboard* 7,31 ~~BS7,30~~ ✠~~LMC12,29~~ ✠NB(1SB*f*)4,27	Ams	*d*†	CL 4,30	1914 1mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	~~Stoomv.Maats. "Nederland"~~	481·2 P43'F74' *on Shelter dk* FK *WB* = *CellDBa*122'*uE*58'*f*159'1033*t FPT* 78*tAPT*62*t*	57·2	26·8	Italian 8*BHCem*	Q.8Cy.$24\frac{7}{16}$",34⅝",47¼"&70⅞"–47¼" 213lb (*s*) 1257NHP 3DB&3SB,27*cf*,GS465, HS19898 FD NedFb.v.Wrk& SpoorAms	37″11 s~~12″5½~~ ~~26″0~~	
32167 OUKE	**Prins Knud** *ss*Cpn.No.3-1,35 1*Dk*(*Stl*) *Cargo battens not fitted*	1340 1126 782	✠100A1 1,36~~1,35~~ BS~~1,31~~ ✠LMC5,34 1,36	Cpn	*o*	OG ~~3,34~~ 1,36	1922 2mo *Lloyd'sA&CP*	Kallund-borgSkibsv. Kallundborg *Completed by*	A/S D/S Pacific (L.R.Schmith, *Mgr.*) KjöbenhavensFlydedok&Skibsverft	233·9 P13'B50'F29' FK *CellDB*195' 409*t FPT* 63*t APT*28*t*	37·2	15·8	Copnhagn Danish 4*BHCem*	T.3Cy.$16\frac{9}{16}$",26⅜"&42⅛"–29½" 185lb (*s*) 128NHP 2SB,4*cf*,GS68,HS2240 Steen&Kaufmann, Elmshorn	18″0 s1″11 16″2	
32168 LCVM	**Prins Olav** ⓟ TripleSc (*exYacht*Alexandra) 2*Dks*&*Shelter dk*	2113 861 1135					1907	A.&J. Inglis,Ld. Glasgow	DetNordenfjeldske Dampskibsselskap	295·3 F&B130'	40·1	21·3	Trondheim Norwegian	3 Turbines Parson'sMarineSteam TurbineCo.Ld.Nwc.		N
32169 ONUB	**Prinses Astrid** ⓟ TwinSc *ss*Ost.No.1-35 2*Dks*(*Stl–U* teak s) *3rd dk except in E&B spaces* *Cruiser Stern*	2938 2621 1337	100A1 *withfreeboard* ~~3,35~~ ~~6,33~~ 4,36 BS4,36 1,35 ~~BS1,35~~ LMC~~4,30~~ *For service between Ostend & Dover* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Ant		~~P6,32~~ SN3,35 P4,36	1930 4mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0 FK *CellDB*14'35*tDTf*12'56*t*	46·2	22·8	Ostend Belgian 10*BHptCem pt Asp*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 6WaterTubeBoilers370lb HS21300 FD SocAn.J.Cockerill,Seraing	24″9 s13″0¼ 12″0½	
32170 OOTB	**PrinsesJosephineCharlotte** ⓟ *ss*Ant.No.1-35 TwinSc 2*Dks*(*Stl–weather dk* teak s) *3rd dk except in E & B space* *CruiserStern*	2938 2621 1337	✠100A1 *withfreeboard* ~~4,35~~ ~~6,34~~ 3,36 BS~~4,35~~ 2,36 ~~BS5,34~~ ✠LMC~~1,31~~ 5,34 *ForService between Ostend & Dover* *Fitted for oil fuel* 1,31 *F.P. above* 150° F.	Ant		6,34	1931 1mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0 FK *CellDB*14'35*tDTf*12'56*t*	46·2	22·8	Ostend Belgian 10*BHptCem pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb 2779NHP 6 WTB HS21300 FD SocAn.J.Cockerill,Seraing	24″9 s13″0¼ 12″0½	
32171 PGVP	**Prinses Juliana** ⓟ TwinSc *ss*Rot.No.3-7,32 D.F. Sub.Sig. 3*Dks*(*StlU*–ws)	2908 2407 1122	✠ A– *withfreeboard* 8,35 ~~5,34~~ ✠LMC MS7,32 BS2,35 *For Channel Service Flushing & Harwich; also European Summer Cruising*	Rot		OG 4,33	1920 8mo	Kon.Maats "deSchelde" Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE*12'23*tAPT*56*t*	42·7	23·9	Flushing Dutch 11*BHAsp*	T.8Cy.(2)28",(2)43½"&(4)49"–33" (*s*) 190lb 1130NHP 4DB,24*cf*GS534,HS19440FD Maats.deSchelde,Flushing	25″0 s11″11¾ 13″4	
32172 PZAA	— Wireless 1*Dk*	443 281 229					1910	Wilton's E.&SlpwyCo. Rotterdam	Government of Surinam	165·0 P34'B68'F20'	25·0	9·8	Paramribo Dutch *WB*	T.3Cy.10½",17"&27"–18" NB29 31NHP Wilton'sE.&Slpwy.Co.Rot		
32173 LEQG	**Prinsesse Ragnhild** ⓟ E.S.D. 2*Dks*	1590 1186 869					1931	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	236·1 H350*t*	37·6	21·0	Tr'ndheim Norwegian *WB*	C.4Cy.(2)15⅜"&(2)37¾"–$34\frac{7}{16}$" 139NHP FredrikstadM.V.Frdstad.		N
32174 150666 WRCI	**Priscilla** ⓟ Pad 2*Dks*&*Web frames*	5292 — 2673					1893	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	425·8	52·3	18·3	FallRiver, Mass. Utd.States	C.4Cy.51"&95"–132" 1727NHP W&AFletcherCo.Hob'ken		
32175 1844 ISGU	**Pro Patria** (*ex*Calshot) *ss*Gen.2ndNo.3-9,33 *OilEng.* *Well deck* 1*Dk*(*ptIrn ptStl*)	545 425 276	✠ ... 2,35	Gen	*i*		1905 6mo	AilsaS.B. Co.Ld. Troon	E.Passalacqua	185·2 178·5 27·1 BK7¼" P18'Q79'B16'F32' *WB*=*CellDBa*35' 50*t FPT*	26·0	12·4	Genoa Italian 4*BHCem* 50*tAPT*23*t*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$14\frac{3}{16}$" 87NHP NE*made*20*refitted*33 FrancoTosiS.A.Legnano	13″3	I †
32176 870 ICDF	**Probitas** (*ex*Ansaldo SanGiorgioPrimo) TwinSc *OilEng.* D.F. 1*Dk*	5084 4566 3000					1918	Ansaldo SanGiorgio Spezia	SocAnon.Industria Armamento	385·8 P52'B120'F33'	49·0	27·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24¾"–$35\frac{7}{16}$" 862NHP FiatSanGiorgio,Turin		CI
32177 408 IBBK	**Procida** (*ex*CanadianTraveller-32) *ss*Hfx.No.2-30 D.F. 2*Dks*(*Stl*)	5366 — 3267	✠ ... 3,34 ✠	Hfx			1921 3mo	Harbour Marine,Ld. Victoria,B.C.	A.Lauro	399·8 P49'B113'F38' FK *CellDB*329'1026*t FPT*149*t*	52·2	28·5	Naples Italian 6*BHptCem* *APT*131*t*	T.3Cy.27",44"&73"–48" 521NHP 3SB,9*cf*,GS198,HS7743 JohnInglisCo.Ld. Toronto	31″0	I †
32178 DHTO	— D.F. 1*Dk*	1842 1574 1036					1927	Akt.Ges. "Neptun" Rostock	R.M.Sloman,jr.	287·9 P227'F33'	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"–$37\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		G
32179 FOQM	— (*ex*Vav) Wireless 1*Dk*	1156 1003 664					1925	MossVærft Moss	Scotto,Ambrosino &PuglieseFils& Co.	226·5 P23'F26'B56'	36·5	15·7	Oran French *WB*	T.3Cy.16",25"&42"–30" 97NHP MossVærft,Moss		V
32180 147935 MNCJ	**Procris** *ss*Gls.No.3-2,30 Wireless *ss*Gls.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1028 796 467	✠100A1 *withfreeboard* 4,35 BS4,35 ✠LMC2,34	Sws	*n*	CL 2,34	1924 11mo *Lloyd'sA&CP*	A&J.Inglis Ld. Glasgow	Moss,Hutchison Line,Ld.	220·3 F26' 13·6 FK *CellDBuE*24'27*tDBf*28'64*t FPT*84*tAPT*18*t* (*after peakBH to 2nd dk*)	34·3	20·6	Glasgow British 3*BHCem*	T.3Cy.16",27"&44"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS84,HS2570 A.&J.Inglis,Ld.	14″11 s″2 14″10¼	
32181 7797 SIZA	**Procyon** TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketlesssystem*	*8721* *7968* *4954*	✠100A1 ~~9,34~~ ~~3,33~~ 10,35 ✠LMC3,33 *CarryingPetroleum in bulk*	Mmo Fal	*d*†	CL	1933 3mo *Lloyd'sA&CP*	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)	482·4 466·0 P105'B37'F40' FK *CellDBuE*65'298*t DTf*36'536*t FPT*148*t APT*253*t*	61·8	36·1	Trelleborg Swedish 16*BH* (10 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.23⅝"–$43\frac{5}{16}$" 865NHP 2DB171lb KockumsM.V.Akt.Malmö	36″3 s8″0¼ 28″5	
32182																

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero l'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
32183 LIAE	**Procyon** (*ex*Primo-33) *ss*Shl.No.3-10,27 *Well deck* 1*Dk*(*Stl*)	1249 1022 740	✠ —— 10,33 ✠	Shl	*o*		1915 4mo	Cmpbltwn S.B.Co. Campbeltwn	Dampskibsselskapet "Neptun" A/S (H.Ostervold, *Mgr*) *CellDB*	229·5 Q90*t*H45*t*F28*t* FK *a*56′*u*E*&*B33′*f*102′	35·8	15·6	Bergen Norwegian 4*BHCem* 395*tAPT*85*t*	T.3Cy.18″,27½″&45″–33″ 136NHP 2SB,4*cf*,GS73,HS2228 Rankin&BlackmreLd.Grk	17 ″ 7	N †
32184 ~~[illegible]~~ ~~[illegible]~~	**Prode** (*ex*JanVanRijswijck-33, *ex*Circe) 1*Dk*	1246 899 573					1903	Sunderlnd S.B.Co.Ld. Sunderland	~~SteamshipTrading Co.Ld.~~ E.Milano& Co.	230·0 Q83′B54′F18′	34·0	15·7	Trieste Italian	T.3Cy.18″,30″&49″–33″ NB10 138NH J.S.Vaux&Co.Sunderland		C
32185 LEQH	**Produce** 1*Dk&Spar dk*	1170 1082 743					1905	Nylands Værksted Oslo	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*)	225·0 H76*t*	33·7	19·0	Haugesnd Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Oslo		N
32186 LDFA	**Profit** (*ex*Utsire) 1*Dk*	1608 1195 910					1918	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*)	246·2 P37*t*Q108*t*B95*t* F39*t*H169*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18″,29″&49″–33″ 138NHP LaxevaagsMsk.&Jrns.Bgn		N
32187 UNDF	**Profsouz** (*ex*Lovat,*ex*Runo) *Mchy.Aft* Wireless 1*Dk*	771 606 405					1912	Scott& Sons Bowling	U.S.S.R.	206·6 Q92′B16′F22′	36·0	9·6	Archangel Russian	T.3Cy.13½″,22″&36″–24″ 63NHP W.V.V.Lidgerwood,Gls.		
32188	**Proletary** (*ex*Christian, *ex*HaraldHorn) *ss*Stn.No.3-3,23 1*Dk*(*Stl*) Wireless *Well deck*	1123 854 596	9,26	Ham	*n*		1905	Eiderwerft Akt.Ges Tönning	U.S.S.R	221·8 P12′Q57′B60′F29′ FK *CellDB*182′348*tFP*	33·6	21·9	Leningrad Russian 4*BHCem* *T*42*t APT*9*t*	T.3Cy.17⅛″,28⅜″&46⅞″–31½″ 153NHP 2SB,4*cf*,GS73,HS2621 EiderwerftA.G.Tönning		
32189 58 IBUI	**Prometeo** (*ex*Cedarpark) *ss*Fiu.No.2-30 2*Dks*(*Stl*)*&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	4958 4438 2918	✠ … 11,34 ✠	Gen	*x*		1922 8mo	Greenock Dockyard Co.Ld. Greenock	SocietàPetrolifera EserciziMarittimi *CellDBuE&B*75′	388·0 P99′B35′F44′ FK *f*40′ 160*t APT*126	52·2	26·5	Fiume Italian 16*BHptCem* (12*to U dk* 4 „ 2*nd* „)	T.3Cy.25″,41″&68 3/16″–48″ 355NHP 3SB,9*cf*,GS165,HS5583 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
32190 ~~YMBM~~	**Prometheus** TwinSc Sub.Sig. *OilEng.* D.F. 2*Dks*3*trB* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	9221 7884 5183					1923	Howaldts- werke Kiel	PanamaTransportCo. ~~G.m.b.H.~~(Waried TankschiffRhed. G.m.b.H.*Mgrs.*)	499·0 B45′	64·1	31·7	~~Danzig~~ Panama Panmanian	Oil Engines 4S.C.SA 12Cy.25½″–43 5/16″ 755NHP Frd.KruppA.G.Kiel		G
32191 147335 GLXC	— Ⓟ TwinSc (*Special quality Steel*) *OilEng.* D.F. 2*Dks*(*Stl–Upper dk* ws) 3*rd dk*(*Stl*) *in No.*1 *hold* *Longitudinal framing at Bridge dk*	6095 5385 3572	✠ 9,27 ✠	Liv			1925 10mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellD*	431·2 P50′B123′F45′ FK *B*356′1269*tDTf*28′	54·7	30·1	Liverpool British 8*BHptCem* 865*t DTa*30′	Oil Engines 4S.C.DA 16Cy.24⅜″–43 5/16″ 1900NHP Akt.Burmeistr&Wain,Cpn 856*tFPT*62*tAPT*70*t*	32 ″ 9	BT till ~~11,3~~ 10,3
32192 SVKV	— (*ex*Herakles-33) 1*Dk&Shelter dk*	4355 — 2730					1912	W.Doxford &Sons,Ld. Sunderland	Ant.G.Yannou-latosSons	390·0	54·1	24·6	Piræus Greek *WB*	T.3Cy.26″,42″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		N
32193 LCVN	**Prominent** Ⓟ *ss*H.Kg.No.1-35 *ss*H Kg.No.3-5,30 2*Dks*(*Stl–U*teak s)	2232 1786 1377	✠100A1 3,35 BS~~[illegible]~~ 2,36 ✠LMC1,34	HKg	*r*	3,35	1918 2mo *Lloyd*'*sA&CP*	HongK'ng &Whampoa DockCo.Ld. HongKong	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*) *C*	270·6 P26′B76′F26′ FK *ellDB*231′442*tFPT*	40·1	19·4	Haugesnd Norwegian 4*BHCem* 34*tAPT*71*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.	21 ″ 6 s 2 ″ 9¼ 18 ″ 11¼	
32194 LEQI	**Promise** (*ex*Gitterö) 1*Dk*	1291 1099 727					1920	NV.Schps. Juliana Papendrecht	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*)	236·3 P24′B73′F29′	36·2	15·9	Haugesnd Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ J.&A. 127NHP v.d Schuyt,Papendrecht		N
32195 216 ISHV	**Promontore** (*ex*Ville deBelfort, *ex*KibiMaruNo.5, *ex*Diorite) 1*Dk&Web frames*	998 887 580			…		1917	Hakodate DockCo. Hakodate	Nav.CarloMartinolichS.a.g.l.	224·4 B43′F24′ FK	31·5	16·5	Trieste Italian *WB*	T.3Cy.14 9/16″,24⅜″&40 3/16″–30″ 107NHP HakodateDockCo.	17 ″ 6	I †
32196 6278 LCVO	**Pronto** Ⓟ (*ex*Lombardia) *ss*H.Kg.No.3-1,32 1*Dk*(*Stl*)*&* *Shelter dk*(*Stl*)	2201 2034 1283	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS3,35 ✠LMC1,32	HKg	*r*	OG 3,35	1920 5mo *Lloyd*'*sA&CP*	N.V.Werf Zeeland Hansweert	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*) *CellDB*237′454*t*	271·2 FK *Collision* *FPT*38*tAPT*24*t*	41·3	15·6	Haugesnd Norwegian *Cem* *BH to Shdk* 3 „ „ *U* „	T.3Cy.23″,37″&62″–39″ (*s*) 180lb *100lb* 290NHP 2SB,6*cf*,GS104,HS3900 FD Wilton'sEng.SlipwayCo. Rot.	25 ″ 6 s 6 ″ 9¼ 19 ″ 1¼	
32197 LHBB	**Prospect** Wood *OilEng.* *Mchy.Aft* 1*Dk*	442 366 237					1919	O.K. Haabestad Fevig	ThorbjörnLarsen	145·7 Q31*t*H36*t*	30·7	14·2	Trondheim Norwegian	Oil Engines 2S.C.SA 4Cy.16½″–18 5/16″ 192NHP J&CGBolindersCoLd.Skm		N
32198 LCVP	**Prosper** Ⓟ *ss*H.Kg.No.3-11,29 *ss*H.Kg.No.1-35 2*Dks*(*Stl–U*teak s)	2232 1786 1377	✠100A1 1,36 ~~1,35~~ BS~~1,35~~ 1,36 ✠LMC1,34	HKg	*r*	~~1,34~~ 1,36	1917 12mo *Lloyd*'*sA&CP*	HongK'ng &Whampoa DockCo.Ld. HongKong	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*) *CellD*	270·6 P26′B76′F26′ FK *B*231′ 442*t FPT*34*t*	40·1	19·4	Haugesnd Norwegian 4*BHCem* *APT*71*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 215NHP 2SB,6*cf*,GS118,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s2 ″ 9¼ 18 ″ 11¼	
32199 TUNE	**Prosper Schiaffino** (*ex*Hinrich Peters,*ex*Leona) 1*Dk*	934 670 535					1922	Howaldts- werke Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Co., *Mgrs.*)	194·6 P12′Q43′B53′F24′	32·9	14·0	Algiers French *WB*	T.3Cy.14⅝″,23¼″&38 3/16″–25⅝″ 73NHP Howaldtswerke,Kiel		V
32200 118129 VOLM	**Prospero** *ss*NFL.2ndNo.3-5,29 *ss*NFL.No.1-33 1*Dk&Web frames* Wireless *&Awng dk*(*Stl*–ws)	978 914 599	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~7,34~~ ~~BS3,34~~ BS5,35 ✠LMC5,33	NFL	*m*	CL 5,33	1904 10mo *Lloyd*'*sA&CP*	Murdoch& Murray Pt.Glasgow	Government of Newfoundland (Newfoundland Railway—SteamshipDept.) *WB*	204·8 F23′ = *CellDB*a39′*uE*17	31·2	13·0 20·5 BK7½″	SJhnsNFL British 4*BHCem* ′*f*77′141*tF*	T.3Cy.18½″,30″&50″–33″ (*r*) 175lb *80lb* 197NHP 1SB,3*cf*,GS59,HS2924 D.Rowan&Co.Glasgow *PT*31*tAPT*33*t*	22 ″ 9 s 7 ″ 7½ 16 ″ 1	
32201 156068 MKKL	**Protea** TwinSc (*exNaval Vessel*) 3*Dks*	793 689 356					1919	W.Simons &Co.Ld. Renfrew	BlackpoolPleasure Steamers,Ld.	220·0	28·5	16·2	~~Cape Town~~ British Liverpool	T.6Cy.13″,21″&35″–24″ 120NHP W.Simons&Co.Ld.Rnf.		
32202 128014 GQPY	**Protesilaus** Ⓟ TwinSc D.F. 3*Dks*	9577 9113 6110					1910	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	484·9	60·4	39·5	Liverpool British *WB*	T.6Cy.23″,38½″&65″–48″ 586NHP N.E.MarineEng.CoLdNwc		BT till ~~9,35~~
32203 LCVQ	**Proteus** 1*Dk&Spar dk*	1678 1532 1024					1902	J.Crown Sunderland	D/S A/S Produce (H.M.Wrangell& Co.A/S, *Mgrs.*)	260·0 H108*t*F37*t*	36·8	20·0	Haugesnd Norwegian *WB*	T.3Cy.19″,31″&51″–33″ 149NHP N.E.MarineEng.Co.Ld.Sld		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
32204 FOHI	**Providence** Ⓟ TwinSc D.F. *7Dks*	11996 — 6694					1915	Forg.&Ch. de la Médit LaSeyne	Cie.Générale de Nav. à Vap. (FabreLine)	511·8 B234'F70'	59·7	43·5	Marseilles French *WB*	T.6Cy.30$\frac{2}{5}$",49$\frac{19}{32}$"&79$\frac{9}{16}$"-51$\frac{3}{16}$" 910NHP Forg.&Ch.delaMédit.Msl.		V
32205 201723 WRCJ	— Ⓟ Pad *2Dks* *Saloon&Promenade dks*	4365 2607 2502					1904	ForeRiver S.B.Co. QuincyMass.	NewEnglandS.S. Co.	379·4	50·0	18·6	FallRiver Mass. Utd.States	C.D.4Cy.44"&83"-108" 1193NHP ForeRiverS.B.Co.		
32206 220129 KUTV	— (*ex*LakeFurnas) *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks* Sub.Sig.	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts& Miners TransportationCo. Inc.	253·4 P32'B65'F26'	43·8	26·2	Baltimore Utd.States *WB*	T.3Cy.21",35$\frac{19}{64}$"&59"-42" 225NHP BuckeyeEngineCoSalem,O		R
32207 FOYA	**Providencia** (*ex*Olson&Mahony) 1*Dk*	1630 — 947					1907	Harlan& Hollngswrth Wlmgtn,Del.	Cie.duBoleo	224·3	41·2	20·6	Bordeaux French	T.3Cy.19",30"&50"-36" 150NHP		
32208 220625	**Provincetown** *Fitted for oil fuel* 2*Dks&Shelter dk* *Longitudinal framing*	6216 5702 3805			...		1920	Groton IronWorks Groton,Conn.	UnitedStates ShippingBoard Bureau	402·6 P48'F37'	53·0	33·2	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.Fletcher 467NHP Co.Hoboken,N.J.	34 ″ 6	
32209 140 ICDI	**Provvidenza** (*ex*Noorderdijk-32, *ex*Gernis,*ex*Harlow) *ss*Rot.No.3-5,25 *ss*Gen.No.2-33 D.F. 1*Dk*(*Stl*)2*nd dk* (*Stl*)*in holds&Shelter dk*(*pt Irn pt Stl*)	8459 6232 5363	✠100A1 *Shelter dk withfreeboard* ~~6,35~~ ~~11,33~~ 11,35 ~~BS7,34~~ BS6,35 ✠LMC6,33	Gen ~~Rot~~	*c* †	CL ~~7,32~~ 5,35	1913 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	FratelliRizzuto *1BH in forward* *CellDBa*149'*uE*	485·1 470·0 FK B147'*onShelter dk* *hold dispensed with* 29'*f*212'1339*t FPT*	58·0	28·5	Rome Italian *Cem* *6BH only* 95*tAPT*258*t*	T.3Cy.29",49"&80"-60" (*r*) 723NHP 180lb 3SB(FD)&1AuxSB,*15cf*,GS269,HS11309 W.Doxford&Sons,Ld.Sld.	39 ″ 2	
32210 PUBY	**Prudente de Moraes** Ⓟ TwinSc (*ex*Rio deJaneiro) *ss*N.Yk.No.2-16 2*Dks*(*UStl*-teak s)&*deep framing*	*3583* *2772* *2213*	✠ 4,22 ✠	Rio	*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *CellDBa*88'	340·3 P48'B130'F48' FK&BK1¼" *uE*36'*f*98'460*tFPT*	45·1	24·8	R.Janeiro Brazilian *6BHCem* 50*tAPT*50*t*	T.9Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel.	26 ″ 0	
32211 217591 KELQ	**Prusa** 2*Dks&Webframes* *Fitted for oil fuel*	5113 4740 3102			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32212 277 SVDG	**Psara** (*ex*Nafcratoussa-33, *ex*Chalkis,*ex*Azalea) Iron Wireless	1012 — 514					1878	A&JInglis Glasgow	HellenicCoast LinesCo.Ld.	217·6 P46'B74'F46'	30·2	15·1	Piræus Greek	C.2Cy.30$\frac{1}{8}$"&67"-42" NB93 242NHP *Alt.*93A.&J.Inglis,Gls.	15 ″ 7	
32213 FNNO	**Psyche** D.F. 1*Dk&Spar dk*	2951 2776 1895			...		1904	J.Blumer &Co. Sunderland	Cie.DelmasFréres &Vieljeux	315·0 P30'B80'F34' 24·9 FK	46·0	14·0	LaRochlle French *WB*	T.3Cy.23",38"&63"-42" 283NHP N.E.MarineEngCo.Ld.Sld.	27 ″ 6	V †
32214 142859 MJWC	**Ptarmigan** (*ex*Glanton, *ex*GlantonFirth) *ss*Lon.No.3-5,32 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	499 336 204	✠100A1 ~~6,35~~ ~~5,32~~ 2,36 ~~BS8,34~~ ✠LMC5,52 6,35	Lon	*g*	CL ~~5,32~~ ~~6,35~~ 2,36	1920 2mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld. *CellD*	161·4 Q95'B9'F21' BK8" *Bf*84'108*t FPT*40*t*	25·2	9·7	London British *3BHCem* *APT*26*t*	T.3Cy.13",21"&34"-24" (*s*) 51RHP 180lb 1SB,*3cf*,GS49,HS1510 AitchisonBlair,Ld.Gls.	11 ″ 8 s 3 ″ 8 12 ″ 2	
32215 53 ICDK	**Puccini** Ⓟ *OilEng.* *ss*Fiu.No.1-33 2*Dks*(*Stl*)	2422 1835 1419	✠100A1 3,36 ~~2,35~~ DBS10,35 ~~DBS8,34~~ ✠LMC CS8,33 7,35 ~~8,34~~	Fiu Ven	*s*	CL ~~8,34~~ 9,35	1928 8mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	"Adria"Soc.Anon. diNav.Mar. *CellDB*213'398*t*	294·0 281·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian *6BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"-37$\frac{3}{8}$" 391NHP DB*100lb* Soc.An.Fiat,Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
32216 1129 CBPU	**Puchoco** *ss*Vpo.No.3-5,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2515 1876 1501	✠100A1 ~~1,35~~ 12,35 BS12,35 ✠LMC5,34	Vpo	*s*	CL ~~5,34~~ 12,35	1921 12mo	Dublin Dkyd.Co Ld Dublin *Lloyd's A&CP Inter*	Cia.Carbonifera y deFundicion Schwager *mediate BH in fore* *CellD*	290·0 *Pon*Q21'Q228'F32' FK *hold dispensed with* *B*239' 663*t FPT*68*t*	44·3	18·5	Valparaiso Chilian *Cem* *4BH only* *APT*91*t*	T.3Cy.20",33"&54"-36" (*s*) 254NHP 180lb 3SB,*9cf*,GS152,HS4788 D.Rowan&Co.Ld.Gls.	20 ″ 7 s 5 ″ 9½ 19 ″ 2	
32217	**Puck** Wireless 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1065* *825* *503*	✠100A1 *withfreeboard* 3,35 ✠LMC3,35	Nwc	*p*	CL	1935 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	"ZeglugaPolska" SpolkaAkcyjna *CellDB*	233·1 B51'F22' FK (192'293*tAPT*35*t*	36·4	13·1	Gdynia Polish *5BHptCem* *Coll toSh dk* 4 ,,*2nd*,,)	C.2Cy.17"&34"-28" & LP Turbine with DR gearing & hydraulic coupling 210lb (*s*) 152NHP 2SB,*4cf*,GS60,HS1925 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0¼	
32218 CBPD	**Pudeto** Ⓟ *ss*Vpo.No.1-35 D.F. *Ref.Mchy.* 1*Dk*(*Stl*-ws) 2*nd dk*(*Stl*)*in holds*	4316 — 2446	✠100A1 2,35 ✠LMC2,35 BS10,35 *Fitted for oil fuel*10,30 *F.P. above* 150° F.	Vpo	*w*	CL ~~12,30~~ 9,35	1930 10mo	W.Hamilton&Co. (1928)Ld. PortGlasgow *Lloyd's A&CP*	CompañiaSud Americana de Vapores *CellD*	352·4 *ShadeDk*(*Stl*-teak s) FK *B*282' 617*t FPT*59*t*	51·0	21·5	Valparaiso Chilian *6BHptCem* *APT*100*t*	Q.4Cy.22",32",47"&68"-45" 220lb (*r*) 515NHP 3SB,*9cf*,GS193,HS7707 FD J.G.Kincaid&Co.Ld.Grk.	24 ″ 0 s 3 ″ 5½ 21 ″ 0¾	
32219 220564 KESV	**Pueblo** (*ex*City ofFreeport) *ss*Gal.No.3-10,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4469 3946 2628	✠100A1 9,35 ~~1,35~~ ~~BS10,34~~ ✠LMC10,33 9,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Gal	*w*	CL N1,35	1920 9mo	Baltimore D.D.&S.B.Co. Baltimore A&CP	PetroleumNav.Co. *CellDBuE&B*56'122*t*	340·1 P92'B35'F31' *DTf*33'590*t* *FPT*95*tAPT*187*t*	49·2	28·7	Houston, Texas Utd.States *13BHptCem* (10 *to U dk* 3 ,,*2nd*,,)	DR gearedSteamTurbine 200lb (*r*) 390NHP 2SB,6*cf*,HS5284 FD WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	28 ″ 7 s 4 ″ 8 24 ″ 1¼	
32220 32 ICDL	**Pugliola** (*ex*Argia,*ex*Ninfa, *ex*WarMajor) 1*Dk*	2074 1681 1268			...		1917	Detroit S.B.Co. Wyandotte	Ing.G.B.Bibolini	251·4 261·3 P27'B65'F28' FK	43·6 44·1	18·0 17·3	Spezia Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP Detroit.S.B.Co.Detroit	20 ″ 2	I †
32221 121597 ZMFV	**Pukeko** Ⓟ TwinSc *OilEng.* *ss*Auk.No.1-32 Wireless *Well deck* 1*Dk*(*Stl*)	742 501 388	✠ [illegible] 12,35 ✠NE11,30 ✠~~LMC4,35~~ ~~DBS11,34~~	Auk	*j*	10,34	1928 3mo	GooleS.B. &RepgCo. (1927)Ld. Goole *Lloyd's A&CP*	Richardson&Co. Ld. *CellDBa&u*	180·0 Q50'B51'F24' FK *E*44' *f*79'170*tFPT*	29·4 *30·8*	11·8	Napier,N.Z. British *5BHptCem* *ptAsp* 20*tAPT*46*t*	Oil Engines 2S.C.SA 8Cy.14"-17" 276NHP NDB30*150lb* FairbanksMorse&Co. Beloit,Wis.	14 ″ 0 s ″ 9¼ 13 ″ 3¾	
32222 161540 GKBL	**Pukkastan** *ss*Avn.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5809 5293 3503	✠100A1 *withfreeboard* 9,35 ~~12,34~~ ✠LMC MS1,34 BS~~5,54~~ 9,35	Shl Bry	*b* †	CL 4,33	1929 10mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *DTa*28'1170*t*	440·5 F38' FK *CellDB*380'1616*t* (*FPT*154*t APT*332*t*	57·5	27·4	Newcastle British *7BHCem* *Coll toSh dk* 6 ,,*2nd*,,)	T.3Cy.25",42$\frac{3}{8}$"&72½"-48" 220lb *220lb* (*s*) 472NHP 2SB,*8cf*,GS158,HS6130 FD J.Dickinson&Sons,Ld.Sld.	30 ″ 0 s 4 ″ 1 26 ″ 1½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme malgré maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade
32223 SPEC	**Pulaski** Ⓟ (*ex*Estonia, *ex*Czar) **TwinSc** *ss*Cpn.No.3-5,24 GyC. *ss*Dnz.No.2-33 3*Dks*(*UStl*-teak s,2nd dk*Stl*-ws)	6345 4801 3820	✠100A1 4,35 ✠LMC MS4,32 BS3,35	NYk	*a*†	CL S3,35 PN3,35	1912 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Gdynia-America ShippingLines,Ld. *CellDBa*104'*uE*4	425·0 P74'B203'F73' FK 5'*f*175'824*t FPT*33	53·2	29·4	Gdynia Polish 5*BHCem* *tAPT*22*t*	Q8Cy.21½",30¾",44"&63"-48" 215lb (*s*) 889NHP 6SB,*18cf*,GS322,HS13302 FD Barclay,Curle&Co.Ld. Gls.	32 ″ 0 s8 ″ 0½ 24 ″ 5	
32224 163383 MBGS	**Pulborough** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	960 702 524	✠100A1 ~~6,30~~ ~~9,31~~3,36 ✠LMC9,33	Sld ~~Nwc~~	*l* Hpl	CL 2,36	1933 9mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuE*17'*f*141	205·0 Q119'B11'F20' FK '279*tMT*83*t FPT*80	33·0	13·1	London British 4*BHCem* *tAPT*19*t*	T.3Cy.14½",25"&41"-30" (*s*) 200lb *100lb* 118NHP 1SB,*3cf*,GS54,HS1985 D.Rowan&Co.Ld.Gls.	15 ″ 1 s4 ″ 7½ 14 ″ 6	
32225 133509 VJVQ	**Pulganbar** Ⓟ *Ref.Mchy.* 1*Dk&Shade dk*	1160 641 474					1912	Greenock& Grngemouth DkyrdCo.Ld Grngemouth	NorthCoastSteam Nav.Co.Ld.	225·0 F35'	35·1	12·5	SydneyNSW British	T.4Cy.21",34½"&(2)40"-33" 184NHP Dunsmuir&JacksonLd Gls		C
32226 DHTP	**Puma** *Ref.Mchy.* D.F. 2*Dks*	2171 1560 988					1930	Bremer Vulkan Vegesack	Afrikanische FruchtCie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	319·1 P20'B&F275' len34 *Upper*F40'	45·5	15·4	Hamburg German *WB*	T.3Cy.22⅝",37¾"&61⅞"-41⅜" HS5975 394NHP BremerVulkan,Vegesack		G
32227 143414 GQJX	**Pundit** *ss*Cal.No.3-10,31 2*Dks*(*Stl*)	5305 4828 3199	✠100A1 6,35~~5,34~~ ✠LMC MS10,31 BS~~4,35~~ 1,36	Cal	*y*	CL ~~10,32~~ 6,35	1919 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*	400·3 P49'B113'F40' FK 345'1025*t FPT* 130*t*	52·4	28·4	London British 7*BHptCem* *APT*204*t*	T.3Cy.27".44"&73"-48" (*s*) 180lb *110lb* 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
32228 CSGW	**Pungue** (*ex*Morocco) *ss*Hul.2ndNo.3-2,25 *Spar dk*(*Stl*)2*trB*& *Web frames*	3993 3663 2550	✠ —— 9,30 ✠NB10,19✠	Mdb	*w*		1900 10mo	Furness, Withy&CoLd WHartlepool	Cia.Colonialde Nav. *CellDBa*112'	339·6 P31'B107'F31' FK *uE&B*49' *f*124'734*t*	47·2	26·9	Beira Portuguese 6*BHCem* *APT*30*t*	T.3Cy.25",40"&66"-45" 310NHP 2SB,*6cf*,GS132,HS4868 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10	C †
32229	**Punta Arenas** Ⓟ (*ex*Apple Branch-33) *ss*Nwc.No.3-3,33 2*Dks*(*Stl*)	*4452* *4073* *2754*	✠100A1 6,35~~11,34~~ ~~BS11,34~~ ✠LMC3,33 12,35	Grk NYk	*x*	CL 3,33	1920 2mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.ChilenadeNav. Interoceanica(H.R Samsing,*Mgr.*) *C*	376·0 P41'B113'F39' *ellDB*321'972*tFPT*	51·7	26·5	Valparaiso Chilian 7*BHCem* 59*tAPT*63*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s5 ″ 3½ 24 ″ 0	
32230 160389 GNSQ	**Punta Benitez** **TwinSc** *ss*Cco.No.1-33 1*Dk*(*Stl*) *Mchy.Aft*	2394 1743 1243	✠100A1 12,35~~4,35~~ BS4,35 ✠LMC9,32 *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel*3,	*t* *in* 28	CL S12,35 P9,34 *bulk* *F.P. a*	1928 3mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tank*	305·7 P67'F34' *Trunk*204' FK *s f* 286*t a* 356*t FPT*	50·2	14·3	London British 7*BHptCem* 60*tAPT*75*t*	T6Cy.13½",23½"&36"-27" (*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
32231 160460 GNVB	**Punta Gorda** **TwinSc** *ss*Cco.No.1-32 1*Dk*(*Stl*) *Mchy.Aft*	2395 1743 1244	✠100A1 ~~8,34~~ 11,35 BS11,35 ~~BS8,34~~ ✠LMC7,32 *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel*5,	*t* *in* 28	CL S9,33 P11,35 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	Harland& Wolff Belfast '*sA&CP* 50° F.	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks*	305·7 P67'F34' *Trunk*204' FK *f* 286*t a* 356*t FPT*	50·2	14·3	London British 7*BHptCem* 60*tAPT*75*t*	T6Cy.13½",23½"&36"-27" (*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Glasgow	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
32232 TUKJ	**Purfina** *OilEng.* *Mchy.Aft* 1*Dk*	538 420 251					1928	Rotterdam Droogd.Maat Rotterdam	PurfinaCabotage S.A.	166·0 F23'	29·8	11·1	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.11"-19 11/16" 70NHP Motorenfabr "Deutz" A.G.Köln-Deutz		V
To be broken up 32233 149786 GMZP	**Purley Oaks** (*ex*Morawitz, *ex*Kermoor, *ex*Morawitz) *ss*Bal.No.3-4,19 *ss*Ham.No.2-27 1*Dk*(*Stl*)2*trB deepframing*& *Web frames*3*Dk rule*	4288 4045 2686	✠~~100A1~~ 5,30 ~~BS6,29~~ ✠~~LMC6,27~~	Hul	*x*	CL 6,31	1907 7mo	JLThompson&Sons,Ld. Sunderland A&CP	~~T.E.Evans&Co.Ld.~~ *Cell DBa*135'*uE&B*	378·0 P23'B119'F30' FK 44' *f*155'1053*t FPT*	52·3	24·4	London British 6*BHCem* 127*tAPT*27*t*	T.3Cy.26",42"&68"-48" (*s*) 180lb *120lb* 392NHP 2SB,*8cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 ″ 1 s5 ″ 0 22 ″ 6	
32234 208636	**Put-in-Bay** Ⓟ 2*Dks*	1182 — 731					1911	Detroit S.B.Co. Wyandotte	Ashley&Dustin SteamerLine	226·0	46·5	17·6	Detroit Utd.States *WB*	T.4Cy.25",40"&(2)45"-36" 243NHP DetroitS.B.Co.Detroit		
32235 132880 GCKS	**Putney** (*ex*Neotsfield-33,*ex*Dartwen) *ss*Hul.No.3-5,31 1*Dk*(*Irn*)	4793 4556 3022	✠100A1 4,35 ✠LMC MS5,31 BS~~3,34~~ 4,35	Npt	*x*	CL N4,35	1913 3mo *Lloyd*	Richardsn. Duck&Co.Ld. Stockton '*sA&CP*	AlphaS.S.Co.Ld. *Cell DBa*127'*uE&B*	380·2 P34'B111'F31' FK 45'*f*168'1116*tFPT*1	50·9	28·0	London British 6*BHCem* 62*tAPT*129*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb ~~*100lb*~~ 385NHP 3SB,*9cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s5 ″ 9½ 24 ″ 9	
32236 Now "Hav," see No. 33424 in Supplement LCGT	**Putten** (*ex*Dagfin,*ex*Aarstad) 1*Dk*	2184 1917 1284					1920	Dundee S.B.Co.Ld. Dundee	A/S Eidsiva (SverreDitlev-Simonsen&Co. *Mgrs.*)	286·0 P38'B77'F32'	43·5	19·1	Oslo Norwegian *WB*	T.3Cy.21",35"&58"-39" 202NHP Cooper&Greig,Ld.Dun.		N
32237 95407 MGKK	**Pylades** *ss*Lth.No.1-35 *ss*Nwc.2ndNo.3-5,31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	705 515 294	✠100A1 ~~8,33~~ ~~1,35~~ 2,36 ✠NB3,24 ✠LMC8,35 ~~MS5,31~~ ~~BS5,34~~	Lth	*j*	~~9,34~~ 8,35	1903 9mo *Lloyd*	R.Williamson&Son Workington '*sA&CP*	M.Taylor	182·8 BK7" *WB=DB*/95'	27·9	12·3	Methil British 3*BHCem* 134*tFPT*50*t*	T.3Cy.15",25½"&41"-30" (*s*) 160lb 110NHP 1SB,*3cf*,GS57,HS1934 Ross&Duncan,Glasgow	14 ″ 7 s5 ″ 2½ 14 ″ 4½	
32238 DOOC	— 1*Dk*2*trB*	651 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges. "Neptun"	180·1 Q52'B43'F22'	28·2	12·8	Bremen German *WB*	T.3Cy.13",20½"&33 1/16"-21⅝" 50NHP A.G."Weser,"Bremen		G
32239	**Pylaros** (*ex*Carmen Sylva,*ex*Hermod) **IronTwinSc** 1*Dk*	346 — 112					1864	Baumgarten &Burmeister Copenhagen	G.N.Athanasoulas	181·9 H26*t*	20·1	10·4	Argostoli Greek	T.6Cy.12",19"&30"-16" NE&B95 72NHP Howaldtswerke,Kiel		
32240 PUCP	**Pyrineus** **TwinSc** 1*Dk*	*1696* *1570* *1044*					1910	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		
32241 137410 GPZT	**Pyrrhus** Ⓟ D.F. 2*Dks*	7418 6299 4695					1914	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·5 P53'B162'F59'	56·5	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP Wrkman,Clark&Co.Ld.Bel		BT till ~~2,35~~ 3,36
32242 Now "Shakhter," see No. 40031 in Supplement	**Pytheas** (*STRANDED 2,32—REFLOATED*) (*ex*Kenmare, *ex*Kinross, *ex*Kingfield) *ss*Rot.2ndNo.3-12,26 *ss*Pir.No.1-31 1*Dk*(*ptIrn&ptStl*)2*trB*&*Web frames*	*3028* *2885* *1930*	✠ 6,31 ✠	Pir	*u*		1902 5mo	Richardsn. Duck&Co. Stockton	 *CellDBa*	325·0 P27'B164'F31' FK 108' *u E&B*40' *f*138'	47·0	22·4	 5*BHCem* 740*tAPT*95*t*	T.3Cy.23",38"&62½"-42" NDB18 256NHP 2SB,*6cf*,GS109,HS3900 Blair&Co.Ld.Stockton	24 ″ 10	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
32243 219524 KOZL	**Quaker City** Fitted for oil fuel Sub.Sig. 2Dks	4961 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States WB	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
32244 219112	**Quantico** (exLakeFitch–33) Fitted for oil fuel D.F. 3Dks	2713 — 1679					1919	GlobeS.B. Co. Superior,Wis	Merchants& MinersTranspn. Co.	253·4 P24'B64'F23'	43·8	26·9	Baltimore Utd.States WB	T.3Cy.21",35"&59"–42" 226NHP NordbergMfg.CoM'lw'kee		R
32245 CSBZ	**Quanza** Ⓟ (exPortugal) TwinSc ssShl.No.3-6,34 D.F. 2Dks,3rd dk inNos.1,2&3holds Ref.Mchy. CruiserStern	6636 4821 3948	100A1 withfreeboard 6,34 BS~~5,35~~ 5,36	Shl LMC6,34	a†	6,34	1929 Lloyd	Blohm& Voss Hamburg 'sAP	Cia.Nacional de Navegacao CellDB347'1001t FPT62t tanks at sides of tunnel19'166t	418·2 P&B271'F85'	52·6	28·6 FK	Lisbon Portuguese 9BHCem	T.6Cy.22$\frac{13}{16}$",38$\frac{9}{16}$"&66$\frac{15}{16}$"– 47¼" 213lb (s) FD 986NHP 3DB,18cf,GS343,HS14694 NB14,fitted29 Blohm&Voss,Hamburg	31 ″ 0 s 6 ″ 5 24 ″ 11	
32246 160614 GSQN	**Quarrington Court** ssSld.No.1-32 D.F. 2Dks(Stl)	6900 6563 4330	✠100A1 withfreeboard 2,36~~12,34~~ ~~BS12,34~~ BS ~~9,35~~1,36	Cff Shl ✠LMC8,32	a†	CL ~~12,34~~ 1,36	1928 11mo Lloyd	Nthmblnd S.B.Co(1927) Ld Newcastle Upper 'tween 'sA&CP	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.Mgrs.) dkBHexceptCollBHdispensed with CollBHtoWdk CellDB369'1477tFPT108tAPT149t 6 „ „2nd „	420·0 F42'	56·5	33·8 FK	London British Cem	T.3Cy.27",45"&75"–51" (r) 180lb 569NHP 3SB,9cf,GS192,HS8487 FD WllsndSlpwy.Co Ld.Nwc.	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
32247 70 ~~675~~ ISJF	**Quattro Venti** WoodAuxSr (exFourWinds,exYacht OilEng. CrusaderA,exFourWinds,exEric) (See Sailing Ship Register)	635 532 456					1898	HallBros. PortBlakeley Washington	~~PietroSerri~~ Soc. Anon.Italiana SaraKirschner	188·6	37·8	13·2	~~Viareggio~~ ~~Italian~~ Rome Italian	Oil Engines 2S.C.SA 8Cy.10½"–12½" 155NHP FairbanksMorse&Co. Beloit,Wis.		I
32248 133541 MDZY	**Quaysider** ssShl.No.2-36 ssNwc.No.3-2,27 ~~ssNwc.No.1-32~~ Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	616 432 301	✠100A1 3,36~~8,34~~ ~~MS5,32~~	Nwc Shl ✠LMC3,36 ~~BS12,34~~	i	CL ~~8,34~~ ~~N7,35~~ 3,36	1913 11mo Lloyd	J.P.Ren- noldson&Sns SouthShields 'sA&CP	BritishIsles Coasters,Ld. WB=CellDBf112'140tFPT44tAPT31t	175·3 Q89'B9'F22'	28·2	11·0 FK	Newcastle British 3BHCem	T.3Cy.15½",25"&41"–27" (s) 180lb 95RHP 1SB,3pf,GS55,HS1825 J.P.Rennoldsn&Sns.S.Shl.	13 ″ 3 s 4 ″ 2½ 12 ″ 8	
32249 153450 VGQB	**Quebec** Ⓟ TwinSc ssMtl.No.1-33 1Dk(Stl)2nd dk in holds	7016 2481 4143	✠100A1 withfreeboard 9,35 ~~9,33~~ BS4,35 For Service between Montreal & Saguenay Fitted for oil fuel5,28 F.P. above 150° F.	Qbc ✠LMC10,32		CL ~~9,33~~ 9,35	1928 5mo Lloyd	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. 'sA&CP	CanadaSteamship Lines,Ld. CellDB273' 519t FPT125tAPT67	350·1	70·0	18·8 FK	Montreal British 8BHCem	T8Cy24"38"&(2)44"–36"(s) 190lb 100lb 790NHP 6SB,18cf,GS330,HS12656FD Richardson,Westgarth& Co.Ld.Hpl.	21 ″ 0 s 5 ″ 8½ 15 ″ 6	
32250 148833 GMPR	**Quebec City** Fitted for oil fuel D.F. 2Dks	4745 4432 2877					1927	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	400·5 F41'	54·3	25·6	Bideford British WB	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
32251 148518 GKWS	**Queda** ssCal.No.2-33 2Dks(Stl)&Shelter dk(Stl)	7766 7184 4760	✠100A1 withfreeboard 4,36~~4,35~~ BS~~5,34~~ 8,35	Bom ✠LMC4,33	e†	CL 4,35	1925 1mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB429' 1703tDTa31'976tFPT195tAPT27t	487·0 F45'	60·7	29·9 FK Coll	London British 8BHptCem BH to Sh dk 7 „ „ 2nd „	Q.4Cy.28½",41",58½"&85" –54" (s) FD 225lb 933NHP 5SB,18cf,GS361,HS14253 Cen.Mar.E.Wks.Ld.WHpl	32 ″ 8 s5 ″ 1¾ 27 ″ 9½	
32252 130979	**Quedoc** (exKamaris,exMariska) Mchy.Aft 1Dk	3072 2623 1874					1890	GlobeIron WorksCo. Cleveland,O.	PatersonSteam- ships,Ld.	346·4 H—F36' len23	40·2	22·0 WB	Ft William Ont. British	T.3Cy.24½",38"&61"–42" 241NHP GlobeIrnWksCoCleveland		
32253 Broken up	**Queen** Ⓟ (exQueen of thePacific) IronBn 2Dks&Awng dk	2728 1974 1672					1882	W.Cramp &Sons Philadelphia		331·2	38·5	12·5 21·2 WB	Japanese	T.3Cy.27⅛",43"&68"–48" NE97Bmde06ftd08 319NHP UnionIronWrks.SFrncsco		
32254 217551 KJVW	— (exLakeFlovilla) Ref.Mchy. 1Dk2trB	2592 2220 1604			...		1919	Detroit S.B.Co. Wyandotte, Mich.	QueenS.S.Corp. (Minnesota-At- lanticTransitCo.)	251·0 P25'B64'F23'	43·6	26·1 FK	Duluth Utd.States WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
32255 114559	— Ⓟ PadSp 1Dk&Promenadedk	345 267 145					1902	J.Reid&Co Ld. Glasgow	Sou.I.of Wight& S.ofEng.Royal MailStm.PktCoLd	200·3	24·1	8·3	S'thamptn British	O.2Cy.27"&55"–54" 185NHP Barclay,Curle&Co.Ld.Gls		BT till 12,35
32256 133045	**Queen Alexandra** Ⓟ TrpSc Now "Saint Columba," see No. 40098 in Supplement 1Dk&Promenadedk	792 329					1912	W.Denny& Bros. Dumbarton	DavidMacBrayne Ld.	270·3	32·1	11·0	Glasgow British WB	3 Steam Turbines Denny&Co.Dumbarton		BT till 9,35
32257 144728 GKWP	**Queen City** (exCragness) Fitted for oil fuel 2Dks	4814 4505 2978					1924	JLThomp- son&SonsLd. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. Mgrs.)	412·1 F34'	55·0	25·1	Bideford British WB	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
32258 20612	— Mchy.Aft 1Dk	3785 — 3367					1896	Cleveland S.B.Co. Cleveland	PittsburghS.S.Co.	401·4	48·0	23·7	D'luth,Min Utd.States WB	T.3Cy.23",38"&63"–40" 251NHP ClevelandS.B.Co.Clevelnd		
32259 142628 GKCJ	**Queen Eleanor** (exSierraBlanca) ssGls.No.3-10,31 D.F. 2Dks(Stl)	5271 4829 3204	100A1 5,35 BS5,35	Nwc LMC10,31	y	CL 7,34	1918 Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	QueenLine,Ld. (T.Dunlop&Sons, Mgrs.) CellDB338' 1103tFPT133tAPT225t	400·3 P49'B113'F39'	52·3	28·4 FK	Glasgow British 7BHCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¼ 25 ″ 2¾	
32260 133048	**Queen Empress** Ⓟ PadSp 2Dks	411 291 164					1912	Murdoch & Murray,Ld. PortGlasgow	London,Midland& ScottishRailway	210·0	25·6	8·4	Glasgow British	C.D.2Cy.27½"&54"–54" 178NHP Rankin&Blackmore,Grk.		BT till 10,35
32261 164282 GBTT	**Queen Mary** Ⓟ E.S.D. QuadSc 5Dks,6th&7thDks clear of mchy space, 8thDk fr'd of mchy space CruiserStern D.F.GyC.(Topsides special quality steel)	80774 56152 34118	✠100A1 withfreeboard 5,36 Fitted for oil fuel 5,36 F.P. above 150°F.	Sou ✠LMC5,36		CL	1936 5mo Lloyd's	JohnBrown &Co.Ld. Clydebank A&CP	CunardWhiteStar Ld. CellDB835'8585tDTf33'695tFPT310tAPT364t	975·2 B715'F93' Upper Bridge540'	118·6	68·5 FK	Liverpool British 15BHAsp	16SteamTurbinesSRgeared to4Sc.Shafts (s) 33653NHP 24W.T.B.425lbHS234000 FD 3DB250lb JohnBrown&Co.Ld.	74 ″ 7 s35 ″ 11⅝ 38 ″ 10½	
32262 132310	— TwinSc Mchy.Aft 1Dk	636 594 338			...		1913	Lobnitz& Co.Ld. Renfrew	Government of Nigeria	170·7 F16'	34·1	12·8 FK	Lagos British	T.6Cy.13",22"&34"–22" 137NHP Lobnitz&Co.Ld.Renfrew	13 ″ 3	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
32263 161974	**Queen Mary II** Ⓟ TrpSc (exQueenMary-35) 2Dks& Shelter dk	870 572 336					1933	W.Denny &Bros.Ld. Dumbarton	London,Midland& ScottishRailway	252·5	35·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 10,35
32264 147886 GKFR	**Queen Maud** (exEvangelos) ssGls.No.3-9,33 2Dks(Stl) Now "Christos Markettos," see No. 37571 in Supplement	5209 4758 3135	✠100A1 2,36 ~~4,35~~ BS11,34 ✠LMC9,33	Liv Nwc	y	CL 8,33	1919 9mo	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong Lloyd'sA&CP	QueenLine,Ld.(T. Dunlop&Sons, Mgrs.) CellDB 344' 1108t FPT128t APT175t	400·2 P49'B113'F40'	52·3	28·5 FK	Glasgow British 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD TaikooDykd.&Eng.Co.Ld.	31 " 0 s5 " 11½ 25 " 3	
32265 142767 GKRP	**Queen Olga** (exBembridge, exWarAnchusa) ssGls.No.3-4,32 D.F. 1Dk(Stl)	5242 4770 3161	✠100A1 8,35 ~~11,34~~ ~~BS8,34~~ 8,35 ✠LMC4,32	Nwc	y	CL ~~7,08~~ 8,35	1919 1mo	Caird&Co. Ld. Greenock Lloyd'sA&CP	CadoganS.S.Co. Ld.(T.Dunlop& Sons,Mgrs.) CellDB 340'1051t FPT128t APT220t	400·0 P50'B113'F39'	52·3	28·5 FK	Glasgow British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 " 0 s5 " 11½ 25 " 3½	
32266 156189 VQJP	**Queen of Bermuda** Ⓟ QuadSc Ref.Mchy. 3Dks(Stl-Weather dk teak s) 4th dk(Stl)in forward holds&in Nos.5&6 holds, 5th dk(Stl)in No.2 hold (Topsides-special quality steel) Sub.Sig. Rudder electrically welded D.F. GyC. E.S.D. CruiserStern	22575 13107 12777	✠100A1 withfreeboard ~~5,35~~ ~~11,34~~ 11,35 BS2,36 ~~BS2,35~~ ✠LMC2,33 ✠Lloyd'sRMC ~~4,35~~ 11,35 Fitted for oil fuel 2,33 F.P. above 150°F.	NYk	m†	CL Pa11,35 Sa11,35	1933 2mo	Vickers-Armstrongs, Ld. Barrow Lloyd'sA&CP	Furness,Withy& Co.Ld. CellDB including tanks in way of tunnels& wing tanks 389' 3036t MTs26' 1040tDTsf742t 'tween dk tanks a72' 435t FPT113t APT121t	553·4 B&F513' UpperBridge413'	76·7	39·0 FK	Hamilton, Bermuda British 13BHptCem Coll,,to Wdk Turbines by Motors by	2SteamTurbinesconnected to Electric Motors & Sc. Shafts (s) 4274NHP 8 Water Tube Boilers 400lb HS39720 FD Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 " 3 s16 " 5¾ 27 " 0¾	
32267 148380 GLZV	**Queen of Kent** Ⓟ Pad Fitted for oil fuel Wireless CruiserStern 2Dks	798 388 379					1916	AilsaS.B. Co. Troon	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	235·2	29·1	9·2	Rochester British WB	CD.2Cy.26½"&52"-54" 165NHP AilsaS.B.Co.Troon		BT till 10,35
32268 108358 MCDC	**Queen of Southend** Ⓟ PadSk (exYarmouthBelle) Fitted for oil fuel 2Dks	517 409 209					1898	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	240·0 Promenade dk156'	28·1	9·3	London British	T.3Cy.20½",30"&43"-60" 143NHP Denny&Co.Dumbarton		BT till 10,35
32269 160696 GTCD	**Queen of Thanet** Ⓟ Pad Fitted for oil fuel Wireless Cruiser Stern 2Dks	792 384 382					1916	W.Hamilton&Co.Ld. PortGlasgow	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	234·9	29·1	9·2	Rochester British WB	C.2Cy.26½"&52"-54" 168NHP W.Hamilton&Co.Ld.P.Gl.		BT till 10,35
32270 164189 GYKW	**Queen of the Channel** Ⓟ OilEng. TwinSc Wireless 2Dks CruiserStern	~~1030~~ 1162 563 677					1935	W.Denny &Bros.Ld. Dumbarton	NewMedwayStm PacketCoLd(S.J. Shippick,Mgr.)	250·8 Promenade dk145'	34·1	9·2	London British WB	2 Oil Engines 2S.C.SA 16Cy.14 3/16"-23⅝" 560NHP W.Denny&Bros.Ld.Dmb. SulzerBros.Winterthur		BT till 10,35
32271 120511 MCFB	**Queenie** 3Mst Mchy.Aft Welldeck 1Dk	329 230 130			...		1905	R.Williamson&Son Workington	JohnS.Monks,Ld.	135·9 Q78'B9'F20'	24·0	9·8 FK	Liverpool British WB	C.2Cy.18"&36"-24" 54RHP Ross&Duncan,Glasgow	10 " 9	
32272 162488 GTQR	**Queensbury** ssCff.No.1-35 1Dk(Stl)&Shelter dk(Stl)	3911 3682 2425	✠100A1 withfreeboard 2,36 ~~8,34~~ ✠LMC ~~1,34~~ 2,36 ~~BS7,36~~	Cff	y	CL 8,34	1931 1mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	AlexanderShppng. Co.Ld.(Capper Alexander&Co. Mgrs.) CellDBa&uE125' f179'1059tFPT60t APT82t	372·6 F39'	52·3	24·4 FK	London British 6BH~~pt~~Cem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.23",39"&65"-45" (s) 200lb 381NHP 2SB(FD)&1AuxB,8cf, GS151,HS5521 D.Rowan&Co.Ld.Gls.	26 " 9 s2 " 7½ 24 " 4½	
32273 136710 MFPG	**Queensferry** ~~Sp~~ (HopperBarge) 1Dk	472 450 207			...		1914	CHWalker &Co.Ld. Sudbrook	London,Midland& ScottishRly.	166·5	27·7	11·2 FK	Liverpool British	T.3Cy.13",22"&34"-22½" NB17 60RHP Plenty&Son,Ld.Newbury	11 " 11	
32274 148094 GDXK	**Queenworth** ssNwc.No.2-34 Mchy.Aft 1Dk(Stl) Welldeck Cargo battens not fitted D.F. Special Surveys to date from 7,25	2047 1581 1150	✠100A1 10,35 ~~1,35~~ MS7,34 ✠LMC BS1,35	Nwc Sld	r	CL ~~1,35~~ 10,35	1925 3mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	WatergateStm. Shppg.Co.Ld.(R.S. Dalgliesh&R.J. James,Mgrs.) CellDBuE25' f186'544t MT9'207t FPT135tAPT64t	275·0 Q165'F30'	39·9	18·1 FK	Newcastle British 5BHCem	T.3Cy.21",35"&57"-36" (s) 180lb 222NHP 2SB,6cf,GS98,HS3560 J.Dickinson&Sons,Ld.Sld.	20 " 3 s6 " 1¾ 18 " 5¾	
32275 115764 MGDM	**Quenast** (exDunavon) ssSld.2ndNo.3-2,27 Mchy.Aft ssSld.No.1-31 Well deck 1Dk(ptStl)&deep framing	569 436 280	✠100A1 7,31 ✠LMC7,31	Sld	h	CL 12,30	1903 5mo	Bow,McLachlan&Co. Ld. Paisley Lloyd'sA&CP	TheLondon GraniteCo.Ld.	165·5 Q48'B11'F34' WB=CellDBf94'	28·2	12·0 FK	London British 3BHCem 216tFPT62t	C.2Cy.20⅝"&44⅝"-30" (s) 140lb 78RHP 1SB,3pf,GS75,HS2094 Bow,McLachln&CoLdPsy	14 " 5 s1 " 4½ 13 " 4	
32276 148548 GKWT	**Querimba** ssCal.No.2-33 2Dks(Stl)&Shelter dk(Stl)	7769 7197 4772	✠100A1 withfreeboard 7,35 ~~7,34~~ ~~BS8,34~~ 6,35 ✠LMC6,33	Cal	e†	CL ~~10,32~~ N7,35	1925 3mo	W.Gray& Co.Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB428'1709t DTa31'976tFPT195tAPT28t Coll	487·0 F45'	60·9	29·9 FK	London British 8BHptCem BHto Shdk 7 ,, ,, 2nd ,,	Q4Cy28½",41",58½"&85"-54" 225lb (s) 933NHP 5SB,18cf,GS361,HS14253 FD Cen.Mar.EngWks.W.Hpl	32 " 8 s5 " 1¾ 27 " 9½	
32277 147210 GJTM	**Quernmore** ssAnt.No 2-31 Sub.Sig. 1Dk(Stl)2trB D.F. CruiserStern	3787 3217 2117	✠100A1 8,34 ✠LMC ~~MS6,31~~ 7,35 ~~BS10,31~~ 10,35 Fitted for oil fuel 5,23 F.P. above 150°F.	Ant	x	CL 8,34	1923 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.Mgrs.) Duct keel in Boiler space & forward 141' CellDB292'1145tDTa22'450tFPT50tAPT47t	363·5 P33'B179'F80'	52·1	23·8 FK	Liverpool British 8BHptCem ptAsp	T.3Cy.26",43"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.	26 " 7 s3 " 10½ 22 " 11½	
32278 DHTQ	**Quersee** (exAmrum) 1Dk	998 794 560					1926	Nordseewerke Emden	W.Schuchmann	219·6 P16'Q56'B55'F26'	34·9	13·1	Hamburg German WB	T.3Cy.17 11/16",29½"&46"-31⅜" 118NHP F.Wilhelms-Hütte,Mülheim,Ruhr		G
32279 149453 GNRP	**Quickstep** ssShl.No.1-33 1Dk(Stl) Cargo battens not fitted	2722 2353 1642	✠100A1 11,35 ~~3,35~~ BS12,35 ✠LMC MS3,33 ~~BS9,34~~	Shl Hpl	l	CL ~~3,35~~ 11,35	1928 2mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	HillSteam ShippingCo.Ld. (Witherington& Everett,Mgrs.)	305·0 P23'B50'F24' CellDB 261'727tFPT106t	45·5	21·3 FK	Newcastle British 6BHptCem APT100t	T.3Cy.21",35"&57½"-42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 s3 " 2¾ 20 " 5¾	
32280 148695 GLQK	**Quiloa** ssBom.No.2-34 2Dks(Stl)&Shelter dk(Stl)	7765 7178 4750	✠100A1 withfreeboard 3,36 ~~3,35~~ ~~BS7,34~~ 6,35 ✠LMC6,35	Cal	e†	CL 3,35	1925 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB429' 1703t 976tFPT195t	487·1 F45' DTa31' APT27t	60·7	29·9 FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,, 2nd ,,	Q.4Cy28½",41",58½"&85"-54" 225lb (s) 933NHP 5SB,18cf,GS361,HS14253FD Cen.Mar.Eng.Wrks.WHpl	32 " 8 s5 " 1¾ 27 " 9½	
32281 220985 KJVX	**Quinault** Wood Fitted for oil fuel 1Dk	1138 1100 610					1921	G.F.Mathews(ofHoquiam,Wash) Portland,Or.	Hart-Wood LumberCo.	210·0	43·1	15·4	S.Frncisco Utd.States	T.3Cy.15",28"&39"-24" 74NHP PacificMarineIronWorks, Portland,Or.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32282 222706 WFDZ	**Quincy** (*ex*Vogesen) 1*Dk*	3789 3438 2368					1909	W.Doxford &Sons,Ld. Sunderland	G.A.Crockwell	350·5 P23'B156'F37'	51·0	22·6	Boston Utd. States *WB*	T.3Cy.23″,38″&64″–42″ 265NHP W.Doxford&Sons,Ld.Sld.		
32283 DDTZ	**Quinta** Sub.Sig. 1*Dk*	1599 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampschifffahrts Ges.v.1869	262·6 P16'Q92'B108' F32'	40·2	15·3	Flensburg German *WB*	T.3Cy.15$\frac{5}{16}$″,25$\frac{5}{8}$″&44″–29$\frac{1}{2}$″ 105NHP FlensburgerSchiffsb.Ges.		G
32284 1874 ISJV	**Quinto** (*ex*Fleiss-33) 1*Dk*	531 404 278					1922	Gebr. Muller Foxhol	G.B.Ferrari	188·9 P61'F18' len26	26·1	10·3	Genoa Italian *WB*	T.3Cy12″,19$\frac{7}{10}$″&32$\frac{1}{10}$″–24$\frac{2}{5}$″ 50NHP N.V.v.d.Kuy&v.d.Ree's Mchft.&Schps.Schiedam		I
32285 231645 KDCR	**Quirigua** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. 4*Dks*	6982 3966 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd. States *WB*	2 Stm.Turbines connected toElec.Motors&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
32286 1738 ICAK	**Quirinale** Ⓟ (*ex*Palacky) D.F. 1*Dk&Spar dk&* *deep framing*	3779 2794 2215			...		1907	Lloyd Austriaco Trieste	LloydTriestino	356·0 P&B246'F65' FK	44·2	22·9	Genoa Italian *WB*	T.3Cy.24$\frac{1}{8}$″,40$\frac{1}{2}$″&68″–48″ 432NHP LloydAustriaco,Trieste	25 ″ 10	I †
32287 217144 WREI	**Quistconck** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5144 4664 3072			...		1918	American International S.B.Corp. HogIslandPa	LykesBros.– RipleyS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd. States *WB*	DRgearedSteamTurbine 600NHP GeneralElectric Co.Schenectady,N.Y.	32 ″ 0	R †
32288 218370 KJVY	**Quittacas** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4767 4413 2950					1919	ToddD.D. &Const.Corp. Tacoma,Wsh.	UnitedStates ShippingBoard Bureau	379·4 P39'B102'F41'	53·1	27·0	Tacoma, Wash. Utd. States *WB*	T.3Cy.24″,40″&70″–48″ 339NHP Skinner&EddyCrp.Seattle		R
32289 122740 VJVR	**Quorna** Ⓟ (*ex*Warrener) ssAdl.No.1-16 1*Dk*(*Stl*)	606 414 265	✠ 8,18 ✠	Adl	*i*		1912 9mo	J.Fuller- ton&Co. Paisley	TheAdelaide SteamshipCo.Ld. *WB=Cell*	175·5 B55'F28' FK *DBa*40'26*t* *FPT*40*t*	28·1	11·6	Adelaide British 4*BHCem* *APT*28*t*	T.3Cy.15″,25$\frac{1}{2}$″&41″–30″ 86RHP 1SB,3*cf*,GS62,HS2107 Ross&Duncan,Glasgow	12 ″ 3	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
32290 DHTR	**R. C. Rickmers** Sub.Sig. *2Dks*	5198 4728 3193					1921	Nordd. Werft.m.b.H. Weser-münde-G.	RickmersRhederei, A.G.	401·5 P50'B134'F34'	53·2	27·5	Hamburg German *WB*	T.3Cy.28½",45 7/16"&74"–53½" 400NHP BremerVulkan,Vegesack		G
32291 221897 KJVZ	**R. D. Leonard** *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* *1Dk*	1778 — 1082					1922	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	AtlanticRefining Co.	265·9 P62'F27'	39·2	19·6	Phildlphia Utd.States *WB*	DR Geared Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
32292 214951 WPCL	**R. G. Stewart** (*ex*R.W.Stewart, *ex*EdwardL.Doheny, Junior) *ss*N.Yk.No.3–8,30 *ss*N.Yk.No.1–34 *2Dks(Stl)&Shelter dk(Stl) &Web frames* D.F. *Mchy.Aft* *Longitudinal framing*	7530 7153 4596	✠100A1 *Shelter dk* *withfreeboard* ~~6,254,35~~2,36 ~~BS9,34~~ ✠LMC9,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 6,17 F.P. above 150° F.*	NYk BS10,35	*d*†	CL 9,33	1917 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~Pan-American ForeignCorp.~~ StandardOilCo. ofNewJersey.	467·6 FK *CellDBa23' uE&B76'*	62·7	32·0	Wilmgton (Del.) Utd.States 16*BHptCem* (10 *to U dk* 6 „ *2nd* „) *463tDTf40'*	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. *441tFPT229tAPT131t*	32 ″ 0 s 4 ″ 2 28 ″ 1	
32293 149845	**R. H. Carr** **TwinSc** *ss*Dem.No.1–31 *1Dk*	324 224 135	✠ A1 *withfreeboard* 2,31 ~~BS9,34~~ ✠LMC2,31 *For River & Coast service British Guiana*	Dem BS11,35		9,33	1927 6mo	J.Crichton &Co.Ld. Saltney *Lloyd'sA&CP*	Sproston'sLd.	145·3 F25' FK	27·6	8·7	Georget'n Dem. British 4*BHCem* *FPT12t*	T.3Cy.8¼",14"&22"–15" (*s*) 180lb 50RHP 1SB,*3cf*,GS47,HS1475 Plenty&Son,Ld.Newbury	9 ″ 0 s 2 ″ 11 6 ″ 6	
32294 [illegible] KDRD	**R. J. Hanna** Now "Bahrein," see No. 37289 in Supplement *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	7095 — 4388					1921	UnionConstructionCo. Oakland,Cal.	StandardOilCo. of California	435·0 P106'B40'F42'	56·2	33·4	S.Frncisco Utd.States *WB*	T.3Cy.27",47"&78"–48 422NHP LlewellynIronWorks, LosAngeles		R
32295 1845 IBPP	**R. L. Hague** **TwinSc** *OilEng.* *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)clear of cargo tanks 3rd dk(Stl)aft of cargo tanks Web frames* D.F. GyC. *Rudder electrically welded* *CruiserStern Longitudinal framing*	12173 11720 7127	✠100A1 ~~5,389,34~~12,35 ✠LMC7,32 *CarryingPetroleum in bulk* DBS9,34	Gen ~~Pal~~		CL ~~33,33~~ 4,35	1932 7mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sAP*	"LaColumbia"Soc. Marit. perTrasporti diPetrolio e Derivati	542·3 522·0 FK *Aft*B55'B40'F39' *Cell DBuE78' 135t D*	70·2	38·7	Genoa Italian 16*BHptCem* *Tsf53'2312t*	Oil Engines 2S.C.SA 12Cy.23⅝"–43 1/16" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An"Fiat"S.G.M.Turin *FPT291tAPT250t*	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
32296 77532	**R. R. Richardson** (*ex*J.M.Jenks) GyC. *1Dk2trB*	4046 — 2925					1902	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	414·0	50·0	28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"–40" NB25 213NHP AmericanSB.Co.Cleveland		
32297 214444 WSCP	**R. W. McIlvain** **TwinSc** (*ex*LosAlamos, *ex*BramellPoint) *ss*L.An.No.3–8,29 *Mchy.Aft* *OilEng.* D.F. *2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	3262 2994 2002	✠ ... 11,33	Mob			1916 11mo	Baltimore DryDocks& ShpbldgCo. Baltimore	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*)	292·3 P76'F26' FK *FPT73tAPT151t*	47·2	26·9	Baltimore Utd.States 11*BHptCem* (7 *to U dk* 4 „ *2nd* „)	OilEngines4S.C.SA 12Cy.22"–32" 2DB*150lb* NE20 564NHP McIntosh&SeymourCorp. Auburn,N.Y.	28 ″ 1 s 4 ″ 5½ 23 ″ 9½	
32298 YTMU	**Rab** Ⓟ *ss*Spt.No.1–35 *1Dk(Teak)*	344 235 115	✠100A1 *withfreeboard* 7,35 ~~11,34~~ ✠LMC ~~5,34~~ 7,35	Spt	*f*	CL ~~4,34~~ 6,35	1931 3mo	J.S.White &Co.Ld. EastCowes *Lloyd'sA&CP*	Jadranska Plovidba d.d. *Tanks in way of tunnel 1*	144·5 F34' BK6" *6'11tDTf20'31tFP*	24·6	11·4	Susak Yugoslav 5*BHCem* *T4tAPT3t*	T.3Cy.14",22½"&37"–24"(*s*) 200lb (*s*) 111NHP 1SB,*3cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 ″ 0 s 2 ″ 4½ 10 ″ 3½	
32299 DNAY	**Rabat** *Fitted for oil fuel* Sub.Sig *2Dks*	2719 2304 1603					1929	Deutsche WerftA.G. Hamburg	Oldenbrg-Portug. Dmpfsch.-Rhed.	283·3 P21'B72'F31'	46·0	23·0	Oldenburg German *WB*	C.4Cy.(2)18 11/16"&(2)39⅜"–39⅜" 194NHP DeutscheWerftA.G.Ham.		G
32300 11364 TWCD	**—** **3Mst** (*ex*Vena, *ex*Algeiba, *ex*Clarence) *ss*Bel.2ndNo.3–3,28 *ss*CasablancaNo.1–32 *1Dk(Stl)* *Mchy.Aft* *Well deck*	*565* *402* *229*	✠100A1 11,35 ~~1,35~~ ✠NB9,18 ✠LMC12,32 BS1,35	Casablanca	*h*	CL 1,35	1902 5mo	Scott& Sons Bowling *Lloyd'sA&CP*	V.&S.Castella	170·4 Q91'B10'F25' BK7" *FPT60t*	27·2	11·4	Casablnca Moroccan 4*BHCem* *APT32t*	T.3Cy.14",22½"&37"–27" 160lb *160lb* NDB18 71NHP 1SB,*3pf*,GS49,HS1293 Ross&Duncan,Glasgow	12 ″ 4 s 4 ″ 0½ 12 ″ 6	
32301 163510 GWXX	**Rabaul** **TwinSc3Mst** (*ex*GeorgeWashington–34) *OilEng.* *ss*Osl.No.3–6,29 D.F. *ss*Osl.No.1–33 *2Dks(Stl)&Awng dk(Stl)*	5618 5200 3516	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~8,34~~ DBS~~8,34~~5,35 ✠LMC CS8,34 8,34	Osl Hpl	*a*†	CL s8,34 P5,35	1916 11mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	W.R.Carpenter& Co.Ld.(W.C. PhillipsHarvey, *Mgr.*) *Cell D*	425·5 FK *B377'1266tFPT90t*	55·3	27·8	London British 7*BH pt Cem* *APT82t*	Oil Engines 4S.C.SA 12Cy.24 11/16"–37 11/16" 717NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0½ 26 ″ 8½	
32302 DOEF	**Rabe** (*ex*Hornsee) Wireless Sub.Sig.	994 879 556					1923	F.Schichau Elbing	ArgoReed.A.G.	229·8 P14'F30'	33·5	14·2	Bremen German *WB*	T.3Cy.15",24⅞"&38⅝"–25½" 74NHP F.Schichau,Elbing		G
32303 FOYB	**Rabelais** (*ex*JeanStern) *1Dk&2nd dk in holds*	4999 4100 3156			...		1921	Atel.&Ch. duSud-Ouest Bordeaux	Cie. desAffrêteurs Français(Heuzey& Chastellian,*Mgrs.*)	386·4 P35'B*a*21'B*f*21' F46' FK	52·4	25·0	Rouen French *WB*	T.3Cy.25½",42"&70"–48" 433NHP N.E.MarineEng.CoLdNwc	28 ″ 4	V †
32304 DOFS	**Rabenfels** (*ex*SlavicPrince) *Fitted for oil fuel* Sub.Sig. *2Dks&Shelter dk*	8563 5922 5310			...		1918	Palmer's Co.Ld. Newcastle	DeutscheDampfs. Ges.Hansa	447·9 FK	57·2	39·2	Bremen German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 667NHP Palmer'sCo.Ld.Newcastle	40 ″ 9	G †
32305	**Rabotchy** Sub.Sig. *1Dk*	2513 1980 1387			...		1928	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	284·3 P20'B72'F32' FK	43·1	20·5	Leningrad Russian *WB*	T.3Cy.17 11/16",29⅞"&48 7/16"–35 7/16" 193NHP BalticS.B.&EngWrks.Len	22 ″ 8	
32306	**Rabotnik** **TwinSc** *OilEng.* *Mchy.Aft* *1Dk*	967 769 472					1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 2S.C.SA 12Cy.13 9/16"–19 11/16" 389NHP StateEngineWorks, Kolomenski		
32307 147306 GCQZ	**Raby Castle** *OilEng.* *ss*N.Yk.No.2–33 D.F. *2Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing*	4996 4591 3078	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~10,34~~ DBS~~7,34~~8,35 ✠LMC CS7,33 3,35	NYk Yka	*z*	CL ~~2,34~~ N3,36	1925 4mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	Lancashire Shppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellDB329'1090tDTs*	400·1 FK *Coll* *f41'1029tFPT117t*	52·4	26·6	Liverpool British 7*BHptCem* *BH to Sh dk* *APT54t*	Oil Engines 4S.C.SA 8Cy.28¾"–51 3/16" 638NHP 2DB*100lb* NDB(*upper*)34 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 4½ 25 ″ 10	
32308 140859 MJTB	**Race Fisher** (*ex*Orleigh–32) *ss*Lan.No.3–1,33 *Mchy.Aft* *1Dk(Stl)* *Well deck*	484 336 188	✠100A1 5,36 ~~4,35~~ BS~~4,35~~ ✠LMC1,33 5,36	Lan Brw	*g*	~~4,33~~ CL N5,36	1919 12mo	R.Cock& Sons,Ld. Appledore *Lloyd'sA&CP*	J.Fisher&Sons,Ld.	150·0 Q83'B9'F24' FK	25·7	12·0	Barrow British 3*BHCem* *FPT34t*	T.3Cy.12",22"&34"–22½" (*s*) 180lb 72RHP 1SB,*2cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9 s 3 ″ 11½ 12 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32309 YTDS	**Rad** (*ex*Thistletor) ssSpt.2ndNo.3–2,35 D.F. 1*Dk*(*ptIrn ptStl*)	4210 3798 2572	✠100A1 4,36 ~~3,35~~	Fiu Ant ✠LMC2,35	*x*	CL 3,35	1910 8mo *Lloyd*	Irvine'sSB &D.D.Co.Ld W Hartlepool '*sA&CP*	Plovidba "Rad" *CellDBa*130'*uE*&	370·3 P49'B&F287' *B*49'*f*149' 1021*t FPT*144*t*	51·4	24·0 FK	Dubrovnik Yugoslav 6*BHCem* *APT*213*t*	T.3Cy.25",40"&68"–48" (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS130,HS5663 Richardsons,Westgarth&Co.Ld.Hpl.	26 ″ 6 s2 ″ 11¾ 23 ″ 9	
32310 43 SUBT	**Radames** (*ex*FernandColignon, *ex*Winslow, ssShl.2ndNo.3–5,29 *ex*Overdale, ssAlx.No.1–33 *ex*Dumbarton) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3672 3361 2260	✠100A1 *Spar dk* 3,36 ~~8,34~~ MS3,35	Ant Alx ✠LMC BS3,35	*w*	CL ~~10,34~~ 12,35	1903 8mo *Lloyd*	A.McMil-lan&Son,Ld. Dumbarton '*sA&CP*	A.Klat *CellD*	340·0 P30'B88'F36' *Ba*112'*uE*24'*f*144'	45·0	17·8 26·1 FK	Alexndria Egyptian 6*BHCem* 715*tAPT*91*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *110lb* NDB25 305NHP 2SB,6*cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 9 s 5 ″ 2¼ 23 ″ 9¼	
32311 ~~160041~~ ~~ZSBX~~	Broken up **Radioléine** *Carrying Petroleum in bulk* *Mchy.Aft* D.F. 2*Dks*	3876 3432 2413					1912	Chant.de Normandie Rouen	~~Irvin&Johnson~~ ~~(SouthAfrica)Ld.~~	352·7 P97'B18'F38'	47·3	25·0	~~CapeTown~~ ~~British~~ Norwegian *WB*	T3Cy24¼",$40\frac{1}{12}$"&$66\frac{5}{12}$"–47½" 302NHP Chant.de l'Atlantique,St N	25 ″ 0	V
32312 210806 KLHS	**Radium** *Pet.Mot.* *Mchy.Aft* 1*Dk*	339 — 230					1912	SkinnerSB &D.D.Co. Baltimore	~~GulfRefiningCo.~~ GulfOilCorp.of Pennsylvania	140·4	23·2	13·0	Pt.Arthur, Texas Utd.States	PetrolMotor 4S.C.SA 6Cy.12"–14" 86NHP StandardMar.Const.Co. JerseyCity,N.J.		
32313 LCKK	**Radix** (*ex*Linerton) ssGot.No.1–35 ssOsl.No.3–3,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6795 6389 4082	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~12,34~~ 12,35 ~~BS6,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Fal Got ~~BS12,35~~ ✠LMC~~5,32~~12,35	*a*†	CL ~~4,32~~ 12,35	1919 10mo *Lloyd* *Converted into a Tanker* 10,21	W.Doxford &Sons,Ld. Sunderland *CellDBuE* '*sA&CP*	A/SMosvolds RederiIII(T.Mosvold,*Mgr.*) &*B*84'195*t* *f* 35'53*t*	412·1 F36'*onShelter dk* *FPT*148*t* *APT*292*t*	55·3	34·2 FK	Farsund Norwegian *ptCem* 10*BHtoS dk* 5 „ „2nd„	T.3Cy.27",45"&75"–54" (*s*) 180lb 619NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 9 ″ 3½ 28 ″ 2	
32314 218 ICDV	Broken up **Raffaello** (*ex*Kranco,*ex*Djebres, *ex*Solo) D.F. 1*Dk*&*Spar dk*3*trB*	3522 3334 2173					1899	Wigham Richrdsn&Co Newcastle	D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi eSalvataggi	332·9 B81'F52'	44·2	28·1	Trieste Italian *WB*	T.3Cy.22",37"&62"–42" 265NHP WighmRichrdsn&Co.Nwc.		I
32315 FOGX	**Raffinage** (*ex*Pass ofBallater–34) ssBry.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	806 548 325	✠100A1 ~~3,35~~ ~~7,34~~ 9,35 MS11,32 *CarryingPetroleum in bulk* *Fitted for oil fuel*3,35*F.P.above*150°F,	Hav ~~Nwc~~ ✠LMC BS6,35	*k*	CL 11.33	1928 6mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	"Soflumar"(Soc. d'ArmementFluvial et Maritime) *CellDBuE*20'	185·8 P75'F25' *Trunk*85' 18*tDTf*11'40*tFPT*	30·3	13·7 FK	Havre French 10*BHptAsp* 39*tAPT*25*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 134NHP 1SB,4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13 ″ 10 s ″ 10¾ 13 ″ 2	
32316 LEQN	**Raftsund** (*ex*Bras) *Mchy.Aft* 1*Dk*	610 488 342					1919	Kaldnæs Mek.Verks. Tönsberg	A/SVesteraalens Dampskibsselskap	166·5 P81*t*H21*t*F26*t*	28·7	12·6 *WB*	Stokmarknes Norwegian	T.3Cy.12",20"&33"–24" 56NHP KaldnæsM.V.Tönsberg		N
32317 1445 SGAD	**Ragnar** (*ex*Ingvar,*ex*Prins Oscar) Iron ssMmo.5thNo.3–1,31 1*Dk*&*Awng dk*3*trB*	*990* *819* 430	✠90A1 *Awng dk* *withfreeboard* 3,34 ✠NB4,00 MS5,30	Sbg BS7,35 LMC ~~BS3,34~~	*n*	OG 3,34	1868 12mo	Schlesnger, Davis&Co. Newcastle	K.A.Andersson	233·0 len79 *MT*39'	28·5	16·2 23·6	Krlskrona Swedish 4*BHCem* 300*t* *Tpd*00	T.3Cy.16¾",26"&50"–33" 150lb *100lb* NDB10 136NHP 1SB,2*f*,GS41,HS2010 NE79 LindholmensM.V.Got.	17 ″ 2 s1 ″ 9 16 ″ 2	
32318 6206 SIYA	**Ragne** Ⓟ Wireless D.F. 2*Dks* Sub.Sig.	*1288* *639* *623*					1919	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·5	36·0	14·1	Stockholm Swedish *WB*	2SteamTurbinesSR geared to1Sc.Shaft SvenskaTurb.Akt. Ljungström,Finspång		
32319 OUKG	**Ragnhild** Now "Gudrun," *see No.* 38267 *in Supplement* 1*Dk*	1139 975 678					1918	Fredrkstad Mek.Værks. Fredrikstad	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	230·4 P20'B62'F26'	36·0	14·6	Copnhagn Danish *WB*	T.3Cy.16½",26"&44"–30" 106NHP FredrikstadM.V.Frdstad.		V
32320 7488 SDTA	**Ragnhildsholm** ssGot.No.1–33 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2818* *2467* *1547*	✠100A1 *withfreeboard* 1,36 ~~11,34~~ ✠LMC CS8,33 7,35 ~~[illegible]~~	Got ~~Mmo~~ Hfs DBS5,33	*v*	CL ~~6,34~~ 1,36	1929 2mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	A/B Svenska Amerika-Mexiko Linien(B.Zander, *Mgr.*) *CellDB*	334·2 F33' 289'877*tAPT*109*t* (	46·9	20·2 FK	Gothenbrg Swedish 7*BHptCem* *Coll to Sh dk* 6 *to* 2*nd* „)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s 1 ″ 6 21 ″ 7¼	
32321	**Ragni** (*ex*Sixty-four–33,*ex*Sommen, *ex*St.Thomas, ssMoss.2ndNo.3–4,33 *ex*Vikingen) 1*Dk*.(*Stl*.)&*deep framing* *Cargo battens not fitted* *Now* "Airisto," *see Supplement*	2428 2215 1439	✠100A1 2,35 MS5,32	Cpn ✠LMC BS5,35	*t*	CL 1,35	1907 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Inter Cell*	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*) *mediateBH in fore* *DBa*94' *uE* & *B*36'	295·0 P21'B76'F30' *hold dispensed with* *f*120' 667*tFPT*118*t*	43·4	20·7 FK	Åbo Finnish *Asp* 4*BHonly* *APT*123*t*	T.3Cy.22",36¼"&59"–39" (*s*) 180lb 235NHP 3SB,6*cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s 3 ″ 5½ 19 ″ 9¼	
32322 LCVS	**Ragnvald Jarl** 1*Dk*	1877 1652 1091					1921	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·5 P76*t*H96*t*	42·2	17·9	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.VTrndheim		N
32323 OHRZ	**Ragunda** (*ex*Lena) 1*Dk*&*Awng dk*	1702 — 910					1901	Hellerup Skibsværft Hellerup	Laivanvarustus O/Y OuluRederi A/B	259·9 P37*t*Q85*t*H96*t* F329*t*	36·1	14·3	Uleäborg Finnish *WB*	T.3Cy.18",29"&48"–33" 132NHP Dansk.Maskinfabr.Cpn.		N
32324 148089	**Rahane** ssTto.No.2–33 *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) *in holds* *Cargo battens not fitted*	2222 2011 1350	✠100A1 *withfreeboard* 4,33 BS5,34 *ForService on the Great Lakes & River St. Lawrence &to St John's NF L.&HalifaxN.S. April to 21st November*	Tto ✠LMC4,33		CL 4,33	1924 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*) *also 2 intermediate BH in holds (lower part WT)*	248·0 F42' *CellDB*220'597*tFPT*	43·0	22·8 FK	Sarnia,Ont British 3*WTBH* 123*tAPT*10*t*	T.3Cy.18",30"&49"–36" (*s*) 180lb 186NHP 2SB,6*cf*,GS100,HS3260 N.E.MarineEngCoLd.Nwc	25 ″ 0 s 5 ″ 10 19 ″ 6	
32325 160593 VWBN	**Rahmani** Ⓟ ssBom.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F.	5291 4689 3291	✠100A1 *withfreeboard* 1,36 ~~12,34~~ BS~~1,35~~ 1,36	Bom ✠LMC2,33	*a*†	CL ~~1,34~~ 1,36	1928 10mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	Bombay&Persia S.N.Co.Ld. 1*IntermediateBH* *CellDB*355'1191*t*	410·0 F52' *dispensed with* *FPT*109*tAPT*53*t*	54·0	26·7 FK	Bombay British *ptCem* *CollBHtoShdk* 5 „ „2nd„	T.3Cy.26½",44"&74"–51" (*s*) 200lb *110lb* 541NHP 3SB,9*cf*,GS185,HS7626 FD Rankin&BlackmoreLdGrk	29 ″ 3 s3 ″ 6½ 25 ″ 11¼	
32326 LCVT	**Raila** TwinSc D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5551 4809 3206					1926	A/B Gotaverken Gothenburg	RederiA/S Ruth (H.Waage,*Mgr.*)	381·0 P318*t*H346*t*F78*t*	55·2	30·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.		N

Numéro l'Ordre Numéro Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
32327 DODO	**Raimund** (exAltair) Sub.Sig. *1Dk&Shelter dk*	3667 3279 2206					1922	Nordsee-werkeA.G. Emden	**Norddeutscher Lloyd**	369·7 B25'F37'	50·8	21·8	**Bremen** German *WB*	T.3Cy.24",38½"&63"–43$\frac{5}{16}$" F.Wilhelms-Hütte,Mülheim,a/dRuhr 262NHP		G
32328 215818 WNCZ	**Rajah** (exHohnstein) *1Dk*	2264 1839 1350					1902	G.Seebeck Akt.Ges. Bremerhaven	**MunsonS.S.Line**	283·5 P10'B64'F26'	42·1	18·8	**N.Orleans** Utd.States *WB*	T.3Cy.20",32½"&52"–33½" 157NHP G.Seebeck A.G.Bremerhvn		R
32329 161541 GKBX	**Rajahstan** ssShl.No.1-34 D.F. *1Dk(Stl)*	6391 5800 3875	✠100A1 ~~11,34~~10,35 MS12,35 ✠LMC MBS~~1,34~~10,35 DBS3,35	Ver Npt	*a*†	CL 7,33	1929 11mo	Bartram& Sons,Ld. Sunderland *Lloyd'sA&CP*	**HindustanSteam ShippingCo.Ld.** (CommonBros. *Mgrs.*) *CellDB*375'1893t *FPT*158t *APT*325t	425·9 P35'B128'F37' FK	57·0	29·6	**Newcastle** British *7BHCem*	C.4Cy.(2)22"&(2)47½"–47½" 220lb *220lb* (*s*) 442NHP 2SB,*8cf*,GS158,HS6130 FD J.Dickinson&Sons,Ld.Sld.	33 " 4 s 6 " 11½ 26 " 7½	
32330 148597 GLMF	**Rajput** ssCal.No.2-33 *2Dks(Stl-Udk pt* teak s)	5497 5019 3398	✠100A1 8,35~~8,34~~ BS~~8,34~~ 7,35 ✠LMC8,33	Cal Bom	*z*	CL 8,34	1925 5mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	**AsiaticStm.Nav. Co.Ld.** *CellDB*350'1191t	405·0 P40'B140'F47' FK *DTa*33'900t *FPT*118t *APT*31t	54·0	28·7	**London** British *8BHptCem 1 to 2nd dk*	T.3Cy.25",42"&70"–48" (*s*) 200lb *110lb* 441NHP 2SB,*8cf*,GS154,HS5990 FD D.Rowan&Co.Ld.Glasgow	31 " 3 s5 " 10½ 25 " 8½	
32331 149361 GLWV	**Rajputana** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* *3Dks(Stl-Wthr dk pt* teak s) D.F. *4th dk(Stl)in holds 5th dk(Stl)* *CruiserStern* *in Nos.1, 2 & 3 holds*	16644 13300 9455	✠ 6,28 ✠	Lon	*k*†		1926 1mo	Harland& Wolff,Ld. Greenock	**P.&O.Stm.Nav.Co.** *CellDB*161'2092t *Tanks at sides of tunnels* 278t *FPT*180t *APT*152t	547·7 B304'F84' FK *Coll*	71·3	43·4	**Greenock** British *12BHptCem BH to W dk*	Q.8Cy.33",47",67½"&97"–60" 2478NHP 6DB,*48cf*,GS936,HS37932 Harland&Wolff,LdBelfast	47 " 2	BT till ~~5,35~~ 4,36
32332 149753 GMSN	**Rajula** **TwinSc** ssSng.No.2-34 ~~ssCal.No.1-30~~ D.F. *3Dks(Stl-Weather dk* teak s) *4th dk(Stl)in Nos.1,2&3 holds* *CruiserStern*	8478 6595 4702	✠100A1 *withfreeboard* 12,35~~11,34~~ ~~BS4,34~~ ✠LMC~~[illegible]~~4,34 *Fitted for oil fuel* 11,26 *F.P. above* 150° F	Sng BS4,35	*e*†	CL ~~8,32~~ 6,35	1926 12mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	**BritishIndiaStm. Nav.Co.Ld.** *CellDB*413'1275t *Tanks at sides of tunnels*82t *FPT*138t	462·0 B204'F43' FK *Coll*	61·7	30·0	**London** British *8BHptCem BH to W dk APT*187t	T.8Cy.(2)22½"(2)37½"&(4)46"–45" (*s*) 215lb FD 956NHP 5SB,*20cf*,GS357,HS14560 Barclay,Curle&Co.Ld.Gls.	33 " 0 s 7 " 1½ 26 " 2½	
32333 28171 JAMA	**Rakuyo Maru** Ⓟ **TwinSc** ssOsa.No.3-10,33 *2Dks(Stl)&* *Shelter dk(Stl-*ws)	9419 8544 5678	✠100A1 *Shelter dk withfreeboard* 7,35~~9,34~~ ~~[illegible]~~ ✠LMC10,35 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Osa Kob BS7,35	*d*†	OG ~~7,32~~ s8,34 P7,35	1921 5mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd'sA&CP*	**NipponYusenK.K.** *CellDB*389'1519t *FW Tanks in ER* 9'97t	460·0 F42'*onShelter dk* FK *DTa*24'549t *FPT*127t*APT*47t	60·0	40·5	**Tokio** Japanese *Cem* *6BHtoSh dk* 1 " " *U* "	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 1153NHP 5SB*15cf*,GS289,HS12065 FD MitsubishiZosenKaishaLd	40 " 7 s10 " 6¾ 30 " 7	
32334 147180 GJLX	**Rallus** ssMch.No.3-9,35 ~~ssMch.No.2-30~~ *1Dk(Stl)&* *Shelter dk(Stl)*	1871 1620 920	✠100A1 *Shelter dk withfreeboard* 9,35 ~~8,34~~ ~~BS6,34~~ ✠LMC~~12,30~~	Mch MS6,34 BS9,35	*s*	CL ~~8,32~~ 9,35	1922 9mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd'sA&CP*	**British&ContinentalS.S.Co.Ld.** *CellDB*226'464t *M*	290·0 FK *T*18'129t *Collision* *FPT*31t*APT*39t	42·5	17·9	**Liverpool** British *ptCemptAsp* *n BH to S dk* 5 " " *U* "	T.3Cy.20½",34"&56"–42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld,Nwc.	21 " 2 s 1 " 0½ 20 " 3¾	
32335 154862	**Ralph Budd** (exSuperior) *Mchy.Aft* *2Dks*	4537 4344 3350					1905	Gt.Lakes Eng.Works Ecorse,Mich.	**MidlandSteamshipsLd.**	382·0	50·0	25·9	**MidlndOnt** British *WB*	Q4Cy20¾",30",43½"&63"–42" GreatLakes 257NHP Eng.Works,Detroit		R
32336 149493	**Ralph Gilchrist** *Mchy.Aft* *1Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	**SarniaSteamships, Ld.(R.Scott Misener,** *Mgr.*)	252·8	43·4	17·8	**Sarnia Ont** British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
32337 149870 VQWJ	**Ralum** *OilEng.* *1Dk*	368 287 185					1914	F.Lemm Boizenburg	**Burns,Philp (SouthSea)Co.Ld.**	132·0 F27'	23·7	11·3	**Suva,Fiji** British *WB*	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE27 47NHP MotorenfabrikDeutzA.G. Köln-Deutz		
32338 126 YLBY	**Ramava** (exIlir,exOrjen) ssTri.2ndNo.3-5,23 ssLie.No.2-32 *1Dk(Stl)&deep framing* *Cargo battens not fitted*	2141 2003 1305	✠100A1 3,35 BS3,35 ✠LMC5,32	Lie	*s*	3,35	1900 10mo	StabilmntoTecnico Trieste *Lloyd'sA&CP*	**R.Pumpurs,M. Russbergs&A. Karklins (D.Thomsons,** *Mgr.*)	290·0 P33'B76'F35' *CellDBa*84' FK *uE*29' *f*108'620t	42·8	19·6	**Riga** Latvian *5BHCem* *APT*50t	T.3Cy.20",32"&54"–39" (*s*) 180lb NDB05 200NHP 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	22 " 0 s 3 " 3½ 18 " 11	
32339 148293 GNFR	**Ramillies** ssNpt.No.2-35 ~~ssCff.No.1-32~~ *1Dk(Stl)&Shelter dk(Stl)*	4553 4241 2806	✠100A1 *withfreeboard* ~~10,33 2,34~~ ✠LMC MS~~10,31~~ 4,35	Bry ~~Npt~~ BS~~1,35~~1,36	*z*	CL 12,34	1927 8mo	W.Gray& Co.Ld. Sunderland *Lloyd'sA&CP*	**BritishStm.ShippingCo.Ld.(J.Cory &Sons,Ld.** *Mgrs.*) *CellDB*351'	398·8 F32' FK 1051t*APT*129t	53·0	24·7	**Cardiff** British *6BHCem* (*Coll to S dk 5 to 2nd* ")	T.3Cy25½",42¾"&70¾"–48" 180lb (*s*) 424NHP 3SB,*9cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 " 1 s 2 " 11½ 24 " 4¾	
32340 LCDP	**Ramö** (exSpeed-33,exAsborg) *1Dk*	2334 2105 1418					1921	Eltringhams,Ld. Willington Quay onTyne	**D/S A/S Ramö (RolfUrsin-Smith)**	290·4 P57tH129t	44·0	20·8	**Oslo** Norwegian *WB*	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld.		N
32341 EAII	**Ramon** (exSheppyAllison) ssBbo.2ndNo.3-4,24 ssBbo.No.2-32 *1Dk(Irn)&deep framing*	2310 2117 1376	✠100A1 3,35 ✠LMC MS6,32	Bbo BS3,35	*s*	CL 3,35	1899 10mo	W.Gray& Co.Ld. WHartlepool A&CP	**Cia.Nav.Euzkera** (R.DeUrrutia, *Mgr.*) *WB=CellDBa&uE*120' *f*124'643t	302·2 P27'B69'F29' FK	43·1	19·8	**Bilbao** Spanish *5BHCem* *APT*40t	T.3Cy.22",35"&59"–39" (*s*) 160lb NDB19 223NHP 2SB,*6rf*,GS82,HS3445 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 6¾ 18 " 10	
32342 EABX	**Ramon Alonso R.** (exBalmes, exJoséGallart, ssBcl.2ndNo.3-5,23 exMontclair) ssBcl.No.2-32 *2Dks(Stl)&deep framing*	4017 3601 3020	✠ ... 5,36 ✠NB8,07 ✠~~LMC8,34~~ ~~BS[illegible]~~12,35	Bcl	*w*	11,34	1898 4mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP*	**Hijo deRamonA. Ramos** *CellD*	370·0 P36'B100'F38' FK *Ba*118' *uE*24' *f*150'	46·0	25·8	**Barcelona** Spanish *6BHCem* 742t*APT*73t	T.3Cy.25¾",~~42"~~42$\frac{1}{16}$"&68"–45" (*s*) 180lb 339NHP 2SB,*6cf*,GS110,HS4922 FD D.Rowan&Son,Glasgow	28 " 6 ~~s5 " 5~~ ~~23 " 3~~	
32343 143616 GCZP	**Ramon de Larrinaga** ssHul.No.3-12,32 *2Dks(Stl)&Shelter dk(Stl)* ~~*Cargo battens not fitted in shelter 'tween decks*~~ *CruiserStern*	5791 5325 3550	✠100A1 *Shelter dk withfreeboard* 3,36 ~~4,35~~ BS4,35 ✠LMC12,32	Gls Bry	*b*†	CL ~~12,32~~ 3,36	1920 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	**LarrinagaS.S.Co. Ld.** *CellDB*389' 1452t*DTa*40'1150t	449·9 F55'*on Shelter* FK *Collision* *FPT*93t*APT*60t	57·9	26·6	**Liverpool** British *Cem* *BH to Sh dk* 6 " " *U* "	T.3Cy.26",44"&73"–48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&Blackmre,Ld.Grk	29 " 2 s 4 " 0½ 25 " 5	
32344 161373 GSJZ	**Ramsay** ssLiv.No.1-34 D.F. *1Dk(Stl)*	4855 4571 2993	✠100A1 12,35~~12,34~~ ✠LMC6,34	Shl	*y*	CL 6,33	1930 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	**BoltonStm.Shppg. Co.Ld.**~~(F.Bolton&Co.Mgrs.)~~ *CellDB*347'1315t	400·0 P33'B254'F31' FK	53·4	25·7	**London** British *6BHCem* *APT*285t	T3Cy.26",44"&73"–48" (*s*) 200lb 538NHP 3SB,*9cf*,GS172,HS7842 FD D.Rowan&Co.Ld.Glasgow	28 " 0 s 3 " 10 24 " 4¾	
32345 DIES	**Ramses** Ⓟ *OilEng.* ssHam.No.1-30 D.F. *2Dks(Stl)3rd dk(Stl)in No.1 hold* *CruiserStern*	7983 6950 4899	✠ ... 5,34 ✠	Ham	*e*†		1926 5mo	Flensburgr Schiffsb.Ges. Flensburg	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)** *CellDB*429'2200t	481·5 P&B395'F59' FK *FPT*72t*APT*28t	62·7	27·0	**Hamburg** German *8BHptCem ptAsp*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1587NHP Maschfbk.Augsburg-Nürnberg,Augsburg	32 " 1	G †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
32346 41 SUBR	**Ramses** (*ex*Maurice *ss*Els.2ndNo.3-10,24 Colignon,*ex* *ss*Alx.No.2-32 Carama,*ex*Virginia, 1*Dk*(*Stl*)&*Spar dk* *ex*Euxinia) (*pt Irn pt Stl*)&*deep framing*	3773 3457 2371	✠100A1 *Spar dk* 1,36 ~~1,35~~ BS~~2,34~~ 1,35 ✠LMC2,32	Alx	*w*	CL ~~1,35~~ 12,35	1899 3mo	TyneIron S.B.Co.Ld. Newcastle A&CP	A.Klat *CellDBa*	348·0 P35'B110'F39' FK 108'*uE*28'*f*144'825*t*	48·0	24·5	Alexndria Egyptian 6*BHCem* *APT*62*t*	T.3Cy.24",40"&66"-45" (*s*) ~~180lb~~ 180lb 314NHP 2SB,6*cf*,GS124,HS4800 Blair&Co.Ld.Stockton	27 " 0 s 4 " 7½ 22 " 7	
32347 116015 GKQY	**Ramsey Town** Ⓟ TwinSc (*ex*Antrim) 2*Dks*&*Promenade dk*	2083 1383 868					1904	J.Brown& Co.Ld. Clydebank	Isle ofManSteam PacketCo.Ld.	330·9	42·2	17·2	DouglasIM British *WB*	T.8Cy.(2)23"(2)36"&(4)42" -30" 386NHP J.Brown&Co.Ld.Clydebnk		BT till ~~7,35~~ 6,36
32348 149653 GNJP	**Rancher** *ss*Liv.No.1-32 2*Dks*(*Stl*)	5882 5484 3696	✠100A1 12,35 ~~1,35~~ BS~~5,35~~ 4,36 ✠LMC2,32	Mdb Mch	*a*†	CL 1,35	1927 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*'s*A&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*361'1170*t*	420·0 P37'B139'F44' FK *D T a* 32'911*t FPT*	54·5	30·4	Liverpool British 8*BHptCem* (1*to* 2*nd dk*) 63*tAPT*26*t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB,*12cf*,GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 " 7 s 6 " 4 26 " 6¼	
32349 148130 GLKW	**Ranchi** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* (*Stl*) *Wthr dk* (*pt*teaks) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk in*1,2&3*holds* *CruiserStern* *Fitted for oil fuel*	16738 13373 8850	✠ 2,29 ✠	Lon	*k*†		1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*469'1638*t* *Tanks at sides of tu*	548·5 B305'F84' FK *Coll* *nnels*425*tFPT*'120*t*	71·3	43·2	Newcastle British 12*BHptCem* *BHtoWr dk* *APT*180*t*	Q8Cy32½",46½",67"&96"-60" &LP Turbines withDR gearing&hydraulic coupling 6DB,48*cf*, HS36684 Hwthrn,Leslie&Co.LdNwc	47 " 0	BT till ~~5,35~~ 6,36
32350 PGYT	**Randfontein** Ⓟ (*ex*Staur) *ss*Ams.No.3-9,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB&at dks* *Ref.Mchy.* *CruiserStern*	5653 4704 3495	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~,35~~ ✠LMC MS5,32 BS~~7,34~~ 9,35 ✠Lloyd'sRMC~~3,35~~ 4,36 for temp. 32° F. *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Ams Ham	*z*	CL ~~2,35~~ 1,36	1920 10mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd*'s*A&CP*	N.V.Vereenigde Nederlandsche Scheepv.Maats. (DirectieAgentuur Maats.Holland AfrikaLijnN.V. *Mgrs.*)	409·0 F38'*onShelter dk* FK *CellDB*344'1064*t*	53·8	27·9	TheHague Dutch 6*BHptCem* *APT*28*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8517 FD Rankin&Blackmore,Ld. Greenock	30 " 6 s 4 " 4 26 " 4½	
32351 OUKH	**Randi** 1*Dk*	844 722 493					1918	Schiffsbau Ges.Unter- weser,Weser- münde-L.	J.Lauritzen	212·9	31·4	13·2	Esbjerg Danish	T.3Cy.14⅜",21⅞",35¾"-23⅝" Christiansen 88NHP &Meyer,Harburg		G
32352 PGYO	**Randwijk** *ss*Rot.No.3-11,24 *ss*Rot.No.2-33 Sub.Sig. D.F. 1*Dk*(*Stl*)	2439 2222 1476	✠100A1 5,35 ~~6,34~~ ✠LMC MS2,32 ~~BS2,34~~ BS2,36 ~~1,35~~	Rot	*s*	OG 6,34	1912 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP *Inter*	N.V.StoomMaats 'Wijklijn'(Erhardt &Dekkers,*Mgrs.*) *mediate BH in fore*	287·4 F34'P22'B74' FK *hold dispensed with* *WB=Cell*	45·2	20·9	Rottrdam Dutch *Cem* 4*BHonly* *DB a* 86' *uE*	T.3Cy.22½",37"&62"-39" (*s*) 160lb *100lb* 265NHP 2SB,*6cf*,GS128,HS4296 Maats.deSchelde,Flushing 22' *f* 118' 605*tAPT* 120*t*	23 " 1 s 3 " 2½ 20 " 1	
32353 7333 SETN	**Rane** *CruiserStern* Wireless Sub.Sig. 1*Dk*	*1322* *1011* *608*					1927	Helsingörs Jernsk&Msk. Elsinore	StockholmsRederi- AktiebolagSvea (Eman.Högberg, *Mgr.*)	264·2 P75'	37·2	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
32354 160537 GSPB	**Ranee** *ss*Cal No.1-32 2*Dks*(*Stl*)	5060 4634 3143	✠100A1 4,36 ~~12,34~~ BS~~1,35~~ 4,36 ✠LMC10,32	Cal Bom	*y*	CL ~~9,33~~ 4,36	1928 8mo	Lithgows, Ld. PortGlasgow *Lloyd*'s*A&CP* *CellDB*3	AsiaticStm.Nav. Co.Ld. *Intermediate'twe* *dk BH in after* 43'966*t DTa*34'866	400·0 P40'B121'F41' *en* FK *hold dispensed with* *tFPT*119*tAPT*20*t*	52·0	27·5	London British *Cem* 5*BHto U dk* 1 ,, ,,2*nd* ,,	T.3Cy.24",40"&68"-45" (*s*) 200lb *100lb* 430NHP 2SB,*8cf*,GS133,HS6062 FD J.G.Kincaid&Co.Ld.Grk.	29 " 10 s 5 " 6¼ 24 " 6½	
32355 LDQV	**Ranella** *ss*H.Kg.No.3-4,24 *Mchy.Aft* *ss*H.Kg.No.2-33 2*Dks*(*Stl*)&*Web frames*	*5590* *4970* *3372*	✠100A1 ~~4,35~~ 11,35 BS~~10,34~~ 11,35 ✠LMC7,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,12 *F.P. above* 150°F.	Sng Fal	*z*	CL 7,33	1912 5mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd*'s*A&CP*	A/S Ranella (Th.Andersen) *WB=CellDBuE* *DTf*50'521*t*	406·4 P110'B33'F38' &*B*77'128*t* FK *FPT* 72*t APT* 106*t*	51·3	28·9	Arendal Norwegian 15*BHCem* 10 *to U dk* 5 ,, *M dk*	T.3Cy.26½",43"&72"-48"(*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 " 0 s 5 " 1½ 26 " 1¾	
32356 LEQS	**Ranen** Ⓟ 1*Dk*&*Awng dk*	463 419 263					1918	J.Storviks Mek.Verks. Xiansund	DetHelgelandske Dampskibsslsk.	160·2 H43*t* len27	23·1	16·0	Sandnes- sjöen Norwegian	T.3Cy.13½",22"&36"-22" 61NHP J.StorviksM.V.Xiansund		
32357 6974 SGAM	**Ranfrid** (*ex*Kamma) *ss*Sbg.No.3-1,36 ~~*ss*Hbg.No.2-32~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*781* *532* *437*	100A1 1,36 ~~5,34~~ ✠NB4,23 ✠LMC~~1,32~~ ~~BS5,34~~ 2,36	Sbg	*j*	OG ~~5,34~~ 1,36	1923 2mo	Vulcan- varftet Korsör *Lloyd*'s*A&CP*	RederiA/B Ostersjön(A. Christensen,*Mgr.*) *CellD*	177·1 P12'Q45'B57'F23' FK *B*151' 208*t FPT*25*t*	30·0	12·2	Trelleborg Swedish 4*BHCem* *APT*10*t*	T.3Cy.13¼",23 3/16"&36"-24" 170lb (*s*) 86NHP *Emade*86,*refitted*23 2SB,*4cf*,GS50,HS1599 Burmeister&Wain,Cpn.	14 " 6 s " 7½ 13 " 11¾	
32358 157646 ZMBS	**Rangatira** Ⓟ TwinSc Sub.Sig. D.F. 2*Dks*(*Stl-Weather dk pt* teaks) *CruiserStern* 3*rdDk*(*Stl*)*in holds* (*Topsides-special quality steel*)	6152 4155 2629	✠100A1 *withfreeboard* 12.34 BS8,35 ~~BS7,34~~ ✠LMC8,31 *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Wln	*a*†	CL P10,33 S11,34	1931 8mo	Vickers- Armstrongs, Ld. Barrow *Lloyd*'s*A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*322'719*t D* *MS*25'143	406·1 B&F380' FK *Ta*23' *wing tanks in* *tDTs f*45'456*tFPT*	58·2	25·8	Wellingtn British 10*BHptCem* (*Coll to Wdk* 9 ,,2*nd*,,) 17*tAPT*43*t*	2 Stm. Turbines connected to Elec.Motors & Sc.Shafts 425lb (*s*) 6WTB 3022NHP HS27600 FD BritishThomson-Houston Co.Rugby	29 " 0 s 12 " 0½ 17 " 0½	
32359 64271 VOLJ	**Ranger** Wood *Mchy.Aft* Wireless 2*Dks*	520 493 354					1871	A.Stephen &Son Dundee	BowringBros.Ld.	161·1 F27*t*	28·7	18·0	SJhnsNFL British	2Cy. 70RHP NB*made—fitted*25		
32360 149565 GBWX	**Rangitane** Ⓟ TwinSc *ss*Lon.No.1-33 *OilEng.* D.F. E.S.D.3*Dks*(*Stl-Weather dk pt* ws) GyC. *Ref.Mchy.* *CruiserStern*	16712 12274 10294	✠100A1 *withfreeboard* 6,~~35~~ 11,35 DBS~~10,33~~ 6,35 ✠LMC CS10,33 10,34 ✠Lloyd'sRMC~~2,35~~ ~~6,35~~ 3,36 ~~11,35~~	Lon	*j*†	CL 2,35	1929 11mo	J.Brown& Co.Ld. Clydebank *Lloyd*'s*A&CP* *CellDB*	NewZealand ShippingCo.Ld. *Duct keel fwd.* 408' 1938*t Tanks in*	531·0 P&B371'F82' *UpperBridge*216' *of mchy. space* FK *way of tunnels*1452*t*	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *DT f*45'369*t*	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *FPT*97*tAPT*125*t*	43 " 3 s 9 " 5½ 33 " 8½	BT till ~~10,35~~ 11,36
32361 149564 GSZN	**Rangitata** Ⓟ TwinSc *ss*Lon.No.1-33 *OilEng.* D.F. E.S.D.3*Dks*(*Stl-Weather dk pt*ws) *Ref.Mchy.* *CruiserStern*	16737 12276 10315	✠100A1 *withfreeboard* 10,35 10,35 ~~11,34~~ DBS~~7,35~~ ✠LMC CS11,33 10,35 ~~2,35~~ ✠Lloyd'sRMC~~3,35~~ ~~10,35~~ 1,36	Lon	*j*†	CL ~~11,32~~ 10,35	1929 10mo	J.Brown& Co.Ld. Clydebank *Lloyd*'s*A&CP*	FederalStm.Nav. Co.Ld. *U* *Duct keel forward* *CellDB*408'1938*t* *Tunnels*1452*t*	531·0 P&B371'F82' *pperBridge*216' FK *of machinery space* *Tanks in way of* *DTf*45'369*tFPT*97	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *tAPT*125*t*	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk	43 " 3 s 9 " 5½ 33 " 8½	BT till ~~11,35~~ 10,36

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a D. te de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où cote, si ce n'est dans le L.R. Durée Cert. Bd. of Trade
32362 149561 GSXW	**Rangitiki** Ⓟ TwinSc ssLon.No.1-33 OilEng. D.F. 3Dks(Stl-W dk ptws) Ref.Mchy. CruiserStern E.S.D.	16698 12274 10271	✠100A1 withfreeboard ~~5,35~~ ~~9,34~~ 9,35 DBS5,35 ✠LMC CS1,34 5,35 ✠Lloyd'sRMC ~~[illegible]~~ 1,36	Lon	j†	CL ~~4,32~~ 5,35	1929 1mo Lloyd's A&CP	J.Brown&Co.Ld. Clydebank	NewZealand ShippingCo.Ld. Duct keel fwd of mchy.space CellDB408' 1937t Tanks in way of tunnels1381t DT f45'369t FPT97t APT125t	531·0 P&B371'F82' UprB216'	70·2	38·1	Plymouth British 9BHptCem ptAsp	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB100lb J.Brown&Co.Ld.Clydebnk	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~5,35~~ 5,36
32363 146997 ZMGL	**Rangitoto** Ⓟ (exAnt) 1Dk&Promenade dk	585 315 279			...		1913	Murdoch&Murray,Ld. PortGlasgow	NorthernS.S.Co.Ld.	164·5 FK	33·1	8·3	Auklnd,NZ British WB	T.3Cy.15",25"&40"-24" 100NHP Muir&Houston,Ld.Gls.	8 ″ 6	
32364 LEQT	**Ranheim** Mchy.Aft 1Dk	329 232 192					1913	Akers Mek.Værks. Oslo	SigurdPaulsen	130·0 P55tH8tF16t	24·6	10·1	Trondheim Norwegian WB	T.3Cy.11",18"&29"-18" 36NHP AkersMek.Værks.Oslo		N
32365 LCFB	**Ranja** TwinSc Carrying Petroleum in bulk OilEng. D.F. Mchy.Aft 1Dk CruiserStern	6355 5518 3753					1928	Akt.Götaverken Gothenburg	RederiA/S Ruth (Hagb.Waage, Mgr.)	408·3 P367tH389tF81t	55·3	32·0	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Götaverken, Gothenburg		N
32366 7578 SGAO	— (exRoar) 1Dk	*1259* *1092* *683*					1916	Stavanger Stöberi&Dok Stavanger	RederiA/B Ranja (ErikBrodin)	233·4 P21'B60'F23'	37·1	15·8	Stockholm Swedish WB	T.3Cy.17½",28½"&48"-33" Stavanger 132NHP Stöberi&Dok,Stv.		V
32367 148119 GKQX	**Ranpura** Ⓟ TwinSc D.F. E.S.D. Fitted for oil fuel Ref.Mchy. 3Dks(Stl) Wthr dk (pt teaks) 4th dk(Stl) in holds,5th dk in 1,2&3 holds CruiserStern	16688 13368 9331	✠ 8,28 ✠	Lon	k†		1925 3mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co. CellDB469'1638t Tanks at sides of tunnels	548·3 B305'F85' FK CollBH to Wthr dk	71·3	43·2	Newcastle British 12BHptCem	Q.8Cy32½",46½",67"&96"-60" 2403NHP 6DB,48cf, HS36684 Hwthrn,Leslie&Co.LdNwc 425tFPT120tAPT180t	47 ″ 0	BT till ~~5,35~~ 7,36
32368 PGYN	**Ransdorp** Mchy.Aft CruiserStern OilEng. Carrying Sulphuric Acid in cylindrical tanks 1Dk	398 315 167					1934	NVNederl. Dok.Maats. Amsterdam	Maats.voor Zwavelzuurbereiding v/h G.T.Ketjen&Co.	156·0 P45'F28'	26·9	9·7	Amstrdam Dutch WB	Oil Engines 2S.C.SA 7Cy.10 13/32"-18⅞" 132NHP Machinefabriek.Gebr. Stork&Co.N.V.Hengelo		V
32369 PKHS	**Rantaupandjang** 1Dk	2542 2301 1501					1921	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F37'	46·3	20·6	Batavia Dutch WB	T.3Cy.21¾",35½"&57¼"-41½" Burgerhouts 215NHP Mchfbk.&Scheepw.Rot.		V
32370 LDLI	**Ranvik** (exBritishKnight, exDanubian) ssShl.No.3-7,22 ssOsl.No.2-30 D.F. 2Dks(Stl)&Web frames	5069 4762 3111	✠ ~~[illegible]~~ 5,36 ~~BS11,34~~ ✠~~LMC[illegible]~~ Carrying Petroleum in bulk Fitted for oil fuel 8,20 F.P. above 150° F.	Osl	y	CL 8,33	1909 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Skibsaktieselskapet "Ranvik" (A.Jahre)	387·3 P31'B83'F37' FK	51·8	27·8	Sandefjord Norwegian 16BHCem (14 to U dk 2 ,, M ,,) CellDBuE&	T.3Cy.27",45"&74"-48" (s) 180lb 120lb 447NHP 3SB,9cf,GS192,HS7380 WllsndSlpwy.Co.Ld.Nwc. B54'199tFPT130tAPT36t	30 ″ 3 ~~s 5 ″ 3~~ ~~25 ″ 2¼~~	
32371 1072 ICDX	**Rapallo** ssGen.No.3-2,34 1Dk(Stl)&Web frames D.F. Mchy.Aft Well deck	5812 — 3148	100A1 ~~2,35~~ 11,35 BS12,34 LMC12,33 Carrying Petroleum in bulk Fitted for oil fuel 2,22 F.P. above 150° F.	Fiu Pla	y	CL 5,33	1922 Lloyd's A&CP	Soc.EsercizioBacini RivaTrigoso	AziendaGenerale ItalianaPetroli CellDBu E&B42' 140t DTf33'300tFPT199t APT246t	394·7 378·5 P&B237'F36 FK	52·0	27·3	Genoa Italian 12BHAsp	T.3Cy.26",42½"&69 11/16"-48 1/16" 180lb 70lb (s) 456NHP 2SB,6cf,GS132,HS6608 FD Soc.EsercizioBacini RivaTrigoso	30 ″ 3	
32372 PGYM	**Rapana** OilEng D.F. 1Dk,2nd dk clear of cargo tanks Longitudinal framing at bottom & at deck Mchy.Aft CruiserStern	7986 7238 4754	✠100A1 ~~8,35~~ ~~4,35~~ 5,36 ✠LMC4,35 Carrying Petroleum in bulk	Rot	c†	CL	1935 4mo Lloyd's A&CP	N.V. Wilton-Fijenoord Schiedam	PetroleumMaats. "LaCorona" CellDBuE64'157tDTf25'264tFPT135tAPT83t	463·0 P93'B47'F48' FK	59·3	33·9	TheHague Dutch 15BH	Oil Engines 4S C.SA 8Cy.25 9/16"-55⅛" DB180lb 502NHP N.V.Wilton-Fijenoord, Schiedam	34 ″ 0 s 6 ″ 9 27 ″ 5	
32373	**Rapido** (exBacardi I.) OilEng. 2Dks(Stl)	449 439 248	7,24	Rochefort			1919 6mo	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	EmpresaNav.de CubaS.A.	184·8 FK	24·7	13·2	Havana Cuban 8BHCem FPT3t	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" 125NHP Soc.deConst.Mecanique ProcidesSulzer,Paris	14 ″ 1	
32374 140322 GVXC	**Rapidol** ssC.Tn.No.3-1,36 ~~ssC.Tn.No.3-12,29~~ 2Dks(Stl)&Web frames Longitudinal framing CruiserStern	2648 2224 1064	✠100A1 1,36 ~~4,32~~ ~~BS4,32~~ ✠LMC ~~12,29~~ 1,36 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 8,17 F.P. above 150° F.	CTn		CL ~~5,31~~ 12,35	1917 8mo Lloyd's A&CP	W.Gray&Co.Ld. WHartlepool	TheAdmiralty CellDBuE&B68' 146tDTf24'91tFPT49tAPT32t	320·0 P46'B107'F39' FK	41·5	23·1	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	T.3Cy.26",42½"&70"-45" (s) 200lb 545NHP 3SB,9cf,HS8466 FD Cen.Mar.Eng.Wrks,WHpl	25 ″ 6 s 3 ″ 4 22 ″ 4½	
32375 122407 VGRK	**Rapids King** Ⓟ TwinSc Wireless 1Dk	1563 644 854					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	231·3	40·4	9·8	Montreal British	T.8Cy.(2)15½",(2)24"&(4)30"-22" 168NHP CanadianS.B.Co.Ld.Trnto.		
32376 130418 VGLC	**Rapids Prince** Ⓟ TwinSc Wireless 1Dk	1314 461 673					1910	Toronto ShipyardsLd. Toronto	CanadaSteamship Lines,Ld.	197·0	36·5	9·3	Montreal British	T.8Cy.(2)12½",(2)20"&(4)22"-16" 102NHP J.InglisCo.Ld.Toronto		
32377 101254	**Rapids Queen** Ⓟ TwinScSp (exBrockville,exColumbian) 3Dks	1307 738 770					1892	Delaware RiverCo. Chester,Pa.	Sincennes, McNaughton Tugs,Ld.	194·4 rbt01&09	33·3	8·8	Montreal British	T.6Cy.12½",19"&30"-15" NB09 96RHP DelawareRiverCo.		
32378 DOAT	**Rapot** Ⓟ D.F. Sub.Sig. 2Dks	5943 5428 3669					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-Südamerikanische Dampfschifff. Ges.	393·5 P26'B138'	54·3	31·4	Bremen German WB	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
32379 135699 GNZT	**Raranga** TwinSc ssMdb.No.3-1,29 ssMdb.No.1-33 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7956 7441 5010	✠100A1 Shelter dk withfreeboard ~~2,36~~ 2,35 ~~10,35~~ BS10,35 5,36 ~~BS5,34~~ ✠LMC5,33 ✠Lloyd'sRMC2,35 ~~10,35~~ 5,36	Gls ~~Syd~~	e†	CL 2,35	1916 12mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	~~Shaw,Savill& AlbionCo.Ld.~~ Norfolk&North AmericanSteam ShippingCo.Ld. (Shaw,Savill& AlbionCo.Ld, Mgrs.)	478·0 B181'F51' on Shelter dk FK CellDB415'1514t	63·2	31·2	S'thamptn British 9BHCem APT42t	Q.8Cy.23",32",45"&65"-48" 220lb (s) 967NHP 5SB,20cf,GS341,HS14475FD N.E.MarineEngCoLdNwc.	34 ″ 4 s 5 ″ 6¾ 29 ″ 0¼	
32380 115207 ZMCS	**Rarawa** Ⓟ TwinSc ssAuk.No.2-11 1Dk(Stl-ws)&Awng dk(Teak)	1077 984 451	✠ 10,12 ✠	Auk	m		1903 7mo	Gourlay Bros.&Co. Dundee	NorthernSS.Co.Ld	210·3 21·0 FK WB=DTa13'22tFPT16t	31·1	13·3	AuklndNZ British 5BHCem	T.6Cy.14",23"&37"-24" 198NHP 2SB,6cf,GS113,HS3029 GourlayBros.&Co.Dundee	21 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B.of TradeCert.
32381 447 JNYG	**Rashin Maru** (*ex*Canadian Seigneur-33) *ss*Drn.No.3-6,33 2*Dks*(*Stl*)	5757 4906 3554	✠100A1 6,35 ~~5,34~~ ~~BS5,34~~ ✠LMC~~6,33~~ 6,35	Nag	*y*	CL 6,33	1919 8mo *Lloyd*	Canadian Vickers,Ld. Montreal *'sA&CP*	DairenKisenK.K.	400·6 P49'B113'F39' *CellDB*333' FK 1025*tFPT*149*t*	52·3	28·4	Dairen Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.	31 ″ 1 s 6 ″ 1½ 25 ″ 1¾	
32382 9561 JERD	**Rashu Maru** Ⓟ TwinSc (*ex*Argun) D.F. Sub.Sig. 1*Dk*&*Spar dk*&*deepframing*	2347 1907 1297			...		1901	Akt.Ges. “Neptun” Rostock	Government of Japan(Dept.of Communications)	276·2 P32'B106'F40'23·9 FK	41·3	14·4	Yokohama Japanese *WB*	T.6Cy.20⅞″,35½″&55⅛″-35½″ 426NHP A.G.“Neptun,”Rostock	24 ″ 0	
32383 LEQW	**Rask** (*ex*Uno,*ex*Göteborg)	613 599 330					1890	A.A.W.van Reede,Czn. Papendrecht	BrödrAnda	167·0 H23*t*	27·2	16·6	Stavanger Norwegian *WB*	T.3Cy.15″,24″&40½″-30″ A.A.W.van 90NHP Reede,Papendrecht		V
32384 153 YLCR	**Rasma** (*ex*Zemvaldis,*ex*Dickie, *ex*Baltik,*ex*Theodoros, *ex*Wieringen, 1*Dk*2*trB*& *ex*Burgemeesters'Jacob) *Web frames* Sub.Sig.	3204 2949 1875			...		1902	Ropner& Son Stockton	LatvianGovern- ment(ValtsKugu Parvalde,*Mgrs.*)	325·6 P31'B166'F36' FK	48·1	22·8	Riga Latvian *WB*	T.3Cy.24″,38″&64″-42″ 276NHP Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 3	G †
32385 93998 ZMGJ	**Rata** TwinSc 1*Dk* Wireless *Well deck*	974 665 375			...		1929	Bow,Mc- Lachlan&Co. Ld. Paisley	AnchorShipping& FoundryCo.Ld.	209·7 Q105'B*on*Q47'F27' FK	34·4	10·8	Nelson,NZ British *WB*	T.6Cy.13½″,22″&37″-24″ 196NHP Bow,McLachln&CoLd.Psy	13 ″ 0	
32386 LOGC	— (*ex*VillaFranca,*ex*Fagertun) Wireless 1*Dk*&*Spar dk*	849 733 462					1904	Soc.Anon. Chant.Nav. Anversois Hoboken	Cia.Argentina Comercial de Nav. “CostaSud”	210·0 H104*t*	30·2	15·6	Bns.Ayres Argentine *WB*	T.3Cy.17″,28″&46″-30″ 116NHP N.E.MarineEng.Co.Ld.Sld		N
32387 145416 MKQY	**Rattray Head** (*ex*Optic) 3Mst *Mchy.Aft* 1*Dk*	496 322 189					1921	Ardrossan D.D.Co.Ld. Ardrossan	A.F.Henry& MacGregor,Ld.	160·6 Q95'B9'F22'	25·1	9·2	Leith British *WB*	T.3Cy.12″,20″&34″-24″ 57RHP Hall,Russell&Co.Ld.Abn.		C
32388 154001 VPCP	**Raub** TwinSc *Fitted for oil fuel* 2*Dks*	1161 897 573					1926	TaikooDk- yd &Eng.Co of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	HongKong British	T.6Cy.11″,19″&31½″-20″ 83RHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
32389 DOHK	**Rauenfels** Sub.Sig. *Cruiser Stern* 2*Dks*	8460 7750 5207					1928	Bremer Vulkan Vegesack	DeutscheDampfs. Ges.“Hansa”	485·4 P66'B279'F40'	62·2	32·3	Bremen German *WB*	T.3Cy.34¼″,52¾″&86⅝″-55⅛″ & LP Turbine 785NHP BremerVulkan,Vegesack		G
32390 PUCA	**Raul Soares** Ⓟ (*ex*Madeira, *ex*CapVerde) *Well deck* Sub.Sig. 2*Dks*	6003 4720 3703			...		1900	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	410·5 P&B266'F51' FK&BK3″	48·3	29·1	R.Janeiro Brazilian *WB*	Q4Cy25 13/16″35½″,53″&77″-54″ NB19 617NHP FlensburgerSchiffsb.Ges.	32 ″ 0	G †
32391 90 YLAR	**Rauna** (*ex*Britsum,*ex*Nettuno, *ex*Avondale) *ss*Ams 2ndNo.3-3,24 *ss*Lie.No.2-33 1*Dk*(*ptIrn*&*ptStl*)& *deep framing*	2349 1947 1441	✠100A1 12,34 ✠NB9,16 ✠LMC3,33 BS~~6,34~~10,35	Bly	*s*	CL N12,34	1899 9mo	ShortBros. Sunderland A&CP	SeebergBros.	286·0 P23'B72'F27' FK *CellDBa* 90'*uE*20'*f*112'673*t*	43·1	19·8	Riga Latvian 5*BHCem* *APT*68*t*	T.3Cy.21″,35″&57½″-39″ (*s*) 160lb 210NHP 2SB,6*cf*,GS100,HS3200 G.Clark,Ld.Sunderland	21 ″ 0 s3 ″ 0 18 ″ 2¼	
32392 90925 GQTP	**Ravelston** *ss*Gmh.2ndNo.3-4,34 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	2085 1935 1316	✠100A1 5,35 ~~4,34~~ ✠LMC4,34 BS5,35	Gmh	*s*	CL 4,34	1906 8mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*) *bulkhead in fore*	288·0 P29'B76'F31' *Intermediate* FK *hold dispensed with* *WB*	43·1	18·8	Grngemth British *Cem* 4*BH only* = *Cell D Ba*	T.3Cy.21½″,34″&57″-39″ (*s*) 160lb *90lb* 219NHP 2SB,6*pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl &*uE*116'*f*122'629*tAPT*71*t*	21 ″ 2 s 3 ″ 0¾ 18 ″ 4	
32393 1246 ISLT	**Ravenna** 3Mst 2*Dks*	1148 1058 695			...		1888	Ramage& Ferguson Leith	I.Messina&C.	256·5 248·9 P23'B40'F28' BK9″	33·1 33·2	16·7 17·0	Genoa Italian *WB*	T.3Cy.18″,30″&48″-36″ 134NHP Ramage&Ferguson,Leith	18 ″ 4	I †
32394 140597 GPVK	**Ravens Point** *ss*Liv.No.3-1,31 *ss*Gls.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	1787 1554 974	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~5,35~~ ✠LMC BS~~8,34~~9,35MS4,35	Gls	*r*	CL 4,35	1918 9mo *Lloyd*	H.&C. Grayson,Ld. Garston *'sA&CP*	MacAndrews&Co. Ld.	265·3 FK *Collision* *CellDB*216'399*tFPT*63*tAPT*18*t*	41·2	26·6	Liverpool British *Cem* *BHtoSh dk* 3 „ „ *U* „	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 262NHP 2SB,6*cf*,GS126,HS4840 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
32395 98821 GFNR	**Ravenswood** Ⓟ PadSk Wireless	345 317 123					1891	SMcKnght &Co. Ayr	P.&A.CampbellLd	215·0 Q12' *Saloon dk*153'	24·1	8·5	Bristol British	C.2Cy.25½″&50″-54″ NE&B09 153NHP Barclay,Curle&Co.Gls.		BT till 10,35
32396 LCOF	**Ravnaas** *OilEng.* 1*Dk*	4019 3657 2441					1931	Eriksbergs M.V.Aktieb. Gothenburg	AgdesidensRederi A/S(A.J.Mörland, *Mgr.*)	350·8 P91*t*H211*t*	50·8	25·7	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24 13/16″-51 3/16″ 355NHP EriksbergM.V.Aktieb.Got		N
32397 LDGJ	**Ravnanger** 1*Dk*	3371 3009 2004					1919	C.v.d.Gies- sen&Zonen's Schpsv. Krimpen a/d Ysel	WestfalLarsen& Co.A/S	335·6 F21*t*P98*t*H139*t*	48·2	22·9	Bergen Norwegian *WB*	T.3Cy.23″,37½″&63″-42″ 257NHP RotterdamscheDroogdok Maatschappij,Rotterdam	—	N
32398 LEQY	**Ravnedal** 1*Dk*	946 654 561					1918	LarvikSlip &Verk. Larvik	IngvaldBjörneboes RederiAkties (I.Björneboe,*Mgr*)	197·9 Q50*t*B86*t* H65*t*F30*t*	32·2	12·5	Xiansand Norwegian *WB*	T.3Cy.14″,23½″&38″-27″ 75NHP BergensMekVærksBergen		N
32399 LCVU	**Ravnefjell** 1*Dk*	2475 2191 1420					1921	ForthS.B. Co.Ld. Newcastle	A/S Rudolf (Olsen&Ugelstad, *Mgrs.*)	295·5 P86*t*H255*t*	43·7	22·5	Oslo Norwegian *WB*	T.3Cy.20½″,33″&54″-39″ 182NHP G.T.Gray&Co.Ld.S.Shl.		N
32400 140833 MNQB	**Ravonia** *ss*Shl.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	813 553 378	✠100A1 4,36 ~~3,35~~ BS~~9,34~~ ✠LMC7,32 12,35	Bly Bkn	*k*	CL ~~7,32~~ 4,36	1925 4mo *Lloyd*	R.William- son&Son,Ld. Workington *'sA&CP*	NorthwestShip- pingCo.Ld.(R. Williamson,*Mgr.*)	186·5 Q116'B9'F23' FK *CellDBf*112'162*t*	29·4	12·4	Workngtn British 3*BHCem* *FPT*40*t*	T.3Cy.14″,24″&40″-27″ (*s*) 180lb *90lb* 99RHP 1SB,3*pf*,GS55,HS1952 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10½ 14 ″ 4	
32401 147827 GLRW	**Rawalpindi** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl-Wthr dk pt* teak s) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk* (*Stl*) *CruiserStern* *inNos.*1,2&3*holds*	16697 13300 9459	✠ 8,28 ✠	Lon	*k*†		1925 9mo	Harland& Wolff,Ld. Greenock	P.&O.Stm.Nav.Co.	547·7 B304'F84' FK Coll *CellDB*461'2092*t* *Tanks at sides of tunnels* 278*t* *FPT*130*tAPT*152*t*	71·3	43·4	Greenock British 12*BHptCem* *BH to W dk*	Q.8Cy.33″,47″,67½″&97″-60″ 2478NHP 6DB,48*cf*,GS936,HS37932 Harland&Wolff,Ld.Bel.	47 ″ 2	BT till ~~11,35~~ 12,36

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. B. of Trade
32402 210519 WSCQ	**Rawleigh Warner** (*ex*Rayo) *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2228			...		1912	NewYork S.B.Co Camden,N.J.	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	321·7 P116'B30'F43' FK	46·2	27·5	Baltimore Utd.States *WB*	T.3Cy.21",35"&58"–42" 318NHP NewYorkSBCo.CamdnNJ	27 " 0	
Broken up 32403	**Ray** (*ex*Efesar-34,*ex*AberdeenCoast-34, *ex*Glendun) ssBel.2ndNo.3-9,29 *Well deck* ssLiv.No.1-34 *1Dk(Stl)&deep framing* *Lower dk in No.1 hold*	*1091* *712* *521*	~~✠100A1~~ 6,34 ✠~~[illegible]~~	Liv	*n*	OG 4,33	1903 7mo *Lloyd*	Londndrry S.&E.Co.Ld. Londonderry '*sA&CP*	~~EfesarLimited~~ ~~(E.Jakobson,~~ ~~*Mgrs.*)~~ *Cell DBa46'uE*	226·0 P25'Q106'F50' BonQ63' BK7" 15'f98'195t*FPT*35t	33·1	13·9	Estonian *4BHCem* *APT27t*	T.3Cy.18½",30"&50"–36" (*s*) 180lb 177NHP 1SB,*4cf*,GS84,HS2859 MacColl&Co.Ld.Belfast	16 " 0 s4 " 0¼ 15 " 7	
32404 102131 MQPD	**Rayford** (*ex*BlancheRock) **3Mst** ssLth.3rdNo.3-2,30 *Well deck* ssLth.No.1-34 *Mchy.Aft* *1Dk(Irn)*	471 343 186	✠100A1 ~~4,34~~10,35 ✠NB10,15 ✠LMC MS4,34 BS~~1,35~~1,36	Lth	*g*	CL 4,34	1894 2mo	AilsaShip-buildingCo. Troon A&CP	M.Taylor *WB*	162·0 Q89'B10'F24' BK7" =*DBf*10'20t*FPT*	25·6	11·5	Methil British *3BHCem* 48t*APT*10t	C.2Cy.17"&42½"–30" (*s*) 115lb 73RHP 1SB,*3pf*,GS51,HS1492 Muir&Houston,Glasgow	12 " 7 s 4 " 2½ 12 " 9	
32405 PKOD	**Reäel** *1Dk*	2558 2034 1497					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·5 P19'B83'F26'	46·6	19·4	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35½"–35½" 125NHP Gebr.Stork&Co.Hengelo		V
32406 149615 ~~[illegible]~~	**Realf** (*ex*Athelbeach,*ex*Conia, *ex*WarRajput) ssRot.No.3-3,31 *1Dk(Stl)2trB&Web frames* *Longitudinal framing*	~~5565~~ ~~4727~~ ~~3400~~ 5562 4701 ~~3472~~ 3582	✠100A1 9,34 BS~~5,34~~ ✠LMC3,31 8,35 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 8,18 F.P. above 150° F.*	Rot	*z*	CL 5,33	1918 8mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	UnitedMolasses Co.Ld.	400·0 P49'B121'F39' FK *Middle line Bulkhead not oil-tight*	52·4	28·4	London British *11BHptCem* *CellDB59'240t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Hwthrn,Leslie&CoLdNwc	31 " 0 s 5 " 8 25 " 7	
32407 220864 KDLG	**Reaper** ssN.Yk.No.3-12,31 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6407 6117 3964	✠100A1 ~~8,35~~~~2,35~~10,35 BS2,36 ✠LMC12,31 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,20 F.P. above 150° F.*	N Yk Mob	*a*†	CL ~~8,34~~ 8,35	1920 11mo	TexasS.S. Co Bath,Me. A&CP	TheTexasCo. *CellDBu*	416·8 P107'B35'F33' FK *E&B209t FPT229t*	56·1	32·7	Wilmgton (Del.) Utd.States *16BHptCem* *APT130t*	T.3Cy.26 13/16",44"&74¼"–51" 190lb (*s*) 549NHP 3SB,*9cf*,HS7979 FD H.G.TroutCo.Buffalo,NH.	32 " 10 s 6 " 3¼ 26 " 9¼	
32408 162690 GBRM	**Reaveley** (*ex*EssexNoble-33, *ex*Juliet) ssBry.No.1-33 D.F. *1Dk(Stl)*	4323 4004 2598	✠100A1 ~~8,35~~~~7,34~~11,35 ✠LMC MS1,33 BS~~7,33~~ 12,35	Npt ~~Shl~~ Cff	*x*	CL ~~6,33~~ ~~3,35~~ 11,35	1929 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	TheRed"R"S.S.Co. Ld.(Stephens, Sutton,Ld.*Mgrs.*) *CellDB*	370·5 P30'B225'F34' FK 319'880t*FPT*133t	51·7	25·4	Newcastle British *6BHCem* *APT168t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 385NHP 2SB&1AuxSB,*9cf*,GS167, HS6582 N.E.MarineEng.Co.Ld.Sld	27 " 9 s 3 " 9¼ 24 " 2	
32409 96 ICDZ	**Recca** ssGen.No.3-3,34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* ~~9,33~~ ~~11,34~~6,35 BS11,35 ~~BS11,34~~ ✠LMC8,33 *Fitted for oil fuel 9,29 F.P. above 150° F.*	Gen	*y*	CL ~~6,32~~ ~~5,35~~ 8,35	1921 6mo	Stabilmnto Tecnico Trieste A&CP	Navigazione LiberaTriestina, S.A. *CellDB337'1300t*	404·1 FK *FPT114tAPT244t*	53·9	29·0	Trieste Italian *ptCem* *2BHtoShdk* *4 " " U "*	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB,*9cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 " 0 s 7 " 5¼ 24 " 9	
32410 1027 ICEA	**Recco** ssSpz.No 3-5,33 *Mchy.Aft* *1Dk(Stl)&Web frames* *Well deck* D.F.	5595 4571 3310	100A1 ~~6,35~~ ~~9,34~~ 3,36 ~~BS[illegible]~~ ✠LMC3,33 BS3,36 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 1,22 F.P. above 150° F.*	Gen ~~Pla~~ Tri	*y*	CL ~~4,35~~ 3,36	1921 9mo *Lloyd*	Soc.Eser-cizioBacini RivaTrigoso '*sA&CP*	AziendaGenerale ItalianaPetroli *CellDBuE*	394·2 378·5 P&B237'F36' FK *&B42'140tFPT197t*	52·0	27·2	Genoa Italian *12BHAsp* *APT245t*	T.3Cy.26",42 11/16"&67 7/10"–48" 180lb *100lb* (*s*) 456NHP 2SB,*6cf*,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso	30 " 3	
32411	**Recherche** Ⓟ **2TwinMsts** (*ex*SaintRoch,*ex*Bardistan) Now "Capo Olmo," see No. 37[illegible] in Supplement *Fitted for oil fuel* D.F. *2Dks*	5111 3993 3070			...		1923 4mo	W.Gray& Co.Ld. WHartlepool	Soc.desServices Contractuels des Messageries Maritimes	350·2 P30'B215'F35' FK	52·6	26·8	Dunkirk French *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 " 4	V †
32412 PUUK	**Recife** (*ex*Mameli,*ex*B.Kemeny) ssTri.2ndNo.3-2,22 ssRio.No.1-27 *1Dk(Stl)&Spar dk(Irn)* *&deep framing*	2692 2407 1664	✠ ~~[illegible]~~ 10,35 *Spar dk* ~~BS9,26~~ ✠~~LMC1,27~~	Rio	*u*	9,29	1899 11mo	R.Craggs &Sons Middlesbro' A&CP	LloydNacional Soc.Anon. *CellDBa102'uE&*	320·0 P39'B112'F35' 21·1 FK *B40'f180'639tFPT*	42·5	13·1	R.Janeiro Brazilian *6BHCem* *41tAPT13t*	T.3Cy.21",37"&62"–42" (*s*) 200lb 2DB*90lb* 269NHP 2SB,*6rf*,GS106,HS3940 N.E.MarineE.Co.Ld.Nwc.	24 " 9	
32413 YTDU	**Reĉina** (*ex*LadyPlymouth) ssRot.No.1-34 *1Dk(Stl)&Shelter dk(Stl)*	*4732* *4353* *2843*	✠100A1 *withfreeboard* 3,36 ~~4,35~~ ✠LMC6,34 BS3,36	Rot	*z*	CL 6,34	1930 1mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	Prekomorska Plovidba d.d. *CellDB353'1204*	400·8 FK *tFPT176tAPT126t*	54·2	25·0	Susak Yugoslav *6BHCem* (*Coll to Sh dk* *5 " 2nd "*)	T.3Cy.26",43"&71"–48" (*s*) 180lb 459NHP 3SB,*9cf*,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl	27 " 6 s 2 " 10½ 24 " 10¼	
32414 162325 GTPV	**Recorder** ssLiv.No.1-35 *2Dks(Stl)*	5982 5575 3732	✠100A1 ~~3,35~~10,35 ✠LMC BS10,34 MS2,35	Liv	*a*†	CL 3,34	1930 9mo *Lloyd*	Cammell, Laird&Co.Ld. Birkenhead '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB362'113*	420·3 P37'B137'F44' FK (1 *6tDTa32'908tFPT*	54·6	30·4	Liverpool British *8BHCem* *BHto2nddk*) *62tAPT24t*	T.3Cy.27",46"&77"–54" (*r*) 210lb FD 619NHP 3SB&1AuxB,*11cf*,HS8700 Cammell,Laird&Co.Ld.	32 " 7 s6 " 4 26 " 5½	
32415 162660 GQRB	**—** **TwinSc** *Cable Vessel* ssAuk.2ndNo.3-7,27 (*ex*Iris) ssAuk.No.1-32 D.F. *1Dk(Stl–pt ws)&Spar dk* *(Stl–teak s)&Web frames*	2276 1938 980	✠100A1 *Spar dk* 5,36 ~~4,34~~ BS~~4,34~~ ✠LMC3,32 5,35	Auk	*t*	~~1,33~~ 4,35	1902 10mo *Lloyd*	DJDunlop &Co. Pt.Glasgow '*sA&CP*	Cable andWireless, Ld. *CellDBa26'uE&B*	295·0 22·8 *Promenade dk108'* FK&BK3" 62'f108' 399t *FPT*20t	40·7	15·1	London British *6BHCem*	T.6Cy.18½",31"&51"–39" (*s*) 190lb 459NHP 3SB,*9cf*,GS153,HS6706 FD D.J.Dunlop&Co.Pt.Gls.	25 " 0 s 5 " 1½ 20 " 6	
32416 128311 MCVR	**Red Nab** (*HopperBarge*) *1Dk*	537 490 322					1908	W.Simons &Co.Ld. Renfrew	LondonMidland& ScottishRly.	146·2	33·1	12·3	Lancaster British *WB*	C.2Cy.17"&34"–24" *Emade*07,*fitted*08 48RHP W.Simons&Co.Ld.Renfrw		
32417 261 HSAA	**Redang** ssBgk.2ndNo.3-12,26 ssBgk.No~~1-34~~12-35 *Mchy.Aft* *1Dk(Stl)*	531 408 250	✠100A1 2,36 ~~4,34~~ ✠LMC1,35 BS2,36 *Fitted for oil fuel 9,01 F.P. above 150° F.*	Bgk	*h*	CL 3,34	1901 9mo	Kjöbnhvns Flydk.&Skbs Copenhagen A&CP	SiamS.N.Co.Ld.	165·0 P59'F23' FK *WB*=*FPT*20t	27·9	11·9	Bangkok Siamese *3BHCem* *APT40t*	T3Cy.13",20½"&33½"–21"(*s*) 150lb *100lb* 61NHP 1SB,*2cf*,GS36,HS1030 KjbnhavnsFlydk.&Skbsv.	12 " 6 s 1 " 3½ 11 " 4½	
32418 144501 MJXS	**Redcar** ssLon.No.3-3,33 *1Dk(Stl)* *Cargo battens not fitted*	1475 1314 794	✠100A1 ~~6,35~~ ~~4,34~~11,35 BS~~4,34~~ ✠LMC5,32 6,35	Lon	*p*	CL ~~3,33~~ 6,35	1920 4mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole '*sA&CP*	P.&O.Stm.Nav.Co. *Cell*	240·2 B52'F23' FK *DB198'295t FPT77*	36·1	19·1	London British *4BHCem* *tAPT66t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 " 3 s2 " 10½ 18 " 7	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32419	**Redgauntlet** Pad 1*Dk*	384 255 128					1895	Barclay, Curle&Co.Ld Glasgow	Cie.deNav.Olivier	215·0 H22*t*	22·1	7·4	Oran French	D.1Cy.53″–72″ 183NHP Barclay,Curle&C(Lim)Gls		
32420 139800 MGVK	**Redhall** ssBly.No.3-7,29 *Well deck* ssShl.No.1-33 *Cargo battens not fitted* 1*Dk*(*Stl*)	1093 775 467	✠100A1 1,36~~11,34~~ BS~~11,34~~ 1,36 ✠LMC10,33	Bly	*n*	CL 11,34	1917 6mo *Lloyd's A&CP*	Hall,Russell&Co.Ld. Aberdeen	AberdeenCoal& ShippingCo.Ld. *CellDBa54′uE20′*	221·0 Q131′B16′F27′ FK *f*90′306*t FPT*33*t*	33·3	14·3	Aberdeen British 4*BHCem* *APT*79*t*	T.3Cy.17½″,29″&47″–33″ (*r*) 180lb *100lb* 178NHP 2SB,6*cf*,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16 ″ 5 s 4 ″ 9¼ 15 ″ 6¾	
Dismantled 32421 111405 WCCX	**Redondo** Ⓟ *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	1224 — 735					1902	CraigS.B. Co. Toledo,O.	AlaskaS.S.Co.Inc.	188·0	38·0	11·5	NewYork Utd.States *WB*	T.3Cy.15¼″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo		
32422 148620 MNGT	**Redriff** ssShl.No.2-33 *Well deck* Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1577 1296 879	✠100A1 6,35~~5,34~~ ✠LMC5,34 BS6,35	Shl	*p*	CL ~~5,34~~ 5,35	1925 8mo *Lloyd's A&CP*	TyneI.S.B. Co.Ld. Newcastle	South Metropolit'n GasCo. *CellDB*	244·3 Q96′B51′F22′ FK 175′ 346*t DT at sides of tunnel*	36·8	18·5	London British 6*BHptCem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 182NHP 2SB,6*cf*,GS94,HS3260 N.E.MarineEngCoLd.Nwc 29′105*tFPT*77*tAPT*66*t*	20 ″ 6 s 2 ″ 5 18 ″ 3½	
32423 160888 GPNZ	**Redsea** ssLth.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5224 4758 3176	✠100A1 *withfreeboard* ~~2,35~~~~3,34~~ 12,35 ~~BS10,34~~ ✠LMC~~4,30~~ 10,34	Cff ~~Shi~~ Gls	*a*†	CL 3,33	1930 4mo *Lloyd's A&CP*	Nthmblnd S.B.Co. (1927)Ld. Newcastle	SeaS.S.Co.Ld. (Wm.Brown, Atkinson&Co.Ld. *Mgrs.*) *CellDB* *DTa*23′904*t*	412·8 F40′ FK 373′1204*t* *FPT*94*tAPT*154*t*	55·3	26·0	Hull British 7*BHptCem* (*Coll to Shdk* 6 „ *2nd* „)	Q.4Cy.23″,32½″,47″&68″–48″ 225lb (*s*) 456NHP 3SB,6*cf*,GS111,HS6240 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5¼	
32424 214849 WEDS	**Redwood** Ⓟ WoodTwinSc4Mst *Fitted for oil fuel* D.F. GyC. 2*Dks*	1793 1586 1045					1917	Pacific American Fisheries Bellingham	PacificAmerican Fisheries	226·4	41·8	23·1	Bellinghm Utd.States	T.6Cy.13″,21″&35″–24″ 120NHP SeattleMachineWorks, Seattle,Wash.		
32425 135609 GKWC	**Reedpool** ssHpl.No.2-32 D.F. 1*Dk*(*Stl*)	4838 4610 ~~2994~~ 2999	✠100A1 12,35~~1,35~~ ✠LMC MS12,32 BS~~6,34~~ 5,35	Cff	*y*	CL 1,35	1924 9mo *Lloyd's A&CP*	RopnerS.B. &RepairngCo (Stockton)Ld Stockton	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*126′*uE*25′*f*	390·0 P29′B221′F41′ FK 171′1059*tFPT*162*t*	55·5	26·4	Stockton British 6*BHCem* *APT*194*t*	T.3Cy.25½″,40″&71″–48″(*s*) 180lb *100lb* 437NHP 3SB,9*cf*,GS190,HS7526 Blair&Co.Ld.Stockton	28 ″ 9 s 4 ″ 5 24 ″ 6½	
32426 TCCP	**Refah** (*ex*Persevera,*ex*Perseveranza) ssTri.2ndNo.3-5,25 1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*)& *deep framing*	3805 3348 2235	✠ —— 2,31 ✠	Fiu	*v*		1901 6mo	R.Thompson&Sons Sunderland	Barzilay&Benjamin *CellDBa*	335·3 P29′B78′F36′ 25·7 FK 108′*uE*22′*f*136′786*t*	46·2	17·8	Istanbul Turkish 6*BHCem* *APT*48*t*	T.3Cy.24″,39″&64″–42″ NDB14 285NHP 2SB,6*pf*,GS122,HS4574 G.Clark,Ld.Sunderland	28 ″ 5	V †
32427 ~~RBCK~~ UOIU	**Refrigerator No. 1** (*Fish Carrier*) *OilEng.* Wireless 1*Dk*(*Stl*–ws) *Mchy.Aft Ref.Mchy. CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for Navigation in Ice*	1427 1006 700	✠100A1 *withfreeboard* 5,33 ✠LMC5,33 ✠Lloyd'sRMC5,33	Cpn	*o*	CL	1933 5mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. *CellDB*142′2	~~228·2~~ P&B117′F34′ 228·7 FK 74*tDTf*10′45*tFPT*	36·2	17·0	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0 s 5 ″ 2⅞ 14 ″ 0½	
32428 ~~RBCL~~ UOIV	**Refrigerator No. 2** (*Fish Carrier*) *OilEng.* Wireless 1*Dk*(*Stl*–ws) *Mchy.Aft Ref.Mchy. CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for Navigation in Ice*	1427 1006 700	✠100A1 *withfreeboard* 6,33 ✠LMC6,33 ✠Lloyd'sRMC6,33	Cpn	*o*	CL	1933 6mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. *CellDB*142′2	228·8 P&B117′F34′ FK 74*tDTf*10′45*tFPT*	36·2	17·0	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0 s 5 ″ 2⅞ 14 ″ 0½	
32429	**Refrigerator No. 3** (*ex*Lys-35) ~~ssShl.No.3-10,30~~ *Mchy.Aft* 1Dk(*Stl*) *Well deck* ssShl.No.3-10,33	*1830* *1384* *999*	✠100A1 4,35 BS4,35 ✠LMC10,33	Shl	*q*	CL 4,35	1920 5mo *Lloyd's A&CP*	S.P.Austin &SonsLd. Sunderland	U.S.S.R. *CellDB*215′503*t*	260·0 Q154′F30′ FK *MT*10′224*t FPT*140*t*	37·5	17·5	Russian 5*BHCem* *APT*56*t*	T3Cy.20½″,33″&54″–39″ (*s*) 180lb 201HP 2SB,6*pf*,GS97,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8 s 6 ″ 5 18 ″ 2½	
32430	**Regato** (*ex*RioGalindo, *ex*AikokuMaru, ssH.Kg.No.3-7,01 *ex*Colonies, ssKob.No.2-08 *ex*Azamor,*ex*AnnieBarrow, 1*Dk*(*Stl*)& *ex*EiffelTower) *Spar dk*(*Stl*)3*trB*	3270 — 2073	✠ 9,14 ✠	Kob	*u*		1889 11mo	W.Dobson &Co. Newcastle	Cia.Naviera"Orio" (JoseRubiera, *Mgr.*)	331·9 P47′B80′F42′ 26·7 BK10″ Cell	40·3	19·2	Bilbao Spanish 5*BHCem* *DB*264′433*t*	T.3Cy.23¼″,38″&61″–39″ NDB05 234NHP 2SB,6*cf*,GS98,HS3916 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4	
32431 YQSC	**Regele Carol I** TwinSc *Fitted for oil fuel* 2*Dks*&*Shade dk*3*trB*	2369 1790 839					1898	Fairfield Co.Ld. Glasgow	RoumanianState MaritimeService	350·0	42·0	18·5	Cnstantza Roumanian *WB*	T.6Cy.23″,38½″&61″–36″ NB10 446NHP FairfieldCo.Ld.Glasgow		V
32432 122 YLBV	**Regent** 1*Dk*2*trB*&*deep framing*	3280 3072 1826			...		1903	Bartram &Sons Sunderland	J.Freyman (LatvianShipping Co.*Mgrs.*)	324·5 P29′B90′F35′ FK	46·9	24·2	Riga Latvian *WB*	T.3Cy.24″,40″&65″–42″ 294NHP J.Dickinson&Sons,Ld.Sld.	26″10	C †
32433 233361 WJFG	**—** TwinSc Wireless *Mchy.Aft* GyC. *OilEng.* *Longitudinal framing* 1*Dk* *CarryingPetroleum in bulk*	1211 — 708					1934	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	~~GulfRefiningCo.~~ ~~Inc.~~ GulfOilCorp. ofPennsylvania	248·6	40·2	14·4	P.Arthur, Tex. Utd.States	Oil Engines 4S.C.SA 6Cy.12½″–22″ 91NHP McIntosh-Seymour,N.Yk.		R
32434 129752 GRTW	**Regfos** (*ex*WestQuarter) ssSld.2ndNo.3-2,36 ~~ssNwe.No.3-1,23~~ *Well deck* ~~ssSld.No.2-32~~ Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1240 882	✠100A1 2,36~~10,34~~ ✠LMC MS~~6,31~~ 2,36 BS~~10,34~~ 11,35	Sld	*p*	OG 10,34	1910 6mo *Lloyd's A&CP*	W.Pickersgill&Sons,Ld Sunderland	Tyne&Wear ShippingCo.Ld. *CellDBa*67′*uE*&	245·0 Q121′B13′F26′ FK *B*35′*f*109′405*tFPT*	36·8	16·3	Sundrland British 4*BHCem* 42*tAPT*88*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,6*pf*,GS87,HS3918 N.E.MarineEng.CoLd.Sld	18″10 s 1″10½ 17 ″ 2	
32435 PGYT	**Reggestroom** Ⓟ D.F. 2*Dks*	2845 2502 1689					1923	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	331·7 F44′	48·2	20·0	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Escher,Wijss&Co.Zurich		V
32436 LERB	**Regin** (*ex*Asplund,*ex*Torkel, Iron *ex*Behera, ssGls.2ndNo.3-2,07 *ex*MyrtleBranch) ssGls.No.1-12 *Well deck* 1*Dk*(*Irn*)2*trB*	1498 1282 899	✠ 3,16 ✠NB5,08 ✠	Osl	*q*		1883 6mo	Bartram, Haswell&Co. Sunderland	HannestadsRederi A/S(M.Hannestad, *Mgr.*) *D*	258·0 P61*t*Q61*t*F2*t* BK9″ *Ba*66′*f*60′253*tFPT*	36·1	18·7	Halden Norwegian 6*BHCem* 25*tAPT*20*t*	C.2Cy.33″&61″–33″ NDB07 167NHP 1DB,4*pf*,GS76,HS2757 T.Richardson&Sons,Hpl.	20 ″ 1	N †
32437 6517 SFKN	**—** Ⓟ Wireless D.F. 2*Dks* Sub.Sig. *CruiserStern*	*1288* *639* *621*					1919	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·7	36·0	14·1	Stockholm Swedish *WB*	2 SteamTurbinesSRgeared to 1 Sc. Shaft SvenskaTurbinf.Akt. Ljungström,Finspång		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
32438 DAMS	**Regina** Wireless *Ref.Mchy.* 2*Dks*	1304 853 781					1911	F.Schichau Danzig	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	241·8 P&B147'F27'	34·1	15·4	Stettin German *WB*	T.3Cy.19 1/16",31 9/16"&51½"–29½" 141NHP F.Schichan,Elbing		G
Abandoned on Fire10,35 32439 [illegible]	— WoodAux4MstSr *OilEng.* (*See Sailing Ship Register*)	681 587 545					1919	G.Kyntzell Borgå	GustafErikson	198·6	34·5	15·8	Mariehmn Finnish	Motor 2S.C.SA 2Cy.14½"–15¾" 34NHP LysekilsM.V.Lysekil		
32440 PGZA	— (*ex*Vertrauen) Sub.Sig 1*Dk*	421 317 224					1922	Gebr. Muller Foxhol	N.V.Soetermeer, FekkesCarga-doorskantoor	139·8 P34'F28'	26·2	10·7	Rottrdam Dutch	T3Cy.10¼",15¾"&26¾"–19 1/16" 34NHP *E*made13*refitted*22 Scnpsw&Mschfb.v/hBotje, Ensing&Co.Hoogezand		G
Broken up 32441 [illegible] ISMO	**Regina Cacace** 3Mst (*ex*Yorkriver-34,*ex*Torfrey) *Well deck Mchy.Aft* 1*Dk*	453 328 190			...		1900	J.Fullerton &Co. Paisley	MicheleCacace	174·4 167·9 Q93'B10'F26' BK6"	25·1	9·8	Genoa Italian *WB*	C.2Cy.21"&42"–30" 88RHP Ross&Duncan,Glasgow	12 ″ 5	CI †
32442 12 ISND	**Regina Elena** Ⓟ 1*Dk*	424 331 171					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·5	25·4	13·2	Naples Italian	T.3Cy.20 11/32"32 9/32"&48"–27 9/16" 121NHP C.&T.T.Pattison,Naples		I
32443 FNCG	**Regina Pacis** (*ex*AntrimCoast-33, *ex*Glentaise, *ex*Ploussa) *ss*Lth.2ndNo.3-11,29 1*Dk*(*Irn*)&*deep framing*	997 702 502	✠ ... 6,34 ✠	Liv	*n*		1905 5mo	Ramage& Ferguson,Ld. Leith	Scotto,Ambrosino, PuglieseFils&Co. *CellDBa36'uE38'f82'269tFPT23tAPT21t*	218·2 Q77'B63'F45' FK	33·1	13·0	Oran French 4*BHCem*	T.3Cy.18",30⅝"&49"–33" 155NHP 2SB,6*rf*,GS98,HS2542 Ramage&Fergusn,Ld.Lth.	15 ″ 0	V †
32444 152786 VGRD	**Reginolite** TwinSc *OilEng.* *ss*Hfx.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	9069 8645 4430	✠100A1 *Shelter dk withfreeboard* 3,36 ~~1,35~~ DBS~~5,34~~3,35 ✠LMC CS6,34 ~~[illegible]~~ 8,35 *Carrying Petroleum in bulk*	NNs ~~Hfx~~	*d*†	CL ~~6,33~~ 3,36	1926 3mo *Lloyd'sA&CP*	Akt.Ges. "Vulcan" Stettin	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*) *CellDBuE38'131tDTf36'280tFPT190tAPT108t*	469·2 B34'F38' FK	63·1	34·6	Montreal British 19*BHptCem* (13 *to Sh dk* 6 „ *U* „)	Oil Engines 2S.C.SA 8Cy.25 9/16"–47¼" 910NHP 2WaterTubeDB200*lb* A.G."Vulcan,"Stettin	35 ″ 6 s 8 ″ 8 27 ″ 1	
32445 161381 GSKQ	**Registan** *ss*Fal.No.1-33 D.F. 2*Dks*(*Stl*)	5886 5448 3711	✠100A1 ~~7,352,35~~ 11,35 ✠LMC11,33 BS11,35 *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	Shl Lon	*a*†	CL 1,35	1930 3mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB361'1237tDTa38'903tFPT107tAPT38t*	426·0 P38'B131'F47' FK	55·0	28·5	London British 7*BHptCem*	T 3Cy28¼",46"&78"–51"&LP Turbine with DR gearing& hydraulic coupling (*r*) 210lb 787NHP 3SB,12*cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3¼ 24 ″ 11¼	
32446 140037 VPLB	**Register** (*ex*Bice,*ex*Aquila) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	537 449 415			...		1913	Cant.Offic. Savoia Cornigliano Ligure	WebsterShipping Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	159·0 P33'F16' BK6"	28·2	13·1	Kingston, Jamaica British	Oil Engines 2S.C.SA 4Cy.13⅝"–21¼" 125NHP G.Ansaldo NDB20 NE20 &Co.Sampierdarena	14 ″ 3	V †
32447 LDEW	**Regulus** *ss*Clo.No.3-2,29 *ss*Osl.No.1-34 1*Dk*(*Stl*)2*trB*	3785 3458 2307	✠100A1 10,35 ~~3,34~~ ✠LMC3,34 BS7,35 *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Osl	*v*	2,34	1917 4mo A&CP	Union Iron WorksCo. Alameda,Cal.	A/S Pacific(A.O. Lindvig,*Mgr.*)	340·0 P29'B73'F36' FK	48·2	26·0	Oslo Norwegian 6*BHptCem* *CellDB290'967tFPT120tAPT102t*	T.3Cy.24",39"&65"–42" (*r*) 180lb ~~180lb~~ 325NHP 2SB,6*cf*,GS144,HS5400 UnionIronWksCoAlamda	27 ″ 3 s 4 ″ 10 22 ″ 7¼	
32448 563 OHBK	— *ss*Hfs.No.3-4,33 D.F. 1*Dk*(*Stl*)&*Awngdk*(*Stl*)	1821 1085 1025	✠100A1 *Awning deck withfreeboard* 4,35 BS3,35 ✠LMC3,33	Hfs	*p*	4,35	1921 4mo *Lloyd'sA&CP*	P.SmitJr. S.B.&E.Co. Rotterdam	FinskaÅngfartygs A/B *CellDB182'355tFPT14tAPT31t*	235·0 FK	36·9	17·8	Helsingfrs Finnish 4*BHCem*	T3Cy20¾",32¼"&55"–39⅜"(*s*) 180lb HS3341 212NHP 1SB&1AuxSB,5*cf*,GS97, P.Smit,Jr.S.B.&E.Co.Rot.	27 ″ 6 s 8 ″ 2½ 19 ″ 6	
32449 KZRS	— (*ex*Ihumata) Wireless *Well deck* 1*Dk*&*deep framing*	*1160* *975* *653*			...		1911	Antwerp Eng.Co.Ld. Hoboken	Madrigal&Co.	229·3 Q87'B52'F23' FK	35·8	14·9	Manila,P.I Utd.States *WB*	T.3Cy.17",28"&46"–33" 142NHP N.E.MarineEng CoLdNwc	16″10	
32450 6203 SGAU	— 1*Dk*	915 722 485					1919	Helsingbrg VarfsAkt. Helsingborg	Rederiaktieb. Stjärnan(Hj. Nerman,*Mgr.*)	205·1 Q64'B56'F20'	33·5	12·7	Karlstad Swedish *WB*	T3Cy.17¾",29 5/16"&46 7/8"–27½" 175NHP HelsingbrgsVrfsA.B.Hbg.		V
Broken up 32451 117596 ZMKS	— TwinSc 1*Dk*	584 389 232					1907	Swan,Hunter&Wigham Richardson, LdNewcastle	~~AnchorShipping& FoundryCo.Ld.~~ F.E.Jackson&Co. Ld.	170·0 Q96'B10'F22'	29·9	9·7	Nelson,NZ British *WB*	C.4Cy.17"&24"–21" 36NHP A.G.Mumford,Ld.Colchstr		
32452 22521 JDQG	**Reibun Maru** 2*Dks*	352 312 200					1923	Hakodate DockCo. Hakodate	FujiyamaKaiun K.K.	130·0 B27'	22·0	15·5	Otaru Japanese	T.3Cy.		
32453 LERE	**Reidun** (*ex*Wenchita-33, *ex*Hollandia,*ex*Raamsdonkveer, *ex*Jan vanSteen) 1*Dk*	1287 1124 730					1917	T.v.Duivendijk Lekkerkerk	RederiA/S Reidun (BuchaGodager& Co.)	237·4 P40tH66tF33t	36·4	16·0	Oslo Norwegian *WB*	T.3Cy.17",28"&46"–36" 127NHP N.V.v.d.Kuy&v.d.Rees' Mchf.&Schpb.Rot		N
32454 DOAU	**Reiher** Wireless D.F. 1*Dk*	975 750 402					1909	Bremer Vulkan Vegesack	ArgoReed.A.G.	220·6 P&B138'F23'	32·4	13·6	Bremen German *WB*	T.3Cy.21¼",34 1/16"&54½"–35 7/16" 179NHP BremerVulkan,Vegesack		G
32455 PKQY	**Reijniersz** 1*Dk*	1693 1328 902					1908	Maats Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·4 P33'B73'F30'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
32456 PKGM	**Reijnst** 1*Dk*	2462 1811 1433					1928	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	291·0 P33'F53'	43·2	19·1	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35 7/16"–35 7/16" 135NHP Werkspoor,Amsterdam		V
32457 LERF	**Rein** 1*Dk*	1175 1032 725					1900	Framnes Mek.Værks. Sandefjord	D/S A/S Rein II (StenerS.Müller)	241·2 P15tH96tF32t	35·3	14·7	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–33" 111NHP AkersMek.Verks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32458 162339 GMPS	**Reina del Pacifico** Ⓟ **QuadSc** *OilEng.* D.F. 3*Dks(Stl)*4*th dk(Stl) in holds except after hold* *Ref.Mchy.* GyC. *CruiserStern* *ss*Liv.No.1-35	17707 12202 10745	✠100A1 *with freeboard* 4,35 ✠LMC CS6,35 DBS4,35 11,35 ✠Lloyd'sRMC~~1,35~~4,36 aft chamber for temp. 20° F.	Liv		OG Sa8,33 Pa4,36 Pf8 34 Sf8 34	1931 3mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	PacificStmNav.Co. *CellDB*441'1733*t* *tunnels*175*t*	551·3|76·3|37·8 P47'B354'F102' FK *Tanks between* *DTsa*41'359*t FPT*10	Liverpool British 10*BHptCem* 8*tAPT*224*t*	Oil Engines 4S.C.SA 48Cy.$24\frac{13}{16}$"-$47\frac{1}{4}$" 2844NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	44 ″ 1 s13 ″ $1\frac{1}{4}$ 31 ″ $2\frac{3}{4}$	BT till ~~4,35~~ 4,36
32459 DHTU	**Reinhart L.-M. Russ** Wireless 1*Dk*	1477 1021 870					1923	Stettiner Oderwerke Stettin	ErnstRuss	231·3|36·5|15·0 Q76'B101'F30'	Hamburg German *WB*	T.3Cy.$17\frac{1}{3}$",$27\frac{3}{5}$"&$43\frac{3}{10}$"-$31\frac{1}{2}$" 105NHP StettinerOderwerke		G
32460 223607 KFOW	**Reiss Brothers** (*ex*William K. Field-34) *Mchy.Aft* D.F. 1*Dk*	8195 — 6369					1924	Toledo S.B.Co. Toledo.O.	ReissSteamshipCo	588·0|60·3|27·7 *WB*	Wilmgton (Del.) Utd. States	T3Cy.$25\frac{1}{2}$",41&67"-42" 291NHP ToledoS.B.Co.Toledo,O.		R
32461 27736 JOOD	**Reiyo Maru** *ss*Yka.No.3-2,32 2*Dks(Stl)*	5446 4988 3311	✠100A1 4,35 ✠LMC~~4,35~~ 3,36 ~~*Fitted for oil fuel* 3,21 *F.P. above* 150° F.~~	Kob	*z*	3,35	1920 12mo	Asano S.B.Co. Tsurumi A&CP	ToyoKisenK.K. *CellDB*331'1072*t*	400·0|53·2|29·4 P33'B124'F41' FK	Yokohama Japanese 6*BHCem* *APT*27*t*	T3Cy.$26\frac{1}{4}$",$43\frac{1}{2}$"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS2376 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 7 25 ″ 9	
32462 VSBM	**Rejang** Ⓟ *OilEng.* 1*Dk*	364 — 212					1934	Singapore Harbour Board Singapore	SarawakSteamshipCo.Ld.	126·5|25·5| 9·2 F27'	Kuching Sarawak *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{5}{8}$"-$16\frac{9}{16}$" 66NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz		
32463 23254 JFUB	**Rekizan Maru** Wireless 1*Dk*	1283 1062 856					1918	Yoshiura DockYard Yoshiura	TatsuumaKisen K.K.	228·0|33·0|18·7	Kobe Japanese *WB*	T.3Cy.$14\frac{1}{2}$"$25\frac{5}{16}$"&40"-30" 88NHP TakaoIronWorks,Kobe		
32464	**Relay** **TwinSc** *Mchy.Aft* Wireless 2*Dks& Awng dk*	*1198* *1182* *742*			...		1890	R.Thompson&Sons Sunderland	DutchEastIndies ExploringCo.of Nevada	240·0|32·2|14·2 ND13 21·5 BK8"	L.Angeles Utd. States *WB*	T6.Cy.$16\frac{1}{2}$",$26\frac{1}{2}$"&$43\frac{1}{2}$"-30" NB22 193NHP G.Clark(Lim.),Sld.	24″10	
32465 DHTV	**Reliance** Ⓟ (*ex*Limburgia, *ex*JohannHeinrichBurchard) **TrpSc** Sub.Sig. *Fitted for oil fuel* D.F. GyC. 5*Dks*	19821 13054 9693					1920	J.C.Tecklenborg Wesermünde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	590·4|80·5|39·7 P&F471'	Hamburg German *WB*	T.8Cy.(2)$29\frac{1}{2}$",(2)$49\frac{1}{2}$"&(4) $53\frac{1}{8}$"-$59\frac{1}{16}$" 1LP Turbine J.C.Tecklenborg,Wsm.		G
32466 125903	Dismantled Ⓟ **IronPad** (*ex*Cetus-33) 3*Dks*	847 — 580					1881	W.Cramp &Sons Philadelphia	UnionNav.Co.Inc.	213·3|32·0|10·6	NewYork Utd. States	1Cy.52"-132" W.Cramp& 238NHP Sons,Philadelphia		
32467 97115 VGKJ	— **Comp** Wireless 1*Dk*	311 — 182					1892	Cllngwood DryDockCo. Collingwood	AbitibiPower& PaperCo.Ld. (*in liq.*)	124·0|23·0|11·6	Toronto British	C.2Cy.20"&40"-24" NB02 NE02 67RHP J.Inglis&Son,Toronto		
32468 147557 GVND	**Reliant** (*ex*LondonImporter-33) *ss*Lon.No.3-3,33 D.F. 2*Dks(Stl)& Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern* *Cargo battens not fitted in Shelter 'tween decks*	7928 7362 4801	✠100A1 *Shelter dk* *with freeboard* 1,36 ~~1,35~~ BS1,36 ~~BS3,35~~ ✠LMC3,33 *Fitted for oil fuel* 12,23	Mlt	c†	CL ~~8,33~~ 1,36 *F.P. above* 1	1923 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP 50° F.	TheAdmiralty *Duct keel in Boiler* *CellDB*366'1568*t*	450·4|58·0|38·3 F42' *on Shelter dk* FK *Collisio* *space& forward*154' *DTf*33'967*tDTa*33	London British *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,, '797*tFPT*68	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,*16cf*,GS325,HS13168 Richardsons,Westgarth& Co.Ld.Mdb. *tAPT*82*t*	41 ″ 0 s11 ″ $1\frac{1}{4}$ 30 ″ 2	
32469 EADQ	**Remedios** (*ex*Conde de Churruca) **TwinSc** *OilEng.* *Mchy.Aft* *ss*Bbo.No.3-8,33 D.F. 2*Dks(Stl)& Web frames* *Longitudinal framing*	4461 4140 2673	✠100A1 2,36 ~~5,35~~ DBS~~5,35~~ LMC8,33 2,36 *Carrying Petroleum in bulk*	Bbo	*x*	OG ~~5,35~~ 2,36	1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	Cia.Arrendataria delMonopolio de PetroleosS.A. *CellDB*70' 157*tDTf*49'498*t*	370·7|48·5|30·0 P103'B32'F36' FK *FPT*87*tAPT*125*t*	S.Sebast'n Spanish 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.$23\frac{11}{16}$"-37" DB*120lb* 779NHP SulzerFrères,S.A. Winterthur	30 ″ 0 s4 ″ $11\frac{1}{2}$ 25 ″ $3\frac{1}{4}$	
32470 1745 ICEG	**Remo** Ⓟ **TwinSc** *OilEng.* *ss*Gen.No.1-31 D.F. 2*Dks(Stl)*3*rd dk(Stl) in Nos.* 1, 2&3 *holds*	9780 7695 6015	✠100A1 12,34 DBS7,35 ✠LMC CS4,36 12,34	Gen		CL P8,34 SN11,34	1927 1mo	Stabilmnto Tecnico Trieste *Lloyd's*A&CP	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale) *CellDB*	506·6|62·3|31·5 P31'B214'F47' FK 426'1697*tFPT*227*t*	Genoa Italian 8*BHptCem* *APT*184*t*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"-$47\frac{1}{4}$" 984NHP DB*100lb* StabilimentoTecnico,Tri	34″11 s8 ″ $11\frac{3}{4}$ 26 ″ $2\frac{1}{2}$	
32471 FNWE	**Remois** D.F. 2*Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux àVap.duNord	331·7|53·2|25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"-39" 225NHP G.Clark,Ld.Sunderland		V
32472 124590 GLYN	**Remuera** Ⓟ **TwinSc** *Ref.Mchy.* D.F. E.S.D. GyC. 3*Dks& Shelter dk*	11383 9948 7246	Lloyd'sRMC~~4,35 7,35~~ 3,36 ~~12,35~~				1911	W.Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	485·0|62·3|41·0	Plymouth British *WB*	T.6Cy.28",47"&78"-48" 843NHP Denny&Co.Dumbarton		C BT till 3,36
32473 DIET	**Rendsburg** *OilEng.* *ss*Ham.No.1-30 *Well deck* 2*Dks(Stl)*3*rd dk in No.*1*hold* D.F. *Rudder electrically welded* *CruiserStern*	6200 5525 3716	✠ ... 2,34 ✠	Ham			1926 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	450·3|58·2|24·6 P&B375'F55' FK *B*397'1655*tFPT*72*t*	Hamburg German 8*BHptCem* *ptAsp* *APT*45*t*	2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear 16Cy.$25\frac{3}{16}$"-$27\frac{9}{16}$" 993NHP A.G."Vulcan,"Hamburg	29 ″ 6	G †
32474 TSFH	**René Marguerite** (*ex*Amiral l'Hermite-35) *ss*Dnk.No.3-7,25 *Well deck* *ss*Dnk.No.2-33 1*Dk(Stl)*	325 237 133	✠100A1 ~~1,35 11,33~~11,35 BS~~11,34~~ ✠LMC11,33 12,35	Dnk Hav	*e*	CL ~~9,32~~ 11,35	1913 12mo	NVScheep. DeMerwede Hardinxveld *Lloyd's*A&CP	~~R.Hamon~~ Soc. Cherbourgeoise de Cabotage	133·5|23·1| 9·9 24·3 Q70'B11'F18' FK *FPT*	Cherbourg French 4*BHCem* 19*tAPT*3*t*	C.2Cy.16"&34"-23" (*s*) 130lb *85lb* 63NHP 1SB,*2pf*,GS37,HS1173 ShieldsEng.Co.Ld.S.Shl	10 ″ 9 s 3 ″ $4\frac{1}{2}$ 10 ″ 6	
32475 126659 VGRJ	**Renfrew** (*ex*Glenfinnan, *ex*Minnetonka, *ex*Alva) *Mchy.Aft* 2*Dks*	2406 2271 1472					1893	Cleveland S.B.Co. Cleveland,O.	CanadaSteamship Lines,Ld.	324·0|42·0|19·5 *WB*	Midland, Ont. British	T.3Cy.24",38"&62"-42" 214NHP ClevelandS.B.Co.Cleveland		
32476 PKSV	**Rengat** 1*Dk*	512 343 257					1925	J&KSmit's Schpsw. Kinderdijk	Koninkl.Paketv. Mij.	163·8|29·7| 9·1 P20'B64'F30'	Batavia Dutch	C.2Cy.13"&26"-$21\frac{3}{4}$" J.&K.Smit's 26NHP Machenfab.Kinderdijk		V
32477 TUYM	**Rennes** **TwinSc**	771 — 301					1925	Atel.&Ch. de laSeine Maritime LeTrait (S.I.)	Chemins deFer de l'EtatFrançais	208·6|27·9|15·1 P49'	Dieppe French	T.6Cy.14",23"&38"-30" 158NHP Caillard&Co.Hav.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Hot Trade
32478 18 ISOK	**Reno** (exAfonLliedi-33,exCardiffian, exQueenwood) ssShl.2ndNo.3-11,29 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1002 778 594	✠ ... 2,34 ✠	Sws			1904 7mo	A.Vuijk Capelle a/d Ysel	Marittima RavennateS.A.	225·0 216·9 Q74'B61'F21' FK Cell DBa 61' f81' 232tA	32·0	14·6	Ravenna Italian 4*BHCem* *PT*15*t*	T3Cy.17¼",28½"&46"-30" 133NHP 1SB,3pf,GS51,HS2152 G.T.Grey,S.Shields	16 " 3	I †
32479 111302	**Rensselaer** *Mchy.Aft* GyC. 1*Dk*2*trB*	4472 — 3411					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0 *WB*	50·0	28·5	Duluth, Minn. Utd.States	Q.4Cy.18",26¼",41"&63"-42" 257NHP ChicagoS.B.Co.,Chicago		
32480 206501	— Ⓟ Pad 3*Dks*	2690 — 1796					1909	MarvelS.B. Co. New- burgh,N.Y.	HudsonRiverNav. Corp.	317·3	42·5	12·5	NewYork Utd.States	B.1Cy.70"-144' W.&A.Fletcher 452NHP Co.Hoboken,N.J.		
32481 148153 VGND	**Renvoyle** (exGlenledi) *Mchy.Aft* 2*Dks* D.F.	3571 3357 2172					1925	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	379·1 len25 *WB*	44·2	23·9	MidlndOnt British	T.3Cy.22½",37"&62"-42" 249NHP N.E MarineEngCoLd.Nwc		C
32482 219636 KUBJ	**Republic** (exLibertyMinquas) ssMob.No.3-6,23 ssMob.No.2-31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	~~5055~~ ~~4332~~ ~~3706~~ 5287 4332 3237	100A1 12,34 BS~~6,34~~5,35LMC3,31 *Carrying Petr* *Fitted for oil f*	Gal *oleum* *uel* 19	*y* *in* 20	CL N12,34 *bulk* *F P. a*	1920 *Lloyd* *bove* 1	Bethlehem S.B.Corp.Ld WlmngtnDel '*sA&CP* 50° F.	PetroleumNav.Co. *CellD BuE&B* 72'210*tDTf*65'81	391·8 P99'B34'F44' FK 8*tFPT*89*tAPT*30*t*	51·3	28·8	Houston, Texas Utd.States 14*BHptCem* (7 ,, *to U dk* 7 ,, ,, 2*nd* ,,)	T.3Cy.27⅝",45"&75"-48" (*s*) 190lb 512NHP 3SB 9*cf*,HS7127 FD BethlehemS.B.Corp.Ld. Wilmington,Del.	30 " 2 s 5 " 3 25 " 1¼	
32483 ~~DHTB~~	**Resolute** Ⓟ (exBrabantia, TrpSc exWilliamO'Swald) Now "Lombardia," see No. 33916 in Supplement D.F. GyC. 4*Dks* Sub.Sig. *Fitted for oil fuel*	19703 13165 9583					1920	Akt.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	590·4 P37'B&F523'	72·2	40·2	~~Hamburg~~ ~~German~~ Genoa *WB* Italian	T.8Cy.29½",48½"&(2)53$\frac{1}{16}$"- 59"&1Turbine Akt.Ges."Weser,"Bremen		G
32484 228362 KJWL	**Resource** 1*Dk*	378 — 195					1910	Bow,Mc- Lachlan&Co. Ld. Paisley	J.W.Reno& C.A.Sherman	138·7	26·6	13·5	NewYork Utd.States *WB*	T.3Cy.13¾",21½"&35"-24" 62NHP Bow,McLachln&CoLd.Psy		
32485	**Restorer** TwinSc *Cable Vessel* ssVcr.2ndNo.3-8,27 ssVcr.No.1-~~34~~ 2-35 1*Dk*(*Stl-ws*) &*Spar dk*(*Stl-teaks*)&*Web frames* *lower deck fore hold*	3180 2995 1284	✠100A1 *Spar dk* 9,35 ~~6,34~~ ~~BS6,34~~ ✠LMC~~6,34~~ 9,35 *Fitted for oil*	Vcr *fuel*6,	*v* s 16	CL N10,33 P10,33 *F.P.ab*	1903 1mo *Lloyd* *ove* 15	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 0° F.	Commercial PacificCableCo.	358·4 *WB=CellD*	44·0	20·8 28·8 BK10"	NewYork Utd.States 6*BHCem* *Ba* 68'*uE*28'	T.6Cy.23",39"&64"-42" (*s*) 180lb *180lb* 705NHP 4SB,12*cf*,GS240HS10112 FD WllsndSlpwy.Co.Ld.Nwc. *f*62'362*tFPT*77*tAPT*75*t*	30 " 0 s6 " 7½ 24 " 5½	
32486 127413 WCDB	— (exChesapeake) Wireless 2*Dks*	1108 — 670					1900	Harlan& Hollings- worthCo. Wlmgtn,Del.	ColonialNav.Co.	210·0	32·0	23·3	NewYork Utd.States	T.3Cy.18",38"&45"-30" 111NHP Harlan&HollingsworthCo.		
32487 146 ISON	**Resurrectio** (exNorfolkCoast-32, exCadoc,exValencia) *Well deck* 1*Dk*&*Web frames*	979 766 603			...		1894	A.McMil- lan&Son,Ld. Dumbarton	V.Mirabella	222·0 Q120'B15'F24' FK	31·8	14·4	Catania Italian *WB*	T.3Cy.14",26½"&43"-36" NDB20 NB08 111NHP D.Rowan&Son,Glasgow	16 " 6	I †
32488 PKQZ	**Reteh** 1*Dk*	513 343 258					1926	J&KSmit's Schpswerven Kinderdijk	Koninkl.Paketv. Maats.	163·8 P18'B64'F30'	29·7	9·1	Batavia Dutch *WB*	C.2Cy.13"&26"-21⅝" 26NHP J.&.KSmit'sMschfb.Krdijk		V
32489 129024 GDVT	**Retriever** (*Cable Vessel*) ssMlt.2ndNo.3-1,35 Wireless 1*Dk*(*Teak*)2*trB*	674 578 331	✠100A1 1,35 BS2,36 ✠LMC1,35	Mlt	*k*	CL 1,35	1909 7mo *Lloyd*	GooleS.B. &Repg.CoLd Goole '*sA&CP*	WestCoast of AmericaTelegraph Co.Ld.	190·2 B55'F27' BK7½" *WB=CellDBa*33'	28·2	15·5	London British 4*BHCem* *f*68'122*t*	C.2Cy.23"&46"-30" (*s*) 120lb 91RHP 1SB,3*pf*,GS56,HS2080 Richardsons,Westgarth& Co.Ld.Mdb	16 " 6 s 2 " 0 15 " 4	
32490 VTDC	**Revati** (exElGhazi) ssBom.No.3-3,35 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)	387 285 250	✠100A1 3,35 ✠LMC3,35	Bom	*e*	CL 3,35	1921 12mo *Lloyd*	London& MontroseS.B. &R.Co.Ld. Montrose '*sA&CP*	TheState of Bhavnagar (Kathiawar)	132·7 P41'F19' FK	25·1	11·5	3*BHCem* *FPT*33*t*	Oil Engines 2S.C.SA 4Cy.13¾"-15" 124NHP W.Beardmore&Co.Ld. Coatbridge	12 " 6 s " 11 11 " 8	
32491 GDCV	**Reventazon** Now "Bremerhaven," see No. 37286 in Supplement *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*&2*ptDks*	5394 4683 3292					1921	Workman, Clark&Co.Ld Belfast	Elders&Fyffes,Ld.	400·3 P42'B155'F41'	51·3	30·0	Belfast British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
32492	**Revolutzia** (exActiv) *Mchy.Aft* Wireless 1*Dk*	433 276 209					1909	Stavanger Stöberi&Dok Stavanger	U.S.S.R.	140·0 P&B46'H6*t*F21*t*	27·0	10·4	Archangel Russian *WB*	T.3Cy.11¼",17½"&30"-21" 41NHP StavangerStöberi&Dok		
32493 1791 ICEJ	**Rex** Ⓟ QuadSc D.F. 5*Dks*(*Stl-Weather dk pt teaks*) GyC. 6*th dk*(*Stl*)*in holds*,7*th dk*(*Stl*) *Ref.Mchy.* *in No.*1 *hold*&*Web frames* *Special Quality Steel*	51062 31588 30623	✠100A1 *with freeboard* 10,35~~1,35~~ ✠LMC9,32 BS(WTB)~~10,33~~9,34 ✠Lloyd'sRMC~~9,35~~ 4,36 *Fitted for oil*	Gen *fuel* 9,	32	P*f*5,35 S*f*5,35 CL Pa Sa *F.P. a*	1932 9mo *Lloyd* *bove* 1	Soc.Anon. Ansaldo SestriPnente '*sA&CP* 50° F.	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale) *CellDB*	879·9 833·9 B&F780' *Upper bridge*619' 649'6366*tDTs a*396	97·0	30·7 55·5 FK	Genoa Italian 14*BHptCem* *t DTsf* 515*t*	12 Steam Turbines SR geared to 4 Sc.Shafts (*s*) 12WTB 384lb 22082NHP 2DB228*lb* HS135625 FD Soc.An.Ansaldo,Smprdrna *FPT*408*tAPT*135*t*	60 " 8 s11 " 3 33 " 0½	
32494 2597 SGBI	— IronBn 1*Dk*2*trB*	1013 760 666					1877	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·9 P119'H21*t*F23'	29·8	17·0	Stockholm Swedish *WB*	T.3Cy.16½",25½"&43¾"-33" NB89 110NHP *Tpd.*89MotalaCo.,Norrkpg		V
32495 EAPP	**Rey Jaime I** Ⓟ TwinSc 2*Dks*&*Awng dk*	2320 — 1168			...		1911	N.Odero fuA. Sestri Ponente	Cia.Tras- mediterranea	304·8 FK	37·8	26·4	Palma,Maj Spanish *WB*	T.6Cy.23",37"&59½"-37⅜" 683NHP N.Odero fuA.Sestri Ponente	28 " 6	V †
32496 EAPQ	**Rey Jaime II** Ⓟ (exCorte) Wireless 2*Dks*	1370 — 580					1906	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Cia.Tras- mediterranea	262·5 F35'	34·4	21·1	Palma,Maj Spanish *WB*	T.4Cy.29",45"&(2)52"-45' 363NHP Swan,Hunter&Wigham- Richardson.Ld.Nwc		V

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32497 149775 GFZJ	**Reynolds** *ss*Sld.No.2–35~~*ss*Shl.No.1–31~~ D.F. 2*Dks*(*Stl*)	5024 4771 3145	✠100A1 5,35 ~~4,31~~ ~~BS9,34~~ ✠LMC~~10,31~~ 5,35	Shl Sld	*z*	CL ~~9,33~~ 5,35	1927 2mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *sA&CP*	BoltonStm.Shpg. Co.Ld.(~~F.Bolton& Co.*Mgrs.*)~~	407·0 P29′B241′F43′ FK *CellDB*351′1240*t*	53·5	26·7	London British 6*BHCem* *APT*197*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 531NHP 3SB,9*cf*,GS173,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5¼ 24 ″ 9½	
32498 DIEY	**Rhakotis** Ⓟ (*ex*SanFrancisco–35) *OilEng.* *Ref.Mchy.* D.F. 2*Dks* Sub.Sig. *CruiserStern*	6753 5479 4036					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28′B&F394′ *Upper*F32′	59·2	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.$27\frac{9}{16}$″–47¼″ 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
32499 FOEM	**Rhea** TwinSc *OilEng.* *Mchy.Aft* *Longitudinal framing* 1*Dk* D.F. *CarryingPetroleum in bulk*	7813 7024 4185					1928	Atel.&Ch. duSud-Ouest Bordeaux	Cie.Auxiliaire de Navigation	445·6 P103′B34′F54′	62·2	34·3	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–59″ 533NHP Akt.Burmeistr&Wain,Cpn		V
32500 573 OHFF	— *ss*Hfs.No.3–4,33 Wireless 1*Dk*(*Stl*)&*ptAwngdk*(*Stl*)	1427 946 809	✠100A1 *ptAwngdk* *withfreeboard* 5,35 ~~1,34~~ BS3,35 ~~BS6,34~~ ✠LMC4,33	Hfs	*o*	CL 1,34	1921 8mo *Lloyd*	NVMach& Schpsw.van P.Smit,Jr. Rotterdam *sA&CP*	FinskaÅngfartygs A/B	230·4 P24′Q61′*ptAwng dk*145′ FK *CellD*B186′269*t* *FPT*15*t*	34·3	14·7	Helsngfors Finnish 4*BHCem* *APT*12*t*	T.3Cy.17½″,$27\frac{3}{16}$″&$46\frac{1}{16}$″–31½″ 180lb (*s*) 148NHP 2SB,4*cf*,GS73,HS2530 NVMch&Schps.vPSmit,Jr	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
32501 PHAO	— *OilEng.* Wireless *ss*Ams.No.3–4,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1388 1141 817	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~4,35~~ DBS4,35 ✠LMC4,34	Ams	*q*	CL ~~6,33~~ 1,36	1922 4mo	N.V. Lobithsche Scheepsb.Mij Lobith	Koninkl.Nederl. Stoomb.Maats.	264·5 B76′ FK *CellDB*215′425*t* *FPT*57*t* *APT*50*t*	39·2	14·8	Amstrdam Dutch *ptCem* *CollisionBHtoSh dk* 3 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.20½″–$35\frac{7}{16}$″ 244NHP 2DB–*142lb* Werkspoor,Amsterdam	18 ″ 0 s ″ 2¾ 17 ″ 10¾	
32502 543 SGBR	— Ⓟ Iron (*ex*TransitNo.6) 1*Dk*&*Shelterdk*	612 332 360					1884	MotalaCo. Norrköping	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5 H43*t* 19·2	25·5	12·2	Stockholm Swedish	T.3Cy.14⅛″,27⅜″&37½″–27¼″ NE&B04 60NHP BergsundsM.V.Aktb.Skm.		
32503 DOOL	— 1*Dk*	491 369 293					1892	H.Koch Lübeck	Dampfschiffahrts Ges.Neptun	159·1 Q40′B38′F21′	24·2	11·9	Bremen German *WB*	C.2Cy.$19\frac{11}{16}$″&31½″–21⅝″ 38NHP C.Daevel,Kiel		G
32504 DIEU	**Rhein** Ⓟ *OilEng.* D.F. Sub.Sig. 3*Dks*	6049 5267 3625					1926	Akt.Ges. Weser Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	453·8 F33′	58·2	24·1	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.$22\frac{1}{16}$″–$24\frac{7}{16}$″ 763NHP Akt.Ges.Weser,Bremen		G
32505 DHTZ	— (*ex*Noordstroom) *ss*Ham.No.3–3,29 *ss*Ham.No.1–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	736 539 344	✠100A1 7,35 ~~10,33~~ ✠LMC MS6,33 BS5,35	Ham	*j*	CL ~~10,33~~ 7,35	1917 1mo	NVScheep. DeMerwede Hardinxveld *A&CP*	A.Kirsten	185·1 Q92 B17′F24′ FK *CellDBa*24′*uE*13′*f*79′140*t* *FPT*44*t*	29·1	12·1	Hamburg German 4*BHCem* *APT*21*t*	T.3Cy.13½″,21″&35″–27″ (*s*) 180lb 100NHP 2SB,4*pf*,GS60,HS1982 Richardsons,Westgarth&Co.Ld.Mdb.	14 ″ 6	
32506 DOFT	**Rheinfels** (*ex*GaelicPrince) Sub.Sig. 2*Dks*&*Shelter dk*	8579 6003 5344			…		1918	Short Bros. Ld. Sunderland	DeutscheDampf. Ges.Hansa	449·2 FK	57·2	39·2	Bremen German *WB*	Q.4Cy.25½″,36½″,52½″&76″–54″ 663NHP N.E.MarineEngCoLdNwc	40 ″ 9	G †
32507 DOGF	**Rheinhausen** (*ex*Stiklestad) D.F. Sub.Sig 1*Dk*&*Shelter dk*	6298 5580 3411					1912	W.Doxford &Sons,Ld. Sunderland	Fried.KruppA.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	439·1 P92*t*H550*t*	57·9	25·4	Bremen German *WB*	T.3Cy.25″,41″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		N
32508 DIEV	**Rheinland** *OilEng.* Sub.Sig. D.F.	6622 5893 3921					1927	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	452·3	59·3	26·9	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$″–47¼″ 1640NHP E*made*20 Maschfbk.Augsburg-Nürnberg,Augsburg		G
32509 DACB	— (*ex*Willem vanDrielSr.) Sub.Sig. 1*Dk*	2570 2310 1517					1920	N.V.Schps. v.Wed.A.van Duyvendijk Papendrecht	Kohlen-Import undPoseidon Schiffahrts-A.G.	300·3 P21′B66′F23′	45·2	20·0	Königsbrg German *WB*	T.3Cy.22½″,37⅜″&62″–39″ 240NHP NehringBögel,Deventer		G
32510 DGAK	— Ⓟ TwinSc Wireless 1*Dk*	668 428 266					1926	Vulcan WerkeA.G Hamburg	Akt.Ges."Ems"	186·6 B37′ H— F24′	28·4	12·2	Emden German	T.6Cy.11⅖″,$18\frac{1}{10}$″&$29\frac{9}{10}$″–$18\frac{1}{10}$″ 76NHP VulcanWerkeA.G.Stettin		G
32511 DGWF	**Rhenania** (*ex*Krusau,*ex*Rhenania) *Now* "Elbing II," *see No.* 37961 *in Supplement* 1*Dk*	826 716 480					1894	Flensburgr Schiffsb.Ges. Flensburg	A.Zedler	205·5 Q18′B44′F21′	33·9	12·9	Elbing German *WB*	T.3Cy.14″,23″&37″–24″ 69NHP FlensburgerSchiffsb.Ges.		G
32512 131363 GRQJ	**Rhesus** Ⓟ D.F. 2*Dks*	6530 5558 4151					1911	Scott'sS.B. &Eng.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5 P50′B162′F52′	52·8	36·1	Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 534NHP Scott'sS.B.&E.Co.Ld.Grk.		BT till ~~8,35~~ 9,36
32513 152099 GDXB	**Rhexenor** Ⓟ D.F. 2*Dks*	7957 6558 5004					1922	Taikoo Dkyd.&Eng. Co.Ld. HongKong	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P53′B162′F57′	58·3	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft ParsonsMarineSteam TurbineCo.Ld.Nwc.		
32514 148263 MNSL	**Rhineland** (*ex*Altengamme) Sub.Sig. 1*Dk*	1381 1010 656					1922	Akt.Ges. "Weser" Bremen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	242·3 P11′Q70′	36·3	15·2	Leith British *WB*	T.3Cy.$19\frac{7}{10}$″,31½″&53½″–35⅜″ 167NHP Akt.Ges."Weser,"Bremen		G
32515 DEZP	**Rhön** (*ex*Selma) 1*Dk*	1778 1467 1035					1921	Howaldts- werke Kiel	Übersee-Reederei A.G.	261·0 P13′Q75′B115′F31′ *WB*	40·9	17·5	Bremen German	T.3Cy.$20\frac{1}{10}$″,$32\frac{3}{10}$″&$51\frac{1}{20}$″–$35\frac{1}{20}$″ 142NHP Howaldtswerke,Kiel		G
32516 OZTC	**Rhone** Wireless *Ref.Mchy.* 1*Dk*&*Awng dk*	1064 875 564					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	237·1	35·6	21·6	Copnhagn Danish *WB*	T.3Cy.18″,28½″&48″–33″ 132NHP KjbnhavnsFlydk.&Skbsv.		V
32517 FO LF	**Rhuys** 1*Dk*	2921 — 1812					1919	Atel.&Ch. delaLoire Nantes	Soc.Anon.des Chargeurs de l'Ouest	313·8 P36′B79′F26′	46·4	21·0	Nantes French *WB*	T.3Cy.23½″,38″&64″–42″ 265NHP		V

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
32518 132714 GDFJ	**Rhymney** (exMaasdijk,exSouthern) ssRot.No 3-6,25 ssBel.No.2-34 Now "Macdonald," see No. 39108 in Supplement (ptIrnptStl)	4859 4464 2970	✠100A1 Shelter dk withfreeboard 7,35 ~~8,34~~ ✠LMC8,34 BS7,35	Bel Bry	y	CL N7,34	1912 5mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	~~DowlaisS.S.Co.Ld.~~ ~~(Morel,Ld.,Mgrs.)~~ GuardianLineLd.	388·7 Cell DB a136'uE&B46' f 163'	54·1	26·0 FK	London British 6BHCem	T.3Cy.27½",44½"&74"-48" 180lb (s) 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld.Sld. 1270tFPT115tAPT238t	28 " 6 s 3 " 2½ 25 " 7	
32519 209 ICEL	**Rialto** (P) OilEng. ssTri.No.2-36 ~~ssTri.No.1-32~~ 2Dks(Stl)&Shelter dk(Stl) D.F. Ref.Mchy.	6093 5353 3768	✠100A1 withfreeboard 3,36 ~~9,34~~ DBS~~4,34~~ 3,36 ✠LMC CS~~3,32~~ 3,36 11,35~~2,35~~ ✠Lloyd'sRMC~~2,36~~ ~~6,34~~ 3,36~~11,35~~	Ven Tri	b†	CL 4,34	1927 5mo Lloyd's A&CP	StabilmntoTecnico Trieste	Nav.Libera TriestinaS.A. Cell DB377'1245t DTa42'981t	448·5 430·8 FPT121tAPT40t	55·4 55·4	27·3 27·6 FK	Venice Italian 8BHptCem (Coll to Sh dk 6 " 2nd " 1 " 3rd ")	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB100lb StabilimentoTecnico,Tri.	30 " 2 s 4 " 0½ 26 " 4	
32520 145314 MKPW	**Ribblebank** (exSt.Levan) ssBwg.No.3-5,34 Mchy.Aft Well deck 1Dk(Stl)	351 235 138	✠100A1 3,35 ~~5,34~~ ~~11,34~~ ✠LMC BS~~8,35~~ 1,36 MS5,34	Bwg Liv	e	CL ~~5,34~~ 3,35	1921 3mo Lloyd's A&CP	Hepples (1919)Ld. SouthShields	RibbleShippingCo. Ld.(J.S.Sellers& Co.Mgrs.)	135·0 Q46'B9'F23'	23·3	9·7 BK7½"	Liverpool British 3BHCem FPT45t	C.2Cy.17"&34"-24" (s) 130lb 65RHP 1SB,2pf,GS35,HS1120 ShieldsE&DDCo.Ld N.Shl	10 " 6 s " 6½ 10 " 7	
32521 7103 SGBU	**Ribersborg** (exSegontian) ssMmo.2ndNo.3-4,27 ssMmo.No.1-32 1Dk(ptIrn ptStl)&deep framing	1211 1050 705	✠100A1 4,35 ~~6,33~~ BS~~7,34~~ ✠LMC5,31 3,35	Hbg	n	~~5,33~~ 4,35	1901 5mo A&CP	W.Harkess &Son Middlesbro'	RederiA/B Iwar (TuréHillerström, Mgr.)	224·6 Q82'B56'RFD85' FonRFD24' DBa&uE79'uB15'f92'	34·0	17·8 FK	Malmo Swedish 4BHCem 352tAPT24t	T.3Cy.17",28½"&46"-33" (s) 180lb 80lb 131NHP 1SB,3cf,GS59,HS2026 MacColl&Pollock,Sld.	16 " 6 s 7 " 3 16 " 6	
32522 EGJO	**Ricardo R.** (exRicardo,exConcha, exMudela No. 2) ssBbo.No.3-9,29 ssBcl.No.1-34 1Dk(Stl)&Awng dk(Stl)	1542 1424 931	✠100A1 Awng dk withfreeboard 6,35 ~~7,34~~ MS7,34 ✠LMC MBS7,34 DBS11,34	Bcl	o	CL ~~2,33~~ 6,35	1916 9mo Lloyd's A&CP	Astilleros delNervion Bilbao	Hijo deRamon A.Ramos	230·0 CellDB191'258t	34·6	21·0 FK	Barcelona Spanish 4BHCem APT36t	T.3Cy.16",26"&44"-33" (s) 180lb 100lb 139NHP 2SB,4cf,GS79,HS2386 Ross&Duncan,Glasgow	23 " 4 s 5 " 2½ 18 " 3	
32523	**Ricardo y Enrique** (exDredger Talcahuano)	497 — 283					1920	Lobnitz& Co.Ld. Renfrew	Ant.Ferro y Hijos Soc.Anon.Ltda.	151·0	32·8	11·2	Bns.Ayres Argentine	C.2Cy.13"&26"-18" 29NHP Lobnitz&Co.Ld.Renfrew		
32524 161131 GMWV	**Richard de Larrinaga** 1Dk	5358 4888 3243					1929	Lithgows Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6 WB	Liverpool British	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Glasgow		C
32525 86582 WADH	**Richard J. Reiss** (exGeorgeW. Peavey) Mchy.Aft D.F. 1Dk2trB	4503 — 3526					1901	American S.B.Co. Lorain,O.	ReissS.S.Co.	430·0	50·0	28·5 WB	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"-40" 198NHP AmericanS.B.Co.		R
32526 132560 MDPB	**Richard Lander** Pad 2Dks	340 218 235					1911	LythamSB &E.Co.Ld. Lytham	UnitedAfrica Co.Ld.	150·2	30·0	6·2	London British	H.2Cy.17"&37"-48" 55RHP Lytham S.B.&E.Co Ld.Lyt		
32527 110971 WRCR	**Richard Peck** (P) Steel&Iron TwinSc	2906 — 1819					1892	Harlan& Hollingswrth WlmngtnDel	NewEnglandS.S. Co.	303·3	48·0	17·8	N.Lndn Cn Utd.States	T.6Cy.24",38"&60"-30" NB12 394NHP Harlan&HollingsworthCo.		
32528 211287	**Richard Trimble** ssCgo.No.3-11,30 Mchy.Aft 1Dk(Stl)&Web frames GyC. D.F. Longitudinal framing	7607 7306 5868	✠100A- ForServiceon the Great Lakes 11,35 ~~5,33~~ ~~BS11,35~~ ✠LMC12,30 BS~~4,35~~ 11,35	Cgo Clv			1913 6mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. WB=CellD	580·0 F51' BuE&B55'f & in H	58·0	32·0 FK	D'luth,Min Utd.States 4BH pr side tanks	T.3Cy.24",39"&65"-42" (s) 170lb 406NHP 2SB,6cf,GS132,HS6338 AmericanSBCo.ClevelndO 479'8549tFPT259tAPT59t	32 " 0	
32529 222849 KJWO	**Richard V. Lindabury** Mchy.Aft GyC. 1Dk	7940 — 6213					1923	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	586·3	60·0	28·0	D'luth,Min Utd.States WB	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
32530 LERM	**Richard With** (P) Mchy.Aft 1Dk&Awngdk2trB	905 462 542					1909	Trndhjms Mek.Værks. Trondheim	Vesteraalens Dampskibsselskab	193·2	29·2	13·0 WB	Stokmarknæs Norwegian	T.3Cy.17½",29"&49"-33" 138NHP TrondhjemsM.V.Trndhm.		N
32531 150828 VGFR	**Richelieu** (P) TwinSc (exNarragansett) 1Dk(Stl)&Web frames Fitted for oil fuel	5528 3539 3096	✠ 4,14	Phl			1913 9mo	Harlan& Hollings-worthCor. Wlmgtn.Del.	CanadaS.S.Lines, Ld.	322·9 Cell DBa44' uE&B	48·2	19·1 BK8"	Montreal British 7BHCem 114'f86'522t	T.8Cy.(2)23½",(2)37½"&(4)42"-36" 754NHP 6SB.12cf,GS264,HS12417 Harlan&HollingswrthCor.	21 " 6	C †
32532 225570 KLHU	**Richlube** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	609 — 390					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	RichfieldOilCo. ofCalifornia (UnitedOilCo. Mgrs.)	180·5	32·0	14·0	L.Angeles Utd.States	Oil Engines connected to ElectricMotor&Sc.Shaft 4S.C.SA 6Cy.11½"-15" 78NHP AtlasImperialEngineCo.		
32533 211443 WOCF	**Richmond** 3Mst Fitted for oil fuel Mchy.Aft 2Dks&Web frames D.F. Longitudinal framing Carrying Petroleum in bulk	6192 5902 3779			...		1913	ForeRiver S.B.Co. Quincy,Mass.	StandardOilCo.of California	419·4 P101'B34'F43'	54·2	31·2 FK	S.Frncisco Utd.States WB	Q4Cy23",32¾",49"&71½"-51" 512NHP ForeRiverS.B.Co.Quincy	31 " 6	R †
32534 20637 KMWU	— (exRamona-33,exTransford, exMontauk,exQueenCaroline) 1Dk	893 — 487					1902	Baltimore S.B.&D.D.Co Baltimore	BuxtonLines,Inc.	193·0	30·1	11·2	Norfolk, Va. Utd.States	T.3Cy.16",25"&42"-36" MarylandS.B.Co. 106NHP Baltimore,Md.		
32535 155286	**Rideaulite** Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	716 627 343	✠100A1 4,32 ✠LMC5,30 ForServiceon the Great Lakes Carrying Petroleum in Bulk Fitted for oil fuel 5,30 F.P. above 150° F.	Hfx		CL	1930 4mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilLd. (H.J.Rahlves Mgr.) Centre line bulkhead non-oiltight	175·0 CellDBuE18'24tAPT3	35·2	12·9 FK	Montreal British 7BHptCem ptAsp	T.3Cy 13½",22"&37"-27" (r) 180lb 106NHP 1SB,3cf,HS2028 N.E.MarineEngCoLd.Nwc	13 " 0 s 2 " 4 10 " 10¼	
32536 162762 GRJX	**Ridley** (exEssexOak-33, exJune-32) ssShl.No.1-33 D.F. 1Dk(Stl) Now "Redgate," see No. 39335 in Supplement	4323 4004 2598	✠100A1 ~~8,33~~ ~~10,34~~ 11,35 ✠LMC6,33 BS8,35	Sld Shl	x	CL ~~6,33~~ 8,35	1929 6mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	RedgateS.S.Co. Ld. (Turnbull, Scott&Co,Mgrs.) CellDB	370·5 P30'B225'F34' 319' 880t FPT133t	51·7	21·4 FK	Newcastle British 6BHCem APT168t	T.3Cy.25",41"&68"-45" (s) 180lb HS6597 385NHP 2SB&Aux.SB,9cf,GS193, G.Clark,Ld.Sunderland	27 " 9 s 3 " 9¼ 24 " 2	
32537 OUJR	**Riga** (exNordhild-34,exGeysir, exPetrineHansen,exNyköbing) 1Dk	749 601 426					1906	Helsingörs Jernsk&Msk. Elsinore	DampskslskDraco A/S(R.Fischer Nielsen,Mgr.)	201·2 Q71'B84'F23'	31·6	11·3	Copnhagn Danish WB	T.3Cy.15",24"&40"-27" 83NHP HelsingörsJernsk.&Mskb.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
32538 145353 MKRZ	**Rigdin** (*ex*Ingrid) **WoodAux3Mst** *OilEng.* (*See Sailing Ship Register*)	388 347 294					1907	E.Soder-ström Geta	MissA.Stephens	141·2	29·9	13·2	S'thamptn British	Oil Engines 2S.C.SA 4Cy.$14\frac{3}{16}$"–$15\frac{3}{8}$" 142NHP *E*made20 TurhamMachinefbrk.Cpn.		
32539 LCVY	**Rigel** **TwinSc** *ss*Osl.No.2–32 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3828 3416 2298	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~8,34~~ 12,35	Rot ~~Osl~~NYk ✠LMC9,32	*x*	OG ~~9,32~~ 6,35	1924 8mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	DetBergenske Dampskibsselskab *CellDB*329'1086*t* *between tunnels*98	367·5 *Tank* *tFPT*54*tAPT*68*t*	51·5 *Collisio*	22·6 FK	Bergen Norwegian *ptCem* *n BH to S dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.$19\frac{1}{16}$"–$35\frac{3}{8}$" 450NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ $3\frac{3}{4}$ 23 ″ $3\frac{1}{4}$	
32540 831 OHFX	— (*ex*Nordland) *ss*Got.2ndNo.3–7,30 *ss*Mmo.No.1–34 1*Dk*(*Stl*)*deep framing*&*Web frames* *Cargo battens not fitted*	3773 *3196* *2320*	✠100A1 *Turret dk* 12,35~~10,34~~ BS11,35	Mmo Rio ✠LMC8,34	*v*	CL 10,34	1905 6mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	E.Erikson *Cell*	352·0 P23'H80*t*F29' *DBa*82'*uE*24'*f*170'	48·2	23·4 FK	Mariehmn Finnish 6*BHCem* 754*tAPT*14*t*	T.3Cy.$24\frac{1}{2}$",$40\frac{1}{2}$"&67"–45"(*s*) 180lb 409NHP 3SB,9*cf*,GS177,HS7474 W.Doxford&Sons,Ld.Sld.	26 ″ 0 s 11 ″ 1 22 ″ 1	
32541 LDSJ	**Rigmor** **TwinSc** *CarryingPetroleum in bulk* *Oil Eng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	6305 5537 3850					1931	Götaver-kenA/B Gothenburg	Waages Tankrederi (R.Waage&J. Stenersen,*Mgrs.*)	408·3 P216*t*F71*t*H377*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP GötaverkenA/B,Got.		N
32542 OUKI	— 1*Dk*	1278 833 753					1920	F.Schichau Elbing	D/S A/S Progress (MariusNielsen& Sön,*Mgrs.*)	224·3 Q60'B97'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",$24\frac{3}{4}$"&$38\frac{5}{8}$"–$25\frac{3}{4}$" 76NHP F.Schichau,Elbing		G
32543 PHPQ	**Rijn** *ss*Rot No.3–4,29 *ss*Rot.No.1–34 1*Dk*(*Stl*)	1969 1753 1159	✠100A1 5,35~~3,34~~ BS11,35 MS4,34	Rot ✠LMC ~~BS11,34~~	*r*	CL 3,34	1916 9mo A&CP	A.Vuijk& Zonen Capellea/d Ysel	Naam.Venn. Houtvaart(Vinke &Co.*Mgrs.*) *CellDB*244'5	281·3 P23'B70'F24' 75*tFPT*81*tAPT*41*t*	40·3	19·1 FK	Rottrdam Dutch 4*BHptCem* *ptAsp*	T.3Cy.21",$34\frac{1}{2}$"&57"–36" (*s*) 190lb *100lb* 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStm.Maats.	21 ″ 4 s 3 ″ $0\frac{1}{4}$ 18 ″ 6	
32544 143338 MJQP	*Now "Sudani," see No. 40067 in Supplement* — (*ex*JollyAngela–34) *Mchy.Aft* 1*Dk*	511 374 286					1919	J.Berg Delfzijl	Contomichalos, Darke&Co (1929) Ld.	160·2 P49'F21'	25·5	12·0	London British *WB*	T3Cy$12\frac{9}{16}$",$19\frac{7}{8}$"&$31\frac{7}{16}$"–$21\frac{5}{8}$" 56RHP J.Berg,Delfzijl		V
32545 PHGJ	**Rijnstroom** 1*Dk*	855 644 437					1896	R.Thomp-son&Sons Sunderland	N.V.Hollandsche Stoomb.Maats.	247·7 Q73'B65'F32' len99	31·2	11·6	Amstrdam Dutch *WB*	T.3Cy.20",33"&55"–36" 181NHP G.Clark(Lim.)Sunderland		V
32546 LFQK	**Rim** (*ex*Bratö–34,*ex*Firdo) **WoodSc** *OilEng.* *Mchy.Aft* 1*Dk*	552 439 334					1919	Chr.Jensen Asker	Skibs.A/S Motor (A.Salvesen,*Mgr.*)	156·3 P55*t*F37*t*	30·1	14·0	Kragerö Norwegian	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{2}$"–$18\frac{9}{16}$" 192NHP J&CGBolindersCo.LdSkm		V
32547 LEBI	**Rimac** (*ex*Havmöy–34,*ex*Frank) *Mchy.Aft* 1*Dk*	942 627 460					1919	Porsgrund Mek.Værks. Porsgrunn	A/S Mairo(Anders Smith,*Mgr.*)	202·0 P119*t*Q70*t*B21*t* H37*t*F26'	32·1	12·0	Arendal Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundM.V.Porsgrunn		N
32548 LERO	**Rimfakse** 1*Dk*	1334 1170 746			...		1921	Kockums M.V.Aktieb. Malmö	A/S D/S Ringhorn (Alb.Schjelderup)	235·5 P17'B63'F25'	37·7	16·5 FK	Bergen Norwegian *WB*	T.3Cy.$18\frac{1}{8}$",$28\frac{3}{4}$"&$48\frac{13}{16}$"–$31\frac{1}{2}$" 157NHP KockumsM.V.Akt.Malmö	18 ″ 7	N †
32549 ~~LCIC~~	**Rimfrost** (*ex*Louthside) *ss*Dub.No.3–3,28 *Mchy.Aft* *ss*Stv.No.1–33 *Ref.Mchy.* *Well deck* 1*Dk*(*Stl*) Wireless	542 362 205	✠100A1 8,35 ~~7,34~~ ~~BS12,34~~ ✠Lloyd'sRMC~~10,34~~~~8,35~~ BS2,36	Osl Stv ✠LMC10,33 2,36	*h*	CL 7,34	1920 10mo *Lloyd'sA&CP*	W.Simons &Co.Ld. Renfrew	"Maistas"Co.Ld. *CellD*	167·2 Q94'B9'F32' *Bf*90' 134*tFPT*47*t*	26·7	10·4 BK$7\frac{1}{2}$"	Klaipeda Lithuanian 3*BHCem* *APT*23*t*	T.3Cy.14",24"&40"–30" (*s*) 180lb 88NHP 1SB,3*cf*,GS61,HS2009 W.Simons&CoLd.Renfrew	12 ″ 8 s 4 ″ $3\frac{1}{4}$ 13 ″ 1	
32550 1689 ICEM	**Rina Corrado** (*ex*RiverDelaware, *ex*Venusia, *ss*Phl.No.3–7,30 *ex*WarSnake) D.F. 2*Dks*(*Stl*)	5180 4798 3125	✠ ... 3,35	Ant ✠	*y*		1918 8mo	Harland& Wolff,Ld. Belfast	"Corrado"Soc. Anon.diNav. *CellDB*	413·1 400·4 P49'B113'F40' 345'1123*t* *FPT*122*t*	52·3	28·4 FK	Genoa Italian 7*BHptCem* *APT*181*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 ″ 0	I †
32551 LEXA	**Rinda** (*ex*Appleby) *ss*Osl.No.3–7,29 *ss*Osl.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in* *Shelter 'tween dks*	6029 4158 3820	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~7,34~~ MS2,33 *Carrying oil* *Fitted for oil*	Osl ✠LMC BS~~7,34~~7,35 *fuelF.* *fuel*7,	*z* *P.* 20	CL ~~8,32~~ 6,35 *abovel* *F.P. a*	1917 10mo *Lloyd'sA&CP* 50° F. *bove* 1	SirJ.Laing &Sons,Ld. Sunderland *in DB* 50° F.	Wilh.Wilhelmsen *Cell*	405·3	53·5	33·5 FK	Tönsberg Norwegian 6*BHCem* *DB a* 130' *u*	T.3Cy.$28\frac{3}{8}$",46"&75"–51" (*s*) 180lb 559NHP 3SB,9*cf*,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld. *E*22'*f*184'975*tAPT*63*t*	36 ″ 0 s 9 ″ 1 27 ″ $1\frac{3}{4}$	
32552 7359 SERN	**Ring** Wireless Sub.Sig. 1*Dk*&*Shelter dk*	*1336* *1026* *613*					1927	Akt.Finn-bodaVarv. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	263·9 H51*t*	37·2	14·2	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP Helsingörs Jernsk.&Mskb.		V
32553 3590 SGBW	— *ss*Got.4thNo.3–6,35 (*ex*LordRosebery) ~~*ss*Got.3rdNo.3–6,22~~ *Well deck* ~~*ss*Kol.No.2–31~~ 1*Dk*(*Irn*)2*trB*	*1196* *886* *695*	✠100A1 ~~6,35~~~~11,33~~12,35 ✠NB2,09 BS~~5,34~~6,35	Got ✠LMC MS9,34	*n*	OG 2,35	1888 8mo *Lloyd'sA&CP*	Russell& Co. Pt.Glasgow	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *DBa*56'	231·3 P135'F31' *f*84'245*tFPT*44*t*	33·0	17·0 BK8"	Gothenbrg Swedish 4*BH*(*Irn*) *Cem*	T.3Cy.17",28"&45"–36" (*s*) 150lb *80lb* NDB03 115NHP 1SB,3*cf*,GS54,HS1710 Kincaid&Co.Greenock	18 ″ 0 s 1 ″ $3\frac{1}{2}$ 17 ″ $4\frac{1}{2}$	
32554 LERP	**Ringen** **TwinMstAmidships** (*ex*S.E.Calvert,*ex*Loosedrecht) *ss*Nwc.No.3–2,29 *ss*Osl.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1499 1059 755	✠100A1 10,35~~6,34~~ MS12,33	Osl ✠LMC BS~~6,34~~ 11,35	*o*	OG ~~12,33~~ 10,35	1917 5mo A&CP	NVBurger-hout'sMchfb. &Scheepswft Rotterdam	~~A/S D/S Ringen~~ ~~(E.M.Mathiesen)~~ EkerholtsRederi A/S(B.Ekerholt,*Mgr.*) *CellDBuB*25'*f*159'3	235·6 26*tMT*10'184*tFPT*	36·1	15·4 FK	Oslo Norwegian 5*BHCem* 80*tAPT*65*t*	T.3Cy.$19\frac{5}{8}$",$32\frac{1}{4}$"&52"–$35\frac{3}{8}$" 180lb (*s*) 209NHP 2SB,6*cf*,GS116,HS3710 Burgherhout'sMchFabRot	17 ″ 10 s 4 ″ $9\frac{3}{4}$ 17 ″ $2\frac{1}{4}$	
32555 LERQ	**Ringhorn** (*ex*HansGude) 1*Dk*	1298 1123 735					1919	Huiskens& vanDijk Dordrecht	D/S A/S Ringhorn (Alb.Schjelderup)	237·9 P21'B56'F21'	37·2	16·0	Bergen Norwegian *WB*	T.3Cy.$17\frac{1}{2}$",29"&$44\frac{7}{16}$"–36" 121NHP Huiskens&vanDijk		N
32556 143711 MKNS	**Ringwall** (*ex*MarySummerfield) *Mchy.Aft* *ss*Bkn.No.3–8,33 *Well deck* 1*Dk*(*Stl*)	407 318 159	✠100A1 8,34 MS8,33	Bkn ✠LMC BS~~1,35~~2,36	*f*	CL 8,33	1921 2mo *Lloyd'sA&CP*	Day,Sum-mers&Co.Ld. Southampton	WallaceBros.Ld.	143·0 Q47'B9'F24' *FPT*48*t*	25·1	11·6 BK7"	Liverpool British 3*BHCem* *APT*3*t*	C.2Cy.17"&38"–30" (*s*) 120lb 60RHP 1SB,3*cf*,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 ″ 9 s ″ $10\frac{1}{2}$ 12 ″ 6	
32557 149629 MNQS	**Ringwood** **TwinSc** *CruiserStern* 1*Dk*	755 626 304					1926	D&WHen-dersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	S'thamptn British *WB*	T.6Cy.15",25"&41"–24" 165NHP D.&W.Henderson&Co.Ld.		

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
Now "Tai," see No. 40265 in Supplement 32558 1969 ISQG	**Rinin** (exMolly-34,exBeharrlichkeit, exTrave,exSüd,exNorden) 1Dk	792 610 426					1905	Nylands Værksted Oslo	F.ItaloCroce	204·6 191·9 Q56tB85tH11tF22t	30·1	15·3	Genoa Italian WB	T.3Cy.15½",25"&42"-30" 97NHP NylandsVærksted,Oslo		I
32559 SVLG	**Rinos** (exRaisdale-33, exDrammensfjord, ssOsl.No.3-10,23 exChilternRange) ssHul.No.2-31 2Dks(Stl)	4346 4037 2754	✠100A1 6,34 BS12,35 MS8,31	Pir ✠LMC ~~BS12,34~~	x	6,34	1911 12mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	L.A.Embiricos CellDBa129'	380·0 P31'B94'F36' FK uE&B42'f59'1108t	49·0	26·4	Andros Greek 6BHCem APT42t	T.3Cy.25",41"&69"-48" (s) 180lb 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld.	29 ″ 0 s 5 ″ 6¾ 23 ″ 8	
32560 Dismantled	**Rio Amazonas** Iron (exRemembrance) 5thSurvey,Sld.2,05 Welldeck 1Dk(Irn)2trB	1668 1342 1060	✠ 3,08 ✠NB1,00	Cff	Lv		1882 4mo	Short Bros. Sunderland	LloydNacional Soc.Anon.	272·0 P67tQ87tB137t H34tF31t BK9' D	36·1	20·1	R.Janeiro Brazilian 5BHCem Ba&f	C.2Cy.27"&63"-39" NDB00 190NHP 2SB,4pf,GS79,HS2584 N.E.MarineEng.Co.Ld.Sld	21 ″ 11	
32561 146122 GJBK	**Rio Azul** ssShl.No.3-6,34 D.F. 1Dk(Stl)&Web frames Corrugatedsides	4088 3844 2513	✠100A1 8,35 ~~6,34~~ BS8,35	Shl ✠LMC6,34	x	CL ~~3,34~~ N8,35	1921 7mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	ThompsonSteamshippingCo.Ld. CellD	363·1 P30'B219'F37' FK B314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.27",43"&72"-48" (s) 180lb 474NHP 3SB,9cf,GS141,HS6792 FD N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
32562 EGJP	**Rio Besaya** 3Mst 1Dk	831 — 658					1921	D.Tejeiro &Cia. Santander	Sucesor deVda. E.Illueca	195·6	29·0	12·1	Valencia Spanish WB	T.3Cy.13½",23½"&34"-27" 60NHP D.Tejeiro&Cia.Santander		
32563 Broken up EACB	**Rio Besos** (exBermeo,exPeñaSagra) ssBbo.No.3-11,12 ssBbo.No.1-18 1Dk(Stl)&deepframing	1788 — 1083	✠ 4,22	Bcl ✠	q		1900 1mo	R.Duncan &Co.Ld. Pt.Glasgow	Cia.Trasmediterranea CellDBa74'f100'366t	259·9 P23'B62'F28' FK	37·2	18·1	Barcelona Spanish 4BHCem APT60t	T.3Cy.19",30½"&50"-36" 158NHP 2SB,4cf,GS64,HS2500 Hall,Brwn,Buttery&C.Gls.	20 ″ 6	V †
32564 146514 GFXB	**Rio Blanco** ssShl.No.3-11,34 D.F. 1Dk(Stl)&Web frames Corrugated sides	4086 3844 2511	✠100A1 ~~8,35~~~~14,34~~1,36 BS~~8,34~~9,35	Shl ~~Bry~~Rot ✠LMC MS11,34	x	CL ~~4,34~~ N1,36	1922 2mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	ThompsonSteamshippingCo.Ld. CellD	363·1 P30'B219'F37' FK B314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.25",43"&72"-48" (s) 180lb 474NHP 3SB,9cf,GS141,HS6792 FD N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
32565 Now "Curupayty," see No. 37511 in Supplement	**Rio Chubut** (exCurupayti) 1Dk(Stl)	619 — 359	✠ 9,15	Bwg ✠			1911 5mo	Scott& Sons Bowling		175·6 F23' FK FPT31t	28·1	10·0	Bns.Ayres Argentine 4BHCem APT3t	T.3Cy.13½",22"&36"-24" 95NHP 1SB,3cf,GS57,HS1811 Ross&Duncan,Glasgow	10 ″ 6	
32566 146681 GFXJ	**Rio Claro** ssBly.No.3-10,35 ~~ssNwe.No.2-31~~ 1Dk(Stl)&Web frames D.F. Corrugated sides	4086 3844 2510	✠100A1 10,35~~7,34~~ BS7,35 ~~MS3,34~~	Shl Bly ✠LMC ~~BS5,34~~MS10,35	x	CL 9,33	1922 12mo Lloyd	BlythS.B. &D.D.Co.Ld Blyth 'sA&CP	ThompsonSteamshippingCo.Ld. CellD	363·1 P30'B219'F37' FK B314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.26",43"&72"-48" (s) 180lb 474NHP 3SB,9cf,GS142,HS6792 FD N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
32567 DHUC	**Rio de Janeiro** (exSantaInés) Sub.Sig. 3Dks	5261 4855 3194					1914	Bremer Vulkan Vegesack	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	401·9	55·0	27·8	Hamburg German WB	T.3Cy.27½",45⅝"&74"-49½" 380NHP BremerVulkanVegesack		G
32568 35928 JISC	**Rio de Janeiro Maru** Ⓟ ssKob.No.1-34 TwinSc Ref.Mchy. Sub.Sig OilEng. GyC. CruiserStern 3Dks(Stl-Weather dk ws)	9627 7975 5829	✠100A1 withfreeboard 8,35~~11,34~~ DBS~~11,34~~ 9,35 ✠LMC CS11,34 1,36~~11,34~~ ✠Lloyd'sRMC~~4,35~~~~1,36~~ 2,36	Kob	e†	CL P2,33 S6,34	1930 5mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	OsakaShosenK.K. CellDB375'1449t	461·2 B80'F51' FK Tanks in way of tunnels 340t FPT144tAPT119t	62·0	39·5	Osaka Japanese 7BH	Oil Engines 2S.C.SA 12Cy.26¾"-39⅜" 1503NHP DB120lb MitsubishiZosenKaisha,Ld	39 ″ 6 s13 ″ 11¼ 26 ″ 0	
32569 147726 GFYC	**Rio Dorado** ssRot.No.2-33 1Dk(Stl)&Shelterdk(Stl) D.F. &Web frames Longitudinalframing in double bottom Corrugated sides & at decks	4507 4207 2766	✠100A1 withfreeboard ~~6,34~~10,35 BS~~6,34~~ 10,35	Rot Shi ✠LMC3,33	y	CL 6,34	1924 9mo Lloyd	BlythS.B. &D.D Co.Ld. Blyth 'sA&CP	ThompsonSteamshippingCo.Ld. (Collision CellDB336'1159t	390·0 FK FPT79tAPT114t	55·3	25·5	London British 6BHptCem BH to Sh dk 5 ,, ,, 2nd ,,	T.3Cy.26",43"&72"-48" (s) 180lb 444NHP 3SB,9cf,GS144,HS6066 FD NE.MarineEng.CoLd.Nwc)	28 ″ 0 s 3 ″ 0½ 25 ″ 1¼	
32570 EAON	**Rio Francoli** (exFlorinda) ssVal.2ndNo.3-4,34 2Dks(Stl)	2337 1898 1458	100A1 ~~7,35~~ ~~1,35~~ 11,35 MS4,34	Val ~~Bcl~~ LMC BS1,35	s	CL 12,33	1909 Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Cia.Trasmediterranea CellDBa84'uE18'	290·0 P22'B70'F32' FK f130'470t FPT35t	42·0	20·7	Barcelona Spanish 5BHCem APT20t	T.3Cy.22",35"&58"-39" (r) 180lb 110lb 217NHP 2SB,6cf,GS104,HS3206 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 ″ 0 s 3 ″ 9½ 19 ″ 6	
32571	**Rio Limay** Fitted for oil fuel 2Dks	1146 — 653					1924	S.A.VirginioTravrso &Figli Finalmarina	Soc.Anon. MercantilPodestà Ltda.	184·7 P43'B60'F20'	33·9	16·5	Bns.Ayres Argentine WB	T.3Cy.18$\frac{5}{16}$",25$\frac{5}{16}$"&41$\frac{13}{16}$"-29$\frac{5}{16}$" 95NHP G.Fossati&Co.Sestri Ponente		
32572 EGJR	**Rio Miera** (exMartinezRivas, exFransBorremans) Mchy.Aft 1Dk	746 532 411					1920	T.van Duijvendijk Lekkerkerk	NavieraMontañesa S.A.(FernandoM. Pereda,Mgr.)	179·7 Q106'B11'F24'	28·8	12·2	Santander Spanish WB	T.3Cy.15",25"&40"-24" 78NHP Mchfbk.Bolnes,Bolnes		N
32573 Now "Cabo Silleiro," see No. [illegible] in Supplement EAPB	**Rio Miño** (exMarMediterraneo) ssBbo.No.3-6,28 ssBcl.No.1-33 1Dk(ptIrnpt Stl)2nd dk(Stl)in holds	2896 2378 1657	✠100A1 4,34 MS1,33	Bcl ✠LMC BS9,34	t	CL 8,32	1915 5mo Lloyd	CiaEuskalduna deConst Bilbao 'sA&CP Cell	Cia.Trasmediterranea DBa 102' uE 20' f	306·0 P33'B70'F35' FK 120' 633t FPT 150t	44·2	21·8	Barcelona Spanish 5BHCem APT163t	T.3Cy.23",36½"&62"-42" (s) 180lb 100lb 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
32574 Now "Arate Mendi," see No. 37[illegible] in Supplement EAPC	**Rio Navia** (exMar delNorte) ssBbo.No.3-1,28 ssBcl.No.1-32 1Dk(ptIrnptStl)2nd dk(Stl)in holds	2917 2378 1654	✠100A1 4,34 MS11,32	Bcl ✠LMC BS6,35	t	CL 2,33	1915 11mo Lloyd	CiaEuskalduna deConst Bilbao 'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota,Mgr.) CellDBa102'uE20'	306·0 P33'B70'F35' FK f120'633tFPT150t	44·2	21·8	Barcelona Spanish 5BHCem APT163t	T.3Cy.23",36½"&62"-42" (s) 180lb 100lb 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
32575	**Rio Negro** Fitted for oil fuel Mchy.Aft 2Dks	652 582 372					1906	Soc.Co-op. diProduzione Samprdarena	Soc.Anon. MercantilPodestà Ltda.	167·0 P7'B165'F13'	31·4	14·7	Bns.Ayres Argentine WB	T.3Cy.14½",21⅝"&35½"-21¼" NB23 60NHP Soc.Co-op.diProduzione		V
32576 Now "Rio Verde," see No. 39887 in Supplement	**Rio Neuquen** (exJollyJohn, exSalcombeRegis) ssB.As.No.2-29 1Dk(Stl) Mchy.Aft Well deck	679 — 387	✠ 8,34	BAs ✠	h		1921 5mo	J.Chambers,Ld. Lowestoft	Soc.Anon. MercantilPodestà Ltda. CellDBf99'	167·9 Q108'F24' FK 138t FPT45t	26·5	10·4	Bns.Ayres Argentine 3BHCem APT30t	T.3Cy.14",23"&38"-27" 96NHP 1SB,3pf,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7	
32577	**Rio Quequen Grande** 3Mst (exScotstounHead) ssB.As.No.2-29 1Dk(Stl) Mchy.Aft Well deck	456 — 260	✠ ~~5,33~~	BAs ✠~~LMC9,29~~	f	CL 12,31	1921 7mo Lloyd	A.Hall& Co.Ld. Aberdeen 'sA&CP	Soc.Anon. MercantilPodestà Ltda.	150·9 Q85'B12'F19' FK CellDBf82'106t	24·1	9·3	Bns.Ayres Argentine 3BHCem FPT32t	T.3Cy.13",21½"&35"-24" (s) 180lb 82NHP 1SB,3pf,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4 ~~4 ″ 4½~~ ~~11 ″ 8~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32578 EAPU	**Rio Segre** (*ex*Santamaña) *ss*Bcl.No.2-30 2*Dks*(*Stl*)	2661 2070 1993	✠100A1 3,33 ✠LMC10,33	Val	*s*	CL 3,34	1921 10mo *Lloyd*	Echevarrieta y Larrinaga Cadiz '*sA&CP*	Cia.Nav.Sota y Aznar&Ybarra &Co.(Cia.Nav. Sota y Aznar,*Mgs*) *CellD*	290·0 P25'B76'F31' FK *B* 248' 600*t FPT*72*t*	44·0	19·3	**Barcelona** Spanish 5*BHCem* *APT*73*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 252NHP 2SB,6*cf*,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk.	22 ″ 0 s 3 ″ 2 19 ″ 2	
32579 DOCA	**Riol** (*ex*Arcturus) Now "Helgoland," *see No.* 33445 *in Supplement* Sub.Sig. 2*Dks*	3664 3279 2204					1922	Nordseewerke A.G. Emden	Norddeutscher Lloyd	369·7 B25'F37'	50·8	21·8	**Bremen** German *WB*	T.3Cy.24",38⅜"&63"-43$\frac{3}{16}$" 262NHP Deutsch-Luxemb.Bergw.-&HüttenA.G.Mülheim		G
32580 UOVZ	**Rion** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1766					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·3 B89'F29'	48·6	22·6	**Odessa** Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-39⅜" 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
32581 ONWC	**Rip** (*ex*St.Agnes) *ss*Bdx.2ndNo.3-6,28 *ss*Bdx.No.1-32 1*Dk*(*ptIrn&ptStl*)&*Web frames* *Well deck* *Cargo battens not fitted*	*1188* *942* *697*	✠100A1 7,35 ~~3,34~~ BS~~3,31~~ 7,35 ✠LMC2,32	Bdx	*n*	CL 3,34	1903 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	M.Goossens *CellDB*	227·8 Q85'B50'F26' FK *a*67' *uE*17'*f*90'293*t*	35·1	14·6	**Antwerp** Belgian 4*BHCem* *APT*80*t*	T.3Cy.19",31"&51"-36" (*s*) 165lb *90lb* 167NHP 1SB,4*pf*,GS74,HS2648 N.E.MarineEng.CoLd.Sld.	16 ″ 9 s 1 ″ 2 15 ″ 9	
32582 HPEB	**Ripa** (*ex*Auldmuir) *ss*Grk.2ndNo.3-8,27 *ss*Cff.No.1-31 1*Dk*(*Stl*)2*trB&deep framing*3*Dk rule*	*2747* *2536* *1760*	✠100A1 6,35 ~~3,34~~ ✠LMC MS11,31 BS~~11,33~~ 3,35	Sws Bry	*u*	CL ~~3,32~~ 6,35	1903 4mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	Cia.deNav.Vizcaya	314·5 P30'B97'F33' FK *CellDBa*94' *f*140'626*t*	47·2	20·8	**Panama** Pnamanian 5*BHCem* *APT*112*t*	T.3Cy.22½",37"&62"-42" (*r*) 180lb 250NHP 2SB,6*cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3 s 3 ″ 6¼ 19 ″ 11	
32583 131425 GQJV	**Risaldar** *ss*Cal.No.3-5,24 *ss*Cal.No.2-33 2*Dks*(*Stl-U*teak s)	4919 4588 3092	✠100A1 4,35 ~~12,33~~ BS~~3,34~~ 4,35 ✠LMC1,33	Cal Bom	*y*	CL 12,33	1912 3mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	AsiaticStm.Nav. Co.Ld. *WB=CellDB* *a*119'*uE&B*	400·2 P40'B132'F46' FK 46'*f*182'1087*t FPT*	51·9	28·2	**Liverpool** British 6*BHCem* 111*tAPT*75*t*	T.3Cy.25",42"&70"-48" (*r*) 200lb *100lb* 455NHP 2SB,6*cf*,GS115,HS6324 FD Dunsmuir&JacksonLdGls	30 ″ 9 s 6 ″ 4¾ 24 ″ 7	
32584 LCZY	**Risanger** (*ex*LabelleCounty-34, *ex*Tananger,*ex*Hufterö,*ex*Hiskö) *Fitted for oil fuel* 2*Dks*	5455 5208 3436					1920	W.Pickersgill&Sons,Ld Sunderland	WestfalLarsen& Co.A/S	380·4 H155*t*	52·3	32·1	**Bergen** Norwegian *WB*	T.3Cy.25",41"&69"-48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
32585 LERT	**Risör** (*ex*Ornefjell,*ex*Hufterö, *ex*Norma) *Well deck* 1*Dk*	1422 1174 855			...		1904	NV Schpw. v.JanSmitCz. Alblasserdm	RisörSkibsA/S (Prebensen& Blakstad,*Mgrs.*)	244·8 P41*t*Q94*t*H54*t*F36*t* FK	37·2	16·4	**Risör** Norwegian *WB*	T.3Cy.19",31"&51"-33" 163NHP Maats.deSchelde,Flushing	18 ″ 6	N †
32586 PJAF	**Rita** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3145 2256 1557	✠100A1 4,36 ~~4,35~~ BS8,36 ✠LMC4,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,35 *F.P. above* 150° *F.*	Ams Cco	*v*	CL	1935 4mo *Lloyd*	NV.Nederl Schps.Maats. Amsterdam '*sA&CP*	Curaçaosche Scheepv.Maats.	336·4 Q87'F39'*Trunk*209' FK *FPT*123*t*	56·1	15·1	**Curaçao** Dutch 9*BHptCem* *ptAsp* *APT*105*t*	T.6Cy.15⅝",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" (*s*) 366NHP 180lb 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 5 13 ″ 6	
32587 SVMF	— (*ex*Warri) 1*Dk&pt lower dk&Shelter dk*	2495 2334 1560			...		1901	TyneI.S.B. Co.Ld. Newcastle	G.E.Panas	325·0 F38' FK	45·1	27·5	**Argostoli** Greek *WB*	T.3Cy.23",37"&61"-42" 252NHP WllsndSlpwy.CoLd.Nwc.	22 ″ 2	I †
32588 OUKK	—	534 395 305					1892	Helsingörs skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	174·1 Q82'B18'F22'	27·1	11·7	**Aalborg** Danish	C.2Cy.18½"&34"-20" 43NHP HelsingörsMaskinbyggeri		V
32589 103099	**Rita B** (*ex*Chateauguay) CompPad 2*Dks*	332 147 170					1894 rblt07	J.&R.Weir Montreal	J.E.Hill	126·5	20·5	7·0	**Montreal** British	1Cy.24½"-84" NB03 20RHP J.&R.Weir,Montreal		
32590 SVKW	**Rita Chandris** (*ex*HelenMoller-33, *ex*EgyptianTransport-33) 1*Dk*	*4648* *4380* *2923*					1914	Irvine'sSB &D.D.Co.Ld. WHartlepool	J.D.Chandris	385·0 P36'B119'F36'	52·0	27·0	**Piræus** Greek *WB*	T.3Cy.25",40"&68"-48" NB19 320NHP Richardsons, Westgarth&Co.Ld.Hpl.		C
32591 EALA	**Rita Garcia** (*ex*Ellaston) *ss*Bbo.No.3-2,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	*3708* *3588* *2280*	100A1 *Shelter dk withfreeboard* 3,35 MS2,34 BS5,36 LMC ~~BS12,34~~ *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bbo	*w*	CL ~~8,35~~ 4,36	1922 4mo	R.Thompson& Sons,Ld Sunderland	F.Garcia *CellDB*294'969*t*	347·2 F31'*on Shelter dk* FK *FPT*158*tAPT*175*t*	50·0	24·0	**Santander** Spanish *ptCem* *Collision BHtoShdk* 5 ,, ,, *Udk*	T.3Cy.25",42"&68"-45" (*s*) 180lb 340NHP 2SB,6*cf*,GS130,HS5302 N.E.MarineEng.CoLd.Sld.	26 ″ 4 s 2 ″ 5¾ 24 ″ 1	
32592 OUKL	**Rita Mærsk** 1*Dk*	953 681 515					1925	F.Schichau Elbing	A/S D/S Svendborg (A.P.Möller, Copenhagen,*Mgr.*)	222·6 P25'B94'F28'	32·5	11·7	**Aarhus** Danish *WB*	T.3Cy.15",24⅘"&38⅗"-25⅕" 75NHP F.Schichau,Elbing		V
32593 EAIH	**Rita Sister** (*ex*Nuria,*ex*Almirall Lluis deRequesens, *ex*Asnarca, *ex*Agnes) *ss*Bcl.2ndNo.3-10,25 *ss*Bcl.No.1-29 1*Dk*(*Irn*)2*trB& deep framing*	*2845* *2622* *1803*	✠ — 1,35 ✠	Bcl	*u*		1900 9mo	S.P.Austin &Son,Ld. Sunderland	Banco deValencia *Cell DBa*102'*uE&*	323·4 P33'B88'F37' FK *B*32'*f*134'761*tFPT*	46·9	21·3	**Valencia** Spanish 5*BHCem* 106*tAPT*51*t*	T.3Cy.23",38"&62"-42" NDB19 270NHP 2SB,6*pf*,GS112,HS4360 N.E.MarineEng.Co.Ld.Sld	23 ″ 9	
32594 1723 ICEO	**Riv** (*ex*Montgomeryshire) *ss*Ven.No.3-9,33 Sub.Sig. D.F. *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	6630 6211 4083	✠ 10,35 *Shelter dk withfreeboard* ✠NE4,32 ~~DBS9,33~~ ~~DBS(f)10,34~~ ✠~~LMC CS5,34~~ ~~4,35~~	Gen Ven	*a*†	CL ~~12,32~~ 9,35	1921 4mo *Lloyd*	Armstrong Whitworth& Co.Ld. Newcastle '*sA&CP*	Soc.Commerciale diNav. *CellDB*335'1549*t* *DTa*31'1081*t*	412·3 P42'F45' *on Shelter dk* FK *FPT*112*tAPT*247*t*	55·8	34·7	**Genoa** Italian *ptCem* 6*BHtoShdk* 2 ,, ,, *U* ,,	Oil Engines 2S.C.SA 4Cy.29½"-49$\frac{3}{16}$" 610NHP NDB(*a*)32-*100lb* DB(*f*)10*refitted*32-*150lb* Soc.An."Fiat"S.G.Turin	38 ″ 1 s ~~10 ″ 1~~ ~~28 ″ 2~~	
32595 1411 ICEP	**Riva Ligure** (*ex*SanCristobal) *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Web frames* D.F. *Trunk dk* *Carrying Petroleum in bulk*	2136 1741 1239			...		1906	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Armatrice Italiana	258·0 P33'F31' *Trunk dk* 194' FK	46·2	18·2	**Genoa** Italian *WB*	T.3Cy.20½",33"&54"-36" 216NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 3	I †
32596 1490 ICER	**Riva Sarda** (*ex*Freeport 3Mst SulphurNo.1, *ex*FrancisHanify) *Fitted for oil fuel* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* D.F.	2289 — 1368					1914	Harlan& Hollingsworth Cor. Wlmgtn,Del.	UnioneItaliana Navig.Soc.Anon.	294·0 P32'B20'F32'	45·0	22·5	**Genoa** Italian *WB*	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingswrthCor.		I

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Franc-bord assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32597 140822 MJPT	**Rivelin** K ssMil.No.3-1,36 ~~ssApl.No.2-33~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	365 264 145	✠100A1 1,36 ~~2,31~~ ~~BS10,30~~	Npt Mil ✠LMC~~5,33~~	e 1,36	CL ~~2,31~~ 12,35	1919 5mo Lloyd	J.&D. Morris,Ld. Newcastle 'sA&CP	T.W.Ward,Ld.	135·5 Q49'B8'F18' FK FPT	23·6	10·0	Liverpool British 3BHCem 35tAPT12t	C.2Cy.17"&34"-24" (s) 130lb 64RHP 1SB,3pf,GS44,HS1085 G.T.Grey&Co.Ld.Shl.	11 " 0 ~~s " 10½~~ ~~10 " 1~~ s " 9½ 10 " 1	
32598 102112 MQNJ	**River Avoca** (exGlenshesk-34, 3Mst exCalchfaen) ssCff.3rdNo.3-11,27 ssApl.No.1-33 Well deck Mchy.Aft 1Dk(Irn)	421 306 163	✠100A1 10,35 ~~4,34~~ ✠NB3,06 ✠NE10,92 refitted 10,93 BS~~4~~7,35	Apl Cff ✠LMC5,33	g	CL ~~3,34~~ ~~10,35~~ 2,36	1893 10mo	AilsaS.B. Co. Troon A&CP	JohnTyrrell,Ld.	160·0 Q84'B12'F26' BK7' FPT47t	24·6	10·8	Cardiff British 3BHCem APT8t	C.2Cy.20½"&40"-27" (s) 115lb 66RHP 1SB,3pf,GS50,HS1484 Ross&Duncan,Glasgow	11 " 9 s 4 " 0½ 12 " 0	
32599 144387 MJYG	**River Fisher** (exJollyHugh-33, exStriver) ssNwc.No.3-2,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	590 402 293	✠100A1 2,36 ~~3,35~~ MS2,33	Bly Sld LMC BS~~10,34~~ 11,35		CL 10,34	1920 2mo Lloyd	J.Duthie Torry SB Co. Aberdeen 'sA&CP	J.Fisher&SonsLd. CellD	162·2 Q94'B11'F25' FK B f93'142t FPT52t	27·1	11·0	Barrow British 3BHCem APT11t	T3Cy.14½",23½"&39"-24" (s) 180lb NE96 refitted 2095RHP 1SB,3pf,GS48,HS1440 Richardsons,Westgarth&Co.Ld.Mdb.	13 " 0 s 4 " 3½ 12 " 10	
32600 144913 MKDQ	**River Humber** ssBel.No.1-35 ssBel.No.3-11,31 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	351 235 137	✠100A1 4,35 BS~~12,34~~ 1,36	Bel ✠LM~~11,34~~ MS4,35	e	CL 4,35	1920 8mo Lloyd	Hepples (1919),Ld. South Shields 'sA&CP	C.Neill,Ld.	135·0 Q46'B9'F22' BK7'	23·3	9·7	Bristol British 3BHCem FPT45t	C.2Cy.17"&34"-24" (s) 130lb 65RHP 1SB,2pf,GS35,HS1219 ShieldsEng.Co.Ld.N.Shl.	10 " 6 s " 6½ 10 " 7	
32601 149458 GNRY	**Riverton** ssShl.No.1-33 1Dk(Stl)	5378 4845 3246	✠100A1 ~~3,35~~ ~~10,34~~ 12,35 BS5,35	Vcr Nwc ✠LMC5,33	z	CL 10,34	1928 3mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	CarltonS.S.Co.Ld. (R.Chapman&Son Mgrs.) CellDB	409·6 ,P34'B124'F44' FK 344'1797t FPT217t	54·0	28·2	Newcastle British 7BHCem APT290t	T.3Cy.22½",39"&68"-48" (s) 220lb 180lb 380NHP 2SB,8cf,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 " 6 s 6 " 0½ 25 " 7½	
32602 137898 VGRL	— (exL.C.Waldo) Mchy.Aft GyC. 1Dk2trB	4423 4262 2684					1896	F.W. Wheeler&Co. W.BayCity	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	451·0 len05	46·6	23·1	Toronto British WB	T.3Cy.23",37½"&63"-44" NB16 263NHP FWWheelr&CoWBayCity		R
32603 131382 MDQC	**Riverville** (exElizabetta-34, exLordBacon) ssBkn.No.3-2,25 Mchy.Aft ssBwg.No.2-34 1Dk(Stl) Cargo battens not fitted	335 244 130	✠100A1 4,35 ~~3,34~~ MS3,33	Bwg Brw ✠LMC BS~~1,34~~ 4,35	f	CL ~~3,33~~ 3,35	1911 9mo Lloyd	G.Brown & Co. Greenock 'sA&CP	JohnS.MonksLd.	142·1 Q83'F26' FK FPT	24·1	9·9	Liverpool British 3BHCem 81tAPT28t	C.2Cy.15½"&36"-24" (s) 140lb 70RHP 1SB,3pf,GS52,HS1370 Gauldie,Gillespie&Co.Gls.	10 " 10 s 3 " 5½ 10 " 8½	
32604 154469 CYGX	**Riviere du Loup** Ⓟ (exYondaL. exBrandon) 1Dk	1650 704 1019					1902	Harlan& Hollingsworth Co. Wlmgtn.Del.	LaCie deTraverse Riviere duLoup- TadoussacLte.	206·0	37·1	15·2	Quebec British WB	T.3Cy.18",28"&45"-30" 111NHP Harlan&HollingsworthCo.		
32605 KZAD	**Rizal** OilEng. Wireless 1Dk	576 443 370			...		1930	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	171·3 F21' FK	29·2	11·4	Cebu,P.I. Utd.States WB	Oil Engines 2S.C.SA 6Cy.13⅝"-22 7/16" 188NHP Akt.AtlasDieselStockholm	12 " 7	
32606 161481 VWBF	**Rizwani** Ⓟ ssBom.No.1-35 D.F. 2Dks(Stl)&Shelter dk (Stl-teak s)	5307 4689 3306	✠100A1 with freeboard ~~7,35~~ ~~2,35~~ 1,36 BS1,36	Bom ✠LMC2,35	a†	CL ~~2,35~~ 1,36	1930 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	Bombay&Persia Stm.Nav.Co.Ld. 1 Intermediate BH dis CellDB355'1191t	409·5 F49' FK pensed with Coll FPT109tAPT53t	54·0	26·7	Bombay British ptCem ptAsp BH to Sh dk 5 " " 2nd "	T.3Cy.26½",44"&74"-51" (s) 200lb 110lb 541NHP 3SB,9cf,GS185,HS7626 FD Rankin&Blackmre,Ld.Grk	29 " 3 s 3 " 6½ 25 " 11¼	
32607 LERW	**Roa** (exAlbertClement) Now "Mai," see No. 39128 in Supplement 1Dk	1187 976 701					1904	Act.Ges. "Neptun" Rostock	A/S D/S Roa av 1933 (Rasmus F. Olsen)	234·2 P27tQ70tH59tF26t	35·3	14·5	Bergen Norwegian WB	T.3 Cy.16⅛",25⅝"&43¼"-31½" 98NHP A.G."Neptun,"Rostock		C
32608 LCWF	**Roald Amundsen** (exCapeBreton) ssRot.2ndNo.3-8,30 1Dk(Stl)&Spar dk(Stl) D.F. &deep framing	4479 3680 2665	✠100A1 Spar dk 10,32 ~~BS3,32~~ Carrying Wh	Osl PrBS5,35 5,35 ✠LMC~~8,30~~ ale oil	x in	CL ~~4,32~~ 5,35 bulk	1904 9mo Lloyd 1	Russell& Co. Pt.Glasgow 'sA&CP ntermediate 't	A/S Laboremus (T.Dannevig&Co. Mgrs.) CellDBa f158'831tD ween dk BH in fwd	360·0 P32'B201'F40' 25·5 110'uE24' FK Ta36'790tAPT36t hold dispensed with	49·0	17·5	Oslo Norwegian Cem 5BHtoSp dk 6 " " M "	T.3Cy.25",42"&68"-48" (s) 180lb 369NHP 22Pr.B-60lb 3SB,9cf,GS165,HS5980 D.Rowan&Co.Glasgow	28 " 1	
32609 LERY	**Roald Jarl** 1Dk	1404 1235 810					1913	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	253·3 P22'B86'F34'	38·5	15·4	Tr'ndheim Norwegian WB	T.3Cy.18",29"&50"-33" Trondhjems 144NHP M.V.Trondheim		N
32610 219512 KOXV	**Roanoke** ~~ssN.Yk.No.3-5,30~~ ssNYk.No.3-2,36 ~~ssN.Yk.No.1-34~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6425 6126 3964	✠100A1 ~~1,35~~ ~~11,34~~ 2,36 ~~BS7,35~~ Carrying Petr Fitted for oil	NYk ~~LA~~ ✠LMC~~5,34~~ oleum fuel 2	a† 2,36 in ,20	CL ~~11,32~~ N7,35 bulk F.P. a	1920 2mo bove15	TexasS.S. Co. Bath,Me. A&CP 0° F.	TheTexas Company Cell	416·8 P107'B35'F33' FK DBuE&B64'209tF	56·1	31·1	Wilmgton (Del.) Utd.States 16BHCem PT229t AP	T.3Cy.26½",44"&74"-51" (s) 200lb HS9969 556NHP 3WaterTubeBoilers FD H.G.TroutCo.Buffalo,NY T130t	32 " 10 s 6 " 3 26 " 10	
32611 218438 KINK	— (exLakeGlasco-32) Fitted for oil fuel Sub.Sig. 3Dks D.F. Ref.Mchy.	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	Merchants& MinersTranspn. Co.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
32612 8406 SJKA	**Robert** (exSigne,exMediana) 1Dk	*2709* *2302* *1604*					1897	SirRaylton Dixon&Co. Middlesbro'	RederiA/B Bylgia (G.Lindegren, Mgr.)	311·8 P31'B77'F30'	43·1	20·4	Stockholm Swedish WB	T.3Cy.22½",36½"&60"-42" 233NHP SirC.Furness,Westgarth&Co.Ld.Middlesbro'		G
32613 OUKM	— 1Dk	1272 971 715					1924	Howaldtswerke Kiel	D/S A/S Progress (M.Nielsen&Son, Mgrs.)	238·0 P16'Q71'B98'F30'	37·2	13·7	Copnhagn Danish	T.3Cy.16½",27 3/16"&43 3/16"-25 5/16" 95NHP Howaldtswerke,Kiel		G
32614 203108	**Robert B. Wallace** (exE.J.Earling) Mchy.Aft 1Dk	6657 — 5140					1906	Superior S.B.Co. Superior,Wis.	KinneyS.S.Co.(A. T.Kinney,Mgr.)	535·5 WB	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		
32615 221663 KDVE	**Robert E. Hopkins** ssN.Yk.No.3-4,33 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6625 6058 4117	✠100A1 ~~12,35~~1,35 4,36 ~~BS~~ MS1,33 Carrying Petr Fitted for oil	NYk BS4,36 ✠LMC ~~BS10,34~~ oleum fuel 10	a† in ,21	CL 4,34 bulk F.P. a	1921 10mo bove 1	Merchant S.B.Corp. Chester,Pa. A&CP 50° F.	TideWater AssociatedTransportCorp. CellDBuE&B 60'236tDTf43'750t	424·4 P128'B25'F41' FK FPT228t APT178t	58·2	32·9	Wilmgton (Del.) Utd.States 16BHptCem (9 " to U dk 7 " " 2nd ")	T.3Cy.27",45"&75"-51" (r) 210lb 584NHP 3SB,9cf,GS185,HS8331 FD NewYorkSBCoCamdn.NJ	33 " 0 s 6 " 7½ 26 " 6½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32616 224339 WTCH	**Robert E. Lee** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 4 *Dks*	5184 — 3167					1924	NwprtNws S.B.&D.D.Co Nwport News	RobertE.LeeS.S. Corp.(EasternS.S. Lines,Inc.*Mgrs.*)	375·5	54·0	29·7 *WB*	Wilmgton (Del.) Utd.States	2SteamTurbinesSRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
32617 163409 GWML	**Robert F. Hand** TwinSc D.F. *OilEng* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of cargo tanks* 3rd *dk*(*Stl*) *aft of cargo tanks* *Longitudinal framing* *Rudder electrically welded* *Web frames* GyC. *CruiserStern*	12197 11476 6626	✠100A1 8,35~~11,34~~ ✠LMC10,33 *Carrying Petroleum in bulk*	Kel Bel		CL	1933 10mo *Lloyd's*A&CP	Frd.Krupp Germaniawft A.G. Kiel	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *CellDBuE* *DTs*	522·5 *aft* B55'B40'F39' 77'228*t* *f*53'2318*t FPT*285*t*	70·3	38·7 FK	London British 16*BHptCem ptAsp* *APT*230*t*	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1165NHP 2DB(*a*)200*lb* 2DB(*f*)105*lb* Fr.KruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
32618 111129	**Robert Fulton** *Mchy.Aft* 1*Dk*2*trB*	3801 — 2680					1896	Detroit DryDockCo. Wyandotte	PittsburghS.S.Co.	424·6	45·8	27·8	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&64"–42" NB18 266NHP DryDockE.Works,Detroit		
32619 206288	— Ⓟ Pad 2*Dks&shadedk*	2168 — 1344					1909	NewYork S.B.Co. Camden.N.J.	HudsonRiverDay Line	337·0 2*Promenadedecks*	42·0	11·5	NewYork Utd.States	B.1Cy.75"–144" 519NHP E*made*87*refitted*09 W.&A.Fletcher,N.Yk.		
32620 226175 WPBA	**Robert Hobson** ssClv.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk*	8024 7643 6315	✠100A1 12,33 ✠LMC4,34 *For service on the Gt. Lakes*	Clv			1927 3mo *Lloyd's*A&CP	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *CellDBuE&B*56'2 *tanks in way of h*	586·3 F48' 42*t CellDB&side* *olds*471'7934*t FPT*	60·2	27·9 FK	Wilmgton (Del.) Utd.States 3*BH* 471*t APT*68*t*	T.3Cy.24½",41"&65"–42" (*s*) 200lb HS7965 493NHP 3 Water Tube Boilers FD AmericanS.B.Co.Lorain,O	32 ″ 0	
32621 127583 KFNU	**Robert J. Paisley** (*ex*J.E.Savage–32, (*Self-Unloader*) *ex*ThomasBritt,*ex*Christopher) 1*Dk*2*trB* *Mchy.Aft* D.F.	4260 — 3137					1901	Superior S.B.Co. W.Superior	MorrowS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	410·0	48·0	24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22",35"&58"–42" 213NHP NB18*refitted*29 SuperiorS.B.Co.		R
32622 147366 GMDS	**Robert L. Holt** ssLiv.No.2–33 ~~D.F.~~ 2*Dks*(*Stl*) *Wthr dk teak s*	2918 2630 1798	✠100A1 *withfreeboard* 12,35~~9,34~~ ✠LMC MS1,34 BS~~6,34~~5,35	Liv		CL ~~7,32~~ 5,35	1926 4mo *Lloyd's*A&CP	Smith's DockCo.Ld. Middlesbro'	J.Holt&Co. (Liverpool),Ld. *CellDB*263'520*t*	310·0 F29' *FPT*50*tAPT*26*t*	44·6	24·3 FK	Liverpool British *Cem* 6*BHto W dk*	T.3Cy.21½",35"&59"–39" (*s*) 180lb *100lb* 256NHP 2SB,*9cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2¼	
32623 212078	**Robert L. Ireland** 1*Dk&Web frames* *Mchy.Aft* *Longitudinal framing*	6387 — 4899			...		1914	American S.B.Co. Lorain,O.	KinneyS.S.Co. (A.T.Kinney, *Mgr.*)	504·0 F43'	54·0	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"–42" 318NHP American S.B.Co.Lorain,O.	30 ″ 0	
32624 219776 KUKS	**Robert Luckenbach** TwinSc (*ex*EasternMerchant) ssBos.No.3–9,31 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ssSea.No.1-35	6461 — 3998	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~9,34~~ ✠LMC MS~~9,31~~7,35 BS~~12,34~~11,35 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Sea	c†	CL 9,34	1919 12mo A&CP	Asano S.B.Co Tsurumi	LuckenbachS.S. Co.Inc. *CellDB*386'1401*t* *tanks*18'272*t*	445·0 '*tween dk* *FPT*88*tAPT*35*t*	58·0	40·1 FK	NewYork Utd.States *Cem* 4*BHtoShdk* 3 „ „ *U* „	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS9835 FD KubotaIronWorks,Osaka	32 ″ 1 ~~s 5 ″ 1½~~ ~~27 ″ 2¾~~ s4 ″ 8½ 27 ″ 6	
32625 OUKO	**Robert Mærsk** Now "Gudveig," *see No.* 38266 *in Supplement* 1*Dk*	1307 1115 789					1919	Odense Staalskibsv. Odense	A/S D/S Svendborg (A.P.Möller,Copenhagen,*Mgr.*)	241·6	36·3	16·3	Aalborg Danish *WB*	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
32626 111807	**Robert P. Durham** (*ex*Agawa, *ex*SailingVessel) 1*Dk*2*trB*	3525 3310 2508					1902	Collingw'd S.B.Co.Ld. Collingwood	ArrowSteamships, Ld.(A.G.Campbell, *Mgr.*)	377·0	46·1	22·1	Toronto British *WB*	T.3Cy.20",33½"&55"–40" NE&B07 191NH CollingwoodS.B.Co.Ld.		R
32627 DHUF	**Robert Sauber** (*ex*Rotherhill) ssCff.No.3–9,23 1*Dk*(*ptIrn&ptStl*)	2515 2177 1483	✠ 12,25 ✠	Cff	*s*		1910 6mo	Richardsn, Duck&Co. Stockton	Sauber&Co. *CellDBa*104'*uE*22	302·1 P23'B55'F25' '*f*114'625*t FPT*116	42·5	20·1 FK	Hamburg German 5*BHCem* *tAPT*132*t*	T.3Cy.22½",37"&61"–42" GS148,HS5542 313NHP 2SB&1AuxSB,*6cf&2pf*, Blair&Co.Ld.Stockton	22 ″ 5	G †
32628 111294	**Robert W. E. Bunsen** *Mchy.Aft* GyC. 1*Dk*	4473 — 2815					1900	ChicagoS. B.Co. Chicago	Pittsburgh S.S.Co.	439·0	50·2	25·3	D'luth Min Utd.States *WB*	Q.4Cy.20½",30",43½"&63"–42" 257NHP ChicagoS.B.Co.Chicago		
32629 147076	**Robert W. Pomeroy** *Mchy.Aft* 1*Dk*	1724 1576 1112					1923	Earle'sS.B. &Eng.Co.Ld. Hull	EasternSteamship Co.Ld.	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sSB&EngCoLd Hull		C
32630 227263	**Robert W. Stewart** *Fitted for oil fuel* *Mchy.Aft* GyC. 1*Dk* *Carrying Petroleum in bulk*	4161 — 3025					1928	American S.B.Co. Lorain,O.	StandardOilCo. (Indiana)	380·3	52·0	25·0	Chicago Utd.States	T.3Cy.23½",38"&63"–40" 250NHP AmericanS.B.Co.Lorain,O		R
32631 EALU	**Roberto R.** (*ex*Rita) 1*Dk deepframing&ptAwng dk* Wireless *lower dk after hold*	*1238* *909* *768*			...		1901	Cmpbltwn S.B.Co. Campbeltwn	Hijo deRamonA. Ramos	230·0 Q79' *ptAwng dk*151'	32·8	16·3 FK	Barcelona Spanish *WB*	T.3Cy.18",27½"&45"–33" 120NHP Hutson&Sons,Ld.Glasgow	17 ″ 4	
32632 219473 KOVM	**Robin Adair** *Fitted for oil fuel* 2*Dks&Shelter dk*	6895 6531 4267			...		1920	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y.	36 ″ 0	R †
32633 219569 KUBN	**Robin Goodfellow** *Fitted for oil fuel* 2*Dks&Shelter dk*	6885 6531 4260			...		1920	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
32634 219511 KOXT	**Robin Gray** *Fitted for oil fuel* 2*Dks&Shelter dk*	6896 6531 4267			...		1920	Skinner& EddyCorp. Seattle, Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
32635 219436 KOTM	**Robin Hood** *Fitted for oil fuel* 2*Dks&Shelter dk*	6887 6532 4263			...		1919	Skinner& EddyCorp. Seattle, Wash	SeasShipping Co. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y.	36 ″ 0	R †
32636 135726	**Robina** Ⓟ TwinSc ss.Bel.No.3–1,26 ss.Bel.No.2–34 1*Dk*	306 242 121	✠ A– ~~7,35~~ ~~1,35~~ 1,36 BS1,36 ~~BS1,35~~ ✠LMC2,34 *For service in Belfast Lough*	Bel		OG s1,34 P11,33	1914 5mo	Ardrossan DD&SBCoLd Ardrossan	W.T.McCalla	159·6 B63'	26·1	8·8 FK	Belfast British 5*BHAsp*	T.6Cy.10½",17"&28"–18" (*s*) 160lb 79RHP 1SB,*3cf*,GS52,HS1927 FD McKie&Baxter,Glasgow	9 ″ 6	BT till ~~1,36~~ 1,37

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32637 SPBA	**Robur III** (exAkenside) ssGot.No.3-5,35 ~~ssDnz.No.3-31~~ Well deck 1Dk(Stl) Cargo battens not fitted	1894 1432 1138	✠100A1 5,35 ~~5,34~~ ~~BS5,31~~ ✠LMC~~5,31~~ 5,35	Dnz Got	q	CL ~~4,33~~ 5,35	1923 4mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDBa78'183tuE20'	264·0 Q102'B57'F24' FK 62tf108'273t FPT	39·0	17·0	Gdynia Polish 4BHCem 60tAPT111t	T.3Cy.20",33"&54"-39" (s) 180lb 214NHP 2SB,6cf,GS208,HS3572 G.Clark,Ld.Sunderland	19 ″ 5 s 1 ″ 9¼ 17 ″ 10	
32638 SPBB	**Robur IV** ssGot.No.1-34 Mchy.Aft CruiserStern 1Dk(Stl) Cargo battens not fitted Strengthened for Navigation in Ice Rudder electrically welded	1971 1500 1067	✠100A1 ~~11,33,34~~ 4,36 ✠LMC7,34 BS~~11,33~~ 4,36	Got	q	OG ~~5,33~~ 4,36	1930 6mo Lloyd	Akt.Lindholmen-Motala Gothenburg 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDB	257·3 P72'F22' Trunk154' FK 206' 502t FPT193t	41·1	18·8	Gdynia Polish 4BHCem APT55t	C.4Cy.(2)14 5/16"&(2)31½"-31½" 207lb (s) 145NHP 2SB,4cf,GS48,HS1940 FD Akt.Lindholmen-Motala	20 ″ 11 s 3 ″ 3¼ 17 ″ 9¼	
32639 SPBC	**Robur V** ssGot.No.1-34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern Strengthened for Navigation in Ice Rudder electrically welded	1975 1472 1073	✠100A1 ~~9,33~~ ~~9,34~~ 4,36 ✠LMC9,34 BS~~9,33~~4,36	Got Dnz	q	OG 9,34	1930 8mo Lloyd	Akt.Lindholmen-Motala Gothenburg 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDB	257·6 P72'F22' Trunk154' FK 206'502t FPT	41·1	18·6	Gdynia Polish 4BHCem 193tAPT55t	C.4Cy.(2)14 5/16"&(2)31½"-31½" 207lb (s) 145NHP 2SB,4cf,GS48,HS1940 FD Akt.Lindholmen-Motala	20 ″ 11 s 3 ″ 3¼ 17 ″ 9¼	
32640 SPBD	**Robur VI** (exPendennis, exStraatSoenda) ssCpn.No.3-6,34 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	2088 1052 1252	✠100A1 7,35 ~~7,34~~ ✠LMC MS9,33 BS~~6,34~~7,35	Ant Gdy	r	OG 8,33	1922 1mo Lloyd	Jonker&Stans HendrikIdo Ambacht 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo Transportowe,S.A. CellDBuB24'	275·5 Q157'B14'F24' FK f192'556t FPT94t	40·2	17·2	Gdynia Polish 4BHCem APT60t	T3Cy20 1/16",33 1/16"&53 1/16"-39" 180lb (s) 249NHP 2SB,6cf,GS103,HS3700 FD N.V.Mach.Bolnes	20 ″ 0 s 6 ″ 5 18 ″ 3¼	
32641 30 ISRO	**Rocco** (exGlenTilt,exHartside) Iron Well deck 1Dk	661 524 388			...		1883	D.Baxter&Co. Sunderland	CarmineVitiello	190·0 184·9 Q62'B45'F23' FK	28·7	13·2	Torre del Greco Italian WB	C.2Cy.25"&48"-30" 95NHP R.&W.Hawthorn,Nwc.	13 ″ 10	I †
32642 135231 VGCJ	**Rochelie** Fitted for oil fuel Well deck Wireless 1Dk Carrying Oil fuel in bulk in Nos.2&3holds	1487 1194 904			...		1913	Mackay Bros. Alloa	PacificLimeCo.Ld.	241·0 Q91'B58'F29' FK	36·0	16·7	Vancouver B.C. British WB	T.3Cy.19",30"&50"-33" 170NHP ShieldsEng.Co.Ld.N.Shl.	18 ″ 10	
32643 220133 KUTZ	**Rochester** ssBal.No.3-12,32 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing	6836 6427 4221	✠100A1 2,36 ~~4,35~~ ✠LMC MS12,32 BS~~8,34~~2,36 Carrying Petroleum in bulk Fitted for oil fuel 6,20 F.P. above 150° F.	Bal	b†	CL 7,34	1920 6mo A&CP	Bethlehem S.B.Corp.Ld. Sprrow'sPnt. Md.	Socony-Vacuum OilCo.Ld. CellDBuE&B57' 197tDTf50'82	435·6 P122'B50'F44' FK 4tFPT97t	56·2	31·7	New York Utd. States 15BHptCem (9 „ toU dk 6 „ „2nd„) APT74t	T.3Cy.27",47"&78"-48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 6 ″ 8 27 ″ 0½	
32644 PKES	**Rochussen** Fitted for oil fuel 2Dks&Awng dk	2369 — 1448					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0	41·4	21·8	Batavia Dutch WB	T.3Cy.23⅝",37"&63"-43 5/16" 261NHP NedFb.v Wrk&Spoor,Ams		V
32645 161940 MPYQ	**Rockabill** Ref.Mchy. 2Dks&Shelter dk	1392 1104 568					1931	D&WHendersn&Co.Ld. Glasgow	ClydeShippingCo. Ld.	271·5 P58'B134'F74'	37·2	16·7	Glasgow British WB	T.3Cy.21",34"&56"-39" 196NHP D&W.Hendersn&CoLdGls		C
32646	**Rockcliffe** Now "Kolhoznik," see No.33760 in Supplement ssShl.No.2-31 1Dk(Stl)	3880 3544 2350	✠100A1 4,35 ✠LMC4,35	Shl	w	CL 4,35	1925 5mo Lloyd	J.Readhead &Sons,Ld. SouthShields 'sA&CP	U.S.S.R. CellD	364·2 P34'B104'F33' FK B318' 987t FPT59t	50·6	23·7	Russian 6BHptCem APT170t	T.3Cy.25",42"&69"-45" (r) 180lb 125lb 371NHP 2SB,6cf,GS120,HS6044 J.Readhead&SonsLd,S.Shl	26 ″ 0 s4 ″ 7¼ 21 ″ 7	
32647 160709	**Rockcliffe Hall** Mchy.Aft. 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
32648 139247 GNKM	**Rockpool** ssSws.No.2-35 ~~ssShl.No.1-31~~ D.F. 1Dk(Stl)	4889 4614 3011	✠100A1 ~~6,35~~ ~~10,34~~ 11,35 ~~BS10,34~~ ✠LMC~~12,31~~ 11,35	Cff ~~Sws~~ Bry	z	CL ~~1,33~~ 5,35	1927 11mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	PoolShippingCoLd (SirR.Ropner&Co. Ld.Mgrs.) CellDB	405·1 P30'B229'F41' FK 359' 1402t FPT188t	53·5	26·5	W.Hartlpl British 6BHCem APT190	T.3Cy.25½",40"&71"-48" (s) 180lb 505NHP 3SB,9cf,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
32649 219517 KJWS	**Rockport** Fitted for oil fuel Sub Sig. 2Dks&Webframes	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola, Fla.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·2	Pensacola, Fla. Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
32650 144725 MLKF	**Rockville** (exOrenie-32) Mchy.Aft ssApl.No.1-27 Well deck 1Dk(Stl)	481 335 189	✠ — 5,32 ✠	Apl	y		1922 12mo	R.Cock& Sons,Ld. Appledore	JohnS.Monks,Ld.	150·0 Q83'B9'F24' FK	25·7	12·0	Liverpool British 3BHCem FPT10t	T.3Cy.13",22"&34"-22½" 72RHP 1SB,2cf,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
32651 DIDA	**Roda** Ⓟ (exLosAngeles-35) OilEng. D.F. Sub.Sig. 2Dks Ref.Mchy. CruiserStern	6780 5479 4057					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28'B&F394' UpperF32'	59·1	27·3	Hamburg German WB	Oil Engines 2S.C.DA 5Cy.27 9/16"-47¼" 1316NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
32652 43 ICEU	**Rodi** Ⓟ Oil Eng. 2Dks	3220 — 1883					1928	Stabilmnto Tecnico Trieste	Cia.Adriatica diNav.	317·2 P&B222'F64'	44·8	21·3	Bari Italian WB	Oil Engines 4S.C.SA 6Cy.29½"-47¼" 493NHP StabilimentoTecnico,Tri.		I
32653 16 ISRU	— Broken up (exEvelyn,exFlavioGioia) 2Dks	878 613 560					1900	Sc.Esercizio Bacini RivaTrigoso	A.&E.Halfon	226·5	28·2	15·4	Bengasi, Lybia Italian	T.3Cy.19",31"&51½"-30" 144NHP FonderiaOretea,Palermo		
32654 149759 GMRT	**Rodney Star** TwinSc (exRodneystar) ~~ssLon.No.1-31~~ Ref.Mchy. 4Dks(Stl)5th dk(Stl) D.F. in Nos.1,2,3,5&6 holds CruiserStern ssLon.No.2-35	11803 8961 7416	✠100A1 withfreeboard 3,35 ~~12,34~~ ✠LMC1,35 MS12,30 BS~~3,34~~1,35 ✠Lloyd'sRMC~~2,35~~ [illegible] Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 52° F. Fitted for oil fuel 1,27 F.P. above 150° F.	Lon	f†	CL ~~8,33~~ 5,35 ~~1,35~~1,36	1927 1mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	BlueStarLine,Ld. Duct keel forward of machinery space 140' CellDB	476·0 FK 404'1419t FPT103t	67·3	45·2	London British 9BHptCem APT116t	4 Steam Turbines SR (r) geared to 2 Sc. Shafts 200lb 2D&2SB 1582NHP 24cf,GS420,HS22896 FD ParsonsMarineSteam TurbineCo Ld.Nwc	48 ″ 5 s18 ″ 8½ 30 ″ 0	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32655 PUCB	**Rodrigues Alves** Ⓟ (exAcre) Fitted for oil fuel 2Dks&Awng dk	2587 2389 1555			...		1907	Craig, Taylor&Co.Ld. Stockton	LloydBrasileiro	300·0	40·4	18·0 26·4 FK	R.Janeiro Brazilian WB	T.3Cy.25",42"&68"-45" 413NHP Blair&Co.Ld.Stockton	27 " 6	C †
32656 ~~OHFS~~ D.F.	**Rödskär** (exRödskjær,exEngland, exBentala) ssMmo 3rdNo.3-10,28 Welldeck ssMmo.No.1-33 1Dk(Stl)2tr B forward& Web frames Aft Cargo battens not fitted	2767 2083 1656	✠ — 10,35 ~~MS10,32~~	Got ✠LMC ~~BS12,34~~	t	CL 12,34	1889 7mo	Schlesinger Davis&Co. Newcastle A&CP	E.R.Management Co.Ld.	298·3 P22'Q98'B124' H82tF33' IntermediateBHinfore hold dispensed with CellDB250'727t FPT82t APT32t	40·1	19·6 FK	British Cem 4BHonly	T.3Cy.22½",34"&56"-42" (s) 160lb 212NHP 2SB,6rf,GS93,HS3300 Black,Hawthorn&Co.Gts.	23 " 2 s ~~2 " 2¼~~ ~~21 " 2~~	
32657 148583 MNJW	**Roebuck** TwinSc ssFal.No.2-33 1Dk(Stl-ws)&2nd dk in holds Cruiser Stern	776 701 307	✠100A1 withfreeboard ~~5,35~~ ~~5,34~~ 4,36 ~~BS5,34~~ For Channel Service Weymouth& Channel Islands Fitted for oil fuel4,25 F.P. above 150° F.	Sou ~~Drt~~ Npt ~~BS5,35~~ ✠LMC4,33 BS4,36	m	OG ~~4,32~~ 5,35	1925 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Gt.WesternRly.Co.	201·2 P20'B72'F69' DTa40tDTf45tFPT47tAPT47t	33·7	15·3 FK&BK2"	Weym'th British 6BHCem	T.6Cy.14½",23"&38"-27" (r) 185lb FD 226NHP 2SB,6cf, ,HS3464 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 " 11 s 3 " 8½ 12 " 8	
32658 132888 GYFL	**Roehampton** (exMichael L.-34, exHelmsloch) ssBry.No.3-1,26 ssHul.No.2-34 1Dk(Stl)	4163 3905 2558	✠100A1 12,35 ~~2,35~~ BS7,35	Bly Liv ✠LMC3,34	x	CL 2,35	1913 9mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	G.W.Grace&Co.	380·0 P31'B221'F36' CellDBa129'uE&B40'f167'1178tFPT145tAPT181t	52·2	22·9 FK	London British 6BHCem	T.3Cy.26",42"&71"-48" (s) 180lb ~~55lb~~ 395NHP 2SB,8cf,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25 " 5 s3 " 5¼ 22 " 3½	
32659 148672 MNKR	**Roek** ssLon.No.2-33 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern	1041 827 432	✠100A1 withfreeboard 2,36 ~~10,33~~ MS8,33 Lloyd'sRMC ~~1,35~~ ~~7,35~~ 1,36	Lon ✠LMC BS~~12,34~~2,36	p	CL ~~8,33~~ 2,36	1925 9mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	GeneralSteamNav. Co.Ld.	245·8 B62' CellDB202'272tFPT38tAPT18t	36·1	12·5 FK Col	London British 5BHCem BH to Sh dk 4 ,, ,, 2nd ,,	T.3Cy.21",34"&56"-36" (s) 200lb 276NHP 2SB,6cf,GS139,HS5040 AilsaS.B.Co.Ld.Troon	14 " 6 s " 2 14 " 5½	
32660 LESB	**Rogaland** Ⓟ Ref.Mchy 2Dks	902 741 520					1929	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	177·2 H154t	31·2	19·9	Stavanger Norwegian WB	C.4Cy.(2)12¾"&(2)$27\frac{6}{10}$"- $27\frac{6}{10}$" 65NHP NylandsVærksted,Oslo		N
32661 PKGA	**Roggeveen** Ref.Mchy. Fitted for oil fuel 3Dks	4782 3143 2953					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	382·3	48·7	27·4	Batavia Dutch WB	T.3Cy.28½",47"&77"-54" 436NHP Maats.Fyenoord,Rot.		V
32662 149745 GMSF	**Rohna** TwinSc ssSng.No.2-35 ~~ssSng.No.1-30~~ 3Dks(Stl-Weather dk teaks) D.F. 4th dk(Stl)inNos.1,2&3holds CruiserStern	8602 6681 4759	✠100A1 withfreeboard ~~10,35~~ ~~11,34~~ 3,36 ~~BS8,34~~ Fitted for oil fuel11,26 F.P. above 150° F.	Sng 1,36 BS~~2,35~~ ✠LMC~~11,33~~3,34	e†	CL ~~8,32~~ 4,35	1926 11mo	Hawthorn,Leslie&Co.Ld Newcastle Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	461·4 B179'F41' CellDB396'1384tTanks at sides of tunnels86t FPT135tAPT134t	61·8	29·9 FK Coll	London British 8BHptCem ptAsp BHto Wdk	Q8Cy.22½",37½"&(2)46"-45" 215lb (s) 934NHP 5SB,15cf,HS14080 FD Hwthrn,Leslie&Co.Ld.	33 " 0 s 7 " 0¼ 26 " 5¼	
32663 ORIA	**Roi Albert** ssAnt.No.2-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 withfreeboard 4.35 BS2,35	Ant ✠LMC2,34	u	CL 1,34	1925 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	"Compagnie Dens-Ocean" Soc.Anon.	315·9 CellDBa93'uE21f142'595tAPT57t	45·1	20·6 FK (Coll	Antwerp Belgian 5BHptCem BH to Shdk 4 ,, ,, 2nd ,,)	T.3Cy.22",37"&61"-42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22 " 10 s1 " 6 21 " 5¾	
32664 Broken up ORLB	**Roi Léopold** (exKarnak) D.F. 2Dks	3174 2965 2392					1906	J.Blumer &Co. Sunderland	"Compagnie Dens-Ocean" Soc.Anon.	336·0 P28'B100'F36'	47·0	24·0	Antwerp Belgian WB	T.3Cy.24",40"&67"-42" 291NHP N.E.MarineEng.CoLd.Sld.		C
32665 PKGS	**Rokan** OilEng. Mchy.Aft 1Dk	563 388 388					1929	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·8	9·6	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
32666 29132 JABB	**Rokko Maru** Ⓟ 2Dks	3038 2709 1817					1923	Mitsubishi ZosenK.Ld. Nagasaki	NipponYusenK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" Mitsubishi 284NHP ZosenKaisha,Ld.		C
32667 14167 JGOB	**Rokkosan Maru** ssKob.No.3-5,24 ssKob.No.2-32 Mchy.Aft 1Dk(Stl)Cantilever framed, topside tanks	2171 1734 1169	✠100A1 6,35 ~~5,34~~	Kob ✠LMC~~5,34~~ 6,35	r	CL 5,34	1911 7mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	MitsuiBussan Kaisha,Ld.	275·5 P73'B16'F23' WB=CellDBuE&B43'f196'519t topside tanks193'430tFPT85tAPT26t	42·3	18·1 FK	Kobe Japanese 4BHCem	T.3Cy.21",35"&57"-39" (s) 180lb 240NHP 2SB,6cf,GS120,HS3963 Blair&Co.Ld.Stockton	20 " 7 s2 " 10¾ 17 " 11	
32668 252 JGGB	**Roko Maru** (exWearwood) 1Dk	3328 2940 2011			...		1912	J.Blumer &Co. Sunderland	DairenKisenK.K.	335·0 P30'B100'F32'	48·0	22·4 FK	Dairen Japanese WB	T.3Cy.23½",39"&64"-42" 277NHP N.E.MarineEng.Co.Ld.Sld	24 " 10	
32669	**Rokobi Maru** 1Dk	377 — 269					1887	......		150·8	22·0	11·2	Chinese	T.3Cy.		
32670 SVPC	**Rokos** (exBanburyCastle,exGlenstræ, exWarClimax) ssRot.No.3-10,31 1Dk(Stl)&Shelter dk(Stl) Straight frames, bevelled bilge	4781 4377 2873	✠100A1 Shelter dk withfreeboard 5,35 ~~9,34~~ MS3,31	Bmn Pir ✠LMC BS~~5,34~~11,35	a†	CL 3,33	1918 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	~~S.G.Razis~~ Ionion S.S.Co.Ld.	412·4 CellDB326'1485t DTa23'844t FPT96tAPT133t	55·8	34·4 FK	Argostoli Greek Cem 6BHtoShdk 2 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 " 1 s10 " 1 28 " 2	
32671 SVCI	**Rokos Vergottis** ssRot.No.3-1,33 1Dk(Stl)	5637 4796 3166	✠100A1 8,35 ~~4,35~~ BS4,35	Rot Ant ✠LMC4,32	y	CL ~~4,35~~ 8,35	1919 11mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	R.Vergottis	400·0 P49'B113'F38' CellDB340' 1098t FPT133t APT204t	52·4	28·5 FK	Argostoli Greek 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 " 0 s 5 " 11¾ 25 " 3¾	
32672 LESC	**Rokta** Mchy.Aft 1Dk	368 273 190					1918	Glommens Mek.Værks Fredriksstad	LarsL.Eide	131·4 P47'F24'H15t	25·1	10·8	Bergen Norwegian WB	T.3Cy.10¼",18"&29"-21" 38NHP GlommensMek.Værks.		N
32673 21825 JQFE	**Rokusan Maru** Ⓟ 1Dk	1058 869 630					1917	Bingo Dkyd.Co.Ld Mitsunoshi	KawasakiKisen K.K.	208·0 F24tH69t	31·0	18·4	Setoda Japanese WB	T.3Cy.14½",24"&40½"-30" 90NHP OsakaIronWorks,Osaka		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres [illegible] Durée Cert. Ref. Trade
32674	**Rola** (*ex*Iturri-Patxo, *ex*Ybai-Patxo, *ex*Arza-Mendi, *ex*Getso) ssBbo.2ndNo.3–10,30 ssBbo.No.1–34 *Well deck* *1Dk(ptIrn&ptStl) &Webframes*	1235 — 632	✠100A1 9,35 ~~8,34~~ MS8,34 ✠LMC MBS~~8,34~~ 9,35 DBS2,35	Bbo Cff	*o*	CL 11,33	1905 6mo *Lloyd*'sA&CP	Cia.Euscal-duna deCon.y Rp.deBuques Bilbao	MarianodelRio y Cia.Ltda. *CellD*	226·0 Q87'B59'F24' FK *Ba67'* ~~*uE&B*~~*29'f86'*	34·0	15·1	Bilbao Spanish *4BHCem* *301tAPT57t*	T.3Cy.16½",26"&44"–33" (*s*) 180lb *100lb* 114NHP 1SB,*3pf*,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s1 ″ 2¼ 15 ″ 5¼	
32675 DOEK	**Roland** Ⓟ D.F. Sub.Sig *2Dks*	4174 3784 2580					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	360·7 P33'B109'F41'	51·0	26·0	Bremen German *WB*	T3Cy22$\frac{5}{16}$",36½"&61$\frac{3}{16}$"–47$\frac{3}{16}$" 260NHP A.G."Vulcan,"Stettin		G
32676 DOOJ	— Ⓟ **TwinSc** *Fitted for oil fuel* Sub.Sig. *2Dks* *CruiserStern*	2436 1098 1194					1927	J.C.Tecklenborg,A.G. Wesermünde-G.	Norddeutscher Lloyd	284·9	42·8	12·7	Bremen German *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts J.C.TecklenborgA.G.Wsm		G
32677 6756 SLEA	— ssGot.No.3–5,35 D.F. *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern* *Now "Savonmaa," see No. 40035 in Supplement*	*1808* *1512* *963*	✠100A1 *Shelter dk withfreeboard* 2,36 ~~5,35~~ ✠LMC5,35	Got	*s*	OG ~~8,33~~ 2,36	1922 4mo *Lloyd*'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	Angf.Aktieb.Tirfing(T.E.J:son, Broström,*Mgr.*) (SvenskaOrient Linien) *Intermediate BH in fore hold dispensed with* *CellDB255'540t*	300·0 FK *FPT29tAPT31t*	43·2	16·3	Gothenbrg Swedish *Cem* *1BHtoShdk* *3 ″ ″ U ″*	T3Cy.22$\frac{7}{16}$",35$\frac{7}{16}$"&58½"–36" 185lb (*s*) 275NHP 2SB,*6cf*,GS102,HS3021 FD KockumsM.V.Akt.Malmö	19 ″ 0 s ″ 6¾ 18 ″ 7½	
32678 6083 SFHG	**Rolf** (*ex*Leila–33,*ex*Oscar) *1Dk*	*1120* *787* *607*					1919	DeHaan& Oerlemans Heusden	RederiA/BSylvia (Alb.Billner, *Mgr.*)	213·8 P12'Q63'B57'F29'	34·5	13·0	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"–27" 83NHP Machinefabriek,Bolnes		V
32679 LCWH	**Rolf Jarl** *1Dk*	1917 1693 1118					1920	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·6 P75tH96t	42·1	17·9	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMVTrndheim		N
32680 FOWS	**Rollon** (*ex*Portici) *1Dk*	1787 1569 1079					1911	Akt.Ges. "Neptun" Rostock	Cie.deTransp.Mar.&Fluv.(Heuzey& Chastellain*Mgrs.*)	287·3 P&B226'F20'	41·1	16·8	Rouen French *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55⅝"–37$\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		V
32681 1407 ICEV	**Roma** Ⓟ **QuadSc** ssGen.No.1–31 D.F. *4Dks(Stl–Weather dk* teaks) *Ref.Mchy.* *5th&6th dks(Stl)in holds* GyC.	32583 21015 19358	✠100A1 *withfreeboard* 6,34 BS1,35 ✠LMC8,30 ✠Lloyd'sRMC~~1,35~~9,35 *Fitted for oil fuel*9,26 *F.P. above* 150° F.	Gen	*s*† P	CL *a*N3,33 *sf*6,34 *sa*6,34 P*f*N 12,34	1926 9mo *Lloyd*'sA&CP	Ansaldo Soc.Anon. Sestri Ponnte	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale) *CellDB579'* *4622tDTa172t*	705·6 666·3 B393'F64' FK *FPT145tAPT185t*	82·8	38·9 47·2	Genoa Italian *12BHptCem* (*9 to U dk* *2 ″ 2nd ″* *1 ″ 3rd ″*)	8SteamTurbinesSRgeared to 4 Sc. Shafts (*s*) 220lb 5553NHP 9D&4SB,*66cf*,HS59200 FD G.Ansaldo&Co.Smprdrna.	51 ″ 6 s21 ″ 6¼ 30 ″ 2	
32682	— Ⓟ **TwinSc** *OilEng.* *1Dk*	1121 — 782					1926	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·0 Q60'B40'F29'	42·1	12·0	Bns.Ayres Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.		
32683 1325 ICEW	**Romagna** (*ex*Syriam) **3Mst** *Fitted for oil fuel* Wireless *1Dk* *Spar dk&deep framing* *Mchy.Aft* *Carrying Petroleum in bulk*	1416 1312 845		...			1899	Grngemth Dockyard Co. Grngemouth	Navigazione e CommercioSoc. Anon.Italiana	242·9 235·0 P24'B23'F35' FK	32·5 32·6	22·5 23·4	Genoa Italian *WB*	T.3Cy.19",31"&51"–36" 165NHP Hutson&Sons,Ld.Glasgow	24 ″ 0	I †
32684 139244 GNDL	**Romanby** ssHpl.No.1–31 D.F. *1Dk(Stl)*	4887 4627 2997	✠100A1 12,34 BS~~12,34~~ 12,35 ✠LMC7,31	Hpl	*y*	CL ~~11,33~~ ~~8,35~~ 12,35	1927 6mo *Lloyd*'sA&CP	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld. *CellDB*	390·0 P30'B220'F40' FK 345'1041t*FPT*180t	55·0	26·5	W.Hartlpl British *6BHCem* *APT*179t	T.3Cy.25½",40"&71⅜"–48"(*s*) 180lb 506NHP 3SB,*9cf*,GS190,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s4 ″ 5¾ 24 ″ 6¼	
32685 YQSR	**Romania** **TwinSc** *Fitted for oil fuel* *2Dks&Awng dk*	3152 2815 1328					1904	Atel.& Chant.Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Constanza Roumanian *WB*	T.6Cy.24⅝",38⅝"&64⅝"–39⅜" 524NHP Atel&Ch.delaLoire,Nantes		V
32686 ESEC	**Romeo** (*ex*Hellmuth—33) *1Dk*	797 637 430					1899	Nüscke& Co. Grabow	Johannes Remmelgas	199·8 Q56'B52'F31'	29·1	13·0	Tallinn Estonian *WB*	T.3Cy.16¾",26½"&43"–28" "Kette,"Deutsche 98NHP Elbschifff.Ges.Uebigau		V
32687 EAPR	**Romeu** Ⓟ *Fitted for oil fuel* D.F. *3Dks*	3070 — 1964					1918	Soc.Española deCstNav Carthagena	Cia.Trasmediterranea	310·0	43·5	26·1	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc.Española deCnst.Nav.		V
32688 161240 GTBZ	**Romney** ssBkn.No.1–33 D.F. *2Dks(Stl)*	5840 5466 3624	✠100A1 12,35 ~~3,35~~ ✠LMC9,33 BS12,35	Shl Bkn	*a*†	CL 3,35	1929 5mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. PortGlasgow	BoltonStm.Shppg. Co.Ld.(~~F.Bolton&Co.Mgrs.~~) *CellDB*360'1335t	420·0 P37'B260'F39' FK *APT*225t	57·0	28·2	London British *7BHCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 557NHP 3SB,*9cf*,GS183,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s4 ″ 9¼ 25 ″ 11	
32689 1746 ICEZ	**Romolo** Ⓟ **TwinSc** ssGen.No.2–35 ~~ssGen.No.1–31~~ *OilEng.* D.F. *2Dks(Stl)3rd dk(Stl) in Nos.1,2&3 holds*	9780 7695 6015	✠100A1 5,35 ~~8,34~~ ~~12,35~~ DBS12,35 ~~✠LMC1,31~~ ✠LMC CS5,35 ~~8,33~~12,35	Gen ~~Nap~~		CL ~~8,32~~ ~~PN7,32~~ 5,35	1926 11mo *Lloyd*'sA&CP	Stabilmnto Tecnico Trieste	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale) *CellD*	506·5 P31'B214'F47' FK *B426'1697t FPT22* *DTsf15'358t*	62·2	31·4	Genoa Italian *8BHptCem* *7tAPT184t*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	34 ″ 11 s8 ″ 11¾ 26 ″ 2¼	
32690 LCWI	**Romsdalshorn** ssBgn.No.3–1,34 *1Dk(Stl)&Shelter dk(Stl)*	6583 6299 4121	✠100A1 *Shelter dk withfreeboard* 10,35 ~~4,35~~ BS1,35 ✠LMC1,34	NNs Bgn	*z*	CL ~~12,34~~ 10,35	1921 8mo *Lloyd*'sA&CP	W.Doxford &Sons,Ld. Sunderland	A/S JacobR.Olsens Rederi(O.Grolle Olsen&I.Hysing Olsen,*Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellDB364'1180t*	420·0 FK *FPT105t APT127t*	54·0	34·3	Bergen Norwegian *Cem* *1BHtoShdk* *5 ″ ″ U ″*	T.3Cy.27",44½"&75"–54" (*s*) 180lb 577NHP 3SB,*9cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
32691 LCWJ	**Romulus** *Fitted for oil fuel* *2Dks*	3707 3445 2300					1921	R.Thompson Sons,Ld. Sunderland	Wiel&Amundsen	347·4 P89tH149tF24t	50·0	24·0	Halden Norwegian *WB*	T.3Cy.25",42"&68"–45" 310NHP N.E.MarineEng.Co.Ld.Sld		N
32692 136451 VJKG	**Rona** ssSyd.No.3–5,30 ssSyd.No.1–34 *1Dk(Stl)&Shelter dk(Stl-ws)* *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween dks* *Mchy.Aft*	6205 5727 3784	✠100A1 *Shelter dk withfreeboard* 7,35 ~~6,34~~ ✠LMC6,34 BS5,35 *Carrying Molasses in Topside tanks*	Syd	*z*	CL 6,34	1918 3mo *Lloyd*'sA&CP	SirR.Dixon &Co.Ld. Middlesbro'	ColonialSugar RefiningCo.Ld. *CellDB350'1070tTopsidetanks*	400·0 F40' *on Shelter dk* FK 1470t *FPT*288t	54·5	32·2	SydnyNSW British *6BHptCem* *APT*194t	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,*9cf*,GS168,HS7035 FD N.E.MarineEng.CoLdNwc	35 ″ 0 s8 ″ 9 26 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32693 LCWK	**Ronald** *ss*Osl.No.3–1,34 D.F. 2*Dks*(*Stl*)	6322 5592 3666	✠100A1 ~~1,34~~10,35 Pr.BS~~1,34~~ 10,35 *Fitted for carrying whale oil or other oils in bulk, having a F.P. above 150° F.*	Osl ✠LMC1,34 BS10,35	*a*†	CL 10,33	1920 7mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's*A&CP*	A/S "Hektor" (N.Bugge,*Mgr.*) *Intermediate BH in fore & in after 'tween decks dispensed with*	422·0 P45'B&F338' FK *Cell DB*368' 1202*t FPT* 145*t APT*51*t*	56·0	28·8	Tönsberg Norwegian *Cem* *5BH to U dk* *6 „ „ 2nd „*	T.3Cy.27",45"&74"–51" (*s*) 180lb ~~160lb~~ 573NHP 2NDB91 *refitted*28 34Pr.B–60lb 3SB,9*cf*,GS192,HS8700 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3	
32694 144511 GDQK	**Ronda** *ss*Cff.No.3–5,35 ~~*ss*Shl.No.2–28~~ 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *in fore&after holds*	4943 4539 3030	✠100A1 ~~5,35~~ ~~2,30~~ 1,36 ~~MS9,28~~	Lth Cff ✠LMC6,35 ~~BS7,29~~	*y*	CL ~~8,31~~ 5,35	1920 4mo	J Readhead &Sons,Ld. SouthShields Lloyd's*A&CP*	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld.*Mgrs.*)	385·0 P36'B119'F40' FK *Cell DB*334' 1100*t FPT* 94*t APT*147*t*	53·6	27·1	London British *6BHCem*	T.3Cy.26½",44"&73"–48"(*r*) 180lb 433NHP 3SB,9*cf*,GS180,HS7110 J.Readhead&Sons,Ld.SShl	29 ″ 8 s 5 ″ 5¼ 24 ″ 6	
32695 328 IBHS	**Rondine** (*ex*Loasso–35, *ex*Literno–35,*ex*Predappio, *ex*Lanuvio) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*&*Awng dk* *Carrying Petroleum in bulk*	6468 6200 3640					1924	Ansaldo SanGiorgio Spezia	"Polena" Società diNavigazione	393·3	51·7	30·9	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy.24$\frac{13}{16}$"–35$\frac{7}{16}$" 862NHP AnsaldoSanGiorgio,Turin		CI
32696 149443 GCPT	**Rondo** *ss*Sld.No.1–30 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2750 2368 1602	✠100A1 10,34 BS12,35 MS12,30	Shl ✠LMC ~~BS12,34~~	*t*	CL N11,33	1927 9mo	Smith's DockCo.Ld. Middlesbro' Lloyd's*A&CP*	PeltonS.S.Co.Ld.	305·0 P23'B50'F23' FK *Cell DB*225'747*t DTa*36'202*tFPT*164*t APT*100*t*	45·5	21·3	Newcastle British *6BHptCem*	T.3Cy.21½",35"&59"–42" (*s*) 180lb 294NHP 2SB,6*cf*,GS132,HS5204 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¼ 20 ″ 5½	
32696* LCZH	**Rondö** (*ex*Strand–35,*ex*Panaghis Vergottis,*ex*LakeWeston) 1*Dk*	1854 1630 1079			...		1918	Detroit S.B.Co. Wyandotte	~~OddGodager~~ RederiA/SRonde (BuchaGodager&Co)	251·2 P66*t*H94*t*F24*t* FK	43·8	18·3	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N
32697 OHHX	**Rönnskär** (*ex*CaldyLight–34, *ex*Arabier, *ex*Manningtry) *ss*Rot.2ndNo.3–3,35 1*Dk*(*ptIrn*&*ptStl*) 1*pt dk*(*Stl*)	*3869* *3648* *2481*	✠100A1 4,36~~3,35~~ BS4,36	Rot ✠LMC3,35	*w*	CL 2,35	1911 9mo	JLThompson &Sons,Ld Sunderland Lloyd's*A&CP*	O/Y WasaS.S.Co. Ld.(Marjanels S.S.Co.Ld.*Mgrs.*)	352·5 P33'B100'F37' FK *Cell DBa*115'*u E*23'*f*154' 927*tAPT*37*t*	50·9	24·8	Wasa Finnish *6BHCem*	T.3Cy.25",40"&68"–48" (*s*) 180lb 345NHP 3SB,9*pf*,GS132,HS5283 Richardsons,Westgarth& Co.Ld.W.Hpl.	27 ″ 4 s 4 ″ 10¼ 22 ″ 8	
32698 4871 SGCO	**Ronny** (*ex*Vardefjell,*ex*Stina, *ex*Bolores,*ex*Stina,*ex*Atos) 1*Dk*	*823* *668* *475*					1908	Hlsingbrgs VarfsAktieb. Helsingborg	RederiA/B Kusten (A.Blidberg,*Mgr.*)	197·4 Q59*t*H43*t*F22*t*	33·1	13·8	Gothenbrg Swedish *WB*	T.3Cy.15¾",26"&44"–27$\frac{9}{16}$" 101NHP HelsingborgsVarfsAktieb.		V
32699 341 JPDC	**Ronsan Maru** *ss*Drn.No.1–34 *OilEng.* 1*Dk*(*Stl*) *Cargo battens not fitted*	2735 2248 1556	✠100A1 2,36~~12,34~~ DBS2,36 ~~DBS12,34~~ ✠LMC CS12,34 ~~12,34~~ 2,36	Drn Kob	*u*	CL 12,34	1929 9mo	Mitsui Bussan Kaisha Tama Lloyd's*A&CP*	DairenKisenK.K. *Cell DB*230'769*t Tanks in way of tunnel* 173*t FPT* 51*t APT*35*t*	326·5 P27'B63'F28' FK	46·5	21·5	Dairen Japanese *5BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP DB*100lb* MitsuiBussanKaishaTama	21 ″ 6	
32700 FODB	**Ronsard** (*ex*CapitaineJoseph Plisson) 2*Dks*	4785 — 2899					1923	Atel.&Ch. deGironde Harfleur	Heuzey&Chastellain	362·9 P233'F44'	49·2	24·4	Rouen French *WB*	T.3Cy.25$\frac{13}{16}$",42⅜"&70⅛"–48 340NHP Etablissem.Schneider,Hav		V
32701 PKRL	**Rooseboom** 1*Dk*	1035 710 539					1926	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	230·1 B172'F33'	38·2	10·5	Batavia Dutch *WB*	O.4Cy.12$\frac{13}{16}$"&27$\frac{9}{16}$"–27$\frac{9}{16}$" 67NHP Werkspoor,Ams.		V
32702 PJAO	**Rosa** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3145 2256 1555	✠100A1 ~~8,35 2,35~~ 2,36 BS2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,35 *F.P. above* 150° F.	Ams Cco ✠LMC2,35	*v*	CL	1935 2mo	NVNederl. Schps.Maats. Amsterdam Lloyd's*A&CP*	Curaçaosche Scheepv.Maats.	336·4 Q87'F39' *Trunk*209' FK *FPT*123*t APT*105*t*	56·2	13·6	Curaçao Dutch *9BHptCem ptAsp*	T.6Cy.15⅜",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" (*s*) 180lb 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 5 13 ″ 6	
32703 ONXC	— *ss*Ant.No.3–7,32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*1146* — *655*	✠100A1 ~~3,34~~ 11,35 BS~~3,34~~ 11,35	Ant ✠LMC6,32	*n*	CL ~~2,34~~ 10,35	1919 11mo	Verschure &Co. Amsterdam A&CP	Armement L.Hermans, Soc.Anon.	230·1 Q138'B13'F23' FK *Cell DBuB*19'*f*156'397*tFPT*88*tAPT*48*t*	34·0	13·2	Bruges Belgian *4BHCem*	T.3Cy.15½",25½"&41⅛"–36" 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,GS69,HS2010 Verschure&Co.Amstrdam	16 ″ 0 s 4 ″ 8 14 ″ 11½	
32704	**Rosa Christel** WoodAux3MstSr (*ex*Freihandel,*ex*Siger) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	319 272 238					1920	G.Ottesen Sagvaag	Lindenau&Cie.	114·9 F10*t*Q23*t*H16*t*	31·3	13·7	Klaipeda Lithuanian	Oil Engine 2S.C.SA 2Cy.17¾"–19⅜" 60NHP M.Haldorsen&Son, Rubbestadnaset		
32705 UNYC	**Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3–7,13 *ss*Liv.No.1–18 1*Dk*(*ptIrn*&*ptStl*) &*deepframing*&*Web frames*	3193 2834 1969	✠ 1,24	Npt ✠	*u*		1901 4mo	Richardsn, Duck&Co. Stockton	U.S.S.R.	330·5 P33'B80'F36' FK *Cell DBa*114'*uE*26'*f*136'779*tFPT* 96*tAPT*82*t*	47·0	21·8	Leningrad Russian *5BHCem*	T.3Cy.26",42½"&69½"–45" 2NB28 NDB28 349NHP 2SB,6*cf*,GS130,HS5596 Blair&Co.Ld.Stockton	24 ′ 4	
32706 7537 SGCR	**Rosafred** (*ex*Biskra,*ex*Winga) 1*Dk*	*1348* *1147* *700*			...		1922	Scheepb. "DeAmer" Geertruidenberg	VerkebäcksÅngf. A/B(F.Olsson, *Mgr.*)	236·3 P23'B61'F27' FK	36·8	15·6	Verkebäck Swedish *WB*	T.3Cy.18½",29"&48"–30" 153NHP Machinefb.Kuipers, Rotterdam	18 ″ 0	V †
32707 122842 MCLK	**Rosalie** (*ex*Compass,*ex*Lilian) *ss*Sld.2ndNo.3–10,32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	320 227 130	✠100A1 5,35 ~~4,34~~ BS5,35 MS10,32	Sld ✠LMC ~~BS12,33~~	*e*	CL 4,34	1906 5mo	GooleS.B. &RepgCo.Ld. Goole Lloyd's*A&CP*	EastCoastTimber Co.Ld.(T.G.Irving, Ld.*Mgrs.*)	134·0 Q44'F20' FK	24·0	10·2	Sundrland British *3BHCem* *FPT*28*t*	O.2Cy.18"&36"–24" (*s*) 130lb 54RHP 1SB,3*pf*,GS44,HS1328 G.T.Grey,SouthShields	11 ″ 3 s ″ 9½ 10 ″ 7	
32708 128015 GRJQ	**Rosalie Moller** (*ex*Francis) 2*Dks deep framing*&*Shelter dk*	3963 3383 2457			...		1910	Barclay, Curle&Co.Ld Glasgow	~~N.E.A.Moller~~ ~~(Moller&Co.*Mgrs.*)~~ MollerLine,Ld.	355·0 FK	49·2	24·2	Shanghai British *WB*	T.3Cy.24",40"&67"–48" 401NHP Barclay,Curle&Co.Ld.Gls	26 ″ 6	
32709 ~~132505~~ ~~VGJJ~~	**Rosalind** Ⓟ (*ex*LadyGwendolen) *ss*N.Yk.No.3–6,23 D.F. *ss*N.Yk.No.2–31 2*Dks*(*UStl*–ws)	2390 1753 1563	✠100A1 *Shelter dk with freeboard* 4,35 MS9,31 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	NYk ✠LMC BS~~4,35~~ 4,36	*s*	CL 4,34	1911 9mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd's*A&CP*	~~Bermuda&West IndiesS.S.Co.Ld.~~ "ZetskaPlovidba" A.D.	300·2 P62'B115'F54' BK8" *Cell DBa*59'*f*69'265*tFPT* 43*tAPT*27*t*	39·7	17·5	Kotor Yugoslav *5BHCem*	T.3Cy.26",42"&68"–45" (*s*) 170lb 362NHP 2DB,12*cf*,GS200,HS6080 ClydeS.B.&E.Co.Ld.Pt.Gl	26 ″ 3 s 9 ″ 6½ 17 ″ 8	
32710 179 ICFD	**Rosandra** Ⓟ *ss*Tri.No.3–12,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	8034 6695 5033	✠100A1 *Shelter dk with freeboard* 1,36 ~~5,35~~ MS8,31 ✠Lloyd'sRMC~~5,35 10,35~~ 1,36 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Mfl Ven ✠LMC BS1,35	*b*†	CL N1,34	1921 6mo	Cantiere SanRocco S.A. Trieste	Nav.Libera-TriestinaS.A.	464·2 B168'*onShelter dk* FK *Collision* *Cell DB*398'1654*tFPT*56*tAPT*63*t*	57·4	32·5	Venice Italian *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"–54" (*s*) 180lb 680NHP 4SB,12*cf*,GS239,HS9851 FD StabilimentoTecnico Trestino,Trieste	35 ″ 0 s 8 ″ 4¾ 26 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
32711 163204 GWFT	**Rosapenna** *Well deck* Wireless *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	869 597 457	✠100A1 ~~6,35~~12,35 ✠LMC9,35	Bel	*k*	CL	1933 9mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	J.Kelly,Ld. (W.Clint,*Mgr.*) *CellDB*125'20	197·7|30·7|12·1 32·0 Q112'B11'F30' FK 0t*FPT*73t*APT*26t	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"–30" (*s*) 200lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s4 ″ 5¾ 13 ″ 11	
32712 1647 ICFF	**Rosario** (*ex*WarMaker) *Fitted for oil fuel* D.F. 1*Dk* *Carrying oil fuel in bulk*	5467 4742 3385			...		1918	Swan,Hunter& Wigham Richardson, LdNewcastle	Soc.Anon.Cooperativa diNav. "Garibaldi"	399·9|52·2|28·4 400·3|52·2|28·4 P49'B113'F39' FK	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 517NHP N.EMarineEngCo Ld.Nwc	31 ″ 0	I †
32713 220819 KDKM	— (*ex*Natirar-32) *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4659 4213 2871					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4|52·3|27·0 P40'B96'F38	NewYork Utd.States *WB*	T.3Cy.24",41½"&68½"–48" 323NHP BethlehemS.B.Corp Ld. Wilmington,Del.		R
32714 UNYJ	**Roschal** (*ex*Hydro,*ex*Veliky KnjazAlexander *ss*Lon.No.3–4,12 Michailovitch,*ex*Hydro) *Well deck* 1*Dk*(*ptIrn&ptStl-ptws*)& Wireless *Web frames,lower dk forehold* *Ref.Mchy.* Sub.Sig.	1420 939 852	✠ 9,19 ✠	Lon	*p*		1899 7mo	Earle'sCo. Ld. Hull	U.S.S.R.	269·0|33·5|15·0 P163'F31' FK *CellDBa*37'*uE*	Leningrad Russian 5*BHCem* 16'*f*132'159*t*	T.3Cy.19",33"&56"–36" 246NHP 2SB,6*cf*,GS136,HS4200 Earle'sCo.Ld.Hull	18 ″ 2	
32715 LIXN	**Rose** (*ex*Sunnanvik-34) TwinSc *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd dk*(*Stl*)*inNo.1hold*	4651 4207 2796	✠100A1 *withfreeboard* 12,34 ✠LMC4,34	Got	*z*	CL ~~12,34~~ 10,35	1931 4mo Lloyd	NyaVarvs- aktb.Öresund Landskrona 'sA&CP	SkibsA/S "Rose" (G.B.Bull) *CellDB*328'1145*t* *of tunnels*741*t*	391·0|54·7|25·6 F30' FK *Tanks in way* (*FPT*94*tAPT*104*t*	Sandefjord Norwegian 6*BH pt Cem* *Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP DD85*lb* GotaverkenA/B,Got.	28 ″ 6 s3 ″ 0½ 25 ″ 7½	
32716 DARN	— Wireless *CruiserStern* 1*Dk*	1530 1228 879					1928	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	247·3|38·2|16·2 P15'Q69'B52'F23'	Stettin German *WB*	T.3Cy.17 7/16",28 5/16"&45⅝"– 33⅜" 120NHP StettinerOderwerke		G
32717 TUVL	**Rose Blanche** (*ex*Song-Nhi-Ha) 2*Dks*	323 168 171					1924	Soc.des Atel.Mar. Haïphong	Transp.Marit.& Fluviaux de l'Indo- Chine	137·8|20·4|10·8	Haïphong French	C.2Cy.12"&24"–16" Soc.desAtel. 20NHP Mar.Haïphong		
32718 137438 GCBF	**Rose Castle** *ss*Hfx.No.3–4,28 *ss*Hfx.No.1–33 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7546 6894 4351	✠100A1 3,36~~4,35~~ ~~BS4,35~~ ✠LMC9,35 3,36	Hfx	*b*†	CL ~~9,33~~ N3,36	1915 4mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	DominionShipping Co.Ld. *WB=CellDBa* *f*195'1758*t topside*	455·0|58·0|31·1 P27'B76'*fwd*B16' F33' FK 152'*uE&B*52' *tanks a* 169' *E&B s*	London British 7*BHCem* *pace*62'*f*185'	T.3Cy.28½",47"&79"–54" (*s*) 180lb 606NHP 3SB,12*cf*,GS213,HS8670 FD G.Clark.Ld.Sunderland 1460*tFPT*147*tAPT*118*t*	33 ″ 9 s8 ″ 6 25 ″ 6	
32719 FNWT	**Rose Schiaffino** (*ex*Notton) *ss*Alg.No.3–3,32 1*Dk*(*Stl*)*2nd dk*(*Stl*)*in holds*	3349 2866 2027	✠100A1 2,36~~3,35~~ ~~BS3,34~~ ✠LMC~~3,32~~ ~~3,36~~ 2,36 *Fitted for oil fuel* 3,34 *F.P. above* 150° F.	Alg	*u*	CL ~~3,34~~ 2,36	1920 5mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Cie. *Mgrs.*) *CellD*	331·3|46·7|23·2 P33'B98'F29' FK *B*284'734*tFPT*110*t*	Algiers French 6*BHCem* *APT*128*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 368NHP 3SB,9*cf*,GS155,HS6090 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
32720 141761 VGLB	**Rosebank** (*ex*CanadianObserver) 2*Dks*	2410 2039 1460					1920	TheCollingwoodS.B. Co.Collingwd Ont.	KingsleyNav.Co. Ld.	251·0|43·6|23·6 P24'B64'F23	Vancouver British *WB*	T.3Cy.18",30"&50"–36" Collingwood 150NHP S.B.Co.Collingwood,Ont.		
32721 140712 GPCM	**Roseden** *ss*Shl.No.1–36 *ss*Shl.No.3–4,31 1*Dk*(*Stl*)	4330 4029 2694	✠100A1 3,36 ~~3,35~~ ✠LMC3,36 ~~MS10,30~~ ~~BS11,34~~	Rot Shl	*x*	CL 5,34	1918 4mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	Stephens,Sutton, Ld.	363·2|51·0|26·3 P31'B98'F36' FK *CellDB*316'977*tA*	Newcastle British 6*BHCem* *PT*141	T.3Cy.25",41"&68"–48" (*s*) 180lb 377NHP 3SB,9*f*,GS222,HS6229 Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 9 s5 ″ 4½ 23 ″ 7	
32722 123965 CYMF	**Rosemount** (*ex*Saskatoon) (SUNK IN PORT 11,34 *Mchy.Aft* -REFLOATED) 1*Dk*	1798 1488 1148					1910	Sunderlnd. S.B.Co.Ld. Sunderland	ManseauShipyardsLd. (J.E. Simard,*Mgr.*)	250·2|42·8|16·4 P96'F36'	Montreal British *WB*	T.3Cy.17",28"&46"–33" 121NHP N.E.MarineEng.Co.Ld.Sld		C
32723 OZUC	**Rosenborg** *ss*Cpn.No.3–1,27 *ss*Abg.No.2–35 1*Dk*(*Irn*)	1997 1764 1206	✠100A1 6,35~~4,35~~ ✠LMC BS~~7,34~~8,35MS4,35	Abg Bgn	*r*	OG 4,35	1914 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Dampskibsselsk. Dannebrog(C.K. Hansen,*Mgr.*) *WB=CellDBa*88'	280·0|40·0|19·1 P21'B74'F31' FK *uE&B*38'*f*114' 535*t*	Copnhagn Danish 4*BHCem* *APT*78*t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb 100*lb* 188NHP 2SB,4*cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
32724	— 4Mst (*ex*Fagernes) 1*Dk*	*1497* *1297* *849*					1919	A/S Sorlandets Skibs. Fevig	O/Y Pohjanmeri	241·0|39·5|16·9 P27'B67'F29'	Åbo Finnish *WB*	T.3Cy.18",29½"&49"–33" 188NHP FredrikstadM.V.Frdstad.		N
32725 7341 SGCW	**Rosendal** (*ex*Bedehome, *ex*Ageröen) *ss*Mmo.No.3-5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	*1388* *1159* *767*	✠100A1 5,34 BS11,34 ✠LMC5,35	Osc	*o*	OG 8,33	1920 5mo Lloyd	Kalundbrg Skibsverft Kalundborg 'sA&CP	RederiA/B Rosenborg(C.Lundqvist, *Mgr.*) *C*	233·3|37·1|16·8 P17'B50'F25' FK *ellDB*195'409*tFPT*	Kullavik Swedish 4*BHCem* 63*tAPT*28*t*	T.3Cy.16 7/16",25 9/16"&42½"– 29½" 185lb (*s*) 120NHP 2SB,4*cf*,GS67,HS2028 Akt.Smith,Mygind& Hüttemeier,Copenhagen	18 ″ 8 s2 ″ 0½ 16 ″ 9	
32726 LESK	— Ⓟ 1*Dk*	357 187 171					1909	Laxevaags Msk&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskab	140·0|23·6|10·7 P106*t*H19*t*F42*t*	Bergen Norwegian *WB*	T.3Cy.13¼",22"&35"–25" 61NHP LaxevaagsMsk.&Jrns.Bgn		
32727 LDOV	**Roseville** TwinSc D.F. *OilEng.* 1*Dk&Shelterdk* *CruiserStern*	5745 5193 3507					1930	Odense Staalskibsverft Odense	SkibsA/S Goodwill (A.F.Klaveness& Co.A/S,*Mgrs.*)	426·4|58·5|26·6 P131'*t*H405'*t*F15'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24 7/16"–51 3/16" 710NHP Akt.Burmeistr&Wain,Cpn		N
32728 163388 GWRL	**Rosewood** (*ex*Stegg-34) *ss*Shl.No.1-35 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5989 5276 3548	✠100A1 9,35~~3,35~~ ~~✠LMC7,34~~ *CarryingPetroleum in bulk* DBS9,35 ✠LMC9,35	Nwc Shl	*z*	CL ~~N1,34~~ 9,35	1931 7mo Lloyd	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle 'sA&CP	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*) *CellDBuE*56'171*tD*	396·1|55·1|32·1 P97'B29'F36' *Trunk*238' FK *Tf*34'347*tFPT*135*t*	London British 14*BHptCem* (*9 to U dk* 5 ,, *2nd* ,,) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB180*lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s5 ″ 5¼ 26 ″ 9¼	
32729 YTDV	**Rosina Topic** (*ex*Trevider-33) *ss*Cff.No.3-5,26 *ss*Ssk.No 2-34 D.F. 1*Dk*(*ptIrn ptStl*)	*4299* *4015* *2730*	✠100A1 9,35 ~~9,34~~ ✠LMC7,34 BS8,35	Pla Rot	*x*	CL 9,34	1913 5mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	"Ilirija" NavigationCo.Ld. (Ant.Topic,*Mgr.*) *CellD*	369·9|51·1|26·1 P33'B226'F34' FK *Ba*119' *uE*23' *f*163'	Susak Yugoslav 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 178*lb* 385NHP NDB12*refitted*34 2SB,6*cf*,GS132,HS6330 JReadhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32730	**Rosita** (*ex*ElihuThomson, *ex*Italia) Iron 1*Dk(Irn)&Spar dk&Web frames* *Fitted for oil fuel*	896 — 648	✠ 3,91 ✠	Nwc	*l*		1888 9mo	W.Dobson &Co. Newcastle	J.F.Mould&Cia. *DBa*5	195·1 H20*t* 1'*f*79'132*tAPT*30*t*	28·0	13·6 20·6	Callao Peruvian 4*BHAsp*	T.3Cy.15",23"&40"-30" 88NHP N.E.MarineE.Co.Ld.Nwc.	21 ″ 8	
32731 7200 SEYA	**Roslagen** *ss*HamNo.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	*1841* *1617* *1078*	✠100A1 ~~3,35~~~~1,34~~ 4,36 ~~BS6,34~~ ✠LMC5,33 ~~BS7,35~~4,36	Ham Rot	*r*	OG ~~5,33~~ 4,36	1925 5mo A&CP	Akt.Lind-holmen- Motala Gothenburg	Rederiaktieb. Roslagen(P.G. Thulin,*Mgr.*) *CellDB*	262·0 P24'B67'F28' FK 224'502*tAPT*41*t*	42·7	18·1	Stockholm Swedish 4*BHptCem* *ptAsp*	T.3Cy.21",33"&55"-36" (*s*) 185lb 238NHP 2SB,*6cf*,GS100,HS3370 FD Akt.Lindholmen-Motala	20 ″ 6 s 2 ″ 8¼ 18 ″ 0¼	
32732 3847 SGDE	—, (*ex*Probus, *ex*TudorPrince) Iron *ss*Hbg.2ndNo.3-4,23 *ss*Hbg.No 1-28 *Well deck* 1*Dk*(*IrnQws*)&*Web frames* *Now "Tonu," see No. 40275 in Supplement*	*1466* *1148* *845*	✠ — 5,32 ✠	Hbg	*o*		1884 10mo	JLThomp- son&Sons Sunderland	Rederiaktieb. Caledonia(A. Nilsson,*Mgr.*)	245·2 P23'Q69'B59'F27' FK *DBa*69'*f*54'238*t*	35·0	17·6	Hlsngborg Swedish 4*BHCem*	C.2Cy.31"&57"-36" NDB01 162NHP 1DB,*4pf*,GS80,HS2811 J.Dickinson,Sunderland	18 ″ 8	V †
32733 119093 MGMX	**Roslea** (*ex*TheMonarch) 3Mst *ss*Bel.2ndNo.3-7,30 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *ss*Bel.No.1-34	642 436 255	✠100A1 2,34 ~~BS2,34~~ ✠LMC~~7,30~~ 6,35	Bel	*i*	OG 2,34	1904 2mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	R.&D.A.Duncan, Ld.(W.Clint*Mgr.*) *C*	185·0 Q101'B10'F34' BK7½" *ellDB*/99'145*tFPT*	27·6	10·8	Belfast British 3*BHCem* 57*tAPT*10*t*	C.2Cy.19½"&44"-30" (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10¼ 13 ″ 8	
32734 164448 GYJZ	**Roslin Castle** *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	7016 6265 4260	✠100A1 2,36~~5,35~~ ✠LMC5,35	Bel Sou		CL	1935 5mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld. *Duct keel fwd. of* *CellD*	426·5 B129'F45' *mchy. space* FK *B*352'1321*tFPT*54*t*	61·3	32·0	London British 7*BH* *APT*128*t*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55⅛" 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	
32735 160585 GSQP	**Rossington Court** *ss*Bry.No.2-36 ~~*ss*Shl.No.1-32~~ D.F. 2*Dks*(*Stl*)	6922 6575 4334	✠100A1 *withfreeboard* ~~5,30~~~~10,34~~ 1,36 ~~BS10,34~~ ✠LMC~~8,32~~ 12,35	Bry ~~Shl S.Fe~~	*a*†	CL ~~8,32~~ ~~6,35~~ ~~10,35~~ 1,36	1928 10mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.*Mgrs.*) *U'twe* *C*	420·0 F39' FK *Coll* *en dk BHexceptColl BHdispensed with* *ellDBa&uE*168'*f*182'1477*tFPT*108*t*	56·5	32·8	London British *Cem* *BH to W dk* 6 ,, ,, 2nd ,, *APT*149*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,*9cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
32736 52 ICFG	**Rossini** Ⓟ *ss*Fiu.No.1-32 *OilEng.* 2*Dks*(*Stl*)	2425 1835 1420	✠100A1 ~~9,35~~~~4,25~~ 3,36 ~~DBS8,34~~ ✠LMC9,32 7,35	Fiu	*s*	CL ~~10,33~~ 3,36	1928 8mo *Lloyd*'*sA&CP*	Cant.Nav. Triestino Monfalcone	AdriaSoc.Anon.di Nav.Marittima *CellDB*205'40	294·0 281·3 P29'B84'F36' FK 4*tFPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico.Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
32737 124166 MCPZ	**Rossmore** 3Mst *ss*Fal.2ndNo.3-7,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	627 419 253	✠100A1 8,33 ~~BS8,34~~ ✠LMC7,32 2,36	Fal	*j*	CL ~~7,32~~ 2,36	1907 3mo *Lloyd*'*sA&CP*	Murdoch& Murray PortGlasgow	County of Corn- wallShippg.Co.Ld. (J.Hampton*Mgr.*) *WB*=	180·2 Q103'B11'F33' FK *DBf*94' 150*t FPT*	27·6	11·0	Cardiff British 3*BHCem* 53*tAPT*12*t*	C.2Cy.20$\frac{11}{16}$"&44"-30" (*s*) 130lb 80RHP 1SB,*3pf*,GS59,HS1768 Ross&Duncan,Glasgow	13 ″ 8 s 4 ″ 3¾ 13 ″ 5¼	
32738 PHDY	**Rossum** *ss*Rot.No.1-32 D.F. 1*Dk*(*Stl*)	2116 1892 1263	✠100A1 2,36 ~~3,35~~ BS3,35 ✠LMC11,32	Rot	*s*	CL 3,35	1928 3mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *CellD*	281·3 P22'B64'F22' FK *B*242' 542*t FPT*62*t*	42·7	19·3	Amstrdam Dutch 4*BHCem* *APT*54*t*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoom- sleepshellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
32739 LETE	**Röst** Ⓟ 1*Dk*&*Awng dk*	379 334 210					1898	Trndhjems Mek.Værkst. Trondheim	Vesteraalens Dampskibsselskab	147·5 H45*t* *WB*	21·1	15·4	Stokmark- næs Norwegian	T.3Cy.12½",20½"&33"-21" NB12 50NHP Trondhjems M.V.Trndhm.		
32740 LESL	**Rosta** (*ex*Vossa,*ex*Clevedon, *ex*ChevalierSt.Georges,*ex*Vesta, *ex*Redemirol,*ex*BanseiMaruNo.5) 1*Dk* Broken up	1332 1143 788					1919	Thomas S.B.Yard Osaka	RederiA/S"Rosta" (E.Mortensen& O.Thue)	220·2 P34*t*B64*t*F30*t*H30*t*	32·6	18·8	Oslo Norwegian *WB*	T.3Cy.15",24"&41"-30" 95NHP OsakaSeikiDockCo.Osaka		V
32741 LETF	**Rösten** (*ex*Gripen,*ex*Comp.Stm.) *Mchy.Aft* 1*Dk*	737 594 393					1920	A/B Öster- sjövarfvet Norrköping	TönsbergsRederi A/S(Rafen& Loennechen, *Mgrs.*)	187·8 P70*t*F24*t*H17*t*	30·1	12·7	Tönsberg Norwegian *WB*	T.3Cy.14$\frac{3}{16}$",22"&39"-23⅝" 62NHP A/B Götaverken,Got.		V
32742 DMAF	**Rostock** *Fitted for oil fuel* Sub.Sig 1*Dk*	2542 2170 1489					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Aug.Cords	328·8 P26'B197'F37'H46'	45·3	18·2	Rostock German	T.3Cy.22$\frac{13}{16}$",37"&60"-39⅜" Hannoverische 226NHP Masch.A.G.Hannover		G
32743 1587 ICFI	**Rostro** (*ex*Anguille) Wireless 1*Dk*	333 — 144					1917	Forg.&Ch. delaMédit. Havre	"Sorima"Società Ricuperi Marittimi	131·3	23·9	11·8	Genoa Italian	C.2Cy 18"&36"-23½" 52NHP Forg.&Ch.delaMédit.Hav.		I
32744 118734 MGMV	**Rosyth** *ss*Lth.2ndNo.3-1,29 *Mchy.Aft* *ss*Lth.No.1-33 *Well deck* 1*Dk*(*ptStl-ptws*) *Now "Quickthorn," see No. 39751 in Supplement*	409 303 158	✠100A1 3,35 ~~5,34~~ ✠NB1,25 ✠LMC8,33 BS1,35	Gmh Bkn	*g*	CL ~~5,34~~ 2,35	1903 12mo *Lloyd*'*sA&CP*	Dundee Shipbuilders' CoLdDundee	W.J.Ireland *WB*	165·0 Q67'B11'F23' FK =*DBf*33'50*t FPT*	25·1 *26·6*	11·7	Dundee British 3*BHCem* 24*t*	T3Cy.15½",25¾"&41"-33" (*s*) 180lb 132NHP 1SB,*3cf*,GS56,HS2388 Cooper&Greig,Dundee	12 ″ 8 s ″ 9½ 12 ″ 0	
32745 7656 SGDI	**Rota** 1*Dk*	*1115* *778* *595*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	215·7 P14'Q49'B45'F35'	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"-31½" 119NHP A.Borsig,G.m.b.H.Berlin		
32746 OYPA	— Wireless D.F. *Ref.Mchy.* 2*Dks*	840 673 418					1923	Deutsche WerkeA.G. Kiel	DetForenede DampskibsSelsk.	231·9	34·0	13·6	Odense Danish *WB*	T.3Cy.19$\frac{11}{16}$" 32$\frac{3}{10}$"&52$\frac{4}{5}$"-35" 165NHP DeutscheWerkeA.G.Kiel		V
32747 DOGT	**Rotenfels** *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7854 7308 4854					1927	Akt.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P121'B144'F90'	60·5	31·8	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP A.G."Weser,"Bremen		G
32748 128883 GLDV	**Rother** *ss*Goo.No.2-35 *ss*Goo.No.3-4,26 *Ref.Mchy.* ~~*ss*Goo.No.1-30~~ Wireless D.F. 1*Dk*(*Stl*)	986 817 403	✠100A1 5,35~~1,34~~ ~~BS4,34~~ ✠LMC~~5,29~~ 5,35	Goo	*o*	OG 4,33	1914 5mo *Lloyd*'*sA&CP*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	LondonMidland& ScottishRly. *WB*=*CellDBa*51'	240·0 P38'B88'F37' FK *uE*23'*f*92'197*tFPT*	34·1	15·3	Goole British 5*BHCem* 13*tAPT*28*t*	T3Cy.22$\frac{3}{16}$",36"&61"-39" (*r*) 180lb 349NHP 2SB,*6cf*,GS120,HS5370 FD ClydeSB.&Eng.Co.Ld.PGl	16 ″ 4 s1 ″ 10½ 14 ″ 7	
32749 164453 GYJY	**Rothesay Castle** *OilEng.* D.F. *Ref.Mchy.* *CruiserStern* *For full particulars see No. 39352 in Suppplement*	7016 6265 4260	100A1 (*ClassContem plated*)				1935	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	426·5 B123'F39'	61·3	32·0	London British	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55⅛" Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32750 132007 GLYQ	**Rotorua** (P) TwinSc5Mst (exShropshire) ~~ssLon.No.3-3,28~~ Ref.Mchy. ~~[illegible]~~ D.F. 2Dks(Stl)&Shelter dk(Stl-ws) E.S.D. ssLon.2ndNo.3-5,35	10890 8602 6826	✠100A1 Shelter dk withfreeboard ~~9,25 7,34~~ 2,36 BS9,35 ~~BS12,34~~ ✠LMC~~10,30~~ 12,34 ✠Lloyd'sRMC~~[illegible]~~ 2,36 Fitted for oil fuel 3,23, F.P. above 150° F.	Lon	g†	CL 8,33	1911 9mo Lloyd	J.Brown &Co.Ld. Clydebank 'sA&CP	FederalStm.Nav. Co.Ld. CellDB a102'uE&B112'	526·4 f228'1681tFPT136	61·4	33·3 FK	London British 8BHCem tAPT118t	Q.8Cy.25",35½",51"&72"-51" 215lb (s) FD 1264NHP 2D&2SB24cf,GS473HS19432 J.Brown&Co.Ld.Clydebnk	36 ″ 6 s 6 ″ 8¾ 29 ″ 11¾	BT till ~~7,34~~ ~~[illegible]~~ 9,36
32751 PHEG	**Rotterdam** (P) TwinSc ssRot.2ndNo.3-12,34 D.F. Sub.Sig. 4Dks(StlU,M&L-ptws) Lower Orlop dk in Nos.1,2,3&4 holds	24149 17293 15056	✠100A1 ~~6,32 12,34~~ 1,36 ✠LMC ~~[illegible]~~ MS12,34 BS3,36	Rot	q†	CL ~~11,34~~ 12,35 WB	1908 6mo Lloyd CellD	Harland& Wolff,Ld. Belfast 'sA&CP Ba170'uE&B	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 188'f205'3073tDT	650·5 B&F535' f59'1636tFPT197t	77·4	43·5 FK&BK2½"	Rottrdam Dutch 12BHptCem APT92t	Q.8Cy.33",47",68"&97½"-60" 215lb (s) 2451NHP 8D&2SB,54cf,GS1116, HS46436 Harland&Wolff,Ld.Belfast	47 ″ 4 s14 ″ 10½ 33 ″ 0	
32752 PHEI	— TwinSc ssRot.No.2-33 Mchy.Aft OilEng. Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) D.F. GyC. &Webframes CruiserStern Longitudinal framing	8968 8463 5027	✠100A1 Shelter dk withfreeboard 3,36 ~~2,35~~ DBS~~[illegible]~~ 3,36 ✠LMC CS11,33 2,36 Carrying Petroleum in bulk	Ams Rot		CL ~~2,35~~ 3,36	1925 10mo Lloyd	Frd.Krupp Act.Ges. Kiel 'sA&CP	American PetroleumCo. CellDBuE64' 135t DTf36'315tD	469·8 B33'F39' Ta21'108tFPT186t	63·3	35·3 FK 18BH	The Hague Dutch ptCem ptAsp (13 to U dk) APT106t	Oil Engines 4S.C.SA 12Cy.25 5/16"-39⅜" 2WTDB200lb 763NHP 2DB70lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 2¾	
32753	**Rotula** For full particulars see No. 39851 in Supplement Mchy.Aft OilEng. D.F. E.S.D. Longitudinal framing at bottom & at deck	7750	100A1 (ClassContemplated) Carrying Petroleum in bulk				1935	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats."La Corona"	460·0 P93'B47'F48'	59·0	34·0	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25 5/16"-55⅛" Werkspoor.N.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5	
32754 FNWG	**Roubaisien** 2Dks	3152 2919 1970			...		1921	JReadhead &Sons,Ld. S.Shields	Cie.desBateaux à Vapeur du Nord	331·2 P30'B170'F33'	47·2	22·1 FK	Dunkirk French WB	T.3Cy.23½",39"&65"-45" 307NHP J.Readhead&Sns,Ld.S.Shl.	24 ″ 5	V †
32755 FOYH	**Rouen** (P) TrpSc Fitted for oil fuel D.F. 2Dks	1882 1520 683					1912	Forg.&Ch. de la Médit. Havre	Chemins de Fer de l'EtatFrançais (SouthrnRly.Mgs)	293·3	34·7	21·4	Dieppe French WB	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
32756 Broken up	**Rouffach** (exC.-34) WoodTwinSc 1Dk	1131 — 598					1919	Wm.Lyall S.B.Co.Ld. N.Van-couver,B.C.	Cabiro-Mora	195·2 P91'B10'F28'	40·5	15·2	Mahon Spanish	C.4Cy.12",24"-16" 38NHP SorelMechanicalShops, Quebec		
32757	**Roula** (exSundbri-34, exEuropa) 1Dk	1044 820 587					1899	Bergens Mek.Værks Bergen	MichailA.Kara-georgis	223·2 Q108'B24'H16t F24'	32·3	13·1	Piræus Greek WB	T.3Cy.15¾",25"&42"-30" 97NHP BergensMek.Værks.Bgn.		V
32758 ORYA	**Roumanie** (exPyrgos,exHorncap, exHaimon) 2Dks	3563 3383 2256					1906	Flensburgr Schiffsb.Ges. Flensburg	CieNationaleBelge deTransports Mar. (ArmementDeppe, Mgrs.)	341·7 H24'	48·7	17·2 25·0	Antwerp Belgian WB	T.3Cy.20 1/16",34⅞"&61"-39⅜" 236NHP FlensburgerSchiffsb.Ges.		V
32759 137414 GRBX	**Roumelian** ssLiv.No 3-8,27 ssBkn.No.1-32 CruiserStern 2Dks(Stl)	2687 2545 1710	✠100A1 ~~5,35~~ ~~7,34~~ 11,35 BS5,35 ✠LMC11,32	Bkn	u	CL 7,34	1914 11mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	EllermanLines,Ld WB=CellDBa	312·0 P71'B103'F32' 95' u E&B45' f135'	43·0	23·8 FK	Liverpool British 6BHCem 621tAPT15t	T.3Cy.20",34½"&59"-42" (s) 220lb 331NHP 2SB,6cf,GS111,HS4654 FD Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 1 s 3 ″ 7½ 22 ″ 8½	
32760 149901 GLWR	**Rovuma** TwinSc ssP.Nl.No.1-32 Wireless 2Dks(Stl-Wthr dk teak s)	1289 1190 739	✠100A1 withfreeboard 3,35 ✠LMC MS7,32 BS~~2,34~~10,35	PNl	n	CL 5,33	1927 9mo Lloyd	Ardrossan Dkyd.Ld. Ardrossan 'sA&CP Cell	UnionCastleMail S.S.Co.Ld. DB168' 240t FPT	211·8 46tAPT31t	35·1	19·1 FK Coll	London British 4BHCem BH to W dk	T.6Cy.11¼",18¾"&31"-21" 180lb (s) 125NHP 2SB,4cf,GS63,HS2357 W.Beardmore&Co.Ld.Gls.	21 ″ 0 s 8 ″ 0½ 13 ″ 4¾	
32761 160292 MJML	**Rowan** ssBel.No.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	500 348 188	✠100A1 2,36 ~~2,32~~ ✠LMC~~2,32~~ 3,36	Bwg Bel	h	CL ~~2,35~~ 2,36	1932 2mo Lloyd	Scott& Sons Bowling 'sA&CP	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.Mgrs.) Cell	167·0 Q97'B9'F23' DB88'100t FPT47t	25·6	10·0 BK7"	Newry British 3BHCem APT47t	T.3Cy.13½",23"&38"-27" (s) 200lb 86RHP 1SB,3cf,GS60,HS2000 Aitchison,BlairLd. Clydebank	12 ″ 1 s 4 ″ 2½ 12 ″ 6½	
32762 120718 KJWV	**Rowe** Wood 1Dk	476 — 394					1888	Manitowoc S.B.Corp Manitowoc, Wis.	H.GordonRowe	142·8	30·0	10·6	Nw.Haven, Con. Utd.States	C.2Cy.17"&34"-26" NB12 49NHP ManisteeIronWorks, Manistee,Mich.		
32763 FOEN	**Roxane** TwinSc OilEng. Mchy.Aft Longitudinal framing 1Dk D.F. Carrying Petroleum in bulk	7813 7024 4185					1929	Atel.&Ch. duSudOuest Bordeaux	Cie.Auxiliare de Nav.	445·4 P103'B35'F54'	62·1	34·2	Havre French WB	Oil Engines 4S.C.SA 12Cy.21 11/16"-59 1/16" 532NHP Akt.Burmeistr&Wain,Cpn		V
32764 161579 GYFP	**Roxburgh** D.F. 1Dk	4241 3927 2637	✠100A1 ~~6,35 3,35~~ 5,36 ✠LMC5,35	Nwc Hul	x	CL	1935 3mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	B.J.Sutherland &Co.Ld. CellD	372·0 P48'B226'F31' B317'1116tFPT95t	52·4	25·2 FK	Newcastle British 6BHCem APT141t	T.3Cy.22½",37"&63"-45" (s) 210lb 335NHP 3SB,6cf,GS117,HS5445 N.E.MarineEngCoLdNwc.	27 ″ 6 s 3 ″ 4 24 ″ 5	
32765 139228 GBWT	**Roxby** ssBry.No.3-10,35 ~~ssShl.No.2-31~~ D.F. 1Dk(Stl)	4252 3975 2605	✠100A1 ~~2,35~~ 10,35 MBS2,35 ✠LMC MS10,35 DBS10,35	Cff Bry	y	CL ~~8,32~~ 9,35	1923 6mo Lloyd	RopnerSB &RepairngCo (Stocktn)Ld. Stockton 'sA&CP	RopnerShppngCo. Ld. CellDBa136'u	378·0 P50'B&F298' E21'f155'965tFPT	53·0	24·6 FK	W.Hartlpl British 6BHCem 76tAPT206t	T.3Cy.24½",41"&68"-48" (s) 180lb 100lb 364NHP 2SB,6cf,GS140,HS5836 J.Dickinson&Sons,Ld.Sld.	27 ″ 0 s 3 ″ 1½ 24 ″ 1½	
32766 6749 SDZN	**Roxen** (exAthaulf) ssGot.No.3-5,28 ssGot.No.1-33 D.F. 1Dk(Stl)&Shelter dk (Stl-pt ws)	4528 4039 2709	✠100A1 Shelter dk withfreeboard 2,36 ~~12,34~~ ✠LMC MS7,32 BS~~[illegible]~~12,35 Fitted for oil fuel 2,21 F.P. above 150° F.	Got ~~Bkn~~ Vcr	y	OG 11,34	1921 9mo Lloyd	Akt.Lind- holmen- Motala Gothenburg 'sA&CP	RederiA/B Trans- atlantic(G.Carl-son,Mgr.) CellDB	377·8 F38'on Shelter dk Collision 269'1145tAPT86t	54·2	24·4 FK	Gothenbrg Swedish ptCem BHtoShdk 5 " " U "	T.3Cy.27",44⅜"&72⅞"-48"(s) 185lb 455NHP 3SB,9cf,GS144,HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11¼ 24 ″ 2¼	
32767 TVHE	**Royal** Fitted for oil fuel Mchy.Aft 1Dk Carrying Petroleum in bulk	375 — 176					1924	Ch.&Atel. de laGironde Harfleur	Cie.Fluviale et Mar. deTransp. dePétrole	175·0	25·5	11·0	Havre French	C.2Cy.12"&24"-18" 20NHP McKie&Baxter,Glasgow		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32768 148269 GNSP	**Royal Archer** Ⓟ E.S.D. 2Dks	2266 1398 1167					1928	Scott'sS.B.&E.Co.Ld. Greenock	London&EdinburghShippingCo.Ld.	290·5 P51'B120'F67'	41·2	18·0	Leith British WB	T.3Cy.26",42"&70"-45" 329NHP Scott'sSB&EngCo.Ld.Grk		C BT till ~~4,35~~ 3,36
32769 214531 WSCU	**Royal Arrow** ssN.Yk.No.3-5,29 ssBal.No.1-34 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)&Webframes D.F. Longitudinal framing	7794 7385 4800	✠100A1 Shelter dk withfreeboard 1,36 ~~4,35~~ BS4,35 ✠LMC1,34 CarryingPetroleum in bulk Fitted for oil fuel12,16 F.P. above 150° F.	NYk LAn	d†	CL 1,34	1916 12mo	NewYork S.B.Co. Camden, N.J. A&CP	Socony-VacuumOilCo.Inc. Cell DBa23'uE&B76'463tDTf40'441tFPT229tAPT131t	467·6 FK	62·7	32·0	NewYork Utd.States 16BH 10 „ toUdk 6 „ „2nd „	Q.4Cy.24⅛",35",51"&75"-51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 " 0 s4 " 2 28 " 1	
32770 149440 GCQX	**Royal Crown** ~~ssBry.No.1-32~~ ssShl.No.2-36 1Dk(Stl) &Shelter dk(Stl)	4364 4105 2647	✠100A1 withfreeboard ~~7,35~~ ~~8,34~~4,36 ~~BS4,35~~ ✠LMC~~1,32~~ 3,36	Bry Shl	z	CL ~~1,34~~ N4,36	1927 8mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	HallBros.S.S.Co.Ld.(HallBros.Mgrs.) CellDB348'1188tFPT120tAPT198t	400·4 F39' FK	53·0	25·3	Newcastle British 6BHCem (CollBHto Sh dk 5 „ „ 2nd„)	T.3Cy.25½",42"&70"-48" (s) 180lb 410NHP 3SB,9cf,GS178,HS6900 N.E.Mar.Eng.Co.Ld.Nwc.	27 " 10 s3 " 3 24 " 10	
32771 162702 MJMY	**Royal Eagle** Ⓟ Pad 1Dk&Promenadedk	1539 779 794	✠A1 withfreeboard 5,35 ✠LMC4,32 For service between London & Ramsgate Fitted for oil fuel 4,32 F.P. above 150° F.	Lon			1932 4mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	GeneralStm.Nav.Co.Ld. CellDBaft of EngineRoom12'11t	292·1 Promenade dk281' BK5"	36·7	10·5	London British 9BHptAsp ptCem	T.D.3Cy.28½",44"&68"-60" 210lb (s) 485NHP 2SB,8cf, ,HS6620 FD CammellLaird&Co.Ld.Bkn		BT till 10,35
32772 148242 GDXY	**Royal Fusilier** Ⓟ E.S.D. 2Dks	2187 1383 1094					1924	CaledonS.B.&E.Co.Ld. Dundee	London&EdinburghShippingCo.Ld.	290·2 P51'B102'F63'	41·2	18·0	Leith British WB	T.3Cy.26",42"&70"-45" 339NHP CaledonSB.&E.Co.Ld.Dun		C BT till ~~4,35~~ 3,36
32773 146693 GJPS	**Royal Prince** (exLondonCommerce) ssQns.No.1-27 D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern Cargo battens not fitted inShelter'tween dks Now "Collegian," see No. 37506 in Supplement	7886 7362 4934	✠100A1 Shelter dk withfreeboard 8,30 ✠LMO MS9,26 BS4,30 Carrying vegetable oil in after deep tanks Fitted for oil fuel 1,23 F.P. above 150° F.	NYk	c†	CL 12,27	1923 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	~~Furness,Withy&Co.Ld.~~ Charente S.S.Co.Ld.(T.&J Harrison,Mgrs) Duct keel in Blr. space&forward154' CellDB366'1568tDTf33'967tDTa33'797tFPT68tAPT82t	450·4 F42' on Shelter dk FK	58·0	38·3	London British ptCem CollisionBHtoShdk 6 „ „ U „	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 190lb 1010NHP 4SB,16cf,GS312,HS13314 FD Richardsons,Westgarth&Co.Ld.Mdb.	41 " 0 s11 " 3 30 " 2	
32774 161816 MPSB	**Royal Scot** ssLth.No.1-34 E.S.D. 1Dk(Stl-pt ws) 2nd dk in holds	1444 1143 595	✠100A1 4,35 ✠LMC1,34	Lth	q	CL 12,32	1930 3mo	CaledonS.B.&E.Co.Ld. Dundee Lloyd'sA&CP	London&EdinburghShippingCo.Ld. CellDBa&uE69'f92'210tFPT25t	260·8 P38'B92'F64' FK&BK1¼"	38·3	17·3	Leith British 5BHptCem ptAsp	T.3Cy.22½",37"&60"-42" (r) 180lb 120lb 356NHP 2SB,6cf,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun	18 " 6 s2 " 0 16 " 10¾	
32775 142772 GNXB	**Royal Star** (exRoyalstar) TwinSc ssNwc.No.3-9,31 Ref.Mchy. ssNwc.No.1-35 2Dks(Stl)&Shelter dk(Stl) CruiserStern	7900 7576 4880	100A1 Shelter dk withfreeboard ~~8,35~~ ~~3,35~~ 1,36 8,35 ~~BS11,31~~ LMC~~9,31~~ Lloyd'sRMC~~4,35~~ ~~8,35~~1,36 Fitted for oil fuel 2,20 F.P. above 150° F.	Liv ~~Nwc~~	c†	CL ~~6,34~~ ~~P10,33~~ 8,35	1919 2mo	Workman,Clark&Co.Ld Belfast Lloyd'sA&CP	UnionColdStorageCo.Ld.(BlueStar Line,Ld.Mgrs.) CellDB392'1495tFPT120tAPT70t	450·0 P31'F43' on Shelter dk FK	58·5	37·1	London British ptCem 8BHtoShdk	T.6Cy.26½",44"&73"-48" (s) 200lb 1138NHP 3DB,24cf,GS439,HS17079FD Wrkman,Clark&Co.LdBel	40 " 0 s11 " 0½ 29 " 3	
32776 134513 CYBN	**Royalite** Carrying Petroleum in bulk Mchy.Aft 1Dk&Web frames	2052 1530 1542			...		1916	Collingw'd S.B.Co.Ld. Collingwood	ImperialOil,Ld.(H.J.Rahlves,Mgr.)	250·0 P63'F43' FK	43·1	16·6	Sarnia Ont British WB	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ont.	18 " 0	
32777 151108 VGWZ	**Royalton** Mchy.Aft GyC. D.F. 1Dk Longitudinalframing at bottom& at deck	7164 6740 5194					1924	TheCollingwoodS.B.Co.Ld.Collingw'd.Ont.	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	536·5 F53'	58·2	27·0	Toronto British WB	T.3Cy.24½",41½"&72"-48" 359NHP AllisChalmersMfg.Co.Milwaukee		CR
32778 150356 CYMG	**Royan** (exWaccamaw) Mchy.Aft 1Dk2trB	1471 1206 879					1900	CraigS.B.Co. Toledo,O.	CanadaSteamshipLines,Ld.	250·2	40·2	14·8	Montreal British WB	T.3Cy.20",32½"&55"-40" 185NHP CraigS.B.Co.Toledo		
32779 LETG	**Röyksund** (exAlfriston,exEuropa,exVautour,exMargueritePry) ssBgn.No.3-8,33 1Dk(Stl) Well deck Mchy.Aft	695 530 371	✠ ... 5,35 ✠	Bgn	j		1919 5mo	N.V.Machinefabriek&Scheepswerf VanP.SmitJr Rotterdam	D/S A/S Fraktfart (Sig v.Risanger,Mgr.) CellDBf112'136tFPT37t	182·0 Q119'B13'F19' FK	28·0	12·9	Haugesnd Norwegian 3BHCem	T.3Cy.16½",$27\frac{3}{16}$"&$43\frac{5}{16}$"-29½" 117NHP 1SB,3cf,GS55,HS1895 VanP.Smit,Jr.Rotterdam	14 " 9	
32780 149488 GSNX	**Royston** ssShl.No.1-34 1Dk(Stl) Cargo battens not fitted	2722 2353 1642	✠100A1 4,35 ✠LMO MS7,34 BS4,35	Shl	t	CL 4,35	1929 1mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	GrantaS.ShppgCo.Ld.(Witherington&Everett,Mgrs.) CellDB261'727tFPT106tAPT100t	305·0 P23'B50'F24' FK	45·5	21·3	Newcastle British 6BHptCem	T.3Cy.21",35"&57½"-42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 s3 " 2¾ 20 " 5¾	
32781 PHEX	**Rozenburg** 1Dk Sub.Sig.	2068 1805 1259					1918	N.V.Werf Rijkee&Co. Rotterdam	N V.Stoomb.Mij."DeGoedeVerwachting"(HalcyonLijn,Mgrs.)	281·3 P18'B63'F27'	41·3	19·2	Rottrdam Dutch WB	T.3Cy.21",32½"&55"-36" 181NHP Werkspoor,Amsterdam		G
32782 124582 GLYM	**Ruahine** Ⓟ TwinSc Ref.Mchy. D.F. E.S.D. 3Dks	10870 9593 6872	Lloyd'sRMC~~4,35~~ ~~12,35~~ 4,36				1909	W.Denny &Bros. Dumbarton	NewZealandShippingCo.Ld.	480·6 B157'	60·3	41·1	Plymouth British WB	T.6Cy.28",47"&78"-48" 843NHP Denny&Co.Dumbarton		C BT till ~~9,35~~ 12,36
32783 123046	**Rubens** (exGaby) WoodAux3MstSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	375 307 275					1918	Chilman Shipyard Hoquiam, Wash.	KirkconnelBros.	137·9	30·9	11·8	Nassau,NP British	Oil Engines 4S.C.SA 4Cy.12"-16½" 56NHP UnionGasEng.Co.S.Fo.		
32784 6671 SGDK	**Rubfred** (exJonasRein) 1Dk	*786* *611* *414*					1915	J.Meyer's S.B.Co. Zalt-Bommel	VerkebäcksÅngfartygsA/B (F.Olsson,Mgr.)	198·2 Q68'B53'F23'	31·5	12·1	Verkebäck Swedish WB	T.3Cy.14",23"&38"-27" 75NHP RotterdamDroog.Maats.		V
32785 15 ICFL	**Rubicone** (exMyrmidon) D.F. 2Dks	4740 4465 2929					1905	Armstrong Whitworth &Co.Ld. Newcastle	MarittimaRavennateS.A.	391·5 P41'B110'F43'	49·2	28·8	Ravenna Italian WB	T.3Cy.25",41"&70"-48" 339NHP N.E.MarineEng.CoLdNwc		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Moulé. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds, ps	15
32786 ONYC	**Rubis** TwinSc	633 528 389					1897	Société JohnCock'rill Hoboken	Soc.Anon.John Cockerill	213·8 Q64'H8'F30'	27·9	13·2	Antwerp Belgian	T.6Cy.16½",24½"&37⅞"-25½" 142NHP SociétéJ.Cockerill,Seraing		V
32787 118186 MCDQ	**Rubislaw** ssAbn.2ndNo.3-4,31 ssAbn.No.1-35 Well deck 1Dk(Stl)&deep framing	1023 720 418	✠100A1 ~~6,35~~ ~~2,34~~ 1,36 BS4,36 ~~BS5,31~~ ✠LMC~~5,31~~ MS6,35	Abn	*n*	CL ~~11,32~~ 4,35	1905 1mo Lloyd	Hall,Russell&Co.Ld Aberdeen 'sA&CP WB	GraniteCityS.S. Co.Ld. (R.Connon Reid&Co.Mgrs.) = Cell DBa54' u E	220·2 Q76'B67'F47' BK8" 19'f91'241tFPT14t	32·2	14·8	Aberdeen British 4BHCem APT18t	T.3Cy.18½",31"&51½"-36" 180lb (r) 190NHP 2SB,6cf,GS103,HS3166 Hall,Russell&Co.Ld.Abn.	15 ″ 7 s ″ 9½ 15 ″ 6	
32788 ~~115166~~ ~~MCQM~~	**Ruby** ssGrk.2ndNo.3-1,24 ssBwg.No.2-32 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	406 287 157	✠100A1 3,35 ✠LMC MS12,32 ~~BS6,34~~ 6,35	Tru	*g*	CL 10,33	1904 3mo Lloyd	Scott& Sons Bowling 'sA&CP	~~Wm.Robertson~~	142·5 Q70'B9'F26' BK7¼" WB=	26·1	10·9	Estonian 3BHCem FPT39t	C.2Cy.18"&40"-27" (s) 180lb 91RHP 1SB,3pf,GS53,HS1680 Muir&Houston,Ld.Gls.	12 ″ 1 s ″ 3½ 12 ″ 5	
32789 145510 GPMR	**Ruckinge** (exCourcelles, exMarjorieS.) ~~ssBrs.No.2-31~~ ssBry.No.3-2,36 1Dk(Stl) Cargo battens not fitted	1742 1562 979	✠100A1 withfreeboard ~~11,34~~ 2,36 ~~BS11,34~~ ✠LMC~~6,34~~ 2,36	Cff Bry	*p*	CL ~~6,33~~ ~~6,35~~ 1,36	1923 3mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Constants(South Wales),Ld.(M. Constant,Mgr.) CellDB217'434t ~~Tanks in way~~	253·0 P15'F23 FK Tank in way of mainmast62t ~~of masts1102t~~ FPT	37·2	22·0	Cardiff British 4BHCem 38tAPT44t	T.3Cy 20",33"&54"-36" (s) 180lb 214NHP 2SB,6cf,GS218,HS3640 Swan,Hunter&Wigham Richardson,Ld	24 ″ 2 s 6 ″ 3½ 18 ″ 1	
32790 EGKQ	**Ruda** (exGlengarry, exRisö,exSaintPetersburg) Iron3Mst 1Dk	335 — 165					1857	Denny& Rankin Dumbarton	S.Otegui& J.Campos	158·9 P45tH16t	23·0	11·2	S.Sebast'n Spanish	C.2Cy.20"&40"-24" NB91 NE77 78NHP Aron&Gollnow,Stettin		
32791 139234 GKXR	**Rudby** ssCff.No.2-33 D.F. 1Dk(Stl)	4846 4627 2994	✠100A1 ~~10,34~~ ~~4,35~~ 4,36 ~~BS5,31~~ ✠LMC5,35 10,35	Bry ~~Npt~~ Hpl	*y*	CL 6,34	1924 12mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	RopnerShipping Co.Ld. CellDBa&uE158'	390·0 P30'B220'F40' FK f169'1041tFPT180	55·0	26·4	W.Hartlpl British 6BHptCem tAPT179t	T.3Cy.25½",40"&71"-48" (s) 180lb 100lb 439NHP 3SB,9cf,GS190,HS7614 Cen.Mar.E.Wrks LdWHpl	28 ″ 9 s 4 ″ 5½ 24 ″ 6½	
32792 132058 MDNF	**Rudmore** ssShl.No.3-5,24 ssSld.No.1-29 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	969 730 574	✠100A1 7,31 BS7,32 ✠LMC5,29	Shl	*m*	CL 7,32	1911 3mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	WestollSteamships Ld.(JamesWestoll, Ld.Mgrs.) WB = Cell	208·0 Q98'B10'F22' FK DBf129'263t FPT	34·0	12·9	Sundrland British 4BHCem 51t	T.3Cy.17½",29"&48"-33" (s) 180lb 100lb 162NHP 1SB,4pf,GS82,HS2782 G.Clark,Ld.Sunderland	14 ″ 11 s 1 ″ 3½ 13 ″ 9	
32793 LESN	**Rudolf** (exSmåland,exSkeffington) ssOsl.No.1-35 ssOsl.3rdNo.3-5,31 Well deck 1Dk(Irn)&Webframes	924 734 541	✠100A1 ~~6,35~~ ~~5,34~~ 1,36 ~~BS5,34~~ ✠LMC~~5,31~~ BS1,36 6,35	Osl Shl	*m*	CL 5,34	1893 4mo	Wood, Skinner&Co. Newcastle A&CP	Skibsaktieselskapet Skaabu (PaulBlich,Mgr.) WB = Cell D	206·0 Q100'B21'F23' FK B173'254t FPT41t	32·3	14·4	Oslo Norwegian 4BHCem APT22t	T3Cy16⅛",28⅝"&47"-33"(s) 160lb 100lb NDB27 127NHP 1SB,3pf,GS56,HS1900 N.E.MarineEng.CoLdNwc	16 ″ 7 s 1 ″ 6 15 ″ 5	
32794 DHUH	— 1Dk	821 654 487					1905	Stettiner Oderwerke Stettin	MathiesReed.A.G.	210·9 P14'Q41'B71'F27'	30·8	12·8	Hamburg German WB	T.3Cy.16",25"&41"-30" 92NHP StettinerOderwerke,Stn.		G
32795 DHUI	**Rudolf Albrecht** Mchy Aft D.F. 2Dks Sub.Sig. Fitted for oil fuel Carrying Petroleum in bulk	3817 3299 1993					1922	Frd.Krupp Akt.Ges. Kiel	Partenreed D. 'RudolfAlbrecht' (Dr.MaxAlbrecht, Mgr.)	377·4 len34 P88'B28'F44'	45·7	23·9	Hamburg German WB	T.3Cy.23⅝",38 3/16"&62 1/16"-41⅝" 247NHP Frd.KruppA.G.Kiel		G
32796 DHUJ	**Rufidji** (exAndalusia) Fitted for oil fuel Wireless 1Dk	1387 1152 770					1921	Deutsche WerftA.G Hamburg	DeutscheOst-AfrikaLinie	234·5 B52'F23'	36·8	17·9	Hamburg German WB	T.3Cy.16 15/16"27 9/16"&43⅞"-31½" 106NHP StettinerOderwerkeStettin		G
32797 205088	**Rufus P. Ranney** Mchy.Aft 1Dk	4797 — 3505					1908	Superior S.B.Co. Superior Wis.	TritonS.S.Co. (G.A.Tomlinson, Mgr.)	425·0	52·0	28·0	Wilmgton (Del.) WB Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Superior		
32798 DAUR	**Rugard** TwinSc Wireless Sub.Sig. Cruiser Stern 3Dks	1358 693 492					1927	Stettiner Oderwerke Stettin	StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H.	252·0 B180'	35·9	12·0	Stettin German WB	T6Cy.15⅝",26⅛"&43 5/16"-25⅝" 187NHP StettinerOderwerke		G
32799 DAPE	**Rügen** TwinSc Sub.Sig. 3Dks	2170 1593 936					1914	Stettiner Oderwerke Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,Mgr.)	294·2 B26'H—	38·2	21·6	Stettin German	T6Cy20 1/16",32 5/16"&51⅛"-29½" 283NHP StettinerOderwerke		G
32800 DMAS	**Rugia** (exLitiLarsen,exFranzFischer, exKäteVick) 1Dk	656 501 349					1904	Act.Ges. "Neptun" Rostock	"Orion" Schiffahrts-Ges.m.b.H.	171·4 Q53'B58'F19'	28·7	12·7	Rostock German WB	T3Cy.12⅝",19 11/16"&33½"-23⅝" 55NHP A.G."Neptun,"Rostock		G
32801 DIEX	**Ruhr** Ⓟ D.F. OilEng. Sub.Sig. 3Dks	5955 5173 3584					1925	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	454·0 F31'	58·3	24·2	Hamburg German WB	Oil Engines 4S.C.SA 16Cy.22 1/16"-24⅝" 763NHP BremerVulkan,Vegesack		G
32802 161919 MPVG	**Runa** 1Dk	1575 1329 926					1930	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.Mgrs.)	252·3 P15'Q43'B90'F24'	40·0	16·5	Glasgow British WB	T.3Cy.18",30"&49"-33" 138NHP NEMarineEng.Co Ld.Nwc		C
32803 4829 SGDM	— (exWisla,exEdna,exErnst) 1Dk	736 496 402					1908	Göteborg M.V.Aktieb. Gothenburg	RederiA/B Banana(SvenSalen, Mgr.)	184·1 Q135'B37'H18t F22'	28·4	11·4	Stockholm Swedish WB	T.3Cy.14 5/16",2¼"&37 7/16"-23⅝" 68NHP GoteborgsMV.Aktieb.Got		V
32804 1541 SGDR	**Runeberg** Ⓟ Iron (exJ.L.Runeberg) 1Dk	472 266 275					1876	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	159·4 P102'H59tF34'	24·6	12·3	Stockholm Swedish	T.3Cy.14⅝",23⅝"&38"-25⅝" 73NHP W.LindbergsAktieb.Skm.		
32805 7601 SFCN	**Runmarö** (exConfield) ssShl.No.3-4,25 Cargo battens not fitted ssOsc.No.2-34 1Dk(ptIrn ptStl)	2876 2553 1672	✠100A1 3,36 ~~4,34~~ BS10,35 ✠LMC MS4,34 ~~BS10,31~~	Osc Mmo	*u*	CL ~~4,24~~ 3,36	1912 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.) CellDBa96'uE&	314·0 P25'B98'F35' FK B41'f137'758tFPT	46·6	21·2	Stockholm Swedish 5BHCem 62tAPT146t	T.3Cy.23",36½"&62"-42" (s) 180lb 267NHP 2SB,6cf,GS104,HS4082 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 6¾ 20 ″ 1	
32806 146085 MLGP	**Runnelstone** ssNwc.No.3-6,35 ~~ssGoo.No.2-31~~ Mchy.Aft 1Dk(Stl) Well deck	869 592 427	✠100A1 ~~3,34~~11,35 ~~BS3,35~~ ✠LMC~~6,31~~ 4,36 MS7,34	Shl Sws	*k*	CL 7,34	1923 1mo Lloyd	HansenSB &ShipRepg. Co.Ld. Bideford 'sA&CP	S.&R.Steamships. Ld.(Stone&Rolfe, Ld.Mgrs.) Cell	190·0 Q119'BonQ14'F26' FK DB126' 239t FW T	30·1	12·5	London British 3BHCem ank in break	T.3Cy.16",27"&44"-30" (s) 180lb 99RHP 2SB,4pf,GS64,HS2070 MacColl&Pollock,Ld.Sld. 714tFPT53tAPT30t	14 ″ 6 s 4 ″ 6¾ 14 ″ 1¼	
32807 144061 GDNW	**Runo** CruiserStern 1Dk	1858 1392 1089					1920	Ramage& Ferguson,Ld Leith	Ellerman'sWilson Line,Ld.	262·7 P&B163'F57'	39·0	16·2	Hull British WB	T.3Cy.17½",30"&52"-36" 162NHP Ramage&Fergusn,Ld.Lth		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
32808 161016 GPTF	**Runswick** ssBry.No.1-34 1Dk(Stl)	3970 3527 2361	✠100A1 ~~9,35~~ ~~10,34~~ 2,36 ✠LMC MS5,34 BS10,34	Rio ~~Bry~~ Shl	x	CL ~~12,34~~ ~~11,35~~ 1,36	1930 5mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, Mgrs.)	365·0 P33'B222'F33' FK CellDB321'955t	51·0	23·2	Whitby British 6BHCem APT191t	C4Cy(2)$18\frac{3}{8}$"&(2)$39\frac{3}{8}$"-$39\frac{3}{8}$" 210lb 180lb (s) 277NHP 2SB,6cf,GS112,HS4880 J.Dickinson&Sons,Ld.Sld.	25 " 6 s 3 " $1\frac{3}{4}$ 22 " $7\frac{1}{4}$	
32809 151392 VTDF	**Rupavati** (P) (exRepton) TwinSc Fitted for oil fuel 2Dks	735 692 274			...		1919	A&J Inglis Ld. Glasgow	BombayS.N.Co. Ld.	219·8 FK	28·6	15·5	Bombay British WB	T.6Cy.$13\frac{1}{4}$",$21\frac{1}{4}$"&34"-21" 378NHP A.&J.Inglis,Ld.Glasgow	16 " 3	
32810 148280 GKYR	**Ruperra** ssBry.No.2-33 1Dk(Stl)&Shelter dk(Stl)	4548 4237 2800	✠100A1 withfreeboard ~~8,35~~ ~~4,35~~11,35 BS1,35 ✠LMC11,33	Npt Cff	z	CL ~~N4,35~~ ~~8,35~~ 11,35	1925 1mo Lloyd	W.Gray&Co.Ld. W Hartlepool 'sA&CP	BritishStm.Shpng.Co.Ld.(J.Cory&Sons,Ld.Mgrs.) CellDB351'1051t	397·1 F32' FK APT129t (Coll	53·0	24·6	Cardiff British 6BHptCem BHto Sh dk 5 ,, ,, 2nd ,,)	T.3Cy.26",42"&70"-48" (s) 180lb 423NHP 3SB,9cf,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 " 1 s 2 " $11\frac{1}{2}$ 24 " 5	
32811 161139 GMZJ	**Rupert de Larrinaga** 1Dk	5358 4887 3243					1930	Lithgows Ld. Pt Glasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British WB	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Gls.		C
32812 109661 GFRX	**Rushen Castle** (P) TwinSc (exDuke of Cornwall) 2Dks	1724 1151 699					1898	VickersSns&Maxim,Ld. Barrow	Isle ofManSteam PacketCo.Ld.	315·0 P74'B132'F73'	37·1	16·5	DouglasIM British WB	T8Cy.$22\frac{1}{2}$",34"&(2)$38\frac{1}{2}$"-33" NB11 170NHP VickersSs&Maxim,Ld.Brw		BT till ~~5,35~~ ~~12,35~~ 5,36
32813 160757 GSPD	**Rushpool** D.F. 1Dk	5125 1845 3181					1928	Cowpen DD&SBCoLd Blyth	PoolShppg.Co.Ld.(SirR.Ropner&Co. Ld.Mgrs.)	420·1 P34'B238'F41'	54·1	26·7	W.Hartlpl British WB	T.3Cy.$26\frac{1}{2}$",44"&73"-48" 369NHP Blair&Co (1926)Ld.Stk.		C
32814 160000 GQVP	**Rusoilprod** ssCff.No.1-34 OilEng. Wireless 1Dk(Stl) Mchy.Aft	836 606 426	✠100A1 ~~7,35~~ ~~3,34~~ 1,36 ✠LMC OS7,35 11,34 CarryingPetroleum in bulk	Cff DBS1,34	l	OG ~~3,34~~ N1,36	1930 7mo Lloyd	C.Hill&Sons,Ld. Bristol 'sA&CP	RussianOil Products,Ld.	190·0 P54'F22' FK DTf9'39tFPT40t	32·6	13·3	Bristol British 8BH APT36t	Oil Engines 4S.C.SA 6Cy.$20\frac{7}{8}$"-$20\frac{7}{8}$" 256NHP 2DB100lb Maschfbk.Augsburg-Nürnberg-Augsburg	14 " 4 s 1 " $2\frac{1}{2}$ 13 " $2\frac{1}{4}$	
Broken up 32815	**Rustemiye** (exEustratios Cavounides,exVictoire,exVirginia, exAlexandria,exAphroditi,exReka) 2Dks	1220 — 693					1883	LloydAustro-Ungarico Trieste		221·9	31·5	21·7		C.2Cy.30"&55"-27" NB98 131NHP ArsenaleLloyd,Trieste		
32816 LDNO	**Ruth** TwinSc OilEng. Mchy Aft CruiserStern 1Dk Carrying Petroleum in bulk	5486 4775 3224					1932	Götaverken A/B Gothenburg	RederiA/S Ruth (Hagb.Waage, Mgr.)	381·0 P206tH378tF71t	55·2	30·1	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 543NHP GötaverkenA/B,Got.		N
32817 SJHN	— (exMexicano-35) 2Dks	*3726* *3223* *2217*					1911	Sir J.Laing&Sons,Ld. Sunderland	Glückmans Metallaffär	~~346·0~~ P146tH250tF49t 344·5	~~46·8~~ 46·7	~~24·8~~ 24·6	Gothenbrg Swedish WB	T.3Cy.24",40"&66"-45" 292NHP J.Dickinson&Sons,Ld.Sld.		N
32818 DAQT	— Wireless 1Dk	628 487 341					1924	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.ThGribelK.G. a.A.(R.C.Gribel, Mgr.)	180·2 Q22'B45'F22	29·0	11·5	Stettin German WB	T.3Cy.$13\frac{3}{8}$",$21\frac{11}{16}$"&$35\frac{7}{16}$"-$25\frac{9}{16}$" 64NHP StettinerOderwerke		G
32819 OUZQ	— WoodAux4MstSr (exSailing Vessel) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	321 304 258					1920	T.Ph.Jörgensen Thurö	SejlskibsA/S Danmark(A.E. Sörensen,Mgr.)	129·4	29·6	13·2	Thurö Danish	Oil Engines 2S.C.SA 2Cy.$11\frac{13}{16}$"-$16\frac{1}{8}$" 49NHP Emade&fitted30 A/S Völund,Cpn.		
32820 LCWO	**Ruth I** (exRuth) ssShl.No.3-11,12 1Dk(Stl)2trB&deepframing	3531 3232 2172	✠ 4,18 ✠	Gms	v		1900 4mo	C.S.Swan&Hunter,Ld. Newcastle	A/S Britannic (Brummenæs& Torgersen,Mgrs.)	330·0 P62tH79tF42t WB=CellDBa FK 106'uE18'f140'829t	48·0	24·6	Haugesund Norwegian 5BHCem APT39t	T.3Cy.$24\frac{1}{4}$",38"&64"-42" 275NHP 2SB,6cf,GS92,HS4048 T.Richardsn&Sns.Ld.Hpl.	27 " 5	N †
32821 220966 WADW	**Ruth Alexander** (P) TwinSc (exCallao,exSierraCordoba) Ref.Mchy. Fitted for oil fuel D.F. GyC. 3Dks	8135 — 4988					1913	Akt.Ges. "Vulcan" Stettin	DollarTerminal S.S.Co.	439·1 B151'F103'	56·0	26·2	S. Frncisco Utd. States WB	T.3Cy.24",$39\frac{7}{16}$"&$64\frac{11}{16}$"-$49\frac{1}{8}$" 588NHP A.G."Vulcan,"Stettin		R
32822 220761 KDIP	**Ruth Kellogg** (exVaba) Fitted for oil fuel 2Dks Carrying Petroleum in bulk	5037 4598 3086					1920	American International S.B.Corp. HogIslandPa	KelloggS.S.Corp.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd. States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
32823 219173 KOKS	**Ruth Lykes** (exSouthlands, exLakeGera) Fitted for oil fuel 1Dk2trB	2612 — 1725			...		1919	Chicago S.B.Co. Chicago	LykesBros.S.S.Co. Inc.	251·0 P25'B64'F26' FK	43·6	26·1	Galveston Utd. States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 3	R †
32824 PHFN	**Ruurlo** (exUuras-35,exRuurlo-32, exEigenHulpII) ssAms.No.3-1,28 ssAms.No.1-32 1Dk(Stl) Now "Dinara," see No 37784 in Supplement	3156 2808 1932	✠100A1 3,35 BS3,35 LMC11,32	Ams	u	CL 1,34	1917 8mo	Wilton's E.&Slpwy.Co. Rotterdam A&CP	N.V.Stoom.Maats. "Noordzee"	337·3 325·0 P24'B206'F29' FK CellDB278'662t	47·2	21·9	Amsterdam Dutch 5BHCem APT48t	T.3Cy.$22\frac{3}{4}$",37"&62"-39" (s) 180lb 180lb 270NHP NBmade19fitted24 NDB24 2SB,3cf,GS132,HS4300 Wilton'sE.&Slpwy.Co.Rot	24 " 2 s 2 " 9 21 " $7\frac{3}{4}$	
32825 134946 MLZT	**Rydal Force** ssBkn.No.3-12,35 ~~ssLiv.No.2-32~~ Well deck Mchy.Aft 1Dk(ptStl) Cargo battens not fitted	1101 745 550	✠100A1 12,35~~12,32~~ BS~~1,31~~ 8,35 ✠LMC~~12,32~~ MS12,35	Liv Bkn	m	CL ~~12,32~~ 11,35	1924 8mo Lloyd	CaledonS.B.&E.Co.Ld. Dundee 'sA&CP	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. Mgrs.) Cell	210·0 Q128'B13'F30' FK DBf131'248t FPT	33·1	13·1	Whitehvn British 3BHCem 102tAPT54t	T.3Cy.16",27"&44"-30" (s) 180lb 149NHP 2SB,4pf,GS84,HS2760 W.Beardmore&Co.Ld.Gls.	15 " 4 s 4 " $9\frac{1}{4}$ 14 " $11\frac{1}{4}$	
32826 7917 SDHT	**Rydboholm** OilEng. D.F. Sub.Sig 1Dk(Stl)&Shltr dk(Stl) Strengthened for Navigation in Ice	*3197* *2692* *1774*	✠100A1 withfreeboard 11,34 ✠LMC10,33	Got	x	CL 11,34	1933 10mo Lloyd	Götaverken A/B Gothenburg 'sA&CP	A/B Svenska Amerika-Mexiko Linien(B.Zander, Mgr.) CellD	368·2 FK B305'907tAPT45t (	49·2	20·4	Gothenbrg Swedish 7BH Collto Sh dk 6 ,,2nd,,)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB85lb GötaverkenA/B,Got.	23 " 0 s 1 " $5\frac{3}{4}$ 21 " 8	
32827 220052 KJXA	**Ryder Hanify** Wood Fitted for oil fuel 1Dk	1343 — 756					1920	Kruse&BanksS.B.Co. NorthBend, Ore.	J.R.HanifyCo.	235·0 P18'B67'F38'.	43·0	17·7	S.Frncisco Utd. States WB	T.3Cy.16",27"&46"-33" 121NHP PacificMarineIronWorks, Portland,Ore.		R
32828 146345 MNBL	**Rye** ssGoo.No.2-33 Sub.Sig. 1Dk(Stl)	1048 825 427	✠100A1 ~~5,35~~ ~~4,34~~ 4,36 ~~BS2,34~~ ✠LMC3,33 BS~~5,35~~4,36	Goo	o	OG 8,32	1924 10mo Lloyd	W.Beardmore&Co.Ld. Glasgow 'sA&CP	LondonMidland& ScottishRailway CellDBa&	240·3 P39'B88'F34' FK uE73'f90'198tFPT	34·2	15·4	Goole British 5BHCem 12tAPT24t	T.3Cy.$22\frac{3}{8}$",36"&61"-39" (s) 180lb 333NHP 2SB,6cf,GS124,HS5000 FD W.Beardmore&Co.Ld.Gls.	16 " 4 s2 " $0\frac{1}{2}$ 14 " 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Heures ou cote, si ce n'est dans le L.R. Durée Cert. Refl Trade.
32829 LESX	**Ryfylke** Ⓟ (*ex*Baltriger, *ex*St.Croix) *ss*Lon.No.3-10,29 *ss*Stv.No.1-35 *Ref. Mchy.* 1*Dk*(*Stl*)&*Awng dk*(*Stl-ws*)	1151 933 660	✠100A1 *Awng dk* *with freeboard* 1,35 BS1,35 ✠LMC1,35	Stv	*n*	CL 1,35	1917 3mo	Kjöbnhvns Flydk.&Skbs Copenhagen *Lloyd'sA&CP*	DetStavangerske Dampskibsselskab. *CellDB*179'187*t FPT*	220·4 B79'F46'*on Awng dk* FK	32·7	17·7	Stavanger Norwegian 6*BHptCem* 31*t APT*8*t*	T.3Cy.17",27"&45"–30" (*s*) 200lb 166NHP 2SB,6*cf*,GS90,HS3080 FD KjbnhavnsFlydk.&Skbsv.	19 " 9 s 6 " 3 13 " 9	
32830 LCOA	**Rygja** *ss*Bgn.No.3-3,32 1*Dk*(*Stl*)	3534 3284 2146	✠100A1 3,35 BS~~3,34~~ 9,35 ✠LMC3,32	Rio	*w*	CL 3,35	1920 6mo	J.Blumer &Co.Ld. Sunderland *Lloyd'sA&CP*	A/S J.Ludwig Mowinckels Rederi *CellDB*312' 802*t FPT*67*t*	356·3 P35'B170'F30' FK	48·7	23·9	Bergen Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb HS5801 348NHP 2SB&1Aux.SB,8*cf*,GS149, N.E.MarineEng.Co.Ld.Sld	25 " 11 s3 " 7½ 22 " 6	
32831 LESY	**Rym** (*ex*Mosel,*ex*MontRose)	1369 1184 790					1919	N.V.Werf deNoord Alblasserdam	D/S A/S"Rym" (Johs.Larsen)	239·0 P45*t*H168*t*F32*t*	36·0	16·9	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMach.Fab.		N
32832 336 JMUG	**Ryoga Maru** Wireless 2*Dks*	1264 1021 704					1929	Manchu DockK.K. PortArthur	DairenKisenK.K.	230·0	34·0	18·0	Dairen Japanese	T.3Cy.		
32833 225 JPXA	**Ryoka Maru** (*ex*Oneka, *ex*Schuylkill) *ss*Kob.2ndNo.3-4,24 *ss*Kob.No.2-32 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5308 4886 3302	✠ 7,35 *Shelter dk* *with freeboard* ✠LMC~~5,34~~	Kob	*a*†	CL 7,33	1903 6mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	SakaKisenK.K. *CellDBa*146' *uE*23' *f* 171'	411·8 FK 1210*t FPT*82*t APT*45*t*	52·3	27·6	Dairen Japanese 7*BHCem*	T.3Cy.27",43"&72"–48" (*s*) 180lb 418NHP 3SB,9*cf*,GS184,HS6850 Rankin&Blackmore,Grk.	30 " 6 ~~s 4 " 4½~~ ~~26 " 2~~	
32834 29704 JDWA	**Ryokai Maru** (*ex*Oristano) *ss*Yka.2ndNo.3-3,35 ~~*ss*Kob.No.3-4,22~~ ~~*ss*Kob.No.2-31~~ 2*Dks*(*Stl*)	4655 4044 2918	✠100A1 3,36 ~~4,34~~ 10,35 ✠LMC~~3,35~~ 3,36	Osa ~~Hak~~ Kob	*x*	CL 3,35	1911 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	NipponGodoKosen K.K. *CellDBa*129'*uE&B*42'*f*164'1108*t*	380·0 P31'B94'F36' FK	49·0	26·4	Kobe Japanese 6*BHCem* *APT*42*t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 " 0	
32835 36563 JFWC	**Ryoyo Maru** *ss*Kob.No.1-36 *Oil Eng.* 2*Dks*(*Stl*)	5974 5308 3650	✠100A1 3,36 ~~3,34~~ DBS3,36 ~~DBS11,34~~ ~~✠LMC1,34~~ ✠LMC CS3,36 3,36 *Fitted for carrying oil*	Kob	*a*†	CL 11,34 1,31 F.	1931 1mo *P. above*	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP* *ve 150° F. in d*	ToyoKisenK.K. 1'*tween dk* *CellDB*345' *eep tank aft*	415·0 P34'B118'F39' FK *BH dispensed with* 1394*t* *DTa*41'1277*tFPT*265*tAPT*58*t*	56·0	31·8	Yokohama Japanese *ptCem* 5*BH to U dk* 3 " " 2*nd* "	Oil Engines 2S.C.DA 6Cy.23⅝"–$35\frac{7}{16}$" 1175NHP DB*100lb* Maschfbk.Augsburg-Nürnberg,Augsburg	31 " 10 s 6 " 10 25 " 0½	
32836 24083 JIAD	**Ryufuku Maru** *ss*Kob.No.3-6,31 *ss*Nag.No.1-34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *with freeboard* 11,35~~6,34~~ 11,35 ✠LMC~~6,34~~	Nag	*y*	OG ~~5,33~~ 11,35	1919 1mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	OginunoKaisho K.K. *CellDB*334'1118*t*	385·0 FK *Collision BH to A dk* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* 5 " " *U* "	T.3Cy.26",43½"&$72\frac{3}{16}$"–48" 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1½ 27 " 1	
32837 94 JLOG	**Ryuhei Maru** Ⓟ 2*Dks*	724 658 427					1910	OsakaIron Works Osaka	DairenKisenK.K.	180·0	27·0	19·0	Dairen Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
32838 22274 JTXA	**Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) 1*Dk*	2223 1856 1546					1918	S.Ono Osaka	Kuribayashi ShosenK.K.	270·0 P16'B62'F28'	39·0	23·9	Tokio Japanese *WB*	T.3Cy.18⅝",30"&49"–39" 150NHP S.Ono,Osaka		C
32839 19785 JSWA	**Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) 1*Dk*	2211 1854 1571					1917	S.Ono Osaka	TsutsumiSerichiro	270·0 P16'B65'F28'	39·0	23·9	Tokio Japanese *WB*	T.3Cy.18",30"&49"–39" 150NHP S.Ono.Osaka	23 " 11	C
32840 Broken up 220 JSXA	**Ryui Maru** (*ex*Umta) *ss*Kob.2ndNo.3-2,24 2*Dks*(*Stl-U*teak s) &*deep framing*	5454 5081 3391	✠ 12,25 ✠	Kob	*z*		1898 7mo	A.Stephen &Sons Glasgow	RyuohKisenK.K. *CellDBa*119' *uE&B*48'*f*192'	410·0 B89'F59' FK 1129*t MT* 33' 981*t*	50·7	28·7	Dairen Japanese 6*BHCem* *APT*41*t*	T.3Cy.26½",42"&66½"–51" 383NHP 2SB,6*cf*,GS120,HS5408 FD A.Stephen&Sons,Glasgow	31 " 9	C †
32841 203 JSFA	**Ryujin Maru** (*ex*Culna) *ss*Kob.2ndNo.3-9,23 *ss*Kob.No.2-32 2*Dks*(*Stl*)3*tr B*	6243 5879 3966	✠100A1 7,35 ~~7,34~~ ✠LMC~~7,34~~ 7,35	Kob	*a*†	CL N6,33	1907 2mo	W.Denny &Bros. Dumbarton *Lloyd'sA&CP*	RyuohKisenK.K. *CellDBa* 154'*uE&B*	430·5 P31'B82'F39' FK 87'*f*143'1153*t FPT*	54·2	31·9	Dairen Japanese 7*BHCem* 135*tAPT*77*t*	T.3Cy.33",53½"&86"–60"(*r*) 180lb 760NHP 4SB,12*cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34 " 10 s7 " 9½ 27 " 4	
32842 10305 JLUE	**Ryukyu Maru** Ⓟ 2*Dks*	730 668 429					1906	OsakaIron Works Osaka	OsakaShosenK.K.	185·0 B35'	27·1	17·8	Osaka Japanese *WB*	T.3Cy.13",$24\frac{5}{16}$"&39"–30" 83NHP OsakaIronWorks,Osaka		
32843 Broken up 207 JSMA	**Ryuoh Maru** (*ex*Sofala) 2*Dks*(*Stl*)&*Web frames* &*Shelter dk*(*Stl*-teak s)	5555 5133 3368	✠ 4,04 ✠	Bom	*a*†		1902 6mo	SirJ.Laing &Sons,Ld. Sunderland	RyuohKisenK.K. *CellDBa*123'*uE&B*42' *f* 196'1256*t*	411·0 FK *DTf*27'816*tFPT*141*t*	50·8	29·0	Dairen Japanese 6*BHCem* *APT*137*t*	T.3Cy.26½",42"&66½"–51" 395NHP 2SB,6*cf*,GS123,HS5695 G.Clark,Ld.Sunderland	32 " 0	C †
32844 28547 JFXB	**Ryusei Maru** (*ex*MadameMidas, *ex*Silvia) 1*Dk*&*deep framing*	2088 1923 1510			...		1904	ClydeS.B. &E.Co.Ld. Pt.Glasgow	KatanoKisen GomeiKaisha	288·3 P29'B80'F33' FK	42·0	19·6	Kobe Japanese *WB*	T.3Cy.21",33"&57"–36" 202NHP ClydeS.B.&E.Co.Ld.P.Gl.	18 " 9	C †
32845 32489 JOKB	**Ryutoh Maru** (*ex*Camberley, *ex*Wyvisbrook) *ss*Kob.No.3-1,27 *ss*Osa.No.1-30 1*Dk*(*ptIrn ptStl*)	3305 2972 2359	✠ ... 12,34 ✠	Hak	*v*		1912 3mo	J.Blumer& Co. Sunderland	UyenoKisenGoshi Kaisha (Nakamura GumiLd.*Mgrs.*) *CellDBa*119'*uE*2	332·5 P28'B101'F32' FK 5'*f*137'846*tFPT*73*t*	48·7	21·9	Fuchu Japanese 5*BHCem* *APT*106*t*	T.3Cy.23",38½"&61"–42" 284NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.Ld.Sld	24 " 3	
32846 25097 JEDD	**Ryuyo Maru** (*ex*EgyptMaru) *ss*Kob.No.3-8,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6707 6272 4787	✠100A1 *Shelter dk* *with freeboard* 11,35 ~~12,34~~ ✠LMC~~12,34~~ 11,35	Kob Yks	*z*	12,34	1920 3mo	Uraga Dk.Co.Ld. Uraga A&CP	UyenoKisen GoshiKaisha *CellDB*308'1117*t*	400·0 B78'*on Shelter dk* FK *Coll BH to Sh dk* *FPT*80*tAPT*69*t*	54·0	37·5	Fuchu Japanese *Cem* 5 " " *U* "	T3Cy.$27\frac{1}{16}$",45"&75"–48" (*s*) 200lb 540NHP 3SB,9*cf*,GS189,HS7601 FD UragaDockCo.Ld.Uraga	37 " 6 s 8 " 5¼ 29 " 4	
32847 21795	— Wood 1*Dk*	769 659 464					1917	Osaka Zosensho Osaka	OtaShotenK.K.	193·7	29·7	16·8	Hashi-hama Japanese	C.2Cy.18"&38⅛"–27" Okamoto 65NHP Kasakusho,Osaka		
32848 10	**Ryuzan Maru**	416 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			

*** Additional Ships are inserted in the Supplement at the end of the Register.

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* **Special Surveys.** No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32849 30094 WBDQ	**S. B. Coolidge** (*ex*Australia, *ex*SailingBarge) *Mchy.Aft* 1*Dk*2*trB* D.F. GyC.	3695 — 2877					1898	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0|48·2|22·4 *WB*	Wilmgton (Del.) Utd.States E *Tpd*02	T.3Cy.20",33½"&56"-42" E&NB*fitted*02 203NHP AmericanSBCo.Cleveland		R
32850 218630 KJXC	**S. B. Hunt** *ss*Mob.No.3-4,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6840 6133 4268	✠100A1 ~~5,35~~11,35 BS5,35 ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	NYk Gal	*b*†	CL ~~N4,34~~ 11,35	1919 8mo	SunS.B. Co. Chester,Pa. A&CP	~~StandardShppg.~~ ~~Co.~~ Standard Oil Co. of New Jersey *CellDBuE&B60'* *DTf*40'552*t*	429·3|59·2|31·4 P133'B36'F40'F FK 259*t* *FPT*222*t APT*57*t*	Wilmgton (Del.) Utd.States 17*BHptCem* 13*BHtoUdk* 4 „ „2*nd*„	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa	33 ″ 3	
32851 127426 WFUI	**S. B. Way** (*ex*A.E.R.Schneider, *ex*CharlesR.VanHise) 1*Dk* *Mchy.Aft* Now "J. M. Oag," see No. 38674 in Supplement D.F.	6874 — 5288					1900	Superior S.B.Co. Wst.Superior	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	458·0|50·2|25·0	Wilmgton (Del.) Utd.States *WB*	Q4Cy.20½"30"43½"&63"-42' 257NHP ChicagoS.B.Co.Chicago		R
32852 220941 KDML	**S. C. T. Dodd** *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* GyC. *Carrying Petroleum in bulk*	7025 6349 4355					1920	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0|57·2|33·1 P106'B40'F41'	S.Frncisco Utd. States *WB*	T.3Cy.27½",46¼"&78"-51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
32853 96445	**S. H. Robbins** (*ex*HenryW.Oliver) *Mchy.Aft* GyC. 1*Dk*2*trB*	4909 — 3617					1899	Cleveland S.B.Co. Lorain,O.	TheWilsonTransit Co.	444·0|50·0|24·6 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-40" NB17 251NHP ClevelandS.B.Co.		R
32854 PKRV	**'sJacob** 2*Dks*&*ptAwng dk*3*trB*	2839 — 1770					1907	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·1|22·8 F39' *ptAwng dk*220'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" NB*made*13 *fitted*16 233NHP Maats.Fyenoord,Rot.		V
32855 216019 WPCM	**S. M. Spalding** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	7176 6444 4361			...		1918	Bethlehem S.B.Corp.Ld. S.Francisco	~~PanAmerican~~ ~~ForeignCorp.~~ Standard Oil Co. of New Jersey	435·0|56·0|32·0 P106'B50'F42' FK	Wilmgton (Del.) Utd.States *WB*	DR Geared Steam Turbine 531NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
32856 FNCW	**S. N. A. 1** (*ex*Snake) *ss*Rou.No.3-1,35~~*ss*Rou.No.2-30~~ *Well deck* 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted* *Corrugated sides*	2679 1977 1365	✠100A1 ~~3,35~~~~3,34~~ 2,36 ~~BS12,34~~ ✠LMC~~10,30~~ 11,35	Shl ~~Rou~~Rot	*t*	CL 3,35	1922 10mo *Lloyd*	Osbourne Graham& Co.Ld. Sunderland '*sA&CP* *Inter*	Soc.Nationale d'Affrêtements *mediateBH in fore*	300·0|48·0|18·1 P19'Q106'B52'F23' FK *hold dispensed with* *CellDBuE&B*40'11	Rouen French *Cem* 4*BHonly* 6*tf*396*tDTa*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. 106'876*tFPT*79*tAPT*75*t*	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
32857 FOSQ	**S.N.A. 6** Now "Cimbria," see No. 37513 in Supplement *ss*Msl.No.[illegible] *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2654 1997 1353	✠100A1 5,35 BS12,34 ✠LMC10,33	Shl	*t*	CL 6,33	1921 8mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *Intermediate* *BH in fore* *CellDBuE&B40'f*	300·0|46·0|18·1 P19'Q106'B52'F23' FK *hold dispensed with* 116'396*tDTa*106'87	Rouen French *Cem* 4*BH only* 0*tFPT*75*tA*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 317NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& *PT*75*t* Co.Ld.Sld.	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
32858 FOSR	**S. N. A. 7** *ss*Rot No.3-10,34 *Well deck* 1*Dk*(*Stl*)&*Web frames* D.F. *Corrugated sides* *Cargo battens not fitted*	2679 1977 1363	✠100A1 ~~10,34~~10,35 ✠LMC4,35 BS4,36	Rot	*t*	CL ~~12,33~~ 10,35	1922 7mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *IntermediateBH* *in fore* *CellDBuE&B40'f*	300·0|48·0|18·1 P19'Q106'B52'F23' FK *hold dispensed with* 116' 396*t DTa* 106'	Rouen French *Cem* 4*BH only* 876*tFPT*79*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& *APT*75*t* Co.Ld.Sld.	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
32859 FOST	**S. N. A. 8** *ss*Msl.No.1-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2582 2125 1546	✠100A1 ~~4,35~~10,341,36 ✠LMC5,34	Sld ~~Shl~~Rot	*t*	CL ~~N2,34~~ 1,36	1930 6mo *Lloyd*	Smith's DockCo.Ld. Stockton '*sA&CP*	Soc.Nationale d'Affrêtements *CellD*	296·2|45·0|20·1 P23'B56'F27' *Trunk in Wells* FK *B*252' 870*tFPT*131	Rouen French 6*BHCem* *tAPT*101*t*	T.3Cy.21",35"&57½"-39" (*s*) 180lb 254NHP 2SB,6*cf*,GS107,HS4335 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 2 ″ 8¼ 19 ″ 9½	
32860 226885 WOBA	**S. T. Crapo** (*Self-Unloader*) *Mchy.Aft* D.F. GyC.	4769 — 2942					1927	Gt.Lakes Eng.Wks. RiverRouge, Mich.	HuronTransptn.Co	384·0|60·0|29·0	Detroit Utd.States	T.3Cy.22½",38"&63"-42" 257NHP Gt.LakesEng.Wks. Detroit,Mich.		R
32861 42 ITJO	**S. Vincenzo** (*ex*Clearlight, *ex*Malorossia) *Well deck* 1*Dk*&*Web frames*	865 703 483			...		1905	Chant.Nav deNicolaieff Nicolaieff	CarmineVitiello	210·6|29·9|13·4 Q76'B52'F26' FK	Torre del Greco Italian *WB*	T.3Cy.15",26"&41½"-22½" 85NHP ChantiersNavals de Nicolaieff	15 ″ 8	I †
32862 TCCT	**Saadet** Ⓟ (*ex*Rumeli, **Iron** *ex*Roumeli, *ss*Cpl.2ndNo.3-6,07 *ex*Thyra,*ex*ErissosKefallinias, *ex*Medea,*ex*MedeaD.) 1*Dk*2*trB* *Well deck*	819 674 495	✠ 2,09 ✠NB5,95 ✠	Pir	*m*		1884 10mo	Palmers' Co. Newcastle	VapurculukTurk AnonimSirketi	219·0|30·2|14·7 P&B123'F25' BK8" *DB*	Istanbul Turkish 5*BHCem* *a*22'*f*22'60*t*	C.2Cy.28"&54"-36" 128NHP 1SB,4*pf*,GS70,HS1846 Palmers'Co.Nwc.	15 ″ 6	
32863 DOHV	**Saale** Ⓟ **4Mst** *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. D.F. E.S.D.	7262 6527 4433	✠Lloyd'sRMC~~12,34~~ 3,36~~10,35~~				1928	F.Schichau Danzig	Norddeutscher Lloyd	473·9|61·2|28·7 P25'B438'F30'	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" 1242NHP F.Schichau,Elbing		G
32864 ~~DOFR~~	**Saarbrücken** Ⓟ **TwinSc** Now "Toscana," see No. 40263 in Supplement *Corrugated sides* Sub.Sig. D.F. 3*Dks*	9429 8388 5386					1923	Act.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	458·7|57·6|30·8 62·3 B142'F44'	~~Bremen~~ ~~German~~ Italian *WB*	T.6Cy.24⅜",40$\frac{9}{16}$"&66⅛"-47¼" 600NHP A.G."Weser,"Bremen		G
32865 820 ESGT	**Saaremaa** **WoodAux3MstSr** (*ex*Kallhäll.*ex*Ilmatar) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	376 318 273					1919	J.H.Hed- lund Wiborg	J.Lepik	146·7|31·0|12·1 Q36'H49*t*	Kuressar Estonian	Oil Engines 2S.C.SA 2Cy.14$\frac{19}{20}$"-16$\frac{3}{20}$" 79NHP J&CGBolinder'sCoLdSkm		V
32866 416	**Saari** **WoodAuxTwinSc3MstSr** (*ex*SailingVessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	415 — 318					1891	W.Wige- lius Gustaf	JohnNurminen	138·6|31·4|14·6	Raumo Finnish	Oil Engines 2S.C.SA 4Cy.11⅘"-12⅖" 98NHP *Emade&fitted*17 J.C.&G.Bolinders,M.V. Stockholm		
32867 DHUL	**Saarland** Ⓟ Sub.Sig. D.F. GyC. 2*Dks*&*Shelter dk*	6725 5572 3974					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1|58·3|26·8	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] dans le L.R. Date Cert. B. of Trade
32868 1199 JTPE	**Sabagawa Maru** Wood 2Dks	317 287 184					1890	J.Ellerton Kobe	TosaDomeiKisen K.K.	144·7	18·8	15·2	Ushioye Japanese	T.3Cy.11",17¼"&27½"–20" NB03 34NHP OsakaIronWorks,Osaka		
32869 149906 GNFJ	**Sabaneta** TwinSc ssCco.No.2-36 ~~ssCco.No.1-32~~ Mchy.Aft 1Dk(Stl)	2396 1743 1242	✠100A1 with freeboard 2,36 ~~12,34~~ ✠LMC3,36 ~~BS1,32~~ ~~BS10,34~~ Carrying Petroleum in bulk Fitted for oil fuel 9,27 F.P. above 150° F.	Cco	t	CL 2,36	1927 9mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(A.Weir&Co. Mgrs.) Wing tanks f 286t a 356t FPT 60t APT75t	305·7 P67'F34' Trunk dk204' FK	50·2	14·3	London British 7BHptCem	T.6Cy.13½",23½"&36"–27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1-10½ 13 ″ 3½	
32870 PUCD	**Sabará** (exMontePenedo) TwinSc OilEng. 2Dks	3693 3329 2312					1912	Howaldts- werke Kiel	LloydBrasileiro	350·7 P&B279'F33'	50·1	23·7	R.Janeiro Brazilian WB	Oil Engines 2S.C.SA 8Cy.18½"–26¾" 460NHP Gebr.Sulzer,Winterthur		
32871 1910 ICGH	**Sabaudia** (exJabiru-33) ssMch.No.3-8,24 ssBrw.No.2-33 Well deck 1Dk(ptIrn ptStl) Stl lower dk in fore hold	1635 1455 914	✠100A1 2,36 ~~2,35~~ ~~BS12,34~~ ✠LMC10,33 1,36	Gen	r	CL 10,33	1911 11mo Lloyd's A&CP	Swan,Hun- ter& Wigham Richardson, Ld Newcastle	CapLuigiMonta Cell DBa 70' u E32'f120'385tFPT 33tAPT44t	296·5 285·0 P&B166'F61' BK8"	36·1	19·5	Genoa Italian 5BHCem	T.3Cy.21⅛",34"&56"–42" 160lb 80lb (r) 254NHP 2SB,6cf,GS129,HS4578 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9 s 2 ″ 0½ 19 ″ 5	
32872 196 ICFT	**Sabbia** Ⓟ ssTri.No.2-34 Ref.Mchy. 2Dks(Stl) D.F.	5788 4999 3623	✠100A1 ~~7,35~~ ~~2,35~~ ~~11,35~~ 3,36 ✠LMC5,34 ✠Lloyd'sRMC ~~7,35~~ 3,36 ~~11,35~~ BS7,35	Ven Tri	y	CL 2,35	1926 4mo Lloyd's A&CP	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Nav.Libera TriestinaS.A. CellDB338'1233t B125'F35'FPT 122tAPT60t	404·3 390·1 54·0 29·6 FK	54·0	28·7	Venice Italian 7BHCem 1BHto2nd dk	T.3Cy.25½",41"&68"–45" (s) 200lb FD 468NHP 3SB,9cf,GS148,HS6960 ClydeS.B.&E.Co.LdP.Gls.	32 ″ 0 s 6 ″ 7 25 ″ 7¼	
32873 EAIJ	**Sabina** (exAirScout,exWeilburg) ssBbo.No.3-4,34 1Dk(Stl) Cargo battens not fitted	2421 — 1297	100A1 12,34 LMC4,34 BS7,35	Sws	s	CL 12,34	1920	Frd.Krupp Akt.Ges. Kiel Intermediate BH in fore hold dispensed with	Cia.Nav.Vascongada CellDB231'558tDTf12'118tFPT57t APT153t	288·2 P22'B80'F38' FK	44·2	20·3	Bilbao Spanish 4BH only ptCem pt Asp	T.3Cy.19⅞",32⅞"&54⅜"–39⅜" 175lb (s) 245NHP 2SB,4cf,GS86,HS3445 FD Frd.KruppA.G.Kiel	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
32874 136307 VGXM	**Sable I** Ⓟ ssQbc.No.3-5,27 ssMtl.No.2-35 ~~ssQbc.No.1-31~~ Wireless 1Dk(Stl)&Shade dk	734 425 341	✠100A1 Shade dk ~~5,35~~ ~~5,34~~ 5,36 ~~BS4,34~~ ✠LMC~~5,31~~ 5,35 BS5,36	Mtl Qbc	j	CL ~~5,34~~ ~~4,35~~ N5,36	1914 6mo Lloyd's A&CP	Bow,Mc- Lachlan&Co. Ld. Paisley	Bras d'orBayNav. Co.Ld. Cell DBa35'uE27'f83'156t	183·0 FK&BK1"	28·6	12·2	Quebec British 4BHCem	T.3Cy.15",25½"&41"–30" (s) 200lb 85RHP 2SB,4cf,GS81,HS2410 Bow,McLachln&CoLdPsy	13 ″ 0 s ″ 7 12 ″ 8	
32875 144504 GBQW	**Sabor** Sub.Sig. 2Dks	5212 4793 3227					1920	Earle'sCo. Ld. Hull	RoyalMailLines Ld.	400·4 F39'P49'B113'	52·2	28·5	London British WB	T.3Cy.27",44"&73"–48" 369NHP Earle'sS.B.&E.Co.Ld.Hull		C
32876 EAIK	**Sac 2°** ssBcl.No.3-5,34 1Dk(Stl)	2959 2769 2260	✠100A1 5,35 ~~5,34~~ ✠LMC MS4,34 BS1,35	Bcl	u	CL ~~N5,32~~ 5,35	1922 2mo Lloyd's A&CP	J.Blumer &Co.Ld. Sunderland	Soc.Anon.Cros CellDBa108'uE25'f140'743t APT147t	331·0 P29'B94'F30' FK	47·7	21·9	Barcelona Spanish 5BHCem	T.3Cy.24",40"&65"–45" (s) 180lb 100lb 318NHP 2SB,6cf,GS136,HS5022 J.Dickinson&Sons,Ld.Sld.	24 ″ 3 s 3 ″ 5¾ 21 ″ 0	
32877 EADX	**Sac 4°** (exDjlluns) ssBcl.No.3-4,28 ssBcl.No.1-32 1Dk(Stl)	2382 2168 1431	✠100A1 ~~12,34~~ 4,36 ✠LMC MS6,32 BS~~4,34~~7,35	Bcl Bbo	t	CL 10,33	1922 3mo Lloyd's A&CP	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Soc.Anon.Cros CellDB250'614tFPT63t APT60t	294·8 P25'B80'F33' FK	44·2	20·6	Barcelona Spanish 5BHCem	T.3Cy.22",35"&59"–39" (s) 180lb 100lb 250NHP 2SB,6cf,GS126,HS4060 ClydeS.B.&E.Co.Ld.P.Gls	22 ″ 9 s 3 ″ 5 19 ″ 8	
32878 EADY	**Sac 5°** (exDimarts,exAzpeitia, exCosme, exDarlington) ssBcl.3rd.No.3-3,25 ssBcl.No.2-33 1Dk(Stl)&Web frames &pt Awng dk(Irn-ws)	2521 1879 1535	✠100A1 pt Awng dk with freeboard 3,35 ✠LMC MS6,33 BS1,35	Bcl	s	CL 3,35	1890 6mo Lloyd's A&CP	Richards'n Duck&Co. Stockton	Soc.Anon.Cros	297·0 BK10" CellDB248'552t	40·0	19·0	Barcelona Spanish 5BHCem	T.3Cy.22½",37"&61"–42" (a) 160lb 75lb NDB03 245NHP 2SB,6cf,GS94,HS3740 Blair&Co.Ld.Stockton	21 ″ 8 s 7 ″ 11½ 21 ″ 6	
32879 EAIN	**Sac 6°** ssBcl.No.1-32 Mchy.Aft 1Dk(Stl) Arch deck	2498 2234 1481	✠100A1 with freeboard 8,35 ~~6,34~~ ✠LMC MS6,32 BS~~5,34~~8,35	Bcl	s	CL ~~6,33~~ 8,35	1928 8mo Lloyd's A&CP	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd	Soc.Anon.Cros CellDBuE27'f213'797tFPT96t APT37t	297·2 P68'F31' FK	43·1	23·5	Barcelona Spanish 5BHptCem	T.3Cy.20",33"&54"–36" (s) 180lb 206NHP 3SB,6cf,GS91,HS3414 N.E.MarineEng.CoLd.Sld	26 ″ 7 s 6 ″ 6¼ 20 ″ 3	
32880 EGKT	**Sac 7°** (exSalvador) 1Dk	835 712 445					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 P30'B44'	28·9	13·9	Barcelona Spanish WB	T.3Cy.12",20"&32"–24" Ebuilt15,fitted18 50NHP Dunsmuir&Jackson,Gls.		V
32881 EGKU	**Sac 8°** (exValmurian,exCapita Revuelta) 1Dk	910 712 675					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 B44'F30'	29·8	14·1	Barcelona Spanish WB	T.3Cy.12",20"&32"–24" 50NHP AlexanderHermanos,S.en C.Barcelona		V
32882 EAQJ	**Sac 9°** (exTeresaPamies-32, exAcuario, exKingDavid) ssMsl.2ndNo.3-7,22 ssBbo.No.1-26 1Dk(Irn)2trB&deep framing	2554 2327 1595	✠ —— 12,32 ✠	Bcl	t		1895 10mo	Short Bros. Sunderland	Soc.Anon.Cros Cell DBa&uE118'f118' 657tAPT61t	304·1 P27'B68'F31' FK	44·1	20·6	Barcelona Spanish 5BHCem	T.3Cy.23",38"&61½"–39" 242NHP 2SB,6cf,GS117,HS3520 Blair&Co.Ld.Stockton	23 ″ 2	
32883 217328 WGOI	**Saccarappa** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	4965 4664 2952			...		1918	American Intrnational S.B.Corp. HogIslandPa	SouthAtlantic S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo Schenectady,N.Y	32 ″ 0	R †
32884 DHUM	**Sachsen** 4Mst D.F. Sub.Sig. Fitted for oil fuel Ref.Mchy. 2Dks	8109 7397 4883					1922	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Hamburg-SüdamerDampfschiffGes. Mgrs.)	468·5 B218'F41'P55'	58·5	32·8	Hamburg German WB	T.3Cy.32¼",52⅜"&86⅝"–55⅛" 556NHP Bremer Vulkan,Vegesack		G
32885 21593[illegible] KMWE	**Sacramento** Fitted for oil fuel 2Dks	4782 4387 2996			...		1918	SeattleCon &DryDkCo. Seattle	TheCharlesNelson Co.	380·0 P40'B100'F41' FK	53·2	27·0	S.Frncisco Utd.States WB	T.3Cy.24",40"&70"–48" SeattleConst.& 472NHP DryDk.Co.Seattle	29 ″ 4	R †
32886 14472[illegible] GKZJ	**Sacramento Valley** (exSkegness) Fitted for oil fuel 2Dks	4573 4318 2842					1924	Workman, Clark&Co.Ld Belfast	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. Mgrs.)	401·6 F41'	54·3	25·3	Bideford British WB	T.3Cy.26",42"&71"–48" 349NHP Wrkman,Clark&Co.Ld.Bel		C
32887 70 ITLG	**Sacro Cuore** (exFucsia-31, exGwynwood) Well deck 1Dk&Web frames	1097 891 610			...		1899	W.Dobson &Co. Newcastle	GennaroMontella	212·5 P18'Q44'B46'F24' FK	35·0	13·9	Torre del Greco WB Italian	T.3Cy.18½",30"&49"–33" NB15 148NHP N.E.MarineCo.Ld.Nwc.	16 ″ 5	I †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32888 TCCX	**Sadikzade** Ⓟ (*ex*YelkendjiZade Riffat,*ex*Greifswald,*ex*Stettin, *ex*Polbain,*ex*Paklat, *ex*MariaRickmers) *1Dk&Spar dk*	1657 1448 1018					1902	Rickmers Akt.Ges. Bremerhaven	VapurculukTurk AnonimSirketi	253·0|37·4|19·6 P&B160′F26′	Istanbul Turkish	T.3Cy.18$\frac{5}{16}$",30$\frac{11}{16}$"&49$\frac{3}{16}$"-13½" 135NHP *WB* OttensenerMaschf.Altona		V
32889 LETH	**Sado** (*ex*Pan) 1*Dk*	925 669 535					1917	Jarlsö Værft Tönsberg	D/S A/S Havlyn (HartvigLarsen, *Mgr.*)	200·4|31·9|12·9 Q60*t*B82*t*H53*t*F19*t*	Haugesnd Norwegian	T.3Cy.15",25"&41"-26" 86NHP *WB* TrondhjemsM.Værksted		N
32890 TCDD	**Safak** (*ex*Chafak,*ex*Aurore, *ex*Agordat,*ex*Abbas) **TwinSc** *OilEng.* 1*Dk*	330 289 198					1888	Lobnitz& Co. Renfrew	MustafaFaik AbdüsefBey	131·2|25·0|10·2	Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7⅞"-11$\frac{13}{16}$" *made33fitted34* MtrnWerkeMannheimAG Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"-11$\frac{13}{16}$" 109NHP *made22fitted34* MtrnWerkeMannheimAG		I
32891 216845 KJXF	**Sag Harbor** Sub.Sig. 1*Dk*	2431 1946 1417			...		1918	StatenIsld. S.B.Co. StatenIsland, N.Y.	UnitedStates ShippingBoard Bureau	264·0|42·2|21·9 P22′B65′F29′ FK	NewYork Utd.States	T.3Cy.18",30"&51"-36" 160NHP *WB* StatenIslandS.B.Co. StatenIsland,N.Y.	24 ″ 0	R †
32892 4976 SGED	**Saga** (*ex*Fro,*ex*Felicia,*ex*Doretea, *ex*Kattegat) 1*Dk*	*1077* *930* *591*					1909	Fredrkstad Mek.Værks. Fredrikstad	RederiA/BÆgir GunnarLindqvist, *Mgr.*)	226·4|35·1|14·3 P18′B57′H58*t*F18′	Stockholm Swedish	T.3Cy.16½",26"&44"-30" 106NH *WB* FredrikstadM.V.Frdstad.		N
32893 OUKS	— (*ex*Scotscraig) *ss*Gls.2ndNo.3-3,29 *Well deck* *ss*Cpn.No.1-34 1*Dk*(*Stl*)&*deepframing*	919 674 540	✠100A1 5,35 ~~6,34~~ BS5,35	Cpn ✠LMC6,34	*l*	OG ~~6,34~~ 5,35	1904 7mo	Grngem'th &Greenock DockyardCo Greenock *Lloyd's*A&CP	DetForenede DampskibsSelsk.	200·1|32·5|13·1 Q69′B58′F22′ FK *WB=CellD Ba44′uE&B31′f86′*	Aarhus Danish 4*BHCem* 282*tAPT*10*t*	T.3Cy.15½",26"&43"-30" (*s*) 180lb 85lb 119NHP 1SB,3*cf*,GS63,HS1954 D.Rowan&Co.Glasgow	15 ″ 3 s ″10½ 14 ″ 6	
32894 LETI	— **Wood** (*ex*Ulven-33,*ex*Oddborg,*ex*Ringfond) 1*Dk2trB*	626 495 355					1901	J.Hauge Stord,near Bergen	~~Aug.Prems.jr.~~ SkibsA/S Karmöy (E.Sandvig,*Mgr.*)	170·7|28·1|15·8 Q35*t*B61*t*H6*t*F20*t*	Kapervik Norwegian	T.3Cy.12¼",20"&32"-26" 52NHP StavangerStöberi&Dok		N
32895 26447 JGTB	**Saga Maru** 1*Dk*	2150 1929 1248			...		1919	Teikoku S.S.Co.Ld. Toba,Ise Province	MuraoKisen GoshiKaisha	275·0|41·0|24·0 P19′B64′F30′ FK	Funaka Japanese	T.3Cy.20",33"&55"-39" 258NHP *WB* KobeSteelWorks,Ld.Kobe	24 ″ 0	C †
32896 216584 KTUO	**Sagadahoc** *ss*Bal.No.1-35 *ss*Bal.No.3-8,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinalframing*	6275 5824 3969	✠100A1 *Shelter dk withfreeboard* 1,36 ~~1,34~~ MS~~6,30~~5,35 BS~~7,34~~9,35 *Fitted for oil fuel 7,18 F.P. above 150°F.*	NYk Bal ✠LMC	*a*†	CL 7,33	1918 7mo	TexasS.S. Co. Bath,Me. A&CP	ArgonautLine,Inc.	420·5|54·2|31·4 P42′B130′F39′ on *Shelter dk* FK *CellDB*361′1192*t* *DTa*32′1075*tFPT*	NewYork Utd.States 8*BHCem* 114*tAPT*63*t*	T.3Cy.~~26½~~,44"&74"-51" (*r*) 190lb 24½" 555NHP 3SB,9*cf*,HS8118 FD H.G.Trout Co.Buffalo,N.Y	33″10 s7 ″3¾ 26 ″ 8	
32897 148845 GLDZ	**Sagaing** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	7968 6461 4961					1925	W.Denny& Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	454·6|61·2|31·0 P56′B180′F45′	Glasgow British	T.3Cy.30",49½"&82"-60" 521NHP *WB* W.Denny&Bros.Ld.Dmb.		C BT till ~~12,35~~ 10,36
32898 122218	**Sagamo** Ⓟ **TwinSc** 2*Dks*	744 611 420					1906	Canadian S.B.Co. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	152·0|29·0| 9·7	Toronto British	T.6Cy.10",16"&26"-16" 69RHP CanadianSBCoLd.Toronto		
32899 161844 GYJN	**Saganaga** D.F. E.S.D. *CruiserStern* 1*Dk*	5452 4966 3327					1935	D&W Hendersn&Co.Ld. Glasgow	SouthGeorgiaCo. Ld.(Chr.Salvesen& Co.*Mgrs.*)	407·5|55·6|28·0 P20′B113′F42′	Leith British	T.3Cy.21½",37"&62"-45" 256NHP D&W.Hendersn&CoLdGls		
32900 217619 KZIU	**Sagaporack** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes* D.F. E.S.D. GyC.	5113 4740 3101			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore andMcCormackCo. Inc.*Mgrs.*)	390·0|54·2|27·6 P39′B122′F43′ FK	NewYork Utd.States	DR Geared Steam Turbine *WB* GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32901 22953 JLOB	**Sagawa Maru** 1*Dk*	1186 970 676					1918	Seikichi Ono Osaka	ShimataniKisen K.K.	220·0|32·0|18·0	Yesumi Japanese	T.3Cy.14½",24"&40"-30" 88NHP *WB* SeikichiOno,Osaka		
32902 217919 WJDJ	**Sage Brush** (*ex*WestCherow) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	5565 5241 3475			...		1919	Northwest SteelCo. Portland,Or.	ShepardS.S.Co.	409·8|54·2|27·7 P44′B115′F47′ FK	Prtlnd.Me. Utd.States	DR Geared Steam Turbine 579NHP *WB* GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
32903 119195 MCDB	**Sagenite** **3Mst** *ss*Lth.2ndNo.3-7,32 *Well deck* *ss*Gls.No.1-35 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	712 518 288	✠100A1 11,35 ~~8,34~~ ✠NB2,28 BS~~5,34~~5,35	Bly Gls ✠LMC~~6,32~~ MS11,35	*k*	CL ~~8,34~~ 11,35	1905 1mo	J.Shearer& Sons,Ld. Glasgow *Lloyd's*A&CP	Wm.Robertson	194·7|30·2|11·2 Q98′B11′F35′ BK7½" *WB=CellDBf*122′	Glasgow British 4*BHCem* 183*tFPT*71*t*	T.3Cy.17$\frac{5}{16}$",27½"&44"-33" 160lb (*s*) 121NHP 1SB,3*cf*,GS55,HS1954 Ross&Duncan,Glasgow	13 ″ 6 s 4 ″7½ 13 ″ 6	
32904 204673 KJXI	**Saginaw** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	886 — 498					1908	Mathews S.B.Co.	TheCharlesNelson Co.	191·4|39·1|14·2	S.Frncisco Utd.States	T.3Cy.14",23"&40"-30" FultonIronWorks, 88NHP SanFrancisco,Cal.		
32905	**Sagoland** *ss*Got.No.3-2,26 *ss*Rot.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5334* *4991* *3299*	✠100A1 *Shelter dk withfreeboard* 5,35 ~~4,35~~ BS3,35	Rot ✠LMC11,33	*a*†	CL 3,35	1913 6mo	Earle'sCo. Ld. Hull A&CP	Madrigal&Co. *DBa*146′*uE*29′*f*	430·2|54·2|26·2 *WB=Cell* FK 187′1350*tDTa*36′13	Manila,P.I Utd.States 7*BHCem* 68*tAPT*113*t*	T.3Cy.28¾",45½"&76"-54" 180lb (*s*) 534NHP 3SB,9*cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull	28″11 s3 ″10¼ 25 ″ 8	
32906 LDLC	**Sagona** (*ex*Lion) **TwinSc** *OilEng.* *ss*Rot.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *CruiserStern* *Longitudinalframing-bracketless system*	7554 7107 4471	✠100A1 ~~3,35~~ 10,35 DBS~~8,34~~ 8,36 *CarryingPetroleum in bulk*	Fal Cff ✠LMC12,33	*c*†	CL 7,34	1929 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's*A&CP	A/S Sagona(H.E. Hansen-Tangen) *Cell* *DBuE*80′220*tDT*	451·8|59·2|34·1 P97′B35′F57′ FK *f*35′488*tFPT*238*t*	Xiansand Norwegian 14*BHptCem* *APT*171*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 712NHP 2DB*180lb* N.V.Werkspoor,Ams.	34 ″ 1 s8 ″ 5½ 25 ″ 10½	

1 Numero l'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32907 132682 VOLX	**Sagona** Wireless ssNFL.No.3-12,24 ssNFL.No.2-33 1Dk(Stl)&Shelter dk	808 701 420	✠100A1 Shelter dk with freeboard ~~3,35~~ 12,35 BS5,35 ✠LMC4,35	NFL	j	CL N2,33	1912 2mo Lloyd's A&CP	DundeeS.B Co.Ld. Dundee	Government of Newfoundland (Newfoundland Railway—SteamshipDept.)	175·0 CellDBa32'uE15'f	28·3	20·3 FK	SJhnsNFL British 4BHCem 64'105tFPT	T.3Cy.16",27"&44"-30" (s) 180lb 98RHP 2SB,4pf,GS74,HS2498 MacColl&Pollock,Ld Sld. 30tAPT8t	21 ″ 0 s7 ″10 13 ″ 7	
32908 118087 ~~CBSW~~ VPJL	**Sagres** (exZuishoMaru, exMaharani,exMaharaja) Ⓟ 2Dks(UStl-teaks) &deep framing	2333 1936 1448	✠ 2,08 ✠	Cal	t		1904 8mo	C.Connell &Co.Ld. Glasgow	KinHongS.S.Co. Ld.(Williamson &Co.Mgrs.) CellDBa82'uE&	~~299·0~~ P79'B93'F44' 300·0 B40'f124'436tFPT	~~40·4~~ 40·6	~~24·7~~ 22·4 FK	HongKong British 5BHCem 45tAPT16t	T.3Cy.22½",38"&62"-42" 277NHP 2SB,6cf,GS121,HS4272 Dunsmuir&Jackson,LdGls	24 ″ 8	C †
32909 214722 WNFE	**Sagua** (exCuyamapa-35,exSagua, exVan derDuyn) ~~ssN.Yk.No.3-6,32~~ ssBal.No.3-5,35 ~~ssPhl.No.2-31~~ Ref.Mchy. 2Dks(Stl)&Awng dk (Stl-ws) Rudder electrically welded	3298 2838 2005	✠100A1 Awng dk with freeboard 4,36 ~~3,35~~ ✠LMC MS~~3,35~~5,35 BS~~3,35~~4,36 Fitted for oil fuel6,23 F.P. above 150° F.	Bal NYk	u	CL 3,35	1914 7mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) CellDBa80'uE&	331·1 F43'on Awng dk B56'f144'607tFPT	45·2	25·6 FK	NewYork Utd.States 5BHCem 38tAPT26t	T.3Cy.23",38"&63"-39" (s) 180lb 440NHP 3SB,9cf,GS174,HS7308 FD N.E.MarineEngCoLdNwc.	28 ″ 0 s7 ″ 4½ 21 ″ 1	
32910 130526 VGXJ	**Saguenay** Ⓟ TwinSc 2Dks	2777 1931 1864			...		1911	Fairfield Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	275·3	40·0	14·9 FK	Montreal British WB	T.3Cy.(2)16¼"(2)25½"&(4) 29½"-24" 354NHP FairfieldCo.Ld.Glasgow	15 ″10	
32911 EAPT	**Sagunto** Ⓟ Iron ssMsl.No.3-6,89 Wireless ssMsl.No.1-94 1Dk2trB	956 — 539	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Trasmediterranea	205·6 P126'F30'	29·0	16·9 BK8"	Valencia Spanish 4BHCem WB=APT	C.2Cy.28"&50"-33" NB02 NDB91 120NHP J.Readhead&Co.S.Shields		
32912 217692 KEPR	**Sahale** Fitted for oil fuel 2Dks&Web frames	5028 4740 3086			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32913 153563 VPDF	**Sai On** TwinSc 2Dks&Shade dk	1950 1288 1194					1924	Taikoo Dkyd.&Eng. Co.of HKgLd HongKong	~~Woo&Mok,Ld.~~ TungOnSSCo.Ld	225·0	42·1	8·5	HongKong British	T.6Cy.13",21"&35"-24" 120NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.HongKong		
32914	— (exCormorant-34) Mchy.Aft Well deck 1Dk	445 322 185			...		1898 Completed by Shalimar Works,Ld.Cal	J.McArthur&Co. Paisley	Chin Seng	146·0 Q84'F19'	27·0	10·2 FK	Bangkok Siamese WB	T.3Cy.11",18"&31"-24" 47RHP McKie&Baxter,Glasgow	11 ″ 0	
32915 171 JPGC	**Saiho Maru** (exSaikohMaru, exTullamore, exArdgroom) ssDrn.No.3-10,30 ssDrn.No.1-34 2Dks(Stl) Cargo battens not fitted in 'tween decks	4639 4189 2884	✠100A1 12,35 ~~12,34~~ ✠LMC~~12,34~~ 12,35	Drn	y	CL ~~10,32~~ 12,35	1918 10mo Lloyd's A&CP	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34'B111'F47' CellDB341'961	52·0	26·5 FK	Dairen Japanese 6BHCem tAPT27t	T.3Cy.26",43"&70"-48" (s) 180lb 489NHP 3SB,9cf,GS170,HS7345 FD Rankin&Blackmre,LdGrk	29 ″ 0 s5 ″ 2¾ 24 ″ 0	
32916 24961 JIVD	**Saikoh Maru** (exHeijinMaru-34) ssKob.No.3-10,31 1Dk(Stl)&Shelter dk(Stl)&Web frames Longitudinal framing	4364 3677 2719	✠ 11,35 Shelter dk with freeboard ✠~~LMC10,34~~	Yka	w	CL 9,33	1919 5mo A&CP	OsakaIron Works,Ld. Osaka	ManshuKairiku UnsoK.K. CellDB294'1120tDTa32'690t	345·0 P30'B98'F34' on Shelter dk FPT115tAPT29t	49·8	28·2 FK	Kobe Japanese Cem 1BHtoSh dk 5 „ „ U dk	T.3Cy.24½",41"&67"-48" (s) 180lb 391NHP 2SB,6cf,GS128,HS5407 FD OsakaIronWorksLdOsaka	28 ″ 2 ~~s4 ″ 8¾~~ ~~23 ″ 8~~	
32917 124243 GQTY	**Sailor Prince** (exGlendevon) ssMdb.2ndNo.3-7,32 Sub.Sig. 2Dks(Stl)&deep framing	4317 3925 2734	✠100A1 8,35 ~~8,34~~ ✠LMC MS7,32 BS12,34	Mdb Mch	x	CL 8,34	1907 11mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	~~RioCapeLineLd.~~ ~~(Furness,Withy& Co.Ld.Mgrs.)~~ CellDBa107'uE&B42'	377·0 P38'B113'F34' f168'976tDTa33'	49·5	26·1 FK	Newcastle British 6BHCem 810tAPT32t	T.3Cy.25½",42"&68"-48"(s) 180lb 422NHP NDB30-100lb 2SB,6cf,GS118,HS6044 FD Dunsmuir&JacksonLd.Gls	28 ″10 s5 ″ 3¾ 23 ″ 9	
32918 ~~LCWR~~	**Saima** (exClapton,exPensacola) Now "Danapris," see No. 37779 in Supplement ssShl.No.2-22 Arch deck 1Dk(Stl)	2113 1823 1274	✠ 12,27 ✠	Sld	r		1914 7mo	Osbourne, Graham&Co. Sunderland	S.Synodinos (SynodinosBros. Mgrs.) CellDBa84'uE20'	279·2 P25'F29' f112'475tFPT103t	40·3	22·6 FK	Piræus Greek 4BHCem APT67t	T.3Cy.20½",33"&54"-36" 206NHP 2SB,4pf,GS82,HS3400 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	C †
32919	**Sainam** SteelPad 2Dks	588 280 367					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	2Cy.18"&38"-72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
32920 135535 MFBV	**St. Abb's Head** (exFastnet, exMonaleen,exAllerton) 3Mst Well deck Mchy.Aft 1Dk	616 412 257			...		1914	J.Fullerton &Co. Paisley	A.F.Henry&Mac Gregor,Ld.	174·8 Q96'B9'F32'	28·1	10·4 BK6"	Leith British WB	T.3Cy.14",24"&40"-27" 90RHP Ross&Duncan,Glasgow	13 ″ 0	C †
32921 144208 MKCF	**Saint Aidan** ssIrv.No.3-6,33 Mchy.Aft Well deck 1Dk(Stl)	362 247 138	✠100A1 5,35 ~~6,33~~ BS~~7,34~~ ✠LMC6,33 5,35	Irv	f	CL ~~6,31~~ 5,35	1920 7mo Lloyd's A&CP	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	141·5 Q81'B8'F24 FPT31t	23·8 25·2	10·1 BK7"	Glasgow British 3BHCem APT12t	O.2Cy.16⅛"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS43,HS1360 Fisher's,Ld.Paisley	11 ″ 0 s3 ″ 4½ 11 ″ 3	
32922 FPAA	**Saint Ambroise** 2Twin Masts Fitted for oil fuel 2Dks	3075 2818 1825			...		1920	W.Gray& Co.(1918)Ld. W Hartlepool	SociétéNavale de l'Ouest	310·0 P23'F32' Ba23'Bf23'	46·5	23·7 FK	Havre French WB	T.3Cy.25",41"&68"-45" 414NHP Cen.Mar.Eng.Wrks,W Hpl	26 ″ 3	V †
32923 FNUC	**Saint André** D.F. 2Dks	5343 4890 3269			...		1912	Atel.&Ch. de laLoire St.Nazaire	Cie.Générale Transatlantique	397·9 P40'B121'F43'	50·3	28·2 FK	Havre French WB	T.3Cy.25⅝",42½"&68½"-51⅛" 446NHP Atel.&Ch.de laLoire,Nts.	31 ″ 6	V †
32924 140652 GCBY	**Saint Andrew** ssCal.No.3-8,31 1Dk(Stl)&Shelter dk(Stl) Now "Saint Anselm," see No. [illegible] in Supplement ssCal.No.1-35	5614 5448 3534	✠100A1 Shelter dk with freeboard ~~7,35~~ ~~1,35~~ 2,36 BS4,35 ~~BS3,34~~ ✠LMC~~8,31~~ MS10,35	Msl Cal	y	CL ~~N4,35~~ ~~7,35~~ 2,36	1919 9mo Lloyd's A&CP	Nthmblnd S.B.Co.Ld. Newcastle	SaintLine,Ld.	399·6 F39'on Shelter dk Collision BH to Shelter dk CellDB351'1290t	53·0	32·8 FK	Liverpool British ptCem 6BH to Udk	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc FPT50tAPT90t	35 ″ 5 s9 ″ 4½ 26 ″ 3	
32925 162679 GPQW	**St. Andrew** Ⓟ TwinSc 1Dk&Shelter dk(ptStl-teaks) D.F. 3rd dk clear of E&Bspace CruiserStern	2702 1660 1116	✠100A1 with freeboard 1,36 ~~2,35~~ BS1,36 ~~BS2,35~~ ✠LMC2,32 ForIrishChannel Service Fitted for oil fuel2,32 F.P. above 150° F.	Cff	v	OG ~~2,33~~ 1,36	1932 2mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	Fishguard&Rosslare Railways& HarboursCo. Cell DBuE28'f66'	327·2 F39' 145tMT6'55tFPT	46·7	17·7 FK	London British 11BHptCem (Coll to Sh dk 10 to 2nd dk) 29tAPT38t	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 4 Water Tube Boilers 230lb HS18120 1590NHP FD CammellLaird&Co.Ld.Bkn	18 ″ 9 s4 ″ 5¾ 14 ″ 8	BT ~~2,33~~ 1,37

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
32926 141931 MJVG	**Saint Barchan** 3Mst ssBwg.No.3–5,32 *Mchy.Aft* 1*Dk*(*Stl*)	356 247 141	✠100A1 2,36 ~~11,34~~ BS~~11,34~~ 2,36 ✠LMC5,32	Gmh Irv	*f*	CL ~~5,33~~ 2,36	1919 10mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	J.&A.Gardner& Co.Ld.	141·6|23·8|10·1 *25·0* Q81′B8′F24′ BK7″ *FPT*	Glasgow British 3*BHCem* 31*tAPT*12*t*	O.2Cy.16″&34″-24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4¼ 11 ″ 3	
32927 FPAD	**Saint Basile** *Fitted for oil fuel* 1*Dk*	2778 2511 1671			...		1920	Livingstne &Cooper,Ld. Hessle	Soc.Navale de l'Ouest	323·8|44·1|22·6 P28′B85′F35′ FK	Havre French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
32928 161924 MPVT	**Saint Brandan** Stranded 6,35 & Sunk ssIrv.No.1–34 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well dk*	917 628 454	✠~~100A1~~ 11,34 ✠~~LMC11,34~~	Irv	*l*	CL 11,34	1930 7mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	J.&A.Gardner& Co.Ld.	199·0|32·1|12·0 Q119′B9′F28′ FK *CellDB*121′236*t FPT*	Glasgow British 3*BHCem* 67*tAPT*60*t*	T.3Cy.16″,26½″&44″ 30″(*s*) 180lb 134NHP 1SB,*3cf*,GS66,HS2315 Aitchison,Blair,Ld. Clydebank	14 ″ 6 ~~[illegible]~~ ~~[illegible]~~	
32929 146998 GKVR	**St. Briac** Ⓟ TwinSc *CruiserStern* D.F. 2*Dks*	2292 1163 918					1924	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	316·0|41·1|13·9 P58′B&F245′	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till ~~4,35~~ 5,36
32930 TUDV	**Saint-Brieuc** 1*Dk*	461 — 135					1904	DelaBrosse &Fouché Nantes	Soc.deNav. "France-Jersey" (Vte.LeGualès de Mézaubran,*Mgr.*)	180·0|24·8|11·9 P52′H–F29′	St.Brieuc French *WB*	T.3Cy.15⅜″,24$\frac{13}{16}$″&40$\frac{5}{32}$″–26″ 83NHP De laBrosse&Fouché,Nts.		V
32931 FPAE	**Saint Camille** *Fitted for oil fuel* 2*Dks*	3274 2818 1835			...		1920	W.Gray& Co.(1918)Ld. W Hartlepool	Soc.Navale de l'Ouest	310·2|46·5|23·7 P23′B*a*23′B*f*23′ F32′ FK	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 414NHP Cen.Mar.E.WrksLd.WHpl	26 ″ 3	V †
32932 102618 GNDX	**St. Catherine** Ⓟ (*ex*Lairdsbank, *ex*Olive) ssAbn.3rdNo.3–10,31 Wireless 2*Dks*(*UStl*–*ws*)	1065 881 454	✠100A1 9,35 ~~9,34~~ ✠NB3,11 ~~BS8,34~~ ✠LMC~~6,30~~ 9,35	Abn	*o*	CL 9,34	1893 8mo	D&WHen- derson&Co. Glasgow A&CP	N.ofScotland,Orkney&ShetlandStm Nav.Co.Ld.	260·0|33·1|15·8 P62′B92′F52′ ptND03 BK8½″	Aberdeen British 4*BHCem*	T.3Cy.26″,42″&68¼″–45″ (*s*) 150lb NDB11 369NHP 2DB,*12cf*,GS228,HS6368 D.&W.Henderson&Co.Gls	16 ″ 6 s 2 ″ 2¼ 15 ″ 5¼	BT till ~~6,35~~ 5,36
32933 1 FOYP	**Saint Chamond** (*ex*Luga) Now "Germania," see No. 38281 in Supplement 2*Dks*	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	Cie.deForges et Aciéries de la Marine et d'Homecourt	295·0|42·0|17·2	Bayonne French *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		V
32934 FNEF	**Saint-Clair** ssNts.No.1–33 2*Dks*(*Stl*)	3824 3455 2208	✠ ... 4,35 ✠	Nts	*v*		1929 8mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Cie.Générale d'Armements Maritimes	347·5|48·3|25·6 P25′B106′F32′ FK *CellDB*290′890*tFPT*141*t*	Nantes French 6*BHptCem* *APT*153*t*	T.3Cy.22½″,37″&60″–42″& 1 LP Turbine withDRgearing & hydraulic coupling 434NHP 3SB,*9cf*,GS160,HS5920 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	28 ″ 0	
32935 56613 GKPJ	**St. Clair** Ⓟ Iron ssAbn.7thNo.3–4,32 Wireless 1*Dk*2*trB*	641 481 352	✠ * A1 ~~5,35~~ ~~4,34~~ 4,36 ~~BS1,34~~ ✠LMC4,32 ✠NE&B12,19 BS~~3,35~~ 4,36	Abn ~~Lth~~		CL 5,35	1868 2mo	Randolph, Elder&Co. Glasgow A&CP	N.ofScotland, Orkney&Shetland Stm.Nav.Co.Ld.	205·6|26·6|14·1 P50′B57′F17′ ND85&95 BK7″ ptND14	Aberdeen British 4*BHCem*	T.3Cy.16″,27″&45″–30″ (*r*) 190lb *100lb* NDB19 137NHP 1DB,*6cf*,GS82,HS2284 Hall,Russell&Co.Abn.	15 ″ 0 s1 ″ 10¼ 14 ″ 0	BT till ~~4,35~~ 5,36
32936 148954 MPCQ	**St. Clement** Ⓟ ssAbn.No.1–32 1*Dk*(*Stl*–*ws*) *Well deck* *Mchy.Aft*	450 324 179	✠100A1 8,35 ~~8,34~~ BS~~8,34~~ 8,35 ✠LMC8,32	Abn	*g*	CL 8,34	1928 6mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd*'*sA&CP*	N.of Scotland, Orkney&Shetland Stm.Nav.Co.Ld.	156·3|25·6| 9·8 Q85′B14′F25′ FK *Cell DB*75′102*t FPT*39*t*	Aberdeen British 3*BHCem* *APT*27*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 63RHP 1SB,*3cf*,GS50,HS1510 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″ 10½ 11 ″ 11	BT till 10,35
32937 FPAG	**Saint Cyrille** *Fitted for oil fuel* 2*Dks*	3075 2812 1825			...		1920	W.Gray& Co. (1918) Ld. W Hartlepool	SociétéNavale de l'Ouest	310·1|46·5|23·7 B*a*23′B84′B*f*23′ F32′ FK	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 414NHP Cen.Mar.E.Wks.Ld.WHpl	26 ″ 3	V †
32938 162688 GPYD	**St. David** Ⓟ TwinSc 1*Dk*&*Shelter dk*(*ptStl*–*teak s*) D.F. *3rd dk clear of E&Bspace* *CruiserStern*	2702 1660 1116	✠100A1 *withfreeboard* 3,36 ~~3,35~~ BS3,36 ~~BS3,35~~ ✠LMC3,32 *For Irish Channel Service* *Fitted for oil fuel* 3,32 *F.P. above* 150° F.	Cff	*v*	OG 2,35	1932 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*	Fishguard&Rosslare Railways& HarboursCo. *Cell DBuE*28′*f*66′	327·2|46·7|17·7 F39′ *49·2* FK (145*t MT*6′55*t FPT*	London British 11*BHptCem* *Coll to Sh dk* *10 to 2nd dk*) 29*tAPT*38*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 1590NHP FD CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5¾ 14 ″ 8	BT till 3,36
32939 123938 GRNT	**St. Denis** Ⓟ (*ex*Munich) TrpSc Sub.Sig. 2*Dks*	2435 1503 1025			...		1908	J.Brown &Co.Ld. Clydebank	London&North EasternRly.	331·0|43·2|17·8 P63′B&F254′ BK6″	Harwich British *WB*	3 Steam Turbines 1325NHP J.Brown&Co.Ld.Clydebnk	18 ″ 9	BT till ~~5,35~~ 5,36
32940 FPAH	**Saint Didier** *Fitted for oil fuel* 1*Dk*	2778 2511 1670			...		1920	Livingstne &Cooper,Ld. Hessle,Hull	Soc.Navale de l'Ouest	323·8|44·1|22·6 P28′B85′F35′ FK	Havre French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
32941 FNTU	**Saint Domingue** (*ex*Pologne, *ex*Oregon,*ex*Rawson) Sub.Sig. D.F. 2*Dks*	3109 — 1665			...		1911	SirJLaing &Sons,Ld. Sunderland	Cie.Générale Transatlantique	324·9|44·0|22·3 P35′B148′F40′ FK	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 455NHP Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 0	V †
32942 140635 GNYT	**Saint Dunstan** ssCal.No.1–36 ssCal.No.3–8,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5661 5496 3566	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~12,34~~ ✠LMC MS~~6,34~~3,36 BS~~7,34~~9,35	Cal	*y*	CL ~~12,34~~ 2,36	1919 7mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	SaintLine,Ld. *Collision B Hto Shelter dk* *Cell DB*351′1284*t FPT*60*t*	400·0|53·0|32·8 F39′*onShelter dk* FK	Liverpool British 6*BHto U dk* *ptCem* *APT*90*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
32943 TULQ	**Saint Elme** (*ex*RiverFisher) 3Mst ssBrw.2ndNo.3–2,24 *Well deck* ssMsl.No.2–33 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	398 311 220	✠100A1 9,35 ~~11,34~~ BS~~9,34~~ 9,35 ✠LMC8,33	Msl	*h*	CL 11,34	1899 8mo	J Fullerton &Co. Paisley A&CP	~~Cie.Navale du~~ ~~Midi~~ G.Raymond (Cie.Sud-Maritime,*Mgrs.*)	168·5|25·1|10·0 Q93′B10′F25′ BK6″ *DBf*89′119*t*	Marseilles French 3*BHCem* *FPT*30*t*	O.2Cy.19″&42″–30″ (*s*) 115lb 88NHP 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow	12 ″ 5 3 ″ 11½ 12 ″ 6½	
32944 141891 MJKY	**Saint Enoch** 3Mst ssBwg.No.3–12,31 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	362 247 138	✠100A1 12,35 ~~11,34~~ ✠LMC11,34 BS12,35	Irv Bwg	*f*	CL 11,34	1918 11mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	J.&A.Gardner& Co.Ld.	141·8|23·8|10·1 Q81′B8′F24′ BK7″ *FPT*31*t*	Glasgow British 3*BHCem* *APT*12*t*	O.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS43,HS1360 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4¼ 11 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
32945 FOMT	**Saint-Enogat** (*ex*WarClarion) 1*Dk* *Well deck* D.F.	2245 1761 1271			...		1918	ForthS.&E Co.Ld. Alloa	Soc.Maritime Nationale	285·5|41·9|19·1 P28'Q69'B64'F32' FK	Havre French *WB*	T.3Cy.25",41"&68"–45' 411NHP D.Rowan&Co.Ld.Glasgow	21 ″ 3	V †
32946 Broken up ~~[illegible]~~	**Saint Fereol** (*ex*Port deLorient, *ex*Baymingo, *ss*Nts.2ndNo.3-6,29 *ex*CayoDomingo) *ss*Nts.No.1-33 1*Dk*(*Stl*)&*Spar dk* (*pt Irn*&*pt Stl*)&*deep framing*	2760 2574 1713	~~✠100A1~~ *Spar dk* 2,35 ~~BS7,34~~ ✠~~LMC6,33~~	Nts	*u*	CL 2,35	1904 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	~~Cie.Générale d'Armements Maritimes~~	315·4|43·1|16·9 P&B202'F34' 24·3 FK *CellDBa*114'*uE&B*	 Italian 5*BHCem* 38'*f*130'595*t*	T.3Cy.24",38"&64"–42" (*r*) 160lb *80lb* 273NHP 2SB,*6cf*,GS115,HS4200 N.E.MarineEng.CoLdNwc	26 ″ 10 s3 ″ 8 23 ″ 4	
32947 137189 MFZY	**St. Fergus** *ss*Abn.No.3-11,25 *ss*Abn.No.2-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	390 288 144	✠100A1 1,36 ~~1,35~~ BS~~1,35~~ ✠LMC1,34 1,36	Abn	*f*	CL 1,35	1913 8mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	North of Scotland, Orkney& Shetland S.N.Co.Ld.	150·0|24·1|10·0 Q85'B14'F22' BK7" *WB=FPT46t*	Aberdeen British 3*BHCem* *APT40t*	T.3Cy.13",21"&34"–24" (*s*) 180lb 58RHP 1SB,*3pf*,GS52,HS1569 Hawthorns&Co.Ld.Leith	11 ″ 0 s 3 ″ 6½ 11 ″ 5	
32948 144973 EIFC	**Saint Fintan** *ss*Dub.No.3-6,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	495 332 192	✠100A1 5,35 ~~12,34~~ ✠LMC6,34 BS~~5,35~~ 3,36	Ayr Trn	*g*	CL 5,34	1921 9mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	T.Heiton&Co.Ld.	143·4|26·1|11·7 Q89'F23'BonQ10' BK7" *FPT43t*	Dublin British 3*BHCem* *APT4t*	O.2Cy.18"&36"–27" (*s*) 130lb 54RHP 1SB,*3pf*,GS56,HS1897 AilsaS.B.&E.Co.Ld.Troon	12 ″ 10 s 4 ″ 3 13 ″ 3	
32949 FPAI	**Saint Firmin** *Fitted for oil fuel* 2*Dks*	4356 4021 2661			...		1920	W.Gray& Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	351·1|52·5|26·7 P30'Ba22'B103' Bf22'F36' FK	Havre French *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
32950	**Saint Georges** IronTwinSc (*ex*ElZagazig-34,*ex*Zagazig)	329 310 152					1888	Lobnitz& Co.Ld. Renfrew	AristotiD. Costlásse	134·3|25·0|10·6	Beyrout French			
32951 148612 GLBT	**St. Helier** Ⓟ TwinSc *ss*Npt.No.2-33 D.F. 1*Dk*&*Shelter dk* (*pt Stl*-teak s)*3rd dk clear of E & B* *CruiserStern*	1885 1116 780	✠100A1 *withfreeboard* 6,35 ~~4,34~~ ~~BS4,34~~ ✠LMC5,33 *For Channel service* — *Weymouth & Channel Islands* *Fitted for oil fuel* 6,25 *F.P. above* 150° F.	Bkn Cff BS5,36	*t*	OG ~~5,32~~ 5,35	1925 6mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	GreatWestern Railway *CellDBuE*	282·2|40·0|16·3 F40' FK *Coll* 24'36*tDT's f*16'39*t*&	Weym'th British 11*BHCem* *BH to Sh dk* 10 ,, ,, 2nd ,, 16'107*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 230lb (*r*) 819NHP 4SB,*12cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s4 ″ 0 13 ″ 3¾	BT till ~~4,35~~ 5,36
32952 143436 CGSV	**St. Heliers** Ⓟ Wireless 1*Dk*	930 650 507					1919	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	CanadianGovern- ment(Dept.of Marine& Fisheries)	190·3|29·1|16·4 F28'len30'	Sorel,P.Q. British	T.3Cy.18¼",28½"&48¼"–28" 123NHP FergusonBros.(Pt.Gl.)Ld.		
32953 231530 WHEI	**Saint John** Ⓟ TwinSc E.S.D. GyC. *Fitted for oil fuel* D.F. *CruiserStern* 4*Dks*	6185 — 3020					1932	NwprtNws SB.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4|61·2|27·0	Boston Utd. States *WB*	SRgeared Steam Turbines NewportNewsSB&DD.Co.		R
32954 LCYW	**St. Joseph** (*ex*S.B.Lund) *ss*Osl.No.3-10,32 *Well deck* 1*Dk*(*Stl*)	1749 1319 1019	✠100A1 1,36 ~~2,35~~ BS11,34 ✠LMC10,32	NNs Osl	*q*	CL ~~10,33~~ 1,36	1920 7mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	D/S A/S St.Joseph (J.Lund&Co.A/S) *CellD*	258·0|39·7|16·3 P23'Q76'B62'F23' FK B222' 460*t* *FPT25t*	Tönsberg Norwegian 4*BHCem* *APT55t*	T.3Cy.19½",32"&53"–36" (*s*) 180lb 197NHP 2SB,*6cf*,GS150,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″ 6 17 ″ 2½	
32955 TUGT	**Saint Joseph** (*ex*Bellambi) *ss*Syd.2ndNo.3-8,31 *Mchy.Aft* 1*Dk*(*Irn*)&*deep framing* *Well deck*	*1162* *905* *705*	✠ ... 11,33 ✠	Syd			1908 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	"Caledonickel" Soc.Anon. *CellDBuE&B46'*	244·0|31·4|14·6 Q129'B13'F25' FK *f*167' 334*t* *FPT29t*	Nouméa French 5*BHCem* *APT11t*	T.3Cy.18",30 &48"–33" 161NHP 2SB,*4cf*,GS86,HS2720 ClydeS.B.&E.Co.Ld.P.Gl.	17 ″ 0	V †
32956 148585 GLBV	**St. Julien** Ⓟ TwinSc *ss*Bkn.No.2-33 1*Dk*& *Shelter dk*(*pt Stl*–teak s) *3rd dk clear of E&B* D.F. *CruiserStern*	1885 1116 780	✠100A1 *withfreeboard* 3,36 ~~3,35~~ ~~BS3,35~~ ✠LMC3,33 *ForChannelService* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Sou Bkn BS1,36		OG ~~3,35~~ N3,36	1925 5mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	Great Western Railway *CellDB*	282·2|40·0|16·3 F40' FK *Coll.* *u E*24' 36*t DTs f*16'	Weymouth British 11*BHCem* *BH to Sh dk* 10 ,, ,, *2nd* ,, 39*t*&16'107*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 230lb 819NHP 4SB,*12cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s 4 ″ 0 13 ″ 3¾	BT till 3,36
32957 160256 MPLK	**Saint Kearan** *ss*Irv.No.1-32 WirelessD.F. 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	691 455 318	✠100A1 12,35 ~~4,34~~ ✠LMC6,32 BS12,35	Irv		CL 4,34	1929 7mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.&A.Gardner& Co.Ld. *Ce*	185·4|28·6|10·6 Q104'B9'F28' FK *llDB*110' 174*tFPT*	Glasgow British 3*BHCem* 47*tAPT29t*	T.3Cy.15",25½"&41"–30" 180lb (*s*) 93RHP 1SB,*3cf*,GS59,HS2102 Aitchison,Blair&Co.Ld. Clydebank	13 ″ 0 s 4 ″ 5½ 12 ″ 7¾	
32958 146415 EIGV	**Saint Kenneth** *ss*Ayr.No.2-33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	681 459 287	✠100A1 8,35 ~~10,34~~ ~~BS7,34~~ ✠LMC4,33 BS ~~5,35~~ 4,36	Ayr	*j*	CL 3,33	1924 6mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	T.Heiton&Co.Ld. *CellDB*	185·5|28·6|10·7 Q105'B10'F29' BK7" *f*110' 174*t* *FPT48t*	Dublin British 3*BHCem* *APT16t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS2018 Aitchison&Blair,Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 2	
32959 153438 VGSL	**St. Lawrence** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	6328 — 3650					1927	DavieS.B. &Repg.Co Ld Lauzon,Q.	CanadaSteamship Lines,Ld.	329·8|68·1|17·9	Montreal British *WB*	T8Cy.(2)22",(2)36"&(4)40" -36" 384NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
32960 DIFG	**St. Louis** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. *OilEng.* D.F. GyC. *CruiserStern* 5*Dks*	16732 7258 9637					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	543·8|72·4|42·1 B370'F52'	Hamburg German *WB*	Oil Engines 2S.C.DA 24Cy.19$\frac{1}{16}$"–26" 3060NHP BremerVulkan,Vegesack		G
32961 FPAJ	**Saint Louis** 2*Dks*	5202 4290 3277					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5|52·5|28·4 P30'B102'F35'	Havre French *WB*	T.3Cy.26",42"&70"–48" 340NHP Atel.&Ch.deFrance,Dnk.		V
32962 Now a Hulk TUHP	**St. Louis** (*ex*BaronFife) 1*Dk*&*Spar dk*& *Web frames*	1352 1259 762			...		1890	R.Duncan &Co. Pt.Glasgow	Soc.duTour de Côtes	230·0|33·1|13·7 B19' 20·5 FK	Noumea French *WB*	T.3Cy.17½",27½"&46"-36" 134NHP D.Stewart&Co.Glasgow	22 ″ 10	
32963 144819 GFYK	**St. Magnus** Ⓟ *ss*Abn.No.2-33 2*Dks*(*U Stl*-ws) *Well deck* Wireless *CruiserStern*	~~1529~~ ~~976~~ ~~358~~ 1311 976 639	✠100A1 5,35 ~~6,34~~ BS~~5,34~~ ✠LMC5,32 3,35	Abn	*p*	CL ~~5,33~~ 5,35	1924 7mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	N.of Scotland,Ork- ney&ShetlandStm Nav.Co.Ld. *CellD*	240·6|36·2|16·9 P&B158'F69' FK&BK2½" *Ba&uE*73'*f*82' 177*t*	Aberdeen British 5*BHCem* *FPT18t*	T.3Cy.20",33½"&56"–36" (*r*) 200lb 250NHP 2SB,*6cf*,GS132,HS4302 Hall,Russell&Co.Ld.Abn.	18 ″ 0 s1 ″ 10½ 16 ″ 9¾	BT till ~~[illegible]~~ 5,36

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32964 FPAK	Saint Marc 2Dks&Awng dk	2456 2214 1338					1908	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dun.		V
32965 145446 VPLG	St. Mary ssNOs.No.3-7,34 ~~ssN.Yk.No.2-30~~ 1Dk(Stl-ws)&Shelter dk (Stl-ws)2nd dk in holds	2141 1896 1194	✠100A1 Shelter dk withfreeboard 6,35 ~~9,32~~ ~~BS1,32~~ Fitted for oil fuel 4,21	Bos NOs MS7,34 BS6,35 ✠LMC~~11,29~~	r	CL ~~N8,30~~ 5,35 F.P. above 150° F.	1921 4mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld. Sundrlnd	MarymiraCo.Ld. (StandardFruit &S.S.Co.Mgrs.) CellDB196'357tDTa16' 140t FPT36t APT28t	270·2	38·8	22·6 FK Collision BH to Sh dk 3 „ „ U „	KingstnJa British ptCem	T.4Cy.20½",33"&(2)37"-30" 190lb 125lb (s) 305NHP 2SB,6cf,GS137,HS5250 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	24 〃 11 ~~s 5 〃 6~~ ~~20 〃 0~~ s5 〃 3½ 20 〃 1½	
32966 FPAL	Saint Michel 2Dks	5202 4290 3277					1914	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5 P29'B102'F35'	52·5	28·7	Havre French WB	T.3Cy.26",42"&70"-48" 339NHP Atel.&Chnt.deFrance,Dnk		V
32967 144968 EIDW	Saint Mungo ssAyr.No.1-36 ssBkn.No.3-1,32 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	448 313 173	✠100A1 ~~1,35 8,31~~ 4,36 ~~BS5,31~~ ~~6,35~~	Ayr ✠LMC~~1,32~~ 4,36	g	CL ~~7,34~~ 4,36	1920 9mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	T.Heiton&Co.Ld.	155·0 Q86'B7'F27'	23·1	10·8 BK7½" FPT55t	Dublin British 3BHCem APT5t	C.2Cy.18"&36"-27" (s) 130lb 54RHP 1SB,3pf,GS56,HS1897 AilsaS.B.Co.Ld.Troon	12 〃 0 s 3 〃 11 12 〃 3	
32968 FNNR	Saint Nazaire D.F. 1Dk	2910 2538 1774			...		1919	ForthS.B. &E.Co.Ld. Alloa	CieDelmasFrères &Vieljeux	324·5 P28'B85'F33'	44·3	23·1 FK	L'Rochelle French WB	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 〃 5	V †
32969 104508 GBTP	St. Ninian Ⓟ ssAbn.3rdNo.3-3,32 Well deck Wireless 2Dks(UStl-ws)	837 548 393	✠100A1 ~~5,35~~ ~~5,34~~7,35 BS~~5,34~~ 2,35	Abn Lth ✠LMC3,32	l	5,34	1895 3mo Lloyd's A&CP	Ramage& Ferguson,Ld Leith	N.of Scotland,Orkney&ShetlandStm Nav.Co.Ld.	205·0 P&B136'F53'	28·6	14·9 BK6½" WB=FPT	Aberdeen British 4BHCem 14tAPT26t	T.3Cy.19",30"&50"-36" (s) 180lb 174NHP 2SB,6cf,GS99,HS2959 Ramage&Fergusn,Ld.Lth.	15 〃 10 s1 〃 5½ 15 〃 3	BT till 11,35
32970 FPAM	St. Octave 2Dks	5099 4278 3169					1922	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·8 P29'B100'F34'	52·6	28·6	Havre French WB	T.3Cy.23¾",42"&70"-48" 339NHP Atel.&Ch.deFrance		V
32971 FOMU	Saint Palais (exWarPibroch) Well deck D.F. 1Dk	2257 1761 1263			...		1918	ForthS.B. &E.Co.Ld. Alloa	Soc.Maritime Nationale	285·5 P28'Q69'B64'F32'	41·9	19·1 FK	Havre French WB	T.3Cy.25",41"&68"-45" 411NHP D.Rowan&Co.Ld.Glasgow	21 〃 2	V †
32972 161385 GCRW	St. Patrick Ⓟ TwinSc ssBkn.No.1-33 D.F. Cruiser Stern 1Dk&Shelter dk(ptStl-teaks) 3rd dk clear of E&B	1922 1107 792	✠100A1 withfreeboard 12,35 ~~12,34~~ For Channel Service — Weymouth&Channel Islands&Irish Channel Service Fitted for oil fuel 3,30	Cff BS12,35 ✠LMC12,33		OG S12,34 ~~PN12,33~~ P11,35 F.P. above 150° F.	1930 3mo Lloyd's A&CP	A.Stephen &Sons,Ld. Glasgow	Fishguard&Rosslare Railways& HarboursCo. CellDBuE20'33tTanks at sides of tunnel41t DT's f 18'47t	281·3 F40'	41·1	16·3 FK Coll BH to Sh dk 10 „ „ 2nd „	London British 11BHptCem	4SteamTurbinesSRgeared to2Sc.Shafts (s) 230lb FD 887NHP 4SB,12cf,GS234,HS10044 A.Stephen&Sons,Ld.Gls.	17 〃 0 s 3 〃 4¾ 13 〃 11½	BT till ~~12,35~~ 12,36
32973 FPAN	Saint Paul 2Dks&Awng dk	2456 2214 1337					1908	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dun.		V
32974 FPAO	Saint Pierre 2Dks&Awng dk	2456 2214 1338					1908	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
32975 FPAP	Saint Prosper Fitted for oil fuel 2Dks	4330 4014 2612			...		1920	W.Gray& Co.(1918)Ld. WHartlepool	Soc.Navale de l'Ouest	351·2 P30'B103'Ba22' Bf22'F36'	52·5	26·7 FK	Havre French WB	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wks.W.Hpl	29 〃 4	V †
32976 136971 GMVF	St. Quentin (exBainsizza, exPenrhys, ssNpt.No.3-6,30 exLadyPlymouth) 1Dk(Stl) D.F. Cargo battens not fitted ssNpt No.1-35	3528 3324 2210	✠100A1 3,36 BS8,35	Sws Npt ✠LMC MS3,35	w	CL ~~11,33~~ ~~N11,35~~ 3,36	1915 3mo Lloyd's A&CP	Campbeltn S.B.Co. Campbelt'wn	TritonS.S.Co.Ld. (B.&S.Shipping Co.Ld.Mgrs.) Intermediate Bulkhead in after hold dispensed with 5BHonly CellDBa111'uE&B36'f153'995tAPT85t	349·0 P29'B102'F36'	49·9	23·6 FK	Newport British Cem	T.3Cy.24",40"&65"-45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre.LdGrk	26 〃 11 s 4 〃 3¾ 21 〃 11	
32977 114185 GCDS	St. Rognvald Ⓟ ssAbn.2ndNo.3-4,26 ssAbn.No.~~1-31~~2-36 Well deck Wireless 2Dks(UStl-ws)	1069 701 528	✠100A1 ~~2,35~~ ~~5,33~~ 5,36 BS~~6,35~~5,36	Abn ✠LMC6,34	n	CL ~~5,34~~ 5,36	1901 5mo Lloyd's A&CP	Hall,Russell&Co.Ld. Aberdeen	N.of Scotland,Orkney&ShetlandStm Nav.Co.Ld. WB=Cell DBa 56'f77' 88tFPT13t	230·1 P152'F65'	31·2	15·5 BK7"	Aberdeen British 4BHCem	T.3Cy.22",36"&59"-36" (a) 190lb 100lb 225NHP 2SB,6cf,GS110,HS3370 Hall,Russell&Co.Ld.Abn.	16 〃 3 s1 〃 7½ 15 〃 6½	BT till ~~5,35~~ 5,36
32978 162343 GPCR	St. Seiriol Ⓟ TwinSc Fitted for oil fuel Wireless 2Dks	1586 1349 657					1931	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	269·7 B188'	37·1	19·4	Liverpool British WB	4 Steam Turbines SR Geared to 2 Sc Shafts FairfieldCo.Ld.Glasgow		BT till ~~5,35~~ 10,35
32979	Saint Servan ~~Now "Jolanda," see No. 33563 in Supplement~~ Now "Jolanda," see No. 33669 in Supplement Wireless 1Dk&Spar dk	1243 1018 642					1906	Ch.&Atel. deProvence PortdeBouc	S.Cappiello	232·6 P26'H—F34'	33·2	17·9	Italian WB	T.3Cy.19$\tfrac{7}{10}$",31½"&51⅓"-35⅖" 151NHP Ch.&Atel.deProvence,Msl.		V
32980 318 OHBO	Saint Stephen ssRot.No.3-6,24 ssGot.No.2-33 2Dks(Stl)&Webframes Longitudinal framing	4746 4131 2889	✠100A1 10,34 BS~~9,34~~ 5,36	Els ✠LMC6,33	x	CL 8,33	1911 4mo Lloyd's A&CP	W.Hamilton&Co.Ld. PortGlasgow	J.A.Zachariassen &Co. WB=Cell DBa108'uE&B39'f174'1040tDTf24'601tAPT76t	376·0 P31'B105'F40'	52·2	25·5 FK	Nystad Finnish 6BHCem	T.3Cy.25,"41$\tfrac{3}{16}$"&68"-48" 180lb (r) 367NHP 3SB,9cf,GS165,HS5934 D.Rowan&Co.Glasgow	28 〃 0 5 〃 2¼ 23 〃 0	
32981 162280 GQTS	St. Sunniva Ⓟ 2Dks(Weather dk Stl-ws) Wireless 3rd dk clear of mchy.space	1368 761 663	✠100A1 withfreeboard 5,35 ~~10,34~~ BS2,35	Abn ✠LMC~~5,34~~ MS5,35	p	CL 10,34	1931 5mo Lloyd's A&CP	Hall,Russell&Co.Ld Aberdeen	N.of Scotland,Orkney&ShetlandStm Nav.Co.Ld. CellDBa&uE56'f70'139t	252·6	35·2 37·0	15·5 BK8"	Aberdeen British 7BHCem (Coll to W dk 6 „ 2nd „)	T.3Cy.~~17",33¼"~~20",33½"&56"-36" (r) 200lb 255NHP 2SB,6cf,GS135,HS4440 Hall,Russell&Co.Ld.Abn.	23 〃 10 s7 〃 7 17 〃 2¾	BT till 10.35
32982 LGIA	St. Therese ssRot.No.1-31 1Dk(Stl)	2280 2013 1354	✠100A1 9,35 ~~7,34~~ MS6,31	Nwc NNs ✠LMC BS12,34	s	CL 7,34	1928 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdSunderlnd	J.Lund&Co. Intermediate Bulkhead in forward hold dispensed with CellDB 250' 624t FPT29t APT85t	293·1 P26'B72'F25'	44·2	19·4 FK	Tönsberg Norwegian 4BHptCem	T.3Cy.20½",34"&56"-39" (s) 180lb 100lb 224NHP 2SB,6cf,GS111,HS3614 G.Clark,Ld.Sunderland	21 〃 6 s3 〃 1½ 18 〃 6½	
32983 FPAQ	Saint Thomas 2Dks&Awng dk	2460 2214 1340					1909	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombre des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32984 FNER	Saint-Tropez ssRou.No.1-35 ssMsl.No.3-2,31 1Dk(Stl) &2nd dk(Stl) in Nos.1,2&3holds	2096 1842 1261	100A1 4,30~~9,35~~ ~~BS1,35~~ BS4,36	Rou LMC~~8,34~~ 1,35	r	CL ~~9,35~~ 4,36	1919	PolsonIron Wrks.Co.Ld. Toronto	Cie.Générale d'Armements Maritimes	251·0 P25'B68'F20' FK Cell DB204'454tFPT	43·6	20·7	Nantes French 4BH 57tAPT102t	T.3Cy.20½",33"&54"-36" (s) 180lb 276NHP 2SB,6cf,GS115,HS2173 FD PolsonI.W.Co.Ld.Tto.	23 ″ 1 s 3 ″ 3 20 ″ 1	
32985 147367 GMPQ	St. Tudno Ⓟ TwinSc Fitted for oil fuel 3Dks	2326 1998 943					1926	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	318·4	44·1	20·5	Liverpool British WB	4 Steam Turbines S.R. geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		BT till 10,35
32986 FPAR	Saint Vincent 2Dks	5195 4281 3272					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·8 P29'B100'F35'	52·7	28·7	Havre French WB	T.3Cy.26",42"&70"-48" 340NHP Atel.&Ch.deFrance,Dnk.		V
32987 TVEE	St. Vincent de Paul (exMerwestroom, ssSyd.No.3-5,32 exFalcon) 1Dk(Stl)	1133 — 770	✠ … 11,33 ✠	Syd			1919 11mo	Jonker& Stans HendrikIdo Ambacht	"Caledonickel" Soc.Anon.	237·4 P20'B58'F24' FK CellDB195'339t	36·5	15·8	Nouméa French 4BHCem	T.3Cy.17½"29½"&46"-36" 177NHP 2SB,4cf,GS89,HS3232 NVMachinefabriek Bolnes	18 ″ 0	V †
32988 FNEP	Sainte Marguerite II Fitted for oil fuel 1Dk	1854 — 1115					1921	Dublin Dkyd.Co.Ld. Dublin	Soc.deNav.à Vap.Daher	265·0 P22'B71'F29'	42·1	17·9	Marseilles French WB	T.3Cy.20½",34"&56"-36" 188NHP Rankin&BlackmoreLdGrk		V
32989 FNEQ	Sainte Maxime (exParnassos) D.F. 2Dks	4051 — 3043					1911	Akt.Ges. "Weser" Bremen	Cie.Générale d'Armements Maritimes	337·7 HF32'	48·2	20·4	Nantes French WB	T3Cy.23⅝",38$\frac{5}{16}$"&62"-41$\frac{5}{16}$" 248NHP A.G."Weser,"Bremen		V
32990 TUXY	Sainte-Thérèse TwinSc (exTaza-33,exChile) 1Dk	755 — 410					1904	Grngem'th &Greenock Dockyard Co. Grngemouth	Ch.Fouché&Cie	205·0 B55'F22'	33·7	10·5	Fort-de-France French WB	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
32991 10747 JSWB	Saishu Maru (exRossija, exWiltshire) ssKob.No.2-07 1Dk(Stl)&Web frame	2072 1870 1225	✠ 7,07 ✠	Kob	s		1897 9mo	J.Priest-man&Co. Sunderland	SeiwaShosenKisen K.K.	290·0 P27'B56'F28' FK WB=DBa98'	42·3	20·4	Fuchu Japanese 5BHCem f102'601t	T.3Cy.22",36"&59"-39" 220NHP 2SB,6pf,GS89,HS3350 W.Allan&Co.Ld.Sld.	21 ″ 7	
32992 1 JPQC	Saitsu Maru Ⓟ Wireless 1Dk(Stl)&Shelter dk(Teak)	1037 681 610	✠ 12,11 ✠	Kob	m		1911 12mo	OsakaIron Works Osaka	DairenKisenK.K. WB=Cell DBa62'	225·9 B54'F24'on Shltr dk FK uE 19' 87t FPT 80t	32·8	16·1	Dairen Japanese 4BHCem APT55t	T.3Cy.13½",23"&38"-30" 116NHP 2SB,4cf,GS66,HS2169 OsakaIronWorks,Osaka	17 ″ 0	
32993 24217 JMIE	Saiyo Maru Wood	764 609 580					1919	Hakodate Zosensho Hakodate	HashimatoSute-jiro	177·2 P30'B35'F21'	29·0	17·0	Fuchu Japanese	O.2Cy.18$\frac{9}{16}$"&37½"-26" 59NHP MeguroTokujiroHakodate		
Broken up 32994 205	Saka Maru (exSanthia) 2Dks(Stl-U teak s)3trB &Web frames	5544 5099 3385	✠ 11,01 ✠	Dmb	s		1901 11mo	W.Denny &Bros. Dumbarton	SakaKisenK.K. CellDBa123'uE&f188'1118tD	411·0 B90'F57' B50' FK Tf30'917tFPT207t	50·7	29·1	Dairen Japanese 6BHCem APT117t	T.3Cy.26½",42"&66½"-51" 383NHP 2SB,6cf,GS122,HS5391 Denny&Co.Dumbarton	32 ″ 0	C †
32995 TCCZ	Sakarya Ⓟ (exAfricshore,exLome, exHelene ssH.Kg.2ndNo.3-5,17 Woermann,exMontevideo) 2Dks(StlU-ws)	2612 — 1646	5,23	Cal			1888	Blohm& Voss Hamburg	VapurculukTurk AnonimSirketi CellD	334·3 P93'B76'F52' FK B256'370tFPT150t	40·2	22·1	Istanbul Turkish 5BHCem APT40t	T.3Cy.26",40"&66"-42" 293NHP 2DB,8cf,GS150,HS4550 Blohm&Voss,Hamburg	24 ″ 9	
32996 23554 UOFY	Sakaye Maru (exBravore, exStromness, ssKob.2nd No.3-5,26 exPoldhu) ssKob.No.2-33 1Dk(ptIrn&ptStl) deepframing&Web frames	2876 2564 1768	✠ … 1,35 ✠	Kob	u		1902 1mo	J.Blumer &Co. Sunderland	KawasakiKisen K.K. CellDBa114'	319·7 P28'B72'F32' FK uE&B32'f122' 698t	46·1	21·0	Kobe Japanese 5BHCem APT79t	T.3Cy.23",38"&62"-42" 263NHP 2SB,6pf,GS112,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 6	
32997 21799	— Wood 1Dk	379 310 214					1917	Kawasaki Katsuma Misato	Ribunsho	145·0	25·6	13·1	Osaka Japanese	O.2Cy.14½"&29"-21" 32NHP FujiwaraTekkosho,Osaka		
32998 UOWG	Sakhalin TwinSc OilEng. Longitudinal framing 1Dk Mchy.Aft Carrying Petroleum in bulk	7596 6725 4077					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1 P106'B29'F30'	54·6	32·2	Russian	Oil Engines 2S.C.SA 8Cy.23⅝"-41$\frac{11}{16}$" 776NHP		
32999 UOAQ	— Ⓟ Sub.Sig. CruiserStern 2Dks	3649 2993 2029					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian WB	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
33000 23344 JLCE	Sakishima Maru 1Dk	1224 — 709					1918	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	220·0 P23'B44'F24'	33·6	18·5	Osaka Japanese WB	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWrks,Ld.Osaka		
33001 RABY	Sakko Sub.Sig 1Dk	2363 2023 1278			…		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1	20·5	Leningrad Russian WB	T3Cy17$\frac{11}{16}$"29⅝"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 ″ 8	
33002 28874 JFGS	Sakura Maru Wireless 2Dks	399 316 216					1922	Uraga DockCo.Ld. Uraga	TokiowanKisen K.K.	145·0 F19'	23·5	13·5	Shimoda Japanese	T.3Cy.13",21"&36"-22" 61NHP		
33003	Sakurajima Maru Ⓟ	1275 — 860					1918	HaradaCo. Osaka	ChosenYusenK.K.	224·9	31·5	19·0	Jinsen Japanese			
33004 219800 KJXJ	Salaam Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5990 4971 3709			…		1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd. States WB	2SteamTurbinesDRgeared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
33005 PHHF	Salabangka ssAms.No.3-7,33 2Dks(Stl)& Shelter dk(Stl)	6586 6152 4104	✠100A1 Shelter dk with freeboard ~~6,35~~ ~~9,34~~ 4,36 ✠NB9,27 ✠LMC7,33 BS~~9,34~~3,36	Ams ~~Rot~~	a†	CL ~~9,34~~ N8,35	1920 11mo Lloyd's A&CP	W.Hamil-ton&Co.Ld. PortGlasgow	Stoomv.Maats. "Nederland" CellDB368'1116t DTa37'1395t	420·7 P41'F41' on Shelter dk FK FPT118tAPT15t	54·7	33·4	Amstrdam Dutch ptCem 5 BH to S dk 3 ″ ″ U ″	T.3Cy.28",~~46~~ 47½"&77"-54" (s) 180lb FD 823NHP 4SB,12cf,GS262,HS13988 D.Rowan&Co.Ld.Glasgow	36 ″ 0 s 8 ″ 10½ 27 ″ 5	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33006 108 YLDY	**Salaca** (*ex*Roland-33, *ex*Navigator,*ex*Wega,*ex*HenryHorn) 1*Dk*	1290 1050 817					1898	Akt.Ges. "Neptun" Rostock	NorthernBaltic Sawmills,Ld.	244·7 | 35·4 | 15·1 P15'Q72'B112'F24'	Riga Latvian WB	T.3Cy.16⅛",25½"&41¾"–32¼" 99NHP A.G."Neptun,"Rostock		G
33007 129418 GQWR	**Salacia** (*ex*Dunachton) *ss*Shl.No.3–3,25 *ss*Sws.No.2–34 D.F. 2*Dks*(*Stl*)	5257 4954 3307	✠100A1 6,35 ~~3,34~~ ✠LMC MS6,33 ~~BS5,34~~ MBS6,35 DBS4,35 *Fitted for oil fuel 3,20 F.P. above 150° F.*	Sws	z	CL 3,34	1912 10mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*) *IntermediateBH in forehold &'tween dkBH in afterhold dispensed with*	410·5 | 52·3 | 28·6 P34'B130'F44' FK *CellDBa117'uE&B45'f190'1145tDTa30'847tAPT40t*	Glasgow British *Cem* *5BH to U dk* *1 „ „ 2nd „ only*	T.3Cy.26½",44"&73"–51" (*s*) 200lb *100lb* 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls	31 ″ 2 s 5″10½ 25 ″ 6	
33008 142410 GMWB	**Salado** (*ex*Australier,*ex*WarBison) *ss*Npt.No.3–9,30 2*Dks*(*Stl*) *Now* "**Royston Grange,**" *see No.* 39354 *in Supplement*	5144 4775 3178	✠100A1 12,33 ✠LMC [illegible],30 BS7,34	Cff	y	CL N3,35	1918 5mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's A&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*)	400·1 | 52·3 | 28·5 P49'B113'F39' FK *CellDB*345'1094*t FPT*119*t APT*173*t*	London British *7BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLdNwc.	31 ″ 0 s 5″11½ 25 ″ 3¼	
33009 57 SUBE	**Salam** (*ex*Curler-34,*ex*Killowen) *ss*Nwc.No.3–3,28 *ss*Nwc.No.1–34 *Cargo battens not fitted* 1*Dk*(*Stl*)	627 490 264	100A1 2,34 BS1,36 LMC2,34 ~~MBS5,35~~ ~~DBS1,36~~	Nwc		CL 1,34	1918	Smith's DockCo.Ld. Middlesbro' *Lloyd's A&CP*	AbdelSalam El Chaffei	172·2 | 30·0 | 15·7 B50' FK *CellDBuE26'20t*	Alexndria Egyptian *5BHCem*	T.3Cy.16",26"&44"–26" (*s*) 200lb NDB17*fitted*35 116NHP 1SB,*3cf*,GS51,HS1850 *100lb* N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 7½ 15 ″ 0	
33010 144193 GCWQ	**Salamaua** (*ex*Milverton-34, *ex*Glentara) **TwinSc** *ss*Shl.No.3–7,34 *Ref.Mchy.* *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6676 6095 4068	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~ ~~7,34~~1,36 DBS8,35 ~~DBS7,34~~ ✠LMC7,34	Shl ~~Liv~~ Lon	z	CL P5,34 s1,36	1920 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	W.R.Carpenter& Co.Ld.(W.C.Phil- lipsHarvey,*Mgr.*)	406·0 | 54·2 | 32·9 P43'B81'F48' *on Shelter dk* FK *CellDB*348'1039*t* ~~*DTa*46'706*t*~~ *FPT*116*tAPT*123*t*	Liverpool British *ptCem* *7BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 1	
33011 PHHL	**Salawati** *ss*Ams.No.1–35 *ss*Ams.No.3–5,31 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6588 6151 4087	✠100A1 *Shelter dk* *withfreeboard* 12,35 LMC CS1,36 DBS4,35 4,35 *Carrying vegetable oil in deep tanks*	Sba ~~Ams~~	a†	CL 9,34	1920 9mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	Stoomv.Maats. "Nederland"	420·8 | 54·7 | 33·4 P41'F41'*onShelter dk* FK *CellDB*368'1116*t MT*37'1432*t* *DTa*37'1308*tFPT*115*tAPT*45*t*	Amstrdam Dutch *Cem* *5BHtoShdk* 3 „ „ *U* „	Oil Engines 2S.C.SA. 8Cy.26¾"–47¼" 1000NHP NE25*refitted*31 *142lb* 2NDB20*refitted*31 SulzerBros.Winterthur	36 ″ 0 s8″10¼ 27 ″ 5	
33012 PHHQ	**Saleier** *ss*Sba.No.3–11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6563 6146 4081	✠100A1 *Shelter dk* *withfreeboard* ~~1,35~~ ~~1,35~~9,35 ✠LMC6,32 ✠NB4,27 BS~~1,35~~8,35	Ams ~~Sba~~	a†	CL 7,33	1920 12mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	Stoomv.Maats. "Nederland"	420·0 | 54·9 | 33·5 P41'F41'*onShelter dk* FK *CellDB*368'1116*t* *DTa*37'1395*t FPT*118*tAPT*15*t*	Amstrdam Dutch *ptCem* *5 BH to S dk* 3 „ „ *U* „	T.3Cy.28",46"&77"–54" (*s*) 180lb 822NHP 4SB,*12cf*,GS266,HS13988FD D.Rowan&Co.Ld.Glasgow	36 ″ 0 s8″10¼ 27 ″ 5	
33013 147154 MLXN	**Salerno** *ss*Hul.No.2–32 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	870 688 362	✠100A1 ~~7,32~~ ~~9,32~~ 4,36 BS~~11,34~~ ✠LMC10,32 11,35	Hul ~~Lon~~	m	OG ~~10,31~~ 6,35	1924 7mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Ellerman'sWilson Line,Ld.	215·7 | 32·8 | 13·9 P&B128'F53' FK *CellDBa&uE51'66t FPT24tAPT22t*	Hull British *5BHCem*	T.3Cy.14½",24½"&43"–30"(*s*) 225lb 160NHP 2SB,*4cf*,GS85,HS2910 Earle'sCo.Ld.Hull	14″10 s ″ 4½ 14 ″ 7½	
33014 119210 GSDZ	To be Broken up **Salient** *ss*Shl.No.3–9,19 *ss*Shl.No.2–29 1*Dk*(*Stl*)2*trB*&*Webframes*3*Dk rule*	3879 3579 2419	✠~~100A1~~ 10,29 ✠~~LMC1,20~~	Shl	v	CL 1,29	1905 3mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	~~LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)~~	346·3 | 49·6 | 25·5 P29'B74'F30' FK *CellDBa122uE24'f138'937t FPT89tAPT97t*	Sundrland British *6BHCem*	T.3Cy.24½",40"&66"–45" (*s*) 180lb *140lb* 317NHP 2SB,*6cf*,GS138,HS4870 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 8½ 22 ″ 1	
33015 PHHV	**Salland** *ss*Ams.No.3–12,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	6447 5896 3972	✠100A1 *Shelter dk* *withfreeboard* 12,35~~12,34~~ BS3,35 ✠LMC12,31 ✠Lloyd'sRMC~~2,35~~ 12,35 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Ams	c†	CL ~~12,32~~ 12,35	1920 6mo	Barclay Curle&CoLd Glasgow *Lloyd's A&CP*	N.V.Koninkl. HollandscheLloyd	449·2 | 58·2 | 29·2 P35'F43' *on Shelter dk* FK *CellDB*365'1402*t FPT*110*t APT*73*t*	Amstrdam Dutch *ptCem* *2BHtoSh dk* 5 „ „ *U* „	2SteamTurbinesDRgeared to1Sc.Shaft 210lb 874NHP 4SB,*16cf*,GS286,HS11672FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 4″11¾ 27 ″ 3¼	
33016 OXXA	**Sally Mærsk** 3Mst *ss*Rot.No.2–31 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3252 3036 1985	✠100A1 *Shelter dk* *withfreeboard* 4,35 DBS6,35 ~~DBS2,31~~ ✠LMC7,31	Abg	u	CL ~~4,35~~ 2,36	1923 4mo	Odense Staalskibswft Odense *Lloyd's A&CP*	Akties.Dampskibs. af1912(A.P.Möl- ler,Copenhagen, *Mgr.*)	332·1 | 44·2 | 26·2 F30'*onShelter dk* FK *CellDB*290'731*t FPT*51*tAPT*59*t*	Aalborg Danish *ptCem* *CollisionBH to S dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" DB–*50lb* 355NHP A/SBurmeister&Wain,Cpn	28″11 s6″10¼ 22 ″ 3	
33017 147141 MLVG	**Salmo** *ss*Hul.No.3-2,36 ~~*ss*Hul.No.2–32~~ *Well deck* 1*Dk*(*Stl*)2*trBinNo.1hold* *Ref.Mchy.* *CruiserStern*	1269 1063 621	✠100A1 2,36 ~~2,35~~ ✠LMC2,36 ~~MS6,33~~ ~~BS1,35~~	Hul	p	OG 2,35	1924 4mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Ellerman'sWilson Line,Ld.	237·7 | 35·3 | 15·8 P151'F51' FK *CellDB*203'333*t APT*64*t*	Hull British *5BHptCem*	T.3Cy.15¼",26"&45"–33" (*s*) 225lb FD 214NHP 2SB,*4cf*,GS83,HS3328 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 9 s ″ 9¼ 17 ″ 1½	
33018 139231 GKFT	**Salmonpool** *ss*Shl.No.3–5,36 ~~*ss*Shl.No.2–32~~ D.F. 1*Dk*(*Stl*)	4803 4513 ~~3002~~ 3028	✠100A1 ~~1,33~~ ~~1,35~~ 5,36 ~~BS5,34~~ ✠LMC~~2,32~~ ~~6,35~~ 5,36	Sws ~~Mch~~Shl	y	CL ~~1,34~~ ~~1,36~~ 4,36	1924 3mo	IrvinesS.B. &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*)	390·1 | 55·5 | 26·2 P30'B221'F41' FK *CellDB*344'1097*t FPT*120*t APT*146*t*	WHartlepl British *6BHCem*	T.3Cy.25½",40"&72"–48" (*s*) 180lb *100lb* 451NHP 3SB,*9cf*,GS186,HS7800 N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″5¾ 24 ″ 6	
33019 LCWS	**Salonica** 1*Dk*	2694 2493 1607					1912	WoodSkin- ner&Co.Ld. Newcastle	A/S Venborg (Brummenæs& Torgersen,*Mgrs.*)	324·0 | 46·5 | 19·8 P27'B205'F29'	Haugesnd Norwegian WB	T.3Cy.23",37½"&61½"–39" 236NHP N.E.MarineEng.CoLdNwc		N
33020 LCWT	**Salsaas** (*ex*Absia,*ex*WarAfrican) *ss*Yka.No.3–7,30 *ss*Got.No.1–34 1*Dk*(*Stl*)	5214 4767 3168	✠100A1 11,35~~2,35~~ ✠LMC8,34 BS11,35 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 5,18 F.P. above 150° F.*	Lis	y	CL 12,33	1918 5mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Skibs.A/S Nanset (I.Bugge,*Mgr.*)	400·6 | 52·3 | 28·5 P49'B112'F38' FK *Middle lineBulkhead not oil-tight* *CellDB*345'1136*t FPT*118*t APT*185*t*	Larvik Norwegian *11BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 513NHP 3SB,*9cf*,GS189,HS7668 F Harland&Wolff,Ld.Gls.	31 ″ 0 s 5″11½ 25 ″ 3½	
33021 LEHA	**Salta** (*ex*Salerno) TwinSc *OilEng.* 2*Dks*	3907 3460 2348					1920	J&KSmit's Scheepsw. Kinderdijk	A/S J.Ludvig MowinckelsRederi (DenNorskeSyd- AmerikaLinje)	375·8 | 51·5 | 22·4 P107*t*H315*t*F25*t*	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"–39⅜" 563NHP Werkspoor,Amsterdam		N
33022 LETJ	**Salten** Ⓟ 1*Dk*&*Awngdk*	350 322 197					1908	Akers Mek.Værks. Oslo	Saltens Dampskibsselskab	139·0 | 21·6 | 15·7 H28*t*	Bodö Norwegian	T.3Cy.11",18"&29"–21" 38NHP AkersMek.Værks.Oslo		

1	2 · 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
33023 145739 GKCZ	**Saltersgate** (*ex*Overstone) *ss*Cff.No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3940 3609 2387	✠100A1 *with freeboard* 10,35 ~~11,34~~ BS3,35 MS3,31	Nwc Cff ✠LMC ~~BS1,34~~	*y*	CL ~~1,33~~ 10,35	1924 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*336'1150*t*	380·3 F28' *FPT*80*tAPT*130*t*	51·9	23·4 FK *Coll*	London British 6*BHptCem* *BH to Sh dk* 5 ,, ,, 2*nd dk*	T.3Cy.25",41"&68"-48" (*s*) 180lb 381NHP 3SB,9*cf*,GS150,HS6330 N.E.MarineEngCoLd.Nwc	26 ″ 0 s 2 ″ 0½ 23 ″ 8	
33024 7214 SGEO	**Saltsjön** Ⓟ *CruiserStern*	314 141 208					1925	Eriksbergs M.V.Aktieb. Gothenburg	VaxholmsNya AngfartygsA/B (OFEkebohm*Mgr*)	121·4 B64'H60*t*	22·9	8·6	Vaxholm Swedish	C.2Cy.15"&29½"-22⅛" 33NHP EriksbergsM.V.A/B Got.		
33025 161014 GMTZ	**Saltwick** *ss*Cff.No.1-33 1*Dk*(*Stl*) D.F.	3775 3407 2261	✠100A1 12,35 ~~10,34~~ BS11,35	Cff ✠LMC6,34	*w*	CL ~~N8,33~~ 12,35	1929 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,*Mgrs.*)	360·5 P32'B219'F37' *CellDB*320'928*t*	49·9	23·1 FK	Whitby British 6*BHCem* *APT*135*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *180lb* 341NHP 2SB,8*cf*,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1½ 22 ″ 6½	
33026 129041 GQRC	**Salvador** *ss*Crs.2ndNo.3-12,33 Wireless 1*Dk*(*Teak*) 2*nd dk*(*Stl*)*in forehold*	1128 957 650	✠100A1 7,35 ~~11,34~~ MS1,34 *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	Crs ✠LMC BS~~1,36~~3,36	*n*	CL 12,33	1909 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	PacificSteamNav. Co. *WB=CellDBa*40'*uE*15'*f*94'	215·0 F26'	33·5	19·4 FK	London British 4*BHCem* 160*tAPT*10*t*	T.3Cy.17",28"&46"-33" (*r*) 180lb 174NHP 2SB,6*cf*,GS107,HS3268 Swan,Hunter&Wigham- Richardson Ld.Nwc.	21 ″ 6 s3 ″ 4½ 18 ″ 6½	
33027	**Salvador II** (*ex*W.P.Clark, *ex*RobertK.) *Now Tug* "Diana Moller," *Transferred to No.* 17618	332 — 186					1904	OsakaIron Works Osaka	N.E.A.Moller (Moller&Co., *Mgrs.*)	126·0	24·0	12·5	~~Iloilo,P.I.~~ ~~Utd.States~~ British	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWks.Osaka		
33028	**Salvager** (*ex*LakeGilpen) *Now* "Chang Ho," *see No.* 37562 *in Supplement* *Fitted for oil fuel* 1*Dk*2*trB*	2664 2283 1654			…		1919	Detroit S.B.Co. Wyandotte		251·0 P25'B64'F23'	43·6	26·1 FK	Japanese *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
33029 [illegible] [illegible]	**Salvagno P.** (*ex*Helium, 3Mst (*ex*SénateurRaymond,*ex*Commandant Jean Nicolas) 1*Dk* *Now* "Tig[illegible]," *see No.* 40293 *in Supplement*	1302 1116 738					1918	KibiS.B. Co.Ld. Osaka	Elio Bibolini fu G.B.	229·0 B52'F24'	32·5	18·9	~~Venice~~ Italian Genoa *WB*	T.3Cy.14½",24"&40"-30" 88NHP SettsuTekkosho,Osaka		I
33030	**Salvator** AuxTwinSc3MstSr (*ex*Wyfax-34,*ex*Libea) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*) Wrecked 10,35	*469* *381* *412*					1917	N.V.P.&A. Ruytenberg Raamsdnksv.	CompañiaCubana deIndustrias ExtractriasSoc. Anon.	148·0	27·5	12·3	Santiago de Cuba Cuban	Oil Engines 2S.C.SA 4Cy.13"-13⅜" 119NHP Steynaart&J.Walen,Rot.		
33031 150 ICGL	**Salvatore** (*ex*Erling-33, *ex*Ashington,*ex*Newbrundoc, *ex*DonaldE.McKay,*ex*Canadian 1*Dk* Engineer) D.F.	2252 — 1305			…		1921	Collngwd. S.B.Co.Ld. Toronto	M.Scuderi	260·9 P25'B64'F28'	43·7	22·3 FK	Catania Italian *WB*	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	CI †
33032 132045 ~~VPSL~~ LIKX	**Salvestria** TwinSc (*ex*Cardiganshire) *Fitted for oil fuel* D.F. 2*Dks* *Carrying Whale Oil in bulk*	11938 10769 8597			…		1913	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	500·3 P107'B180'F88'	62·4	34·6 42·6 FK	Dublin ~~P.Stanley~~ British *WB*	T.6Cy.24",40½"&68"-48" 977NHP Workman,Clark&Co.Ld.	37 ″ 7	C †
33033 207299 WJEH	**Salvor** (*ex*Telegraph, WoodTwinSc *ex*RobertC.Clowry) (*CableVessel*) Wireless 1*Dk*	532 — 235					1910	A.C.Brown &Sons Ttnvlle,N.Y.	SuboceanSalvage Corp.	132·3	33·3	15·1	NewYork Utd.States	C.4Cy 14"&30"-22" 70NHP A.Miller&Bro.JerseyCity		
33034 122394	**—** Ⓟ WoodSp (*ex*Leebro) 1*Dk*	323 267 198					1908	W.Turpel Victoria,B.C.	~~J.Galt~~ Mrs.I.S.Galt	123·5	28·8	11·1	Vict'riaBC British	C.2Cy.10"&24"-16" 22RHP Ross&Duncan,Glasgow		
33035 148209 GNTC	**Salvus** *ss*Nwc.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *with freeboard* ~~7,35~~ ~~12,34~~ 1,36 BS~~12,34~~ 1,36	Liv ~~Shi~~ Nwc ✠LMC8,32	*z*	CL ~~12,34~~ N1,36	1928 5mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348' 1358*t*	399·0 F36' *FPT*106*tAPT*195*t*	54·5	25·2 FK (	Cardiff British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB,9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 ″ 7 s 2 ″ 11½ 24 ″ 9½	
33036 EGLE	**Sama** (*ex*Josefita,*ex*Hermia, Iron *ex*Rouen) *ss*Bbo.3rdNo.3-3,10 *ss*Cdz.No.2-18 1*Dk*(*Irn*)2*trB*	736 649 525	✠ 3,18 ✠NB3,87	Cdz	*l*		1876 6mo	J.Laing Sunderland	Soc.Metalúrgica DuroFelguera	203·8 Q26'F20'	29·5	15·5 FK	Gijon Spanish 5*BHCem* *DBa*60' *f*40'	C.2Cy.26"&47"-36" NDB87 110NHP 1SB,3*pf*,GS49 R.&W.Hawthorn,Nwc.	16 ″ 5	
33037	**—** 4Mst (*ex*LouisGeraci, *OilEng.* *ex*Harjumaa) 1*Dk*	567 456 371					1922	Petrovski S.B.Co. Reval	CeibaNavigation Corporation (StandardFruit& S.S.Co.*Mgrs.*)	166·6	28·7	12·1	Bluefields Nicaraguan	Oil Engines 2S.C.SA 6Cy.16"-20" 180NHP Fairbanks,Morse&Co. Beloit,Wis.		G
33038 KZBF	**Samal** (*ex*Pompey,*ex*Harlech) *Well deck* 1*Dk*(*Irn*)&*Web frames* Wireless	1303 — 610	✠ 1,98				1897 4mo	S.P.Austin &SonLd. Sunderland	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	237·1	34·8	14·4	Manila P.I. Utd.States	T.3Cy.19⅝",31"&51"-33" 161NHP J.Dickinson&SonsLd.Sld.		
33039 149662 GNKR	**Samala** *Ref Mchy.* E.S.D. D.F. Sub.Sig. 4*Dks*	5390 4678 3301					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird,Birkenhead		C
33040 26208 JSOD	**Samarang Maru** Ⓟ *ss*Kob.No.3-10,32 2*Dks*(*Stl*-*U* ws)	4013 3468 2500	✠100A1 ~~10,34~~ 10,35 ✠LMC~~10,34~~ 10,35	Kob Yka	*w*	OG 10,34	1920 3mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	~~NanyoYusenK.K.~~ NanyoKaiunK.K.	345·0 P33'B74'F41' *CellDB*316'	50·0	26·8 FK	Kobe Japanese 6*BHCem* 775*tAPT*26*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 246NHP 2SB,6*cf*,GS109,HS2197 FD MitsubishiZosenKaisha, Ld.Kobe	29 ″ 1 s 5 ″ 7½ 24 ″ 0	
33041 145923 GJCF	**Samaria** Ⓟ TwinSc *ss*Lon.No.3-11,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-*pt* ws)& Sub.Sig. *Shade dk*(*Stl*-ws)3*rd dk*(*Stl*) *Ref.Mchy.* *in forward & after holds* D.F. GyC. E.S.D.	19597 14189 11834	✠100A1 *Shelter dk* *with freeboard* ~~1,36~~ ~~1,35~~ 3,36 MS11,32 Lloyd'sRMC~~1,35~~ ~~7,35~~ 1,36 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Lon Liv BS1,36 ✠LMC ~~BS1,35~~	*n*†	CL ~~S12,32~~ P1,35 SN1,36	1921 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	CunardWhiteStar, Ld. *CellDB*512'2623*t* *Tanks at sides of tunnels* 48'367*t* *FPT*	601·5 B284' *on Shade dk* *DTf*46'1643*t*	73·7	40·7 FK 1	Liverpool British *pt Cem* 0*BHtoSh dk* 122*tAPT*86*t*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS29164 2527NHP 3DB&3SB,36*cf*,GS746 FD CammellLaird&CoLd.Bkn	45 ″ 0 s12 ″ 9½ 32 ″ 8	BT till ~~1,36~~ 1,37
33042 143770 GCDV	**Sambre** *ss*Lon.No.3-8,32 Sub.Sig. 2*Dks*(*Stl*)	5260 4810 3226	✠100A1 ~~6,33~~ ~~7,34~~ 12,35 BS~~10,34~~ 12,35	Mdb Lon ✠LMC12,31	*y*	CL ~~8,32~~ ~~6,35~~ N11,35	1919 11mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0 P49'B118'F40' 340'1067*tFPT*125*t*	52·4	28·5 FK	London British 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 0½ 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33043 ONZC	**Sambre** (*ex*WitteZee) 1*Dk*	727 524 316					1917	A.Van Duijvendijk Papendrecht	CieNationaleBelge deTransp.Mar. (ArmementDeppe, *Mgrs.*)	180·8	28·3	12·4	Antwerp Belgian *WB*	T.3Cy.15",25"&40"-27" 83NHP Verschure&CoAmsterdam		V
33044 PHHZ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	349 281 225					1929	NVSchpsw Gebr.Pot Bolnes	Wm.H.Müller&Co. N.V.	144·7 P36'B7'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP Motorenfabr."Deutz" A.G.Koln-Deutz		G
33045 148590 MNJX	**Sambur** TwinSc *ss*Fal.No.2-33 1*Dk*(*Stl*-ws)2nd *dk in holds* *Cruiser Stern*	776 701 311	✠100A1 *withfreeboard* 3,36~~3,35~~ ~~BS3,35~~ ✠LMC4,33 *For Channel service Weymouth & Channel Islands Fitted for oil fuel 5,25 F.P. above 150° F.*	Fal Npt BS3,36		OG ~~4,33~~ 3,36 *Lloyd's A&CP*	1925 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	GreatWestern Railway *DTa*40*t DTf*45*t FPT*47*t APT*47*t*	201·2 P20'B72'F69' FK&BK2"	33·7	15·3	Weymouth British 6*BHCem*	T.6Cy.14½",23"&38"-27" (*r*) 185lb 226NHP 2SB,6*cf*,HS3464 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15″11 s 3″8½ 12″8	
33046 TCCQ	**Sami** (*ex*AghiosSpyridon, *ex*City of Cadiz,*ex*Corcyra) Iron 1*Dk*2*trB*	831 699 468			...		1862	Richardsn, Duck&Co. Stockton	TahsinZeki,Cemil Hanim&Ahmet HamdiBey	204·4 P34'F36' ND94 BK6½"	28·5	17·3	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 NB94 95NHP T.Richardson&Sons,Hpl.	18″1	
33047 DABZ	**Samland** (*ex*Patrino,*ex*Uhl, *ex*Weesturs,*ex*Pomona) 1*Dk*	771 608 453					1896	Rijkee&Co Rotterdam	PreussenlinieArlt &Co.K.G.(Ivers& Arlt,*Mgrs.*)	200·4 Q66'B46'F23'	30·1	13·4	Konigsbrg German *WB*	T.3Cy.15",25"&40"-36" NB08 96NHP Maats.deMaas,Rotterdam		V
33048 LETL	**Samlanes** (*ex*Hansa,*ex*Praecis) 1*Dk*	842 612 500					1908	Nüscke& Co.A.G. Stettin	A/SD/S"Jonstein" (HansStoraas, *Mgr.*)	202·9 Q68*t*B83*t*F25*t* H32*t*	30·4	12·4	Bergen Norwegian *WB*	T.3Cy.13⅘",21¾"&35⅘"-23⅗" DresdnerMasch. 62NHP &Schiffsw.Uebigau,A.G.		G
33049 LCYA	**Samnanger** 1*Dk*	4276 3923 2618			...		1918	Canadian Vickers,Ld Montreal	Westfal-Larsen &Co.A/S	380·7 P44'B102'F42' FK	49·2	26·8	Bergen Norwegian *WB*	T.3Cy.25",41"&67"-45" 333NHP CanadianVickers,Ld.Mtl.	30″1	N †
33050 216718 KTUI	**Samoa** (*ex*LakePepin) *Fitted for oil fuel* 1*Dk*	1997 1634 1172			...		1918	McDougall -DuluthCo. Duluth,Minn	Hammond Lumber Co.Inc.	251·0 P27'B64'F35' FK	43·6	18·1	S.Frncisco Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20″3	R †
33051 RAQZ	**Samoied** (*ex*LakeFestina) *Fitted for oil fuel* 1*Dk*2*trB*	2560 2203 1587			...		1919	Toledo S.B.Co. Toledo,O.	U.S.S.R.	250·9 P25'B64'F23' FK	43·6	25·8	Odessa Russian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28″2	
33052 DHUN	**Samos** (*ex*Saar,*ex*OttoZelck)	2576 1976 1513					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	311·1 P&B252'F32'	46·1	19·7	Hamburg German *WB*	T.3Cy.21⅘",35$\frac{1}{16}$"&57⅛"-37⅜" 200NHP A.G."Neptun,"Rostock		G
33053 330 SVDL	— Ⓟ Iron (*ex*Elefteria,*ex*Oldham) Wireless 1*Dk*&*Awng dk*	1208 — 645			...		1889	Earle'sCo. Ld. Hull	D.InglessiFilsS.A. Nav.deSamos	240·0	30·0	14·6	Piræus Greek *WB*	T.3Cy.22",35"&57"-42" NB28 210NHP Earle'sCo.Ld.Hull		
33054 TULH	**Sampiero** (*ex*Boudjmel,*ex*Staffa) *ss*Lth.2ndNo.3-10,24 *ss*Msl.No.2-32 *Well deck* 2*Dks*(*U Irn*)	972 753 535	✠100A1 ~~8,33~~~~10,34~~4,36 BS~~1,35~~ 12,35 ✠LMC6,33	Msl	*n*	~~11,33~~ 7,35 *Lloyd's A&CP*	1902 8mo	Ramage& Ferguson,Ld. Leith	L.Domerc&Cie. SocAnon.deTransports&Société Corse deTransportsMaritimes *CellDBa*49'*uE*&*B*45'*f*83'261*t FPT*31*t APT*39*t*	221·3 P27'Q46'B48'F68' FK&BK1¾"	30·4	14·7	Marseilles French 5*BHCem*	T.3Cy.18¾",30"&49"-33" 165lb *85lb* 146NHP 1SB,4*pf*,GS71,HS2290 Ramage&Fergusn,Ld.Lth.	17″0 s ″9 16″6	
33055 OUKV	**Samsö** 1*Dk*	1494 1198 881					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Heimdal (M.Carl,*Mgr.*)	253·4 P17'Q81'B96'F29'	38·1	15·2	Elsinore Danish	C.4Cy.(2)14¾"&(2)31½"-31½" 93NHP HelsingörsJernsk.&Mskb.		V
33056 TCCV	**Samsun** (*ex*Gabriella,*ex*Rhône) Wireless 2*Dks*&*Spar dk*	1396 — 879					1889	Wigham Rchrdsn&Co. Newcastle	AldiKastiZade Ahmet,Vehbi& Mustâfa	251·5 B38' 24·0	32·2	17·0	Istanbul Turkish *WB*	T.3Cy.25",38½"&65"-42" NB01 274NHP WighmRchardsn&Co.Nwc		
33057 LDJG	**Samuel Bakke** TwinSc *ss*Stv.No.1-34 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1 *hold* *Platform dk in insulated hold*	4744 4216 2829	✠100A1 *withfreeboard* 10,35 ~~1,35~~ ✠LMC CS1,34 5,33 ✠Lloyd'sRMC~~1,35 6,35~~ 11,36 for temp. 30° F.	Stv DBS~~9,33~~ 10,35 ✠LMC(M)6,35	*z*	CL ~~s9,32~~ P10,34 s10,35 *Lloyd's A&CP*	1929 7mo	ABGötaverken Gothenburg	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S.) *CellDB*323'1562*t FPT*99*t APT*111*t*	390·8 F35' FK	54·7	25·5	Haugesnd Norwegian 5*BH* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP DB*85lb* A/B Götaverken,Got.	28″6 s 3″0½ 25″7½	
33058 116841	**Samuel F. B. Morse** *Mchy.Aft* GyC. 1*Dk*2*trB*	4477 — 3376					1898	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	456·0	50·0	24·0	D'luth Min Utd.States *WB*	Q.4Cy.17",25",38½"&60"-42" NB29 *Erebl*t03 233NHP AmericanS.B.Co.		
33059 220955 KDMS	**Samuel L. Fuller** *ss*Mob.No.3-5,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	6950 6465 4312	✠100A1 ~~11,35 2,35~~ 4,36 ~~BS5,34~~ ✠LMC5,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,21 F.P. above 150° F.*	Mob BS4,36	*b*†	CL 2,35	1921 1mo	SunS.B. Co. Chester,Pa. A&CP	SinclairNav.Co. Inc. *CellDBuE*&*B*59'*f*41'408*t FPT*222*t APT*57*t*	430·2 P133'B36'F40' FK	59·2	32·8	NewYork Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33″3 s 6″10 ~~26″7½~~ 26″8	
33060 225409 WPBG	**Samuel Mather** *ss*Clv.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* D.F. GyC. *Cargo battens not fitted*	8152 7771 6442	✠100A- *For Service on the Great Lakes* 4,35 ~~4,26~~ ~~BS4,34~~ ✠LMC~~4,26~~ BS2,36 ~~4,35~~ MS5,33	Clv			1926 4mo	American S.B Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *CellDBuE*&*B*56' 242*t CellDB* & *side tanks in way of holds*471'7934*t FPT*471*t APT*68*t*	596·9 F48' FK	60·0	32·0	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"-42" (*s*) 3 Water Tube Boilers 200lb HS6675 FD 436NHP AmericanS.B.Co.	32″0	
33061 116495 WBDC	**Samuel Mitchell** 3Mst D.F. (*Self-Unloader*) *Mchy.Aft* 2*Dks*	2248 — 1362					1892	GlobeIron WorksCo. Cleveland,O.	HuronTransptn. Co.	293·3 H—F32' *WB*	40·4	20·1	Alpena, Mich. Utd.States	T.3Cy.20",32"&52"-42" 175NHP GlobeIrnWksCo.Clevelnd		
33062 221721 KDVO	**Samuel Q. Brown** *ss*Bal.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6625 6058 4117	✠100A1 ~~5,35~~~~10,34~~11,35 ~~BS5,34~~ ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,21 F.P. above 150° F.*	NYk BS5,35	*a*†	CL ~~5,34~~ N5,35	1921 11mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedTransportCorp. *CellDBuE*&*B*60'236*t* *DTf*43'750*t FPT*228*t APT*178*t*	424·4 P128'B25'F41' FK	58·2	32·9	Wilmgton (Del.) Utd.States 16*BHptCem* (9 ,, *toU dk* 7 ,, ,,2*nd*,,)	T.3Cy.27",45"&75"-51" (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkSBCo.Camdn NJ	33″0 s6″7¾ 26″7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L. R. [illegible]
33063 164161 GYKK	**San Adolfo** *For full particulars see No.*40010 *in Supplement* *OilEng.* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing at bottom & at dk*	7365 6651 4376	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1935	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EagleOil& ShippingCo.Ld.	446·0 P94'B45'F33'	60·3	32·0	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" Hwthrn,Leslie&CoLd.Nwc	32 " 0 s 6 " 0½ 26 " 2¼	
33064 163569 GYCY	**San Alberto** *Mchy.Aft* *CruiserStern* *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7397 6649 4371	✠100A1 ~~1,35~~2,35 3,36 ✠LMC2,35 *CarryingPetroleum in bulk*	PGl ~~Bkn~~Fal		CL	1935 2mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*69'159t *DTf*26'288t *FPT*124t*APT*80t	446·0 P95'B45'F32'	60·2	32·0 FK	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	32 " 0 s 6 " 0½ 26 " 2½	
33065 163582 GYGN	**San Alvaro** *Mchy.Aft* *OilEng.* D.F. *Cruiser Stern* 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7385 6668 4412	✠100A1 9,35~~3,35~~ ✠LMC3,35 *CarryingPetroleum in bulk*	Nwc		CL	1935 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'159t*DTf*26'286t*FPT*134t*APT*81t	446·0 P95'B45'F31'	60·3	32·0 FK	London British 15*BH*	Oil Engines 4S.C.SA 8Cy 25$\frac{9}{16}$"-55½" 502NHP 2DB*180lb* Hwthrn,Leslie&CoLdNwc.	32 " 0 s 6 " 0½ 26 " 2¼	
33066 163566 GYCZ	**San Amado** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7316 6604 4392	✠100A1 ~~3,35~~ ~~2,35~~ 3,36 ✠LMC2,35 *CarryingPetroleum in bulk*	Gls ~~Bkn~~Avn		CL	1935 2mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'161t*DTf*26'303t*FPT*134t*APT*54t	446·1 P95'B45'F32'	60·2	32·0 FK	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	32 " 0 s 6 " 1½ 26 " 1½	
33067 164444 GYJP	**San Ambrosio** *Mchy.Aft* *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7410 6669 4404	✠100A1 10,35~~4,35~~ ✠LMC4,35 *CarryingPetroleum in bulk*	Nwc		CL	1935 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'159t*DTf*26'286t*FPT*134t*APT*79t	446·0 P95'B45'F31'	60·4	32·0 FK	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 502NHP 2DB*180lb* Hwthrn,Leslie&CoLdNwc.	32 " 0 s 6 " 0½ 26 " 2¼	
33068 LOWV	**San Andres** *OilEng.* 1*Dk*	1975 1638 1106					1921	J.&K. Smit'sSchps Kinderdijk	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	302·0 P75tH242tF15t	42·2	20·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜"-47¼" 403NHP Werkspoor,Amsterdam		N
33069 217152 WDIO	**San Angelo** (*ex*Willanglo, *ex*Westmead) *Fitted for oil fuel* 2*Dks*	5605 5112 3521			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	409·5 P44'B115'F47'	54·2	27·4 FK	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 " 2	R †
33070 219624 KUDG	**San Anselmo** (*ex*Oran, *ex*WestJester) *Fitted for oil fuel* 2*Dks*	5758 5291 3571					1920	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33071 FNTE	**San Antonio** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks&Shelter dk*	6013 5046 2796			–		1930	Harland& Wolff,Ld Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50",(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
33072 219593 KUCM	— (*ex*LakeIkatan) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	SouthernS.SCo.	253·5 P25'B65'F26'	43·9	25·9 FK	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 " 5	R †
33073 XCBE	— **Wood** (*ex*Hardy,*ex*Grace *Fitted for oil fuel* Dollar) Wireless	785 — 521					1898	FultonE. &S.B.Works S.Francisco	JoseOropesa	158·5	34·0	19·4	Mazatlan Mexican	T.3Cy.10½",18"&24"-24" 28NHP FultonE.&S.B.Wrks.S.Fo.		
33074 PHIF	— **Aux3MstSr** *ss*Kel.No.3-7,22 *ss*Rot.No.2-30 *OilEng.(not classed)* 1*Dk(Stl)* (*See Sailing Ship Register*)	410 327 214	✠100A1 7,32	Rot	*k*		1909 10mo A&CP	NaamVenn Scheeps.v. J.Smit,Czn. Alblass'rdam	N V Hammersteins Reederijbedrijf *WB=CellDB*96'121t*FPT*44t	165·0 Q27'RFD21'	27·3	9·6 FK	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 4Cy.12$\frac{9}{16}$"-16½" 62NHP NedFb.v.Wrk&Spoor,Ams	12 " 4 s 1 " 11 11 " 10	
33075	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Industrieele Maats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 P41'F17'	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfb."Deutz"A.G. Koln-Deutz		
33076 163590 GYJQ	**San Arcadio** *Mchy.Aft* *CruiserStern* *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7419 6676 4402	✠100A1 9,35~~4,35~~ ✠LMC4,35 *CarryingPetroleum in bulk*	Gls Grk		CL	1935 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	EagleOil&ShippingCo.Ld. *CellDBuE*69'161t*DTf*26'289t*FPT*133t*APT*66t	446·0 P95'B44'F32'	60·2	32·0 FK	London British 15*BHptCem*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 502NHP 2DB*180lb* Harland&Wolff,Ld.Gls.	32 " 0 s 6 " 0¾ 26 " 1½	
33077 HPCI	**San Benito** *Fitted for oil fuel* E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	*3724* *3122* *2086*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·3 P36'B102'F40'	46·3	29·2	Panama Pnamanian *WB*	Turbo-ElectricMotor BritishThomsonHouston Co.Bel.		C
33078 219422 KUKJ	**San Bernardino** (*ex*Oriole, *ex*WestJappa) *Fitted for oil fuel* 2*Dks*	5751 5218 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33079 HPCB	**San Blas** Sub.Sig. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	*3628* *3118* *2142*					1920	Workman, Clark&Co.Ld Belfast	BalbcaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P37'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24½",41½"&69"-48" 330NHP Wrkman,Clark&Co.Ld Bel		C
33080 HPCA	**San Bruno** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&*2*ptdks* E.S.D. *CruiserStern*	3627 3118 1957					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24½",41½"&69"-48" 330NHP Wrkman,Clark&CoLd.Bel.		C
33081 ~~140967~~ ~~GNMT~~	**San Camilo** **TwinSc** *ss*Cco.No.1-32 *Mchy.Aft* 1*Dk(Stl)&Webframes* *Longitudinal framing*	*2450* *1723* *1250*	✠100A1 5,35~~11,34~~ ~~BS11,34~~ ✠LMC2,32 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,27 *F.P. above* 150° F.	Cco BS5,35	*t*	CL S11,34 P5,35	1927 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd's A&CP*	~~Anglo-Saxon PetroleumCo.Ld.~~ N.V.Curacaosche ScheepvaartMaats *Wingtanks a* 60'53 1t *f*30'259t*FPT*98t*APT*72t	305·6 P83'*Trunk*184' F38'	51·2	15·0 FK	Dutch 8*BHptCem*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 " 0 s 1 " 7 13 " 7¼	
33082 LDNA	**San Carlos** (*ex*Rio de laPlata) 2*Dks*	2844 2395 1547					1914	J.Blumer &Co. Sunderland	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	333·6 P77tH191tF39t	48·7	19·6	Oslo Norwegian *WB*	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		N
33083 149871 GNCJ	— **TwinSc** ~~*ss*Cco.No.1-29~~ *Mchy.Aft* *ss*Cco.No.2-35	2395 1743 1242	✠100A1 *withfreeboard* ~~7,35~~ ~~11,34~~2,36 ~~BS11,34~~ ✠LMC~~2,32~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*7,27 *F.P. above* 150° F.	Cco 7,35	*t*	CL P2,36 S7,35	1927 7mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks* *f*286t*a*356t*FPT*60t*APT*75t	305·7 P67'F34' *Trunk*204'	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 " 0 s1 " 10½ 13 " 3¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33084	**San Carlos III** Iron (*ex*OrtigaHermanos, *ss*Sng.No.2-83 *ex*Florencio,*ex*Carmen,*ex*Rosa) 2*Dks*	475 353 270	✠ 10,85 ✠NB85	Sng	*g*		1874 10mo	Macfayden &Co. PortGlasgow	TañonNav.Co.Inc.	150·7 B22'H39*t* *ptDB*	23·2	15·1	Manila Utd.States 4*BHCem*	C.2Cy.22"&39"-27" 66NHP Kemp&Hume,Glasgow		
33085 149989 GNMJ	**San Casto** TwinSc *ss*Cco.No.2-35 ~~*ss*Cco.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2446 1723 1246	✠100A1 ~~6,35~~~~11,34~~12,35 ~~BS5,34~~ ✠LMC6,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco ~~BS6,35~~	*t*	CL S6,35 P12,35	1928 2mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	EagleOil& ShippingCo.Ld.	305·6 P83'F38' *Trunk*184' FK *Wing tanks a* 60'531*t* *Wing tanks f* 30'259*t* *FPT*98*t* *APT*72*t*	51·2	15·0	London British 8*BHptCem*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,6*cf*,HS4209 MacColl&Pollock,Ld.Sld	15 ″ 0 s1 ″ 6¾ 13 ″ 7½	
33086 160358 GNMK	**San Claudio** TwinSc *ss*Cco.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2712 1840 1402	✠100A1 10,35~~2,35~~ ~~BS3,35~~ 10,35 ✠LMC3,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco	*t*	CL SN2,34 ~~P2,34~~ P10,35	1928 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	EagleOil& ShippingCo.Ld.	304·9 P83'F39' *Trunk*183' FK *FPT*93*t* *APT*80*t*	51·2	15·1	London British 9*BHptCem*	T.6Cy.14",23"&38"-24" (*s*) 180lb 226NHP 2SB,6*cf*, ,HS4480 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0 s1 ″ 5¾ 13 ″ 8½	
33087 219320 KORB	**San Clemente** (*ex*WestMingo) *Fitted for oil fuel* 2*Dks*	5493 — 3428					1919	LsAngeles S.B.&DD.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs*)	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States *WB*	T.3Cy 28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
33088 EGMA	**San Cristobal Martir** (*ex*San Juan,*ex*Chasna, *ss*LaP.No.3-12,33 *ex*BurfordBridge, 1*Dk*(*Stl*) *ex*Eikundasund,*ex*Feie) *Mchy.Aft*	*391* *284* *205*	100A1 12,33 BS5,35	LaP LMC12,33		CL 11,33	1916	Johs.Berg Delfzijl	~~CiaInterinsular Tinerfeña(Alvaro RodriguezLopez, Mgr.)~~ A.RodriguezLopez	136·3 P48'F19' FK *FPT*60*t* *APT*30*t*	23·5	11·0	SantaCruz deTenerife Spanish 3*BHCem*	T.3Cy.12⅝",19⅞"&29½"-21½" 185lb (*s*) 41NHP 1SB,2*cf*,GS43,HS1303 Johs.Berg,Delfzijl	12 ″ 5 s ″ 8½ 12 ″ 0	
33089 142290 MKBL	**San Dario** (*ex*Teakol) TwinSc *ss*Shl.No.3-4,30 *ss*BknNo.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1137 880 584	✠100A1 *withfreeboard* 4,36~~2,35~~ ✠LMC2,35 ✠NE&B11,22 BS4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,22 *F.P. above* 150° F.	Bkn	*n*	CL 2,35	1918 1mo	Short Bros. Ld. Sunderland *Lloyd's*A&CP	EagleOil& ShippingCo.Ld. *CellDBuE*34'55*t*	210·0 P70'F57' FK *Middle line bulkhead not oil-tight* *DTf*21'189*t* *FPT*35*t* *APT*71*t*	34·8	16·6	London British 12*BHptCem*	T.6Cy.9½",15½"&26"-18" (*s*) 180lb 85NHP 2SB,4*pf*,GS61,HS1628 AilsaS.B.Co.Ld.Troon	16 ″ 6 s1 ″ 3¼ 15 ″ 3¾	
33090 FNTL	**San Diego** *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*&*Shelter dk*	6013 5059 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50",&(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
33091 ~~219167~~ ~~KOLC~~ 388	— (*ex*Orient) *ss*Pld.No.3-9,31 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Fitted for oil fuel*	4995 4269 3058	... 5,35	SFo	*x*		1919 11mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	CantieriRiuniti dell'Adriatico *CellDB*336'1133*t*	376·4 P54'B94'F39' FK *MT*21'328*t* *FPT*116*t* *APT*206*t*	52·3	27·0	Trieste Italian 6*BHCem*	T.3Cy.24",41"&68"-48" 486NHP 3SB,9*cf*,HS7237 BethlehemS.B.Corp.Ld.	29 ″ 6	
33092 216794 KJSQ	— Wood *Fitted for oil fuel*	1487 — 835					1918	Mathews' S.B.Co. Hoquiam, Wash.	Hart-Wood LumberCo.	237·3	44·7	16·8	S.Frncisco Utd.States	T.3Cy.14",22"&40"-30" 88NHP LlewellynIronWorks, LosAngeles		
33093 33300 JQJB	**San Diego Maru** *OilEng* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	7269 6829 5000					1928	Mitsubishi Zosen Kaisha,Ld. Nagasaki	MitsubishiShoji Kaisha,Ld.	430·0 P114'B33'F17'	57·0	34·5	Tokio Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha, Ld.Nagasaki		C
Brokenup 33094 ~~218388~~ ~~KIMX~~	**San Domingo**• (*ex*Orinoco, *ex*Huachuca) *ss*Pld.No.3-8,31 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Fitted for oil fuel*	4760 4399 2890	... 5,35	Pld	*x*		1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt Md.	~~Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)~~ *CellDB*337'1133*t*	376·4 P54'B94'F39' FK *MT*21'328*t* *FPT*116*t* *APT*206*t*	52·3	27·0	Italian 6*BHCem*	T.3Cy.24",41"&68"-48" 486NHP 3SB,9*cf*,HS7237 BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	29 ″ 6	
33095 EGMB	**San Eduardo** (*ex*Hercules) IronSc	300 — 124					1917	....	A.T.Vega	151·7	19·7	11·5	Gijon Spanish	T.3Cy.12",18"&31"-28" 51NHP A.G.Weser,Bremen		
33096 146560 GFWJ	**San Fabian** *ss*Bkn.No.3-3,35 ~~*ss*Nwc.No.2-31~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	13031 12555 8216	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~~~4,34~~ 2,36 ~~BS4,34~~ ✠LMC~~3,34~~,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,22 *F.P. above* 150° F.	Bkn Nwc 2,36 BS~~3,35~~	*h*†	CL ~~6,33~~ ~~2,35~~ 1,36	1922 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	EagleOil& ShippingCo.Ld. *CellDBuB*43'202*t*	530·5 B39'*on Shelter dk* FK *DTf*50'512*t* *FPT*243*t* *APT*70*t*	69·4	42·2	London British *ptCem* 15*BHtoS dk* 8 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 978NHP 5SB,15*cf*,GS300,HS12475 FD WllsndSlipwayCoLd.Nwc	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	
33097 218196 KEDR	**San Felipe** (*ex*Willwello, *ex*WesternGlen) *Fitted for oil fuel* 2*Dks*	5918 5195 3680		...			1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	409·8 P44'B119'F47' FK	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.28½,48"&80"-48" 639NHP AmesS.B.&D.D.Co.Seattle	31 ″ 11	R †
33098 145252 GFJZ	**San Felix** *ss*Fal.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk* D.F. (*Stl*)&*Web frames* *Longitudinal framing*	13037 12550 8207	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~5,34~~ ✠LMC5,34 BS~~5,35~~ 3,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Fal ~~Bkn~~	*h*†	CL ~~5,34~~ ~~5,35~~ 3,36	1921 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	EagleOil& ShippingCo.Ld. *CellDBuB*43'202*t*	530·4 F39' *Shelter dk* FK *DTf*50'512*t* *FPT*243*t* *APT*70*t*	69·4	42·2	London British *ptCem* 15*BHtoS dk* 8 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 978NHP 5SB,15*cf*,GS300,HS12229 FD Wllsnd.Slpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	
·33099 143425 GQXV	**San Fernando** *ss*Nwc.No.3-3,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing* *ss*Bkn.No.1-36	13056 12563 8335	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~3,35~~ ✠LMC MS~~3,32~~3,36 BS~~7,34~~7,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,19 *F.P. above* 150° F.	Mob Bkn	*h*†	CL 3,35	1919 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	EagleOil& ShippingCo.Ld. *CellDBuE&B*88'202*t*	530·4 F25' FK *DTf*50'512*t* *FPT*243*t* *APT*70*t*	69·4	42·2	London British *ptCem* 15*BHtoS dk* 8 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 958NHP 5SB,15*cf*,HS12180 FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 3½	
33100 143056 GQXT	**San Florentino** *ss*Bkn.No.3-2,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*& D.F. *Shelter dk*(*Stl*) *Longitudinal framing*	12842 12353 8107	✠100A1 *Shelter dk* *withfreeboard* 10,35~~11,34~~ BS10,35 ~~BS11,34~~ ✠LMC2,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	Fal Bkn	*h*†	CL N11,34	1919 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	EagleOil& ShippingCo.Ld. *CellDBuB*39'178*t*	530·4 F28' FK *DTf*52'358*t* *FPT*190*t* *APT*54*t*	68·6	42·0	London British *ptCem* 14*BHtoShr dk* 8 ,, ,, *U dk*	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 958NHP 5SB,15*cf*,HS12229 FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3 32 ″ 3¼	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33101 FNTI	**San Francisco** *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"–60" 557NHP Harland&Wolff,Ld.Bel.		V
33102 5701 SGCN	— **TwinSc3Mst** *OilEng.* ssMmo.No.3–7,28 ssLkr.No.2-36 *2Dks(Stl)&Shelter dk(Stl)*	*3704* *3333* *2214*	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~9,35 10,36~~	Lkr ~~Mmo~~ DBS10,35 ✠LMC~~5,33~~3,36	*x*	OG ~~5,32~~ 10,35	1915 6mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *a69'uE*	362·0 *WB=CellDB* 37'*f*212'1138t *FPT*	51·2	22·6 FK	Stockholm Swedish *6BH* 74t*APT*53t *pt Asppt Cem*	Oil Engines 4S.C.SA 12Cy.21¼"–28¾" 528NHP DB–80lb Akt.Burmeistr&Wain,Cpn	25 " 6 s 2 " 4¼ 23 " 4	
33103	— **TwinSc** (*ex*Dr.Kemmerich) *1Dk*	653 — 399					1912	Stocks& Kolbe Kiel	Cia.Uruguaya deNav.Lda.	182·2 B25'F24'	30·4	8·3	Asunción Paraguay'n *WB*	T.6Cy10¼",15¾"&25$\frac{5}{16}$"–15¾" Christensen& 53NHP Meyer,Harburg		
33104 24755 JIYD	**San Francisco Maru** ssKob.No.3–1,31 *2Dks(Stl)&Awngdk(Stl)* ssNag.No.1-34	5831 5586 4227	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~8,34~~ *Fitted for oil*	Nag Kob 9,35 ✠LMC *fuel* 1	*y* ,23	OG 7,33 9,35 *F.P.*	1919 3mo *above*	Kawasaki Dkyd.Co.Ld. Kobe A&CP 150° F.	KokusaiKisen K.K. *Coll* *Cell*	385·0 *ision BHtoAwng dk* *DB* 334' 1118t *FPT*	51·0	36·0 FK	Kobe Japanese *ptCem* *5BHtoU dk* 126t*APT*98t	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5741 FD KawasakiDkyd CoLdKobe	36 " 0 s9 " 1¾ 27 " 1	
33105 129462	**San Francisco Xavier** Ⓟ ssBom.No.3–9,31 *1Dk(Teak)&Shadedk(Teak)*	339 267 152	✠ A1 9,35 ~~9,34~~ BS9,35 *River&Coast s*	Bom ✠LMC9,34 *ervice Bo*	*y*	CL 9,34 *mbay&*	1910 1mo *Goa* *Lloyd*	Greenock& Grngemouth DockyardCo. Greenock '*sA&CP*	IndianCo-opera- tiveNav.&Tradng Co.Ld.	170·0 F36'	26·1	9·0 FK	Bombay British *5BHCem*	T.3Cy.14",22"&36"–21" (s) 180lb 66RHP 1SB,3cf,GS60,HS2120 Muir&Houston,Ld.Gls.	9 " 6 s2 " 6 7 " 4	
33106 219474 WACF	**San Gabriel** (*ex*Georgian, *ex*Clarksburg) ssPld.No.3–2,32 *2Dks(Stl)* *Fitted for oil fuel*	4821 4459 2981	✠ ... 5,35 ✠	Pld	*y*		1920 1mo	Downey S.B.Corp. Arlington, StatenIsland	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*) *CellDB*306'11	386·8 P37'B109'F38' 04t*MT*27'668t*FPT*	52·2	27·4 FK	Portlnd,Or Utd.States *7BHptCem* 108t*APT*48t	T.3Cy.24",40"&70"-48" 502NHP 3SB,9cf,GS189,HS7500 DowneyS.B.Corp.Arlngtn.	30 " 0	
33107 146148 GFPK	**San Gaspar** ssFal.No.3–6,34 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)* D.F. *&Webframes* *Longitudinal framing*	12910 12450 8152	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~6,34~~ *CarryingPetr* *Fittedfor oil*	Fal BS6,35 ✠LMC6,34 *oleum* *fuel*10	*h*† *in* ,21	CL ~~6,34~~ 5,35 *bulk* *F.P. a*	1921 11mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	EagleOil&Ship- pingCo.Ld. *CellDBuB*38'143t*D*	530·2 F40' *on Shelter dk* *Tf*54'407t *FPT*203t	68·5	42·1 FK	London British 22*BHptCem* 15 *to Sh dk* 7 „ *U* „ *APT*40t	3 Steam Turbines DR geared to 1 Screw Shaft 200lb (s) FD 913NHP 5SB,15cf,GS302,HS11595 Palmers'Co.Ld.Newcastle	42 " 3 s10 " 2¼ 32 " 3¼	
33108 146518 GFWK	**San Gerardo** ssBkn.No.3–11,33 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)&* *Web frames* D.F. *Longitudinal framing*	12915 12450 8150	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~12,35 *CarryingPetr* *Fitted for oil*	Bkn Fal BS12,35 ✠LMC11,33 *oleum* *fuel* 2,	*h*† *in* 22	CL ~~11,33~~ ~~2,35~~ N12,35 *bulk* *F.P. a*	1922 2mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	EagleOil&Ship- pingCo.Ld. *CellDBuB*38'143t*D*	530·2 F40' *on Shelter dk* *Tf*54'407t*FPT*203t	68·5	42·1 FK	London British 22*BHptCem* (15 *to Sh dk* 7 „ *U* „) *APT*40t	3 Steam Turbines DR geared to 1 Sc.Shaft (s) 200lb 913NHP 5SB,15cf,GS302,HS11595FD Palmers'Co.Ld.Newcastle	42 " 3 s10 " 2¼ 32 " 4	
33109 HPCC	**San Gil** *Fittedfor oil fuel* E.S.D. *Ref.Mchy.* *CruiserStern* *2Dks&2ptDks*	*3627* *3118* *1957*					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'	46·3	29·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&69"–48" 330NHP Wrkman,Clark&Co.LdBel		C
33110 159 ITRR	**San Giorgio** Ⓟ *Fitted for oil fuel* *1Dk*	364 292 140			...		1914	Stabilmnto Tecnico Trieste	Soc.diNav.aVap. Istria-Trieste	168·7 F30'	23·8	11·5 BK7"	Trieste Italian *WB*	T.3Cy.15½",25"&41"–24" 134NHP StabilimentoTecnico,Tri.	12 " 6	I †
33111 997 ITRX	— **WoodAuxSr** (*ex*SailingVessel,*ex*Gabbiano) *OilEng.* *1Dk* (*See Sailing Ship Register*)	326 303 282					1919	Soc.Con- struzione e Nav.Velieri Viareggio	A.Finocchiaro	132·7	28·1	13·6	Genoa Italian	Oil Engines 2S.C.SA 4Cy.12⅝"–14" 112NHP *E made*18*fitted*33 "Densil"A.S.Motoren- fabriken,Aalborg		I
33112 1548 ICGA	**San Giovanni** (*ex*Indeficienter) *1Dk&Web frames*	2282 1940 1425			...		1901	Craig, Taylor&Co. Stockton	AlfioNapoli	299·0 289·0 P27'B74'F33'	43·3 43·1	18·7 20·2 FK	Genoa Italian *WB*	T.3Cy.21",35"&57"–39" 216NHP MacColl&Pollock,Sld.	21 " 3	I †
33113 935 ICGB	**San Giuseppe** (*ex*WarTrefoil) ssGen.No.3–12,30 D.F. *1Dk(Stl)* *Cargo battens not fitted*	5074 4666 2998	✠100A1 5,33 BS~~11,34~~ 1,36	Gen ✠LMC~~11,28~~ 11,34	*y*	CL N5,33	1917 10mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Soc.Anon.perl'Ind- ustria ed il Com- mercioMarittimo "NovaGenuensis" *CellDB*	400·4 P49'B113'F38' 345'1106t*FPT*118t	52·3	28·4 FK	Genoa Italian *7BHptCem* *APT*185t	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 " 0 s 6 " 1½ 25 " 3	
33114 292 ICGD	**San Giusto** Ⓟ **TwinSc** *OilEng.* Wireless *1Dk*	861 567 382			...		1929	Odero- Terni LaSpezia	Soc.diNav.aVap. "Istria-Trieste"	224·5 215·7 F96'	30·6	11·8 13·5 BK8"	Trieste Italian *WB*	Oil Engines 2S.C.SA 8Cy.15¾"–19$\frac{11}{16}$" 350NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	15 " 4	I †
33115 XNAY	**San Hsing** (*ex*KwangTah–33, *ex*Fushun) *3Dks*	2474 2166 1536					1883	W.B. Thompson Glasgow	SanHsingS.S.Co.	280·0 B76'F30'	40·0	17·9 25·4	Shanghai Chinese *WB*	C.2Cy.36"&72"–48" NB99 299NHP W.B.Thompson,Dundee		
33116 EGML	**San Ireneo** (*ex*Tanchin, **Iron** *ex*SwanseaTrader, ssSws.2ndNo.3–2,10 *ex*Crathie) ssBbo.No.2–19 *Well deck* *1Dk(Irn)*	472 350 241	✠ 6,23 ✠	Bbo	*h*		1883 11mo	J.Key& Sons Kinghorn	A.T.Vega	145·0 Q54'B42'F20'	23·8	15·4 BK7" *DBa*35'	Gijon Spanish *5BHCem* *f*33'98t	C.2Cy.21"&42"–27" NDB97 77NHP 1SB,3pf,GS54 J.Key&Sons,Kirkcaldy	13 " 8	
33117 200468 KJXS	**San Jacinto** Ⓟ **TwinSc** *Fitted for oil fuel* *3Dks*	6069 — 3870					1903	Delaware RiverCo. Chester,Pa.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	380·0	53·0	24·7	NewYork Utd.States	T.6Cy.23",39"&66"–42" NE&B22 564NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
33118 FNTM	**San José** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* D.F. *2Dks&Shelter dk*	6013 5046 2976					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"–60" 557NHP Harland&Wolff,Ld.Belfast		V
33119 212635 KDAJ	— Ⓟ *Ref.Mchy.* D.F. *Fitted for oil fuel* Sub.Sig. *3Dks&Shelterdk4trB*	3358 1345 1938					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·0	44·6	31·6	NewYork Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP Wrkman,Clark&Co.LdBel		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33120 LCWY	**San José** D.F. 1*Dk*	1995 1622 1006					1920	WoodSkinner&Co.Ld. Newcastle	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	302·6|42·2|17·9 P81*t*H173*t*F17*t*	Oslo Norwegian *WB*	T.3Cy.22½",36"&60"-39" 225NHP N.E.MarineEngCoLd.Nwc		N
33121 116935 WFCD	**San Juan** Ⓟ *ss*N.Yk.2ndNo.3-6,23 *ss*N.Yk.No.2-32 1*Dk*&*Spar dk*(*Stl*-ws)&*Webframes*	3512 3051 2194	✠100A1 *Spar dk* 2,35 ✠LMC1,32 ✠NB2,19 BS2,35 *Fitted for oil fuel* 2,19 *F.P. above* 150°F. A&CP	NYk	*u*	CL ~~N6,32~~ 8,35	1900 1mo	Harlan&Hollingsworth Co. Wlmgtn,Del.	Agwilines.Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa*86'*uE*&	317·0|42·0|20·1 P49'B116'F33' 27·8 FK *B*60'*f*124'543*tFP*	NewYork Utd.States 6*BHCem* *T*128*t APT*	T.3Cy.24",38"&62"-42" (*r*) 180lb *180lb* NDB19 352NHP 2SB,*6cf*,GS104,HS5230 FD Harlan&HollingsworthCo. 68*t* Wilmington,Del.		
33122	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Industrieele Maats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7|25·3|9·0 P41'F17'	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfb."Deutz"A.G. Koln-Deutz		
33123	— **Wood** *Fitted for oil fuel* 1*Dk*	336 — 288					1918	M.A.Fernandez&Cia. VeraCruz	M.A.Fernandez &Cia.	139·0|25·6|10·0	VeraCruz Mexican	T.3Cy.8½",14"&23"-12" 18NHP		
33124 EEOS	**San Juan II** (*ex*Gadir-34) *ss*LaP.No.3-7,31 *Mchy.Aft* *ss*LaP No.1-36 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	552 372 277	✠100A- 3,36 ~~3,35~~ BS3,36 ✠LMC12,34 ✠NE&B*made*09*refitted*12,34	LaP		CL ~~12,34~~ 3,36	1919 3mo	Echevarrieta&Larrinaga Cadiz	A.RodriguezLopez *CellD*	163·0|25·5|10·3 164·5|26·2| Q94'B11'F25' FK *Bf*92' 136*t FPT*43*t*	SantaCruz Teneriffe Spanish 3*BH* *APT*7*t*	T.3Cy.12½",21"&35"-26"(*s*) 180lb 81NHP 1SB,*3pf*,GS50,HS1420 ShieldsEng.&D.D.Co.Ld. N.Shl	12″10	
Broken up 33125 ~~[illegible]~~ ~~WODL~~	**San Julian** (*ex*Willbabco,*ex*Oregon, *ex*Monticello, *Fitted for oil fuel* *ex*O.J.D.Ahlers) 3*Dks*	6872 — 4321					1911	Akt.Ges. "Weser" Bremen	~~Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)~~	468·5|58·5|32·2 P64'B133'F56'	~~Portlnd,Or~~ ~~Utd.States~~ Italian *WB*	Q.4Cy.26½",$38\frac{9}{10}$",$55\frac{9}{10}$"& $79\frac{9}{10}$"-$53\frac{9}{10}$" 469NHP A.G."Weser."Bremen		R
33126	-- (*ex*BenitaC.T.-33,*ex*SofiaV, *ex*Forestdene, 1*Dk* *ex*Freddysmith,*ex*Jan vanGalen)	488 — 278					1919	Gebr.S. Volker,Afzn. Sliedrecht	Noretti,Tomatis &Cia.	177·3|28·4|12·3 Q&B74'F25'	Bns.Ayres Argentine *WB*	T.3Cy.13",21"&34"-$18\frac{1}{10}$" 50NHP MachinefabriekBolnes		V
To be Broken up 33127 145184 GFKC	**San Lamberto** *ss*Lon.No.2-29 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing*	6094 5470 3664	~~✠100A1~~ *Shelter dk* *withfreeboard* 10,32 ~~✠LMC~~ ~~MS11,29~~ ~~BS10,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Bkn	*z*	CL 12,31	1921 2mo	G.A.Fuller Co. Wilmington, N.C. CP	~~EagleOil& ShippingCo.Ld.~~ *CellDBuE*&*B*6	395·3|55·2|31·6 P124'B52'F38'*on* *Shelter dk* FK 3'*f*47'190*tFPT*199*t*	London British 14*BH* 10 *to Sh dk* 4 „ *U* „ *APT*142*t*	T3Cy.24½",41½"&72"-48"(*r*) 200lb 586NHP 3SB,*9cf*,GS226,HS9042 Hooven,Owens,Rentschler Co.Hamilton,O.	34″11 s6″9½ 28″3½	
33128 145225 GDZK	**San Leon** *ss*Fal.No.3-4,33 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing*	6115 5471 3697	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~11,34~~ BS7,35 ~~BS4,34~~ ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Bkn	*z*	CL 4,33	1921 3mo	G.A.Fuller Co. Wilmington, N.C. CP	EagleOil& ShippingCo.Ld. *CellDBuE*& *B*63' *f*47'190*t*	395·5|55·2|31·7 P124'B52'F38' *on* *Shelter dk* FK *FPT*199*t APT*142*t*	London British 14*BH* 10 *to Sh dk* 4 „ *Upr* „	T.3Cy.24½",41½"&72"-48" 200lb (*r*) 586NHP 3SB,*9cf*,GS226,HS9042 FD Hooven,Owens,Rentschler Co.Hamilton,O.	34″11 s6″9½ 28″3½	
33129 LCWZ	**San Lucar** Wireless 1*Dk*&*Spar dk*	1521 1441 870					1906	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Spanskelinjen(Fred. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	251·1|35·0|21·3 H50*t*	Oslo Norwegian *WB*	T.3Cy.20",34"&54"-36" 175NHP FredrikstadM.V.Frdstad.		N
33130 219648 KUFB	**San Lucas** (*ex*EasternKnight) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Webframes* *Longitudinal framing*	6588 6047 4156			...		1919	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	415·1|55·7|32·0 P45'B148'F45'*on* *Shelterdk* FK	Portlnd,Or Utd.States *WB*	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks,Ld.Osaka	34″8	R †
33131 1755 ICFZ	**San Luigi** (*ex*Balcraig-32, *ex*Vancouver) *ss*Gls.2ndNo.3-6,30 1*Dk*(*Stl*)&*Spar dk*(*Stl*) & *deep framing*	4356 4132 2691	✠ ... 10,34 ✠	Gls	*x*		1905 10mo	Barclay, Curle&Co.Ld Glasgow	Soc.Anon.Marittima"SanPietro" *CellDBa*124'*uE*2	387·6|50·0|19·1 376·0 27·1 P34'B111'F43' FK 4'*f*165'889*tDTa*30'	Genoa Italian 6*BHCem* 726*tAPT*75*t*	T.3Cy.25",41"&68"-48" 416NHP 2SB,*6cf*,GS129,HS5882 Barclay,Curle&Co.Ld.Gls.	29″8	I †
33132 33977 JRDB	**San Luis Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks*	7269 6829 5001					1928	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji KaishaLd.	430·0|57·0|34·5 P99'B33'F44'	Tokio Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaishaLd		C
To be Broken up 33133 146663 GJNZ	**San Macedonio** *ss*Lon.No.2-31 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5938 5186 3613	~~✠100A1~~ 11,34 ~~BS5,36~~ ~~BS5,34~~ ~~✠LMC4,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Fal	*z*	CL 12,33	1922 11mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	~~EagleOil& ShippingCo.Ld.~~ *CellD*	407·2|52·3|31·3 P105'B40'F60' FK *BuB*38'59*t APT*31*t*	London British 15*BHCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27½",46"&77"-48" (*s*) 180lb 549NHP 3SB,*9cf*,HS7896 FD Palmers'Co.Ld.Nwc.	31″6 s5″5¼ 26″4	
Broken up 33134 ~~146677~~ ~~GJNY~~	**San Manuel** *ss*Bkn.No.2-31 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5923 5186 3616	~~✠100A1~~ 9.34 ~~BS9,34~~ ~~✠LMC2,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Fal	*z*	CL 11,33	1922 12mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	~~EagleOil& ShippingCo.Ld.~~ *CellD*	407·2|52·3|31·3 P105'B40'F60' FK *BuB*38'59*tAPT*31*t*	Dutch 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27½",46"&77"-48" (*s*) 180lb 549NHP 3SB,*9cf*,HS7896 FD Palmers'Co.Ld.Nwc.	31″6 s5″4¾ 26″4	
33135 1648 ICGE	**San Marco** (*ex*WarSummit) D.F. 1*Dk*	3076 2858 1832					1919	WoodSkinner&Co.Ld. Newcastle	Soc.Anon.Cooperativa di Nav. "Garibaldi"	331·3|46·9|23·1 P33'B100'F29'	Genoa Italian *WB*	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLdNwc		I
33136 219423 KOTG	**San Marcos** (*ex*Myrtle,*ex*West Jena) *Fitted for oil fuel* 2*Dks*	5758 5291 3560					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5|54·2|29·2 P44'B119'F47'	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33137	**San Martin** **TwinSc** *OilEng.*	801 — 567					1884	Napier, Shanks&Bell Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	240·0|34·2|10·6	Bns.Ayres Argentine	Oil Engines 2S.C.SA 4Cy16½"-18⅞"NE21 192NHP C.&G.BolindersCo.Skm.		
33138 FNTX	**San Mateo** Sub.Sig. *Fitted for oil fuel* D.F. 3*Dks*	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5|57·3|26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"-60" Harland&Wolff,Ld.Belfast		V
33139 213201 KDBE	— *Fitted for oilfuel* D.F. *Ref.Mchy.* 2*Dks*&2*pt dks*	3289 2849 1878					1915	Workman, Clark&Co.Ld. Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	315·2|44·2|28·8 P33'B75'F39'	NewYork Utd.States *WB*	T.3Cy.23½",39½"&66"-48" 302NHP Wrkman,Clark&Co.Ld.Bel		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33140 LCXC	**San Mateo** 1Dk	1655 1343 728					1911	WoodSkinner&Co.Ld Newcastle	A/S Bonheur (Fred.Olsen&Co. Mgrs.)	270·0 P83tH112tF10t	40·8	18·3	Oslo Norwegian WB	T.3Cy.22",36"&60"–39" 225NHP N.E.MarineEng.CoLdNwc		N
33141 151 ICFA	**San Matteo** (exRonchi-34, exYorkriver,exWhateleyHall) D.F. Turret deck 1Dk2trB	3757 3134 2378					1904	W.Doxford &SonsLd. Sunderland	M.Scuderi	349·4 342 3 P21'F35'	46·6	24·3	Catania Italian WB	T.3Cy.26",42"&68"–42" 300NHP W.Doxford&Sons,Ld.Sld.		CI
33142 136669 GQXM	**San Melito** ssBkn.No.3–1,27 ssShl.No.2–35 ~~ssShl.No.1–31~~ Mchy.Aft Longitudinal framing D.F. 2Dks(Stl)&Shelterdk(Stl) &Web frames Tonnage opening closed 1917	12286 9576 7880	✠100A1 Shelterdk withfreeboard 5,35 ~~5,31~~ ~~BS5,31~~ ✠LMC5,35 ~~5,31~~ CarryingPetroleum in bulk Fitted for low flash oil fuel4,14	Fal Shl	gt	CL ~~6,30~~ 4,35	1914 4mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	EagleOil& ShippingCo.Ld. WB = CellDBuB42' 176tDT/60'548tFPT242tAPT32t	530·0	66·5	33·5 FK	London British 20BHCem 11BHtoUdk 9 „ 2nd dk	Q.4Cy.28½",41",58"&84"–54" 220lb (r) 793NHP 4SB,16cf,HS11392 FD Palmers'Co.Ld.Newcastle	33 ″ 6 s 12 ″ 7½ 29 ″ 1	
33143 LCXD	**San Miguel** OilEng. Mchy.Aft 2Dks	2380 2136 1417					1920	J&KSmit's Scheepsw. Krimpen a/d Lik	D/S A/S Spanskelinjen(Fred.Olsen &Co.&O.R. Thoresen,Mgrs.)	286·2 H178t	39·8	24·2	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.22"–39⅝" 280NHP Werkspoor,Amsterdam		N
33144 CSAI	— ssHam.No.1–35 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2112 1694 1205	✠100A1 withfreeboard 11,35 ~~2,35~~ ✠LMC2,35	Ham	t	CL N2,35	1931 2mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd'sA&CP	Cia.deNav. Carregadores Acoreanos CellDBa&uE101'f124'501tFPT54tAPT22t	291·6 P19'F29'	42·0	17·7 FK	Ponta Delgada Portuguese 5BHptCem (Coll to Sh dk 4 „ 2nd„)	T.3Cy.20½",34"&56"–39"(s) 200lb 263NHP 2SB,6cf,GS101,HS3642 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	19 ″ 11 s ″ 8½ 19 ″ 4½	
33145	**San Nam Hoi** Ⓟ TwinSc (exNamHoi,exTaiOn) 1Dk, Shade dk & Promenade dk	1053 — 720					1891	Kwong HipLoong HongKong Rebuilt 14 by	TheFatHingS.S. Co.(SooShowNam, Mgr.) KwongFab,HongKong	172·3 H6t	35·1	10·1	Canton Chinese	C.4Cy.14½",&30"–18½" NB01 57NHP KwangHepLaung,H.Kg.		
33146 ~~TTWM~~	**San Nicola** (exTeheran-33, Iron ,exUgurlu-32,exTeheran, exPenelope,exLibau) 1Dk2trB	803 — 325					1879	Rostocker Act.Ges. Rostock	~~NicolaosE.~~ ~~Stamatiou~~ Stathis Pandelides	208·8 P104'F31'	28·2	14·6	Famagusta Cyprian	C.2Cy 23½"&47"–30" NB90 101NHP RostockerA.G.Rostock		I
33147 148763 GMQK	**San Nicolas** TwinSc ssCco.No.2–34 Mchy.Aft 1Dk(Stl)	2391 1743 1239	✠100A1 withfreeboard 2,36 ~~11,34~~ ✠LMC BS~~5,34~~6,35 MS11,34 CarryingPetroleum in bulk Fitted for oil fuel 5,26 F.P. above 150° F.	Cco	t	CL S3,34 P6,35	1926 5mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	LagoShippingCo. Ld.(A.Weir&Co. Mgrs.) Wing tanks f286t wing tanks a 356t FPT60tAPT75t	305·7 P67'F34' Trunk204'	50·2	14·3 FK	London British 7BHptCem	T.6Cy.13½",23½"&36"–27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&WolffLd.Bel.	15 ″ 0 s 1 ″ 10½ 13 ″ 4	
33148	**San Ning** TwinSc 1Dk&Promenade dk	776 281 582					1916	Kwong FookCheong HongKong	HoiTungCo.	162·7	28·0	8·6	Canton Chinese	C.4Cy.11"&22"–15" E&Bmade13 38NHP TinHingEng.Co.H.Kg.		
33149 HPCD	**San Pablo** Sub.Sig. Ref.Mchy. 2Dks	3305 2920 1833					1915	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.Mgrs.)	315·2 P33'B75'F39'	44·2	28·8	Panama Pnamanian WB	T.3Cy.23½",39½"&66"–48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
33150 Broken up ~~[illegible]~~ ~~KIDY~~	**San Pedro** (exOrleans, exDonora) ssSea.No.3–8,31 1Dk(Stl)&Shelter dk(Stl)&Web frames Longitudinal framing Fitted for oil fuel	6216 5895 3841	✠ … 5,35 ✠	Phl	z		1919 5mo	Federal S.B.Co. Kearny,N.J.	~~Pacific-Atlantic~~ ~~S.S.Co.(StatesS.S.~~ ~~Co.Mgrs.)~~ CellDB331'1512tFPT187tAPT175t	395·5 P45'B110'F38'on Shelter dk	55·0	31·4 FK	Italian Cem 6BHtoSh dk	1DR GearedSteamTurbine 619NHP 3SB,9cf,HS5934 GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
33151 FNUJ	— Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Compagnie GénéraleTrans- atlantique	431·5	57·3	26·7	Havre French WB	T.4Cy.31",50"&(2)60"–60" &LP Turbine Harland&Wolff,Ld.Bel.		V
33152 216512 WDDA	— (exPointBonita) Fitted for oil fuel 1Dk	2235 1945 1360			…		1918	AlbinaEng &MachWrks Portland,Or.	HammondLumber Co.	289·0 P24'B144'F32'	44·1	19·0 FK	S.Frncisco Utd.States WB	T.3Cy.22",37½"&60"–42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
33153	— Wood Fitted for oil fuel 1Dk	814 — 458					1899	J.Lindstrom AbrdeenWsh	VisayanStevedore Transpn.Co.	163·1	34·0	11·7	Iloilo Utd.States	C.2Cy.14"&32"–24" 42NHP FultonE.&SB.Works,S.Fo		
33154 32899 JPVB	**San Pedro Maru** Mchy.Aft OilEng. Carrying Petroleum in bulk 2Dks	7269 6829 5000					1927	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji Kaisha,Ld.	430·0 P99'B33'F44'	57·0	34·5	Tokio Japanese	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 593NHP MitsubishiZosenKaishaLd		C
33155	**San Peh** TwinSc OilEng. 1Dk	700 261 500					1930	SanPeh Eng.Works, Shanghai	San PehS.N.Co.Ld. (HoongOnS.N.Co. Ld.Mgrs.)	178·0	30·0	9·9	Shanghai Chinese	Oil Engines 6Cy. Benz.Co.		
33156 968 ICGI	**San Pietro** (exPrimola,exWar Cowslip) D.F. 1Dk	5199 4817 3109			…		1918	Harland& Wolff,Ld Glasgow	Soc.Anon.E.V. Parodi	400·9 P49'B113'F39'	52·3	28·5 FK	Genoa Italian WB	T.3Cy.27",44"&73"–48" 518NHP Harland&Wolff,Ld.Gls.	31 ″ 0	I †
33157 147516 GJVZ	**San Quirino** ssBkn.No.2–32 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5843 5226 3577	✠100A1 11,34 ~~BS11,34~~ ✠LMC6,32 12,35 CarryingPetroleum in bulk Fitted for oil fuel 7,23 F.P. above 150° F.	Bkn	z	CL ~~3,33~~ 8,35	1923 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	EagleOil& ShippingCo.Ld. CellDBuB26'57tAPT30t	407·2 P105'B37'F60'	52·2	31·4 FK	London British 15BHptCem (10 to U dk 5 „ 2nd„)	T.3Cy.27",45"&75"–48" (r) 180lb 538NHP 3SB,9cf,GS201,HS7896 FD Wllsnd.Slpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 3¾ 26 ″ 5	
33158 219443 KOTR	**San Rafael** (exWestMontop) Fitted for oil fuel 2Dks	5402 — 3351					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States WB	T.3Cy.28½",47"&78"–48" LosAngelesS.B 422NHP &D.D.Co.SanPedro,Cal.		R
33159	**San Ramon** (exJayo) WoodAuxSr OilEng. Salted 1Dk (See Sailing Ship Register)	498 378 420	✠ 3,25 ✠	VCz			1919 1mo	Newfndlnd S.B.Co.Ld. Harbour Grace,NFL.	Cia.deNav. Mexicana Soc.Anon.	135·6 Q68'	32·1	13·6	VeraCruz Mexican	Oil Engines 2S.C.SA 2Cy.14⅛"–15¾" 71NHP SkandiaPacificOilEng.Co. Oakland,Cal.	15 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33160	**San Ramon Maru** *OilEng.* *Carrying Petroleum in bulk* D.F. *Mchy.Aft* 1*Dk*2*trB*	7300					1935	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisha,Ld.	429·8 P95'B32'F43'	57·4	35·8	Tokio Japanese *WB*	Oil Engines 2S.C.SA 5Cy.28⅜"–49¼" 699NHP MitsubishiJukogyoK.K. Nag.		
33161 XCBD	**San Ricardo** *ss*Mob.No.3–9,25 *Mchy.Aft* *ss*Mob.No.2–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6465 5895 3927	✠100A1 6,35 ~~6,34~~ ✠LMC5,34 BS5,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 9,16 *F.P. above* 150° F.	Mob	*z*	CL 5,34	1913 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Nav.San RicardoS.A. (R.J.E.Dodds, *Mgr.*) *CellDBa* 43'70*tDTf* 33'405*tFPT*36*tAPT*35*t*	420·1 P103'B26'F43' FK	54·7	32·6	Tampico Mexican 17*BH* (9 *to U dk* 8 „ 2*nd* „)	Q.4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s6 ″ 11½ 26 ″ 1	
33162 146632 GCJZ	**San Roberto** *ss*Bkn.No.3–7,35 ~~*ss*Brn.No.2–30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* D.F.	5890 5226 3611	✠100A1 7,35 ~~8,34~~ BS~~11,33~~ 2,35 ✠LMC~~12,30~~ MS7,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Fal Bkn	*z*	CL 10,33	1922 9mo	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellDBuB*38'57*tDTf*38'713*tAPT*30*t*	407·1 P105'B37'F60' FK	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 4½ 26 ″ 4¾	
33163 147603 GKDS	**San Salvador** *ss*Bkn.No.2–32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5805 5228 3547	✠100A1 7,35 ~~10,34~~ BS~~1,34~~ 5,35 ✠LMC3,32 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	Bkn Fal	*z*	CL ~~2,32~~ N7,35	1924 3mo	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellDBuB*26'57*tAPT*30*t*	407·4 P105'B37'F60' FK	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld. Nwc.	31 ″ 6 s5 ″ 3¼ 26 ″ 6	
33164 135234 GQXP	**San Silvestre** *ss*Bkn.No.3–7,26 *ss*Fal.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*) *Longitudinal framing* &*Web frames*	6233 5771 3948	✠100A1 ~~2,35~~ ~~11,34~~ 1,36 ✠LMC11,34 BS1,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for low flash oil fuel* 7,13	Fal Bkn	*a*†	CL 11,34	1913 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	EagleOil& ShippingCo.Ld. *WB*=*CellDBuB*24'75*t* *DTf*42'454*tFPT*46*tAPT*39*t*	420·5 P102'B26'F43' FK	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	Q.4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS188,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s6 ″ 0 26 ″ 11¼	
33165 218893 KOBK	**San Simeon** (*ex*WestKatan) *Fitted for oil fuel* 2*Dks*	5561 — 3487					1919	LongBeach S.B.Co. LongBeach, Cal.	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P60'B114'F47'	54·3	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
33166 145221 GDYT	**San Tiburcio** *ss*Fal.No.3–4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5995 5494 3618	✠100A1 ~~2,35~~ 2,34 1,36 BS3,35 ✠LMC4,33 *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Avn ~~Lon~~Bkn	*z*	CL ~~4,33~~ 1,36	1921 3mo	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld. *CellDBuE&B*68' 153*tDTf*32'392*tFPT*105*tAPT*31*t*	413·0 P126'B35'F45' FK	53·4	31·1	London British 16*BHCem* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s5 ″ 9½ 25 ″ 5½	
33167 135267 GQXD	**San Tirso** *ss*BknNo.3–5,25 *ss*Fal.No.2–33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6236 5772 3951	✠100A1 ~~11,35~~ ~~2,35~~ 1,36 BS9,35 ✠LMC7,35 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 10,13 *Lloyd's A&CP*	Lon ~~Nwc~~ Fal	*a*†	CL ~~7,33~~ 11,35	1913 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle	EagleOil& ShippingCo.Ld. *WB*=*CellDBuB*24'75*t* *DTf*42'454*tFPT*46*tAPT*39*t*	420·6 P102'B26'F43' FK	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	Q4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s6 ″ 0¼ 26 ″ 11	
33168 145223 GFKL	**San Ubaldo** *ss*Bkn.No.3–6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5999 5475 3684	✠100A1 3,36 BS3,36 ✠LMC6,33 *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Fal	*z*	CL ~~5,32~~ 5,35	1921 4mo	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld. *CellDBuE&B*68' 153*tDTf*32'392*tFPT*105*tAPT*31*t*	412·0 P126'B35'F45' FK	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s5 ″ 9½ 25 ″ 5½	
33169 Broken up ~~XCBC~~	**San Ugon** *ss*Nwc.No.2–29 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5998 5497 3619	✠ 10,35 ~~BS6,31~~ ~~✠LMC8,29~~ *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Mob	*z*	CL 8,31	1921 5mo	Standard S.B.Corp. Shooter's Island,N.Y.	~~Cia.Mexicana de Vap."SanAntonio" S.A.~~ *CellDBuE&B*68' 153*tDTf*32'392*tFPT*105*tAPT*31*t*	413·0 P126'B35'F45' FK	53·4	31·1	~~Tampico~~ ~~Mexican~~ 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 ~~s6 ″ 11~~ ~~24 ″ 5~~	
33170 135301 GQXF	**San Valerio** *ss*Hfx.No.3–9,26 *ss*Bkn.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6433 5946 4054	✠100A1 9,35 ~~11,34~~ BS9,35 ✠LMC11,34 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	Bkn Fal	*a*†	CL 11,34	1913 12mo	Palmers' Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *WB*=*CellDBuE&B*74'184*t* *DTf*39'445*tFPT*110*tAPT*28*t*	420·0 P102'B25'F42' FK	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	Q.4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS171,HS7734 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s6 ″ 0½ 26 ″ 10¾	
33171	**San-Vicente** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	394 291 231					1929	N.V.Industrieele Maats. DeNoord Alblasserdam	Cia.Anon.Venezolana deNav.	149·0 P41'F19'	25·2	9·2	PtoCabello Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"–18" 38NHP Motorenfabr."Deutz" A.G.Koln-Deutz		
33172 219938 KUQK	**San Vincente** (*ex*WestKeats) *Fitted for oil fuel* 2*Dks*	5597 — 3496					1919	LongBeach S.B.Co. LongBeach, Cal.	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P46'B112'F46'	54·2	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
33173 136653 GQXN	**San Zeferino** *ss*Lon.No.3–5,26 *ss*Mch.No.2–34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	6430 5946 4052	✠100A1 3,36 ~~4,35~~ ✠NE6,18 ✠LMC9,34 ✠NB(P)8,16 BS10,35 ✠NB(S)6,18 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 3,14	Fal Lon	*a*†	CL ~~4,33~~ 3,36	1914 3mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *WB*=*CellDBuE&B*74'184*tDTf*39'445*tFPT*110*tAPT*28*t*	420·1 P102'B25'F42' FK	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	T.3Cy.27",44"&73"–48" 180lb (*s*)&(*r*) 519NHP 3SB,9*cf*,GS181,HS7712 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s6 ″ 0½ 26 ″ 10¾	
33174 143326 GBRY	**San Zotico** (*ex*WarKookri) *ss*Fal.No.3–3,32 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5582 4701 3370	✠100A1 7,35 ~~10,34~~ BS~~10,34~~ 10,35 ✠LMC3,32 *Lloyd's A&CP* *Fitted for oil fuel* 7,19 *F.P. above* 150° F. *Carrying oil fuel in bulk F.P. above* 150° F.	Shl Bkn	*z*	CL 10,34	1919 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	EagleOil& ShippingCo.Ld. *CellDBaE&B*65'264*tDTa*35'197*tDTf*50'278*tFPT*95*tAPT*72*t*	400·2 P49'B121'F39' FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s4 ″ 10½ 26 ″ 4¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. Durée Cert. B. of Trade
33175 1690 IBYP	**Sanandrea** (exHyrcania-32) ssLon.No.3-3,21 ssShl.No.2-29 D.F. *Mchy.Aft* *2Dks(Stl)&Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5077 4697 3107	✠ ... 5,34 ✠	Gen	*y*		1908 10mo	Armstrong Whitworth &Co.Ld. Newcastle	~~Cap.LuigiMonta~~ Società Monta & Angeloni *CellDBuB40'96t*	387·0 P95'B25'F42' *DTf38'335tFPT53t*	50·7	30·4	Genoa Italian FK *15BHptCem* *(9 to U dk* *6 „ M „)* *APT106t*	T.3Cy.26",44"&72"-48" 443NHP 3SB,*12cf*,GS208,HS7569 N.E.MarineEngCoLd.Nwc	31 " 10	I †
33176 22920 JBXC	**Sancho Maru** Wireless *1Dk*	1215 1017 712					1918	Mitsui Bussan Uno	**MitsuiBussan Kaisha,Ld.**	225·7	33·5	18·5	Kobe Japanese	T.3Cy.15½"26"&42½"-32" 101NHP HatsudokiSeizo,Osaka		
33177 661 LDTS	**Sanct Svithun** Ⓟ Wireless *3Dks*	1376 661 778					1927	International S.B. &E.Co.Ld. Danzig	**DetStavangerske Dampskibsselskab**	225·9 H241*t*	35·2	21·3	Stavanger Norwegian *WB*	C.4Cy.(2)16½"&(2)35$\frac{5}{16}$"-35$\frac{5}{16}$" 149NHP InternationalS.B.&E.Co. Ld.Danzig		N
33178 153443	**Sand Merchant** *Mchy.Aft* *1Dk*	1981 1708 752					1927	Collingw'd Shipyards,Ld Collingwood, Ont.	~~InterlakeTransportationCo.Ld.~~ NationalSand&MaterialCo.Ld, (J.D.Payne,*Mgr.*)	252·0 Q76'F35'	43·5	17·5	Montreal British *WB*	T.3Cy.15½",26"&44"-26" 99NHP Hewes&Phillips, Newark,N.J.		C
33179 132992 MDQV	**Sanda** *2Dks*	1028 927 437					1911	CaledonS. B.&E.Co.Ld. Dundee	**ClydeShppg.Co.Ld**	250·2 P&B159'F43'	35·2	16·6	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C
33180 7038 LCWB	**Sandar** **TwinSc** ssRot.No.1-33 *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	7624 7038 4549	✠100A1 10,35~~4,35~~ DBS3,35 ✠LMC3,35 *Carrying Petroleum in bulk*	Fal Sng	*b*†	CL 3,33	1928 12mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	**ViriksRederiA/S** **(H.Virik,** ***Mgr.*****)** *CellDBuE70'324t 518t*	451·9 P100'B32'F42' *DTf45'* *FPT92tAPT144t*	59·2	33·9	Sandefjord Norwegian FK *16BHptCem* *(11 to U dk* *5 „2nd „)*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 " 0 s 8 " 6 25 " 8½	
33181 7365 SGEU	— (exBærö,exThorsa) *1Dk*	1135 986 629					1907	Bergens Mek.Værks. Bergen	**RederiA/B Norrström(Ivan Jeansson,** ***Mgr.*****)**	228·0 P27'B69'F26'H92*t*	35·3	15·7	Stockholm Swedish *WB*	T.3Cy.16½"26"&44"-30" 106NHP BergensMekVærksBergen	16 " 10	N
33182 465 LHEQ	**Sande** **Wood** *OilEng.* *Mchy.Aft* *1Dk*	578 465 383					1921	Svelvik Skibsverft Svelvik	**NilsLarsen& Sönner**	157·2 P70*t*F28*t*	31·6	14·6	Brevik Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18½" 192NHP J&CG Bolinder'sCoLdSkm		N
To be Broken up 33183 145076 GBDL	**Sandgate** (exAlster) ssCff.No.3-6,21 ssNwc.No.2-30 *2Dks(Stl)&deep framing*	4162 3480 2663	✠~~100A1~~ 10,30 ~~BS3,30~~ ✠~~LMC~~ ~~MS5,30~~	Nwc	*w*	CL 10,30	1906 5mo *Lloyd's A&CP*	W.Dobson &Co. Newcastle	~~WhaltonShippingCo.Ld.&ThomassonShippingCo.Ld.(Stephens,SuttonLd.Mgrs.)~~	354·6 P41'B112'F38' *CellDB* *a114'uE&B46'f150'*	48·1	26·0	London British FK *6BHCem* *720tAPT54t*	T.3Cy.24½",40"&67"-45" 180lb 361NHP 3SB,*9cf*,GS122,HS4830 FD N.E.MarineEngCo.LdNwc	28 " 6 s 5 " 1 23 " 9	
33184 146633 GJBQ	**Sandgate Castle** ssLon.No.3-10,35~~ssLon.No.2-30~~ *2Dks(Stl)&Shelter dk(Stl) &Web frames* Sub.Sig. *Longitudinal framing*	7634 7032 4725	✠100A1 *Shelter dk with freeboard* 10,35~~8,34~~ ✠LMC10,35 ~~MS4,30~~ ~~BS3,34~~ *Fitted for oil fuel 10,22 F.P. above 150° F.*	NYk Lon	*b*†	CL ~~8,32~~ 5,35	1922 9mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	**Union-CastleMail S.S.Co.Ld.** *CellDB360'1238t* *DTa35'1009t*	425·5 B130'F45'*onShelter dk* *Collision* *FPT108tAPT116t*	56·3	36·4	London British FK *ptCem* *BHtoShdk* *6 „ „ U „*	3 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 220lb 642NHP 3SB,*9cf*,GS169,HS7860 FD N.E.MarineEngCo.LdNwc	38 " 7 s 8 " 3½ 30 " 6	
33185 7978 SEVA	**Sandhamn** (exFernglen-34) **TwinSc** *OilEng.* D.F. *2Dks*	*4470* *3979* *2577*					1929	Akers Mek.Værks. Oslo	**RederiA/B Jamaica(Sven Salén,** ***Mgr.*****)**	385·3 P121*t*H269*t*F26*t*	54·8	24·0	Stockholm Swedish *WB*	Oil Engines 4S.C.SA 12Cy. AkersMek.Værks.Oslo		N
33186 145026 MKGB	**Sandholm** (exJollyMarie) ssBrs.No.3-8,33 *Mchy.Aft* *1Dk(Stl)* *Well deck*	363 267 133	✠100A1 3,36~~2,34~~ BS1,36 ✠LMC MS8,35 ~~BS2,35~~ *For service in the Bristol Channel limiting port seawards Swansea* *Fitted for pumping & carrying sand in bulk*	Brs	*e*	CL ~~8,33~~ 2,36	1920 9mo *Lloyd's A&CP*	J.&D. Morris,Ld. Newcastle	**HolmsSand& GravelCo.Ld.(T.R. Brown&Sons,Ld.** ***Mgrs.*****)**	135·2 Q44'B8'F18' *FPT35t*	23·6	10·2	Bristol British FK *5BHCem* *APT12t*	C.2Cy.17"&34"-24" (*s*) 130lb 62RHP 1SB,*2pf*,GS36,HS1180 G.T.Grey&Co.Ld.S.Shields	11 " 0 s " 9½ 10 " 4	
33187 272 LETQ	**Sandnæs** Ⓟ *2Dks*	578 272 284					1914	Stavanger Stöberi&Dok Stavanger	**SandnæsDampskibsAktieselsk.**	167·1 P158*t*H92*t*F47*t*	27·1	11·7	Sandnæs Norwegian *WB*	T.3Cy.17",27"&46"-28" 112NHP StavangerStöberi&Dok		
33188 162807 MBWG	**Sandown** Ⓟ **Pad** *CruiserStern* *2Dks*	684 423 280					1934	W.Denny &Bros.Ld. Dumbarton	**SouthernRly.Co.**	216·0 B28'	29·1	10·0	Portsmth British	T.3Cy.16",25½"&41"-63" 133NHP W.Denny&Bros.Ld.Dmb.		BT till ~~6,35~~ 6,36
33189 146167 GFBW	**Sandown Castle** ssBkn.No.3-8,33 Sub.Sig. *2Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted in Shelter 'tween decks*	7607 7032 4707	✠100A1 *Shelter dk with freeboard* 1,36~~2,35~~ ✠LMC MS4,34 BS2,35 *Fitted for oil fuel 10,21 F.P. above 150° F.*	NYk ~~Hul~~	*b*†	CL 5,34	1921 4mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	**Union-CastleMail S.S.Co.Ld.**	425·5 B130'F45'*on Shelter dk* *Collision* *CellDB357'1225tDTa35' 1009t*	56·3	36·4	London British FK *ptCem* *BH to Sh dk* *6 „ „ U „*	3 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 220lb 642NHP 3SB,*9cf*,GS169,HS7860 FD N.E.MarineEngCoLd.Nwc *FPT108tAPT116t*	38 " 7 s 8 " 3½ 30 " 6	
33190 1753 ITZB	**Sandrina** (exCuronia-32,exPengam, exKildwick) *Fitted for oil fuel* *1Dk*	793 663 369			...		1918	Cochrane& Sons,Ld. Selby	**Ligure-Sicula Soc.diNav.**	213·5 B45'F27' len20 FK	30·0	15·4	Genoa Italian *WB*	T.3Cy.16",26"&44"-26" 213NHP C.D.Holmes&Co.Ld.Hull	16 " 5	I †
33191 137089 GKSW	**Sandsend** ssCff.No.2-34 D.F. *1Dk(Stl)*	3612 3213 2193	✠100A1 3,35 ~~BS4,35~~ ✠LMC5,34 4,36	Sws	*v*	CL N4,34	1925 6mo *Lloyd's A&CP*	W.Pickersgill&Sons,Ld. Sunderland	**Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son,** ***Mgrs.*****)** *CellDB308'893tFPT60t*	348·0 P33'B105'F30'	50·0	22·9	Whitby British FK *6BHCem* *APT133t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 315NHP 2SB,*6cf*,GS133,HS4834 G.Clark,Ld.Sunderland	24 " 11 s 4 " 1½ 21 " 0	
33192 2656 LCWW	**Sandviken** Ⓟ ssH.Kg.No.2-34 *Upper dk(ptStl-teak s)* *2nd dk(Stl)*	*2916* *2656* *1775*	✠100A1 *with freeboard* 10,35~~10,34~~ ✠LMC10,34 BS10,35	HKg	*t*	CL ~~9,33~~ ~~7,35~~ N10,35	1926 2mo *Lloyd's A&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	**Wallem&Co.A/S (H.J.Wallem,** ***Mgr*****)** *Intermediate bulkhead in forward hold dispensed with* *CellDB250'502tFPT88tAPT105t*	295·0 B72'F31'	45·7	26·0	Bergen Norwegian FK *Cem* *3 BHto2nddk* *1 „ „ U „*	T.3Cy.20½",34"&56"-36" (*s*) 180lb 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&BlackmoreLdGrk	28 " 3 s 9 " 8½ 18 " 8½	
33193 219414 KJXW	**Sandwich** (exLakeFalun) *Fitted for oil fuel* Sub.Sig *1Dk2trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	**EasternS.S.Lines, Inc.**	251·0 P25'B64'F23' FK	43·6	26·1	Portsmth, N.H. *WB* Utd.States	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33194 116264	**Sandy Hook** (P) IronTwinSc 1Dk&Hurr dk	1519 — 1033					1889	Harlan& Hollings- worthCo. Wlmgtn,Del.	CentralRailroad Co.otNewJersey	260·5	37·1	14·3	NewYork Utd. States	T.6Cy.22",36"&55"-28" NB05 320NHP Harlan&HollingsworthCo.		
33195 161046 MPWS	**Sanfry** ssGoo.No.1-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	946 633 481	✠100A1 3,36 ~~3,35~~	Goo ✠LMC1,55	l	OG ~~3,35~~ 3,36	1930 8mo	GooleS.B. &RepgCo. (1927)Ld. Goole Lloyd'sA&CP	J.Hargreaves& Sons(Leeds)Ld.	205·5 Q121'B13'F25' FK CellDB126'256tFPT	32·2	11·8	Goole British 3BHCem 77t APT33t	T.3Cy.17",28"&46"-33" (s) 180lb 148NHP 2SB,4cf,GS78,HS2500 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s 4 ″ 8½ 13 ″ 8	
33196 1762 IBNM	**Sangigi** (exFiumana,exFiume) ssRot.No.3-4,32 1Dk(ptSt-ptIrn)	3666 2957 2316	✠ ... 3,34 ✠	Tri			1911 4mo	Richardsn, Duck&Co. Stockton	"Peninsulare" Soc.Italiana di Cabotaggio CellDBa110'uE&	342·5 331·0 P25'B127'F31' FK B54'f128'842tFPT	48·3	22·0	Genoa Italian 5BHCem 81tAPT84t	T.3Cy.24",40"&65"-42" 296NHP 2SB,6cf,GS121,HS4546 Blair&Co.Ld.Stockton	24 ″ 7	I †
33197 1338 ICGC	**Sangro** Fitted for oil fuel Mchy.Aft 2Dks D.F. CarryingPetroleum in bulk	6466 — 3795					1925	Cantieri ed Officine Meridionali Baia	"Italia"(Flotte RiuniteCosulich- Lloyd-Sabaudo- Navigazione Generale)	397·0 P321'F22'	52·5	27·7	Genoa Italian WB	2 Steam Turbines DR geared to 1 Sc. Shaft FrancoTosi,Legnano		CI
33198 LCWX	**Sangstad** OilEng. D.F. CruiserStern 2Dks	4297 3846 2443					1925	Deutsche Werft Hamburg	SkibsA/S Sangstad (A.F.Klaveness& Co.A/S, *Mgrs.*)	382·7 F38'	53·4	24·4	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 492NHP AllgemeineElek GesBerlin		N
33199 25306 JSLB	**Sanjin Maru** 1Dk	2500 2036 1510					1919	MitsuiBus- sanKaisha Uno	MitsuiBussan Kaisha,Ld.	284·5 P37'B70'F34'	42·5	23·0	Kobe Japanese WB	T3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33⅜" 162NHP J.F.Ahrens,Ottensen		C
33200 24069 JSKB	**Sanka Maru**	2495 — 1508					1918	MitsuiBus- sanKaisha Uno	MitsuiBussan Kaisha,Ld.	284·5	42·5	23·0	Kobe Japanese	T.3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33⅜" 162NHP HaseTekkosha,Osaka		C
33201 24536 JECI	**Sanko Maru** Mchy.Aft 1Dk	630 544 320					1919	Mitsui BussanK.K. Uno	MitsuiBussan Kaisha,Ld.	160·5 F23'	29·0	14·7	Kobe Japanese	C.2Cy.18⅛"&36¼"-24¼" 54NHP FarnhamBoyd&Co.Shi.		
33202	**Sankt Ibb** (P) TwinSc OilEng. Wireless 1Dk CruiserStern	350					1935	Frdrkshvn Værft og Flydk. Fredrikshavn	Dampskibssel- skabetÖresund	164·0	32·8	11·9	Copnhagn Danish WB	Oil Engines 2S.C SA 14Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 235NHP Atlas-DieselA/B,Skm.		
33203 DRBE	**Sankt Jürgen** Ref.Mchy. Mchy.Aft 1Dk	640 513 343					1924	Nrddtsche UnionWerke Boitzenburg	Sartori&Berger	173·1 Q52'B66'F22'	29·4	13·1	Lübeck German WB	T.3Cy.13⅜",21⅘"&35"-23⅗" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
33204 DRBI	**Sankt Lorenz** Ref.Mchy. Mchy.Aft 1Dk	641 513 343					1924	Nrddtsche UnionWerke Boitzenburg	ArthurSommer	173·1 Q52'B66'F22'	29·4	13·0	Lübeck German WB	T.3Cy.13⅜",21⅘"&35"-23⅗" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
33205 36098 JOTH	**Sanogawa Maru No. 2** (P) (exSanogawaMaru,exWarVessel) 1Dk	590 523 359					1903	Howaldts- werkeA.G. Kiel	HakatawanUnyu K.K.	155·0	28·7	16·4	Nishino- miya Japanese	T.3Cy. HowaldtswerkeA.G.Kiel		
33206 412 JKTA	**Sansei Maru** (P) OilEng. 1Dk(Stl)2nd dk(Stl)except in foremost&aftermost holds	3267 2724 1872	✠ ... 5,35 ✠	Drn	v		1931 6mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. CellDB228'679t Tanks in way	336·2 P33'B80'F31' FK of tunnel 207t FPT	48·5	24·0	Dairen Japanese 5BHptCem 63tAPT102t	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama	24 ″ 0	
33207 39276 JXFH	**Sansui Maru** OilEng. 1Dk CruiserStern	812 — 455					1934	Mitsubishi Jukogyo K.K. Kobe	SetsuyoShosen K.K.	190·0 F38'	31·0	15·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 164NHP MitsubishiJukogyoK.K. Kobe		
33208 135 ITZN	**Sant' Antonio** Iron exRamscappelle,exCalluna,exAssos, exHedworth) Well deck 1Dk(Irn)&Web frames	1085 876 630	✠ 7,87	Sld	Lv		1884 9mo	S.P.Austin &Son Sunderland	Avv.Gius.Mad- diona	225·0 Q123'H46tF26' DBa&f	33·5	16·2	Catania Italian 5BH	C.2Cy.28½"&53"-33" 134NHP Blair&Co.Ld.Stockton	17 ″ 7	I †
33209 690 ITZI	— 3Mst (exAdvance-33,exAuxM.Nobel) OilEng. Mchy.Aft 1Dk	375 335 285					1919	Kaldnæs Mek.Værks. Tönsberg	FratelliChecchi	153·5 Q26t	28·6	11·8	Viareggio Italian WB	Oil Engines 2S.C.SA 2Cy.16$\frac{9}{16}$"-18⅞" 97NHP J&CGBolindersCoLd.Skm		IV
33210 216215 KJEU	**Santa Ana** (P) (exElSalvador, exSantaLuisa) ssS.Fo.No.3-5,30 D.F. 2Dks(Stl)&Shelter dk(Stl)	4847 4196 2902	✠100A1 Shelter dk withfreeboard ~~[illegible]1,33~~ ~~MS5,30~~ Fitted for oil fuel 5,18 F.P. above 150° F.	SFo NYk MS11,35 ✠LMC BS~~6,35~~ 8,35	y	CL ~~6,32~~ 11,35	1918 5mo	WCramp& SonsS&EBCo Philadelphia A&CP	~~PanamaMailS.S.~~ ~~Co.~~ AlaskaS.S.Co. Inc.	360·2 30·8 F40'onShelter dk FK CellDB294'870tFPT70	51·6	22·8	S.Frncisco Utd.States 7BHCem tAPT71t	Q.4Cy.25½",37",52½"&76"- 54" (s) 223lb 633NHP 4SB,12cf,GS215,HS8923 FD W.Cramp&SnsS&EBCPhl	33 ″ 6 s 9 ″ 2¾ 24 ″ 6	
33211 EAOR	**Santa Ana Martir** (exAmir-34) Mchy.Aft ssLa.P.No.3-11,31 Well deck 1Dk(Stl) Cargo battens not fitted	549 372 316	✠100A1 8,34 BS~~1,35~~ 1,36	LaP ✠LMC11,31	h	CL ~~8,34~~ 2,36	1919 8mo	Echevar- rieta y Larrinaga Cadiz Lloyd'sA&CP	A.RodriguezLopez	164·0 Q94'B11'F25' BK7" CellDBf92'136tFPT	26·2	10·3	SantaCruz Teneriffe Spanish 3BHCem 43tAPT7t	T.3Cy.12½",21"&35"-27" (s) 180lb 86NHP 1SB,3pf,GS49,HS1550 J.Abernethy&Co.Ld.Abn.	12″10	
33212 145103 GFJX	**Santa Aurora** (exIbicuhy) ssGrk.No.3-7,21 ssShl.No.2-31 2Dks(Stl)&Shelter dk(Stl)	~~4278~~ ~~3881~~ ~~2664~~ 5529 3881 3455	100A1 Shelter dk withfreeboard 1,32 MS5,31 Carrying Lubricating Oil in bulk FP.above150° F.in deep tank aft Fitted for oil fuel 7,21 F.P. above 150° F.	Bkn LMC BS4,32		OG 10,31	1919	G.Seebeck Akt.Ges. Weser- münde-G.	~~EagleOil&~~ ~~ShippingCo.Ld.~~ SussexS S.Co.Ld.	367·5 F46'onShelter dk FK CollisionBHtoShdk CellDB326' 1117tDT	51·0	26·5	London British ptCem 5 „ „ U „ a30'760t	T.3Cy.24¾"40¼"&65"-47¼"(s) 200lb *180lb* NDB21 391NHP 2SB,6cf,GS120,HS5380 FD G.SeebeckA.G.Weser- münde-G.	29 ″ 5 s 3 ″ 9½ 25 ″11	

w "Mount McKinley," see [illegible] in Supplement

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33213 227968 WPBT	**Santa Barbara** Ⓟ TwinSc OilEng. ssN.Yk.No.1-32 D.F. GyC. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy. 3rd dk(Stl)in CruiserStern Nos.1,2,3&5holds Platform deck for fruit cargoes in No. 4 hold	8060 5201 3838	✠100A1 withfreeboard 12,35 ~~1,33~~ ✠LMC CS3,34 4,35 ✠Lloyd'sRMC ~~1,33,35~~ 3,36 Nos 4 & 5 holds for temp. 32° F.	NYk 12,35 DBS~~[illegible]~~	e †	CL ~~P2,33~~ S3,34 P12,35	1928 8mo Lloyd	FurnessSB Co.Ld. Haverton Hill-on-Tees 'sA&CP	GraceS.S.Co.Inc. Duct keel CellDB349'11	466·0 B250'F54' FK fwd of mchy. space 85tTanks in way of	64·0	25·4	NewYork Utd.States 8BHptCem (Coll toS dk 7 to 2nd,,) tunnels 429t	Oil Engines 2S.C.SA 16Cy.26⅜"-41¼" 1994NHP 2DB120lb SulzerBros.Winterthur FPT79tAPT111t	28 ″ 6 s 3 ″ 6½ 25 ″ 2	
33214 117003 WEFZ	— **Wood** Fitted for oil fuel Wireless Mchy.Aft 1Dk	695 612 527					1900	W.F.Stone SanFrancisco	J.R.Hanify Co.	183·5	37·5	13·5	S.Frncisco Utd.States	T.3Cy.13",22"&36"-24" FultonIronWorks, 64NHP SanFrancisco,Cal.		
33215 [illegible] [illegible]	**Santa Catalina** Ⓟ TwinSc (exCity of Panama) ssS.Fo.No.3-10,32 Now "Chiriqui," see No. 37548 in Supplement OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	2434 1757 1350	✠100A1 withfreeboard 10,35 ~~4,33~~ DBS4,35 ✠LMC1,34	Crs	u	CL 8,34	1924 10mo Lloyd	Aktieb. Götaverken Gothenburg 'sA&CP	PanamaMailS.S. Co. CellDB207'561t MT19' 436t	296·0 P38'B110'F38' FK (Coll FPT105tAPT51t	45·9	18·0	S.Frncisco Utd.States 6BHptCem BHtoSh dk 5 ,, ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23 3/16"-35 7/16" 629NHP DB100lb Aktieb.Götaverken,Got.	21 ″ 6 s 1 ″ 4 20 ″ 6½	
33216 36416 LOGP	**Santa Catharina** (exSanJorge-34, exSapele,exAbonema) ssRot.No.3-10,20 Fitted for oil fuel ssBmn.No.2-29 2Dks(Stl)&Web frames& Shelter dk(ptIrn&ptStl)	2881 — 1680	✠ — 10,33 ✠	BAs	v		1907 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Argentina de Nav.Mihanovich, Lda. Cell	324·7 FK DBa96'uE26'f142'	45·9	30·7	Bns.Ayres Argentine 6BHCem 563tAPT27t	T.3Cy.24",40"&66"-45" 312NHP 2SB,6rf,GS121,HS4740 Richardsons,Westgarth& Co.Ld.Sld	33 ″ 2	V †
33217 215880 WADT	**Santa Cecilia** Ⓟ (exGuatemala, exSantaAna) ssS.Fo.No.3-4,30 D.F. 2Dks(Stl)&Shelter dk(Stl)	4870 4195 2900	✠ ... 2,36 Shelter dk withfreeboard ✠~~LMC~~ ~~MS4,30~~ ~~BS11,30~~ Fitted for oil fuel 1,18 F.P. above 150° F.	SFo	y	CL 8,34	1918 1mo	W Cramp& SonsS&EBCo Philadelphia A&CP	~~PanamaMailS.S. Co.~~ Merchants& MinersTransport- ationCo.	360·2 F onShelter dk40' FK CellDB294' 870tFPT	51·6	33·5	S.Frncisco Utd.States 7BHCem 70tAPT71t	Q4Cy25½",37",52½"&76"-54" 223lb FD 633NHP 4SB,12cf,GS214,HS8923 W.Cramp&SnsS&EBCPhl	33 ″ 6 ~~0 ″ 2½~~ ~~24 ″ 6~~	
33218 Broken up ~~[illegible]~~ ~~[illegible]~~	— ssBal.No.3-4,23 ssBal.No.2-31 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold only &Web frames Longitudinal framing	4813 — 2915	✠~~100A1~~ Shelter dk withfreeboard 2,35 ✠~~LMC~~ ~~MS6,31~~ ~~BS10,34~~ Fitted for oil fuel 11,13 F.P. above 150° F.	NYk	z	CL N2,35	1913 11mo	WCramp& SonsS&EBCo Philadelphia A&CP	~~ArgonautLineInc.~~ WB=Cell	404·6 FK (Coll& DBa131'uE&B49'f	53·9	34·2	Japanese 7BHCem AP to Sh dk 5 ,,2nd,,) 166'1264tDT	Q4Cy25½",37",52½"&76"-54" 223lb (s) 611NHP 3SB,12cf,GS214,HS8446 FD W.Cramp&SnsS&EBCPhl f27'995tFPT78tAPT20t	28 ″ 9 s 3 ″ 3 25 ″ 9¼	
33219 220337 WMDB	**Santa Clara** Ⓟ TwinSc ssNYk.No.1-34 Ref.Mchy. 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. except in way of No. 4 GyC. CruiserStern hold & mchy space Platform deck for fruit cargoes in No. 4 hold	8220 5449 3825	✠100A1 withfreeboard ~~12,33~~10,35 BS3,35 Lloyd'sRMC~~11,34~~ ~~6,35~~ Nos. 4 & 5 holds for temp. 32° F. Fitted for oil fuel 3,30 F.P. above 150° F.	NYk MS4,34 ✠LMC~~3,30~~ 1,36		CL ~~P6,32~~ S7,33 ~~P6,35~~ P10,35	1930 3mo Lloyd	NewYork S.B.Co. Camden,N.J. 'sA&CP	GraceS.S.Co.Inc. CellDB359'1230t way	483·3 B231'F53' FK tanks in of tunnels581tFPT	63·9	25·5 34·4	NewYork Utd.States 9BH pt Cem (8 to W dk 1 ,, 2nd ,,) 81tAPT119t	2Steam Turbines connect- ed to electric motors&screw shafts,HS28800 (s)2660NHP 6 Water Tube Boilers 300lb GeneralElectricCo. FD Schenectady,N.Y.	28 ″ 8 s 3 ″ 10½ 25 ″ 0	
33220 148836 GLTB	**Santa Clara Valley** (exEastLynn) OilEng. D.F. 1Dk&Shelter dk	4665 4357 2845					1928	W.Doxford &Sons,Ld. Sunderland	OakwinS.S.Co.Ld. (SirW.R.Smith& Sons,Ld.Mgrs.)	401·1 FonShelter dk41'	54·3	24·1	Bideford British WB	Oil Engines 2S.C.SA 4Cy.22"-85" 597NHP W.Doxford&Sons,Ld.Sld.		C
33221 LOEH	**Santa Cruz** Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk Cruiser Stern 2Dks&Web frames Longitudinal framing	3934 3545 2390			...		1921	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	351·2 P81'B32'F46' FK	47·0	28·2	Bns. Ayres Argentine WB	T.3Cy.23½",38"&62"-42" 347NHP FairfieldCo.Ld.Glasgow	28 ″ 3	
33222 LETU	— Now "Luisa," see No. 38919 in Supplement 1Dk&Spar dk	1475 1325 930					1905	Fredrkstad Mek.Værks. Fredrikstad	A/S Bonheur (Fred.Olsen&Co. Mgrs.)	237·7 B77tH54t	35·1	19·6	Oslo Norwegian WB	T.3Cy.17",30"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
33223 232171 WLEA	**Santa Elena** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. D.F. 2Dks&Awng dk E.S.D. GyC. CruiserStern	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceS.S.Co.Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd. States WB	2 DR Geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33224 99	— (exMelmore) ssPly.2ndNo.3-6,12 Welldeck 1Dk Fitted for oil fuel	355 — 263	✠ 3,20 ✠	SFo	g		1892 7mo	D.J.Dun- lop&Co. Pt.Glasgow	GermanE.Leith	156·2 P83'F59' BK6" WB=FPT	25·8	11·3	Callao Peruvian 5BHCem 29tAPT14t	T.3Cy.15",23"&38"-27" 75NHP 1SB,3rf,GS52,HS1516 D.J.Dunlop&Co.,P.Gls.	12 ″ 0	
33225 EADF	**Santa Elena Martir** K (exTarcoronte-34, ssLa.P.2ndNo.3-11,33 exQuaysider) Mchy.Aft 1Dk	372 264 147	✠100A1 11,33 ~~BS7,34~~ ✠LMC11,33 9,35	LaP		CL 7,34	1909 8mo Lloyd	Smith's DockCo.Ld. NorthShields 'sA&CP	A.RodriguezLopez	145·4 Q58'F17' FK FPT61t	24·2	10·4	SantaCruz Tfe. Spanish 3BH Asp	C.2Cy.17"&36"-30" (s) 130lb 82NHP 1SB,3pf,GS47,HS1560 ShieldsEng.Co.Ld.N.Shl.	11 ″ 7 s 1 ″ 1 10 ″ 8	
33226 218128 KIGQ	**Santa Elisa** Ⓟ ssN.Yk.No.3-3,31 D.F. 2Dks(Stl)&Shelter Now "Baranof," see No. 37294 in Supplement dk(Stl) ssNYk.No.1-36	5004 4483 3021	✠100A1 Shelter dk withfreeboard 2,36 ~~8,34~~ ✠LMC2,36 ~~MS3,31~~ ~~BS10,34~~ Fitted for oil fuel 6,19 F.P. above 150° F.	NYk	x	CL 2,34	1919 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~PanamaMailS.S. Co.Inc.~~ Alaska S S.Co.Inc. CellDB292'870t	360·3 F40'onShelter dk FK FPT61tAPT11t	51·7	31·1	S.Frncisco Utd.States Cem 6BHtoSh dk 1 ,, ,, U ,,	Q4Cy25½"38½"55½"&81"-54" 220lb (s) 663NHP 4SB,12cf,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 s 8 ″ 4½ 25 ″ 4	
33227 220573 KDDY	**Santa Eulalia** Fitted for oil fuel 1Dk2trB	2647 2223 1542			...		1920	Toledo S.B.Co. Toledo	SantaS.S.Corp. (SeasShippingCo. Inc.Mgrs.)	251·0 P25'B64'F23' FK	43·6	25·8	NewYork Utd.States WB	T.3Cy.22 5/16",36"&59"-42" 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	R †
33228 EEHU	**Santa Eulalia Virgen** (exColon-34) Mchy.Aft 1Dk	394 301 195					1920	Gebr.Fik- kers Martenshoek	A.Rodriguez Lopez	137·9 P51'F23' WB	24·7	12·1	SantaCruz Teneriffe Spanish	T 3Cy.10¼",16¼"&26½"-20" 32NHP Machfab.Overijn,Leiden		C
33229 216005 KRUI	**Santa Flavia** WoodTwinSc OilEng. 2Dks	2113 — 1424					1918	Aberdeen S.B.Co AbnWashUS	AssociatedFisher- men ofAlaska	225·6 B60'	43·6	25·8	Seattle Utd.States	Oil Engines 2S.C.SA 8Cy.16½"-18 11/16" 383NHP J&CGBolindersCoLdSkm		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33230 228403 WIDA	**Santa Inez** Ⓟ TwinSc ssN.Yk.No.1-33 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rddk(Stl)inNos.1&2holds D.F. CruiserStern	4576 2860 2622	✠100A1 withfreeboard 10,35~~3,35~~ ✠LMC CS5,34 6,34 ✠Lloyd'sRMC~~5,35~~ ~~10,35~~ 3,36 Nos. 1 & 2 upper & lower 'tween dks. for temp. 32° F.	NYk DBS~~5,34~~8,35	y	CL ~~5,32~~ 10,35	1929 3mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	GraceS.S.Co.Inc. Cell DB 294' 751t in way of	370·0 P37'F43' FK tanks tunnels 76t FPT82t	53·2	20·0	NewYork Utd.States 7BHptCem 2 ,, to 2nd dk APT203t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 708NHP 2DB100lb 1DB Upr.80lb Akt.Burmeistr&Wain,Cpn	23 ″ 6 s1 ″ 8½ 21 ″ 10½	
33231 CSAY	**Santa Irene** (exSantaIria, exAngeln,exAgnesKölln,exB.W.F.) 1Dk Wireless Mchy.Aft	520 363 339					1921	Gebr. Fikkers Martenshoek	Companhia Industrial Portugueza	169·2 Q42'P43'F20' len23	24·7	10·3	Lisbon Portuguese WB	T.3Cy.11",17¾"&29$\frac{1}{16}$"-17¾ N.V.Machfb."Dok" 36NHP v/hNolden&Bulder,Delfzijl		G
33232 214325 WNCS	**Santa Isabel** Ⓟ (exVenezuela) ssS.Fo.No.3-5,27 ssS.Fo.No.1-31 D.F. 2Dks(Stl)& Awng dk(Stl-teak s)	5641 4746 3444	✠100A1 Awng dk withfreeboard 3,34 MS5,31 Fitted for oil	NYk ✠LMC BS7,33 fuel 9,16	y	CL 7,33 F.P.	1915 6mo Lloyd above	Nederl. Schps.Maats Amsterdam 'sA&CP 150° F.	GraceS.S.Co.Inc. Cel	380·0 FK DBa91'uE36'f 152'	48·7	32·5	NewYork Utd.States 6BHCem 654tFPT88t	T.3Cy.28",43$\frac{5}{16}$"&74"-51$\frac{3}{16}$" 180lb (s) 607NHP 4SB,12cf,GS238,HS9470 FD NedFb.v.Wrk&Spoor,Ams	35 ″ 3 s10″6½ 24 ″ 11¼	
33233 220419 KDBV	— ssN.Yk.No.2-27 1Dk(Stl)2trB	2647 2223 1542	✠100A1 1,31 BS1,31 Fitted for oil	Bal ✠LMC11,27 fuel 8,20	s	CL 7,30 F.P. a	1920 8mo A&CP bove 1	Toledo S.B.Co. Toledo,O. 50° F.	SantaS.S.Corp. (SeasShipping Co.Inc.Mgrs.) CellDB204'444t	251·0 P25'B64'F23' FK DTa12'87t FPT69t	43·6	25·8	NewYork Utd.States 4BHptCem APT95t	T.3Cy.22",36"&59"-42" (s) 180lb 315NHP 2SB,6cf,GS105,HS4640 FD ToledoS.B.Co.Toledo,O.	28 ″ 2 s3″10¾ 24 ″ 5¼	
33234 232101 WKER	**Santa Lucia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. CruiserStern D.F. GyC. E.S.D. 2Dks&Awning dk	913 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceS.S.Co.Inc.	84·4 B&F418'	72·2	25·8	NewYork Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33235 87 IUAW	— Ⓟ 1Dk	452 346 142					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	179·2	26·0	12·7	Naples Italian	T3Cy.15¾",24$\frac{7}{16}$"&37⅜"-19$\frac{11}{16}$" 62NHP Cant.Nav.Riuniti,Ancona		I
33236 223849 KFTI	**Santa Maria** ssS.Fo.No.3-4,29 ssL.An.No 1-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8088 7763 4922	✠100A1 ~~7,35~~ ~~12,34~~ 4,36 ~~BS4,35~~ CarryingPetr Fitted for oil	LAn BS4,36 ✠LMC4,33 oleum fuel 4,22	c † in	CL 12,34 bulk F.P. a	1922 4mo Lloyd bove 1	R.Duncan &Co.Ld. PortGlasgow 'sA&CP 50° F.	UnionOilCo.of California CellDBuE&B89' DTf36'420t	460·0 P122'B35'F41' FK 231t FPT118tAPT50t	60·3	35·5	Ls.Angeles Utd.States 17BHptCem (11 to U dk 6 ,, 2nd ,,)	T.3Cy.28",47½"&80"-54" (s) 200lb 701NHP 4SB,12cf,HS10326 FD J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s7 ″ 0¾ 28 ″ 8½	
33237 227495 WPBW	— Ⓟ TwinSc OilEng. ssN.Yk.No.1-32 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNos.1,2,3&5holds Ref.Mchy. CruiserStern D.F. GyC. Platform deck for fruit cargoes inNo.4hold	8060 5201 3840	✠100A1 withfreeboard 1,36 ~~3,35~~ ✠LMC CS3,34 5,34 ✠Lloyd'sRMC~~11,34~~ 10,35~~5,35~~ Nos. 4 & 5 holds for temp. 32° F.	NYk 4,36 DBS~~7,34~~ ~~5,36~~	e†	CL P3,34 SN8,35	1928 4mo Lloyd	Furness S.B.Co.Ld Haverton Hill-on-Tees 'sA&CP	GraceS.S.Co.Inc. Duct keel CellDB349'	466·0 B250'F54' FK fwd.of mchy.space 1185t Tanks in way of tunnels	64·0	25·4	NewYork Utd.States 8BHptCem (CollToShdk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 16Cy.26$\frac{13}{16}$"-47¼" 1994NHP 2DB120lb SulzerBros.Winterthur 429tFPT79tAPT111t	28 ″ 6 s3 ″ 6¾ 25 ″ 1¾	
33238	— AuxBkn (exTacoma,exGustavStein) OilEng. 1Dk (See Sailing Ship Register)	548 455 348					1923	G.Schuldt Stralsund	F.Fresone	155·4	30·1	13·6	Bns.Ayres Argentine WB	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-11$\frac{13}{16}$" 82NHP MotorenwerkeMannheim A.G.Mannheim		
33239 614 IUBU	— Aux3MstSr (exMaria-32,exPuseyjonesNo.2) OilEng. Mchy.Aft 1Dk&Web frames (See Sailing Ship Register)	390 329 264			...		1917	ThePusey &JonesCo. Wlmgtn.Del.	O.Puccinelli fuF.	129·1 P31'F26' FK	28·0	13·1	Viareggio Italian WB	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 87NHP JVSvensson'sMtrfbkSkm.	15 ″ 0	I †
33240 212651 KDBI	**Santa Marta** Ⓟ Sub.Sig. Fitted for oil fuel D.F. E.S.D. Ref.Mchy. 2Dks&2pt Dks	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	378·8 B160'F44'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
33241 228974 WMDW	**Santa Monica** Ⓟ TwinSc (exCity ofSanFrancisco) OilEng. "Cumbal," see No. 37558 ssS.Fo.No.3-11,32 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	2433 1757 1349	✠100A1 withfreeboard 9,35~~3,35~~ DBS~~9,34~~ 9,35	Crs ✠LMC12,33	u	CL 11,33	1924 9mo Lloyd	A/B Gotaverken Gothenburg 'sA&CP	PanamaMail S.S.Co.Inc. CellDB207'561t MT19' 436t	296·0 P38'B110'F38' FK FPT105tAPT51t	45·9	18·0	S.Frncisco Utd.States 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" 629NHP DB100lb A/B Gotaverken	21 ″ 6 s1 ″ 4 20 ″ 6½	
33242 117115 KJXZ	— Wood Fitted for oil fuel Mchy.Aft 1Dk	497 452 318					1902	W.F.Stone S.Francisco	J.R.HanifyCo.	166·0	34·0	12·0	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP FultonI.Wrks.S.Fo.		
33243 214368 WNCW	**Santa Olivia** Ⓟ (exEcuador) ssS.Fo.No.3-8,27 ssN.Yk.No.1-31 2Dks(Stl)&Awngdk(Stl-teak s) D.F.	5544 4740 3435	✠100A1 Awng dk withfreeboard 3,34 ~~BS7,33~~ Fitted for oil	NYk 4,36 ✠LMC~~12,34~~ fuel 7,16	y	CL 3,34 F.P. a	1915 9mo Lloyd bove 1	Kon.Maats deSchelde Flushing 'sA&CP 50° F.	~~GraceS.S.Co.Inc.~~ Libby,McNeill& Libby,Inc. Cell	380·6 FK DBa94'uE36'f 147'	48·7	32·6	NewYork Utd.States 6BHCem 559tFPT93t	T.3Cy.29",47"&77"-48" (s) 180lb 624NHP 4SB,12cf,GS248,HS9660 FD Maats.deSchelde,Flushing	35 ″ 3 s10″6½ 24 ″ 11½	
33244 232005 WKEK	**Santa Paula** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	PanamaMailS.S. Co.Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33245	**Santa Quitéria** WoodAux3MstSr (exVenus-35) OilEng. 1Dk (See Sailing Ship Register)	368 339 269					1919	L.Larsen Köge	E.F.Botelho&Co. Lda.	145·6	27·5	13·7	Oporto Portuguese	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{3}{16}$" 96NHP J&CGBolinder'sCoLdSkm		V
33246 228577 WIDG	**Santa Rita** Ⓟ TwinSc ssN.Yk.No.1-33 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNo.1&2 holds D.F. CruiserStern	4576 2860 2622	✠100A1 withfreeboard 3,35 ✠LMC CS6,34 6,34 ✠Lloyd'sRMC~~5,35~~2,36 Nos. 1 & 2 upper & lower 'tween dks for temp. 32° F.	NYk DBS~~6,34~~8,35	y	CL 3,35	1929 5mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	GraceS.S.Co.Inc. CellDB293'751t tunnels76t	370·5 P37'F43' FK Tanks in way of FPT82tAPT203t	53·1	23·5	NewYork Utd.States 7BHptCem 2 ,, to 2nd dk	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB100lb 1DB(upper)80lb Akt.Burmeistr&Wain,Cpn	23 ″ 6 s1 ″ 8½ 21 ″ 10½	

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33247 231932 WMDA	**Santa Rosa** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awning dk* D.F. GyC. E.S.D. *CruiserStern*	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	PanamaMailS.S. Co.Inc.	484·4 B&F418′	72·2	25·8	S.Frncisco Utd.States *WB*	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N Y.		R
33248 EEQE	**Santa Rosa de Lima** (*ex*Guanche-34,*ex*Sotileza) 1*Dk*	446 307 279					1920	Corcho Hijos Santander	A.Rodriguez Lopez	148·8 P58′F24′	25·6	9·9	Santa Cruz Teneriffe *WB* Spanish	C.2Cy.12″&27″-20″ 27NHP Wm.Sisson&Co.Ld.Glr.		
33249 216380 KNEE	**Santa Tecla** *ss*NOs.No.3-2,36 ~~*ss*Mob.No.2-26~~ 2*Dks*(*Stl*) ~~*Fitted for oil fuel*~~	2492 2202 1483 –	✠100A- 2,36 ~~2,35~~ ✠LMC2,36 *Fitted for oil fuel*7,18*F.P.above*150° F.	NOs	*t*	CL 1,36	1918 7mo ~~A&CP~~	NewYork S.B.Corp. Camden,N.J.	~~GraceS.S.Co.Inc.~~ Trans-Oceanic S.S.Corp	298·6 P35′B78′F28′ *CellDB* FK 264′652*t FPT*89*t APT*106*t*	40·0	22·9	NewYork Utd.States 6*BHCem*	T.3Cy.19¾″,31½″&54½″-36″ 200lb (*r*) 262NHP 2SB,4*cf*,GS84,HS3860 NYorkSBCorpCamden N.J	26 ″ 0	
33250 216969 WLIA	**Santa Teresa** Ⓟ *ss*S.Fo.No.3-10,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*4858* *4320* *2888*	✠ 2,36 *Shelter dk* *withfreeboard* ✠~~LMC~~ ~~BS10,30~~ ~~BS2,34~~ *Fitted for oil fuel* 11,18 *F.P. above* 150° F.	NYk	*y*	CL 7,34	1918 11mo	WCramp& SonsS&EBCo Philadelphia A&CP	Merchants& MinersTransport- ationCo. *CellDB*295′870*t*	360·2 F40′*onShelter dk* FK *FPT*70*t APT*71*t*	51·6	22·8 30·8	S.Frncisco Utd.States *Cem* 6*BHtoSh dk* 1 „ „ *U* „	Q4 Cy25½″37″52½″&76″-54″ 223lb (*s*) 633NHP 4SB,12*cf*,GS214,HS8923 FD W.Cramp&SnsS&EBCPhl	33 ″ 6 ~~s 0 ″ 4¼~~ ~~24 ″ 6~~	
33251 220624 KDHT	**Santa Veronica** *Fitted for oil fuel* 1*Dk*2*trB*	2647 2223 1542				...	1920	ToledoS.B. Co. Toledo,O.	SantaS.S.Corp. (SeasShippingCo. Inc.*Mgrs*).	251·0 P25′B64′F23′ FK	43·6	25·8	NewYork Utd.States *WB*	T.3Cy.22″,36″&59″-42″ 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	R †
33252 219871 KJTX	**Santacruzcement** (*ex*Pacific Cedar-34,*ex*Eastern *Fitted for oil fuel* Victor) (*Self-Unloader*) E.S.D. 1*Dk*	4783 — 2891				...	1920	Mitsubishi ZosenKaisha Ld. Kobe	SantaCruzPort- landCementCo.	399·8 P39′B121′F40′ FK	54·7	27·7	S.Frncisco Utd.States *WB*	T.3Cy.26½″,44½″&75″-48″ 494NHP MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0	R †
33253 22 ICGO	**Santamarina Salina** Ⓟ Wireless 2*Dks*	763 556 351					1928	Cant.Nav. Riuniti Palermo	Soc."Eolia"Anon. diNavigazione	201·4 B77′F31′	30·0	15·8	Messina Italian	T.3Cy.15⅝″,25⁵⁄₁₆″&41⅝″ -28⅝″ 91NHP Cant.Nav.Riuniti,Ancona		I
33254 PUCE	**Santarem** Ⓟ (*ex*Eisenach) Sub.Sig. 2*Dks*	6757 5020 4212					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286′F68′	54·5	27·8	R.Janeiro Brazilian *WB*	Q.4Cy.24″,34½″,50½″&72⅝″- 53⅞″ 387NHP BremerVulkan,Vegesack		V
33255 1317 ICGP	**Santarosa** (*ex*Loughborough, *ex*Kyleakin) *ss*Gen.2ndNo.3-3,27 D.F. *ss*Gen.No.1-31 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	3159 2899 2000	✠ ... 4,36 ~~BS4,31~~ ✠~~LMC4,31~~ ~~5,35~~	Gen	*v*	OG 11,34	1905 6mo *Lloyd*	Grngem'th &Greenock DockyardCo. Greenock '*sA&CP*	A.T.Rosasco *CellDBa*98′	345·0 330·5 P27′B96 F34′ FK *uE&B*40′*f*142′898*t*	48·1 48·0	22·0 22·0	Genoa Italian 5*BHCem* *APT*77*t*	T.3Cy.24″,40″&65″-42″ (*s*) 160lb *180lb* 286NHP NDB*made*20*refitted*25 2SB,6*cf*,GS99,HS4468 D.Rowan&Co.Glasgow	24 ″ 5 ~~s 3 ″ 10¾~~ ~~20 ″ 0~~	
33256 22574 JBWC	**Santen Maru** Wireless 1*Dk*	1210 1017 691					1918	Mitsui Bussan Uno	MitsuiBussan Kaisha,Ld.	225·7	33·5	18·5	Kobe Japanese *WB*	T.3Cy.14³⁄₁₆″,24″&40″-30″ 88NHP ImaiSeisakusho,Osaka		
33257 148549 GKYV	**Santhia** Ⓟ TwinSc *ss*Cal.No.2-33 D.F. 2*Dks*(*Stl*) *Weather dk*-teak s E.S.D. 3*rd dk*(*Stl*)*in holds*	7754 6719 4841	✠100A1 *withfreeboard* ~~6,35~~ ~~2,35~~ 1,36 ~~BS2,35~~ ✠LMC12,32 11,35	Cal	*c* †	CL ~~2,34~~ 9,35	1925 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaS.N. Co.Ld. *CellDB*373′1432*t* *Tank between tunnels* 37′54*t FPT*108*t*	436·1 P44′B144′F49′ FK	57·8	33·5	London British 7*BHCem* *APT*165*t*	T.6Cy.20¾″,35½″&60″-45″ 215lb (*s*) 801NHP 5SB,15*cf*,GS318,HS12125FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	36 ″ 6 s 9 ″ 10¾ 27 ″ 0½	
33258 EAIY	**Santi** (*ex*Hercule,*ex*WarGlen) 1*Dk*	2958 — 1704					1918	W.Dobson &Co. Newcastle	Cia.Nav.Amaya (C.deZabala,*Mgr.*)	331·0 P33′B100′F32′	48·0	24·5	Bilbao Spanish *WB*	T.3Cy.25″,41″&68″-45″ 430NHP N.E.MarineEngCoLd.Nwc		V
33259 LETV	**Santiago** 1*Dk*&*Spar dk*	1383 1262 881					1903	Fredrkstad Mek.Værks. Fredrikstad	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	231·7 B59*t*H60*t*	34·2	19·9	Oslo Norwegian *WB*	T.3Cy.17″,30″&49″-33″ 138NHP FredrikstadM.V.Frdstad.		N
33260	**Santiago de Cuba** (*ex*Caridad Sala,*ex*Yadkin, *Fitted for oil fuel* *ex*ClaraMennig) 1*Dk*	1685 1501 1005					1908	Akt.Ges. "Neptun" Rostock	EmpresaNaviera deCubaS.A.	261·4 P27′B65′F26′	40·1	17·3	Havana Cuban *WB*	T.3Cy.17¼″,30½″&48″-33″ 132NHP A.G."Neptun,"Rostock		
33261 EGPO	**Santiago Lopez** (*ex*Oceanic) *ss*Bcl.No.3-5,16 1*Dk*(*pt Irn*&*pt Stl*) &*deep framing*	2319 1650 1470	✠ 7,21 ✠	Bcl	*t*		1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	CiadeNav."Vasco Asturiana" (R.C. de losCobos,*Mgr.*) *WB*=*CellDBa*96′	300·0 P21′B182′F33′ FK *uE&B*34′*f*126′668*t*	44·3	18·1	Gijon Spanish 5*BHCem* *APT*70*t*	T.3Cy.22″,35″&59″-39″ 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl	20 ″ 6	
33262 214512 KJYA	**Santiam** Wood3Mst *Fitted for oil fuel* 1*Dk*	946 — 543					1916	Hammond LumberCo. Fairhvn,Cal.	Sudden&Chris- tenson	209·8	42·0	14·0	S.Frncisco Utd.States	T.3Cy.13½″,22″&36″-24″ 64NHP UnionI.Wks. SanFrancisco,Cal.		R
33263 EGPP	**Santirso** 1*Dk*	847 682 621					1920	Astilleros deGijon Gijon	Cia.Naviera GijonesaS.A.	201·7 Q136′B44′F30′	29·8	13·9	Gijon Spanish *WB*	T.3Cy.14″,23″&38″-27″ 75NHP Falleros de Zorrosa,Bilbao		
33264	**Santo Amaro** Ⓟ TwinSc 1*Dk*	*317* *231* *165*					1914	Murdoch & Murray,Ld. PortGlasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12″&24″-18″ 40NHP J.G.Kincaid&Co.Ld.Grk.		
33265 411 JKQA	**Santo Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in* *foremost*&*aftermost holds*	3267 2724 1872	✠ ... 5,35 ✠	Drn	*v*		1931 5mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. *CellDB*228′679*t Tanks in way of tunnel*207*t FPT*63*t APT*102*t*	336·2 P33′B80′F31′ FK	48·5	24·0	Dairen Japanese 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP MitsuiBussanKaisha,Ld. Tama	24 ″ 0	
33266 8760 JJUC	**—** Ⓟ (*ex*Diamante) *ss*H.Kg.No.1-03 1*Dk*(*Stl-ws*)&*Spar dk* (*Stl-teaks*)&*Webframes*	1952 1730 1157	✠ 12,06 ✠	Kob	*r*		1899 1mo	Hall,Rus- sell&Co. Aberdeen	OzakiKisenK.K. *CellDB a*58′ *f*64′249*t FPT*60*t APT*31*t*	260·3 B62′F46′ FK	37·2	17·3 24·7	Nishino- miya Japanese 4*BHCem*	T.3Cy.22″,35″&58″-39″ 257NHP 2SB,6*rf*,GS94,HS3600 Hall,Russell&Co.Abn.	25 ″ 8	
33267 216009 WQCC	**Santore** *ss*Bal.No.3-11,30 *ss*Bal.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	7117 6365 4498	✠100A1 ~~6,35~~ ~~10,34~~ 4,36 ✠LMC10,34 BS1,36 *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Bal	*c*†	CL ~~7,33~~ 4,36	1918 3mo	Bethlehem SteelCorp.Ld Sparro'Pt.Md. A&CP	OreS.S.Corp. 2*IntermediateBkhds dispensed with* *CellDBuE&B*58′*f*320′1622*t Sidetanks Nos.*1,2&3*P&S*1950*t FPT*395*t APT*213*t*	449·1 P106′F39′ FK	57·2	34·3	NewYork Utd.States 5*BHonly*	T.3Cy.26½″,46″&76″-48″ (*s*) 200lb FD 559NHP 3SB,9*cf*,GS557,HS7931 BethlehemStl.Co.Sparr'Pt.	37 ″ 0	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not L.R. DateofB.ofTradeCert
33268	**Santorini** (*ex*Phenarete-34, *ex*Nikolaos, *ex*Gargano, *ex*Irene) **Iron** *ss*Pir.3rdNo.3-3,21 *ss*Pir.No.3-10,26 *ss*Pir.No.1-31 1*Dk*(*Irn*)&*Awng dk*(*Stl*)	700 679 432	✠ —— 2,34 ✠	Pir	*j*		1884 2mo	PearceBrs. Dundee	A.Chalaris&Co. *DBa*37'	180·1 52*tFPT*64*t*	27·2	12·2 18·6 BK7¼"	Santorin Greek 4*BHCem*	C.2Cy.20"&40"-30" DB*refitted*21 1SB,2*pf*,GS38 73NHP PearceBros.Dundee	19 " 10	
33269 PUCF	**Santos** Ⓟ *Fitted for oil fuel* 2*Dks*	4855 3838 3114					1898	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	375·6 P&B259'F48'	46·6	27·4	R.Janeiro Brazilian *WB*	Q.4Cy.21¾"32"46½"&66"-51" 311NHP Reiherst.Maschinenf.Ham		C
33270 7197 SERA	— **TwinSc** *ss*Got.No.2-33 D.F. *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3840* *3392* *2311*	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~12,34~~ DBS5,35 ~~DBS7,34~~ ✠LMC9,33	Skm	*x*	OG ~~1,32~~ S8,33 P7,35	1925 5mo *Lloyd*'*sA&CP*	Kockums M.V.Aktieb Malmö	RederiA/B Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*319'	364·9 1114*t Tanks at sides of tunnels*	51·5	22·8 FK	Stockholm Swedish 6*BHptCem* *Coll ,, toSh dk*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-39⅜" 564NHP DB*100lb* KockumsM.V.Akt.Malmö 180*tFPT*75*tAPT*60*t*	25 " 6 s 2 " 4¼ 23 " 4¼	
33271 31173 JCIB	**Santos Maru** Ⓟ **TwinSc** *ss*Kob.No.2-33 *Ref.Mchy.* GyC. *OilEng.* 3*Dks*(*Stl-Weather dk*-ws)	7267 6088 4363	✠100A1 *withfreeboard* 7,35 ~~10,34~~ DBS8,35 ~~DBS10,34~~ ✠LMC1,33 ✠Lloyd'sRMC~~3,35~~ ~~6,35~~ 1,36	Kob	*b*†	CL ~~8,32~~ S12,33 S7,35	1925 12mo *Lloyd*'*sA&CP*	Mitsubishi ZosenKaisha Ld.Nagasaki	OsakaShosenK.K. *CellDB*353'1368*t* *Tanks at sides of tunnels*719*tFPT*	430·7 B63'F47'	55·7	36·0 FK	Osaka Japanese 7*BHptCem* 117*tAPT*46*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB*100lb* SulzerBros.Winterthur	36 " 0 s11 " 2¾ 25 " 2¾	
33272 EALB	**Santurce** (*ex*CanadianRancher) *ss*Bbo.No.3-12,32 1*Dk*(*Stl*) *Cargo battens not fitted*	3276 2880 1865	✠100A1 11,35 ~~9,34~~ BS~~3,35~~ ✠LMC12,32 4,36	Bbo Ams	*v*	CL 3,34	1920 5mo *Lloyd*'*sA&CP*	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	Cia.Nav.Amaya (C.deZabala, *Mgr*) *CellDB*266'674*tFPT*	331·6 P33'B98'F33'	46·8	23·3 FK	Bilbao Spanish 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 " 6 s 3 " 11¾ 21 " 9	
33273 38942 JVHI	**Sanwa Maru** **TwinSc** *OilEng.* *Mchy.Aft*	548 — 401					1934	Sanoyasu DockGoshi Kaisha Osaka	SankoKisen KabushikiKaisha	154·9	28·5	13·5	Amaga-saki Japanese	Oil Engines 2S.C.SA 4Cy.15¼"-16½" 166NHP KishiIronWorks,Katsuura Wakayama-ken		
33274 36117 JJLC	**Sanyo Maru** Ⓟ **TwinSc** *ss*Kob.No.3-1,36 *OilEng.* *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* 1,36 1,36 ~~2,34~~ DBS~~1,35~~ ✠LMC CS1,35 ~~1,35~~ 1,36 ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 1,36 ~~9,35~~ *Fitted for carrying oil* 10,30*F.P. above* 150° *F. in deep tanks*	Kob	*d*†	CL 1,34	1930 10mo *Lloyd*'*sA&CP*	MitsuBishi DkydCo.Ld. Nagasaki	OsakaShosenK.K. *CellDB*	446·0 F40' 373'1295*t Tanks in way of tunnels* 978*tM*	60·5	40·7 FK	Osaka Japanese 8*BH pt Cem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsuBishiDkydCoLdNag *Ts*36'1185*tFPT*96*tAPT*89*t*	40 " 9 s13 " 0¼ 28 " 2	
33275 13089 JLJB	— Ⓟ (*ex*JacobDiederichsen) Wireless 1*Dk*&*Spar dk*	970 897 697					1892	Howaldts-werke Kiel	OnishiThinji	212·0 B28'	29·4	17·6	Otaru Japanese *WB*	T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$43\frac{5}{16}$" -$24\frac{13}{16}$" 93NHP Howaldtswerke,Kiel		
33276 29418 JCKE	— Ⓟ **TwinSc** 1*Dk*	530 321 205					1923	Mitsubishi Co. Kobe	Government of Japan(Railways)	140·0	30·2	12·5	Tokio Japanese	Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.		
33277 9	**Sanzan Maru** 1*Dk*	416 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·5	Dairen Japanese	C.		
33278 PHIK	**Saparoea** *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	6668 — 4120					1920	Rotterdam Droogd Maat. Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P42'F43'	54·7	33·5	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 8Cy.27"-47" 1015NHP *Emade*25*refitted*31 SulzerBros.Winterthur		V
33279	**Sapataya** **Wood** (*exMotorship*Sapaday) 1*Dk*	450 — 288					1922	H.E.Phya Sukhum NayaVinit, Bangkok	SavadSukhum Banij	147·6	25·4	14·4	Bangkok Siamese	T.3Cy.9½",15½"&26"-18" *Emade*25 29NHP McKie&Baxter,Ld.Psy.		
33280 OOBC	**Saphir** **TwinSc**	633 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·4 Q64'H8'F30'	27·9	13·2	Antwerp Belgian	T.6Cy.16½",24½"&37⅓"-25½" NB13 139NHP Soc.JohnCockerill,Seraing		V
33281 217546 KESG	**Sapinero** *Fitted for oil fuel* 2*Dks*&*Web frames*	5106 4740 3097			...		1919	American International S.B.Corpn. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·8	27·6 FK	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
33282 147391 MLGX	**Sapper** *ss*Mch.No.3-1,36 ~~*ss*Mch.No.2-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1036 850 495	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~12,34~~ ✠LMC MS~~5,34~~ 2,35 BS~~11,34~~ 2,36	Mch	*o*	CL ~~8,33~~ 1,36	1923 1mo *Lloyd*'*sA&CP*	W.Dobson &Co. Newcastle	Fisher,Renwick Manchester-LondonSteamers,Ld. *CellDB*	230·6 *a*58'*uE*19'*f*100'204*t*	35·0	14·9 FK	Manchestr British 5*BHCem* *APT*17*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3570 N.E.MarineEngCoLd.Nwc	17 " 0 s " 2½ 16 " 11¼	
To be Broken up 33283 111305 MDDY	**Sappho** *ss*Rot.2ndNo.3-9,23 *ss*Rot.No.2-31 1*Dk*(*Stl*)&*deep framing*&*pt Awngdk*(*Stl*) *Cargo battens not fitted*	1275 935 806	✠~~100A1~~ *pt Awng dk* *withfreeboard* 2,33 ~~BS9,35~~ ~~BS7,34~~ ✠~~LMC6,31~~	Sws	*n*	CL 3,33	1900 2mo *Lloyd*'*sA&CP*	Ramage& Ferguson,Ld. Leith	~~BristolSteamNav.Co.Ld.~~ *WB*= *CellDBa*50'*uE*&	230·1 Q79' *pt Awng dk*151' B35' *f*90' 288*tFPT*	33·1	15·1 FK	Bristol British 4*BHCem* 27*tAPT*17*t*	T.3Cy.18",27¾"&45"-33" (*s*) 160lb *80lb* NDB23 120NHP 1SB,3*rf*,GS68,HS1855 Ramage&Fergusn,Ld.Lth.	17 " 5 s 7 " 3½ 17 " 3	
33284 29805 JPJB	**Sapporo Maru No. 11** Ⓟ (*ex*Skegness,*ex*Polurrian) 1*Dk deep framing*&*Web frames*	2820 2578 2092			...		1900	J.Blumer &Co. Sunderland	InukamiKeigoro	319·7 P28'B72'F32'	46·1	21·0 FK	Tokio Japanese *WB*	T.3Cy.23",38"&62"-42" 263NHP NDB06*refitted*19 J.Dickinson&Sons,Ld.Sld.	23 " 6	C †
33285 30500 JADA	**Sapporo Maru No. 12** (*ex*IngeborgLarssen,*ex*IdaZelck, *ex*Portland) 1*Dk*&*deep framing*&*Web frames*	2865 2610 1747			...		1903	J.Blumer& Co. Sunderland	InukamiKeigoro	320·0 P28'B90'F32'	46·0	21·2 FK	Tokio Japanese *WB*	T.3Cy.23",38"&62"-42" 258NHP J.Dickinson&Sons,Ld.Sld.	23 " 9	C †
33286 161523	**Saracen** *Mchy.Aft* 1*Dk*	1926 1627 1146					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	InlandLines,Ld. (K.A.Scott, *Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. umero fficiel. ignaux	Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	
33287 123 IUDQ	**Saraceno** (*ex*Sarajevo) *ss*Tri.2ndNo.3–2,25 *ss*Tri.No.1–29 1*Dk*(*Stl*)	655 494 389	✠ ... 9,33 ✠	Tri			1899 9mo	Stabilmnto Tecnico Trieste	"Tripcovich" ServiziMarittimi delMediterraneo *CellDB*	192·9 Q104'B16'F27' *a30'f77'129tFPT*	28·9	10·3 FK	Trieste Italian *4BHCem* *24tAPT16t*	T.3Cy.18",20½"&34¼"–20½" 73NHP 1SB,*2cf*,GS42,HS1410 StabilimentoTecnico,Tri.	13 ″ 0	I †
33288 212650 KDBK	**Saramacca** *ss*N.Yk.2ndNo.3–8,33 *Ref.Mchy* 2*Dks*(*Stl*)&*Spar dk* D.F. (*Stl–ws*)	3212 2467 1917	✠100A1 *Spar dk* 8,35 ~~9,35~~ BS2,35 ✠LMC8,35	N Yk NOs	*v*	CL 2,35	1908 3mo	Nederl. Schps.Maats Amsterdam	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	336·7 P&B218'F46'	42·0	15·2 23·0 FK&BK2"	NewYork Utd.States	T.3Cy.24",42"&68"–48" 180lb (*s*) 503NHP 3SB,*9cf*,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 ″ 0 s3 ″ 3¼ 23 ″ 2½	
							Intermediate bulkhead in after hold dispensed with 5BH only Cem			*WB=CellDBa76'f134'418t*						
							*Lloyd's*A&CP									
			Fitted for oil fuel 3,24 F.P. above 150° F.													
33289 140714 GQDY	**Saranac** *ss*Nwc.No.1-35 *ss*Nwc.No.3–3,31 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing* *Tonnage opening closed 1918*	12074 9024 7341	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~1,35~~ ✠LMC1,35 ~~BS5,34~~ ~~MS1,34~~	Nwc	*g*†	CL 2,34	1918 5mo	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*)	530·5	66·3	41·8 FK	Newcastle British *23BHptCem*	Q.4Cy.28½",41",58"&84"-54" 220lb (*s*) FD 793NHP 4SB,*16cf*,GS296,HS11392 Palmers'Co.Ld.Newcastle	42 ″ 1 s12 ″ 2½ 30 ″ 2	
							*Lloyd's*A&CP *CellDBuE&B91'353t DTf49'910t FPT203tAPT141t*									
								Midship portion (cargo tanks) renewed 1931								
			Carrying Petroleum in bulk													
			Fitted for oil fuel 5,18 F.P. above 150° F.													
33290	**Sarandi** (*ex*Curityba, *ex*MariaManuela) 1*Dk*	1078 564 451					1901	Napier& Miller,Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	220·2 P35'B42'F52'	33·1	10·7	M.Video Uruguayan *WB*	T.3Cy.17",28"&45"–33" 116NHP Dunsmuir&Jackson,Gls.		
33291 145576 GTDX	**Sarastone** *ss*Cff.No.1–34 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2196 1490	✠100A1 7,35 ~~1,34~~ ✠LMC BS~~1,34~~ MS4,34 11,35	Cff Bbo	*t*	CL ~~4,34~~ 7,35	1929 8mo	Burntislnd S.B.Co.Ld. Burntisland	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*)	300·0 P19'B58'F24'	44·8	20·4 FK	Llanelly British *4BHptCem* *105tAPT94t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6cf*,GS100,HS3926 N.E.MarineEng.Co.Ld.Sld	22 ″ 7 s3 ″ 5½ 19 ″ 4	
							*Lloyd's*A&CP *Intermediate BH in fwd. hold dispensed with*									
								CellDB259'749t side tanks in ER107tFPT								
33292 122994 VTDG	**Sarasvati** Ⓟ *ss*Bom.2ndNo.3–3,32 1*Dk*(*Teak*)&*Spar dk*(*Teak*)& *deep framing*	936 876 440	✠100A1 *Spar dk* *withfreeboard* 8,35 ~~8,34~~ BS8,35 ~~BS8,34~~ ✠LMC2,32	Bom	*n*	CL ~~8,34~~ 7,35	1907 9mo *Lloyd's*A&CP	A.McMil- lan&Son,Ld Dumbarton	BombayS.Nav.Co. Ld.	210·0	31·2	12·9 20·2 BK7½" *WB=FPT12t*	Bombay British *5BHCem* *APT12t*	T.3Cy.17",29"&47"–33" (*s*) 200lb 165NHP 2SB,*6cf*,GS112,HS2822 Rankin&Blackmore,Grk.	20″10 s3 ″ 7½ 18 ″ 2	
33293	**Saratov** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16",37"&59⅝"–39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
33294 217887 WLAA	**Sarcoxie** *Fitted for oil fuel* Sub.Sig. 2*Dks* &*Webframes*	5116 4740 3103			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33295 128259 MCYB	**Sard** 3Mst *ss*Ayr.2ndNo.3–5,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	410 298 155	✠100A1 4,35 ✠LMC MS4,34 BS~~4,35~~4,36	Ayr	*g*	CL 4,34	1909 4mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Ayr	Wm.Robertson	142·3 Q78'B10'F26'	26·1	11·3 BK7" *WB=*	Glasgow British *3BHCem* *FPT36t*	C.2Cy.18"&40"–27" (*s*) 130lb 91RHP 1SB,*3pf*,GS51,HS1565 Muir&Houston,Ld.Gls.	12 ″ 3 s4 ″ 2½ 12 ″ 7½	
33296 LCXE	**Sardinia** *OilEng.* 2*Dks*	1975 1638 1106					1921	J&KSmit's Scheeps- werven, Kinderdijk	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	302·0 P75tH243tF15t	42·2	17·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅝"–47¼" 403NHP Werkspoor,Amsterdam		N
33297 145959 GFXT	**Sardinian Prince** *ss*Drt.No.3–1,36 (*ex*Appomattox) ~~*ss*N.Yk.No.2–30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. *CruiserStern*	3491 2911 1801	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~1,33~~ ✠LMC1,36 ~~MS1,30~~ ~~BS9,32~~	Lon Mdb	*x*	CL ~~1,33~~ 1,36	1922 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler*	363·3 F68'*onShelter dk* *space&forward153'*	52·2	22·0 FK	London British *Cem*	T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 9 s2 ″ 3½ 22 ″ 8	
										CollisionBHtoSh dk *6 „ „ U „*						
							*Lloyd's*A&CP									
			Carrying oil fuel F.P. above 150° F. in deep tank aft													
			Fitted for oil fuel 3,22 F.P. above 150° F. CellDB294'1155t DTa22' 643t FPT45t APT43t													
33298 160199 MNZJ	**Sardis** *ss*Npt.No.1–32 *Mchy.Aft* Wireless 2*Dks*(*Stl*)	970 736 435	✠100A1 *withfreeboard* 3,35 ~~BS3,34~~ ✠LMC4,32 6,35	Liv	*n*	CL 12,33	1928 3mo *Lloyd's*A&CP	Ardrossan Dkyd.Ld. Ardrossan	MossHutchison Line,Ld. *CellDBuE24'* *f28'92t*	220·8 F25' *FPT78tAPT17t*	34·3	13·6 FK	Glasgow British *3BHCem* (*2toWthr dk* *1 „ 2nd „*)	T.3Cy.16",27"&44"–33" (*s*) 180lb 97RHP 2SB,*4cf*,GS77,HS2677 J.G.Kincaid&Co.Ld.Grk.	14″11 s ″ 2 14 ″ 10½	
33299 FPDA	**Sargasse** (*ex*GouverneurGeneral Piquet–34,*ex*Etienne deFlacourt, *ex*Yalta,*ex*Cöln) 1*Dk*&*Shelter dk* Wireless	1495 1165 648					1914	G.Seebeck Akt.Ges. Weser- münde-G.	UnionMaritime Méditerranéenne	265·0 B72'F36'	38·5	15·3	Dunkirk French *WB*	T.3Cy.22⅜",36⅝"&59"–39⅜" 190NHP G.SeebeckAkt.Ges.Wsm.		V
33300 5047 SKQA	**Särimner** (*ex*Inland–34) *Turret deck* 1*Dk*	*2294* *1885* *1399*					1909	W.Doxford &Sons,Ld. Sunderland	RederiA/B Suecia	290·1 P35'B81'H109*t* F33'	43·6	18·7	Stockholm Swedish *WB*	T.3Cy.22½",37"&60"–39" 225NHP W.Doxford&Sons,Ld.Sld.		V
33301 LDOY	**Sarita** (*ex*Melania) *ss*Rot.No.2–36 *ss*Shl.No.3–7,27 *Mchy.Aft* ~~*ss*Rot.No.1–32~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	*5824* *5361* *3437*	✠100A1 3,36 ~~3,35~~ MS3,36 BS3,35 ✠LMC~~8,34~~	Rot	*z*	CL ~~9,32~~ 11,35	1914 5mo *Lloyd's*A&CP	Craig,Tay- lor&Co.Ld. Stockton	A/S Ugland's Rederi(J.M. Ugland,*Mgr.*) *CellDBuE&B80'* *DTf32'300t*	412·0 P109'B26'F47' *206t* *FPT105tAPT140t*	53·3	31·1 FK	Grimstad Norwegian *16BHCem* (*11 to U dk* *5 „ 2nd „*)	T.3Cy.27",45"&74"–48" (*s*) 180lb 515NHP 3SB,*9cf*,GS173,HS7503 FD N.E.MarineEng.CoLd.Sld.	31 ″ 0 s6 ″ 7½ 24 ″ 7	
			Carrying Petroleum in bulk													
			Fitted for oil fuel 1,21 F.P. above 150° F.													
33302 TCDC	**Sark** (*ex*Chark,*ex*Bafra,*ex*Danaë) 2*Dks*	1173 — 693					1894	Rijkee&Co Rotterdam	FuatKaptan	239·5 H55'F27'	31·0	19·1	Istanbul Turkish *WB*	T.3Cy.17½",28"&45"–36" 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord		V
33303	**Sarmatia** *ss*Kel.2ndNo.3–6,27 *ss*Got.No.2–36 ~~*ss*Hfs.No.1–34~~ 1*Dk*(*Irn*)&*deepframing*	2417 2131 1361	✠100A1 4,36 5,34 MS4,36 ✠LMC BS5,35 ~~MS5,34~~	Hfs Got	*s*	CL ~~12,33~~ 3,36	1901 3mo	W.Gray& Co.Ld. WHartlepool A&CP	O.Y.Sarmatia(Sep- pinen&Kemppi O/Y) *WB=CellDB*	303·0 P27'B75'F31' *a&uE120'f124'621t*	43·2	19·8 FK	Koivisto Finnish *5BHCem* *APT40t*	T.3Cy.22",35"&59"–39" (*s*) 160lb 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 6 18 ″ 11	
33304 145765 MLRF	**Sarnia** 3Mst *ss*Shl.No.3–10,35 ~~*ss*Bly.No.2–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	711 490 323	✠100A1 ~~3,34~~ 10,35 ~~BS11,34~~ ✠LMC~~7,32~~ 10,35	Sou Shl	*j*	CL ~~3,34~~ 10,35	1923 10mo *Lloyd's*A&CP	C.Rennold- son&Co. SouthShields	O.Dorey&Sons,Ld.	180·4 Q105'B11'F24' *CellDBf103'155t FPT*	28·0	12·1 FK	Guernsey British *3BHCem* *63tAPT87t*	T.3Cy.14",23"&38½"–27" (*s*) 180lb 82RHP 2SB,*4cf*,GS69,HS1958 Baggesen&Co.Dundee	14 ″ 6 s4 ″ 5½ 14 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R of Trade Cert.
33305 149496	**Sarniadoc** *Mchy.Aft* 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteamships,Ld.	252·7 Q100'F35'	43·3	17·8 *WB*	Ft William Ont. British	T.3Cy.15",25"&40"-33" 93RHP Barclay,Curle&Co.Ld.Gls.		C
33306 134011	**Sarnian** (*ex*Chili) *Mchy.Aft* 1*Dk&Spar dk*	2656 2496 1710					1895	Cleveland S.B.Co. Cleveland,O.	NorthlandS.S.Co. Ld.	331·8 H—F40'	41·5	22·0 *WB*	Pt.Arthur Ont. British	T.3Cy.20",33"&54"-40" NB00 184NHP ClevelandS.B.Co.Clevelnd		R
33307 134515 CYBT	**Sarnolite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Web frames* *CarryingPetroleum in bulk*	2060 1530 1549			...		1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*)	250·0 P63'F43'	43·1	16·6 FK	Sarnia British *WB*	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2	
33308 SVOL	**Saronikos** (*ex*Maid of Andros, *ex*LuiseHorn) *ss*Pir.2ndNo.3-3,34 *Well deck* 1*Dk*(*Stl*)	*3548* *3245* *2175*	✠100A1 8,35 ~~3,34~~ BS5,35 ✠LMC3,34	Pir Ant	*w*	CL 3,34	1912 5mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton *IntermediateBH*	*in fore hold & after* *CellDBa114' uE21'*	*hold dispensed with* *f155' 924t FPT93t* 360·7 P&B288'F39'	50·0	21·4 FK	Andros Greek *Cem* *4BH only* *APT116t*	T.3Cy.25¼",41"&68"-45" 180lb 376NHP 2SB,6*cf*,GS119,HS5084 FD Richardsons,Westgarth&Co.Ld.Mdb.	23 ″ 11 s 2 ″ 8¼ 21 ″ 5	
33309 128911 VJKL	**Saros** (*ex*Baltistan) *ss*Syd.2ndNo.3-2,35 2*Dks*(*Stl*) *Cargo battens not fitted*	3304 3004 2044	✠100A1 1,36 ~~2,35~~ ✠LMC MS10,34 BS~~2,35~~ 1,36	Syd	*v*	CL 1,34	1910 6mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmith, Ld.)	350·1 P25'B86'F35'	46·5	22·4 FK *WB=*	Melbourne British 6*BHCem* *CellDBa11*	T.3Cy.25",40"&65"-42" (*s*) 180lb 386NHP 2SB,6*pf*,GS125,HS5733 Cen.Mar.Eng.Wrks.WHpl *2'u E25' f153' 843t APT95t*	24 ″ 9 ~~s 4 ″ 6½~~ ~~20 ″ 7~~ s4 ″ 4¾ 20 ″ 7	
33310 147214 GDRC	**Sarpedon** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	11321 8575 6917					1923	Cammell, Laird&Co.Ld. Birkenhead	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	499·0 P57'B201'F62'	62·3	34·9	Liverpool British *WB*	4Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn		BT till ~~8,3~~ 5,36
33311 LCXF	**Sarpen** 1*Dk*	1864 1647 1100					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Truls (M.Thorvik, *Mgr.*)	265·0 P57*t*H94*t*F8*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
33312 LETW	**Sarpfos** 1*Dk*	1493 1340 873					1919	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	254·8 P22'Q,B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
33313 144389 GCDW	**Sarthe** *ss*Lon.No.3-9,32 Sub.Sig. 2*Dks*(*Stl*)	5271 4809 3243	✠100A1 10,35 ~~12,34~~ ✠LMC MS9,32 BS~~4,34~~3,35	Mdb Lon	*y*	CL N4,33	1920 2mo *Lloyd'sA&CP*	W.Gray& Co.(1918)Ld. WHartlepool	RoyalMailLines, Ld. *CellDB*	400·0 P49'B115'F40' 344'1048*t FPT*129*t*	52·3	28·5 FK	London British 7*BHCem* *APT*61*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
33314 116579	**Saskadoc** (*ex*Uranus,*ex*William E.Reis) *Mchy.Aft* 1*Dk2trB*	4611 4367 2876					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·6	50·2	24·1 *WB*	Fort William,Ont. British	T.3Cy.21",33½"&57"-42" 211NHP AmericanSB.Co.Cleveland		R
33315 134261 CYJS	**Saskatchewan** (*ex*Glenlivet, *ex*Wawatam) *Mchy.Aft* 2*Dks*	1860 1738 1089					1891	Cleveland S.B.Co. Cleveland.O.	CanadaSteamship Lines,Ld.	266·0	38·0	20·0 *WB*	Midland, Ont. British	T.3Cy.17",29"&47"-36" 133NHP ClevelandSBCo.Cleveland		
33316 153436 CYKG	**Saskatoon** *Mchy.Aft* 2*Dks*	2412 2230 1456					1927	Midland S.B.Co.Ld Midland,Ont.	CanadaSteamship Lines,Ld.	250·3	42·9	24·3	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
33317 218089 KIDC	**Satartia** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	4994 4740 3021			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33318 148517 MNCV	**Satellite** TwinSc *CruiserStern* Sub.Sig. Wireless 1*Dk*	491 426 207					1924	JI.Thornycroft&Co.Ld. Southampton	Corporation of the TrinityHouse	160·0 B42'	27·7	12·1	London British	T.6Cy.11",18"&29"-21" 38NHP J.I.Thornycroft&CoLdSou		
33319 PJFG	**Satoe** (*ex*WarVessel) QuadSc *OilEng.* 1*Dk* *CarryingPetroleum in bulk*	487 406 199					1915	SirR Dixon &Co.Ld. Middlesbro'	Curaçaosche Scheepv.Maats.	169·8 F22*t*H60'	31·2	9·4	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 16Cy.13"-14" 476NHP CampbellGasEngineCo. Halifax		
33320 33167 JAJC	**Satsuma Maru** (*ex*Sunwood, *ex*Reindeer, *ex*WarBeach) *ss*Sng.No.2-27 1*Dk*(*Stl*)	*3089* *2834* *1828*	✠ —— 9,31 ✠	Kob	*u*		1918 8mo	TyneI.S.B. Co.Ld. Newcastle	UtsunomiyaKaisotenK.K. *CellD*	331·4 P33'B100'F29' *B*284'724*tFPT*110*t*	46·8	23·1 FK	Takasago Japanese 7*BHptCem* *APT*123*t*	T.3Cy.25",41"&68"-45" 431NHP 3SB,9*cf*,GS155,HS6420 N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
33321 81743	**Saturn** (*ex*WalterScranton) *Mchy.Aft* GyC. 1*Dk2trB*	4426 — 3061					1901	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&57"-42" 211NHP AmericanS.B.Co.Clevelnd.		
33322 DOKT	— (*ex*Rolandseck-32,*ex*Brocklane, *ex*Florenz) 1*Dk&Shelter dk*	1842 1722 1142					1905	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges.Neptun	268·8 H73'	37·8	21·0	Bremen German *WB*	T3Cy20$\frac{7}{16}$",33½"&55$\frac{13}{16}$"-37⅜" NB13 190NHP FlensburgerSchiffsb.Ges.		G
33323 ESEF	— (*ex*Frigg,*ex*Amerika) 1*Dk*	403 335 251					1889	Bergsunds Mek.Værks. Stockholm	J.Rang	140·8 Q49'B35'H10*t*F12'	24·5	10·3	Tallinn Estonian *WB*	T.3Cy.10¾",17"&28¼"-23½ 39NHP BergsundsM.V.Stockholm		V
33324 275 ICGZ	**Saturnia** Ⓟ TwinSc *OilEng.* *ss*Tri.No.1-32 4*Dks*(*Stl*)*&Shade dk*(*Stl*–teak s) GyC. *5th dk*(*Stl*)*inNo.1hold* D.F. (*Topside-special* *Ref.Mchy.* Sub.Sig. *quality steel*)	23940 15377 14441	✠100A1 *withfreeboard* 9,35 ~~1,35~~ DBS~~3,34~~3,35 ✠LMC CS12,32 11,33 ✠Lloyd'sRMC~~3,35~~ 9,35	Pla Gen		CL SN6,32 P1,35	1927 9mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone *CellDB*	"Cosulich"Soc. Triestina diNav. *Duct keel fwd* 493'2135*t Tanks in* 581*tDTf*25'206*t*	631·4 601·2 B356' *of Mchy space* *way of tunnels* *FPT*161*tAPT*167*t*	79·8	29·5 42·6 FK (	Trieste Italian 10*BHptCem* *Coll to Sh dk* 7 „ *U* „ 2 „ *2nd*„)	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$"-59$\frac{1}{16}$" 3379NHP 2DB*100lb* StabilimentoTecnico,Tri.	46 ″ 6 s17 ″ 11 29 ″ 0½	
33325 PHIU	**Saturnus** 2*Dks*	2741 2127 1731					1909	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	328·0 Q105'B85'F40'	44·2	18·8	Amsterdm Dutch *WB*	T.3Cy.21½",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
33326 LHFH	— *OilEng.* 2*Dks*	955 921 510					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskslsk.	192·2 H27*t*	30·1	20·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Skm.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33327 5937 SGFK	**Saturnus** *Mchy.Aft* *CruiserStern* 1*Dk*	658 507 337					1917	Eriksbergs M.V.Aktieb Gothenburg	RederiAktieb. Stjärnan (Hj.Nerman, *Mgr.*)	181·0 P53'F21'H55*t*	28·9	11·6	Karlstad Swedish *WB*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36$\frac{5}{8}$"–24" 80NHP EriksbergM.V.Aktieb.Got		V
33328 203184 WQCO	**Saucon** (*ex*J.LeonardReplogle, *ex*CharlesWeston) *Mchy.Aft* D.F. 1*Dk*	6996 — 5511					1906	W.BayCity S.B.Co. West BayCityMich	Bethlehem Transptn.Corp.	549·0	56·0	26·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP DetroitS.B.Co.Detroit		R
33329 CSBM	**Saudades** (*ex*Peniche,*ex*Phoenicia) *ss*Lis.No.3-10,26 *ss*Lis.No.2-34 ~~*ss*Ant.No.1-31~~ 1*Dk*(*Stl*)& *Shelter dk* (*Stl*–teak s)	4758 4510 2972	100A1 *Shelter dk* *withfreeboard* 11,35 ~~7,34~~ ~~BS7,34~~	Lis Ant BS11,35 ~~7,34~~ LMC~~5,30~~		CL 6,34	1913	Flensburgr Schiffsb.Ges. Flensburg *Cell DB*330' 1023*t*	Soc.Geral deCommercio,Industria e Transportes,Ltda. *FPT*36*t*	364·3 B30' *APT*44*t*	51·1	22·0 30·0 FK	Lisbon Portuguese 6*BHCem* (*Coll to Sh dk* 5 „ *U* „)	T.3Cy.25$\frac{7}{8}$",41$\frac{3}{16}$"&67$\frac{1}{4}$"–48" 185lb (*s*) 406NHP 3SB,9*cf*,GS156,HS5600 FlensburgerSchiffsb.Ges.	24 ″ 5 s1 ″ 11$\frac{1}{4}$ 22 ″ 8	
33330 LETY	**Saude** Ⓟ (*ex*Stavanger) 1*Dk*& *Awng dk*	325 301 185					1897	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	130·4 H24*t*	21·7	9·6 16·8	Stavanger Norwegian *WB*	T.3Cy.13$\frac{1}{2}$",22"&34"–25" 58NHP LaxevaagsMsk.&Jrns.Bgn		
33331 DIEZ	**Sauerland** Ⓟ *OilEng.* D.F. Sub.Sig. 2*Dks*	7087 5999 4194					1928	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·8 P26'	61·1	25·9	Hamburg German *WB*	Oil Engines 2S.C.SA 11Cy.26$\frac{3}{4}$"–47$\frac{1}{4}$" 1374NHP F.Schichau,Elbing		G
33332 217731	**Saugerties** *Fitted for oil fuel* 2*Dks*& *Web frames* Now "Delalba," see No. 37171 in Supplement	5101 4740 3093			...		1919	American International S.B.Corp. HogIslandPa	MississippiShippingCo.Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33333 160398 GMQB	**Saugor** *ss*Cal.No.1-32 2*Dks*(*Stl*)	6303 5740 3935	✠100A1 ~~5,35 8,34~~ 12,35 ~~BS8,34~~ 9,35 *Carrying oil fuel F.P. above 150° F. in deep tank*	Cal ✠LMC7,32	*a*†	CL 8,34	1928 3mo Lloyd's A&CP	Harland& Wolff,Ld. Greenock *Cell D*	JamesNourse,Ld. *Intermediate 'tween dk BH in after hold dispensed with* *Ba& uE*164' *f*184'	424·0 P45'B140'F34' 1224*t* *DTa*38' 1154*t*	56·0	28·8 FK	London British *Cem* 6 *BH to Udk* 1 „ „ 2*nd*„ *APT*28*t*	T.3Cy.26",44"&74"–51" (*s*) 180lb 569NHP 3SB,9*cf*,GS190,HS8604 FD Harland&Wolff,Ld.Belfast	31 ″ 4 s6 ″ 2$\frac{1}{4}$ 25 ″ 3$\frac{3}{4}$	
33334 87 YLDZ	**Saule** (*ex*Bors,*ex*Gyda) *Well deck* 1*Dk*2*trB*	1207 949 722			...		1890	Wood, Skinner&Co. Newcastle	"Jura" Shipping Co.Ld.(Fr. Karklins, *Mgr.*)	229·7 Q73'B65'F25'	33·0	15·5 FK	Ventspils Latvian *WB*	T.3Cy.17",28"&46"–30" 116NHP N.E.MarineEng.Co.Nwc.	18 ″ 0	N †
33335 FNNP	**Saumur** D.F. 1*Dk*	2955 2538 1807			...		1920	ForthS.B. &E.Co.Ld. Alloa	CieDelmasFrères &Vieljeux	324·4 P28'B85'F33'	44·3	23·1 FK	La Rochlle French *WB*	T.3Cy.20$\frac{1}{2}$",33"&54"–39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
33336 156503 CGSK	**Saurel** Ⓟ TwinSc (*Icebreaker*) 1*Dk*,2*nd dk*(*Stl*)*clear of machinery space* Wireless *Fitted for oil fuel* *CruiserStern*	1252 1034 438	✠ ... 5,33 ✠	Mtl			1929 12mo	Canadian Vickers,Ld. Montreal *CellDB*117' 192*t*	CanadianGovernment(Department ofMarine and Fisheries) *DTa*23' 61*t*	200·0 F40' *DTf*20' 142*t*	42·0	19·3 FK	Ottawa British 8*BHCem* (4„*to2nd dk*) *FPT*64*t*	T.6Cy.20$\frac{1}{2}$",32"&52"–30" 492NHP 3SB,9*cf*,GS198,HS7809 Canadian Vickers,Ld.Mtl. *APT*50*t*	21 ″ 0	
33337 TUNI	**Sauternes** *Mchy.Aft* 1*Dk*	1049 — 414					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Worms&Co.	215·9 P126'F57'	30·5	12·5	Havre French *WB*	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.de laSeineMarit.		V
33338 YTEA	**Sava** (*ex*Nereide) *ss*Tri.2ndNo.3-3.35 ~~*ss*Tri.No.3-12,22~~ ~~*ss*Sak.No.2-31~~ 1*Dk*(*pt Irn pt Stl*)&*deep framing*	3403 2570 2069	✠100A1 ~~2,35 6,34~~ 4,36 ~~BS6,34~~ 6,35	Tri Spt ✠LMC MS3,35	*u*	CL 3,35	1910 6mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa*104' *uE*22' *f*142' 767*t*	330·2 P33'B164'F40'	46·3	21·2 FK	Susak Yugoslav 6*BHCem* *APT*30*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb *80lb* 282NHP 2SB,6*cf*,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 s2 ″ 7 21 ″ 1$\frac{1}{4}$	
33339 WCEP	**Savarona** TwinSc (*Yacht*) D.F. GyC. 3*Dks*(*Stl–Weather dk* teak s)&*Webframes* Sub.Sig. Annual Survey Ham. 9,33	4646 3503 1501	✠100A1 *withfreeboard* 9,33 BS10,33 *Fitted for oil fuel* 7,31 *F.P. above* 150°F.	Ham ✠LMC7,31	*x**	CL 9,33	1931 7mo Lloyd's A&CP	Blohm& Voss,K.a.A. Hamburg	SavaronaShip Corporation *CellDBa*23' *uE&B*118' 435*t*	364·7 B&F263' *DTf*36' 53*t*	52·8	28·5 FK *FPT*29*t*	NewYork Utd.States 11*BHptAsp* *APT*151*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) HS19300 1802NHP 4WaterTubeBoilers 400lb WTDB*200lb* FD Blohm&Voss,K.a.A.Ham.	32 ″ 4 s12 ″ 1 20 ″ 5$\frac{1}{4}$	
33340 CSBS	**Save** (*ex*Granja,*ex*Picador) *ss*Lis.No.2-21 Wireless 1*Dk*(*Stl*)	765 625 327	✠ 6,24 ✠	Lon	*l*		1912 11mo	SchffsbGes Unterweser Wesermünde-L.	Cia.Nacional de Navegação	204·5 P19'B&F161'	32·4	11·7 FK	Loanda Portuguese 4*BHCem*	T.3Cy.15",24$\frac{5}{8}$"&40$\frac{3}{16}$"–24$\frac{7}{16}$" 120NHP 2SB,4*cf*,GS70,HS2271 OttenserMaschf.Altona	13 ″ 9	
33341 115 ICHB	**Savoia** *ss*Gen.No.2-30 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy*	5490 5021 3417	✠100A1 *Shelter dk* *withfreeboard* 6,34 ✠Lloyd'sRMC ~~12,34~~ 12,35 ~~6,35~~	Mfl BS6,33 ✠LMC4,34	*y*	CL N6,34	1922 11mo A&CP	Stabilmnto Tecnico Trieste *CellDB*338'	Nav.Libera TriestinaS.A. 1234*t* *DTa*40' 880*t*	404·2 B125' *onShelter dk* *FPT*125*t*	54·0	29·6 FK *APT*214*t*	Trieste Italian 7*BHptCem* (6 *to Sh dk* 1 „ *U* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600NHP 3SB.9*cf*,GS190,HS7668 FD FrancoTosi,Legnano	32 ″ 0 s6 ″ 11$\frac{1}{4}$ 25 ″ 3	
33342 DJNM	**Savona** Sc D.F. E.S.D. 1*Dk* Sub.Sig.	2120 1626 1051					1934	H.C.Stülc- kenSohn Hamburg	Rob.M.Sloman,Jr.	305·6 B&F272' *Upper*F39'	43·6	16·2	Hamburg German *WB*	T.3Cy.19$\frac{11}{16}$",31$\frac{1}{2}$"&50$\frac{3}{8}$"–35$\frac{7}{16}$"&LP Turbine 246NHP H.C.StülckenSohn,Ham.		G
33343 585 OHBM	**Savonia** (*ex*Egholm,*ex*SanMassimo, *ex*IwanAsbeleff, *ex*Arundo) *ss*Lkr.3rdNo.3-4,33 1*Dk*(*Irn*)&*Webframes* &*ptAwng dk*(*Irn*) *Hatch covers & Webs dispensed with in 'tween decks* *Cargo battens not fitted*	~~1801~~ ~~1313~~ ~~1001~~ 1820 — 997	✠100A1 *pt Awng dk* *withfreeboard* ~~6,33~~ 5,36 MS4,33	Lkr ~~Nwe~~ Abo ✠LMC ~~BS6,34~~ 5,35	*r*	CL ~~N4,33~~ ~~8,33~~ 3,36	1890 6mo A&CP	C.S.Swan &Hunter Newcastle	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	265·6 P26'Q72'B112'F31' *CellDBa*222' 446*t*	37·0	17·4 FK	Helsingfrs Finnish 4*BHptAsp* *ptCem* *APT*44*t*	T.3Cy.20",33"&54"–39" 160lb 185NHP 2SB,6*cf*,GS108,HS2822 Alley& M'Lellan, Glasgow	19 ″ 9 s8 ″ 1 19 ″ 4	
33344 104887	**Savoy** *ss*Mtl.3rdNo.3-10,29 *Mchy.Aft* 1*Dk*(*Stl*)	348 313 184	✠100A1 6,31 BS6,31	Qbc ✠LMC10,29	*e*	CL 6,31	1895 3mo A&CP	Montrose S.B.&E.Co. Ld. Montrose	DeMontsShipping Co.Ld.	129·9 F15' *WB=DBf*72' 88*t*	25·2	11·5 BK7"	Montreal British 3*BHCem* *APT*7*t*	C.2Cy.15"&32"–24" (*s*) 125lb 53RHP 1SB,2*pf*,GS33,HS930 Hall-Brwn,Buttery&C.Gls	13 ″ 11	
33345 PKEX	**Sawahloento** 1*Dk*(*Stl*)	3085 2775 1830	✠ 9,23 ✠	Sng	*u*		1921 6mo	Gebr.Pot Bolnes *CellD*	Koninkl.Paketv. Maats.	325·3 P30'B70'F33' *B*273' 797*t* *FPT*80*t*	47·6	22·0 FK	Batavia Dutch 5*BHAsp* *APT*120*t*	T3Cy28$\frac{5}{8}$",38$\frac{7}{16}$"&62$\frac{5}{16}$"–41$\frac{5}{8}$" 282NHP 2SB,6*cf*,GS100,HS3876 NVBergerhoutsSchps.Rot	24 ″ 3	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33346 220420 KDBW	**Sawokla** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5882 — 3667					1920	Oscar DanielsCo Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9|54·2|31·3 P34'B118'F38'	TampaFla. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"–52" 938NHP NE/27 Busch-SulzerDieselEngCo St.Louis,Mo.		R
33347 5323 SGFM	**Saxaren** Ⓟ (*ex*GustavsbergVII.) 1*Dk*	*313* *151* *193*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	WaxholmsNya Angf.A/B(O.F. Ekebohm,*Mgr.*)	112·4|23·3| 9·4 B77'H55*t*	Stockholm Swedish *WB*	C.2Cy.16$\frac{13}{64}$"&32½"–23⅝" 48NHP OskarshamnsM.V.Aktieb.		
33348 7819 SGHD	**Saxen** (*ex*Rolf–33,*ex*LieselHalm) 1*Dk*	999 *859* *530*					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	221·9|33·6|13·7 P14'B59'F29'	Karlstad Swedish *WB*	T.3Cy.15",24⅘"&38⅗"–25⅕" 75NHP F.Schichau,Elbing		G
To be Broken up 33349 ~~146030~~ ~~SFLD~~	**Saxicava** *ss*Sng.No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5693 5263 3388	~~✠100A1~~ 8,34 ~~BS9,35~~ ✠~~LMC~~ ~~MS5,30~~ ~~BS8,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 9,22* *F.P. above 150° F.*	HKg	*z*	CL 12,33	1922 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	~~Anglo-Saxon PetroleumCo.Ld.~~	411·7|53·5|31·0 P109'B26'F4' *CellDBuE&B*78' 217*t DT f*32' 316*t FPT* 81*t APT*136*t*	Japanese FK 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.24½",42½"&74"–48" 220lb (*s*) 548NHP 3SB,9*cf*,GS184,HS7617 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 9 25 ″ 5¾	
Broken up 33350 112713 GLVZ	**Saxon** TwinSc *Ref.Mchy.* 4*Dks*	12385 10377 6336					1900	Harland&Wolff,Ld. Belfast		570·5|64·4|38·6 P83'F63'	London British *WB*	Q.8Cy.32",46",66"&95"–60" 1396NHP Harland&Wolff,Ld.Bel.		
33351 DOGE	**Sayn** (*ex*Gunborg,*ex*MilesCoverdale) *ss*Rot.No.3–11,29 *ss*Kel.No.1–34 1*Dk*(*Irn*)&*deep framing*	2321 2106 1341	✠100A1 ~~11,34~~11,35 ✠LMC11,34 BS11,35	Kel Rot	*s*	CL N11,34	1898 12mo	W.Gray&Co.Ld. WHartlepool A&CP	Fried.Krupp.A.G. (Fried.Krupp's Reed enTransport-bedrijfN.V.*Mgrs.*)	302·0|43·0|19·9 P27'B69'F29' *CellDBa&uE*120' *f*124'643*t*	Bremen German FK 5*BHCem*	T.3Cy.22",35"&59"–39" (*s*) 160lb *100lb* NDB13 223NHP 2SB,4*cf*,2*rf*,GS82,HS3445 Cen.Mar.Eng.WrksWHpl *APT*40*t*		
33352 39691 JWNI	**Sazanami Maru** TwinSc *Mchy.Aft* *CruiserStern* 1*Dk*	531 430 386					1934	Sano-gawaga Yasutaro Osaka	SankoKaiunK.K.	155·0|28·5|13·5 F22'	Amaga-saki Japanese *WB*	Oil Engines 2S.C.DA 8Cy.15¼"–16½" 655NHP K.Kishi,Katsuura		
33353 146132 GFKZ	**Scalaria** *ss*HKg.No.3–7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5683 5263 3435	✠100A1 9,35~~12,34~~ ✠NB7,33 ✠LMC7,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,21* *F.P. above 150° F.*	HKg Sng	*z*	CL N7,33	1921 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld.	411·5|53·4|31·0 P109'B26'F45' *CellDBuE&B*78' 217*tDTf*32'316*t FPT* 81*t APT*136*t*	London British FK 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy24½",42½"&74"–48"(*s*) 220lb 555NHP 3SB,9*cf*,HS7758 FD WallsendSlpway&E.CoLd	31 ″ 0 s 5 ″ 9 25 ″ 5¾	
33354 OXOA	**Scandia** (*ex*F.D.Asche) *ss*N.Ns.No.3–2,30 *ss*Shl.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	8571 6532 6524	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~1,35~~ BS1,36 ✠LMC9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel12,18* *F.P. above 150° F.*	Shl ~~Fal~~	*c*†	CL ~~11,33~~ N3,35	1918 12mo	NwprtNws S.B.&D.D.Co. NwprtNews A&CP	DetDanske PetroleumsA/S (C.Holm,*Mgr.*)	464·2|60·2|36·9 F*onShelter dk*48' *CellDBa*17'*uE&B*69' *f*50'452*t FPT*173*t APT*100*t*	Nyborg Danish FK 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, 2*nd* ,,)	Q.4Cy.24$\frac{7}{16}$",35",51"&75"–51" 220lb *180lb* (*s*) 533NHP 3SB,9*cf*,GS177,HS7035 FD NewportNewsSB&DD.Co.	37 ″ 2 s 9 ″ 8½ 27 ″ 8	
33355 OYXB	— (*ex*Activ–34,*ex*Skinfaxe, *Stm.Eng.* *ex*Rask) 1*Dk*	1709 1346 1014					1918	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. D.F.K(DeForenede KulimportörerA/S, *Mgrs.*)	255·0|37·2|17·6 Q68'B56'F32'	Copnhagn Danish *WB*	3Cy.25"–36" Akt Burmeistr&Wain,Cpn		V
33356 3497 SGFO	**Scandinavia** *ss*Sbg.No.1–35 *ss*Abg.3rdNo.3–4,30 1*Dk*(*Stl*)*lower dk forward* *deep framing aft*	*1239* *1026* *585*	✠100A1 ~~4,35~~ ~~2,34~~12,35 ✠LMC 4,35 ~~MS2,30~~ ~~BS6,34~~	Got ~~Sbg~~	*o*	OG ~~2,33~~ 4,35	1899 6mo	Carmichael MacLean&Co Greenock A&CP	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*)	239·7|35·0|15·5 P21'B&F204' *CellDBa*54'*uE&B*36'*f*108'293*tFPT*53*t APT*34*t*	Gothenbrg Swedish FK 4*BHCem*	T.3Cy 18⅝",31"&51"–36" (*s*) 160lb ~~80lb~~*60lb* 160NHP 2SB,6*pf*,GS100,HS2460 Muir&Houston,Ld.Gls.	17 ″ 9 s ″ 7½ 17 ″ 3	
33357 OHGS	**Scandinavic** (*ex*H.Pontoppidan–32, *ex*Olympic) *ss*Abg.2ndNo.3–1,29 *ss*Cpn.No.3–11,32 1*Dk*(*ptIrn&ptStl*) &*deep framing*	2320 — 1348	✠100A1 2,36~~6,34~~ BS1,35 ✠LMC11,32	Abg	*t*	CL 6,34	1903 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP*	~~RederiA/B Britannic S.S.Co.~~ A/BBritanniaS.S. Co.Ld.(A/BNielsen&ThordenO/Y *Mgrs.*)	300·3|45·1|18·1 P21'B182'F34' *Cell DBa* 96' *uE&B*34'*f*126'668*t*	Helsingfrs Finnish FK 5*BHCem*	T.3Cy.22",35"&59"–39" (*s*) 160lb 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl. *APT*70*t*	20 ″ 6 s 1 ″ 11 18 ″ 9¼	
33358 4121 SETA	**Scania** (*ex*Saltburn,*ex*Norman) *ss*Bhn.2ndNo.3–5,24 *ss*Hbg.No.2–33 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1980* *1675* *1171*	✠100A1 ~~7,35~~ ~~6,33~~5,36 ~~BS4,34~~ ✠LMC6,33 BS5,36 ~~6,35~~	Hbg ~~Hpl~~	*r*	CL ~~N5,33~~ 4,36	1901 8mo	Osbourne, Graham&Co. Sunderland *Lloyd's A&CP*	Rederi A/B Arild (J.A.Thore,*Mgr.*)	275·0|40·2|17·8 P29'B66'F30' *CellDBa*86' *uE&B*34'*f*108' 491*t*	Arild Swedish FK 4*BHCem*	T.3Cy.20",32½"&53"–36" (*s*) 160lb 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.CoLd.Sld. *APT*45*t*	20 ″ 2 s 2 ″ 7½ 17 ″ 9	
33359 7961 SKVA	— *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*1629* *1204* 742	✠100A1 *withfreeboard* ~~11,35~~~~5,35~~ 5,36 ~~12,35~~ ✠LMC7,34	Skm Got	*s*	CL ~~12,35~~ 5,36	1934 7mo	Kockums M.V.Aktieb Malmö *Lloyd's A&CP*	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*)	284·3|41·3|15·1 *CellDB*240'446*t FPT*23*tAPT*27*t*	Gothenbrg Swedish FK 4*BHptCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"–43$\frac{5}{16}$" 377NHP DB40*lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
33360 219116 KOJR	**Scanmail** Ⓟ (*ex*Chickasaw–32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC.	5152 — 3156					1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0|54·2|28·0 P39'B121'F43'	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
33361 218905 KOBP	**Scanpenn** Ⓟ (*ex*BirdCity–32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. &*Web frames*	5152 — 3155			…		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormack Co. Inc.*Mgrs.*)	390·0|54·2|28·0 P39'B122'F43'	NewYork Utd.States FK *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33362 217501 KEKL	**Scanstates** Ⓟ (*ex*Saguache–32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. &*Web frames*	5163 — 3164			…		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0|54·2|28·0 P39'B122'F43'	NewYork Utd.States FK *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33363 218283 KJYD	**Scantic** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5106 — 3097			…		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0|54·2|27·6 P39'B122'F43'	NewYork Utd.States FK *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33364 217686 WJIU	**Scanyork** Ⓟ (exSchenectady-32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. *& Web frames*	5163 — 3162			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	28·0	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
33365 118480 MCBF	**Scarbrough** Pad 1*Dk*	468 347 318					1904	LythamSB &E.Co.Ld. Lytham	UnitedAfricaCo. Ld.	200·4	32·0	6·7	London British	C.4Cy.11"&24"–18" 46RHP LythamS.B.&E.Co.Ld.Lyt		
33366 39 IUFD	**Scarpanto** Ⓟ (exCalitea-33, exCherso-32,exCetinje,exBrasso) 1*Dk*	498 307 245			...		1908	Howaldts-werke Kiel	Cia.Adriatica di Nav.	171·8 160·9 P32'B38'F32' BK7'	24·1	12·6	Fiume Italian *WB*	T3Cy.14½",22¼"&36⅝"–23⅝" 85NHP Howaldtswerke,Kiel	13 ″ 3	I †
33367 DOQO	**Scharnhorst** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 3*Dks* *Ref.Mchy.* Gy.C. *CruiserStern*	18184 13618 ~~10719~~ 10712					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Hanseat.Schiffahrts-u.Betriebs-G. m.b.H.(NorddeutscherLloyd*Mgrs.*)	625·6 B251'F51'	74·1	41·0	Bremen German *WB*	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts AlgemeineElec.Ges. Berlin		G
33368 DHUQ	**Scheer** (exSt.LawrenceRiver, exKronenfels) Sub.Sig. D.F. 2*Dks*	8139 7679 5121			...		1915	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·9 P61'B139'F57' FK	62·3	32·7	Hamburg German *WB*	Q.4Cy.26⅜",38⅝",56¾"&82⅝"–59" 742NHP FlensburgerSchiffsb.Ges.	35 ″ 6	G †
33369 FODD	**Schiaffino** 2TwinMsts (exFlore) 2*Dks*	3236 2977 2052			...		1920	Eltring-hamsLd.Wil-lingtonQuay	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·5 P33'B116'F40' FK	47·9	22·7	Algiers French *WB*	T.3Cy.24",39"&65"–42" 289NHP Eltringhams,Ld.	24 ″ 10	V †
33370 TTXO	**Schiaffino XXIII** (exSofiliege, exZeeland) *Mchy.Aft* 1*Dk* *Well deck* *Fitted for oil fuel*	1417 1075 817			...		1923	Frd.Krupp Act.Ges. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	242·9 Q79'P66'F24' FK	36·1	15·7	Algiers French *WB*	T3Cy19 11/16"32 11/16"&54¾"–39⅜" 224NHP Frd.KruppA.G.Kiel	18 ″ 0	V †
33371 FNWU	**Schiaffino frères** (exProcida) 2*Dks* *Fitted for oil fuel*	3314 — 2031					1910	Akt.Ges. "Neptun" Rostock	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	317·0 P27'H–F31'	48·2	23·9	Algiers French *WB*	T.3Cy.20¼",35 7/16"&55⅞"–37⅜" 191NHP A.G."Neptun,"Rostock		V
33372 PHJK	**Schie** ssRot.No.3–3,35 1*Dk*(*Stl*)	1967 1766 1152	✠100A1 3,36 ~~3,35~~ ~~12,35~~ ✠LMC ~~BS8,34~~ MS3,35	Rot	*r*	CL ~~7,33~~ N3,36	1922 5mo	A.Vuijk& Zonen Capelle/Ysel A&CP	N.V.Maats.Houtvaart(Vinke&Co. *Mgrs.*) *CellD*	281·5 P24'B72'F27' FK *B244' 575t FPT81t*	40·3	19·2	Rottrdam Dutch 4*BHCem* *APT41t*	T.3Cy.21",34½"&57"–36" (*s*) 190lb 236NHP 2SB,*6cf*,GS110,HS3886 ArnhemscheStooms.Maats	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
33373 PHJU	**Schieland** ssRot.No.3–4,29 ssRot.No.1–34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2249 1674 1202	✠100A1 ~~6,34~~10,35 ✠NB6,34 ✠LMC6,34	Rot	*r*	OG 1,34	1916 10mo	A.F.Smul-ders Schiedam A&CP	Scheepvaart en SteenkolenMaats. *CellDBf192'540t*	272·7 P69'Q84'F27' FK *MT12'285tFPT131*	40·2	18·2	Rottrdam Dutch 5*BHCem* *tAPT70t*	T.3Cy.20",32"&52"–39" (*s*) 180lb 212NHP 2SB,*6cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 ″ 10 s 6 ″ 6½ 18 ″ 8¾	
33374 DHUR	**Schiffbek** ssHam.No.1–35 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*	2158 1661 1260	✠100A1 5,35 ~~2,35~~ ✠LMC2,34	Ham	*s*	CL 2,35	1930 9mo *Lloyd*	Lübecker Maschb.Ges. Lübeck '*sA&CP*	Knöhr&Burchard Nfl. *CellDB244'573tF*	281·8 P15'Q81'B126'F32' FK *PT37tAPT61t*	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16 9/16"&(2)35 7/16"–35 7/16" 199lb (*s*) 216NHP 2SB,*4cf*,GS72,HS3120 FD A.Borsig,G.m.b.H.Berlin	19 ″ 0	
33375 DOEY	Broken up **Schlesien** (exKarnak) Sub.Sig. D.F. 3*Dks*	7044 6545 4377					1912	J.C.Tecklenborg A.G. Weser-münde-G.	Norddeutscher Lloyd	471·9 F50'	61·0	28·5	Bremen German	T.3Cy.30",48⅞"&80¾"–55⅛" 482NHP J.C.TecklenborgA.G.Wsm		G
33376 217800 KEVT	**Schodack** *Fitted for oil fuel* Sub.Sig. 2*Dks & Web frames*	5041 4740 3116			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates ShippingBoard Bureau	390·0 P39'B122'F43' FK	54·2	27·6	Philadlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33377 217799 KEVV	**Schoharie** *Fitted for oil fuel* Sub.Sig. 2*Dks & Web frames*	4971 4740 3070			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33378 PHKA	**Schokland** ssRot.No.3–5,27 ssRot.No.2–36 ~~ssRot.No.1–33~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1113 775 624	✠100A1 4,36 ~~8,34~~ ~~BS8,34~~ ✠LMC~~8,35~~ 9,35	Rot	*n*	OG 8,33	1915 12mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	Scheepvaart& SteenkolenMaats.	225·3 Q72'B54'F22' FK *WB=CellDB*	33·2	14·2	Rottrdam Dutch 4*BHCem* *a58'uE19'f9*	T.3Cy.17½",29"&46"–36" (*s*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot. *8'326tFPT25tAPT18t*	15 ″ 0 s ″ 11½ 14 ″ 1½	
33379 145931 GJLV	**Scholar** ssGls.No.3–1,35 ~~ssLiv.No.2–31~~ 2*Dks*(*Stl*)	3940 3658 2473	✠100A1 ~~6,35~~ ~~5,34~~ 5,36 ✠LMC ~~BS7,34~~ MS1,35 8,35	Mdb ~~Liv~~ Lon	*w*	CL ~~4,32~~ 5,35	1922 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB315'754tFPT*	364·9 P36'B109'F44' FK	46·9	27·7	Liverpool British 6*BHCem* *42tAPT18t*	T.3Cy.23",38½"&64"–48" (*s*) 215lb 390NHP 3SB,*9cf*,GS179,HS6678 Dunsmuir&JacksonLd.Gls	29 ″ 9 s 5 ″ 1½ 24 ″ 10	
33380 DOHU	**Schönfels** (exCelticPrince) Sub Sig. 2*Dks & Shelter dk*	8559 8197 5313			...		1918	Short Bros. Ld. Sunderland	DeutscheDampfs. Ges.Hansa	449·3 FK	57·2	39·2	Bremen German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 668NHP Blair&Co.Ld.Stockton	40 ″ 9	G †
33381 PKRM	**Schouten** *Fitted for oil fuel* 2*Dks*	1805 — 986					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B184'F34'	40·2	17·0	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
33382 DHUU	**Schürbek** ssHam.No.1–34 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2448 2231 1435	✠100A1 ~~5,35~~ ~~12,34~~ 12,35 ✠LMC3,34	Ham Bmn	*t*	CL ~~8,34~~ 5,35	1930 6mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	Knöhr&Burchard Nfl. *CellDB264'695tF*	307·0 P&B250'F34' FK *PT31tAPT120t*	45·5	19·7	Hamburg German 5*BHptCem* *ptAsp*	C.4Cy.(2)18 11/16"&(2)39⅜"–39⅜" 199lb (*s*) 272NHP 2SB,*4cf*,GS73,HS3879 FD A.Borsig,G.m.b.H.Berlin	21 ″ 9	
33383 148358 GNSL	**Schuylkill** *OilEng.* ssBel.No.1–33 2*Dks*(*Stl*)*& Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	8964 8210 5365	✠100A1 7,35 ~~1,35~~ DB[illegible],35 ✠LMC CS2,33 9,34 *Carrying Petroleum in bulk*	NYk Nwc	*d*†	OG 1,33	1928 5mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *CellDBuE64'* *172tDTf34'434t*	476·0 P102'B33'F49' FK *FPT256tAPT39t*	63·8	35·0	Sundrland British 18*BHptCem* (11 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.24⅝"–97⅝" 733NHP DB*150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 6 ″ 8½ 28 ″ 3½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
33384 DOEZ	**Schwaben** Ⓟ D.F. Sub.Sig. *Ref.Mchy.* 2*Dks*	7773 7110 4803	✠Lloyd'sRMC~~5,35 3,35~~ 4,36~~12,35~~				1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5 P26'B&F456'	63·9	29·0	Bremen German *WB*	T.3Cy.$31\frac{1}{8}$",$48\frac{7}{8}$"&$80\frac{3}{4}$"–$55\frac{1}{8}$" &1 low pressureTurbine NE28 862NHP J.C.TecklenborgA.G.Wsm		G
33385 DOFW	**Schwabenland** TwinSc (*ex*Schwarzenfels-34) *OilEng.* Sub.Sig. GyC. D.F. 2*Dks* *CruiserStern*	8188 7283 5066					1925	DeutscheWerkeA.G. Kiel	DeutscheLufthansaA.G.	468·2 P114'B125'F91'	60·4	32·6	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{2}$"–$47\frac{1}{4}$" 1011NHP DeutscheWerkeA.G.Kiel		G
33386 DOGU	**Schwalbe** Sub.Sig. Wireless D.F 1*Dk*	842 708 461					1920	AtlasWerkeA.G. Bremen	ArgoReed.A.G.	217·0 P&B112'F31'	32·8	13·1	Bremen German *WB*	T3Cy$18\frac{1}{10}$",$29\frac{1}{2}$"&$45\frac{7}{16}$"–$29\frac{1}{2}$" 113NHP AtlasWerkeA.G.Bremen		G
33387 DOBL	**Schwan** Sub.Sig. Wireless D.F. 2*Dks*	983 707 572					1907	Akt.Ges. "Neptun" Rostock	ArgoReed.A.G.	240·8 P29'B69'F25'	33·9	11·7 18·7	Bremen German *WB*	T3Cy.$19\frac{5}{16}$",$32\frac{1}{4}$"&52"–$35\frac{7}{16}$" 161NHP A.G."Neptun,"Rostock		G
33388 DHUW	**Schwarzes-Meer** (*ex*Cynthiana) D.F. *ss*Ham.No.3-4,35 ~~*ss*Ham.No.2-31~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	3371 2841 1882	✠100A1 ~~4,35~~ ~~10,34~~ 1,36 ~~BS10,34~~ ✠LMC~~7,31~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,23 *F.P. above* 150°F. BS1,36	Ham 4,35		CL ~~7,30~~ 4,35	1923 9mo *Lloyd's*A&CP	Monmouth S.B.Co.Ld. Chepstow	BremerÖlTransportG.m.b.H. (JohnT.Essberger, G.m.b.H. *Mgrs.*) *CellDBuE*37'	330·3 P98'F29' FK *f*42'85*t FPT*104*tAPT*47*t*	46·8	23·1	Hamburg German 12*BHptCem*	T.3Cy.$23\frac{1}{2}$",38"&62"–42"& L.P.TurbinewithDRgearing&hydraulic coupling 180lb (*s*) 382NHP 2SB,*6cf*,GS125,HS4952 FD FairfieldCo.Ld.Glasgow	25 ″ 6 s 3 ″ $1\frac{1}{2}$ 22 ″ 7	
33389 DHUX	**Schwarzwald** Now "Rheingold," see No. 39864 in Supplement *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks*&*Shelter dk*	5055 4469 3027					1922	DeutscheWerftA.G. Hamburg	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F41'	54·2	27·4	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft AlgemeineElec.Ges.Berlin		G
33390 DSPF	**Schwerin** Ⓟ TwinSc *Fitted for oil fuel* (*Ferry*) D.F. GyC. Sub.Sig. 2*Dks* *CruiserStern*	3133 2314 1107					1926	F.Schichau Elbing	DeutscheReichbahnGes.ReichsbahnDirektion Schwerin	334·0 H162'F91'	59·1	19·8	Rostock German *WB*	T.6Cy.$20\frac{1}{2}$",$33\frac{15}{16}$"&$38\frac{5}{8}$"–$35\frac{3}{8}$" 178NHP F.Schichau,Elbing		G
33391 DHUY	**Schwinge** (*ex*Irma) 1*Dk*	337 287 185					1890	GöteborgsM.V.Aktieb. Gothenburg	Bugsier,Reed.u.BergungsA.G.	126·8 B31'	22·5	13·6	Brmrhavn German *WB*	C.2Cy.$15\frac{1}{2}$"&$28\frac{1}{4}$"–$19\frac{1}{2}$" NB20 29NHP GöteborgsMV.Aktieb.Got		G
33392 26 ICHD	**Scilla** Ⓟ TwinSc (*Ferry*) *OilEng.* 2*Dks*	2807 2284 972					1931	Cant.Fedl.perCostruzioniNavale PietraLigure	ItalianState Railways	365·5	56·7	17·5	Messina Italian	Oil Engines 2S.C.SA connected to Electric Motors&Sc.Shafts 24Cy.$17\frac{11}{16}$"–$17\frac{11}{16}$" 1325NHP Soc.An"Fiat"S.G.M.Turin		I
33393 79115 GMDX	**Scillonian** Ⓟ *ss*Pnz.No.2-34 Wireless 1*Dk*(*ptStl*-ws)	429 325 179	✠100A1 10,35~~11,34~~ ✠LMC11,34 BS11,35	Pnz	*i*	CL 11,34	1926 1mo *Lloyd's*A&CP	AilsaS.B.Co.Ld. Troon	Isles of ScillyS.S.Co.Ld.~~(E.N.V.Moyle,*Mgr.*)~~(F.R.Ward,*Mgr.*) *CellDBf*9'10*t FPT*13*tAPT*20*t*	170·7 F56' FK&BK$1\frac{3}{4}$"	28·7	10·8	Scilly British 4*BHCem*	T.3Cy.$13\frac{1}{2}$",21"&35"–26" (*s*) 180lb 62RHP 1SB,*3cf*,GS64,HS2171 AilsaS.B.Co.Ld.Troon	12 ″ 0 s 2 ″ $6\frac{1}{4}$ 9 ″ 11	BT till ~~11,35~~ 11,36
33394 1984 IUFH	**Scio** (*ex*Mallock-34) *OilEng.* 1*Dk*	609 491 259					1919	SmithsDockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	170·0 B36'F21'	30·0	15·7	Genoa Italian *WB*	Oil Engines NE35		
33395 PHKO	**Scopas** *ss*Rot.No.2-29 *Mchy.Aft* *Longitudinal framing* D.F. 2*Dks*(*Stl*)&*Web frames*	5789 5293 3381	✠100A1 1,33 ~~BS10,33~~ ✠LMC9,29 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Rot BS6,35	*z*	CL ~~1,33~~ 6,35	1921 7mo A&CP	South-Western S.B.Co. SanPedro,Cal	Nederl.IndischeTankstoombootMaats. *CellDBuE*&*B*81'	412·0 P110'B33'F57' FK 232*tDTf*32'328*t FPT*98*tAPT*103*t*	53·3	31·0	The Hague Dutch 15*BHptAsp* (11 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 556NHP 3SB,*9cf*, HS8451 FD Hooven,Owens&RentschlerCo.Hamilton,O.	31 ″ 0 s 5 ″ $7\frac{1}{4}$ 25 ″ $7\frac{1}{2}$	
33396 137083 GFZN	**Scoresby** *ss*Shl.No.3-12,34 1*Dk*(*Stl*)	3843 3488 2310	✠100A1 ~~11,32~~~~12,34~~ 3,36 ✠LMC BS~~7,34~~7,35 MS12,34	Shl ~~Cff~~ Npt	*w*	CL N12,34	1923 1mo *Lloyd's*A&CP	R.Thompson&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·1 P33'B217'F36' *CellDB* FK 306'927*tFPT*153*t*	50·0	22·9	Whitby British 6*BHCem* *APT*158*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *180lb* 340NHP 2SB,*8cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ $1\frac{1}{2}$ 22 ″ $6\frac{3}{4}$	
33397 144978 EIBF	**Scotia** Ⓟ TwinSc Sub.Sig. *Upper dkShelter dk*&*2nd dk at ends*	3454 1814 1397				...	1921	W.Denny&Bros.Ld. Dumbarton	LondonMidland&ScottishRly.	380·5 BK7"	45·2	26·2	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	27 ″ 6	
33398 219120 KOJX	— (*ex*Lake Galewood-34) *Fitted for oil fuel* 1*Dk*2*trB*	2689 2329 1667				...	1919	ManitowocS.B.Co. Manitowoc	PacificLumberCo.	253·5 P25'B65'F26' FK	43·9	25·9	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
33399 OYRA	— *ss*Cpn.No.3-4,35 ~~*ss*Cpn.No.2-32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2400 1877 1400	✠100A1 5,36~~4,35~~ BS~~4,35~~ ✠LMC~~7,32~~ 5,36 4,35	Cpn	*s*	CL 5,34	1924 1mo *Lloyd's*A&CP	A/SKögeVærftSkibs.&Mask. Kjöge	A/SDampskibsselskabetD.F.K.(DeforenedeKulimportörerA/S,*Mgrs.*) *IntermediateBHin forehold dispensed with* *Completed by* A/SKjöbenhavnsFlydedok.&Skibs.Cpn.	290·8 P27'B58'F26' FK *CellDB*252'984*tFPT*65*tAPT*60*t*	43·2	19·3	Copnhagn Danish *ptCem* 4*BHonly*	T.3Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&61"–$39\frac{3}{8}$" 185lb (*s*) 277NHP 2SB,*6cf*,GS132,HS4550 Gebr.Sachsenberg,Rosslau	21 ″ 9 s 2 ″ $7\frac{1}{4}$ 19 ″ 4	
33400 5964 SFDN	— *ss*Sbg.No.1-35 *ss*Stn.No.3-5,30 1*Dk*(*Stl*)	1839 1621 1087	✠100A1 4,35~~11,34~~ 3,36 ~~BS5,34~~ ✠LMC~~5,30~~ BS3,36 4,35	~~Rio~~ Got ~~Sbg~~ ~~Mmo~~		OG 11,34	1918 3mo	Lindholmens V.Akt. Gothenburg AP	Rederiaktieb.SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*223'470*t*	262·0 P24'B106'F26' FK	42·7	18·1	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.$19\frac{1}{4}$",32"&52"–36" (*s*) 185lb *100lb* 200NHP 2SB,*4cf*,GS62,HS2700 FD LindholmensV.Akt.Got.	20 ″ 6 s 1 ″ $8\frac{1}{2}$ 18 ″ $11\frac{1}{4}$	
33401 26164 JSJD	**Scotland Maru** *ss*Kob.No.3-6,31 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5863 5590 4263	✠100A1 *Awng dk withfreeboard* 7,34 BS7,35 ✠LMC7,34	Yka	*y*	OG ~~7,34~~ 7,35	1919 9mo A&CP	KawasakiDkyd.Co.Ld. Kobe	~~KawasakiKisenK.K.~~ OnoShoji GomeiKaisha *CellDB*334'1118*t*	385·0 FK *Collision* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BHto Aw dk* 5 „ *U* „	T.3Cy.26",$43\frac{1}{2}$"&72"–48" (*s*) 200lb 437NHP 2S&1Aux.SB,*8cf*,GS154 FD HS5636 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ $1\frac{3}{4}$ 27 ″ 1	
33402 139161 GXCW	**Scotol** *ss*Lon.No.3-10,29 *ss*Pts.No.1-33 1*Dk*(*Stl*)& *Web frames* 2*nd dk*(*Stl*) *Mchy.Aft* *in forehold*	1177 863 565	✠100A1 *withfreeboard* 1,35 BS1,35 ✠LMC1,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,16 *F.P. above* 150°F.	Pts	*n*	OG 12,34	1916 11mo *Lloyd's*A&CP	TyneIronS.B.Co.Ld. Newcastle	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE*&*B*43'63*tDTf*30'253*tFPT*36*tAPT*30*t*	210·0 P44'F40' FK	34·8	15·6	London British 13*BHptCem*	T.3Cy.16",26"&43"–27" (*s*) 180lb 141NHP 2SB,*4cf*,HS2155 FD J.Dickinson&Sons,Ld. Sld.	16 ″ 6 s 1 ″ 6 15 ″ 1	
33403 96106	**Scott Harley** (*ex*SriPreanger, *ex*Muntok, *ex*ScottHarley) *ss*Bat.No.3-12,03 1*Dk*(*Irn*) *Well deck* Now "Harley," see No. 33422 in Supplement	435 293 193	✠ 4,09 ✠	Bat	*g*		1891 6mo	J Fullerton&Co. Paisley	~~TeoH Lye(TeoTeowPeng,*Mgr.*)~~ HeapEngMoh S,S.Co.Ld. *DBa*33'*f*19'58*tFPT*12*tAPT*6*t*	157·0 Q81'B12'F25' BK6"	23·2	11·2	Singapore British 4*BHCem*	T.3Cy.14",22"&35"–30" NDB04 64RHP 1SB,*3cf*,GS47,HS1178 W.Kemp,Glasgow	11 ″ 11	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33404 149475	**Scott Misener** *Mchy.Aft* 1*Dk*	1938 1637 1150					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.S.Misener, *Mgr.*)	252·9|43·4|17·8 Q100'F35'	SarniaOnt British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
33405 144695 GDSM	**Scottish American** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6999 6366 4389					1920	SirJ.Laing &Sons,Ld. Sunderland	Tankers,Ld.	425·0|57·0|33·1 P101'B27'F44'	London British *WB*	T.3Cy.27",45"&74"-54" 402NHP G.Clark,Ld.Sunderland		C
33406 147498 GJPW	**Scottish Borderer** TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	6996 6245 4111					1923	W.Denny &Bros.Ld. Dumbarton	Tankers,Ld.	426·5|56·9|33·4 P95'B37'F55'	London British *WB*	Oil Engines 2S.C.SA 8Cy.23½"-41¾" 769NHP W.Denny&Bros.Ld.Dmb.		C
33407 146674 GJNW	**Scottish Castle** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	7417 6734 4524					1922	Armstrong Whitworth &Co.Ld. Newcastle	Tankers,Ld.	440·8|57·4|34·0 P101'B35'F39'	London British *WB*	T.3Cy.27",46"&77"-51" 424NHP ArmstrongWhitworth& Co.Ld.Nwc.		C
33408 160413 GMVD	**Scottish Chief** ssFal.No.1-34 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7006 6614 4255	✠100A1 5,35 ~~1,35~~ ✠LMC3,34 BS5,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Yka Fal	*b*†	OG 3,34	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE&B74'*240t *DTf*42'378t*FPT*218t*APT*43t	441·0|57·0|33·8 P106'B30'F54' FK	London British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Q4Cy24½",34½",50"&74"-54" 250lb (*s*) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6 27 ″ 8	
33409 146318 MLDY	**Scottish Coast** (*ex*Lurcher) ssLiv.No.3-7,35 ~~ssBkn.No.2-31~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	774 616 333	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~6,34~~ ✠LMC 7,35 ~~[illegible]~~ ~~[illegible]~~	Bkn Liv	*l*	CL ~~5,32~~ 7,35	1922 11mo	A&J.Inglis Ld. Glasgow *Lloyd'sA&CP*	CoastLines,Ld. *CellDBuE*21' *f*126'201t*FPT*34t*APT*19t	200·5|31·1|12·3 FK	Liverpool British *Cem* *Collision BH to S dk* 3 ,, ,, *U* ,,	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4cf,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 10 s 0 ″ 2 14 ″ 9¼	
33410 160471 GCJR	**Scottish Heather** ssFal.No.2-36 ~~ssShl.No.1-32~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7005 6614 4256	✠100A1 ~~6,35~~ ~~6,34~~ 3,36 BS3,35 ✠LMC~~11,32~~ MS3,36 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Fal ~~Sws~~	*b*†	~~6,34~~ 3,36	1928 5mo	Armstrong Whitworth &Co Ld. Newcastle *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE&B74'*240t *DTf*42'378t*FPT*218t*APT*43t	442·0|57·0|33·8 P107'B30'F54' FK	London British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Q4Cy24½",34½",50"&74"-54" 250lb (*s*) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth &Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6½ 27 ″ 7¾	
33411 146198 GFQW	**Scottish Maiden** TwinSc *OilEng.* ssLon.No.2-28 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6993 6206 4036	✠100A1 8,31 DBS2,31 ✠LMC12,28 ✠LMC(M)2,31 *CarryingPetroleum in bulk*	Fal	*a*†	OG s12,28 P5,29	1921 12mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE62'* 281t*DTf*31'333t*FPT*175t*APT*55t	425·3|57·0|33·2 P109'B34'F50' FK	London British 16*BH* (11*to U dk* 5 ,, *2nd* ,,) *ptCem ptAsp*	OilEngines 4S.C.SA 12Cy.24½"-39" 676NHP 2 Water Tube DB-*120lb* Vickers,Ld.Barrow	33 ″ 0 s 7 ″ 0½ 26 ″ 4	
33412 146531 GFQX	**Scottish Minstrel** TwinSc *OilEng.* ssBkn.No.2-29 D.F. *Mchy.Aft* 2*Dks*(*St*)&*Web frames* *Longitudinal framing*	6998 6206 4026	✠100A1 3,31 DBS6,30 ✠LMC4,29 ✠LMC(M)3,31 *CarryingPetroleum in bulk*	Fal	*a*†	OG 4,29	1922 3mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE62'*281t *DTf*31'333t*FPT*175t*APT*55t	425·3|57·0|33·2 P109'B34'F50' FK	London British 16*BHptAsp* (11 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-*120lb* Vickers,Ld.Barrow	33 ″ 0 s 7 ″ 0½ 26 ″ 4	
33413 146597 GFQY	**Scottish Musician** TwinSc ssShl.No.3-4,36 *OilEng.* ~~ssBkn.No.2-30~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6998 6206 4019	✠100A1 4,36 ~~3,34~~ 4,35 DBS4,35 ✠LMC~~4,29~~ ~~✠LMC(M)1,32~~ *CarryingPetroleum in bulk*	Shl	*a*†	OG ~~s1,32~~ ~~P1,32~~ 4,36	1922 7mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE62'*281t *DTf*31'333t*FPT*175t*APT*55t	425·3|57·0|33·2 P109'B34'F50' FK	London British 16*BHptAsp* (11 *to U dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-*120lb* Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 10½ 27 ″ 4¼	
33414 129744 GQTJ	**Scottish Prince** ssMch.2ndNo.3-11,34 ~~ssLiv.No.3-3,23~~ ~~ssAlx.No.2-30~~ 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws) Sub.Sig.	2897 2655 1794	✠100A1 *Shelter dk* *withfreeboard* ~~11,34~~ ~~11,33~~ 11,35 MS7,34 ✠LMC DBS~~7,34~~ 8,35 MBS~~[illegible]~~ 11,35	Mch Mdb	*v*	CL 11,33	1910 3mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*) W*B*=*CellDBa*102'*u*E25'*f* 145'636t*FPT*106t*APT*21t	340·6|46·4|21·5 F37' FK	Newcastle British 6*BHCem*	T.3Cy.25",42"&69"-45" (*s*) 180lb *100lb* 389NHP 2SB,6cf,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22 ″ 11 s 1 ″ 7¼ 21 ″ 7	
33415 146137 GFQV	**Scottish Standard** TwinSc *OilEng.* ssNwc.No.2-30 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6999 6206 4044	✠100A1 2,31 DBS2,30 ✠LMC7,29 *CarryingPetroleum in bulk*	Fal	*a*†	OG P2,30 s12,30	1921 10mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	Tankers,Ld. *CellDBuE62'* 281t*DTf*31'333t*FPT*175t*APT*55t	425·3|57·0|33·2 P109'B34'F50' FK	London British 16*BHptAsp* (11*BHtoUdk* 5 ,, ,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-*120lb* Vickers,Ld.Barrow	33 ″ 0 s 7 ″ 0½ 26 ″ 4	
33416 146586 GJMR	**Scottish Strath** *Fitted for oil fuel* *CarryingPetroleum in bulk* D.F. *Mchy.Aft* 2*Dks*	7417 6734 4523					1922	Armstrong Whitworth &Co.Ld. Newcastle	Tankers,Ld.	440·8|57·4|34·0 P101'B35'F39'	London British *WB*	T.3Cy.27",46"&77"-51" 424NHP Armstrong,Whitworth& Co.Ld.Nwc.		C
33417 219222 KOMM	**Scottsburg** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk* 3*rd dk in No.*1*hold*	7771 7249 4829				...	1919	NewYork S.B.Corp. Camden,N.J.	UnitedStates ShippingBoard Bureau	419·4|56·5|30·2 B77'For'dB27' FK	Phildlphia Utd.States *WB*	Q.4Cy.24",36",51"&75"-51" 577NHP NewYorkSBCoCamdnNJ	41 ″ 4	R †
33418 143730 GDYP	**Scythia** Ⓟ TwinSc ssLiv.No.3-1,33 SubSig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-*ptws*)&*Shade dk*(*Stl*-ws) D.F. 3*rd dk*(*Stl*) *in forward*&*after holds* *Ref.Mchy.* GyC. E.S.D.	19761 14258 11927	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~1,35~~ BS1,36 ~~BS1,36~~ ✠LMC1,33 Lloyd'sRMC~~1,35~~ ~~9,35~~ 2,36 *Fitted for oil fuel* 3,21 *F.P. above* 150°F.	Liv	*n*†	CL ~~1,33~~ 2,36	1920 12mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	CunardWhite Star,Ld. *CellDB*522'2559t*DTf*47' *oftunnels*48'374t	600·7|73·8|40·7 B284'*on Shade dk* FK 1630t*Tanks at sides* *FPT*127t*APT*70t	Liverpool British *ptCem* 10*BHtoS dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2528NHP 3DB&3SB,*36cf*,GS769, HS29163 FD Vickers,Ld.Barrow	45 ″ 0 s12 ″ 9¼ 32 ″ 8	BT till ~~12,35~~ 12,36
33419 Sunk by Collision 3,36 MKCN	**Sea Fisher** (*ex*Fairland-34) ssLan.No.3-1,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	552 380 242	~~✠100A1~~ 1,36 ~~2,34~~ ~~[illegible]~~ ~~✠LMC[illegible]~~	Bly Cff	*h*	CL ~~2,34~~ 1,36	1920 7mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd'sA&CP*	J.Fisher&Sons,Ld. *CellDBf*97'113t *FPT*37t*APT*25t	165·0|27·1|10·7 28·3 Q94'B11'F23' FK	Barrow British 3*BHCem*	T.3Cy.13",21½"&35"-27" (*s*) 180lb 85RHP 1SB,3pf,GS47,HS1530 W.Beardmore&Co.Ld.Gls.	13 ″ 0 s 3 ″ 10¾ 12 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
33420 137752 GQWZ	**Sea Glory** *ss*Sld.No.3-11,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1966 1644 987	✠100A1 *Shelter dk withfreeboard* 7,35 ~~10,34~~ ~~BS8,31~~	Gls Cff 11,35 BS~~7,30~~ ✠LMC11,31	*s*	CL ~~1,33~~ 7,35	1919 2mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderlnd '*sA&CP*	DoverNav.Co.Ld. *CellDB*248'50	290·0|42·5|25·6 FK *Collision* 1*t FPT*31*t APT*39*t*	Dover British *ptCem* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1 20 ″ 3¾	
33421 149165 GTNS	**Sea Rambler** *ss*Bkn.No.1-34 1*Dk*(*Stl*)	2327 1979 1374	✠100A1 7,35 ~~10,34~~	Cff Shl ✠LMC4,34	*s*	CL 3,34	1930 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd '*sA&CP*	DoverNav.Co.Ld. *CellD*	294·1|43·1|18·8 P27'B69'F23' FK *B*248' 607*t FPT*72*t*	Dover British 5*BHptCem* *APT*74*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 217NHP 2SB,6*cf*,GS82,HS3730 N.E.MarineEng.Co.Ld.Sld	20 ″ 10 s 3 ″ 0¼ 18 ″ 0	
33422 149167 GMQS	**Sea Valour** *ss*Nwc.No.1-35 1*Dk*(*Stl*)	1950 1725 1124	100A1 10,35 ~~10,34~~	Nwc LMC~~10,30~~ 10,35	*r*	CL ~~5,34~~ 10,35	1930 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	DoverNav.Co.Ld. *CellDBa&uE*108'	276·0|42·2|18·6 P26'B68'F27' FK *f*108'477*tFPT*107*t*	Dover British 4*BHCem* *APT*55*t*	T.3Cy.20½",34"&56"-39"(*s*) 180lb 224NHP 2SB,6*cf*,GS111,HS3614 G.Clark,Ld.Sunderland	20 ″ 9 s 2 ″ 9¼ 18 ″ 1¾	
33423 149166 GTQC	**Sea Venture** *ss*Nwc.No.1-35 1*Dk*(*Stl*)	2327 1979 1375	✠100A1 ~~6,35~~ ~~1,34~~ 7,35 9,35	Nwc ~~Ams~~ Shl ✠LMC~~6,30~~ 5,35	*s*	CL ~~1,32~~ 5,35	1930 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderlnd '*sA&CP*	DoverNav.Co.Ld. *Ce*	294·1|43·1|18·8 P27'B69'F23' FK *llDB*248'607*t FPT*	Dover British 5*BHptCem* 72*tAPT*74*t*	T.3Cy.20½",33"&54"-36" (*s*) 180lb 206NHP 2SB,4*cf*,GS77,HS3410 N.E MarineEngCo.Ld.Sld.	20 ″ 10 s 3 ″ 0¼ 18 ″ 0	
33424 137753 GCTW	**Sea Victory** *ss*Bkn.No.3-4,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1937 1634 1002	✠100A1 *Shelter dk withfreeboard* 5,35 ~~8,34~~ MS12,32	Bkn Cff ✠LMC BS8,34	*s*	CL ~~3,33~~ 5,35	1919 12mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	DoverNav.Co.Ld. *CellDB*244'564*t*	290·0|42·4|26·9 FK *FPT*62*tAPT*79*t*	Dover British *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.22",36"&61"-39" (*s*) 180lb 273NHP 2SB,6*cf*,GS129,HS4502 ClydeS.B.&Eng.Co.Ld.	21 ″ 2 s ″ 11 20 ″ 5¼	
33425	**Seal** *Mchy.Aft* 1*Dk*	644 608 257			...		1927	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	Government of Queensland	170·0|35·2|13·3 FK	Brisbane British *WB*	T.3Cy.16",26"&42"-27" 133NHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	14 ″ 0	
33426 136738 MFRP	**Seamew** *ss*Lon.No.2-35 *ss*Lon.No.3-2,27 *Mchy.Aft* ~~*ss*Lon.No.1-31~~ 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-ws)	1332 982 656	✠100A1 *Shelter dk withfreeboard* ~~10,35~~ ~~2,35~~ 2,36 ~~BS12,34~~	Lon 10,35 ✠LMC~~7,31~~	*p*	CL 2,35	1915 1mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	GeneralStm.Nav. Co.Ld. *WB*=*Cell*	250·0|37·5|14·2 FK *DBf*163'262*t FPT*	London British 4*BHCem* 20*tAPT*20*t*	T.3Cy.22",35"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6	
33427 135891 GQSR	**Seapool** *ss*Shl.No.3-2,32 D.F. 1*Dk*(*pt Irn pt Stl*)	4549 4260 2828	✠100A1 9,35 ~~3,35~~ BS~~7,34~~ 9,35	Sws ✠LMC2,32	*y*	CL 3,35	1913 10mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP WB*=	PoolShppg.Co.Ld. (SirR.Ropner&Co Ld.*Mgrs.*) *CellDBa*127'*uE*24	379·0|56·0|24·4 P30'B221'F39' FK '*f*167'1046*tFPT*15	W.Hartlpl British 6*BHCem* 7*tAPT*192*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 380NHP 3SB,9*cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 9½ 23 ″ 1¾	
33428 231916 WKEC	**Seatrain Havana** *Fitted for oil fuel* *Mchy.Aft CruiserStern* 2*Dks* D.F. E.S.D. *Longitudinalframing* GyC. (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0|63·7|33·2 P33'B218'F168'	NewYork Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
33429 231460 WHEA	**Seatrain New Orleans** (*ex*Seatrain) *ss*NOs.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	7684 — 4546	✠100A1 *withfreeboard* 3,35 BS2,35 *Carrying load* *Fitted for oil*	NOs ✠LMC9,33 *ed rail* *fuel* 11	*d*† *wa* ,28	CL 2,35 *y cars* *F.P. a*	1928 11mo *Lloyd* *bove* 1	Swan,Hunter&Wigham-Richardson, Ld Newcastle '*sA&CP* 50° *F.*	GulfTransitCorp. 4*Inter* *CellDB*372'2160*tDT*	428·6|62·2|32·5 *P & after superstructure*216' *Fwd.superstructure &*F156' FK *mediate BH omitted* *f*37'283*t FPTs*473*t*	N.Orleans Utd.States *ptCem* 3*BH to U dk* *APT*114*t*	T.3Cy.28",46"&77"-54" (*s*) 180lb 577NHP 3SB,9*cf*, HS8262 FD Wllsnd Slpwy.Co.Ld.Nwc.	37 ″ 6 s 12 ″ 3 25 ″ 8¾	
33430 231905 WKEB	**Seatrain New York** *Fitted for oil fuel* *Mchy.Aft CruiserStern* 2*Dks* D.F. E.S.D. *Longitudinal framing* GyC. (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0|63·7|33·2 P33'B218'F168'	NewYork Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
33431 DIFA	**Seattle** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. D.F.	7369 5998 4355					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	461·6|61·6|27·7 P44'B&F409' *Upper*F37'	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1845NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
33432 218849 KISF	— (*ex*Wheatland Montana) *Fitted for oil fuel* 3*Dks*	7001 6752 5451					1919	Skinner& EddyCorp. Seattle,Wash	Tacoma-Oriental S.S.Co.	410·1|54·2|27·1	Tacoma, Wash. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,OwensRentschlerCo.Hamilton,O		R
33433 12143 JSTD	**Seattle Maru** Ⓟ TwinSc *ss*Kob.No.3-2,21 *ss*Osa.No.2-29 2*Dks*(*Stl*)&*deep framing* *Lower dk*(*Stl*)*inNo.1hold*	5774 5125 ~~3548~~ 3541	✠ ... 6,33	Osa ✠			1909 7mo	Kawasaki DockydCoLd Kobe	OsakaShosenK.K. *WB*=*CellDBa*	419·7|49·5|30·0 P26'B158'F42' 127'*uE&B*63' FK *f*167'1175*t FPT*	Osaka Japanese 7*BHCem* 106*tAPT*26*t*	T.6Cy.19½",32¾"&55"-46" 544NHP 3SB,9*cf*,GS181,HS7498 KawasakiDkydCoLd Kobe	32 ″ 6	
33434 218733 KISD	**Seattle Spirit** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5627 5250 3493					1919	JF.Duthie &Co. Seattle,Wsh.	UnitedStates ShippingBoard Bureau	409·5|54·2|27·6 P44'B115'F47'	Seattle Utd.States	T.3Cy.24½",41½"&72"-48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O.		R
33435 136148 MGZD	**Seaville** (*ex*Crosshands) 3Mst *ss*Apl.No.1-35 *ss*Bel.No.3-6,30 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	716 499 324	✠100A1 9,35 ~~5,34~~ ~~BS1,35~~	Sws Apl ✠LMC~~6,30~~ 9,35	*j*	CL 5,34	1918 2mo *Lloyd*	A.Jeffrey &Co.Ld. Alloa '*sA&CP*	J.S.Monks,Ld. *Ce*	190·9|29·2|11·3 |30 8| Q105'B8'F33' BK7½' *llDBf*114'164*tFPT*	Liverpool British 3*BHCem* 40*tAPT*37*t*	T.3Cy.16",26½"&44"-30" (*s*) 180lb 121NHP 1SB,3*cf*,GS62,HS1960 A.Jeffrey&Co.Ld.Alloa	13 ″ 7 s 4 ″ 2¼ 13 ″ 9¾	
33436 TTWR	**Sebaä** (*ex*Tellus) 2*Dks*	1525 1262 924					1904	Nederl. Schps. Maats. Amsterdam	L.Bérengier& Giannoni	251·5|34·6|18·5 Q78'F32'	Marseilles French *WB*	T.3Cy.19⅓",30 3/16"&51"-35" 154NHP NedFb.v.Wrk&Spoor,Ams		V
33437 EGPS	**Sebastian** (*ex*Daybeam) *ss*Bbo.No.3-5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	*3024* *2810* *1836*	✠100A1 10,34 BS~~11,34~~ 11,35	Bbo ✠LMC5,35	*u*	CL 10,34	1920 3mo *Lloyd*	J.Blumer& Co.Ld. Sunderland '*sA&CP*	Marques delReal Socorro *CellD*	325·7|45·3|22·6 331·3| 46·8| P33'B98'F28' FK *B*276'679*tFPT*105*t*	Bilbao Spanish 6*BHCem* *APT*42*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEngCo.Ld.Sld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33438 1923 IUFJ	**Sebastiano Bianchi** (*ex*Surgens-34, *ex*Abessinia-33) *Fitted for oil fuel* Wireless 2*Dks*	1546 1373 929					1920	Bremer Vulkan Vegesack	"Aurora"Soc. Anon.diNav.	247·3|35·9|19·5 B38'F31'	Genoa Italian *WB*	T.3Cy16 1/16",26¾"&44"-28 1/16" 130NHP BremerVulkan,Vegesack		GI
33439 9377 TCCS	**Sebat** (*ex*JollyGeorge,*ex*Balboa) *ss*Sld.2ndNo.3-1,21 *ss*Cpl.No.2-28 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Web frames*	1328 1282 817	✠ —— 4,33 ✠NB12,20✠	Ist	*o*		1894 11mo	Wood, Skinner&Co. Newcastle	Barzilay& Benjamin *CellDBa57'*	239·0|33·2|12·5 B11' 20·8 BK8" *uE&B33'f95'256tA*	Istanbul Turkish 4*BHCem* *PT35t*	T.3Cy.19",31"&51"-33" 171NHP 2SB,6*cf*,GS86,HS2900 N.E.MarineEngCo.Ld.Sld.	22 ″ 8	
33440 DNAR	**Sebu** 2*Dks*	1894 1765 1119					1920	Limhamns Skeppsv.A.B. Limhamn	Oldenburg-Portug.Dampfsch. Rhed.	242·1|38·0|23·6	Oldenburg German *WB*	T.3Cy.18",29½"&48"-31½" 129NHP LimhamnsSkeppsv.A.B.		G
33441 CSLW	**Secil** (*ex*Rosafred-34,*ex*Jyden, *ex*IrmgardLinnemann) *ss*Osl.No.3-7,27 *ss*Lis.No.2-34 *Well deck* 1*Dk*(*Stl*)	573 444 ~~333~~ 354	100A1 3,36 ~~4,05~~ ~~BS4,35~~ LMC5,34 3,36	Lis	*i*	OG 1,34	1908 *Lloyd*	Eiderwerft Akt.Ges. Tönning *'sA&CP*	"Secil"Cia.Geral deCal.eCimento *CellD*	176·3|29·2|~~11·0~~ Q55'B47'F25' |10·7 FK *Ba&uE52'f73'166t*	Setubal Portuguese 4*BHCem* *FPT25t*	T.3Cy.13⅜",23¼"&37⅞"-23⅝" 185lb (*s*) 93NHP 2SB,4*cf*,GS72,HS1700 EiderwerftA.G.Tönning	13 ″ 0 s ″ 8½ 12 ″ 5½	
33442 PHKT	**Secunda** *ss*Rot.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	400 287 212	✠100A1 ~~7,30~~ ~~3,34~~ 12,35 Rot ~~✠LMC4,32~~ ~~✠LMC(M)5,34~~ ✠LMC8,35	Ant	*f*	~~N5,34~~ 7,35	1932 4mo *Lloyd*	N.V.Werf. "Voorhuit" Spaarndam *'sA&CP*	N.V.Motorscheep-vaartMaats.Amsterdam(H.Mulder &A.W.v.d.Heide, *Mgrs.*)	152·9|25·2| 8·5 P34'F20' FK	Rottrdam Dutch 3*BHptCem* *Cell*	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 11/32" 87NHP Mtrn.WerkeMannheimAG *DB98'145tFPT17tAPT29t*	11 ″ 0 s 1 ″ 1½ 9 ″ 11½	
33443 865 IBRB	**Securitas** (*ex*AnsaldoQuarto) D.F. *Mchy.Aft* 2*Dks*	5366 4565 3015					1918	G.Ansaldo &Co. SestriP'nente	Soc AnonIndustria Armamento	393·2|51·7|28·2 P134'B30'F36'	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
33444 139224 GQSY	**Sedgepool** *ss*Shl.No.3-4,30 *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed Bridge*	5556 5130 ~~3408~~	✠100A1 ~~9,25~~ ~~11,34~~ 4,36 ~~Swa~~ Bkn ✠LMC MS7,34 ~~BS11,34~~ 4,36	Shl	*z*	CL 10,34	1918 2mo *Lloyd*	Ropner& Sons,Ld. Stockton *'sA&CP*	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *CellDBa146'uE27*	415·0|55·5|26·9 P50'B243'F40' FK *f172'1469tFPT16*	W.Hartlpl British 7*BHCem* *8tAPT216t*	T.3Cy.27⅞",46"&75"-51" (*s*) 180lb ~~75lb~~ 504NHP 3SB,9*cf*,GS201,HS8714 Blair&Co.Ld.Stockton	29 ″ 6 s 4 ″ 7½ 25 ″ 0¾	
33445 211085 WTCT	**Seeandbee** Ⓟ Pad GyC.	6381 — 3434					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo.	484·5|58·1|24·0 *WB*	Wilmgton (Del.) Utd.States	C.3Cy.66"&(2)96"-108" 1596NHP DetroitS.B.Co.Detroit		
33446 LCXH	**Segovia** *OilEng.* Wireless 1*Dk*	1387 1090 719					1922	WoodSkinner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (F. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	260·5|37·7|14·8 P64tH148t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22 1/16"-39⅜" 282NHP N.E.MarineEng.CoLdNwc		N
33447 LCXI	**Segundo** (*ex*SudUruguayo, *ex*Segundo) TwinSc *OilEng.* 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*)	368·5|53·7|24·9 P116tH239tF11t	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 450NHP Akt.Burmeistr&Wain,Cpn		N
33448 142480 GSDB	**Segura** (*ex*WarPansy) *ss*Npt.No.3-12,31 Sub.Sig 1*Dk*(*Stl*) Now "Langton Grange," see No. 33918 in Supplement	5295 4812 3239	✠100A1 2,35 ✠LMC MS12,31 BS3,35	Cff	*y*	CL 2,35	1919 2mo *Lloyd*	Richardsn, Duck&Co.Ld Stockton *'sA&CP*	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*) ~~Ld.*Mgrs.*~~) *CellDB*	400·1|52·4|28·4 P49'B113'F40' FK 335'1058t *FPT132t*	London British 7*BHptCem* *APT213t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *100lb* 455NHP 2SB,8*cf*,GS153,HS6334 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
33449 24165 JJRC	**Seiho Maru** Wrecked 1.36 Wireless 1*Dk*	990 840 668					1918	Semba Tetsuo Osaka	AokiYeizo	195·5|31·5|18·0	Osaka Japanese *WB*	T.3Cy.13½",22½"&37⅝"-28" 74NHP FujiwaraTekkosho,Osaka		
33450 27464 JSWD	**Seikai Maru** *ss*Kob.No.3-5,32 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3180 2715 1958	✠100A1 7,35 ~~7,34~~ ✠LMC~~7,34~~ 7,35	Kob	*t*	CL 7,34	1920 11mo	OsakaIron Works Innoshima A&CP	OsakaShosenK.K. *CellDB255'510t* *DTa25'511t*	305·0|43·7|24·9 P19'B82'F32' FK *FPT76tAPT20t*	Osaka Japanese *Cem* 5*BH to U dk* 1 „ „ 2*nd* „	T.3Cy.22¼",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorks	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
33451 21135 JQAE	— Wood Beached 4.35 (*ex*TaishoMaruNo.2-33) 2*Dks*	614 577 367					1917	ToyoHogei Osaka	KoizumiMatajiro	172·8|25·2|17·9	Nishino-miya Japanese	T.3Cy.12",19"&32"-22" 48NHP OnoZosensho,Osaka		
33452	— Iron (*ex*Amherst,*ex*Amharst) 1*Dk*	445 — 241				...	1886	Blackwood &Gordon Pt.Glasgow	HungMakKai (HangHing,*Mgrs*)	129·2|24·9|10·0 B7'F18' *pt Shade dk* FK	Yokohama Japanese *WB*	C.2Cy.18"&35"-20" NDB11 46NHP Bow&M'Lachlan,Paisley	10 ″ 9	
33453 31868 JZAB	**Seikan Maru No. 1** Ⓟ TwinSc (*TrainFerry*) D.F. 2*Dks*	2326 2079 762					1926	Yokohama DockCo.Ld. Yokohama	Govt.of Japan (Dept.ofRailways)	356·0|52·0|20·0 B104'F31'	Tokio Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts 367NHP BrownBoverieCo.Baden, Switzerland		
33454 36220 JZJB	**Seikan Maru No. 2** Ⓟ TwinSc (*TrainFerry*) 1*Dk* *CruiserStern*	2493 2140 853					1930	Kawasaki Dkyd.Co.Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0|52·0|20·0 F58'	Tokio Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts KawasakiDkydCoLdKobe		
33455 [illegible] JDPC	**Seiko Maru** (*ex*Mallina) Now "Siberia Maru-3," see No. 40075 in Supplement 1*Dk*(*Stl*)*deep framing* &*Web frames,Middle dk*(*Stl*)& *deep framing in Nos.1&4holds*	3099 2777 1629	✠ 4,10 ✠	Syd	*v*		1909 4mo	Harland& Wolff,Ld. Belfast	KitaNipponKisen K.K. *CellDBa84'uE&B*	350·5|44·3|23·3 P37'B112'F45' FK 74' *f142'570tFPT*	Kobe Japanese 6*BHCem* *48tAPT86t*	Q.4Cy24½",35",50"&75"-54" 643NHP 3SB,12*cf*,GS226,HS9690 Harland&Wolff,Ld.Bel.	26 ″ 1	C †
33456 20758 JLKE	— Wood (*ex*OkiMaruNo.8) 1*Dk*	371 265 258					1917	Fukushima Matsujiro Matsuye	TabuchiKenjyn	141·6|23·1|12·6	Sano Japanese	T.3Cy.9½",15"&24½"-19" Ishibashi 22NHP Tekkosho,Matsuye		
33457	**Seikyo Maru** Ⓟ 1*Dk*&*pt2nd dk* *CruiserStern*	2600 2260 1500					1934	Uraga DockCo.Ld. Uraga	ChosenYusen K.K.	295·0|45·0|24·0 P28'B75'F33'	Jinsen Japanese *WB*	T.3Cy.17",27"&44"-39"& LP Turbine with DR gearing 180NHP UragaDockCo.Ld.		
33458 28068 JFKA	— Ⓟ 2*Dks*	2565 2009 1578				...	1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5|42·5|23·0 P41'B100'F34' FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks.Ld.Osaka	23 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33459 ~~TUPA~~ OYBH	**Seine** 1*Dk*& *Awng dk*	1358 1031 838					1899	W.Dobson &Co. Newcastle	Det.Forenede Dampskibssels- kabA/S	~~236·3~~ Q88'H58'F26' 237·0	34·3	16·0	Copenhagn ~~Dunkirk~~ ~~French~~ Danish *WB*	T.3Cy.19½",32½"&54"-36" 175NHP N.E.MarineEngCoLdNwc		V
33460 31352 JOYB	**Seiryu Maru** 2*Dks*& *Web frames* *Longitudinal framing*	1900 1602 1162			...		1926	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K.	255·0 P17'B65'F28' FK	39·0	22·7	Nishino- miya Japanese *WB*	T.3Cy.18",30"&50"-36" 211NHP OsakaIronWorks,Ld.	22 " 9	
33461 880 JTUB	**Seishin Maru** Ⓟ Wireless 2*Dks*	1317 1129 749					1920	Harada Zosensho Osaka	ChosenYusenK.K.	232·5 P26'B69'F33'	31·5	21·2	Fusan Japanese	T.3Cy.15¾",27"&45"-33" 115NHP HaradaZosensho,Osaka		
33462 33570 JCGC	**Seisho Maru** (*ex*Antonio Tripcovich, *Fitted for oil fuel* *ex*Exmoor,*ex*WestCaruth) 2*Dks*	5464 5082 3991			...		1919	S.Western S.B.Co. SanPedro,Cal	OgumaShoten GomeiKaisha	410·4 P43'B115'F47' FK	54·0	29·7	Tarumi Japanese *WB*	T.3Cy.$24\frac{9}{16}$",$41\frac{9}{16}$"&72"-48" 551NHP LlewellynIronWorks,Cal.	29 " 9	C †
33463 24633 JEAI	**Seishu Maru** 1*Dk*	1215 1032 649					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Tokio Japanese	T.3Cy.16½",27½"&45"-30" 111NHP TokioKikaiSeisakujo,Tok.		
33464 89430 VPBM	**Seistan** Ⓟ (*ex*Innamincka) *Well deck* 1*Dk*& *Web frames*	2455 1736 1571			...		1890	Napier, Shanks&Bell Glasgow	WingHongCo.Ld. (Williamson&Co. *Mgrs.*)	305·0 P162'B84'F75' FK	40·0	19·8	HongKong British *WB*	T.3Cy.19",32"&50"-36" NE&B23 285NHP WorthingtonPump&Mach Corp.Buffalo,N.Y.	22 " 8	V †
33465 31353 JEIB	**Seiun Maru** Ⓟ (*ex*Hymettus) *ss*Syd.No.1-10 2*Dks*(*Stl*)& *deep framing*& *Shelter dk*(*ptStl*-teak s)	4782 4161 2949	✠ 2,13 ✠	Cal	z		1906 1mo	Palmers' Co.Ld. Newcastle	HaradaKisenK.K. *CellDBa*135'*uE*27	400·4 FK&BK1¾" '*f*161'896*tAPT*31*t*	52·2	24·9	Kobe Japanese 6*BHCem*	T.3Cy.28",46"&76"-51" HS8886 580NHP 3SB&1AuxSB,*11cf*,GS202, Palmers'Co.Ld.Newcastle	27 " 8	C †
33466 22005 JQHE	**Seiwa Maru** 1*Dk*	1315 1165 935					1917	Matsuda KisenK.K. Osaka	MoriishiIomei Kaisha	227·0 P21'B53'F24'	35·0	19·0	Tarumi Japanese *WB*	T.3Cy.16",26"&42"-30" 97NHP YoshidaIronWorks,Osaka		
33467 4403 JNJE	**Seiwa Maru No. 2** (*ex*InushimaMaruNo.4-33) 1*Dk*	590 559 320					1899	OsakaIron Works Osaka	SeiwaShosenKisen K.K.	169·0	30·0	14·1	Fuchu Japanese *WB*	T.3Cy.14",22"&37"-27" 71NHP OsakaIronWorks,Osaka		
33468 34386 JWPB	**Seizan Maru** (*ex*Raymond Poincaré,*ex*WarKarma) 1*Dk*	2018 1777 1194			...		1918	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AokioYotetsu Shoten	251·0 P25'B64'F28' FK	43·8	20·7	Sasebo Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP PortArthurS.B.Co.Ld.	23 " 0	
33469 22270 JQTE	— (*ex*ShinshuMaruNo.2-32) 1*Dk*	955 787 549					1918	Namura Gennosuke Osaka	K.Yamamoto	190·0	31·0	18·5	Fuchu Japanese			
33470 OUKY	**Sejrö** *ss*Abg.No 1-34 *Well deck* 1*Dk*(*Stl*)	1489 1198 880	✠100A1 4,36 ~~10,34~~ ✠LMC10,34	Abg Els	q	OG ~~10,34~~ 4,36	1929 9mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore '*sA&CP*	A/S D/S "Heimdal" (M.Carl,*Mgr.*) *Ce*	253·4 P17'Q81'B97'F30' FK *llDB*215' 411*tFPT*	38·1	15·2	Elsinore Danish 4*BHptCem* 32*tAPTs*86*t*	T.3Cy.18½",30"&50"-33" (*s*) 200lb 155NHP 2SB,*4cf*,GS112,HS2252 HelsingörsJernsk.&Mskb.	17 " 6 s " 11½ 16 " 8	
33471 477 JPFG	**Sekiho Maru** (*ex*Canadian Inventor-33) *ss*Drn.No.3-9,33 2*Dks*(*Stl*)	*5497* *4899* *3384*	✠100A1 10,35 ~~10,34~~ ✠LMC ~~10,34~~ 10,35	Tama Kob	y	CL ~~10,34~~ N10,35	1920 7mo *Lloyd*	JCoughlan &Sons,Ld. Vancouver, '*sA&CP* B.C.	DairenKisenK.K. *CellD*	400·1 P49'B113'F40' FK *B*334'1026*t FPT*14	52·4	28·8	Dairen Japanese 6*BHCem* 9*tAPT*131*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 6 " 2 25 " 1¾	
33472 22229 JBNC	**Sekino Maru** Wireless 1*Dk*	994 834 716					1918	Takemoto Chukichi Osaka	OginunoKaisho K.K.	195·5	31·5	18·0	Fushiki Japanese	T.3Cy.13½",22½"&37½"-28" 75NHP YamaseTekkosho,Osaka		
33473 16613 JPQE	**Sekiyo Maru** Ⓟ **Wood** 1*Dk*	629 487 378					1916	Fukushi- maMatsijuro Matsaye	YamasakiKichiji	168·3	26·6	16·0	Kochi Japanese	T.3Cy.12⅜",20⅛"&$32\frac{1}{16}$"-23" 45NHP MacColl&Pollock,Sld.		
33474 19904 JHEB	**Sekkow Maru** Ⓟ *ss*Osa.No.3-5,29 *ss*Osa.No.1-33 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	3183 2757 2013	✠100A1 8,35 ~~9,34~~ ✠LMC ~~9,34~~ 8,35	Osa	t	CL 4,34	1917 4mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K.	305·0 P19'B82'F32' FK *CellDB*255'	43·7	27·2	Osaka Japanese 5*BHCem* 518*tAPT*20*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 " 3 s 4 " 4½ 23 " 2	
33475 LCXK	**Sekstant** (*ex*Nordstrand) 1*Dk*	1624 1186 956					1919	Bergens Mek.Værks Bergen	D/S A/S Sekstant (WilliamHansen)	244·3 P33*t*Q106*t*B154*t* F33*t*H182*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
33476 OZFB	**Selandia** Ⓟ **TwinSc3Mst** *ss*Cpn.2ndNo.3-2,36 *OilEng* ~~*ss*Cpn.No.3-11,28~~ ~~*ss*Cpn.No.2-32~~ 1*Dk*(*Stl*)& *Awng dk*(*Stl*-teak s)	4950 4272 3163	✠100A1 *Awng dk* *withfreeboard* 2,36 ~~2,35~~ DBS~~12,33~~2,36 ✠LMC CS~~12,33~~2,36 ~~6,33~~2,35	Cpn	x	CL 2,35	1912 2mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP* *WB*	A/S DetÖstasia- tiskeKompagni = *Cell DBa*60' *uE*	370·4 P25'F32'*on Awg dk* *Baft*54'*fore*77' FK 39'*f*225'1050*t FPT*	53·2	27·1	Copnhagn Danish 6*BH* 88*tAPT*84*t*	Oil Engines 4S.C.SA 16Cy.20⅞"-28¾" 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	30 " 0 s 6 " 2 24 " 3	
33477 146505 MLFT	**Selby** *ss*Hul.No.3-11,34 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	1039 852 541	✠100A1 3,35 BS12,35 ✠LMC12,34	Hul	n	OG 2,34	1922 10mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines) *CellD*	228·1 P&B143'F52' FK *B*195'272*t APT* 39*t*	34·2	13·8	Hull British 5*BHptCem* *ptAsp*	T3Cy.14½",24½"&43"-30"(*s*) 225lb 152NHP 2SB,*4cf*,GS81,HS2670 Amos&Smith,Ld.Hull	16 " 0 s " 7 15 " 7	
33478 PHLC	**Selene** **TwinSc** *ss*Rot.2nd.No.3-5,33 **D.F.** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames*	3738 3339 2274	✠100A1 9,35 ~~1,35~~ DBS1,35 ✠LMC5,33 *CarryingPetroleum in bulk*	Rot Pal	v	CL S4,33 P2,34	1914 6mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	PetroleumMaats. "LaCorona" *WB*= *CellDBuE* 44'56*tFPT*70*tA*	344·3 P73'F34' FK *PT*37*tDTf* 32' 234*t*	46·1	25·5	TheHague Dutch 14*BHCem* (11 ,, *to Udk* 3 ,, ,, *2nd* ,, *only*)	Oil Engines 4S.C.SA 12Cy.20½"-$35\frac{7}{16}$" 488NHP DB*120lb* Ned.Fab.&Werk.Ams.	27 " 7 s 4 " 11½ 22 " 9¾	
33479 UPAL	**Selenga** (*ex*NeathAbbey-34, *ex*Bellas) *ss*Cff.No.3-3,31 1*Dk*(*Stl*) *Cargo battens not fitted*	*2492* *2248* *1438*	✠100A1 10,33 ✠NB4,29 ✠LMC MS10,30 BS10,33	Lon	t	CL 10,33	1919 10mo *Lloyd*	E.Finch& Co.(1916)Ld. Chepstow '*sA&CP*	U.S.S.R. *CellD*	303·0 P33'B80'F33' FK *B*260' 671*t FPT*70*t*	43·0	20·7	Leningrad Russian 6*BHptCem* *APT*183*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 253NHP 2SB,*6cf*,GS120,HS4104 McKie&Baxter,Glasgow	23 " 0 ~~s 3 " 4¾~~ ~~19 " 10~~	
33480 TFEB	**Selfoss** (*ex*Villemoes) *Mchy.Aft* 1*Dk*	775 627 428					1914	Porsgrund Mek.Værks. Porsgrunn	H/F Eimskipafelag Islands	202·1 P61'F24'	32·1	12·4	Reykjavik Icelandic *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
33481 LDNG	**Selje** *1Dk&Shelter dk* D.F. *Longitudinal framing*	6698 6210 3891					1930	Palmers' Co.Ld. Newcastle	SkibsA/S Selje (A.S.Rederiet Odfjell)	448·3 P164tH189tF40t	59·2	27·7	Bergen Norwegian *WB*	T.3Cy.28½″,47″&78″-51″ 409NHP Palmers'Co.Ld.Newcastle		N
33482 152859 CYKJ	**Selkirk** *Mchy.Aft* 2*Dks*	2384 1300 1449					1926	DavieS.B. &Repg.Co.Ld Lauzon,Que.	CanadaS.S.Lines, Ld.	250·2 F35′	42·8	14·7	Montreal British *WB*	T.3Cy.18″,30″&50″-36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
33483 DAVH	**Selma** (*ex*Hamlet) Wireless Sub.Sig 1*Dk*	1414 1067 817					1924	Howaldts- werke Kiel	FranzL.Nimtz	245·2 P16′Q76′B97′F31′	37·2	14·5	Stettin German *WB*	T3Cy16½″,27$\frac{5}{16}$″&43$\frac{5}{16}$″-29½″ 102NHP Howaldtswerke,Kiel		G
33484 221193 KDRJ	**Selma City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P58′B&F350′	56·2	26·5	NewYork Utd. States *WB* *Turbines by* *Red. Gears by*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ FalkCo.Milwaukee,Wis.		R
33485 148070 GKQJ	**Selvistan** ssSld.No.2-33 D.F. 1*Dk*(*Stl*)	5136 4750 3190	✠100A1 ~~1,36~~ ~~4,35~~ 4,36 BS12,35 MS5,33	Shl ~~Bry~~ ✠LMC ~~BS12,34~~	*y*	CL N4,34	1924 5mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0 P33′B113′F41′ FK 342′1524t*FPT*128t	53·5	28·6	Newcastle British 6*BHCem* *APT*167t	T.3Cy.25″,41″&68″-48″ (*s*) 180lb *150lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7¼	
33486 PHLH	**Sembilan** 3*Dks*	6566 6067 4044					1922	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	419·8 P41′B85′F40′	54·7	33·6	Amstrdam Dutch	T.3Cy.28½″,46″&77″-54″ 436NHP Maats.Fyenoord,Rot.		V
To be Broken up 33487 125910 GFML	**Seminole** **TwinSc** *OilEng.* *Mchy.Aft* ssBkn.No.2-28 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6933 6194 4768	✠~~100A1~~ 9,32 ~~DBS~~ ~~✠LMC~~ ~~✠LMC~~ *Carrying Petroleum in bulk*	Fal	*a*†	OG S8,31 P9,32	1921 5mo	Vickers,Ld Barrow *Lloyd'sA&CP*	~~Anglo-American OilCo.Ld.~~ ~~(F.J.Wolfe, *Mgr.*)~~ *CellDBuE*62′ 281t*DTf*35′38	424·5 P92′B34′F53′ FK 4t*FPT*178t*APT*55t	57·0	33·2	Barrow British 16*BHptAsp* 10*BHtoUdk* 6 „ „2*nd*„	Oil Engines 4S.C.SA 12Cy.24½″-39″ 698NHP 2DB*120lb* Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11½ 27 ″ 4	
33488 224918 WNCX	— Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&2*nd dk in* D.F. *holds&Promenade dks*	5896 — 3514			…		1925	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee&Semi- noleS.S.Co.(Clyde- MalloryLines *Mgrs.*)	387·5 P&B322′F53′ FK	54·3	20·0	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1Sc.Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
33489 219690 KUGP	— *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5867 — 3660					1920	O.Daniels Co. Tampa,Fla.	UnitedStates ShippingBoard Bureau	402·0 P34′B118′F38′	54·0	33·7	Tampa,Fla Utd.States	Oil Engines 2S.C.DA 4Cy.27½″-47¼″ 1053NHP NE26 Hooven,Owens,Rentschler Co.Hamilton,O.		R
33490 PHLM	**Semiramis** ssH.Kg.No.3-10,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5792 5293 3379	✠100A1 11,35 ~~1,35~~ BS11,35 ✠LMC10,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	HKg Rot	*z*	CL 6,34	1921 9mo	S.Western S.B.Co. SanPedro, A&CP Cal.	Nederl.Indische Tankstoomboot Maats. *CellDBuE&B*81′ 232t*DTf*32′328t	412·0 P110′B33′F57′ FK *FPT*98t*APT*103t	53·3	31·0	TheHague Dutch 15*BHptAsp* 4 „ *to Udk* 11 „ „2*nd*„	T.3Cy.27″,45″&74″-48″ (*s*) 180lb *120lb* 556NHP 3SB,9*cf*, HS8451 FD Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 0 s 5 ″ 7½ 24 ″ 7½	
33491 CSAW	**Sena** (*ex*Marienburg, *ex*Mary,*ex*Duisburg) **TwinSc** Wireless 1*Dk*	1221 1025 680					1922	Deutsche Werft Hamburg	Cia.Colonial de Navegaçao	243·3 B48′F34′	36·0	14·1	Loanda Portuguese	T.6Cy.11″,16$\frac{9}{16}$″&27$\frac{3}{4}$″-18$\frac{1}{16}$″ NE27 65NHP UnionGiesserei,Königsbrg		G
33492 PKNX	**Senang** *ss*Sng.No.3-9,26 *ss*Sng.No.2-34 1*Dk*(*Stl*-teaks)	1196 994 729	✠100A1 7,35 ~~7,34~~ ✠NB8,22 ✠LMC7,34 BS7,35	Sng	*p*	CL 12,33	1914 9mo	Hong K'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	TiongHwaLeon Tjoen&Co.Ld.	235·0 P20′B121′F28′ FK *WB=CellDBa*65′ *uE*15′*f*94′339t*FPT*	38·0	14·5	Pal'mbang Dutch 4*BHCem* 26t*APT*22t	T.3Cy.~~18″~~,29″&48″-36″ (*s*) 180lb 18½″ 162NHP 2SB,6*cf*,GS116,HS2648 HongKong&Whampoa DockCo.Ld.HongKong	16 ″ 6 s 2 ″ 2¾ 14 ″ 7¼	
33493 PHLP	— (*ex*Fivel-34,*ex*Nordstern, *OilEng.* *ex*Schleswig,*ex*LucieHeins, *ex*Yara) *Mchy.Aft* 1*Dk*	313 258 213					1921	Ver.Elbe& Norderwerft Hamburg	T.Brugsma(K. Niestern, *Mgr.*)	135·8 P22′F15′	25·9	9·1	Delfzijl Dutch	Oil Engines 2S.C.SA 4Cy.11⅝″-17″ 90NHP *Emade24fitted*— GrossMtrnwrk.Hamburg- MannheimA.G.Hamburg		G
33494 LDBV	**Senator** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	6589 5971 4002	✠100A1 10,35 ~~4,35~~ ✠LMC3,34 *Carrying Petroleum in bulk*	Fal Got	*z*	CL S4,35	1934 3mo	Götaver- kenA/B Gothenburg *Lloyd'sA&CP*	Stavanger TankrederiA/S (~~ThorleifOrre,~~ ~~*Mgr.*)~~ *CellDBu*	408·5 P90′F42′ FK *E*90′200t *DTf*23′24	55·2	33·9	Stavanger Norwegian 10*BHptCem* 3t*APT*415t	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ 2DB*150lb* 543NHP GötaverkenA/B,Got	33 ″ 7 s 7 ″ 3¾ 26 ″ 6	
33495 137537 GQNM	— *ss*Gls.No.3-8,29 *ss*Liv.No.1-34 2*Dks*(*Stl*)	3670 3468 2335	✠100A1 2,36 ~~2,35~~ ✠LMC BS~~4,3~~15,35 MS11,34	Liv	*w*	CL ~~7,33~~ 2,36	1917 2mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell*	352·9 P31′B104′F38′ FK *DB* 303′ 804t *FPT*	47·7	26·9	Liverpool British 6*BHCem* 47t*APT*13t	T.3Cy.22¼″,37½″&62½″-48″ 215lb (*s*) 367NHP 3SB,9*cf*,GS172,HS6258 Dunsmuir&JacksonLdGls	29 ″ 4 s 5 ″ 2½ 24 ″ 5	
33496 DIVO	— **TwinSc** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	845 789 685					1902	Christof Ruthof Kastel aRh.	WariedTankschiff Rhed.G.m.b.H.	187·6 P28′F24′	32·2	15·2	Hamburg German	Oil Engines 4S.C.SA 12Cy.11″-17¾″ 140NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Koln-Deutz		G
33497 225952	— **Iron** (*ex*FishHawk) 1*Dk*	460 — 256					1879	ThePusey &JonesCo. Wlmgtn,Del.	Chesapeake&Dela- wareSteamboatCo.	156·5	27·0	10·9	Wilmgton (Del.) Utd.States	C.2Cy.12″&26″-18″ 24NHP		
33498 EAHS	**Sendeja** (*ex*Pedrosa-33) 2*Dks*	2647 — *1640*					1921	W.Harkess &Son,Ld. Middlesbro'	J.A.Mutiozabal	304·8 P27′B80′F33′	42·3	23·2	Bilbao Spanish *WB*	T.3Cy.22½″,37″&61″-42″ Richardsons, 241NHP Westgarth&Co.Ld.Mdb		C
33499 9 IUGK	**Senio** (*ex*Pluton,*ex*Activity) **Iron** *ss*Brs.2ndNo.3-5,98 *Well deck* *ss*Rou.No.1-02 1*Dk*(*Irn*)2*trB*	1067 849 631	✠ 7,07	Dnk	*n*		1879 6mo	J.Laing Sunderland	DittaAntonio Gulmanelli	225·5 Q82′B42′F23′ BK8″ *WB=DBa*53′*f*91′	31·8	16·2	Ravenna Italian 4*BHCem* *FPTAPT*	C.2Cy.24½″&55″-36″ NB17 144NHP J.Dickinson,Sunderland	17 ″ 6	I †
33500 32487 JKNB	**Senkai Maru** 2*Dks*	2113 1685 1287					1926	MitsuiBus- sanKaisha Ld TamaDkyd	ShimataniKisen Kaisha,Ld.	275·0 P24′B87′F36′	40·7	21·0	Kobe Japanese *WB*	T.3Cy.18″,30″&50″-36″ 150NHP MitsuiBussanKaisha,Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33501	**Senkwo Maru** Ⓟ D.F. 2*Dks* *CruiserStern*	4400 3900 3300					1935	Yokohama DockCo.Ld. Yokohama	KinkaiYusenK.K.	360·8 F33′	50·8	32·4	Tokio Japanese *WB*	2 DR geared Steam Turbines IshikawajimaS.B.&E.Co. Ld.Tokio		
33502 TSJG	**Senneville** (*ex*CapitaineBaudouin)	4578 — 2549					1922	Ch.&Atel. delaGironde Harfleur	Soc.NavaleCaennaise(G.Lamy& Cie.*Mgrs.*)	362·9 Q&B225′F31′	49·2	24·4	Caen French *WB*	T.3Cy.24″,39″&65″-44″ 279NHP Schneider&Co.Havre		
33503 DCCT	**Sensal** (*ex*Rhenus) 1*Dk*	546 521 309					1910	Jonker& Stans HendrikIdo Ambacht	Ivers-Linie, KommanditGes. (Paulsen&Ivers, *Mgrs.*)	187·5 H31′	23·1	13·2	Kiel German *WB*	C.2Cy.13″&28″-12″ 23NHP Alblasserdam.Msch.Fab.		G
33504 332 JPXC	**Sensan Maru** *ss*Kob.No.1-33 *OilEng.* 1*Dk*(*Stl*) *Cargo battens not fitted*	2776 2308 1588	✠100A1 8,35 ~~12,34~~ DBS~~12,34~~ 8,35	Kob Osa ✠LMC1,33	*u*	CL ~~N1,33~~ 8,35	1929 7mo *Lloyd*	MitsuiBussanKaishaLd TamaDkyd. '*sA&CP*	DairenKisenK.K. *CellDB*235′682*t* *Tanks in way*	326·5 P27′B63′F28′ FK *of tunnel* 173*t FPT*	46·5	21·5	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝″-29⅜″ 271NHP DB*100lb* Burmeister&Wain,Cpn.	21 ″ 6	
33505 LCJY	**Senta** (*ex*Svane-34,*ex*Gefion) *Now* "Stepan Halturin," *see No.* 40006 *in Supplement* 1*Dk*	2498 1406					1921	ForthS.B. &Eng.Co.Ld. Alloa	OleLökke	295·7 P92*t*H129*t*	43·6	20·6	Oslo Norwegian *WB*	T.3Cy.20½″,33″&54″-39″ 182NHP Earle'sCo.Ld.Hull		N
33506	**Sentinel II** (*ex*Sentinel) *ss*Gib.No.3-9,19 *ss*B.As.No.2-28 *Well deck* 1*Dk*(*Teak*)	*470* *302* *219*	✠ — 4,33 ✠	BAs	*h*		1906 6mo	Bow,McLachlan&Co. Ld. Paisley	Borzone, Boggiano yCia. *Cell DBa* 31′*uE*	156·7 P7′Q37′B54′F25′ FK & *B*30′*f*59′ 147*t FP*	25·9	9·7	Bns.Ayres Argentine 4*BHCem* *T*28*tAPT*6*t*	T.3Cy.13½″,22″&37″-24″ 83NHP 1SB,2*cf*,GS38,HS1417 Bow,McLachln&CoLd.Psy	12 ″ 0	
33507 147403 MLZN	**Sentry** *ss*Mch.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1014 863 478	✠100A1 *withfreeboard* 4,35 MS1,33	Mch ✠LMC BS~~1,34~~ 4,35	*o*	CL N4,35	1924 8mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	FisherRenwick Manchester- LondonSteamers, Ld. *CellDBa&uE*7	230·5 FK *Coll* 7′*f*100′209*t APT*18*t*	35·0	15·0	Manchestr British 5*BHCem* *BH to Sh dk* 4 „ „ 2*nd* „	T.3Cy.18″,30″&49″-33″ (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3560 NE.MarineEng.CoLd.Nwc	17 ″ 0 s ″ 2 17 ″ 0	
33508 11091 JLYE	**Sen-un Maru** 2*Dks*	367 325 216					1907	I.Amagasaki Osaka	Amagasaki KisenbuGomei Kaisha	146·4	20·4	15·5	Osaka Japanese	T.3Cy.11¾″,19¼″&31½″-24″ 49NHP		
33509 23838 JDFC	**Senzan Maru** Wireless 1*Dk*	1144 973 650					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Fuchu Japanese *WB*	T.3Cy.14″,23¼″&39″-28″ Takahashi 80NHP Tekkosho,Osaka		
33510 DDRV	**Septima** 1*Dk*&*deep framing*	1334 962 823					1905	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrt Ges.v.1869	230·6 P25′Q56′B64′F30′	34·4	15·2	Flensburg German *WB*	T.3Cy.15″,25⅝″&43$\frac{5}{16}$″-29½″ 102NHP FlensburgerSchiffsb.Ges.		G
33511 YTEB	**Serafin Topić** (*ex*Wien-33, *ex*Trevilley-32) *ss*Bry.No.3-11,25 *ss*Ssk.No.2-35 1*Dk*(*ptIrn ptStl*)	*4259* *4015* *2724*	✠100A1 9,35 ~~3,25~~ BS2,36	Bry Rot ✠LMC1,35	*x*	CL ~~5,34~~ N9,35	1913 4mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*	369·9 P33′B226′F34′ FK 119′*uE*23′*f*163′987*t*	51·1	26·1	Susak Yugoslav 6*BHCem* *APT*62*t*	T.3Cy.26″,42″&69″-48″ (*r*) 180lb *90lb* 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″10 24 ″ 1¾	
33512 EAKT	**Serantes** (*ex*Kayeson) *ss*Bkn.No.3-4,28 *ss*Bbo.No.1-32 1*Dk*(*Stl*)	*3518* *3199* *2079*	100A1 ~~8,35~~ ~~2,33~~ 3,36 BS~~8,34~~ 8,35	Cff ~~Sws~~ Bbo LMC~~9,32~~ MS3,36	*w*	CL ~~1,33~~ 8,35	1922 2mo	J.&A.van derSchuyt Papendrecht	Cia.Naviera Vascongada *CellD*	361·1 P34′B219′F36′ FK *B*310′894*t FPT*78*t*	50·3	21·7	Bilbao Spanish 6*BHAsp* *APT*113*t*	T3Cy.25$\frac{9}{16}$″,41¼″&66$\frac{15}{16}$″-45″ 180lb (*s*) 416NHP 3SB,9*cf*,GS145,HS6168 FD J.&A.van derSchuyt	24 ″ 6 s 2 ″9¾ 21 ″ 11	
33513 140621 GRCB	**Serbino** *ss*Liv.No.3-6,32 *Well deck* 2*Dks*(*Stl*) *CruiserStern*	4099 3145 2647	✠100A1 1,36 ~~1,35~~ MS6,32	Ant ✠LMC BS1,35	*v*	CL ~~9,34~~ 1,36	1919 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	EllermanLines,Ld.	342·4 P&B262′F39′ FK *CellDB*299′737*t*	46·0	24·8	Liverpool British 6*BHCem* *APT*12*t*	T.3Cy.21″,36″&62″-42″ (*s*) 220lb *112lb* 388NHP 2SB,8*cf*,GS136,HS5640 FD Ramage&Fergusn,Ld.Lth.	27 ″ 3 s 3 ″2¼ 23 ″ 3	
33514 142315 GVZZ	**Serbol** *ss*BermudaNo.3-3,30 *ss*Ply.No.1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2669 2223 1103	✠100A1 7,35 ~~7,34~~ BS7,35 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Ply ✠LMC7,34		CL ~~3,32~~ 7,35	1918 1mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	TheAdmiralty *CellDBuE&B*68′1	319·8 P46′B107′F39′ FK 45*t DTf*24′90*tFPT*	41·5	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd*„) 54*tAPT*38*t*	T.3Cy.26½″,43½″&74¼″-45″ 200lb (*s*) 578NHP 3SB,9*cf*,HS8739 FD CaledonSB.&E.Co.Ld.Dun	25 ″ 6 s 3 ″ 3¼ 22 ″ 5¼	
33515 2033 ICIR	**Serdica** (*ex*Serdika-35, *ex*Alexandria-35) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks.*	1576 1388 940					1920	Bremer Vulcan Vegesack	Soc.Italiana Commissioni Estere	~~238·9~~ B38′F31′ 237·8	35·9	19·5	~~Varna~~ ~~Bulgarian~~ Genoa Italian *WB*	T.3Cy16$\frac{5}{16}$″,26¾″&44″-28$\frac{5}{16}$″ 103NHP BremerVulkan,Vegesack		IG
33516 1286 ICHJ	**Serenitas** (*ex*SierraRoja) D.F. 2*Dks*	5171 4772 3113				...	1918	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon per l'Industria ed il Com.Marit."Nova Genuensis"	409·4 400·0 P49′B112′F39′ FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27″,44″&73″-48″ 320NHP CammellLaird&Co.Ld.Liv.	31 ″ 0	IC †
33517 UOBM	**Sergei Kiroff** (*ex*Hebburn) 3Mst 1*Dk*	*4211* *3794* *2487*				...	1925	BlythS.B. &.D.DCo.Ld. Blyth	U.S.S.R.	370·2 P26′B92′F36′ FK	51·2	24·2	Vladvostk Russian *WB*	T.3Cy.24″,39″&65″-45″ 351NHP N.E.MarineEngCoLd.Nwc	26 ″ 9	
33518 UOEP	**Sergei Lazo** Ⓟ (*ex*HuaShan, *ex*SouthAfrica) 1*Dk*&*Shelter dk*	2975 — 1773				...	1909	ClydeS.B. &E.Co.Ld. Port Glasgow	U.S.S.R.	295·6 B102′ FK	42·0	27·2	Vladvostk Russian *WB*	T.3Cy.22″,35″&59″-39″ 250NHP ClydeS.B.&E Co.Ld.P.Gl.	20 ″ 0	
33519 PUCG	**Sergipe** (*ex*GonçalvesDiaz,*ex*Achaia) 2*Dks*&*Shelter dk*	1859 1541 990				...	1902	Craig, Taylor&Co. Stockton	LloydBrasileiro	280·3 FK	40·3	17·6 25·1	R.Janeiro Brazilian *WB*	T.3Cy.24″,40″&65″-42″ 291NHP Blair&Co.Ld.Stockton	27 ″ 6	
33520 UOVQ	**Sergo** (*ex*Soyuz TwinSc GornorabotchikhS.S.S.R.-34) *OilEng.* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing* 2*Dks*	7596 6742 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98′B56′F58′	56·1	32·4	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝″-41$\frac{1}{16}$″ 776NHP Gebr.SulzerAGLdwgshfn		G
33521 5 Broken up	**Serifos** (*ex*Halcyon,*ex*Piræus, Iron *ex*Holly)	*406* *324* *188*					1875	D.&W. Henderson Glasgow	D.InglessiFils S.A.Nav.deSamos	170·4 Q36′B54′F40′	23·2	13·4	Samos Greek	C.2Cy.22″&44″-30″ NB82 88NHP T.Wingate&Co.Glasgow	14 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33522 136957 GNYQ	**Seringa** (*ex*FallsCity) D.F. E.S.D. 1*Dk*	4729 4471 2889					1913	Ropner& Sons,Ld. Stockton	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	378·5 P37'B125'F38'	51·5	27·5	Bideford British *WB*	T.3Cy.26",42"&70"-48" 339NH Blair&Co.Ld.Stockton		C
33523 PHLU	**Serooskerk** (*ex*Gemma) ssRot.No.3-10,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig *Cruiser Stern*	6611 6001 4049	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~8,34~~ 4,36 BS6,35 ~~BS6,34~~ ✠LMC10,35 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Rot	e†	CL ~~6,33~~ ~~6,35~~ 4,36	1922 2mo Lloyd's A&CP	NewWater- wayS.B.Co Schiedam	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*)	485·5 len33 FK *IntermediateBH dispensed with* *CellDB*383'1412*t* *DTa*33'665*tFPT*50*t*	60·4	27·8	Hague Dutch *ptCem* *2BH to S dk* *5 " " U "* *APT*163*t*	2SteamTurbinesDRgeared to 1 Screw Shaft (*s*) 180lb 1000NHP 4SB,*16cf*,GS322,HS13400FD BritishThomson HoustonCo.Ld.Rugby	31 " 6 s4 " 4½ 27 " 5½	
33524 UOUW	**Serp** TwinSc *OilEng.* Wireless 1*Dk* *Mchy.Aft*	949 758 472					1928	Odessa StateSBYard AndreMtrti Odessa	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Vladvostk Russian *WB*	Oil Engines 2S.C.SA 12Cy.13$\frac{11}{16}$"-19$\frac{5}{16}$" 401NHP StateEngineWorks, Kolominska		
33525	**Serra Azul** (*ex*Providencia-33, *ex*Besh-taoo) ssPjr.No.3-12,23 *Now "Arara," see No. 37035 in Supplement* 1*Dk*(*Stl*)	*1075* *925* *652*	✠ 1,32 ✠	Rio			1907 3mo	Hawthorn, Leslie&Co.Ld Newcastle	Cia."Serras" de Navegação e Commercio *CellDBa*58'*uE&B*	240·2 Q29'B42'F42' FK 42'*f*110'297*t FPT*	35·0	12·8	R.Janeiro Brazilian *4BHCem* 57*tAPT*21*t*	T.3Cy.16",26"&44"-33" 143NHP 2SB,*4cf*,GS80,HS2480 Ross&Duncan,Glasgow	14 " 10	V †
33526 PUIR	**Serra Grande** TwinSc (*ex*Lillebonne,*ex*Ouvrier) *Mchy.Aft* 1*Dk* *Now "Aratau," see No. 37036 in Supplement*	1065 — 588					1919	Ch.&Atel. Augustin Normand Havre	Cia."Serras" de Navegação e Commercio	229·6 P59'F19'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.10$\frac{3}{16}$",16$\frac{3}{8}$"&26$\frac{1}{2}$"- 13$\frac{7}{16}$" 50NHP Ch.&Atel.deAugustin Normand,Havre		V
33527	**Serra Negra** (*ex*MariaLuisa-33, *ex*Ayrco,*ex*Anna ssHfs.No.3-1,24 Maersk) ssRio.No.2-32 *Now 'Arassu," see No. 37031 in Supplement* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1371 1229 797	✠100A1 1,33 BS5,34 ✠LMC1,35	Rio	*p*	OG 1,33	1908 9mo Lloyd's A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Cia."Serras"de Navegação e Commercio *CellDBa*60'*u*	214·2 P18'B66'F26' FK *E*18'*f*106'376*tFPT*	36·7	16·7	R.Janeiro Brazilian *4BHCem* 58*tAPT*30*t*	T.3Cy18$\frac{5}{16}$",29"&48"-33"(*s*) 180lb *90lb* 142NHP 1SB,*3cf*,GS60,HS2210 G.T.Grey,SouthShields	19 " 0 s2 " 4 16 " 11	
33528 149591 MNQT	**Serula** (*ex*Holmia) ssBkn.No.3-6,30 ssMch.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1600 1315 785	✠100A1 *Shelter dk* *withfreeboard* 5,35 BS5,35 ✠LMC4,34	Mch	*r*	OG 4,35	1918 6mo Lloyd's A&CP	Aktieb. Finnboda Varf Stockholm	British& ContinentalS.S.Co. Ld. *CellD*	276·0 FK *B*237' 473*t FPT*44*t*	41·2	16·0	Liverpool British *4BHCem* *APT*20*t*	T.3Cy.22",35½"&58½"-36" 185lb *100lb* (*s*) 270NHP 2SB,*6cf*,GS98,HS3800 FD BergsundsM.V.Aktb.Skm.	18 " 0 s0 " 4 17 " 10	
33529 DHVR	**Sesostris** Ⓟ D.F. 2*Dks*	3987 3418 2415					1922	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	365·3 P&B247'F50'	50·3	23·8	Hamburg German *WB*	T.4Cy21½",32$\frac{3}{16}$",47½"&70$\frac{1}{16}$" -49½" 344NHP Reiherst.Maschinenf.Ham		G
33530 DJNR	— (*ex*Valentine, *Fitted for oil fuel* *ex*VirginiaLimited,*ex*LakeArthur) 1*Dk*	2013 — 1187			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseat.Reed.A.G	251·0 P23'B64'F24' FK	43·8	18·0	Hamburg German *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 " 0	C †
33531 31574 JOIH	**Sesshu Maru** 2*Dks*	406 304 240					1927	Harada ZosenK.K. Osaka	SetsuyoShosen K.K.	131·8	22·5	14·8	Sumoto Japanese	T.3Cy.		
33532 216878 KNRA	**Seth Parker** WoodAuxTwinSc (*exSailingVessel*Georgette-33) 4Mst Wireless *pt*GIB 1*Dk* *OilEng.* (*See Sailing Ship Register*)	869 — 545			...		1918	Columbia Eng.Works Portland,Or.	VagabondEnter- prise,Inc.	187·8 P30'F37'	36·1	16·1	NewYork Utd.States	Oil Engines 2S.C.SA 8Cy.9"-13" 113NHP *Emade*16,*reftd*33 BaldwinLocomotiveWks. Southwark,Pa.	18 " 9	
33533 UOJE	**Sevastopol** Ⓟ TwinSc 1*Dk*(*Stl*)&*Spar dk* Wireless	1339 863 789	✠ 4,02 ✠	Sld	*o*		1896 8mo	J.Laing Sunderland	U.S.S.R. *CellDBa*60'*uE&B*	236·7 P&B151'F37' 16·4 FK 29'*f*60' 141*t MT*17'	34·3	16·6	Odessa Russian *7BHCem* 229*tAPT*14*t*	T.6Cy.14½",23"&38"-27" 182NHP 2SB,*6rf*,GS112,HS3234 G.Clark(Lim.),Sld	18 " 6	
33534 148110 GKRT	**Seven Seas Sound** (*ex*Chilton-35) ssBly.No.2-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1856 1241	✠100A1 10,35 ~~1,35~~ ✠LMC5,34 BS7,35	Shl	*s*	CL ~~10,34~~ 10,35	1925 1mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	GoodHopeShippng Co.Ld.(Walter Vaughan(Cardiff) Ld.*Mgrs.*) *CellD*	280·0 P27'B49'F26' FK *B*234'644*t FPT*160*t*	41·6	20·1	Cardiff British *4BHCem* *APT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,*6cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 " 3 s3 " 0½ 19 " 5	
33535 141938 GDCF	**Seven Seas Spray** (*ex*Baron Elibank-34, ssGmh.No.3-9,32 *ex*Glassford) 1*Dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	2579 2238 1428	✠100A1 ~~3,34~~ 11,35 ~~MBS2,34~~ ✠LMC10,31 BS2,35	Trn Sws	*t*	CL ~~8,34~~ 11,35	1919 12mo Lloyd's A&CP	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	GoodHope ShippingCo.Ld. (WalterVaughan (Cardiff)Ld. *Mgrs.*) *CellD*	303·3 P33'B80'F32' FK *B*260' 644*t FPT*68*t*	43·0	20·7	Cardiff British *6BHCem* *APT*172*t*	T.3Cy.22",36$\frac{11}{16}$"&59"-39"(*s*) 180lb NDB35-*100lb* 265NHP 2SB,*6cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 " 1 s3 " 4½ 19 " 11	
33536 162106 GYFQ	**Seven Seas Star** (*ex*Antinea-35) ssRou.No.3-8,32 1*Dk*(*Stl*) *Cargo battens not fitted*	2494 2234 1470	✠100A1 4,35 BS5,35 ✠LMC8,32 *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	Ams	*t*	CL 4,35	1920 7mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	RisingSunNav.Co. Ld.(Walter Vaughan(Cardiff), Ld.*Mgrs.*) *CellDBa*95'*uE*	300·6 P28'B81'F33' FK 16'*f*125'599*tFPT*85*t*	43·6	22·1	Cardiff British *5BHCem* *APT*75*t*	T.3Cy.21",34"&57"-36" (*s*) 180lb 237NHP 2SB,*6cf*,GS98,HS4018 N.E.MarineEng.Co.Ld.Sld	24 " 5 s4 " 3½ 20 " 4	
33537	**Sever** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3649 2993 2029					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P43'B95'F37'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39$\frac{3}{8}$" 219NHP BalticS.B.&E.Works,Len.		
33538 215795 KXOE	**Severance** (*ex*MarinaQuezada, *ex*Gladstone) D.F. *Trunk deck* 2*Dks*	4993 4521 3653					1909	Ropner& Son,Ld. Stockton	DiamondS.S. Transp.Corp.	366·0 P27'F34'	53·0	24·9	Boston Utd.States *WB*	T.3Cy.26",42½"&69½"-45" 371NHP Blair&Co.Ld.Stockton		
33539 5957 SKEA	**Severin** (*ex*St.Vincent) ssGot.3rdNo.3-4,35 ~~ssKol.2ndNo.3-6,28~~ ~~ssHbg.No.2,31~~ 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1652* *1481* *923*	✠100A1 ~~4,35~~ ~~4,34~~ 5,36 ✠LMC4,35 ~~MS4,34~~ ~~BS4,34~~ BS5,36	Got	*q*	CL ~~5,32~~ 4,35	1896 4mo A&CP	Napier& Sons,Ld. Glasgow	Rederiaktieb. Gottfrid(P. Hagelqvist,*Mgr.*) *WB=CellDB*	260·0 B60'F22' FK *a*78'*uE& B*36'*f*106'	37·2	18·3	Stockholm Swedish *4BHCem* 357*tAPT*85*t*	T.3Cy.19",30¾"&50"-36" (*s*) 160lb *100lb* NDB13 156NHP 1SB,*3cf*,GS67,HS2435 Dunsmuir&Jackson,Gls.	20 " 6 s3 " 4½ 17 " 4	
33540	**Severoles** *OilEng.* 1*Dk*	3950 — 2200					1933	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·8	51·5	27·2	Vladvostk Russian	Oil Engines 4Cy.23$\frac{5}{8}$" RussianDieselWorks,Len.		
33541 LDRD	— (*ex*Terne) 1*Dk*	1757 1342 1020					1922	OuseS.B. Co.Ld. Goole	DetBergenske Dampskslsk.	255·7 Q122*t*H97*t*P49*t* F11*t*	40·1	16·1	Bergen Norwegian *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		N

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33542 146549 VPNF	**Sevilla** D.F.	2Dks&Web frames&Shelter dk	7022 6414 4267			...		1900	J.Priest-man&Co. Sunderland	PolarWhalingCo. Ld.	397·0|52·2|28·0 BonShelter dk 102' FK	StanleyF.I British WB	T.3Cy.27",43"&72"-48" 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″ 10	C †
33543 DNAM	— Sub.Sig.		1995 1234 1229					1922	Schiffsw(v.J.&Sch.) A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·4 P&B207'Q22'F31'	Oldenburg German WB	T.3Cy.$22\frac{1}{16}$",35"&$56\frac{1}{8}$"-$33\frac{1}{2}$" 182NHP OttensenerG.m.b.H.Altona		G
33544 LCXN	— Wireless	OilEng. 1Dk	1383 1090 715					1921	WoodSkin-ner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (Fred.Olsen&Co.& ORThoresen Mgrs)	260·5|37·7|14·8 P66tH142tF5t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.$22\frac{1}{16}$"-$39\frac{2}{5}$" 282NHP N.E.MarineEng.CoLdNwc		N
33545 EGQI	— Mchy.Aft	1Dk	415					1900	N.V.Wrf. "Conrad" Haarlem	Direccion de las Obras del Puerto deSevilla	150·9|26·2|13·1	Seville Spanish	T.3Cy.$11\frac{3}{8}$",$17\frac{1}{8}$"&$25\frac{5}{8}$"-$21\frac{5}{8}$" 31NHP Gebr.Stork&Co.Hengelo		
33546 TCCR	**Sevim** (exMelia,exUrpeth) Well deck	1Dk&Web frames	1164 — 728			...		1889	S.P.Austin &Sons Sunderland	AbdiVehbi	225·0|33·2|14·2 P25'Q52'B44'F23' FK	Istanbul Turkish WB	T.3Cy.$18\frac{1}{2}$",30"&49"-33" 136NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 9	I †
33547 FOME	**Sèvre**	2Dks	3689 — 2326					1920	Napier& Miller,Ld. Glasgow	Cie.Nantaise de Navigation à Vapeur	365·0|49·0|27·0 P&B219'F36'	Nantes French WB	T.3Cy.26",$42\frac{1}{2}$"&69"-48" 330NHP Dunsmuir&Jackson,Ld.		V
33548 UNLG	**Sevzaples**	OilEng. 1Dk	3962 — 2256					1932	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"-$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
33549 216101 WJCW	**Sewall's Point** D.F.	ssBos.No.3-4,30 ssBos.No.1-34 1Dk(Stl)&Web frames Cargo battens not fitted	5432 4795 3373	✠100A1 ~~9,30~~ ~~9,34~~ 3,36 BS~~9,35~~11,35	Bos ~~Bal~~ ✠LMC9,34	y	CL ~~8,33~~ N3,36	1918 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoal& TranspnCo(MysticSSCo.Inc.Mgrs)	368·6|55·2|30·5 P27'B72'F31' CellDB320' FK 1832tFPT220t	Boston Utd.States 7BHCem APT201t	T.3Cy.$25\frac{3}{16}$",$41\frac{1}{2}$"&70"-46" 195lb (r) 462NHP 3SB,9cf,GS155,HS6624 FD NYorkSBCorpCamdenNJ	34 ″ 5 s 7 ″ 10 27 ″ 0	
33550 TCCU	**Seyyar** Ⓟ (exHuseyniye-33, exSheffield)	Iron 1Dk2trB	818 — 381					1877	J.Elder&C. Glasgow	VapurculukTurk AnonimSirketi	201·0|27·1|15·1 P49'B52'F34' BK$7\frac{1}{2}$"	Istanbul Turkish	T.3Cy.$17\frac{1}{4}$",28"&$45\frac{1}{2}$"-30" Tpd89 NB12 113NHP Earle'sCo.Ld.Hull	15 ″ 9	
33551	**Sf. Nicolae** (exAmatan-34, exBlanholm-33, exKorsholm, exSanGiacomo, exAlexander Kamburoff) Now "Anna T." see No. 37007 in Supplement	ssAnt.No.2-10,20 ssTrn.No.2-29 1Dk(Stl)&deep framing Cargo battens not fitted	2728 2456 1698	✠100A1 9,31 BS5,35	Gls ✠LMC MS6,34	t	CL 5,33	1906 3mo Lloyd	BlythS.B. Co.Ld. Blyth 'sA&CP	M.N.Valsamakis (Valsamakis&Co. Mgrs.) CellDBa100'	313·0|45·5|20·5 P29'B90'F34' FK E&B40'f128'702t	Galatz Roumanian 5BHCem APT107t	T.3Cy.33",38"&61"-42" (s) 180lb 262NHP 2SB,6cf,GS112,HS4040 N.E.MarineEngCoLdNwc	23 ″ 0	
33552 HPEA	**Shabonee** (exLaurel-34) ssSng.No.1-34 Mchy.Aft	OilEng. 2Dks(Stl)&Web frames CruiserStern Longitudinal framing	9716 8799 5284	✠100A1 ~~6,35~~ ~~7,34~~ 12,35 DBS8,34 Carrying Petroleum in bulk ✠LMC CS12,34 ~~7,34 6,33~~ 12,35	Sng ~~✠LMC8,30~~	e†	CL N7,34	1930 8mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP CellDBuE7	Cia.Maritima EscandinavaInc. (L.Hoegh,Mgr.) 2'238t DTf41'446t	482·3|65·6|35·6 P99'B32'F39' FK FPT221tAPT97t	Panama Pnamanian 16BH (15 to U dk 1 ,, 2nd ,,)	Oil Engines 2S.C.SA 7Cy.$26\frac{3}{8}$"-$49\frac{5}{8}$" 848NHP 2DB150lb AtlasDieselCo.Ld.Skm.	35 ″ 8 s 7 ″ $5\frac{3}{4}$ 28 ″ $6\frac{1}{4}$	
33553 148043 GCMF	**Shaftesbury** (exCrown of Galicia-35, exHopeland)	ssShl.No.2-32 1Dk(Stl)	4284 4008 2663	✠100A1 10,35~~12,34~~ BS11,34	Shl Bly ✠LMC9,32	x	CL 11,34	1923 11mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	AlexanderShippingCo.Ld.(Capper,Alexander& Co.Mgrs.)CellDB	370·6|53·0|25·2 P30'B227'F41' FK 314'886t MT27'960t	Glasgow British 6BHCem APT105t	T.3Cy.24",40"&65"-45" (s) 180lb 364NHP 3SB,9cf,GS186,HS6381 Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ $7\frac{3}{4}$ 24 ″ $0\frac{1}{4}$	
33554 149747 GLFT	**Shakespear**	ssShl.No.2-35 ~~ssShl.No.1-31~~ 2Dks(Stl)	5029 4771 3154	✠100A1 12,35~~11,34~~ ~~BS7,35~~ BS4,36	Shl ✠LMC~~5,34~~ 3,35	z	CL ~~N10,32~~ 11,35	1926 11mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	ShakespearShippingCo.Ld.(Glover Bros. ~~Mgrs.~~)(London)Ld Mgrs.)	407·0|53·5|26·7 P29'B241'F43' FK CellDB351'1240t	London British 6BHCem APT197t	T.3Cy.27",44"&73"-48" (s) 180lb 531NHP 3SB,9cf,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ $5\frac{1}{4}$ 24 ″ $9\frac{1}{2}$	
33555 125904	**Shamrock** Ⓟ (exCepheus-33) Dismantled	IronPad	882 — 578					1881	J.Roach& Son Chester,Pa.	UnionNav.Co.Inc.	213·6|32·4|11·5	NewYork Utd.States	1Cy.53"-144" W.Fletcher,NewYork		
33556 137694 GLXF	**Shan Tung**	2Dks	2549 2246 1568					1915	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·2|41·1|22·1 P10'B72'F37'	London British WB	T.3Cy.22",35"&56"-39" 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong		
33557 29136 JAYA	**Shanghai Maru** Ⓟ D.F.	TwinSc ssKob.No.3-12,34 2Dks(Stl pt-ws)&Awng dk (Stl-teak's)	5259 4220 2214	✠100A1 Awng dk withfreeboard 12,35~~12,34~~	Kob ✠LMC~~12,34~~ 12,35	z	CL s12,33 P12,34	1923 1mo Lloyd	W.Denny &Bros,Ld. Dumbarton 'sA&CP CellDB302'285t	NipponYusenK.K.	395·0|54·2|29·0 F56'onAwng dk FK Collision FPT23tAPT45t	Tokio Japanese Cem BHtoAdk 7 ,, ,, U ,,	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1852NHP 10SB,30cf,GS680,HS23600 W.Denny&Bros.Ld.Dmb.	32 ″ 0 s 11 ″ 7 20 ″ 9	
33558 25450 JNMD	—	ssKob.No.3-5,34 1Dk(Stl)&Awng dk(Stl)	4104 3613 2524	✠100A1 Awng dk withfreeboard 5,35 ~~5,34~~	Kob BS5,35 ✠LMC5,34	v	OG ~~11,34~~ N5,35	1919 5mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP CellDB294'778	KokusaiKisenK.K.	345·0|48·0|30·0 P29'B74'F41' onAwng dk FK tFPT62t APT31t	Kobe Japanese Cem 6 BHtoAdk	T.3Cy.$23\frac{1}{2}$",39"&65"-48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawaskiDkyd Co.Ld.Kobe	30 ″ 0 s 6 ″ $1\frac{1}{4}$ 24 ″ 2	
33559 147994 MNBC	**Shanklin** Ⓟ	Pad 1Dk	412 315 177					1924	JIThorny-croft&Co.Ld. Southampton	SouthernRailway	190·0|26·1|8·7	Portsmth British	C.2Cy.27"&51"-54" 160NHP D.&W.Henderson,Ld.Gls.		BT till 3,36
33560 7552 SEJN	**Shantung** Ⓟ D.F.	TwinSc ssGot.No.1-33 OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rddk(Stl)infrwd.hold	6527 5580 3982	✠100A1 withfreeboard 1,36 ~~1,35~~ ✠LMC CS6,33 Carrying vegetable oil in No.5 DB tank & in tanks in way of tunnels	Got DBS~~6,35~~7,35 ~~1,35~~1,36	c†	CL 6,34	1929 8mo Lloyd	A/B Götaverken Gothenburg 'sA&CP	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,Mgr) CellDB369'1335t	437·0|57·0|28·5 FK tanks in way of tunnels 689t	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) APT59t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$66\frac{15}{16}$" 700NHP DB85lb A/B Götaverken,Got.	31 ″ 6 s 4 ″ $2\frac{1}{2}$ 27 ″ $5\frac{3}{4}$	
33561 FOYR	**Shapur** (exSaintJerome) Mchy.Aft	ssMsl.No.3-6,35 ~~ssRot.No.2-30~~ 2Dks(Stl)	4121 3630 2261	✠100A1 6,35~~12,33~~ 2,36 ~~BS12,34~~ Carrying Petroleum in bulk Fitted for oil fuel 4,22 F.P. above 150° F. MS9,34	Msl ~~12,33~~ ✠LMC~~6,30~~ BS11,35	w	CL 8,34	1922 4mo Lloyd	W.Beard-more&Co.Ld. Glasgow 'sA&CP	Association Pétrolière CellDBuE23' 68tDTf35'394	350·2|49·3|27·4 P83'B40'F57' FK tFPT54tAPT40t	Havre French 14BHptCem (9 to U dk 5 ,, 2nd ,,)	T.3Cy.~~23"~~ $23\frac{3}{8}$",36"&58"-42" (r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls	27 ″ 0 s 4 ″ $1\frac{1}{2}$ 23 ″ $1\frac{3}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
33562 218617 KIRK	**Sharon** *OilEng.* *Mchy.Aft* *2Dks&Webframes* GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	4762 4423 2927			...		1919	Pusey& JonesCo. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9 P95'B34'F31'	51·0	29·5 FK	Phildlphia Utd.States *WB*	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17⅝"-22" NE27 Ingersoll-RandCo.N.Y.	31 ″ 3	R †
33563 128691	**Shasi** **TwinSc** *1Dk*	1327 742 790					1910	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0	40·1	10·0	London British	T.6Cy.9",14"&23"-15" 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld		
33564 127629	**Shasta** (*ex*C.W.Watson) *Mchy.Aft* *1Dk2trB*	3698 — 2825					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		
33565 205041	— **Wood** *Fitted for oil fuel* *1Dk*	878 — 517					1908	Mathews S.B.Co. Hoquiam, Wash.	J.C.Ogden	192·3	41·0	14·0	S.Frncisco Utd.States	T.3Cy.12½",20½"&34"-24" 57NHP UnionI.Wks.San Francisco,Cal.		
33566 UOVH	**Shaturstroi** (*ex*PugetSound) *2Dks&Webframes* *Longitudinal framing*	4838 4386 3631			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	379·1 P39'B122'F42'	53·3	27·0 FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
33567 226696 WOBG	**Shawnee** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* *2Dks3rd dk in holds* D.F. E.S.D. *CruiserStern*	6209 4616 3405			...		1927	NwprtNws S.B.&D.D.Co NewprtNews	NewYork&Miami S.S.Corp.(Clyde- MalloryLines, *Mgrs.*)	394·7 B&F385'	62·2	19·4 27·7 FK	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co	30 ″ 6	R †
33568 Missing since 11,35 [illegible] GJLS	**Sheaf Brook** *ss*Sld.No.2-33 *Arch deck* *1Dk(Stl)* D.F. *CruiserStern*	2179 1936 1344	✠~~100A1~~ *withfreeboard* 2,34 ✠~~LMC~~ ~~MS3,35~~ ~~BS1,36~~	Shl	*r*	CL 2,34	1924 6mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	Sheaf StmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*241'638*t* *FPT*41*t**APT*71*t*	285·0 P22'F19'	40·3	23·0 FK	Newcastle British 4*BHCem*	T.3Cy.21",35"&58"-39" (*s*) 180lb 251NHP 2SB,6*cf*,GS137,HS4194 MacColl&Pollock,Ld.Sld.	25 ″ 5 s 6 ″ 9½ 18 ″ 9¼	
33569 148097 GKSN	**Sheaf Crest** *Arch deck* *ss*Hpl.No.2-33 *1Dk(Stl)* D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	2730 2438 1617	✠100A1 *withfreeboard* 2,36 ~~2,35~~ ✠LMC ~~BS11,33~~ MS1,34 ~~2,35~~ BS1,36	Hpl Nwc	*t*	CL ~~12,32~~ 2,36	1924 10mo	BlythS.B. &D.D Co.Ld. Blyth *Lloyd'sA&CP*	Sheaf StmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*252'765*t* *M* *Tanks*156*t* *DT at sides of Tunnel* 87*t* *FPT*48*t* *APT*99*t*	320·2 P21'F26'	42·9	24·3 FK	Newcastle British 5*BHptCem*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 305NHP 2SB,6*cf*,GS120,HS4930 N.E.MarineEngCoLd.Nwc	26 ″ 9 s 7 ″ 7¼ 19 ″ 3½	
33570 161538 GCSX	**Sheaf Crown** *ss*Bal.No.1-34 D.F *1Dk(Stl)&Shelter dk(Stl)* E.S.D.	4868 4467 2895	✠100A1 *withfreeboard* ~~8,35~~ 9,34 3,36 ✠LMC12,34 BS3,36 *Fitted for oil fuel* 9,29 *F.P. above* 150° F.	Bal ~~Bry~~ Shl	*z*	CL ~~9,34~~ ~~N9,35~~ 3,36	1929 9mo	W.Gray& &Co.Ld. W Hartlepool *Lloyd'sA&CP*	SheafStmShippng Co.Ld.(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*359' 1374*t* *Tanks in way of tunnel* 64*t* *FPT*199*t**APT*202*t*	405·4 F38'	54·5	25·4 FK	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Q4Cy20",28½",41½"&61"-48" 260lb *120lb* (*s*) 382NHP 2SB,6*cf*,GS108,HS5006 FD Cen.Mar.EWks.Ld.WHpl.	27 ″ 10 s 3 ″ 1½ 24 ″ 11½	
33571 148042 GDKS	**Sheaf Field** *ss*Hpl.No.2-33 D.F. E.S.D. *1Dk(Stl)Arch dk* *CruiserStern* *Cargo battens not fitted*	2719 2431 1682	✠100A1 *withfreeboard* 11,34 ~~BS4,34~~ ✠LMC1,33 5,35	Hpl	*t*	CL 11,34	1923 11mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*275' 791*t* *FPT*48*t* *APT*99*t*	320·3 P21'F26'	42·9	24·3 FK	Newcastle British 5*BHCem*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 323NHP 2SB,8*cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 10 s7 ″ 7½ 19 ″ 3½	
33572 145456 GCKQ	**Sheaf Garth** *ss*Bly.No.3-12,34 *Arch deck* D.F. *1Dk(Stl)* E.S.D. *CruiserStern* *Cargo battens not fitted*	1927 1665 1077	✠100A1 12,34 ✠LMC12,34 BS1,36	Bly	*g*	UG 11,34	1921 9mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*220'523*t* *sidetanks in ER*20'95*t**FPT*40*t* *APT*72*t*	260·5 P19'F19'	38·7	22·3 FK	Newcastle British 4*BHCem*	T.3Cy.22½",37"&62"-39" (*s*) 180lb 314NHP 2SB,8*pf*,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24 ″ 7 s 6 ″ 7½ 18 ″ 2½	
33573 161533 GTFL	**Sheaf Holme** *OilEng.* D.F. *ss*Shi.No.1-35 E.S.D, *1Dk(Stl)&Shelter dk(Stl)*	4811 4368 2881	✠100A1 *withfreeboard* 5,35 ~~1,35~~ DBS~~2,34~~ ✠LMC2,34 12,35	Shi Mel	*z*	CL 1,35	1929 8mo	W.Pickers- gill&Sons, Ld. Sunderland *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*338'1248*t* *MT*23'871*t* *FPT*112*t**APT*171*t*	406·5 F38'	54·5	24·7 FK	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.22 1/16"-85" 447NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	27 ″ 10 s 3 ″ 1½ 24 ″ 11½	
33574 142706 GNZY	**Sheaf Lance** *ss*Bly.No.3-7,30 D.F. E.S.D. *1Dk(Stl)*	3112 2875 1866	✠100A1 1,34 LMC MS7,30 BS10,34	Nag	*u*	CL 10,34	1918 11mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*284'734*t* *FPT*110*t* *APT*128*t*	331·3 P33'B98'F29'	46·6	23·2 FK	Newcastle British 7*BHCem*	T.3Cy.23",41"&68"-45" (*s*) 180lb 330NHP 2SB,6*cf*,HS4004 FD McKie&Baxter,Glasgow	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
33575 142825 GPBC	**Sheaf Spear** *ss*Nwc.No.3-2,32 D.F. *1Dk(Stl)* E.S.D.	3050 2831 1913	✠100A1 6,35 ~~7,34~~ ✠LMC MS6,31 BS7,34 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Sws	*u*	CL 7,34	1919 1mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	Sheaf StmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*276'734*t* *FPT*105*t* *APT*122*t*	331·3 P33'B98'F28'	46·8	23·2 FK	Newcastle British 7*BHptCem*	T.3Cy.23",41"&68"-45" (*s*) 180lb 340NHP 2SB,6*cf*,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
33576 148115 GJXP	**Sheaf Water** *ss*Bly.No.2-33 *Arch deck* D.F. *1Dk(Stl)* E.S.D. *CruiserStern* *Cargo battens not fitted*	2730 2438 1617	✠100A1 *withfreeboard* 1,35 ~~BS1,35~~ ✠LMC9,33 1,36	Sld	*t*	CL 1,35	1925 1mo	BlythS.B. &D.D.Co.Ld Blyth *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *DTs a* 87*t* *Sidetanks in E Room*156*t**FPT*48*t**APT*99*t*	320·2 P21'F26' *CellDB*252'765*t*	42·9	24·3 FK	Newcastle British 5*BHptCem*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 323NHP 2SB,8*cf*,GS125,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9 s7 ″ 7½ 19 ″ 3	
33577 ~~[illegible]~~ Now "Cedros," see No. 37526 in Supplement	**Shean** (*ex*Caria,*ex*Fullagar) *OilEng.* *ss*Vcr.No.2-29 *Well deck* *Mchy.Aft* *1Dk(Stl)*	420 270 181	✠100A1 11,31 ✠NE10,21 ✠LMC2,29 DBS11,31 ✠LMC(M)11,30 *ElectricallyWelded, Subject to Biennial Survey*	Vcr	*f*	CL 11,31	1920 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	~~BritishColumbia~~ ~~CementCo.Ld.~~ O.L.Rodriguez	150·0 Q88'B9'F26' *DB*14'21*t**FPT*54*t* *APT*18*t*	23·8	10·6 FK	Mexican 3*BHCem*	Oil Engine 2S.C.SA 4Cy.16½"-19" 91NHP DB*100lb* W.Beardmore&Co.Ld.Gls	11 ″ 6 s 4 ″ 3½ 11 ″ 5	
33578 UOBZ	**Sheksna** (*ex*Berit-33,*ex*Calispell) Sub.Sig. *1Dk*	2257 1618 1095			...		1918	ToledoS.B. Co. Toledo,O.	U.S.S.R.	251·2 P62*t*H109*t*B64*t* F22*t*	43·8	22·5 FK	Leningrad Russian *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	24 ″ 2	N †
33579 163445 GWQV	**Shelbrit** **TwinSc** *OilEng.* *Mchy.Aft* Wireless *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	460 367 193	✠100A1 8,35 ~~1,35~~ ✠LMC3,34 *CarryingPetroleum in bulk* ✠LMC(M)2,35	Bkn	*g*	CL	1934 3mo	G.Brown &Co. Greenock *Lloyd'sA&CP*	ShellMex&B.P.Ld.	157·4 P40'F24' *FPT*80*t* *APT*24*t**DTf*17*t*	27·1	12·0 FK	London British 7*BHptCem*	Oil Engines 2S.C.SA 8Cy.11½"-13¾" 186NHP H.Widdop&Co.Ld.Kghley	12 ″ 0 s 1 ″ 2½ 10 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33580 130060 MKJP	**Sheldrake** (*ex*Glanmor) *ss*Lon.No.3–11,32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	462 351 195	✠100A1 11,34 BS~~11,34~~ ✠LMC10,32 1,36	Lon	*g*	CL 11,34	1920 10mo	ColbyBros. Ld. Lowestoft *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld.	157·5 P48'B10'F20' *Cell* *DBf*92'90*t* *FPT*31*t*	25·0	10·9	London British FK 3*BHCem* *APT*13*t*	T.3Cy.12½",21"&35"–26" (*s*) 180lb *100lb* 83NHP 1SB,3*pf*,GS51,HS1494 MacColl&Pollock,Ld.Sld.	13 " 3 s 1 " 2 12 " 3	
33581	**Shell** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	353 336 151					1929	H.teVeld-huis Papendrecht	Cie.Fluviale et Maritime de Transport de Pétroles	175·7	24·9	10·2	Rouen French *WB*	C.2Cy.$12\frac{3}{16}$"&24"–17¾" 20NHP ThH.J.Koopman,Drdrecht		
33582	**Shell IX** (*ex*Trigonia) *ss*H.Kg.No.3–10,10 *ss*Sng.No.2–18 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	*1739* *1322* *1056*	✠ 6,21 ✠	Sng	*p*		1898 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Companhia "Shell"	242·0 P35'F37' ptND07 *FPT*101*t*	40·2	17·3	Lisbon Portuguese FK 9*BHCem* *APT*39*t*	C.2Cy.30"&63"–39" NDB03 217NHP 2SB,6*pf*,GS123,HS3734 Wllsnd.Slpwy.Co.Ld.Nwc.	17 " 4	
33583	**Shell Dezassete** (*ex*Sultan van Koetei) *ss*Sng.2ndNo.3–5,30 *Mchy.Aft* 1*Dk*(*pt Irn*&*pt Stl*) &*Web frames*&*Trunkdk*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk*	1995 1543 1206	✠ ... 5,34	Lis			1904 12mo	Nederl. Schps.Maats. Amsterdam	Companhia "Shell"	241·0 P68'F43' *Cell DBuE*&*B*46' 70*t* *FPT*103*t*	41·9	18·7	Lisbon Portuguese FK 11*BHCem* *APT*37*t*	T.3Cy.$20\frac{13}{16}$",32⅝"&55¼"–35⅜" 248NHP NB18,*refitted*22 2SB,6*cf*,GS102,HS3650 N.V.Werkspoor,Ams.	19 " 11	
33584 148719 GMDV	**Shell Mex 1** (*ex*Lara) *OilEng.* *ss*Shl.No.3–11,27 Wireless *ss*Shl.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	927 642 464	✠100A1 3,35 DBS4,36 ~~[illegible]~~ ✠LMC2,32 *Carrying Petroleum in bulk*	Shl	*k*	CL N11,33	1915 5mo	Gebr.Pot Bolnes A&CP	Anglo-Saxon PetroleumCo.Ld.	190·0 Q61'F20'	32·7	13·2	London British FK 9*BHptCem* *APT*15*t*	Oil Engines 4S.C.SA 6Cy.15¾"–$27\frac{9}{16}$" 144NHP NDB22 *100lb* Werkspoor,Amsterdam.	14 " 0 s 1 " 0½ 13 " 1	
33585 148725 GMFN	**Shell Mex 2** (*ex*Hera) TwinSc *OilEng.* *ss*Cff.No.3–5,28 *ss*Bkn.No.1–32 *Mchy.Aft* Wireless 1*Dk*(*Stl*)	545 375 203	✠100A1 8,35 ~~3,35~~ ✠NE7,24 ✠LMC8,32 DBS2,35 *Carrying Petroleum in bulk*	Bkn Sou	*h*	OG 1,34	1915 12mo	NV Schwp. Dordrecht Dordrecht A&CP	Anglo-Saxon PetroleumCo.Ld.	163·2 P61'F24'	28·7	11·4	London British FK 9*BHptCem* *APT*24*t*	Oil Engines 2S.C.SA 8Cy.$15\frac{15}{16}$"–17¾" 357NHP DB*100lb* D.Goedkoop,jr.Amstrdam	12 " 0 s " 5¼ 11 " 8½	
33586 146194 MKWG	**Shell Mex 4** *ss*Sou.No.3–1,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	423 369 227	✠100A1 3,36 ~~4,35~~ BS3,36 ~~BS11,34~~ ✠LMC1,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Sou	*f*	CL 12,33	1921 12mo	Abdela& Mitchell,Ld. Queensferry *Lloyd's A&CP*	EagleOil& ShippingCo.Ld.	140·5 F16'	27·6	10·9	London British FK 8*BHptCem* *APT*15*t*	C.2Cy.15½"&32"–24" (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 " 6 s 1 " 4¾ 10 " 3	
33587 145296 MKRQ	**Shell Mex 5** *ss*Bkn.No.3–12,33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	423 369 227	✠100A1 2,36 ~~1,35~~ BS2,36 ~~[illegible]~~ ✠LMC12,33 *Carrying Petroleum in bulk*	Bkn	*f*	CL ~~11,33~~ 2,36	1921 8mo	Abdela& Mitchell,Ld. Queensferry *Lloyd's A&CP*	EagleOil& ShippingCo.Ld.	140·5 F16'	27·6	10·9	London British FK 8*BHptCem* *APT*15*t*	C.2Cy.15½"&32"–24" (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 " 6 s 1 " 4¾ 10 " 3	
33588 160497 MPCN	**Shell Mex 8** *OilEng.* *ss*Sou.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)	349 238 149	✠100A1 1,36 ~~11,34~~ ✠LMC11,32 ✠LMC(M)11,34 *Carrying Petroleum in bulk*	Sou	*e*	CL 11,34	1928 6mo	C.Hill& Sons,Ld. Bristol *Lloyd's A&CP*	Shell-Mex,&B.P. Ld.	136·0 P42'F23'	24·0	10·0	London British FK 9*BH* *APT*11*t*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP N.V.Krom.Mot.Fab.Ams.	10 " 6 s " 11 9 " 8½	
33589 UOCA	**Shelon** (*ex*Bossi–33,*ex*Goree) Sub.Sig. 1*Dk*	2254 1999 1325			...		1918	Detroit S.B.Co. Wyandotte, Mch.	U.S.S.R.	251·2 P62*t*H104*t*F24*t*	43·8	22·3	Leningrad Russian FK *WB*	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	24 " 2	N †
33590 FNFO	**Shelspra** (*ex*Mariquita–34) TwinSc *ss*Ron.No.3–3,35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom*&*at dk*	1951 1397 813	✠100A1 2,36 ~~3,35~~ BS2,36 LMC3,35 *Carrying Petroleum in bulk or* & *limited to centre tanks* *Carrying Asphalt only* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Rou	*r*	CL s12,33 P3,35	1923 6mo	Rotterdam Droogd.Maat Rotterdam A&CP	Soc.Anon. Française des PetrolesShell	279·9 Q74' *Trunk* 182' F23'	46·5	13·9	Algiers French FK 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"–$24\frac{7}{16}$" 180lb (*s*) 222NHP 2SB,4*cf*, HS3832 FD Rotterdam Droogd.Maat.Rot.	14 " 0 s 1 " 6½ 12 " 7	
33591 146581 CYJC	**Shelter Bay** (*ex*NewYorkNews–33) *Mchy.Aft* 1*Dk*	1670 1477 970					1922	NofIreland S.B.Co.Ld. Londonderry	Quebec&Ontario TransportationCo. Ld.	250·2 F40'	43·0	16·8	Montreal British *WB*	T.3Cy.16",27"&44"–30" 106NHP J.G.Kincaid&Co.Ld.Grk.		C
33592 220836 KDIJ	**Shelton** (*ex*Cuprum) *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	6062 — 3770					1920	Pacific CoastS.B.Co. BayPoint, Cal.	Tacoma-Oriental S.S.Co.	402·5 P34'F38'	53·0	32·0	Tacoma Utd.States *WB*	DRgearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
33593 148453	**Shelton Weed** *Mchy.Aft* 1*Dk*	1745 1596 1123					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	St.C'thrns Ont. British *WB*	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
33594 217920 KIBD	**Shenandoah** *ss*Mob.No.3–2,30 *Mchy.Aft* *ss*N.Yk.No.1–34 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6414 6126 3974	✠100A1 ~~3,35~~ 10,35 BS4,36 ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,19 *F.P. above* 150° F.	Phl NYk	*a*†	CL N3,34	1919 6mo	Texas SteamshipCo. Bath,Me. A&CP	TheTexasCompany	416·8 P107'B35'F33' *Cell DBuE*&*B*64'209*t* *FPT* 229*t*	56·1	31·1	Wilmgton (Del.) Utd.States FK 16*BHCem* *APT*130*t*	T.3Cy.26⅞",44"&74"–51" (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers FD H.G.TroutCo.Buffalo N.Y.	32 " 10 s 6 " 3¼ 26 " 9	
33595 206329	**Shenango** *Mchy.Aft* GyC. 1*Dk*	8047 — 6498					1909	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	580·8 F52'	58·2	33·0	Pttsbrg,Pa Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesEng.Works,Det.		R
33596 XNCB	**Sheng An** (*ex*RyukoMaru–32, *ex*Opland) Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	1398 1275 928	✠ 1,07 ✠	Mdb	*p*		1903 7mo	Fevigs Jernskibsbyg Arendal	ChinaSeaStm. Nav.Co.	235·7 *Cell DBa*52'*f*104'281*t*	35·0	19·6	Tientsin Chinese FK 4*BHCem* *APT*27*t*	T.3Cy.17½",27"&47"–33" 138NHP 1SB,3*pf*,GS60,HS2142 Richardsons, Westgarth& Co.Ld.Mdb.	21 " 0	C †
33597 XNBR	**Sheng Lee** (*ex*Goviken–33, *ex*Junee) *ss*Syd.2ndNo.3–2,32 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*) *Cargo battens not fitted* *ss*Nag.No.1–36	3087 1912 1764	✠100A1 *Shelter dk with freeboard* ~~5,35~~ ~~3,34~~ ✠LMC~~5,34~~ 3,36 3,36 ~~5,35~~	Drn Nag	*t*	CL ~~3,34~~ 3,36	1907 2mo	Mackie& Thomson Glasgow *Lloyd's A&CP*	ChingKeeSteam Nav.Co.Ld.	301·0 *Cell DBa*84'*u*E20'*f*132 637*t* *FPT*83*t*	42·2	18·6	Chefoo Chinese FK 6*BHCem* *APT*125*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 276NHP 2SB,6*cf*,GS123,HS4800 D.Rowan&Co.Glasgow	21 " 0 s 1 " 9 19 " 7	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33598 162669 GDLW	**Shengking** 2Dks	3000 2197 1492					1931	Scotts'S.B.&Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	304·0|46·2|23·1 P52'F42'	London British WB	2 SR Geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		
33599 163583 GYJJ	**Shepperton Ferry** Ⓟ TwinSc E.S.D. 1Dk & 2nd dk at ends CruiserStern	2839 2014 1044	✠ 11,35 Train Ferry ✠~~[illegible]~~ For Channel Service	Nwc			1935 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson,Ld.Newcastle	SouthernRailway Co. Cell DBuE34'58tDTf 18'180tWing tanks abreast ER44' 376t	346·8|60·7|18·2 B&F319' FK	London British 8BHptCem ptAsp APT63t	4SteamTurbinesSRgeared to2Sc.Shafts (s) 948NHP Superheaters250lb 4 Water Tube Boilers 270lb GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 " 0 ~~s 6 " 7¼~~ ~~13 " 6~~	
33600 77104 ZSND	**Sherard Osborn** IronTwinSc ssSng.2ndNo.3-5,03 ssLon.No.2-11 2Dks(UptIrnptStl-teak s)	1481 1354 766	✠ 8,21 ✠NB10,05	PNl	q		1878 4mo	Scott&Co. Greenock	FishProductsLd. (Thesen&Co.Ld., Mgrs.)	274·7|32·2|21·0 F62' ND91ptND05 FK DBa70'f72'	CapeTown British 4BHCem APT FPT	C.4Cy.P21"&42½"S21"&42"-30" NDB05 207NHP 3SB,6cf,GS110,HS4269 GreenockFoundryCo.Grk.	22 " 4	
33601 150823 CYMJ	**Sherbrooke** (exEdwardL.Strong) Mchy.Aft 1Dk	2052 1707 1225					1922	Frazer, Brace,Ld. Three Rivers, P.Q.	CanadaSteamship Lines,Ld.	251·6|42·1|18·1 Q93'F33'	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
33602 140554 GPSN	**Sheridan** ssLiv.No.3-3,30 ssN.Yk.No 1-34 D.F. 2Dks(Stl)	4665 4330 2876	✠100A1 7,35 ~~4,34~~ BS2,36 MS4,34 ✠LMC ~~BS10,34~~	NYk	y	CL ~~7,32~~ 7,35	1918 1mo Lloyd's A&CP	A.McMillan&Son Dumbarton	Lamport&Holt Line,Ld. CellD	385·6|52·2|27·2 P36'B118'F46' FK B335'875t FPT75t	Liverpool British 7BHptCem APT75t	T.3Cy.26",45"&70"-48" (s) 180lb 120lb 407NHP 3SB,9cf,GS178,HS6800 Rankin&Blackmre.Ld.Grk	29 " 8 s 5 " 4¼ 24 " 7	
33603 145409 GMJC	**Sheringham** Wireless 1Dk2nd dk inNos.1,2&3holds CruiserStern	1088 950 429			...		1926	Earle'sS.B.&E.Co.Ld. Hull	London&North EasternRailway	256·0|36·1|16·3 P54'B93'F59' FK	Harwich British WB	T.3Cy.22",35"&60"-39" 379NHP Earle'sS.B.&E.Co.Ld.Hull	17 " 2	
33604 147701 GPWB	**Sherwood** (exSeaton-32) ssSld.No.2-33 Wireless 1Dk(Stl) Well deck Cargo battens not fitted	1530 1168 898	✠100A1 3,35 BS~~6,34~~ 7,35 ✠LMC7,33	Shl	p	CL 2,34	1924 8mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	W.France,Fenwick&Co.Ld. CellDB	248·0|36·7|15·8 Q187'F28' FK 210' 479t FPT 104t	London British 4BHCem APT97t	T.3Cy.17½",29"&48"-33" (s) 180lb 163NHP 2SB,4cf,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 " 1 s4 " 9¾ 17 " 0¾	
33605	**Shestoy Krabolov** (exBenlawers) ssLiv.No.3-5,19 ssLth.No.2-27 1Dk(Stl)&Spar dk(ptIrn&ptStl) &deepframing	3949 3544 2521	✠ — 10,30 ✠NE5,19 ✠	Kob	w		1905 7mo	Bartram&Sons Sunderland	U.S.S.R. Cell DBa120'uE&B42'	378·0|46·1|18·3 P35'B104'F38' 26·1 FK 154'868tAPT55t	Vladvostk Russian 6BHCem (5,,toSpar dk 1,, ,,Main,,)	T.3Cy.24",39¾"&70"-48" NDB27 489NHP 2SB,8cf,GS168,HS5500 J.G.Kincaid&Co.Ld.Grk.	28 " 6	
33606 145557 GDJL	**Shetland** (exKara) ssLth.No.3-2,35 1Dk(Stl)2nd dk(Stl) in E&B &forward holds	1846 1642 1114	✠100A1 ~~8,35~~ ~~2,35~~ 2,36 ✠LMC2,35 BS2,36	Lth ~~Lon~~	r	CL ~~4,33~~ 2,36	1921 11mo Lloyd's A&CP	Ramage&Ferguson,Ld. Leith	Leith,Hull&HamburgStm.Pkt.Co. Ld.(J.Currie&Co. Mgrs.) CellD	260·2|40·2|20·3 P24'B91'F35' FK B215' 393t FPT50t	Leith British 4BHptCem APT50t	T.3Cy.19",30"&52"-36" (s) 190lb 187NHP 2SB,6cf,GS104,HS2966 Ramage&Fergusn,Ld.Lth.	22 " 6 s 2 " 8 20 " 0	
33607 218833 KIZP	**Shickshinny** Fitted for oil fuel Sub.Sig. 2Dks&Webframes Ref.Mchy.	5103 4573 3127			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0|54·2|27·6 P39'B122'F43' FK	SavannhG. Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
33608 10302 JLTE	**Shiga Maru** 2Dks	742 668 431					1906	OsakaIron Works Osaka	OsakaShosenK.K.	185·0|27·1|17·8 B35'	Osaka Japanese	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
33609 21525	**Shigenobugawa Maru** Wood OilEng. Aux3MstSr 1Dk	496 431 382					1918	Ishisaki Senkyo Zosensho Shinhama	FujiwaraKyutaro	137·6|30·0|15·1	Mitsuhama Japanese	Oil Engine 2S.C.SA 4Cy.14"-16" 138NHP YamotoTake,Osaka		
33610 34426 JCKC	**Shikisan Maru** (exThistleros) ssKob.No.2-33 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl)	4725 4163 2708	✠100A1 withfreeboard 9,35 ~~8,34~~ DBS~~8,34~~ 9,35 ✠LMC CS5,33 ~~8,34~~ 9,35	Kob	z	CL 8,34	1925 3mo Lloyd's A&CP	D&WHenderson&CoLd Glasgow	MitsuiBussan Kaisha,Ld. CellDB334'1146tDT f33'1172t	400·2|53·3|26·2 F37' FK FPT254t APT283t	Kobe Japanese 7BHptCem Coll BH to Sh dk 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	26 " 3 s3 " 0½ 23 " 5¾	
33611 ~~[illegible]~~ ~~[illegible]~~	**Shildon** ssShl.No.3-12,34 Well deck 1Dk(Stl) Cargo battens not fitted Now "Rudolf," see No. 89893	2159 1712 1215	✠100A1 12,34 BS1,36 ✠LMC12,34	Shl	s	CL 12,34	1922 9mo Lloyd's A&CP	BlythS.B.&D.D.Co.Ld Blyth	~~TynesideLine,Ld.~~ ~~(J.Ridley,Son&Tully,Mgrs.)~~ DB82'Cell	285·3|42·0|17·8 P25'Q84'B58'F24' FK DB158'697tFPT97t	Swedish 6BHCem APT110t	T.3Cy.22",36"&60"-39" (s) 180lb 274NHP 2SB,6cf,GS124,HS4642 N.E.Mar.Eng.Co.Ld.Nwc.	20 " 0 s 2 " 1¼ 18 " 1	
33612	**Shilka** (exAlblasserdam-34) 1Dk	1382 1195 803					1916	L.Smit&Zoon Kinderdijk	U.S.S.R.	239·3|36·1|16·7 P23'B62'F24'	Leningrad Russian WB	T.3Cy.17⅛",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdijk		V
33613 26719 JSBA	**Shima Maru** 1Dk2nd dk inNo.1hold	1987 1802 1149			...		1920	TeikokuSS Co.Ld. Toba	SettsuShosenK.K.	270·0|39·0|23·9 P16'B65'F30' FK	Fuchu Japanese WB	T.3Cy.18⅞",30"&49"-39" 249NHP KobeSteelWorks,Kobe	23 " 11	C †
33614 30924 JFGI	**Shimonoseki Maru** Ⓟ TwinSc 1Dk	527 312 243					1925	Fujinagata Zosensho Osaka	Government of Japan(Department ofRailways)	125·0|33·0|12·0	Tokio Japanese	T.6Cy.		
33615 27478 JTGB	**Shin-ai Maru** ssYka.No.3-10,32 2Dks(Stl)	3794 3442 2305	✠100A1 2,36 ~~11,34~~ ✠LMC ~~11,34~~ 2,36	Kob Osa	w	CL ~~10,32~~ 2,36	1921 3mo A&CP	Fujinagata Dockyard Osaka	KishimotoKisen K.K. CellDB294'780t	345·0|50·0|29·0 P33'B73'F40' FK FPT53tAPT26t	Kobe Japanese 6BHCem	T.3Cy.23",38"&64"-48" (s) 200lb 342NHP 2SB,6cf,GS107,HS4396 FD FujinagataDkyd.Osaka	29 " 1 s 5 " 2½ 24 " 0	
33616 22308 JKZE	**Shin-an Maru** Wireless 1Dk	1278 1113 714					1918	IshikawajimaS.B.&E Co.Ld.Tokio	SettsuShosenK.K.	230·0|33·0|19·6 P28'B53'F24' WB	Fuchu Japanese	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co.		
33617 26749 JTFB	**Shin-i-Maru** ssKob.No.3-8,34 ~~ssKob.No.3-8,32~~ 2Dks(Stl)	3812 3460 2316	✠100A1 8,35 ~~8,34~~ ✠LMC ~~8,34~~ 8,35	Kob Osa	w	8,34	1920 4mo A&CP	Yokohama DockCo. Yokohama	KishimotoKisen K.K. CellD	345·0|50·0|29·1 P33'B77'F41' FK B316' 793t FPT56t	Kobe Japanese 6BHCem APT29t	T.3Cy.23",38"&64"-48" (s) 200lb 343NHP 2SB,6cf,GS106,HS4414 FD YokohamaDockCo.Yka.	29 " 1 s5 " 3½ 23 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33618 4394 JIFF	**Shin-I-Maru** Ⓟ 1*Dk*	548 — 316					1899	……………	KitaKyushu ShosenK.K.	148·5	28·0	15·5	Fukuoka Japanese			
33619 31157	**Shin Tohoku Maru** 2*Dks*	305 245 174					1925	Yendo Hidekichi Osaka	SanrikuKisenK.K.	125·5 B43'	22·0	13·0	Shiokama Japanese	T.3Cy.		
33620 141592 VGBS	**Shinai** (*ex*CanadianBeaver-34) 2*Dks*	2410 2039 1451					1920	Colling-woodS.B.Co. Kingston,Ont	G.L.Shaw	251·0 P24'B64'F23' *WB*	43·6	23·6	Vancouver B.C. British	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont		C
33621 6487 JSND	**Shinano Maru** Ⓟ TwinSc 2*Dks&deep framing*	6155 5395 3836			…		1900	D&WHenderson&Co. Glasgow	TaiheiGyogyoK.K.	445·3 P51'B120'F58' FK	49·5	30·4	Habu Japanese *WB*	T.6Cy.20",33½"&56"-48" 580NHP D.&W.Henderson&Co.Gls.	33 ″ 6	
33622 114780 VPKK	**Shinfu** (*ex*Rajah of Sarawak-32) *ss*Sng.2ndNo.3-5,25 Wireless *ss*Kob.No.2-33 1*Dk*(*Stl*-ws)&*Web frames&* *Shade dk*(*Teak*)	1452 897 892	✠100A1 *Shade dk* 2,35 BS2,35 ✠LMC3,33	Kob	*n*	CL ~~2,35~~ 6,35	1901 10mo	Ramage& Ferguson,Ld. Leith *Lloyd's*A&CP	G.L.Shaw	230·0 FK	34·1	14·8	Singapore British 4*BHCem* *APT*6*t*	T.3Cy.19",31"&50"-36" (*s*) 170lb *100lb* NDB17 175NHP 2SB,4*cf*,GS90,HS2931 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s1 ″ 6¼ 14 ″ 5½	
33623 23633 JOUB	**Shinfuku Maru** *ss*Osa.No.1-22 1*Dk*(*Stl*)	2205 1889 1299	3,28	Osa	*r*		1918 9mo	Fujinagata Dkyd.Co.Ld. Osaka	Kuribayashi ShosenK.K.	272·0 P16'B60'F34' FK *CellDB*a86'*u*E20'*f*112'458*t* *FPT*102*t* *APT*34*t*	40·0	24·1	Tokio Japanese *Cem*	T3Cy18½"30½"&51½"-36" 189NHP 2SB,6*cf*,GS100,HS3135 FujinagataDkyd.Co.Ld.	24 ″ 2	C †
33624	**Shing-Cheong** IronTwinSc	847 — 579					1915	Kwong TackCheong HongKong		168·6 P45'	30·0	9·1		C.4Cy.14"&28"-18" KwongTack 55NHP Cheong,HongKong		
33625 879	**Shingishu Maru** Ⓟ (*ex*Koun MaruNo.3) 1*Dk*	708 652 402					1915	Harada Zosensho Osaka	ChosenYusenK.K.	177·0 B44'	25·5	18·5	Jinsen Japanese	T.3Cy.10¾",21½"&36⅛"-24" 64NHP HaradaZosensho,Osaka		
33626 19790 JSVD	**Shingo Maru** *ss*Kob.No.3-12,29 *ss*Kob.No.1-32 2*Dks*(*Stl*)	4740 4034 ~~3418~~ 3423	✠100A1 2,36 ~~1,35~~ ✠LMC~~1,35~~ 2,36	Kob	*x*	~~1,35~~ 2,36	1917 5mo	Uraga DockCo.Ld Uraga A&CP	~~KyoritsuKisen K.K.~~ Kuribayashi ShosenK.K.	360·0 P33'B91'F33' FK *CellDB*291'934*t* *FPT*143*t* *APT*53*t*	51·0	28·4	Muroran Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	
33627 8802 JDWB	**Shingu Maru** Ⓟ (*ex*Priam) 2*Dks*	2741 2551 1666					1890	Scott&Co. Greenock	NipponGodoKosen K.K.	344·7	37·7	26·3	Fuchu Japanese	C.2Cy.26¾"&62⅛"-60" 248NHP Scott&Co.Greenock		
33628 40512 JYNJ	**Shinko Maru** *OilEng.* D.F. *CruiserStern* 2*Dks*	6480 — 4873					1935	Yokohama DockCo.Ld. Yokohama	ShinkoShosenK.K.	436·2 P36'B168'F38'	58·2	31·9	Tokio Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1165NHP YokohamaDockCoLd.Yka		
33629 22664 JILC	— Wireless 1*Dk*	1147 973 665					1918	Chitose Shipyard Osaka	ShinkoKisenK.K.	224·5 P15'B50'F31'	33·0	17·6	Kobe Japanese	T.3Cy.14⅛",24 1/16"&39"-28" Takahashi 81NHP Tekkosho,Osaka		
33630 23577	**ShinkoMaruNo.2** WoodAuxSr 1*Dk*	353 304 238					1918	Makino Minosuke Osaka	SakamotoMatsuzo	123·4	26·6	13·2	Osaka Japanese	C.2Cy.10⅔"&23½"-15" 18NHP IsonoTekkosho,Fukuoka		
33631 472 JPCG	**Shinkyo Maru** (*ex*Bradavon-33, *ex*WarVulture) 2*Dks*	*5204* *4762* *3164*			…		1918	Richardsn, Duck&Co.Ld. Stockton	DairenKisenK.K.	400·1 P49'B113'F40' FK	52·4	28·5	Dairen Japanese *WB*	T.3Cy.27",44"&73"-48" 518NHP Blair&Co.Ld.Stockton	31 ″ 0	C †
33632 1558 JERG	— Ⓟ *Cruiser Stern* 1*Dk*	2670 — 1554					1932	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	298·2 P29'B75'F30'	44·9	23·6	Jinsen Japanese *WB*	T.3Cy.17",27"&44"-39"& LP Turbine with DR gearing 171NHP UrugaDockCo.Ld.Uruga		C
33633 9656 JPFB	**Shinmei Maru** Ⓟ (*ex*TakeshimaMaru-34, *ss*Yka.No.1-05 *ex*GiangBee) 1*Dk*(*Stl*-teaks)2*trB* &*Shade dk*(*ptStl*-teaks)	2576 2495 1533	✠ 3,07 ✠	Kob	*s*		1902 3mo	Ramage& Ferguson,Ld. Leith	ShibauraUnyu K.K.	290·0 FK *FPT*92*t* *APT*19*t*	40·2	18·7	Tokio Japanese 5*BHCem*	T.3Cy.23",37"&61"-42" 276NHP 2SB,8*cf*,GS156,HS4550 Ramage&Fergusn,Ld.Lth.	20 ″ 0	
33634 29804 JSGA	**Shinnoh Maru** (*ex*BirmaMaru, *ex*Birma) 2*Dks*	4888 4450 3582			…		1912	Swan,Hunter&Wigham Richardson, LdNewcastle	ShiozakiYokichi	390·0 P39'B111'F42' FK	50·5	27·9	Amagasaki Japanese *WB*	T.3Cy.26",42½"&70"-48" 411NHP Wllsnd Slpwy.Co.Ld.Nwc	30 ″ 5	C †
33635 Broken up	**Shinon** (*ex*BaronLovat,*ex*Sibun) 1*Dk&ptAwng dk*	1763 — 1050			…		1893	J.Blumer &Co. Sunderland	SanPehS.N.Co.Ld.	260·0 P31'Q76' *ptAwng dk*154' FK	37·1	16·7	Shanghai Chinese *WB*	T.3Cy.22",36"&59"-39" 220NHP G.Clark,Ld.Sunderland	19 ″ 0	
33636 24471 JBAE	**Shinrei Maru** (*ex*YeishoMaru) Wireless 1*Dk*	987 848 562					1918	Miyauchi Zosensho Osaka	MiyakoKisenK.K.	190·0 P19'B47'F28'	31·0	18·5	Shinag'wa Japanese	T.3Cy.13",21¾"&36"-27" 67NHP HasegawaJikichi,Osaka		
33637 22301 JACC	**Shinryu Maru** 2*Dks*	3176 2676 1958			…		1918	Ishikawa-jimaSB&ECo Ld.Tokio	KinkaiYusenK.K.	305·0 P30'B92'F25' FK	43·9	27·3	Tokio Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	
33638 19787 JEFD	**Shinsei Maru** *ss*Yka.No.3-5,28 *ss*Osa.No.1-32 2*Dks*(*Stl*)	4740 4029 3403	✠100A1 8,35 ~~8,34~~ ✠LMC~~8,34~~ 9,35	Kob	*x*	CL 8,34	1917 4mo	Uraga DockCo.Ld. Uraga A&CP	NipponGodoKosen K.K.	360·0 P33'B91'F33' FK *CellDB*291'934*t* *FPT*143*t* *APT*53*t*	51·0	28·4	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	
33639 39521 JXJH	— *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	314 — 164					1934	Fujinagata S.B.Co. Osaka	TaishinShoten GomeiKaisha	130·0 P16'Q16'	24·0	12·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16¾"-18½" 197NHP NipponHatsudokiK.Kobe		
33640 24749 JIUD	**Shinsei Maru No.1** (*ex*Washington Maru-33) *ss*Nag.No.3-8,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *ss*Osa.No.1-35	5864 5586 4259	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~8,34~~ ✠LMC~~8,34~~ 9,35	Nag Osa	*y*	OG 8,34	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	HaraShojiK.K.	385·0 FK *Coll* *CellDB*334'1118*t* *FPT*126*t* *APT*93*t*	51·0	36·0	Fuchu Japanese *Cem* *BHtoAwdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* D. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés et non cotés dans le L.R. Durée Cert. B. of Trade
33641 23527 JIYC	**Shinsei Maru No. 3** Wireless 1*Dk*	1257 1030 853					1918	HaraShoji Osaka	HaraShojiK.K.	220·0	33·5	18·5 *WB*	Fuchu Japanese	T.3Cy.15",25"&41⅝"–28" 92NHP FujiSeiko,Kawasaki		
33642 31547 JGXB	**Shinsei Maru No. 5** (*ex*Lake Onawa) *Fitted for oil fuel* 1*Dk2trB*	2599 2354 1506			...		1919	Manitowoc S.B.Co. Manitowoc	HaraShojiK.K.	253·5 P25'B65'F25'	43·9	25·9 FK	Fuchu Japanese *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'ke.	28 ″ 5	C †
33643 33225 JCCC	**Shinsei Maru No. 17** (*ex*Confucius, *ex*LakeFielding) *Fitted for oil fuel* 1*Dk2trB*	2556 2280 1479			...		1919	Toledo S.B.Co. Toledo,O.	HaraShojiK.K.	251·0 P25'B64'F23'	43·5	28·2 FK	Fuchu Japanese *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	C †
33644 38581 JUUI	**Shinshu Maru** *OilEng.* 2*Dks*	4180 — 2490					1933	Mitsubishi ZosenKaisha, Ld. Kobe	AzumaKisenK.K.	360·0 P28'B79'F37'	50·0	29·0	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy. 17$\frac{11}{16}$"–16$\frac{9}{16}$" 246NHP MitsubishiZosenKaisha, Ld.Kob.		C
33645 20809 JLHE	**Shinten Maru** Ⓟ Wireless 1*Dk*	1255 1073 735					1917	Yokohama DockCo.Ld Yokohama	SettsuShosenK.K.	222·5 P24'B36'F24'	33·5	19·5 *WB*	Fuchu Japanese	T.3Cy.15½",25½"&42"–30" 97NHP YokohamaDockCoLdYka		
33646 24743 JATE	**Shinto Maru** Ⓟ *ss*Osa.No.1-23 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forward hold*	2246 1897 1530	11,28	Kob	*r*		1919 8mo	Fujinagata Zosensho Osaka	Kuribayashi ShosenK.K. *CellDBa72'uE34'*	271·9 B60'F33' *f112' 456t FPT99t*	38·2	24·2 FK	Tokio Japanese 4*BHCem* *APT39t*	T.3Cy.18½" 31½"&51½"–36" 189NHP 2SB,6*cf*,GS99,HS3135 FujinagataZosensho,Osa.	24 ″ 2	C †
33647 29796 JOYA	**Shintoku Maru** AuxTwinSc 4MstBkn *Mchy.Aft* 2*Dks*	2518 2169 1175			...		1924	Mitsubishi ZosenKaisha Ld. Kobe	Govt.of Japan (Dept.of Education)	280·0 P107'F44'	44·0	26·5 BK10'	Kobe Japanese *WB*	T.6Cy.12",20"&33"–24" 165NHP MitsubishiZosenKaishaLd	26 ″ 6	
33648 266 JPEC	**Shinton Maru** Wireless 1*Dk*	1576 1379 884					1927	Manchuria DockK.K. PortArthur	DairenKisenK.K.	249·0	37·5	21·0	Dairen Japanese	T.3Cy.		
33649 10147 JKIE	**Shinye Maru** TwinSc 2*Dks*	408 276 251					1906	T.Hyogo- dani Osaka	Amagasaki KisenbuGomei Kaisha	143·0	19·2	13·2	Osaka Japanese	O.4Cy.11⅝"&22"–15" 31NHP		
33650 21521 JIWB	**Shinyei Maru** Ⓟ Wireless 1*Dk*	968 — 567					1917	....	KagitomiSansaku	196·0	31·5	8·0	Tokio Japanese			
33651 23825 JRHB	**Shinyei Maru No. 3** Wireless 1*Dk*	958 825 550					1918	Nitta K.K.K. Osaka	KyoritsuKisen K.K.	196·0	31·5	18·0	Kobe Japanese *WB*	T.3Cy.13⅝",22½"&37½"–28" 75NHP HinomaruTekkosho,Osaka		
33652 14316 JSHD	**Shinyo Maru** Ⓟ TrpSc *ss*H.Kg.No.3-4,23 *ss*H.Kg.No.2-31 3*Dks*(*Stl-U&Mws*)*deepframing&* *Web frames&Shelter dk*(*Stl*–teak s)	13026 11070 6375	✠100A1 *Shelter dk* *withfreeboard* 5,32 BS12,31 ✠LMC1,31 *Fitted for oil*	HKg *fuel* 9,20	*j*†	CL s1,31 P&C 7,31 *F.P. a*	1911 8mo *bove* 1	MitsuBishi Dkyd&EWks Nagasaki A&CP 50° F.	NipponYusenK.K.	558·0 FK&BK2½" *WB=CellDBa105'*	61·9	35·5	Tokio Japanese 10*BHCem* *uE&B207'*	3 Steam Turbines (*s*) 180lb FD 3040NHP 13SB,52*cf*,GS981,HS37661 MitsuBishiD.&E.Wks.Nag *f137'1864tFPT92tAPT79t*	38 ″ 8 s 7 ″ 8 31 ″ 9	
33653 7165 JDHD	— (*ex*ShinpoMaru) *ss*Yka.No.3-4,30 *ss*Osa.No.1-34 2*Dks*(*Stl*)	4737 4034 3397	✠100A1 5,35 ~~5,34~~ ✠LMC~~[illegible]~~ 5,85	Osa Yka	*x*	~~4,34~~ 5,35	1918 3mo	Uraga DockCo.Ld. Uraga A&CP	NipponGodoKosen K.K. *CellDB291'934t*	360·0 P33'B91'F33' FK *FPT143tAPT53t*	51·0	28·3	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"–48' 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 7 s 5 ″ 9 23 ″ 2	
33654 24162 JKTE	**Shinyo Maru No. 2** (*ex*SenyoMaru-33,*ex*YatakeMaru) 1*Dk*	1065 — 599					1918	Ishikawa Ayaji Osaka	OkadaKisenK.K.	210·0	32·0	18·5	Nishino- miya Japanese	T.3Cy.13½",22½"&37⅝"–28" Nakagawa 74NHP Tekkosho,Osaka		
33655 155927 GBPD	**Shinyu** (*ex*Shin-yuMaru,*ex*Terrier) 1*Dk2trB&ptAwngdk*	1615 1160 1015					1894	J.Blumer& Co. Sunderland	G.L.Shaw	255·2 Q102' FK *ptAwngdk158'*	35·5	15·6	Shanghai British	T.3Cy.19⅝",31½"&51½"–33" 153NHP G.Clark,Ld.Sunderland	18 ″ 1	
33656 22320 JNQD	**Shinyu Maru** (*ex*HiyeizanMaru-33) *ss*Kob.No.3-4,33 2*Dks*(*Stl*)	4622 3927 ~~3322~~ 3307	✠100A1 4,35 ~~4,34~~ ✠LMC~~[illegible]~~ 4,85	Kob	*x*	~~3,33~~ 4,35	1919 2mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi ShosenK.K. *CellDB291'919tFPT*	360·0 P21'B91'F35' FK	51·2	25·4	Tokio Japanese 6*BHCem* *114tAPT46t*	T.3Cy.24½",40½"&67'–48" 180lb (*s*) 377NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5¾ 23 ″ 1	
33657 24640 JPYB	**Shinzui Maru** Ⓟ 2*Dks*	2978 — 1854					1918	Yokohama DockCo.Ld. Yokohama	Kuribayashi ShosenK.K.	310·0 P25'B98'F33' *WB*	43·0	26·0	Tokio Japanese	T.3Cy.22",37"&61"–42" 241NHP YokohamaDockCoLdYka		C
33658 10437 JKCB	**Shiokubi Maru** (*ex*Wyefield) *ss*Yka.No.2-07 *Spar dk*(*Stl*)*2trB* *&deep framing*	3729 3078 2991	✠ 7,07 ✠	Yka	*v*		1898 6mo	W.Hamil- ton&Co. Pt.Glasgow	NipponSeitetsu K.K.	329·8 P31'B118'F39' 26·4 FK *WB=*	45·4	16·2	Yawata Japanese 6*BHCem* *CellDBa&u*	T.3Cy.24",40"&65"–42" 301NHP 2SB,6*rf*,GS141,HS4691 D.Rowan&Son,Glasgow *E114'f144'727tAPT177t*	26 ″ 6	
33659 15997 JSKD	**Shiragi Maru** Ⓟ TwinSc 2*Dks*	3035 2664 1434					1912	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan(Dept.of Railways)	320·0	43·0	30·0	Tokio Japanese *WB*	T.6Cy.19",32"&53"–36" 337NHP KawasakiDkydCoLdKobe		
33660 32629 JSQB	**Shiraha Maru** (*ex*Vasconia, *ex*Valverda) *ss*Kob.No.3-6,31 *ss*Kob.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks&DT*	~~5682~~ ~~5344~~ ~~3505~~ 5693 5344 3553	✠100A1 1,36 ~~3,35~~ ✠LMC~~[illegible]~~ 1,35 *Deep tank*	Nag Kob *adapte*	*a*† *d*	CL ~~2,35~~ 1,36 *for carr*	1918 8mo *ying o*	Russell& Co. PortGlasgow *Lloyd'sA&CP* *il fuel* 2,27	TatsuumaKisen K.K. 1*IntermediateBH* *&1'tween d* *CellDB360'1181t DT*	423·3 P38'B123'F43' FK *kBHdispensed with* *a36'1109t APT31t*	56·0	28·7	Nishino- miya Japanese *Cem* 5*BH to Udk* 1 ,, ,, 2*nd*,, *only*	T.3Cy.27",45"&74"–51" (*s*) 180lb 574NHP 3SB,9*cf*,GS198,HS8742 FD Rankin&Blackmre,LdGrk	31 ″ 4	
33661 148742 GMDB	**Shirak** *ss*Shl.No.1-30 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6023 5521 3675	✠100A1 6,31 ✠LMC3,30 *CarryingPetr* *Fitted for oil*	Sng *oleum* *fuel* 3,	*z* *in* 26	CL 3,30 *bulk* *F.P. a*	1926 3mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50°F.	BalticTradingCo. Ld. *CellDBuB40'64tD*	412·0 P108'B28'F46' FK *Tf38'338t FPT66t*	53·4	31·6	London British 17*BHptCem* 9 ,, *to Udk* 8 ,, ,, 2*nd* ,, *APT59t*	T.3Cy 27",45"&75"–48" (*s*) 180lb *120lb* 583NHP 3SB,9*cf*,GS189,HS7778 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s6 ″ 8 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33662 148687 GLQW	**Shirala** Ⓟ D.F.	TwinSc ssCal.No.2-33 2Dks(StlWthrdk-teaks) 3rd dk(Stl)in holds	7841 6747 4872	✠100A1 withfreeboard 12,35 ~~8,34~~ ~~BS7,34~~	Cal BS8,35 ✠LMC8,35	c†	CL ~~8,33~~ ~~8,34~~ 12,35	1925 10mo Lloyd	Hawthorn Leslie&Co.Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB373'1220t Tanks at sides of tun	437·2 P44'B144'F49' nels16'79tFPT150t	57·8	33·5 FK	London British 7BHCem APT150t	T6Cy.$20\frac{3}{4}$",$35\frac{1}{2}$"&60"-45" (s) 215lb 802NHP 5SB,15cf,GS316,HS12150FD HawthornLeslie&Co.Ld.	36 ″ 6 s9″$10\frac{3}{4}$ 27 ″ 1	
33663 2 JRME	**Shiratori Maru** Now "Tsing Fat," see No. 40288 in Supplement	2Dks	329 83 198					1921	Ohara Matsunosuke Osaka	SetsuyoShosen K.K.	120·0 B14'	22·5	14·2	Osaka Japanese	T.3Cy.$10\frac{1}{2}$",17"&$28\frac{1}{2}$"-20" 36NHP TaishoTekkosho,Osaka		
33664 148440	**Shirley G. Taylor** Mchy.Aft	1Dk	1746 1596 1124					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	253·0 F35'	43·2	17·8	StC'thrnes Ont. British WB	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld Hull		C
33665 148714 GMDC	**Shirvan** Mchy.Aft	ssShl.No.1-30 2Dks(Stl)&Web frames Longitudinal framing	6017 5521 3671	✠100A1 12,31 CarryingPetr Fitted for oil	Fal ✠LMC1,30 oleum fuel 1	z in 2,2	CL 12,31 bulk 5 F.P.	1925 12mo Lloyd above	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 150° F.	BalticTradingCo. Ld. CellDBuB 40'64tDTf38'338t	411·8 P108'B28'F46' FPT66tAPT59t	53·4	31·6 FK	London British 17BHptCem 9 ,, to Udk 8 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (s) 180lb 120lb 552NHP 3SB,9cf,GS162,HS8238 FD N.E.Mar.Eng.Co.Ld.Nwc.	31 ″ 6 s6 ″ 8 25 ″ 3	
33666 22210 JKVB	**Shisen Maru**	1Dk	2201 1891 1292					1918	Ishikawa- jimaS.B.Co. Tokio	OsakaShosenK.K.	268·0 P13'B58'F27'	40·7	23·5 WB	Osaka Japanese	T.3Cy.19",$31\frac{1}{2}$"&52"-39" 169NHP IshikawajimaS.B.CoTokio		
33667 21147 JLIE	**Shiwoya Maru** (exKasugaMaru, exDaikiMaru)	1Dk	744 637 422					1917	Aizawa Iwakichi Osaka	UyedaMitsujiro	181·7	27·3	14·9	Nishino- miya Japanese	T.3Cy.$12\frac{1}{8}$",$19\frac{1}{2}$"&$32\frac{15}{16}$"-24" 57NHP AizawaIwakichi,Osaka		
33668 24270 JTUH	**Shiyo Maru No. 1** Should be "Shinyo Maru No. 1," see No. 40033 in Supplement (exShinyoMaru-34, exKirishimaMaruNo.6)	1Dk	1289 1080 710					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 P28'B52'F24'	32·7	20·5	Fuchu Japanese WB	T.3Cy.16",$26\frac{5}{16}$"&42"-30" 97NHP MatsudaCo.Osaka		
33669 33184 [illegible]	**Shiyo Maru No. 3** (exJohsho Maru-33,exHengTai,exCarmen) Should be "Shinyo Maru No. 3," see No. 40034 in Supplement	1Dk	1899 1651 1105			...		1917	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 P30'B64'F19'	43·5	20·0 FK	Fuchu Japanese WB	T.3Cy.20",33"&54"-40" 272NHP AmericanS.B.Co.Clevelnd	20 ″ 2	
33670 23611 JPPA	**Shofuku Maru**	2Dks	1772 1418 1060					1918	Kawasaki DockyardCo. Kobe	KawasakiKisen K.K.	249·0 P14'B63'F33'	37·5	21·0 WB	Kobe Japanese	T.3Cy.18",28"&46"-36" 127NHP KawasakiDock Co.Kobe		
33671 19244 JLLE	— (exBanseiMaruNo.3)	Wood 1Dk	680 470 397					1916	SoraJierza Osaka	NakasakiKunji	180·7	30·0	13·5	Sakai Japanese	T.3Cy.$11\frac{1}{4}$",$19\frac{15}{16}$"&$31\frac{3}{4}$"-22" 46NHP OharaGisuke,Osaka		
33672 28543 JDTA	**Shogen Maru** (exPencisely, exUsworth)	1Dk	3362 2812 2061			...		1910	JReadhead &Sons,Ld. SouthShields	SakaiShohichi	321·4 P27'B92'F33'	48·0	21·5 FK	Kobe Japanese WB	T.3Cy.$23\frac{1}{2}$",39"&64"-42" 308NHP J.Readhead&Sns,Ld.S.Shl.	23 ″ 10	C †
33673 36558 JJTC	**Shohei Maru**	OilEng. 2Dks(Stl)	7256 6365 4413	✠100A1 withfreeboard 10,34 ✠LMC CS10,34 6,35 ~~4,34~~ Carrying car	Kob DBS~~4,34~~6,35 go oil	b† F.	CL ~~4,32~~ 5,35 P. abo	1931 3mo Lloyd ve150°	Mitsui Bussan Kaisha, Ld. Tama 'sA&CP F.in deeptank	ShimataniKisen K.K. 1Intermediate in forward s CellDB	437·0 P37'B165'F33' 'tweendkBH hold dispensed with 376' 1301t MT33'75	58·0	35·0 FK	Kobe Japanese ptCem 6BHtoWdk 1 ,, ,, 2nd dk 2tFPT 00t	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB100lb MitsuiBussanKaisha,Ld. APT150t	35 ″ 0 s8 ″ $8\frac{3}{4}$ 26 ″ $5\frac{1}{2}$	
33674 29881 JONA	**Shoho Maru** Ⓟ D.F.	TwinSc (Ferry) 2Dks	3460 2363 1269					1923	Uraga DockK.K. Uraga	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokio Japanese	SR geared Steam Turbines Metro-VickersElec.Co Ld.		
33675 23645 JKIC	— Wireless	1Dk	1321 1140 905					1918	Fujima Kaichiro Osaka	KinkaiYusenK.K.	220·0	32·5	21·0	Tokio Japanese WB	T.3Cy.$14\frac{5}{8}$",27"&70"-30" 88NHP ShinooSeizo,Osaka		
33676 29053 JKJA	**Shokei Maru** Ⓟ	TwinSc (Ferry) CruiserStern 2Dks	3620 2943 1380					1923	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept.of Railways)	360·0 F52'	46·0	28·0	Tokio Japanese WB	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
33677 16026	**Shokiku Maru** (exHakataMaru No.10)	1Dk	466 — 258					1913	OsakaIron Works Habu	Aotsuka Kiohichiro	113·9	21·2	10·8	Hakodate Japanese	T.3Cy.$11\frac{1}{2}$",19"&32"-22" 48NHP OsakaIronWorks,Habu		
33678 33172 JAMC	**Shoko Maru** (exChamblee)	1Dk	2209 1986 1321			...		1919	McDougall -DuluthCo. Duluth,Minn	ShowaKisenK.K. (NisshinKaiun ShokaiLd.Mgrs.)	251·0 P25'B64'F23'	43·5	22·2 FK	Takasago Japanese WB	T.3Cy.20",33"&54"-40" 262NHP McDougall-DuluthCo.	24 ″ 2	C †
33679 22012 JIXC	— (exShinseiMaruNo.7) Wireless	1Dk	1224 994 802					1917	Hara Shinichi Osaka	HamaguchiKisen GoshiKaisha	220·0	33·5	18·5	Fuchu Japanese WB	T.3Cy.12",19"&$31\frac{1}{16}$"-16" 39NHP		
33680	**Shokwa Maru**	2Dks	4509 4033					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	354·3 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
33681 29832 JPZA	**Shokyu Maru** (exIshikariMaru, exAustralrange,exStrathdee)	1Dk&Spar dk &deep framing	4486 4088 2789			...		1907	R.Duncan &Co.Ld. PortGlasgow	ShoyeiKisenK.K.	376·0 P29'B92'F44'	52·3	17·6 25·4 FK	Tarumi Japanese WB	T.3Cy.25",41"&68"-48" 366NHP D.Rowan&Co.Glasgow	28 ″ 0	C †
33682 15214	— (exGinzanMaru-32, exShinshoMaru)	1Dk	417 — 246					1912	S.Nagata Osaka	MatsudaGoichi	118·8	21·2	10·9	Hakodate Japanese	T.3Cy.$11\frac{3}{4}$",$19\frac{1}{2}$"&$32\frac{3}{5}$"-22" 53NHP S.Nagata,Osaka		
33683 217539 KJYJ	**Shooters Island**	2Dks	4755 4287 2961			...		1919	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedStates ShippingBoard Bureau	377·0 P25'B106'F34'	52·2	26·8 FK	NewYork Utd.States WB	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 488NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	29 ″ 0	R †
33684 163533 GWWS	**Shoreham** (exThereseHorn-34) CruiserStern	OilEng. ssHam.No.3-9,34 2Dks	3122 2744 1861	100A1 withfreeboard 9,35 ~~9,34~~ DBS~~9,34~~ 12,35	Ham Gls LMC9,34	u	CL ~~N9,34~~ N9,35	1924 Lloyd	Frd.Krupp Act.Ges. Kiel 'sA&CP	KnollShippingCo. Ld.(E.H.Mundy& Co.Ld.Mgrs.) Cell	306·5 P25'B98'F23' DB 248' 652t FPT	47·7	23·5 FK	London British 5BHCem 58tAPT48t	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"-$39\frac{3}{8}$" 381NHP DB70lb Frd.KruppA.G.Kiel	25 ″ 11 s4 ″ $8\frac{1}{4}$ 21 ″ $3\frac{3}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
33685 34502 JNIH	**Shosei Maru** Ⓟ 1*Dk*	998 875 607					1929	Amagasaki Zosensho Osaka	Amagasaki Kisenbu GomeiKaisha	210·0	30·5	18·7	Osaka Japanese	T.3Cy		
33686 33610 JJNC	— Ⓟ Wireless 1*Dk*	771 630 439					1928	Ohara Matsunosuke Osaka	ShintoKozanK.K.	180·5	27·5	7·3	Fuchu Japanese	T.3Cy.		
33687 19584 JJSC	**Shoten Maru** (*ex*MisakiMaruNo.3) Wireless 1*Dk*	1152 988 799					1918	Hakodate DockCo Hakodate	HamaguchiKisen K.K.	215·0	31·5	18·5	Fuchu Japanese *WB*	T.3Cy.14¼",24¼"&40"-30" Hakodate 88NHP DockCo.Hakodate		
33688 32630 JSTB	**Showa Maru** (*ex*Romagne) 1*Dk*	2211 1962 1300			…		1920	American S.B Co. Cleveland,O.	SatoKuniShoten K.K.	251·0 P27'B64'F26' FK	43·7	22·2	Fuchu Japanese *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co Clv.O.	24 ″ 2	C †
33689 33569 JCDC	**Shoyei Maru** (*ex*GeneralLukin, *ex*Oakwin,*ex*WarOasis) 1*Dk*	3083 2843 1859			…		1919	W.Gray& Co.Ld. WHartlepool	ShoyeiKisenK.K. (TowaKisenK.K. *Mgrs.*)	331·9 P33'B100'F29' FK	46·5	25·5	Tarumi Japanese *WB*	T.3Cy.25",41"&68"-45" 358NHP Cen.Mar.Eng.Wks W.Hpl	25 ″ 6	C †
33690 33333 JQKB	**Shoyo Maru** *ss*Yka.No.3-7,34 *Mchy.Aft* 2*Dks*(*Stl*)	7499 6923 4509	✠100A1 2,35 BS2,35 ✠LMC7,34 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 3,28	Yka	*b*†	CL 2,35	1928 3mo	Yokohama DockCo.Ld. Yokohama Lloyd's*A&CP*	NipponTankerKK. *CellDBuE&B73'* 300*tDTf*43'550*t*	430·6 P110'B33'F38' FK *FPT*144*tAPT*207*t*	57·7	34·5	Tokio Japanese 13*BHptCem* (9 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&75"-54" (*s*) 200lb 582NHP 3SB,9*cf*,GS185,HS8295 FD YokohamaDockCoLd.Yka	34 ″ 6 s 6 ″ 9½ 28 ″ 0¼	
33691 148275 GKRQ	**Shrewsbury** (*ex*Southborough-33) *ss*Rot.No.2-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4542 4206 2754	✠100A1 *with freeboard* 11,35 ~~2,35~~ ✠LMC MS2,31 BS~~4,34~~6,35	Npt Cff	*z*	CL 4,34	1924 10mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's*A&CP*	AlexanderShppng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDBa&uE*163'*f*174'1206*t*	399·5 F37' FK *FPT*110*t APT*123*t*	53·0	24·9	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0¾ 24 ″ 8	
33692 VTDJ	**Shrivati** (*ex*Mubarek) *OilEng.* ~~*ss*Bom.No.2-29~~ *Mchy.Aft* 1*Dk*(*Stl-ws*) *Cargo battens not fitted* *ss*Bom.No.3-4,35	387 285 250	✠100A1 4,35 ~~2,32~~ 4,35 ✠LMC ~~[illegible]~~ ~~✠LMC(M)[illegible]~~	Bom	*e*	CL 4,35	1921 11mo	London& MontroseS.B. &R.Co.Ld. Montrose Lloyd's*A&CP*	TheState of Bhavnagar (Kathiawar)	132·7 P41'F19' FK	25·1	11·5	3*BHCem* *FPT*33*t*	Oil Engines 2S.C.SA 4Cy.13¾"-15" 124NHP W.Beardmore&Co.Ld.Gls.	12 ″ 6 s 1 ″ 1 11 ″ 10	
33693 149601 GMTN	**Shropshire** Ⓟ **TwinSc4Mst** *ss*Bkn.No.2-35 ~~*ss*Bkn.No.1-30~~ *OilEng.* Sub.Sig 3*Dks*(*Stl-Uws*) D.F. *CruiserStern*	10515 7735 6593	✠100A1 11,35 ~~2,34~~ 7,35 DBS ✠LMC CS4,35 4,35	Bkn	*e*†	CL ~~2,33~~ ~~S6,33~~ PN11,35 S11,35	1926 10mo	Fairfield Co.Ld. Glasgow Lloyd's*A&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cell*	483·6 P51'B265'F78' FK *DB*405'1724*t FPT*	60·3	31·8	Liverpool British 8*BHptCem* 54*tAPT*113*t*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 3 s6 ″ 10½ 29 ″ 8½	BT till ~~[illegible]~~ 11,36
33694 147724 MQKP	**Shu Kwang** **TwinSc** *ss*Shi.No.2-33 1*Dk*(*Stl*)&*Web frames* *CruiserStern*	732 458 285	✠ A- *For Service on the Yangtsze River* 9,34 BS4,34 MS6,33 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 9 24	Shi		OG ~~9,33~~ 3,36	1924 9mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(N.C.)Ld.	198·7 *Shade dk*134'F22' FK *CellDBuE*14'	32·9	8·9	Shanghai British 9*BHptCem* 13*tFPT*10*t*	T8Cy.(2)18",(2)26"&(4)30" -18" 250lb 220lb at Eng (*s*) 397NHP 2 W T Boilers HS6990 FD Yarrow&Co.(1922)Ld.Gls.	10 ″ 6	
33695	**Shun An** (*ex*FooSung-33,*ex*Teli-29, *ex*Teresa) *ss*Sng.No.3-5,98 *ss*Sng.No.2-07 *Well deck* 1*Dk*(*Irn-ptws*)2*trB*	1455 — 1071	✠ 5,13	Sng	*o*		1886 5mo	Grngemth DockyardCo. Grngemouth	ShunAnS.N.Co.Ld.	244·3 Q81'B67'F27' *ptShade dk*43' BK7½" *CellDB*197'	29·9	17·3	Shanghai Chinese 4*BHCem* 340*tAPT*15*t*	T.3Cy.18",30"&48"-36" NDB97 142NHP 2SB,4*cf*,GS120,HS2190 Hutson&Corbett,Glasgow	16 ″ 10	
33696 101741 VPCM	**Shun Chih** Ⓟ (*ex*ShunTsze, *ex*Melusia,*ex*Sydney) *ss*Mel.No.3-8,14 *ss*Syd.No.2-23 *Ref.Mchy.* 1*Dk*(*Stl-ws*) &*deep framing*	1881 1559 1173	✠ 11,27 ✠	Syd	*r*		1902 4mo	CaledonS. B.&E.Co.Ld Dundee	SingHing S.S.Co.Ld. *Cell*	280·2 P45'B97'F35' FK *DBa*76'*uE*22'*f*116'	38·2	19·6	Hong Kong British 4*BHCem* 403*tAPT*35*t*	T.3Cy.22",35"&59"-36" 249NHP 2SB,6*cf*,GS135,HS4141 CaledonSB.&E.Co.Ld.Dun	22 ″ 0	
33697	**Shun Foong** (*ex*Glenluss-32, *ex*Bosporus,*ex*Ursula *ss*Gls.No.3-1,21 Rickmers) *ss*Nwc.No.2-29 2*Dks*(*Stl*)&*Web frames*	*4275* *3915* *2696*	9,33	Rot	*x*		1911	Rickmers Akt.Ges. Weser- münde-G.	ChungWeiS.S.Co. *CellDB*321'833*t D*	368·0 P37'B99'F42' FK *Ta*28' 696*t FPT*57*t*	47·7	27·5	Shanghai Chinese 6*BHAsp* *APT*38*t*	T.3Cy.23⅝",38½"&63"-43 3/16" 325NHP 3SB,9*cf*,GS167,HS5595 BremerVulkan,Vegesack	30 ″ 0	
33698	**Shun Kong** (*ex*Urilla) *Now* "Heng Mei," *see No.* 38404 *in Supplement* *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks*	*1985* *1727* *1052*					1907	Sir Raylton Dixon&CoLd Middlesbro'	MingLiS.S.Co.	275·7 P80'F32'	40·4	18·7	Shanghai Chinese *WB*	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
33699 XNCJ	**Shun Lee** (*ex*HengTa,*ex*Kamor) Wireless 1*Dk*&*Spar dk*&*deep framing*	1532 1423 970			…		1902	Fevigs Jernskibsbyg Fevig	ChingKeeS.N.Co. Ld.	245·0 FK	36·0	12·7 19·7	Chefoo Chinese *WB*	T.3Cy.17½",27"&47"-36" Richardsons, 150NHP Westgarth&Co.Ld.Mdb.	22 ″ 5	C †
33700 XNFU	**Shun Yuan** (*ex*KeelungMaru-32) *ss*Kob.No.3-1,10 *ss*Nag.No.1-14 1*Dk*(*Stl*)&*Spar dk*&*deep framing*	1628 1416 958	✠ 2,14 ✠	Nag	*q*		1896 12mo	JLThomp- son&Sons,Ld. Sunderland	YungYuanS.S.Co. *CellDBa*72'*uE*&	252·0 P20'B66'F35' FK *B*36'*f*100'259*tFPT*	35·0	13·7 20·7	Tsingtao Chinese 4*BHCem* 31*tAPT*11*t*	T.3Cy.21½",36"&59"-39" 241NHP 2SB,6*cf*,GS100,HS3800 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
33701 137802 MFXZ	**Shuna** *ss*Gls.No.2-35 *ss*Gls.No.3-12,27 *Well deck* ~~*ss*Gls.No.1-02~~ 1*Dk*(*pt Irn ptStl*)	1494 1260 912	✠100A1 10,35 ~~1,34~~ MS10,35 ~~[illegible]~~ BS5,35 ✠LMC~~[illegible]~~	Gls	*p*	CL ~~1,34~~ 10,35	1915 9mo	J.Crown& Sons,Ld. Sunderland Lloyd's*A&CP*	ClydesdaleShip- ownersCo.Ld. (Glen&Co.*Mgrs.*) *WB* = *CellDB*	250·0 P14'Q65'B82'F29' FK *a&uE*79'*f* 111'340*t*	37·3	17·2	Glasgow British 4*BHCem* *APT*40*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb *100lb* 165NHP 1SB,3*cf*,GS69,HS2650 N.E.MarineEng.Co.Ld Sld	18 ″ 6 s 1 ″ 5 17 ″ 3½	
33702 26171 JSQD	**Shunko Maru** *ss*Kob.No.3-7,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Osa.No.1-35	6777 6507 5027	✠100A1 *Shelter dk with freeboard* 8,35 ~~8,34~~ ✠LMC~~[illegible]~~ 8,35	Kob Osa	*a*†	CL 7,33	1919 11mo	Teikoku S.S.Co. O Harima A&CP	OsakaShosenK.K. *CellDB*371'1172*t*	425·0 FK *Collision* *FPT*148*t APT*220*t*	53·6	37·5	Osaka Japanese *Cem* *BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.~~27"~~,45"&75"-51" (*s*) 200lb 27½ 575NHP 2SB&1AuxSB,*11cf*,GS194, HS8270 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¼ 28 ″ 7	
33703 31354 JEGB	**Shunsei Maru** (*ex*BaronPolwarth) 2*Dks*	4910 4581 3083					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2 P40'B117'F45'	52·3	27·4	Fuchu Japanese *WB*	T.3Cy.27",44"&73"-48" 369NHP Dunsmuir&JacksonLd.Gls		C
33704 1110	**Shunsen Maru** (*ex*YoshiMaru)	971 807 557					1920	Namura Gennosuke Osaka	ChosenYusenK.K.	193·7 P15'B49'F28'	31·0	18·5	Jinsen Japanese *WB*	T.3Cy.13¾",23⅝"&39⅞"-28" 84NHP NamuraGennosuke,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33705 223 JPGA	**Shunsho Maru** (*ex*Chupra) *Fitted for oil fuel* 2*Dks*(*Stl*)&*deepframing*	6169 5844 3915	✠ 5,06 ✠	Gls	*a*†		1906 5mo	Barclay, Curle&Co.Ld. Glasgow	YamamotoKaiun K.K. *CellDBa*117'*u*	430·6 P40'B85'F44' *E&B*93'*f*147'1111*t*	54·3	32·0 FK	Dairen Japanese 7*BHCem* *APT*75*t*	T.3Cy.33",53½"&86"-60" HS12194 784NHP 4S&1AuxSB,*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	C †
33706 30497 JOBB	**Shuntai Maru** (*ex*NorthAmerican) *Fitted for oil fuel* 1*Dk*	2253 1857 1325			...		1920	Canadian AllisChal- mers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0 P27'B64'F24'	43·6	20·5	Fuchu Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllisChalmersLd	23 ″ 0	C †
33707 33588 JCAC	**Shunten Maru** *OilEng.* 2*Dks*(*Stl*)	5623 5210 4137	✠ ... 8,33 ✠	Yka			1928 8mo	Mitsubishi ZosenKaisha. Ld. Nagasaki *Cell*	YamamotoShoji K.K. *Intermediate'tween* *BHin after* *DB*347' 1215*t DTs*	405·0 P39'B110'F40' *dk* *hold dispensed with* *a*14' 100*t* & *f*28'784	55·0	32·0 FK	Fuchu Japanese *ptCem* 4*BH to U dk* 2 ,, ,, 2*nd* ,, *t Side tanks*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd *uER*251*tFPT*162*tAPT*95*t*	32 ″ 0	C †
33708 154092 GWSC	**Shuntien** D.F. 2*Dks*	3059 2194 1570					1934	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	303·7 P52'F42'	46·1	23·1	London British *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
33709 22578 JLFE	**Shunyo Maru No. 2** **Wood** 1*Dk*	604 503 330					1918	Fukuya Seiichi Osaka	Tabuchi Iwatora	170·7	28·1	15·5	Osaka Japanese	C.2Cy.17"&35"-22" 48NHP ImadaTekkosho,Osaka		
33710 39888 JXRH	**Shunzan Maru** *OilEng.* 1*Dk*	608 — 460					1934	Mihara Zosen Tekkosho K.K.Osaka	YamamotoShoji K.K.	162·9	28·5	15·0	Osaka Japanese	Oil Engines		
33711 34127 JRGB	**Shuri Maru** Ⓟ 2*Dks*	1857 1569 1076					1928	Uraga DockK.K. Uraga	OsakaShosenK.K.	260·0	39·0	23·0	Osaka Japanese	C.2Cy.		
33712 129306 VWCD	**Shwedagon** *ss*Cal.No 3-4,24 *Mchy.Aft* *ss*Cal.No.2-32 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3391 3270 1999	✠100A1 12,35~~1,35~~ BS~~1,35~~ ✠LMC3,32 12,35 *Carrying Pet* *Fitted for oil*	Cal *roleum* *fuel* 5,	*t* *in* 12	~~1,35~~ 12,35 *bulk* *F.P. a*	1912 5mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *WB* 50° F.	Indo-Burmah PetroleumCo.Ld. = *CellDB uB*38'39	300·4 *tFPT*115*tAPT*44*t*	44·1	31·3 FK	Rangoon British *Cem* 8*BH to U dk* 3 ,, 2*nd* ,,	T.3Cy.19",31"&51"-36" (*r*) 180lb *120lb* 199NHP 2SB,*4cf*,GS101,HS3470 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
33713 7159 JBQD	**Shyogen Maru** (*ex*KofukuMaru) *ss*Kob.No.3-2,28 *ss*Nag.No.1-33 2*Dks*(*Stl*)	4739 4034 3385	✠100A1 6,35 ~~5,34~~ ✠LMC~~5,34~~ 6,35	Nag	*x*	CL ~~6,32~~ 6,35	1917 9mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *CellD*	360·0 P33'B91'F33' *B*291'934*tFPT*143*t*	51·0	28·5 FK	Fuchu Japanese 6*BHCem* *APT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5¾ 23 ″ 1	
33714 22293 JEKD	**Shyojin Maru** (*ex*KoyeiMaru) *ss*Kob No.3-3,28 *ss*Kob.No.1-33 2*Dks*(*Stl*)	4739 4034 3366	✠100A1 2,36 ~~1,35~~ ✠LMC~~1,35~~ 2,36	Kob Nag	*x*	CL N1,35	1918 6mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *Cell*	360·0 P33'B91'F33' *DB*291' 934*t FPT*1	51·0	28·4 FK	Fuchu Japanese 6*BHCem* 43*tAPT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
33715 FNYQ	**Si Kiang** (*ex*Meiningen) D.F. *Fitted for oil fuel*	7014 6277 3848					1914	J.C.Teck- lenborgA.G. Weser- münde-G	Cie.desMes- sageriesMaritimes	473·9 H112'	59·0	28·3	Dunkirk French *WB*	T.2Cy.32$\frac{3}{10}$",52⅘"&78$\frac{7}{10}$"- 55$\frac{1}{10}$"&LP Turbine JC.TecklenborgA.G.Wsm		V
33716 LEUG	**Siak** 1*Dk*	1150 986 641					1930	Trndhjms Mek.Værks. Trondheim	D/S A/S Skuld (NilsBull,*Mgr.*)	226·5 P44*t*H71*t*	36·5	15·7	Tönsberg Norwegian *WB*	T.3Cy.17",27½"&45"-30" 111NHP TrndhjmsM.V.Trondheim		N
33717 OZMB	**Siam** **TwinSc4Mst** *ss*Cpn.No.3-2,25 *OilEng.* *ss*Cpn.No.2-33 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*-ws)	6637 4859 4223	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~1,35~~ DBS~~9,34~~2,36 ✠LMC CS12,33 2,36~~12,33~~	Cpn	*a*†	CL ~~11,32~~ P12,35 SN 12,35	1913 4mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasia- tiskeKompagni *WB=CellDBa* 126'*uE&B*	410·0 46'*f*140'1275*t FPT*	55·2	27·5 FK	Copnhagn Danish 7*BH* 97*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.23¼"-31½" 842NHP DB*60lb* Akt Burmeistr&Wain,Cpn	38 ″ 6 s11 ″ 1 28 ″ 1	
33718 161297 GCML	**Siamese Prince** **TwinSc** *ss*N.Yk.No.1-33 *OilEng.* Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	6607 5692 3817	✠100A1 *withfreeboard* 11,35~~2,35~~ DBS5,35 ✠LMC CS5,33 5,33 *Fitted for car*	HKg Sng *rying*	*d*† *oil*	CL ~~P11,32~~ SN1,35 P11,35 9,29 *F.*	1929 9mo *Lloyd* *P. abo*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *ve* 150° F. *in D* *Ce*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Ductkeelfwd.* *eep Tanks & Peak* *llDB*368'1477*tMT*	441·5 F44' *of mchy.space* *Tanks* *s*42'1431*t FPT*108*t*	60·3	28·2 FK (*C*	London British 8*BHptCem* *oll to Sh dk* 7 ,, 2*nd* ,,) *APT*166*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1350NHP 2DB*125lb* Richardsons,Westgarth& Co Ld.W.Hpl.	32 ″ 4 s 4 ″ 6¾ 28 ″ 0½	
33719 11042 JBOE	**Siang Yang Maru** **TwinSc** 2*Dks*	3302 1517 1983					1907	Kawasaki DockyardCo. Ld.Kobe	NisshinKisenK.K.	310·0 B248'F46'	44·0	14·0	Tokio Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
33720 120142	**Siangtan** **TwinSc** 2*Dks*	1195 677 729					1905	Farnham, Boyd&Co.Ld Shanghai	ChinaNav.Co.Ld.	220·0	40·0	9·5	London British	T.6Cy.9",14"&23"-15" 54RHP Yarrow&Co.Ld.London		
33721 153996 VPCG	**Siangwo** **TwinScTwinMst** 2*Dks*	2595 1130 1515					1926	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	275·0	46·1	10·4	HongKong British	T.6Cy.13¼",22"&35"-18" 104NHP HongKong&Whampoa DockCo.Ld.HongKong		
33722 PHLY	**Siantar** *ss*Rot.No.3-6,34 *OilEng.* 2*Dks*&*Shelter dk*~~3*Dks*(*Stl*)~~ D.F. *CruiserStern*	~~8667~~ ~~6356~~ ~~5563~~ 6995 6356 4427	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~10,34~~ ✠LMC6,34 ✠NE6,34 DBS~~6,34~~ 8,35 *Carrying oil*	Rot Sba *F.P. a*	 *bo*	OG N6,34 *ve*150°	1921 10mo *Lloyd* *F.in f*	WearShip- yard ofW. Gray&Co. (1918),Ld. Sunderland '*sA&CP* *r'd deeptanks*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*390'1250*t* *DTa*27'1110*tM*	471·3 F52'*on Shelter dk* len34 *T*24' 980*t FPT*155*t*	57·4	30·2 38·5 FK *Coll*	Rottrdam Dutch *ptCem* *BH to Shdk* 7 ,, ,, 2*nd* ,, *APT*60*t*	2 Oil Engines S.C.DA SR geared&hydraulic coupling 12Cy.20⅞"-29$\frac{15}{16}$" 1835NHP 2DB*225lb* NDB(WTB)34 *225lb* KonMaats"DeSchelde"Fls	~~41 ″ 1~~ ~~s12 ″ 0~~ ~~29 ″ 6~~ 32 ″ 11 s 4 ″ 9 28 ″ 4	
33723																

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref.Trade.
33724 PKFZ	**Siaoe** *Fitted for oil fuel* *1 Dk*	1573 1402 870					1921	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·1 P29'F30'	40·3	17·7	Batavia Dutch *WB*	T.3Cy.16½",27¼"&45¾"-36" 121NHP N.V.Alblasserdamsche Mach.Fab.Alblasserdam		V
33725 UOVG	**Siasstroi** (*ex*Masuda) *2Dks&Web frames* *Longitudinal framing*	4907 4394 2958			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh.	U.S.S.R.	380·6 P39'B102'F42' FK	53·1	27·0	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
33726 PHMD	**Sibajak** Ⓟ TwinSc *OilEng.* D.F. GyC. *3Dks* Sub.Sig. *CruiserStern*	12226 — 7368					1927	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	506·7 P143'F94'	62·9	35·2	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 16Cy.30"-52¾" 2495NHP Maats.deSchelde,Flushing		V
33727 UOAW	**Sibeer** Ⓟ *OilEng.* D.F. *Ref.Mchy* *2Dks&3rd dk* Sub.Sig. *in fwd.holds* *CruiserStern* *Strengthened for Navigation in Ice*	3767 2934 2145			...		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37'B100'F41' FK	48·0	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
33728 PKHY	**Siberg** *OilEng.* *2Dks*	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2 P34'F30'	41·2	16·9	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.22"-39" 280NHP Werkspoor,Amsterdam		V
33729 PKFJ	**Siberoet** *1Dk*	1799 1542 1011					1927	A.F.Smulders Schiedam	Koninkl.Paketv. Maats.	267·5 P30'B68'F36'	42·2	17·7	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35"-35" 145NHP Gebr.Stork&Co.Hengelo		V
33730 PKHV	**Sibigo** (*ex*KianGwan) Wireless *1Dk*	*1594* *1279* *941*			...		1926	Wilton'sE. &SlipwayCo. Schiedam	Koninkl.Paketv. Maats.	264·9 P20'B73'F25' FK	37·3	16·5	Batavia Dutch *WB*	T.3Cy.19",32"&51"-36" 202NHP Wilton'sE.&SlpwyCo.Rot.	18 ″ 6	V †
32731 67 IUHG	**Sibilla** (*ex*Ilex-34,*ex*Nina) *Well deck* *1Dk&Web frames*	1077 870 614			...		1900	W.Dobson &Co. Newcastle	GennaroMontella	222·4 212·4 P18'Q44'B46'F24' *WB* FK	35·0	14·4 14·0	Torre del Greco Italian	T.3Cy.18½",30"&49"-33" NB07 148NHP N.E MarineCo.Ld.Nwc.	16 ″ 5	I †
33732 PKFG	**Sibolga** *1Dk*	1370 1170 785					1919	NVBoele's Scheepsw. Slikkerveer	Koninkl.Paketv. Maats.	237·9 P22'B60'F23'	36·0	16·7	Batavia Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP N.V.Boele'sSchpswBolnes		V
33733 216082 WECZ	**Siboney** Ⓟ TwinSc *Fitted for oil fuel* *3Dks&* *Ref.Mchy.* *Shelter dk*	6938 5679 3420			...		1918	W Cramp& SonsS&EBCo Philadelphia	NewYork&Cuba MailS.S.Co. (WardLine)	423·0 B&F *on shelter dk* 316' FK	60·0	15·7 32·0	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts 1908NHP Wm.Cramp&Sons, S.&E.B.Co.Phl	35 ″ 0	R †
33734 7968 SKXA	**Sicilia** *OilEng.* *CruiserStern* *1Dk&Shelter dk* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*1633* *1206* 739	✠100A1 *with freeboard* 4,35 ✠LMC8,34	Got	*s*	CL 4,35	1934 8mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB240'446t*	284·2 F25' FK *FPT23tAPT27t*	41·1	15·1	Gothenbrg Swedish *4BHptCem* (*Coll to Sh dk* 3 ,, 2nd ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"-43 5/16" DB40lb 377NHP KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
33735 LEUH	— Now "Kongshaug," see No. 33766 in Supplement *1Dk&ptAwng dk*	1147 1036 722					1898	Fevigs Jernskibsbyg Arendal	D/S A/S Spanske- linjen(Fred.Olsen &Co.&O.R. Thoresen,*Mgrs.*)	217·4 B57tH54t *ptAwng dk*142'	31·9	20·7	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		N
33736 145963 GFXZ	**Sicilian Prince** (*ex*CastilianPrince, *ex*Alleghany) *ss*Mch.No.3-10,34 *1Dk(Stl)&Shelter dk(Stl)* Sub.Sig. *CruiserStern*	3489 2909 1803	✠100A1 *Shelter dk* *with freeboard* 10,35 ~~4,35~~ ✠LMC MS6,34 BS4,35 *Fitted for oil fuel 8,22 F.P. above 150° F.* *Carrying oil fuel F. P. above 150° F. inDTank aft*	Mch	*x*	CL 9,34	1922 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler space& forward143'* *CellDB294'1155t* *DTa22'643t*	363·3 F68' *on Shelter dk* FK *Collision* *FPT45tAPT43t*	52·1	22·0	London British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"-48" (*s*) 180lb 547NHP 3SB,9*cf*,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 9 s 2 ″ 3½ 22 ″ 8	
33737 29 IUIG	**Siciliano** (*ex*FifeCoast-32,*ex*Princess Ena,*ex*Glenariff) *Well deck* *1Dk*	653 531 362			...		1892	McIlwaine &McColl,Ld. Belfast	Francesco Buccafusca	209·3 201·0 P20'Q83'B11'F31' BK7½"	29·1	13·8	Messina Italian *WB*	T.3Cy.17⅝",28"&46"-33" 136NHP M'Ilwaine&McColl,Ld.Bel.	14 ″ 9	I †
33738 1954 IUII	**Siculo** (*ex*Manon-34,*ex*Vaucluse-34, *ex*Rea,*ex*Sorrento, *ss*Nts.2ndNo.3-9,30 *ex*Skjalm) *1Dk(Stl)&Awng dk(Irn)* Wireless	1481 1302 856	... 6,34	Dnk	*o*		1906 7mo	Framnes Mek.Værks. Sandefjord	Ligure-SiculaSoc. diNav. *Cell*	242·2 232·0 F24'*on Awng dk* FK *DBa58'uE19'f94'2*	35·2	19·6	Genoa Italian *4BH* 67t*APT*15t	T.3Cy.18",29"&48"-33" 156NHP 2SB,4*cf*,GS96,HS2604 AkersMek.Værks.Oslo	22 ″ 1	I †
33739 PKHW	**Sidajoe**	1788 1545 1001					1928	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	267·6	42·2	17·6	Batavia Dutch *WB*	C.4Cy.16 9/16"&35 7/16"-35 7/16" 126NHP Maats.Fyenoord,Rot.		V
33740 FNBB	**Sidi-Aïssa** *Fitted for oil fuel* *2Dks*	2586 2288 1426					1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Soc.Gén.deTransp. Mar.àVap.	330·4 P&B196'F96'	43·0	24·4	Marseilles French *WB*	T.3Cy.21",34"&56"-39" 196NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc		V
33741 FNBH	**Sidi Bel Abbès** Ⓟ TwinSc *Fitted for oil fuel* *2Dks* *Ref.Mchy.* *CruiserStern*	4392 2776 2168					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	368·0 P&B259'	50·2	23·2	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
33742 Broken up	**Sidi-Belyout** (*ex*Finistére, *ex*GeneralHavelock,*ex*Leona) *1Dk*	768 522 365			...		1884	J.Reid& Co. Pt.Glasgow	Mazzella,Scotto& Cie.	201·5 P13'F32' BK7½"	29·3	12·6	Oran French *WB*	C.2Cy.19"&50"-36" NB11 153NHP Kincaid&Co.Greenock	13 ″ 10	
33743 FNBX	**Sidi Brahim** Ⓟ *Fitted for oil fuel* *Ref.Mchy* *2Dks*	2439 1737 923					1910	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	325·6 P59'B37'F33'	40·5	21·0	Marseilles French *WB*	T.4Cy.27",43"&(2)50"-42" 324NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33744 FNHY	**Sidi-Mabrouk** Ⓟ (*ex*Phrygie-33) *Fitted for oil fuel* *Ref.Mchy.* *2Dks3trB*	3883 3224 2374					1906	Gourlay Bros.&Co. (Dundee)Ld Dundee	Soc.Gén. deTransp. Mar.àVap.	357·9 P51'B126'F56'	44·1	26·0	Marseilles French *WB*	T.3Cy.26",41½"&68"-45" 310NHP GourlayBros.&Co. (Dundee)Ld.Dun.		V
33745 FNBL	**Sidi Okba** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* *2Dks*	2824 2259 1558					1929	Atel.&Ch. deBretagne Nantes	Soc.Gén.deTransp. Mar.àVap.	330·5 P57'B94'F98'	43·1	23·6	Marseilles French *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts.		V
33746 81705 KJRE	**Sidney E. Smith** (*ex*MaxM. Broad-35,*ex*WilliamP.Palmer) *Mchy.Aft* *1Dk2trB*	2293 — 1609					1900	American S.B.Co. Cleveland	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	242·0	42·0	26·6	Buffalo Utd.States *WB*	T.3Cy.18½",31½"&51"-36" NB19*refitted*31 156NHP AmericanSB.Co.Cleveland		R
33747 220166 KUVD	**Sidney M. Hauptman** (*ex*Argus) *Fitted for oil fuel* *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6027 — 3782				...	1920	GMStandiferConstCorp Vancouver, Wash.	Chas.R.M'Cormick LumberCo.	401·4 P34'B114'F38'*on Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7	R †
33748 DAKS	**Siegfried** *1Dk*	563 410 329					1901	Oderwerke Akt.Ges. Stettin	RenataDmpfsch. Ges.ThGribelK.G. a.A.(RudChrist Gribel,*Mgr.*)	172·3 Q50'B41'F15'	26·6	11·1	Stettin German *WB*	T.3Cy.13½",21½"&35½"-25" 63NHP OderwerkeAkt Ges.Stettin		G
33749 203757 WIFJ	**Sierra** *(Self-Unloader)* *Mchy.Aft* *1Dk*	4846 — 4287					1906	ToledoS.B. Co. Toledo	SierraSteamship Co.(G.A.Tomlinson,*Mgr.*)	438·7 *WB*	52·0	23·9	Wilmgton (Del.) Utd.States	Q.4Cy.16½",24",35"&50"-42" 163NHP ToledoS.B.Co.		R
33750 214391 WKCM	— **WoodTwinSc** *OilEng.* Wireless *1Dk2trB*	1510 — 1199					1916	Mathews S.B.Co. Hoquiam	ArcticTransport Co.	210·6	42·5	14·8	Nome Utd.States	Oil Engines 2S.C.SA 8Cy.16½"-18$\frac{15}{16}$" 383NHP J&CGBolindersCoLdSkm		
33751 DOBJ	**Sierra Cordoba** Ⓟ **TwinSc** D.F. *Corrugated sides* Sub.Sig GyC. *4Dks*	11469 8270 6467					1923	Bremer Vulkan Vegesack	Norddeutscher Lloyd	490·5 66·3 P&B380'F79'	61·8	34·3	Bremen German *WB*	T.6Cy.28⅜",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
33752	**Sierra Nevada** **WoodAuxTwinSc** (*ex*Ile deCeylan,*ex*Seaborn) **5MstSr** *Mchy.Aft* *1Dk2trB* *(See Sailing Ship Register)*	*1293* *1137* *1018*					1916	Seaborn ShipyardsCo. Tacoma, Wash.	A.Homuth G.m.b.H.	225·3 P36'F46'	44·7	17·3	Hamburg German	C.4Cy.10¼"&23½"-18" 20NHP WashingtonIronWorks, Seattle		
33753 ~~DOBB~~	**Sierra Ventana** Ⓟ **TwinSc** New "Sardegna," see No. 40022 in Supplement Sub.Sig *Corrugated sides* D.F. GyC. *4Dks*	11392 6215 6400					1923	Bremer Vulkan Vegesack	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	490·5 66·0 P&B380'F79'	61·8	34·3	~~Bremen~~ ~~German~~ Italian *WB*	T.6Cy.28⅜",46⅞",&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
33754 5557 SGHM	**Sif** *1Dk*	1365 1033 747					1913	Dundee S.B.Co.Ld Dundee	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	235·1 P17'Q63'B63'H75*t* F29'	36·2	15·0	Stockholm Swedish *WB*	T.3Cy.18",28¾"&48"-33" 132NHP ShieldsEng.Co.Ld.N.Shl.		V
33755 SVOB	**Sifnos** (*ex*CapD'Antifer-32,*ex*Labor) *1Dk*	2290 — 1073				...	1917	Detroit S.B.Co. Wyandotte	ThemistoclesS. Stafilopatis	247·9 P27'B65'F28' FK	43·7	17·7	Piræus Greek *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 2	V †
33756	— Ⓟ (*ex*ConstantinosTogias-33,*ex*Iela, *ex*Yacht,*ex*Mira)	316 — 158				...	1891	DJ.Dunlop &Co. Pt.Glasgow	HellenicCoast LinesCo.Ld.	154·0	21·6	12·3	Piræus Greek	T.3Cy.14",22"&36"-24" 75NHP D.J.Dunlop&Co.Pt.Gls.		
33757 PKRO	**Sigli** *Fitted for oil fuel*	1579 1102 873					1920	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·0 P25'F31'	40·0	17·6	Batavia Dutch *WB*	T.3Cy.16½",27"&45"-36" 121NHP AlblasserdamscheMachine Fabriek,Alblasserdam		V
33758 2662 SGHO	**Signe** (*ex*Glan,*ex*Edith, *ex*StorraLee) **IronBn** *ss*Bly.3rdNo.3-11,20 *Well deck* *1Dk(Irn)2trB*	*1566* *1305* *936*	✠ 1,26 ✠	Hbg	*q*		1882 6mo	W.Gray& Co. WHartlepool	RederiA/B Signe (Aug.Andersson)	257·5 Q103'B66'H28*t* F28' ptND07 BK9" *DBa*	35·8	18·9	Hlsngborg Swedish *4BHCem* 82'*f*92'316*t*	C.2Cy.29¼"&60"-39" NDB00 170NHP 2SB,*6pf*,GS79,HS2702 Blair&Co.Ld.Stockton	20 ″ 3	V †
33759 OULA	— *1Dk*	1191 913 696					1919	A/SKjöbnhavns Flydedok& Skibsverft	Dampskibsselskabet Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T 3Cy.15",24"&40"-27" 83NHP A/S KjöbenhvnsFlydedok ogSkibsværft.Copenhagen		C
33760 5390 SGHU	**Signfred** (*ex*Carriden) *ss*Lth.No.2-12 *Well deck* *1Dk(Stl-ptws)*	*666* *451* *327*	✠ 11,15 ✠	Osl	*i*		1903 8mo	G.Brown& Co. Greenock	VerkebäcksÅngf. Aktieb. (F.Olsson, *Mgr.*) *WB=CellDBa*42'	180·6 P11'Q45'B44'F23' FK *uE*13'*f*77'146*tFPT*	29·2	11·1	Verkebäck Swedish *4BHCem* 30*tAPT*10*t*	T.3Cy.15",25"&40"-27" 99NHP 1SB,*3cf*,GS47,HS1660 Muir&Houston,Ld.Gls.	13 ″ 4	V †
33761 890 ESCT	**Sigrid** (*ex*Boomberg-33) *ss*Tln.2ndNo.3-4,35 ~~*ss*Ams.No.3-1,23~~ ~~*ss*Rot.No.2-32.~~ *1Dk(Stl)&deep framing*	1809 1556 1079	✠100A1 5,35 ~~3,33~~ BS~~10,34~~ ✠LMC~~7,32~~ 11,35 MS4,35	Hul Tln	*r*	CL ~~12,32~~ 5,35	1910 3mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	KäsmuLaeva-Omanikud(O. Tiedemann,*Mgr.*)	271·0 P18'B66'F27' FK	39·1	17·4	Käsmu Estonian *4BHCem* *Cell DBa*	T.3Cy.20",33"&54"-36" (*s*) 160lb 190NHP 2SB,*6pf*,GS99,HS3078 G.T.Grey,SouthShields 80'*uE*16'*f* 120'522*tAPT*60*t*	19 ″ 10 s 2 ″ 8½ 17 ″ 3	
33762 OHCB	— *OilEng.* *ss*Abo.No.1-33 Wireless *1Dk(Stl)&Webframes* *Mchy.Aft* *CruiserStern* *Strengthened forNavigation in ice*	1224 944 463	✠100A1 7,35 ~~4,35~~ ✠LMC CS4,33 5,36 ~~4,35~~ *CarryingPetroleum in bulk*	Hfs 1,36 DBS~~4,..~~	*n*	CL 1,34	1928 11mo *Lloyd*'*sA&CP*	Ardrossan Dckyd.Ld. Ardrossan	A/B Oljetransport O/Y	205·8 Q71'F45' *Trunk*91' FK *CellDBuE*44'68*tFPT*	36·7	14·1	Helsingfrs Finnish 10*BHptCem* 36*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.18⅛"-35$\frac{7}{16}$" DB*150lb* 189NHP Hwthrn,Leslie&C.Ld.Nwc.	15 ″ 0 s ″ 9¼ 14 ″ 4½	
33763 OULB	— *1Dk*	1207 999 732				...	1917	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv.	17 ″ 3	V †
33764 7079 SGID	— (*ex*Magnar,*ex*Ekstrand,*ex*Dagfred) *1Dk*	*1091* *854* *648*					1900	FevigsJrnskibsbyggeri Fevig	Rederi.A/B Allan (HarryPersson)	230·3 Q126*t*B58'H8*t* F32*t*	34·0	13·4	Landskrna Swedish *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		V
33765 LEUL	— (*ex*Nystrand) *1Dk*	1024 814 579					1920	N.V.HollandSB.Co. Hendrik-Ido-Ambacht	A/S Djerv (Bachke &Co.*Mgrs.*)	216·3 P25*t*Q59*t*H62*t* F34*t*	34·5	13·1	Trndheim Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Machinefabrik,Kinderdijk		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
33766 7404 SFVA	**Sigrid Matthiessen** (*ex*Gulli, *ex*Vera) Wireless 1*Dk*	*974* *746* *567*					1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Banana (SvenSalén, *Mgr.*)	215·4 | 32·7 | 12·7 Q115tB51tH29t F32t	Stockholm Swedish *WB*	T.3Cy.16″,25½″&43″-30″ 101NHP LaxevaagaMsk.&Jrns.Bgn		V
33767 OULC	**Sigrun** (*ex*Vagn) *ss*Cpn.2ndNo.3-1,29 *ss*Cpn.No.1-34 1*Dk*(*Stl*)&*deep framing*	1337 1191 799	✠100A1 5,36 ~~3,35~~ ✠LMC MS9,35 BS3,35	Cpn Mm•	*p*	CL ~~2,34~~ 5,36	1904 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	DetForenede DampskibsSelsk. *WB=CellDBa*	240·0 | 36·5 | 16·8 P19'B64'F27' FK &uE86'f98'339tFP	Middelfart Danish 4*BHCem* T59tAPT6t	T.3Cy.18″,29″&48″-33″ (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.Co.Ld.Sld	19 „ 0 s 2 „ 4 16 „ 10	
33768 104 YLAS	**Sigulda** (*ex*GeneralShobelew, *ex*Texel) 1*Dk*&*pt Awng dk*	1999 1668 1260					1900	Bonn& Mees Rotterdam	SeebergBros.	269·0 | 39·0 | 19·0 Q108' *pt Awng dk*156'	Riga Latvian *WB*	T.3Cy.21″,35″&57″-39″ 203NHP Blair&Co.Ld.Stockton		V
33769 LEUM	**Sigurd I** (*ex*SigurdHund,*ex*Tron, *ex*Nystrand,*ex*Sigheim) 1*Dk* New Name see No. 33904 in Supplement	536 399 281					1919	J.Th.Wil- mink&Co. Gideon	A/S Esbensens Rederi(Victor Esbensen, *Mgr.*)	156·0 | 26·3 | 12·3 P93tH5tF24t	Oslo Norwegian *WB*	T3Cy11½″17$\frac{3}{16}$″&29½″-19$\frac{3}{16}$″ D.H.Landeweer& 39NHP Zoon,Martenshoek		V
33770 LEUN	**Sigurd Jarl** 1*Dk*&*Awng dk*3*tr B*	924 510 524					1894	AkersMek. Verksted Oslo	DetNordenfjeldske Dampskibsselskab	198·4 | 29·1 | 14.9 22·1 H80t	Trndheim Norwegian *WB*	T.3Cy.20″,32″&52″-30″ NB08 148NHP AkersMek. Verksted,Oslo		
33771 3132 SJEA	**Sigyn** 1*Dk*&*deep framing*	*2020* *1781* *1138*			...		1897	Campbel- townS.B.Co. Campbeltwn	Rederi A/B Sigyn (H.Lundgren)	280·2 | 40·5 | 19·0 P29'B54'F31' FK	Hlsingborg Swedish *WB*	T.3Cy.21$\frac{1}{16}$″,33¾″&58″-36″ 174NHP Hutson&Son,Glasgow	21 „ 8	V †
33772 7394 SGIO	**Siirto** (*ex*Ferm,*ex*Alcides, *ex*WilhelmBiesterfeld) 1*Dk*	*843* *605* *420*					1921	D.W.Kre- merSohn Elmshorn	A/B Svenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*)	193·1 | 31·0 | 12·3 Q63tH65tF33t	Gothenbrg Swedish *WB*	T.3Cy.14½″,23½″&37⅞″-25½″ 72NHP Steen&Kaufmnn,Elmshrn.		V
33773 EAJC	**Sil** *OilEng.* *ss*Msl.No.1-33 *Ref.Mchy.* 2*Dks*(*Udk-Stl*)	2522 1849 1375	✠100A1 *withfreeboard* 5,35 ~~11,34~~ 12,35 DBS1,36 ~~[illegible]~~ ✠LMC2,35 ✠Lloyd'sRMC ~~5,34~~ 6,35	Msl	*s*	CL 11,34	1928 8mo *Lloyd*	CiaEuskal- duna deConst Bilbao '*sA&CP*	MiguelM.de Pinillos	290·0 | 42·2 | 21·0 B98'F35' FK *CellDB*248'347t	Cadiz Spanish 5*BH* *APT*16t	Oil Engines 2S.C.SA 5Cy.23⅝″-41¾″ 487NHP DB*100lb* Gebr.SulzerA.G. Ludwigshafn	23 „ 3 s 5 „ 5 17 „ 11	
33774 LCXP	**Sildra** *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying petroleum in bulk*	7313 6761 4307					1927	F.Schichau Danzig	A/R Seljan(Wilh.& PaulJebsen, *Mgrs.*)	441·6 | 57·4 | 34·2 P372tH180t	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23⅝″-41¾″ 540NHP F.Schichau,Elbing		C
33775 75 ICAA	**Sileno** Ⓟ (*ex*Orvieto-35,*ex*Orsova) *ss*Sba.No.3-2,20 *ss*Shl.No.2-29 D.F. 1*Dk*(*Stl*)&*deep framing*	3567 3324 2236	✠ — 3,35 ✠	Sld	*w*		1907 10mo	R.Craggs &Sons,Ld. Middlesbro' *C*	BiagioBorriello (Lauro&Montella, *Mgrs.*) *ellD Ba*119'*uE&B*	370·7 | 49·5 | 23·6 350·0 49·7 23·4 P31'B101'F35' FK 42'*f*144'1034t *FPT*	Torre del Greco Italian 6*BHCem* 88t*APT*99t	T.3Cy.23½″,39″&66″-45″ 322NHP 3SB,9*cf*,GS122,HS5034 N.E.MarineEngCoLd.Nwc	25 „ 10	I †
33776 218972	**Siletz** *Fitted for oil fuel* 2*Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0 | 54·2 | 27·6 P44'B115'F46'	Portlnd,Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
33777 PKFS	**Silindoeng** (*ex*AdriaanStoop) *Well deck* 1*Dk* *CruiserStern*	1793 1315 947			...		1924	Maats. Fyenoord Rotterdam	N.V.Koninkl. Paketv.Maats.	250·3 | 40·7 | 16·3 P18'Q134'B*on*Q50' F20' FK	Batavia Dutch *WB*	T.3Cy.17½″,29″&46″-39″ 220NHP Maats.Fyenoord,Rot.	18 „ 3	V †
33778 LEUO	**Silja** 1*Dk*	1259 956 716					1919	P.Th. StuhrsMa- skin&Skibs. A/S Aalborg	RederiA/S Kragerö(K. Sandaas, *Mgr.*)	238·7 | 36·3 | 13·6 P34tQ91tP37tH70t	Kragerö Norwegian *WB*	T.3Cy.15″,24″&40″-27″ 83NHP A/S Frichs,Aarhus		N
33779 LCXO	**Siljestad** *OilEng.* 2*Dks*	4301 3827 2519					1927	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S)	376·5 | 53·8 | 23·6 P62tB87tH249t F28t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛″-59$\frac{1}{16}$″ 489NHP Akt.Burmeistr&Wain,Cpn		N
33780 OZWC	**Silkeborg** 1*Dk*	1806 1600 1101					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Danebrog (C.K.Hansen, *Mg.*)	265·0 | 42·2 | 17·6 P22'B71'F29'	Copnhagn Danish *WB*	T.3Cy.20½″,33″&56″-36″ 188NHP FredrikstadM.V.Frdstad.		N
33781 145485 GDKR	**Silksworth** *ss*Kob.No.3-8,35 ~~*ss*Cff.No.2-30~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4921 4569 2961	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~1,34~~ ✠LMC8,35 ~~MS3,30~~ ~~BS4,34~~	Hak Kob	*z*	CL ~~4,34~~ 7,35 *Cell*	1922 4mo *Lloyd* *DBa*1	Richardsn, Duck&Co.Ld Stockton '*sA&CP* 21'*uE*26'*f*184'	WorthS.S.Co.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) 1264t*DTa*30'1116t	415·2 | 53·3 | 25·6 FK *Collisio* *FPT*106t*APT*145t	Newcastle British *Cem* *nBHtoSh dk* 6 „ „ *U* „	T.3Cy.28″,46″&75″-51″ (*s*) 180lb 587NHP 3SB,9*cf*,GS189,HS8925 FD Blair&Co.Ld.Stockton	28 „ 3 s 3 „ 1¾ 25 „ 4½	
33782 160774 GTXY	**Siltonhall** D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4831 4383 2810	✠100A1 *withfreeboard* 9,35 ~~1,34~~ ✠LMC9,32	Shl Cal	*z*	CL	1932 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*358'1143t *DTa*28'1076t	410·7 | 54·8 | 24·9 F35' FK *Coll* *FPT*170t*APT*152t	W.Hartlpl British 7*BHCem* *BH to S dk* 6 „ „ 2*nd* „	Q4Cy20″,25½″,41½″&61″-48″ 260lb (*s*) 467NHP 3SB,9*cf*,GS144,HS6811 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 „ 7 s 3 „ 0½ 24 „ 9½	
33783 193 IUIS	**Silva** (*ex*Smaragd,*ex*Hanchen, Iron *ex*Dovre) *Well deck* 1*Dk*2*tr B*	488 376 266			...		1889	E.Finch& Co.Ld. Chepstow	A.Alfino&Figli	167·6 | 25·0 | 12·5 160·0 Q74'B16'F26'	Catania Italian *WB*	T.3Cy.12″,20″&32″-24″ 70NHP E.Scott&Co.Newcastle	13 „ 6	I †
33784 CSBN	**Silva Gouveia** (*ex*MaxWeidtman, *ex*Taunus) Sub.Sig. Wireless 1*Dk*	893 — 511					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deCom. Ind.&Transp.Lda.	209·5 | 31·9 | 12·9 B56'Q67'F25'	Lisbon Portuguese *WB*	T.3Cy.16¾″,26⅝″&43$\frac{1}{16}$″-27⅝″ Dresdener 98NHP Maschfb.A.G.Uebigau		G
33785 114186	**Silver City** *ss*Bel.2ndNo.3-10,26 *Mchy.Aft* 1*Dk* *Well deck*	313 227 125	✠ — 2,32 ✠	NFL	*e*		1901 5mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan	W.A.Munn	134·8 | 23·1 | 10·0 Q70'B14'F20' FK *WB=FPT*	SJhnsNFL British 3*BHCem* 31t*APT*4t	C.2Cy.18$\frac{1}{16}$″&36″-27″ 55RHP 1SB,3*pf*,GS48,HS1204 ArdrossanDD&SBCo.Ld.	10 „ 9	
33786 218615 KIRG	**Silver Sword** (*ex*NewBritain-34) *Fitted for oil fuel* 1*Dk*	4937 — 3122					1919	Downey S.B.Co. Arlingt'n N.J	SwordS.S.Line, Inc.	386·8 | 52·2 | 27·4	NewYork Utd.States	T.3Cy.24″,40″&70″-48″ DowneyS B.Co. 338NHP Arlington,N.J.		R

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name.	Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33787 216304 KFKI	Silverado Mchy.Aft	Fitted for oil fuel 2Dks	2298 — 1359					1918	L'ngBeach S.B.Co. LongBeach, Cal.	SilveradoS.S.Co.	245·6	42·0	24·1	S.Frncisco Utd.States WB	T.3Cy.19",35"&46"–26" Emade06refitted18 108NHP Watt&Hinds,NewYork		R
33788 149720 GMST	Silverash **D.F.** Ref.Mchy	ssVcr.No.2–34 OilEng. ~~ssN.Yk.No.1–30~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	5299 4828 3091	✠100A1 withfreeboard 3,36 ~~6,35~~ ✠LMC CS10,35 12,34 DBS6,35 ✠Lloyd'sRMC ~~12,34~~ ~~6,35~~ 3,36 ~~10,35~~ for temp. 20° F.	Cal ~~Vcr~~Bal	b†	CL 12,33	1926 9mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46'	58·3	24·7 FK (Co	London British 8BHptCem llBH to S dk 7 ,, to2nd dk)	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–107" 882NHP DB(upr) ~~100lb~~ DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						CellDB361' 1416t DTs53' 2238t FPT244t APT328t							
33789 148621 GLMD	Silveray **D.F.**	OilEng. ssHul.No.2–32 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4535 4012 2626	✠100A1 withfreeboard ~~7,35~~ ~~1,35~~ 2,36 DBS~~1,35~~ 2,36 ✠LMC11,35	Cal ~~NYk~~ Vcr	a†	CL ~~10,33~~ 1,36	1925 7mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	395·7 P27'B173'F42'	57·0	23·4 FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–91$\frac{5}{16}$" 480NHP DB120lb W.Doxford&Sons,Ld.Sld.	25 " 10 s 2 " 4$\frac{1}{2}$ 23 " 8$\frac{1}{4}$	
										CellDB343' 1253tDTa26' 956tDTf31' 1146t FPT251tAPT246t							
33790 149744 GMSX	Silverbeech **D.F.** Ref.Mchy.	ssVcr.No.2–34 OilEng. ~~ssN.Yk.No.1–30~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	5311 4837 3096	✠100A1 withfreeboard ~~4,35~~ ~~3,34~~ 1,36 DBS~~4,35~~ 2,36 ✠LMC CS8,35 8,35 ✠Lloyd'sRMC~~8,35~~ 1,36 for temp. 20° F.	Cal ~~Vcr~~ NOs	b†	CL N4,35	1926 11mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46'	58·3	24·7 FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–107" 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						CellDB361' 1416tDTs53' 2238tFPT244t APT328t							
33791 149851 GMVJ	Silverbelle **D.F.** Ref.Mchy.	ssCal.No.2–35 ~~ssL.An.No.1–31~~ OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	5302 4828 3091	✠100A1 withfreeboard 11,35 ✠LMC CS11,35 4,34 DBS11,35 ✠Lloyd'sRMC~~11,34~~ 11,35 for temp. 20° F.	Cal	b†	CL 3,34	1927 7mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46'	58·3	24·7 FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–107" 882NHP DB120lb DB(upr) W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						CellDB361' 1416tDTs53' 2238t FPT244t APT328t							
33792 147694 GKFP	Silvercedar **D.F.**	ssPhl.No.2–31 OilEng. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4354 4070 2637	✠100A1 withfreeboard 9,35 ~~10,34~~ DBS~~10,34~~ 4,36 ✠LMC CS10,33 6,35 ~~5,34~~	Sld Cal	y	CL 9,34	1924 7mo Lloyd	W.Doxford &SonsLd. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	375·0 F30'	52·6	25·7 FK Coll	London British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.21$\frac{1}{4}$"–85" 417NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	28 " 3 s 3 " 0$\frac{1}{2}$ 25 " 5	
										CellDB322' 1011tDTf26' 976tFPT140t APT220t							
33793 161436 GSFP	Silvercypress **D.F.** Ref.Mchy	TwinSc ssHKg.No.1–34 OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in foreholds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 5,35 ~~10,33~~ DBS3,34 ✠LMC CS5,35 8,34 ✠Lloyd'sRMC~~3,35~~ 1,36 ~~8,35~~ for temp. 20° F.	HKg	d†	CL S4,33 P10,33	1930 6mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	SilverLineLd. (Stanley&John Thompson,Ld. Mgrs.)	456·3 F46'	62·0	25·6 FK (	London British 8BHptCem Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy 29$\frac{3}{8}$"–59$\frac{1}{16}$" 979NHP DB(upr)100lb DB150lb Harland&WolffLd.Belfast	30 " 6 s 4 " 0$\frac{1}{4}$ 26 " 8$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						CellDB375' 1348tMTs48' 2325tTanks in way of tunnels492tFPT209tAPT472t							
33794 147648 GKFN	Silverelm **D.F.**	~~ssSld.No.2–32~~ ssNYk.No.3–8,35 OilEng. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4351 4070 2637	✠100A1 withfreeboard 3,36 ✠LMC CS3,36 8,35 DBS8,35	NYk LAn	y	CL ~~5,34~~ 8,35	1924 5mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	375·0 F30' Duct keel f127'	52·6	25·7 FK Coll	London British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.21$\frac{1}{4}$"–85" 417NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	28 " 3 s 3 " 0$\frac{1}{2}$ 25 " 4$\frac{1}{2}$	
				Carrying oil fuel F.P. above 150°F. in fore & after peak tanks						CellDB322' 971tDTf25' 976tFPT140t APT220t							
33795 137436 MFXC	Silverfield Mchy.Aft Well deck	3Mst ssLiv.No.3–8,27 ssLiv.No.1–32 1Dk(Stl)	426 306 161	✠100A1 1,33 BS11,34 ✠LMC5,32	Liv	g	CL 1,33	1915 3mo Lloyd	LythamS. B.&E.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 Q85'B9'F23' WB=DTf16' 33t	26·0	11·5 BK6$\frac{1}{2}$"	Liverpool British 4BHCem APT6t	T.3Cy.14",22"&38"–24" (s) 180lb 88RHP 1SB,3pf,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 " 6 s 3 " 11 12 " 11	
33796 147675 GKTC	Silverfir **D.F.**	ssSld.No.2–33 OilEng. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4347 4070 2636	✠100A1 withfreeboard 4,36 DBS6,35 ✠LMC CS2,33 11,34	Ver NOs	y	CL ~~7,34~~ 3,36	1924 6mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	375·0 F30' Duct keel f127'	52·6	25·7 FK Coll	London British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.21$\frac{1}{4}$"–85" 417NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	28 " 3 s 3 " 0$\frac{1}{2}$ 25 " 4$\frac{1}{2}$	
				Fitted for carrying oil fuel 2,30 F.P. above 150° F. in fore & after peak tanks						CellDB322' 971tDTf25' 976tFPT140tAPT220t							
33797 149850 GMVK	Silverguava **D.F.** Ref.Mchy.	ssL.An.No.1–31 OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in holds CruiserStern	5294 4828 3088	✠100A1 withfreeboard 5,35 ~~5,34~~ DBS9,35 ~~DBS5,34~~ ✠LMC4,31 ✠Lloyd'sRMC~~12,34~~ 1,36 ~~8,35~~ for temp. 20° F.	Cal	b†	CL 4,34	1927 6mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46'	58·3	24·7 FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–107" 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						CellDB361' 1416tDTs53' 2238t FPT244t APT328t							
Wrecked 11,35 33798 149892 GNDM	Silverhazel ~~D.F.~~ Ref.Mchy.	ssVcr.No.2–35 ~~ssL.An.No.1–32~~ OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd Dk(Stl)in holds CruiserStern	5302 4828 3091	~~✠100A1~~ withfreeboard ~~5,35~~ ~~3,34~~ 9.35 ~~DBS12,34~~ ~~✠LMC CS9,35 4,35~~ ~~✠Lloyd'sRMC9,35 for temp. 20°F.~~	Cal Vcr	b†	CL ~~3,34~~ 4,35	1927 9mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB361' 1416t DTs53' 2238t	425·6 F46' FPT244t APT328t	58·3	24·7 FK (	London British 8BHptCem Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–107" 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9$\frac{3}{4}$	
				Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
33799 147710 GKDV	**Silverlarch** ssSld.No.3-7,35 ~~ssL.An.No.1-28~~ D.F. OilEng. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	~~5122~~ ~~4700~~ ~~3084~~ 5064 4629 3189	✠100A1 withfreeboard 3,36 ~~10,31~~ ✠NE3,36 ✠LMC3,36	NYk Hpl DBS3,36	a†	CL ~~N8,29~~ N3,36	1924 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	401·0 ~~400·3~~ P29'F40' FK Collision	55·3	26·3	London British 7 ~~BH~~pt Cem BH to Sh dk 6 „ „2nd dk 2 „ „3rd dk	Oil Engines 2S.C.DA 4Cy.27½"-47¼" 1052NHP 2DB&1NDB3,36 (wasteheat)120lb Richardsons,Westgarth& Co.Ld.Hpl.	28 " 7 ~~s 3 " 0~~ ~~25 " 8½~~ s3 " 0½ 25 " 9½	
			Carrying oil F.P.above 150°F. in after peak tank&deep tanks						CellDB350'1203t DTsf59'1256t MT42'1080t DTsa60'1844t FPT129t APT290t							
33800 144412 GDWS	**Silverlight** (exEngineerAvdakoff) ssCff.2ndNo.3-8,31 1Dk(Stl)&deep framing Cargo battens not fitted ssCff.No.1-36	1885 1680 1154	✠100A1 5,36 ~~2,35~~ ~~NS6,34~~ ~~DBS4,35~~	Cff ✠LMC1,36 ~~[illegible]~~ ~~DBS~~ 1,36	r	CL ~~1,35~~ 5,36	1904 3mo Lloyd	Osbourne, Graham&Co Sunderland 'sA&CP	ShamrockShpg.Co. Ld. CellDBa90'	275·1 P29'B68'F30' FK uE&B 34'f108'488t	40·1	18·1	London British 4BHCem APT55t	T.3Cy.20½",33"&54"-36" (s) 180lb 85lb 195NHP 2SB,4pf,GS80,HS3080 G.Clark,Ld.Sunderland	20 " 6 s2 " 8½ 17 " 11½	
33801 149925 GNDP	**Silvermaple** ssL.An.No.1-31 D.F. OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	5302 4828 3094	✠100A1 withfreeboard 10,35 ~~11,34~~ ~~DBS7,34~~ ✠Lloyd'sRMC ~~7,34~~ ~~8,35~~ 3,36 ~~11,35~~ for temp. 20° F.	Cal DBS7,35 ✠LMC5,31	b†	CL 11,34	1927 11mo Lloyd	Sir J.Laing &Sons,Ld. Sunderland 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46' FK	58·3	24·7	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s3 " 5 25 " 9¾	
									CellDB361'1416t DTs58' 2238t FPT244t APT328t							
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													
33802 219089 KOJG	**Silveroak** (exJacksonville) ~~ssN.Yk.No.2-27~~ ssNYk.No.3-6,35 OilEng. D.F. 1Dk(Stl)&Webframes Longitudinal framing	3381 3127 2109	✠100A1 ~~6,35~~ ~~5,30~~ 11,35 ✠NE5,25	LAn NYk 6,35 ✠LMC~~7,29~~ DBS~~7,29~~ 6,35	v	CL ~~6,32~~ ~~1,35~~ 10,35	1919 12mo	Merrill-StevensS.B. Corp. Jacksonville, Fla. CP	~~A.S.Dillon~~ ~~(Trustee)~~ KerrS.S.Co.Inc CellDB278' 498t FPT	333·8 P26'B97'F35' FK	48·0	24·9	NewYork Utd.States 5BHCem 86t APT219t	Oil Engines 4S.C.SA 6Cy.27"-47" 423NHP NDB25-125lb NewYorkSBCrpCamdnNJ	27 " 6 s5 " 1 22 " 7¼	
33803 161341 GSFN	**Silverpalm** TwinSc ssS.Fo.No.1-33 OilEng. Ref.Mchy 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 9,35 ~~2,35~~ DBS12,33 ✠LMC12,33 ✠Lloyd'sRMC9,34 for temp. 20° F.	Cal	c†	CL ~~6,33~~ 9,35	1929 12mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP CellDB382'	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) 1528t MTs48'2231t	450·9 F44' FK FPT259t APT421t Tanks in way of	61·3	25·3	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „) tunnels531t	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1387NHP DB(upr)100lb DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	30 " 0 s3 " 9½ 26 " 5½	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													
33804 147671 GKFZ	**Silverpine** ssCal.No.1-28 D.F. OilEng. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	~~5122~~ ~~4700~~ ~~3083~~ 5066 4629 3191	✠100A1 withfreeboard 11,31 ~~DBS11,31~~ ✠LMC8,28 ✠LMC(M)11,30	Bal DBS8,34	a†	CL 4,29	1924 6mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP CellDB345'	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) 1143t MT42' 1038t	~~400·3~~ P29'F40' 401·0 FK Collision FPT129t APT263t	55·3	26·3	London British 7 BHpt Cem BH to Sh dk 5 „ „2nd „ 1 „ „3rd „	Oil Engines 2S.C.SA 6Cy.22½"-45" 526NHP 2DB120lb Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 " 7 ~~s3 " 8~~ ~~25 " 8½~~ s3 " 0½ 25 " 9½	
			Fitted for carrying oil fuel 11,31 F.P.above150°F. in fore&afterpeaktanks													
33805 162478 GSFQ	**Silversandal** TwinSc ssH.Kg.No.1-34 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd Dk(Stl)in fore holds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 2,36 ~~3,35~~ ✠LMC CS~~5,34~~ 3,35 DBS7,34 1,34 ✠Lloyd'sRMC ~~1,34~~ 4,36 ~~11,35~~ ~~6,35~~ for temp. 20° F.	HKg	d†	CL P1,36 S8,32	1930 9mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t	456·3 F46' FK MTs48'2325t tanks	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „2nd „) in way of tunnels492t FPT209t APT472t	Oil Engines 4S.C.SA 12Cy.29⅛"-59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	30 " 6 s4 " 0½ 26 " 8½	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													
33806 218144 KIGZ	**Silverspruce** (exAshbee) ~~ssN.Yk.No.2-27~~ D.F. ssNYk.No.3-7,35 OilEng. 1Dk(Stl)&Webframes Longitudinalframing	3375 3128 2109	100A1 7,35 ~~11,30~~ ✠NE10,25 DBS~~8,30~~ 7,35	Cal NYk 7,35 ✠LMC~~9,27~~ ~~✠LMC(M)9,30~~	v	CL ~~11,30~~ 3,35	1919 Lloyd	Merrill-StevensS.B. Corp. Jacksonville, Fla. sCP	~~A.S.Dillon~~ ~~(Trustee)~~ KerrS.S.Co.Inc. CellDB278'	333·8 P26'B97'F38' FK MT23'513t FPT86t	48·0	24·9	NewYork Utd. States 5BHCem APT219t	Oil Engines 4S.C.SA 6Cy.27"-47" 423NHP NDB23-125lb NewYorkSBCoCamdnN.J.	27 " 6	
33807 161486 GSFR	**Silverteak** TwinSc ssH.Kg.No.1-34 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)inforeholds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 10,35 ~~2,35~~ ✠LMC CS2,35 12,33 ✠Lloyd'sRMC ~~12,33~~ ~~6,35~~ 3,36 ~~10,35~~ for temp. 20° F.	HKg Bal DBS4,35	d†	CL 2,35	1930 9mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t	456·3 F46' FK MTs48'2325t Tanks in way of t	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „) unnels492t F	Oil Engines 4S.C.SA 12Cy.29⅛"-59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel. PT209t APT472t	30 " 6 s4 " 0½ 26 " 8½	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													
33808 147244 MLTW	**Silverthorn** (exDeuxFreres) ssGoo.2ndNo.3-10,31 Well deck Mchy.Aft 1Dk(Stl)	436 309 168	✠100A1 1,35 BS~~1,35~~ 3,36	Lon ✠LMC10,31	g	OG 1,35	1908 6mo	WoodSkinner&Co.Ld. Newcastle A&CP	~~GeneralSteam~~ ~~Nav.Co.Ld.~~ W.J.Ireland D	150·0 P&B69'F20' BK7" BuBkr5'7t FPT28t	25·1	11·2	London British 3BHCem DT7'27t	T.3Cy.14",23½"&39"-27" (s) 180lb 97RHP 1SB,3cf,GS50,HS1675 N.E.MarineEng.CoLd Nwc	12 " 3 s " 9½ 12 " 0½	
33809 161455 GSFT	**Silverwalnut** TwinSc ssHKg.No.1-34 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rdDk(Stl)in fore holds CruiserStern	6770 5910 3693	✠100A1 withfreeboard ~~1,35~~ ~~1,34~~ 11,35 ✠LMC CS9,34 1,35 ~~4,33~~ ✠Lloyd'sRMC ~~1,35~~ ~~5,35~~ 2,36 for temp. 20° F.	HKg DBS4,34	d†	CL ~~S7,32~~ P4,33 S11,35	1930 7mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t MTs48'2325t	456·3 F46' FK Tanks in way of tu	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „) nnels 492t F	Oil Engines 4S.C.SA 12Cy.29⅛"-59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel. PT209t APT472t	30 " 6 s4 " 0½ 26 " 8½	
			Carrying oil fuel or Kerosene F.P above 150° F. in forward & after peak tanks & deep tanks													
33810 161424 GQVY	**Silverwillow** TwinSc ssCal.No.1-35 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 1,36 ~~1,35~~ DBS7,35 ✠Lloyd'sRMC ~~5,34~~ ~~10,35~~ 3,36 for temp. 20° F.	Cal ✠LMC CS9,34 6,32	c†	CL ~~12,33~~ 1,36	1930 6mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	SilverLineLd. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t tanks	450·9 F44' FK MTs48'2231t in way of tunnels 5	61·3	25·3	London British 8BH pt Cem (Coll to Sh dk 7 „ 2nd „) 31t FPT259t	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1387NHP DB(upr)100lb DB150lb Richardsons,Westgarth& Co.Ld.Hpl. APT421t	30 " 0 s3 " 9½ 26 " 5½	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks													

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33811 161370 GQSX	**Silveryew** TwinSc ssHKg.No.1-34 OilEng. *Ref.Mchy.* 1*Dk*(*Stl*)&*ShelterDk*(*Stl*) D.F. 3rd*Dk*(*Stl*)*in foreholds* *CruiserStern*	6373 5527 3385	✠100A1 *withfreeboard* ~~7,35~~ ~~12,36~~ 2,36 ~~DBS7,34~~ ✠LMC~~2,30~~ ✠Lloyd'sRMC~~3,34~~ ~~7,35~~ 12,35 for temp. 20° F.	HK DBS7,35 7,35	gc†	CL ~~P0,00~~ ~~S7,34~~ 4,35	1930 2mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*)	450·9|61·3|25·3 F44' FK	London British 8*BHptCem* (*Coll to Sh dk* 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(*Upper*)100*lb*DB150*lb* Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 0 s 3 ″ 9¼ 26 ″ 5½	
									*CellDB*382'1528*t*	*MTs*48' 2231*t tanks in way of tunnels*531*t FPT*259*t APT*421*t*				
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & afterpeak tanks & deep tanks											
33812 145944 VQJG	**Silvia,** Ⓟ (*ex*Orel) *Now* "**Haitan,**" *see No.* 33408 *in Supplement* ssGrk.Hd.3-6,22 ssN.Yk.No.2-30 D.F. 2*Dks*(*U-pt* teak s&*pt* ws) &*lower dk*(*Stl*)	3589 3278 1913	✠100A1 *withfreeboard* 4,34 BS4,34 ✠LMC5,30	N Yk	*w*	CL 4,34	1909 8mo *Lloyd*	F.Schichau Danzig '*sA&CP*	S.T.Williamson	336·7|45·3|29·6 30·1 FK	Hamilton, Bermuda British	T.3Cy.27½",46⅔"&76⅔"–47½" 180lb (*s*) 644NHP 4SB,12*cf*,GS245,HS9900 FD F.Schichau,Elbing	32 ″ 6 s 11 ″ 10½ 21 ″ 0	
			Fitted for oil fuel 6,22 *F.P.above* 150° F.							*CellDBa*62'*uE&B* 104' *f*108'431*tFPT*35*tAPT*18*t*				
33813 245 ICHR	**Silvia Tripcovich** ssTri.No.2-33 2*Dks*(*Stl*)	2365 1944 1412	✠100A1 9,35 ~~12,34~~ BS~~9,34~~ ✠LMC10,33 9,35	Pla	*s*	CL 2,34	1925 10mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Tripcovich" ServiziMarittimi delMediterraneo	303·5|41·7|20·6 P27'B97'F31' FK *CellDB*251'548*t*	Trieste Italian 5*BHCem* *APT*10*t*	T.3Cy.20¼",34⅝"&55 15/16"–36" 200lb (*s*) 279NHP 1SB&1AuxSB,5*cf*,GS97, HS4137 FD StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10¾	
33814 133467 MDZP	**Silvio** ssLiv.No.3-4,26 *Well deck* ssHul.No.2-34 *CruiserStern* 1*Dk*(*Stl*)	1284 1102 651	✠100A1 5,36 ~~2,35~~ ✠LMC MS7,34 BS~~11,34~~ 11,35	Liv Hul	*q*	OG 7,34	1913 11mo *Lloyd*	Dundee S.B.Co.Ld. Dundee '*sA&CP*	Ellerman'sWilson Line,Ld. *WB=Cell DBa*63'*uE&B*38' *f*111'342*t FPT*	260·7|36·2|15·4 P&B196'F32' FK	Hull British 5*BHCem* 41*tAPT*40*t*	T.3Cy.18",30"&50"–36" (*s*) 180lb 196NHP 2SB,6*pf*,GS95,HS3496 Amos&Smith,Ld.Hull	17 ″ 6 s ″ 11½ 16 ″ 8½	
33815 268 IUJF	**Silvio Pagan** (*ex*Silvio-34, *ex*Silva-34,*ex*Nordlicht-33,*ex*Greta, *ex*Ems,*ex*MarieScherlau,*ex*Kopernikus) *Well deck* 1*Dk*	634 — 357			...		1889	S.&H. Morton&Co. Leith	GiuseppePagan	187·3|28·3|12·4 179·3 Q55'B46'F25'	Venice Italian *WB*	T.3Cy.13½",22"&36"–30" NB01 71NHP S.&H.Morton&Co.Leith	14 ″ 5	
33816 PHMN	**Simaloer** *Fitted for oil fuel* 3*Dks*	6533 6060 4039					1920	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0|54·7|33·3 P55'B28'F40'	Amstrdam Dutch *WB*	T.3Cy.28",46"&67"–54" 335NHP Werkspoor,Amsterdam		V
33817 145511 CYMK	**Simcoe** (*ex*Glencorrie) *Mchy.Aft* 1*Dk*	1783 1562 1034					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	250·3|42·5|17·9 F39'	Montreal British *WB*	T.3Cy.16",27"&44"–30" 106NHP MacColl&Pollock,Sld.	20 ″ 6	C
33818 155282 VGQD	**Simcolite** D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1919 1465 1085	✠100A1 *ForService on the Great Lakes* 4,30 ✠LMC4,30	Mdb		CL	1930 4mo	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	ImperialOilLd. (H.J.Rahlves, *Mgr.*)	250·0|43·1|17·9 F41'P62'*Trunk*147' FK	Montreal British 11*BHptCem*	T.3Cy.17",28"&46"–36" (*r*) 180lb 158NHP 1SB,4*cf*,GS HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
			Fitted for oil fuel 4,30 *F.P. above* 150° F. *Carrying Petroleum in bulk*				*Lloyd*	'*sA&CP*	*CellDBuE*24'68*t*	*Middle line BH not oil-tight* *FPT*133*t APT*48*t*				
33819 UOCH	**Simferopol** Ⓟ 3*Dks*	2696 1746 1493					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0|40·6|26·9 B95'	Vladvostk Russian	T.3Cy.20⅔",32⅔"&52⅘"–40" 176NHP NevskyS.B.&Mch.Works		
33820 LEWA	**Simla** (*ex*Glastonbury) ssOsl.No.3-12,28 ssOsl.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6031 4158 3810	✠100A1 *Shelter dk* *withfreeboard* 2,35 ✠LMC MS8,33 BS~~2,35~~ 4,36	Osl		CL 7,34	1917 6mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Wilh.Wilhelmsen	405·3|53·5|33·5 FK *CellDB*355'1050*t*	Tönsberg Norwegian 6*BHCem* *APT*63*t*	T.3Cy.28",46"&75"–51" (*s*) 180lb 559NHP 3SB,9*cf*,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36 ″ 0 s 9 ″ 1 27 ″ 1¾	
33821 PHMS	**Simon Bolivar** Ⓟ ssHam.No.2-35 ~~ssAms.No.1-30~~ 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.* 1 *hold* D.F. & *platform dk in No.*2*hold* *CruiserStern* *Rudder electrically welded*	7906 5336 4760	✠100A1 *withfreeboard* 10,35 ~~3,35~~ ✠LMC 1,35 ~~MS1,31~~ ~~BS1,31~~	Ham		CL ~~1,35~~ 10,35	1927 3mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	Koninkl.Nederl. Stoomb.Maats.	419·9|59·1|27·7 P&B329'F74' FK *CellDB*349'1065*t FPT*	Amsterdm Dutch 7*BHCem* 116*tAPT*55*t*	Q.4Cy.28¾",40 15/16",58 11/16"& 84⅝"–55⅛" 225lb (*r*) 856NHP 4SB,12*cf*,GS270,HS12512FD RotterdamDroogd.Maats.	31 ″ 6 s 5 ″ 2½ 26 ″ 5½	
			Fitted for oil fuel 3,27 *F.P. above* 150° F.											
33822 116987	**Simon J. Murphy** *Mchy.Aft* GyC. 1*Dk*2*trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5|51·5|28·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"–42" NB20 218NHP DetroitS.B.Co.Detroit		
33823 DHVS	**Simon von Utrecht** (*ex*Wilhelm Hemsoth) 1*Dk*&*Shelter dk*	4949 4644 2956					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiAkt.Ges.	407·6|54·4|24·8 P43'B26'F36'	Bremen German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
33824 148140 GLXR	**Simonburn** ssShl.No.2-34 D.F. 1*Dk*(*Stl*)	5213 4750 3242	✠100A1 2,35 ✠LMC5,35 BS4,35	Sws	*y*	CL 2,34	1925 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	390·0|53·5|28·6 P33'B105'F37' FK *CellDB*342'1524*t FPT*128*t*	Newcastle British 6*BHCem* *APT*206*t*	T.3Cy.25",41¾"&68"–48" (*s*) 180lb 180*lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7¼	
33825 142868 GDCM	**Simonside** (*ex*Dalworth-35) ssShi.No.3-5,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4538 4185 2737	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~2,35~~ ✠LMC MS6,33 BS2,35	Nwc Mch	*z*	CL 2,35	1920 5mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	TheSideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*)	400·4|52·5|24·7 FK	Newcastle British *ptCem* *Coll BH to Sh dk* 5 „ „ *U* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 6 s 2 ″ 10¾ 24 ″ 10	
			Fitted for oil fuel 5,20 *F.P. above* 150° F.							*Cell DBa*134' *uE*23' *f*174'1278*tFPT*137*t*	*APT*129*t*			
33826 PKGE	**Sinabang** 1*Dk*	1799 1542 1010					1927	A.F. Smulders Schiedam	Koninkl.Paketv. Maats.	267·5|42·2|17·7 P30'B68'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35 7/16"– 35 7/16" 150NHP Gebr.Stork,Hengelo		V
33827 FOHK	**Sinaia** Ⓟ TwinSc *CruiserStern* *Fitted for oil fuel* D.F. 3*Dks*	8567 — 5072					1922	Barclay, Curle&Co.Ld. Glasgow	Cie.Générale de Nav.àVap.(Fabre Line)	439·7|56·1|34·3 P43'B250'F47'	Marseilles French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
33828														

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33829 117248 WCEW	**Sinaloa** (*ex*WilliamF.Rapprich, *ex*Sinaloa) (*Self-Unloader*) *Mchy.Aft* 1*Dk2trB*	4539 — 3503					1903	WestBay CityS.B.Co. W.BayCity, Mich.	MichiganSteam- shipCo.(G.A. Tomlinson,*Mgr.*)	416·0 F48'	50·0	24·0	Detroit, Mich. Utd.States *WB*	T.3Cy.20",33½&55"–42" 196NHP DetroitS.B.Co.Detroit		R
33830 XCPI	— TwinSc (*ex*AdmiralMoser-34,*ex*Willa *OilEng.* Crosby,*ex*Glendaruel, *ss*S.Fo.No.3–10,29 *ex*AstmahcoIV, *ss*S.Fo.No.1–34 *ex*LakeOneida) 1*Dk*(*Stl*) *Mchy.Aft*	2063 1797 1434	✠100A1 11,35 ~~4,34~~ ✠NE3,21 ✠LMC3,34 DBS3,35	LAn	*r*	N3,34	1917 9mo	Manitowoc S.B.Co. Manitowoc A&CP	VaporesCorreos MexicanosS.A.	250·5 P44'B32'F28' FK *CellDB*210'662*t FPT*	43·5	20·4	Mazatlan Mexican 4*BHCem* 30*tAPT*150*t*	Oil Engines 4S.C.SA 12Cy.16½"–24" 317NHP DB*150lb* McIntosh&Seymour, Auburn,N.Y.	23 ″ 0	
33831 HRCU	— *Fitted for oil fuel* 2*Dks*	1648 1418 811					1915	R.Thomp- son&Sons,Ld. Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·0 P14*t*B64'H73*t*F43*t* *WB*	38·5	20·2	Puerto Cortes Honduran	T.3Cy.20",33"&54"–36" 175NHP N.E.MarineEng.CoLd.Sld		R
33832 220295	**Sinasta** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6052 — 3757					1920	Pacific CoastS.B.Co. BayPoint,Cal	UnitedStates ShippingBoard Bureau	402·5 P48'B80'F38'	53·0	32·0	S.Frncisco Utd.States *WB*	DR geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		
33833 CSBX	**Sines** (*ex*Glenfinlas-32) *ss*Shl.2ndNo.3–4,31 1*Dk*(*Stl*)&*deep framing*	3172 2977 2006	✠100A1 1,35 BS ✠LMC4,31 1,36	Bry	*v*	CL 8,34	1906 2mo *Lloyd's*A&CP	A.Rodger &Co. PortGlasgow	Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*)	321·2 B118'F30' FK *CellDBa&uE*124'*f*138	47·7	23·0	Lisbon Portuguese 6*BHCem* 798*tAPT*77*t*	T.3Cy.24",40"&65"–42" (*s*) 160lb 278NHP NDB07*refitted*30–130*lb* 2SB,6*cf*,GS112,HS4240 A.Rodger&Co.Glasgow	25 ″ 7 s3 ″ 10 21 ″ 11¼	
33834 PKFE	**Singapore** 1*Dk*	585 484 289					1912	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	185·0 P27'B58'F26'	31·0	10·7	Batavia Dutch *WB*	C.2Cy.15"&30"–24" 37NHP Wilton'sEng.Co.Rot.		V
33835 25441 JSPD	**Singapore Maru** *ss*Nag.No.3–5,31 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5859 5586 4260	✠100A1 *Awng dk* *withfreeboard* 11,34 ✠LMC 9,35	Nag	*y*	OG 1,35	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KobeSanbashiK.K. *CellDB*334'1118*t FPT*	385·0 126*tAPT*93*t* FK *CollisionBHtoAwng dk*	51·0	36·0	Hashidate Japanese *Cem* 5*BHtoU dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb HS5636 FD 437NHP 2SB&1AuxSB,8*cf*,GS154, KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
33836 ~~PKRQ~~	**Singaradja** *Now* "Scott Harley," *see No.*40031 *in Supplement* 1*Dk*	615 [illegible] 300					1913	Wilton'sE. &Slipway Co. Rotterdam	~~Koninkl.Paketv.~~ ~~Maats.~~ HeapEng MohS.S.Co.Ld.	185·0 P21'F24'	31·0	10·9	~~Batavia~~ ~~Dutch~~ British *WB*	C.2Cy.14½"&29⅛"–23⅜" 41NHP Wilton'sE.&SlpwyCo.Rot.		V
33837 PKRS	**Singkara** 2*Dks*	622 489 283					1914	NV.Schpw. Dordrecht Dordrecht	Koninkl.Paketv. Maats.	185·7 P&B120'F25'	31·1	11·0	Batavia Dutch	C.2Cy.14⅝"&29$\frac{3}{16}$"–23⅝" 41NHP RotterdamDroogd.Maats.		V
33838 PKNY	**Singkel** 1*Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	N.V.LianHwa SteamshipCo.	185·3 P20'F24'	31·1	10·9	Djambi Dutch *WB*	C.2Cy.14$\frac{3}{16}$"&29⅛"–23⅝" 41NHP Wilton'sE.&SlpwyCo.Rot.		V
33839 PHMX	**Singkep** 2TwinMsts 3*Dks*	6635 4578 4057					1922	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0 P57'B29'F41'	54·7	33·4	Amstrdam Dutch *WB*	DR GearedSteamTurbines NedFb.v.Wrk&Spoor,Ams		V
33840 135602 GDLX	**Singleton Abbey** *ss*Rot.No.3–11,26 *ss*Cff.No.2-35 ~~*ss*Cff.No.1-31~~ 1*Dk*(*Stl*)	2325 2159 1429	✠100A1 11,35 ~~10,30~~ ~~MS10,30~~ ✠LMC DBS1,35	Cff MS11,35 MBS5,35	*s*	CL ~~10,33~~ 11,35	1915 7mo *Lloyd's*A&CP	Richardsn, Duck&Co.Ld Stockton	MelroseAbbey ShippingCo.Ld. (FrederickJones, &Co.*Mgrs.*) *WB=CellDBa*102'*u*	303·0 P25'B64'F27' FK *E*22'*f*122'642*tFPT*	43·0	20·0	Cardiff British 5*BHCem* 94*tAPT*60*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 249NHP 2SB,6*pf*,GS111,HS4008 Blair&Co.Ld.Stockton	22 ″ 5 s 3 ″ 4½ 19 ″ 3	
33841 161563 VWCS	**Singu** 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	4927 4437 2740	✠100A1 6,35 ~~7,34~~ ✠LMC12,31 *CarryingPetroleum in bulk F.P. above* 150° F. *Fitted for oil fuel*12,31	Cal	*y*	CL ~~10,33~~ 6,35	1931 12mo *Lloyd's*A&CP	Swan,Hun- ter&Wigham Richardson, LdNewcastle	BurmahOilCo.Ld. *CellDBuE&B*72' 194*tDTf*27'279*t*	381·5 P106'B41'F55' FK *FPT*154*tAPT*121*t*	55·3	29·4	Rangoon British 13*BHptCem* *ptAsp* (10 *to U dk* 3 *to* 2*nd*,,)	T.3Cy.26½",45½"&76"–51" 225lb (*s*) 677NHP 3SB,12*cf*,HS10095 FD WallsendSlpwy&E.Co.Ld.	29 ″ 3 s 5 ″ 3¾ 24 ″ 1¼	
33842 136790 GLKC	**Sinkiang** Ⓟ 2*Dks*	2646 2270 1616					1915	Scotts'S.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2 B72'F37'	41·2	22·4	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP Scotts'S.B.&E.Co.Grk.		
33843 160574 GSQR	**Sinnington Court** *ss*Sld.No.1–32 D.F 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 2,36 ~~2,35~~ BS~~10,34~~ ✠LMC8,32 2,36	Nag Shl	*a*†	CL ~~2,35~~ 2,36	1928 9mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.*Mgrs.*) *U'tween dkBHexceptCollBH dispensed with*	420·1 F41' FK *CellDBa&uE*168'*f*182'1500*t FPT*113*t*	56·5	33·8	London British 7*BHCem* (*Collto Wdk* 6 ,,2*nd*,,) *APT*148*t*	T.3Cy.27",45"&75"–51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
33844 TCDA	**Sinop** (*ex*MaindyPriory,*ex*Cedartree) *Well deck* 1*Dk*	1742 — 1028			...		1913	J.Crown& Sons,Ld. Sunderland	KirzadeMustafa ve HuseyinMunir (KirzadeSevki ve Surekasi,*Mgrs.*)	258·0 P18'Q127' B*on*Q10' F27' FK	36·7	16·9	Istanbul Turkish *WB*	T.3Cy.19",31"&51"–36" 197NHP N.E.MarineEng.Co.Ld.Sld	19 ″ 2	
33845 PHNC	**Sint Annaland** *Well deck* *ss*Rot.No.3–7,29 D.F. *Mchy.Aft* *ss*Rot.No.1–34 *Cargo battens not fitted* 1*Dk*(*Stl*)	2248 1671 1206	✠100A1 1,36 ~~9,34~~ ✠NB4,34 ✠LMC4,34	Rot	*r*	OG 11,33	1916 8mo	A.F.Smul- ders Schiedam A&CP	Scheepvaart en SteenkolenMaats. *CellDBf*192'540*t*	272·9 P69'Q84'F27' FK *MT* 12' 285*t FPT*	40·2	18·2	Rotterdam Dutch 5*BHCem* 131*tAPT*70*t*	T.3Cy.20",32"&52"–39" (*s*) 180lb 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 ″ 11 s 6 ″ 6¼ 18 ″ 8¼	
33846 PHNH	**Sint Jansland** *ss*Rot.No.3-8,29 *ss*Rot.No.1–34 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2202 1612 1194	✠100A1 1,35 ✠NB11,34 ✠LMC11,34	Rot	*r*	OG 1,35	1916 8mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Scheepvaart en SteenkolenMaats. *CellDB f* 190'514*t*	272·0 P69'Q86'F25' FK *MT* 12' 288*t FPT*	40·0	18·2	Rottrdam Dutch 5*BHCem* 142*tAPT*73*t*	T.3Cy.20",32"&52"–39" (*s*) 180lb 212NHP 2SB,6*cf*,GS101,HS3710 Maats.deSchelde,Flushing	20 ″ 7 s 6 ″ 5½ 18 ″ 9¼	
33847 PHNM	**Sint Philipsland** *ss*Rot.No.3–6,29 *ss*Rot No.1–34 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2275 1754 1424	✠100A1 4,35 BS~~4,35~~ ✠LMC7,34 6,36	Rot	*s*	OG 1,34	1916 9mo	Wrf.voorh Rijkee&Co Rotterdam A&CP	Scheepvaart en SteenkolenMaats.	294·8 Q110'B53'F30' FK *CellDB*254'640*t*	43·0	17·7	Rottrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.21½",33"&57"–39" (*s*) 180lb 240NHP 2SB,6*cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 ″ 0 s 2 ″ 1¼ 18 ″ 1	
33848 161518	**Sioux** *Mchy.Aft* 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33849 YTNX	**Sipan** Ⓟ *ss*Spt.No.1-35 1*Dk*(*Teak*) *Rudder partially electrically welded*	335 248 154	✠100A1 *For Service in the Adriatic* 4,36 ~~4,35~~ ✠LMC3,35	Spt	*g*	CL 4,34	1931 4mo	F.Schichau G.m.b.H. Elbing *Lloyd*'*sA&CP*	DubrovackaParobrodskaPlovidba	149·8|27·0|10·3 B21'F36' BK6¾" *CellDBa*11'14*t*	Dubrovnik Yugoslav 5*BHptCem* *FPT*4*t*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 206lb (*s*) 155NHP 1SB,3*cf*,GS61,HS2530 FD FSchichauG.m.b.H.Elbing	11 ″ 0	
33850 PKGI	**Sipirok** 1*Dk*	1787 1545 1002					1928	Rijkee& Co. Rotterdam	N.V.Koninkl. Paketv.Maats.	267·6|42·2|17·6 P43'B79'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 124NH Maats.Fyenoord,Rot.		V
33851 PKHT	**Sipora** (*ex*ThayGwan) Wireless 1*Dk*	*1594* *1279* *941*			...		1926	Wilton'sE. &SlipwayCo. Schiedam	N.V.Koninkl. Paketv.Maats.	264·9|37·3|16·5 P20'B73'F25' FK	Batavia Dutch *WB*	T.3Cy.19",32"&51"-36" 202NHP Wilton'sE&Slpwy.Co.Rot	18 ″ 6	V †
33852 PUAR	**Siqueira Campos** Ⓟ TwinSc (*ex*CantuariaGuimarães,*ex*Curvello, *ex*GertrudWoermann) 2*Dks&* Sub.Sig. *Web frames*	6456 4948 3967			...		1907	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	415·6|50·7|28·6 P&B272'F59' FK	R.Janeiro Brazilian *WB*	T.6Cy.22",39½"&63¾"-42" NB11 790NHP Reiherst.Maschinenf.Ham	31 ″ 6	V †
33853 149960 MNWR	**Sir David** *ss*Sld.No.1-32 *Mchy Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1275 969 697	✠100A1 6,35 ~~6,34~~ BS~~6,34~~ 6,35 ✠LMC6,32	Shl Sld	*n*	CL ~~6,34~~ 6,35	1927 9mo	J.Readhead&Sons, Ld. S.Shields *Lloyd*'*sA&CP*	GasLight&Coke Co.(Stephenson Clarke&AssociatedCompaniesLd. *Mgrs.*) 323*t*	225·1|36·0|15·2 Q127'B16'F24' FK *CellDBuE*20'*f*140' *MT*7'118*tFPT*150*t*	London British 5*BHCem* *APT*22*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS73,HS2550 N.E.MarineEngCo.Ld.Sld.	17 ″ 1 s 5 ″ 1½ 15 ″ 7	
33854 5148 SFPN	**Sir Ernest Cassel** (*ex*Ernest, *ex*SirErnestCassel) D.F. 1*Dk* *Mchy.Aft CruiserStern*	*7739* *7170* *3312*					1910	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*)	454·4|60·3|32·3 P92'F43'	Stockholm Swedish *WB*	T.3Cy.27",45"&74"-54" 402NHP N.E.MarineEng.CoLdNwc		C
33855 124571 MCTV	**Sir Francis Drake** Ⓟ TwinScSp *ss*Ply.No.3-12,19 *ss*Ply.No.1-23 1*Dk*(*ptStl*-ws)&*Promenade dk*(*Teak*)	478 465 169	✠ 4,26 ✠	Ply			1908 4mo	Cammell Laird&Co.Ld. Birkenhead	Gt.WesternRly.Co *WB*=	145·8|38·6|14·1 FK *DTf*10'47*tAPT*20*t*	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"-24" 228NHP 2SB,6*cf*,GS115,HS4510 CammellLaird&CoLd.Bkn.	14 ″ 6	BT till 3,36
33856 129012 MCZD	**Sir George** TwinSc Dismantled&Sunk 1*Dk*	1254 1089 733					1909	D.J.Dunlop&Co. Pt.Glasgow	ElderDempster Lines,Ld.	240·0|38·1|14·1 P31'B61'F34'	Liverpool British *WB*	T.6Cy.13",21"&34"-24" 113NHP D.J.Dunlop&Co.Pt.Gls.		
33857 136336 GRYK	**Sir Harvey Adamson** Ⓟ TwinSc *ss*Cal.No.3-5,27 *ss*Cal.No.2-35 ~~*ss*Cal.No.1-31~~ Wireless 1*Dk*(*Teak*)&*Shade dk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* ~~9,34~~10,35 ~~BS9,34~~ ✠LMC~~9,31~~ 10,35	Rgn Cal	*n*	~~P9,33~~ ~~s9,34~~ 9,35	1914 11mo	A.&J. Inglis,Ld. Glasgow *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=	219·7|35·1|11·3 F25'*on Shade dk* FK *FPT*37*tAPT*32*t*	Glasgow British 4*BHptCem* *ptAsp*	T.6Cy.11½",20"&31"-22" (*s*) 215lb 155NHP 2SB,4*cf*,GS73,HS2390 A.&J.Inglis,Ld.Glasgow	12 ″ 8 s 1 ″ 5½ 11 ″ 7	
33858 LCXQ	**Sir James Clark Ross** TwinSc *OilEng.* *ss*Ham.No.1-34 *Mchy.Aft* 3*Dks*(*Stl*)&*Web frames* GyC. D.F. *CruiserStern* *Longitudinal framing-bracketless system* *Strengthened for Navigation in Ice*	14362 10425 8127	✠100A1 *with freeboard* 9,35 ~~10,34~~ ✠LMC8,33 DBS7,34 Pr.BS10,34 *Whaling Service* *Carrying Petroleum in bulk* DBS(*a*)9,35	Ham	*j*†	CL ~~8,34~~ 8,35	1930 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	Hvalfanger A/S Rosshavet(Johan Rasmussen&M.Konow,*Mgrs.*) *Cell DBuE*80'377*t DT*	537·9|74·3|34·4 P138'F107' FK *sf*44' 925*t FPT*425*t*	Sandefjord Norwegian 18*BHptCem* (3 *to Wh dk* 15 ,, *2nd* ,,) *APT*245*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 4DB*185lb*DB(*a*)*made*15 *refitted*32-*180lb* 8Pr.B-*43lb* 2Pr.B-*64lb* 2Pr.B-*57lb* 18Pr.B-*60lb* Akt.Burmeistr&Wain,Cpn	48 ″ 9 s15 ″ 5¼ 33 ″ 10½	
33859 161262	**Sir John Hawkins** Ⓟ TwinSc *ss*Ply.No.1-33 1*Dk*(*Stl*-ws)2nd dk in *forward holds*	930 679 359	✠100A1 *with freeboard* 5,35 ~~5,34~~ ✠LMC6,33 BS5,35	Cff Drt		CL 5,33	1929 7mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CP*	Gt.WesternRly.Co *MT*6'40*t*	172·5|43·1|14·6 FK *DTf*17'45*t*	Plymouth British 6*BHCem*	T.6Cy.16½",27"&46" 30" (*s*) 185lb 261NHP 2SB,6*cf*,GS132,HS4100 Earle'sCo.Ld.Hull	15 ″ 9 s 4 ″ 9¾ 11 ″ 3¼	BT till ~~5,35~~ 5,36
33860 LDGR	**Sir Karl Knudsen** TwinSc *ss*Fal.No.1-32 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CruiserStern*	7747 7079 4581	✠100A1 4,36 DBS3,36 ✠LMC CS2,33 1,35 ~~9,34~~ *Carrying Petroleum in bulk*	Shi Got	*b*†	CL 11,34	1928 12mo	A/S Nakskov Skibsv. Nakskov *Lloyd*'*sA&CP*	SkibsA/S Golden West(A.F.Klaveness&CoA/S*Mgs*) *CellDBuE*	450·5|59·2|34·7 P102'B34'F52' FK 74'282*tDTf*36'462*tFPT*103*tAPT*118*t*	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 ,,*2nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-$43\frac{5}{16}$" 624NHP 2DB(P&S)*185lb*DB*150lb* Akt.Burmeistr&Wain,Cpn.	34 ″ 4	
33861 LCXR	**Sir Osborn Holmden** TwinSc *OilEng.* *ss*Ham.No.1-33 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	9153 8502 5527	✠100A1 10,35 ~~1,35~~ DBS~~6,34~~10,35 ✠LMC CS6,33 1,35 *Carrying Petroleum in bulk*	Rot Yka	*d*†	CL 2,34	1928 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	D/S A/S International(A.F.Klaveness&Co.A/S *Mgrs.*) *CellDBuE*	471·8|64·4|35·0 P101'B29'F44' FK 65'303*tDTf*43'653*t*	Oslo Norwegian 16*BHptCem* 4 ,,*to2nd dk* *APT*143*t*	Oil Engines 4S.C SA 12Cy.23¼"-47¼" 622NHP 3DB*180lb* Akt.Burmeistr&Wain,Cpn.	35 ″ 0	
33862 162909 MBFL	**Sir Richard Grenville** Ⓟ *ss*Ply.No.1-34 TwinSc 1*Dk*(*Stl*-ws)2nd*dk in* *forward holds*	896 666 335	✠100A1 *with freeboard* 10,35 ~~11,34~~ ✠LMC~~7,31~~ 11,34 *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	Ply Cff	*l*	CL S10,34 P10,35	1931 7mo	Earle'sS.B. &E.Co.Ld. Hull *Lloyd*'*sA&CP*	GtWesternRly.Co. *CellDBf*62'	172·5|42·7|14·7 FK 69*tDTsf*28'119*t*	Plymouth British 6*BHCem* 1 ,, *to 2nd dk*	T.3Cy.16½",27"&46"-24" (*s*) 185lb 288NHP 2SB,6*cf*,HS4200 FD Earle'sS.B.&E.Co.Ld.Hull	15 ″ 9 s 4 ″ 3¾ 11 ″ 9¼	BT till ~~10,35~~ 10,36
33863 163408 MBKP	**Sir Russell** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1548 1156 841	✠100A1 8,35 ~~8,34~~ ✠LMC11,33	Nwc		CL 8,35	1933 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDB*207'46	243·8|36·6|16·1 Q145'F27' FK 2*t MT*192*t FPT*85*t*	London British 4*BHptCem* *APT*33*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 174NHP 2SB,6*cf*,GS101,HS2750 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5¾ 16 ″ 10¼	
33864 ~~203170~~ 158636	**Sir Thomas Shaughnessy** 1*Dk*	5846 5559 3994					1906	DetroitS.B. Co. Wyandotte,Mich.	InternationalWaterwaysNavigation Ld.(R.G.Campbell *Mgr.*)	~~480·0~~|52·2|~~30·2~~ 486·7| |26·3	Montreal British *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		
33865 124572 MCVB	**Sir Walter Raleigh** Ⓟ Twin ScSp *ss*Ply 2ndNo.3-4,31 1*Dk*(*ptStl*-ws)&*Promenade dk*(*Teak*)	478 464 169	✠ 4,36 *Tender* ~~BS5,35~~ ~~BS5,33~~ ✠~~LMC4,31~~	Ply		N4,32	1908 5mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*	Gt.WesternRly.Co *WB*=	145·9|38·6|14·1 FK *DTf*10'47*t APT*20*t*	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"-24" (*s*) 185lb 228NHP 2SB,6*cf*,GS115,HS4510 CammellLaird&CoLd Bkn.	14 ″ 6 ~~s 3 ″ 0~~ ~~11 ″ 1~~	
33866 125441 MCVX	**Sir Walter Scott** *ss*Shl.No.3-5,19 *ss*Sld No.2-28 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1465 1190 886	✠100A1 3,30 MBS7,30 ✠LMC4,28	Bly	*p*	CL 3,30	1908 8mo	BlythS.B. Co.Ld. Blyth *Lloyd*'*sA&CP*	WestollSteamships,Ld.(James Westoll,Ld.*Mgrs.*) *WB* =*CellDBa*71'*uE&*	245·0|36·7|16·0 Q90'B48'F21' FK *B*35'*f*102'402*tFPT*	Sundrland British 4*BHCem* 62*tAPT*79*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB29 *100lb* 181NHP 1SB,4*cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld.	18 ″ 4 s 1 ″ 10 16 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	Dimensions d'après la Douane. Superstructures, &c.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. Bd of Trade
33867 116736	**Sir William Fairbairn** *Mchy.Aft* 1*Dk2trB*	3807 — 2760					1896	Detroit DryDockCo. Wyandotte	PittsburghS.S.Co.	424·6	45·8	23·9		D'luth Min Utd.States *WB*	T.3Cy.24",38"&64"-42" NB16 266NHP DryDockE.Works,Detroit		
33868 150211 ZSCD	**Sir William Hoy** TwinSc Wireless 1*Dk*	786 680 294			...		1929	Armstrong Whitworth &Co.Ld. Newcastle	UnionGovt.of S.Africa (Railways &Harbours Administration)	171·3	34·7	16·6	B58' FK	Durban British *WB*	T.6Cy.19",31"&52"-36" 534NHP ArmstrongWhitworth &Co.Ld.Nwc.	17 ″ 6	
33869	**Sir William Matthews** TwinSc 1*Dk*	1375 1309 629			...		1921	Fleming& Ferguson,Ld. Paisley	Government of Ceylon	230·1	44·2	17·1	F24' FK	Colombo British	T.6Cy.16",25½"&43"-24" 220NHP Fleming&FergusnLd.Psy.	17 ″ 6	
33870 148712 GLQX	**Sirdhana** Ⓟ TwinSc *ss*Cal.No.2-33 D.F. 2*Dks*(*Stl-Wthr dk*-teak s) 3*rd dk*(*Stl*)*in holds*	7745 6719 4835	✠100A1 *withfreeboard* 2,36 ~~3,35~~ BS~~3,35~~ 12,35 ✠LMC4,35	Cal	c†	CL ~~3,34~~ S3,35 r2,36	1925 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*373'1432*t* *Tank'tween tunnels* 37'54*t FPT*108*t APT*165*t*	436·1	57·8	33·5	P44'B144'F49' FK	London British 7*BHCem*	T.6Cy.20¾",35¼"&60"-45" 215lb (*s*) FD 801NHP 5SB,15*cf*,GS318,HS12125 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	36 ″ 6 s9 ″ 10½ 27 ″ 0¾	
33871 LIVS	**Siredal** Sc *CruiserStern* 1*Dk*	1577 1316 910					1934	Nylands Værksted Oslo	A/S NorskRutefart (A.I.Langfeldt& Co.*Mgrs.*)	247·5	39·2	17·4	P44*t*H97*t*	Xiansand Norwegian *WB*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$29\frac{15}{16}$"-$27\frac{9}{16}$" HS2035 142NHP NylandsVerksted,Oslo		N
33872 LCFK	**Sirehei** (*ex*Bratsberg-35) 1*Dk2trB*	3888 3620 2461					1907	JLThompson&Sons,Ld Sunderland	A/S Helgöy (A.I.Langfeldt& Co.*Mgrs.*)	346·1	49·6	25·4	H150*t*P20*t*	Xiansand Norwegian *WB*	T.3Cy.25",42"&68"-48" 320NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 11	N
33873 55 IUJK	**Sirena** (*ex*Sila,*ex*Marietta Constanzo,*ex*Rapid) Iron *Well deck* 1*Dk2trB*	974 812 605			...		1883	Palmers' Co.Ld. Newcastle	GennaroMontella	225·4	31·7	15·0	220·0 15·5 Q88'B44'F22' FK	Torre del Greco Italian *WB*	C.2Cy.28½"&52"-33" NB06 121NHP Palmers'Co.Ld.Newcastle	16 ″ 6	I †
33874 LCOH	**Sirenes** (*ex*Hesperos) 1*Dk&Shelter dk*	4341 4096 2722					1913	W.Doxford &Sons,Ld. Sunderland	A/S Odderö (A.I.Langfelt&Co. *Mgrs.*)	389·8	54·1	24·6	P102*t*H124*t*	Xiansand Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		N
33875 YPBP	**Siretul** (*ex*Baharistan) *ss*Bla.No.3-6,25 *ss*Bla.No.2-33 1*Dk*(*ptIrn ptStl*)	*3629* *3424* *2291*	✠100A1 4,36 ~~2,35~~ BS~~2,34~~ 11,35 ✠LMC6,33	Rot	*w*	CL 1,35	1912 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	A.Vlasov *WB=CellDB a&uE*142'*f*158'991*t*	360·0	51·0	22·7	P25'B221'F35' FK	Braila Roumanian 6*BHCem* *APT*87*t*	T.3Cy.25",40½"&67"-45" (*s*) 180lb 359NHP 2SB&1Aux.B,8*cf*,GS151, HS5986 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
33876 1056 ICHT	**Sirio** D.F. *Mchy.Aft* 2*Dks*	5222 — 3121					1921	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	394·5	51·6	27·2		Genoa Italian *WB*	T.3Cy.26",42½"&69⅝"-48" 335NHP Cant.Nav.Riuniti,Ancona		CI
33877 143433 GBRD	**Siris** *ss*Npt.No.3-7,32 Sub.Sig. 2*Dks*(*Stl*)	5242 4782 3266	✠100A1 4,35 ~~10,34~~ MS7,32 BS~~2,34~~5,35 ✠LMC	Mdb Lon	*y*	CL 10,33	1919 10mo *Lloyd*	Harland& Wolff,Ld. Greenock *'sA&CP*	RoyalMailLines, Ld. *CellDB* 340'1051*t FPT*128*t APT*220*t*	400·3	52·3	28·5	P50'B113'F39' FK	London British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11 25 ″ 4¼	
33878 OHCL	**Sirius** *ss*Hfs.No.1-33 2*Dks*(*Stl*) *Strengthened for Navigation in Ice*	2197 1991 1241	✠100A1 *withfreeboard* 4,34 BS~~3,35~~ 4,36 ✠LMC4,33	Hfs	*r*	CL 4,34	1929 5mo *Lloyd*	Helsingörs Jrnsk&Msk. Helsingör *'sA&CP*	FinskaÅngf. Aktieb *CellDB*228'413*t FPT*33*tAPT*21*t Coll,, to Wdk*	273·0	40·2	24·7	FK	Helsingfrs Finnish 4*BHCem*	T.3Cy.20",32"&53"-36" (*s*) 200lb 230NHP 2SB,6*cf*,GS190,HS4003 HelsingörsJernsk.&Mskb.	27 ″ 6 s8 ″ 2½ 19 ″ 4¾	
33879 7122 SGTN	— (*ex*Frederiksborg,*ex*Deddington) 1*Dk*	*1828* *1578* *1098*			...		1889	J.Priestmn Sunderland	RederiA/B Iris (C.Abrahamsen, *Mgr.*)	280·5	39·2	18·8	P25'Q86'B112' F27' FK	Stockholm Swedish *WB*	T.3Cy.21",35"&57½"-39" 207NHP G.Clark,Sunderland	20 ″ 1	V †
33880 DOJC	— Wireless Sub.Sig 1*Dk*	998 797 590					1921	AtlasWrke A.G. Bremen	Dampfsch.Ges. Neptun	223·1	33·1	13·8	P15'Q65'F29'	Bremen German *WB*	T3Cy.$18\frac{1}{10}$",29½"&48⅝"-29½" 129NHP AtlasWerkeA.G.Bremen		G
33881 LEUS	— Iron 1*Dk&Awng dk*	944 566 534	✠ 4,85	Ham	*m*		1885 2mo	Flensburgr Schiffsb. Flensburg	DetBergenske Dampskibsselskab	207·5	28·8	12·8	H8*t* 20·1 len08	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-33" NE&B08 132NHP LaxevaagMsk&Jrns.Bgn.		
33882 6151 SGJM	— 1*Dk*	*825* *661* *456*					1919	LarvikSlip &Verks.Akt. Larvik	Rederiaktieb. Stjärnan(Hj. Nerman,*Mgr.*)	196·0	32·0	12·6		Karlstad Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&Verks.Akt.		V
33883 PHNR	**Sirrah** 1*Dk*	3531 3263 2140					1917	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4	49·9	22·1	P24'B214'F34'	Rotterdam Dutch *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
33884 144197 GDNQ	**Sirsa** *ss*Cal.No.3-6,32 2*Dks*(*Stl-Uteak s*)	5445 4817 3387	✠100A1 6,35 ~~7,34~~ MS5,32 BS~~2,34~~2,36 ✠LMC	Cal	*z*	CL ~~2,33~~ N6,35	1920 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB* 344'1060*t FPT*130*t APT*34*t*	400·1	52·4	28·5	P49'B113'F38' FK	Glasgow British 8*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
33885 545 SGJU	**Sirvall** (*ex*Broxvik,*ex*Ibis, *ex*Louise) Iron *ss*Osc.4thNo.3-3,26 *ss*Osc.No.3-9,35 ~~*ss*Osc.No.2-2,34~~ 1*Dk*(*Irn*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1469* *1155* *869*	✠100A1 ~~6,35~~ ~~3,34~~ 9,35 LMC~~5,34~~ 9,35	Osc	*q*	OG ~~4,33~~ 8,35	1882 9mo	R.Dixon& Co. Middlesbro' A&CP	RederiA/B Vallde (J.A.Edvall,*Mgr.*) *DBa*74' *f*42'&*u E&B*44'337*t*	260·4	35·2	17·4	Q99'B62'H35*t*F31' BK9"	Oscrshmn Swedish 4*BHCem*	C.2Cy.30½"&62"-39" 80lb *70lb* 188NHP 1DB,4*pf*,GS67,HS3107 Blair&Co.Ld.Stockton	18 ″ 6 s1 ″ 10½ 17 ″ 5	
33886	**Sishan** (*ex*Thane) *ss*Shl.2ndNo.3-5,09 Wireless *ss*Nag.No 1-14 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)3*trB*	1363 1278 846	✠ 7,19 ✠	Nag	*p*		1883 11mo	A.Stephen &Sons Dundee	U.S.S.R. *DBa*48'*f*104' &*uE*15'208*tFPT*30*tAPT*79*t*	264·4	33·2	21·5	BK8"	Vladvostk Russian 5*BHCem*	C.2Cy.27"&54"-42" 160NHP 2SB,6*cf*,GS90,HS2624 PearceBros.Dundee	23 ″ 3	
33887 210872 KJYK	**Siskiyou** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	884 783 523					1912	Matthews S.B.Co. Hoquiam	HansenTranspn. Co.	204·1	41·5	14·2		L.Angeles Utd.States	T.3Cy.13½",23"&40"-30" 88NHP UnitedEng.Wks S.Frisco		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33888 208 ICHV	**Sistiana** Ⓟ (*ex*Salvore) *ss*.Nap.No.3–1,27 *ss*Tri.No.1–31 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5827 5062 3681	✠100A1 *Shelter dk* *withfreeboard* 11,34 ~~BS3,34~~ ✠LMC~~5,31~~ ✠Lloyd'sRMC~~3,35~~ ~~6,35~~	Tri BS4,36 3,35 4,36 ~~12,35~~	*y*	CL ~~N7,32~~ 3,35	1924 5mo *Lloyd*	Stabilmnto Tecnico Trieste *'sA&CP*	Nav.Libera TriestinaS.A. *CellDB*338'1309*t* *DTa*33'852*t*	390·0|54·0|29·6 B128' *on Shelter dk* F36' FK *FPT*102*t APT*201*t*	Venice Italian *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB,*9cf*,GS158,HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ $7\frac{1}{4}$ 25 ″ 7	
33889 143441 GBQX	**Sithonia** (*ex*Radnorshire) *ss*Shl.No.3–11,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *ss*Cff.No.1–36	6723 6361 4133	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~1,35~~ ✠LMC MS~~2,34~~ 1,35 BS~~10,34~~ 3, 36	Bkn Cff	*a*†	CL 1,35	1919 9mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	H.M.Thomson *CellDB*365'1364*t*	412·5|55·5|34·4 F36'*onShelter dk* FK *FPT*154*tAPT*228*t*	London British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ $9\frac{3}{4}$ 28 ″ 6	
33890 PHNW	**Sitoebondo** 2*Dks*	7057 6682 4478					1916	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	444·0|54·0|37·0	Rottrdam Dutch *WB*	SRGeared Steam Turbines Maats.deSchelde,Flushing		V
33891 LEUU	**Sitona** (*ex*Imacos) 1*Dk*	1143 980 673					1920	A/SMoss Værft Moss	A/S Sitona(K. Andersen&Co. A/S)	226·4|36·6|15·9 P41*t*H75*t*	Frdrikstd Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP A/S MossVærft.Moss		N
33892 130125 MLKR	**Siva** (*ex*Slotholm) 1*Dk*	1304 1129 788					1921	Stavanger Stöberi&Dok Stavanger	SouthGeorgiaCo. Ld.(J.T.Salvesen &Co.*Mgrs.*)	243·0|37·3|16·0 P21'B60'F24'	Grngemth British *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&48"–33" 132NHP StavangerStöberi&Dok		N
33893 345 IUJR	**Sivigliano** (*ex*Strijpe–33,*ex*Dalbek, *ex*Erika) Sub.Sig. 1*Dk*	1270 — 758					1921	Schiffsw.(v J.&Sch.)A.G. Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	254·8|32·0|13·2 243·6 Q97'B90'F25' len23	Trieste Italian *WB*	T.3Cy.$16\frac{15}{16}$",27"&$43\frac{5}{16}$"– $33\frac{7}{16}$" 108NHP Gall&Seitz,Hamburg		GI
33894 212585 KDAQ	**Sixaola** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*pt dks* D.F. E.S.D.	4693 3894 2430					1911	Workman, Clark&Co. Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8|50·3|29·1 B160'F44'	NewYork Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld Bel		C
33895 7840 SJEN	**Sixten** (*ex*Sydhavet–32,*ex*Böklund, *ex*Svartfond,*ex*Petra) 1*Dk*	*2085* *1889* *1223*				...	1912	Sunderlnd S.B.Co.Ld. Sunderland	RederiA/BSigyn (HansLundgren, *Mgr.*)	287·1|42·1|19·1 P27'B76'F29' FK	Hlsngborg Swedish *WB*	T.3Cy 22",36"&59"–39" 232NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	V †
33896 OXLS	**Sjælland** TwinSc (*Ferry*) *OilEng.* Sub.Sig. *Cruiser Stern*	2593 2027 1319					1933	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	336·3|56·6|17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.$17\frac{11}{16}$"–$33\frac{7}{16}$" 484NHP Akt.Burmeistr&Wain,Cpn		V
33897 LEUW	**Sjofna** (*ex*Kongsaa,*ex*Phoenix) 1*Dk*	619 459 256					1918	Wed.Duijvendijk Gouderak	Skibs.A/S Sjofna (C.A.Olsen)	171·8|28·3|12·0 Q50*t* B38*t*H16*t*F21*t*	Oslo Norwegian *WB*	T.3Cy.13",$20\frac{1}{2}$"&35"–21" VanderKuij& 56NHP VanderRee,Rotterdam		V
33898 OULD	**Skaane** (*ex*Rota) 1*Dk*	1254 948 724					1918	PThStuhrs Maskin-Skibs Aalborg	DetDansk-Franske Dampskibs.(A.N. Petersen, *Mgr.*)	237·0|36·0|15·9 P15'Q71'B94'F29'	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP Akties.Frichs.Aarhus		V
33899 LEVE	**Skagatind** (*ex*Hovland) 1*Dk*	1174 984 697					1925	Skiens VerkstedA/S Skien	SkagesRederiA/S (VictorL.Schage, *Mgr.*)	226·4|36·6|15·7 P34*t*B54*t*F21'	Oslo Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP SkiensVerkstedA/S,Skien		N
33900 LEVF	**Skagen** Ⓟ 1*Dk*&*Awng dk*	780 690 347					1912	Trndhjms Mek.Værks. Trondheim	A/S Christiansands Dmpskselsk. (LeifRosenkilde, *Mgr.*)	180·0|29·4|12·9 H70*t*	Xiansand Norwegian *WB*	T.3Cy.$17\frac{3}{4}$",28"&47"–30" 121NHP TrndhjemsM.VTrondheim		N
33901 OULE	**Skagerak** 1*Dk*	1283 833 754					1921	F.Schichau Elbing	D/S A/SProgress (M.Nielsen&Sön)	224·3|33·6|13·5	Copnhagn Danish *WB*	T.3Cy.15",$24\frac{3}{4}$"&$38\frac{5}{8}$"–$25\frac{3}{16}$" 75NHP F.Schichau,Elbing		G
33902 5866 SGUA	**Skagern** *ss*Mmo.No.3–5,29 *ss*Got.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*5842* *5582* *3605*	✠100A– *Shelter dk* *withfreeboard* 3,36 ~~12,34~~ ✠LMC MS4,33 BS~~5,34~~6,35	Got		OG 2,34	1917 1mo	Göteborgs NyaVAktieb Gothenburg	Rederiakt. Transatlantic (G.Carlsson, *Mgr.*) *Cell DB* 340' 998*t DT*	406·2|53·7|31·6 FK *a*30' 1020*t FPT*54*t*	Gothenbrg Swedish 6*BHCem* *APT*36*t*	T.3Cy.28",$42\frac{1}{2}$"&$72\frac{1}{16}$"–48" 185lb (*s*) 430NHP 3SB,*9cf*,GS137,HS5664 FD GöteborgsNyaVærks.Got.	34 ″ 1 s 9 ″ 4 24 ″ $11\frac{1}{4}$	
33903 DIFE	**Skagerrak** *ss*Ham.No.1–33 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6044 5573 3400	✠100A1 12,35~~10,34~~ DBS~~3,35~~ 12,35 ✠LMC CS8,33 10,34 *CarryingPetroleum in bulk*	Ham	*z*	CL 10,34	1928 11mo *Lloyd*	F.Schichau Danzig *'sA&CP* *CellDBuE*63'	ÖlTransport G.m.b.H.(JohnT. Essberger, G.m.b.H.*Mgrs.*) 190*t DT f*25' 150*t*	411·8|55·2|32·6 P109'B30'F39' FK *FPT*105*tAPT*175*t*	Hamburg German 18*BHptCem* (11 „ *to U dk* 7 „ „ *2nd* „)	Oil Engines 2S.C.SA 6Cy $26\frac{3}{4}$"–$47\frac{1}{4}$" 747NHP 2WTDB*200lb* 1DB*100lb* F.Schichau,Elbing	32 ″ 6	
33904 7566 SGKE	**Skagul** (*ex*Havtor) 1*Dk*	*1022* *875* *562*					1925	F.Schichau Elbing	StockholmsRederi A/BSvea(Eman. Högberg,*Mgr.*)	227·9|33·5|14·1 P14'B65'F31'	Stockholm Swedish *WB*	T.3Cy.15",$24\frac{3}{8}$"&$38\frac{5}{8}$"–$25\frac{1}{2}$" 75NHP F.Schichau,Elbing		V
33905 UOIK	**Skala** (*ex*Maine–32) *ss*Lon.No.3–9,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*2nd dk*(*Stl*)*in forward* *holds&after main hold* *Straight frames & bevelled bilge* *CruiserStern*	*6600* *6224* *4073*	✠ 9,32 ✠	Lon	*a*†		1920 3mo	Harland& Wolff,Ld. Belfast	U.S.S.R. *CellDB*343'1571*t*	412·6|55·8|34·4 F40'*onShelter dk* FK *DTa*23'858*tFPT*91	Russian *Cem* 6*BHtoSh dk* 2 „ „ *U* „ *tAPT*126*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	38 ″ 0	
33906	**Skaraas** (*ex*Ulidia) *Now* "Hwah Jang," *see No.* 33402 *in Supplement* 1*Dk*2*trB*&*deep framing* ~~*Now* "Hwah Yong," *see Supplement*~~	3164 2897 1957				...	1903	J.Readhead&Sons SouthShields	HwahSungS.S. Co.Ld.	323·0|47·0|23·7 P31'B92'F32'	Shanghai Chinese *WB*	T.3Cy.24",40"&64"–42" 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	N †
33907 5638 SGKI	**Skaraborg** 1*Dk*	*1093* *896* *595*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktiebSvea(Eman. Högberg,*Mgr.*)	221·6|36·0|13·8 P24'B58'H142*t* F25'	Stockholm Swedish *WB*	T.3Cy.$17\frac{1}{2}$",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
33908 LEVL	**Skarp** (exVanja, exKleven) 1Dk	1363 1197 785					1918	T.van Duijvendijk Lekkerkerk	A/S Skarp (Fred.Th.Bergh)	238·8 P52tH88t	36·5	16·9	Porsgrunn Norwegian WB	T.3Cy.17½",29"&46"–36" 128NHP Penn&Bauduin,Dordrecht		N
33909 LEVM	**Skarv** (exFrank-32) Mchy.Aft 1Dk	852 625 472					1923	Porsgrund Mek.Værks Porsgrunn	OttersRederiA/S (R.Otter, Mgr.)	202·2 P49tQ69tB20t H40tF6t	32·2	12·3	Oslo Norwegian WB	T.3Cy.14",23"&38"–27" 75NHP PorsgrundMV Porsgrunn		N
33910 97 YLBD	**Skauts** (exPendennis) ssLie.3rdNo.3–4,33 1Dk(Irn)&Web frames Cargo battens not fitted	2136 1956 1298	✠100A1 4,33 MS4,33	Lie ✠LMC BS~~2,34~~3,3 6 ~~[illegible]~~	s	CL 3,33	1897 4mo	W.Gray&Co.Ld. WHartlepool A&CP	M.Sandbergs&Co.	290·0 P25'B69'F29' FK CellDBa&uE110'f120'	42·2	19·1	Riga Latvian 5BHCem 607tAPT54t	T.3Cy.21½",35"&58"–39" (s) 160lb NDB09 218NHP 2SB,6rf,GS73,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9 s 3 ″ 4½ 18 ″ 6	
33911 161365 GSKN	**Skeldergate** ssCff.No.1–33 1Dk(Stl)	4251 3927 2634	✠100A1 1,36~~2,35~~ BS1,36 MS7,33	Cff Nwc ✠LMC ~~BS12,35~~	x	CL 2,35	1930 2mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	RedgateS.S.Co.Ld. (Turnbull,Scott&Co.Mgrs.)	372·0 P48'B226'F32' FK CellDB317' 1116t FPT95t	52·4	25·2	London British 6BHptCem APT141t	T.3Cy 23",39"&65"–45" (s) 200lb HS5851 354NHP 2SB,1AuxSB,8cf,GS157 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 4½ 24 ″ 4½	
33912 113139 MCWP	**Skelwith Force** 3Mst ssBkn.2ndNo.3–9,33 Well deck Mchy.Aft 1Dk(Stl)	592 389 246	✠100A1 3,35 MS11,32	Fal ✠LMC BS1,35	h	CL 3,35	1908 9mo	R.Williamson&Son Workington Lloyd'sA&CP	WestCoastShppngCo.Ld.(W.S.Kennaugh&Co.)	164·8 Q95'B11'F23' FK DBf91'120t	26·6	11·0	Whitenvn British 3BHCem FPT38t	T.3Cy.14⁵⁄₁₆",22½"&37"–27" 60lb (s) 160lb ~~100lb~~ NDB20 90RHP 1SB,3pf,GS53,HS1657 Ross&Duncan,Glasgow	13 ″ 2 s 4 ″ 7¼ 12 ″ 10¼	
33913 144264 MKSC	**Skerries** Ref.Mchy. 2Dks&Shade dk	1258 1067 517					1921	CaledonS.B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·0 P38'B134'F73'	36·2	16·7	Glasgow British WB	T.3Cy 21",34"&56"–39" 196NHP CaledonS.B&E.Co.Ld.Dun		C
33914 LGXX	**Skiensfjord** Fitted for oil fuel Ref.Mchy. 3Dks	5922 4159 3603					1922	Napier&Miller,Ld Glasgow	DenNorske AmerikalinjeA/S	395·8 H225tF25t	53·2	25·1	Oslo Norwegian WB	T.3Cy.27½",43"&72"–51" 370NHP D.Rowan&Co.Ld.Glasgow		N
33915 98787 MQSL	**Skinningrove** (exHailsham, exSkinningrove) ssSld.3rdNo.3–8,32 Well deck 1Dk(Irn) Cargo battens not fitted	516 369 217	✠100A1 ~~9,35~~1,~~35~~2,36 MS1,31 ✠NB23(refitted34	Mdb ~~Sld~~ ✠LMC BS~~1,35~~2,3 6	g	OG 1,34	1895 7mo	JLThompson&Sons,Ld Sunderland A&CP	SkinningroveIronCo.Ld.(A.Hutchinson, Mgr.)	155·0 P16'Q84'F19' FK DBa38'46tFPT	26·8 27·7	11·7	Middlsbro' British 4BHCem 81tAPT22t	T.3Cy.13",21"&34"–24" (s) 160lb 60RHP 1SB,2pf,GS36,HS1092 J.Dickinson,Sunderland	12 ″ 3 s 3 ″ 8½ 11 ″ 11	
33916 129746 MDGB	**Skipjack** ssNwc.No.3–7,23 Well deck ssBly.No.2–32 1Dk(Irn) Cargo battens not fitted	1167 905 670	✠100A1 9,34 MS7,32	Bly ✠LMC BS2,55	m	CL ~~7,32~~ 11,35	1910 4mo	J.Crown&Sons,Ld. Sunderland Lloyd'sA&CP	HillSteamShippingCo.Ld. (Witherington&Everett, Mgrs.)	222·5 Q77'B48'F23' FK WB=CellDBa58'uE17'f92'2	33·2	14·5	Newcastle British 4BHCem	T.3Cy.18",29½"&48"–33" (s) 180lb 90lb 148NHP 1SB,3pf,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld 69tFPT39tAPT94t	16 ″ 6 s 1 ″ 3 15 ″ 4¼	
33917 87990	**Skirmisher** Ⓟ TwinSc	582 490 238					1884	J.&G.Thomson Clydebank	CunardWhite Star,Ld.	165·0 B98'	32·2	15·0	Liverpool British	C.4Cy.21"&42"–32½" NB07 168NHP J.&G.Thomson,Clydebank		BT till ~~[illegible]~~ 2,37
33918 6087 SGKM	**Skirner** 1Dk	1321 1023 683					1918	Aktieb. Oresundsv. Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	232·0 P20'B60'F22'	37·2	15·0	Stockholm Swedish WB	T.3Cy.18½",30"&48"–30" 126NHP MotalaV.NyaAkt.Motala		V
33919 LEVX	**Skjærvö** Ⓟ 1Dk&Spar dk	331 311 192					1905	Trndhjms Mek.Værks. Trondheim	TromsFylkes Dampskibsselskab	138·1 H20t	22·1	15·8	Tromsö Norwegian WB	T.3Cy.12",19½"&32"–21" 47NHP TrondhjemsMV.Trndheim		
33920 LEVW	**Skjerstad** Ⓟ (exTeutonia) 2Dks	593 569 327					1904	Lindholmens V.A. Gothenburg	DetNordlandske Dampskibsselskap A/S(J.Sannes, Mgr.)	155·3 H23t	26·0	17·8	Bodö Norwegian	T.3Cy.13¾",22"&36½"–22½" 63NHP LindholmensV.A.Got.		
33921 OULG	**Skjold** ssCpn.2ndNo.3–6,32 1Dk(Stl)2ndDk(Stl)in holds &deep framing	1345 1191 792	✠100A1 ~~2,35~~~~6,31~~ 3,36 MS8,31	Els ~~Cpn~~ Dnz ✠LMC BS~~5,34~~9,3 5	p	CL ~~6,34~~ 3,36	1904 6mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	DetForenede Dampskibsselskab	240·0 P19'B64'F27' FK WB=CellDBa&uE86'f98'339tFPT	36·5	16·8	Middelfart Danish 4BHCem 59tAPT6t	T.3Cy.18",29"&48"–33" (s) 160lb 100lb 141NHP 1SB,3pf,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 ″ 0 s 2 ″ 4 16 ″ 10	
33922 LDMK	**Skjoldheim** (exEmperor of Halifax, exCanadianSignaller) 1Dk	2267 2042 1319					1919	TheCollingwood S.B.Co.Ld. Cllingwd,Ont	SkibsA/S"Skjoldheim"(E.Gerrard &H.I.Ramsland)	251·2 P55tF25tH97t	43·6	23·6	Xiansand Norwegian WB	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld. Collingwood		C
33923 UOWS	**Sklyanski** OilEng. 2Dks	2081 — 1068					1932	Sevastopol Marine Works. Sevastopol	U.S.S.R.	270·4	39·8	22·5	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP LocomotiveWorks, Charkov		
33924 OULI	**Skodsborg** 1Dk	1450 1199 850					1919	Helsingörs Jernsk.&Msk Elsinore	A/S Dampskibsselsk.Dannebrog (C.K.Hansen, Mgr)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish WB	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.& Mskb.		V
33925 LHHY	**Skoger** Wood OilEng. Mchy.Aft 1Dk	581 472 338					1920	Svelvik Skibsværft Svelvik	RealfsensRederi	158·0 P69tF26t	31·5	14·6	Porsgrunn Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18³⁄₁₆" 192NHP J&CGBolinder'sCoLdSkm		V
33926 LFVA	**Skogheim** 1Dk	2669 2413 1631					1919	A/SSörlandetsSkibsbyg Fevig	A/STheologos(N.Rögenæs, Mgr.)	300·4 P60tB68'F33'	47·1	20·9	Haugesnd Norwegian WB	T.3Cy.22",36"&60"–39" 225NHP FredrikstadM.V.Frdstad.		N
33927 LDSK	**Skotaas** TwinSc ssGot.No.1–35 OilEng. Mchy.Aft D.F. 1Dk(Stl)	8190 7529 4894	✠100A1 ~~5,35~~~~10,34~~12,35 DBS5,35 CarryingPetroleum in bulk	Fal Sng 5,35 ✠LMC~~5,34~~ ~~[illegible]~~	c†	CL s2,34 P10,34	1931 4mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	Skibs.A/SNanset (IverBugge, Mgr.)	451·1 P96'F37' FK CellDBuE70'279tDTf29'470tFPT114t	59·2	35·9	Larvik Norwegian 10BHptAsp APT248t	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB150lb GotaverkenA/B,Got.	35 ″ 6	
33928 LEWB	**Skotfos** 1Dk	1465 1330 880					1917	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S, Mgrs.)	254·4 P20'B&F212'	39·2	16·5	Oslo Norwegian WB	T.3Cy.19",31½"&51½"–33" 153NHP NylandsVærksted,Oslo		N

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33929 OZYB	**Skotland** (exStrandholm,exLoly Jensen,exOlaf) 1Dk	1654 1442 1015					1907	Akt.Burmeistr&Wain Copenhagen	H.A.Christensen	269·7 H81tF33t	39·2	17·7 WB	Copnhagn Danish	T.3Cy.18",29"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn	20 ″ 4	N
33930 LCYC	**Skramstad** OilEng. D.F. CruiserStern 2Dks	4300 3846 2455					1925	Deutsche WerftA.G. Hamburg	SkibsA/S Skramstad(A.F. Klaveness&CoA/S)	382·7 P112tH314tF24t	53·4	24·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 492NHP AllgemeineElekGes.Berlin		N
33931 121 YLBP	**Skrunda** (exErtshandel,exFusilier, exLynchburg) ssLie.No.3-6,33 1Dk(Stl) Cargo battens not fitted in Nos.1&3holds	2414 2097 1467	✠100A1 3,36 ~~6,33~~ BS~~5,35~~ 4,36 ✠LMC6,33	Lie Rot	t	~~6,33~~ 3,36	1918 11mo	ThePusey &JonesCo. Wlmgtn,Del. A&CP	SeebergBros.	298·9 P29'B75'F29' CellDB254' 702t FPT106t	44·0	19·7 FK	Riga Latvian 5BHCem APT137t	1DR GearedSteamTurbine 200lb (s) 307NHP 2SB,4cf,GS84,HS4258 FD DeLavalSteamTurbineCo. Trenton,N.J.	22 ″ 3 s 3 ″ 4¼ 19 ″ 1	
33932 LEWD	**Skude** (exTromöy,exClaus Clausen,exSolnut) Wood 1Dk	481 360 268					1921	Ottesen Sagvaag Ryfylke	A/S Skude(T. Gjestsen&Ole Melhus,Mgrs.)	142·2 Q45tB25tH24tF20t	28·0	14·4	Skudesneshavn Norwegian	T.3Cy.10",16$\frac{3}{16}$"&26½"-18" Emade01, 30NHP Bmade08, W.White&Son,Cowes		N
33933 7660 SGLE	**Skuld** 1Dk	*1121* *787* *596*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	215·7 P14'Q55'B61'F30'	34·9	13·1	Stockholm Swedish WB	T.3Cy.17¾",29½"&46"-31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
33934 LEWG	— 1Dk	1101 969 649					1915	Trndhjms Mek.Værks. Trondheim	D/SA/S Solo (ReinhMithassel, Mgr.)	226·3 P12'B52'H50tF25'	36·5	15·7	Oslo Norwegian WB	T.3Cy.17",27½"&46"-30" 116NHP TrndhjemsM.V.Trndheim		N
33935 LEWI	**Skulda** 1Dk&deep framing	1105 987 644			...		1910	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	229·0 H50tF30t	35·1	15·8 FK	Bergen Norwegian WB	T.3Cy.16½",26"&44"-30" 122NHP BergensMekVærksBergen	16 ″ 10	N †
33936 LEWJ	**Skum** (exEikland) ssOsl.No.3-4,29 ssOsl.No.1-34 1Dk(Stl) Cargo battens not fitted	1304 1146 767	✠100A1 ~~5,35~~ ~~4,34~~ 5,36 BS~~5,35~~5,36 ✠LMC4,34	Osl ~~Ant~~ Bgn	o	CL 3,34	1916 4mo	Jonker& Stans HendrikIdo Ambacht A&CP	Skibsaktieselskapet Nordstjernen (L.S.&Jac.O.Lyngaas,Mgrs.)	237·7 P20'B59'F24' CellDB111'342t	36·4	15·9 FK	Tonsberg Norwegian 4BHCem APT39t	T.3Cy.17⅛",28$\frac{9}{16}$"&46$\frac{5}{16}$"-36" 180lb (s) 165NHP 2SB,4cf,GS80,HS2894 Alblasserdam.Msch.Fab.	18 ″ 0 s 2 ″ 1½ 16 ″ 0½	
33937 UOXE	**Skvorzov Stepanov** OilEng. 2Dks	2105 1819 1052					1931	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	270·3 P31'B62'F28'	39·8	22·7	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 357NHP StatesEng.Wks. "Komintern,"Kharkoff		
33938 602	**Skyros** Ⓟ Iron (exKronos-33,exRover,exYacht, exUarda,exSemillante,exRover, exMiranda,exRover)	566 — 224			...		1882	Ramage& Ferguson Leith	HellenicCoast LinesCo.Ld.	170·2 Shade dk39' DkHouse added88	27·7	14·7	Piræus Greek	C.2Cy.23"&46"-24" NB02 NDB10 77NHP M.Paul&Co.Dumbarton	17 ″ 0	
33939 LDIB	**Skytteren** TwinSc4Mst (exSuevic) Fitted for oil fuel 3Dks D.F. GyC.	12358 9045 7276					1901	Harland& Wolff,Ld. Belfast	Hvalfangerslsk. SkytterenA/S (YngvarHvistendahl,Mgr.)	550·0 P652tH265tF122t pt rebuilt07	63·3	39·9	Tönsberg Norwegian WB	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.		N
33940 PHOB	**Slamat** Ⓟ TwinSc Sub.Sig. Fitted for oil fuel D.F. CruiserStern 3Dks	11636 8252 6935					1924	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.)	510·1 P&B382'F80'	62·0	35·2	Rottrdam Dutch WB	DR GearedSteamTurbines Kon.Maats. deSchelde,Flushing		V
33941 SPAM	**Slask** Wireless 1Dk(Stl)2nd dk(Stl) in Nos.1&2 holds Cruiser Stern Strengthened for Navigation in Ice	1386 1096 734	✠100A1 withfreeboard 6,35 ~~8,34~~ ✠LMC1,32	Dnz	o	CL 5,35	1932 1mo	Nakskov Skibs.A/S Nakskov Lloyd's A&CP	"ZeglugaPolska" SpolkaAkcyjna	232·5 P28'B60'F23' CellDB196'332tTank in way of tunnels 27t FPT21t	35·8	17·9 FK	Gdynia Polish 4BHCem APT33t	C.4Cy.(2)16$\frac{9}{16}$"(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (s) 218NHP 2SB,4cf,GS75,HS3122 FD A.Borsig,Berlin-Tegel	20 ″ 4 s 4 ″ 6½ 15 ″ 10¾	
33942 119067 MGMY	**Slateford** ssDun.No.2-35 3Mst Mchy.Aft ssBel.2ndNo.3-11,26 Well deck ~~ssApl.No.1-32~~ Cargo battens not fitted 1Dk(Stl)	355 231 141	✠100A1 ~~6,35~~ ~~5,34~~12,35 BS~~1,35~~ 4,36 ✠LMC~~8,31~~ MS6,35	Dun	e	CL ~~1,34~~ 6,35	1903 11mo	R.Williamson&Son Workington Lloyd's A&CP	J.M.Piggins	136·5 Q78'B9'F25'	24·0	9·9 FK WB	Montrose British 3BHCem =FPT31t	C.2Cy.18"&36⅜"-24" (s) 125lb 54RHP 1SB,2pf,GS40,HS1300 Ross&Duncan,Glasgow	10 ″ 9 s 4 ″ 3 10 ″ 8	
33943 YTEC	**Slava** (exWynacre,exTafna) ssCff.No.3-9,24 ssHul.No.2-32 1Dk(ptIrn ptStl)	*4512* *4137* *2741*	✠100A1 3,36~~2,35~~ MS11,32	Cff Rot ✠LMC BS~~9,34~~ 11,35	x	CL ~~1,34~~ 3,36	1911 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	AtlantskaPlovidba d.d.	369·5 P32'B115'F32' CellDBa100'uE&B43'f174'901tFPT176t	50·0	26·3 FK	Susak Yugoslav 6BHCem APT225t	T.3Cy.24",41"&68"-45" (r) 180lb 404NHP 3SB,9cf,GS169,HS7176 W.Doxford&Sons,Ld.Sld.	28 ″ 9 s 5 ″ 4½ 23 ″ 7	
33944 142303 GXCB	**Slavol** ssCbo.No.3-9,30 ssCbo.No.1-34 2Dks(Stl)&Web frames Longitudinal framing Cruiser Stern	2623 2205 1023	✠100A1 5,36~~1,35~~ ~~BS1,55~~ For GovernmentService CarryingPetroleum in bulk Fitted for oil fuel 2,18 F.P. above 150° F.	~~Cbo~~Bom BS2,36 ✠LMC2,34		CL 1,35	1917 10mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock Lloyd's A&CP	TheAdmiralty	320·1 P46'B107'F39' CellDBuE&B68' 141tDTf24' 93tFPT	41·6	23·0 FK	London British 16BHptCem (10 „ to Udk 6 „ „ 2nd „) 50tAPT36t	T.3Cy.26",42½"&70"-45" (s) 200lb 541NHP 3SB,9cf,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s 3 ″ 4 22 ″ 4½	
33945 OXUA	**Sleipner** Ⓟ (exTrondhjem) Wireless D.F. 1Dk&Awng dk	1066 735 567					1915	Helsingörs Jernsk.&Msk. Elsinore	DetForenede DampskibsSelsk.	231·2	35·1	21·1	Copnhagn Danish WB	T.3Cy.18",30"&50"-36" 150NHP Helsingörs Jernsk.&Mskb.		V
33946 LDTF	**Slemdal** TwinSc ssFal.No.1-35 OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) in mchy. space Web frames Longitudinal framing	7374 6856 4352	✠100A1 2,36~~7,35~~ ✠LMC CS7,35 DBS7,35 7,35 CarryingPetroleum in bulk	Fal	b†	CL ~~6,33~~ 7,35	1931 8mo	Odense Staalskibsvft vedAPMöller Odense Lloyd's A&CP	A/SMoltzau's Tankrederi (Moltzau & Christensen,Mgrs.)	424·7 P100'B37'F37' CellDBuE66'259tDTf33'399tFPT176t	60·2	34·1 FK	Oslo Norwegian 11BH APT145t	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	34 ″ 0	
33947 124677 MCZL	**Slemish** ssRou.2ndNo.3-12,33 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted	1536 1143 682	✠100A1 ~~4,34~~11,35 BS2,36 ✠LMC MS2,33 ~~BS1,35~~	Npt	p	OG ~~3,34~~ 11,35	1909 7mo	Ramage& Ferguson,Ld. Leith Lloyd's A&CP WB=	ShamrockShippg. Co.Ld.	250·4 P20'Q75'B52'F27' CellDBuE21'f92'210tDTa 295t FPT	36·2	17·2 FK	Belfast British 5BHCem 43tAPT35t	T.3Cy.16½",30"&49"-33" (s) 180lb 178NHP 2SB,6cf,GS107,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 5½ 17 ″ 0	
33948 LCBB	**Slemmestad** OilEng. D.F. 2Dks	4258 3827 2490					1928	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S,Mgrs.)	376·5 P62tB87tH249t F28t	53·8	23·6	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 490NHP Akt.Burmeistr&Wain,Cpn		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33949 OULK	**Slesvig** (exRödfaxe) Now "Singoalla," see No. 40080 in Supplement 1Dk	1420 1160 864					1913	Helsingörs Jernsk&Msk. Elsinore	Dansk-Franske Dampsk.(A.N. Petersen, *Mgr.*)	249·5|38·1|15·0 P17'Q76'B96'F29'	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		G
33950 PHOG	**Sliedrecht** ssRot.No.3-4,36 ~~ssRot.No.2-31~~ D.F. *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*) *Longitudinal framing at bottom and at decks*	5133 4557 2935	✠100A1 ~~7,33~~ ~~8,34~~ 4,36 ✠LMC CS4,36 DBS4,36 2,36 *CarryingPetr*	Rot *oleum*	*y* *in*	CL ~~8,34~~ 4,36 *bulk*	1924 9mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam 'sA&CP	N.V.MaatsMotorschip "Sliedrecht" (N.V.Phs.van Ommeren's Scheepv.Bedrijf)	402·1|53·2|27·9 P99'F33' len.31 FK *CellDBuE64'* 141t *FPT*	Rottrdam Dutch 16*BHptCem* 155t*APT*90t	Oil Engines 4S.C.SA 6Cy.29½"&59" 489NHP 2DB*120lb* 1NDB28(*aft*)*142lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 5 ″ 9 22 ″ 5	
33951 117529 EIBL	**Slieve Bawn** TwinSc Broken up Sub.Sig. 2*Dks*	1061 1001 449					1905	Harland& Wolff,Ld. Belfast		300·2|39·3|14·2 P99'B80'F93'	Dublin British *WB*	T.3Cy(2)18½"(2)29"(4)32½"-30" 232NHP Harland&Wolff,Ld.Bel.		
33952 156202 EIJN	**Slieve Bloom** TwinSc *CruiserStern* 2*Dks*	1297 1167 492					1930	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	300·2|44·7|14·8 P91'B79'F91'	Dublin British *WB*	4SteamTurbinesSRgeared to2Sc.Shafts W.Denny&Bros.Ld.Dmb.		
33953 144977 EIBJ	**Slieve Donard** Ⓟ TwinSc Wireless Sub.Sig. 2*Dks*	1116 1009 432			...		1922	VickersLd. Barrow	LondonMidland& ScottishRly.	299·9|39·1|14·2 P91'B79'F92' FK&BK2"	Dublin British *WB*	T.3Cy.19",29½",&(2)33"-30" 420NHP Vickers,Ld.Barrow	15 ″ 0	
33954 123134 EIBR	**Slieve Gallion** TwinSc Sub.Sig. 2*Dks*(*MptStl*-ws)	1071 988 427	✠ 3,08 ✠	Brw	*q*		1908 3mo	Vickers,Ss. &Maxim,Ld. Barrow	LondonMidland& ScottishRly. *WB=DTa*18'	299·5|37·2|14·1 P91'B79'F91' BK6" 52t *f*22'36t*FPT*35t	Dublin British 6*BHAsp* *APT*37t	T3Cy(2)19"(2)29½"&(4)33"-30" 405NHP 2DB,8*cf*,GS158,HS6598 VickersSs.&MaximLdBrw	15 ″ 0	
33955 159302 EIKS	**Slieve League** TwinSc *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	1343 1164 509					1935	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|44·7|14·8 P97'B78'F112'	Dublin British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
33956 156208 EIBS	**Slieve More** Ⓟ TwinSc Wireless *CruiserStern* 2*Dks*	1409 1164 536					1932	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|44·7|14·8 B72'	Dublin British *WB*	4Stm.Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
33957 152236 EIJL	**Sligo** TwinSc ssLiv.No.1-36 1*Dk*(*Stl*)2*nd dk in holds*	891 757 349	✠100A1 1,36 ~~8,34~~ ✠LMC ~~1,36~~ 1,36 [illegible]	Bkn Liv	*n*	OG ~~8,34~~ 1,36	1930 12mo *Lloyd*	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin 'sA&CP	SligoSteamNav. Co.Ld. *CellDBa&uE4*	221·3|35·3|15·1 P35'B96'F32' BK7½" 8' *f*88'143t*FPT*27t	Sligo British 4*BHCem* *APT*44t	T.6Cy.14½",25"&40"-27" (*s*) 200lb 249NHP 2SB,6*cf*,GS132,HS4600 McKie&Baxter,Ld.Gls.	16 3 s 1 9 15 3	
33958 PKGT	**Sloet van de Beele** 3*Dks*	2977 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·1|22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
33959 YTED	**Sloga** (*ex*Brynymor,*ex*Pensilva) ssRot.No.2-35 ssCff.No.3-2,26 ~~ssCff.No.1-29~~ 1*Dk*(*Stl*)	*4316* *4028* *2714*	✠100A1 5,35 ~~12,33~~ ✠LMC MS12,35 BS~~6,34~~ 5,35	Rot	*x*	CL ~~1,33~~ 5,35	1913 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	AtlantskaPlovidba d.d. *CellDBa&uE145'*	365·2|50·8|26·0 P27'B106'F36' FK *f*159'966t*FPT*110t	Susak Yugoslav 6*BHCem* *APT*109t	T.3Cy.25 7/16",41"&68"-48"(*s*) 180lb *100lb* NDB29 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 4½ 23 ″ 3	
33960 6369 SJVA	**Småland** (*ex*Gallia) ssGot.No.3-6,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *CruiserStern* Now "Sarmacja," see No. 40037 in Supplement	*1810* *1512* *966*	✠100A1 *Shelter dk withfreeboard* 5,35 ~~9,34~~ BS9,34 ✠LMC6,35	Got Ham	*s*	OG ~~2,32~~ ~~6,35~~ 10,35	1920 10mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP *Inter*	Ångf.Aktieb.Tirfing(T.E.J:son Broström,*Mgr.*) (SvenskaOrient Linien) *mediateBHin fore* *CellDB*256'540*t*	299·9|43·2|23·3 FK *hold dispensed with* *FPT*29t*APT*31t	Gothenbrg Swedish *Cem* 1*BHtoSh dk* 3 ″ ″ *U* ″	T.3Cy.22 7/16",35 7/16"&58½"-36" 185lb (*s*) 271NHP 2SB,6*cf*,GS103,HS3840 FD KockumsM.V.A/B.Malmö	19 ″ 0 s ″ 6½ 18 ″ 7½	
33961 140039	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	833 659 409					1924	Västerviks NyaVarvsaktiebolag Västervik	SmalandMotorshipCo.Ld.(J.S. Webster&Sons, *Mgrs.*)	195·7|31·0|14·4 P60'F30'	KingstnJa British *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP Aktieb.AtlasDieselSkm.		V
33962 LEWN	**Smaragd** (*ex*CatherineCuneo) 1*Dk*&*Spar dk*	1181 1048 679					1911	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Thor(T. Helliesen,*Mgr.*)	225·0|33·6|20·0 H93*t*	Oslo Norwegian *WB*	T.3Cy.18½",30"&19"-33" 138NHP FredrikstadM.V.Frdstad.		N
33963 86510 MQNB	**Smeaton** Ⓟ IronTwinScSp	369 310 200					1883	W.Allsup &Sons Preston	W.T.McCalla	125·2|35·1|11·1	Belfast British	C.4Cy.17"&34"-24" NB96 98RHP W.Allsup&Sons,Preston		BT till ~~[illegible]~~ 2,37
33964 OXLV	**Smiril** Ⓟ 1*Dk*	300 235 125					1932	Frdrkshvn Værft og Flydk. Fredrikshavn	Færöenes Amtskommune (Edv.Mortensen, *Mgr.*)	116·7|24·1|11·9 B40'F23'	Thorshavn FaroeIsles Danish *WB*	T.3Cy.12¼",19"&31"-18" 41NHP HelsingörsJernsk.&Mskb.		G
33965 204190	**Smith Thompson** *Mchy.Aft* 1*Dk*	4786 — 4227					1907	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co Inc.	438·7|52·0|23·9	OswegoNY Utd.States *WB*	Q.4Cy.16½",24",35"&50"-42" 162NHP ToledoS.B.Co.Toledo		R
33966 6655 SGJW	**Smöjen** (*ex*Siva-34) ssGot.No.3-1,34 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	*476* *342* *207*	✠100A1 5,35 ~~5,34~~ BS4,35 ✠LMC1,34	Got Skm	*g*	OG N5,34	1921 9mo *Lloyd*	Aktieb. LödöseVarf Lödöse 'sA&CP	A/B Bungenäs Kalkbrott(E. Lilljequist,*Mgr.*) *CellDBf*53'	145·8|28·0|12·3 P41'F25' FK 85*t DTa*5' 15*t FPT*	Malmo Swedish 3*BHCem* 40*tAPT*14*t*	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarfLödöse	13 ″ 3 s 1 ″ 1¼ 12 ″ 3	
33967 UOXH	**Smolensk** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.22 7/16",37"&59½"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
33968	**Smolny** Ⓟ *OilEng.* Sub.Sig. 2*Dks*&3*rd dk in foreholds* *Ref.Mchy.* *Cruiser Stern*	3767 2934 2154			...		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37'B100'F41' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
33969 OHBN	**Smut** (*ex*Harbury) ssOsl.3rdNo.3-1,33 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	~~1826~~ ~~1387~~ ~~1089~~ 1703 1387 982	✠100A1 ~~1,33~~ ~~8,34~~ 2,36 ✠LMC MS1,35 BS~~8,34~~ 8,35	Osl Got	*r*	~~8,34~~ ~~1,33~~ CL N2,36	1896 8mo	S.P.Austin &Son Sunderland A&CP	A/B Trætramp (K.Hansen,*Mgr.*) *CellDBa76'uE&B*	268·2|37·7|17·0 P27'Q74'B48'F27' FK 40' *f*108'510*t FPT*	Helsingfrs Finnish 4*BHCem* 37*tAPT*64*t*	T.3Cy.20½",33"&54"-39" (*s*) 160lb 194NHP 2SB,6*pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 0½ 17 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33970 DODJ	**Smyrna** (*ex*Heidelberg) 2*Dks*	1663 1413 907					1912	Bremer Vulkan Vegesack	AtlasLevante-LinieA.G.(DeutscheLevante-Linie G.m.b.H. *Mgrs.*)	260·5|37·1|19·5 B69'F33'	Bremen German *WB*	T.3Cy.$23\frac{3}{8}$″,$38\frac{1}{8}$″&$61\frac{4}{5}$″–$41\frac{3}{16}$″ 246NHP BremerVulkan,Vegesack		G
33971	**Snabjenets Perviy** TwinSc (*ex*ShinseiMaruNo.11,*ex*Shinsei MaruNo.8) 2*Dks*	828 721 494					1905	.... Japan	U.S.S.R.	162·2|32·1|21·1	Vladvostk Russian	T.6Cy.$10\frac{1}{4}$″,$16\frac{1}{2}$″&$26\frac{3}{8}$″–$16\frac{1}{2}$″ 58NHP ,Japan		
33972 UOGS	**Snabjenets Vtoroi** (*ex*Bendoran) 1*DkSpar dk&deep framing*	4067 3416 2254				...	1908	Bartram& Sons Sunderland	U.S.S.R.	371·2|47·8|28·9 P35'B109'F36' FK	Vladvostk Russian *WB*	T.3Cy.25″,42″&68″–48″ 353NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	
33973 121331 GPMK	**Snaefell** Ⓟ (*ex*Viper) TrpSc *ss*Brw.2ndNo.3-5,27 *ss*Brw.No.1-31 2*Dks(M-ptStl)&Web frames&Awng dk(ptStl)*	1713 1186 723	✠ A1 *Awng dk withfreeboard* 7,34 ~~BS2,34~~ *For Channel purposes—Scotland&Ireland*	Brw MS6,35 BS3,35 ✠LMC~~7,31~~	*s*	P&C 5,35 CL S5,35	1906 5mo	Fairfield Co.Ld. Glasgow *Lloyd'sA&CP*	Isle of ManSteam PacketCo.Ld.	315·0|39·6|15·7 23·2 BK6″	DouglasIM British 6*BHCem*	3 Steam Turbines (*s*) 165lb 1217NHP 4DB,*24cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow	24 ″ 1 s10 ″ $6\frac{1}{2}$ 14 ″ 3	BT till 12,35
33974 LCLT	**Snar** (*ex*Grong-33,*ex*Fageraas) *Fitted for oil fuel* 1*Dk*	3176 2910 1957					1920	Eltringhams,Ld. Willington Quay	D/S A/S Snar (Kr.HöghHervig)	330·6|48·0|22·5 P31'B96'F33'	Haugesnd Norwegian *WB*	T.3Cy.24″,39″&65″–42″ 274NHP Eltringhams,Ld. WillingtonQuay		N
33975 137088 GKSV	**Sneaton** *ss*Cff.No 2-33 D.F. 1*Dk(Stl)*	3677 3238 2135	✠100A1 ~~8,25~~ ~~6,34~~ 12,35 BS2,35	Sws Bry ✠LMC11,33	*v*	CL 11,33	1925 3mo	R.Thompson&SonsLd Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellD*	348·0|50·0|22·6 P34'B105'F30' FK *B*294'861*tFPT*165*t*	Whitby British 6*BHCem* *APT*154*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 314NHP 2SB,*6cf*,GS133,HS4785 J.Dickenson&Sons,Ld.Sld	24 ″ 11 s4 ″ $1\frac{3}{4}$ 20 ″ 11	
33976 LCYE	**Snefjeld** (*ex*Ottoland,*ex*Maasstad) 1*Dk&deepframing*	1643 1507 1001				...	1901	Naamlooze Vennootschp Scheepswerf Alblasserdm	A/S D/S Snefjeld (H.GriegMartens)	270·0|37·6|18·4 P12'B70'F30' FK	Bergen Norwegian *WB*	T.3Cy.20″,33″&$54\frac{3}{8}$″–36″ 182NHP Blair&Co.Ld.Stockton	20 ″ 7	N †
33977 LCYF	**Sneland I** (*ex*Ingeborg) Sub.Sig. 1*Dk*	1791 1564 1054					1922	Nüscke& Co.A.G. Stettin	D/S A/S Vestland (RichardAmlie, *Mgr.*)	268·0|42·3|18·0 P56*t*H86*t*F25*t*	Haugesnd Norwegian *WB*	T.3Cy.$20\frac{7}{16}$″,$32\frac{1}{4}$″&$55\frac{1}{5}$″–$35\frac{2}{5}$″ Waggon-u. 155NHP MaschinenbauA.G.Gorlitz		N
33978 LCYK	**Snestad** *OilEng.* 2*Dks*	4114 3717 2453					1926	Kockums M.V.Aktieb. Malmö	SkibsA/S Snestad (A.F.Klaveness& Co.A/S, *Mgrs.*)	377·6|54·0|22·9 P108*t*H264*t*F25*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$″–$55\frac{1}{8}$″ 439NHP KockumsM.V.Akt.Malmö		N
33979 7531 SGLW	**Snöfrid** (*ex*Sigdal) 1*Dk*	982 675 555					1920	Pusnæs Stöberi&M.V Arendal	RederiA/B Östersjön(AxelChristensen, *Mgr.*)	206·6|33·1|12·0 Q78'B41'H71*t*F21'	Trelleborg Swedish *WB*	T.3Cy.15″,25″&40″–30″ 115NHP PusnæsStöberi&M.V.		N
33980 140819 MKST	**Snow Queen** (*ex*MaryNickerson) *ss*Bkn.No.3-7,33 *Mchy.Aft* 1*Dk(Stl)&Web frames*	311 219 111	✠100A1 ~~7,35~~ ~~9,34~~ 12,35 BS7,35 MS7,33	Bkn Bel ✠LMC ~~BS3,34~~	*e*	CL ~~9,34~~ 7,35	1921 4mo	I.J.Abdela &Mitchell,Ld Chester *Lloyd'sA&CP*	LarneS.S.Co.Ld.	130·0|23·1|9·7 Q45'B7'F16' FK *FPT*45*t*	Belfast British 3*BHCem* *APT*15*t*	C.2Cy.15″&$31\frac{1}{2}$″–24″ (*s*) 130lb 40RHP 1SB,*2cf*,GS39,HS1226 A.Dodman&CoKingsLynn	10 ″ 6 s ″ 9 9 ″ $10\frac{1}{2}$	
33981 144244 MKPD	**Snowcrete** (*ex*LowlandFirth) *ss*Lth.No.3-12,33 *Mchy.Aft* *Well deck* 1*Dk(Stl)*	351 235 139	✠100A1 12,33 BS~~11,34~~ 12,35	Lth ✠LMC12,33	*e*	CL N12,33	1921 3mo	Hepples (1919)Ld. SouthShields *Lloyd'sA&CP*	CementMarketing Co.Ld.	135·0|23·3|9·7 Q46'B9'F23' BK7″	Glasgow British 3*BHCem* *FPT*45*t*	C.2Cy.17″&34″–24″ (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1120 Hepples(1919)Ld.S.Shl.	10 ″ 6 s ″ $6\frac{1}{2}$ 10 ″ 7	
Broken up 33982 111039 EIJR	**Snowdon** TwinSc Sub.Sig. 2*Dks*	1021 966 429					1902	Laird Bros. Ld. Birkenhead	~~LondonMidland& ScottishRly.~~	299·9|36·6|14·0	Dublin British *WB*	T8Cy(2)19″,(2)$29\frac{1}{2}$″&(4)33″–30″ 238NHP LairdBros.Ld.Birkenhead		
33983 LEWT	**Snyg** (*ex*Groenlo,*ex*Kinheim) 1*Dk*	1326 1165 757					1918	Verschure &Co. Amsterdam	D/S A/S Snyg (Kr.Högh-Hervig)	238·4|36·7|15·8 P23'B56'F20'	Haugesnd Norwegian *WB*	T.3Cy.$17\frac{1}{2}$″,29″&46″–36″ 127NHP Verschure&Co.Amsterdam		N
33984 OZKA	**Söborg** *ss*Abg.No.2-33 1*Dk(Stl)*	1992 1764 1194	✠100A1 7,35 ~~5,34~~ BS7,35 MS2,32	Cpn Els ✠LMC ~~[illegible]~~	*r*	OG ~~2,32~~ 7,35	1924 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	A/S D/SDannebrog (C.K.Hansen, *Mgr.*)	280·0|40·0|19·2 P23'B83'F28' FK *CellDB*240'515*t*	Copnhagn Danish 4*BHptCem* *APT*75*t*	T.3Cy.20″,$31\frac{1}{2}$″&53″–36″ (*s*) 180lb 194NHP 2SB,*4cf*,GS79,HS2134 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ $11\frac{3}{4}$ 18 ″ 6	
33985 YTNH	**Sóca** Ⓟ (*ex*Maros) *ss*Fiu.2ndNo.3-7,24 *ss*Spt.No.2-33 1*Dk(Stl)*	545 392 304	A1 *withfreeboard* ~~5,35~~ ~~1,34~~ 12,35 MS3,33 *For Service in the Adriatic*	Ssk LMC BS~~1,34~~5,35	*i*	~~3,33~~ 5,35	1907	M.U. Martinolich Lussinpiccolo *Lloyd'sA&CP*	Jadranska PlovidbaD.D.	177·1|26·9|12·7 P41'B47'F38' FK *FPT*	Susak Yugoslav 4*BHCem* 23*tAPT*27*t*	T.3Cy.$14\frac{3}{8}$″,$23\frac{1}{4}$″&$36\frac{1}{4}$″–24″ 160lb (*s*) 90NHP 1SB,*3pf*,GS56,HS1740 Plenty&Son,Ld.Newbury	13 ″ 9 s1 ″ 4 12 ″ $6\frac{1}{2}$	
33986 FOTY	**Socombel** *ss*Msl.No.1-33 1*Dk(Stl)2nd dk(Stl)in way of cargo tanks,Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing*	1646 1347 811	✠100A1 ~~10,35~~ ~~10,34~~ 4,36 BS10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,30 F.P. above 150°F.*	Msl ~~StN~~ ✠LMC10,33	*p*	CL ~~N10,34~~ ~~10,35~~ 3,36	1930 1mo	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam *Lloyd'sA&CP*	Soc.Anon. FrançaiseSocombel-Transports *CellDBuE&B*	234·3|40·1|19·1 P61'B24'F18' FK 44'*f*14' 65*t* *FPT*58*t*	Marseilles French 9*BHCem* *APT*30*t*	T.3Cy.$17\frac{1}{4}$″,28″&47″–36″ (*s*) 180lb 234NHP 2SB,*4cf*,HS3875 FD RotterdamDroogd.Maats.	19 ″ 6 s2 ″ $5\frac{3}{4}$ 17 ″ $1\frac{3}{4}$	
33987 Broken up ~~[illegible]~~ ~~VPDX~~	**Socony** *ss*Rot.No.3-10,30 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F.	3597 3178 2128	✠ ~~[illegible]~~ 8,35 ~~BS4,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 6,13 F.P. above 150°F.*	Ist ✠~~LMC7,30~~	*v*	CL 5,33	1913 6mo	NewYork S.B.Co. Camden,N.J. *Lloyd'sA&CP*	~~StandardTransportationCo.Ld.~~ *CellDBuE&* *B&Bunker*106'210*tFPT*82*tAPT*52*t*	330·5|46·2|25·6 P116'B30'F43' FK	~~HongKong~~ ~~British~~ 15*BHptCem* 11 „ *to Udk* 4 „ *2nd* „	T.3Cy.$21\frac{1}{4}$″,$35\frac{1}{4}$″&58″–42″ 200lb (*r*) 318NHP 2SB,*8cf*,GS160,HS5762 NewYorkSBCo.Camdn,NJ	27 ″ 0 ~~s4 ″ $1\frac{1}{4}$~~ ~~23 ″ 1~~	
33988 233715 WLFO	**Socony-Vacuum** *Mchy.Aft* D.F. GyC. 2*Dks* *CruiserStern* *Longitudinal framing-bracketless system*	9511 8829 5894	✠100A1 ~~6,35~~ ~~3,35~~ 1,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,35 F.P. above 150°F.*	Phl NYk ✠LMC5,35	*e*†	CL	1935 3mo	NewYork S.B.Co Camden,N.J. *Lloyd'sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE*71'	484·0|66·0|36·8 P103'B34'F49' FK 198*tDTf*22'705*t* *FPT*449*t*	NewYork Utd.States 17*BH* (13 *to U dk* 4 „ *2nd* „) *APT*63*t*	2SteamTurbinesDRgeared to 1 Sc Shaft 1104NHP 450lb HS11164 FD 3WaterTubeBoilers DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
33989 DHVW	**Söderhamn** 1*Dk&ptAwng dk*	1499 980 945					1899	Helsingörs Maskbyggeri Elsinore	NautikGes.m.b.H.	240·8|34·1|15·1 Q80' *ptAwng dk*164'	Hamburg German *WB*	T.3Cy.17″,$27\frac{1}{2}$″&47″–33″ NB24 127NHP HelsingörsJernsk.&Mskb.		G

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
33990 147225 MLNZ	**Sodium** ssBkn.No.3-5,35 ~~ssBkn.No.2-31~~ *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	608 445 287	✠100A1 ~~5,35 8,34~~ 1,36 BS~~8,34~~ 7,35 ✠LMC~~7,31~~ MS5,35	Liv Bkn	*i*	OG 10,33	1923 6mo *Lloyd*'*sA&CP*	C.Rennoldson&Co.Ld. SouthShields	I.C.I.(Alkali),Ld. *Cell*	180·2|28·2|10·7 Q52'B9'F27' FK BK1¾" *DBf*103'165*t FPT*	Liverpool British 3*BHCem* 60*tAPT*28*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb 87RHP 1SB,3*cf*,GS64,HS1983 MacColl&Pollock,Ld.Sld.	12 ″ 9 s1 ″ 3 11 ″ 8	
33991 2769 SGUD	**Södra Sverige** Ⓟ **Iron** 2*Dks*& *Shelter dk*	733 402 441					1871	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·1|25·1|13·0 H55*t* 20·4	Stockholm Swedish	C.2Cy.24"&48"-27" 100NHP BergsundsMek.Vks.Skm.		
33992 PHOQ	**Soekaboemi** *Fitted for oil fuel* 3*Dks*	7055 6677 4462					1923	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(Wm.Ruys& Zonen,*Mgrs.*)	445·8|54·3|34·2 B70'F58'	Rottrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Gebr.Stork&Co.Hengelo		V
33993 PHOW	**Soemba** **2TwinMsts** 3*Dks*	6718 4650 4121					1923	N.V.Werf Conrad Zaandam	N.V.Stoomv. Maats.Nederland	423·9|54·7|33·5 P40'B29'F40'	Amstrdam Dutch *WB*	DR geared Steam Turbines Gebr.Stork&Co.Hengelo		V
33994 PKRW	**Soerabaya** (*ex*ZeelichterNo.1) *Mchy.Aft* 1*Dk*	580 485 342					1918	H.Bernard Nzn.Scheeps. HetJacht Nieuwendam	Koninkl.Paketv. Maats.	170·0|31·0|11·8	Batavia Dutch *WB*	C.2Cy.11⅝"&23½"-15¾" 18NHP N.V.WerfHubertina, Haarlem		V
33995 PHPG	**Soesterberg** ssRot.No.2-36 ~~ssAnt.No.1-33~~ 1*Dk*(*Stl*)	1891 1701 1134	✠100A1 4,36 ~~9,34~~ ~~BS4,36~~ ✠LMC7,35 MS5,32 ~~BS6,34~~	Rot	*r*	CL ~~2,33~~ 4,36	1927 4mo *Lloyd*'*sA&CP*	Antwerp Eng.Co. Hoboken	Stoom.Maats. Hillegersberg (Vinke&Co.*Mgrs.*) *CellDBa&uE*108'	278·4|40·2|18·4 P22'B60'F30' FK *f*113'555*t FPT*46*t*	Amstrdam Dutch 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 214NHP 2SB,6*cf*,GS93,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s3 ″ 0½ 17 ″ 8½	
33996 DJNA	**Sofia** *OilEng.* Sub.Sig. 2*Dks* *CruiserStern*	2969 2425 1659					1934	Deutsche WerftA.G. Reihstgwrft Hamburg	DeutscheLevante- LinieHamburg A.G. (Deutsche Levante-Linie G.m.b.H.*Mgrs.*) ~~*Mgrs.*)~~	353·1|50·2|18·5 P32'B311'	Hamburg German *WB*	2 Oil Engines 2S.C.SA each6Cy.$20\frac{7}{16}$"-27½" SRgeared to 1 Sc. shaft 884NHP Blohm&Voss,K.a.A.Ham.		G
33997	**Sofia Theodoropoulos** (*ex*Duburg, *ex*Hans) 1*Dk*	1518 — 968					1899	Akt.Ges. "Neptun" Rostock	P.B.Theodoro- poulos	245·6|35·4|15·3 P15'Q58'B112' F27'	Piræus Greek *WB*	T.3Cy.17",27½"&47"-33" 127NHP A.G."Neptun," Rostock		G
33998 LEWU	**Sogn** Ⓟ **Iron** 1*Dk*2*trB*	384 230 219					1875	C.S.Swan &Co. Newcastle	Fylkesbaatane i Sogn og Fjordane (T Torgersen *Mgr*)	158·2|22·0|11·4 P75*t* H41*t* F39*t*	Bergen Norwegian *WB*	C.2Cy.21½"&40"-24" 65NHP Thompson&Co.Nwc.		
33999 145504 MJYP	**Sojourner** ssNwc No.3-12,35 ~~ssNwc.No.2-29~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	435 289 ~~200~~ 197	✠100A1 ~~12,35 9,30~~ 4,36 ✠LMC12,35 ~~MS7,29~~ ~~BS1,32~~	Nwc Lth	*f*	CL ~~9,30~~ 11,35	1920 6mo *Lloyd*'*sA&CP*	Camper& Nicholson,Ld Gosport	~~Clelands~~ ~~(Successors) Ld~~ M.Taylor	142·0|25·1|11·5 Q79'B9'F22' FK	Methil British 3*BHCem* *FPT*70*t*	C.2Cy.18"&38"-27" (*s*) 130lb 82NHP 1SB,3*pf*,GS50,HS1486 Aitchison,BlairLdClydebk	12 ″ 7 ~~s4 ″ 0~~ ~~12 ″ 3~~ s4 ″ 4½ 12 ″ 3¾	
34000 7660 JNPE	**Soko Maru** **WoodAux** *OilEng.* 1*Dk*	328 275 206						....	IwamotoZenji	158·7|27·8|13·6	Nishino- miya Japanese	Oil Engines 2S.C.SA 2Cy.15½"-16" 85NHP NishitaniBros.Kobe		
34001 YTEI	**Sokol** (*ex*Nile-33) ssLth.No.3-6,33 2*Dks*(*Stl*)	5696 5378 3618	✠100A1 ~~5,35 3,34~~ 3,36 BS8,35 ✠LMC MS4,32 ~~BS7,34~~	Rot Cff	*a*†	CL ~~5,33~~ 3,36	1919 11mo *Lloyd*'*sA&CP*	Lithgows, Ld. Port Glasgow	Jugoslavenska PlovidbaD.D. 1 *Intermediate BH* & 1'*tween d* *CellDB*360' 1181*t D*	423·5|56·0|28·7 P38'B123'F43' FK *kBH dispensed with* *Ta*36'1109*tAPT*31*t*	Susak Yugoslav *Cem* 5*BH to U dk* 1 ,, ,,2*nd*,,	T.3Cy.27",45"&75"-48" (*s*) 180lb 548NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s6 ″ 1½ 25 ″ 5	
34002 210133 KJYW	**Sol Duc** Ⓟ *Fitted for oil fuel* 2*Dks*	1085 — 667					1912	SeattleCon- struction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	189·0|31·5|22·6	Seattle, Wash. Utd.States	T.3Cy.17",28"&47½"-36" 136NHP SeattleConstruction& DryDockCo.Seattle,Wash		
34003 LEWV	**Solaas** 1*Dk*	1368 1138 785			...		1917	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*)	234·5|37·1|16·0 P12'B50'F14' FK	Arendal Norwegian *WB*	T3Cy.16⅛",$25\frac{2}{16}$"&42⅛"-29½" 120NHP KockumsM.V.Akt.Malmö	18 ″ 0	N †
34004 221122 KDQJ	**Solana** ssL.An.No.3-3,27 ssMob.No.2-35 ~~ssS.Fo.No.1-31~~ **D.F.** 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft Longitudinalframing*	6703 6125 4203	✠100A1 3,36 BS3,36 ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Mob	*a*†	CL ~~10,34~~ 3,36	1921 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	AssociatedOilCo. *CellDB* *uE&B*65'272*t*	419·5|56·5|33·3 P101'B36'F34' FK *FPT*294*tAPT*46*t*	S.Frncisco Utd.States 14*BHptCem* (9 ,, *to U dk* 5 ,, ,,2*nd*,,	T.3Cy.27",45"&75"-51" (*r*) 195lb 601NHP 3SB,9*cf*,GS190,HS8952 FD NewYorkS.B.Corp.)	33 ″ 4	
34005 211618 KJYV	**Solano** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	943 801 525					1913	A.Petersen Raymond, Wash.	BeadleS.S.Co.Ld.	198·2|42·7|14·7	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" 63NHP UnitedEng.Wrks.Alameda		
34006 146592 GFLC	**Solen** ssSng.No.2-31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5693 5263 3385	✠100A1 5,34 BS~~5,34~~ 6,35 ✠LMC8,30 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22 *F.P. above* 150°F.	HKg	*z*	CL 3,33	1922 7mo *Lloyd*'*sA&CP*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE&B*78'217*t*	411·5|53·4|31·0 P109'B26'F45' FK *DTf*32'316*t FPT*8	London British 16*BHptCem* (12 *to U dk* 4 ,, 2*nd*,,) 1*tAPT*136*t*	T.3Cy.24½",42½"&74"-48" 220lb (*r*) 548NHP 3SB,9*cf*,GS184,HS7617 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s5 ″ 9 25 ″ 5¾	
34007 97201	**Solent Queen** Ⓟ **IronPadSk**	324 285 184					1889	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	215·6|21·1|8·2	S'thamptn British	C.D.2Cy.29"&58"-60" NB02 217NHP Barclay,Curle&Co.Ld.Gls.		BT till 1,36
34008 LDPA	**Solferino** 2*Dks*	2580 2411 1632					1918	Nylands Verks. Oslo	D/S A/S Span- skelinjen(Fred. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	300·0|40·0|24·0 H166*t*	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVerks.Oslo		N
34009 LDMD	**Solglimt** (*ex*Stockholm, **TwinSc** *ex*Potsdam) ~~ssGot.2ndNo.3-1,32~~ ssOsl.3rd.No.3-9,35 ~~ssGot.No.2-32~~ **D.F.** 4*Dks*(*Stl-Uws*)&*Web frames* **Sub.Sig.** **GyC.**	12246 9522 7090	100A1 9,35 ~~8,34~~ ~~BS7,34~~ *Carrying whale oil in bulk* *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Rot Osl ~~LMC12,34~~ ~~Pr.BS9,33~~ LMC9,35 Pr BS9,35		P7,35 CL S7,35	1900 5mo *Lloyd*'*sA&CP*	Blohm& Voss Hamburg	A/SOdd (A/SThorDahl, *Mgrs.*)	550·1|62·1|34·6 F20' FK&BK3" ~~*CellDB*160'1410*t*~~ *CellDB*160'1205*t*	Sandefjord Norwegian 16*BHptAsp* *ptCem*	T.6Cy.$27\frac{7}{16}$",46½"&80"-55½" 206lb (*s*) 1115NHP 32Pr.B.60lb8Pr.B.43lb 3D&2SB24*cf*GS507HS17313 Blohm&Voss,Hamburg	38 ″ 0 s7 ″ 0 31 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34010 LCYM	**Solhaug** (*ex*FireIsland) *Now "Belgion," see No. 37278 in Supplement* 2*Dks* Sub.Sig.	2844 2496 1637			...		1919	ThePusey &JonesCo. Wlmgtn.Del.	A/S Venborg (Brummenæs& Torgersen,*Mgrs.*)	300·0 P37'B76'F29' FK	44·1	22·9	Haugesnd Norwegian *WB*	T.3Cy.19¾",31½"&54¼"–36" 332NHP Pusey&JonesCo.Wlmngtn, Del.	25 ″ 0	N †
34011 LCYN	**Solhavn** (*ex*Kapland) 1*Dk*	1630 1192 943					1918	Bergens Mek.Værks Bergen	D/S A/S John Knudsen(ChristianHaaland, *Mgr.*)	244·7 P34*t*Q106*t*B149*t* F34*t*H82*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergersMekVærksBergen		N
34012 LEPX	**Solheim** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	8070 7352 4752	✠100A1 1,36 ~~1,35~~ ✠LMC4,34 *CarryingPetroleum in bulk*	Osl Fal	*c*†	CL	1934 4mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov	Hvalfangerselsk. Norge(Chr.Nielsen&Co.*Mgrs.*) *CellDBuE77'340tDTf31'478tFPT218tAPT78t*	461·0 P106'B34'F54' FK	59·7	34·5	Larvik Norwegian 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.23¾"–47¼" 625NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 10 27 ″ 5¼	
34013 LCKV	**Soli** (*ex*SilverShell) ssRot.No.3–9,28 ssNag.No 1–32 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing*	5834 5310 3474	✠100A1 ~~9,34~~10,35 BS~~12,34~~ 10,35 ✠LMC11,32 *CarryingPetroleum in bulk* *Fitted for oil fuel 12,15 F.P. above 150° F.*	Sng HKg	*z*	CL ~~1,33~~ 9,35	1915 12mo A&CP	Harlan& Hollingsworth Cor. Wlmgtn,Del.	VictorJenssens RederiA/S(Victor Jenssen,*Mgr.*) *Cell DBuE&B74'199t DTf32'337t FPT114tAPT106t*	411·6 P110'B26'F40' FK	53·4	31·0	Oslo Norwegian 16*BHptCem* (12 *to U dk* 4 „ *2nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 550NHP 3SB,*9cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 s 6 ″ 7½ 24 ″ 7	
34014 LEWZ	**Solitaire** TwinSc ssCpn.No.3–11,33 *Mchy.Aft* *OilEng.* D.F. 2*Dks(Stl)&Webframes* *Longitudinal framing*	3160 2795 1844	✠100A1 ~~7,35~~ ~~12,34~~ 3,36 ~~DBS11,33~~ ✠LMC11,33 DBS3,36 ~~12,34~~ *CarryingPetroleum in bulk*	Cpn Gal	*u*	~~N7,33~~ PN7,35 ~~SN7,33~~ SN3,36	1920 4mo A&CP	TexasS.S. Co. Bath,Me.	TheTexasCo.(Norway)A/S(H.C. Mathieson,*Mgr.*) *Cell DBuE37' 96t FPT54t APT95t*	315·4 P77'B25'F30' FK	43·7	27·4	Oslo Norwegian 12*BHptCem* (9 *to U dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP NDB16*refitted*33 *80lb* McIntosh&SeymourCorp. Auburn,N.Y.	27 ″ 11 s4 ″ 10½ 23 ″ 2¾	
34015 LEXB	**Sollund** (*ex*Agnella) 1*Dk*	941 715 557					1908	Akers Mek.Værks. Oslo	D/S A/S John Knudsen(ChristianHaaland, *Mgr.*)	221·6 Q111*t*B56*t*H14*t* F24*t*	32·2	11·9	Haugesnd Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks,Oslo		N
34016 LCLO	**Solna** (*ex*Granlund,*ex*Corbis,*ex*War Ranee) ssSng.No.3–9,30 ssH.Kg.No.1–35 1*Dk(Stl)2trB&Webframes* *Longitudinalframing*	5550 4708 3398	✠100A1 4,35 ✠LMC4,35 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel6,18 F.P. above 150° F.*	HKg	*z*	CL 3,35	1918 6mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	A/S Senita(H.Rich Aass,*Mgr.*) *Middle line Bulkhead not oil-tight* *CellDBuE&B59'240tf50'65tFPT95tAPT80t*	400·0 P49'B121'F40' FK	52·3	28·4	Oslo Norwegian 11*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7¼	
34017 FOYK	**Solon** ssAnt.No.2–33 1*Dk(Stl)&Shelter dk(Stl)*	4550 4222 2730	✠100A1 *withfreeboard* 10,35 ~~10,34~~ BS~~7,34~~ 10,35 ✠LMC7,33	Ant	*z*	CL 10,34	1925 10mo Lloyd's A&CP	WearShipyard of W. Gray&Co.Ld. Sunderland	Cie.deNav. d'Orbigny *CellDB353'1001tFPT108tAPT155t*	400·3 F35' FK	53·2	25·1	LaRochlle French 6*BHCem* *Coll BH to Sh dk* 5 „ „ *2nd* „	T.3Cy.26",43"&71"–48" (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	
34018 LEXF	**Solör** (*ex*September–33,*ex*PeerGynt, *ex*HerbertSiemers,*ex*Oostzee) 1*Dk*	1311 1122 722					1919	Wed.A.van Duyvendijk Papendrecht	S.Ugelstad	239·8 P51*t*H82*t*F24*t*	36·6	15·8	Oslo Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
34019 LDLV	**Solöy** *OilEng.* D.F. 2*Dks*	4402 3970 2624					1929	Kockums M.V.Aktieb Malmö	ErlingH.SamuelsensRederiA/S (E.H.Samuelsen, *Mgr.*)	381·9 P110*t*H304*t*F18*t*	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"–55⅛" 436NHP KockumsM.V.Akt.Malmö		N
34020 LEXC	**Solskin** ssOsl.No.2–34 *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	372 294 190	✠100A1 2,36 ~~7,34~~ BS~~4,35~~ 2,36 ✠LMC5,34	Osl	*e*	OG ~~7,34~~ 2,36	1926 10mo	P.Larsson Thorskog	A/S Solskin(O.C.B. Fischer,*Mgr.*) *CellDB43'48tFPT23tAPT19t*	130·4 P39'F24' FK	23·6	11·5	Oslo Norwegian 3*BHCem*	O.2Cy.$15\frac{9}{16}$"&24⅜"–17½" (*s*) 120lb 33NHP 1SB,*2cf*,GS30,HS690 P.Larsson,Thorskog	13 ″ 8	
34021 LCYO	**Solstad** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	5952 5081 3435					1927	Odense Staalskibs Odense	Skibs.A/S Solstad (A.F.Klaveness& Co.A/S.)	391·0 P374*t*H433*t*	53·7	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 489NHP AktBurmeister&WainCpn		N
34022 7789 SGMO	— (*ex*Gatwick) ssGot.No.2–33 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1406* *1009* *813*	✠100A1 4,36 ~~4,35~~ BS10,35 ✠LMC MS2,33 ~~BS11,34~~	Got	*o*	CL ~~2,34~~ 4,36	1924 11mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	Rederiaktieb. Solstad(Otto Ziegler) *CellDB165'358tDTat sides of tunnel27'112tFPT67tAPT60t*	232·2 Q181'F21' FK	35·6	15·3	Karlstad Swedish 4*BHCem*	T.3Cy.16½",27"&44½"–33"(*s*) 180lb 155NHP 2SB,*4cf*,GS77,HS2808 J.Lewis&Sons,Ld.Abn.	17 ″ 3 s 4 ″ 8¾ 16 ″ 7¾	
34023 LDHK	**Solsten** ssRot.No.1–34 *Mchy.Aft* *OilEng.* 2*Dks(Stl)&Web frames* *Longitudinal framing*	5379 4627 3196	✠100A1 9,35 ~~10,34~~ DBS~~3,34~~ 9,35 ✠LMC3,34 *CarryingPetroleum in bulk*	Nwc	*y*	CL ~~N2,34~~ 9,35	1929 5mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	TönsbergTankA/S (Rafen&Loennechen,*Mgrs.*) *Trunk between P&B* *CellDBuE61'171tDTf32'626tFPT144tAPT23t*	388·1 P82'B27'F56' FK	52·7	29·4	Tönsberg Norwegian 14*BHptCem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.22⅞"–91⅜" 482NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
34024	**Sölve** Iron 1*Dk*	*491* *410* *259*					1884	Göteborgs Mek.Værks Gothenburg	A/B EastSea(J.A. Nilsson,*Mgr.*)	149·9 B37'H12*t*F19'	24·6	15·4	Åbo Finnish	C.2Cy.13⅓"&32"–20" E*alt*01 NB01 38NHP GöteborgsMek.Vrks.,Got.		V
34025 LCYP	**Solviken** Ⓟ (*ex*Toula,*ex*Aleut, *ex*St Lucia,*ex*Aleut) ~~ssShl.No.3–3,28~~ ssHKg.2ndNo.3–5,35 ~~ssH.Kg.No.2–32~~ 1*Dk(Stl)* *& Awng dk(ptStl*–teak s)	2398 2115 1435	✠100A1 *Awng dk* *withfreeboard* 5,35 ~~3,34~~ ~~BS4,34~~ ✠LMC~~3,32~~ 5,35	HKg	*s*	CL 3,33	1910 5mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDBa84' under E18'f117'457tFPT27tAPT26t*	281·0 P11'B78'F34' *on Awng dk* FK	41·3	23·1	Bergen Norwegian 4*BHCem*	T.3Cy.20⅜",33¼"&55"–36"(*s*) 180lb 214NHP 2SB,*6cf*,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 6 ″ 8 19 ″ 2½	
34026 161938 GFCD	**Somali** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks(Stl)&Shelterdk(Stl)* D.F. *CruiserStern*	6809 6119 3522	✠ 10,34 ✠ ✠Lloyd'sRMC~~7,35~~~~8,36~~ 5,36 ~~12,35~~	Rot	*d*†		1930 12mo	Harland& Wolff,Ld. Glasgow	P.&O.SteamNav. Co. *CellDB389'1368tMTs19'262tFPT91tAPT55t*	459·0 F36' FK	60·7	29·7	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	Q.4Cy.30½",44",63½"&91"–60"&LP Turbine with DR gearing & hydraulic coupling 1384NHP 5SB,*20cf*,HS17630 J.G.Kincaid&Co.Ld.Grk.	32 ″ 3 ~~s 4 ″ 6½~~ ~~27 ″ 10¾~~	
34027 398 ICIA	**Somalia** Ⓟ (*ex*Rosignano,*ex*War Bagpipe) D.F. *Well deck* 1*Dk*	2699 1713 1606			...		1918	BlythS.B. &D.D.Co.Ld. Blyth	"Tirrenia"(Flotte RiuniteFlorio-Citra)	285·0 P28'Q75'B66'F32' FK	42·0	19·0	Naples Italian *WB*	T.3Cy.25",41"&68"–45" 416NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 2	I †

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	[illegible]
34028 19874 JYND	**Somedono Maru** ssKob.No.3–9,28 ssKob.No.1–33 2Dks(Stl)	5155 4826 3175	✠100A1 1,36 ~~2,35~~ ✠LMC~~2,35~~ 1,36	Kob Nag	z	OG ~~2,34~~ 1,36	1917 1mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	TatsuumaKisen K.K. CellDB350t1075	400·0|54·5|30·0 P39'B121'F40' FK tFPT130tAPT87t	Nishino- miya Japanese 6BHCem	T.3Cy.27½",44½"&75"–48" 200lb (s) 495NHP 3SB,9cf,GS163,HS6591 FD MitsuBishiD.&E.Wks.Nag	30 " 0 s5 " 6¾ 24 " 8	
34029 160769 GTQP	**Somersby** D.F. 1Dk	5170 4881 3197					1930	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	421·2|54·2|27·2 P62'B240'F43'	W.Hartlpl British WB	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.EWrks.LdWHpl		C
34030 142696 GPDF	**Somerset** Fitted for oil fuel Ref.Mchy. D.F. 3Dks CruiserStern	8792 6160 5452	✠Lloyd'sRMC~~2,306,35~~ 12,35				1918	Earle'sCo. Ld. Hull	FederalSteam Nav.Co.Ld.	460·6|62·8|34·6 B270'F51'	London British WB	3 Steam Turbines DR geared to 1 Sc. Shaft Earle'sCo.Ld.Hull		C
34031 208381 WFCO	**—** Ⓟ (exVeramar, exCity of Rome,exSuwannee) D.F. Sub.Sig. 3Dks	3648 2062 2300					1911	NewYork S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo. Inc.	309·1|46·2|19·3 F64' 30·0	Baltimore Utd.States WB	T 3Cy.28",45"&75"–48" 390NHP NewYorkSBCoCamdenNJ		
34032 143620 MLDN	**Somerset Coast** ssLth.No.3–11,35 ~~ssBkn.No.3–4,33~~ Mchy.Aft E,S,D, ~~1Dk(Stl)&2nd dk(Stl) in after hold~~ WirelessD.F. 1Dk&Shltr dk	1097 839 506	✠100A1 ~~4,35~~ ~~7,34~~11,35 ✠LMC11,35 [illegible] ~~BS10,34~~	Lon Lth	p	CL ~~7,34~~ 9,35	1920 3mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	CoastLines,Ld. (Col CellD	240·0|36·2|16·2 [illegible] lBHtoShltr dk) FK Bf159'311tFPT50t	Liverpool British 5BHCem APT8t	T.3Cy.18",30"&50"–36" (s) 180lb 203NHP 2SB,6cf,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 8 s " 2 15 " 8	
34033 145844 GDZP	**Somersetshire** Ⓟ TwinSc ssDrt.No.3–8,33 OilEng. D.F. 3Dks(Stl–ws)&Shade dk CruiserStern platform dk inNo.1hold	9648 8694 5924	✠100A1 ~~8,35~~ ~~1,35~~ 11,35 DBS~~8,34~~ ✠LMC~~8,34~~ 8,35 8,35	Sou	c†	CL 9,33	1921 6mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.) CellDBa121' uE30'f212'131	450·3|57·3|33·7 FK 8tDTf32'560tFPT	Liverpool British 7BHptCem 85tAPT40t	Oil Engines 4S.C.SA 12Cy.29½"–45¼" DB100lb 987NHP Harland&Wolff,Ld.Gls.	36 " 7 s14 " 2½ 22 " 8½	BT till ~~7,35~~ 6,36
34034 [illegible] [illegible]	**Somerton** Now "Mina L. Cambanis," No.39065 in Supplement ssCff.No.3–9,34 1Dk(Stl)	5227 [illegible]92 3139	✠100A1 9,34 ✠LMC9,34	Cff	y	CL 9,34	1920 2mo Lloyd	W.Pickers- gill&Sons,Ld. Sunderland 'sA&CP	~~W.J.Tatem,Ld.~~ Heirs of the late L.Z.Cambanis CellDB	400·0|52·3|28·5 P49'B113'F38' FK 345'1047t FPT132t	Greek 7BHCem APT218t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s5 " 11½ 25 " 3½	
34035 LDHQ	**Somerville** TwinSc OilEng. D.F. 1Dk&Shelter dk	4265 3854 2523					1929	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Skogstad (A.F.Klaveness& Co.A/S,Mgrs.)	381·4|53·8|23·7 P140tH454tP21t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 626NHP Burmeister&Wain,Cpn.		N
34036 143394 GBQV	**Somme** ssLon.No.3–7,32 Sub.Sig. 2Dks(Stl)	5265 4810 3230	✠100A1 9,35 ~~9,34~~ BS~~5,34~~ ✠LMC11,31 5,35	Lon	y	CL 7,33	1919 8mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	RoyalMailLines, Ld. CellDB	400·0|52·4|28·5 P49'B113'F40' FK 340'1067t FPT 135t	London British 7BHptCem APT198t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.Marine Eng.Co.Ld.Sld	31 " 0 s6 " 0¼ 25 " 3	
34037 LCYQ	**Sommerstad** OilEng. Carrying Petroleum in bulk Mchy.Aft CruiserStern 1Dk	5923 5091 3381					1926	Akt.Lind- holmen- Motala Gothenburg	SkibsA/S Sommer- stad(A.F.Klave- ness&Co.A/S)	381·0|55·2|32·3 P377tF74tH381t	Oslo Norwegian WB	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP Akt.AtlasDiesel,Skm.		N
34038 OXLE	**Sönderjylland** Ⓟ Wireless 1Dk	403 296 196					1904	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	164·8|25·8|10·5 P&B105'F37'	Aabenraa Danish WB	T.3Cy.13",21"&37"–24" 67NHP Akt.Burmeistr&Wain,Cpn		V
34039 TUZA	**Song-Giang** TwinSc (exDessinateur) 1Dk	1065 — 589					1922	Soc.Anon. desAnciens Etab.Henri Satre,Arles	Cie.Cotière de l'Annam(Denis Frères d'Indochine S.A.,Mgrs.)	216·5|34·2|	Saigon French	T.6Cy.12",20"&31½"–16½" 81NHP Soc.desMoteurs Chaléassière,St.Etienne		V
34040	**Songa** Now "~~Blagoev~~," see No.37259 in Supplement Blagaev ssBgn.No.3–6,34 1Dk(Stl) D.F. Cargo battens not fitted	3116 2820 1892	✠100A1 5,35 BS4,35 ✠LMC5,34	Shl	u	CL N4,35	1921 9mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	U.S.S.R. CellD	320·5|45·2|25·3 P36'B92'F31' FK B276'571tFPT62t	Russian 5BHCem APT38t	T.3Cy.23½",39"&65"–45" (s) 180lb 365NHP 3SB,6cf,GS126,HS5130 FD Armstrong,Whitworth& Co.Ld.Nwc.	27 " 6 s4 " 4½ 23 " 3½	
34041 LCYS	**Songdal** (exMongolia, 4Mst exAnten) ssOsl.No.3–3,30 ssOsl.No.1–35 1Dk(Stl) Cargo battens not fitted	1868 1657 1111	✠100A– ~~6,35~~ ~~3,34~~11,35 BS~~7,34~~ ✠LMC~~7,30~~ 6,35 MS10,34	Bry ~~Osl~~ Lth		OG ~~3,33~~ 6,35	1917 3mo	Lindhol- mensM.V. Gothenburg	~~A/S Songvaar~~ ~~(T.Isaksen,Mgr.)~~ S/A Songdal (Joh.Gerrard,Jr.)	265·3|42·7|18·4 P24'B65'F28' FK CellDB224'471t	Xiansand Norwegian 4BHCem APT41t	T.3Cy.20½",33"&55"–36" (s) 185lb 214NHP 2SB,6cf,GS110,HS3500 LindholmensM.V.Got.	20 " 6 s2 " 7½ 18 " 0½	
34042 154442	**Sonia** (exDelson,exNidarnes) ssSt.J.No.2–34 1Dk(Stl)&Shelter dk(Stl)	1188 1016 654	✠100A1 withfreeboard ~~6,35~~ ~~4,34~~ ✠LMC1,34 4,36 ~~3,35~~ BS~~5,35~~4,36	StJ	q	CL ~~4,34~~ 7,35	1926 10mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	SoniaShippingCo. Ld.(F.K.Warren) CellDB208'402	248·1|37·2|14·7 FK (tFPT76tAPT39t	Montreal British 4BHptCem Coll to Sh dk 3 ,,2nd,,)	T.3Cy.15",25"&40"–27" (s) 180lb 82RHP 2SB,4pf,GS74,HS2081 MacColl&Pollock,Ld.Sld.	16 " 8 s " 2½ 16 " 7	
34043 OYQE	**Sonja** ssBcl.No.1–35 D.F. 1Dk(Stl)	2061 1852 1206	✠100A1 10,35 ~~2,34~~ ✠LMC5,35	Cff Bcl	s	CL ~~3,35~~ 10,35	1930 9mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	A/S D/S Dania (Chr.Andresen, Mgr.) Intermedi in forward Ce	295·3|43·7|17·9 P27'B165'F34' ate bulkhead FK hold dispensed with llDB243'675tFPT	Esbjerg Danish 4BHCem 59tAPT101t	T.3Cy.21½",35"&57"–39" (s) 180lb 242NHP 2SB,6cf,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 " 4 s1 " 9 18 " 7½	
34044 6961 SMWA	**—** ssHbg.No.3–3,35 1Dk(Stl) Cargo battens not fitted	*1828* *1571* *1038*	100A1 5,36 ~~3,35~~ LMC5,35 BS4,36	Hbg Sll	r	OG 2,35	1923 3mo Lloyd	Hlsingbrgs VarfsAktieb. Helsingborg 'sA&CP	A.B.Transmarin (B.Ingelsson,Mgr) C	277·6|40·2|17·1 P19'B67'F26' FK ellDB234'528tFPT	Hlsngborg Swedish 4BHCem 45tAPT45t	T3Cy.19¼",31⅞"&51 3/16"–35 7/16" 185lb (s) 206NHP 2SB,4cf,GS138,HS2906 FD BergsundsM.V.Aktb.Skm.	19 " 8 s2 " 7½ 17 " 2	
34045 OZHD	**Sonja Mærsk** (exThekla,exBaldur) 1Dk	1909 1635 1136					1921	Nüscke& Co.A.G. Stettin	A/S Dampskslsk.af 1912(A.P.Moller, Copenhagen,Mgr.)	266·8|42·2|17·6 P30'B63'F31'	Aalborg Danish WB	T.3Cy.20⅝",32 3/16"&51½"–35" Görlitzer 157NHP Maschf.A.G.Görlitz		V
34046 DHVX	**Sonnenfelde** Sub.Sig. 1Dk	865 690 491					1922	Howaldts- werke Kiel	D.Fuhrmann, Nissle&Günther Nflg.Reed,m.b.H.	194·6|32·9|13·9 P12'Q13'B53'F24'	Hamburg German WB	T.3Cy.14⅜",23¼"&38 3/16"–25⅝" 73NHP Howaldtswerke,Kiel		G
34047 DOHY	**Sonnenfels** (exGothicPrince) Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	8552 5313 5299				...	1918	Palmers' Co.Ld. Newcastle	DeutscheDampfs. Ges."Hansa"	448·1|57·2|39·2 FK	Bremen German WB	Q.4Cy.25½",36½",52½"&76" –54" 667NHP Palmers'Co.Ld.Newcastle	40 " 9	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34048 117266	**Sonoma** (*ex*DavidS.Troxel, *ex*Sonoma) *Mchy.Aft* 1*Dk2trB*	4471 — 3448					1903	WestBay CityS.B.Co. W.BayCity	Nicholson UniversalS.S.Co.	416·0 F44′	50·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20″,33½″&55″–42″ 196NHP DetroitS.B.Co.Detroit		
34049 117158 KGAP	**Sonora** D.F. *Mchy.Aft* 1*Dk2trB*	3611 — 2858					1902	Superior S.B.Co. W.Superior	Nicholson UniversalS.S.Co.	353·2	48·0	24·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.20″,33″&54″–40″ 185NHP SuperiorS.B.Co.		
34050 XCPS	**—** **TwinSc** (*ex*AdmiralPeary–34, *OilEng.* *ex*Moonlite) *ss*S.Fo.No.3–10,28 *Mchy.Aft* *ss*S.Fo.No.1–33 1*Dk*(*ptStl*) *2nd dk in hold only*	1952 1762 1145	✠100A1 7,35 ~~3,35~~ ✠LMC4,31 ✠LMC(M)5,33 ✠NE19*refitted*24	LAn	*u*	3,35	1916 8mo	ToledoS.B. Co. Toledo,O. A&CP	VaporesCorreos MexicanosS.A.	252·0 P49′F41′ *Cell DBf* 176′245*t FPT*	43·7	21·2 FK	Mazatlan Mexican 3*BHCem* 135*tAPT*14*t*	Oil Engines 4S.C.SA 12Cy.16¼″–24″ 308NHP McIntosh&SeymourCorpn Auburn,N.Y.	23 ″ 6	
34051 151419 GLXN	**Soochow** Ⓟ 2*Dks*	2604 2276 1594					1920	Taikoo Dckyd& Eng. Co.ofHKg.Ld HongKong	ChinaNav.Co.Ld.	310·3 P15′B74′F37′	41·2	22·4	London British *WB*	T.3Cy.22″,35″&56″–39″ 195NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.		
34052 UOVS	**Soodkom** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	926 753 468					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 P55′F25′	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 2S.C.SA 12Cy.$13\frac{9}{16}$″–$19\frac{11}{16}$″ 388NHP StateEngWksKolominska		
34053 153117	**Soodoc** (*ex*MosesTaylor) *Mchy.Aft* 1*Dk2trB*	4575 4364 3188					1902	American S.B.Co. Lorain,O.	PatersonSteam- ships,Ld.	423·4	50·2	23·9	Ft.William Ont. *WB* British	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSBCo.ClevelndO		R
34054 UNYP	**Sophia Perovskaja** (*ex*Orkan, *ex*Rescue) Wireless *Well deck* 1*Dk*	731 526 382			...		1900	J.P.Ren- noldson&Sns SouthShields	U.S.S.R.	189·3 Q92′B14′F23′	30·2	11·1 FK	Archangel Russian	T.3Cy.15½″,25″&41″–27″ 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	
34055 OULM	**Sophie** 1*Dk*	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen& Sön,*Mgrs.*)	224·3 P14′B59′F29′	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15″,20¾″&32½″–21″ 92NHP F.Schichau,Elbing.		G
34056 153803 VTDK	**Sophie Marie** *ss*Bom.No.2–35 *ss*Bom.No 3–10,27 ~~*ss*Bom.No.1–30~~ *Well deck* 1*Dk*(*Stl*–teak s)	1138 815 677	100A1 4,36 ~~1,35~~~~10,35~~ ~~BS11,34~~ LMC~~9,30~~ 10,35	Bom	*m*	CL 12,33	1923	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ThobanDevjiShah &others	216·0 P14′Q45′B64′F29′ *Cell DB*178′ 308*t FPT*	34·5	13·5 FK	Bombay British 4*BHCem* 41*tAPT*24*t*	T.3Cy.$17\frac{5}{16}$″,27½″&45⅝″–27½″ 200lb (*s*) 142NHP 2SB,4*cf*,GS72,HS2410 A.BorsigG.m.b.H.Berlin	15 ″ 8 ~~s 1 ″ 6~~ ~~14 ″ 4½~~ s1 ″ 0 14 ″ 9	
34057 DHVY	**Sophie Rickmers** Sub.Sig. 2*Dks*	7033 6407 4433					1920	Nordd. WrftG.m.b.H Weser- münde-G.	RickmersRhed. A.G.	441·4 P60′B140′F49′	57·6	30·9	Hamburg German *WB*	T.3Cy.$29\frac{9}{10}$″,48⅖″&$77\frac{9}{10}$″– $55\frac{1}{10}$″ 450NHP BremerVulkan,Vegesack		G
34058 36043 JFQC	**Sorachi Maru** 1*Dk*	4107 3419 2487					1930	MitsuiBus- sanKaisha Ld TamaDkyd.	KyoritsuKisen K.K.	351·5 P31′B95′F34′	49·0	27·7	Akashi Japanese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP MitsuiBussanKaisha,Ld.		C
34059 149460	**Soreldoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	PatersonSteam- ships,Ld.	253·0 Q100′F35′	43·3	17·8	Ft William British *WB*	T3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
34060 LHNW	**Sörfjorden** *OilEng.* *Mchy.Aft* 1*Dk*	395 311 342					1914	LarvikSlip &Verksted Larvik	OddaSmelteverk A/S	126·0	26·3	15·0	Odda Norwegian *WB*	Oil Engines 2S.C.SA 2Cy.15″–16⅛″ 79NHP J.&C.G.BolindersM.V. Aktieb.Skm.		
34061 UNIQ	**Soroka** *Well deck* 1*Dk*	1718 1270 1002			...		1926	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	U.S.S.R.	250·8 P17′Q74′B56′F27′	39·0	16·1 FK	Archangel Russian *WB*	T.3Cy.18″,30″&50″–33″ 167NHP Atel.&Ch.de laSeineMarit.	18 ″ 0	
34062 LFAS	**Söröy** Ⓟ (*ex*Sörö) 2*Dks*	506 472 281					1910	Trndhjms Mek.Værks Trondheim	FinmarkFylkes- rederi	156·3 H33*t*	25·0	17·9	Hmmerfst Norwegian *WB*	T.3Cy.13¾″,23″&38″–22″ 68NHP TrndhjemsM.V.Trndheim		
34063 133382 GRDB	**Sorrento** *CruiserStern* 1*Dk*	1903 1736 1124					1912	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0	44·7	17·8	Hull British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Earle'sCo.Ld.Hull		C
34064 KZSG	**Sorsogon** (*ex*AntonioMacleod, **Iron** *ex*LochGarry) Wireless 1*Dk*& *Awng dk2trB*	1236 1070 812			...		1880	Gourlay Bros.&Co. Dundee	ManilaS.S.Co. (Elizalde&Co. *Mgrs.*)	210·3	29·7	15·7 FK	Manila Utd.States *WB*	C.2Cy.23″&44″–42″ NB09 100NHP GourlayBros.&Co.Dundee	16″11	
34065 LEXG	**Sortland** (*ex*Ferm,*ex*HollandiaII, *ex*Falkaas) 1*Dk*	759 565 422					1918	N.V.Werf Zeeland Hansweert	A/S Vesteraalens Dampskslsk.	179·0 Q58*t*B58*t*F24*t*H34*t*	30·2	12·5 *WB*	Stokmark- næs Norwegian	T.3Cy.15½″,25½″&47½″–27″ 117NHP Schippers&v.Dongen		N
34066 LDEQ	**Sörvangen** *ss*N.Os.No.1–33 1*Dk*(*Stl*) *Cargo battens not fitted*	2400 1999 1363	✠100A1 ~~9,35~~~~3,35~~12,35 ✠LMC8,33 BS~~8,35~~12,35	NOs Mob	*s*	CL ~~6,34~~ ~~9,35~~ 12,35	1929 5mo *Lloyd's A&CP*	Intrnationl S.B.&E.CoLd Danzig	Skibs A/S Karai- bien(Görrissen& Co.A/S,*Mgrs.*) *Int. BH in fore*	291·2 P28′B80′F32′ *hold dispensed with* *Cell DB*246′610*t FPT*	45·7	18·5 FK	Oslo Norwegian 4*BHptCem* 61*tAPT*63*t*	C.4Cy.(2)16½″&(2)$35\frac{7}{16}$″– $35\frac{7}{16}$″ 206lb (*s*) 215NHP 2SB,6*cf*,GS77,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s 2 ″ 8½ 17″11½	
34067 LCZR	**Sörvard** **TwinSc** *OilEng.* 2*Dks*	3673 3338 2158					1925	Akt.Bur- meistr&Wain Copenhagen	KlostersRederiA/S (L.Kloster,*Mgr.*)	368·0 F26*t*P98*t*H210*t*	51·5	21·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP Akt.Burmeistr&Wain,Cpn		N
34068 22302 JCYE	**Soshu Maru** *Mchy.Aft* 1*Dk*	1219 1032 673					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q58′F31′	34·0	18·5	Tokio Japanese *WB*	T.3Cy.16½″,27½″&45½″–30″ 125NHP OsakaIronWrks,LdOsaka		
34069 835 UNAI	**Sosnovets** Ⓟ (*ex*Sever, **TwinSc** *ex*VelikaiaKniaginiaXenia) Wireless 1*Dk*(*ptStl*)& *Awng dk*	805 784 480	✠ 1,01	Nwc	*k*		1895 9mo	W.Dobson &Co. Newcastle	U.S.S.R.	206·0 *Cell DBa&uE*61′ *f*62′	28·0	19·0 FK	Archangel Russian 4*BHCem* 99*tAPT*15*t*	T.6Cy.12½″,20″&33″–24″ 122NHP 2SB,4*pf*,GS70,HS2060 N.E.MarineE.Co.Ld.Nwc.	21 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Roff Trade.
34070	**Sosua** 2Dks	1181 1039 693					1912	Sörlandets Skibsbyggeri Fevig	AlbertoCanepa	225·0	33·6	20·0	Callao Peruvian WB	T.3Cy.18½",30"&49"-33" 138NHP FredrikstadM.V.Frdstad.		
34071 41	**Sotchi** (exPanayotis,exVera, IronBg exVassillisaOlga,exErnestaFoscola, exMoldova,exErnestaFoscola,exParis Lambrinidi,exOlga) 1Dk2trB Well deck	1231 1038 696			...		1870	J.Laing Sunderland	U.S.S.R.	251·2 P258tF32t FK	32·2	17·2	Odessa Russian WB	C.2Cy.31"&58"-30" NB08 140NH Thompson,Boyd&Co.Nwc.		
34072 20643	**Soto Maru**	588 — 408					1910	.... Osaka	HakatawanChikko K.K.	179·8	35·1	12·6	Shimonoseki Japanese			
34073 EGQS	**Soton** 1Dk	1376 — 890					1919	Soc.Española deConst. Metalicas Gijon	Soc.Metalurgica Duro-Felguera	218·8	32·5	20·5	Gijon Spanish WB	T.3Cy.14",23"&38"-27" 75NHP Soc.Española de Const. Metalicas,Gijon		V
34074 161939 GLTZ	**Soudan** Fitted for oil fuel D.F. 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy CruiserStern	6677 6040 3477	✠ 1,35 ✠Lloyd'sRMC ~~1,33~~ ~~9,33~~ 3,36 ~~4,35~~	Rot	d†		1931 1mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. CellDB396'1387tM	459·0 F34' FK Ts19' 250t FPT72t	60·7	29·8	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd,,) APT49t	Q4Cy30½",44",63½"&91"-57" &LPTurbine with DRgearing&hydraulic coupling 1320NHP 5SB,20cf,GS385,HS16420 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
34075 SVRI	**Souliotis** (exWoodfield-33) ssShl.No.3-2,30 ssBly.No.1-33 1Dk(Stl)&Shelter dk(Stl)	4299 — 2681	✠100A1 Shelter dk withfreeboard 4,36 ~~1,33~~ ~~BS6,54~~	Bkn Rot DBS9,35 ✠LMC8,33 MBS ~~1,55~~4,36	y	CL ~~1,35~~ N4,36	1917 2mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	C.Malamos	400·0 F37'on Shelter dk FK CellDB351'1300t	53·0	24·3	Andros Greek 6BHCem APT110t	T.3Cy.25½",45"&74"-48" (s) 180lb 100lb 465NHP 3SB,9cf,GS186,HS7906 Blair&Co.Ld.Stockton	26 ″ 11 s2 ″ 10 24 ″ 4½	
34076 142774 MKSN	**Sound Fisher** (exMavis, exIndependance) ssLan.No.3-2,31 ssLan.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	500 327 225	✠100A1 ~~11,35~~~~12,34~~ 4,36 BS11,35	Ayr ~~Apl~~ Lan ✠LMC11,34	g	CL 12,34	1919 2mo	Ardrossan D.D.&S.B. Co.Ld Ardrossan Lloyd'sA&CP	J.Fisher&Sons,Ld.	142·4 Q83'B10'F27' BK7" FPT51t	26·1	10·9	Barrow British 3BHCem APT26t	C.2Cy.18"&38"-27" (s) 130lb 59RHP 1SB,3cf,GS59,HS1786 Aitchison,Blair&CoLdGls.	12 ″ 3 s 4 ″ 5 12 ″ 8	
34077 105977 ZSMR	**Sound of Jura** Aux4MstBkn ssLon.No.2-05 Wireless 1Dk2trB (*See Sailing Ship Register*)	1113 1028 931	✠ 5,10	Cff	r		1896 2mo	Russell& Co. Pt.Glasgow	Irvin&Johnson (SouthAfrica)Ld.	210·3 P32'F26' BK8"	35·6	19·5	CapeTown British 1BHCem MT40'480t	T.3Cy.9½",15½"&26"-18" NE&B16 42RHP J.Abernethy&Co.Ld. Abn.	21 ″ 0	
34078 136347 VPSM	**Sourabaya** (exCarmarthenshire) Fitted for oil fuel D.F. 2Dks CarryingWhale Oil in bulk	10107 9036 7194			...		1915	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.)	470·2 P99'B171'F79' FK	58·3	32·2 39·8	Dublin British WB	Q4Cy27½",39½",57"&82"-54" 735NHP Wrkman,Clark&Co.LdBel	35 ″ 0	C +
34079 TVUV	**Soussien** (exMorava-33,exBarbara, exAtleJarl,exNavarre) 1Dk&deep framing&Shelter dk	1530 1363 849			...		1904	IrvineS.B. &E.Co. (1902),Ld. Irvine	Comptoirs Français de Transports	229·3 F21' FK	34·2	14·8	Marseilles French WB	T.3Cy.20½",34"&56"-36" 209NHP J.G.Kincaid&Co.Greenock	17 ″ 1	GV +
34080 UOFZ	**Soutchan** Ⓟ Sub.Sig. CruiserStern 2Dks	3649 2993 2029					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	313·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian WB	T.3Cy.22 7/16",37"&59 1/16"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
34081 LDNV	**South Africa** TwinSc OilEng. ssOsl.No.1-34 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Progressive Survey of oil tanks	9234 8800 5593	✠100A1 ~~3,35~~10,35 DBS1,34 ✠LMC CS11,34 3,35 CarryingPetroleum in bulk	SFo L.An	e†	CL s1,34 PN3,35	1930 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Skibs.A/S Noruega (L.Hoegh,Mgr.) CellDBuE70' 311tDTf45'592t	484·1 P114'B31'F50' FK FPT227t APT257t	65·4	36·8	Oslo Norwegian 18BH (13 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.26¾"-41¾" 1000NHP 2DB120lb Wllsnd Slpwy.Co.Ld.Nwc	36 ″ 9	
34082 LDSM	**South America** TwinSc (exBorneo-33,exHenrikAmeln) OilEng. D.F. Mchy.Aft 1Dk(Stl) CruiserStern SpecialSurveys to date from1,33	6246 5474 3646	✠100A1 ~~3,35~~~~3,35~~ 3,36 ✠LMC4,31 CarryingPetroleum in bulk	Gal NYk	z	CL s8,34 PN3,35	1931 4mo	A/S Nakskov Skibs Nakskov Lloyd'sA&CP	TheTexasCo.(Norway)A/S(H.C. Mathiesen,Mgr.) CellDBuE65'233t	400·3 P91'B22'F50' Trunk in wells FK DTf27'473t FPT117t	55·2	32·2	Oslo Norwegian 10BHptCem APT38t	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 2DB170lb 543NHP Akt.Burmeistr&Wain,Cpn	32 ″ 0	
34083 212344 WGCW	**South American** Ⓟ Fitted for oil fuel D.F. Mchy.Aft GyC.	2662 — 1427					1914	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	291·0	47·0	18·0	Erie,Pa. Utd.States	Q4Cy.21½"30⅞"44½"&64"-36" 246NHP Gt.LakesEngWrks.Detroit		R
34084 217268	**South Pole** 2Dks&Webframes Ref.Mchy. Longitudinal framing	4116 3629 2492			...		1918	Baltimore D.D.&S.B.Co. Baltimore	UnitedStates ShippingBoard Bureau	339·3 P47'B75'F30' FK	49·1	26·3	Baltimore Utd.States WB	DR geared Steam Turbine 390NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	28 ″ 8	
34085 148314 GPCJ	**South Wales** ssCff.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	5619 5261 3428	✠100A1 withfreeboard 8,35 ~~2,35~~	Cff ✠LMC5,34	b†	CL ~~2,36~~ 8,35	1929 12mo	Bartram &Sons,Ld. Sunderland Lloyd'sA&CP	WestWalesS.S. Co.Ld.(Gibbs&Co. Ld.Mgrs.) CellDBa&uE185' DTa23' 921t	431·1 F34' FK f185'1235t FPT153t APT148t	58·2	26·2	Cardiff British 7BHCem (Coll toSh dk 6 ,,2nd,,)	T.3Cy.25",41¾"&72½"-48" 220lb 120lb (s) 513NHP 3SB,9cf,GS178,HS7035 FD J Dickinson&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 6 25 ″ 4½	
34086 131348 GRQY	**Southern Coast** Ⓟ (exDorothy Hough) ssLiv.No.3-2,24 Sub.Sig. ssLiv.No.2-32 D.F. E.S.D. 1Dk(Stl)	1872 1438 1091	✠100A1 5,35 ~~5,34~~ BS~~5,34~~ 5,35	Liv ✠LMC2,52	r	CL ~~5,32~~ 4,35	1911 6mo	Greenock& Gr'ngemouth DockyardCo. Gr'ngemouth Lloyd'sA&CP	CoastLines,Ld. WB = CellDBa	283·3 P67'B97'F32' FK 58'uE20' f70' 250t	36·1	19·0	Liverpool British 4BHCem APT11t	T.3Cy.21 3/16",35"&57"-39"(s) 180lb 249NHP 2SB,6cf,GS108,HS4236 J.G.Kincaid&Co.Ld.Grk.	20 ″ 3 s 2 ″ 1 18 ″ 6½	BT till ~~5,34~~ 5,36
34087 221574 KDTZ	**Southern Cross** Ⓟ TwinSc Fitted for oil fuel CruiserStern 2Dks&Shelter dk Ref.Mchy. 3rd dk in holds&Webframes D.F. GyC. E.S.D. Longitudinal framing	13789 12595 7977			...		1920	NewYork S.B.Corp. Camden,N.J.	MunsonS.S.Line	516·5 B222'on Shelter dk FK	72·2	27·8	NewYork Utd.States WB	4SteamTurbinesDRgeared to 2 Sc. Shafts 3105NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa	41 ″ 0	R +

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34088 135314 VPRS	**Southern Empress** (*ex*San Jeronimo) ssFal.No.3-9,26 ssBkn.No.2-34 ~~ssShl.No.1-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	12398 ~~12377~~ 9543 ~~7647~~ 7644	✠100A1 *Shelter dk* *withfreeboard* 9,35 ~~9,34~~ ~~Pr.BS8,34~~ ✠LMC7~~,30~~ ✠NB(FC)8,34 BS~~8,34~~7,35 *Carrying Whale oil in bulk* *Fitted for oil fuel* 2,14 *F.P. above* 150°F.	Bkn Pr.BS6,35 8,34	g†	CL ~~8,32~~ 7,35	1914 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland 'sA&CP	SouthernWhaling &SealingCo.Ld. (N.C.Watt,*Mgr.*) *CellDBuB* 41'182*tDTf*54'619*tFPT*302*tAPT*50*t*	525·5	66·5	33·9 FK	Stanley,FI British 20*BHptCem* (10 *to U dk* 10 „ 2*nd* „ *only*)	Q.4Cy.$28\frac{1}{2}$",41",58"&84"-54" 220lb 925NHP 55PrB-*80lb* 2PrB-*50lb* 1PrB-*45lb* 1Pr.B-*40lb* FD 4SB(*r*)1SB(*s*)*20cf* HS14333 W.Doxford&Sons,Ld.Sld.	41 ″ 6 s12 ″ $2\frac{1}{4}$ 29 ″ $6\frac{3}{4}$	
34089 ~~139025~~ ~~GJZT~~ 139025 GJZT	**Southern King** (*ex*Moora, *ex*Lothringen) ssSfj.2ndNo.3-11,34 *Well deck* 2*Dks*(*Stl*-*Uteaks*)*deep* ~~D.F.~~ *framing aft & lower dk* (*Stl*) *forward* Now "Saluta," see No. 40101 in Supplement	6261 4858 3266	✠100A1 11,35~~11,34~~ BS11,35 ✠LMC MS10,33 ~~BS10,34~~ *Carrying Whale oil or oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 7,31 *F.P. above* 150°F.	Sfj	z	CL 10,34	1906 3mo	Akt.Ges. "Weser" Bremen A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB a* 125'*u E&B* 52'*f*173'1160*t FPT*69*t APT*38*t*	409·6 P&B339'F42'	52·7	27·8 FK	London British 7*BHCem*	Q.4Cy.24",$34\frac{5}{8}$",50"&$72\frac{27}{32}$"-$53\frac{5}{32}$"(*s*)220lb*220lb* 530NHP 3SB,*9cf*,GS168,HS7104 FD A.G."Weser,"Bremen	30 ″ 9 s 4 ″ $6\frac{1}{2}$ 26 ″ $6\frac{1}{4}$	
34090 161277 GTCW	**Southern Prince** **TwinSc** ssN.Yk.No.1-33 *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl*-*Weather dk ptws*) Sub.Sig. D.F. GyC. *Cruiser Stern*	10917 9379 6501	✠100A1 *withfreeboard* ~~10,251,35~~ 4,36 ✠LMC CS7,34 1,35 ✠Lloyd'sRMC~~1,35~~ ~~9,35~~ 4,36	NYk 9,35 DBS~~7,35~~		CL ~~P1,33~~ ~~S4,34~~ P10,35 S4,36	1929 8mo *Lloyd*	Lithgows, Ld. PortGlasgow 'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd. of mchy. space* *CellDB*417'1739*t* *Tanks in way of tunnels* 224*t* *FPT*120*t APT*213*t*	496·2 F47'	64·9	35·4 FK	London British 9*BHptCem* (6 *to W dk* 3 „ 2*nd* „)	Oil Engines 4S.C.DA 16Cy.$26\frac{3}{4}$"-$55\frac{1}{8}$" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk.	41 ″ 0 s15 ″ $0\frac{3}{4}$ 26 ″ 6	
34091 139006 ZMGK	**Southern Princess** (*ex*San Patricio) ssShl.No.3-4,28 *Mchy.Aft* ssBkn.No.1-32 D.F 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. GyC. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	~~12098~~ ~~9182~~ ~~7583~~ 12156 9182 7603	✠100A1 *Shelter dk* *withfreeboard* 10,35~~8,34~~ ✠LMC8,31 Pr.BS10,35 BS~~8,34~~10,35 ✠NB(FC)6,29 *refitted*8,34 *Carrying Whale oil in bulk* *Fitted for oil fuel*5,15 *F.P. above* 150° *F.*	Bkn Sfj	g†	CL 6,34	1915 5mo *Lloyd*	Armstrong Whitworth &Co Ld. Newcastle 'sA&CP	SouthernWhaling &SealingCo.Ld. (N.C.Watt,*Mgr.*) *CellDBuB*45'122*tDTf*59'718*tFPT*180*tAPT*40*t*	530·0	66·6	41·4 33·4 FK	Dunedin, (N.Z.) British 20*BHCem* (10 *to U dk* 10 „ 2*nd* „ *only*)	Q.4Cy.$28\frac{1}{2}$",41",58"&84"-54" 220lb (*r*) 947NHP 55PrB-*80lb* 2PrB-*50lb* 1PrB-*45lb* 5SB,*20cf*,GS266,HS14821 FD N.EMarineEng.Co.LdNwc	41 ″ 6 s12 ″ 6 29 ″ $2\frac{3}{4}$	
34092 230605 WCES	**Southern Sun** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *CruiserStern* *Longitudinal framing–bracketless system* *Special Surveys to date from* 2,32	8893 8361 5398	✠100A1 ~~2,35~~10,35 ~~DBS2,35~~ ✠LMC4,31 *CarryingPetroleum in bulk* ✠LMC(M)3,34	Phl DBS2,36	e†	CL ~~N3,34~~ 4,36	1931 4mo *Lloyd*	SunS.B.& DryDockCo Chester,Pa. 'sA&CP	MotorTankship Corporation *CellDBuE*76' 379*tDTf*20'692*tFPT*186*tAPT*84*t*	480·5 F48' *Aft*B77'B38'	66·0	36·8 FK	Philadlphia Utd.States 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 690NHP 2WTDB*225lb&200lb upr* SunSB&DD.Co.ChesterPa	37 ″ 0	
34093 217267 WVAU	**Southern Sword** (*ex*Elda-32, *ex*Contoocook) 1*Dk*	2344 — 1419					1918	GlobeS.B. Co. Superior,Wis	AlcoS.S.Lines, Inc.	251·0 P25'B64'F23'	43·5	24·2	Norfolk Utd.States *WB*	T.3Cy.$20\frac{7}{16}$",33"&54"-40" 184NHP NationalIrn.Wks.Duluth		R
34094 149746 GMTR	**Southgate** ssNpt.No.2-35 ~~ssNpt.No.1-30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4862 4544 2971	✠100A1 *withfreeboard* 12,35~~11,34~~ ✠LMC MS~~11,30~~ 12,35	Cff Npt BS~~3,34~~ 5,35	z	CL ~~7,30~~ 11,35	1926 11mo *Lloyd*	JReadhead &Sons,Ld. SouthShields 'sA&CP	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB* 352' 1244*tAPT*155*t*	400·0	55·2	25·7 FK *Coll*	London British 6*BHptCem* *BH to Sh dk* 5 „ „ 2*nd* „	T.3Cy.27",44"&73"-48" (*r*) 180lb 456NHP 3SB,*9cf*,GS190,HS7824 J.Readhead&SonsLdS.Shl	28 ″ 3 s3 ″ $2\frac{1}{2}$ 25 ″ 3	
34095 141544	**Southholm** (*ex*E.D.Kingsley) *Fitted for oil fuel* 1*Dk* *Fitted for carrying fish oil*	1029 727 541			...		1919	Canadian Car&Fo'ndry Co.Ld. FortWilliam, Ont.	FrankWaterhouse &Co.of Canada,Ld.	200·0 P&B109'F29'	32·0	14·5 FK	Vancouver British *WB*	T.3Cy.17",25"&43"-30" 92RHP MurrayIronWorksCo. Burlington,Indiana	17 ″ 0	
34096 205896 KJYX	**Southland** Ⓟ 2*Dks*	2081 — 1215					1908	NwprtNws S.B.&D.D.Co. NewprtNews	Norfolk & Washington SteamboatCo.	291·2	51·0	16·1	Washngtn, D.C. Utd.States	T.4Cy.26",42"&(2)50"-42" 324NHP NewportNewsSB&DD.Co.		
34097 128592	— **TwinSc** *OilEng.* 2*Dks*(*Teak*) *CruiserStern*	525 517 186	✠100A1 *withfreeboard* 12,29 DBS11,28 ✠LMC5,27	Ddn	h	CL 12,29	1927 5mo *Lloyd*	Dublin DockyardCo Vickers(Ireland),Ld. Dublin 'sA&CP	H.L.Tapley&Co. Ld. *CellDB* *uE*28'*f*34'54*t* *FPT*30*tAPT*33*t*	135·4	30·1	18·3 BK6"	Invrcrgill, N.Z. British 5*BHCem* (*CollToWdk* 4*to*2*nd dk*)	Oil Engines 2S.C.SA 12Cy.$16\frac{1}{2}$"-$18\frac{1}{2}$" 575NHP DB*100lb* VickersPettersLd.Ipswich	20 ″ 0 s 9 ″ $4\frac{1}{2}$ 11 ″ 6	
34098 160926 MPWB	**Southsea** Ⓟ **Pad** *CruiserStern* 1*Dk*&*PromenadeDk*	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.$30\frac{1}{2}$"&59"-54" 213NHP FairfieldCo.Ld.Glasgow		BT till ~~4,35~~ 4,36
34099 148277 MFLN	**Southwell** ssH[illegible]No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Now "Farleigh Combe," see No. [illegible] in Supplement	486 30[illegible] 195	✠100A1 8,34 ✠LMC MS9,32	Nwc BS~~8,34~~5,35	g	CL N5,33	1924 12mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	AldShippingCo. Ld. ~~*Mgrs.*~~) *CellDBf*89'115*tFPT*37*tAPT*25*t*	156·2 Q86'B11'F23'	25·6	9·8 FK	Bristol British 3*BHCem*	T.3Cy.13",21"&35"-24" (*s*) 180lb 82RHP 1SB,*3pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 4 ″ $6\frac{3}{4}$ 11 ″ $9\frac{3}{4}$	
34100 137260 MGKQ	**Southwick** **Ctr** ssNwc.No.3-9,29 ssMdb.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	443 317 218	✠100A1 5,35~~10,34~~ BS~~6,34~~ ✠LMC4,33 2,36	Mdb	g	CL ~~10,34~~ 5,35	1917 2mo *Lloyd*	Swan,Hunter&Wigham Richardson Ld.Sundrlnd. 'sA&CP	A.Chester	150·0 Q56'F24'	26·1	10·7 FK	Sundrland British 3*BHCem* *FPT*69*t*	T.3Cy.11",$17\frac{1}{2}$"&28"-21" (*s*) 165lb 60RHP 1SB,*2pf*,GS33,HS1135 Day,Summers&Co.Ld.Sou	11 ″ 8 s ″ 11 10 ″ 10	
34101 118657 MCFY	**Soutra** (*ex*Cairnavon) ssGmh.No.1-35 ssGmh.2ndNo.3-2,31 Wireless 1*Dk*(*Irn*)&*deep framing* D.F. *Cargo battens not fitted*	1591 1440 981	✠100A1 3,35 ~~6,34~~ ✠LMC MS~~4,31~~3,35	Lth Gmh BS~~5,34~~6,35	q	CL 4,33	1905 6mo *Lloyd*	ShortBros. Ld. Sunderland 'sA&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBa*82'*uE&B*34'*f*102' 418*t FPT*46*t APT*39*t*	259·0 P21'B62'F26'	36·9	18·0 FK	Leith British 4*BHCem*	T.3Cy.19",30"&48"-36" (*s*) 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s2 ″ 9 17 ″ 8	
34102 UNYF	**Sovet** Ⓟ (*ex*Imperatriza Alexandra, *ex*Wologda) *Ref.Mchy.* 2*Dks*3*rdDk* Sub.Sig. *in fwd. holds*	2763 2390 1385			...		1903	CaledonSB &E.Co.Ld. Dundee	U.S.S.R.	292·3 F35'B110'	40·5	26·2 FK	Leningrad Russian *WB*	T3Cy$22\frac{1}{16}$"$36\frac{1}{4}$"&$62\frac{3}{16}$"-$45\frac{1}{16}$" 382NHP CaledonS.B.&E.CoLd.Dun	28 ″ 3	
34103 UOVC	**Sovetskaia Neft** **TwinSc** (*ex*Baku-34, *ex*Sovetskaia Neft-34) *OilEng.* *Mchy.Aft* 2*Dks* GyC. Sub.Sig. *CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing at bottom&at decks*	8228 7479 4184			...		1929	Chant.Nav. Français Caen	U.S.S.R.	457·5 P128'B39'F39'	57·0	36·0 FK	Odessa Russian	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"-$41\frac{3}{4}$" 776NHP Atel.&Ch.de laLoire,Nts.	36 ″ 0	G †

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
34104	**Sovietsky Krym** TwinSc 1*Dk*	968 — 435					1929	S.B.Works "Marti," Nicolaieff	U.S.S.R.	230·3	34·2	12·1	Mariupol Russian	T.6Cy. S.B.Works,"Marti," Nicolaieff		
34105	**Soya II** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	400					1935	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Soya(O.Wallenius, *Mgr.*)	148·0 P47'F18'			Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13¾"–16½" 86NHP A/B JönköpingsMotor-fabrick,Jönköping		
34106 37758 JAWE	**Soya Maru** Ⓟ TwinSc (*Icebreaker*) *CruiserStern* 2*Dks*	3593 2825 1539					1932	Yokohama DockCo.Ld. Yokohama	Govt.ofJapan (Dept.ofRailways)	309·7 F58'	46·3	29·8	Tokio Japanese *WB*	T.6Cy.20 11/16",34 7/16"&43 7/16"–43 7/8" 153NHP YokohamaDockCoLd.Ykn		
34107 18389 JDGG	— Ⓟ Wireless 1*Dk*	692 601 401					1915	Ono Seikichi Osaka	FujiyamaKaiun K.K.	164·7	26·0	18·0	Otaru Japanese	T.3Cy.11",19"&32"–22" 48NHP OnoSeikichi,Osaka		
34108 36351 JGCC	**Soyo Maru** *OilEng.* 2*Dks*(*Stl*)	6081 5456 3681	✠100A1 3,34 ~~[illegible],34~~ ✠LMC(M)1,32	Kob DBS5,35 ✠LMC1,31	*a*†	CL ~~7,32~~ 4,35	1931 1mo *Lloyd*	AsanoS.B. Co.Ld. Tsurumi *'sA&CP*	ToyoKisenK.K. 1 *'tween dk BH* *CellDB356'*	415·0 P34'B118'F39' FK *fwd dispensed with* 1163*t*	56·0	31·8	Yokohama Japanese 6*BH to Udk* 2 „ „*2nd* „	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 747NHP DB*100lb* KobeSteelWorks,Kobe	31 ″ 10 s 6 ″ 8 25 ″ 3¾	
			Adapted for carrying oil 1,31				*F.P. above 150° F. in*		*deep tank aft*	*DTa41' 1120t FPsT1*			*90tAPT74t*			
34109	**Soyuz Pushnina** Wood (*ex*Karise-34,*ex*Svendborg-sund) *OilEng.* *Mchy.Aft* Wireless 1*Dk*	542 448 321					1918	IPJörgen-sen Thurö	U.S.S.R.	148·9 B40'Q40'F15'	33·4	13·4	Russian	Oil Engines 4S.C.SA 6Cy. H.Christoffersen,Heleby		V
34110 UOWD	**Soyuz Vodnikov S.S.S.R.** *Mchy.Aft* *OilEng.* TwinSc Sub.Sig. *CarryingPetroleum in bulk* *Longitudinal framing* 2*Dks*	7661 6784 4111					1932	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·0 P98'B42'F58'	56·1	34·2	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41 11/16" 772NHP AndréMarti,Nicolaieff		G
34111 PHPW	**Spaarndam** Ⓟ *ss*Rot.No.3-10,35 ~~*ss*Rot.No.1-26~~ Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)	8857 7886 5406	✠100A1 *Shelter dk* *withfreeboard* ~~7,30~~ 10,35 ~~[illegible]~~	Rot ✠LMC~~7,30~~ 10,35	*c*†	CL ~~N7,30~~ 9,35	1922 7mo *Lloyd*	New Waterway S.B.Co. Schiedam *'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB367'* 1544*tMT*27'71	450·3 B81'F50'*on Shelter dk* FK 4*tDTa*30'682*t FPT*	58·2	37·2	Rottrdam Dutch *ptCem* 8*BHtoSh dk* 172*tAPT*86*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 880NHP 4SB,*12cf*,GS247,HS11308 FD J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 5¼ 30 ″ 2	
			Fitted for oil fuel 7,22				*F.P. above 150° F.*									
34112 264	**Spadaccino** TwinSc (*ex*TamazerI.-34,*ex*Neufchâtel, *ex*[illegible]) 1*Dk* *Mchy.Aft* Now "Irma Calzi" see No. 33557 in Supplement	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	Soc.Anon.Veneta diNav.(Giuseppe Pagan,*Mgr.*)	229·6 P74'F30'	34·2	12·7	Venice Italian *WB*	C.4Cy.16⅝"&30⅝"–19 1/16" 68NHP Ateliers&Chantiers de la Loire,St.Denis		IV
34113 133600 GDYB	**Spanker** *ss*Nwc.No.3-3,30 *ss*Shl.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1875 1489 1104	✠100A1 4,36 ~~1,35~~ BS5,36	Shl ✠LMC1,35	*q*	CL 1,35	1917 5mo *Lloyd*	J.Crown &Sons,Ld. Sunderland *'sA&CP*	Witherington& Everett *CellDBa&uE*102'*f*	268·0 P24'Q82'B51'F30' FK 104' 383*t FPT* 105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb *100lb* 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
34114 PHQB	**Spar** *ss*Rot.No.2-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3616 3329 2162	✠100A1 *withfreeboard* 2,36 ~~12,34~~ MS10,52	Rot ✠LMC BS~~12,34~~ 2,36	*x*	CL ~~1,34~~ N2,36	1924 4mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	N.V.Hudig& Pieters' Algemeene Scheep.Maats. *CellDB*303' 909*t*	361·0 FK (*Coll* *FPT*98*t APT*128*t*	50·3	22·1	Rottrdam Dutch 6*BHCem* *BH to Sh dk* 5 „ „ *2nd* „	T.3Cy.23½",37½"&63"–42"(*s*) 180lb 322NHP 3SB,*9cf*,GS154,HS5565 RotterdamDroogd.Maats.)	24 ″ 6 s1 ″ 11¾ 22 ″ 8	
34115 6663 SDUN	**Sparreholm** (*ex*Sulina) *ss*Got.No.3-5,34 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened forNavigation in Ice*	2978 2741 1790	✠100A1 *Shelter dk* *withfreeboard* ~~12,33~~ ~~2,35~~ 4,36 ✠LMC CS7,34 2,34	NYk ~~NOe~~ Mob DBS~~7,34~~ 8,35	*l*	CL ~~5,31~~ 12,35	1921 9mo	A/BÖre- sundsvarvet Landskrona	A/B Svenska Amerika-Mexiko Linien(B.Zander, *Mgr.*) *CellDB*260'633*t*	312·7 F32'*onShelter dk* FK *Collision* *FPT*55*tAPT*62*t*	44·5	26·2	Gothenbrg Swedish *ptCem* *BHtoSh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 5/16" 355NHP DB*100lb* A/B Götaverken,Got.	28 ″ 11 s 6 ″ 9¾ 22 ″ 3	
34116 121219	**Sparta** (*ex*FrankW.Hart) *Mchy.Aft* 1*Dk2trB*	3942 — 3108					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		
34117 112654 MDDM	— (*ex*Petone, *ex*Gresham) *ss*Goo.2ndNo.3-4,25 *ss*Goo.No.2-34 *Well deck* 1*Dk*(*Stl*)	708 503 388	✠100A1 7,34 BS~~9,34~~ 9,35	Goo ✠LMC4,34	*j*	OG 4,34	1900 1mo *Lloyd*	Taylor& Mitchell Greenock *'sA&CP*	BennettS.S.Co.Ld. *CellDBa48'uE*	185·4 Q64'B48'F26' BK7½"	29·2	11·8	Goole British 4*BHCem* 15'*f*68'145*t*	T.3Cy.15",25"&40"–27" (*s*) 160lb 82RHP 1SB,*3pf*,GS56,HS1490 McKie&Baxter,Glasgow	14 ″ 0 s ″ 8¾ 13 ″ 11½	
34118	**Spartak** (*ex*GerdaVith, *ex*MargareteGelpcke) 1*Dk*	1983 1541 1128					1909	Akt.Ges. "Neptun" Rostock	U.S.S.R.	267·8 P12'Q89'B107'F31'	42·0	16·6	Leningrad Russian *WB*	T.3Cy.18 9/16",29 9/16"&50"–35⅝" 149NHP A.G."Neptun,"Rostock		
34119 2010 ICIB	**Spartivento** (*ex*Aboukir, *ex*SaintMichael) *ss*Ant.2ndNo.3-7,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3694 3481 2311	✠100A1 *Spar dk* ~~7,35~~ ~~10,34~~ 2,36 MS6,32 DBS~~4,34~~ 5,35	Rot Gen ✠LMC MBS~~9,34~~ 8,35	*x*	CL 10,34	1907 4mo *Lloyd*	W.Pickers- gill&Sons Sunderland *'sA&CP*	M.Querci *CellDBa* 118'*uE&B*44' *f*1	372·0 361·0 P29'B198'F41' FK 46'831*tDTf*28'651*t*	49·0 47·4	17·2 25·1	Genoa Italian 6*BHCem* *APT*43*t*	T.3Cy.24",40"&67"–45" (*r*) 180lb 343NHP 2SB,*6cf*,GS114,HS4401 FD *100lb* NDB29 G.Clark,Ld.Sunderland	27 ″ 8 s4 ″ 1½ 23 ″ 11	
34120 666 IUKX	**Sparviero** (*ex*Altair, *ex*Rask,*ex*Hjalmar Sörensen) Aux4MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	498 432 284					1915	P.Ph. Sturh'sMsk& Skbs Aalborg	EmilioBertuccelli	180·0 P22'B18'F19'	33·1	10·9	Viareggio Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18 11/16" 192NHP J&CGBolindersCoLd.Skm		I
34121 LCKB	**Spec** (*ex*Connersville) Missing since 2,35 1*Dk*	2053 1817 1209					1918	Gt.Lakes Eng.Works Ashtabula,O.	A/S Skibsfart(Jac. Salvesen, *Mgr.*)	254·2 P70*t*H100*t*F5*t*	43·7	20·3	Farsund Norwegian	T.3Cy.19",32"&54"–40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		N
34122 DOFH	**Specht** (*ex*Grandon,*ex*Talita) *Mchy.Aft* 1*Dk*	753 635 355					1918	W.C.Boele &Zonen Slikkerveer	ArgoReedA.G.	181·3 Q105'B11'F20'	28·2	12·5	Bremen German *WB*	T.3Cy.15",25"&40½"–24" Machinefabriek 79NHP "DeBiesbosch"Dordrecht		G
34123 140310 GQPN	**Specialist** (*ex*Santille) *ss*Liv No.3-5,30 *ss*Liv.No.1-35 2*Dks*(*UIrn,2nd dkStl*)	4287 3871 2695	✠100A1 9,35 ~~1,35~~ MS1,35	Liv Lon ✠LMC BS~~[illegible]~~,36	*x*	CL 2,34	1917 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields *'sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*)	370·3 P83'B132'F38' FK *CellDB*316'890*t*	50·4	25·8	Liverpool British 6*BHCem* *APT*31*t*	T.3Cy.28",46"&75"–48" (*r*) 180lb 484NHP 2SB,*8cf*,GS136,HS6642 FD JReadhead&Sons,Ld.	28 ″ 2 s 4 ″ 5¾ 24 ″ 0	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of Trade Cert.
34124 148049 GDZC	**Speedfast** *ss*Shl.No.2-32 1*Dk*(*Stl*) *Well deck*	1898 1489 1102	✠100A1 7,34 BS~~2,34~~ ✠LMC9,32 4,35	Shl	*q*	CL 7,34	1924 2mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HillSteamShippng Co.Ld.(Withering- ton&Everett, *Mgrs.*) *Cell*	268·0 Q106'B55'F30' FK *DB* 206' 384*t* *FPT*	37·9	17·6	Newcastle British 4*BHCem* 86*tAPT*173*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 200NHP 2SB,4*cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s1″10½ 18 ″ 1	
34125 PKRX	**Speelman** 1*Dk*	1030 712 538					1926	Wilton'sE. &SlpwyCo Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.$12\frac{13}{16}$"&$27\frac{9}{16}$"-$27\frac{9}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
34126 218003 KIDR	**Spencer Kellogg** (*ex*Romulus) *Longitudinalframing* *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	5307 — 3213					1919	Bethlehem S.B.Corp.Ld. Wilmington, Del.	KelloggS.S.Corp.	391·0 P98'B33'F43'	51·3	28·8	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
34127	**Sperantza** Iron&SteelTwinSc (*ex*Tala,*ex*Chrissi) *Carrying oil in bulk*	403 — 222					1904	Stabil. Tecnico Triestino Trieste	R.Anatra	180·0 H-	25·0	10·4	Naples Italian	C.4Cy.14"&28"-24" 64NHP Lobnitz&Co.Renfrew		
34128 DOCD	**Sperber** (*ex*Bonn) Wireless 1*Dk*	889 708 448					1922	Atlas- WerkeA.G. Bremen	ArgoReedA.G.	216·0 P125'F31'	32·7	13·0	Bremen German *WB*	T.3Cy.18⅛",29½"&45⅝"-29½" 112NHP Atlas-WerkeA.G.Bremen		G
34129 LCUX	**Spero** (*ex*Pacifico-34,*ex*TaigiMaru) 2*Dks*	3619 3309 2200					1919	AsakiS.B. Co.Ld. Osaka	E.B.Aaby	330·5 P17'B72'F39'	46·2	27·8	Oslo Norwegian *WB*	T.3Cy.24",39"&64"-42" 265NHP OsakaHatsudokiKKOsaka		V
34130 144935 GDWZ	— *ss*Sld.No.2-28 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1960 1359 981	✠100A1 3,31 BS8,29 ✠LMC7,28	Shl	*r*	CL 7,28	1920 11mo *Lloyd*	Murdoch & Murray,Ld. PortGlasgow '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*192'439*t*	269·9 P24'Q188'F26' FK *DTa*27'98*t* *FPT*68*t*	40·2	17·4	Newcastle British 4*BHCem* *APT*70*t*	T.3Cy.22",40"&65"-45" (*s*) 180lb 300NHP 2SB,6*cf*,GS123,HS4550 J.G.Kincaid&Co.Ld.Grk.	19 ″ 8 s 6 ″4½ 18 ″ 8	
34131 146509 GJND	— Ⓟ Wireless D.F. *CruiserStern* *Ref.Mchy.* 1*Dk*	1589 1194 817					1922	Dundee Shipbuilding CoLd.Dundee	Ellerman'sWilson Line,Ld.	257·0	37·0	17·0	Hull British *WB*	T.3Cy.17¾",30½"&53"-36" 169NHP Earle'sCo.Ld.Hull		C BT till ~~4,35~~ 3,36
34132 LEXL	**Spes** 1*Dk*	1124 976 656					1918	Trndhjms Mek.Værks. Trondheim	A/S Songvaar (T.Isaksen,*Mgr.*)	226·1 P16'B16'F27'	36·5	15·7	Xiansand Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V.Trondhm		N
34133 523	**Spetsai** Iron (*ex*Zephiros-33,*ex*Express,*ex*Bosphoros, *ex*NicolaosKavounides,*ex*Dunure, *ex*Cedar)	871 — 540					1878	D.&W. Henderson Glasgow	HellenicCoast Lines,Ld.	217·7 P46'B74'F46' alt.92	30·4	15·4	Piræus Greek	C.2Cy.30⅜"&68"-42" NB08 220NHP D.&W.Henderson,Gls.	15 ″ 9	
34134 148902 GLQF	**Speybank** TwinSc *OilEng.* *ss*Fal.No.2-34 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)	5154 4768 3118	✠100A1 *withfreeboard* ~~5,35~~ ~~8,34~~2,36 ~~DBS5,34~~ ✠LMC5,34 *Carrying vegetable oil in deep tank*	Fal ~~Bal~~ Mel DBS7,35	*a*†	CL P12,33 S8,34	1926 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*357' 115'	BankLineLd.(A. Weir&Co.*Mgrs.*) 1121*t* *Tanks 'tween* 251*t* *DTf*32' 1067*t*	420·3 FK *tunnels* *FPT*106*t* *APT*132*t*	53·9	26·5	Glasgow British 7 *BHpt Cem* (*Coll toSh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8¼	
34135 DHWA	**Spezia** D.F. 2*Dks*	1825 1573 1044					1924	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman.jr.	287·1 P&B210'F30'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"-37⅜" 192NHP A.G."Neptun,"Rostock		G
34136 143515 MKFG	**Sphene** (*ex*RiverTawe) *ss*Trn.No.3-2,32 *Mchy Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	815 583 413	✠100A1 11,34 BS~~8,34~~ ✠LMC2,32 7,35	Ayr	*k*	CL 11,34	1920 8mo *Lloyd*	London& Montrose S.&R.Co.Ld. Montrose '*sA&CP*	Wm.Robertson *Cell*	189·4 Q109'B11'F24' FK *DBf* 119'171*tFPT*	30·3	12·6	Glasgow British 3*BHCem* 55*tAPT*6*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb *100lb* 79RHP 1SB,3*cf*,GS63,HS2101 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″2½ 14 ″ 2½	
34137 105964 VJWP	— 3Mst Now "Dellie," see No. 37760 in Supplement *ss*Mel.3rdNo.3-11,32 *Mchy.Aft* *IronFloors* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	411 274 159	✠100A1 12,34 BS12,34 ✠LMC11,32	Mel	*f*	CL 11,32	1895 11mo	Scott& Sons Bowling A&CP	A.Auland	142·5 Q68'B9'F24' BK7" *WB*=	25·1	10·7	SydnyNSW British 3*BHCem* *FPT*18*t*	C.2Cy.20"&40"-27" (*s*) 110lb 65RHP 1SB,2*pf*,GS40,HS1270 Muir&Houston,Glasgow	12 ″ 1 s ″ 6 12 ″ 4	
34138 FOBJ	**Sphinx** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 7*Dks*	11375 8957 6724					1914	Atel.&Ch. delaLoire St.Nazaire	Soc.desServices Contractuelsdes MessageriesMarit.	478·0 B266'	60·7	40·6	Marseilles French *WB*	T.6Cy.28",46"&76"-53" 840NHP Atel&Ch.delaLoire,Nts.		V
34139 DDRT	**Spica** (*ex*Schwennau) Sub.Sig. 1*Dk*	1385 1150 869					1904	Act.Ges. "Neptun" Rostock	ErikLarsen (ErichAhrens, *Mgr.*)	256·5 P14'Q69'B110'F29'	35·9	15·2	Rostock German *WB*	T3Cy.17⅛",26¾"&44⅞"-$33\frac{1}{16}$" 115NHP A.G."Neptun,"Rostock		G
34140 LDUX	— (*ex*Falkeid-35,*ex*Christoffer Ellingsen) 1*Dk*	500 378 213					1915	Akers Mek.Værks. Oslo	DetBergenske Dampskslsk.	166·4 Q35*t*B60*t*H6*t*F17*t*	25·2	12·9	Bergen Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks.Oslo		N
34141 151 YLBU	**Spidola** (*ex*Brookvale,*ex*Arvonian) 1*Dk*&*deepframing*	2833 2588 1754				...	1905	Richardsn, Duck&Co. Stockton	P.Danneberg	331·3 P30'B170'F29' FK	47·6	22·6	Riga Latvian *WB*	T.3Cy.23½",39"&64"-42" 276NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
34142 205 OTSA	**Spidoleïne** TwinSc *OilEng.* *ss*Ant.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	*6190* *5424* *3285*	✠100A1 2,36 ~~4,35~~ DBS~~4,35~~ ✠LMC6,32 2,36 *Carrying Petroleum in bulk*	Ant	*z*	CL ~~3,35~~ 2,36	1928 2mo *Lloyd*	Atel.&Ch. deFrance Dunkirk '*sA&CP*	BelgianGulfOil Co.Soc.Anon. *CellDBuE*56'152*tD*	403·1 P92'B32'F40' FK *Tf*48'475*tFPT*118*t*	52·5	32·3	Antwerp Belgian 19*BHptCem* 6 ,, *to* 2*nd dk* *APT*63*t*	Oil Engines 2S.C SA 8Cy.23⅝"-41¾" 779NHP 2DB*180lb* Cie.deCons.Mécanique ProcédésSulzer,St.Denis	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
34143 124277 GQVJ	**Spilsby** To be Broken up *ss*Rot.No.3-2,23 *ss*Hpl.No.2-30 1*Dk*(*ptIrnptStl*)	3673 3376 2251	✠~~100A1~~ 5,34 ~~[illegible]~~ ✠~~[illegible]~~	Sws	*w*	CL 3,33	1910 4mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP* *WB*=	~~RopnerShipping~~ ~~Co.Ld.~~ *CellDBa*111'*uE*24'	346·5 P23'B99'F36' FK *f*153'831*tFPT*139*t*	50·8	23·2	Stockton British 6*BHCem* *APT*147*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb 323NHP 2SB,6*cf*,GS132,HS4927 Blair&Co.Ld.Stockton	25 ″ 8 s 4 ″4½ 21 ″ 5	
34144 LCYU	**Spinanger** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 2*Dks*	7429 6750 4422					1927	F.Schichau Danzig	Westfal-Larsen &Co.A/S	441·6 P416*t*H221*t*F15*t*	57·4	34·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.$26\frac{13}{16}$"-$47\frac{5}{16}$" 750NHP F.Schichau,Elbing		N

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero l'Ordre. Numero Official. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Official. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
34145 146611 GFLD	**Spirila** ssSng.No.2-30 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	5695 5263 3387	✠100A1 4,34 BS~~4,34~~ 9,35 ✠LMC9,30 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,22 F.P. above 150° F.*	Bkn	*z*	CL 4,34	1922 8mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE&B78'217tDTf32'316t FPT81tAPT136t*	411·5|53·4|31·0 P109'B26'F45' FK	London British *16BHptCem* (12 „ *to Udk* 4 „ „ *2nd* „)	T.3Cy.24½",42½"&74"-48" 220lb (s) 548NHP 3SB,9cf,GS184,HS7617 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 9 25 ″ 5¼	
34146 YTNK	**Split** Ⓟ (*ex*SplitD.) ~~ssFlu.No.3-12,21~~ ssSpt.2ndNo.2-4,35 ~~ssSsk.No.2-30~~ *1Dk(Stl-ws)&Shade dk* *(ptStl-teak s)*	896 833 503	✠100A1 *with freeboard* ~~4,35~~ ~~6,35~~ 3,36 BS6,35 4,35 ~~BS6,34~~ ✠LMC4,30 *For service in the Adriatic*	Ssk	*l*	CL ~~6,30~~ 2,35	1909 5mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Jadranska PlovidbaD.D. *Cell DBa31'u E15'f56'94tFPT23tAPT11t*	197·5|30·6|21·3 FK	Split Yugoslav *4BHCem*	T.3Cy.17½",29"&48"-30" (s) 180lb 81NHP 2SB,4cf,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s 1 ″ 5 12 ″ 10½	
Broken up 34147 116108	**Spokane** *Mchy.Aft* *1Dk&Spar dk*	2357 — 1975					1886	GlobeIron WorksCo. Cleveland,O.	SpokaneS.S.Co. (ReidTransitCo.)	311·8|38·2|20·8	Pt.Huron, Mich. Utd.States	C.2Cy.27"&50"-36" NB96 125NHP GlobeIronWorksCo.		
34148 149880 GMZQ	**Spondilus** *Oil Eng.* ssNwc.No.1-31 *Mchy.Aft* *Cruiser Stern* D.F. E.S.D. *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	7402 6758 4277	✠100A1 8,35 ~~11,34~~ DBS~~4,34~~ 8,35 ✠LMC5,31 *Carrying Petroleum in bulk*	Shl Sng		CL ~~3,34~~ 8,35	1927 9mo *Lloyd's A&CP*	Maats. Fyenoord Rotterdam	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE 69'285t DTf32'284t FPT162tAPT67t*	440·4|59·5|32·7 P99'B40'F62' FK	London British *15BHptCem*	Oil Engines 4S.C.DA 6Cy.32¼"-$59\frac{1}{16}$" 1200NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3¼ 26 ″ 8¾	
34149 119 YLBO	**Sports** (*ex*Gladstone, *ex*MargaritaCalafati, *ex*Jean) ssSyr.No.3-10,27 ssLie.No.1-33 *Spar dk(Stl)2trB&deep framing* *Cargo battens not fitted*	3283 2687 1549	✠100A1 *Spar dk* 7,34 BS~~4,34~~ 3,35 ✠LMC5,33	Bkn	*u*	CL 2,33	1909 8mo	NwprtNws S.B.&D.D.Co NewprtNews	M.Sandbergs&Co. *Cell DBa90'u E24'f136'538tFPT71tAPT117t*	311·0|46·1|21·8 P36'B94'F33' FK	Riga Latvian *5BHCem*	T.3Cy.22",37"&60"-42" (s) 180lb 271NHP 2SB,6cf,GS149,HS4400 NewportNewsSB&DD.Co.	24 ″ 6 s3 ″ 9¾ 20 ″ 10	
34150 FOYS	**Spramex** (*ex*Shellphalte, *ex*Leonor) TwinSc ssRou.No.1-33 *Mchy.Aft* *1Dk(Stl)* D.F. *Longitudinal framing at bottom & at deck*	2560 1785 956	✠100A1 4,36 ~~12,34~~ ~~10,35~~ ~~BS12,34~~ ✠LMC12,32 *Carrying Petroleum in bulk* BS3,36 *or* *Carrying Asphalt only, & limited to Centre Tanks 50° F.* *Fitted for oil fuel 11,28 F.P. above 150° F.*	Rou ~~Sou~~	*l*	CL 10,35 ~~S4,35~~	1928 11mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	SocAnonFrançaise desPetrolesShell	302·5|49·6|15·0 Q89'F29' *Trunk*187' FK *FPT*107t*APT*84t	Algiers French *9BHptCem* *pt Asp*	T6Cy.12¾",20½"&33¾"-$24\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 10½ 13 ″ 2¼	
34151 162284 MKCC	**Spray** *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	960 648 464	✠100A1 8,35 ~~2,35~~ ✠LMC11,32	Abn	*l*	CL 8,35	1932 11mo *Lloyd's A&CP*	Hall,Russell&Co.Ld. Aberdeen	Ellis&McHardy, Ld. *Cell DB147'244t DTf8'75t FPT50tAPT35t*	206·3|32·2|12·6 Q132'B17'F20' FK	Aberdeen British *4BHptCem* *pt Asp*	T.3Cy.16½",27½"&46"-33" 200lb (r) 169NHP 2SB,4cf,GS82,HS3000 Hall,Russell&Co.Ld.Abn.	51 ″ 0 s 4 ″ 0¾ 14 ″ 9¾	
34152 143692 MKJB	**Sprayville** (*ex*Pickmere) 3Mst ssBwg.No.3-3,34 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	466 321 192	✠100A1 3,34 BS~~9,33~~ 2,35 ✠LMC MS5,34	Bwg		CL 3,34	1920 11mo *Lloyd's A&CP*	Cochrane &Sons,Ld. Selby	JohnS.Monks,Ld.	152·0|25·2|10·8 Q86'B9'F25' FK *FPT*48t	Liverpool British *3BHCem* *APT*21t	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8¾ 11 ″ 10½	
34153 148908 GLQJ	**Springbank** TwinSc *Oil Eng.* ssFal.No.2-34 *1Dk(Stl)&* *Shelter dk(Stl-ws)*	5155 4768 3116	✠100A1 *with freeboard* 4,36 ~~3,35~~ DBS6,35 ~~BS3,34~~ ✠LMC7,34 *Carrying vegetable oil in deep tank*	Cal	*a*†	CL S6,34 ~~P10,32~~ P4,35	1926 5mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A. Weir&Co.*Mgrs.*) *Cell DB357'1121t tanks between tunnels115'251t DTf32'1067tFPT106tAPT132t*	420·3|53·9|26·5 FK	Glasgow British *7BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{7}{16}$"-$37\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
34154 220127	**Springfield** *Fitted for oil fuel* *2Dks*	5641 4985 3504					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates ShippingBoard Bureau	410·5|54·2|27·0 P60'B114'F47'	Portsmth, N.H. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp. Portsmouth,N.H.		
34155 PHQN	**Springfontein** Ⓟ ssAms.No.3-6,34 *2Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shelter 'tween dks*	6406 5371 4043	✠100A1 *Shelter dk* *with freeboard* ~~7,35~~ ~~8,35~~ ✠LMC6,34 BS6,35	Ams ~~C.Tn~~	*a*†	CL ~~N6,33~~ 8,35	1921 12mo *Lloyd's A&CP*	Lithgows, Ld. Pt.Glasgow	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats HollandAfrika LijnN.V.*Mgrs.*) *Cell DB360'1181tDTa36'1109t*	423·3|56·0|28·7 *Intermediate 'tween dk BH in after hold dispensed with* FK	Amstrdam Dutch *Cem* *1BHtoSh dk* 5 „ „ *U* „ 1 „ „ *2nd* „ *only* *APT*31t	T.3Cy.27",45"&74"-51" (s) 180lb 565NHP 3SB,9cf,GS193,HS8533 FD Rankin&Blackmre,Ld.Grk	31 ″ 4 s 5 ″ 0¾ 26 ″ 5¾	
34156 LEXR	**Spröit** (*ex*BraattII) *Mchy.Aft* *1Dk*	588 483 293					1918	Rosenberg Mek.Verks. Stavanger	SkibsA/S Sjofna (C.A.Olsen,*Mgr.*)	170·5|28·1|12·4 F24tP45tH18t	Oslo Norwegian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMek.Verk. Bergen		N
34157 150845	**Sprucebay** (*ex*Soutier) TwinSc *Mchy.Aft* *1Dk*	1238 821 646					1920	Atel.&Ch. Mar.duSud-Ouest Bordeaux	SprucebayS.S.Co. Ld.(TreeLineNav. Co.Ld.)	218·8|34·3|12·3 P75'F29'	Montreal British *WB*	T.6Cy.12¼",19"&31½"-17½" 83NHP Soc.Marseillaise deConst. Mécaniques,Marseilles		V
34158 LCKL	**Spurt** (*ex*Craincreek) Sub.Sig. *1Dk*	2061 1814 1219					1918	Gt.Lakes Eng.Works Ecorse,Mich.	SkibsA/SLundegaard(Lundegaard&Sönner, *Mgrs.*)	254·2|43·7|20·2 P69tF35tH103t	Farsund Norwegian *WB*	T3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Works.Det.		N
34159 106 SYEX	**Spyros** (*ex*Balgowan-34 *ex*AdmiralCodrington) ssGls.No.3-2,34 *1Dk(Stl)&Shelter dk(Stl)*	6629 6329 4139	✠100A1 *Shelter dk* *with freeboard* ~~10,34~~ 11,35 BS2,35 ✠LMC2,34	Ham Nwc	*z*	CL ~~10,34~~ 1,36	1918 2mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	~~S.G.Bazis~~ Aegeon S.S.Co.Ld. *1 Intermediate Bulkhead in forehold dispensed with* *Cell DB358'1151t FPT109tAPT128t*	420·0|54·0|34·4 26·4 FK	Argostoli Greek *6BHCem* *Coll BHtoSh dk* 5 „ *2nd* „	T.3Cy 27",44½"&75"-54" (s) 180lb 567NHP 3SB,9cf,GS222,HS8313 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 0 s 3 ″ 9¾ 25 ″ 5½	
34160 YTNL	**Srbin** Ⓟ (*ex*Sparta) ssTri.No.3-8,25 ssSsk.No.2-33 *1Dk&Shade dk*	982 — 602	✠100A1 *Shade dk* *with freeboard* 1,36 ~~12,34~~ BS2,36 ~~BS~~ ✠LMC2,33	Ssk	*m*	CL 12,34	1913 8mo *Lloyd's A&CP*	Hall,Russell&Co.Ld. Aberdeen	Jadranska PlovidbaD.D. *Cell DBa41'uE17'f84'148t*	215·7|30·6|14·0 BK7"	Susak Yugoslav *4BHCem*	T.3Cy.17½",29"&47"-33" (r) 180lb *100lb* 193NHP 2SB,4cf,GS68,HS3000 FD Hall,Russell&Co.Ld.Abn.	15 ″ 0 s 1 ″ 0¾ 14 ″ 9½	
34161 YTEF	**Srebreno** (*ex*Leopoldina) ssTri.2ndNo.3-11,27 ssNap.No.1-31 *1Dk(pt Irn&pt Stl)2trB&deep framing 3Dk rule*	3304 3127 2070	✠ ~~[illegible]~~ 3,36 *with freeboard* ~~7,35~~	Spi	*v*	CL 4,34	1901 10mo A&CP	J.Readhead&Sons SouthShields	DubrovackaParobrodskaPlovidba *Cell DBa110'uE20'f186'787tAPT36t*	331·0|47·1|25·0 P41'B93'F33' FK	Dubrovnik Yugoslav *5BHCem*	T.3Cy.24",40"&64"-42" (r) 160lb NDB23 278NHP 2SB,6rf,GS116,HS4366 J.Readhead&Sons,S.Shl.	26 ″ 6 ~~s 4 ″ 4½~~ ~~22 ″ 4~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34162 YTEE	**Srgj** ssTri.2ndNo.3-9,28 ssSpt.No.1-32 *1Dk(ptIrn&ptStl)2trB &deep framing3Dkrule*	3644 3342 2354	✠100A1 6,35 ~~7,34~~ MS9,32 BS2,36 ~~6,35~~	Spt ✠LMC	*v*	CL ~~5,33~~ 6,35	1905 1mo *Lloyd*	J.Readhead&Sons South Shields *'sA&CP*	DubrovackaParobrodskaPlovidba *WB=CellDBa*	341·0 P32'B140'F41' *116'uE20'f142'804t*	46·6	25·9 FK	Dubrovnik Yugoslav *6BHCem* *APT72t*	T.3Cy.24",40"&65"–45" (*r*) 160lb 295NHP 2SB,*6cf*,GS116,HS4590 J.Readhead&Sons,S.Shl.	27 ″ 4 s 4 ″ 2½ 23 ″ 3¾	
34163 PHQS	**Stad Amsterdam** D.F. 1*Dk*	3780 3477 2322					1920	NVSchpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadAmsterdam" (Halcyon-Lijn, *Mgrs.*)	341·9 P28'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.$24\frac{4}{5}$",41"&$66\frac{4}{5}$"–$45\frac{1}{5}$" 300NHP Thyssen&Co.A.G.Mülheim		G
34164 PHQX	**Stad Arnhem** D.F. Sub.Sig. 1*Dk*	3819 3477 2376					1920	NV Schpw. Dordrecht Dordrecht	N.V.Arnhemsche Scheepsv.Maats. (Halcyon-Lijn, *Mgrs.*)	340·0 P28'B102'F36'	49·7	27·7	Rottrdam Dutch *WB*	T.3Cy.$24\frac{4}{5}$",$40\frac{9}{10}$"&$66\frac{9}{10}$"–$45\frac{3}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
34165 PHRC	**Stad Dordrecht** D.F. Sub.Sig. 1*Dk*	3781 3477 2321					1920	NV Schpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadDordrecht" (Halcyon-Lijn, *Mgrs.*)	341·9 P29'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.$24\frac{4}{5}$",$40\frac{9}{10}$"&$66\frac{9}{10}$"–$45\frac{3}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
34166 PHRG	**Stad Haarlem** ssRot.No.1-33 D.F. 1*Dk*(*Stl*)	4518 4187 2738	✠100A1 6,35 ~~4,34~~ BS~~4,34~~ 5,35	Rot Ams ✠LMC7,33	*y*	CL ~~6,32~~ 6,35	1929 5mo *Lloyd*	Lithgows, Ld. PortGlasgow *'sA&CP*	Halcyon-Lijn *CellDB329' 954t Po*	384·7 P29'B238'F44' *opT'205t FPT 116t*	52·0	26·1 FK	Rottrdam Dutch *6BHptCem* *APT140t*	T.3Cy.25",42"&70"–48" 200lb (*s*) 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&Blackmre,Ld.Grk	28 ″ 6 s 4 ″ 0 24 ″ 8¾	
34167 PHRR	**Stad Vlaardingen** ssRot.No.2-34 D.F. 2*Dks*(*Stl*)3rd *dk*(*Stl*) *inNo.1hold* *Hatch covers dispensedwith in'tween decks*	8501 8012 5253	✠100A1 2,36 ~~1,35~~ BS~~12,34~~ 1,36	Rot ✠LMC1,34	*d*†	CL ~~1,34~~ 2,36	1925 5mo *Lloyd*	FlensburgerSchiffsb.Ges. Flensburg *'sA&CP* *CellDB412'*	Halcyon-Lijn *1870t DTa19'200t*	470·0 F73' *DTf41'1353tFPT1*	59·3	35·4 FK	Rottrdam Dutch *8BHptCem ptAsp* *75tAPT142t*	T.3Cy.$31\frac{1}{8}$",$50\frac{13}{16}$"&$84\frac{1}{8}$"–$53\frac{7}{8}$" 185lb (*s*) 699NHP 4SB,*12cf*,GS212,HS10010 FD FlensburgerSchiffsb.Ges.	38 ″ 1 s 9 ″ 10¾ 28 ″ 4½	
34168 PHSB	**Stad Zaandam** Sub.Sig. 1*Dk*	2058 1794 1235					1919	J.Meyer's Scheepsb.Mij. Zalt-Bommel	N.V.Stoomb.Mij. "StadZalt-Bommel"(Halcyon Lijn, *Mgrs.*)	280·9 P18'B69'F32'	41·4	19·3	Rottrdam Dutch *WB*	T.3Cy.$21\frac{3}{5}$",$32\frac{3}{10}$"&$53\frac{1}{5}$"–$36\frac{1}{5}$" 170NHP Thyssen&Co.A.G.Mülheim		G
34169 PHSG	**Stad Zalt-Bommel** Sub.Sig. 1*Dk*	2055 1794 1230					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	N.V.Stoomb.Mij. "StadZalt-Bommel"(Halcyon Lijn, *Mgrs.*)	279·0 P99'B72'F26'	41·0	21·3	Rottrdam Dutch *WB*	T.3Cy.$20\frac{4}{5}$",$32\frac{2}{5}$"&55"–$35\frac{2}{5}$" 80NHP Werkspoor,Amsterdam		G
34170 PHSL	**Stad Zwolle** Sub.Sig. 1*Dk*	2117 1794 1218					1920	J.Meyer's Scheepsb.Mij. Zalt-Bommel	N.V.Stoomb.Mij. "StadZalt-Bommel"(Halcyon Lijn, *Mgrs.*)	281·0	41·4	19·3	Rottrdam Dutch *WB*	T.3Cy.$19\frac{7}{10}$",$32\frac{5}{16}$"&$53\frac{3}{16}$"–$36\frac{1}{5}$" 170NHP Thyssen&CoA.G.Mülheim		G
34171 154474 VGJN	**Stadacona** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom&at decks*	9181 8730 6711					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	582·0 F44'	60·2	28·3	Montreal British *WB*	T.3Cy.24½",41½"&72"–48" E*made*18 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		C
34172 LEXT	**Stadion II** 1*Dk*	629 506 318					1914	Nylands Værksted Oslo	A/S Stadion (J.B.Stang)	176·4 P33*t*H43*t*F6*t*	29·7	14·1	Oslo Norwegian *WB*	T.3Cy.13½",21"&36"–27" 67NHP NylandsVærksted,Oslo		N
34173 DGCS	**Stadt Emden** (*ex*AdelineHugo Stinnes3,*ex*KronprinsGustaf) Sub.Sig. 1*Dk*&*Trunk dk*	5180 4231 3261					1901	Howaldtswerke Kiel	~~A.G.fürHandel u. Verkehr~~ KauffahrteiA.G.	406·2 P28'F38'	52·5	23·1	Emden German *WB*	T.3Cy.26½",42",&69"–43" 312NHP Howaldtswerke,Kiel		G
34174 DNDN	**Stadt Rüstringen** Ⓟ TwinSc 1*Dk*	400 289 148					1927	J.Frerichs &Co.A.G. Einswarden	Jade-seebäderdienst A.G.	165·0 B25'F44'	26·4	9·3	Rüstringn German *WB*	T6Cy.$10\frac{7}{8}$"$17\frac{5}{16}$"&$30\frac{5}{16}$"–$23\frac{5}{8}$" 45NHP Frerichswerk,Osterholz		G
34175 161082 GSRZ	**Staffordshire** Ⓟ TwinSc4Mst ssLiv.No.1-33 *OilEng.* *Ref.Mchy.* D.F. 3*Dks*(*Stl-U*ws) *CruiserStern*	10595 7719 6609	✠100A1 8,35 ~~11,34~~ DBS~~11,34~~8,35 ✠LMC CS12,32 ~~1,34~~ 12,35	Liv	*f*†	CL 11,34	1929 1mo *Lloyd*	Fairfield SB&E.Co.Ld Glasgow *'sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cell*	483·6 P51'B265'F78' *DB420'1659t FPT*	62·2	32·0 FK	Liverpool British *8BHptCem* *41tAPT85t*	Oil Engines 2S.C.SA 16Cy 28"–39" 2196NHP DB*120lb* FairfieldS.B.&E.Co.Ld.Gls	36 ″ 6 s 7 ″ 2¾ 29 ″ 7¼	BT till ~~4,35~~ 2,36
34176 PKEY	**Stagen** 1*Dk*	2539 2293 1510					1919	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F28'	46·3	20·6	Batavia Dutch *WB*	T.3Cy.$21\frac{5}{8}$",$35\frac{3}{8}$"&$57\frac{1}{8}$"–$41\frac{3}{8}$" N.V.Burgerhouts 218NHP Mch.&Schpw.Rot.		V
34177 99969 MQPJ	**Staghound** 3Mst ssP.Gl.3rdNo.3-6,24 ssBkn.No.2-33 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*)	468 360 184	✠100A1 3,35 ~~12,34~~ ✠NB8,09 MS10,35	Bkn Ayr ✠LMC BS~~[illegible]~~7,35	*h*	CL ~~10,33~~ 3,35	1894 4mo	AilsaS.B. Co. Troon A&CP	MonroeBros.Ld. (MonroeBros. *Mgrs.*) *WB*	170·0 Q93'B10'F27' *=DBf10' 18t FPT*	25·6	11·6 BK7"	Glasgow British *3BHCem* *48tAPT10t*	C.2Cy.21"&42"–30" (*s*) 110lb 69RHP 1SB,*3pf*,GS63,HS1376 Muir&Houston,Glasgow	12 ″ 7 s 4 ″ 2½ 12 ″ 9	
34178 DOOQ	**Stahleck** Sub.Sig. 2*Dks*	1663 1042 907					1923	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3 P12'B157'F26'	36·3	15·2	Bremen German *WB*	T.3Cy.$19\frac{3}{4}$",$31\frac{1}{2}$"&$53\frac{1}{8}$"–$35\frac{1}{2}$" 165NHP A.G."Weser,"Bremen		G
34179 161017 GPWM	**Stakesby** ssCff.No 1-34 1*Dk*(*Stl*)	3900 3480 2339	✠100A1 ~~7,34~~ ~~8,33~~ ~~6,35~~ 4,36 MS7,34	Cff ~~Sun~~ ✠LMC BS10,34	*x*	CL 6,34	1930 6mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland *'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	365·6 P33'B220'F37' *CellDB316'905t*	51·0	23·5 FK	Whitby British *6BHCem* *APT135t*	C.4Cy.(2)$18\frac{3}{8}$"(2)$39\frac{3}{8}$"–$39\frac{3}{8}$" 210lb *180lb* (*s*) 277NHP 2SB,*6cf*,GS113,HS4880 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 1½ 22 ″ 7½	
34180 OXTA	**Stal** ssAbg.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2242 1967 1311	✠100A1 *Shelter dk withfreeboard* 12,34 BS3,35	NYk ✠LMC1,34	*t*	OG 10,33	1921 10mo	A/S Baltica Værftet Copenhagen A&CP *Interm*	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *ediate BH in fore* *CellDB262'641t*	301·9 F32'*onShelter dk* *hold dispensed with* *FPT51tAPT65t*	44·2	19·3 FK	Copnhagn Danish *ptCem* *1BHtoShdk* 3 „ „ *U* „	1DR geared SteamTurbine 200lb (*s*) 221NHP 2SB,*4cf*,GS61,HS2740 FD SvenskaTurbinfabriks, A/B Ljungström,Finspong	21 ″ 11 s 1 ″ 3¾ 20 ″ 10	
34181 LEXU	**Stalheim** 4Mst 1*Dk*	1469 1311 876					1912	Fredrkstad Mek.Værks. Fredrikstad	A/S Standard (J.B.Stang,*Mgr.*)	243·0 P24'B98'F29'	39·3	17·3	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
34182 UOHW	**Stalingrad** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	45·9	26·1	Vladvostk Russian	T.3Cy.$22\frac{7}{16}$",37"&$59\frac{1}{8}$"–$39\frac{3}{8}$" 220NHP BalticS.B.&Eng.Wrks.Len		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
34183 SVRJ	**Stamos** (*ex*Reading-34) *ss*Bry.No.3-4,27 *ss*Shl.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3801 3627 2396	✠100A1 *Shelter dk* *withfreeboard* 2,34 BS6,35 ~~[illegible]~~ ✠LMC4,32	Bry	*x*	CL ~~4,32~~ 6,35	1914 11mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	S.&D.Fafalios *Cell DBa 125' uE&B43' f162' 1130t APT145t*	374·9	51·3	23·7 FK	Chios Greek 6*BHCem*	T.3Cy.25",41"&69"-48" (*s*) 180lb 367NHP 3SB,9*cf*,GS156,HS5796 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 7 23 ″ 9½	
34184 195 ICIG	**Stampalia** Ⓟ (*ex*KongSigurd) Wireless 1*Dk*&*Spar dk*	1228 1083 714					1907	Fredrkstad Mek.Værks. Fredrikstad	Cia.Adriaticadi Nav.	232·6 P57*t*H59*t*F18*t*	32·6	19·7	Venice Italian *WB*	T.3Cy.17½",29"&48"-33" 132NHP FredrikstadM.V Frdstad.		I
34185 49 ICIH	**Stamura** Ⓟ TwinSc *CruiserStern* Wireless 2*Dks*	1463 1196 701					1929	Cant.Nav. Riuniti Ancona	Cia.Adriaticadi Nav.	247·5	35·4	22·2	Ancona Italian *WB*	T.3Cy.15⅝",25¼"&41$\frac{7}{16}$"-28⅝" 91NHP Cant.Nav.RiunitiAncona		I
34186 1585 FNNQ	**Stanasfalt** *ss*Rou.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing at bottom & at deck* *Rudder Electrically Welded*	2468 2226 1436	✠100A1 *withfreeboard* ~~1,35~~11,35 BS~~[illegible]~~ 4,36 ~~[illegible]~~ ✠LMC1,33 *Fitted for oil fuel* 4,29 *F.P. above 150° F.* *Carrying Liquid Asphalt or oil in bulk F.P. above 150° F. in cylindrical tanks*	Rou		CL 1,35	1929 4mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	Soc.Auxiliaire de Transports *CellDBuE&B47' 67t FPT115t APT15t*	290·4 F31'	49·2	20·0 FK	Rouen French *BHCem*	T.3Cy.14½",24"&39½"-27" 180lb (*s*) 136NHP 1SB,3*cf* HS2218 FD Palmers'Co.Ld.Newcastle	19 ″ 6 s 7 ″ 10 11 ″ 10	
34187 200 YLFP	**Stancor** (*ex*Alburn,*ex*Algardi, *ex*Cherrybrook) *ss*Hpl.2ndNo.3-1,29 *ss*Tln.No.1-34 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	790 676 392	✠100A1 ~~6,33~~ ~~3,34~~ 4,36 BS4,35 ✠LMC1,34	Ply ~~Npl~~Cff	*k*	OG ~~12,33~~ 4,36	1904 8mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	V.Zatorskis *DBa40' CellDBuE15' DBuB16' f83' 190t FPT23t APT19t*	190·0 Q97'B17'F21'	30·0	13·0 FK	Riga Latvian 4*BHCem*	T.3Cy.16½",27"&44"-30"(*r*) 160lb *100lb* NDB27 109NHP 1SB,3*pf*,GS57,HS1680 Richardsons,Westgarth& Co.Ld.Mdb.	15 ″ 0 s 4 ″ 3½ 14 ″ 4½	
34188 213154 WOCZ	**Standard** (*ex*Jupiter) *ss*N.Yk.No.3-5,27 *ss*N.Yk.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	9724 9418 6138	✠100A1 *Shelter dk* *withfreeboard* ~~9,35~~ ~~2,35~~ 4,36 BS~~[illegible]~~ 4,36 ✠NB2,16 ✠LMC10,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,15 *F.P. above 150° F.*	Gal NYk	*g*†	CL ~~5,34~~ 9,35	1914 3mo	Howaldts-werke Kiel A&CP	~~Standard Shipping Co.~~ Standard Oil Co.of New Jersey *WB=CellDBuE&B95' 422t DTf58' 579t FPT257t*	523·8	68·7	34·6 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (12 *to Udk* 5 ,, *2nd* ,,)	Q.4Cy.27⅝"40"57"&81¼"-57" 203lb (*s*) 646NHP 3SB,12*cf*,GS219,HS8700 FD Howaldtswerke,Kiel	34 ″ 7 s 5 ″ 5½ 29 ″ 4½	
34189 LEXW	— 1*Dk*	1264 1098 727					1930	Smith's DockCo.Ld. Middlesbro'	A/S Standard (J.B.Stang,*Mgr.*)	242·9 P46*t*'H70*t*	37·0	16·0	Oslo Norwegian *WB*	T.3Cy.17½",28½"&47"-33" 127NHP Smith'sDockCo.Ld.Mdb		N
34190 214196 WSCW	**Standard Arrow** *ss*N.Yk.No.3-5,28 *ss*N.Yk.No.1-32 *Mchy Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	7794 7385 4801	✠100A1 *Shelter dk* *withfreeboard* ~~[illegible]~~ ~~9,34~~ 9,35 BS7,35 ~~BS12,33~~ ✠LMC12,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above 150° F.*	NYk Gal	*d*†	CL 12,33	1916 8mo	NewYork S.B.Co. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *CellDBa23' uE&B76' 463t DTf40' 441t FPT229t APT131t*	467·6	62·7	32·0 FK	NewYork Utd.States 16*BHptCem* (10 *to Udk* 6 ,, *2nd*,,)	Q4Cy.24½",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 ″ 0 s4 ″ 2 28 ″ 0½	
34191 206044 KDWA	**Standard Portland Cement** (*ex*CliffordF.Moll-33) *Mchy.Aft* 1*Dk* D.F. GyC.	5141 — 3894					1909	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	444·0	56·2	29·0	BuffaloNY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP GreatLakesEng.Works		R
34192 222799 KFSS	**Standard Service** TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* Wireless D.F.	1271 — 765					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo. of California	210·0 P65'F28'	41·0	16·1	S.Frncisco Utd.States	Oil Engines connected to Electric Motor & Sc. shaft 12Cy.13"-19½" 197NHP PacificDiesel Eng.Co.S.Fo. GenElecCoSchnectadyNY		
34193 LDEJ	Stanford TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks*	4803 4303 2919					1928	Helsingörs Jernsk&Msk. Elsinore	A/S Standard (J.B.Stang,*Mgr.*)	387·8 H344*t*	54·2	25·8	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Burmeister&Wain,Cpn.		N
34194 147573 MLSF	**Stanhope** (*ex*Sandhill-34, *ex*LondonTrader, *ex*Estoril, *ex*Tekelderdiep) *ss*Lon.No.3-1,24 *ss*Sld.No.2-32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	505 378 242	100A1 2,35~~10,34~~ BS~~2,34~~ 2,35 LMC7,32	Sld Nwc		CL ~~2,34~~ 2,35	1920	Gebr.Boot Leiderdorp	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.*Mgrs.*) *CellDB88' 140t FPT37t*	163·3 RQD57'B13'F23'	25·6	10·8 FK	London British 3*BHCem*	T.3Cy.12⅝",20½"&33¾"-23⅝" 180lb (*s*) 57RHP 1SB,3*pf*,GS50,HS1856 Koninkl.Nederl. Grofsmederij,Leiden	12 ″ 11 s ″ 11¾ 12 ″ 0	
34195 UOWM	**Stanislav Kossior** (*ex*Germanic) *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	6320 5975 3912	✠ 10,31 ✠	Nwc	*a*†		1931 10mo	Swan,Hunter&Wigham Richardson. Ld Newcastle	U.S.S.R. *CellDBuE75' 296t DTf38' 571t FPT97t APT116t*	420·5 P108'B28'F38'	57·3	32·1 FK	Odessa Russian 15*BHptCem* (11 *to Udk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP Barclay,Curle&Co.Ld.Gls.	32 ″ 4	
34196 LCYV	**Stanja** 1*Dk*	1845 1615 1104					1915	Nylands Værksted Oslo	A/S Standard (J.B.Stang,*Mgr.*)	265·2 P53*t*B72'H82*t*F29'	42·1	18·7	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP NylandsVærksted,Oslo	20 ″ 0	N
34197 218768 KISJ	**Stanley** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6463 5980 4712					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	401·7 P34'F43'	54·8	32·1	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
34198 94630	— 2*Dks*	914 764 395			...		1888	Fairfield Co.(Lim.) Glasgow	~~CanadianGovernment~~ J.Simon	207·8	32·0	17·9 FK	HalifaxN.S British *WB*	T.3Cy.24",40"&63"-42" 257NHP FairfieldCo.(Lim.),Gls.	20 ″ 3	
34199	— Ⓟ (*ex*Chutatutch-32, *ex*Christiansted) *ss*Bgk.No.3-6,17 *ss*Bgk.No.2-24 1*Dk* *Fitted for oil fuel*	322 220 167	✠ ~~[illegible]~~ 2,32 ✠	Bgk	*e*		1904 6mo	Helsingörs Jernsk&Msk. Elsinore	T.S.Hsu *CellDBa&uE32' 30t*	141·1 P11'B42'F23'	24·6	9·8 FK	Swatow Chinese 4*BHCem*	T.3Cy.12¼",19"&31"-18" 60NHP 1SB,2*cf*,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6	
34200 215293 WCDM	**Stanley Dollar** (*ex*Warszawa, *ex*Erny) *ss*S.Fo.No.3-3,27 *ss*S.Fo No.2-34 ~~*ss*S.Fo.No.1,31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) *2nd dk*(*Stl*)*in Nos.*1,2,4&5*holds*	5929 5429 3742	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~11,34~~ ✠LMC BS~~[illegible]~~5,35 MS11,34 *Fitted for oil fuel* 7,23 *F.P. above 150° F.*	SFo	*z*	CL 2,33	1914 4mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	DollarTerminal S.S.Co. *CellDBa146' uE&B44' f160' 1443t APT14t*	401·4 B152'F34'*on Shelter dk*	51·8	22·9 FK	S.Frncisco Utd.States 8*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 7 ″ 1 27 ″ 2	

Now "Susana," *see No.*40068 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34201 134944 MJWZ	**Stanley Force** ssBkn.No.3-2,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	586 392 243	✠100A1 12,35 ~~8,33~~ BS9,34	Goo Bwg ✠LMC2,33	*h*	CL ~~8,33~~ 11,35	1920 3mo *Lloyd*	R.William-son&Son Workington '*sA&CP*	WestCoastShippingCo.Ld.(W.S.Kennaugh&Co. *Mgrs.*)	165·9 Q100'B9'F21' FK *CellDB*/97'123*t*	26·7	11·0	Whitehvn British 3*BHptCem* *FPT*38*t*	T.3Cy.13",21½"&35"-27" (*s*) 180lb *100lb* 62RHP 1SB,3*pf*,GS51,HS1605 W.Beardmore&Co.Ld.Gls.	13 " 2 s 4 " 5½ 13 " 0½	
34202 143962 MJTG	**Stanmore** (*ex*Wooler-34,*ex*Jolly Kate,*ex*Marsdiep) *Mchy.Aft* 1*Dk*	538 377 218					1918	D.Boot Alphen a/d Rijn	StanhopeS.S.Co.Ld.(J.A.Billmeir&Co.*Mgrs.*)	164·9 Q98'B11'F23'	25·5	10·8	London British	T.3Cy.14",22"&31"-24" 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam		V
34203 214500 KJZA	**Stanwood** Wood *Fitted for oil fuel* 1*Dk*	1129 — 627					1916	Kruse&Banks N.Bend.Or.	StanwoodS.S.Co.(W.R.Chamberlin&Co.*Mgrs.*)	206·0	42·0	16·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" MainI.Wks. 88NHP SanFrancisco,Cal.		
34204 DOBZ	**Star** Sub.Sig. D.F. 2*Dks* *CruiserStern*	1724 1392 750					1927	J.Frerichs&Co.A/G Einswarden	AtlasLevante-LinieA.G.(DeutscheLevante-Linie G.m.b.H.*Mgrs.*)	275·5 P14'F254'	42·2	15·5	Bremen German *WB*	T.3Cy$23\frac{5}{8}$",$38\frac{3}{16}$"&62"-$41\frac{5}{16}$" 247NHP A.G."Neptun,"Rostock		G
34205 LEXY	— (*ex*Troldfos) *ss*Osl.No.3-6,34 1*Dk*(*Stl*)	1532 1349 865	✠100A1 ~~12,34~~ 11,35 BS7,35	Cff Gls ✠LMC6,34	*q*	CL 12,34	1922 2mo *Lloyd*	Ardrossan D.D.Co.Ld. Ardrossan '*sA&CP*	A/S Standard (J.B.Stang,*Mgr.*)	255·5 P22'B&F212' FK *CellDB*215'453*t FPT*	39·4	16·6	Oslo Norwegian 4*BHCem* 42*tAPT*35*t*	T.3Cy.19",32"&52"-36" (*s*) 180lb 203NHP 2SB,6*cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk	18 " 8	
34206 61 SUBN	**Star of Alexandria** (*ex*Anjer-34) *ss*Osl.No.3-4,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Uruguay," *see No.* 40459 *in Supplement*	5083 4627 3697	✠100A1 *Shelter dk withfreeboard* 11,35 ~~11,34~~ *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Ams Bry BS6,35 ✠LMC5,34	*u*	OG ~~3,34~~ 11,35	1921 9mo *Lloyd*	N.V.Schps "DeMaas" Slikkerveer '*sA&CP*	AlexandriaNav.Co.S.A.E.	359·4 FK *Cell DB*304'972*tFPT*28	50·2	30·0	Alexndria Egyptian 6*BHCem* *tAPT*122*t*	T.3Cy.$23\frac{7}{16}$",38⅜"&63"-41" 185lb (*s*) 388NHP 3SB,9*cf*,GS147,HS5943 FD Gebr.Stork&Co.Hengelo	32 " 6 s 8 " 8½ 24 " 0¾	
34207 34 SUBP	**Star of Cairo** (*ex*Chatham, *ex*Lingfield) *ss*Rot.No.3-12,23 *ss*Shl.No.2-32 1*Dk*(*Stl*)	4112 3875 2587	✠100A1 ~~9,25~~ ~~7,34~~ 12,35 BS~~8,34~~ 10,35	Npt ~~Cff~~ Liv ✠LMC9,32	*x*	CL ~~9,32~~ ~~0,35~~ 12,35	1910 8mo *Lloyd*	Irvine'sSB&D.D.Co.Ld. WHartlepool '*sA&CP*	AlexandriaNav.Co.S.A.E.	365·2 P23'B234'F32' FK *CellDBa*125' *uE&B*43' *f*151'	51·3	26·0	Alexndria Egyptian 6*BHCem* 882*tFPT*67*t*	T.3Cy.26",42½"&70"-48" (*s*) 180lb 397NHP 3SB,9*cf*,GS152,HS6524 Richardsons,Westgarth&Co.Ld.Hpl. *APT*108*t*	28 " 4 s 3 " 11¾ 24 " 6¾	
34208 59 SUBD	**Star of Egypt** (*ex*General Smuts-34,*ex*Phœbus) *ss*Mil.No.3-1,34 2*Dks*(*Stl*)	4365 4079 2677	✠100A1 ~~12,34~~ 11,35 BS4,36 MS10,33 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Npt ✠LMC ~~BS4,35~~	*y*	CL ~~2,34~~ 11,35	1921 3mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	AlexandriaNav.Co.S.A.E.	386·7 P36'Ba21'B113' Bf21'F42' FK *CellDB*327' 848*t FPT*97*t*	52·8	26·3	Alexndria Egyptian 6*BHptCem* *APT*20*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 " 6 s 5 " 5¼ 23 " 4	
34209 232927 WEFW	**Star of Hollywood** (*ex*City of Panama-34,*ex*La Playa-33,*ex*Playa Ensenada-32,*ex*Chiapas, *ex*Mistletoe) *Fitted for oil fuel* 1*Dk*2*nd dk in Nos.*1&3 *holds*	1488 — 864				...	1918	Greenock Grngemouth Dckyd.Co.Ld Grngemouth	MartinS.Lewis,Jr.	254·6 P&B167'F29' FK	35·2	17·2	L.Angeles Utd.States *WB*	T.4Cy.22½",36"&(2)41"-27" NDB21 228NHP Dunsmuir&JacksonLdGls.	18 " 0	
34210 SUBO	**Star of Ramleh** (*ex*Alness-33) 2*Dks*	*3683* *3420* *2225*					1920	RopnerS.B.&Repg.Co.(Stn.)Ld. Stockton	AlexandriaNav.Co.S.A.E.	346·7	51·0	24·1	Alexndria Egyptian *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
34211 LEYC	**Stargard** 1*Dk*	1113 977 657					1915	Trndhjms Mek.Værks. Trondheim	A/S Standard (J.B.Stang,*Mgr.*)	226·5 P12'B52'H57*t*F26'	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMVTrndheim		N
34212 7698 SEBN	**Starke** TwinSc (*Ferry&Icebreaker*) GyC. 2*Dks* Sub.Sig. *CruiserStern*	2459 2232 706					1930	Deutsche Werke Kiel A.G. Kiel	SvenskaStatens Järnvägar	305·5 F89'	52·1	23·3	Trelleborg Swedish *WB*	T.6Cy.$24\frac{7}{16}$",39"&63¾"-35¾" 487NHP Akt.Lindholmen-Motala		G
34213 162483 MPWY	**Starling** *ss*Lon.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1320 954 628	✠100A1 *withfreeboard* 2,35 ✠Lloyd'sRMC~~1,35~~ ~~6,35~~ 12,35	Lon BS1,36 ✠LMC2,35	*q*	CL 1,34	1930 10mo *Lloyd*	AilsaS.B.Co.Ld. Troon '*sA&CP*	GeneralStm.Nav.Co.Ld.	246·0 B62' FK *CellDB*202'335*tFPT*	40·2	12·8	London British 5*BHCem* (*Coll to Sh dk* 4 " 2*nd* ") 42*tAPT*11*t*	T.3Cy.18",29"&48"-36" (*s*) 200lb 201NHP 2SB,6*cf*,GS118,HS3650 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	
34214 145609 CYML	**Starmount** (*ex*Pabjune) *Mchy.Aft* 1*Dk*	1859 1643 1122					1923	Dunlop,Bremner&Co.Ld. Pt.Gls.	CanadaSteamship Lines,Ld.	252·0 F37'	43·1	17·3	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 96RHP Dunlop,Bremner&Co.Ld.		C
34215 7854 SDRA	**Start** (*ex*Cranstone-33,*ex*Spette) 1*Dk*	*1765* *1329* *991*					1922	OuseS.B.Co.Ld. Hook,near Goole	RederiA/B Thetis (R.Hellberg, *Mgr.*)	262·5 P28'Q82'B57'F21'	40·0	16·0	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Hwthrn,Leslie&CoLd.Nwc		C
34216 LEYD	— 1*Dk*	1168 990 682					1923	A/S.Skiens Verksteder Skien	A/S Start (A.T.Simonsen)	226·4 P45*t*H66*t*Q31*t*	36·6	15·7	Oslo Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerk.A/S,Skien		N
34217 142834 GBJR	**Start Point** (*ex*Bretwalda-35) *ss*Cff.No.3-3,32 2*Dks*(*Stl*)	5293 4844 3274	✠100A1 12,35 ~~11,34~~ BS3,35	Bkn Cff ✠LMC3,32	*y*	CL ~~7,34~~ 12,35	1919 6mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	GowanShipping Co.Ld.	400·0 P49'B113'F39' FK *CellDB*344' 1128*t FPT*118*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*209*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s 6 " 0¼ 25 " 3	
34218 161518	**Starwell** *Mchy.Aft* 1*Dk*	1938 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld.Sld.	HuronSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
34219 UPAM	**Stary Bolshevik** *OilEng.* 1*Dk*	3974 3256 2255					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy 26¾"-$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
34220 DHWD	**Stassfurt** *Ref.Mchy.* 2*Dks* Sub.Sig. D.F. GyC.	7395 6516 4312					1930	Bremer Vulkan Vegesack	Hamburg-Amerik.Packetf.Akt.Ges.(Ham.-Amr.Linie)	476·6 B&F428' *Upper*F39'	63·1	28·4	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc.Shaft *E made*23*refitted*30 Blohm&Voss,K.a.A.Ham.		G

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Dates Cert. Ref. Trade
34221 [illegible] KJZB	**State of Maryland** Ⓟ Fitted for oil fuel Ref.Mchy. 2Dks	1784 1477 669					1922	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0	56·6	16·9	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"–42" 290NHP Pusey&JonesCo.Wlmngtn		R
34222 222715 KJZC	**State of Virginia** Ⓟ 1Dk	1783 — 674					1923	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0	56·6	16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"–42" 246NHP Pusey&JonesCo.Wlmngtn		R
34223 PHSN	**Statendam** Ⓟ TwinSc ssRot.No.1–33 Ref.Mchy. 4Dks(Stl–Weather dk ws) Sub.Sig. 5th dk(Stl) in holds 6th dk D.F. (Stl) in No.1 hold GyC. Cruiser Stern	28291 22088 16920	✠100A1 withfreeboard I,36 ~~5.35~~ ✠LMC MS8,35 BS~~5,36~~ ~~Lloyd's RMC~~ Fitted for oil fuel 1,29 F.P. above 150° F.	Rot	r†	CL ~~5,35~~ ~~N12,35~~ 5,36 CN12,35	1929 4mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP Completed by	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) Wilton'sSlipway CellD	674·2 670·4 B323' FK&BK2½' &Eng.Co.Rot. B581'3233tDTa48'	81·3	49·4	Rottrdam Dutch 11BHCem (Coll to W dk 10 ,, 2nd ,,) 961tDTf56'	6 SteamTurbinesSRgeared to2 Sc. Shafts (s) 4644NHP 430lb 100lb HS42960 6 Water Tube Boilers FD Harland&Wolff,Ld. 1590tFPT208tAPT124t	53 ″ 9 s20 ″ 11 33 ″ 3¼	
34224 161542 VQYB	**Statira** (exTynemouth–32) ssHul.No.1–33 D.F. 1Dk(Stl) Now "Eolo," see No. 37977 in Supplement	4409 4051 2723	✠100A1 1,35 ✠LMC12,33	Shl	y	CL 12,33	1929 11mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	CalpeanShipping Co.Ld. Cel	390·6 P35'B243'F36' FK lDB343'1265tFPT	54·5	23·6	Gibraltar British 6BHCem 77tAPT136t	Q.4Cy.21",29½",42"&61"–42" 225lb (s) 357NHP 2SB&1AuxSB,8cf,GS149, HS6228 N.E.MarineEng.CoLdNwc	25 ″ 9 s3 ″ 4 22 ″ 7¾	
34225 LDRG	**Statsraad Lehmkuhl** AuxBk (exGrossherzogFriedrich OilEng. August) Mchy.Aft 2Dks&Shelter dk (See Sailing Ship Register)	1701 864 764					1914	J.C.Teck- lenborgA.G. Weser- münde-G.	BergensSkoleskibs Styre	258·2 P236tH95t	41·5	21·4 13·9	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾"–21⅝" 174NHP J.C.TecklenborgA.G.Wsm		
34226 LEYI	**Stavanger I** Ⓟ 1Dk	718 349 351					1914	Trndhjms Mek.Værks. Trondheim	DetStavangerske Dampskibsselskab	193·6 P&B109'F55'	28·0	12·5	Stavanger Norwegian WB	T.3Cy.17½",28"&47"–30" 121NHP TrondhjemsMV.Trndheim		N
34227 LEYJ	**Stavangeren** 1Dk	1002 896 606					1908	Stavanger Stöberi&Dok Stavanger	A/S D/S Stavangeren (K.Olsen)	230·5 P7tH44tF29t	33·1	15·3	Stavanger Norwegian WB	T.3Cy.17",28⅝"&47"–33" 127NHP StavangerStöberi&Dok		N
34228 LFSA	**Stavangerfjord** Ⓟ TwinSc ssN.Yk.No.3–1,30 ssOsl No.1–35 GyC. 2Dks(Stl)&Shelter dk (Stl–ws)3rd dk in Nos.1,2&3holds D.F. E.S.D. CruiserStern	13156 9814 7793	✠100A1 Shelter dk withfreeboard ~~8,35~~ 3,35 2,36 ✠LMC3,35 Fitted for oil fuel 3,24 F.P. above 150° F.	Osl ~~Got~~ BS2,36		CL ~~N3,35~~ 1,36	1918 2mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP	DenNorske AmerikaLinje A/S CellDB480'	532·5 P21'B&F464' onShelter dk FK 1580tDTa80tFPT1	64·2	29·3	Stavanger Norwegian 10BHCem 79tAPT197t	Q.8Cy26½"37½"53"&76"–54" &LPTurbines withDR gearing&hydraulic coup- lings 220lb (r) 1973NHP 8SB,32cf,GS630,HS24640FD CammellLaird&CoLdBkn.	32 ″ 6 s5 ″ 5½ 27 ″ 3	
34229	**Stavropol** Ⓟ (exKotik) 1Dk&Spar dk	1210 1047 686					1907	Nüscke& Co.A.G. Stettin	U.S.S.R.	197·9 F31'B66'	32·9	20·5	Vladvostk Russian WB	T.3Cy.17",26"&43"–28" 98NHP Schiffsw.Uebigau,Dresden		
34230 SVNJ	**Stavros Coumantaros** (exVestalia–33) ssRot.No.3–10,25 ssRot.No.2–33 2Dks(Stl)	5528 5198 3511	✠100A1 6,34 BS~~4,35~~ 4,36 ✠LMC8,33	Pir	a†	CL 8,33	1912 5mo Lloyd	Russell& Co. PortGlasgow 'sA&CP 1 intermed	Coumantaros Bros. CellDBa135'uE D iate BH & 2'tween	423·4 P43'B123'F42' 24'f186'1213t FK Ta36'1089tAPT26t dk BH's omitted	56·0	27·9	Piræus Greek Cem 4BH to U dk 2 ,, 2nd ,,	T.3Cy.27",45"&74"–51" (s) 180lb 538NHP 3SB,9cf,GS171,HS7875 FD J.G.Kincaid&Co.Ld.Grk. only	30 ″ 6 s5 ″ 11½ 24 ″ 10	
34231 UPLK	**Stchors** (exGalgewater–35, exVechtdijk) ssRot.No.3–5,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	3770 3403 2280	✠100A1 Shelter dk withfreeboard 5,35 BS5,35 ✠LMC5,34	Rot	w	CL 8,34	1921 3mo Lloyd	WerfGusto FirmaA.F. Smulders Schiedam 'sA&CP	U.S.S.R. CellDB310'93	359·4 FK Coll 3tFPT81tAPT116t	50·3	22·0	Odessa Russian Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.25",41"&67"–45" (s) 180lb 340NHP 3SB,9cf,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6 s2 ″ 0½ 22 ″ 8½	
34231* OZHE	**Steady** (exTh.Stauning–34) Wood D.F. OilEng. (FishCarrier) Ref.Mchy. Mchy.Aft 1Dk	367 328 204					1931	J.Ring- Andersen Svendborg	RederiA/S Man- drjesson(A.M. Andrésson,Mgr.)	132·9	28·0	14·5	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.11⅜"–18⅞" 81NHP A/S Frichs,Aarhus		V
34232 YPBE	**Steaua Romana** (exEmilGeorg vonStauss,exOlex) ssShl.No.3–7,26 Sub.Sig. ssGen.No.2–34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5511 4538 3932	100A1 9,35 ~~9,34~~ BS9,35 Carrying Petroleum in bulk Fitted for oil fuel 8,22 F.P. above 150° F	Gen. LMC9,34		CL ~~8,32~~ 9,35	1914 Lloyd	Nordsee- werke Emden 'sAP	Soc.Anon.Steaua Romana CellDBuE&B 232tDTf40'46	390·9 P119'B31'F38' FK 2tFPT211tAPT71t	53·0	29·2	Constntza Roumanian 16BHptCem (13 to U dk 3 ,, 2nd ,,)	T.3Cy.24",39¾"&66½"–47¼" 200lb 120lb (s) 382NHP 2SB,6cf, HS5360 FD BremerVulkan,Vegesack	29 ″ 7	
34233 219514 KOXZ	**Steel Age** ssN.Os.No.3–6,32 GyC. 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	6188 5705 3821	✠100A1 Shelter dk withfreeboard 1,35 ~~8,34~~ ~~MS12,31~~ Fitted for oil fuel 2,20 F.P. above 150° F.	NOs Mob- MS7,35 LMC BS~~1,35~~ 10,35	z	CL 12,33	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. CellDB	395·5 P45'B110'F18'on Shelter dk FK 331'1512tFPT187t	55·0	31·4	NewYork Utd.States ptCem 6BHtoSh dk APT175t	2 Steam Turbines DR (s) geared to1Sc.Shaft 210lb 3SB,9cf,HS7836 596NHP Midwest Eng.Co. FD Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2½	
34234 225935 KFZW	**Steel Chemist** OilEng. Mchy.Aft GyC. D.F. 1Dk	1694 1489 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·0 F40'	42·7	20·0	NewYork Utd.States WB	Oil Engines 2S.C.DA 4Cy.16"–24" 358NHP WorthingtonPump& Machy.Corp.Buffalo,N.Y		R
34235 225508 KFZX	**Steel Electrician** OilEng. Mchy.Aft GyC. D.F. 1Dk	1694 1560 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·3 F40'	42·9	17·2	NewYork Utd.States WB	3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15"–22" 263NHP Diesels-NewLondonShip &Eng.Co.N.Lndn,Conn.		R
34236 220495 KDCX	**Steel Engineer** Fitted for oil fuel GyC. 2Dks	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States WB	DR Geared SteamTurbines W&AFletcherHobokenNJ		R
34237 220553 KDDN	**Steel Exporter** Fitted for oil fuel GyC. 2Dks	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States WB	DR Geared SteamTurbines FederalS.B.Co.		R
34238 220776 KDJL	**Steel Inventor** Fitted for oil fuel GyC. 2Dks	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F349'	56·2	26·5	NewYork Utd.States WB	DR GearedSteamTurbines FederalS.B.Co.		R
34239 220179 KUVK	**Steel Mariner** Fitted for oil fuel GyC. 2Dks	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F350'	56·2	26·5	NewYork Utd.States WB	DRGeared Steam Turbines W&AFletcherHobokenNJ		R
34240 221857 KDWL	**Steel Navigator** Fitted for oil fuel GyC. 2Dks	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B350'	56·2	26·5	NewYork Utd.States WB	DRGeared Steam Turbines FederalS.B.Co.		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
34241 92830 KJZD	**Steel Pier** Ⓟ (exMiami-32)	TwinSc *2Dks&Promenade dk*	1775 — 1065					1897	W.Cramp &SonsCo. Philadelphia	CapeCodS.S.Co.	239·2	40·1	21·8	Boston Utd.States	T.6Cy.18",27"&42"-24" 172NHP W.Cramp&SonsCo.Phl.		
34242 220652 KDGL	**Steel Ranger** GyC.	*Fitted for oil fuel* *2Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F349'	56·2	26·5	NewYork Utd.States *WB*	DRGeared SteamTurbines FederalS.B.Co.		R
34243 221785 KDVW	**Steel Scientist** GyC.	*Fitted for oil fuel* *2Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B350'	56·2	26·5	NewYork Utd.States *WB*	DRGeared Steam Turbines FederalS.B.Co.		R
34244 221707 KDVN	**Steel Seafarer** GyC.	*Fitted for oil fuel* *2Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F351'	56·2	26·5	NewYork Utd.States *WB*	DRGeared Steam Turbines FederalS.B.Co.		R
34245 220180 KUVL	**Steel Trader** GyC.	*Fitted for oil fuel* *2Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F350'	56·2	26·5	NewYork Utd.States *WB*	DRGeared Steam Turbines W&AFletcherHobokenNJ		R
34246 222539 KFCJ	**Steel Traveler** GyC.	*Fitted for oil fuel* *3Dks*	7056 5081 4381					1922	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2	56·2	26·5	NewYork Utd.States *WB*	DRGeared Steam Turbines FederalS.B.Co.		R
34247 219662 KUFN	**Steel Voyager** GyC.	ssBal.No.1-35 ssBal.No.3-2,32 *1Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Longitudinal framing*	6188 5705 3821	✠100A1 *Shelter dk* *with freeboard* ~~9,35~~ ~~11,34~~3,36 MS~~1,32~~9,35 *Fitted for oil fuel 2,20 F.P. above 150° F.*	Bal NOs LMC BS~~6,34~~ ~~6,35~~3,36	*z*	CL N2,34	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331'1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 210lb 596NHP 3SB,9*cf*,HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34″11 s7″11 27″2½	
34248 220380 KDBJ	**Steel Worker** GyC.	*Fitted for oil fuel* *2Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States	DR Geared SteamTurbines W.&A.FletcherCo. Hoboken,N.J.		R
34249 219513 KOXX	**Steelmaker** GyC.	ssN.Os.No.3-1,32 *1Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Longitudinal framing*	6187 5705 3821	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~1,35~~ ~~BS4,35~~ *Fitted for oil fuel 1 20 F.P. above 150° F.*	Vcr Bal MS8,35 BS11,35 LMC~~1,32~~	*z*	CL 4,34	1920 1mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331' 1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to 1Sc.Shaft 210lb 3SB,9*cf*,HS7836 FD 596NHP MidwestEngineCo. Indianapolis,Ind.	34″11 s7″11 27″2½	
34250 222992 KFNO	**Steelmotor** *Mchy.Aft* D.F. GyC.	*OilEng.* *1Dk*	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J	UnitedStatesSteel ProductsCo.	250·3 F40'	42·9	17·2	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" 283NHP McIntosh&Seymour, Auburn,N.Y.		R
34251 222537 KFCG	**Steelore** *Mchy.Aft*	TwinSc *Fitted for oil fuel* *Longitudinal framing*	8215 7058 4172					1922	Bethlehem S B.Corp.Ld. Sparrow'sPt.	OreS.S.Corp.	550·7 P139'B82'F50'	72·2	43·9	NewYork Utd. States *WB*	SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass.		R
34252 204393 WCDS	**Steelton** (exHerbertK.Oakes, exMilinokett) *Mchy.Aft* D.F.	*1Dk*	6215 — 4947					1907	Gt.Lakes Eng.Works Ecorse,Mich.	Bethlehem Transptn.Corp.	504·0 *WB*	52·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		
34253 223082 KFNW	**Steelvendor** *Mchy.Aft* D.F. GyC.	*OilEng.* *1Dk*	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J	UnitedStatesSteel ProductsCo.	250·3 F40'	42·9	17·2	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" 283NHP McIntosh&SeymourCorp. Auburn,N.Yk.		R
34254 145527 GFRZ	**Steelville**	ssNwc.No.3-7,35~~ssBry.No.2-32~~ *1Dk(Stl)*	3724 3436 2300	✠100A1 ~~7,35~~ ~~1,34~~ 10,35 MS~~5,32~~ 7,35	Cff ~~Nwc~~ Lon ✠LMC BS~~10,33~~ 1,35	*v*	CL ~~1,34~~ 7,35	1923 5mo	J.Read-head&Sons, Ld. S.Shields *Lloyd'sA&CP*	Balls&Stansfield Ld. *CellDBa*	347·0 P31'B93'F34' FK 110 *uE*23'*f*152'810*t*	49·1	25·1	Newcastle British 6*BHptCem* *APT*54*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26″8 s 4″8¼ 22″3	
To be Broken up 34255 133021 MDRL	**Steersman** (exClydeburn, exArmorik, exArvor) *Mchy.Aft* *Well deck*	ssShl.2ndNo.3-1,28 ssHul.No.1-32 *1Dk(Stl)*	594 430 271	✠~~100A1~~ 9,35 ~~11,34~~ ~~BS9,34~~ ~~9,35~~ *Carrying petroleum in portable tanks*	Hul ✠~~LMC6,32~~	*h*	OG N11,34	1902 7mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd'sA&CP*	~~G.Rowbotham& Sons~~	170·4 Q91'B10'F24' BK7½" *FPT*	27·1	11·3	London British 3*BHCem* 64*t* *APT*4*t*	T.3Cy.14",22½"&37"-27" (*s*) 160lb 69RHP 1SB,3*pf*,GS55,HS1328 Bow,McLachln&Co.LdPsy	12″6 s4″2¾ 12″5	
34256 39 IULY	**Stefano** (exEuxène,exAxelBusck, exMontjoie,exAlma)	*1Dk*	992 869 524					1899	Laxevaags Msk.&Jrnskb Bergen	AntonioPerna fu Stefano	225·0 Q121'B56*t*H20*t* F34' *WB*	32·2	13·1	Torre del Greco Italian	T.3Cy.15¾",25½"&42"-30" 97NHP LaxevaagsMsk&Jrns.Bgn		I
Abandoned at sea 2,36 34257 SVMP	**Stefanos Costomenis** (exSanta Rosana)	ssN.Yk.No.3-11,23 ssAms.No.2-31 *2Dks(Stl)&Webframes* *Longitudinal framing*	5409 4970 3488	✠~~100A1~~ 2,35 ~~BS7,34~~ ~~9,35~~	Pir ✠~~LMC12,31~~	*z*	CL 7,34	1911 10mo	W.Hamil-ton&Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	E.G.Culucundis& S.C.Costomeni *CellDBa*129'*uE*21'*f*176'1093*t* *DTa*36'958*t**APT*39*t* *Intermediate'tween dk bulkhd in after hold dispensed with*	406·0 P36'B120'F45' FK	52·6	27·7	Syra Greek 6*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 476NHP 2SB,8*cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	30″3 s5″11 24″7	
34258 4776 SGOD	**Stegeborg** *Mchy.Aft*	*1Dk*	667 *499* *365*					1907	Lindhol-mensV.A. Gothenburg	StockholmsRederi-aktieb.Svea(Eman Högberg,*Mgr.*)	177·8 P62'H80*t*F24'	30·0	12·3	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A.Got.		
34259 Now "Julia," see No. 38665 OZYC	**Stegelborg**	ssAbg.2ndNo.3-[illegible],31 *1Dk(Irn)&deep framing*	1885 1723 1146	✠100A1 4,35 BS8,35 MS2,31	Cpn ✠LMC ~~BS7,34~~	*r*	OG 5,34	1906 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Dmpsk.Selsk. Dannebrog(C.K. Hansen,*Mgr.*) *WB=CellDBa* 88'	280·0 P21'B73'F31' FK *uE&B*38' *f*114'534*t*	39·1	19·0	Copnhagn Danish 4*BHCem* *APT*90*t*	T.3Cy.20",31½"&53"-36" (*s*) 160lb *100lb* 185NHP 2SB,4*rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21″4 s2″11¾ 18″6	
34260 DHWF	**Steigerwald** *Ref.Mchy.* D.F. Sub.Sig.	*Fitted for oil fuel* *2Dks*	4627 4139 2754					1921	Deutsche Werft.A.G. Hamburg	~~Hamburg-Amerik. Packetf.Akt.Ges.—(Ham.-Amr.Linie)~~ Hamburg-Amerik. Packetf.Akt.Ges. (Hamburg-SüdamerDampfschiffGes. *Mgrs.*)	414·4 P&B257'F50' len34	50·4	26·9	Hamburg German *WB*	T3Cy26$\frac{3}{16}$"43$\frac{3}{8}$"&70$\frac{15}{16}$"-47$\frac{5}{16}$" &LPTurbine 438NHP GuteHoff-nungshütte,Sterkrade		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
34261 LIUH	**Stein** (*ex*Lett-34,*ex*Dernes) 3Mst *Mchy.Aft* 1*Dk*	882 638 496					1924	N.V.J. Drewes&Co. Groningen	A/S Inger(Jacob KjödeA/S *Mgrs.*)	189·7 B24*t*Q97*t*F27*t*H80*t*	31·5	13·4	Bergen Norwegian *WB*	T.3Cy.15",25"&40"-27" NB20 83NHP N.V Veendammer, Mchfb.Veendam		N
34262 LEYL	**Steinar** (*ex*FriedrichFischer,*ex*Hela) 1*Dk*	318 241 152					1890	J.W.Kla- witter Danzig	Kr.Högh-Hervig	129·2 Q17*t*B48*t*H8*t*F12*t*	21·4	12·1	Haugesnd Norwegian *WB*	C.2Cy.17"&32"-20" 38NHP J.W.Klawitter,Danzig		N
34263 DHWG	**Steinburg** (*ex*MaxLorch) 1*Dk*	1309 1041 724					1923	Nüscke& Co.A.G. Stettin	ReedereiAkt.Ges. Phönix(Robert Bornhofen,*Mgr.*)	242·1 Q75'B105'F33'	37·0	14·0	Hamburg German *WB*	T.3Cy17 5/16",27¾"&45 13/16"-27½" 109NHP A.BorsigG.m.b.H.Berlin		G
34264 DHWJ	**Steinhöft** 1*Dk*	878 696 514					1910	Stettiner Oderwerke Stettin	NautikGes.m.b.H.	211·2 P14'Q65'B98'F21'	32·6	12·6	Hamburg German *WB*	T.3Cy.15 7/16"25½"&41 7/16"-29½" 93NHP StettinerOderwerke		G
34265 [illegible]	**Steinmann** (*ex*Fundus,*ex*Benton, *ex*Kilchattan) Now "Island," see No. 38568 in Supplement	638 500 266			...		1918	Cook,Wel- t'n&Gemmell Ld. Beverley	F.N.Nordbö A/S (F.N.Nordbö, *Mgr.*)	174·9 B57*t*H14*t*	29·9	15·7 FK	Haugesnd Norwegian *WB*	T.3Cy.16",26"&44"-26" 94NHP Amos&Smith,Ld.Hull	16 〃	N †
34266 LCYY	**Steinstad** 1*Dk*	2476 2246 1480					1912	R.Thomp- son&Sons,Ld Sunderland	A/S D/S Steinstad (A.F.Klaveness& Co.A/S)	300·5 P24'B74'F30'	44·5	19·9	Oslo Norwegian *WB*	T.3Cy.21½",36"&59"-39" 217NHP N.E.MarineEng.Co.Ld.Sld		N
34267 76 IBYS	**Stella** (*ex*Levante-35,*ex*Erdély) *ss*Tri.No.3-2,24 *ss*Shl.No.1-29 D.F. 1*Dk*(*ptIrn-ptStl*)2*trB* *inNos.*1 & 4 *holds*	4265 3968 2762	✠ —— 3,55 ✠	Bry	*x*		1911 3mo	Palmers' Co.Ld. Newcastle	BiagioBorriello (Lauro&Montella. *Mgrs.*) *CellDBaf*158'	386·4 378·0 P36'B230'F36' 950*t*126' *u E*34' *DT*	50·9 53·2	24·4 24·4 FK	Torre del Greco Italian 6*BHCem* *a*26'910*t FP*	T.3Cy.24",39"&66"-45" 342NHP 3SB,9*cf*,GS174,HS5613 Palmers'Co.Ld.Newcastle *T*85*tAPT*25*t*	26 〃 11 s 4 〃 0½ 23 〃 3	I †
34268 PHSR	— TwinMst 2*Dks* *Longitudinal framing*	2818 2215 1792					1909	W.Hamil- ton&Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoom.Maats.N.V.	327·0 Q110'B86'F41'	44·2	18·5	Amstrdam Dutch *WB*	T.3Cy.21",35"&57"-39" 203NHP D.Rowan&Co.Glasgow		V
34269 OXIH	— Wireless D.F. 1*Dk* *CruiserStern*	1394 1217 788					1933	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	262·2 P18'B150'F34'	39·7	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½"&LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		G
34270 7547 SGOE	— (*ex*Bjerka,*ex*Hellik) 1*Dk*&*Spar dk*	*1189* *1087* *720*			...		1905	Framnes Mek.Værks. Sandefjord	RederiA/B Stella (EjnarSjöqvist)	206·6 B75*t*H17*t*	32·7	14·7 21·3 FK	Gothenbrg Swedish *WB*	T.3Cy.15½",25"&42"-30" NDB14 109NHP AkersMek.Værks.Oslo	22 〃 3	V †
34271 DDTB	— Sub.Sig. 1*Dk*	655 482 333					1920	Wft.Nobis- krugG.m.b.H. Rendsburg	Flensb.Stettiner Dampfschiff.Ges.	180·4 Q50'B48'F21'	29·6	10·8	Flensburg German *WB*	T.3Cy.14½",22½"&37⅝"-23⅝" Ottensener 68NHP Msch.G.m.b.H.Altona		G
34272 DOOP	— 1*Dk*	479 472 294					1895	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	150·3 Q38'B&F112'	24·0	16·3	Bremen German *WB*	C.2Cy.17 1/16"&30¾"-20½" 36NHP A.G."Weser,"Bremen		G
34273 218831 KIZM	**Stella Lykes** (*ex*LakeFlagstaff) *Fitted for oil fuel* 1*Dk*2*trB*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn.	LykesBros.S.S.Co. Inc.	251·0 P25'B64'F20'	43·7	25·8 FK	Galveston Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP MorganEng.Co.Alliance,O	28 〃 2	R †
34274 LCYZ	**Stella Polaris** Ⓟ TwinSc *ss*Bgn.No.2-35 *OilEng.* D.F. E.S.D. ~~ssBgn.No.1-30~~ 3*Dks*(*Stl-Weather dk-ws*)	5020 2262 2647	✠100A1 *withfreeboard* ~~12,24~~12,35 12,35 DBS12,35 ✠LMC~~5,31~~ *Special Tourist Service*	Bgn	*x*	CL ~~12,32~~ 10,35	1927 2mo *Lloyd's A&CP*	A/B Göta- verken Gothenburg *CellDB*	DetBergenske Dampskibsselskab 281'1017*tDTf*49' 4	389·3 B247'F50' 57*t Tank at sides of*	50·7	26·0 FK	Bergen Norwegian 6*BHptCem* *tunnel*51' 30	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 723NHP 2DB100*lb* A/B Götaverken,Got. 8*tFPT*33*tAPT*74*t*	30 〃 1 s12 〃 5¾ 17 〃 11½	
34275 148082 GKVD	**Stelling** *ss*Shl.No.1-29 1*Dk*(*Stl*) *Cargo battens not fitted*	2136 1853 1237	✠100A1 2,31 BS7,50 ✠LMC5,29	Shl	*s*	CL 2,31	1924 8mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro' *CellD*	SharpS.S.Co.Ld. (Sharp&Co. *Mgrs*)	280·0 P27'B49'F25' *B*234'644*tFPT*160*t*	41·6	20·1 FK	Newcastle British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 231NHP 2SB,6*cf*,GS105,HS4023 Smith'sDockCo.Ld.Mdb.	22 〃 3 s 3 〃 2 19 〃 5	
34276 1379 ICIM	**Stelvio** TwinSc *ss*Gen.No.2-35 *OilEng.* ~~ssHam.No.1-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6963 6173 4028	✠100A1 ~~4,35~~~~2,34~~ 11,35 ~~DBS3,34~~ ✠LMC~~6,34~~ DBS~~4,35~~5,36 4,35 *Carrying Petroleum in bulk*	Gen		CL ~~5,33~~ 11,35	1926 6mo *Lloyd's A&CP*	Cant.del Tirreno Genoa	NavigazioneAlta ItaliaSoc.Anon. *CellDBuE*73' 239*tDTf*31'310*t*	441·3 422·9 P94'B25'F35' *FPT*179*tAPT*76*t*	56·1	32·7 FK	Genoa Italian 17*BHptCem* (13 *to U dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.22 1/16"-39⅜" 564NHP 1DB170*lb*&NDB19 *fitted*31-100*lb* Cant.OfficineSavoia,Gen.	33 〃 0 s 6 〃 0¾ 27 〃 1	
34277 LEYO	**Sten** (*ex*RenéeMarthe) *ss*Bgn.No.3-11,23 *ss*Stv.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	1464 1067 753	✠100A1 11,35 ~~1,35~~ ✠LMC MS10,32 BS~~11,34~~ 11,35	Bgn	*o*	~~N2,33~~ 11,35	1910 9mo *Lloyd's A&CP*	Osbourne, Graham&Co. Sunderland	A/S Thv.Halvorsen (Thv.Halvorsen, *Mgr.*) *CellDBa*75'*uE*&	248·2 P22'Q67'B56'F21' *B*29'*f*102'392*tFPT*	34·9	14·7 FK	Bergen Norwegian 4*BHCem* 48*tAPT*121*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	17 〃 0 s 1 〃 3 16 〃 0	
34278 7046 SGOI	**Sten Sture** 1*Dk*	*898* *643* *533*					1923	Larvik Slip &Verkstad Larvik	Rederi.A/BEruths (StureEruths, *Mgr.*)	195·8 Q56'B50'F25'	31·8	12·5	Trälleborg Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VærkstedA/S		N
34279 LEYQ	**Stensaas** 1*Dk*	1359 1130 780			...		1918	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*)	234·2 P12'B50'F14'	37·2	16·0 FK	Arendal Norwegian *WB*	T3Cy.16⅛",25 9/16"&42½"-29½" 120NHP KockumsM.V.Akt.Malmö	18 〃 0	N †
34280 OZZB	**Stensby** *ss*Cpn.No.2-33 *OilEng.* ~~ssKob.No.1-30~~ 1*Dk*(*Stl*)	3953 3627 2394	✠100A1 10,35~~2,33~~ DBS~~5,34~~6,35 ✠LMC CS12,35 12,33	Cpn		CL N11,34	1926 9mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/S Motortramp (A.Reimann,*Mgr*) *IntrmdteBHinafte* *Cell*	350·2 P31'B120'F35' *r hold dispensd with* *DB*296' 1050*t FPT*	50·8	25·4 FK	Kallehave Danish 5*BHptCem* 52*tAPT*137*t*	Oil Engines 4S.C.SA 6Cy.24⅝"-51 3/16" 355NHP DB80*lb* EriksbergM.V.Aktieb.Got	28 〃 0 s 4 〃 10 23 〃 3½	
34281 149613 GDLF	**Stentor** Ⓟ *OilEng.* D.F. 2*Dks*	6148 5261 3831					1926	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld. (A. Holt&Co.*Mgrs.*)	430·8 P51'B241'F50'	55·8	29·1	Liverpool British *WB*	Oil Engines2S.C.DA 6Cy.24¾"-55⅛" 1230NHP NE31 Akt.Burmeistr&Wain,Cpn		BT till ~~7,36~~ 12,35

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34282	**Stepan Makaroff** TrpSc (exKniáz Pojársky) (*Icebreaker*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)2*nd dk*(*Stl*) *Cruiser Stern* 2 *Screws aft & 1 forward*	2156 2031 110	✠ 7,21 ✠	Nwc	*s*		1916 12mo	Swan,Hunter&Wigham Richardson,Ld Newcastle	U.S.S.R. *CellDB*147'361*t S* *trimmingtanks f*51'	248·0|57·0|27·7 FK *ide* 355*t a*55' 286*t FPT*	Russian 5*BHCem* 94*tAPT*97*t*	T6Cy21½"35½"&58"-36"(aft) T3Cy18½"30½"&50"-36"(frd) 904NHP 6SB,*18cf*,GS352,HS14478 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 4	
34283	**Stephanie.** New "Evellyn-Marion," *see No.* 37966 *in Supplement* 1*Dk*	757 [illegible] 437					1909	Nüscke& Co. Stettin	EduardKrause	202·5|30·3|12·6 Q62'B46'F23'	Memel Lithuanian *WB*	T.3Cy.14",22"&36"-24" Christiansen& 87NHP Meyer,Harburg		G
34284 213740 WJCX	**Stephen R. Jones** D.F. *Mchy.Aft* 1*Dk*	4387 3899 3112				...	1915	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoal& TranspnCo(MysticSSCo.Inc.*Mgrs*)	354·2|49·0|27·4 P94'B19'F31' FK	Boston Utd.States *WB*	T.3Cy.24",39"&66"-45" 365NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
34285 137820 MGFJ	**Stepney** *ss*Nwc.No.3-7,28 *ss*Shl.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	808 551 375	✠100A1 8,35 ~~4,31~~ ~~BS8,31~~ ✠LMC8,33 8,35	Shl	*k*	CL ~~4,34~~ 8,35	1916 8mo Lloyd	R.Williamson&Son Workington '*sA&CP*	CommercialGas Co.	186·3|29·4|12·4 Q116'B9'F25' FK *DBf*112'162*t*	Glasgow British 3*BHCem* *FPT*40*t*	T.3Cy.14",22½"&37"-24" (*s*) 180lb 99RHP 2SB,*4pf*,GS63,HS1900 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 10½ 14 ″ 4	
34286 DAQE	**Stern** 1*Dk*	1599 1006 905					1922	Stettiner Oderwerke Stettin	RenataDampfsch. Ges.Th.Gribel K.G.a.A.(Rud. ChristGribel *Mgr*)	230·9|36·4|14·6 P&B180'F26'	Stettin German *WB*	T.3Cy.16$\frac{9}{10}$"27⅜"&43$\frac{3}{10}$"-31½" 104NHP StettinerOderwerkeA.G.		G
34287 145495 GJCW	**Stesso** *ss*Nwc.No.3-11,35 ~~ssStd.No.2-31~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2290 2012 1292	✠100A1 ~~7,34~~11,35 ~~MS4,30~~ ✠LMC11,35 ~~DBS7,34~~ ~~MBS8,31~~	Shl Nwc	*t*	CL ~~10,33~~ 9,35	1922 8mo Lloyd	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*228' 601*t T* *Tunnel* 22'73*t Si*	308·0|43·0|19·7 P25'B64'F29' FK *ank at sides of* *deTanksin ER*160*t*	Newcastle British 5*BHCem* *FPT* 115*t A*	T.3Cy.22",36"&59"-39' (*s*) 180lb *100lb* 266NHP 2SB,*6cf*,GS124,HS4500 Richardsons,Westgarth& *PT*65*t* Co.Ld.Sld.	22 ″ 0 s 3 ″ 4¼ 18 ″ 10	
34288 DAXU	**Stettin** Ⓟ TwinSc 1*Dk*	375 308 141					1927	Klawitter werftGmbH. Danzig	Swinemünder Dampfschiffahrts A.G.	175·5|25·7|10·8 F17'	Swnemnde German *WB*	T.6Cy.16⅛",24⅝"&38¼"-21$\frac{11}{16}$" 68NHP KlawitterWerft.G.m.b.H.		G
34289 7694 SFCA	**Stig Gorthon** (exElvaSeed) *ss*Hbg.No 2-33 1*Dk*(*Stl*)&*Web frames* *Corrugated sides* *Cargo battens not fitted*	*2241* *1988* *1320*	✠100A1 4,36 ~~1,35~~ ✠LMC MS4,33 BS~~1,33~~ 2,36	Sws Els	*s*	CL ~~1,34~~ 4,36	1924 6mo Lloyd	NwWaterwaysS.B.Co. Schiedam '*sA&CP*	RederiA/B Gefion (Joh.Gorthon, *Mgr.*) *IntermediateBHin* *CellD*	290·8|44·9|19·4 P26'B74'F28' FK *forehold dispensed* *B*246' 559*t FPT*53*t*	Hlsngborg Swedish 4*BHCem* *with* *APT*94*t*	T.3Cy.22½",37"&62"-39" (*s*) 180lb 281NHP 2SB,*6cf*,GS119,HS4640 NewWaterwaysS.B.Co.	21 ″ 6 s 3 ″ 0¾ 18 ″ 6¾	
34290 LCZD	**Stigstad** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	5964 5128 3471					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Solstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	386·3|55·2|32·3 P254*t*H462*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27½"-55⅛" 436NHP KockumsM.V.Akt.Malmö		N
34291 DHWM	**Stillesee** (exStettin) 1*Dk*	1408 1098 797					1926	Nüscke& Co.A.G. Stettin	W.Schuchmann	244·0|37·0|15·0 Q79'B65'F31'	Hamburg German *WB*	T3Cy17⅛",26¾"&43$\frac{5}{16}$"-27$\frac{9}{16}$" Christiansen 99NHP &Meyer,Harburg		G
34292 147799	**Stillwater** *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0|43·4|18·4 F37'	Montreal British *WB*	T.3Cy.16",26"&44"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
34293 3251 SGOM	**Stina** (exLisa,exBolderau,exLisa) 1*Dk*&*Spar dk*	*1596* *1433* *983*					1898	Howaldtswerke Kiel	Rederi A/B Bergohl(C.A. Berglund,*Mgr.*)	243·8|36·3|20·2 B36'H57*t*F21'	Gothenbrg Swedish *WB*	T.3Cy.16$\frac{15}{16}$",27$\frac{9}{16}$"&42$\frac{11}{16}$"-24$\frac{13}{16}$" 91NHP Howaldtswerke,Kiel		V
34294 160210 GBYS	**Stirlingshire** (exClanMacdonald) *OilEng.* *Ref.Mchy.* D.F. 2*Dks* GyC. *CruiserStern*	6022 5471 3558					1928	Greenock Dkyd.Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	434·2|57·7|28·8	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾"-55⅛" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
34295 OXBE	**Stjerneborg** TwinSc *ss*Cpn.No.1-32 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4551 4132 2785	✠100A1 *withfreeboard* ~~11,34~~10,35 ✠LMC CS6,33 4,35	Rot Yka 6,35 DBS~~1,33~~	*y*	CL 11,34	1929 4mo Lloyd	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/SD/SDannebrog (C.K.Hansen, *Mgr.*) *CellDB*333'1108*t*	380·0|53·9|25·3 FK *MT*28'1060*t* (*Coll* *FPT*97*tAPT*119*t*	Copnhagn Danish 7*BH* *BH to Sh dk* 6 ,, ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0 25 ″ 2¼	
34296 140412 MGYD	**Stock Force** (exCamrose, exRyckett) *Mchy.Aft* 1*Dk*	983 730 499					1917	W.Harkess &Son,Ld. Middlesbro'	WestCoastShppng Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*)	203·0|33·1|13·1 Q113'B13'F34'	Whitehvn British *WB*	T.3Cy.17",28"&46"-33" 122NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
34297 OULP	**Stockholm** 1*Dk*	1596 1212 927					1930	Frdkshvns Værft& FlydedokA/S Frederikshvn	DampskslskPacific (L.R.Schmith, *Mgr.*)	253·5|39·1|15·5 P16'Q74'B104'F32'	Copnhagn Danish *WB*	C.4Cy (2)14¾"&(2)31½"-31½" 93NHP Helsingörs Jernsk.&Mskb.Elsinore		C
34298 DHWN	— Iron *Welldeck* 1*Dk*	618 443 340				...	1885	Reiherst'g Schiffsw. Hamburg	NautikG.m.b.H.	180·4|27·1|13·6 Q56'B50'F25'	Hamburg German *WB*	C.2Cy.25"&47"-33" NB12 106NHP Reiherst.Maschinenf.Ham		G †
34299 132111 GRNL	**Stockport** Ⓟ *ss*Gms.2ndNo.3 2,36 ~~ssGms.No.3-1,24~~ Sub.Sig. ~~ssGms.No 2-32~~ 1*Dk*(*Stl*-ws)&*pt deep framing* *Lower dk in Nos.* 1&3*holds*	1688 1098 920	✠100A1 ~~5,35 5,34~~ 2,36 ~~BS5,31~~ ✠LMC~~5,32~~ ~~5,35~~ 2,36	Gms	*q*	CL 5,34	1911 7mo Lloyd	Earle'sCo. Ld. Hull '*sA&CP*	London&North EasternRailway *WB=DB*	265·0|36·0|17·4 P41'B115'F33' BK9" *a*54'*uE*21'*f*111'295*t*	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"-42" 180lb *100lb* 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till ~~6,35~~ ~~5,36~~ 1,37
34300 128792 VJWX	**Stockrington** 1*Dk*	973 774 496					1922	Rennie, Ritchie&NewportSBCoLd Wivenhoe	J.&A.Brown &AbermainSeahamCollieriesLd.	207·5|33·6|13·5	Newcastle, N.S.W. British *WB*	T.3Cy.16½",27"&44"-30" 106NHP Plenty&Son,Ld.Newbury		C
34301 133565 GDFX	**Stockwell** *ss*Gls.2ndNo 3-2,34 2*Dks*(*Stl*)	5757 5361 3629	✠100A1 8,35 ~~2,34~~ BS7,35 ✠LMC MS2,34 ~~BS5,34~~ *Fitted for oil f*	Gls Bkn *uel* 6,1	*a*† 8*F*	CL ~~2,34~~ 8,35 .*P.abo*	1914 11mo Lloyd *ve*150°	Sir J.Laing &Sons,Ld. Sunderland '*sA&CP* *Inter* F.	Thos.&Jno. Brocklebank,Ld. *mediateBHinNo.*2	425·0|53·9|30·4 P35'B122'F46' FK *hold dispensed with* *WB=CellDBa*1	Newcastle British *Cem* 6*BHonly* 24'*uE*&*B*46'	Q4Cy25½",36"52½"&76"-54" 220lb *180lb* (*s*) 664NHP 3SB,*12cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc *f*181'1143*tFPT*90*tAPT*50*t*	33 ″ 0 s 6″11¼ 26 ″ 3	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si non cotés dans le L.R. Durée Cert. B. of Trade
34302 PHTD	**Stolwijk** (exKongsgaard) ~~ssRot.No.1-30~~ ssRot.No.3-8,32 Sub.Sig. D.F. 1*Dk*(*Stl*)	2489 2259 1512	✠100A1 3,36 ~~2,35~~ ✠LMC 3,36 ~~MS11,31~~ ~~BS4,34~~	Rot	*s*	OG 2,35	1920 1mo	N.V.Werf deNord Alblasserdm A&CP	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*)	285·8|45·2|21·7 P22'B74'F25' FK *CellDB*248'605*t*	Rottrdam Dutch 4*BHCem* *APT*59*t*	T3Cy.22½",35 5/16"&57½"-41¾" 176lb *100lb* (*s*) 263NHP 2SB,*6cf*,GS127,HS4488 Machfab.Kinderdijk	23 " 11 s 3 " 7 20 " 6¼	
34303 DOFO	**Stolzenfels** (exEasternPrince, exAltenfels) Sub.Sig. 2*Dks*	7512 7035 4708			...		1915	J.C.Tecklenborg A.G. Wesermünde-G.	DeutscheDampfs. Ges. "Hansa"	468·5|58·5|32·4 P67'B138'F58' FK	Bremen German *WB*	T.3Cy.31½",50¾"&82¾"-55" & 1 low pressure Turbine 692NHP J.C.TecklenborgA.G.Wsm	34 " 9	G †
34304 149970 GNLW	**Stonegate** ssNwc.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5044 4706 3107	✠100A1 *withfreeboard* 12,35 ~~4,35~~ ✠LMC ~~MS7,32~~ 12,35 ~~BS4,34~~ 4,35	Bry Cff	*a*†	CL 10,34	1928 1mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDBa*119' *uE*31'*f*187'125	410·0|55·5|26·0 F38' FK 0*tDTa*23'890*t FPT*	London British 7*BHCem* (1 *to Sh dk* 6 " 2*nd* ") 143*tAPT*80*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb *100lb* 602NHP 3SB,*12cf*,GS222,HS9261 FD J.Dickinson&Sons,Ld.Sld.	28 " 4 s 3 " 3¼ 25 " 3	
34305 139259 GSMY	**Stonepool** ssShl.No.1-32 D.F. 1*Dk*(*Stl*)	4803 4552 2976	✠100A1 ~~8,32~~ ~~12,34~~ ~~10,35Swe~~ 4,36 BS~~10,34~~ ✠LMC9,32 4,36	Shl	*z*	CL ~~1,34~~ N10,35	1928 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs*) *CellDB*	405·0|53·5|26·4 P30'B229'F41' FK 352'1398*t FPT*168*t*	W.Hartlpl British 6*BHCem* *APT*159*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb 507NHP 3SB,*9cf*,GS169,HS7651 FD Smith'sDockCo.Ld.Mdb.	29 " 5 s4 " 9 24 " 11¼	
34306 DHWO	**Stör** Sub.Sig. *Mchy.Aft* 1*Dk*	665 535 348					1921	Stocks& Kolbe Kiel	Bugsier,Reed.u. BergungsA.G.	176·0|31·3|12·3 P&B115'F23'	Brmrhven German *WB*	T.3Cy.12 9/16",19 13/16"&32 5/16"- 22 7/8" 49NHP CaesarWollheim,Breslau		G
34307 LDLN	**Storaas** TwinSc *OilEng.* ssGot.No.1-34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cruiser Stern*	7886 7217 4719	✠100A1 ~~6,33~~ ~~12,34~~ 12,35 DBS5,34 ✠LMC8,34 *CarryingPetroleum in bulk*	Gen ~~Cbo~~ Syd	*b*†	CL 5,34	1929 12mo *Lloyd*	A/BGötaverken Gothenburg '*sA&CP* *Cell*	A/S Nanset(Iver Bugge,*Mgr.*) *DBuE*65'278*t DT*	441·2|59·2|35·3 P96'F37' FK *f*29'468*t FPT*113*t*	Larvik Norwegian 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 " 0	
34308 LCKX	**Storanger** TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9223 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen &Co.A/S	473·6|64·5|36·6 P117'B30'F42'	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 710NHP J.G.Kincaid&Co.Ld.Grk.		N
34309 LEYT	**Stord** Ⓟ 2*Dks*	465 422 267					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskap	155·8|23·8|16·4 P107*t*H20*t*F45*t* len31	Bergen Norwegian *WB*	T.3Cy.13½",22"&35"-25" 61NHP LaxevaagsMsk&Jrnskb.		
34310 OXSS	**Store-Bælt** Ⓟ Pad (*Ferry*) Wireless D.F.	1114 1036 447					1900	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	274·7|34·7|15·2	Korsör Danish	C.4Cy.34"&62"-54" 470NHP Burmeister&Wain,Cpn.		
34311 OZJB	**Store Nordiske** (*CableSteamer*) ssShi.No.3-2,35 1*Dk*(*Stl*-ws)&*Awng dk* (*Stl*-teaks)3*rd dk*(*Stl*) *aft over Tunnel*	1456 1370 667	✠100A1 *Awng dk* *withfreeboard* 11,35 ~~2,34~~ ✠LMC MS2,34 BS~~11,34~~ 10,35 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Shi	*p*	OG 2,34	1922 11mo	Akt.Nakskovskibs. Nakskov A&CP	A/S DetStore NordiskeTelegraf Selskab *CellDB*167'222*t*	244·9|35·2|21·3 FK&BK1½" *Collisio* *FPT*21*tAPT*29*t*	Copnhagn Danish *Cem* *n BH to A dk* 5 " " *U* "	T.3Cy17½"28½"&47 5/16"-31½" 185lb *100lb* (*s*) 207NHP 2SB,*4cf*,GS77,HS3314 FD OttensenerEisenwerk A.G.Altona	23 " 6 s7 " 3½ 16 " 8	
34312 LEYY	**Storesund** (exAre,exSunpulp) Iron 1*Dk*	563 412 294					1890	Nylands Værksted Oslo	D/S A/SVaröy (KnutKnutsen, O.A.S.,*Mgr.*)	173·0|26·7|12·6 Q44*t*B82*t*H12*t*F27*t*	Haugesnd Norwegian *WB*	T.3Cy.13",21¾"&34¾"-24" 59NHP NylandsVærksted,Oslo		N
34313 LCZE	**Storfjeld** (exDordrecht) 1*Dk*	2198 2034 1357					1899	Schpw.v. JanSmit,Czn. Alblasserdm	D/S A/S Storfjeld (H.GriegMartens)	293·0|42·8|19·9 P32'B71'F34'	Bergen Norwegian *WB*	T.3Cy.21½",35½"&58"-39" 210NHP N.E.MarineEngCoLd Nwc		N
34314 5957 SGOW	**Storfors** *Mchy.Aft* 1*Dk*	*545* *408* *273*					1918	Göteborgs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson)	164·4|27·3|10·9 P49'H49*t*F23'	Uddeholm Swedish *WB*	T.3Cy.13⅞",22¼"&37⅞"-23⅞" 68NHP GöteborgsMV.Aktieb.Got		V
To be Broken up 34315 118473 GPFB	**Stork** ssShl.2ndNo.3-2,31 1*Dk*(*ptStl&ptIrn*)&*lower dk*(*ptStl*) *Web frames aft&ptAwng dk*(*Irn-pt*ws)	2029 1466 1291	~~✠100A1~~ *ptAwng dk* *withfreeboard* 2,35 ~~BS2,34~~ ~~BS2,31~~ ~~✠LMC2,31~~	Mdb	*r*	CL 1,34	1904 8mo *Lloyd*	Ropner& Son Stockton '*sA&CP*	QueenLine.Ld.& CadoganS.S.Co,Ld (Thos.Dunlop& Sons,*Mgrs*) *CellDB*	270·0|38·2|17·7 P27'Q66' *ptAwngdk*177' FK *a*74' *uE&B*38'*f*110'	London British 6*BHCem* 408*tFPT*72*t*	T.3Cy.22",35"&59"-39" (*r*) 170lb *100lb* 257NHP 2~~SB~~,*6cf*,GS131,HS4338 Richardsons,Westgarth& *APT*28*t* Co.Ld.Mdb.	20 " 0 s 8 " 6½ 19 " 5	
34316 144927 ZMKF	**Storm** (exRiverWear) *Mchy.Aft* *Well deck* 1*Dk*	749 508 371			...		1920	J.S.White &Co.Ld. Cowes	CanterburySteam ShippingCo.Ld.	180·6|29·4|11·5 Q111'B11'F24' FK	LyttltnNZ British *WB*	T.3Cy.15",25½"&41"-30" 94RHP J.S.White&Co.Ld.Cowes	13 " 6	
34317 DHWP	**Stormarn** (exAladdin,exRigel) 1*Dk*	1454 1181 845					1919	Akt.Burmeistr&Wain Copenhagen	RobertBornhofen	254·5|38·2|15·4 Q75*t*P27*t*B250*t* F37*t*H79*t*	Hamburg German *WB*	T.3Cy.18¼",30"&50"-36" 150NHP Akt.Burmeistr&Wain,Cpn		G
34318 111176 MDCM	**Stormont** (exSaltees) 2*Dks*	1031 941 421					1899	CaledonSB &Eng.Co.Ld. Dundee	Belfast.Mersey& ManchesterS.S.Co. Ld. (W.M.May, *Mgr.*)	250·0|35·1|16·3 P&B160'F50'	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		C
34319 145454 GFZL	**Stornest** (exStornes) *Fitted for oil fuel* 2*Dks*	4255 3987 2543					1921	J.Priestman&Co.Ld. Sunderland	J.Priestman (J.Morrison&Son, *Mgrs.*)	365·0|51·5|25·2 P89*t*H154*t*F29*t*	Newcastle British *WB*	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
34320 5680 SGCK	**Storö** (exRita-34,exWilhelmina, exDaggry) 1*Dk&ptAwngdk*	1196 777 698					1898	Framnæs Mek.Værks. Sandefjord	RederiA/B Norrland(Odmark& Andersson,*Mgrs.*)	216·6|33·7|12·2 Q—H—F— *Awngdk*164'	Härnösand Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP Akers.Mek.Værks.Oslo		N
34321 LCZF	**Storstad** TwinSc *OilEng.* *Mchy.Aft* *CarryingPetroleum in bulk* *CruiserStern* 2*Dks*	8998 8269 5217					1926	Blythsw'd S.B.Co.Ld. Glasgow	SkibsA/S Sommerstad(A.F.Klaveness&Co.A/S)	470·0|62·2|35·3 P418*t*H267*t*F41'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP J.G.Kincaid&Co.Ld.Grk.		N
34322 LCZG	**Storsten** *OilEng.* ssNwc.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5343 4597 3114	✠100A1 9,35 ~~10,34~~ ✠NE5,28 ✠LMC CS4,33 9,35 *CarryingPetroleum in bulk* DBS(*a*)9,35	Nwc Gls DBS9,34	*y*	CL ~~1,33~~ 9,35	1926 7mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	TönsbergRederi A/S(Rafen& Loennechen,*Mgrs*) *CellDBuE*	388·1|52·7|29·0 P85'B27'F62' FK 61'208*tDTf*46'589*t*	Tönsberg Norwegian 14*BHptCem* (10 *to U dk* 4 " 2*nd* ") *FPT*56*tAPT*27*t*	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅜" 482NHP NDB30 (*s*) *100lb* DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 " 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34323 LDGB	**Storviken** ssHKg.No.1-36 ssH.Kg.No.3-8,30 2Dks(Stl)	4836 4383 2957	✠100A1 1,36 ~~11,33~~ BS~~7,34~~ ✠LMC~~8,30~~ 9,35 MS1,36	Bom HKg	y	CL ~~12,32~~ ~~7,35~~ N1,36	1917 7mo	SeattleConstruction&DryDockCo. Seattle,Wash A&CP	Wallem&Co. A/S (H.J.Wallem, Mgr.) 1BHin after hold dispensed with 5BH only CellDB325'960t FPT115t APT264t	380·0|53·2|27·0 P40'B100'F41' FK	Bergen Norwegian Cem	T.3Cy.24",40"&70"-48" (s) 190lb 472NHP 3SB,9cf,GS169,HS6831 FD SeattleCons.&D.Dk.Co.	29 ″ 4 s 5 ″ 9 23 ″ 9	
34324 FNKX	**Strabon** ssAnt.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4572 4220 2728	✠100A1 withfreeboard 8,35 ~~9,34~~ BS~~9,34~~ ✠LMC7,32 9,35	Ant	z	CL 9,34	1928 7mo	W.Gray&Co.Ld. W Hartlepool Lloyd's A&CP	Cie.deNav. d'Orbigny CellDB353'1001t FPT108t APT155t	400·0|53·0|25·1 F35' FK	LaRochlle French 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy 26",43"&71"-48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	
34325 136360 MGLK	**Straide** K ssBel.No.3-8,29 ssBel.No.1-33 Mchy.Aft 1Dk(ptStl) Well deck Cargo battens not fitted	326 231 113	✠100A1 7,35 ~~1,34~~ BS~~10,34~~ ✠LMC6,33 10,35	Bel	e	CL 1,34	1917 3mo	A.Jeffrey&Co.Ld. Alloa Lloyd's A&CP	Howdens,Ld.	131·7|23·1|9·6 24·0 Q47'B9'F26' FK FPT35t	Belfast British 3BHCem APT9t	O.2Cy.16⅞"&36"-24" (s) 135lb 58RHP 1SB,3pf,GS44,HS1300 A.Jeffrey&Co.Ld.Alloa	10 ″ 6 s ″ 6¼ 10 ″ 1	
34326 140552 MGYR	**Strait Fisher** (exDragoon-34) Mchy.Aft ssLiv.No.3-5,30 Well deck ssBrw.No.1-35 Cargo battens not fitted 1Dk(Stl)	573 393 258	✠100A1 6,35 ~~3,34~~ ~~[illegible]~~ ✠LMC~~5,30~~ BS4,36 6,35	Goo Brw	h	CL 10,34	1917 12mo	J.Lewis&Sons,Ld. Aberdeen Lloyd's A&CP	J.Fisher&Sons,Ld. CellDBf92'118t FPT44t	164·9|27·0|11·2 Q94'B11'F23' FK	Barrow British 3BHCem APT15t	T.3Cy.14",24"&39"-27" (s) 180lb 99RHP 1SB,3pf,GS54,HS1741 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¾ 13 ″ 2¾	
34327 LEZF	**Stranna** ssIrv.No.2-34 1Dk(Stl) Cargo battens not fitted	1547 1379 899	✠100A1 ~~1,36~~ ~~1,35~~ 5,36 ✠LMC MS2,34 BS~~2,34~~ 11,35	Irv Sws	q	CL ~~3,35~~ 1,36	1925 2mo	R.Duncan&Co.Ld. Pt.Glasgow Lloyd's A&CP	A/SAndora(A.H.Arvesen,Mgr.) CellDB a&uE92' f104' 374t	253·8|39·2|17·4 P23'B64'F24' FK	Oslo Norwegian 4BHptCem APT147t	T.3Cy.19",32"&52"-36" (s) 180lb 204NHP 2SB,6cf,GS110,HS3556 J.G.Kincaid&Co.Ld.Grk.	19 ″ 1	
34328 6694 SKJA	**Stråssa** TwinSc OilEng. ssMmo.No.3-6,34 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	5602 5223 2825	✠100A1 Shelter dk withfreeboard 10,35 ~~3,35~~ DBS~~6,34~~ 8,35 ✠LMC CS6,34 6,34	Rot Ant	y	OG 5,34	1921 11mo	Akt.Götaverken Gothenburg Lloyd's A&CP	Trafikakt.Grängesberg-Oxelösund (M.Waldenström, Mgr.) CellDBuE32'f105' 651t DTf68' 730t DTa103'1225t FPT58t APT155t	393·7|53·4|30·9 F40'onShelter dk FK	Stockholm Swedish ptCem Collision BHtoS dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" DB-100lb 629NHP Akt.Götaverken	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
34329 DHWQ	**Strassburg** TwinSc 1Dk	943 722 545					1911	Gebr.SachsenbergA.G. Deutz	Schiffahrt-u.Assekuranz-G.m.b.H.	216·5|32·9|10·7 Q73'B43'F25'	Hamburg German WB	O.4Cy.12⅘"&24"-17$\frac{7}{16}$" 40NHP GbrSachsenbrgA.G.Rsslau		G
34330 DAQB	— Wireless 1Dk Ref.Mchy.	886 592 523					1920	Stettiner Oderwerke Stettin	RenataDmpfsch.Ges.ThGribelK.G.a.A.(RudChrist Gribel,Mgr.)	201·9|30·6|12·1 P28'Q46'B53'F25'	Stettin German WB	T.3Cy.13⅗",21$\frac{7}{16}$"&35⅗"-25⅗" 62NHP StettinerOderwerke,A.G.		G
34331 162670 GRSX	**Strathaird** Ⓟ TwinSc Ref.Mchy. 3Dks(Stl-Weather dk teak s)4th dk(Stl)in holds D.F. E.S.D. GyC. Cruiser Stern	22284 12675 ~~13435~~ 13400	✠100A1 withfreeboard 7,35 ~~1,35~~ BS10,34 ✠LMC1,32 ✠Lloyd'sRMC~~1,35~~ ~~7,35~~ 2,36 ~~10,35~~ Fitted for oil fuel 1,32 F.P. above 150° F.	Lon	p†	CL 10,32	1932 1mo	Vickers-Armstrongs, Ld. Barrow Lloyd's A&CP	P.&O.Stm.Nav.Co. Duct keel forward of machinery space CellDB507'2572t DTs a27'818t Tank in way of tunnels132t FPT115t APT198t	638·7|80·2|33·1 B347'F75' Upper Bridge304' FK	London British 11BHptCem Coll,, to W dk	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts 4WTB&2AuxWTB 425lb HS56000 (s) FD 6315NHP Vickers-ArmstrngsLdBrw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6 s 8 ″ 8 29 ″ 2	BT till ~~9,35~~ 7,36
34332 164521 GYMS	**Strathmore** Ⓟ TwinSc 3Dks,4th dk in holds D.F. E.S.D. GyC. Ref.Mchy. CruiserStern	23428 13151 14144	✠100A1 withfreeboard 12,35 ~~9,35~~ ✠LMC9,35 ✠Lloyd'sRMC9,35 Fitted for oil fuel 9,35 F.P. above 150°F.	Brw Lon		CL	1935 9mo	Vickers-Armstrongs, Ld. Barrow Lloyd's A&CP	P.&O.Stm.Nav.Co. Duct keel fr'd of mchy space CellDB504'2209t Tanks in way of tunnels96'515t Wing tanks in engine room 633t DTsf44'194t FPT13t APT195t	640·3|82·2|33·7 B&F493' UprB319' UprF81' FK	London British 11BHptCem (2BHto3rd dk)	6 Steam Turbines SR geared to 2 Screw Shafts 4WTB&2AuxWTB 450lb HS37030 (s) FD 4912NHP Vickers-ArmstrngsLdBrw	38 ″ 0 s8 ″ 1 30 ″ 2	BT till 9,36
34333 162619 GRPZ	**Strathnaver** Ⓟ TwinSc 3Dks(Stl-Weather dk teak s) Ref.Mchy. 4th dk(Stl)in holds D.F. E.S.D. GyC. CruiserStern	22283 12675 ~~13431~~ 13395	✠100A1 withfreeboard 6,35 ~~2,35~~ BS5,34 ✠LMC9,31 ✠Lloyd'sRMC~~2,35~~ ~~9,35~~ 1,36 Fitted for oil fuel 9,31 F.P. above 150° F.	Lon	p†	CL N1,33	1931 9mo	Vickers-Armstrongs, Ld. Barrow Lloyd's A&CP	P.&O.Stm.Nav.Co. Duct keel forward of machinery space CellDB507'2572t DTs a27'818t Tank in way of tunnels 132t FPT115t APT198t	638·7|80·2|33·1 B347'F75' UpperBridge304' FK	London British 11BHptCem Coll,,toWdk	2SteamTurbines connect'd toElec.Motors&Sc.Shafts 425lb (s) 6315NHP DB100lb HS56000 FD 4 Water Tube Boilers 2Aux.WaterTubeBoilers Vickers-ArmstrngsLdBrw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6 s 8 ″ 8 29 ″ 2	BT till ~~[illegible]~~ 6,36
34334 DOAR	**Strauss** D.F. Sub.Sig. 1Dk CruiserStern	1756 1406 836					1927	G.Seebeck A.G. Wesermünde-G.	ArgoReed.A.G.	276·8|42·1|14·8 P14'F257'	Bremen German WB	T.3Cy.21¼",34¼"&55⅛"-37⅜" & 1 low pressure Turbine 254NHP G.SeebeckA.G. Wesermünde-G.		G
34335 140856 MJLY	**Stream Fisher** (exOrtona-32) ssApl.No.3-10,31 Mchy.Aft 1Dk(Stl) Well deck ssLan.No.1-35	483 335 191	✠100A1 9,35 ~~10,34~~ BS~~5,34~~ ✠LMC~~10,31~~ 5,35 MS9,35	Lan	y	CL ~~10,34~~ 8,35	1919 1mo	R.Cock&Sons,Ld. Appledore Lloyd's A&CP	J.Fisher&Sons,Ld.	150·0|25·7|12·0 Q83'B9'F24' FK	Barrow British 3BHCem FPT34t	T.3Cy.13",22"&34"-22½"(s) 180lb 72RHP 1SB,2cf,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9 s 3 ″ 11½ 12 ″ 5½	
34336 PHTS	**Streefkerk** ssRot.No.3-10,34 2Dks(Stl-U teak s) CruiserStern	6185 5656 3823	✠100A1 11,35 ~~10,34~~ ✠LMC BS~~5,34~~ 7,35 MS10,34 Fitted for oil fuel 10,21 F.P. above 150° F.	Rot	a†	CL N12,33	1921 11 mo	RotterdamscheDroogdk.Mij A&CP	VereenigdeNederlandscheScheepv.Maats.(Directie en AgentuurMaats. HollandBritschIndieLijnN.V. Mgrs.) CellDB338'1143t	421·0|55·4|28·9 P49'B256'F36' FK	The Hague Dutch 7BHAsp MT18' 780t	T.3Cy.26½",43"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS168,HS8151 FD Rotterdamsch.Droogd.Mij FPT 137t APT64t	31 ″ 6 s 5 ″ 2¼ 26 ″ 6	
34337 4882 SGPD	**Strengnäs Express** Ⓟ 1Dk2trB	325 140 210					1908	LindholmensV.A. Gothenburg	TrafikA/BMälaren-Hjelmaren	121·3|22·9|9·7 Q7'B58'H59t	Stockholm Swedish	T.3Cy.14¼",22"&36½"-22½" 63NHP LindholmensV.A.Got.		
34338 137090 GSNL	**Streonshalh** ssNpt.No.1-33 D.F. 1Dk(Stl)	3895 3476 2351	✠100A1 12,35 ~~11,34~~ BS~~10,34~~ ✠LMC4,33 12,35	Shl Bry	w	CL 11,33	1928 7mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd's A&CP	Rowland&MarwoodS.S.Co.Ld. (Headlam&Son, Mgrs.) CellDB308'858t	349·4|50·1|23·8 P33'B105'F35' FK	Whitby British 6BHCem APT156t	T.3Cy.24",40"&66"-45" (s) 180lb 180lb 315NHP 2SB,6cf,GS135,HS4834 G.Clark,Ld Sunderland	25 ″ 10 s 4 ″ 3¾ 21 ″ 8¾	
34339														

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, ce n'est dans le L.R. Durée Cert. B. of Trade
34340 Broken up OYGS	**Strib** Ⓟ Pad (*Ferry*) 1*Dk*	508 494 270					1901	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	206·1 len04	26·6	11·9	Fredericia Danish	C.2Cy.29″–45″ 86NHP HelsingörsJernsk.& Mskb.		
34341 LCPH	**Strix** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6219 5546 3719					1930	Götaverken A/B Gothenburg	Skibs-A/S Dieseltank(Stephansen& Torgersen,*Mgrs.*)	408·3 P218tH352tF68t	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 540NHP GötaverkenA/B,Got.		N
34342 321 IBIF	**Strombo** (*ex*Laxerto-35, *ex*Carpena-35,*ex*Capena) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	5937 5000 3462					1923	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	382·0 P101′B30′F34′	51·6	28·2	Naples Italian	Oil Engines 2S.C.SA 8Cy.23⅝″–37″ 779NHP Cant.Offic.Savoia		CI
34343 LEZG	**Stromboli** 1*Dk*	1376 864 810					1902	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Spanskelinjen(Fred. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	230·9 P31tB51tH14t F393t	33·3	15·2	Oslo Norwegian *WB*	T.3Cy.15″,26″&43″–30″ 101NHP FredrikstadM.V.Frdstad		N
34344 LCPN	**Strombus** 3Mst ssOsl.3rdNo.3-10,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	6549 5787 3917	✠100A1 10,34 ✠NB3,21 ✠LMC10,34 Pr.BS10,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,00 *F.P. above* 150° F.	Osl	*z*	CL 9,34	1900 1mo	Armstrong Whitworth& Co.Ld. Newcastle A&CP	A/S Sevilla *WB=DBu*	410·0 P100′B20′F56′ FK *B*37′112t*FPT*219t	52·1	32·2	Tonsberg Norwegian 16*BHCem* *APT*43t	T.3Cy.26½″,46″&77″–48″ (*s*) 180lb *180lb* 531NHP 36Pr.B*60lb* 1Pr.B*43lb* NDB04,*refitted*28 3SB,*9cf*,GS186,HS7500 FD N.E.MarineCo.Ld.Nwc.	34 ″ 0 s 7 ″ 8¼ 26 ″ 6	
34345 LEZI	**Ströna** (*ex*Transport4,*ex*Hinrich Steenbock,*ex*Sappemeer, *ex*Oudkarspel) *Mchy.Aft*	364 276 191					1919	Werf "Nordster" Groningen	A/S Ægir (Chr.Frederiksen, *Mgr.*)	130·8 P45tH9tF15t	22·9	11·1	Melbo Norwegian *WB*	T.3Cy.10½″,16⅞″&27½″–18¹⁄₁₆″ 32NHP P.Versteeg,Hardinxveld		G
34346 141827 MNRB	**Stronsa Firth** ssShl.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	491 319 222	✠100A1 9,35 ~~12,33~~ BS9,35 ✠LMC MS12,33 ~~BS6,34~~	Shl	*g*	CL ~~3,33~~ 9,35	1925 9mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'sA&CP	FirthShippingCo. Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*)	160·3 Q92′B11′F24′ FK *CellDB*95′114t *FPT*	25·1	9·7	Aberdeen British 3*BHCem* 33t*APT*14t	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*3pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
34347	**Strymon** (*ex*Cairndhu-35) ssLth.No.3-9,31 D.F. 1*Dk*(*Stl*) ssNwc.No.1-35	*5250* *4789* *3218*	✠100A1 1,36 ~~3,35~~ ~~BS3,35~~ ✠LMC~~9,34~~ 3,35	Shl Rot	*y*	CL 3,35	1919 3mo	Palmers' Co.Ld. Newcastle *Lloyd*'sA&CP	LivanosBros.~~(N.G. Livanos,*Mgr.*)~~ *CellDB*	399·3 P49′B113′F39′ FK 344′1112t *FPT*122t	52·2	28·5	Chios Greek 7*BHCem* *APT*174t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11¼ 25 ″ 8	
34348 221227 KDXD	**Stuart Dollar** (*ex*Mandarin) *Fitted for oil fuel* 3*Dks*&*Shelter dk*	7038 — 4355					1920	Kiangnan Dk.&Eng. Wks. Shanghai	DollarTerminal S.S.Co.	429·0	55·2	26·6	S.Frncisco Utd.States *WB*	T.3Cy.26½″,44″&74″–48″ 377NHP KiangnanDk.&Eng. Wks.Shanghai		R
34349 Broken up 121277 GQTW	**Stuart Prince** (*ex*Glendhu) ssNwc.2ndNo.3-1,30 ssHul.No.1-34 Sub.Sig. 2*Dks*(*Stl*)&*deepframing*	4129 3881 2629	✠~~100A1~~ 9,35~~11,34~~ ✠[illegible] ~~BS6,33~~	Hul Mch	*x*	CL ~~10,34~~ N9,35	1905 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*'sA&CP	~~RioCapeLineLd. (Furness,Withy& Co.Ld.*Mgrs.*)~~ *Cell DBa*110′*uE*&*B*42′	376·9 P39′B112′F46′ FK *f*173′976t*DTa*33′8	49·5	26·1	Danzig 6*BHCem* 12t*APT*32t	T.3Cy.25½″,42″&68″–48″ (*s*) 180lb 423NHP NDB21*refitted*34 *100lb* 2SB,*6cf*,GS118,HS6044 FD Dunsmuir&JacksonLd Gls	28 ″ 10 s 5 ″ 3¾ 23 ″ 9	
34350 149731 GMRF	**Stuart Star** (*ex*Stuartstar) TwinSc ssLon.No.2-35 ~~ssLon.No.1-31~~ *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* D.F. *Nos.* 1, 2, 3, 5 & 6 *holds* *CruiserStern*	~~11901~~ ~~11406~~ ~~7428~~ 11928 11400 7446	✠100A1 *withfreeboard* BS10,35 11,35~~2,34~~ ✠LMC 12,34 [illegible] ✠Lloyd'sRMC[illegible] 3,36~~11,05 7,35~~ Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Shl	*f*†	CL ~~1,33~~ 10,35	1926 10mo	Palmers' Co.Ld. Newcastle *Lloyd*'sA&CP	BlueStarLine Ld. *Duct keel forward of machinery space* *CellDB*	475·8 FK 389′1433t*FPT*102t	67·3	45·2	London British 9*BHptCem* 143′ *APT*117t	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) 1581NHP 200lb HS22869 FD 2D&2SB,*24cf*,GS420 Palmers'Co.Ld.Newcastle	48 ″ 5 s18 ″ 8½ 30 ″ 0	
34351 DHWT	**Stubbenhuk** Wireless 1*Dk*	934 759 465					1925	Flender, A.G. Lübeck	H.M.Gehrckens	223·7 P172′F21′	33·4	12·0	Hamburg German *WB*	T.3Cy.16⁷⁄₁₆″,26¾″43⁵⁄₁₆″–29¼″ Lübecker 102NHP Maschb.Ges.Lübeck		G
34352 145983 MLDS	**Sturdee Rose** ssBly.No.3-5,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 443	✠100A1 5,35 ✠LMC5,35	Bly		CL 4,35	1922 10mo	HansenSB &S.Rep.CoLd Bideford *Lloyd*'sA&CP	RichardHughes& Co.(Liverpool)Ld. *CellD*	190·0 Q120′*Bon*Q14′F26′ FK *B*f126′239t*FPT*53t	30·1	12·5	Liverpool British 3*BHCem* *APT*30t	T.3Cy.15″,25″&41″–27″ (*s*) 180lb 84RHP 2SB,*4cf*,GS66,HS2166 LythamSB.&E.Co.Ld. Lyt.	14 ″ 6 s 4 ″ 6½ 14 ″ 1¼	
34353 5683 SGPW	**Sture** ssGot.No.3-2,35 *Mchy.Aft* 1*Dk*(*Stl*)	*301* *244* *191*	✠100A1 3,36 ~~2,35~~ ✠LMC2,35	Got	*d*	OG 1,35	1915 5mo	P.Larsson Thorskog A&CP	BillerudsAktieb. (Chr.Storjohann, *Mgr.*)	121·9 P29′F13′ len.23 FK *CellDB*22′28t*FPT*	22·5	11·4	Säffle Swedish 3*BHCem* 14t*APT*17t	C.2Cy.13″&20″–16″ (*s*) 120lb 22NHP 1SB,*2cf*,GS45,HS490 P.Larsson,Thorskog	12 ″ 0 s 1 ″ 1½ 11 ″ 0	
34354 3881 SGAI	**Stureborg** (*ex*Ran-33, *ex*Mulgrave) Iron ssMmo.2ndNo.3-11,07 *Well deck* ssGms.No.1-12 1*Dk*(*Irn*)2*trB*	*1584* *1333* *920*	✠ 7,16 ✠	Lon	*q*		1883 11mo	JLThompson&Sons Sunderland	RederiA/B Stureborg(J.Leonard) *DBa*7	260·0 Q100′B58′F26′ FK 6′*f*58′268t *FPT*33t	36·0	18·6	Landskrna Swedish 4*BHCem* *APT*26t	C.2Cy.29½″&60″–39″ NDB05 180NHP 2SB,*6cf*,GS96,HS3066 J.Dickinson,Sunderland	19 ″ 8	V †
34355 6172 SILA	**Stureholm** ssGot.No.1-36 TwinSc *OilEng.* ssSkm.No.3-4,32 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 2*nd dk*(*Stl*) *in forehold* *CruiserStern*	*4575* *4103* *2702*	✠100A1 *Shelter dk* *withfreeboard* 4,36 ✠LMC CS4,36 DBS7,35 7,35	Mmo Got	*y*	OG ~~8,32~~ 7,35	1919 9mo	Aktieb. Götaverken Gothenburg AP	Aktieb.Svenska Amerika-Mexiko Linien(B.Zander, *Mgr.*) *Cell DB* 333′ 1008*t side tanks*(*aft*)	408·7 FK 42′224t*APT*44t	54·0	23·4	Gothenbrg Swedish *Cem* *Collision BHtoSh dk* 6 ″ ″ *U* ″	Oil Engines 4S.C.SA 12Cy.23⅝″–35⁷⁄₁₆″ 629NHP DB*100lb* Akt.Burmeister&Wain, Copenhagen	26 ″ 1 s 2 ″ 9 23 ″ 6½	
34356 1565 IUOY	**Sturla** (*ex*F.G.Reinhold, *ex*Halfdan, *ex*Highlands) Iron ssGot.2ndNo.3-2,09 ssNwc.No.2-19 *Well deck* Sub.Sig. 1*Dk*(*Irn*)2*trB*	1195 841 723	✠ 6,22 ✠NB5,13 ✠	Nwc	*n*		1884 1mo	A.Hall& Co. Aberdeen	IgnazioMessina &C.	228·5 Q90′B57′F24′ BK8′ *DBa*71′*f*82′329t	33·1	16·2	Genoa Italian 4*BHCem*	C.2Cy.28″&54″–36″ NDB07 142NHP 1SB,*3cf*,GS90,HS2465 BlaikieBros.Aberdeen	17 ″ 0	I †
34357 DOKM	**Sturmfels** Sub.Sig. 2*Dks*	6288 5812 3834					1920	Act.Ges. "Weser" Bremen	DeutscheDmpfsfahrtsGes.Hansa	431·5 P78′B133′F56′	56·2	30·3	Bremen German	T.3Cy.28½″,47¼″&76⅞″–53³⁄₁₆″ 428NHP A.G."Weser"Bremen		G
34358 DQNF	**Sturmsee** (*ex*Amanda,*ex*Isabel Harrison,*ex*Pollcrea,*ex*Grahamland, *ex*Josephina) 1*Dk*&*deepframing*	1192 1110 719			...		1899	R.Duncan &Co.Ld. Port Glasgow	BugsierReed.& BergungsA.G.	233·1 P34′B63′F28′ FK	34·7	16·5	Bremerhaven German *WB*	T.3Cy.18¹¹⁄₁₆″,30″&49″–33″ 141NHP Hall-Brwn Buttery&CoGls	18 ″ 9	G †

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not L.R. Date of B. of Trade Cert.
34359 DHWU	**Sturzsee** (*ex*OttoFischer, *ex*Westerbroek) *Mchy Aft* 1*Dk*	708 537 338					1921	Wortelboer &Co. Westerbroek	W.Schuchmann	179·9 Q85'B8'	28·7	12·6 *WB*	Bremerhaven German	T.3Cy 15″,23⅓″&39⅗″–23⅗″ 75NHP E.J.Smit&Zoon,Hoogeznd		G
34360 DOAK	**Stuttgart** TwinSc E.S.D. D.F. GyC. Sub.Sig. 4*Dks*	13387 11292 7796					1923	Vulcan- WerkeA.G. Stettin	Norddeutscher Lloyd	527·0 B372'F117'	65·0	34·7 *WB*	Bremen German	T6Cy.31½″,51½″&59⅒″–55⅒″ 517NHP Vulcan-WerkeA.G.Stettin		G
34361 PHUI	**Stuyvesant** Ⓟ D.F. 2*Dks*	4202 3034 2552					1918	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb Maats. N.V.	342·0 P28'B143'F60'	47·6	24·3 *WB*	Amstrdam Dutch	T.3Cy.25″,39″&67″–47½″ 309NHP Werkspoor,Amsterdam		V
34362 SYGM Abandoned on Fire 3.36	**Styliani** (*ex*Gartness,*ex*EdithFische, *ex*MikraAsia, *ss*Alx.3rdNo.3-4,32 *ex*Avni-Huda, 1*Dk*(*ptStl ptIrn*)& *ex*Aristea) *ptAwng dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1828* *1316* *1088*	✠~~100A1~~ *pt Awng dk* *withfreeboard* 2.35 ~~BS5,35~~ ~~[illegible]~~ ✠~~[illegible]~~	Alx	*q*	CL 2,35	1893 10mo	R.Thompson&Sons Sunderland A&CP	PithisBros.&Co. *CellDB*202'348*t FPT*40*t APT*69*t*	263·2 P31'Q64' *ptAwng dk*168' FK	36·0	16·8	Chios Greek 5*BHCem*	T.3Cy.20″,33″&54″–36″ (*r*) 160lb ~~*90lb*~~ NDB19 182NHP 2SB,6*pf*,GS90,HS2850 *90lb* G.Clark,Ld.Sunderland	19 ″ 2 s7 ″ 10¼ 18 ″ 6	
34363 TCDJ	**Suad** (*ex*Vefa-34,*ex*Fasano, *ex*S.Antonio, *ss*Sws.3rdNo.3-8,19 *ex*Balham,*ex*Collivaud) 1*Dk*(*Stl*)2*trB* *Well deck*	1439 1109 844	✠ 10,23 ✠NB2,17 ✠	Mes	*o*		1886 8mo	ButeS.B. Eng.&Dry DockCo.Ld. Cardiff	SadikZadéNazim	240·9 Q86'B50'F26' ND01 FK *DBa*67'*f*	33·1	18·0	Istanbul Turkish 4*BHCem* 101'306*t*	C.2Cy.29″&56″–36″ 173NHP 2SB,6*cf*,GS98,HS3336 Palmer'sCo.Ld.Newcastle	19 ″ 2	V †
34364 161244 GSZT	**Subadar** *ss*Cal.No.1-33 2*Dks*(*Stl*)	5424 5024 3397	✠100A1 2,36 ~~1,35~~ BS10,35 ✠LMC11,33	Cal	*z*	CL ~~11,33~~ 2,36	1929 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*348'1186*t DTa*35'981*tFPT*118*tAPT*31*t*	405·0 P40'B121'F41' FK	54·0	28·8	London British *ptCem* 5*BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy.24½″,42″&70″–48″ (*s*) 210lb *110lb* 446NHP 2SB,8*pf*,GS308,HS5972 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s6 ″ 1 25 ″ 5¾	
34365 219876 KJZJ	**Sucarseco** (*ex*Italia) *ss*N.Yk.No.1-26 1*Dk*(*Stl*)2*trB in fore&* *after holds& Webframes*	3253 3005 1977	✠100A1 2,27 ✠LMC3,28 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	NYk	*v*	CL N10.26	1920 6mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. *Cell DB*251'827*t DTf*20'394*tFPT*111*tAPT*69*t*	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6*BHptCem*	1DR GearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34366 YQSS	**Suceava** (*ex*AlbertVögler-33) D.F. Sub.Sig. 2*Dks*	5710 4920 3409					1923	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	Constntza Roumanian	T.3Cy.25¼″,41″&66⅛″–49¼″ &L.P.Turbine 308NHP Marinewerft,Wilhelmshvn		GV
34367	**Sucre** TwinSc *ss*Cco.No.2-35~~*ss*N.Yk.No.1-30~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2646* *1889* *1509*	✠100A1 ~~4,34~~10,35 BS10,35 ✠LMC4,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,26 *F.P.above* 150° F.	Cco	*t*	CL 4,34	1926 6mo	Palmers Co.Ld. Newcastle *Lloyd'sA&CP*	VenezuelaGulf OilCo. *CellDBuE&B*42'107*t FPT*194*tAPT*85*t*	305·0 P69'B22'F33' *Trunk dk*181' FK	50·2	16·3	Maracaibo Venezuelan 11*BHptCem*	T.6Cy.13½″,23″&37″–27″ (*s*) 180lb 210NHP 2SB,6*cf*, HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 ~~s 2 ″ 4~~ ~~14 ″ 6~~ s2 ″ 0¼ 14 ″ 8	
34368 221125 KJZK	**Sucubaco** *ss*N.Yk.No.1-26 1*Dk*(*Stl*)2*trB in fore&* *afterholds& Web frames*	3285 3005 1997	✠100A– 4,27 ✠LMC8,26 *Fitted for oil fuel*6,21 *F.P. above* 150° F.	NYk		CL 1,27	1921 5mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *Cell DB*251'827*t DTf*20'394*tFPT*111*tAPT*69*t*	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd. States 6*BHptCem*	1DR GearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34369 EAGG	**Sud** (*ex*M.Arnus,*ex*JosefaRaich, *ex*M.Arnus,*ex*Temiya *ss*Yka.No.3-12,06 Maru,*ex*SaintJerome) *ss*Yka.No.2-14 1*Dk*(*Stl*)2*trB*&*Web frames*& *ptAwng dk*(*ptStl ptIrn*)	2949 — 2290	✠ 9,20 ✠	Bcl	*t*		1894 9mo	Furness, Withy&CoLd WHartlepool	DomingoMumbrú *CellDBa*106'*uE&B*50'*f*112'492*tAPT*30*t*	314·0 Q131' *ptAwngdk*183' FK	39·9	21·3	Barcelona Spanish 6*BHCem*	T.3Cy.23½″,37½″&61½″–39″ 240NHP 2SB,6*cf*,GS90,HS3664 T.Richardson&Sons,Hpl.	23 ″ 10	G †
34370 YTEG	— *ss*Fiu.2ndNo.3-3,28 *ss*Tri.No.1-32 1*Dk*(*ptIrn&ptStl*)2*trB*& *deep framing*3*Dk rule*	2520 2354 1606	✠100A1 ~~8,35~~~~12,34~~2,36 ✠LMC MS4,32 BS~~2,35~~ 2,36	Tri Pla	*t*	CL ~~3,33~~ 8,35	1901 12mo	A.Rodger &Co. Pt.Glasgow *Lloyd'sA&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *WB=CellDBa&uE*120'*f*136'633*tAPT*86*t*	314·4 P29'B94'F30' FK	44·0	20·8	Susak Yugoslav 5*BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb 249NHP 2SB,6*cf*,GS105,HS3866 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 5¼ 20 ″ 0½	
34371 LOHA	— (*ex*Martinhoe) *ss*B.As.No.2-32 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* *& at deck*	1162 — 446	✠100A1 4,36 ~~8,34~~ ✠LMC MS6,32 BS~~1,35~~12,35	BAs	*p*	~~N8,34~~ 4,36	1924 4mo	FurnessSB Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	Cia.Argentina de Nav.Mihanovich, Ltda. *CellDB*175'457*t* *DT at sides of tunnels* 34'190*tFPT*55*tAPT*46*t*	245·4 Q188'F24' FK	38·6	15·5	Bns.Ayres Argentine 4*BHptCem*	T.3Cy.17″,27½″&45″–33″ (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Govan	17 ″ 6 s 5 ″ 6 16 ″ 6½	
34372 220626 KJZL	**Sudawsonco** *ss*N.Yk.No1-26 1*Dk*(*Stl*)2*trB in fore&* *after holds& Web frames*	3253 3005 1977	✠100A1 4,28 BS1,28 ✠LMC1,26 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk	*v*	CL 4,28	1920 10mo	Submarine BoatCorp. Newark, N.J CP	PortlandCalifor-niaS.S.Co. *Cell DB*251'827*t DTf*20'394*tFPT*111*tAPT*69*t*	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6*BHptCem*	1DR GearedSteamTurbine 200lb (*s*) HS5800 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34373 115388 GMXR To be Broken up	**Sudbury** (*ex*Southwaite) *ss*Nwc.2ndNo.3-5,29 1*Dk*(*Irn*)2*trB&deep* *framing*3*Dk rule*	3632 3454 2333	✠~~100A1~~ 11,32 ~~[illegible]~~ ✠~~[illegible]~~	Nwc	*w*	CL 2,31	1904 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	TheRed"R"S.S. Co.Ld.(Stephens, Sutton,Ld.*Mgrs.*)	343·0 P27'B92'F33' *CellDBa*111' FK *uE&B*40'*f*148'948*t*	49·7	24·7	Newcastle British 6*BHCem* *APT*39*t*	T.3Cy.25″,40½″&67″–45″(*s*) 180lb NDB27 325NHP 2SB,8*rf*,GS134,HS4975 Cen.Mar.Eng.Wrks.WHpl	27 ″ 5 ~~s 4 ″ 11~~ ~~22 ″ 9~~	
34374 296 HSAF	**Suddhadib** *ss*Bgk.No.3-3,30 *ss*H.Kg.No.1-33 1*Dk*(*Stl*)&*Awng dk*(*Teak*) *Cargo battens not fitted in* *Awng 'tween decks*	1311 1153 803	✠100A1 *Awng dk* *withfreeboard* ~~5,35~~~~11,34~~12,35 BS12,35 ~~BS11,34~~ ✠LMC11,33 *Fitted for oil fuel* 4.18 *F.P. above* 150° F.	Bgk	*n*	CL 11,34	1918 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	SiamSteamNav. Co. *Cell DB*180'237*tFPT*18*tAPT*18*t*	223·4 FK	35·6	17·8	Bangkok Siamese 4*BHptCem*	T.3Cy.17″,27″&44″–30″ (*s*) 190lb 136NHP 2SB,4*cf*,GS89,HS2322 HongKong&Whampoa DockCo.Ld.	20 ″ 0 s7 ″ 5 12 ″ 11	
34375 LDER	**Suderholm** (*ex*KeyWest) *ss*Mmo.No.3-10,30 *ss*Stv.No.1-34 2*Dks*(*Stl*) *& Web frames*	4908 4462 2895	✠100A1 11,34 ✠LMC11,34 *Fitted for oil fuel* 6,17 *F.P. above* 150° F. *Carrying oil in bulk F.P. above* 150° F.	Stv	*y*	CL 11,34	1917 6mo	SeattleConstruction& DryDockCo Seattle,Wash A&CP	D/S A/S KeyWest (K.Knutsen, O.A.S.*Mgr.*) *One 'tween dk BH in after hold dispensed with* *CellDB*325'960*tFPT*115*tAPT*264*t*	381·4 P40'B100'F41' FK	53·2	27·1	Haugesnd Norwegian *Cem* 5 *BH to Udk* 7 ,, ,, 2*nd* ,,	T.3Cy.24⅝″,40″&70 1/16″–48″ 190lb (*s*) 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash	29 ″ 4 s 5 ″ 9 23 ″ 9	
34376 LHIA	**Suderöy** (*ex*Balto,*ex*Kim) 1*Dk&Shelter dk* D.F. *Longitudinal framing*	6268 5492 3597					1913	Armstrong Whitworth &Co.Ld. Newcastle	Hvalfangst A/S Suderöy(Ole AndreasKnutsen, *Mgr.*)	445·5 P119*t*H569*t*F31*t*	57·5	24·7 *WB*	Haugesnd Norwegian	T.3Cy.27″,45″&75″–48″ 390NHP N.E.MarineEng.CoLdNwc		N

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
34377 TFRA	**Sudin** (exCambria, exGötha) Wireless 1Dk2trB	740 495 425					1895	Act.Ges. "Neptun" Rostock	Government of Iceland	186·2 P113'H29tF17'	27·9	12·4	Reykjavik Icelandic WB	T.3Cy.16",26"&42"-29" 95NHP A.G."Neptun,"Rostock		V
34378 DQNP	**Südsee** (exSampan, exCalgarth, exHarrington) ssCff.No.3-8,10 ssLiv.No.2-19 Well deck 1Dk(Irn)&Web frames	1761 1425 1040	✠ 9,23 ✠	Gms	r		1898 5mo	S.P.Austin &Son,Ld. Sunderland	BugsierReed.& BergungsA.G. CellDBa76'uE&B	267·2 P27'Q74'B50'F29' 34'f108' 510t FPT	37·7	17·1 FK	Brmrhavn German 4BHCem 37tAPT58t	T.3Cy.21½",35"&57½"-39" 214NHP 2SB,6pf,GS98,HS3340 G.Clark,Ld Sunderland	19 " 9	G †
34379 7545 SENT D.F.	**Suecia** Ⓟ ssGot.No.1-34 Ref.Mchy. 2Dks(Stl-Weather dk ws) 3rd dk(Stl) in Nos 2,3&4 holds Strengthened for Navigation in Ice	4216 3258 2422	✠100A1 with freeboard ~~4,35~~ ~~11,34~~ 4,36 ~~11,35~~ BS4,35	Got	x ✠LMC10,35	CL ~~11,34~~ 11,35	1929 6mo Lloyd'sA&CP—	Swan,Hunter&Wigham Richardson Ld.Newcastle	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB301'464t tanks in way of	373·5 360·2 F67' tunnel 42t FPT28t	50·1 50·2	28·6 29·1 FK	Gothenbrg Swedish 7BHCem Coll „ to Wdk APT54t	3SteamTurbinesSRgeared to1Sc.Shaft 220lb 1043NHP 4SB,12cf,GS258,HS11788 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	32 " 0 s 12 " 1¼ 20 " 4	
34380 5393 SGTA	— TwinSc3Mst OilEng. ssMmo.No.3-7,25 ssMmo.No.2-33 2Dks(Stl)&Shelter dk(Stl)	3730 3353 2244	✠100A1 Shelter dk with freeboard ~~4,35~~ ~~11,34~~ 3,36 DBS1,36	Skm ~~Mmo~~	x Lkr ✠LMC7,33	OG 7,33	1912 12mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) a69'uE	359·4 WB=CellDB 37'f212' 1138tFPT	51·6	22·2 FK	Stockholm Swedish 6BHAsp 74tAPT53t	Oil Engines 4S.C.SA 16Cy.19$\tfrac{1}{16}$"-26" 612NHP NDB30 100lb Akt.Burmeistr&Wain,Cpn	25 " 6 s 2 " 4½ 23 " 4	
Broken up 34381 220011	**Suedco** Fitted for oil fuel 1Dk2trBin fore& after holds&Web frames	3545 3005 2174			...		1920	Submarine BoatCorp. Newark,N.J.	MathiesonAlkali Works,Inc.	324·0 P30'B90'F35'	46·2	25·0 FK	NewYork Utd. States WB	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
34382 220247 KJZO	**Suelco** ssN.Yk.No.1-25 1Dk(Stl)2trBin fore& after holds&Webframes	3285 3005 1997	✠100A1 10,26 BS10,26 Fitted for oil	NYk fuel 8,	v ✠LMC7,25 20	CL 10,26 F.P. a	1920 8mo bove 1	Submarine BoatCorp. Newark,N.J. 50° F. CP	PortlandCalifor- niaS.S.Co. CellDB251'827tD	324·0 P30'B90'F35' Tf20'394tFPT111t	46·2	25·0 FK	NewYork Utd.States 6BHptCem APT69t	1DRGearedSteamTurbine 200lb HS5800 (s) 386NHP 2 WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
34383 EGQU	**Suevia** Wood 1Dk	353 — 226					1918	Froncoso& Santodomingo Vigo	J.R.Curbera	140·7	25·9	11·0	Vigo Spanish	C.2Cy.13"&26"-17¾" 24NHP Froncoso&Santodomingo, Vigo		
34384 25090 JSCD	**Suez Maru** ssKob.No.3-5,32 2Dks(Stl)	4646 3927 3330	✠100A1 7,35 ~~7,34~~	Kob	x ✠LMC~~7,34~~ 7,35	CL 7,34	1919 8mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi ShosenK.K. CellDB	360·0 P21'B91'F35' 291' 919t FPT114t	51·2	26·1 FK	Okadamura Oshima Japanese 6BHCem APT46t	T.3Cy.24½",40½"&67"-48" 180lb (s) 377NHP 3SB,9cf,GS180,HS6381 UragaDockCo.Ld.Uraga.	28 " 5 s5 " 7 23 " 2	
34385 209076 KGGN	**Suffolk** Mchy.Aft Sub.Sig. 1Dk	4607 — 2895					1911	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans- portationCorpora- tion	365·7 P79'B17'F34'	50·1	28·1	Prtlnd.Me. Utd.States WB	T.3Cy.24½",38½"&67"-45" 301NHP NB21refitted30 NewYorkSBCo.Camdn NJ		R
34386 140511 MGRW	**Suffolk Coast** ssBkn.No.3-7,29 ssLiv.No.1-33 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	870 622 419	✠100A1 9,35 ~~8,35~~ BS~~8,34~~ 6,35	Bkn	k ✠LMC6,35	CL 8,34	1917 5mo Lloyd'sA&CP	W.Harkess &Son,Ld. Middlesbro'	CoastLines,Ld. CellDB	198·0 Q111'B13'F25' f118'166tFPT103t	30·7	12·5 FK	Liverpool British 3BHCem APT31t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 97RHP 1SB,3pf,GS59,HS2060 McColl&Pollock,Ld.Sld.	14 " 5 s 4 " 3 13 " 11½	
34387 KZBB	**Sugbo** OilEng. Wireless 1Dk	409 337 265			...		1929	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNaviera Filipina,Inc.	154·4 F20'	28·1	10·7 FK	Cebu Utd. States WB	Oil Engines 2S.C.SA 4Cy.14$\tfrac{5}{16}$"-20⅞" 141NHP MotorenWerke,Mannheim	11 " 6	
34388 120997 VPFW	**Sui-An** Ⓟ TwinSc 1DkShade dk&Promenade dk	1682 688 1047					1899	S.C.Farn- ham&Co.Ld. Shanghai	HongKong,Canton &MacaoStm.Boat Co.Ld.	238·0	30·1	11·9	HongKong British	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
34389	**Sui Kong** (exJennyMoller-32, exAmur, exNordnæs, exVizcaina) ssShi.2ndNo.3-4,24 ssShi.No.3-2,31 1Dk(Irn)&deepframing	2277 1990 1360	✠ ... 12,34 ✠	Shi	s		1897	A.Stephen &Sons Glasgow	ZuiKongS.S.Co.Ld CellDB	290·0 B66'F33' a80'uE&B36'f116'	42·7	19·3 FK	Shanghai Chinese 5BHCem 561tAPT99t	T.3Cy.19½",32"&53"-42" 199NHP 2SB,4cf,GS90,HS3070 A.Stephen&Sons,Glasgow	21 " 10	
34390 152437 VPGK	**Sui Sang** Ⓟ ssH.Kg.No.2-32 2Dks(Stl-Upt teak s)	3229 2351 1983	✠100A1 4,35 ~~4,34~~ BS~~4,34~~ 3,35	HKg	u ✠LMC2,32	CL ~~10,33~~ 4,35	1923 11mo Lloyd'sA&CP	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld. CellD	310·0 P&B201'F40' B265' 443t FPT46t	46·1	22·7 FK	HongKong British 5BHCem APT54t	T.3Cy.23",38"&63"-45" (s) 190lb 100lb 414NHP 2SB,6cf,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.H.Kg.	25 " 0 s 2 " 11 22 " 7	
34391 120998 VPFY	**Sui-Tai** Ⓟ TwinSc 1DkShade dk & Promenade dk	1816 688 1343					1899	S.C.Farn- ham&Co.Ld. Shanghai	HongKong,Canton &MacaoStm.Boat Co.Ld.	238·0	30·1	11·9	HongKong British	T.6Cy.11",18"&30"-21" 96RHP S.C.Farnham&Co.Ld.Shi.		
34392 105883	**Sui-Wo** TwinScSk 2Dks	2672 1106 1931					1896	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0 B233'F43'	43·1	11·8	HongKong British	T.6Cy.14",23"&37"-30" 150NHP Lon.&Gls.Co.(Lim.),Gls.		
Wrecked 6,35 34393 10347 JMUD	**Suihiro Maru** Ⓟ (exKurushimaMaru, exNaoyetsuMaru, exCulmore, exLaPérouse, exCulmore) ssSyd.No.2-00 1Dk(Irn) Wireless WellDeck	668 — 366	✠ 11,00 ✠	Syd	j		1890 8mo	J.Jones& Sons Liverpool	OzakiKisenK.K. WB=	181·8 Q57'B78'F24' DBa35'f30t FPT	27·0	14·6 BK7½"	Nishino- miya Japanese 4BHCem 20tAPT34t	T.3Cy.18",29"&46"-36" 128NHP 1SB3rf,GS58,HS2005 J.Jones&Sons,Liverpool	14 " 9	
34394 23047 JDDC	**Suisho Maru** Ⓟ (exKirishimaMaruNo.10-34) Wireless 1Dk	993 861 661					1918	....	HashiyaK.K.	204·5	32·5	17·5	Hakodate Japanese WB	T.3Cy.13½",22"&37"-27" Bmade08refitted18 71NHP MatsudaCo.Osaka		
34395 139576 GLXK	**Suiyang** 2Dks	2590 2276 1594					1917	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	ChinaNav.Co.Ld.	310·3	41·2	22·4	London British WB	T.3Cy.22",35"&56"-39" 196NHP TaikooD&ECo.of HKg.Ld		
34396 20835 JBRE	**Suiyang Maru** TwinSc (exKinling) 3Dks	3078 1372 2417					1904	HongK'ng &Whampoa DockCo.Ld. HongKong	NisshinKisen K.K.	310·0	46·2	14·2	Tokio Japanese	T.6Cy.14½",24"&39"-30" 170NHP HongKong&Whampoa DockCo.Ld.HongKong		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7'' Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34397	**Suiza** (exDomingoC.) TwinSc 1Dk	643 499 367					1905	Soc.EsercizioBacini Genoa	F.Fresone	205·0	33·0	10·0	Bns.Ayres Argentine	T.6Cy.10",15$\frac{5}{32}$"&25$\frac{2}{5}$"-17$\frac{23}{32}$" 55NHP Soc.EsercizioBaciniGenoa		
34398 UPCW	**Sukhona** (exLadyBrenda-34, exMaindyDene) ssBly.No.3-8,33 1Dk(Stl) Cargo battens not fitted	3124 2871 1819	✠100A1 7,34 BS8,34 ✠LMC8,35	Bkn	u	CL 7,34	1918 4mo	Craig, Taylor&Co. Ld. Stockton Lloyd'sA&CP	U.S.S.R. CellD	325·1 P31'B94'F31' B280'833tFPT101t	48·1	22·2	Leningrad Russian FK 5BHCem APT110t	T.3Cy.24",39"&64"-42" (s) 180lb 120lb 294NHP 2SB,6cf,GS110,HS4600 N.E.MarineEng.CoLd.Sld.	24 ″ 3 s 3 ″ 9½ 20 ″ 8	
34399 19048 JCGB	**Suki Maru** ssKob.No.3-8,25 2Dks(Stl)&Webframes Longitudinal framing	3162 2738 1990	✠ —— 10,30 ✠	Kob	t		1916 3mo	OsakaIron Works,Ld. Innoshima	DaifukuKisen K.K. Cell	305·0 P19'B82'F32' DB255' 519t FPT	43·7	27·2	Fuchu Japanese FK 5BHCem 76tAPT65t	T.3Cy.22",37"&61"-42" 288NHP 2SB,6cf,GS90,HS3824 OsakaIronWorksLdOsaka	27 ″ 3	C †
34400 147358 GMDN	**Sulaco** D.F. E.S.D. Ref.Mchy. Sub.Sig. 4Dks	5389 4678 3300					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·5 P48'B157'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
34401 161888 GMVR	**Sulairia** ssGls.No.1-33 D.F. Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl)4th dk(Stl)in Nos.1,2&3holds	5802 5321 3580	✠100A1 withfreeboard 3,36 ~~1,34~~ ✠LMC4,33 ✠Lloyd'sRMC~~9,34~~ BS9,35 10,35~~4,35~~ Fitt.d for oil fuel10,29 F.P. above 150° F.	Gls	b†	CL ~~2,32~~ 2,36	1929 10mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	DonaldsonLine,Ld. (DonaldsonBros. Ld.Mgrs.) Intermediate 'tween dk BH in after hold dispensed with CellDB362' 1181t DTa27' 622tFPT97tAPT32t	425·0 F38'	56·0	28·7	Glasgow British FK ptCem Coll BH to Sh dk 5 ,, ,, 2nd ,, 1 ,, ,, 3rd ,,	Q.4Cy.25½",36½",52½"&75"- 51" 220lb (s) 708NHP 4SB,12cf,GS248,HS10924 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 4 ″ 1¼ 27 ″ 5	
34402 TCDB	**Sule** (exChoulé,exMilhailArhangel, exFani,exCaribPrince) 1Dk&Spar dk&deep framing	1953 1817 1258			...		1893	ShortBros. Sunderland	Barzilay& Benjamin	282·0 P22'B77'F29' 22·4	37·7	14·9	Istanbul Turkish FK WB	T.3Cy.22",36"&59"-39" 219NHP Blair&Co.Ld.Stockton	24 ″ 8	V †
34403 ESCQ	**Sulev** (exBorinage, exClaraBlumenfeld) Sub.Sig. 1Dk2trB	2233 1935 1257					1908	Bremer Vulkan Vegesack	TallinnShippingCo Ld.	306·5 P25'B82'F28'	42·2	18·7	Tallinn Estonian WB	T3Cy22⅞",37$\frac{13}{16}$"&61$\frac{7}{16}$"-41⅜" 243NHP BremerVulkan,Vegesack		G
34404 LEZM	**Sulitjelma**, (exTrene) Now "Sigurd Hund," see No. 40052 in Supplement 1Dk	549 388 294					1925	NVSchpsw v/hJ.Th.Wilmink&Co. Groningen	DetNordlanske Dampskslsk.A/S (J.Sannes,Mgr.)	159·3 P63tQ35tF27tH5t	27·2	11·4	Bodö Norwegian WB	T3Cy12⅝"19$\frac{7}{16}$"&33$\frac{1}{16}$"-19$\frac{7}{16}$" 48NHP N.V.Machfbr.Fulton,Hgz.		N
34405 121208	**Sullivan Brothers** (exOttoM. Reiss-34,exFrederickB.Wells) Mchy.Aft 1Dk2trB	4378 — 3367					1901	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	437·5	50·2	24·5	Wilmgton (Del.) Utd.States WB	Q.4Cy.15",23¾",36½"&56" -40" 198NHP ChicagoS.B.Co.		R
34406 161359 GJQF	**Sultan Star** TwinSc ssLon.No.1-35 Ref.Mchy. 3Dks(Stl)4th dk(Stl)in D.F. Nos.1,2,3,4&5holds CruiserStern	12306 9671 7684	✠100A1 ~~2,35~~11,35 BS2,35 ✠LMC2,34 ✠Lloyd'sRMC~~2,35~~~~6,35~~ 3,36~~11,35~~ ~~7,35~~ No. 2 shelter 'tween dk. No. 5 shelter & upper 'tween dks. & No. 6 upper 'tween dk. port & stbd. for temp. 32° F. Fitted for oil fuel 2,30 F.P. above 150° F.	Lon	g†	CL ~~2,35~~ P11,35 SN 11,35	1930 2mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	FrederickLeyland &Co.Ld. Duct keel CellDB	486·1 B&F414' fwd of mchy space 433' 1677t FPT127t	70·2	36·4	London British FK 8BHptCem APT85t	6 Steam Turbines DR geared to 2 Sc. Shafts (r) 230lb HS20199 FD 1870NHP 3DB,24cf,GS450 CammellLaird&CoLd.Bkn	39 ″ 9 s 8 ″ 1 31″10½	
34407 117124 KGAH	**Sultana** Mchy.Aft D.F 1Dk2trB	3613 — 2876					1902	Superior S.B.Co. W.Superior, Wis.	NicholsonUniversalS.S.Co.	362·0 F44'	48·0	24·0	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33"&54"-40" 184NHP SuperiorS.B.Co.		R
34408 220532 KJZP	**Sumanco** ssN.Yk.No.1-26 1Dk(Stl)2trBin fore& after holds&Webframes	3253 3005 1977	✠100A1 12,26 ✠LMC3,29 Fitted for oil fuel9,20 F.P above 150° F.	NYk	v	CL 3,29	1920 9mo'	Submarine BoatCorp. Newark,N.J. CP	PortlandCaliforniaS.S.Co. CellDB251t827tD	324·0 P30'B90'F35' Tf20'294tFPT111t	46·2	25·0	NewYork Utd. States FK 6BHptCem APT69t	1DRGeared SteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34409 1533 ICIN	**Sumatra** OilEng. ssGen.No.1-31 D.F. 2Dks(Stl)3rd dk(Stl) in Nos.1,2&3 holds	6141 5807 3651	✠100A1 withfreeboard ~~7,35~~ ~~2,35~~ 11,35 ✠LMC CS4,36 DBS4,36 11,34	Tri	z	CL ~~10,32~~ 11,35	1927 11mo	Stabilmnto Tecnico Triestino SanRocco Lloyd'sA&CP	LloydTriestino CellDB 341'1153tDT	425·6 404·8 a33'1037t FPT208t	54·2	32·5	Genoa Italian FK 8BHptCem Coll ,, to W dk APT121t	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb StabilimentoTecnico,Tri.	35 ″ 1 s 11 ″ 1½ 24 ″ 3½	
34410 5647 SGDA	— ssGot.No.3-10,30 ssGot.No.1-34 2Dks(Stl)&Shelter dk(Stl-ws) D.F. CruiserStern	*5412* *4964* *3266*	✠100A1 Shelter dk withfreeboard ~~9,35~~ ~~1,35~~3,36 ✠LMC MS5,34 BS~~11,34~~ ,36	Got	a†	CL ~~12,33~~ 9,35	1914 9mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	A/B Svenska OstasiatiskaKomp (G.Borin,Mgr.) 12	425·0 WB=CellDBa 4'uE27' f212'1088t	53·8	26·7	Gothenbrg Swedish FK 7BHCem APT37t	T.3Cy.27",45"&75"-51" (s) 180lb 512NHP 3SB,9cf,GS189,HS7149 FD Earle'sCo.Ld.Hull	29 ″ 6 s 3 ″ 9½ 26 ″ 0	
34411 136623 WIFL	— (exEmpireCity) (Self-Unloader) Mchy.Aft 1Dk2trB	4118 — 3269					1897	Cleveland S.B.Co. Cleveland,O.	SumatraS.S.Co. (G.A.Tomlinson, Mgr.)	405·4	48·0	24·4	Wilmgton (Del.) WB Utd.States	Q4Cy.17½",26",39"&60"-40" NB25 228NHP ClevelandS.B.Co.Cleveld.		R
34412 107024 VPBV	— (exSumatra3,exSumatra,exSabine Rickmers) 2Dks	984 949 604					1894	Rickmers Akt.Ges. Wesermünde-G	AsiaticPetroleum Co.(S.China)Ld.	200·0	30·6	20·9	HongKong British WB	T.3Cy.17⅜",28"&44"-27⅝" NB26fitted27 104NHP H.Pauksch,Landsberg		
34413 21403 JCUD	**Sumatra Maru** ssOsa.No.3-5,29 ssOsa.No.1-33 2Dks(Stl)&Awngdk(Stl)	5863 5586 4272	✠100A1 Awng dk withfreeboard 5,35~~5,34~~ ✠LMC~~5,34~~ 5,35	Osa	y	OG N5,33	1917 12mo	Kawasaki DockydCoLd Kobe Lloyd'sA&CP	OsakaShosenK.K. CellDB	385·1 334' 1118t FPT126t	51·0	36·0	Osaka Japanese FK 6BHCem APT93t	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
34414 9159	**Sumaura Maru** IronBn (exRanmoor) ssNwc.No.3-9,96 ssBly.No.1-01 2Dks(1Irn)&Webframes	2113 1999 1256	✠ 5,04 ✠	Nwc			1883 7mo	E.Withy& Co. W Hartlepool	KitadaFukutaro	285·0 P28'B72'F32' BK9½" WB=DBa	36·1	24·1	Susami Japanese 5BHCem 80'f102'316t	C.2Cy.36"&67"-36" NDB96 224NHP 1DB,6pf,GS90 T.Richardson&Sons,Hpl.	25 ″ 3	
34415 266	**Sumer** (exNicolaos-33, Iron exLarpool) ssPir.4thNo.3-5,31 Well deck 1Dk(Irn-ws)2trB	*1221* *1000* *768*	✠ —— 4,34 ✠	Pir	o		1880 8mo	JLThompson&Sons Sunderland	MuezzinZade AhmetBehcetBey D	240·3 Q88'B46'F26' BK8½" Ba65'f54'258tFPT	33·5	17·2	Izmir Turkish 5BHCem 38tAPT15t	C.2Cy.29"&55"-36" NDB18 145NHP 2SB,4pf,GS60,HS2526 J.Dickinson,Sunderland	18 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. Refrigérés.
34416 32637 JTNB	**Sumida Maru** (exBrunswick, exPython) 1*Dk*	2022 1769 1183			...		1919	Manitowoc S.B.Co. Manitowoc	FukuyoKisenK.K.	250·5|43·7|20·1 P27'B64'F26' FK	Kobe Japanese *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co	23 " 0	C †
34417 19981	**Suminoye Maru** Wood 1*Dk*	436 349 244					1918	Takemori Vuki Otaru	TanakaYogoro	158·0|25·7|14·7	Otaru Japanese	C.2Cy.14"&32"–20 38NHP		
34418 34131 JNGH	**Sumire Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	1724 1078 816					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaShosenK.K.	243·0|38·0|19·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"–24 1/16" 218NHP MitsubishiZosenKaisha,Ld		
34419 219711 KJZQ	**Summerleaf** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6141 5117 3796			...		1920	Merchant S.B.Corp. Chester,Pa.	UnitedStates ShippingBoard Bureau	400·7|54·2|30·1 P36'B126'F43' FF	Philadlphia Utd.States *WB*	2 Steam Turbines DR gearedto 1 ScShaft587NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 9	R †
34420 227816 WSBY	**Sun** ssPhl.No.1–32 *Mchy.Aft* *OilEng.* GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	9002 8388 5472	✠100A1 10,35 ~~3,35~~ ~~[illegible]~~ *CarryingPetroleum in bulk*	Phl DBS7,35 ✠LMC7,32 ✠LMC(M)4,34	*e*†	CL N8,33	1928 7mo *Lloyd'sA&CP*	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo. *CellDBuE67'f40'425t* *DTf10'598tFPT186tAPT84t*	480·6|66·0|36·8 P79'F44' FK	Philadlphia Utd.States 18*BHptCem* (11 *to U dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 690NHP Water Tube DB*200lb* DB*125lb* SunSB&DDCo.Chester,Pa	37 " 0	
34421 218961 KODC	**Sunbeam** ssPhl.No.1–35 ssPhl.No.3–9,31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6664 6112 4148	✠100A1 4,36 ~~1,35~~ ~~[illegible]~~ BS~~[illegible]~~4,36 ~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,19 *F.P. above* 150° F.	Phl MS10,35 ✠LMC ~~[illegible]~~	*b*†	CL 3,34	1919 10mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B60'* 259*tDTf40'552tFPT222tAPT57t*	429·3|59·2|31·4 P133'B36'F40' FK	Philadlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 " 3 s 6 " 10½ 26 " 8	
34422 DHXA	**Sund** ssHam.No.3–11,30 ssHam.No.1,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless *Cruiser Stern*	517 422 221	100A1 ~~12,30~~ ~~2,35~~ 1,36 12,35 BS~~[illegible]~~ *CarryingPetroleum in bulk*	Ham LMC MS2,35	*g*	OG ~~10,32~~ 12,35	1927	Lübecker Flenderwrke A.G. Lübeck	AtlanticTank- ReedereiG.m.b.H. (J.T.Essberger G.m.b.H.*Mgrs.*) *CellDBuE16'15tFPT58tAPT42t*	161·1|27·5|10·5 P31'F25' FK	Hamburg German 8*BH pt Cem*	T3Cy.10¼",15⅜"&25 5/16"–15¾" 185lb (*s*) 54NHP 1SB,*2cf*,GS37,HS1184 Christiansen&Meyer, Harburg	11 " 3	
34423 219323 KORD	**Sundance** *Fitted for oil fuel* 2*Dks* Sub.Sig.	5026 — 3114					1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0|54·2|27·8 P39'B121'F43'	SavannhG Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
34424 [illegible] SGQO	**Sundsborg** (exT.M.Werner) Now "Hövding," *see No.* 38442 *in Supplement* 1*Dk*	*1512* *1241* *843*					1905	Helsingörs Jernsk.&Msk Elsinore	RederiA/BSunds- borg(I.Nyberg)	246·6|37·4|15·8 P17'Q73'B106'F28'	Hlsingborg Swedish *WB*	T.3Cy.19",32"&53"–36" 169NH HelsingörsJernsk.&Mskb.		V
34425 220012 KJZR	**Sunelseco** ssN.Yk.No.2–28 1*Dk*(*Stl*)2*trB infore&* *after holds&Web frames*	3250 3005 2014	✠100A1 11,29 BS8,29 *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	NYk ✠LMC4,28	*v*	CL N11,29	1920 7mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. *CellDB251'82*7*tDTf20'394tFPT111tAPT69t*	324·0|46·2|25·0 P30'B90'F35' FK	NewYork Utd.States 6*BHptCem*	1DRGearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
34426 PHUW	**Sunetta** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7987 7238 4764	✠100A1 ~~7,35~~ ~~2,35~~ 3,36 *CarryingPetroleum in bulk*	Rot ✠LMC2,35	*c*†	CL	1935 2mo *Lloyd'sA&CP*	NVRotter- damDroogd. Maats. Rotterdam	N.V.Petroleum Mij."LaCorona" *CellDBuE64'157tDTf25'264tFPT135tAPT83t*	463·0|59·3|33·8 P93'B47'F48' FK	TheHague Dutch 15*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* Gebr.Stork&Co.Hengelo	34 " 0 s 6 " 9 27 " 5¼	
34427 220994 KJZS	**Sunewarkco** ssN.Yk.No.2–28 1*Dk*(*Stl*)2*nd trB in fore* *&afterholds&Webframes*	3253 3005 1977	✠100A- 4,29 MS8,28 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	NYk ✠LMC BS4,29		CL 3,27	1920 12mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB251'82*7*tDTf20'394tFPT111tAPT69t*	324·0|46·2|25·0 P30'B90'F35' FK	NewYork Utd.States 6*BHptCem*	1DRGearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
34428 CSBR	**Sunflower** Wireless ssLis.No.2–33 1*Dk*(*Stl*) *Web frames* *Mchy.Aft*	1085 814 528	✠100A1 6,35 ~~6,31~~ ~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,25 *F.P. above* 150° F.	Lis BS7,35 ✠LMC7,33	*m*	CL N5,33	1925 1mo *Lloyd'sA&CP*	Philip& Son,Ld. Dartmouth	Empresa deNav. Luso-Marroquina, Ltda. *CellDBuE&B34'61tFPT35tAPT107t*	200·0|37·0|14·1 *Trunk dk*88' Q80'F31' FK	Lisbon Portuguese 8*BHptCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 130NHP 2SB,*4cf*,HS2548 Philip&Son,Ld.Dartmouth	15 " 0 s 1 " 4 13 " 10	
34429	**Sung Peng** (exCalulu-33, exOsnabrück) 2*Dks&deepframing*	*4399* *3955* *2674*			...		1907	Flensburgr Schiffsb.Ges. Flensburg	MingSingS.S.Co. Ld.	390·3|51·0|25·2 P&B315'F50' FK	Shanghai Chinese *WB*	T 3Cy.27¾",46¼"&76"–48" 473NHP FlensburgerSchiffsb.Ges.	27 " 9	C †
34430	**Sung-Shan** (exYarrowdale-35, exBoukadra) ~~ssRot.No.3–7,32~~ ssShi.2ndNo.3–8,35 ~~ssLth.No.2–30~~ 1*Dk*(*Stl*)	3710 3424 2333	✠100A1 8,35 ~~2,34~~ ~~[illegible]~~	Nwc Shi ✠LMC~~5,30~~ 8,35	*w*	CL ~~1,34~~ 8,35	1910 7mo	W.Gray& Co.Ld. WHartlepool A&CP	SanPehStm.Nav. Co.Ld. *CellDBu113'uE23'f154'997tAPT41t*	350·1|50·1|23·6 P29'B67'F33' FK	Shanghai Chinese 6*BHCem*	T.3Cy.24",38"&64"–42" (*s*) 180lb *100lb* NDB29 313NHP 2SB,*6cf*,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl	25 " 11 s 4 " 8½ 21 " 5	
34431 XNFK	**Sungpu** (exHupeh) 2*Dks*	1975 — 1206					1901	Scott&Co. Greenock	SanPehStm.Nav. Co.Ld.	275·2|38·2|21·5 B70'F30'	Shanghai Chinese *WB*	T.3Cy.19",31"&53"–39" 175NHP Scott&Co.Greenock		
34432 28098 JECD	**Sungshan Maru** Ⓟ ssShi No.3–7,33 2*Dks*(*Stl-U*WS)	2530 1968 1503	✠ ... 6,31	Shi ✠	*s*		1921 2mo	Uraga DockCo.Ld. Uraga	NisshinKisenK.K. *CellDB229'580tDTa18'208tFPT39tAPT15t*	284·5|42·6|20·4 P37'B100'F36' FK	Tokio Japanese 4*BHCem*	T.3Cy.21",35"&58"–39" 303NHP 2SB,*6cf*,GS99,HS4307 UragaDockCo.Ld.Uraga	23 " 0	
34433 FOYN	**Sunik** ssShl.No.3–10,28 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinalframing*	5009 4527 2759	✠100A1 1,30 MS9,28 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,15 *F.P. above* 150° F.	Shl ✠LMC BS4,29	*x*	CL 9,28	1915 2mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.LesPé- troles d'Outre-Mer *WB=CellDB* *uB24'35tDTf36'316tFPT73tAPT39t*	385·0|50·3|30·3 P88'B28'F41' FK	Dunkirk French 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb ~~120lb~~ 425NHP 2SB,*6cf*,GS126,HS5862 FD N.E.MarineEngCoLdNwc	30 " 3 s 6 " 3 24 " 5	
34434 SVBR	**Sunion** (exAdmiralHastings) ssPir.No.3–10,32 1*Dk*(*Stl*)	*3054* *2567* *1903*	✠100A1 5,36 ~~10,34~~ BS~~5,36~~ 5,36	Ant ✠LMC10,32	*u*	CL 10,34	1919 7mo *Lloyd'sA&CP*	W.Gray& Co.(1918)Ld. WHartlepool	M.A.Embiricos *CellDB284'748tFPT105tAPT45t*	331·1|46·8|23·2 P33'B100'F29' FK	Andros Greek 7*BHptCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS153,HS5829 FD Cen.Mar.Eng.Wrks.WHpl	25 " 6 s 3 " 11¼ 21 " 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34435 139560 GLXJ	**Sunning** Ⓟ 2*Dks*	2555 2246 1570					1916	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4 P10'B72'F37'	London British *WB*	T.3Cy.22",35"&55"–39" 189NHP TaikooDykd.&Eng.Co.Ld. HongKong		
34436 LEZP	**Sunnland** (*ex*Carham, *ex*Grevelingen) *Mchy.Aft* 1*Dk*	625 470 283					1920	Gebr. Volker Sliedrecht	RederiA/SSunn (BuchaGodager& Co.*Mgrs.*)	171·1|28·4|12·3 Q24*t*B36*t*H13*t*F24*t*	Oslo Norwegian *WB*	T.3Cy.13",21"&34"–20" 52NHP J.A.vdSchuytPapendrecht		V
34437 227073 WQBH	**Sunoil** *ss*Phl.No.2–35 *OilEng.* ~~*ss*Phl.No.1–32~~ 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* GyC.	9005 8388 5469	✠100A1 ~~9,35~~ 3,35 4,36 ~~BS9,34~~ ✠LMC~~1,30~~ DBS9,35 ~~✠LMC(M)5,34~~ *Carrying Petroleum in bulk*	Phl	*e*† 9,35	CL ~~5,34~~ ~~9,35~~ 4,36	1927 11mo *Lloyd*	SunS.B.& D.D.Co. Chester,Pa. '*sA&CP*	SunOilCo. *CellDBuE*67'*f*40' 425*tDTf*10'598*t*	480·6|66·0|36·8 P79'F44' FK *FPT*186*tAPT*84*t*	Phildlphia Utd.States 18*BHptCem* (11 *to U dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91⅜" 688NHP DB*220lb*DB(*f*)*200lb* SunS.B.&D.D.Co.	37 ″ 0	
34438 161310 MPQD	**Suntrap** *ss*Shl.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	939 744 487	✠100A1 9,35 ~~2,35~~ ✠LMC9,34 BS9,35	Shl	*m*	CL ~~9,34~~ 9,35	1929 10mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	GasLight&CokeCo (StephensonClarke &Associated Companies,Ld.*Mgrs.*) *CellDBuE*19'*f*135	217·5|32·0|13·5 Q106'B17'F25' FK '257*tMT*128*tFPT*	London British 4*BHCem* 95*tAPT*18*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 115NHP 1SB,*3cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10¾	
34439 577 OHCW	**Suomen Neito** *ss*Hfs.No.3–7,33 Wireless *Well deck* 1*Dk*(*Stl*)	1175 835 731	✠100A1 ~~5,35~~ ~~7,33~~ 5,36 ~~BS7,34~~ ✠LMC7,33 BS ~~5,35~~ 5,36	Hfs Ant	*n*	~~N7,33~~ OL ~~N7,33~~ 5,36	1921 11mo *Lloyd*	Sandvikns Skeppd&M.V Helsingfors '*sCP*	FinskaÅngfartygs Aktieb. *Ce*	217·6|33·5|13·7 Q69'B60'F19' FK *llDB*186'380*t FPT*	Helsingfrs Finnish 4*BHCem* 35*tAPT*43*t*	T.3Cy.15⁵⁄₁₆"24⅜"&39⅜"–29½" 180lb (*s*) 128NHP 2SB,*4cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s1 ″ 8¼ 15 ″ 4	
34440 576 OHGM	**Suomen Poika** *ss*Hfs.No.3–6,33 Wireless *Well deck* 1*Dk*(*Stl*)	1175 840 747	✠100A1 5,35 ~~6,33~~ BS ~~6,34~~ ✠LMC6,33 5,35	Hfs	*n*	~~6,33~~ 5,35	1921 11mo *Lloyd*	Sandvikns Skeppd&M.V Helsingfors '*sCP*	FinskaÅngfartygs Aktieb. *Ce*	217·5|33·5|13·6 Q69'B60'F19' FK *llDB*186'380*t FPT*	Helsingfrs Finnish 4*BHCem* 35*tAPT*43*t*	T.3Cy.15³⁄₁₆",24¼"&39⅜"–29½" 180lb (*s*) 128NHP 2SB,*4cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s1 ″ 8¼ 15 ″ 4	
34441 1040 OHCJ	**Suomi** Ⓟ (*ex*Helgoland, TwinSc *ex*HansHerbert,*ex*Hela) 2*Dks*	661 362 277					1910	J.W.Klawitter Danzig	A/B MeritoimiO/Y	195·5|25·2| 9·8 B&F166' len21	Åbo Finnish *WB*	T.6Cy.13",20¹⁄₁₆"&31½"–15¾" NB14 79NHP J.W.Klawitter,Danzig		
34442 1101 ICIP	**Superga** *ss*Rot.No.2–30 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. *Carrying Petroleum in bulk*	6154 5753 3389	✠ … 7,34 ✠	Gen	*y*		1923 1mo	Soc.EsercizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon. *CellDBuE*& *B*78'240*tDT*	397·4|51·7|34·1 P79'B28'F34' FK *sf*56' 560*t FPT*260*t*	Genoa Italian 15*BHptCem* (7 „ *to S dk* 8 „ „ *U* „) *APT*165*t*	T.3Cy.26",42½"&69¹¹⁄₁₆"–48¹⁄₁₆" 456NHP 2SB,*6cf*,GS132,HS6608 Soc.EsercizioBacini, RivaTrigoso	37 ″ 0	I †
34443 154471	**Superior** (*ex*ParksFoster) *Mchy.Aft* 2*Dks*	1774 1612 1054					1889	GlobeIron WorksCo. Cleveland,O.	GreatLakes TransitCorp.Ld.	255·5|38·2|19·7 F34'	Midland, Ont. British *WB*	T.3Cy.17⅛",28¾"&47"–33" E*made*20 *fitted*30 127NHP Canadian NB31 Ingersoll-RandCo.Qbc.		R
34444 220248 KJZU	**Suportco** *ss*N.Yk.No.2–28 1*Dk*(*Stl*)2*trB in fore*& *after holds*&*Web frames*	3285 3005 1997	✠100A1 8,28 ✠LMC3,28 *Fitted for oil fuel* 7,20 *F. P. above* 150° F.	NYk	*v*	CL 11,26	1920 7mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. *CellDB*251'827*t*	324·0|46·2|25·0 P30'B90'F35' FK *DT f*20' 394*t FPT*	NewYork Utd.States 6*BHptCem* 111*tAPT*69*t*	1DR GearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34445 154134	**Supplier II** TwinSc (*ex*Pendrecht–33) *ss*Rot.No.3–11,29 *OilEng.* *ss*Rot.No.1–33 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	1589 1166 955	✠100A1 10,35 ~~12,34~~ ✠NE1,26 ✠LMC1,33 *Carrying Petroleum in bulk*	Martinique	*o* e	OG ~~P12,34~~ ~~s5,34~~ N10,35	1916 12mo	Werf.Conrad Haarlem A&CP	TrinidadLeaseholds,Ld.	242·1|33·6|18·1 P39'F39' FK	Trinidad, B.W.I. British 12*BH* *APT*23*t*	Oil Engines 4S.C.SA 12Cy.14³⁄₁₆"–22¹³⁄₁₆" 235NHP DeutzerMotorenFabrik A.G.Deutz,nearCologne	18 ″ 6 s1 ″ 5¼ 17 ″ 2¾	
34446 230554 KLIF	**Supreme** TwinSc *OilEng* *Carrying oil in bulk* 1*Dk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	~~GulfRefiningCo. Inc.~~ GulfOilCorp. ofPennsylvania	219·0|37·0|13·7 P43'	Pt.Arthur, Tex. Utd.States	Oil Engines 4S.C.SA 12Cy.12½"–18" 182NHP ElectricBoatCo.Groton, Conn.		
34447	**Sura** (*ex*Goldbek–35) Wireless Sub.Sig. 1*Dk*	1432 1159 808					1923	F.Schichau Elbing	U.S.S.R.	237·5|37·7|15·9 Q76'B108'F32'	Leningrad Russian *WB*	T.3Cy.16½",27⅗"&42½"–27⅗" 95NHP F.Schichau,Elbing		G
34448 24476 JHQD	**Surabaya Maru** Ⓟ *ss*Osa.No.3–10,31 *ss*Osa.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4391 3677 2728	✠100A1 *Shelter dk with freeboard* 12,35 ~~11,34~~ ✠LMC ~~[illegible]~~ 12,35	Osa	*w*	CL ~~11,34~~ 9,35	1919 1mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K. *Colli* *Cell*	345·0|49·8|28·1 P30'B99'F34' *on Shelter dk* FK *sionBHtoShelter dk* *DB*296'1136*tFPT*1	Osaka Japanese *Cem* 5*BHtoUdk* 15*tAPT*29*t*	T.3Cy.24⅛",41"&67"–48" (*s*) 180lb 390NHP 2SB,*6cf*,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
34449 144213 GDNR	**Surada** *ss*Cal.No.3–1,32 2*Dks*(*Stl–U* teak s)	5427 4817 3382	✠100A1 9,35 ~~12,34~~ ✠LMC MS4,32 BS ~~6,34~~ 6,35	Cal Bom	*z*	CL ~~10,32~~ N9,35	1920 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1|52·4|28·5 P49'B113'F38' FK 344'1060*t FPT*130*t*	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 10¾ 25 ″ 4½	
34450	**Surahany** (*ex*Surak- TwinSc hanneft–34,*ex*Elbrus–33) *OilEng.* 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* Now "Valerian Kuibishev," see No. 40564 in Supplement	4629 4153 2411			…		1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	374·4|51·2|27·4 P102'B33'F43' FK	Odessa Russian *WB*	Oil Engines 4S.C.SA 12Cy.21¼"–39⅜" 523NHP NedFb.v.Wrk&Spoor,Ams	29 ″ 0	
34451 ~~[illegible]~~ ~~GNBV~~ Broken up	**Surat** (*ex*Betwa) *ss*Cff.No.3–8,29 1*Dk*(*Stl*)&*Sheltr dk* (*Stl*–teak s)2*nd dk beams in No.*2*hold*	3819 3550 2383	✠~~100A1~~ *Shelter dk with freeboard* 6,33 ~~BS10,33~~ ✠~~LMC8,29~~	Cal	*v*	CL 1,34	1917 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	~~ConstantineShippingCo.Ld.~~ *CellD*	360·0|45·2|27·6 P41'B75'F45'*on Shelter dk* FK *B*308' 714*t FPT*43*t*	Italian 6*BHCem* *APT*36*t*	T.3Cy.24⅝",41"&68"–45" (*s*) 200lb 425NHP 2SB,*6cf*,GS123,HS5994 FD D.Rowan&Co.Glasgow	30 ″ 0 s5 ″ 6¼ 24 ″ 11¼	
34452 FPDD	**Surcouf** (*ex*BeauBassin, *ex*Eemstroom) *ss*Stn.2ndNo.3–10,27 1*Dk*(*Irn*)&*Web frames* *Well deck* *Platform deck in* Wireless *Nos.*1&2*holds*	*1112* *845* *523*	10,27	Stn			1899	Carmichael Maclean&Co. Greenock	G.Pellegrini *CellDBa&u*	235·3|33·2|15·9 Q75'B66'F36' FK *E*63' *f*95'187*t FPT*	Diego-Suarez French 5*BHCem* 25*tAPT*9*t*	T.3Cy.20",33"&55"–36" 217NHP 2SB,*6cf*,GS116,HS3970 Muir&Houston,Ld.Gls.	17 ″ 0	V †
34453 147750	**Surewater** *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DD&SBCoLd Blyth	CanadianLake Carriers,Ld.	252·0|42·5|18·0 F36'	Montreal British *WB*	T.3Cy.16",27"&44"–33" 97RHP Blair&Co.(1926)Ld.Stk.		C

1 Numéro d'Ordre Numéro Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^P=Force en chevaux d'après les formules de la Société. IH^P=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
34454 109591	**Surf** Ⓟ 1Dk	390 304 160					1898	Ramage&Ferguson,Ld. Leith	MargareeS.S.CoLd (W.N.McDonald, *Mgr.*)	171·7	24·7	13·4	London British	T.3Cy.15",24"&39"–27" 80NH Ramage&FergusonLd.Lth		
34455	**Surinam** TwinSc ssCco.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)	3046 2229 1631	✠100A1 ~~9,33~~ ~~2,35~~ 8,36 BS9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,29 *F.P. above* 150°F	Cco ✠LMC11,33	*u*	CL s3,36 PN7,34	1929 5mo	Harland&Wolff,Ld. Belfast Lloyd's A&CP	StandardOilCo, ofVenezuela *Side tanks a*72'*f*104'1824*t FPT*83*t APT*75*t*	325·0 P69'F36' *Trunk*220' FK	55·2	15·3	Maracaibo Venezuelan 7*BHptCem*	T.6Cy.14½",24"&38½"–27" 180lb (s) 228NHP 2SB,6cf,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1½ 14 ″ 0¼	
34456 212710 KDBO	**Suriname** ssN.Yk.2ndNo.3–8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk*(*Stl–ws*) D.F.	3234 2457 1865	✠100A1 *Spar dk* 2,36 ~~2,35~~ ~~BS9,34~~ *Fitted for oil fuel* 2,24 *F.P. above* 150° F	N Yk Mob BS9,35 ✠LMC8,33	*v*	CL 8,33	1908 2mo	Nederl. Schps.Maats. Amsterdam *Intermediate bulkhead in after hold dispensed with* 5*BH only*	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*) *WB*=*CellDBa*76'*f*134'418*t*	336·7 B180'F46' FK&BK2"	41·9	22·7	NewYork Utd.States *Cem*	T.3Cy.24⅝",41⅝"&68½"–51" 180lb (s) 503NHP 3SB,9cf,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 ″ 0 s3 ″ 3½ 23 ″ 2¾	
34457	**Sürmene** (*ex*HaciHuseyin–34, *ex*AgiosSpyridon–33, *ex*Rita Chandris–33, *ex*Johannes Bernhardt, *ex*Hamlet) 2*Dks*	1209 1075 647					1889	Helsingörs Jernsk&Msk. Elsinore	Yakup&Sukru	226·2 B57'	32·2	18·7	Istanbul Turkish	T.3Cy.18",27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		V
34458 143352 GCBJ	**Surrey** ssLiv.No.3–10,30 ssFal.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F. *CruiserStern*	8564 8220 5350	✠100A1 *Shelter dk with freeboard* 12,35 ~~1,35~~ ✠Lloyd'sRMC~~1,35~~ 12,35 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Fal ~~Npt~~ Gls BS11,35 ✠LMC1,35	*d*†	CL 8,34	1919 7mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	FederalSteam NavigationCo.Ld. *Collision BH to Shelter dk* 6*BH to U dk* *CellDB*382'1403*tDTa*23'170*tFPT*128*tAPT*32*t*	460·4 B275'F49'*onShelter dk* FK	62·8	34·9	London British *Cem*	2 Steam Turbines SR geared to 1 Screw Shaft 180lb (s) 1084NHP 4SB,16cf,GS320,HS13752FD Palmers'Co.Ld.Newcastle	37 ″ 9 s7 ″ 9½ 30 ″ 2	
34459 1328 ICIQ	**Sursum Corda** (*ex*Gilgai, *ex*Wildenfels) ssGen.2ndNo.3–5,26 ssHam.No.2–34 ~~ssGen.No.1–30~~ D.F. 1*Dk*(*Stl*)&*Spar dk* (*Stl-pt* teaks)&*Webframes*	5597 ~~5295~~ ~~3520~~ 5191 3520	✠100A1 *Spar dk* 9,34 ~~9,32~~ ~~[illegible]~~ BS1,36 ~~9,34~~	Lth Ham ✠LMC 11,33 ~~BS11,33~~	*z*	CL ~~9,32~~ 9,34	1901 4mo	Wigham- Richrdsn&Co Ld Newcastle Lloyd's A&CP	Salvatore& EmanueleFlli. Accame *CellDBa*142'*uE*27'*f*177'1115*tAPT*40*t*	428·1 420·3 P60'B96'F48' BK11"	55·1 55·2	26·9 28·7	Genoa Italian 6*BHCem*	Q.4Cy.24",34",51"&74"–54" 210lb ~~200lb~~ (r) 494NHP 3SB,9cf,GS150,HS6303 FD WighmRichardson&CoLd	31 ″ 4 s6 ″ 8½ 25 ″ 7	
34460 FOLG	**Surville** ssStN.No.3–8,34 1*Dk*(*Stl*) *Cargo battens not fitted*	2318 2130 1449	✠100A1 ~~8,34~~ 12,35 BS12,35	StN Dnk ✠LMC8,34	*s*	CL 8,34	1919 9mo	Jos.T.Eltringham& Co.Ld.Willington Quay Lloyd's A&CP	~~Soc.Anon.des~~ Chargeurs de l'Ouest *CellDBa*83'*uE*18'*f*128'600*tAPT*35*t*	290·2 P23'B74'F28' FK	44·0	20·8	Nantes French 5*BHCem*	T.3Cy.21",34½"&57"–39" (s) 180lb 100lb 245NHP 2SB,6cf,GS126,HS4104 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s3 ″ 3½ 19 ″ 11	
34461 281 YMCD	Broken up **Susa** (*ex*Echo) Iron ssDnz.2ndNo.3–5,07 ssDnz.No.1–11 *Well deck* 1*Dk*(*Irn*)2*trB*	925 747 555	6,16 ✠NB5,00	Dnz	*m*		1883 7mo	P.Smit,jr. Slikkerveer	OttoBehnke *WB*=*DBa*68'*f*33'150*t*	214·0 Q81'B42'F27' BK8"	30·5	15·4	Danzig 4*BHCem*	C.2Cy.23⅛"&44⅛"–30⅛" NDB14 105NHP 1SB,3pf,GS53,HS1866 P.Smit,jr.Slikkerveer		G †
34462 YTNO	**Susak** Ⓟ (*ex*Fiume) ssSpt.No.1–35 ssFiu.2ndNo.3–10,24 ssSpt.No.3–5,30 1*Dk*(*ptStl*)	369 286 189	A⌐ *with freeboard* 5,35 ~~4,34~~ ✠NB1,08 *For Coasting Service in the Adriatic*	Spt 5,35 LMC~~5,35~~ ~~BS4,34~~		~~4,33~~ 4,35	1888	Howaldts- werke Kiel	Jadranska Plovidba d.d. *CellDBa&uE*57'26*t*	157·7 P29'B35'F33' BK6½"	23·0	11·1	Susak Yugoslav 4*BHCem*	T.3Cy.14⅛",22½"&36⅝"–24" 160lb (s) 82NHP 2SB,2cf,GS35,HS1480 Howaldtswerke,Kiel	13 ″ 3 s1 ″ 3½ 12 6¼	
34463 OYNA	**Susan Mærsk** 1*Dk*	2355 2024 1411					1923	Odense Staalskibsvft Odense	A/S Dampskslsk. af1912(A.P.Möller Copenhagen,*Mgr.*)	299·8 P20'B87'F31'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.21¼",33⅞"&55¼"–39⅜" 191NHP A.Borsig,G.m.b.H.Berlin		V
34464 217019 WQIO	**Susan V. Luckenbach** (*ex*Neponset) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk*	5781 — 3622			...		1918	SunS.B. Co. Chester,Pa.	LuckenbachS.S.Co. Inc.	434·3 35·3 FK	57·7	27·1	NewYork Utd.States *WB*	T.3Cy.27",45½"&76"–51" &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
34465 LEZQ	**Susanna** (*ex*Berit,*ex*Guy) *Well deck* 1*Dk*	810 629 429			...		1918	E.J.Smit& Zoon Hoogezand	D/S A/S Kristine (J.Kyvik& S.Fresvig,*Mgrs.*)	193·4 Q65*t*H44*t*F24*t* FK	32·3	12·5	Haugesnd Norwegian *WB*	T.3Cy.15",23¼"&39⅜"–23⅝" 106NHP E.J.Smit&ZoonHoogezand	14 ″ 6	N †
34466 221066 KJZW	**Suspearco** ssN.Yk.No.1–26 1*Dk*(*Stl*)2*trBin fore*& *afterholds*&*Webframes*	3218 3005 1984	✠100A1 1,27 BS6,27 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	SFo ✠LMC1,26	*v*	CL 10,28	1921 3mo	Submarine BoatCorp. Newark,N.J.	Portland CaliforniaS.S.Co. *CellDB*251'827*tDTf*20'394*tFPT*111*tAPT*69*t*	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6*BHptCem*	1DR GearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34467 161576 GYDQ	**Sutherland** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	4956 4580 3043	✠100A1 *with freeboard* ~~5,35~~ ~~1,35~~ 3,36 ~~1,35~~	Sld ~~Nwc~~ Hul ✠LMC1,35		CL	1935 1mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	B.J.Sutherland& Co.Ld. *CellDB*346'1174*t* *MT*1236*t*	412·2 FK *APT*191*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4½ 25 ″ 6¼	
34468 216043 KJZX	— *Fitted for oil fuel* 2*Dks*	4760 4366 3026			...		1918	Seattle Const.&Dry DockCo. Seattle	TheCharlesNelson Co.	380·0 P40'B100'F41' FK	53·2	27·0	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
34469 144493 MJWR	— (*ex*Matama) 2*Dks*	1330 1093 525					1920	Ramage& Ferguson,Ld. Leith	LeithHull&HamburgStm.Packet Co.Ld.(J.Currie& Co.*Mgrs.*)	270·6	38·1	23·9	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP Ramage&Fergusn,Ld.Lth.		C
34470 220401 KJZY	**Sutorpco** ssN.Yk.No.2–28 1*Dk*(*Stl*)2*trB in fore*& *after holds*&*Web frames*	3289 3005 2000	✠100A1 11,29 BS9,29 *Fitted for oil fuel* 8,20 *F.P.above* 150° F.	Sea ✠LMC6,28	*v*	CL 12,28	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	Portland CaliforniaS.S.Co. *CellDB*251'827*tDTf*20'394*tFPT*111*tAPT*69*t*	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6*BHptCem*	1DRGearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
34471 ESAS	**Suur Töll** (*ex*Väinemöinen, *ex*Volymits, *ex*ZarMichail Teodorowitsch) TrpSc (*Icebreaker*) Gy,C. 2*Dks*3*trB*	2417 2374 —					1914	Vulcan- WerkeA.G. Stettin	EstonianGovernment	245·6	56·4	24·7	Tallinn Estonian *WB*	T.9Cy.20",32 7/10"&53½"–39⅜" 533NHP Vulcan-Werke,A.G.		
34472 17307 JSUD	**Suwa Maru** Ⓟ TwinSc ssYka.No.2–34 ssYka.No.3–2,26 ~~ssYka.No.1–30~~ 2*Dks*(*Stl–Uws*)&3*rd dk*(*Stl*)*inNos.*1,3&4*holds*	10672 8971 6637	✠100A1 ~~5,35~~ ~~6,36~~ 2,36 ~~[illegible]~~ BS2,36	Yka ✠LMC~~6,33~~ 5,35	*g*†	CL ~~3,34~~ ~~P8,34~~ 2,36	1914 9mo	MitsuBishi Dkyd&EWks Nagasaki Lloyd's A&CP	NipponYusenK.K. *WB*=*CellDBa* 157'*uE*&*B*92'*f*193'2056*t FPT*148*t APT*57*t*	516·0 P99'B191'F56' FK	62·6	34·9	Tokio Japanese 8*BHCem*	T.6Cy.28",47"&79"–51" (s) 200lb FD 1337NHP 7SB,21cf,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s8 ″ 11½ 29 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34473 219496 KLAA	**Suwied** *Fitted for oil fuel* 1*Dk*2*tr*B *in fore& after holds&Web frames*	3249 3005 1988			…		1919	Submarine BoatCorp. Newark,N.J.	TheCharlesNelson Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34474 214 OOHB	**Suzon** (*ex*Portwood) *ss*Bdx.No.3-11,32 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*2239* *1756* *1239*	✠100A1 5,35~~10,34~~ ✠NE11,19 ✠NB(P)11,19	Bdx Hpl ✠LMC10,32 BS~~10,34~~ 11,35	*r*	OG ~~10,32~~ 5,35	1913 5mo *Lloyd*'*s*A&CP	S.P.Austin &Son,Ld. Sunderland	M.Goossens *CellDBa45'uE&B41'f100'480tDTa45'300t FPT103tAPT97t*	280·0 Q116'B53'F29' FK	40·5	18·5	Antwerp Belgian 4*BHCem*	T.3Cy.22",36½"&59"-39" (*s*) 180lb 232NHP 2SB,3*pf*,3*cf*,GS98,HS3513 Bever,Dorling&Co. Bradford	20 ″ 9 s 1 ″ 11¾ 18 ″ 11¼	
34475 22520 JSEA	**Suzuya Maru** (*ex*HokkaiMaruNo.1) Wireless 2*Dks*	897 748 506					1922	Mitsui Bussan Kaisha,Ld. TamaDkyd.	KitaNipponKisen K.K.	190·0 F32'	31·5	18·2	Otaru Japanese	T.3Cy.14½",24"&40"-30" 88NHP ImaiSeisakusho,Osaka		
34476 OXYP	**Sværdfisken** **WoodAux4MstSr** (*ex*Avaste,*ex*Munkebjerg) *Motor* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	365 324 279					1920	Skibsværft LilleöA/S Korsör	GrönlandsStyrelse	135·3	30·8	13·0	Copnhagn Danish	Motor 3Cy.$14\frac{3}{20}$"-$15\frac{7}{20}$" 43NHP TuxhumA/S,Copenhagen		V
34477 597 IUPK	**Svam I** **Aux3MstSr** (*ex*PuseyjonesNo.4) *OilEng.* *Mchy.Aft* 1*Dk&Web frames* (*See Sailing Ship Register*)	388 — 192			…		1917	ThePusey &JonesCo. Wlmgtn,Del.	L.G.Tomei	128·5 P31'F26' FK	28·0	12·0	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 88NHP J.V.Svensson's Motorfabrik,Skm.	15 ″ 0	I †
34478 598 IUPQ	**Svam II** **Aux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	337 — 224					1920	J.Th.Wilmink&Co. Groningen	PiaTomeiVva. Lazzari	132·6 P26'	26·3	11·5	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 87NHP D.Goedkoop,Jr.Amsterdm		I
34479 7679 SIGN	**Svaneholm** *ss*Lkr.No.1-35 *OilEng.* **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2865* *2467* *1548*	✠100A1 *withfreeboard* 12,35~~2,34~~ ✠LMC	Cpn ~~Lkr~~Hts DBS6,35 CS4,35 4,35	*v*	CL 6,34	1930 10mo *Lloyd*'*s*A&CP	Eriksbergs M.V.Aktieb Gothenburg	A/B Svenska AmerikaMexico Linien(B.Zander, *Mgr.*) *CellD B289'877tAPT109t*	334·2 FK	46·9	20·2	Gothenbrg Swedish 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 473NHP DB*80lb* EriksbergsMV Aktieb.Got	22 ″ 11 s 1 ″ 5¼ 21 ″ 8	
34480 5283 SGRD	**Svanen** Ⓟ 1*Dk*	668 *425* *317*					1912	LindholmensV.A. Gothenburg	HallandsÅngbåts A/B(~~Hj. Blomberg,~~ (HarryTrapp*Mgr*)	176·3 P89'F20'	28·0	12·5	Gothenbrg Swedish *WB*	T.3Cy.16",26½"&44"-30" 106NHP LindholmensV.A.Got.		V
34481 6660 SKQD	— **WoodAux4MstSr** (*ex*SailingVessel-35) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	344 310 —					1919	Öxenbjerg Skibsværft Svendborg	Alb.I.Eriksson (A.Bråse, *Mgr.*)	133·5 Q31'H9*t*	30·7	12·8	Klädesholmen Swedish	Oil Engines 2S.C.SA 2Cy. E*made&fitted*35 A/B JönköpingsMotorfbk.		
34482 7424 SGRE	**Svangen** (*ex*Tiro) 1*Dk*	*998* *844* *550*					1918	Hölens Verksted Larvik	Rederi A/B Ferlef (And.Smith, *Mgr.*)	210·7 P24'B58'H72*t*F7'	34·2	14·0	Stockholm Swedish *WB*	T.3Cy.15½",25"&42"-30" 97NHP MossVært,Moss		N
34483 OZZC	**Svanhild** 1*Dk*	2147 1909 1284					1919	Nylands Værksted Oslo	DetForenede Dampskslsk.	289·7 P25'B144'F32'	44·2	18·9	Elsinore Danish *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
34484 OULO	**Svanholm** 1*Dk&Shelter dk*	1321 1160 764					1922	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskslsk.	249·5	38·1	15·0	Aalborg Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
34485 LEZT	— **Iron** *Mchy.Aft* 1*Dk*	696 526 322					1917	Wortelboer &Co. Delfzijl	D/S A/S Svanholm (T.Matland)	179·7 Q79*t*B18*t*H14*t*F22*t*	28·6	12·3	Haugesnd Norwegian *WB*	T.3Cy.14⅓",23⅓"&38⅓"-26⅔" 75NHP N.V.Machinefabriek v/h H.J.Koopman,Dordrecht		N
34486 LEZU	**Svartisen** (*ex*Erholm) *Now* "Lotos," *see No.* 38911 *in Supplement* 1*Dk*	1315 1144 749					1919	H.Te.VedhuisWerf Papendrecht	DetNordlandske Dampskslsk.A/S (J.Sannes, *Mgr.*)	238·1 P57*t*H62*t*F16*t*	36·5	16·0	Bodö Norwegian *WB*	T.3Cy.18½",29"&48"-30" 126NHP O.A.KuijpersMachine Fabriek,Rotterdam		N
34487 5333 SGWN	**Svartön** (*ex*Cedargrove) *ss*Got.No.1-35 *ss*Got.2ndNo.3-4,31 1*Dk*(*ptIrn&ptStl*) *&deep framing* *Cargo battens not fitted*	*2475* *2197* *1380*	✠100A1 11,35	Osl Shl ✠LMC5,35	*t*	CL ~~1,34~~ 8,35	1906 9mo *Lloyd*'*s*A&CP	R.Thompson&Sons,Ld Sunderland	Trafikaktiebolaget Grängesberg-Oxelösund(M.Waldenström, *Mgr.*) *WB=CellDBa90'uE&B36'f124'688tAPT58t*	296·1 299·0 P25'B74'F31' FK	44·5	19·7	Stockholm Swedish 5*BHCem*	T.3Cy.21½",36"&59"-39" (*s*) 180lb *100lb* 229NHP 2SB,6*pf*,GS106,HS3432 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 3½ 19 ″ 2	
34488 OULZ	**Svava** (*ex*Bjorn) *ss*Cpn.2ndNo.3-4,30 *ss*Cpn.No.1-35 1*Dk*(*Stl*)*&deep framing*	1193 1017 697	✠100A1 2,36~~2,35~~ ~~BS6,34~~ BS2,36	Cpn ✠LMC2,35 ~~MS2,35~~	*o*	OG 2,35	1904 2mo *Lloyd*'*s*A&CP	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskslsk. *WB=CellDBa40'uE&B63'f94'349tFPT30tAPT15t*	233·4 P22'B60'F26' FK	34·4	16·4	Middelfart Danish 4*BHCem*	T.3Cy.18",29"&48"-33" (*s*) 165lb 131NHP 2SB,4*cf*,GS48,HS1912 KjbnhavnsFlydk.&Skbsv.	18 ″ 10 s 2 ″ 0¼ 17 ″ 0	
34489 3639 SGRI	**Svea** 1*Dk&deep framing*	770 *536* *374*					1900	Howaldtswerke Kiel	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*)	175·8 B57'H89*t*F36'	30·3	13·8	Stockholm Swedish *WB*	T.3Cy$14\frac{3}{16}$"$22\frac{1}{4}$"&$36\frac{5}{8}$"-$19\frac{11}{16}$" 60NHP Howaldtswerke,Kiel		V
34490 203192 KLAB	— **Wood3Mst** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	618 — 370					1906	H.D.Bendixsen Fairhavn,Cal	FrancisA.Wilson	174·0	38·2	13·3	S.Frncisco Utd.States	T.3Cy.13",21"&34"-24" FultonIronWorks, 57NHP SanFrancisco		
34491 7700 SINT	**Sveaborg** **TwinSc** *OilEng.* **D.F.** 2*Dks*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing* *Special Surveys to date from* 6,31	*9076* *8339* *5258*	✠100A1 4,35 *Carrying Petroleum in bulk*	Yka ✠LMC2,31	*d*†	CL 8,34	1931 2mo *Lloyd*'*s*A&CP	Blohm& VossK.a.A. Hamburg	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*) *CellDBuE67'286t DTf38'426tFPT205tAPT83t*	480·5 P105'B30'F47' FK	64·4	35·5	Stockholm Swedish 17*BHptCem* (10 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 2DB*150lb* 709NHP Götaverken A/B,Got.	35 ″ 4 s 7 ″ 2 28 ″ 4½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade
34492 7554 SEQN	**Sveadrott** TwinSc ssGot.No.1-34 *OilEng.* Sub.Sig *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)inNos.1&3holds* D.F. *Ref.Mchy.*	4742 4091 2719	✠100A1 *withfreeboard* ~~8,35~~ ~~1,35~~4,36 ✠LMC CS1,34 2,33 ✠Lloyd'sRMC~~5,34 8,35~~ 4,36 ~~10,35~~	Got	z	CL S1,35 P4,36	1929 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'s CP*	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*) *CellDB343'1400t* *way of tunnels74t*	392·2|54·7|24·4 P32'F40' FK *tanks in* (*FPT*105t*APT*114t	Stockholm Swedish *7BHptCem* *Coll to Sh dk* 6 „*2nd*„)	Oil Engines 4S.C.SA 16Cy.22 7/16"-39⅜" 778NHP KockumsM.V.Akt.Malmö	28 ″ 10 s3 ″ 2½ 25 ″ 9½	
34493 6692 SDGN	**Sveajarl** (*ex*Arator) TwinSc *OilEng.* ssGot.No.3-4,33 *1Dk(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	3809 3405 2260	✠100A1 *Shelter dk* *withfreeboard* ~~6,33~~ ~~8,34~~4,36 ~~DBS~~ 4,36 ✠LMC CS4,33 4,35	Sea ~~Got~~ NOs	x	OG ~~P4,32~~ ~~S2,33~~ S5,35 P3,36	1922 2mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*) *CellDB323'1134t*	377·9|51·4|22·3 F38'*on Shelter dk* FK *Collision* *FPT*76t *APT*61t	Stockholm Swedish *ptCem* *BH to Sh dk* 5 „ „ *U dk*	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s2 ″ 4½ 23 ″ 4	
34494 7185 SEWA	**Svealand** TwinSc ssBal.No.2-33 *Mchy.Aft* *OilEng.* *1Dk(Stl)&Webframes* *Longitudinal framing*	15357 14224 3316	✠100A1 ~~6,33~~ ~~12,34~~4,36 DBS~~5,33~~ ✠LMC6,33 5,35	Bal	j†	CL ~~S6,33~~ ~~P5,34~~ 4,36	1925 4mo *Lloyd*	Deutsche WerftA.G. Hamburg *'sA&CP*	Ångf.Aktieb. Tirfing(T.E.J.:son Broström, *Mgr.*) *CellDBuE91'380tD* *729tAPT290tDTs*	561·3|72·2|44·1 P117'F51' FK *Tf27'1173tFPT* *at sides & u bottom*	Gothenbrg Swedish *11BHAsp* 1„ *to 2nd dk* *of holds330'*	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB*114lb* AlgemeineElec.Ges.Berlin	44 ″ 0 s10 ″ 2½ 34 ″ 0½	
34495 LCKC	**Sveigen** (*ex*Glendola) Now "Janna," see No. 38671 in Supplement *Fitted for oil fuel* *1Dk*	2197 1951 1289					1919	AlbinaEng &Machine Works Portland,Or.	RederiA/S Henneseid(Thoralf Holta, *Mgr.*)	289·7|44·1|19·2 P66tH102tF48t	Porsgrunn Norwegian	T.3Cy.22",36½"&60"-42" AlbinaEng.& 313NHP Mach.Wks.Portland,Or		N
34496 LEZY	**Svein II** Ⓟ (*ex*Halden-33) *1Dk&Awng dk*	320 291 178					1890	Fredrkstds Mek.Værkstd Fredrikstad	Skibs.A/S Horten (S.Nilsen, *Mgr.*)	128·7|21·9|9·9 P87tH29tF30t 16·7	Horten Norwegian *WB*	T.3Cy.14",22¼&37"-20" 61NHP FredrikstadM.V.		
34497 LCZO	**Svein Jarl** *1Dk*	1908 1683 1115					1919	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·0|42·1|17·8 P27'B72'F30'	Trondhe'm Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsM.V.Trondhm		N
34498 3285 SGRW	**Sven** (*ex*Vikfred,*ex*R.F.Berg,*ex*Thea) *1Dk*	361 290 199					1888	G.Howaldt Kiel	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	142·9|23·0|11·0 B30'H24tF15'	Malmö Swedish *WB*	C2Cy.15"&27"-15" NB06 24NHP Geb.Howaldt,Kiel		V
34499 800 OHRL	**Svenborg** WoodAux4MstSr (*ex*SailingVessel-34) *OilEng.* *1Dk* (*See Sailing Ship Register*)	346 314 301					1921	Odense Skibs. Odense	O.J.Engman	142·5|30·3|13·4	Mariehmn Finnish	Oil Engines 2S.C.SA 2Cy.13"-13⅜" 63NHP B*made&fitted*34 J&CG.BolindersM.V.Skm		V
34500 162742 GTYS	**Svend Foyn** TwinSc ssOsl.No.1-35 *Mchy.Aft* *CruiserStern* *2Dks(Stl)* *Longitudinal framing at bottom & at deck* *of Inner Tanks & above 2nd deck* *Strengthened for Navigation in Ice* D.F.	14596 10272 8032	✠100A1 *withfreeboard* 9,35 ~~10,34~~ PrBS7,35 7,35 ~~DBS~~ ✠LMC *Whaling Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	Got	j†	CL ~~SN8,32~~ P9,34 S9,35	1931 8mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	St.HelierShip- owners,Ld.(Hans Borge, *Mgr.*) *CellDBuE&B92'* *side*	538·1|74·3|33·3 P120'F108' 47·8 FK 553t*DTsf44'924t* *tanks in mchy space*	London British *18BHptCem* (*4 to W dk* 14 „ *2nd* „) 90'440t*FPT*	Q.8Cy.20¼",29½",42¼"&62"- 45" 265lb (*s*) 997NHP 26Pr.B*60lb* 10Pr.B*43lb* FD 5SB,*20cf*,HS14800 Richardsons,Westgarth& Co.Ld.Hpl. *s408tAPT493t*	18 ″ 9 s15 ″ 4 33 ″ 8½	
34501 OXAD	**Svend Pii** *1Dk*	1809 1623 1074					1923	A/S Aal- borgSkibsv. Aalborg	Dampskibsselskab Vendila (Svendsen &Christensen)	276·8|42·1|17·8 P18'B169'F33'	Copnhagn Danish *WB*	T 3Cy.20",31½"&53"-36" 169NHP A|S Frichs,Aarhus		C
34502 LDCD	**Svenör** ssGot.No.1-34 *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7616 7247 4569	✠100A1 ~~5,35~~~~9,34~~ 1,36 DBS11,34 ✠LMC CS1,35 11,34 *CarryingPetroleum in bulk*	Got ~~Nwc~~	c† Fal	CL 9,34	1931 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *'sA&CP*	S.Ugelstad's RederiA/S (S.Ugelstad, *Mgr.*) *CellDBuE85'327t* *DTf41'523t*	460·5|59·5|34·1 P109'B30'F60' FK *FPT*199t*APT*146t	Oslo Norwegian *16BHptCem* (10 „ *to U dk* 6 „ „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	34 ″ 0	
34503 4111 SGTD	**Svenske** *Mchy.Aft* *1Dk*	508 375 260					1903	Lindhol- mensV.A. Gothenburg	RederiA/B Söderö (W.Grosche, *Mgr.*)	158·6|26·3|13·4 P52'H36tF22'	Öregrund Swedish *WB*	C.2Cy.15"&33"-21" 42NHP LindholmensV.A.Got.		V
34504 UOHV	**Sverdlovsk** Ⓟ *2Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.22 7/16",37"&59½"-39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
34505 OXHE	**Sverige** Ⓟ *1Dk*	811 518 423					1929	Frdrkshvn Skibs.&Flydk Fredrikshavn	A/S D/S Oresund (M.Suenson, *Mgr.*)	206·4|34·1|13·6 B48'F35'	Copnhagn Danish *WB*	T.3Cy.18½",30"&50"-33" 120NHP HelsingörsJernsk.& Mskb.Helsingör		V
34506 5785 SGTE	**Sverker** ssMmo.No.3-7,28 ssHbg.No.1-33 *Mchy.Aft* *1Dk(Stl)*	477 383 234	✠100A1 4,36 ~~8,34~~ BS~~8,34~~ ✠LMC6,33 12,35	Sbg	g	OG ~~5,33~~ 4,36	1916 4mo *Lloyd*	P.Larsson Thorskog *'sA&CP*	Rederiakt.Simris- hamn(O.Modén, *Mgr.*) *CellDBf93'106tFPT*	151·6|26·6|11·7 P44'F16' FK	Simrishmn Swedish *3BHCem* *24tAPT25t*	C.2Cy.16"&30"-22" (*s*) 120lb *80lb* 46NHP 1SB,*2cf*,GS23,HS871 P.Larsson,Thorskog	14 ″ 0 s1 ″ 3 12 ″ 10	
34507 7013 SEZA	**Sverre Nergaard** (*ex*Elisabet, *ex*MountVernon) Wireless *1Dk*	1030 787 568					1900	Bergens Mek.Verk. Bergen	RederiA/B Westindia, (SvenSalén, *Mgr.*)	227·7|31·9|15·0 Q75tB103tH53t F25t	Stockholm Swedish *WB*	T.3Cy.19",30"&50"-33" NB13 143NHP BergensM.V.Bergen		V
34508 LFAD	**Sverre Sigurdssön** (*ex*Borzoli) *2Dks*	1081 939 616					1923	N.Odero fuA. SestriPnente	DetNordenfjeldske Dampskibsslsk.	198·8|32·1|19·7 B98tH18tF23t	Trondheim Norwegian *WB*	T.3Cy.15¼",24⅝"&39⅜"&25⅝" 72NHP N.OderofuA.SestriPnente		C
34509 YTEH	**Sveti Duje** (*ex*MonteMaggiore, *ex*Chlumecky) ssTri.2ndNo.3-3,28 ssSpt.No.1-32 *1Dk(Stl)&Spar dk(Stl)&deep framing* *Hatch covers dispensed with in 'tween decks*	3624 3324 2204	✠100A1 *Spar dk* 8,35 ~~11,33~~ BS~~10,34~~ ✠LMC11,32 6,35	Rot Spt	w	CL ~~12,32~~ 8,35	1902 6mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	M.Feric *CellDBa*	339·2|46·0|17·9 P20'B76'F36' 25·7 FK 110'*uE& B40'f142'*	Susak Yugoslav *6BHCem* 805t*APT*56t	T.3Cy.24",40"&65"-45" (*s*) 180lb *80lb* NDB13 306NHP 2SB,*6cf*,GS132,HS4700 J.G.Kincaid&Co.Grk.	28 ″ 5 s5 ″ 4½ 23 ″ 4	
34510 YTEK	**Sveti Vlaho** ssRot.No.1-32 *2Dks(Stl)*	5965 5538 3773	✠100A1 6,35 ~~6,34~~ BS~~12,33~~ ✠LMC6,32 6,35	Rot	a†	CL 6,34	1928 1mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	Dubrovacka Parobrodska Plovidba *1 Intermediate BH* *&1'Tween dk* *CellDBa&*	423·5|56·0|28·8 P38'B123'F41' FK *BH dispensed with* *uE162'f186'1241t*	Dubrovnik Yugoslav *ptCem* *4BH to U dk* 2 „ „*2nd*„ *DTa36'1114t APT82t*	T.3Cy.~~27,45~~&74"-51" (*s*) 180lb 27 1/16",45 1/16" 560NHP 3SB,*9cf*,GS193,HS8406 FD Rankin&BlackmoreLdGrk	31 ″ 4 s6 ″ 2¼ 25 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34511 LDRW	**Sveve** ssBgn.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6313 5961 3741	✠100A1 8,35 ~~9,34~~ DBS8,35 ✠LMC~~11,30~~ 8,35 ~~✠LMC(M)12,30~~ CarryingPetroleum in bulk	Bgn	a†	CL 3,34	1930 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	A/R Atlantic (W.&P.Jebsen, Mgrs.) CellDBuE75'296t FPT	420·6|57·5|32·3 P108'B28'F38' FK DTf38'571t 97tAPT116t	Bergen Norwegian 15BHptCem (11 to U dk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 2DB120lb 1010NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	32 " 4 s 6 " 1 26 " 5	
34512	**Sviaga** (exCurslack-35) Sub.Sig. 1Dk	1433 1155 810					1923	F.Schichau Elbing	U.S.S.R.	237·4|37·5|15·9 Q77'B108'F32'	Leningrad Russian WB	T.3Cy.16$\frac{9}{16}$",27$\frac{5}{8}$"&42$\frac{9}{16}$"-27$\frac{5}{8}$" 96NHP F.Schichau,Elbing		G
34513 LFAF	**Svinta** Ref.Mchy. 1Dk	1267 1123 764					1916	N.V.Werf DeNoord Alblasserdm	Partrederiet Svinta(W.Hansen)	236·9|36·3|16·2 P31'B65'H73tF23"	Bergen Norwegian WB	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
34514 UOBS	**Svir** (exIvo-32) Sub.Sig. 1Dk	2329 2011 1350					1922	J.Frerichs &Co. Einswarden	U.S.S.R.	296·2|42·8|19·6 P&B232'F37'	Leningrad Russian WB	2 Steam Turbines DR geared to 1 Sc Shaft Frd.KruppA.G.Kiel		
34515 UOBE	**Svirstroi** (exAledo) 2Dks(Stl)	4768 4287 2970	✠ 8,20 ✠	NYk	x		1919 4mo	Standard S.B.Corp. Shooter'sIsld	U.S.S.R. CellDB322'985t	377·0|52·0|26·8 P25'B106'F34' FK MT29'678tFPT88t	Odessa Russian 7BHCem APT50t	T.3Cy.24",40"&70"-48" 478NHP 3SB,9cf,GS182,HS6960 FD StandardS.B.Corp.	29 " 0	
34516 ~~YMAS~~	**Svithiod** (exS.V.Harkness) ssKel.No.3-8,29 ssHam.No.1-34 OilEng. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Sub.Sig. GyC.	6769 6194 3712	✠100A1 ~~6,35~~ ~~8,34~~ 3,36 ✠NE5,25 ✠LMC8,34 ~~DBS8,34~~ ✠LMC(M)6,31 6,25 DBS3,36 CarryingPetroleum in bulk	Ham	a†	CL 7,34	1917 5mo	Skinner& EddyCorp. Seattle,Wash A&CP CellDBa	PanamaTransportCo. ~~G.m.b.H.~~(Waried TankschiffRhedereiG.m.b.H.Mgs.) "Midship por 12'uE&B63'188tD	426·3|57·2|31·7 P104'B41'F37' len34 FK tion(cargo tanks)re Tf36'457tFPT199t	Panama Panmanian 16BHptCem newed 1934" APT97t	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 680NHP DB(upper)17-185lb NDB25-70lb NDB(W.T.)34 185lb Frd.KruppA.G.Kiel	31 " 6 s 5 " 8¼ 26 " 1	
34517 LCZP	**Svolder** TwinSc OilEng. D.F. CarryingPetroleum in bulk Mchy.Aft CruiserStern 1Dk	6362 5518 3772					1927	Aktieb. Götaverken Gothenburg	WaagesTankrederi A/S(R.Waage&J. Stenersen,Mgrs.)	408·3|55·3|32·0 P367tH396tF81t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 543NH Aktieb.Götaverken,Got.		N
34518 PKRY	**Swaerdecroon** 1Dk	1692 1329 902					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·5|40·3|18·0 P33'B73'F30'	Batavia Dutch WB	T.3Cy.19",31½"&51½"-39" 165NHP Maats.Fyenoord,Rot.		V
34519 135603 GQVL	**Swainby** ssShl.No.3-9,29 ssHpl.No.1-33 D.F. 1Dk(ptIrnptStl)	4935 4697 3040	✠100A1 2,36 ~~3,35~~ BS2,36 ✠LMC MS5,35 ~~BS3,35~~	Hpl ~~Shl~~	y	CL 8,34	1917 4mo	Ropner& Sons,Ld. Stockton Lloyd'sA&CP	RopnerShipping Co.Ld. CellDBa127'uE	390·0|55·6|26·2 P30'B219'F40' FK 27'f174'1165tFPT1	Stockton British 6BHCem 94tAPT185t	T.3Cy.26½",46"&75"-48"(s) 180lb 450NHP 3SB,9cf,GS194,HS7293 Blair&Co.Ld.Stockton	28 " 9 s 4 " 6¼ 24 " 4¾	
34520 95947	**Swallow** (HopperBarge—now carrying cargo) ssRgn.No.1-12 1Dk(Stl-pt teaks)	859 816 497	✠ 6,14 ✠	Rgn	l		1908 12mo	W.Simons &Co.Ld. Renfrew	~~SydneyHarbour Trust~~ R.W. Miller&Co.Ld.	206·0|33·1|14·3 F25' FK	SydnyNSW British 4BHCem	T.3Cy.17",27"&43"-27" 95RHP 2SB,4cf,GS96,HS2834 W.Simons&Co.Ld.Rnf.	15 " 0	
34521 148064 MLWK	**Swandale** (exFellside) ssGoo.No.2-32 Well deck Mchy.Aft 1Dk(Stl)	996 706 529	✠100A1 11,34 BS~~11,34~~ 12,35 ✠LMC6,32	Goo	m	OG 10,34	1924 5mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	YorkshireDaleS.S. Co.Ld.(Atkinson& Prickett,Ld.Mgs.) CellDB176'	212·0|33·5|12·7 Q122'F26' FK 275tMT8'129tFPT	Hull British 5BHCem 68tAPT34t	T.3Cy.17",28½"&47"-33" (s) 180lb 166NHP 2SB,4cf,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14 " 8 s4 " 10¾ 13 " 11¼	
34522 PKFH	**Swartenhondt** Fitted for oil fuel 3Dks	5029 — 3021					1922	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6|49·4|26·7 F52'	Batavia Dutch WB	T.3Cy.28½",47"&77"-54" 436NHP Werkspoor,Amsterdam		V
34523 141793	**Sweden** (exL.C.Smith) Mchy.Aft 1Dk2trB	4702 — 3418					1902	WBayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co. Inc.	414·0|50·0|29·0	OswegoNY Utd.States WB	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		
34524 843 OHSL	**—** Wood (exSkoghallsverken) OilEng. Mchy.Aft CruiserStern 1Dk	454 363 217					1920	Uddeholms Aktieb Skoghall	GustafErikson	146·5|30·0|12·1 P40'F17'H27t	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.15¾"-16$\frac{5}{32}$" 175NHP J&CGBolindersCoLdSkm		V
34525 162503 MPXN	**Swift** ssLon.No.1-35 1Dk(Stl)&ShelterDk(Stl)	936 723 408	✠100A1 withfreeboard 9,35 ~~8,32~~ BS9,34 ✠LMC~~11,30~~ MS9,35	Lon	n	CL ~~8,32~~ 9,35	1930 11mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDB182'28	216·2|35·1|12·1 B61' FK 4tFPT31tAPT19t	London British 5BHCem (Coll to Sh dk 4 ,, 2nd ,,)	T.3Cy.17½",29"&48"-33" (s) 200lb 189NHP 2SB,6cf,GS102,HS3400 Workman,Clark(1928)Ld.	14 " 0 s " 2 13 " 11¾	
34526 221041 KDOS	**Swiftarrow** ssMob.No.3-12,35 ~~ssN.Yk.No.2-22~~ Mchy.Aft 2Dks(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard 12,35 ~~11,31~~ 12,35 ~~BS11,31~~ ✠LMC~~5,33~~ CarryingPetroleum in bulk Fitted for oil fuel 2,21 F.P. above 150°F.	NYk Mob	c†	CL ~~11,31~~ 12,35	1921 2mo	Northwest Brdge&IrnCo Portland,Or. A&CP CellDBuE	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) &B71'230tDT f50' tanks a9'30t	464·6|60·2|27·7 34·8 FK 444t'tween dk FPT183tAPT31t	Wilmgton (Del.) Utd.States 17BHptCem (3,, to Sh dk 10,, ,, U ,, 4,, ,, 2nd ,,)	T.3Cy.26½",46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,RentschlerCo.,Hamilton,O.	36 " 4 s 9 " 11¼ 26 " 8	
34527 221268 KDSA	**Swiftlight** ssN.Ns.No.3-11,33 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard 1,36 ~~7,35~~ ~~1,35~~ 1,36 BS7,35 ~~BS6,34~~ ✠LMC3,35 CarryingPetroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	NYk	c†	CL ~~6,34~~ 7,35	1921 5mo	Northwest Bridge& IronCo. Portland,Or. A&CP	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) CellDBuE&B71' 'tween dk tanks a 30t	464·6|60·2|27·7 34·8 FK 230t DT f50' 444t FPT183t APT31t	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.27⅞",46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,RentschlerCo.Hamilton,O.	36 " 5 s 9 " 11¼ 26 " 9	
34528 160761 GTFQ	**Swiftpool** ssShl.No.1-33 D.F. 1Dk(Stl)	5205 4928 3228	✠100A1 ~~7,35~~ ~~2,35~~ 2,36 BS7,35 ✠LMC11,35	Shl ~~Hpl~~ Cff	z	CL ~~10,32~~ 7,35	1929 8mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.Mgrs.) CellDBa&uE173'f80'1	421·2|54·2|27·1 P30'B240'F43' FK 413tFPT175t APT	W.Hartlpl British 8BHCem 167t	T.3Cy.~~26½",44"~~&73"-48" (s) 180lb 26",40" 528NHP 3SB,9cf,HS7908 FD Cen.Mar.EWrks.LdWHpl	30 " 1 s 5 " 0½ 25 " 3¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où sont et ce n'est dans le L. R. Durée Cert. P. d'Etats
34529 221134 KDQV	**Swiftscout** ssMob.No.3-3,34 2Dks(Stl)&Shelter dk &Web frames Mchy.Aft Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard ~~3,35~~ ~~2,35~~ 3,36 BS3,35 ✠LMC3,34 Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	NYk Gal	c†	CL ~~8,34~~ 2,36	1921 3mo	Northwest Brdge&IrnCo Portland,Or. A&CP	BoatOwning&OperatingCo.(C.D.Mallory&Co.Inc.Mgrs.) CellDBuE&B71'230tDTf50'444t'tween dk tank a30t FPT183tAPT31t	464·6|60·2|27·7 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 ,, U ,, 4 ,, 2nd,,)	T.3Cy.27½"46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,RentschlerCo.,Hamilton,O.	36 ″ 4 s9 ″ 9¾ 26 ″ 9½	
34530 220990 KDNG	**Swiftsure** ssMob.No.3-2,35 2Dks(Stl)&Shelter dk(Stl) &Web frames Mchy.Aft Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard ~~3,35~~ ~~2,35~~ 2,36 ✠LMC2,35 BS2,36 Carrying Petroleum in bulk Fitted for oil fuel 1,21 F.P. above 150° F.	Mob ~~NOs~~NYk	c†	CL ~~2,35~~ 2,36	1921 1mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	BoatOwning&OperatingCo.(C.D.Mallory&Co.Inc.Mgrs.) CellDBuE&B71' 230t DTf50'444t 'tween dk tank a30t FPT183tAPT31t	464·6|60·2|27·7 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.27½",46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,RentschlerCo.,Hamilton,O.	36 ″ 4 s9 ″ 9¾ 26 ″ 8	
34531 145469 MKVY	— (exMoland,exJomaas) ssHpl.No.3-12,33 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1414 1028 793	100A1 ~~9,35~~ ~~10,34~~ 11,35 BS9,35 MS1,34 LMC ~~BS11,34~~	Shl	o	CL ~~10,34~~ ~~9,35~~ 11,35	1920	G.Brown&Co. Greenock Lloyd'sA&CP	HillStm.Shpng.Co.Ld.(Witherington&Everett,Mgrs.) CellDBuE&B35'f161' 355tFPT80t APT88t	235·0|35·3|15·1 PonQ75'Q166'F28' FK	Newcastle British 4BHCem	T.3Cy.19¼",31"&52"-33" (s) 180lb 179NHP 2SB,6cf,GS97,HS2896 McKie&Baxter,Glasgow	17 ″ 1 s4 ″ 10½ 16 ″ 3½	
34532 147749	**Swiftwater** Mchy.Aft 1Dk	1739 1578 1044					1927	Cowpen DryDock&S.B.Co.Ld. Blyth	CanadianLake Carriers,Ld.	252·0|42·6|18·0	Montreal British WB	T.3Cy.16",27"&44"-33" 97RHP Blair&Co.(1926)Ld.Stk.		C
34533 140534 GPSL	**Swinburne** ssN.Yk.No.3-5,29 D.F. ssN.Yk.No.1-33 2Dks(Stl)	4659 4330 2883	✠100A1 ~~5,30~~ ~~3,34~~ 4,36 BS12,35 ~~BS9,34~~ ✠LMC MS1,33 ~~BS9,33~~	NYk	y	CL 3,34	1917 9mo	A.McMillan&Son,Ld. Dumbarton Lloyd'sA&CP	Lamport&Holt Line,Ld. CellD B335'875t FPT75t APT75t	385·5|52·2|27·2 P36'B118'F46' FK	Liverpool British 7BHCem	T.3Cy.26",43"&70"-48" (s) 180lb 120lb 407NHP 3SB,9cf,GS178,HS6800 Rankin&BlackmoreLdGrk	29 ″ 8 s5 ″ 4¼ 24 ″ 7	
34534 160660 MPKW	**Switzerland** (exMarieFerdinand, exElsaZelck) 1Dk	1291 1027 738					1922	Akt.Ges. "Neptun" Rostock	Leith,Hull&HamburgStm.Packet Co.Ld.(J.Currie&Co.Mgrs.)	237·6|36·5|14·4 P16'Q55'B110'F29'	Leith British WB	T.3Cy.18",29"&48"-31½" 130NHP A.G."Neptun," Rostock		G
34535 136734 MFRB	**Swynfleet** (exBelge) ssGoo.No.3-1,28 ssGoo.No.1-33 1Dk(Stl) Cargo battens not fitted	1168 960 689	✠100A1 8,35 ~~1,35~~ ~~MS8,31~~ ✠LMC DBS~~8,34~~ 8,35 MBS~~1,35~~ 2,36 MS2,36	Goo Bly	o	CL ~~8,31~~ ~~8,35~~ 2,36	1914 12mo	Osbourne,Graham&Co. Sunderland Lloyd'sA&CP	OuseS.S.Co.Ld.(A.W.Atkinson,Mgr.) CellDBa75 uE15'f96'345tFPT 40tAPT45t	240·3|36·5|14·3 P16'B58'F23' FK	Goole British 4BHCem	T.3Cy.17",28"&46"-33" (s) 180lb 90lb 148NHP 1SB,3cf,GS62,HS2500 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s2 ″ 1 13 ″ 5	
34536 LDGL	**Sydfold** 1Dk(Stl)	2433 2209 1430	✠ 6,18 ✠	Rot			1918 4mo	P.Smit,Jr. Rotterdam	Dampsk.A/S Fold (JohnK.Haaland&Co.A/S,Mgrs.) Intermediate bulkhead in forehold dispensed with, 4BHonlyCem CellDB239'546tFPT 85tAPT120t	287·1|45·2|20·6 P12'B66'F31' FK	Haugesnd Norwegian	T.3Cy.24",39⅜"&63"-39⅜" 300NHP 2SB&1AuxSB,8cf,GS144,HS5051 P.Smit,Jr.Rotterdam	23 ″ 1	N †
34537 LDIG	**Sydhav** OilEng. ssRot.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7587 7099 4557	✠100A1 ~~8,30~~ ~~1,35~~ 3,36 DBS~~1,33~~ 8,35 ✠LMC4,33 Carrying Petroleum in bulk	Bry ~~Fal~~ Nag.	c†	CL ~~9,32~~ 8,35	1929 3mo	Swan,Hunter&Wigham Richardson,Ld.Newcastle Lloyd'sA&CP	Skibs A/S Sydhav.(T.Lodding) CellDBuE82'258tDTf38'461t FPT156tAPT139t	450·8|61·0|33·2 P106'B30'F56' FK	Oslo Norwegian 15BHptCem (10 to U dk 5 ,, 2nd,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3	
34538 5653 SGFA	**Sydic** ssGot.No.3-2,27 D.F. ssGot.No.2-35 ~~ssGot.No.1-31~~ 1Dk(Stl)&Shelter dk(Stl)	4272 3874 2625	✠100A1 Shelter dk withfreeboard 11,35 ~~11,34~~ BS3,36 MS11,35 ✠LMC9,30	Got	y	CL ~~1,34~~ N10,35	1914 10mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	RederiA/BTransatlantic(G.Carlsson,Mgr.) CellDBa134'uE&B45'f164'1176t FPT 76tAPT77t	385·0|53·7|23·6 FK	Gothenbrg Swedish 6BHCem	T.3Cy.27",45"&74"-48" (s) 180lb 465NHP 3SB,9cf,GS197,HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s2 ″ 6½ 23 ″ 9¼	
34539 LCAP	**Sydis** (exTorodd-34, exColonia) TwinSc4Mst D.F. 2Dks&Spar dk&deep framing Fitted for carrying whale oil in bulk	8263 5902 4670			...		1902	Wigham-Richrdsn&Co Ld Newcastle	NorskeHvalprodukterA/S (Nordström,Jespersen&Co.A/S,Mgrs.)	485·5|56·0|27·6 H410t 35·6 FK&BK2"	Oslo Norwegian WB	T.6Cy.24",40½"&67"-48" 846NHP WghmRchrdsn&C.LdNwc	39 ″ 0	N †
34540 7019 SIPA	**Sydland** ssBkn.No.3-8,33 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo.1hold	6508 6171 3980	✠100A1 Shelter dk withfreeboard 10,35 ~~12,34~~ BS2,36 ✠LMC MS2,33 ~~BS12,34~~ Fitted for oil fuel 8,20 F.P above 150° F.	Got	z	CL 5,34	1920 8mo	W.Doxford&Sons,Ld. Sunderland Lloyd'sA&CP	Ångf.Aktieb.Tirfing(T.E.J:son Broström,Mgr.) Intermediate BH in forehold dispensed with CellDB 360'1168tFPT105t APT127t	431·1|54·1|34·1 FK Collision BH to S dk 5 ,, ,, U ,,	Gothenbrg Swedish Cem	T.3Cy.27",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8547 FD G.Clark,Ld.Sunderland	37 ″ 0 s8 ″ 11¼ 28 ″ 4	
34541 35190 JDZC	**Sydney Maru** OilEng. ssYka.No.1-34 Ref.Mchy. 3Dks(Stl)	5425 4955 3223	✠100A1 withfreeboard 11,35 ~~11,34~~ DBS11,35 ~~DBS11,34~~ ✠LMC11,33 ✠Lloyd'sRMC~~2,35~~5,35 2,36 ~~11,35~~ ~~3,35~~	Yka	y	CL ~~11,32~~ 11,35	1929 11mo	Yokohama DockCo.Ld. Yokohama Lloyd'sA&CP	OsakaShosenK.K. CellDB317'805t FPT47tAPT71t	380·0|54·5|34·2 B23'F43' FK	Osaka Japanese 6BH (Coll to W dk 5 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59⅛" 489NHP DB100lb Akt.Burmeister&WainCpn	34 ″ 3 s2 ″ 8 24 ″ 2½	
34542 25475 JNPD	— ssYka.No.3-2,32 1Dk(Stl)&Awng dk(Stl)	4105 3613 2518	✠100A1 Awng dk withfreeboard 3,35 ✠LMC~~3,35~~ 4,36	Kob	v	OG 3,35	1919 7mo	Kawasaki Dkyd.Co.Ld Kobe Lloyd'sA&CP	KokusaiKisenK.K. CellDB294'778t FPT62tAPT31t	345·0|48·0|30·0 P29'B74'F41'on Awng dk FK	Kobe Japanese Cem 6BH to A dk	T.3Cy.23½",39"&65"-48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawasakiDkydCo.Ld.Kob	30 ″ 0 s6 ″ 1¼ 24 ″ 2	
34543 LDIA	**Sygna** Mchy.Aft Spar dk&deep framing Cantilever framed, topside tanks	3881 3574 2464			...		1907	SirRaylton Dixon&CoLd Middlesbro'	A/SJ.L.MowinckelsRederi	360·1|52·1|25·7 P&B215'F29' FK	Bergen Norwegian WB	T.3Cy.26",42"&70"-48" 431NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 4	N †
34544 DHXB	**Sylt** (exLaura) ssAnt.No.1-12 1Dk(ptIrn&ptStl)&deep framing	842 694 479	✠ 5,20	Cpn	l		1908 9mo	KjöbnhvnsFlydk.&Skbs. Copenhagen	ErnstRuss CellDBu&uE68'f88'237tFPT 39tAPT26t	209·3|30·7|13·4 P30'B59'F21' FK	Hamburg German 4BHCem	T.3Cy.14",23"&37"-24" 79NHP 2SB,4cf,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6	G †
34545 347 SVGB	**Sylva** (exTrewellard-33) ssCff.No.3-7,27 ssSld.No.2-36 ~~ssFal.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	4202 3907 2667	✠100A1 Shelter dk withfreeboard 2,36 ~~11,34~~ ✠LMC~~4,35~~ 11,35	Cff Sld	x	CL ~~3,33~~ 1,36	1914 7mo	JReadhead&Sons,Ld. South Shields Lloyd'sA&CP	J.D.McLaren&Co.(Shipping)Ld.A.A.Callergis&N.G.Revelis CellDBa117'uE23'f163' 978tAPT59t	370·2|51·6|25·0 FK	Piræus Greek 6BHCem	T.3Cy.26",42"&69"-48" (r) 180lb 90lb 386NHP 2SB,6cf,GS132,HS6329 J.Readhead&Sns.Ld.S.Shl	26 ″ 8 s2 ″ 0¾ 24 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34546 148136 GLKV	**Sylvafield** ssShl.No.2-34 ~~ssShl.No.1-29~~ D.F. *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	5709 5101 3392	✠100A1 4,36 ~~7,31~~ ✠LMC DBS3,36 *CarryingPetroleum in bulk*	Fal Shl CS3,36 2,34	*y*	CL ~~7,31~~ 3,36	1925 10mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP* *CellDBuE*	NorthernPetroleumTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) 66'151t*DTf*27'326t	395·0 P88'B34'F39' FK *FPT*198t*APT*156t	52·0	32·0	Newcastle British 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"–91¼" 640NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 7½ 26 ″ 4¾	
34547 215840 WSCX	**Sylvan Arrow** ssN.Yk.No.3-1,30 D.F. ssBal.No.1-33 *Mchy.Aft* *2Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing*	7797 7153 4858	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~10,34~~ BS4,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*1,18 *F.P. above* 150° F.	Bal NYk ✠LMC3,33	*a*†	CL 3,33	1918 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc.	467·6 FK *CellDBa*23'*uE&B*	62·7	32·0	New York Utd.States 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,) 76'463t*DTf*	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. 40'440t*FPT*229t*APT*131t	32 ″ 0 s4 ″ 2 28 ″ 0¾	
34548 201840	**Sylvania** (*ex*D.M.Philbin, *ex*Sylvania) *Mchy.Aft* *1Dk*	6272 — 4826					1905	WestBay CityS.B.Co. WestBayCity	DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0 *WB*	54·0	26·7	Duluth, Minn. Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
34549 LDHL	**Sylvi** (*ex*Gullaug-33,*ex*Wargön) Wireless *Mchy.Aft* *1Dk*	571 431 309					1919	Aktieb. Götaverken Gothenburg	Skibs-A/S Sylvi (A.W.Nordström& Th.Gjölberg*Mgrs*)	166·4 P72tF25tH17t	27·3	11·3	Oslo Norwegian *WB*	T.3Cy.12⅝",20½"&33$\frac{1}{16}$"–24" Aktiebolaget 54NHP Götaverken,Got.		V
34550 3721 SGTK	**Sylvia** (*ex*Najaden,*ex*Merchant Prince) Iron ssGot.4thNo.3-3,34 *Well deck* *1Dk(Irn)* *Cargo battens not fitted*	*1524* *1261* *863*	✠100A1 ~~0,35~~ ~~4,35~~ 4,36 MS3,34	Got ✠LMC BS~~4,35~~ 2,36	*q*	OG ~~2,34~~ 9,35	1883 10mo	H.S.Edwards,Son& Craig, Newcastle *Lloyd'sA&CP*	Rederi A/B "Sylvia" (Alb.Billner)	260·0 P30'Q72'B66'F32' BK9½" *DBa*88'	36·2	18·7	Gothenbrg Swedish 4*BHCem* *f*16'&*uE&B*	C.2Cy.32"&60"–39" 80lb *60lb* NDB98 179NHP 2SB,*6pf*,GS95.HS3011 N.E.MarineEng.Co.Nwc. 36'302t *FPT*65t*APT*20t	19 ″ 8 s1 ″ 7¼ 18″10¾	
34551 147330 GLPN	**Sylvia de Larrinaga**	5218 4851 3206					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5 P29'B36'	52·7	29·8	Liverpool British *WB*	T.3Cy.26",44"&74"–48" 379NHP F.Schichau,Elbing		C
34552 DHXC	**Syra** D.F. Sub.Sig. *1Dk&Shelter dk*	2465 2166 1385					1923	Howaldtswerke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	331·3 F39' len.34	44·1	20·0	Hamburg German *WB*	T.3Cy.21¼",37⅜"&59⅛"–39" NB34 220NHP Howaldtswerke,Kiel		G
34553 142851 GBRJ	**Syrian Prince** ssBkn.No.3-6,32 *1Dk(Stl)&2nd dk(Stl)in holds* *Ref.Mchy.* Sub.Sig.	3072 2835 1844	✠100A1 ~~10,35~~ ~~11,34~~ 2,36 MS6,32 Lloyd'sRMC~~2,35~~11,35	Mch ~~Liv~~ ✠LMC BS2,35	*u* ~~Alx~~	CL 2,34 —	1919 11mo	J L Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP* *CellD*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	331·3 P38'B98'F29' FK *B*274'727t*FPT*109t	46·8	23·2	Newcastle British 7*BHCem* *APT*49t	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
34554 ORZA	**Syrie** (*ex*ClaraZelck) *1Dk&Spar dk*	*2082* *1964* *1297*					1904	Act.Ges. "Neptun" Rostock	Cie.Nat.Belge de TransportsMar. (ArmementDeppe, *Mgrs.*)	261·6 H26'	37·4	17·0 24·0	Antwerp Belgian *WB*	T.3Cy.17⅞",30½"&48"–33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		V
34555 220583 KDEC	**Syros** *Fitted for oil fuel* Sub.Sig. *1Dk&Shelter dk* *Longitudinal framing*	6191 5630 3805			...		1920	GeorgeA. FullerCo. Wilmington, N.C.	LykesBros.- RipleyS.S.Co.Inc.	395·3 P45'B110'F38' *on Shelter dk* FK	55·1	31·4	Galveston, Tex. Utd.States *WB*	T.3Cy.21½",41$\frac{63}{64}$"&72"–48" 359NHP BadenhausenCo. Philadelphia		R †
34556 291 SVDQ	— Ⓟ (*ex*Adriaticos-33,*ex*Caloric) Wireless *2Dks*	1003 726 412			...		1885	Harland &Wolff Belfast	HellenicCoast LinesCo.Ld.	243·9 P42'B92'F37' BK8"	31·9	15·3	Piræus Greek *WB*	C.2Cy.35"&70"–45" 274NHP Harland&Wolff,Belfast	16 ″ 3	
34557 LDEE	**Sysla** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* *Carrying petroleum in bulk*	6367 5552 3873					1932	GötaverkenA/B Gothenburg	WaagesTankrederi II A/S(R.Waage& J.Stenersen, *Mgrs.*)	408·3 P209tH400tF41t	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP GotaverkenA/B,Got.		N
34558 XNBJ	**Sze Woo** (*ex*StadtratFischer, *ex*Comet) Wireless *1Dk*	1531 1106 918					1903	Schömer& Jensen Tönning	KungChiS.S.Co.	232·2 P15'Q51'B109'F27'	35·8	15·1	Shanghai Chinese *WB*	T.3Cy.16½",27"&44⅛"–31½" 109NHP Schömer&Jensen,Tönning		
34559 151411 GLXM	**Szechuen** Ⓟ *Fitted for oil fuel* *2Dks*	2604 2276 1594					1920	Taikoo Dkyrd&Eng. Co.ofH.Kg. Ld. HongKong	ChinaNav.Co.Ld.	310·3 P15'B74'F37'	41·2	22·4	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP TaikooDockyd&Eng.Co. ofHongKong,Ld.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le nom est dans le L. R. Dans le Cert. B. of Trade
34560 215362 WQCS	**T. A. D. Jones** (*ex*C.A.Snider, *ex*Olean) ssN.Yk.No.3-12,28 1*Dk*(*Stl*)2*trB*	3093 2524 1865	✠100A1 12,30 ✠LMC1,35 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	NYk	*t*	CL 8,33	1917 7mo	Harlan& Hollingsworth Cor. Wlmgtn,Del. A&CP	UnionSulphurCo. Inc. *Intermediate BH in 'tween dk forward dispensed with*	299·2 P24'B96'F29' FK	45·2	24·3	NewYork Utd.States *Cem* *4BH to U dk* 1 ,, *2nd* ,, *CellDB*250'	T.3Cy.21½",35"&58"–42" (s) 180lb 271NHP 2SB,*6cf*,GS135,HS4664 Harlan&HollingsworthCo *only* 568t*FPT*74t*APT*108t	26 ″ 6 s4 ″ 8½ 22 ″ 2	
34561 229755 KLIH	**T. J. Conway** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	481 — 326					1930	Federal S.B.&D.D.Co Kearny,N.J.	DieselTanker T.J.Conway,Inc.	155·4	28·1	12·0	NewYork Utd.States	Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis.		
34562 221618 KDUR	**T. J. Williams** ssN.Yk.No.3-12-33 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	8212 7886 5108	✠100A1 *Shelter dk with freeboard* ~~7,35 12,34~~ 1,36 MS12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	NYk ~~Gal~~ BS1,36 ✠LMC ~~BS12,34~~	*c*†	CL ~~12,33~~ 7,35	1921 9mo	Oscar DanielsCo. Tampa,Fla. A&CP *CellDB in way of oil bunker* 17' *uE&B*71' 828t	~~StandardShppg.Co~~ Standard Oil Co. of New Jersey *DTf*50' 694t	465·4 FK *FPT* 177t *APT* 26t	60·2	36·0	Wilmgton (Del.) Utd.States *17BHptCem* (3 *to Sh dk* 10 ,, *U* ,, 4 ,, *2nd* ,,)	Q.4Cy.24½",35",51"&75"–51" 220lb (s) 595NHP 3SB,*9cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 ″ 3 s8 ″ 10½ 27 ″ 8	
34563 143645 MKRY	**T. P. Tilling** ssBwg.No.3-9,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	461 319 173	✠100A1 3,35 BS~~11,34~~ 2,36	Bkn ✠LMC9,35	*f*	CL N2,34	1920 6mo	J.Crichton &Co.Ld. Saltney *Lloyd'sA&CP*	JohnS.Monks,Ld.	142·3 B9'Q87'F22' FK *DTf*14'45t *FPT*14t	25·2	11·4	Liverpool British *4BHCem* *APT*39t	T.3Cy.14",22"&38"–24" (s) 180lb 88NHP 1SB,*3pf*,GS48,HS1490 LythamS.B.&Eng.Co. Lytham	12 ″ 6 s3 ″ 4½ 12 ″ 2½	
34564 224836 WDDB	**T. W. Robinson** (*Self-Unloader*) *Mchy.Aft* GyC. 1*Dk* D.F.	7726 — 6118					1925	American S.B.Co. Lorain,O.	BradleyTransptn. Co.	566·0	60·0	32·0	Duluth Utd.States *WB*	Steam Turbine connected to Electric Motor & Sc.Sh. GeneralElectricCo.SchenectadyN.Y. 500NHP		
34565	**Ta Ching** TwinSc	1405 — 861					1920	Kiangnan Dk&EngWks Shanghai	TaTaS.S.Co.	201·2	38·1	11·3	Shanghai Chinese	T.		
34566	**Ta Ho**	1001 — 604					1905	Shanghai	TaTaS.S.Co.	188·8	28·6	10·7	Shanghai Chinese	C.		
34567	**Ta Yu** (*ex*TaChie) TwinSc	1456 — 877					1921	Yangtsze PooDockCo. Shanghai	TaTaS.S.Co.	215·0	35·0	12·0	Shanghai Chinese	T.		
34568 OUMD	**Taarnholm** ssCpn.2ndNo.3-9,32 1*Dk*(*Stl*)&*deep framing*	1420 1281 828	✠100A1 7,35 ~~4,34~~ MS8,31	Cpn Dnz ✠LMC BS~~4,34~~7,35	*q*	CL 4,34	1905 12mo	WoodSkinner&Co.Ld Newcastle A&CP *WB*	DetForenede DampskibsSelskab =*CellDBa*70'*uE&B*30'*f*111'413t*FPT*68t*APT*61t	252·0 P&B198'F24' FK	38·2	16·2	Aalborg Danish *4BHCem*	T.3Cy.19",31"&51"–33" (s) 170lb 168NHP 2SB,*4cf*,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s1 ″ 3½ 17 ″ 4	
34569 904 ESEI	**Taat** (*ex*Otis-33, *ex*Marie) Iron ssTln.4thNo.3-5,33 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1334 1155 794	✠100A1 5,35 ~~5,33~~ MS5,35 ~~[illegible]~~	Tln BS5,36 ✠LMC	*p*	OG ~~5,33~~ 4,36	1880 12mo	Palmers' Co. Newcastle *Lloyd'sA&CP*	A.Jurgenthal& others(A.Jurgenthal,*Mgr.*) *DBa*74'	249·4 Q100'B48'H35t F28' BK8½" *f*36'&*uE&B*36'284t	33·1	17·4	Haapsalu Estonian *3BHCem* *APT*10t	C.2Cy.28"&54"–36" 75lb *100lb* NDB23 120NHP 1SB,*4pf*,GS60,HS1708 Palmers'Co.(Lim.),Nwc.	18 ″ 6 s2 ″ 0½ 17 ″ 4	
34570 1558 IUPW	**Tabarca** (*ex*Candia, *ex*Falkental, *ex*Humus, *ex*Lucker, *ex*Kilbeggan) *OilEng.* 1*Dk*	616 505 349			...		1919	G.Brown& Co. Greenock	TitoCampanella Soc.diNav.	175·3 B52' FK	30·1	15·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 3Cy.13⅜"–21¼" 94NHP NE29 SulzerBros.Winterthur	16 ″ 6	I †
34571 139041 GLTV	**Tabaristan** (*ex*Frankenfels) ssNpt.No.3-3,33 2*Dks*(*StlU*-teaks)	6251 5455 3990	✠100A1 5,35 BS~~11,34~~ 1,36 *Fitted for oil fuel* 9,25 *F.P.above* 150° F.	Avn ✠LMC5,35	*a*†	CL N5,35	1914 1mo	Akt.Ges. "Weser" Bremen *Lloyd'sA&CP* *Cell DBa* 139' *uE*23'*f*189' 1187t *FPT*48t *APT*56t *'Tween dk tanks f*36' 494t *a*36' 470t	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *1BH in forward hold dispensed with*	422·4 P60'B126'F54' FK	56·2	29·7	London British *Cem* *6BH only*	T.3Cy28¾"46⅝"&75 5/16"–53 15/16" 192lb *121lb* (s) 520NHP 3SB,*9cf*,GS148,HS6950 FD A.G."Weser,"Bremen	32 ″ 6 s6 ″ 6½ 26 ″ 2	
34572 FOWC	**Tabarka** (*ex*Pollux) 2*Dks*	2624 2236 1639					1909	Wrf.voorh. Rijkee&Co. Rotterdam	UnionMaritime AuxiliaireS.A. (UnionMaritime S.A.*Mgrs.*)	327·5 Q106'B88'F40'	44·2	18·6	Rouen French *WB*	T.3Cy.21",33"&56½"–39½" 202NHP NedFb.vWrk.&Spoor,Ams		V
34573	**Tabasco** *Fitted for oil fuel* 1*Dk*(*Stl*)&*deep framing*	1298 — 1019	✠ 1,07 ✠	Dmb	*n*		1901 8mo	A.McMillan&Son,Ld. Dumbarton	RamonCorona McEntee&Ramon CoronaOrihuela	230·4 P58'F45' FK *Cell DB*56'73t*FPT*	33·5	14·8	VeraCruz Mexican *4BHCem* 43t*APT*55t	T.3Cy.17",28"&45"–33" 128NHP 2SB,*4cf*,GS72,HS2094 Muir&Houston,Ld.Gls.	15 ″ 8	
34574 7956 SKTD	**Taberg** (*ex*Bretagne-34, *ex*Hermia) 1*Dk*	*1392* *1202* *743*					1920	Limhamns Skepps.A/B Limhamn	Ångf.A/B Halfdan (J.E.Manne,*Mgr.*)	239·9 P53tH89tF34t	38·1	16·7	Gothenbrg Swedish *WB*	T.3Cy.18",29½"&48"–31½" 130NHP LimhamnsSkepps.A/B		N
34575 PHWC	**Tabian** Ⓟ ssAms.No.1-35 *OilEng.* 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*)*inNo.1hold*	8151 7366 4895	✠100A1 ~~10,34~~ 11,35 ✠LMC CS12,35 DBS6,34 2,35 *Carrying oil F.P. above* 150° *F. in fwd deeptanks* *Fitted for carrying oil* 11,30 *F.P.above* 150° *F. in deeptank aft*	Ams Sba	*d*†	CL N9,33	1930 11mo	Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	Stoomv.Maats. Nederland *CellDB*392'1628t *DTa*32'1062t	469·0 P40'B160'F57' *DTsf*46'1372t FK *FPT*107t*APT*53t	62·2	32·6	Amstrdam Dutch *8BHptCem* *ptAsp* 1 ,, *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32 5/16"–56 11/16" DB*71lb* 1450NHP NDB34(*upper*)*71lb* SulzerBros.Winterthur	36 ″ 5 s7 ″ 7 29 ″ 0	
34576 PHWE	**Tabinta** ssAms.No.1-34 *OilEng.* 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*)*inNo.1hold*	8156 7366 4898	✠100A1 7,35 ✠LMC CS7,35 7,35 *Fitted for carrying oil* 8,30 *F.P. above* 150° *F. in deeptanks*(*aft*) *Carrying vegetable oil in forward deeptanks* (*Nos.1&3holds*)	Rot DBS7,35	*d*†	CL N6,35	1930 8mo	Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	Stoomv.Maats. Nederland *CellDB*392'1628t*DTsf*(*in Nos. 1&3holds*)65'&56'2060t *DTa*32'1062t	469·0 P40'B160'F57' FK *FPT*107t*APT*53t	62·2	32·6	Amstrdam Dutch *8BHptCem* *ptAsp* 1 ,, *to2nd dk*	Oil Engines 2S.C.SA 8Cy.32 5/16"–56 11/16" 1450NHP DB*142lb* Werkspoor,Amsterdam NDB(*Upper*)85 *100lb*	36 ″ 5 s7 ″ 7 29 ″ 0	
34577 DOPU	**Tac** *OilEng.* 1*Dk*	307 275 226					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9⅞"–15¾" 56NHP Mot.WerkeMannheimA.G Mannheim		G
34578 7070 JABE	**Tachang Maru** Ⓟ TwinSc 1*Dk*	2421 1171 1368					1901	MitsuBishi Dkyd&EWks Nagasaki	NisshinKisenK.K.	282·1 F34'	39·4	12·4	Tokio Japanese *WB*	T.6Cy.16",26"&43"–30" 202NHP MitsuBishiD.&E.Wks.Nag		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
34579 8359 JAIE	**Tachi Maru** Ⓟ TwinScSp *1Dk*	1891 968 1072					1901	OsakaIron Works Osaka	NisshinKisenK.K.	278·0	39·4	9·6	Tokio Japanese	T.6Cy.13",21½"&35¼"–24" 122NHP OsakaIronWorks,Osaka		
34580 27806 JAGA	**Tachibana Maru** ssKob.No.3–8,34 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	6515 5679 3847	✠100A1 9,35 ~~8,34~~ ✠LMC~~8,34~~ 9,35 *CarryingPetroleum in bulk* *Fitted for oil fuel 6,21 F.P. above 150° F.*	Kob	*a*†	CL 8,34	1921 6mo A&CP	KobeSteel Works Harima Dockyard	AsahiSekiyuK.K. *CellDBuE&B81'155tDTf41'375t 'tween dk tank aft10'46tFPT116tAPT26t*	420·0 P117'B36'F35'	54·0	32·9	Tokio Japanese FK 16*BHptCem* (11 „ *to Udk* 5 „ *2nd*„)	T.3Cy.27",45"&75"–51" (*s*) 200lb 560NHP 3SB,*9cf*,GS192,HS7956 FD KobeSteelWorks,Kobe	33 ″ 0 s 6 ″ 8 25 ″ 7¼	
34581 29428 JEPI	— *2Dks*	392 312 233					1923	OsakaIron Works Osaka	TokyowanKisen K.K.	145·0 F20'	24·0	13·5	Shimoda Japanese	T.3Cy.		
34582 220798 KDKI	**Tachirá** (*ex*ElizabethR.,*ex*Antonio) *Fitted for oil fuel* *Ref.Mchy.* *1Dk*	2325 1969 1389			...		1920	McDougall DuluthSB.Co Duluth,Minn.	Atlantic&CaribbeanSteamNav.Co.	251·0 P25'B64'F21'	43·7	22·2	Wilmgton (Del.) FK Utd.States *WB*	T.3Cy.19",32¼"&54"–40" 262NHP McDougallDuluthS.B.Co.	24 ″ 3	R †
34583 LOGF	**Tacito** ssB.As.No.2–33 *Mchy.Aft* *2Dks(Stl)&Web frames* *CruiserStern* *Longitudinal framing*	8331 6356 4749	✠100A1 2,36 ~~9,34~~ BS2,36 MS2,32 ✠LMC ~~BS9,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel12,24 F.P. above 150° F.*	BAs	*a*†	CL ~~7,33~~ 2,36	1924 12mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld Newcastle	Cia.Gen.deCombustibles *CellDBuE&B87'250tDTf38'620tFPT162tAPT74t*	430·0 P104'B32'F49'	57·0	33·1	Bns.Ayres Argentine FK 18*BHptCem* (7 „ *2nd dk*)	T.3Cy.27",45"&75"–54" (*s*) 180lb 626NHP 3SB,*12cf*,HS9672 FD Wllsnd.Slpwy.CoLd.Nwc.	33 ″ 6 s 7 ″ 10½ 26 ″ 1	
34584 DHXD	**Tacoma** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* *2Dks* Sub.Sig. D.F.	8268 6883 5013					1930	Deutsche Werft Hamburg	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P35'B&F386' FonB40'	63·0	29·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft *Emade*22 Blohm&Voss,Hamburg		G
34585 218195 KICN	— (*ex*Eldridge) *Fitted for oil fuel* *2Dks&Shelter dk*	7001 6749 5482					1919	Skinner& EddyCorpn. Seattle,Wash	TacomaOriental S.S.Co.	409·5	54·2	27·1	Tacoma Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
34586 OXCD	— ssFal.No.2–35 TwinSc *OilEng.* ~~ssCpn.No.1–30~~ *1Dk(Stl)&Shelter dk(Stl)*	4482 4093 2712	✠100A1 *withfreeboard* 12,35 ~~7,34~~ DBS2,36 ✠LMC CS8,34 ~~11,33~~ 2,36	Bel NYk	*y*	CL ~~S7,33~~ ~~TN7,33~~ 12,35	1926 10mo *Lloyd's A&CP*	A/S NakskovSkibsvft. Nakskov	Dampskslsk.Orient A/S. *CellDB334'1018t Tanks between tunnels 90t*	379·8 F39'	53·3	33·4 25·3	Copnhagn Danish FK 6*BHptCem* (*CollBHtoShdk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB*120lb* Akt.Burmeistr&Wain,Cpn *FPT*116t*APT*123t	28 ″ 0 s 3 ″ 1 25 ″ 1¾	
34587 211198 KLAI	— Ⓟ *2Dks*	836 — 458					1913	Seattle Const&DDCo Seattle	PugetSoundNav.Co.(A.M.Peabody, *Mgr.*)	209·4	30·0	17·6	Seattle Utd.States	T.4Cy.23",36"&(2)42"–30" 193NHP SeattleConstruc.&D.D.Co.		
34588 148840 GPWJ	**Tacoma City** *Fitted for oil fuel* D.F. *1Dk&Shelter dk*	4738 4424 2871					1929	W.Gray& Co.Ld. WHartlepool	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld. *Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
34589 11760 JTAD	**Tacoma Maru** Ⓟ TwinSc ssOsa.2ndNo.3–3,32 *2Dks(Stl)&deep framing* *&Lower dk(Stl)inNo.1hold*	5772 5125 3546	✠ ... 6,33	Osa ✠			1909 6mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K.	419·7 P26'B158'F42' *CellDBa127'uE&B63'f167'1175t*	49·5	29·9	Osaka Japanese FK 7*BHCem*	T.6Cy.19½",32¾"&55"–46" 544NHP 3SB,*9cf*,GS181,HS7498 KawasakiDkydCoLdKobe *FPT*106t*APT*26t	32 ″ 6	
34590 141910 GBQP	**Tacoma Star** TwinSc (*ex*Wangaratta) ~~ssLon.No.3–5,23~~ ssNwc.No.3-12,35 ~~ssNwc.No.2–31~~ *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	7924 7577 4962	100A1 *Shelter dk* *withfreeboard* ~~2,35~~ 12,35 MS7,35 BS~~1,34~~2,35 LMC~~8,34~~ Lloyd'sRMC~~2,35~~ ~~7,35~~ 12,35	Bry Nwc	*c*†	CL SN2,35 P2,35	1919 *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	~~UnionColdStorage Co.Ld.(BlueStar Line,Ld. *Mgrs.*)~~ FrederickLeyland &Co.Ld. *CellDB392'1495tFPT120tAPT70t*	450·0 P31'F43'*onShelter dk*	58·5	37·1	London British FK *ptCem* 8*BHtoShdk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Wrkman,Clark&Co.Ld.Bel	40 ″ 0 s 11 ″ 0½ 29 ″ 3	
34591 149683 GSMF	**Tactician** ssBkn.No.1–32 *2Dks(Stl)*	5996 5575 3754	✠100A1 1,36 ~~1,35~~ BS~~10,34~~ 1,36 ✠LMC8,32	Liv	*a*†	CL 1,35	1928 7mo *Lloyd's A&CP*	Cammell Laird&Co.Ld Birkenhead	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB362'1146tDTa32'901tFPT62tAPT24t*	420·3 P37'B137'F44'	54·6	30·4	Liverpool British FK 8*BHCem* 1 „ *to2nd dk*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB,*12cf*,GS215,HS8208 CammellLaird&CoLd.	32 ″ 7 s 6 ″ 4 26 ″ 5¾	
34592	**Tacuary** (*ex*Zaimis) Iron *Mchy.Aft* *1Dk*	323 — 209			...		1860	Richardsn, Duck&Co. Stockton	UruguayanGovt.(Administracion NacionaldelPuerto deMontevideo)	158·0	22·0	9·4	M.Video FK Uruguayan	C.2Cy.17"&34"–26" NE77 NB11 49NHP BalticEngineWorks,Hull		
34593 149677 GNTR	**Tadorna** *2Dks*	1947 1692 984					1928	Burntislnd S.B.Co.Ld. Burntisland	British&ContinentalS.S.Co.Ld.	291·7	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"–39" 217NHP D&W.Hendersn&CoLdGls		C
34594 153447 VGTL	**Tadoussac** Ⓟ TwinSc ssMtl.No.1–33 *1Dk(Stl)2nd dk in holds*	7013 2478 4141	✠100A1 *withfreeboard* 10,34 ✠LMC4,35 BS1,35 *For Service between Montreal & Saguenay* *Fitted for oil fuel5,28 F.P. above 150°F.*	Qbc		CL 5,34	1928 5mo *Lloyd's A&CP*	DavieS.B.&Rpg.Co.Ld. Lauzon,P.Q.	CanadaSteamship Lines,Ld. *CellDB273'519tFPT125tAPT67t*	350·0	70·1	18·8	Montreal British FK 8*BHCem*	T8Cy24"38"&(2)44"–36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656 FD Richardsons,Westgarth& Co.Ld.Hpl	21 ″ 0 s 5 ″ 8½ 15 ″ 6	
34595 154114 ZSDM	**Tafelberg** TwinSc ssSfj.No.1–34 *Mchy.Aft* *2Dks(Stl)3rd dk(Stl)in cargo* D.F. *tanks&fore hold&Web frames* *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice*	13640 10339 9196	✠100A1 *withfreeboard* *Whaling Service* ~~8,34~~ 10,35 Pr.BS8,34 ✠LMC8,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 7,30 F.P. above 150° F.*	Sfj	*i*†	CL 7,33	1930 7mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle	KerguelenSealing &WhalingCo.Ld.(Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*) *CellDuE&B101'436tDTsf66'1255tFPT372tAPT140t Tanks above aft peak 385t*	508·3	72·5	35·7	CapeTown British FK 16*BHptCem*	T.6Cy.24¾",42"&70"–48" 200lb (*s*) 1079NHP 5SB,*19cf*,HS16420 FD 45PrB–60lb ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	51 ″ 6 s 16 ″ 10 35 ″ 1¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dern. Cert. B.d.Trade.
34596 144000 GDRV	**Tafna** ssHpl.No.1-35 1*Dk*(*Stl*)	4413 4098 2738	✠100A1 ~~1,35~~ 11,35 ✠LMC4,34 BS3,36	Hpl Mdb	*x*	CL 1,35	1930 4mo *Lloyd*'sA&CP	J Readhead &Sons,Ld. SouthShields	LaTunisienne SteamNav.Co.Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*144' *f*160'1075*tFPT*135*tAPT*115*t*	370·3 P28'B104'F36' FK	52·3	25·9	Swansea British 6*BHCem*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
34597 DGAU	**Tagila** (*ex*Frithjof,*ex*Hildegard, *ex*Phecda) 1*Dk*	2682 2440 1665					1906	Bonn& Mees Rotterdam	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*)	305·7 P34'B66'F30'	44·7	21·4	Emden German *WB*	T.3Cy.22",37"&62½"-39" 240NHP Maats.deSchelde,Flushing		G
34598 118 ICJA	**Tagliamento** ssTri.No.3-2,35 ~~ssGen.No.2-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	5448 4982 3368	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~7,34~~ ~~BS2,35~~ ✠LMC~~2,34~~ 2,35 ✠Lloyd'sRMC~~[illegible]~~ 2,36 BS2,36	Mfl Tri	*y*	CL 2,35	1922 11mo	Cant.San RoccoS.A. Trieste A&CP *CellDB*338' 1339*t DTa* 35'980*t FPT*114*tAPT*244*t*	Nav.Libera TriestinaS.A.	404·2 B125'*onShelter dk* FK	54·0	29·0	Trieste Italian *Cem* 2*BH to S dk* 5 „ „ *U*„	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP 3SB,*9cf*,GS158,HS7023 FD StabilimentoTecnico Triestino,Tri.	32 ″ 0 s 6 ″ 11¼ 25 ″ 3	
34599 29918 JQPB	**Tagonoura Maru** Wireless 1*Dk*	669 509 332					1924	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	175·0 P25'B62'F27'	28·0	15·5	Tokio Japanese *WB*	T.3Cy.13",21"&36¾"-27" 70NHP YokohamaDockCo.Yka.		
34600 XNDN	**Tah Hsing** Wireless	870 — 616					1928	…………… Shanghai	TahHsingS.S.Co.	179·2	26·6	18·4	Shanghai Chinese	T.3Cy.		
34601 136066 VPBJ	**Tahchee** ssS.Fo.No.3-4,26 ssYka.No.2-35 ~~ssL.An.No.1-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6508 5816 4055	✠100A1 6,35 ~~4,34~~ ✠LMC6,35 ~~MS5,30~~ ~~BS5,34~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 9,14*	Yka	*a*†	CL N4,34	1914 9mo *Lloyd*'sA&CP	SirR Dixon &Co.Ld. Middlesbro'	StandardTrans- portationCo.Ld. *WB=CellDBuE&B*80'279*t DT f*45' 577*tFPT*120*tAPT*210*t*	420·5 P118'B28'F47' FK	54·4	32·6	HongKong British 17*BHptCem* (11 *to Up dk* 6 „ *2nd*„)	Q.4Cy.24",35",50½"&73"-51" 220lb (*s*) 526NHP 3SB,*9cf*,GS170,HS7125 NE.MarineEng.CoLd.Nwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	
34602 204685 KLAJ	**Tahoe** Wood3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	751 577 419					1907	Bendixsen S.B.Co. Fairhaven	OaklandScavenger Co.	179·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Wrks.S.Frisco		
34603	**Tai Chow** (*ex*Georgy, TwinSc *ex*Amur,*ex*Ochotsk,*ex*ChungKing)	1524 — 929					1882	Scott&Co. Greenock	TaiChowSingKee SteamNav.Co.	251·6	32·5	18·9	Shanghai Chinese	C.4Cy.25"&50"-30" 228NHP Scott&Co.Greenock		
34604 154005 VPGD	**Tai Hing** Ⓟ TwinSc Wireless 2*Dks*	1068 417 633					1927	KwongTak CheongS.B. Eng.&Dock Co.Ld. HongKong	SangWoCo.Ld.	178·0	32·1	10·1	Hong Kong British	T.6Cy.~~12",20"&32"~~-22" 12¼",20"&31½" 96NHP Wm.McNeil&Co.Ld.Gls.		
34605	**Tai Kong** (*ex*MatsuMaru-34, *ex*RenshoMaru-32, ssDdn.No.1-89 *ex*Herald) 1*Dk*(*Stl*)	592 — 338	✠ 4,89 ✠	Ddn	*i*		1884 7mo	Pearce Bros. Dundee	TaiKongS.S.Co. (HweiTungS.S. Co.*Mgrs.*)	172·0 Q33'B43'F18' FK *DBa*40'60*tFPT*67*t*	28·2	13·3	Chefoo Chinese 4*BHCem*	C.2Cy.23"&45"-30" 92NHP PearceBros.Dundee	13 ″ 11	
34606 XNDB	**Tai Lee** Ⓟ (*ex*MitaMaru) 1*Dk*	1832 1541 1045					1919	Kisugawa S.B.Yard Osaka	Ching-KeeS.N.Co. Ld.	260·0	37·8	19·8	Chefoo Chinese *WB*	T.3Cy.17½",29"&48"-36" 138NHP MiharaCo.Osaka		
34607 133248 VPBS	— TwinSc 1*Dk Shade dk & Promenade dk*	1423 563 869					1914	HongK'ng &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co.Ld.	208·9	38·1	11·3	HongKong British *WB*	T.6Cy.15",24"&39"-26" 155NHP HongKong&Whampoa DockCo.Ld.HongKong		
34608 133241	**Tai Ming** Ⓟ TwinSc 3*Dks*	649 256 403					1913	Kwong TakCheong HongKong	SangWoCo.Ld.	164·0	27·1	8·7	HongKong British	C.2Cy.13"&26"-16" 56RHP KwongTakCheong,H.Kg.		
34609 LDIY	**Tai Ping** TwinSc ssN.Yk.No.1-32 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.* 1, 2 & 4 *holds*	7019 5939 3868	✠100A1 *withfreeboard* 3,35 ✠LMC CS8,34 8,35 ~~3,35~~ ✠Lloyd'sRMC~~[illegible]~~ 11,35 *Fitted for carrying oil 6,29 F.P. above 150° F. in deep tank*	Kob 2,36 DBS~~3,35~~	*d*†	CL 3,35	1929 6mo *Lloyd*'sA&CP	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	461·9 P44'F40' FK *CellDB*361'1319*t* *Tanks in way of tunnels*	60·6	28·9	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„) 480*t DTf*33'	Oil Engines 4S.C.SA 16Cy.27 3/16"-55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö 1592*tFPT*134*tAPT*135*t*	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
34610	— (*ex*TungFoong,*ex*Corio, *ex*FrancesHolland) 1*Dk*&*deep framing*	2309 — 1406			…		1898	W.Pickers- gill&Sons Sunderland	ChungWeiS.S.Co.	286·0 P23'B56'F27' FK	43·2	18·7	Shanghai Chinese *WB*	T.3Cy.21",35"&57½"-39" 210NHP G.Clark,Ld.Sunderland	21 ″ 0	
34611 HPBB	**Tai Ping Yang** Ⓟ TwinSc *OilEng.* ssKel.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *Ref.Mchy.* *in Nos.* 1, 2 & 4 *holds*	6856 5953 3659	✠100A1 *withfreeboard* 12,35 ~~2,35~~ DBS11,32 ✠LMC11,32 ✠Lloyd'sRMC~~[illegible]~~ 6,36 *Fitted for carrying oil 8,29 F.P. above 150° F. in deep tank*	Yka Kob	*d*†	CL 4,34	1929 8mo *Lloyd*'sA&CP	Deutsche WerkeA.G. Kiel	Transpacific Corporation *CellDB*352' 1279*t tanks in way of tunnels* 422*tDTf*34'1610*tFPT*133*tAPT*160*t*	459·8 P44'F41' FK	60·6	29·0	Panama Pnamanian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB*135lb* DeutscheWerkeA.G Kiel	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
34612	**Tai Poo Sek** (*ex*FookHong-35, *ex*LindsayMoller,*ex*Manapouri) 3*Dks pt Shade dk*	*1960* *1565* *1219*			…		1881	W.Denny &Bros. Dumbarton	ShunCheong SteamshipCo.	285·2 P56'B44'F44' FK *WB*	36·3	23·7	Kwang Chow Wan French	Q.4Cy20½",30",41"&60"-48" NB99 276NHP *Qpd.*99Denny&Co.Dmb.		
34613 HPAV	**Tai Shan** Ⓟ TwinSc ssShi.No.1-33 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1,2&4*holds*	6801 5921 3622	✠100A1 *withfreeboard* 1.35 ✠LMC CS1,34 10,32 ✠Lloyd'sRMC~~[illegible]~~ [illegible],36 *Fitted for carrying oil 10,29 F.P. above 150° F. in deep tank*	Nag 9,35 DBS~~[illegible]~~	*d*†	CL 3,34	1929 10mo *Lloyd*'sA&CP	Kockums M.V.Aktieb. Malmö	Transpacific Corporation *CellDB*361'1319*t tanks in way of tunnels*	461·9 P44'F40' FK	60·6	28·9	Panama Pnamanian 7*BHptCem* (*Coll BH to Sh dk* 6 „ „*2nd*„) 480*tDTf*33'	Oil Engines 4S.C.SA 16Cy.27 3/16"-55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö 1592*tFPT*134*tAPT*135*t*	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34614 XNAZ	**Tai Shun** *2Dks*	1962 — 1216					1896	C.Connell &Co. Glasgow	ChinaMerchants' StmNav.Co.	265·0 F32'	40·1	21·2	Shanghai Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Son,Glasgow		
34615 LCAO	**Tai-Yang** TwinSc *OilEng.* ssKel.No.1-32 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in Nos.1,2&4 holds* D.F. *Ref.Mchy.*	7084 5986 3903	✠100A1 *withfreeboard* ~~10,35~~~~12,34~~4,36 ✠LMC CS9,32 5,34 ✠Lloyd'sRMC~~5,35~~~~8,35~~ 1,36	Yka 7,35 DBS~~7,32~~	*d*†	CL ~~9,32~~ ~~10,35~~ 3,36	1929 3mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 P44'F41'	60·6	29·0 FK	Tönsberg Norwegian *7BHptCem ptAsp* *(Coll BH to Sh dk 6 ,, ,,2nd ,,)*	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s4 ″ 1½ 27 ″ 7¾	
			Fitted for carrying oil 3,29 F.P. above 150° F. in deep tank						*Cell DB352'1279t Tanks in way of tunnels 422tDTf34'1610tFPT133t APT160t*							
34616 LDIM	**Tai Yin** TwinSc ssN.Yk.No.1-33 *OilEng.* *1Dk(Stl)&Shelterdk(Stl)* *3rd dk(Stl) in Nos.1,2&4 holds* D.F. *Ref.Mchy*	7077 5986 3891	✠100A1 *withfreeboard* ~~8,35~~~~3,35~~ 3,36 ✠LMC CS8,32 3,35 ✠Lloyd'sRMC4,34	Osl ~~Got~~ 8,35 DBS~~6,33~~	*d*†	CL 3,35	1929 6mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 P44'F41'	60·6	29·0 FK	Tönsberg Norwegian *7BHptCem ptAsp* *(Coll to Sh dk 6 ,,2nd ,,)*	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
			Fitted for carrying oil 6,29 F.P. above 150° F. in deep tank						*Cell DB352'1279t Tanks in way of tunnels 422tDTf34' 1610tFPT133tAPT160t*							
34617 31556 JITB	**Taian Maru** (*ex*HannaNielsen) ssOsa.No.3-9,26 ssKob.No.2-34 *2Dks(Stl)*	5655 5155 4326	✠100A1 6,35~~5,34~~ ✠LMC~~5,34~~ 6,35	Kob	*z*	CL 5.34	1916 12mo	Skinner& EddyCorpn. Seattle,Wash A&CP	ShimomuraKisen K.K. (TaiyoKaiun K.K. *Mgrs.*)	409·6 P44'B115'F47'	54·0	27·1 FK	Hashidate Japanese *5BH only ptCem*	1 Steam Turbine DR geared to 1 Sc. Shaft 190lb (*s*) 477NHP 3SB,*9cf*,GS207,HS7509 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	
			Fitted for oil fuel 12,16 F.P. above 150° F.						*1BH in forehold & 1BH in after hold dispensed with* *Cell DB 356'1198t FPT120t APT140t*							
34618 19300 JAFA	— Ⓟ *1Dk& Awng dk*	3158 2638 1897		...			1917	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	315·0 P16'B78'F29'	45·0	26·0 FK	Tokio Japanese *WB*	T.3Cy.22",36"&61"-42" 285NHP KawasakiDkydCoLdKobe	26 ″ 0	
34619 26758 JEND	**Taibun Maru** (*ex*EtnaMaru) ssKob.No.3-1,33 *1Dk(Stl)&Shelter dk(Stl)& Web frames* *Longitudinal framing*	6581 6111 4099	✠100A1 *Shelter dk* *withfreeboard* 3,36~~3,35~~ ✠LMC~~2,35~~	Vcr Kob 3,36	*a*†	CL 2,35	1920 5mo	OsakaIron-works,Ld. Osaka A&CP	ShimomuraKisen K.K.	415·0 P32'B148'F45' *on Shelter dk*	55·5	34·6 FK	Hashidate Japanese *Cem* *3BHtoSh dk* *4 ,, ,, U ,,*	T.3Cy.27¼",45"&75"-51" (*s*) 180lb 552NHP 3SB,*9cf*,GS185,HS8084 FD OsakaIronworksLd.Osaka	34 ″ 8 s 7 ″ 4½ 27 ″ 7	
									Cell DB368' 1444tDTa34' 1145t FPT169tAPT48t							
34620 1754 JTCD	**Taichu Maru** Ⓟ *1Dk&Spar dk &Web frames*	3213 2534 1510		...			1897	SirJ.Laing Sunderland	OsakaShosen.K.K.	330·0 P36'B150'F37' 24·7	44·0	16·9 FK	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"-48" 589NHP J.Dickinson&Sons,Ld.,Sld.	27 ″ 7	
34621 160499 GSLB	**Taif** Wireless D.F. *1Dk&Shelter dk* *Fitted for oil fuel*	1590 1033 748		...			1928	A.Stephen &Sons,Ld. Glasgow	TheKhedivialMail S.S.&Graving DockCo.Ld.(Lord E.Hamilton, *Mgr.*)	236·6 B80'F26'	39·4	16·0 FK	London British *WB*	T.3Cy.17½",29"&47"-30" 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †
34622 29825 JZFB	**Taifuku Maru** Ⓟ Wireless *1Dk2trB*	667 536 383					1924	Namura Shipyard Osaka	TakahashiZenbei	175·0 P23'B43'F22'	26·5	16·5 *WB*	Nishino-miya Japanese	T.3Cy.13¼",21¼"&36"-27½" Emade—*fitted*24 63NHP		
34623 DOOR	**Taifun** (*ex*Fiume) *1Dk&Shelter dk*	6594 6257 4048		...			1920	Monmouth S.B.Co.Ld. Chepstow	~~KauffahrteiA.G.~~ A.G.für Handel& Verkehr(Lexzau, Scharbau&Co. *Mgrs.*)	412·4 F39' *on Shelter dk*	55·8	34·5 FK	Bremen German *WB*	2 Steam Turbines DR geared to1Sc.Shaft 676NHP Metropolitan-Vickers Elec.Co.Ld.Mch.	38 ″ 0	G †
34624 31555 JISB	**Taigen Maru** (*ex*LuiseNielsen) ssKob.No.3-9,29 ssKob.No.1-33 *2Dks(Stl)*	5666 5155 ~~4341~~ 4337	✠100A1 2,36~~12,34~~ ✠LMC~~12,34~~ 2,36 ✠NE12,18*refitted*2,35	Kob	*z*	CL ~~12,34~~ 2,36	1917 3mo A&CP	Skinner& Eddy.Corp. Seattle,Wash	ShimomuraKisen K.K.(TaiyoKaiun K.K. *Mgrs.*)	409·6 P44'B115'F47'	54·0	27·1 FK	Hashidate Japanese *Cem* *5BHonly*	1 DRGearedSteamTurbine 210lb (*r*) 507NHP 3SB,*9cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 ″ 9	
			Fitted for oil fuel 3,17 F.P. above150° F.						*1BH in forehold&1BH in after hold dispensed with* *Cell DB 355'1198t FPT120t APT340t*							
34625 1749 ICJC	**Taigete** (*ex*ElLobo) *Fitted for oil fuel* D.F. *Mchy.Aft* *2Dks& Web frames* *Carrying Petroleum in bulk*	4672 4260 2783		...			1908	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.diNav. CisterneItaliane	398·0 385·2 P105'B28'F47'	51·0	27·0 FK	Genoa Italian *WB*	T.3Cy.26",43"&72"-48" 440NHP WllsndSlpwy.Co.Ld.Nwc.	28 ″ 6	I †
34626 33574 JCJC	**Taihei Maru** ssKob.No.1-33 *OilEng.* *2Dks(Stl)*	6285 5263 3838	✠100A1 8,35~~1,35~~ DBS~~8,34~~ 8,35 ✠LMC10,31	Kob		CL ~~10,32~~ 8,35	1928 9mo *Lloyd'sA&CP*	MitsuiBus-sanKaisha Tama	ShimataniKisen K.K.	413·4 P39'B129'F37'	55·5	32·0 FK	Kobe Japanese *ptCem* *6BH to U dk* *1 ,, ,,2nd,,*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 473NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	32 ″ 0	
									Intermediate 'tween dk BH in fwd hold dispensed with *Cell DB 354'1240t tanks in way of tunnel 25'136t MTs 36'928tFPT97tAPT110t*							
34627 20801	— **Aux4MstBkn** *OilEng.* *1Dk*	602 551 466					1917	Ichikawa Sentaro Ominato	HiroiChojuro	144·0	35·0	17·3	Tokio Japanese	Oil Engines 2S.C.SA 2Cy.16½"-19½" 96NHP IkegaiTekkosho,Tokio		
34628 28533 JTKB	**Taiho Maru No. 3** (*ex*Hiyodori Maru-34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) *1Dk&Shelter dk* *Should be Taiho Maru No 3,* [illegible] *27777 in Supplement*	1794 1682 1289		...			1906	Schiffsw.v. HenryKoch Lübeck	HayashiKisenK.K.	251·0 B26' *on Shelter dk*	37·2	22·2 FK *WB*	Nishino-miya Japanese	T.3Cy.17⅛",28¾"&46"-32½" 142NHP J.F.Ahrens,Altona	24 ″ 5	C †
34629 35656 JIQC	**Taihoku Maru** (*ex*ChiefSkidegate, *ex*EstherDollar, *ex*Parisian, *ex*Bethania) *Fitted for oil fuel* *2Dks Web frames& Shelter dk*	8252 7582 6095		...			1899	A.Stephen &Sons Glasgow	NipponGodo KosenK.K.	483·6 P75'B&F388'	57·0	32·7 FK	Kobe Japanese *WB*	T.3Cy.30",50"&83"-60" 690NHP A.Stephen&Sons,Glasgow	36 ″ 0	
34630 22525 JDJG	— *2Dks*	1296 — 686					1923	OsakaIron Works,Ld. Osaka	FujiyamaKaiun K.K.	225·0 P25'B63'F25'	34·1	20·0	Osaka Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorksLd.		
34631 34112 JCMC	**Taijin Maru** Ⓟ TwinSc (*ex*Hallfried) *OilEng.* ssKob.No.3-11,28 ssKob.No.1-32 *2Dks(Stl-Weather dk pt ws)* *CruiserStern*	5155 4885 3654	100A1 *withfreeboard* 5,35~~6,34~~ LMC12,32 DBS~~6,34~~5,35 LMC(M)6,34	Kob	*y*	CL ~~10,34~~ 5,35	1922	Wrf.voorh. Rijkee&Co. Rotterdam	ShimomuraKisen K.K.(TaiyoKaiun K.K. *Mgrs.*)	375·0 H272*t*	51·2	34·1 FK	Fuchu Japanese *6BH* *(3to 2nd dk)*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-39⅜" 563NHP DB*100lb* Werkspoor,Amsterdam	34 ″ 1 s 8 ″ 9½ 25 ″ 10¼	
									Cell DB319'1016t Tank in way of tunnels 85tFPT 48tAPT90t							

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques, Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
34632 32638 JTPB	**Taijin Maru** (*ex*Tune,*ex*Gijonès) *ss*Kob.No.3-4,27 *ss*Kob.No.1-31 1*Dk*(*Stl*) *Cargo battens not fitted*	1924 1682 1140	✠ … 10,35 ✠~~[illegible]~~	Osa	*r*	CL 3,34	1916 8mo	American S.B.Co. Cleveland,O. A&CP	MoriheiKisen K.K. *CellDBa&uE*104'*f*96' 505*t FPT*67*t*	251·2 P28'B64'F27' FK	43·6	18·2	Amagasaki Japanese 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain	20 ″ 2 ~~s 2 ″ 7~~ ~~17 ″ 8~~	
34633 23072 JARB	**Taijun Maru** Wireless 1*Dk*	1281 1048 869					1918	Uchida S.B&E.Co.Ld Yokohama	SettsuShosenK.K.	228·0 P15'B54'F27'	33·0	18·7	Fuchu Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP UchidaS.B.&E.Co.Ld.Yka		
34634 32977 JEED	**Taikai Maru** (*ex*TomiuraMaru) *ss*Kob.No.3-6,32 2*Dks*(*Stl*)	3813 3468 2340	✠100A1 7,35 ~~6,34~~ ✠LMC~~[illegible]~~ 7,35	Kob	*w*	CL 6,34	1917 12mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's A&CP*	MeijiKaiunK.K.	345·0 P33'B74'F40' FK *CellDB*294'772*t*	50·0	29·0	Tarumi Japanese 5*BHCem* *APT*27*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 339NHP 2SB,6*cf*,GS109,HS4333 FD MitsubishiZosenKaishaLd	29 ″ 1 s 5 ″ 4½ 23 ″ 11	
34635 34139 JDEC	— (*ex*Sunpath) *CruiserStern* 1*Dk*	2469 2239 1431					1919	ForthS.B. &Eng.Co.Ld. Alloa	ShirasakaKisen Kaisha,Ld. (K.Sakama,*Mgr.*)	303·3	42·7	23·0	Fuchu Japanese *WB*	T.3Cy.22",36"&59"-39" B(1)*made*17*fitd*.23 217NHP Douglas&GrantLdKkcldy		C
34636 30142 JOBA	**Taiko Maru** *Fitted for oil fuel* *Ref.Mchy. Mchy.Aft* 1*Dk*	1765 1209 968					1924	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	250·5 P&B86'F37'	39·0	18·5	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.LdYka		C
34637 1246 JUNH	**Taiko Maru No. 1** **Iron** 2*Dks*	493 — 292					18_{91}	KobeIron Works Osaka	Amagasaki Kisenbu GomeiKaisha	174·0	22·8	17·5	Osaka Japanese	C.2Cy.18$\frac{15}{16}$"&36¼"-24" NB96 54NHP KobeIronWorks,Osaka		
34638 25105 JTKD	**Taikwa Maru** Ⓟ 2*Dks*	2206 1811 1286					1921	Uraga DockCo. Uraga	OsakaShosenK.K.	280·0 P26'B69'F29'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",29½"&50"-39" K.K.Uchida 156NHP Zosensho,Yokohama		C
34639 31337 JCYB	**Taikyu Maru** (*ex*TimesMaru, *ex*Times) *ss*N.Yk.No.3-10,18 *ss*Kob.No.2-25 1*Dk*(*ptIrn&ptStl*)& *deepframing*	2105 1966 1304	✠ 1,28 ✠	Kob	*s*		1906 5mo	J.Priestman&Co. Sunderland	FukazawaMasukichi *CellDBa*92'*uE*20'*f*120'600*tAPT*50*t* *Intermediate bulkhead in fore hold dispensed with* 4*BHonly*	290·0 P23'B74'F30' FK	42·2	20·4	Kobe Japanese *Cem*	T.3Cy.22½",37"&61"-39" 256NHP 2SB,6*pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld	21 ″ 7	C †
34640 TUWW	**Taillefer** (*ex*Overwaard, *ex*Leeuwarden) *Mchy.Aft* 1*Dk*	787 — 471					1918	NVScheep. My.Farsum Delfzyl	Cie.Nantaise de Nav.àVap.(Service desMessageries de l'Ouest et Côtiers)	194·7 Q105'B12'F23'	32·2	13·1	Nantes French *WB*	T.3Cy.14⅗",23⅗"&38⅗"-26⅘" 77NHP Alblasserdam.Msch.Fab.		V
34641 22230 JQRE	**Taimei Maru** 1*Dk*	984 827 577					1918	Osaka Zosensho, Osaka	KawasakiKisen K.K.	190·0 *WB*	31·0	18·5	Higashi-tomita Japanese	T.3Cy.13",22$\frac{3}{16}$"&36$\frac{1}{16}$"-27" 67NHP SettsuTekkosho,Osaka		
34642 1728 JTND	**Tainan Maru** Ⓟ 1*Dk*&*Spar dk*&*Web frames*	3175 2505 1482			…		1897	JLThompson&Sons,Ld Sunderland	OsakaShosenK.K.	330·0 P38'B152'F47' 25·5 FK	43·0	21·1	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"-48" 589NHP J.Dickinson&Sons,Ld.,Sld.	28 ″ 3	
34643 124507 GMJK	**Tainui** Ⓟ **TwinSc** *ss*Lon.2ndNo.3-1,33 *Ref.Mchy.* 2*Dks*(*Stl-MwsLptws*)&*deep framing*&*Awngdk*(*Stl-ws*) D.F.	9965 9014 6298	✠100A1 *Awngdk withfreeboard* 9,35 ~~12,34~~ ~~BS8,34~~ ✠LMC4,32. ✠Lloyd'sRMC~~12,33~~ 2,36 ~~8,35~~	Lon BS10,35	*e*†	CL P5,33 S12,34	1908 10mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	Shaw,Savill& AlbionCo.Ld. *WB = CellDBa*90'*uE&B*86'*f*241'1490*t*	477·8 F49' FK&BK1⅔"	61·1	31·0 39·3	S'thamptn British 8*BHCem*	T.6Cy.25",41½"&70"-48" (*s*) 205lb 1080NHP 6SB,24*cf*,GS400HS16308 FD Wrkman,Clark&Co.Ld Bel	42 ″ 6 s12 ″ 0½ 31 ″ 1	BT till ~~8,34~~ 9,36
34644 153599 VPFQ	**Taiping** Ⓟ *ss*H.Kg.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl-Udk* teak s)	4324 2946 2582	✠100A1 ~~6,35~~ ~~9,34~~ 1,36 ~~BS11,34~~ ✠LMC11,35 ✠Lloyd'sRMC~~10,34~~ 10,35 ~~4,25~~ *Fitted for oil fuel*1, 26 *F.P. above* 150° F.	HKg BS11,35	*w*	CL 1,34	1926 1mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	Australian-OrientalLine,Ld. (G.S.Yuill&Co.Ld. *Mgrs.*) *CellDB*297'596*t Tanks at sides of tunnel* 74*t FPT*55*t APT*34*t*	352·3 P&B225'F87' FK	48·2	23·7	HongKong British 7*BHCem* 1 „ *to 2nd dk*	T.3Cy.27",46"&77"-48" (*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 3 ″ 1 23 ″ 5½	
34645 326 JPWC	**Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru) *ss*Osa.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4274 3677 2659	✠100A1 *Shelter dk withfreeboard* 3,36 ~~2,35~~ 3,36 ✠LMC~~2,35~~	Kob	*w*	CL 2,34	1925 10mo	OsakaIron Works,Ld. Osaka *Lloyd's A&CP*	DairenKisenK.K. *CellDB*280'1085*t FPT*112*t APT*29*t*	345·0 P30'B99'F38'*on Shelter dk* FK	49·8	28·1	Dairen Japanese *Cem* 6*BHtoShdk*	2 Turbo Electric Motors SR geared to 1 Sc. Shaft 230lb (*s*) 562NHP 3SB,9*cf*,GS148,HS6479 FD SvenskaTrbfab.Akt. Ljungström,Stockholm	28 ″ 2 s 4 ″ 8 23 ″ 9	
34646 147635 GKJB	**Tairea** Ⓟ **TwinSc** *ss*Cal.No.2-32 D.F. 3*Dks*(*Weather dkStl-teak s,2nd dkStl-ws,3rd dkStl*)	7933 5884 3756	✠100A1 *withfreeboard* ~~5,35~~ ~~12,34~~ 1,36 ~~BS10,34~~ ✠LMC5,31 *Fitted for oil fuel*5, 24 *F.P. above* 150° F.	Bom BS9,35	*d*†	CL 6,34	1924 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *Collision BH to W dk* *CellDB*386'1239*t FPT*108*t APT*139*t DT between Tunnels*36'78*t*	450·7 B207'F48' FK	60·2	29·6	London British 8*BHCem*	T.8Cy.25",42½"&(2)51"-51" 215lb (*s*) FD 1376NHP 7SB,28*cf*,GS526,HS21882 Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 6 ″ 2½ 27 ″ 3 —	
34647 143569 GCZN	**Tairoa** **TwinSc** *ss*Lon.No.3-11,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7983 7418 ~~5048~~ 5021	✠100A1 *Shelter dk withfreeboard* ~~10,35~~ ~~10,34~~ 4,36 ~~BS8,31~~ ✠LMC7,32 ✠Lloyd'sRMC~~4,33~~ ~~11,34~~ 4,36	Gls Lon BS11,35	*e*†	CL 11,33	1920 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	~~Shaw,Savill& AlbionCo.Ld.~~ Norfolk&North American SteamShipping Co.Ld. (Shaw, Savill&Albion Co,Ld,*Mgrs.*) *Collision BH to Shelter dk* *CellDB*415'1514*t APT*42*t*	478·0 B181'F51'*on Shelter dk* FK	63·2	31·2	S'thamptn British *Cem* 8*BHtoUdk*	Q8Cy.22¾",31½",45"&65"-48" 220lb (*s*) 1011NHP 2DB&2SB,18*cf*,GS356, FD HS15442 N.EMarineEng.CoLd.Nwc	34 ″ 4 s 5 ″ 6 29 ″ 0½	
34648 33189 JBIC	**Tairyu Maru** (*ex*Waihora) *Ref.Mchy.* 2*Dks*	4995 4379 3849					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	NaigaiKisenK.K.	384·1 P35'B102'F40'	51·5	29·2	Amagasaki Japanese *WB*	T.3Cy.26",42½"&70"-48" 339NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
34649 22316 JSBB	— 1*Dk*	2206 — 1329					1919	UchidaS.B. &E.Co.Ld. Yokohama	UchidaKisenK.K.	270·0 P16'B65 F28'	39·0	23·9	Kobe Japanese *WB*	T.3Cy.19",31½"&52"-39" 168NHP UchidaS.B.&E.Co.Ld.Yka.	23 ″ 11	C
34650 33	**Taisan Maru**	419 — 213					1912	…………	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34651 31362 JFVB	**Taisei Maru** (*ex*Yorkhill, *ex*Tresillian) *ss*Shl.No.3-9,12 *ss*Liv.No.2-19 1*Dk(ptIron&ptStl)2trB&* *deep framing*	3601 3375 2622	✠ 4,26 ✠	Shl	*v*		1899 8mo	JReadhead &Sons SouthShields *CellDBa*	NaigaiKisenK.K.	341·0|46·7|26·0 P29'B84'F32' FK 114'*uE*20'*f*140'840*t*	Amagasaki Japanese *APT*35*t*	T3Cy.24",40"&65"–45" NDB22 293NHP 2SB,6*rf*,GS104,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4	C †
34652 29848 JKUB	— (*ex*VilledeBerne,*ex*BoscombeChine, *ex*Hieronymi) 1*Dk&deepframing*	2515 2158 1856			…		1904	W.Dobson &Co. Newcastle	MoriheiKisenK.K.	300·5|45·0|19·6 P27'B82'F31' FK	Amagasaki Japanese *WB*	T.3Cy.22",36"&60"–39" 253NHP N.E.MarineEngCoLd.Nwc	22 ″ 1	C †
34653 8966 JTMD	— AuxTwinSc 4MstBk GyC. 2*Dks*(*UStl*–teak s)	2423 2028 1380	✠ 5,04 ✠	Kob	*w*		1904 5mo	Kawasaki DkydCo.Ld. Kobe *WB=CellD*	Govt.ofJapan (DeptofEducation) *BuE&B*44' *f*100'3	277·4|42·9|24·1 P70'F36' BK10" 15*tDTanks a* 26'149	Tokio Japanese 4*BHCem* *t&*32'73*tDT*	T.6Cy.13",21"&33"–27" 150NHP 2SB,4*cf*,GS79,HS2683 KawasakiDkydCoLdKobe *f* 18'355*tFPT*77*tAPT*17*t*	26 ″ 9	
34654 29242 JEHB	— Ⓟ (*ex*LaenSamud,*ex*EdwinReith, *ex*LandratScheiff) 1*Dk&Spar dk*	1824 1461 1110					1906	Schiffsw.v. HenryKoch Lübeck	ShimataniKisen K.K.	265·7|37·7|18·3 P31'B75'F39'	Fuchu Japanese *WB*	T.3Cy.20½",33½"&53¼"–33½" 164NHP OttensenerMasch.Altona		
34655 153598 VPFN	**Taishan** Ⓟ TwinSc 2*Dks&Shade dk*	3174 2218 1904					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0|54·1|11·8	HongKong British *WB*	T.4Cy.19",30"&(2)35"–27" 128NHP TaikooDkyd.&Eng.Co.Ld.		
34656 24067 JDMA	**Taishin Maru** 1*Dk*	1723 1278 1007					1918	Mitsubishi Zosensho, Kobe	TatsumaKisen K.K.	250·0|37·7|20·5	Kobe Japanese	T.3Cy.17",28½"&48"–36" NB18*fitted*22 138NHP MoritaTekkosho,Osaka		
34657 22265 JQSE	— *Now* "Hikosan Maru," *see No.* 38430 *in Supplement* 1*Dk*	989 [illegible] 565					1918	Shindo Zosensho Osaka	SanichiAkita	190·0|31·0|18·6 P27*t*Q7*t*B50*t*H16*t* F38*t*	Kobe Japanese	T.3Cy.13",21¾"&36"–27" 67NHP ShindoZosensho,Osaka		
34658 15821 JBRC	**Taisho Maru** (*ex*Aska) Ⓟ Wireless 1*Dk&Shade dk*	797 626 408	✠ 10,89 ✠	Cly	*i*		1889 10mo	AilsaS.B. Co. Troon	OgawaGomei Kaisha	195·5|28·3|19·0 BK7½"	Hakodate Japanese 5*BHCem*	T.3Cy.16",26"&42"–30" 97NHP 1DB,4*cf*,GS78 Dunsmuir&Jackson,Gls.	12 ″ 3	
34659 21138 JQBE	**Taisho Maru No. 1** Ⓟ Wood 2*Dks*	605 577 373					1917	ToyoHogei Osaka	ToyoHogeiK.K.	172·8|25·2|17·9	Nishino- miya Japanese	T.3Cy.12",19"&32"–22" 48NHP OnoZosensho,Osaka		
34660 23909 JEBI	**Taishu Maru** 1*Dk*	1220 1034 649					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0|34·0|21·0 Q65'F33'	Shinagawa Japanese	T.3Cy.16½",27½"&45"–30" 111NHP TokyoKikaiSeisakuJoTok		
34661 37490 JUIH	— Ⓟ *OilEng.* 2*Dks* *CruiserStern*	516 387 303					1932	Amagasaki S.B.Co. Osaka	Amagasaki KisenbuGomei Kaisha	160·0|25·0|15·0 F25'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13¾"–20½" 110NHP MitsuiZosenKaisha,Ld. Kob.		
34662 23658 JSJB	**Taisoku Maru** 1*Dk*	2470 2057 1726					1918	AsakiS.B. Co. Osaka	KaiMidori	281·0|41·0|24·5	Kobe Japanese *WB*	T.3Cy.19½",31"&54"–36" 175NHP HirotamiTekkosho,Osaka		C
34663	**Taito Maru** 2*Dks*	4509 4033					1935	Mitsubishi Jukogyo K.K Nagasaki	OsakaShosenK.K.	354·3|49·2|32·8 B79'F38'	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
34664 21035 JFTD	— *ss*Kob.No.3–3,30 1*Dk*(*Stl*)*&*2*nd dk*(*Stl*) *in forehold*	2727 2372 1896	✠ … 4,34 ✠	Kob			1917 9mo	Harima Dyk.Co.Ld. Aioi,Harima *CellD*	TaitoKisenGoshi Kaisha	284·0|44·8|24·0 P16'B56'F27' FK *B*230'671*tFPT*139*t*	Hashidate Japanese 4*BHCem* *APT*44*t*	T.3Cy.22",37"&61"–42" 281NHP 2SB,6*cf*,GS93,HS3680 KobeSteelWorks,Ld.Kobe	24 ″ 0	C †
34665 13689 JZMB	**Taiun Maru No. 2** Wireless 1*Dk*	998 929 615					1911	OsakaIron Works Osaka	HakodateKaiun K.K.	216·4|29·2|19·1	Hakodate Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
34666 15845	**Taiun Maru No. 6** Sp 1*Dk*	585 519 415					1913	OsakaIron Works Osaka	NagaiUnyuGoshi Kaisha	167·5|26·4|14·8	Nishino- miya *WB* Japanese	T.3Cy.11⅝",19$\frac{1}{16}$"&32"–22" E&B*made*11 48NHP HaradaShokoGoshiKaisha		
34667 18656 JPUE	**Taiun Maru No. 9** 1*Dk*	991 913 696					1915	Aizawa Iwakichi Osaka	HayashiKisen K.K.	210·0|30·0|20·0	Nishino- miya *WB* Japanese	T.3Cy.13⅛",21$\frac{11}{16}$"&36⅛–27" 67NHP OsakaIronWorks,Osaka		
34668 18657 JPVE	**Taiun Maru No. 10** 1*Dk&*2*nd dk* *in No.*1*hold*	1680 1396 1000			…		1915	Kawasaki Dkyd.Co.Ld. Kobe	HayashiKisen K.K.	249·0|37·5|20·9 Q14'B59'F31' FK *WB*	Nishino- miya Japanese	T.3Cy.17½",28"&46"–36" 172NHP KawasakiDkydCoLdKobe	20 ″ 11	
34669 LDKA	**Taiwan** TwinSc *ss*Osl.No.2–32 *OilEng.* D.F. 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern*	5500 4994 3389	✠100A1 *with freeboard* ~~9,35~~ ~~3,34~~ 4,36 DBS4,35 ✠LMC5,32	Osl Got	*b*†	CL ~~3,34~~ P9,35 SN9,35	1924 7mo *Lloyd's A&CP*	Deutsche WerftA.G. Hamburg *CellDB*363'1196	Wilh.Wilhelmsen	426·8|55·2|27·6 F43' FK *Coll* *t DTa 'tween tunn*	Tönsberg Norwegian 7*BHptCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,, *els*89'185*t D*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" NDB28–100*lb* 717NHP AlgemeineElec.Ges.Berlin *Tf* 35'926*tFPT*95*tAPT*49*t*	30 ″ 6 s 4 ″ 2¼ 26 ″ 5¾	
34670 31357 JEEB	**Taiyei Maru** 1*Dk*	3221 2740 1980					1926	MitsuiBus- sanS.B.Dept. Tama	SakaiShohichi	325·7|46·7|24·8 P32'B77'F34'	Kobe Japanese	T.3Cy.22",37"&61"–42" 241NHP MitsuiBussanS.B.Dept.		C
34671 15270 JPSB	— *ss*Yka.No.3–3,15 *ss*Yka.No.1–19 1*Dk*(*Stl*)*&* 2*nd dk*(*Stl*)*except in No.*2*hold*	2925 2451 2093	✠ 4,20 ✠	Yka	*t*		1912 8mo	Kawasaki Dkyd.Co.Ld. Kobe	KinkaiYusenK.K. *WB=CellDB* *a*84'*uE&B*	298·1|43·6|23·0 P19'B67'F37' FK 39'*f*168'538*t FPT*	Tokio Japanese 5*BHCem* 75*tAPT*36*t*	T.3Cy.17½",28"&46"–36" 149NHP 2SB,4*cf*,GS82,HS2447 KawasakiDkyd CoLdKobe	25 ″ 2	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 [illegible] Date Cert. Bd of Trade.
34672 22309 JLRB	**Taiyei Maru** 1*Dk*	2209 1872 1335					1918	Uchida S.B.&E.CoLd Yokohama	UchidaKisenK.K.	270·0 P16'B65'F28'	39·0	23·1	Kobe Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP UchidaS.B.&E.Co.Ld.Yka		
34673 28445 JAHA	**Taiyo Maru** Ⓟ TwinSc (*ex*CapFinisterre) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shelter dk* D.F.	14457 8982 8523					1911	Blohm& Voss Hamburg	NipponYusenK.K.	560·0 H—B231'	65·3	31·2	Kobe Japanese *WB*	Q8Cy.29$\frac{11}{12}$",43$\frac{3}{32}$",62¼"&89$\frac{3}{8}$" –55½" 1180NHP Blohm&Voss,Hamburg		C
34674 154038 GPJB	**Taiyuan** Ⓟ 2*Dks*	2994 2511 2100					1929	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B95'	45·2	22·7	London British *WB*	T.3Cy.20½",33"&53"–39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
34675 29719 JYWA	**Taizan Maru** Ⓟ (*ex*Bangala) *Ref.Mchy.* 3*Dks*(1*Stl*-ws&*UStl*-teaks)	3930 3141 2379	✠ 11,02 ✠	Gls	*y*		1902 11mo	A.&J. Inglis Glasgow	OsakaShosenK.K. *CellDBa78'* *uE&B88'f138'591t*	373·0 P74'B130'F88' FK *DTf18'412t FPT*	45·2	26·5	Osaka Japanese 6*BHCem* *54tAPT27t*	T.3Cy.33",55"&88"–54" 899NHP 5SB,*15cf*,GS325,HS14200 FD A.&J.Inglis,Glasgow	29 ″ 3	
34676 PHWG	**Tajandoen** Ⓟ ssAms.No.1-35 *OilEng.* 3*Dks*(*Stl–UTeaks*) 4*th dk*(*Stl*)*inNo.1hold*	8159 7366 4894	✠100A1 ~~6,35~~~~10,34~~10,35 ✠LMC CS10,35 DBS6,35 11,34 *Fitted for carrying oil*	Ams	*d*†	CL 10,34 10,31	1931 10mo *Lloyd'sA&CP* *F.P.above 150°F. in*	Nederl. Schps. Maats. Amsterdam	Stoomv.Maats. Nederland *CellDB392'* *deeptank* 1062	469·0 P40'B160'F57' FK 1628*tDTa32'* *tFPT107tAPT52t*	62·2	32·6	Amstrdam Dutch 8*BHptCem* *ptAsp* 1 ,, *to 2nd dk*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47¼" 2122NHP DB71*lb* SulzerBros.Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
34677 18483 JPJD	**Tajima Maru** TwinSc ssYka.No.3-12,26 D.F. ssYka.No.2-34 ~~ssYka.No.1-30~~ 2*Dks*(*Stl*)	6995 6447 4273	✠100A1 6,35 ~~6,34~~ ✠LMC6,34 BS6,35	Yka	*b*†	CL 6,34	1916 4mo *Lloyd'sA&CP*	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. *CellDB367'1154t*	445·0 P35'B138'F37' FK *DTa42' 1312t FPT*	58·0	34·0	Tokio Japanese 7*BHCem* *55tAPT60t*	T.6Cy.21",33½"&56"–48"(*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
34678 38759 JWIH	**Takachiho Maru** TwinSc *Ref.Mchy.* 3*Dks*(*Stl–Weather dk–ws*& *Orlop dk*(*Stl*)*inNos.1&2holds*) *CruiserStern*	8154 6442 4321	✠100A1 *withfreeboard* 3,36 ~~3,35~~ ✠LMC~~3,35~~ 3,36	Kob		CL	1934 1mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaShosenK.K. *CellDB378'1117t* *'Tween dk tanks in ER92t FPT49t*	453·3 F48' FK	59·0	37·0	Osaka Japanese 7*BHCem* *APT130t*	4 Steam Turbines DR geared to 2 screw shafts (*s*) 225lb 1430NHP FD 7SB,*21cf*,GS448,HS17591 MitsubishiZosenKaisha Ld.Nag.	37 ″ 0 s 13 ″ 2½ 24 ″ 3	
34679 136274 GRMZ	**Takada** Ⓟ TwinSc ssCal.No.3-8,30 ssCal.No.1-34 D.F. 2*Dks*(*Stl-U* ws)& *Shelterdk*(*Stl*-teaks)	6949 5432 4223	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS3,35 ✠LMC2,34	Cal	*c*†	CL 3,35	1914 3mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow *WB=CellDBa140'uE&B*	BritishIndiaStm. Nav.Co.Ld.	430·1 P46'B169'F45' *onShelter dk* FK *95'f153'1089tFPT*	58·2	28·6	Glasgow British 7*BHCem* *106tAPT81t*	T.6Cy.21",35"&58"–48" (*s*) 200lb 843NHP 4SB&1AuxSB,*19cf*, FD GS332,HS13659 A.Stephen&Sons,Ld.Gls.	31 ″ 0 s 4 ″ 1½ 27 ″ 4½	
34680 24461 JGOE	**Takami Maru** Wood 1*Dk*	461 325 327					1918	K.K.Osaki Zosensho Higashino	InaoShizo	146·4 P36'	26·5	13·0	Kobe Japanese	C.2Cy.14½"&33"–21" 41NHP NishibiTekkosho,Osaka		
34681 33627 JBTC	**Takamisan Maru** ssKob.No.1-33 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)	1992 1651 1099	✠100A1 8,35 ~~7,34~~ DBS~~8,34~~ 8,35 ✠LMC CS7,33 ~~8,34~~ 8,35	Kob	*r*	CL ~~7,34~~ 8,35	1928 6mo *Lloyd'sA&CP*	MitsuiBus- sanKaisha Tama	MitsuiBussan Kaisha,Ld. *CellDB213'471t FPT*	275·5 P64'B28'F34' FK	40·7	21·0	Kobe Japanese 4*BHptCem* *104tAPT36t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 224NHP DB*80lb* MitsuiBussanKaishaTama	21 ″ 0 s 3 ″ 0 18 ″ 2	
34682 32733 JPOB	**Takao Maru** Ⓟ ssOsa.No.2-35 ~~ssKob.No.1-32~~ 2*Dks*(*Stl-Wthr dk* ws)3*rd dk*(*Stl*) *inNos.1,3&4holds*	4282 3857 2517	✠100A1 *withfreeboard* 8,35 ~~8,34~~ ✠LMC~~8,34~~ 8,35	Kob Osa	*u*	CL 7,33	1927 5mo *Lloyd'sA&CP*	Uraga DockCo Uraga	OsakaShosenK.K. *CellD*	355·6 B30'F37' FK *Coll* *B297' 711t FPT37t*	48·5	32·5	Osaka Japanese 6*BHCem* *BHto W dk* *APT18t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 4SB,*12cf*,GS231, 782NHP Mitsubishi HS9080 FD ZosenKaisha,Ld.Nag.	32 ″ 6 s 9 ″ 7½ 23 ″ 3½	
34683 31361 JFZB	— Ⓟ (*ex*Muristan) ssKob.No.3-10,29 ssYka.No.1-34 1*Dk*(*Stl*)&2*nd dk* (*Stl*)*inNos.1,2&4holds*	3204 2817 1941	✠100A1 1,36 ~~1,35~~ ~~BS1,35~~ ✠LMC~~1,34~~ 1,36	Yka	*u*	CL ~~1,34~~ 1,36	1920 1mo *Lloyd'sA&CP*	J.Priest- man&Co. Sunderland	KawasakiKisen K.K. *CellDB278'749t*	331·3 P33'B98'F28' FK *FPT113tAPT122t*	46·8	23·2	Kobe Japanese 5*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS156,HS5826 G.Clark,Ld.Sunderland	25 ″ 6	
34684 27708 JNKD	**Takaoka Maru** TwinSc ssOsa.No.3-5,32 ssKob.No.1-36 2*Dks*(*Stl*)	7007 6443 4327	✠100A1 3,36 ~~11,34~~~~10,35~~ ~~BS11,34~~ ✠LMC~~11,32~~ 10,35 *Fitted for oil fuel* 4,23	Kob	*b*†	CL s10,33 P11,34 *F.P.above 150° F.*	1920 12mo *Lloyd'sA&CP*	Yokohama DockCo. Yokohama	NipponYusenK.K. *Cell DB392' 1356t* *DTa42' 1337t*	445·0 P35'B138'F35' FK *DTf30'1040t FPT*	58·0	34·0	Tokio Japanese 7*BHCem* *73tAPT58t*	T.6Cy.20",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
34685 14161 JDMB	**Takaosan Maru** ssKob.No.3-2,24 *Cantilever framed* ssKob.No.2-32 *Mchy.Aft topside tanks* 1*Dk*(*Stl*)	2076 1703 1117	✠100A1 12,35 ~~11,34~~ ✠LMC~~11,34~~ 12,35	Kob	*r*	CL ~~11,34~~ N12,35	1911 5mo *Lloyd'sA&CP*	J.Priest- man&Co. Sunderland	MitsuiBussan Kaisha,Ld. *WB=CellDBuE* *FPT64t*	275·0 P73'B16'F28' *&B43'f196'529t* FK *APT30t Topsidetanks 193'420t*	42·0	18·1	Tokio Japanese 4*BHCem*	T.3Cy.21",35"&57"–39" (*s*) 180lb 240NHP 2SB,*6cf*,GS120,HS3968 Blair&Co.Ld.Stockton	20 ″ 6 s 2 ″ 10¾ 17 ″ 10	
34686 19282 JBSF	**Takara Maru** (*ex*Nagoya Maru) Wood 1*Dk*	356 — 209					1916	Y.Matsu- zaki Ominato	UyenoKisenGoshi Kaisha	147·3 B20'	22·1	14·4	Osaka Japanese	C.2Cy.18$\frac{1}{16}$"&35$\frac{1}{16}$"–18" 43NHP E&B*made—refitted*16		
34687 35925 JNNH	**Takashima Maru** 1*Dk*	494 389 247					1930	Harima SB.&E.CoLd. Harima	IinoShojiK.K.	150·0	27·0	14·7	Tokio Japanese	T.3Cy.11",19"&32"–21" E*made*18 45NHP MeijiKosakusho,Kobe		
34688 34134 JNHH	**Takatori Maru No. 1** (*ex*Takatori Maru) *Carrying oil in bulk* 1*Dk*	879 732 501					1928	IinoShoji K.K. Osaka	IinoShojiK.K.	195·0	31·0	16·5	Tokio Japanese	T.3Cy.		
34689 36828 JAVE	**Takatori Maru No. 2** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	521 378 214					1931	Harima S.B.&Eng. Co.Ld Harima	IinoShojiK.K.	170·4 P61'F16'	29·0	12·5	Tokio Japanese	Oil Engines 4S.C.SA. 6Cy.14$\frac{3}{16}$"–22$\frac{1}{16}$" 117NHP KobeSteelWorks,Kobe		
34690 34393	**Take Maru** 1*Dk*	1264 992 699					1929	Tatsugi Zosensho Wakamatsu	TochikiShojiK.K.	228·0	31·0	19·0	Shimono- seki Japanese	T.3Cy.		
34691 27697 JTUD	**Taketoyo Maru** TwinSc ssKob.No.3-7,32 2*Dks*(*Stl*)	6965 6443 4288	✠100A1 7,35 ~~6,34~~ ~~BS7,34~~ ✠LMC7,32 7,35 *Fitted for oil fuel* 4,23	Kob Yka	*b*†	CL 6,34 *F.P.above 150° F.*	1920 10mo *Lloyd'sA&CP*	Yokohama DockCo. Yokohama	NipponYusenK.K. *CellDB389'1351t* *DTa42'1320t*	445·0 P35'B138'F35' FK *DT'sf45'1487tFPT*	58·0	34·0	Tokio Japanese 7*BHCem* *71tAPT56t*	T.6Cy.20",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34692 19784 JHJC	**Taki Maru** Wireless 1*Dk*	1227 1012 703					1916	OsakaIron Works,Ld. Osaka	Government of Japan(Dept. of Railways)	220·0 33·5 18·5 P23'B44'F24' *WB*	Tokio Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorksLd.Osaka		
34693 23260	— Wood	484 374 356					1918	Mizuno Tsunekichi Onomichi	NakagawaAkira	152·0 26·0 14·4	Hakodate Japanese	C.2Cy.16¼"&33"–22" 43NHP WadaHazukichi,Osaka		
34694 SVCY	**Takis** (*ex*Longhirst) *ss*Pir.2ndNo.3-6,32 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1698* *1376* *1042*	✠100A1 10,33 BS9,34 ✠LMC6,32	Pir	*q*	CL 10,33	1904 12mo *Lloyd'sA&CP*	S.P.Austin &Son,Ld. Sunderland	UranieAntippas (P.S.Antippas, *Mgr.*)	268·2 37·8 17·0 P27'Q74'B50'F32' FK *CellDBa82'uE&B32'f112'519tFPT51tAPT110t*	Piræus Greek 4*BHCem*	T.3Cy.20½",33"&54"–39" (*s*) 160lb *90lb* 196NHP 2SB,*6pf*,GS92,HS3160 Richardsons,Westgarth&Co.Ld.Sld.	19 ″ 9 s 2 ″ 1½ 17 ″ 11	
34695 147685 GKLB	**Takliwa** Ⓟ TwinSc *ss*Cal.No.2-32 D.F. 3*Dks*(*Weather dkStl*-teaks *2nd dkStl*-ws*3rd dkStl*)	7936 5879 3742	✠100A1 *withfreeboard* ~~8,35~~ ~~2,35~~ 2,36 BS6,35 ~~BS0,31~~ ✠LMC5,32 *Fitted for oil fuel 7,24 F.P. above 150° F.*	Bom	*d*†	CL ~~7,32~~ 8,35	1924 7mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	450·7 60·2 29·6 B207'F48' FK *Collision BHtoW dk* *CellDB386'1239tDT'tween tunnels36'78t FPT108tAPT139t*	London British 8*BHCem*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) 1376NHP 7SB,*28cf*,GS526,HS21882 FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s6 ″ 2½ 27 ″ 3	
34696 159440 VPJF	**Taksang** Ⓟ D.F. 2*Dks*~~(*Stl*)~~ *CruiserStern*	3469 2813 1937	✠100A1 *withfreeboard* 1,36 ~~7,35~~ ✠LMC7,35	P.Gl HKg		CL	1935 7mo *Lloyd'sA&CP*	Lithgows Ld. Port Glasgow	Indo-ChinaSteam Nav.Co.Ld.	~~315·0 48·0~~ 25·2 B85' ~~F48~~ F37' 314·7 48·1 FK *CellDB265'558tFPT31tAPT68t*	HongKong British 6*BHCem*	T.4Cy.21½",34½"&(2)44"–42" &exhaust turbine driving steam compressor 220lb (*s*) 507NHP 3SB,*9cf*,GS165,HS7710 FD D.Rowan&Co.Ld.Gls.	27 ″ 0 s8 ″ 9½ 18 ″ 6	
34697 LCZT	**Takstaas** (*ex*Stokke,*ex*Standford) 1*Dk*	1830 1630 1106					1916	Akties.Sör-landetsSkbs. Fevig	MörlandsRederi A/S(A.J.Mörland, *Mgr.*)	265·0 42·1 17·9 P57tH77t	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
34698 140525 MGWD	**Talacre** K *ss*Bkn.No.3-3,30 *Mchy.Aft* *ss*Bkn.No.1-33 *Cargo battens not fitted* 1*Dk*(*Stl*)	301 211 117	✠100A1 12,35 ~~12,34~~ BS~~12,34~~ 12,35 ✠LMC10,33	Bkn	*d*	~~10,33~~ 12,35	1917 8mo *Lloyd'sA&CP*	Crabtree& Co.Ld. Gt Yarmouth	Point ofAyr Collieries,Ld.	130·5 23·2 9·5 Q48'B9'F16' FK *FPT45tAPT30*	Liverpool British 3*BHCem*	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP 1SB,*2pf*,GS35,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 8½ 9 ″ 11	
34699 231349 KDCC	**Talamanca** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D.	6963 — 3182					1931	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 60·2 24·0 P36'B&F348'	NewYork Utd. States *WB*	2SteamTurbinesconnect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
34700 147734 GKNM	**Talamba** Ⓟ TwinSc *ss*Cal.No.3-1,36 ~~*ss*Cal.No.2-32~~ D.F. 3*Dks*(*Stl*-*Weather dk* teaks)	8018 5979 3844	✠100A1 *withfreeboard* 1,36 ~~1,35~~ ~~BS1,35~~ ✠LMC~~0,35~~ 1,36 *Fitted for oil fuel 10,24 F.P. above 150° F.*	Cal	*d*†	CL ~~1,35~~ 1,36	1924 10mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	450·8 60·3 29·7 B207'F49' FK *Collision BH to W dk* *CellDB386'1244tFPT94tAPT110t*	London British 10*BHptCem*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) 1376NHP 7SB,*28cf*,HS21882 FD Hwthrn,Leslie&CoLd.Nwc	33 ″ 0 s 5 ″ 9¾ 27 ″ 8	
34701 PHWI	**Talang Akar** *ss*Bat.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2046 1569 1108	✠100A1 ~~6,35~~ ~~9,34~~ 4,36 BS~~6,35~~ 4,36 ✠LMC9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,26 F.P. above 150° F.*	Bat	*s*	CL ~~3,34~~ 4,36	1926 10mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	N.V.Nederlandsche KolonialeTank-vaartMaats.	280·0 47·1 16·2 P68'B22'F40' FK *CellDBuE&B43'112tFPT165tAPT53t*	The Hague Dutch 11*BHptCem*	T.3Cy.19",30"&49"–36" (*s*) 180lb 230NHP 2SB,*4cf*, HS3649 FD Richardsons,Westgarth&Co.Ld.Hpl.	16 ″ 6 s 2 ″ 2 14 ″ 6½	
34702 137907 VGTC	**Talaralite** *ss*Hfx.No.3-5,30 *Mchy.Aft* *ss*St.J.No.1-34 D.F. 1*Dk*(*Stl*)&*Web frames*	2631 2063 1394	✠100A1 2,36 ~~4,35~~ BS2,36 ~~BS4,35~~ ✠LMC1,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,18 F.P. above 150° F.*	Hfx	*r*	CL 3,35	1918 4mo A&CP	TheColl-ingwood S.B.Co.Ld Collingwood	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*)	250·0 43·8 23·5 P73'F35' FK *CellDBuE&B44'97tFPT446tAPT80t*	Montreal British 10*BHptCem*	T.3Cy.18",30"&50"–36" (*r*) 180lb *125lb* 211NHP 2SB,*6cf*,GS110,HS3910 CollingwoodS.B.Co.Ld.	25 ″ 0 s 2 ″ 7½ 22 ″ 7¾	
34703 YTEN	**Talas** (*ex*Fina-32,*ex*Hocking, *ex*Grönland,*ex*Ameland, *ex*Parklands) *ss*Rot.No.2-03 1*Dk*(*Irn*)2*trB* &*Web frames*	2480 2322 1554	✠ 11,06 ✠	Rot	*t*		1895 5mo	W.Gray& Co.Ld. W Hartlepool	Parobrodarsko DrustvoGrgic s.o.j.	304·0 44·0 20·7 P27'B68'F31' FK *CellDBa102'uE22'f120'654tAPT59t*	Vranjic Yugoslav 5*BHCem*	T.3Cy.23",36½"&62"–39" 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 2	V †
34704 LCZU	**Talisman** TwinSc *ss*NYk.No.3-11,35 ~~*ss*Cpn.No.2-30~~ *Ref.Mchy.* *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2833	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~2,35~~ DBS~~4,31~~ 7,35 ✠LMC CS5,35 5,35 ✠Lloyd'sRMC~~10,34~~ ~~7,35~~ 11,35	NYk	*z*	~~BN9,33~~ ~~CL~~ ~~SN2,35~~ CL SN2,35 P11,35	1923 4mo A&CP	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen	400·6 54·2 26·3 F38'*onShelter dk* FK *Collision „ to Sh dk 6 „ „ U „* *CellDB338'1052tDTa between tunnels 90' 186tDT's at tunnelsides 18'106tFPT81tAPT88t*	Tonsberg Norwegian 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.24¹³⁄₁₆"–37¹³⁄₁₆" 717NHP DB*100lb* AlgemeineElec.Ges.Berlin	28 ″ 10 s3 ″ 5½ 25 ″ 7½	
34705 164056	— Ⓟ Pad *OilEng.* 1*Dk* ~~2*Dks*~~	544 327 211					1935	A&J.Inglis Ld. Glasgow	London&North EasternRly.	~~215·0 27·7 8·9~~ 215·5 27·5 8·7	Glasgow British	Oil Engines 4S.C.SA,& electric drive 32Cy,10"–12" ~~8Cy.10"–12"~~ 312 ~~79~~NHP EnglishElectricCo.Ld.Stafford		BT till 5,36
34706 1413 PHWK	**Talisse** 3Mst *ss*Sba.No.1-34 *OilEng.* 3*Dks*(*Stl*-*U* teaks) *4th dk*(*Stl*)*inNo.1hold*	8169 7380 4931	✠100A1 ~~6,35~~ ~~1,34~~ 1,36 ✠LMC CS9,35 DBS12,34 4,35 *Fitted for carrying oil 6,30 F.P. above 150° F. in deep tank aft* *Carrying oil F.P. above 150°F. in forward deep tanks (in Nos. 1&3 holds)*	Ams ~~NYk~~ Sba	*d*†	CL 7,33 —	1930 7mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	Stoomv.Maats. Nederland	468·8 62·3 32·6 P40'B160'F57' FK *CellDB393'1675t DTa32'1124tFPT115tAPT51t DTsf(inNos.1&3holds)65'&56'2060t*	Amstrdam Dutch 8*BHptCem* (1„*to2nd dk*)	Oil Engines 2S.C.SA 8Cy 32⁵⁄₁₆"–56¹¹⁄₁₆" 1450NHP NDB34(*Upr*)*100lb* DB*145lb* SulzerBros.Winterthur	36 ″ 6 s7 ″ 7¼ 29 ″ 1¼	
34707 LCZV	**Talleyrand** TwinSc *ss*Kel.No.2-35 ~~*ss*Osl.No.1-31~~ *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rdDk*(*Stl*) *except in after hold* *Rudder electrically welded*	6732 5975 4038	✠100A1 *withfreeboard* 7,35 ~~2,35~~ DBS2,36 ~~DBS2,35~~ ~~✠LMC1,31~~ ✠LMC CS7,35 7,34	Kel ~~Osl~~	*d*†	CL 1,33	1927 10mo *Lloyd'sA&CP*	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4 60·6 29·0 P44'F42' FK *Cell DB344' 1192t Tanks in way of tunnels505tFPT133tAPT160t*	Tonsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „*2nd*„)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*100lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s4 ″ 1½ 27 ″ 7¾	
34708 147875 GJXN	**Talma** Ⓟ *ss*Cal.No.3-2,35 D.F. 3*Dks*(*Stl*-weather teaks) *Cruiser Stern*	10000 8060 6154	✠100A1 *withfreeboard* 2,36 ~~2,35~~ ✠LMC2,35 BS12,35	Cal	*d*†	CL 2,35	1923 9mo *Lloyd'sA&CP*	Hawthorn Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	451·0 59·3 36·8 P48'B213'F43' FK *CellDB393'1536tDTa50'746t Tanks at sides of tunnel 87tFPT155tAPT48t*	Glasgow British 8*BHptCem*	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) 900NHP 4SB,*16cf*,GS330,HS13792 FD Hwthrn,Leslie&C.Ld.Nwc.	40 ″ 0 s13 ″ 4¼ 27 ″ 1¼	
34709 160523 GSLC	**Talodi** *Fitted for oil fuel* Wireless D.F. 1*Dk*&*Shelter dk*	1585 1033 743			...		1928	A.Stephen &Sons,Ld. Glasgow	KhedivialMailS.S. &GravingDockCo. Ld.(LordE.Hamilton, *Mgr.*)	236·6 39·4 16·0 B80'F26' FK	London British *WB*	T.3Cy.17½",29"&47"–30" 181NHP A.Stephen&Sons,Ld Gls.	18 ″ 4	V †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant exprés. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
34710 916 CBTT	**Taltal** Ⓟ (*ex*Pladda) Iron Wireless *Well deck* 2*Dks*	1196 900 617			...		1889	WBThmp-son&Co.Ld. Dundee	Soc.Anon. MaritimaChilena	243·0 P144'F50'	33·7	15·9	Valparaiso Chilian *WB*	T.3Cy.23",38"&61"-48" NB13 258NHP WBThompsn&Co.Ld.Dun	16 ″ 11	C †
34711 131411 GPZN	**Talthybius** Ⓟ TwinSc D.F. 3*Dks*	10254 9577 6492					1912	Scotts'S.B.&Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.28",38½"&65"-48" 586NHP Scotts'SB&EngCo.Ld.Grk		
34712 153895 VJNQ	**Talune** *ss*Syd.No.1-34 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *in forward hold*	2742 2166 1498	✠100A1 ~~3,35~~10,35 ✠LMC1,34 *Fitted for oil fuel 2,30 F.P. above 150° F.*	Syd	*u*	CL 3,33	1930 2mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *Duct keel forward of machinery space CellDB258'598t Tanks in way of tunnel277t FPT78t APT53t*	315·7 P&B165'F50' FK	45·5	19·9	Hobart British 5*BHptCem*	T3Cy23½",40½"&66"-45"(*s*) 200lb 432NHP 2SB,8*cf*, HS6345 FD D&WHendersn&CoLdGls	22 ″ 3 ~~s 2 ″ 0½~~ ~~19 ″ 10~~ s2 ″ 6 19 ″ 11¼	
34713 94 YLEB	**Talvaldis** (*ex*Westerham, *ex*TeignI) *ss*Nwc.No.3-2,25 *ss*Lie.No.2-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	534 435 252	✠100A1 ~~5,34~~11,35 ✠LMC MS4,33 BS2,35	Lie Ham	*h*	OG 5,34	1912 6mo	GooleS.B.&RepgCoLd. Goole *Lloyd'sA&CP*	Stahl&Co.(D. Thomsons,*Mgr*.) *D Ba28' f14' 55t FPT 37tAPT16t*	165·0 Q81'B14'F23' FK	26·1	12·6	Riga Latvian 4*BHCem*	T.3Cy.13",21"&35"-24" (*s*) 180lb *100lb* 61NHP 1SB,3*pf*,GS40,HS1373 Earle'sCo.Ld.Hull	13 ″ 5 s ″ 6½ 13 ″ 0	
34714 22013 JFID	**Tama Maru** *ss*Kob.No.1-24 1*Dk*(*Stl*)2nd *dk*(*Stl,except inNo.2hold*)	3054 2608 1835	✠ 8,27 ✠	Yka	*u*		1918 3mo	MatsuoIrn Wks.&Dkyd. Nagasaki	KinkaiYusenK.K. *CellDB264' 622t FPT82t APT78t*	311·0 P21'B78'F41' FK	44·2	27·0	Tokio Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" 262NHP 2SB,6*cf*,GS114,HS4033 MatsuoIronWorks&Dkyd	27 ″ 0	
34715 29695 JXVB	— Ⓟ Wireless 1*Dk*	801 638 416					1924	KobeSteel Works HarimaDkyd	KitaKyushu ShosenK.K.	200·4 F27'	31·0	17·0	Fukuoka Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks		
34716 136063 VPCD	**Tamaha** *ss*Yka.No.2-34 *ss*S.Fo.No.3-6,26 *Mchy.Aft* ~~*ss*L.An.No.1-30~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6496 5816 4047	✠100A1 ~~1,34~~12,35 BS12,35 ✠LMC12,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,14 F.P. above 150° F.*	LAn Bal	*a*†	CL ~~N12,34~~ 12,35	1914 6mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd'sA&CP*	StandardTransportationCo.Ld. *WB=CellDBuE&B80'279t DTf45'577t FPT120tAPT210t*	420·5 P118'B28'F47' FK	54·4	32·6	HongKong British 17*BHptCem* 11 *to Upr dk* 6 „ 2*nd* „	Q.4Cy.24",35",50½"&73"-51" 220lb (*s*) 526NHP 3SB,9*cf*,HS7125 FD N.E.MarineEngCoLd.Nwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	
34717 34436 JDWC	**Tamahime Maru** (*ex*WarSpray) 1*Dk*	3081 2834 1846			...		1918	R.Thompson&Sons,Ld Sunderland	HamaneShoten K.K.	331·3 P38'B98'F28' FK	46·8	23·2	Tarumi Japanese *WB*	T.3Cy.25",41"&68"-45" 429NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †
34718 151506 ZMBC	**Tamahine** Ⓟ TwinSc *ss*Wln.No.2-33 2*Dks*(*Stl–Wthr dk pt* teaks)	1989 1561 803	✠100A1 *withfreeboard* *For service between Wellington & Lyttelton, N.Z.* 9,35 ~~9,34~~ BS9,35 ~~BS9,34~~ ✠LMC8,35 *Fitted for oil fuel 10,25 F.P. above 150° F.*	Wln	*r*	CL 8,34	1925 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	UnionSS.Co.ofNew Zealand,Ld. *CellDB195'201t Tanks between tunnels 28t*	262·9 FK	40·2	22·2	Wellingtn British 6*BHptCem* *Coll BH to W dk* *FPT18tAPT50t*	T.3Cy.18",29"&(4)33"-27" 190lb (*s*) 440NHP 2SB,8*cf*,HS7400 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	24 ″ 3 s 11 ″ 0 13 ″ 7½	
34719 24730 JIWD	**Tamahoko Maru** (*ex*YoneMaru) *ss*Osa.No.3-6,31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Kob.No.1-35	6780 6507 5056	✠100A1 *Shelter dk* *withfreeboard* 3,35 ~~1,35~~ ✠LMC~~7,34~~ 8,35	Osa Kob	*a*†	CL 3,34	1919 3mo	Harima Dckyd.Co.Ld Harima A&CP	KaiyoKisen K.K. *Collision BH to Shelter dk CellDB372'1142t FPT148t APT74t*	425·0 FK	53·6	37·5	Kobe Japanese *Cem* 6*BHto U dk*	T.3Cy.27",45"&75"-51" (*s*) 190lb 555NHP 3SB,9*cf*,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
34720 23791 JFII	**Tamakawa Maru** Wood 1*Dk*	686 579 404					1918	Tokio Zosensho Tokio	HaradaYohei	178·6	29·1	17·3	Kobe Japanese	C.2Cy.18½"&37"-20" 51NHP TsukishimaKikai,Tokio		
34721 7774 SIUN	**Tamara** TwinSc *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*) D.F. 3*rd dk*(*Stl*)*except in mchy.space&aftermost hold*	6390 5564 3834	✠100A1 *withfreeboard* 9,35 ✠LMC CS3,36 DBS10,35 4,35 *Carrying vegetable oil in deep tank, inNo.4 double bottom tank & in after peak*	Got	*c*†	CL ~~P3,33~~ ~~S3,35~~ 3,36	1931 9mo	Götaverken A/B Gothenburg *Lloyd'sA&CP*	A/B Svenska OstasiatiskaKomp. (G.Borin,*Mgr*.) *CellDB368'1369t Tanks in way of tunnels93t MT28'892tAPT59t*	437·1 FK	57·0	28·5	Gothenbrg Swedish 8*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „ 1 „ 3*rd* „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-66 15/16" DB85*lb* 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 6	
34722 161234 GSZP	**Tamare** TwinSc *ss*Cco.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	3046 2229 1631	✠100A1 ~~3,35~~ ~~6,34~~3,36 BS8,35 ✠LMC9,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,29 F.P. above 150° F.*	Cco	*u*	~~N9,33~~ P3,36 SN9,33	1929 5mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs*.) *Side tanks a72'f104' 1824t FPT 83t APT75t*	325·0 P69'F36' *Trunk dk 220'* FK	55·2	15·3	London British 7*BHptCem*	T.6Cy.14½",24"&38-27" (*s*) 180lb 228NHP 2SB,6*cf*,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ 1¾ 14 ″ 0¼	
34723 144805 GFWX	**Tamaroa** Ⓟ TwinSc (*ex*Sophocles) *ss*Gls.No.3-8,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *Ref.Mchy.* D.F. *CruiserStern*	12405 10194 7394	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~ ~~3,34~~3,36 BS10,35 ~~BS9,34~~ ✠LMC9,33 ✠Lloyd'sRMC ~~7,36~~ ~~6,35~~ 3,36 ~~10,35~~ *Fitted for oil fuel 9,26 F.P. above 150° F.*	Gls Lon	*g*†	CL ~~PN8,35~~ ~~S6,33~~ S6,35 P3,36	1922 2mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	ShawSavill& AlbionCo.Ld. *CellDB425'1822t Tanks at sides of Tunnels14'40t FPT175tAPT158t*	500·4 P34'B226'F87' *on Sheltr dk* FK&BK2"	63·2	39·6	S'thamptn British *Cem* 9*BHtoSh dk* 1 „ „ *U* „	4 Steam Turbines DR geared to 2 Sc Shafts (*s*) 4DB& 215lb 1334NHP 1SB,27*cf*,GS569,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s 10 ″ 4½ 32 ″ 10	BT till ~~8,35~~ 1,36
34724 25085 JTPD	**Tamatsu Maru** *ss*Kob.No.3-12,32 2*Dks*(*Stl*)	4646 3927 3352	✠100A1 6,34 ✠LMC5,34	Kob	*x*	CL 12,33	1919 5mo	Uraga DockCo.Ld Uraga A&CP	ShimataniKisen K.K. *CellDB291'919tFPT114tAPT46t*	360·0 P21'B91'F35' FK	51·2	28·5	Fuchu Japanese 6*BHCem*	T.3Cy24½",40½"&67"-48"(*s*) 180lb 377NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 5¼ 23 ″ 3	
34725 22588 JQWE	**Tamaye Maru** (*ex*Tamaye MaruNo.2)	955 — 549					1918	....	KawasakiKisen K.K.	190·0	31·0	18·5	Kobe Japanese			
34726 21139 JQCE	— 1*Dk*	937 787 537					1917	Nitta Nakataro, Osaka	Amagasaki KisenbuGomei Kaisha	190·0	31·0	18·5	Akashi Japanese *WB*	T.3Cy.13",22"&36"-27" 68NHP YoshidaTekkosho,Osaka		
34727	**Tambahú** (*ex*Presidente Quintana-33) 1*Dk*&*Spar dk*	1731 1410 1063					1905	Howaldts-werke Kiel	Cia.Carbonifera Rio-Grandense	240·0 B75'F33'	36·0	20·8	R.Janeiro Brazilian *WB*	T.3Cy.17½",27½"&45½"-27½" 107NHP Howaldtswerke,Kiel		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34728 131522 VJXC	**Tambar** TwinSc 1*Dk*	456 287 200					1912	Greenock& Grangem'th DckyrdCo.Ld Grangem'th	W.Holyman& Sons,Proprietary, Ld.	145·2 P60'F25'	30·1	8·7	SydnyNSW British	O.4Cy.14"&30"–18" 73RHP D.Rowan&Co.Glasgow		
34729 SVRB	**Tamesis** (*ex*Oranian-34) *ss*Liv.No.3-3,27 *ss*Mch.No.1-31 2*Dks*(*Stl*)	*3942* *3682* *2448*	✠100A1 3,35 MS10,32	Pir ✠LMC BS3,35	*x*	CL 4,34	1914 4mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	L.A.Embiricos *Cell DBa*96'*uE&B*	365·2 P38'B140'F67' 58'*f*158'772*t FPT*1	47·8	27·0 FK&BK2"	Andros Greek 7*BHCem* 10*tAPT*40*t*	T.3Cy.25½"42½"&72"–48"(*s*) 200lb 449NHP 3SB,9*cf*,GS207,HS7443 Dunsmuir&JacksonLd.Gls	29 ″ 6 s4 ″ 9½ 24 ″ 11¾	
34730 221648 WICU	**Tamiahua** Now "W.D.Anderson," see No. 40672 in Supplement Fitted for oil fuel 2*Dks*&*Shelter dk* *Mchy.Aft* *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	10227 6552					1921	MooreS.B. Co. Oakland,Cal.	~~RichfieldOilCo.of California~~ Atlantic RefiningCo.	500·0	71·2	31·2	Philadlphia Utd.States *WB*	Q.4Cy.27½",40",59"&86"–54" 544NHP Hooven,Owens,Rentschler Co.Hamilton,O.		
34731 ~~115399~~ ~~GMKJ~~ Broken up	**Taming** TwinSc 1*Dk*(*Irn*)	2209 1941 1356					1903	Scott&Co. Greenock	~~ChinaNav.Co.Ld.~~	299·7 B86'F37'	40·1	20·6	~~London~~ ~~British~~ Chinese *WB*	T.6Cy.14½",24"&39½"–30" 170NHP Greenock FoundryCo.Grk.		
34732 24965 JKKD	**Tamon Maru** (*ex*Kaikyu Maru-33) TwinSc *ss*Kob.No.3-3,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8134 7732 5046	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~2,35~~	Yka ✠LMC~~3,35~~ 3,36	*c*†	CL ~~3,33~~ 2,36	1919 5mo	AsanoS.B. Co.Ld. Tsurumi A&CP	HachiumaKisen K.K. *CellDB*392'1362	445·0 *tFPT*84*tAPT*34*t*	58·0	40·0 FK	Fuchu Japanese *Cem* 4*BHtoSh dk* 3 ,, ,, *U* ,,	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS9835 FD KubotaIronWorks,Osaka	40 ″ 1 s9 ″ 11¾ 30 ″ 4	
34733 219575 KOVX	**Tampa** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	5959 — 3703					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States *WB*	Oil Engines 2S.C.DA 4Cy28"–40" NE27 1095NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R
34734 LEFC	— *ss*Got.No.3-5,35 ~~*ss*Osl.No.2-31~~ *OilEng.* 2*Dks*(*Stl*) *CruiserStern*	4694 4318 2846	✠100A1 *withfreeboard* 5,35 DBS6,35 *Fitted for carrying oil 9,23 F.P. above 150° F. in deep tank*	Osl Got ✠LMC CS5,35 10,35	*x*	CL 1,35	1923 9mo *Lloyd*	Deutsche WerftA.G. Hamburg '*sA&CP*	Wilh.Wilhelmsen *CellDB*294'833*tM*	357·6 F60' *T*24' 776*t FPT*134*t*	51·2	30·7 FK	Tönsberg Norwegian 6*BHptCem* *APT*16*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" 493NHP DB115lb A.E.G.Turbinenfabrik. Berlin	33 ″ 2 s 7 ″ 8¾ 25 ″ 7¼	
34735 1614 ICJD	**Tampico** (*ex*BritishPeer, *ex*Carpathian) *Fitted for oil fuel* 2*Dks*&*Webframes* D.F. *Carrying Petroleum in bulk*	4958 4657 3056			...		1908	Armstrong Whitworth &Co.Ld. Newcastle	"Navigazione e Commercio "Soc. Anon.Italiana	399·0 385·0 P30'B83'F36'	51·0	27·6 FK	Genoa Italian *WB*	T.3Cy.26½",44"&72"–48" 425NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	I †
34736 145840 KLAM	— (*Self-Unloader*) *Mchy.Aft* 1*Dk*&*Spar dk*	1894 — 1180					1900	CraigS.B. Co. Toledo,O.	F.D.GleasonCoal Co.	247·0	42·0	24·0 *WB*	Detroit, Mich. Utd.States	T.3Cy.19",30"&52"–40" 171NHP DetroitS.B.Co.Detroit		
34737 148080 MLYP	**Tamworth** *ss*Shl.No.2-33 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1332 994 711	✠100A1 9,35 ~~10,31~~ BS~~1,35~~ 3,36	Bly ✠LMC9,33	*o*	CL ~~1,31~~ 9,35	1924 7mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Cell*	DalglieshStm. Shppg.Co.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *DBuE*20'*f*149'358	235·0 Q143'F28' *tMT*9'155*tFPT*95*t*	35·7	14·7 FK	Newcastle British 5*BHCem* *APT*55*t*	T.3Cy.18",30"&49"–33" (*s*) 180lb 173NHP 2SB,4*cf*,GS83,HS2995 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s 5 ″ 0½ 15 ″ 9½	
34738 LCZW	**Tana** *ss*Osl.No.3-8,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	5535 5305 3448	✠100A1 *Shelter dk* *withfreeboard* 5,36 ~~3,34~~ ~~10,35~~ ✠NE9,28 MS8,33 *Carrying oil fuel F.P. above 150° F. in DT* *Fitted for oil fuel 11,21 F.P. above 150° F.*	Osl ~~Kob~~ Mmo ✠LMC BS~~8,34~~ 8,35	*y*	CL ~~8,32~~ 10,35	1921 9mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Wilh.Wilhelmsen *CellDB*	380·4 F31'*onShelter dk* 325'876*tMT*32'773*t*	52·2	33·6 FK *Collision*	Tönsberg Norwegian *ptCem* *BHtoSh dk* 5 ,, ,, *U* ,, *APT*105*t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 549NHP 3SB,9*cf*,GS180,HS7503 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	36 ″ 1 s 9 ″ 6¼ 26 ″ 9¾	
34739 LCZX	**Tanafjord** *Ref.Mchy.* *Fitted for oil fuel* 3*Dks*	5922 4159 3599					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	395·8 H251*t*	53·2	33·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"–51" 370NHP D.Rowan&Co.Ld.Glasgow		N
34740 LDDH	**Tanahorn** Ⓟ 1*Dk*&*Awng dk*	336 312 180					1910	Nylands Værkstad Oslo	Finmarks Fylkesrederi	136·3 H15*t*	21·9	15·7	Vardö Norwegian *WB*	T.3Cy.12",19"&33"–21" 50NHP NylandsVærksted,Oslo		
34741	**Tanais** (*ex*Holywood-35) *ss*Sld.2ndNo.3-4,31 *Well deck* 1*Dk*(*Stl*)&*deep framing* Wireless *Cargo battens not fitted*	*1545* *1222* *965*	✠100A1 3,35 BS~~6,34~~ 8,35	Shl ✠LMC7,30	*p*	OG 12,34	1907 1mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	S.Synodinos (SynodinosBros. *Mgrs.*) *CellDBa*74'*uE*	244·4 P20'Q76'B50'F24' &*B*32'*f*96'490*tFPT*	38·0	15·8 FK	Piræus Greek 4*BHCem* 71*tAPT*44*t*	T.3Cy.20",33"&54"–36" (*s*) 190lb 214NHP 2SB,6*pf*,GS94,HS3534 N.E.MarineEng.Co.Ld.Sld	17 ″ 11 s 1 ″ 5½ 16 ″ 7	
34742 214666 WFFA	**Tanamo** (*ex*Lempira-34,*ex*Tanamo, *ex*VanHogendorp) *ss*N.Yk.No.3-9,30 *ss*N.Yk.No.1-35 2*Dks*(*Stl*)& *Ref.Mchy.* *Awng dk*(*Stl*–ws) *Rudder electrically welded*	3211 2838 1952	✠100A1 *Awng dk* *withfreeboard* 8,35 ~~3,35~~ MS10,34 *Fitted for oil fuel 4,23 F.P. above 150° F.*	NYk Phl BS4,36 ✠LMC ~~BS3,35~~	*u*	CL 3,35	1914 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	UnitedFruitS.S. Co.(UnitedFruit Co.*Mgrs.*) *CellDBa*80'*uE&B*	331·2 F43'*onAwngdk* 56' *f* 144'607*t FPT*	45·2	25·6 FK	NewYork Utd.States 5*BHCem* 38*tAPT*26*t*	T.3Cy.23",38"&63"–39" (*s*) 180lb 435NHP 3SB,9*cf*,GS175,HS7210 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 0 s 7 ″ 4¼ 21 ″ 1	
34743 220114 KUTG	**Tanana** (*ex*Delrosa) *Fitted for oil fuel* 2*Dks*	3474 2991 2064			...		1920	Hanlon D.D.&S.B.Co Oakland.Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B77'F32'	46·0	24·4 FK	NewYork Utd.States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
34744 LCZZ	**Tancred** TwinSc *OilEng.* *ss*Osl.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk* (*Stl*) *except in after hold*	6094 5437 3722	✠100A1 *withfreeboard* 8,35 ~~2,35~~ ✠LMC CS7,33 5,35 ~~7,33~~ *Carrying vegetable oil in deep tank*	Osl 5,35 DBS~~5,34~~	*c*†	CL ~~S10,32~~ P3,34 S8,35	1925 7mo *Lloyd*	Deutsche WerftA.G. Hamburg '*sA&CP* *CellDB*374'1 *tunnel*	Wilh.Wilhelmsen 282*t Tanks at sides* *s*332' *MDT*30'935*t*	442·6 P42'F46' &*between* *FPT*149*tAPT*125*t*	58·2	27·6 FK *Coll*	Tönsberg Norwegian 7*BH ptCem* *ptAsp* *BHtoSh.dk* 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 988NHP NDB28 114lb AlgemeineElec.Ges.Berlin	30 ″ 6 s 4 ″ 3½ 26 ″ 4½	
34745 136289 GKZC	**Tanda** Ⓟ (*ex*Madras, *ex*Tanda) TwinSc *ss*Syd.No.3-7,30 *ss*Yka.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl–U* ws)& *Shelter dk*(*Stl*–teak s)	7160 5444 4388	✠100A1 *Shelter dk* *withfreeboard* 11,35 ~~9,34~~ ✠Lloyd'sRMC~~4,35~~ ~~10,35~~ BS11,34	Mel ~~HKg~~Yka ✠LMC11,33 4,36	*c*†	CL P9,33 S5,34	1914 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	Eastern&Australian S.S.Co.Ld. *Cell DBa*140'*uE&B*	430·5 P46'B169'F45' *onShelter dk* 95'*f*153'1089*tFPT*	58·2	28·6 FK	Glasgow British 7*BHCem* 106*tAPT*81*t*	T.6Cy.21",35"&58"–48" (*s*) 200lb HS13659 FD 843NHP 4SB&1AuxSB,19*cf*,GS332 A.Stephen&Sons,Ld.Gls.	31 ″ 0 s 4 ″ 1½ 27 ″ 4¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
34746 137816 GRZL	**Tanfield** ssCal.No.3-9,28 ssCal.No.1-32 1Dk(Stl)	4538 4235 2776	✠100A1 5,35 ~~5,34~~ BS~~10,34~~ ✠LMC10,32 11,35	Cal Bom	y	CL 10,32	1916 6mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	385·2 P26'B91'F31' FK CellDB275'1081t	52·9	26·2	Glasgow British 6BHCem DTa61'440t	T.3Cy.27″,45″&74″–48″ (s) 180lb 465NHP 3SB,9cf,GS189,HS7908 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 9 s 5 ″ 6½ 23 ″ 5	
34747 33105 JBFE	**Tang Yang Maru** Ⓟ TwinSc 1Dk	1573 726 1081					1927	Shanghai Dock&Eng. Co.Shanghai	NisshinKisenK.K.	235·0 F29'	40·0	10·0	Tokio Japanese	T.6Cy.		
34748 DHXE	**Tanganjika** Ⓟ D.F. GyC. Sub.Sig. 2Dks&Shelter dk	8540 7343 5004					1922	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) (DeutscheOst-AfrikaLinie Mgrs.)	449·1	58·3	26·8	Hamburg German WB	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
34749 DNAS	**Tanger** 1Dk&Shelter dk	1742 1531 987			...		1923	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Oldenburg-Portugiesische Dmpf. Rhed.	270·0 FK	41·2	17·6	Oldenburg German WB	T.3Cy.20$\frac{1}{16}$″,33$\frac{1}{16}$″&53$\frac{5}{16}$″–39″ 249NHP Machinefab.Bolnes,Bolnes	20 ″ 8	G †
34750	**Tango** (exRegina,exSolheim) Fitted for oil fuel 1Dk	683 603 385					1901	Nylands Værksted Oslo	Ego-Aguirre& Dammert	181·2 P5'B53'F23'	30·1	14·2	Callao Peruvian WB	T.3Cy.14½″,24″&39″–27″ 79NHP NylandsVærksted,Oslo		
34751 9330 JTGD	**Tango Maru** Ⓟ TwinSc ssKob.2ndNo.3-2,29 ssKob.No.1-33 2Dks(StlU-teaks)&deepframing D.F. lowerdk(Stl)inNo.1hold	6893 5756 4238	✠100A1 6,35 ~~6,34~~ BS~~6,34~~ ✠LMC6,33 6,35	Osa Yka	c†	CL 6,34	1905 4mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	NipponYusenK.K. WB = CellDBa f180'1376t	456·4 P19'B172'F56' 120'uE&B83' FK DTa28'535t FPT	50·2	30·4	Tokio Japanese 7BHCem 114tAPT28t	T.6Cy.23$\frac{5}{16}$″,23$\frac{11}{32}$″(2)38$\frac{5}{16}$″, 63$\frac{5}{16}$″&63½″–48″ 200lb (s) 789NHP 5SB,15cf,GS289,HS11405 FD MitsuBishiD&E.Wks.Nag	33 ″ 6 s 7 ″ 4¾ 26 ″ 7	
34752 21397 JQEE	**Tango Maru No. 2** Wood (exHeianMaruNo.9) 1Dk	409 316 239					1917	Takahashi Yeitaro Osaka	KawasakiKeijiro	143·4	23·8	12·7	Tarumi Japanese	C.2Cy.13¾″&29½″–18″ 31NHP FrejiokiTekkosho,Osaka		
34753 31676 JFWB	**Tangshan Maru** Longitudinal framing 2Dks	2089 1707 1284					1926	Osaka Iron Works,Ld. Osaka	NisshinKisenK.K.	280·0 P23'B79'F30'	41·0	21·0	Tokio Japanese WB	T.3Cy.18″,30″&50″–36″ 150NHP OsakaIronWorksLdOsaka		
34754 1441 PHWN	**Tanimbar** ssAms.No.1-34 OilEng 3Dks(Stl-Uteaks) 4thdk(Stl) in No.1 hold	8169 7380 4906	✠100A1 10,35 ~~6,34~~ ✠LMC CS11,35 DBS7,34 11,35 Carrying oil F.P. above 150° F. in forward deep tanks Fitted for carrying oil 9,30 F.P. above 150° F. in deep tank aft	Ams Sba	d†	CL ~~11,33~~ 10,35	1930 9mo Lloyd	CaledonSB &E.Co.Ld. Dundee 'sA&CP	Stoomv.Maats. Nederland CellDB393'1675t DTsf56t1372t	468·7 P40'B160'F60' DTa32'1124t FK FPT115tAPT51t	62·2	32·5	Amstrdam Dutch 8BHptCem (1to2nd dk)	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$″–56$\frac{11}{16}$″ 1450NHP DB145lb NDB34(Upr)100lb SulzerBros.Winterthur	36 ″ 5 s7 ″ 7 29 ″ 0¾	
34755	**Tannenberg** Ⓟ TwinSc Fitted for oil fuel Sub.Sig. CruiserStern 4Dks Gyc.	~~4000~~ 5504 3412 2668					1935	Stettiner OderwrkeAG Stettin	GermanGovernment(Reichsverkehrsministerium) (Hamburg-AmerikaLinie,Mgrs.)	~~397·0~~ B310' 398·0	51·0	~~27·2~~ 24·9	Stettin German WB	2 Steam Turbines 2000NHP FSchichauG.m.b.H.Elbing		G
34756 DOOU	**Tannenfels** Now Sina, see No. 40009 in Supplement Sub.Sig. 2Dks	3048 2681 1738					1923	Schiffs.-u. Dckbauwerft FlenderA.G Siems/Lübeck	DeutscheDmpfs. Ges."Hansa"	337·7 B36'H—	48·2	21·1	Bremen German WB	T.3Cy.23⅝″,38$\frac{5}{16}$″&62″–41¾″ 246NHP G.SeebeckA.G.Wesermünde-G.		G
34757 31178 JOHH	**Tanshu Maru** CruiserStern 1Dk	328 198 158					1926	OsakaIron Works Ld. Osaka	SetsuyoShosen K.K.	140·0 F21'	22·0	11·0	Sumoto Japanese	T.3Cy.12″,20″&33″–21″ 50NHP OsakaIronWorks,Ld.		
34758 [illegible] GCWL	**Tantalus** Ⓟ TwinSc Now Radnorshire, see No. 39386 in Supplement OilEng. D.F. 2Dks	7775 6556 4812					1923	CaledonSB &E.Co.Ld. Dundee	GlenLine,Ld.	458·3 P52'B159'F64'	58·2	32·6	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29⅛″–45¼″ 1317NHP Burmeister&Wain,Cpn.		
34759 6826 SGUE	**Tanto** (exLisbeth,exYtteröy) 1Dk	913 632 526					1918	Larvik Slip&Verks. Larvik	SvenskaSockerfabriksA/B(C.F. Tranchell,Mgr.)	197·5 P57'Q28'B53'	32·2	12·5	Malmö Swedish WB	T.3Cy.14″,23½″&38″–27″ 77NHP BergensMekVærksBergen		N
34760 Broken up PUCI	**Tapajoz** ssN.Yk.No.3-3,15 ssRio.No.1-18 1Dk(Stl)&Spardk(Stl) &deep framing	3774 3601 2442	✠ 7,24 ✠	NOs	w		1902 6mo	Osbourne, Graham&Co. Sunderland	~~LloydBrasileiro~~ WB = CellD	339·0 P34'B204'F36' 27·8 FK Ba102'uE24'f142'	48·0	19·4	~~R.Janeiro~~ Brazilian 6BHCem 728tAPT83t	T.3Cy.25″,42″&68″–48″ 2DB 348NHP 2SB,8cf,GS159,HS5398 G.Clark,Ld.Sunderland	29 ″ 0	
34761 PHWQ	**Tapanoeli** 3Dks	7031 6670 4439					1924	N.V.Schps. "DeMaas" Slikkerveer	Rotterdamsche Lloyd(Wm.Ruys& Zonen,Mgrs.)	446·0 B68'F55'	54·3	34·4	Rottrdam Dutch WB	2SteamTurbinesDRgeared to1Sc.Shaft 626NHP Kon.Maats"DeSchelde," Flushing		V
34762 144397 GCWX	**Tapti** (exUlm) ssFal.No.3-2,27 ssCal.No.2-35 ~~ssCal.No.1-31~~ 2Dks(Stl)&lower dk beams in Well deck No.1 hold	4742 4371 2914	✠100A1 ~~[illegible]~~ ~~8,34~~ 2,36 BS2,35 ✠LMC~~8,31~~ MS6,35	Syd ~~Cal~~ Bry	z	CL ~~10,32~~ 5,35	1914 4mo Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	JamesNourse,Ld. CellDBa12	399·5 P&B321'F54' FK 1'uE&B56'f178'12	54·1	25·6	London British 7BHCem 54tFPT85t	T.3Cy.28¾″,47¼″&77¼″–48″ 213lb (s) 653NHP 3SB,9cf,GS261,HS9638 FD A.G."Neptun,"Rostock APT5t	28 ″ 6 s 3 ″ 6 25 ″ 2¾	
34763 PUQP	**Taquary** TwinSc ssRio.No.3-8,21 ssRio.No.1-25 1Dk(Stl)	1943 1599 1176	✠ — 6,31 ✠	Rio	r		1912 4mo	Mackie& Thomson,Ld Glasgow	Cia.Commercio e Navegaçâo WB = CellDBa86'uE	276·7 P27'B61'F22' FK	45·2	15·4	R.Janeiro Brazilian 6BHCem 14'f114'569t	T.6Cy.15″,25″&40″–27″ 210NHP 2SB,8cf,GS105,HS3600 Muir&Houston,Ld.Gls. FPT126tAPT127t	17 ″ 6	
34764 PUMD	**Taquy** (exItaquy-34,exAlmagro-33) ssNpt.No.3-3,33 2Dks(Stl)	2464 2227 1438	✠100A1 1,35 BS~~4,34~~ ✠LMC3,35 7,35	Rio	t	CL N3,33	1920 6mo Lloyd	A.&J. Inglis,Ld. Glasgow 'sA&CP	Cia.Carbonifera Rio-Grandense	303·4 P33'B81'F32' FK CellDB260'661tFPT	43·0	20·7	R.Janeiro Brazilian 6BHptCem 69tAPT180t	T.3Cy.22″,36″&59″–39″ (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0	
34765 PHWR	**Tara** ssAnt.No.1-33 1Dk(Stl)&Shelter dk(Stl)	4760 4460 2930	✠100A1 with freeboard 12,35 ~~12,34~~ BS~~8,34~~ ✠LMC7,35 8,35	Ant	z	CL N8,34	1929 6mo Lloyd	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam 'sA&CP	N.V.Maats. Vrachtvaart CellDB352'1172t	406·0 F41' FK FPT148tAPT201t	54·1	25·2	Rottrdam Dutch 6BHCem (Cell to Sh dk 5 „ 2nd „)	T.3Cy.25¾″,39¾″&67″–44¾″ 200lb (s) 397NHP 3SB,9cf,GS194,HS6780 N.V.Mch.&Scheepwerf vanP.Smit,Jr.Rot.	27 ″ 9 s 3 ″ 2¼ 24 ″ 8	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade
34766 PHWO	**Tarakan** Ⓟ ssAms.No 1-35 OilEng. D.F. 3Dks(Stl-U teak s) 4th dk(Stl)in No. 1 hold	8183 7380 4917	✠100A1 ~~7,35~~~~10,34~~12,35 ✠LMC CS7,35 7,35 Fitted for carrying oil F.P.above150° F. in deep tank aft Carrying oil F.P.above150°F. in forward deep tanks	Ams ~~Cal~~ DBS7,35	d†	CL ~~10,33~~ 7,35 12,30	1930 12mo Lloyd'sA&CP	Maats. Fyenoord Rotterdam	N.V.Stoom.Maats. Nederland CellDB392'1628tDTa32'1062t DTsf56'1372tFPT107tAPT53t	469·0|62·3|32·6 P40'B160'F57' FK	Amstrdam Dutch 8BHptCem 1 to 2nd dk	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP DB70lb NDB34(upper) 71lb Maats.Fyenoord,Rot.	36 ″ 5 s 7 ″ 7 28 ″ 11¾	
34767 149304 GNRF	**Taranaki** TwinSc ssLon.No.1-33 OilEng. Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F.	~~8286~~ ~~7458~~ ~~5030~~ 8448 7458 5140	✠100A1 withfreeboard ~~7,35~~ ~~1,35~~ 1,36 ✠LMC CS3,33 8,34 ✠Lloyd'sRMC~~1,35~~ ~~7,35~~ 1,36	Lon Gls DBS~~8,34~~ 1,36	f†	CL 3,34	1928 5mo Lloyd'sA&CP	Fairfield SB.&E.Co.Ld Glasgow	Shaw,Savill& AlbionCo.Ld. CellDB408'1592t FPT119tAPT75t	483·0|64·2|30·8 B173'F61' FK	S'thamptn British 8BHptCem (Coll to Sh dk 7 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NHP 2DB100lb FairfieldSB.&E.Co.Ld.Gls.	34 ″ 4 s 5 ″ 4¼ 29 ″ 2½	
34768 LCKP	**Taranger** TwinSc OilEng. D.F. Ref.Mchy. 2Dks	4873 4309 2984					1930	Akt.Bur- meistr&Wain Copenhagen	WestfalLarsen& Co.A/S	398·1|54·8|26·1 P74tH393tF34t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¾"–$43\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn		N
34769 129582 GQDP	**Tarantia** (exKirkfield) 2Dks	4939 4511 3098			...		1911	Russell& Co. PortGlasgow	AnchorLine ~~(HendersonBros.)Ld.~~ (1935)Ld.	400·0|51·9|26·9 P47'B119'F46' FK	Glasgow British WB	T.3Cy.26½",44"&72"–48" 488NHP D.Rowan&Co.Glasgow	29 ″ 6	C †
34770 CBTA	**Tarapacà** Ⓟ (exPresidenteMitre, exArgentina) 2Dks&Web frames	3841 3103 2189					1894	Reiherst'g Schiffsw. Hamburg	Soc.Anon. ComercialBraun &Blanchard	343·0|42·4|26·1 P&B212'F41'	Valparaiso Chilian	T.3Cy.23",37½"&63"–42" 257NHP Reiherst.Maschinenf.Ham.		N
34771 162493 MPXC	**Taraqqi** TwinSc ssAbadan.No.1-35 Mchy.Aft 1Dk(Stl)	388 266 134	✠100A1 withfreeboard ~~6,35~~ ~~2,33~~ 2,36 Fitted for oil fuel 10,30 F.P above 150° F.	Aba- dan ✠LMC~~10,30~~ 12,34	f	OG ~~2,33~~ 2,36	1930 10mo Lloyd'sA&CP	G.Brown &Co. Greenock	PetroleumS.S.Co. Ld.(BritishTanker Co.Ld.Mgrs.) CellDBuE7' 11t FPT53tAPT62t	140·6|29·1| 7·8 Q60'B11'F21' FK	London British 4BHptAsp	C.4Cy.11"&22"–14" (s) 140lb 63NHP 1SB,3cf,HS1415 McKie&Baxter,Ld.Gls.	8 ″ 6 s 2 ″ 2½ 6 ″ 5	
34772	**Tari** (exTadla-34,exFrankenwald) 2Dks	4026 — 2429					1908	Furness, Withy&CoLd WHartlepool	VapurculukTurk AnonimSirketi	353·2|45·1|25·6 P40'B115'F72'	Istanbul Turkish WB	T.3Cy.25½",43"&72"–48" Richardsons, 359NHP Westgarth&Co.Ld.Hpl.		V
34773 197	**Tarkhankout** (exParisot, Iron exJulia,exZ.M. 5thSurvey,Npt.8,90 Chrissoveloni,exCircassian) Well deck 1Dk(Irn)2trB	1296 1054 725	✠ 9,92	Bla	Lv		1872 2mo	R.Thomp- son,Jr. Sunderland	U.S.S.R.	245·5|32·3|14·2 P203tF18t	Odessa Russian 4BHCem DBa&f	C.2Cy.29"&55"–33" 145NHP Bmade—,refitted13 N.E.MarineCo.Ld.Sld.		
34774 LDBW	**Tarn** TwinSc OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)except in after holds E.S.D. GyC.	6850 6013 4209	✠100A1 withfreeboard ~~7,35~~ ~~2,34~~ 1,36 ✠LMC9,33 Carrying fuel oil F.P. above150° F. in deep tank	Osl Got	e†	CL SN7,35 P7,35	1933 9mo Lloyd'sA&CP	NVNederl. Schps.Maats. Amsterdam	Wilh.Wilhelmsen CellDB365t1345t Tanks in way of tunnels515t MT28'1318tFPT176tAPT145t	479·1|61·1|29·0 P48'F46' FK	Tönsberg Norwegian 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 12Cy.23⅝"–$43\frac{5}{16}$" 2330NHP DB100lb Gebr.Stork&Co.N.V. Hengelo	31 ″ 7 s 4 ″ 2 27 ″ 7	
34775 5721 SHAM	**Tärnan** 1Dk	541 412 200					1915	Lindhol- mensM.V. Gothenburg	HallandsÅngbåts A/B ~~(Hj.Blomberg,~~ (HarryTrappMgr)	170·0|30·0|11·3 P105'H67tF24'	Gothenbrg Swedish WB	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
34776 6669 SHAR	**Tärnö** (exSkandia,exFinse,exGeneva) Now "Messarya Nomikos," see No. 39086 in Supplement Well deck 1Dk&Web frames	961 [illegible] 542					1895	Bergens Mek.Værks Bergen	J.T.I.Carlbom	212·9|31·6|12·7 Q107tB55tH14t F27t	Stockholm Swedish WB	T.3Cy.15½",25"&42"–30" 96NHP BergensMekVærksBergen	15 ″ 3	N
34777 LIUA	**Taronga** OilEng. GyC. D.F. 1Dk&Shelter dk, 3rd dk except in after hold Rudder electrically welded	7003 6177 4245	✠100A1 withfreeboard ~~5,35~~ ~~9,34~~ 10,35 DBS5,35 Carrying oil fuel F.P. above150° F. in deep tank	Syd ~~Cpn~~Got ✠LMC5,34	e†	CL	1934 5mo Lloyd'sA&CP	Odense Staalskibsvft vedAPMöller Odense	Wilh.Wilhelmsen CellDB318'1630t Tanks at side of tunnel416tMT30'1438tFPT206tAPT49t	484·0|61·3|29·0 P42'F51' FK	Tönsberg Norwegian 7BHptCem (Coll toSh dk 6 ,, ,,2nd,,)	Oil Engines 2S.C.DA 7Cy.$24\frac{7}{16}$"–55⅛" 1435NHP DB100lb Akt.Burmeistr&Wain,Cpn	31 ″ 7 s4 ″ 2½ 27 ″ 7½	
34778 153958 VLDF	**Taroona** Ⓟ TwinSc Ref.Mchy. D.F. E.S.D. 3Dks CruiserStern Topsides-Special Quality Steel Rudder electrically welded	4286 2782 1849	✠100A1 withfreeboard 9,35~~2,35~~ ✠LMC1,35 Fitted for oil fuel 1,35 F.P. above 150° F.	Mel	w	CL	1935 1mo Lloyd'sA&CP	A.Stephen &Sons,Ld. Glasgow	Tasmanian SteamersPro- prietary,Ld. CellDB227'433t DTa13'48tDTf20'177tFPT18tAPT26t	338·2|50·1|23·8 B&F323' FK&BK1½"	Melbourne British 8BHptCem (Coll to W dk 7 ,, 2nd ,,)	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 430lb HS13845 1578NHP 3 Water Tube Boilers FD A.Stephen&Sons,Ld.Gls.	26 ″ 3 s11 ″ 4½ 15 ″ 1½	
34779 130381	**Tarpon** (exNaugatuck) IronTwinSc Fitted for oil fuel Mchy.Aft 1Dk	449 — 282					1887	ThePusey &JonesCo. Wlmgtn,Del.	Pensacola, St.Andrews& GulfS.S.Co.	159·9|26·0| 7·2 len91 WB	Pensacola, Fla. Utd.States	C.4Cy.12"&21"–18" NB22 31NHP Pusey&JonesCo.Wlmngtn		R
34780 82928	— TwinSc Wireless 1Dk	412 283 173			...		1929	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	~~CrownAgents for theColonies~~ Government of BritishGuiana	150·0|30·2| 8·9 P12'B32'F27' FK	Georget'n British WB	C.4Cy.11½"&24"–18" 66RHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	9 ″ 6	
34781 DHXF	**Tarragona** CruiserStern D.F. 1Dk	2642 2333 1534					1928	Frerichs- werftAkt.Ges Einswarden	Rob.M.Sloman,Jr.	326·9|46·1|19·7 P275'F43'	Hamburg German WB	T.3Cy.23⅝",$38\frac{3}{16}$"&$62\frac{7}{16}$"– $41\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
34782 147548 MLSW	**Tartary** ssYar.No.2-33 Mchy.Aft 1Dk(Stl) Well deck	300 218 134	✠100A1 ~~2,33~~10,35 BS3,35 ✠LMC1,32 Carrying Petroleum in bulk	Yar Lon	d	~~4,33~~ OG N8,35	1923 10mo Lloyd'sA&CP	Crabtree& Co.Ld. Gt.Yarmouth	F.T.Everard&Sons Ld.	130·3|23·2| 9·8 Q43'B9'F20' FK FPT21t	London British 7BHptCem APT26t	C.2Cy.16"&33"–22" (s) 130lb 45RHP 1SB,2cf,GS34,HS1053 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9 9 ″ 11	
34783 28020 JOVH	**Tarumi Maru** 2Dks	727 574 409					1921	Murao Zosensho Osaka	SanboKisenGoshi Kaisha	176·5|28·5|15·5 B46'F30'	Tarumi Japanese WB	T.3Cy.13",22½"&$36\frac{1}{16}$"–27" 68NHP TakaoTekkosho,Kobe		
34784 1764 IASY	**Tarvisio** Carrying oil in bulk D.F. 1Dk	5484 — 3207					1927	Royal Dockyard Castellam- mare diStabia	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	370·7|59·1|27·4	Genoa Italian WB	Steam Turbine AnsaldoS.A. Sampierdarena		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où il est dans le L.R. Durée Cert. Rot. Trade
34785 136082 VPBK	**Tascalusa** ssSng.No.2-34 ssS.Fo.No.3-1,26 Mchy.Aft ~~ssL.An.No.1-09~~ D.F. 2Dks(Stl)&Web frames Longitudinal framing	6499 5816 4052	✠100A1 4,35 ~~6,33~~ BS4,35 ✠LMC3,34 Carrying Petroleum in bulk Fitted for oil fuel 12,13 F.P. above 150° F.	HKg Yka	a†	CL 9,34	1913 12mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd's A&CP	StandardTransportationCo.Ld. WB=CellDBuE&B80'279t DTf45'577t FPT120tAPT210t	420·5 P118'B26'F47' FK	54·4	32·6	HongKong British 17BHptCem (11 to U dk 6 „ 2nd „)	Q.4Cy.24",35",50½"&73"-51" 220lb (s) 526NHP 3SB,9cf,GS170,HS7125 FD N.E.MarineEng.CoLdNwc	32 ″ 8 s 6 ″ 1 26 ″ 9½	
34786 RBBS	**Tashkent** (exHolger-32) ssBhn.No.1-11 Sub.Sig. 2Dks(Stl)&deepframing	5552 5242 3391	✠ 12,15 ✠	Bmn	a†		1906 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R. CellDBa150'uE23'f181'1049tFPT83tAPT25t	424·5 P37'B181'F44' FK	53·2	29·2	Odessa Russian 8BHCem	T.3Cy,28",46"&77"-54" 556NHP 3SB,9cf,GS191,HS7785 FD WllandSlpwy.Co.Ld.Nwc.	32 ″ 0	
34787 219497 KLAO	**Tashmoo** Fitted for oil fuel 1Dk2trBin fore& after holds&Web frames	3249 3005 1988			...		1919	Submarine Boat.Corp. Newark,N.J.	TheCharlesNelson Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34788 145843	— Ⓟ Pad 1Dk&Promenade dk	1344 — 766					1900	Detroit S.B.Co. Detroit	WhiteStarS.S.Co.	302·9 Breadth over all 69'	37·6	13·6	Detroit, Mich. Utd.States	T.3Cy.33",51"&82"-72" 571NHP DetroitS.B.Co.Detroit		
34789	**Tasis** (exManchesterCivilian-33) D.F. 1Dk	4706 4380 2927					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	~~S.G.Razis~~Myrtoon SteamshipCo.Ld.	385·0 P36'B119'F36'	52·0	27·0	Argostoli Greek WB	T.3Cy.25",40"&68"-48" Richardsons 320NHP Westgarth&Co.Ld.Hpl.		C
34790 PKED	**Tasman** Ref.Mchy. Fitted for oil fuel D.F. 2Dks	4994 — 3173					1921	Earle'sCo. Ld. Hull	Koninkl.Paketv. Maats.	392·0 Shade dk257'F43'	49·2	26·0	Batavia Dutch WB	T.3Cy.29¼",48½"&80"-54" 470NHP Earle'sCo.Ld.Hull		V
Broken up 34791 143346 GBPS	**Tasmania** ssFal.No.3-10,26 Ref.Mchy. ssFal.No.2-35 Well deck 2Dks(Stl) ~~D.F.~~ Lower dk in Nos.1,2&4 holds	9008 7027 5727	~~✠100A1~~ 2,35 ~~BS2,35~~ ✠~~LMC1,34~~ ~~✠Lloyd'sRMC2,35~~	Fal	c†	CL 8,33	1913 9mo	Flensburger Schiffsb.Ges Flensburg	~~NewZealandShipping Co.Ld.~~ WB=CellDBa154'uE&B86'f191'1946t	484·5 P&B372'F81' FK	62·7	29·4	Plymouth British 9BHCem	Q.4Cy.26¾",38⅝",56⅝"&82⅝"-59"&L.P.TurbinewithD.R gearing & hydraulic coupling 213lb (s) 952NHP 4SB,12cf,GS267,HS12456FD FlensburgerSchiffsb.Ges.	32 ″ 1 s 5 ″ 1½ 27 ″ 2½	
34792 26167 JNSD	**Tasmania Maru** ssOsa.No.3-10,32 1Dk(Stl)& Awng dk(Stl)	4106 3613 2518	✠100A1 Awng dk withfreeboard ~~10,34~~11,35 ~~BS10,34~~ ✠LMC~~10,33~~ 11,35	Kob	v	OG ~~10,34~~ N11,35	1919 11mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's A&CP	KokusaiKisen K.K. CellDB294'778t	345·0 P29'B74'F41'on Awng dk FK FPT62tAPT31t	48·0	30·0	Kobe Japanese Cem 6BHtoAwdk	T.3Cy.28½",39"&65"-48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawasakiDykdCoLd.Kobe	30 ″ 0 s 6 ″ 1½ 24 ″ 2	
34793 ~~SVFZ~~ SVFX	**Tassos** (exNicolaos-35,exRoma) ssHul.2ndNo.3-3,26 ssPir.No.2-35 1Dk(Irn)2trB Deep framing&Web frames	3634 3439 2363	✠100A1 4,35 ✠LMC4,35	Pir	w	CL 9,33	1901 8mo	JLThompson&Sons,Ld. Sunderland A&CP	E.A.Karavias (P.M.Nomikos,Ld. Mgrs.) CellDBa 104'uE23'f150'832tAPT55t	342·0 P29'B100'F32' FK	49·5	25·0	Piræus Greek 6BHCem	T.3Cy.24½",40"&66"-45" (s) 160lb 299NHP 3SB,9pf,GS135,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 4 ″ 11 22 ″ 10	
34794	— Ⓟ (exOriental,exYacht) ssGls.No.3-5,04 1Dk	333 — 181	✠ 8,06	Grk			1891 6mo	A.&J. Inglis Glasgow	EpirotikiS.S.Nav. Co.George Potamianos	165·4	22·1	13·1	Piræus Greek 5BHCem	T.3Cy.13½",22½"&36"-27" 1SB,3cf,GS46 67NHP A.&J.Inglis,Glasgow		
34795 872 JCLB	**Tategami Maru** Ⓟ ssNag.No.2-07 2Dks(UStl)&ptAwng dk	2485 1788 1500	✠ 2,07 ✠	Nag	s		1898 12mo	MitsuBishi Dockyard& EngineWrks Nagasaki	KaburagiHidetane WB=CellDBa88'uE&B44'f92'401tAPT67t	300·0 P35'Q105'F37' BK10"	40·0	18·9	Jinsen Japanese 6BHCem	T.3Cy.24",38"&64"-42" 296NHP 2DB,12cf,GS172,HS4901 MitsuBishiD.&E.Wks.Nag	21 ″ 2	
34796 28502 JDIA	**Tateishi Maru** ssYka.No.3-7,35 ~~ssYka.No.2-31~~ 2Dks(Stl)	3801 3444 2351	✠100A1 7,35 ~~8,33~~ ✠LMC~~11,34~~ 7,35	Yka	w	CL 8,33	1922 9mo	Yokohama DockCo.Ld Yokohama A&CP	UkonShojiK.K. CellDB316'793tFPT56tAPT29t	345·0 P33'B74'F40' FK	50·0	29·0	Kobe Japanese 6BHCem	T.3Cy.23",38"&64"-48" (s) 200lb 351NHP 2SB,6cf,GS115,HS4604 FD YokohamaDockCoLd.Yka	29 ″ 1 s 5 ″ 3½ 24 ″ 1	
34797 40704 JGFJ	**Tatekawa Maru** Carrying Petroleum in bulk OilEng. D.F. GyC. Mchy.Aft 1Dk CruiserStern Longitudinal framing	~~10000~~ 10152 8891 5944					1935	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	499·9 P159'B39'F36'	64·9	37·1	Japanese WB	Oil Engines 2S.C.DA 8Cy 27⅝"-47¼" 2115NHP KawasakiDkydCoLdKobe		
34798 33180 JAUC	**Tatsuha Maru** (exCorbyCastle, exVirgilia) ssKob.No.3-7,31 ssKob.No.1-35 2Dks(Stl) Cargo battens not fitted in 'tween dks & Deep Tank	5784 5383 3607	✠100A1 ~~11,34~~11,35 ✠LMC~~11,34~~ 11,35 Carrying oil fuel F.P. above 150° F. in DB&DT Fitted for oil fuel 7,29 F.P. above 150° F.	Kob	a†	CL ~~11,33~~ 11,35	1918 11mo	Russell& Co. PortGlasgow Lloyd's A&CP	TatsuumaKisen K.K. 1 intermediate BH & 1 'tween dk BH dispensed with CellDB344'1165tDTa36'1109tFPT35tAPT31t	423·3 P38'B123'F43' FK	56·0	28·7	Nishinomiya Japanese Cem 5BHto U dk 1 „ „2nd „ only	T.3Cy 27¼",44"&73"-48" (s) 180lb 550NHP 3SB,9cf,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	
34799 18486 JPUD	**Tatsuno Maru** TwinSc ssOsa.No.3-8,27 ssOsa.No.1-31 2Dks(Stl)	6960 6447 4265	✠100A1 11,34 BS~~11,34~~ 12,35 ✠LMC11,32 Fitted for oil fuel 12,23 F.P. above 150° F.	Kob	b† P	CL N11,33 s11,34	1916 5mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's A&CP	NipponYusenK.K. CellDB375'1192t DTa42'1312t DTf30'1128tFPT57tAPT62t	445·0 P35'B138'F37' FK	58·0	34·0	Tokio Japanese 7BHCem	T.6Cy.21",33½"&56"-48" (s) 200lb 628NHP 4SB,12cf,GS220,HS9108 FD KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
34800 35362 JFYC	**Tatsuta Maru** Ⓟ QuadSc ssH.Kg.No.1-34 OilEng. Ref.Mchy. D.F. CruiserStern GyC. 3Dks(Stl-weather dk pt teaks) 4th dk(Stl) in Nos.1,2&3 holds	16975 11576 10017	✠100A1 withfreeboard 2,36 ~~2,35~~ DBS~~2,35~~ 2,36 ✠LMC CS2,35 2,35 ✠Lloyd'sRMC~~2,35~~ ~~8,34~~ 2,36 Fitted for carrying oil 3,30 F.P. above 150° F. in forward deep tanks	HKg	l†	CL Pa2,36 Pf2,36 sf2,35 sa2,35	1930 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd's A&CP	NipponYusenK.K. CellDB389'2019t Tanks in way of tunnels998tDTf11'338tFPT97tAPT275t	560·0 B&F483' Promenade340' FK	72·0	42·5	Tokio Japanese 10BHptCem	Oil Engines 2S.C.SA 32Cy.26¾"-39⅜" 4008NHP 2DB120lb MitsubishiZosenKaishaLd	42 ″ 6 s 14 ″ 2 28 ″ 6	
34801 33840 JCEC	**Tatsutasan Maru** OilEng. Mchy.Aft ssKob.No.1-33 1Dk(Stl)	1992 1650 1098	✠100A1 3,36 ~~3,35~~ DBS~~3,35~~ 3,36 ✠LMC2,32	Kob	r	CL ~~3,35~~ 3,36	1928 7mo	MitsuiBussanKaisha Tama Lloyd's A&CP	MitsuiBussan Kaisha CellDB213'471tFPT104tAPT36t	275·5 P64'B28'F34' FK	40·7	21·0	Kobe Japanese 4BHptCem	Oil Engines 4S.C.SA 6Cy.19¼"-35 7/16" 224NHP DB80lb MitsuiBussanKaishaTama	21 ″ 0 s 3 ″ 0½ 18 ″ 2	
34802 DHXG	**Tatti** 1Dk	579 345 354	-				1891	Act.Ges. "Neptun" Rostock	MathiesReed.A.G.	194·1 Q118'B21'F21' len96	24·6	10·4	Hamburg German WB	C.2Cy.22½"&36½"-23½" NB23 54NHP A.G."Neptun,"Rostock		G
Broken up 34803	**Tatung** TwinScSp	2548 1897 1882					1891	Scott&Co. Greenock	~~ChinaNav.Co.Ld.~~	286·7 H651t	43·0	10·5 27·9	~~London~~ ~~British~~ Chinese	T.6Cy.14",23"&37"-30" 150NHP Scott&Co.Greenock		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34804 PUCJ	**Taubaté** (*ex*Franken) *ss*Rio.No 3–1,18 2*Dks*(*Stl–U pt* teak s) Sub.Sig. *lower dk*(*Stl*)*foreholds,* *Web frames after holds*	5099 4872 3228	✠ 11,23 ✠	Dnk	*a*†		1905 10mo	Bremer Vulkan Vegesack *C*	LloydBrasileiro *ellD Ba*123'*uE&B*	409·6|52·7|27·9 P&B331'F37' FK 78'*f*156'1172*tFPT*	R.Janeiro Brazilian 6*BHCem* 18*tAPT*13*t*	Q.4Cy.24",34⅝",50⅜"&72 27/32"–53⅛" 528NHP 3SB,9*cf*,GS165,HS7104 BremerVulkan,Vegesack	30 ″ 9	V †
34805 DOCE	**Taube** (*ex*Hornland,*ex*Tertia) Wireless Sub.Sig. 1*Dk*	964 851 534					1922	F.Schichau Elbing	ArgoReed.A.G.	229·6|33·6|13·8 P14'B65'F31'	Bremen German *WB*	T.3Cy.15¾",27⅝"&42 9/16"–27⅝" 96NHP F.Schichau,Elbing		G
34806 DHXK	**Taunus** (*ex*Lisa,*ex*Galtymore) Sub.Sig. D.F. 2*Dks*	4611 4198 2784			...		1919	Lithgows, Ld. PortGlasgow	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Süda- merikDampfschifff Ges,*Mgrs.*)	384·6|52·0|26·5 P49'B113'F33' FK	Hamburg German *WB*	T.3Cy.27",44"&73"–48" 517NHP Rankin&BlackmoreLdGrk	29 ″ 0	G †
34807 200377	**Taurus** (*ex*PerryG.Walker) GyC. 1*Dk*2*trB*	4470 — 3143					1903	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·3|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP ChicagoS.B.Co.Chicago		
34808 439 ~~LDAB~~	— *ss*Stv.2ndNo.3–11,32 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) *deep framing* *Now* "Santagata," *see No.* 40033 *in Supplement*	4341 4058 2781	✠100A1 *Spar dk* 3,35 BS10,34 ✠LMC11,32	Osl	*x*	CL 3,35	1905 4mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	~~Wilh.Wilhelmsen~~ A.Lauro *WB=CellD*	355·0|50·1|20·0 P28'B100'F35' 27·9 FK *Ba*116'*uE*26'*f*152'	Tönsberg Norwegian 6*BHCem* 817*tAPT*58*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *90lb* 344NHP 2SB,6*rf*,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6 s 5 ″ 11 24 ″ 9¼	
34809	— (*ex*VisayasII, *ss*Wln.No 1–15 *ex*Josefina,*ex*Kokiri, 1*Dk*(*Stl*) *ex*Lauderdale) *Well deck*	1251 1015 688	✠ 2,15 ✠	Wln	*o*	—	1911 3mo	Campbel- townSBCo. Campb'ltown *Ce*	Madrigal&Co. *llDBa*56'*uE&B*33'	229·3|35·8|15·6 Q79'B58'F28' FK *f*102'395*tAPT*85*t*	Manila Utd.States 4*BHCem*	T.3Cy.18",27½"&45"–33" 135NHP 2SB,4*cf*,GS71,HS2200 D.Rowan&Co.Glasgow	17 ″ 7	
34810 DDRG	— (*ex*Alfred,*ex*AlfredMenzell)	1158 963 698					1895	Flensburgr Schiffsb.Ges. Flensburg	Vöge&Däcker	238·9|34·3|14·2 Q71'H113'F26'	Flensburg German *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		G
34811 TCDF	**Tavil Zade** (*ex*Turk-34, Iron *ex*Thessaloniki, *ss*Ant.2ndNo.3–6,99 *ex*Stamiatos, *ss*Pir.No.2–08 *ex*Salonique,*ex*Tenedos) 2*Dks*3*trB*	1248 1130 768	✠ 7,11	Pir			1873 11mo	Lon.&Gls. Co. Glasgow	TavilZadeMustafa Biraderler	237·0|32·3|22·7	Istanbul Turkish	C.2Cy.31"&54"–33" 162NHP Lon.&Glas.Co.Glasgow	24 ″ 0	V †
34812 PHWS	**Tawali** Ⓟ *ss*Ams.No.1–35 *OilEng.* 3*Dks*(*Stl–U* teak s) *4th dk*(*Stl*)*in No.* 1 *hold*	8152 7366 4893	✠100A1 ~~6,34~~10,35 ✠LMC OS10,35 4,35~~12,33~~ DBS(*lower*)4,36 *Carrying Oil* *Fitted for car*	Ams DBS4,35 *F.P. a* *rying*	*d*† *bov* *oil*	CL ~~11,33~~ 4,35 *e*150°F 1,31 *F.*	1931 1mo *Lloyd* *.in for* *F. abo*	NVNederl. Schps.Maats Amsterdam '*sA&CP Cell* *ward deep tan* *ve 150° F. in d*	NV.Stoomv.Maats. Nederland *DB*392' 1628*t DTa* *ks* 1372*t* *eep tank aft*	469·0|62·2|32·6 P40'B160'F57' FK 32'1062*tDTsf*56' *FPT*107*tAPT*53*t*	Amstrdam Dutch 8*BHptCem* *ptAsp* 1 ,, *to 2nd dk*	Oil Engines 2S.C.SA 8Cy 32 5/16"–56 11/16" 1450NHP DB(*lower*)71lb NDB(*Upper*)35–71lb WerkspoorN.V.Ams.	36 ″ 5 s 7 ″ 7 29 ″ 0	
34813 247 SVPH	**Taxiarchis** (*ex*Grelcaldy,*ex*Caldy) *ss*Ant.No.3–7,26 *ss*Pir.No.2–34 1*Dk*(*ptIrn ptStl*)	4221 4001 2619	✠100A1 6,34 BS7,35 ✠LMC6,34	Pir	*x*	CL 6,34	1913 9mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP Cell*	LemosBros. &Theseus S.S.Co.Ld. *DBa* 123'*u E*27'*f*	380·0|51·0|24·8 P34'B240'F37' FK 173' 1151*t APT*102*t*	Syra Greek 6*BHCem* *FPT*136*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 7½ 23 ″ 10¼	
34814 161866 GBVK	**Taybank** TwinSc *ss*Shi.No.1–34 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl–*ws) *Ref.Mchy.*	5627 4979 3431	✠100A1 *withfreeboard* ~~6,35~~ ~~1,35~~ 4,36 DBS8,34 ✠LMC1,35 ✠Lloyd'sRMC~~1,35~~ ~~7,35~~ 12,35 for temp. 20° F. *Carrying vege*	Bel ~~Nag~~Bal *table o*	*b*† *il i*	CL ~~PN~~ ~~10,33~~ ~~s10,33~~ 4,36 *n deep*	1930 8mo *Lloyd* *tanks*	Workman, Clark(1928) Ld. Belfast '*sA&CP* *& in tanks bet*	BankLine,Ld(A. Weir&Co.*Mgrs.*) *ween tunnels*	426·7|57·4|25·7 FK (*CellDB*356'1190*t* *Tanks in way of tun*	Belfast British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,) *nels* 263*tMT*	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" 1246NHP DB*120lb* Workman,Clark(1928)Ld. *s*60'2389*t FPT*95*t APT*152*t*	29 ″ 9 s 3 ″ 7½ 26 ″ 4	
34815 Wrecked 1,36 110993 MCMC	**Taycraig** *ss*Shl.2ndNo 3–2,27 *Mchy.Aft* *ss*Hay.No.1–31 *Cargo battens not fitted* 1*Dk*(*Stl*)	407 269 163	~~✠100A1~~ 2,32 ~~BS9,34~~ ✠~~LMC[illegible]~~	Fal	*f*	CL 8,34	1901 10mo *Lloyd*	Ritson&Co Maryport '*sA&CP*	CountyofCornwall ShippingCo.Ld.(J. Hampton,*Mgr.*)	150·5|24·2| 9·3 Q82'B9'F22' BK7" *WB=Cell DBf*79'	London British 3*BHCem* 95*tFPT*50*t*	C.2Cy.15½"&40"–27" (*s*) 130lb 64RHP 1SB,2*pf*,GS49,HS1417 Ross&Duncan,Glasgow	11 ″ 9 s 3 ″ 9¾ 12 ″ 0¼	
34816 TUXX	**Tayo II** 1*Dk*	358 324 99					1915	WoodSkin- ner&Co.Ld. Newcastle	"Calédonickel" Soc.Anon.	150·0|25·3|10·5 Q20'B35'F30'	Nouméa French *WB*	T.3Cy.16",26"&43"–27" 96NHP N.E.MarineEng.CoLdNwc		V
34817 TCDG	**Tayyar** Ⓟ (*ex*Albatross) Iron *ss*Liv.3rdNo.3–6,15 *ss*Cpl.No.2–23 1*Dk*	409 318 174	1,29 ✠NB11,95	Cpl	*g*		1878 4mo	Ramage& Ferguson Leith	VapurculukTurk AnonimSirketi	170·0|22·4|12·2 P43'F35' BK7"	Istanbul Turkish 4*BHCem*	C.2Cy.25"&44"–30" 85NHP 1SB,3*pf*,GS84,HS1538 Hawthorns&Co.Leith	12 ″ 10	
34818 UPAQ	**Tchaika** Ⓟ TwinSc *OilEng.* 2*Dks*&*Shelter dk* *CruiserStern*	1218 — —					1930	Sevastopol MarineWks. Sevastopol	U.S.S.R.	255·2|39·4|	Rostov Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"–31⅞" 476NHP Loco.WorksKomintern Charkov		
34819	**Tchatyrdahg** 1*Dk*(*Stl*)	901 787 518	✠ 5,96 ✠	Nwc	*m*		1896 5mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R. *Cell DBa*46'*uE*	220·0|34·1|12·3 B34'F26' FK &*B*36'*f*98'270*tFPT*	Odessa Russian 5*BHCem* 59*tAPT*28*t*	T.3Cy.16",26"&43"–30" 120NHP 2SB,4*cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 0	
34820	**Tchekam** (*ex*PooTye, 3Mst *ex*Chiat-Yek,*ex*RobertPoizat,*ex*Teuton, *ex*Guienne) *Well deck Mchy.Aft* 2*Dks*	1299 — 806			...		1890	S.M'Knght &Co. Ayr	YuenWahChiu	230·0|31·1|16·5 P&B147'F26' BK8"	Canton Chinese *WB*	T.3Cy.20¾",33"&54"–36" NB08 202NHP D.Rowan&Co.Glasgow	17 ″ 5	
34821 UOJQ	**Tchernomoretz** (*ex*Ai-Petri) Wireless 1*Dk*	1048 854 532					1899	Stabilmnto Tecnico Trieste	U.S.S.R.	233·0|34·3|12·1 Q42'B42'F26'	Odessa Russian	T.3Cy.16",26"&42½"–26" 92NHP StabilimentoTecnico,Tri.		
34822 UOFH	**Tchetvertiy Krabolov** (*ex*Benledi) *ss*Sld.2ndNo.3–5,28 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) & *deep framing*	3996 3545 2549	✠ — 9,31	Kob	*w*		1904 11mo	Bartram& Sons Sunderland *Cell*	U.S.S.R. *DBa*120'*uE&B*42'	378·0|46·1|26·3 P35'B104'F38' FK *f*154'868*tAPT*55*t*	Vladvostk Russian 6*BHCem* (5 *to Sp dk* 1 ,, *M* ,,)	T.3Cy.25",42"&68"–48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le nom est dans le L. R. Durée Cert. B. of Trade
34823	**Tchoukcha** (exLakeFandon) Fitted for oil fuel Ref.Mchy. 1Dk2trB	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	U.S.S.R.	250·9|44·6|26·1 P25′B64′F23′ FK	Vladvostk Russian WB	T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
34824	**Tchubar** (exDijkwater–35, exMaasdijk) ssRot No.3–12,33 1Dk(Stl)&Shelter dk(Stl) Should be "Chubar," see No. 37573 in Supplement	3611 3292 2179	✠100A1 Shelter dk withfreeboard 5,35 ✠LMC BS5,35 MS11,33	Rot	*w*	CL 5,35	1920 12mo Lloyd's A&CP	NV Burger-houtsM.&F. Rotterdam	U.S.S.R. CellDB308′1000t	360·2|50·3|21·8 FK Coll FPT63tAPT73t	Odessa Russian Asp BH to Sh dk 5 ″ ″ U ″	T.3Cy.25½″,41 1/16″&66½″–45¾″ 180lb (s) 340NHP 3SB,9cf,GS158,HS5418 BurgerhoutsMachFab.Rot	24 ″ 6 s 2 ″ 1½ 2 ″ 7	
34824*	**Tczew** (exJung) Mchy.Aft 1Dk	762 516 347					1924	N.V.Schps. v/hH.H. Bodewes Millingen	"ZeglugaPolska" SpolkaAkcyjna	181·5|28·2|12·7 Q117′B13′F24′	Gdynia Polish WB	T.3Cy.14 11/16″,24″&40 5/16″–24″ 79NHP N.V.Overschiesche Motorenfabr.Overschie		V
34825 154462	**Teakbay** Mchy.Aft 1Dk	1895 1705 1184					1929	Smith's DockCo.Ld Middlesbro'	BirchbayS.S.Co. Ld.(TreeLineNav. Co.Ld.Mgrs.)	253·0|44·1|18·5 F31′	Montreal British WB	T.3Cy.15″,25″&40″–33″ 95RHP Smith'sDockCo.Ld.		C
34826 149873 GFVL	**Teakwood** ssShl.No.2–35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6014 5613 3708	✠100A1 ~~3,35~~ 12,35 ✠LMC5,35 Carrying Petroleum in bulk Fitted for oil fuel 8,27 F.P. above 150° F.	Shl	*z*	CL ~~2,35~~ 12,35	1927 8mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.Mgrs.) CellDBuE&B79′	415·1|54·8|31·4 P108′B28′F42′ FK	London British 17BHptCem (8 ″ to 2nd dk) 171tDTf37′	T.3Cy.27″,45″&75″–48″ (s) 180lb 515NHP 3SB,9cf,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc. 555tFPT176tAPT49t	31 ″ 6 s 5 ″ 6¾ 26 ″ 2	
34827 146150 MKVG	**Teal** ssLon.No.3–2,34 Mchy.Aft 1Dk(Stl)&Shelter dk (Stl–ws) Wireless	1336 982 612	✠100A1 Shelter dk withfreeboard 12,34 ✠LMC MS2,34 BS12,34	Lon	*p*	CL 12,34	1921 10mo Lloyd's A&CP	Bow,Mc-Lachlan& Co.Ld. Paisley	GeneralStm.Nav. Co.Ld. CellDB161′255t	250·2|37·2|14·0 FK FPT20tAPT18t	London British 4BHCem (2 ″ to Sh dk 2 ″ ″ 2nd ″)	T.3Cy.22″,35″&57″–39″ (s) 180lb 278NHP 2SB,6cf,GS126,HS4939 Bow,McLachln&CoLdPsy.	16 ″ 6 s ″ 2 16 ″ 5½	
34828 ~~118358~~ ~~GKQT~~	**Tean** TwinSc	2202 1941 1351					1904	Scott&Co. Greenock	~~ChinaNav.Co.Ld.~~	299·8|40·1|20·6 B86′F37′	~~London~~ ~~British~~ Chinese WB	T.6Cy.14½″,24″&39½″–30″ 172NHP GreenockFoundryCo.Grk.		
34829 148475 MNJR	**Teano** ssHul.No.2–34 Well deck 1Dk(Stl) CruiserStern	762 603 299	✠100A1 3,36 ~~10,34~~ ✠LMC MS3,34 BS~~10,3~~ 11,35	Hul	*l*	OG ~~4,33~~ 3,36	1925 7mo Lloyd's A&CP	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld. CellDBa&uE45′f36′112tFPT	195·1|31·1|13·2 P&B120′F19′ FK	Hull British 4BHCem 27tAPT25t	T.3Cy.13¾″,23½″&41″–30″(s) 225lb 137NHP 2SB,4cf,GS74,HS2400 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 7½ 13 ″ 9½	
34830 231865 WJEZ	**Teapa** TwinSc (exU.S.N.Putnam) OilEng. Wireless 1Dk2trB CruiserStern	1184 1080 704					1919	ForeRiver S.B.Co. Quincy, Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.Mgrs.)	314·4|31·7|20·7	N.Orleans Utd.States WB	Oil Engines 4S.C.SA 12Cy.16″–24″ NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio		R
34831 2000 ICJL	**Tebro** (exLevenbridge–34) ssHpl.No.3–1,30 ssShl.No.1–34 1Dk(Stl) Cargo battens not fitted	4310 4024 2615	✠100A1 9,35 ~~10,34~~ ✠LMC10,34 BS12,35	Shl Rot	*x*	CL 9,34	1928 3mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Ave"Soc.Anon. diNav. CellDBa	374·3|52·2|27·6 360·5 P28′B105′F35′ FK 96′uE23′f161′1020t	Genoa Italian 6BHptCem APT132t	T.3Cy.25½″,42″&69″–48″(s) 180lb 100lb 377NHP 2SB,8cf,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb	30 ″ 0 s 6 ″ 1½ 24 ″ 1½	
34832 OYIG	**Teddy** (exHaneströmIII–34, exDana–33,exSnöfrid,exKlippan) Mchy.Aft 1Dk	557 408 293					1907	Göteborgs M.V.Aktieb. Gothenborg	Dampskslsk. "Trio" A/S (Hans Svenningsen,Mgr)	162·5|27·4|11·5 P69tH30tF24t	Copnhagn Danish WB	T3Cy14 3/16″,22½″&37 7/16″–23⅝″ 68NHP GöteborgsMV.Aktieb.Got.		V
34833 132280 ~~MDQW~~	**Tees** Ⓟ ssLyt.No.3–6,24 Well deck ssLyt.No.2–32 Ref.Mchy. 1Dk(Stl)	546 381 247	✠100A1 ~~9,34~~ 10,35 BS~~9,34~~ 10,35 ✠LMC8,32	Lyt	*h*	OG 9,33	1911 11mo Lloyd's A&CP	GooleS.B. &Repg.CoLd. Goole	WestlandShipping Co.Ld.(J.S. Robertson,Mgr.) WB=D	165·2|26·1|12·7 27·7 Q85′B14′F24′ FK Ba32′f14′59tFPT	Lyttltn,NZ British 4BHCem 37tAPT16t	T.3Cy.13″,21″&35″–24″ (s) 180lb 78RHP 1SB,3pf,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 5 s 4 ″ 2¾ 13 ″ 0¾	
Broken up 34834 119886 GQSM	**Teespool** ssShl.2ndNo.3–7,30 1Dk(Stl)2trB&deepframing	4577 3940 2938	✠~~100A1~~ Trunk dk no sheer 7,34 ~~BS7,34~~ ✠~~LMC8,30~~	Shl	*x*	CL 7,34	1905 12mo Lloyd's A&CP WB=	Ropner& Son Stockton	~~J.A.Finzi, Layman&Co.Ld.~~ CellDBa114′uE24′	351·5|53·0|27·6 F32′ FK f142′918tFPT215t	W.Hartlpl British 6BHCem APT270t	T.3Cy.26″,42″&70″–48″ (s) 180lb 100lb NDB23 371NHP 3SB,6cf,3rf,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 4 s 5 ″ 9 24 ″ 9	
34835 136075 MFXP	**Teeswood** ssMdb.No.3–1,26 Well deck ssBly.No.2–34 Mchy.Aft 1Dk(ptStl&ptIrn) Cargo battens not fitted	864 621 416	✠100A1 6,35 ~~8,34~~ BS6,35 ✠LMC3,34	Bly	*k*	CL 2,34	1915 7mo Lloyd's A&CP	W.Harkess &Son,Ld. Middlesbro'	DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld.Mgrs.) WB=CellDBf	198·0|30·6|12·5 Q111′B13′F25′ FK 118′166t FPT 103t	Middlsbro' British 3BHCem APT31t	T.3Cy.16″,27″&44″–30″ (s) 180lb ~~100lb~~ 80lb 132NHP 1SB,3pf,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s 4 ″ 3 13 ″ 11¾	
34836 HRBB	**Tegucigalpa** (exIngeli) Bn ssN.Os.2ndNo.3–1,23 ssN.Os.No.2–31 1Dk(Stl)&Spar dk(Stl-ws) &Web frames	2928 2702 1864	✠100A1 Spar dk 5,34 ✠LMC2,31 ✠NB6,14 BS~~5,3~~ 5,35 Fitted for oil fuel 4,20 F.P. above 150° F.	NOs	*u*	CL 4,33	1897 10mo A&CP	Hall,Rus-sell&Co. Aberdeen	StandardNav.Corp (StandardFruit& S.S.Co.Mgrs.) WB=CellDBa	330·1|41·2|18·6 B104′F35′ 26·0 FK 86′f124′408t	Ceiba Honduran 5BHCem	T3Cy25½″42½″&69¼″–45″(s) 185lb 100lb NDB15 362NHP 2SB,8cf,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ 2½ 22 ″ 4	
34837	**Teh Chun** (exTatsutagawa Maru–33) Sp 2Dks	407 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	HoYinAn	164·7|20·2|15·6	Tsingtao Chinese	T.3Cy.13½″,22″&36″–24″ NB06 64NHP KawasakiDkydCoLd.Kobe		
34838	**Teh Hsing** (exPao-Ching) TwinSc	1625 — 1270					18 89/90	S.C.Farn-ham&Co. Shanghai	HoongOnS.N.Co. Ld.	238·0|30·1|12·0 H72tF43t Saloon dk438t Promenade dk372t	Shanghai Chinese	C.4Cy.16″&32″–18″ 72NHP S.C.Farnham&Co. Shanghai		
34839 23332 JLNE	**Teikai Maru**	1240 1084 738					1918	....	HongoShoten GoshiKaisha	225·0|33·0|18·7	Yesumi Japanese			
34840 137418 GQBC	**Teiresias** Ⓟ D.F. 2Dks	7405 6304 4656					1914	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (AHolt&Co.Mgrs)	455·3|56·3|32·5 P53′B162′F60′	Liverpool British WB	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLdNwc		BT till ~~[illegible]~~ 6,36
34841 36910 JGHC	**Teiyo Maru** TwinSc OilEng. 2Dks(Stl) Mchy.Aft Cruiser Stern	9850 9074 5722	✠100A1 withfreeboard 4,35 ~~5,34~~ ✠LMC~~5,34~~ 4,35 ~~[illegible]~~ ✠~~LMC(M)5,35~~ Carrying Petroleum in bulk DBS4,35	Yka		CL 4,34	1931 5mo Lloyd's A&CP	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K. CellDBuE70′ 301t	492·2|64·0|39·2 P166′B43′F43′ FK 365tDTf50′ FPT127tAPT226t	Tokio Japanese 16BH (11 to W dk 5 ″ 2nd ″)	Oil Engines 2S.C.DA 12Cy.23⅝″–35 7/16″ 2DB180lb 2340NHP DB(centre)120lb YokohamaDockCo.LdYka	39 ″ 3 s 10 ″ 10 28 ″ 8¼	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34842 LFAV	**Tejo** (*ex*Triumf) 1*Dk*	966 728 495					1916	J.Meyer's S.B.Co. Zalt-Bommel	E.B.Aaby	211·6 Q66'B46'F23'	32·9	13·4	Oslo Norwegian *WB*	T.3Cy.$15\frac{7}{16}$",25½"&$46\frac{3}{16}$"–27½" 110NHP BurgerhoutsMachFab.Rot		N
34843 220027 KUSK	**Tejon** (*ex*City of Reno) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*& *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7034 4376			...		1920	MooreS.B.Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·8 P106'B40'F41' FK	57·0	31·2	NewYork Utd States *WB*	T.3Cy.24½",41½"&72"–48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
34844 OUME	**Tekla** 1*Dk*	1469 1160 861					1920	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	249·5 P17'Q76'B96'F31'	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 158NHP HelsingörsJernsk&Mskb.		C
34845 145994 GJFQ	**Tekoa** *ss*Npt.No 3-6,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	8689 8182 5442	✠100A1 *Shelter dk withfreeboard* ~~8,35~~ 3,36 ✠LMC MS6,34 BS~~2,35~~3,36 ✠Lloyd'sRMC~~1,35~~ ~~8,35~~ 3,36 *Fitted for oil fuel* 1,24 *F.P above* 150° F.	NYk ~~Syd~~ Gls	*d*† ~~Liv~~	CL 2,35	1922 3mo	Earle'sCo.Ld. Hull *Lloyd'sA&CP*	NewZealand ShippingCo.Ld. *CellDB*385'1404*t* *aft*26'106*t*	460·6 B270'F54' *onShelter dk* FK *FW tank* *FPT*95*tAPT*29*t*	62·8	35·0	Plymouth British *ptAsp ptCem* 2*BHto S dk* 5 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 190lb FD 1230NHP 5SB,*20cf*,GS390,HS17375 Earle'sCo.Ld.Hull	37 ″ 9 s 7 ″ 10 29 ″ 2	
34846 VSQB	**Tel-Aviv** Ⓟ (*ex*Hohenstein–35, *ex*Colonia,*ex*Polynesia) D.F. Sub.Sig. 2*Dks*& *Web frames*	6197 4738 3700					1904	Reiherst'g Schiffsw. Hamburg	PalestineShipping Co.Ld.(A.Bern-stein,*Mgr.*)	410·8 P&B250'F63'	50·9	28·4	Haifa Palestine *WB*	Q.4Cy.$24\frac{3}{16}$",34¼",50¾"&72⅞"–54" 392NHP Reiherst.Maschinenf.Ham.		C
34847 HRAM	**Tela** Ⓟ *Fitted for oil fuel* 2*Dks*4*trB*	4083 3252 2155					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	342·0 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"–45" 406NHP Wrkman,Clark&Co.LdBel		C
34848 PHWT	— (*ex*Hollinside, *ex*RobertCoverdale) *ss*Nwc.No.3-8,24 *ss*Rot.No.2-33 1*Dk*(*Stl*) *Cargo battens not fitted*	3777 3478 2343	✠100A1 1,35 BS5,35 ✠LMC4,33	Ant	*w*	CL 1,34	1911 9mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	N.V.MaatsVracht-vaart *CellDBa*	350·2 P23'B101'F34' FK 113'*uE*25'*f*154'927*t*	50·1	23·6	Rottrdam Dutch 6*BHCem* *APT*175*t*	T.3Cy.25",40½"&67"–45" (*s*) 180lb 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 7½ 21 ″ 6	
34849 LDAD	— Now "Fjeld," see No 38127 in Supplement (*ex*[illegible]Maru) *ss*[illegible]3-6,29 *ss*Rot.No.1-34 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	2960 2719 1834	✠100A1 9,35 ~~8,34~~ ✠LMC MS8,34 BS3,35	Rot NYk	*t*	CL 8,34	1916 5mo	OsakaIron Works,Ld. Osaka *Lloyd'sA&CP*	A/SD/SFjeld (AntonMeidell *Mgr.*)	305·3 P19'B82'F32' *Cell* FK *DB* 255' 519*t FPT*	44·0	25·0	Bergen Norwegian 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWorks,Ld.	27 ″ 3 s 4 ″ 3 23 ″ 2	
34850 PHWV	**Telamon** Ⓟ *CruiserStern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51⅕"–35⅖" 156NHP A.G."Neptun,"Rostock		V
34851	**Telde** *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. 4*Dks*	2557 2157 1453					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·3 B93'F32'	44·2	22·2	Tela Honduran *WB*	T.3Cy.20½",35"&59"–42" 225NHP A.Stephen&Sons,Ld.Gls.		C
34852 Broken up ~~[illegible]~~ ~~VPDB~~	**Telemachus** Iron	2186 2004 1340					1880	A.Leslie& Co. Newcastle	~~HopHingS.S.Co.Ld~~	320·9 H135*t*	34·6	26·0	~~HongKong~~ ~~British~~ Chinese	C.2Cy.27"&56"–52" 188NHP R.Stephenson&Co.Nwc.		
34853 149779 GMWP	**Telena** *ss*Sng.No.2-35 ~~*ss*Rot.No.1-31~~ *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck* D.F. *CruiserStern*	7406 6761 4279	✠100A1 4,36 ~~11,34~~ DBS~~11,34~~ 4,36 ✠LMC~~8,34~~ 4,36 *CarryingPetroleum in bulk*	Nwc Ams		CL ~~N1,34~~ 4,36	1927 3mo	NewWater-wayS.B.Co. Schiedam *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'285*t D*	440·4 P99'B34'F58' FK *Tf*32'284*tFPT*162*t*	59·5	32·7	London British 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.~~DA~~SA 6Cy.32¼"–$59\frac{1}{16}$" ~~1200NHP~~ 2DB *180lb* 602NHP Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
34854 143634 GCZQ	**Telesfora De Larrinaga** *ss*Mch.No.3-4,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5780 5325 3537	✠100A1 *Shelter dk withfreeboard* ~~10,35~~ ~~11,34~~ 2,36 BS1,36 ~~BS11,34~~ ✠LMC9,32	Ant ~~Cff~~ Mch	*b*†	CL ~~10,32~~ 10,35	1920 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	LarrinagaS.S.Co. Ld. *CellDB*389'1452*t* *DTa*40'1150*t*	449·9 F55'*on Shelter dk* FK *Collision* *FPT*93*tAPT*60*t*	57·9	26·6	Liverpool British *Cem* *BH to Sh dk* 6„ „ *U* „	T.3Cy.26",44"&73"–48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 0¼ 25 ″ 5	
34855	**Teli** (*ex*ChikugogawaMaru–33) 2*Dks*	644 — 376					1890	MitsuBishi Dkyd&EWks Nagasaki	CheKiangS.N.Co.	176·0	26·9	17·9	Shanghai Chinese	T.3Cy.15",23"&39"–30" NB02 83NHP MitsuBishiD.&E.Wks.Nag		
34856 34 ICJJ	**Tellaro** (*ex*Gabriello–32,*ex*Gabriello Carnazza, *ex*Deiva) 2*Dks*	2234 1626 1316					1920	Soc.Eser-cizioBacini RivaTrigosa	Ing.G.B.Bibolini	263·2	39·4	19·6	Spezia Italian *WB*	T.3Cy.18",29"&47"–35" Soc.Esercizio 130NHP Bacini,RivaTrigosa		I
34857 LHOL	**Tellus** *OilEng.* 2*Dks*	935 907 518					1925	Trosvik Mek.Verks Brevik	DetBergenske Dampskibsselskap	192·5 B48'	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"–28⅜" 172NHP A/B AtlasDiesel,Skm.		N
34858	**Telma** (*ex*CeciliaSanne–35, *ex*Fragaria,*ex*Freja, *ex*Harrogate) Iron *ss*Got.4thNo.3-8,32 1*Dk*(*ptIrn*)&*Webframes* *Well deck*	*1956* *1597* *1155*	✠100A1 1,36 ~~4,35~~ BS8,35 ✠LMC MS8,31 ~~BS8,34~~	Got Hpl	*r*	CL ~~4,35~~ 1,36	1883 8mo	ShortBros. Sunderland A&CP	ÅboShippingA/B (Pehr.A.Collin, *Mgr.*) *DBa*82'*f*58'334*t*	275·0 P28'Q78'B70'F29' BK9½"	38·6	20·5	Åbo Finnish 5*BHCem* *APT*20*t*	C.2Cy.33"&67"–36" 75lb *80lb* NDB06 224NHP 1DB,*6pf*,GS93 T.Richardson&Sons,Hpl.	22 ″ 1 s 2 ″ 2¾ 20 ″ 8	
34859 LDAF	**Temeraire** TwinSc *ss*Got.No.2-35 ~~*ss*Ham.No.1-32~~ D.F. *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*)*except in after holds*	6465 5734 3926	✠100A1 *withfreeboard* 4,36 ~~3,35~~ ~~10,35~~ DBS4,35 ✠LMC CS4,36 4,36	Syd ~~Bry~~ Osl	*c*†	CL ~~9,33~~ 4,36	1927 12mo	Ch.&Atel. deSt.Nazaire St.Nazaire *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB*390'1346*t*	452·8 P44'F46' FK *FPT*146*tAPT*197*t*	60·2	28·0	Tönsberg Norwegian 7*BH* (*Coll toSh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 16Cy.29⅛"–$51\frac{3}{16}$" 1312NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 7 s 4 ″ 1 26 ″ 7½	
34860 24473 JHVD	**Tempei Maru** (*ex*TaihoMaru) *ss*Kob.No.3-6,31 2*Dks*(*Stl*)	6097 5171 4454	✠ [illegible] 7,35 ~~✠LMC5,34~~	Kob	*z*	CL 6,32	1918 12mo	OsakaIron Works,Ld. Osaka A&CP	HakuyoKisenK.K. *CellDB*360'981*t FPT*	407·2 P40'B137'F47' FK	50·8	32·5	Fuchu Japanese 7*BHCem* 106*tAPT*26*t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorks,Ld.	32 ″ 7 ~~s 6 ″ 10~~ ~~26 ″ 1~~	
34861 LDIN	**Templar** TwinSc *ss*Osl.No.1-33 D.F. *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6728 5971 4117	✠100A1 *withfreeboard* ~~10,35~~ ~~2,35~~ 2,36 ✠LMC CS5,33 4,35	Osl Got 4,35 DBS~~4,34~~	*d*†	CL 2,35	1929 3mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB*352'1297*t* *of tunnels* 446*t*	461·4 P44'F41' FK *Tanks in way* *FPT*133*tAPT*160*t*	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*100lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
34862 160415 GNQJ	**Temple Bar** ssShl.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4291 4006 2570	✠100A1 withfreeboard 6,35 ~~4,34~~ BS~~4,34~~ ✠LMC3,32 6,35	Cff	y	CL ~~7,33~~ 6,35	1928 4mo Lloyd	W.Hamilton&Co. (1928)Ld. Pt.Glasgow 'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB332'1066t	390·0|52·0|24·6 F31' FK FPT156tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 11¼ 24 ″ 5¼	
34863 160483 GNQK	**Temple Lane** ssShl.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4289 4006 2562	✠100A1 withfreeboard 3,36 ~~5,35~~ BS5,35 ✠LMC6,32	Cff	y	CL 7,33	1928 5mo Lloyd	W.Hamilton&Co. (1928)Ld. PortGlasgow 'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB332'1066t	390·0|52·0|24·6 F31' FK FPT156tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s 2 ″ 11¼ 24 ″ 5¼	
34864 160394 GNQL	**Temple Mead** ssShl.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4427 4079 2620	✠100A1 withfreeboard 9,35~~10,34~~2,36 BS~~4,34~~ ✠LMC5,32 9,35	Cff Shl	y	CL 10,34	1928 3mo Lloyd	W.Pickersgill&Sons,Ld Sunderland 'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB341'1149t	391·2|53·0|24·8 F33' FK FPT121tAPT175t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 445NHP 3SB,9cf,GS184,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11¼ 24 ″ 5¼	
34865 160481 GNQM	**Temple Moat** ssShl.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4427 4079 2620	✠100A1 withfreeboard 8,35 ~~4,35~~ BS~~4,34~~ ✠LMC10,32 8,35	Ant Cff	y	CL ~~4,34~~ 8,35	1928 5mo Lloyd	W.Pickersgill&Sons,Ld Sunderland 'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB341'1149t	391·2|53·0|24·8 F33' FK FPT121tAPT175t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 445NHP 3SB,9cf,GS182,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11¼ 24 ″ 5¼	
34866 160509 GNQP	**Temple Pier** ssShl.No.1-32 1Dk(Stl)&Shelter dk(Stl)	4312 4030 2580	✠100A1 withfreeboard 4,36 ~~5,35~~ ✠LMC MS4,32 BS5,35	Cff Gls	y	CL 12,34	1928 6mo Lloyd	W.Hamilton&Co. (1928)Ld. PortGlasgow 'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB332'1055t	390·0|53·0|24·7 F31' FK FPT153tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 10¾ 24 ″ 6	
34867 7918 SKRE	**Tempo** (exBruno-33) 1Dk	*1133* *945* *652*					1909	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B C.Å. Blidberg&Co.	226·2|36·2|14·3 P43tH76tF8t	Gothenbrg Swedish WB	T.3Cy.16½",27"&45½"-31" 115NHP FredrikstadM.V.Frdstad		N
34868 LFAX	— (exBorgvold-32, ssOsl.2ndNo.3-10,27 exTempo,exIngvar)ssShl.No.1-31 Mchy.Aft 1Dk(Stl)	629 503 339	✠100A1 10,34 ✠LMC10,35 ~~MS11,31~~ ~~BS1,35~~	Shl	i	OG ~~9,34~~ 11,35	1903 5mo Lloyd	P.Larsson Thorskog 'sA&CP	Skibs.A/S Tempo (O.Holter) CellD	178·7|29·5|12·2 P49'Q5'H18tF17' FK B/116'151tFPT22t	Sarpsborg Norwegian 3BHCem APT23t	C.2Cy.16"&30"-22" (s) 120lb 46NHP 1SB,2cf,GS22,HS871 P.Larsson,Thorskog	14 ″ 4	
34869 218056 KMVQ	**Ten** (exLakeGiltedge-35) Fitted for oil fuel 1Dk2trB	2664 2283 1654			...		1919	Detroit S.B.Co. Wyandotte	TenS.S.Corp. (Minnesota-AtlanticTransitCo.)	251·0|43·6|26·1 P25'B64'F23' FK	Detroit Utd.States WB	T.3Cy.21½",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
34870 1233 IURM	**Tenace** (exArturoSerena, **Iron** exArthurSerena,exPanaghisDracatos, exCity of Hamburg) 2Dks Well deck	1142 866 644			...		1881	J.Laing Sunderland	IgnazioMessina&C.	239·8|32·6|14·3 P134'F26' BK6½'	Genoa Italian WB	C.2Cy.29¾"&57"-33" NDB98 161NHP T.Richardson&Sons,Hpl.	17 ″ 6	I †
34871 24 IURO	**Tenacia G.** (exMado-34, exMercator,exMoordrecht) Well deck 1Dk	996 782 576			...		1910	Rotterdam Droogd.Maat Rotterdam	UbaldoGennari fu Torquato	220·7|33·2|13·7 212·4 Q64'B51'F19' FK	Rimini Italian WB	T.3Cy.15",25"&41"-33" 115NHP RotterdamDroogd.Maats.	15 ″ 9	I †
34872 28551 JHGA	**Tencho Maru** (exLeQuesnoy) ssKob.No.3-2,30 ssKob.No.1-33 1Dk(Stl)	2608 2226 1561	✠ [illegible] 1,36 ~~✠LMC1,35~~	Kob	s	CL 1,35	1919 5mo	Dominion S.B.Co. Toronto A&CP	TatsuumaKisen K.K. CellDBa75' uE26'f96'482t	251·0|43·7|26·0 P25'B68'F20' FK FPT72tAPT94t	Nishinomiya Japanese 4BHCem	T.3Cy.$20\frac{7}{16}$",$33\frac{15}{16}$"&55"-40" 185lb (s) 253NHP 2SB,6cf,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 3 ~~s 4 ″ 1¼~~ ~~24 ″ 3~~	
34873 2 JPMC	— Ⓟ Wireless 1 Dk & 2nd dk	1262 1078 751			...		1912	TaikooDkyd&EngCo of HongK'ngLd HongKong	DairenKisenK.K.	245·0|36·0|14·4 B61'F30' FK	Dairen Japanese WB	T.3Cy.17",27"&44"-30" 155NHP TaikooDkyd.&Eng.Co. of HongKongLd.	16 ″ 6	
34874 DHXL	**Tenerife** Fitted for oil fuel Sub.Sig. 2Dks	4996 4740 3097					1922	F Schichau Danzig	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	361·8|51·4|31·6 F45'	Hamburg German WB	T.3Cy.25½",$43\frac{5}{16}$"&$70\frac{15}{16}$"-47" 345NHP F.Schichau,Elbing		G
34875 DNAJ	— (exHermannBurmester) Sub.Sig. 2Dks	2436 2144 1487					1921	Nordd. WerftG.m.b.H.Wesermünde-G.	Oldenburg-Portug. Dampfsh.Reed. A.G.	278·4|40·5|23·7 P18'H39'B39'F36'	Oldenburg German WB	T.3Cy.22½",37"&$57\frac{1}{16}$"-35⅝" &1LPTurbine 254NHP BremerVulkan,Vegesack		G
34876 LDAG	**Teneriffa** **TwinSc3Mst** ssOsl.No.3-4,34 OilEng. 2Dks(Stl)&Shelter dk(Stl)	5655 5195 3496	✠100A1 Shelter dk withfreeboard ~~1,33,4,34~~5,36 8,35 DBS~~7,34~~ ✠LMC CS4,34 4,34	Osl ~~Cst~~	a†	CL ~~8,33~~ 5,36	1922 5mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP CellDB377'	Wilh.Wilhelmsen 1250tDTf33'980t	425·5|55·2|27·9 35·8 FK Collision FPT90tAPT82t	Tönsberg Norwegian ptCem BH to Sh dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{16}$"-$37\frac{1}{8}$" DB-100lb 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 8¼	
34877 FNGT	— Mchy.Aft D.F. 1Dk	2575 2383 1526					1913	Schiffsw.v. HenryKoch Lübeck	UnionMar. Méditerranéenne	290·6|41·2|24·3 P&B107'F81'	Rouen French WB	T3Cy.22½",36½"&$56\frac{7}{16}$"-35⅝" 190NHP OttensenerMaschf.Altona		V
34878 32971 JCND	**Tenkai Maru** 2Dks	3200 2702 1942			...		1917	Mitsubishi Dkyd&EWks Nagasaki	ShimataniKisen K.K.	305·0|43·7|27·2 P25'B94'F33' FK	Tarumi Japanese WB	T.3Cy.19½",32"&54"-48" 261NHP MitsubishiD.&E.Wks.Nag	27 ″ 3	
34879 22572 JIMC	**Tenko Maru** Wireless	1274 1113 718					1918	IshikawajimaSBCoLd Ishikawajima	AsahiShosenK.K.	230·0|33·0|19·6 P28'B53'F25'	Kobe Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.Co.Ld.		
34880 LDAH	**Tennessee** **TwinSc** ssRot.No.3-8,34 OilEng. 2Dks(Stl)&Shelter dk(Stl)	5667 5195 3492	✠100A1 Shelter dk withfreeboard 2,36 ~~8,34~~ DBS~~8,34~~ 3,36 ✠LMC CS8,34 8,34	Rot Osl	a†	CL ~~8,34~~ 2,36	1922 9mo	Akt.Burmeistr&Wain Copenhagen A&CP CellDB377'	Wilh.Wilhelmsen 1250tMT33'1030t	425·5|55·2|27·9 35·8 FK Collision FPT90tAPT82t	Tönsberg Norwegian ptCem BH to Sh dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{16}$"-$37\frac{1}{8}$" DB-100lb 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 8¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34881 OXPC	**Tennessee** (*ex*Fredensbro) *ss*Kel.No.3-9,27 *ss*Els.No.1-32 *Well deck* 1*Dk*(*Stl*)	2342 2059 1368	✠100A1 4,35 ✠NE8,27 ✠LMC MS6,32 BS~~3,34~~4,35	Abg	*t*	OG 1,34	1921 2mo	A/SBaltica Værftet Copenhagen *Lloyd*'*sA&CP*	DetForenede DampskibsSelsk *Intermediate BHin fore hold dispensed with*	302·0 P&B236'F30' *CellDB260'668tFPT*	44·2	20·3 FK	Copnhagn Danish *pt Cem* 4 *BH only* 59*tAPT*91*t*	T.3Cy.20",32"&53"-36" (*s*) 200lb 212NHP 2SB,4*cf*,HS2800 FD A/S HelsingorsJernskibs Og.MaskEls.	22 ″ 11 s2 ″ 2 20 ″ 11¼	
34882 145783	— Ⓟ TwinSc *Now* "Romance," *see No.* 3986*b in Supplement*	1240 — [illegible]					1898	Harlan& Hollingsworth Co. Wlmgtn.Del.	CharlesL.Ellis	245·0 H—	38·0	15·8	Hartford Conn. Utd.States	T.6Cy.18",28"&45"-30" 222NHP Harlan&HollingsworthCo. Wilmington,Del.		
34883 36416	**Tennyo Maru** *OilEng.* 2*Dks*	495 323 249					1930	Mitsubishi ZosenKaisha Ld. Kobe	SetsuyoShosenKK.	160·0	27·0	12·7	Osaka Japanese	Oil Engines		
34884 1696 JTAH	**Tenryugawa Maru** Ⓟ TwinSc 2*Dks*	570 — 342					1897	Osaka Iron Works Osaka	OsakaShosenK.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
34885 323 JPTC	**Tensan Maru** *OilEng.* *ss*Kob.No.1-33 1*Dk*(*Stl*) *Cargo battens not fitted*	2776 2308 1588	✠100A1 2,36~~10,34~~~~10,35~~ ✠LMC CS10,35 2,36 ~~10,35~~ DBS10,35	Nag ~~Drn~~	*u*	CL 9,34	1929 5mo	MitsuiBussanKaishaLd TamaDkyd. *Lloyd*'*sA&CP*	*CellDB235'646t* *Tanks in way of tunnel 173tFPT*	326·5 P27'B63'F28'	46·5	21·5 FK	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝"-29⅜" 271NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	21 ″ 6	
34886 22543 JBGC	**Tensei Maru** (*ex*BanyeiMaru No.9-32) Wireless 1*Dk*	1180 1007 801					1918	NittaCo. Osaka	ShimataniKisen K.K.	220·0	39·5	18·5	Fuchu Japanese *WB*	T.3Cy.14½",24"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
34887 28536 JCYA	**Tensho Maru** (*ex*MelroseAbbey, *ex*Syndic) *ss*Kob.No.3-4,23 1*Dk*(*Stl*)	3035 2580 1831	✠ 4,24 ✠	Kob	*t*		1910 11mo	BlythS.B. &D.D.Co.Ld. Blyth	SugayaK.K. *CellDBa100'uE&*	314·0 P29'B90'F35' *B40'f128'700tFPT*	45·7	21·1 FK	Kobe Japanese 5*BHCem* 92*tAPT*110*t*	T.3Cy.23",38"&62"-42" 272NHP 2SB,6*cf*,GS106,HS4222 N.E.MarineEng.CoLdNwc	23 ″ 4	C †
34888 31557 JTZH	— Ⓟ 2*Dks*	601 470 367					1926	Namura Gemrosuke Osaka	Amagasaki KisenbuGomei Kaisha	173·9	26·0	15·2	Osaka Japanese	T.3Cy.		
34889 40121 JWHJ	**Tenyo Maru** *OilEng.* D.F. 2*Dks*	6843 6068 4867	✠100A1 3,35 ✠LMC3,35 *Carrying cargo oil F.P. above* 150° *F.inDTs*	Nag	*b*†	CL	1935 3mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd*'*sA&CP*	ToyoKisenK.K. *'Tween dkBHabove after deep tankBHdispensed with* *CellDB366'1382tDTa36'1127tFPTs259tAPTs224t*	435·0 P30'B157'F41'	58·5	32·8 FK	Tokio Japanese *ptCem* 6*BHto Udk* 1 ″ ″ 2*nd* ″	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB*120lb* MitsubishiJukogyoK.K	32 ″ 9	
34890 180 JISA	**Tenyu Maru** (*ex*Ethelstan) *ss*Bkn.No.3-12,17 *ss*Nag.No.1-22 *Spar dk*(*Stl*)2*trB&deepframing*	3738 3555 2301	✠ 11,26 ✠	Kob	*w*		1905 8mo	R.Stephenson&Co.Ld. Newcastle	DairenSatoKuni KisenK.K. *CellDBa110'*	340·1 P26'B93'F33' 27·3 *uE&B42'f138'739t*	47·1	20·0 FK	Dairen Japanese 6*BHCem* *APT*181*t*	T.3Cy.25",41"&67"-45" 340NHP 2SB,6*cf*,GS128,HS5620 Blair&Co.Ld.Stockton	29 ″ 10	C †
34891 27835 JTSE	— Ⓟ (*ex*Beatrice) 1*Dk&Spar dk*	1123 965 659					1902	Bergens Mek.Værks. Bergen	TosaDomeiKisen K.K.	199·3 H101*t* 19·6	32·1	14·7	Kochi Japanese *WB*	T.3Cy.19",30"&50"-33" 144NHP BergensMekVærksBergen		
34892 9284 JOPB	— Ⓟ Wireless 2*Dks*	734 698 410					1904	S.Ono Osaka	KitanipponKisen K.K.	180·1 B33'F20'	27·2	20·0	Nishinomiya Japanese	T.3Cy.14",23"&37"-26" 70NHP S.Ono,Osaka		
34893 29666 JOEB	**Tenzan Maru** (*ex*Sunfield) 1*Dk*	*3123* *2869* *1889*			...		1920	Burntislnd S.B.Co.Ld. Burntisland	KinkaiYusenK.K.	331·6 P32'B99'F29'	46·7	24·8	Tokio Japanese *WB*	T.3Cy.25",41"&68"-45" Douglas&Grant, 433NHP Ld.Kirkcaldy	27 ″ 0	
34894 LDAI	**Tercero** (*ex*SudCubano, *ex*Tercero) TwinSc *OilEng.* 1*Dk*	4415 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S "Igadi" (S.Holter-Sörensen, *Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 449NHP Akt.Burmeistr&Wain,Cpn		N
34895	**Terek** (*ex*Sirehav-33,*ex*Sagn-33, *ex*MarinersHarbor) 1*Dk*	2189 1923 1299			...		1918	Staten Isld.SB.Co. StatenIsland, N.Y.	U.S.S.R.	264·5 P65*t*H145*t*F8*t*	42·2	21·8 FK	Odessa Russian *WB*	T.3Cy.18",30"&51"-36" 160NHP StatenIslandS.B.Co.	24 ″ 0	C †
34896 105 ICJN	**Teresa** *ss*Tri.No.3-10,35 ~~*ss*Tri.No.2-30~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy*	6131 5022 3719	✠100A1 10,35~~9,33~~ BS5,35 ✠LMC~~5,35~~ ✠Lloyd'sRMC~~5,35~~ ~~10,35~~ 2,36 *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Tri MS9,34	*z*	CL 9,34	1922 6mo	Cant.Nav. Triestino Trieste A&CP	CosulichSoc. Triestina diNav. *CellDB342'1248t M*	401·0 P36'B124'F44' *Tf27'816tFPT107t*	54·2	30·2 FK	Trieste Italian 6*BHCem* *APT*135*t*	T.3Cy26⅜",42⅛"&70 1/16"-48 1/16" 180lb (*s*) 483NHP 3SB,9*cf*,GS148,HS7221 FD VereinigteMaschfSmichov	32 ″ 10 s7 ″ 8¾ 25 ″ 4	
34897 EAKK	— Iron (*ex*Arosa,*ex*Jern, *ss*Mdb.No.2-91 *ex*Newbigging,*ex*Glaurheidol) *Well deck* 1*Dk*(*Irn*)2*trB*	903 — 505	✠ 4,97	Lth	*m*		1883 11mo	WDoxford &Sons Sunderland	ZacariasLecumberri *WB*	211·3 Q76*t*B85*t* H13*t*F31*t* BK8" =*DBa*62' *f*57' 219*t*	30·1	15·5	Bilbao Spanish 4*BHCem* *APT*27*t*	O.2Cy.25"&48"-33" NB99 110NHP 1SB,3*pf*,GS52 W.Doxford&Sons,Sld.	16 ″ 4	
34898 1436 ICJM	**Teresa Odero** TwinSc *ss*Spz.No.1-30 *OilEng.* D.F. 2*Dks*(*Stl*) *Carrying oil fuel*	8196 7678 5166	✠ ... 4,34 ✠	Gen			1927 1mo	Cant.Nav. Odero Genoa	Odero-Terni- Orlando *'Tween dk BHs except Coll BH dispensed with* *CellDBa u E&f355tDTa18'360tFPT201t*	439·0 F42'	57·9	37·0 FK *Coll*	Genoa Italian *ptCem* *BH to U dk* 11 ″ ″ 2*nd* ″ *APT*195*t*	Oil Engines 4S.C.SA 12Cy.22¼"-39⅜" 564NHP Cant.OfficineSavoia,Genoa	39 ″ 8	I †
34899 1981 IBDN	**Teresa Schiaffino** (*ex*Beachcliffe-34,*ex*Melpo) 1*Dk*	5189 4764 3119					1919	A.Stephen &Sons,Ld. Glasgow	Soc.Anon. diNav. "Assunta de Gregori"	412·4 400·1	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP J.G.Kincaid&Co.Ld.Grk.		CI
34900 259 ICJP	**Tergestea** *ss*Tri.No.2-35 ~~*ss*Tri.No.1-30~~ *OilEng.* D.F. 2*Dks*(*Stl*)	5890 4431 3708	✠100A1 1,36 ~~9,34~~ DBS~~9,34~~ ~~✠LMC5,30~~ 9,35 ✠LMC CS1,36 1,35	Tri	*y*	CL ~~5,33~~ N1,36	1926 9mo	Cant.Nav. Triestino Monfalcone *Lloyd*'*sA&CP*	Soc.Anon.diNav. G.L.Premuda *CellDB*334'1116*t* *DTa*52'1000*t*	416·7 P34'B261'F44' *FPT*94*tAPT*86*t*	53·1	24·7 FK	Trieste Italian 8*BHptCem* 1 ″ *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s3 ″ 7¼ 24 ″ 5	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté si ce n'est dans le L.R. Durée Cert. Ref. Trade
34901 152013 VJXD	**Terka** Ⓟ (*ex*SirDudley deChair) *Mchy.Aft* 1*Dk*	420 309 161			...		1925	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20'	26·6	9·2 FK	Melbourne British *WB*	T.3Cy 14",23"&39"–21" 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
34902 162708 GTXQ	**Terneuzen** *ss*Rot.No.3–10,33 1*Dk*(*Stl*) *Cargo battens not fitted*	2472 2248 1478	✠100A1 ~~10,33~~11,35 MS10,33	Rot ✠LMC BS~~7,34~~ 11,35	*s*	CL ~~10,09~~ 11,35	1922 3mo *Lloyd*	G.Brown & Co. Greenock *'sA&CP Inter*	LensenShipping, Ld.(C.A.Lensen, *Mgr.*) *mediateBHin fore* *CellD*	290·2 P25'B88'F35' *hold dispensed with* *B248' 638t FPT90t*	44·1	20·9 FK	London British *Cem* *4BHonly* *APT72t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 258NHP 2SB,*6cf*,GS121,HS4272 J.G.Kincaid&Co.Ld.Grk	23 ″ 0 s 3 ″ 1½ 20 ″ 0	
34903	**Terney** (*ex*Messina–35) Wireless 1*Dk*	1470 1270 825					1921	F.Schichau Danzig	U.S.S.R.	253·7 P&B197'F27'	38·2	16·6	Vladvostk Russian *WB*	T.3Cy.19 13/16",31⅞"&51 9/16"–29 9/16" 143NHP F.Schichau,Elbing		G
34904 103336	**Terrebonne** Ⓟ IronPad 1*Dk*	657 180 354					18 71/95	W C.White *Rebuilt*Rich.&Ont.Nav.Co Sorel	TerrebonneLte.	151·1	24·1	6·8	Montreal British	1Cy.28"–96" 28RHP A.Cantin,Montreal		
34905 36214 JRYB	**Terukuni Maru** Ⓟ TwinSc *ss*Yka.No.1–34 *OilEng.* D.F. GyC. 2*Dks*(*Stl-weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos.*1, 3&4&*fore end of No.*5*hold*	11930 8372 7156	✠100A1 *withfreeboard* ~~5,35~~11,35 ✠LMC CS2,35 ~~2,35~~4,36 ✠Lloyd'sRMC~~2,35~~ ~~11,35~~ 4,36	Yka DBS2,35	*g*†	CL 5,34	1930 6mo *Lloyd*	Mitsubishi Zosen Kaisha Ld. Nagasaki *'sA&CP*	NipponYusenK.K. *CellDB432' 1808t*	507·0 P&B373'F73' *Tanks in way of tun*	64·0	37·0 FK	Tokio Japanese *8BHptCem* *nels501t DT*	Oil Engines 2S.C.SA 20Cy.26¾"–47¼" 2492NHP 2DB*100lb* MitsubishiZosenKaisha,Ld *a*13'381*tFPT*100*tAPT*160*t*	37 ″ 0 s 8 ″ 5½ 28 ″ 8	
34906 30841 JBDB	— Ⓟ (*ex*Eastern) *ss*Kob.2ndNo.3–11,23 1*Dk*(*Stl*)&*Spar dk*(*ptStl* teak s)3*trB* *Ref.Mchy.* *lower dk forehold*	*3589* *2958* *2272*	✠ 2,25	Syd ✠	*w*		1899 4mo	R.Napier& Sons,Ld. Glasgow	HaradaKisenK.K. *CellDBa72'*	352·0 P69'B128'F40' 27·5 *uE&B68' f138'520*	42·2	19·8 FK	Kobe Japanese *6BHCem* *tFPT38t*	T.3Cy.27 13/16",45"&73"–48" 469NHP 2DB,*12cf*,GS181,HS6464 R.Napier&Sons,Ld.Gls.	30 ″ 2	
34907	**Tervsund** (*ex*GooleTrader,*ex*Ouse) 1*Dk*	652 601 393			...		1884	W.Dobson &Co. Newcastle	PargasKalkbergs A/B	220·8 P29'B51'F28'	30·4	13·8 BK7"	Pargas Finnish *WB*	C.2Cy.28"&58"–33" NB96 NDB02 163NHP R.&W.Hawthorn,Nwc.	14 ″ 7	
34908 939 ICJT	**Teseo** D.F. 2*Dks*	4966 — 2995					1920	Cantieri NavaliRiuniti Palermo	Soc.Ligure di Armamento	394·2	51·8	35·1	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"–48" 337NHP CantieriNavaliRiuniti, Ancona		CI
34909 147730	**Tessa** Ⓟ TwinSc (*Ferry*) 1*Dk*	371 334 175			...		1924	Lytham S.B.&E.Co Ld Lytham	LondonMidland& ScottishRailway	135·1 B28'	30·0	10·5 BK6"	London British	C.4Cy.11"&24"–18" 46RHP LythamS.B.&E.Co.Ld.	11 ″ 5	BT till ~~10,35~~ 10,36
34910 93227 MQRF	**Test** (*ex*NumberTwelve) 3Mst *ss*Bkn.4thNo.3–10,35 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	530 381 209	✠100A1 10,35 ✠NB5,94	Abn Bkn ✠LMC10,35	*h*	CL 10,35	1890 3mo	Murray Bros. Dumbarton A&CP	MonroeBros.Ld. (MonroeBros. *Mgrs.*) *WB*	175·0 Q95'B9'F32' = *DBa*43'*f*51'127*t*	26·5	10·1 BK7½"	Aberdeen British *3BHCem* *FPT36t*	T.3Cy.16¼",24"&40"–33" 180lb (*s*) 80RHP 1SB,*2pf*,GS45,HS1607 M.Paul&Co.Dumbarton	12 ″ 10 s 3 ″ 8½ 12 ″ 4	
34911 147364 GMPN	**Tetela** *Ref.Mchy.* Sub.Sig D.F. E.S.D. 4*Dks*	5389 4678 3302					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P48'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&Co.Ld.		C
34912 23 IUVT	**Teti** (*ex*Amazzone–34,*ex*Amazone–34, *ex*Borg,*ex*H.A.Hansen, *ex*AlbertZelck,*ex*Ionian) *ss*Brs.No.1–05 1*Dk*(*Stl*) *Well deck*	849 — 558	✠ 11,07	Sou ✠	*k*		1901 2mo	Grngem'th &Greenock DockyardCo. Greenock	Fratelli Montanari	192·6 181·2 F19'H64*t* *CellDBa*31'*f*73'146	31·2 Q59'B53'	13·7 FK	Rimini Italian *4BHCem* *tAPT9t*	T.3Cy.13 7/16",25"&40"–30" 88NHP 1SB,*3cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	GI †
34913 30068 JTYB	**Tetsuzan Maru**	2018 1680 1240					1919	Hashimoto Shipyard Karimoshina	HashimotoKisen K.K.	285·0	38·0	22·0	Onomichi Japanese	T.3Cy.18",30"&49"–39" 150NHP KobeSteelWorks,Kobe		
34914 120918 GPZL	**Teucer** Ⓟ TwinSc D.F. 3*Dks*	9079 8650 5762					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP N.E.MarineEng.CoLdNwc		BT till ~~5,35~~ 5,36
34915 73 ICJU	**Tevere** Ⓟ (*ex*Gablonz) TwinSc *Ref.Mchy.* *ss*Tri.No.3–3,25 *ss*Tri.No.2–33 2*Dks*(*Stl–Uws*)&*Awng dk* (*Stl*–teak s)3*rd dk*(*Stl*) *in Nos.*1,2,3&5*holds* D.F.	8448 6985 4442	✠100A1 *Awng dk* *withfreeboard* ~~11,35~~1,36 MS1,33 *Fitted for oil*	Mfl ~~Tri~~ Nap ✠LMC BS~~5,34~~2,36 *fuel* 5	*c*† ,23	CL ~~5,34~~ 5,35 *F.P. a*	1912 11mo *Lloyd* Lloyd'sRMC~~0,35~~1,36 *bove* 1	Cantiere SanRocco Trieste *'sA&CP* 50° F. *Cell*	LloydTriestino *DBa*85'*uE&B*162'	452·4 *Collisio* *MT*28'600*t* *f*143' 1142*t FPT*	56·3	29·6 FK	Trieste Italian *Cem* *nBHtoAdk* 7 ,, ,, *U* ,, 61*tAPT*57*t*	Q.8Cy.26",37",53"&76"–51" 215lb (*r*) 1290NHP 8SB,*24cf*,GS474,HS18880FD StabilimentoTecnico,Tri.	39 ″ 11 s 4 ″ 3 27 ″ 7¼	
34916 148295 GNJS	**Tewkesbury** (*ex*Glocliffe–32) *ss*Fal.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4601 4264 2810	✠100A1 *withfreeboard* 5,35 ~~BS5,34~~ BS~~5,35~~4,36	Cff ✠LMC12,32	*z*	CL ~~12,32~~ 3,36	1927 11mo *Lloyd*	Craig,Taylor&Co.Ld Stockton *'sA&CP*	AlexanderShippingCo.Ld(Capper, Alexander&Co. *Mgrs.*) *CellDB344'1312t*	400·8 F32' *FPT121tAPT146t*	53·5	25·1 FK (	London British *6BHptCem* *Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,*9cf*,GS160,HS7080 Blair&Co.(1926),Ld.Stk.	27 ″ 6 s 3 ″ 1¼ 24 ″ 8	
34917 [illegible] VPGJ	**Texaco XI** (*ex*Kuching–32) Now "Shinhwa," see No. 4002 in Supplement *ss*Sng.2ndNo.3–6,28 *ss*H.Kg.No.1–32 1*Dk*(*Stl–ws*)&*Webframes* &*Shade dk*(*Teak*)	1460 898 884	✠100A1 *Shade dk* 5,35 ~~6,34~~ MS6,32	HKg Shi ✠LMC BS6,34	*n*	CL 6,34	1904 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith *'sA&CP*	~~TexasShippingCo. (China) Ld.~~ G.L.Shaw	230·0	34·2	15·0 FK	HongKong British *4BHCem* *APT30t*	T.3Cy.18",30"&49"–33" (*s*) 170lb *85lb* 159NHP 2SB,*4cf*,GS84,HS2639 Ramage&Fergusn,Ld.Lth	23 ″ 4 s 8 ″ 5½ 15 ″ 2¾	
34918 215815 KDIY	**Texada** (*ex*ElCicuta,*ex*Lake Dunmore) *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk Topside tanks*	2477 2004 1440			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	KingsleyCo. ofCalifornia	253·0 P115'F26'	43·5	25·6 FK	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEng.Wks.Detroit	27 ″ 6	
34919 145944 WACU	**Texan** TwinSc *ss*S.Fo.2ndNo.3–7,26 *ss*S.Fo.No.2–34 2*Dks*(*Stl*)&*deep framing, lower dk fore hold*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel*	7005 6643 4427	✠ ... 4,34	SFo ✠			1902 10mo	NewYork S.B.Co. Camden,N.J. *CellDB*	American-HawaiianS.S.Co. *a* 115'*uE & B*52' *f*	471·0 197' 1490*t DT f*26' *between* (41')&*atsi*	57·2	31·8 FK	NewYork Utd.States *7BHAsp* 942*t Tanks* *desoftunnel*	Q.8Cy.19",28½",41"&60"–42" 615NHP 3SB,*12cf*,GS216,HS8184 NewYorkS.B.Co.Camden, N.J. (28')222*tFPT*138*tAPT*77*t*	35 ″ 0	R †
34920 126391 WLCM	— Ⓟ Iron (*ex*WesternWave–32, *Fitted for oil fuel* *ex*Tampa,*ex*Cherokee) 2*Dks*&*Shelter dk*	2557 — 1967					1886	W.Cramp &Sons Philadelphia	Jas.A.Wilson	264·0	43·0	18·8	NewYork Utd.States *WB*	T.3Cy.21",34"&56"–36" 128NHP W.Cramp&Sons,Phl.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
34921 213878 WBCH	**Texas** *ss*N.Yk.No.3-5,28 *ss*N Yk.No.2-36 ~~*ss*N.Yk.No.1-32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6368 6064 3946	✠100A1 ~~10,363,35~~ 4,36 ~~BS3,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 2,16 F.P. above 150° F.*	NYk ~~BS3,36~~ ✠LMC~~4,34~~,36	*a*†	CL 3,35	1916 2mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP	TheTexas Company	416·8 P107'B35'F33' *DBu E&B* 60'209*t FPT*229*t APT*130*t*	56·1	31·1 FK	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44⅞"&74"-51" 190lb (*r*) 549NHP 3SB,9*cf*,GS191,HS7979 FD ForeRiverSB.Corp.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7¼	
34922 218675 KEFZ	— (*ex*WestHarts) *Fitted for oil fuel* 2*Dks*	5638 5248 3533					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P43'B114'F47'	54·2	27·5	Portlnd Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
34923 218914 KOBT	**Texas Banker** (*ex*Lake Inglenook-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	NewtexS.S.Corp.	251·0 P25'B64'F23'	43·6	26·1 FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
34924 219121 KOJZ	**Texas Ranger** (*ex*Lake Gaither-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	NewtexS.S.Corp.	253·5 P25'B65'F26'	43·9	25·9 FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 5	R †
34925 219019 KOFM	**Texas Trader** (*ex*Lake Ellithorpe-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2674 — 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	NewtexS.S.Corp.	253·4 P25'B65'F26'	43·8	26·0	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.WksDetroit		R
34926 PHYG	**Texelstroom** 1*Dk*	1617 1281 968					1918	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	273·6	40·2	16·8	Amstrdam Dutch *WB*	T.3Cy.19½",31"&52"-36" 162NHP Maats.Fyenoord,Rot.		V
34927 218027 KIFD	**Texmar** (*ex*EdgarBowling, *ex*WestCavanal) *Fitted for oil fuel* D.F. 2*Dks*	5505 — 3439					1919	South Western S.B.Co. SanPedro Cal	CalmarS.S.Corp.	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
34928 160623 GSVD	**Thala** *ss*Fal.No.1-33 1*Dk*(*Stl*)	4399 4076 2736	✠100A1 12,35 ~~3,35~~ BS~~1,35~~ 1,36	Mdb Rot ✠LMC7,35	*x*	CL 3,35	1928 12mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*)	370·0 P28'B104'F36' *CellD Ba&uE*144'*f*160'1075*tFPT*135*t APT*115*t*	52·3	25·9 FK	London British 6*BHCem*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
34929 318 HSAS	**Thalang** 1*Dk*(*Stl*)&*Shade dk*(teak) *Fitted for oil fuel*	783 *336* *444*	✠ ... 4,34 ✠	HKg			1929 12mo	HongK'ng &Whampoa DockCo.Ld. HongKong	SiameseGovernment	165·0 *CellD BuE*12'20*tFPT*18*t APT*18*t*	35·1	8·1 FK	Bangkok Siamese 4*BHAsp*	T.3Cy.13",21"&35"-18" 100NHP 2SB,4*cf*, HS2112 HongKong&Whampoa DockCo.Ld.HongKong	9 ″ 0	
34930 LDAL	**Thalatta** TwinSc3Mst *ss*Osl.No.3-7,29 *ss*Osl.No.1-33 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5671 5195 3492	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC CS5,35 7,34	Osl 10,35 DBS~~7,34~~	*a*†	CL ~~5,33~~ 12,35	1922 7mo *Lloyd'sA&CP*	Akt.Bur- meistr&Wain Copenhagen	Wilh.Wilhelmsen	425·5 *CellDB*377'1250*tDTf*33'1000*tFPT*90*tAPT*82*t*	55·2	27·9 FK	Tönsberg Norwegian *ptCem* *Collision BHtoSh dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"&37$\frac{13}{16}$" DB*100lb* 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ 0¼ 26 ″ 8½	
34931 ~~YMAT~~	**Thalia** TwinSc *OilEng.* E.S.D. *ss*Bmn.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. &*Web frames* *Longitudinal framing*	8745 8416 4945	✠100A1 *Shelter dk* *withfreeboard* ~~6,33~~ ~~7,34~~ 4,36 ✠LMC CS7,34 7,34 *Carrying Petroleum in bulk*	Bmn ~~Ham~~ 4,36 ~~6,35~~ DBS~~7,34~~		CL ~~PN2,33~~ s6,34 P4,36	1926 4mo *Lloyd'sA&CP*	Howaldts- werke Kiel	PanamaTransportCo. (Waried TankschiffRhedereiG.m.b.H.*Mgs.*)	470·1 B34'F39' *CellDBa&uE*93'287*tDTf*36'275*tFPT*182*tAPT*79*t*	63·2	35·3 FK	Panama Panmanian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB*70lb* 2 Water Tube DB*200lb* SulzerBros.Ld.Winterthur	35 ″ 6 s8 ″ 6 27 ″ 4	
34932 SVNR	— (*ex*Jebba-33, *ss*Hul.No.2-26 *ex*WarLion) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*4574* *4184* *2768*	✠ 9,33 ✠	Ham	*y*		1917 9mo	Kawasaki Dckyd.Co.Ld Kobe	XilasBros& A.Constantinidis	385·3 *CellDB*334'1118*t FPT*126*t APT*93*t*	51·2	25·5 FK	Syra Greek 6*BHCem*	T.3Cy.26",43½"&72"-48" (*s*) 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 KawasakiDkydCoLdKobe	28 ″ 0	C †
34933	**Thalia V** Ⓟ TwinSc ~~(*ex*ThaliaP.,*ex*Scutari)~~ Now "**Albanija,**" *see No. 37038 in Supplement*	*305* *193* *106*			...		1909	Lloyd Austriaco Trieste	SolonVictor	135·0 Q41'B34'RFD33'	28·2	7·0 FK	Mytilene Greek *WB*	C.4Cy.11½"&23"-15" 36NHP LloydAustriaco,Trieste	7 ″ 6	
34934 26817 JTED	**Thames Maru** *ss*Kob.No.3-5,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5871 5590 4254	✠100A1 *Awng dk* *withfreeboard* 2,36 ~~12,34~~	Yka ✠LMC~~12,34~~ 2,36	*y*	OG ~~N11,34~~ 2,36	1920 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K.	385·0 *CellDB*334'1118*tFPT*126*tAPT*93*t*	51·0	36·0 FK	Kobe Japanese *Cem* *Collision BHtoAw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*, FD GS154,HS5636 KawasakiDkyd.CoLdKob.	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
34935 346	**Thasos** Ⓟ IronBk (*ex*GeorgiosTogias-33,*ex*Paros, *ex*Leros,*ex*VasilefsConstantinos, *ex Yacht*SanDonato,*ex*Velleda, *ex*Nubienne,*ex*Cumbria)	625 — 221			...		1881	C.Mitchell &Co. Newcastle	HellenicCoast LinesCo.Ld.	175·2	27·0	13·7	Piræus Greek *WB*	C.2Cy.25"&47"-27" NB03 96NHP WllsndSlpwy.&E.Co.Nwc.		
34936	**Thassos** (*ex*BanyeiMaruNo.11) 1*Dk*	1565 1312 915					1919	NittaCo. Osaka	L.Teryazos	240·0	36·0	21·0	Piræus Greek *WB*	T.3Cy.16",27"&45"-32" 109NHP TanakaEngineWorks		I
34937 219718 KUJB	**The Angeles** *Fitted for oil fuel* 2*Dks* Sub.Sig.	5481 — 3420					1920	Los AngelesS.B. &D.D.Co. L.AngelesCal	UnitedStates ShippingBoard Bureau	410·0 P43'B114'F46'	54·4	27·2	LsAngeles Cal. Utd.States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D D.Co. SanPedro,Cal.		R
34938 148940 MNWG	**The Baron** *ss*Shl.No.1-31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	820 562 388	✠100A1 2,35 BS2,35	Bwg ✠LMC4,31	*k*	CL 12,33	1927 8mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	190·2 Q109'B9'F25' *Cell DBf*117'177*t FPT*58*tAPT*30*t*	30·1	12·1 FK	Glasgow British 3*BHCem*	T.3Cy.15",25"&42"-30" (*s*) 200lb 87RHP 1SB,3*cf*,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8	
34939																
34940																

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert.B.of Trade.
Wrecked 10,35 34941 [illegible] GKSD	**The Cable** TwinSc (CableVessel) ssSng.No.2-33 3Dks(Weatherdk teak 2nd&3rd dks Stl) Wireless CruiserStern	1534 1393 558	~~✠100A1~~ withfreeboard 7,35 ~~6,34~~ ~~[illegible]~~ Fitted for oil fuel 10,24 F.P. above 150° F.	Sng ✠~~LMC~~ ~~BS1,35~~	p	CL ~~9,32~~ 7,35	1924 10mo	A.Stephen &Sons,Ld. Glasgow Lloyd's A&CP	EasternExtension Australasia& ChinaTel.Co.Ld.	238·2|35·3|22·1 B86' FK CellDBa&uE4 7'f104'229tFPT21t	London British 5BHptCem 4 „ to W dk APT54t	T.6Cy.14",23½"&38"-27" (s) 190lb *180lb* 237NHP 2SB,6cf,GS92,HS3728 FD A.Stephen&SonsLd.Gls.	24 " 3 s6 " 10½ 17 " 9¼	
34942 160226 MPFY	**The Countess** ssP.Gl.No.1-33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	824 561 405	✠100A1 ~~1,35~~ 11,35 BS~~1,35~~ 11,35	Bwg P.Gl ✠LMC11,33	k	CL ~~11,33~~ 11,35	1928 10mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK CellDB123'174t FPT	Glasgow British 3BHCem 56tAPT22t	T.3Cy.14",23½"&39"-30" (s) 200lb 75RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8½	
34943 147885 MLVK	**The Duchess** ssTrn.No.2-32 1Dk(Stl) Mchy.Aft Well deck Cargo battens not fitted	798 551 355	✠100A1 4,35 BS4,35	Trn ✠LMC4,32	k	CL 2,34	1924 3mo	C.Rennoldson&Co. South Shields Lloyd's A&CP	J.Hay&Sons,Ld.	190·0|29·7|12·1 30·8 Q105'B9'F30' BK8" CellD B116' 188t FPT62t	Glasgow British 3BHptCem APT40t	T.3Cy.16",27"&44"-30" (s) 180lb 137NHP 2SB,4pf,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 " 11 s4 " 6½ 14 " 0¾	
34944 148937 MNVR	**The Duke** ssShl.No.2-35 ~~ssTrn.No.1-31~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	820 562 387	✠100A1 9,35 ~~8,34~~ ~~[illegible]~~	Bwg Shl ✠LMC~~[illegible]~~ 9,35	k	CL ~~4,33~~ 8,35	1927 7mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	190·2|30·1|12·1 Q109'B9'F25' FK CellDBf117'177tFPT	Glasgow British 3BHCem 58tAPT30t	T.3Cy.15",25"&42"-30" (s) 200lb 87RHP 1SB,3cf,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8	
34945 161900 MPRS	**The Emperor** ssBwg.No.1-34 1Dk(Stl) Mchy.Aft Well deck	824 561 405	✠100A1 ~~6,35~~~~7,34~~ 3,36 BS3,36	Bwg ~~Shl~~Trn ✠LMC7,34	k	CL 7,34	1930 2mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK CellD B123' 174t FPT56t	Glasgow British 3BHCem APT22t	T.3Cy.14",23½"&39"-30" (s) 200lb 76RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8½	
34946 209060 WADS	**The Harvester** 1Dk&Web frames Mchy.Aft Longitudinal framing D.F.	7188 — 5690			...		1911	American S.B.Co. Lorain,Ohio	International HarvesterCo.	525·0|58·0|31·0 F48' FK	D'luth Min Utd.States WB	T.3Cy.23½",38"&63"-42" 388NHP AmericanS.B.Co.Clevelnd	31 " 0	R †
34947 222986 WCFV	**The International** (exWilliamH.Warner-34) Mchy.Aft D.F. 1Dk	7984 — 6277					1923	American S.B.Co. Lorain,Ohio	International HarvesterCo.	586·3|60·2|28·0	D'luth Min Utd.States WB	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
34948 109733 EIGC	**The Lady Belle** ssLiv.2ndNo.3-12,24 ssBkn.No.2-33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	331 217 131	✠100A1 9,35 ~~11,34~~ MS3,33	Bkn ✠LMC BS~~11,34~~ 12,35	e	CL 11,34	1900 5mo	J Fullerton &Co. Paisley A&CP	A.Maloney&Sons, Ld.	140·4|24·1|9·9 Q75'B10'F24' FK W	Waterford British 3BHCem R=FPT43t	C.2Cy.20"&40"-27" (s) 120lb 83RHP 1SB,3pf,GS53,HS1447 Ross&Duncan,Glasgow	10 " 8 s3 " 11 10 " 9	
34949 142874 VRXP	**The Lady Clifford** TwinSc CruiserStern 1Dk&Web frames	2062 1905 799			...		1921	Lobnitz& Co.Ld. Renfrew	Government of Nigeria	283·9|45·1|18·2 P19'F37' FK	Lagos British WB	T.6Cy.18",28"&48"-27" 385NHP Lobnitz&Co.Ld.Renfrew	19 " 0	
34950 147882 MLST	**The Marchioness** ssBwg.No.2-31 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	799 551 356	✠100A1 ~~6,35~~~~3,34~~ 10,35 BS~~1,35~~ 10,35	Trn ~~Shl~~ P.Gl ✠LMC3,31	k	CL ~~2,34~~ ~~5,35~~ 10,35	1924 1mo	C.Rennoldson&Co. SouthShields Lloyd's A&CP	J.Hay&Sons,Ld.	190·1|29·7|12·1 Q105'B9'F30' BK8" CellD B116' 188t FPT62t	Glasgow British 3BHptCem APT40t	T.3Cy.16",27"&44"-30" (s) 180lb 137NHP 2SB,4pf,GS74,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 " 11 s4 " 6½ 14 " 1	
34951 147939 MNCS	**The Marquis** ssShl.No.2-33 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	795 551 354	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ 7,35	Trn ✠LMC3,33	k	CL 6,34	1924 11mo	C.Rennoldson&Co. SouthShields Lloyd's A&CP	J.Hay&Sons,Ld.	190·0|29·7|12·1 Q105'B9'F30' BK8" CellDBf116'188tFPT	Glasgow British 3BHptCem 62tAPT40t	T.3Cy.16",27"&44"-30" (s) 180lb 137NHP 2SB,4pf,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 " 11 s4 " 6½ 14 " 1	
34952 161896 MPQT	**The Monarch** ssBwg.No.1-34 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	824 561 405	✠100A1 ~~6,33~~~~4,34~~ 3,36 BS3,36	Bwg ~~P.Gl~~ ✠LMC4,34	k	CL ~~4,34~~ 3,36	1930 1mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK CellDB123'174t FPT	Glasgow British 3BHCem 56tAPT22t	T.3Cy.14",23½"&39"-30" (s) 200lb 76RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8½	
34953 161962 MQDS	**The Sultan** ssTrn.No.1-36 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	824 561 405	✠100A1 4,36 ~~1,35~~	Trn ✠LMC~~1,32~~ 4,36	k	CL 1,35	1932 1mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	195·1|30·3|12·1 B11'Q111'F30' FK CellDB123'174tFPT5	Glasgow British 3BHCem 6tAPT22t	T.3Cy.14",23½"&39"-30" (s) 200lb 75RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8½	
34954 160243 MPJW	**The Viceroy** ssBwg.No.1-33 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	824 561 405	✠100A1 12,35 ~~12,34~~ BS12,35	PGl ✠LMC9,33	k	CL 9,33	1929 4mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK CellD B123' 174t FPT56t	Glasgow British 3BHCem APT22t	T.3Cy.14",23½"&39"-30" (s) 200lb 76RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 " 2 s4 " 7½ 13 " 8½	
34955 PHYV	**Theano** 2Dks	1059 787 368					1920	NV Boele's Scheepswerven en Machinefabriek Slikkerveen	N.V.Maats."Zeevaart"(Hudig& Veder,*Mgrs.*)	231·9|36·2|13·2	Rottrdam Dutch WB	T.3Cy.18",30"&48"-36" 138NHP N.V.Boele'sScheepswerven en Machinefabriek, Bolnes		V
34956 PKFN	**Thedens** 2Dks	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3|46·2|14·6	Batavia Dutch WB	C4Cy(2)18⅝"&(2)39¼"-39¼" 193NHP Maats.Fyenoord,Rot.		V
34957 149764 MKCM	**Theems** (exJollyBruce, exAleksander) 1Dk	553 389 286					1920	Gebroeders VanDiepen Waterhuizen	WalfordLines,Ld. (LeopoldWalford ShippingLd.*Mgrs*)	159·2|27·0|11·2	London British WB	T3Cy12¼"19⅛"&31½"-22 1/16" 47RHP CasarWollheim,Breslau		C
34958 LCOC	**Thelma** (exHerborg,exConus, exWarBegum) ssYka.No.3-1,31 1Dk(Stl)2trB&Web frames Longitudinal framing ssShl.No.1-35	5578 4716 3428	✠100A1 ~~5,33~~~~9,34~~ 11,35 ~~BS3,33~~ Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 7,19 F.P. above 150° F.	Sba Yka ✠LMC~~[illegible]~~	z 5,35	CL ~~1,32~~ N4,35	1919 8mo	Palmers'Co Ld Newcastle Lloyd's A&CP	TönnevoldsRederi A/S(Th.O.Tönnevold&OlafTönnevold,*Mgrs.*)	400·0|52·3|28·4 P50'B121'F39' FK CellDBuE&B 59'f50'313tFPT99t	Grimstad Norwegian 11BHptCem APT68t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0 s5 " 7¾ 25 " 7	
34959 164053 MBKK	— E.S.D. 1Dk	1593 1357 933					1935	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0|40·5|16·3 P15'Q43'B111'F30'	Glasgow British WB	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
34960 118065 MGMW	**Thelma** ssLiv.2ndNo.3-11,29 ssLiv.No.1-34 *Well deck* 1*Dk*(*Stl-pt* teaks)	374 291 139	✠100A1 3,36 ~~11,34~~ BS3,36 ✠LMC11,34	Liv	*f*	~~od~~ ~~1,33~~ CL N3,36	1903 12mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Ayr	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·3 Q46'B10'F25' BK7" *WB=FPTanks*	25·0	11·6	Liverpool British 3*BHCem* 60*tAPT*8*t*	C.2Cy.18"&40"-27" (*s*) 130lb 91RHP 1SB,3*pf*,GS54,HS1641 Ross&Duncan,Glasgow	12 〃 8 s 〃10 12 〃 5	
34961 4761 SGVE	**Themis** (*ex*Temis,*ex*Carl) 1*Dk*	*724* *477* *383*					1907	Göteborgs M.V.Aktieb. Gothenburg	RederiA/B Verdandi(O.Ahrenberg, *Mgr.*)	183·1 Q94'B37'H25*t*F22'	28·4	11·0	Gothenbrg Swedish *WB*	T3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"-23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
34962 LFBG	— *Mchy.Aft* 1*Dk*	706 592 386					1919	Bergsunds Mek.Verk- stadsA/B Stockholm	Skibs-A/S Themis (O.M.Olsen)	187·9	30·4	12·8	Fredrikstd Norwegian	T.3Cy.13",21¼"&35⅝"-23⅝" 58NHP BergsundsMek.Verkstads A/B,Skm.		V
34963 DOLC	— 1*Dk*	467 338 274					1891	G.Evers Lübeck	Damfpschifffahrts Ges.Neptun	159·1 Q40'B39'F21'	23·9	11·0	Bremen German *WB*	C.2Cy.17¾"&32¾"-22" Masch. NB07 42NHP BuckauA.G.Magdeburg		G
34964 PHZA	**Themisto** D.F. 1*Dk*&*Shelter dk*	4707 4292 2824					1928	Rotterdam Droogd.Maat Schiedam	N.V.Maats.Zeevaart(Hudig& Veder,*Mgrs.*)	400·5 F33'	55·3	25·1	Rottrdam Dutch	C.4Cy.(2)22"&(2)47¼"-47¼" 256NHP RotterdamDroogd.Maats		V
34965 129349 GMLN	**Themistocles** Ⓟ **TwinSc** ssGls.2ndNo.3-4,35 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl-ptws*)3*rd dk in No.*3 *hold*& *after holds* *Ref.Mchy.* (*Stl in after holds*)	11231 9574 7020	✠100A1 *Awng dk* *withfreeboard* ~~9,35~~ ~~1,35~~2,36 BS2,36 ~~BS2,35~~ ✠LMC5,34 ✠Lloyd'sRMC~~5,35~~ 2,36	Gls	*g*†	CL S2,36 PN 10,33	1911 1mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	ShawSavill& AlbionCo.Ld.	500·6 P47'B245'*onAwgdk* F64' FK&BK2" *Cell DBa*113'*uE*&	62·3	39·4	S'thamptn British 10*BHptCem* B96'*f*214'16	Q.8Cy.23",34",48"&69"-51" 215lb (*s*) HS19858 1075NHP 3DB&2SB,24*cf*,GS496, Harland&Wolff,LdBelfast 88*tFPT*155*tAPT*105*t*	42 〃 8 s11 〃 8 31 〃 6	BT till ~~3,36~~ 2,37
34966 86603 SVJN	**Themoni** (*ex*Burnhope-33) ssBkn.No.1-33 1*Dk*(*Stl*)	*3859* *3505* *2383*	✠100A1 11,35~~8,34~~ ✠LMC BS~~5,35~~4,35 MS8,33	Cff Gls	*x*	CL 8,33	1929 2mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co. (1927),Ld. Newcastle	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, *Mgrs*) *CellD*	370·3 P35'B230'F36' FK B324'1064*tFPT*77*t*	51·8	22·6	Syra Greek 6*BHCem* *APT*109*t*	Q.4Cy.20",28",40"&58"-42" 225lb (*s*) 327NHP 2SB&1AuxSB,8*cf*, GS143,HS5766 N.E.MarineEng.CoLdNwc	24 〃 8 s 2〃11¼ 21〃11½	
34967 7399 SFLA	**Theodor** (*ex*Byna) ssLkr.No.3-3,33 1*Dk*(*Stl*)	*1939* *1664* *1083*	100A1 2,34 BS~~8,34~~9,35 LMC6,33	Mmo		OG 2,34	1919	J.&A.v.d. Schuyts Papendrecht	RederiA/B A.Th.Jonasson (M.Jonasson*Mgr*) *CellDBa*79'*uE*17'	268·8 P35'B57'F12' FK *f*100' 419*t FPT*48*t*	42·2	18·2	Råå Swedish 4*BHCem* *APT*71*t*	T.3Cy.17½",29"&46"-36" (*s*) 180lb 200NHP 2SB,4*cf*,GS78,HS3144 J.&A.Van der Schuyt	20 〃 6 s2 〃 9¾ 17 〃 11	
34968	**Theodor Nette** Ⓟ (*ex*Soria, *ex*Tver) 3*Dks*	2619 1735 1500					1912	NevskySB. &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladivstk Russian	T.3Cy.20⅖",32⅖"&52⅘"-40" 176NHP NevskyS.B.&Mch.Works		
34969	**Theodora** (*ex*MikraAsia-34) **TwinSc** *Fitted for oil fuel* *Carrying Petroleum in bulk*	1054 957 709					1917	Governmt. Dockyard Nicolaieff	TheodoraE.Pappa, ChrysanthiE. Pappa,G.E.Pappas &S.N.Bistis(G. Pappas&S.Eleftheriades,*Mgrs.*)	240·6	33·3	13·2	Piræus Greek	T.6Cy.11",19"&29"-21" 38NHP Govt.Dkyd.Nicolaieff		
34970 206045 KDZC	**Theodore H. Wickwire** D.F. GyC. *Mchy.Aft* 1*Dk*	5141 — 3894					1908	Gt.Lakes Eng.Works Ecorse	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	444·0 F49'	56·2	29·0	BuffaloNY Utd.States *WB*	T.3Cy.22½",36"&63"-42" 257NHP MarineBlr.Wks.Toledo,O.		R
34971 LDAN	**Theodore Roosevelt** **TwinSc** Now "Helgöy," *see No.* 38441 *in Supplement* ss[illegible]32 D.F. *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5614 5195 3455	✠100A1 *Awng dk* *withfreeboard* 5,35 DBS10,34 ✠LMC10,32	Rot	*a*†	CL 10,34	1920 8mo *Lloyd*'*sA&CP*	A/S Burmeister& Wain Copenhagen	~~A/S GangerRolf~~ ~~(Fred.Olsen&Co.~~ ~~*Mgrs.*)~~ E.H.Samuelsen *CellDB*377'1266*t*	425·5 35·8 FK *Collisio* *FPT*90*tAPT*82*t*	55·2	27·8	Oslo Norwegian *ptCem* *nBH to Adk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" *100lb* 717NHP A/S Burmeister&Wain	38 〃 6 s 9 〃 9½ 29 〃 0	
34972 202941 KGFV	— Ⓟ 2*Dks*	1955 — 1330					1906	ToledoS.B. Co. Toledo,O.	ChicagoRoosevelt S.S.Co.	276·0	40·0	26·0	Duluth, Min. Utd.States	T.4Cy.30",48"&(2)56"-40" 198NHP ToledoS.B.Co.		
34973 SVRA	**Theodoros T.** (*ex*Eskbridge-34) ssPir.2ndNo.3-7,34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	*3409* *3196* *2107*	✠100A1 8,35~~10,34~~ ✠LMC7,34 BS9,35	Bmn Rot	*v*	CL 12,34	1912 4mo *Lloyd*'*sA&CP*	W.Pickersgill&Sons,Ld. Sunderland	L.Teryazos *CellDBa*99'*uE*&*B*	331·0 P29'B90'F33' FK 39'*f*153' 947*t FPT*	48·2	23·2	Piræus Greek 5*BHCem* 66*tAPT*170*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb *100lb* 313NHP 2SB,6*cf*,GS124,HS4890 Richardsons,Westgarth& Co.Ld.Sld.	25 〃 8 s 4 〃 1¼ 21 〃 9	
34974	**Theodosia** **TwinSc** (*ex*Wozroschdenie, *ex*GrandDukeNicolas 1*Dk* Nicolaievitch,*ex*Woroschdenie)	859 607 507					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	235·8 P56*t*B38*t*F59*t*	31·5	12·1	Sevastopol Russian	T.6Cy.13",20½"&34½"-20½" 108NHP StabilimentoTecnico,Tri.		
34975 SVOX	**Theofano** (*ex*Harpalion, *ex*Avonmede, ssShl.No.3-4,31 *ex*Cottesmore,*ex*Swindon) 1*Dk*(*Stl*)	*4240* *4020* *2661*	✠100A1 2,35 BS~~9,34~~ ✠LMC~~1,31~~ 10,35 MS2,36	Cff	*y*	CL 2,34	1917 3mo *Lloyd*'*sA&CP*	W.Pickersgill&Sons,Ld Sunderland	Theofano MaritimeCo.Ld. (NGLivanos*Mgr*) *CellDB*	390·0 P40'B244'F35' FK 338' 1192*t FPT*110*t*	53·3	23·5	Chios Greek 6*BHCem* *APT*77*t*	T.3Cy.25½",45"&74"-48" (*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 〃 0 s 3 〃 5¾ 22 〃 9	
34976 SVQE	**Theomitor** (*ex*Dailwen,*ex*Haigtown, *ex*Dailwen,*ex*Mozart) ssBry.No.3-1,24 ssPir.No.2-32 1*Dk*(*Stl*)	*4427* *4129* *2750*	✠100A1 5,33 BS~~12,34~~ ✠LMC10,32 2,36	Npt	*x*	CL 4,33	1910 3mo *Lloyd*'*sA&CP*	Bartram& Sons Sunderland	M.S.Polemis (GoulandrisBros. *Mgrs.*) *CellDBa*131'*uE*21'*f*	375·0 P33'B113'F38' FK 164'1183*tFPT*106*t*	52·0	25·5	Andros Greek 6*BHCem* *APT*145*t*	T.3Cy.25½",42"&71"-48"(*r*) 180lb 404NHP 3SB,9*pf*,GS166,HS6568 J.Dickinson&Sons,Ld.Sld.	27〃11 s 5 〃 0¼ 23 〃 1	
34977 FOBK	**Theophile Gautier** Ⓟ **TwinSc** *OilEng.* 2*Dks* 3*rd dk in holds* D.F. *Ref.Mchy.* *CruiserStern*	8194 7024 4707			...		1926	Ch.&Atel. deFrance Dunkirk	Soc.desServices Contractuels des MessageriesMaritimes	426·7 B267'F49' FK	56·3	22·5	Marseilles French *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP Cie.deConst.Mec.St.Denis	34〃11	V †
34978 201 SVQV	**Theoskepasti** (*ex*Portreath-32, *ex*Amicus) ssNpt.No.3-12,22 ssPir.No.2-32 1*Dk*(*Stl*)	*3726* *3412* *2329*	✠100A1 9,33 BS5,35 ✠LMC MS10,32 ~~BS9,33~~	Pir	*w*	CL ~~11,30~~ 2,35	1911 3mo *Lloyd*'*sA&CP*	Craig,Taylor&Co.Ld. Stockton	B.G.Mavros& S.N.Mendrinos *CellDBa*117'*u*	355·0 P36'B108'F36' FK *E*24'*f*152'978*tFPT*	50·0	23·3	Andros Greek 6*BHCem* 77*tAPT*125*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb *70lb* NDB20 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 〃 8 s 4 〃 5¼ 21 〃 5	
34979 128890 MKTL	**Therèse** ssGoo.No.1-35 ssGoo.No.3-3,30 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1299 946 607	✠100A1 8,35 ~~11,31~~ ✠LMC8,35 ~~BS1,31~~ ~~MS11,31~~	Rou Goo	*o*	~~11,31~~ 5,35	1909 2mo *Lloyd*'*sA&CP*	J.Priestman&Co. Sunderland	~~Goole Shipbuilding~~ ~~&RepairingCo.Ld.~~ J.Davies *CellDBa*66'*uE*	238·0 Q91'B56'F20' FK &*B*40'*f*86'329*tFPT*	34·0	14·4	Swansea British 4*BHCem* 61*tAPT*104*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.LdSld	16 〃 6 ~~s1 〃 6½~~ ~~15 〃 8~~ s1 〃 4¼ 15 〃 3¾	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
34980 118745 GKNB	**Therese Moller** (*ex*MaidofLemnos, *ex*NewtonHall,*ex*Matra, *ex*Drumgeith) *1DkSpar dk& deep framing*	3930 3623 2476			...		1905	J.Priestman&Co. Sunderland	MollerLine,Ld. ~~N.E.A.Moller~~ ~~(Moller&Co. Mgrs.)~~	355·0 P31'B98'F35'	48·0	17·7 26·2 FK	Shanghai British *WB*	T.3Cy.25",42"&68"-48" 371NHP WllsndSlipwy.Co.Ld.Nwc	29 ″ 0	
34981 DHXN	**Theresia L.-M. Russ** Sub.Sig. *1Dk* *CruiserStern*	1694 1382 993					1927	Akt.Ges. "Neptun" Rostock	Schiffahrt-und Assekuranz-G.m.b.H.(Ernst. Russ,*Mgr.*)	257·7 P15'Q80'B106'F31'	41·8	16·3	Hamburg German *WB*	T3Cy19$\frac{1}{16}$"31½"&51$\frac{1}{16}$"-35$\frac{1}{16}$" 156NHP A.G."Neptun, 'Rostock		G
34982 PUXE	**Therezina M.** (*ex*Fratellanza, *ex*Canadier, *ex*Auchendale) *ss*Hul No.2-14 *1Dk(Stl)&Spar dk (Stl)&deep framing*	3874 3645 2461	✠ 5,20 ✠	Sws	*w*		1906 4mo	Russell& Co. PortGlasgow	Soc.Paulista de Nav.Matarazzo Lda. *CellDBa*120'*uE&B*38'*f*154' 1010*t APT*40*t*	359·7 P30'B90'F40'	49·3	17·5 25·4 FK	Santos Brazilian *6BHCem*	T.3Cy.25¼",41"&68"-48" 355NHP 2SB,8*cf*,GS150,HS5588 J.G.Kincaid&Co.Greenock	28 ″ 0	
34983 220640 KUNP	**Thermo** (*ex*FreeportSulphurNo.6) *Fitted for oil fuel* *Mchy.Aft Carrying Oil in bulk Longitudinal framing 2Dks*	4487 — 2649					1920	Federal S.B.Corp. Kearny.N.J.	ThermoS.S.Co. (Pennsylvania ShippingCo.*Mgrs*)	355·0 P108'B36'F34'	52·6	28·0	Phildlphia Utd. States	T.3Cy.23",39"&66"-42" 282NHP FederalS.B.Corp.		R
34984 139142 GXKX	**Thermol** *ss*Gib.No.3-11,35 ~~*ss*Gib.No.2-26~~ *Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing*	1902 1638 1018	✠100A1 11,35~~3,26~~ ✠LMC~~5,26~~ 11,35 *CarryingPetroleum in bulk Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Gib		CL ~~7,29~~ 9,35	1916 8mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	TheAdmiralty *CellDB uE&B*61'87*t DTf*34' 167*t FPT* 44*t APT*45*t*	270·2 P96'B26'F59'	38·6	23·1 FK	London British *14BHptCem (10 ,, toUdk 4 ,, ,,2nd,,)*	T.3Cy.20",33"&53"-36" (*s*) 180lb *180lb* 245NHP 2SB,6*cf*,HS4646 J.G.Kincaid&Co.Ld.Grk.	23 ″ 4 s2 ″ 6 21 ″ 0	
34985 LDOB	**Thermopylæ** TwinSc *ss*Osl.No.1-34 *OilEng.* D.F. *1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)except in after holds*	6655 5970 4088	✠100A1 *withfreeboard* 8,35 ~~12,34~~ ✠LMC CS3,35 4,35 DBS~~1,32~~ 3,36	Syd Osl	*d*†	CL 9,33	1930 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	Wilh.Wilhelmsen	461·4 P46'F41' *CellDB*318'1228*t* *Tanks in way of tunnels*246*tDTs a*71'521*tFPT*129*t APT*94*t*	60·6	29·0 FK	Tönsberg Norwegian *7BH* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.29⅜"-59$\frac{1}{16}$" DB*120lb* 979NHP Akt.Burmeistr&Wain,Cpn	31 ″ 7 s4 ″ 1 27 ″ 8	
34986 FNBM	**Thésée** (*ex*Harlyn-33,*ex*Elizabeth AnnSlater) *ss*Rou No.3-1,34 *Mchy.Aft 1Dk(Stl)&Web frames* *Well deck Cargo battens not fitted*	2106 1638 1189	✠100A1 3,35 BS3,35 ✠LMC1,34	Rot	*r*	CL 1,34	1921 8mo	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *Lloyd's A&CP*	SociétéNavale Caennaise(G.Lamy &Cie.*Mgrs.*) *CellD B*225'659*tFPT*112*t APT*45*t*	274·2 Q165'F30'	41·0	17·4 FK	Caen French *4BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS105,HS3600 FergusonBros.(Port Glasgow)Ld.P.Gl.	20 ″ 6 s6 ″ 1¾ 18 ″ 11	
34987 127933 GQBF	**Theseus** Ⓟ D.F. *2Dks*	6527 5564 4152					1908	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	443·0 P50'B162'F54'	52·9	32·0	Liverpool British *WB*	T.3Cy.30",50"&83"-60" 532NHP Wrkman Clark&CoLd.Bel.		BT till ~~7,35~~ 10,36
34988 PHZD	— *Fitted for oil fuel 2Dks*	1306 794 745					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	215·0	31·4	22·6	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuypers,Rotterdam		V
34989 DOHO	— Sub.Sig. *Well deck* Wireless *1Dk&deepframing*	956 785 548			...		1900	Dundee Shipbuilders CoLd.Dundee	Dampfisch.Ges. Neptun	215·0 Q77'B50'F23'	33·0	13·9 FK	Bremen German *WB*	T.3Cy.17",28½"&47"-30" NB26 135NHP Cooper&Greig,Dundee	16 ″ 0	G †
34990 DHXO	**Thessalia** (*ex*Mexico,*ex*Orissa, *ex*Freifeld) *1Dk&Shelter dk*	2875 2645 1685					1921	Schiffs.-u Dckbauwerft Flender Lübeck	DeutscheLevante-LinieHamburgA.G. (DeutscheLevante LinieG.m.b.H.*Mgrs*)	337·7 P17'B101'F33'	48·5	19·9	Hamburg German *WB*	T.3Cy.24",38⅝"&63"-43$\frac{1}{16}$" 262NHP G.SeebeckA.G. Wesermünde-G.		G
34991 SVNJ	**Thetis** *ss*Hul.No.1-34 *1Dk(Stl)& Shelter dk(Stl)* D.F.	*4123* *3832* *2462*	✠100A1 *withfreeboard* 3,36 ~~2,35~~ ✠LMC10,34	Lth Rot	*y*	CL ~~8,33~~ 2,36	1930 6mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDBa&uE*155'*f*172'1137*t FPT*139*t APT*189*t*	390·7 F35'	53·7	23·3 FK	Syra Greek *6BHCem* (*Coll to Shdk* 5 ,, 2*nd* ,,)	T.3Cy.24½",41"&68"-48" (*s*) 200lb 435NHP 3SB,9*cf*,GS173,HS7590 W.Gray&Co.Ld.W.Hpl.	25 ″ 8 s2 ″ 5¼ 23 ″ 5¾	
34992 DDUC	— (*ex*Genua,*ex*Lissabon) *2Dks*	2788 2561 1705					1909	Akt.Ges. "Neptun" Rostock	A.Hansen	291·6 P28'F28'	43·9	24·1	Flensburg German *WB*	T3Cy.20½",35$\frac{7}{16}$"&55⅞"-37⅞" 190NH A.G."Neptun,"Rostock		G
34993 82739 VOLC	— WoodBk Wireless *2Dks*	711 634 279					1881	A.Stephen &Sons Dundee	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*)	181·1	30·9	19·1	SJhnsNFL British	C.2Cy.27"&54"-33" 98RHP W.B.Thompson,Dundee		
34994 SVBO	**Thetis A.** (*ex*Nagos-34, *ex*IndianTransport) *ss*Hul.No.3-8,22 *ss*Bry.No.2-31 *1Dk(Stl)*	*4111* *3949* *2653*	✠ ~~[illegible]~~ 10,35 ✠~~LMC~~ ~~[illegible]~~ ~~BS1,[illegible]~~	Rot	*x*	2,35	1910 5mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd's A&CP*	Mrs.P.G.Andreadi *CellDBa*119'*uE&B*43'*f*159'927*tAPT*48*t*	365·0 P24'B91'F32'	51·4	25·9 FK	Chios Greek *6BHCem*	T.3Cy.25",40"&67"-45" (*s*) 180lb 335NHP 3SB,9*cf*,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 ~~s5 ″ 3¼~~ ~~23 ″ 3~~	
34995 DHXP	**Thielbek** (*ex*Siegmund) *1Dk*	1883 1644 1084					1927	Ostsee WerftA.G. Stettin	Knöhr&Burchard Nfl.	266·9 P20'B57'F28'	41·1	18·6	Hamburg German *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 124NHP OstseeWerftA.G.Stettin		G
34996	**Thira** Ⓟ (*ex*Angeliki Venetzianou-33,*ex*Danai,*ex*Aristides, *ex*Nicaraguan, *ex*PortoRico) *1Dk&Hur.dk*	1078 — 604					1899	CraigS.B. Co. Toledo,O.	HellenicCoast LinesCo.Ld.	220·2	32·0	13·6 21·0	Piræus Greek	T.3Cy.18",27"&42"-28" 93NHP RiversideIrnWrks. Detroit		
34997 139251 GNRV	**Thirlby** *ss*Shl.No.1-31 D.F. *1Dk(Stl)*	4887 4614 3038	✠100A1 1,36 ~~4,35~~ BS~~6,34~~ 9,35 ✠LMC~~[illegible]~~ MS1,36	Shl	*z*	CL ~~9,33~~ 1,36	1928 2mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	RopnerShipping Co.Ld. *CellD B*359'1402*tFPT*188*t APT*190*t*	405·1 P30'B229'F41'	53·5	26·5 FK	W.Hartlpl British *6BHCem*	T.3Cy.25½",40"&71"-48" (*s*) 180lb 505NHP 3SB,9*cf*,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s4 ″ 9 24 ″ 11½	
34998 FOPV	**Thisbe** *ss*Rot.No 2-33 *1Dk(Stl) Well dk* *Cargo battens not fitted*	1782 1293 876	✠100A1 3,36 ~~10,34~~ BS~~10,34~~ 3,35 ✠LMC11,35	Rou Rot	*q*	CL ~~6,32~~ 3,36	1925 4mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's A&CP*	SociétéNavale Cænnaise(G.Lamy &Cie.*Mgrs.*) *CellDB*180'381*tDTa*36'118*tFPT*114*t APT*110*t*	260·1 Q100'*Pon*Q22'B54' F24'	37·7	16·4 FK	Caen French *4BHptCem*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,6*cf*,GS105,HS4224 N.E.MarineEng.CoLd.Sld.	18 ″ 7 s1 ″ 7 17 ″ 2	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34999 148360 GSVB	**Thistlebrae** ssSld.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4747 4169 2790	✠100A1 *withfreeboard* 12,34 BS~~12,34~~ 4,36 ✠LMC11,33	Shl	*z*	CL 12,34	1928 11mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB353'1640tFPT201tAPT218t*	403·2 F38'	55·8	23·1 FK	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 2SB& 430NHP 1Aux.SB,8*cf*,GS170,HS7491 Richardsons,Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 8 24 ″ 0½	
35000 148359 GSPT	**Thistleford** ssSld.No.1-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4764 4177 2793	✠100A1 *withfreeboard* ~~9,35~~ ~~1,36~~ 4,36 BS~~6,34~~ 9,35 ✠LMC6,32	Mch Sld	*z*	CL ~~12,32~~ 9,35 N4,36	1928 8mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	AlbynLine.Ld. (Allan,Black&Co. *Mgrs.*) *CellDB354'1662t*	403·2 F38' *FPT197tFPT224t*	55·8	23·1 FK	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd dk*)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 430NHP 2SB&1AuxSB,8*cf*,GS170, Richardsons, HS7491 Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 8 24 ″ 0½	
35001 160314 GTCQ	**Thistlegarth** ssSld·No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4750 4174 2836	✠100A1 *withfreeboard* 2,36 ~~3,35~~ ✠LMC7,34 BS9,35	Bkn	*z*	CL ~~9,33~~ N2,36	1929 9mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB358'1624t*	405·8 F38' *FPT158tAPT222t*	56·0	23·1 FK	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb HS7491 430NHP 2SB&1AuxSB,8*cf*,GS170, Richardsons,Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 7¾ 24 ″ 1	
35002 160312 GTCP	**Thistleglen** ssSld.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4750 4174 2836	✠100A1 *withfreeboard* 2,36 ~~1,35~~ ✠LMC7,34 BS7,35	Syd Sld	*z*	CL ~~7,34~~ 3,36	1929 8mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB358'1624t*	405·8 F38' *FPT158tAPT222t*	56·0	23·1 FK	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb HS7490 430NHP 2SB&1AuxSB,8*cf*,GS170 Richardsons,Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 7¾ 24 ″ 1	
35003 1977 SGVK	**Thjelvar** Ⓟ Iron 1*Dk*&*Shelter dk*	453 214 327					1876	Bergsunds Mek.Vrks. Bergsund	Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*)	149·6 P45'H107*t*F30'	24·8	11·5	Visby Swedish	C.2Cy.20"&38"-25¼" NE96 NB06 60NHP W.LindbergsAktieb.Skm.		
35004 LDAO	**Thode Fagelund** ssOsl.No.3-9,32 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ *Cruiser Stern*	5757 5641 3604	✠100A1 *Shelter dk* *withfreeboard* 5,35 ~~9,34~~ ✠LMC MS3,32 BS~~6,34~~ 7,35 *Carrying oil fuel F P above 150°F. in D.T.* *Fitted for oil fuel 10,20 F.P. above 150° F.*	Osl	*y*	CL 9,34	1920 10mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Wilh.Wilhelmsen *CellDB342'877tAPT82t*	395·0 F30'*on Shelter dk* *MT27'618t*	53·3	24·6 32·6 FK	Tönsberg Norwegian *ptCem* 2*BHtoWdk* 4 ,, ,, *2nd* ,,	T.3Cy.27",44"&73"-48"& LP Turbine withDR gearing&hydraulic coupling 180lb (*s*) 606NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	~~27 ″ 0~~ ~~s 2 ″ 10~~ ~~24 ″ 5~~ 35 ″ 0 s9 ″ 4 25 ″ 11	
35005	**Thomas Barlum** *Now "Algosteel," see No.* 37014 *in Supplement* *Mchy.Aft* 1*Dk*	5752 4485					1907	Detroit S.B.Co. Detroit,Mich	AlgomaShipping Co.Ld.	480·0	52·0	30·0	British *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.DetroitMch		
35006 157601 KDUX	**Thomas Britt** (*ex*G.N.Wilson, *ex*EdwinL.Booth,*ex*DavidM.Whitney) 1*Dk2trB* D.F. *Mchy.Aft*	4626 — 3584					1901	Detroit S.B.Co. Wyandotte, Mich.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	412·9	51·5	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
35007 203891	**Thomas F. Cole** GyC. *Mchy.Aft* 1*Dk*	7268 — 5484					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0	58·2	33·0	Duluth Utd.States *WB*	T.3Cy.24",37"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
35008 205082	**Thos. H. Elliott** Wood (*ex*Daisy-35) *Fitted for oil fuel* *Now "Redwood," see No.* 39873 *in Supplement* 1*Dk*	679 — 379					1908	J.N.Price Bandon,Or.	LosAngelesLong BeachDespatch Line	175·0	38·7	14·0	S.Frncisco Utd.States	C.2Cy.14"&32"-24" UnitedEng.Wks. 42NHP Alameda,Cal.		
35009 221040 KDOR	**Thomas H. Wheeler** GyC. *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	6950 4284					1921	MooreS.B. Co. Oakland,Cal.	~~StandardShppg.Co.~~ Standard Oil Co. of New Jersey	425·8 P106'B40'F41'	57·0	33·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27½",46"&78"-51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
35010 161105 GTCY	**Thomas Holt** ssLivNo.1-33 2*Dks*(*Stl-Weather dk* teak s) ~~D.F.~~ *CruiserStern*	3580 3108 2191	✠100A1 *withfreeboard* 3,36 ~~1,35~~ ✠LMC MS11,33 BS~~8,34~~ 8,35	Liv		CL ~~6,34~~ 3,36	1929 8mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	J.Holt&Co. (Liverpool)Ld. *CellDB282'647tFPT56t*	330·5 P15'B126'F32'	47·1	25·3 FK	Liverpool British 6*BHCem* *APT20t*	T3Cy22 13/16"36½"&62"-42" (*s*) 180lb HS6666 401NHP 2SB(FD)1AuxSB9*cf*,GS173 CammellLaird&CoLd.Bkn	27 ″ 6 s7 ″ 5¾ 20 ″ 4¼	
35011 204212	**Thomas Lynch** GyC. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·5	Duluth Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R
35012 162653 MQCW	**Thomas M.** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Bottom plating not cemented in hold* *CruiserStern*	310 249 151	✠100A1 4,34 ~~✠LMC10,31~~ ~~✠LMC(M)2,34~~ ✠LMC4,36	Lon	*d*	~~N1,34~~ OG N4,36	1931 11mo *Lloyd*	J.Koster Hzn.Schpsw. "DeGideon" Groningen '*sA&CP*	T.J.Metcalf	130·3 Q34'B6' *FPT41t*	25·4	9·1 FK	London British 3*BHptCem* *APT12t*	Oil Engines 4S.C.SA 4Cy.11"-17 11/16" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 9 s ″ 10¾ 8 ″ 11½	
35013 145631	**Thomas Maytham** 3Mst *Mchy.Aft* 1*Dk2trB*	2330 2153 1973					1892	Chicago S.B.Co. Chicago	DolomiteMarine Corp.	286·0	41·3	21·3	Rochester N.Y. Utd.States *WB*	T.3Cy.19",32"&52"-45" 181NHP H.G.Trout,Buffalo		
35014 221483 KDTO	**Thomas P. Beal** *Fitted for oil fuel* D.F. 1*Dk*	6032 5374 3743					1921	BathIron Works Bath,Me.	KoppersCoal& Transpn.Co.(MysticSSCo.Inc.*Mgrs*)	394·1 P42'B117'F37'	55·1	31·0	Boston Utd.States *WB*	SRGearedSteamTurbine BathIronWorks,Bath,Me.		R
35015 225122 KFYE	**Thomas Tracy** (*ex*Condor, *ex*Begna) Sub.Sig. 1*Dk*(*Stl*)*Topside tanks* *Mchy.Aft*	2443 2218 1474	✠ 11,22 ✠	Cpn	*s*		1916 11mo	Gt.Lakes Eng.Works Ashtabula,O. *CellD*	M.&J.Tracy,Inc. *B209'595t Topside*	254·3 P121'F25' *tanks382tFPT180t*	44·0	24·9 FK	NewYork Utd.States 4*BHCem* *APT50t*	T.3Cy.21",34½"&57"-42" 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEngWorks,Asht	27 ″ 6	R †
35016 229753	**Thomas W. Lamont** *Mchy.Aft* GyC. 1*Dk*	7964 — 6345					1930	ToledoS.B. Co. Toledo,Ohio	PittsburghSteamshipCo.	587·9	60·2	27·9	Duluth Utd.States *WB*	T.3Cy.24½",41"&63"-42" 257NHP ToledoS.B.Co.Toledo,Ohio		R
35017 208561	**Thomas Walters** *Mchy.Aft* 1*Dk*	7518 — 5787					1911	American S.B.Co. Lorain,Ohio	InterstateS.S.Co.	580·0 F44'	58·0	32·0	Duluth Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.CoCleveland		R
35018 139625 GQTB	**Thomas Walton** (*ex*Portgwarra-32, ssCff.No.3-11,29 *ex*Anglesea) ssShl.No.1-33 D.F. 1*Dk*(*Stl*)	4460 4218 2822	✠100A1 1,36 ~~3,35~~ BS3,35 ✠LMC11,33	Hul Nwc	*y*	CL 3,35	1917 11mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	NewEraS.S.Co.Ld. (F.S.Dawson,Ld. *Mgrs.*) *CellDB336'1078t*	380·3 P30'B240'F36'	52·0	26·0 FK	Newcastle British 6*BHCem* *APT83t*	T.3Cy.25",41"&68"-48" (*s*) 180lb HS7866 434NHP 2SB&1AuxSB,10*cf*,GS192. Cen.Mar.EngWrks.W.Hpl	28 ″ 6 s 4 ″ 0 24 ″ 9¼	

1 Numéro d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
35019 DHXQ	**Thor** Sub.Sig. *1Dk*	2526 2234 1466					1922	Deutsche Werft Hamburg	Seereederei "Frigga" A.G.	291·8 P33'B54'F25'	44·3	22·7	Hamburg German	T.3Cy.20¼",33½"&52"–35½" NE24 162NHP OttensenerEisenw.A.G. Altona		G
35020 OXTS	**—** Ⓟ *(Icebreaker)* Wireless D.F.	502 412 200					1890	Lindhlmns V.A. Gothenburg	DeDanskeStatsbaner	140·0	33·3	14·7	Korsör Danish	C.2Cy.30"&58"–32" 158NHP LindholmensV.A.,Got.		
35021 LCTF	**Thor I.** (*ex*Imaum) D.F. *2Dks3trB*	4365 2905 2649			...		1890	Harland& Wolff,Ld. Belfast	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	400·8 P40 B78'F48' BK9½"	45·2	28·2	Sandefjord Norwegian *WB*	T.3Cy.27",44½"&73"–54" 426NHP Harland&Wolff,Ld.Bel.	31 ″ 4	N †
35022 LCBH	**Thordis** TwinSc *OilEng.* *Mchy.Aft* D.F. *1Dk(Stl)* *Special Surveys to date from 2,32*	8210 7534 4865	✠100A1 9,35 ~~2,35~~ DBS1,36 ✠LMC9,31 *Carrying Petroleum in bulk*	Got Fal	*c*†	CL 2,35	1931 9mo *Lloyd's* A&CP	CaledonS. B.&E.Co.Ld. Dundee	TönnevoldsRederi A/S(Th.O.Tönnevold&OlafTönnevold, *Mgrs.*)	451·1 P96'F37' FK *CellDBuE70'279tDTf29'470tFPT114tAPT248t*	59·2	35·9	Grimstad Norwegian 10*BHptAsp*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6 s 9 ″ 8¾ 25 ″ 11¾	
35023 125442	**Thordoc** (*ex*J.A.McKee) *Mchy.Aft* *1Dk*	2158 1942 1375					1908	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	248·0 F36'	43·1	22·5	Ft.William Ont. British *WB*	T.3Cy.20½",33"&54"–36" 175NHP N.E.MarineEngCoLdNwc		C
35024 LFBN	**Thore Hafte** (*ex*Dragset,*ex*Sarp,) *1Dk*	626 489 354					1896	Akers Mek.Værks Oslo	Brummenæs&Torgersen	175·6 Q42tB53tH9tF17t	27·6	13·9	Haugesnd Norwegian *WB*	T.3Cy.12" 20"&32"–27" 53NHP AkersMek.Værks.Oslo		N
35025 LIZK	**Thorhild** TwinSc *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	~~10500~~ *10316* *9518* *6243*	✠100A1 10,35 ~~8,35~~ ✠LMC8,35 ~~*(Class Contemplated)*~~ *Carrying Petroleum in bulk*	LAn	*e*†	CL	1935 8mo *Lloyd's* A&CP	Götaverken A/B Gothenburg	TönnevoldsTankrederiA/S(Th.O. Tönnevold&Olaf Tönnevold, *Mgrs.*)	493·1 P95'B37'F71' FK *CellDBuE70'301t DTf33'573tFPT160tAPT341t*	64·5	38·7	Grimstad Norwegian 11*BHp'Cem*	Oil Engines 4S.C.SA 12Cy.24 13/16"–47¼" 711NHP 2DB*150lb* GotaverkenA/B,Got.	38 ″ 2 s8 ″ 8½ 29 ″ 8¼	
35026 115967 GRWS	**Thorland** (*ex*Northland, *ex*Highland Enterprise) *ss*Shl.2ndNo.3-10,26 ~~*ss*Fal.No.1-32~~ *Ref.Mchy.* *2Dks(Stl)&deep framing& Shelter dk(Stl)* D.F. *ss*Gms.No.2-35	5208 3672 3360	✠100A1 *Shelter dk with freeboard* 12,35 ~~4,34~~ ✠LMC MS4,34 BS~~2,35~~ 12,35 Lloyd's RMC ~~5,35~~ 12,35 for frozen fish	Mdb Shl	*y*	CL 3,35	1903 3mo *Lloyd's* A&CP	Russell& Co. Pt.Glasgow	Thorland,Ld.	385·0 FK *Cell DBa110'uE&B46'f160'904tFPT88tAPT25t*	51·0	24·0	London British 6*BHCem*	T.3Cy.28",45"&75"–54" (*s*) 180lb 546NHP 3SB,*9cf*,GS168,HS7830 FD Rankin&Blackmore,Grk.	34 ″ 8 s10 ″ 3 24 ″ 7½	
35027 160294 MBWT	**Thorn** *Mchy.Aft* *1Dk* *Cargo battens not fitted*	347 254 121	✠100A1 6,34 ✠LMC6,34	Bwg	*f*	CL	1934 6mo *Lloyd's* A&CP	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·8 Q81'B7'F20' BK6" *FPT54t*	23·6	10·5	Newry British 3*BHCem* *APT39t*	T.3Cy.11¼",20"&32"–24" (*s*) 205lb 62RHP 1SB,*3cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6¼ 11 ″ 8¼	
35028	**Thornaby** *For full particulars see No.* 40251 *in Supplement* *CruiserStern*	1190 — 520	100A1 *(Class Contemplated)*				1935	Hawthorn, Leslie&Co.Ld Newcastle	TheTyne-TeesStm ShippingCo.Ld.	226·2 P113'F22'	33·2	14·3	Middlsbro' British	T.3Cy.16",26"&44"–30" N.E.MarineEng.Co.Ld.Sld		
35029 809 OHCD	**Thornbury** (*ex*ElwineKöppen) *ss*Cff.2ndNo.3-2,30 *ss*Hfs.No.1-34 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	2163 1683 1216	✠100A1 5,36 ~~11,34~~ ✠LMC MS4,34 BS~~11,34~~ 11,35	Hfs Shl	*r*	OG 10,34	1905 4mo *Lloyd's* A&CP	Stettiner Oderwerke Stettin	H.Lundqvist	277·5 P14'Q76'B66'F34' FK *CellDBa78'uE&B42'f110'435tFPT93tAPT45t*	41·2	18·0	Mariehmn Finnish 4*BHCem*	T.3Cy.18",29"&47"–36" (*s*) 170lb 158NHP 2SB,*4cf*,GS82,HS2669 StettinerOderwerke	20 ″ 6 s 2 ″ 4 18 ″ 4	
35030 148098 GKSY	**Thornhope** *ss*Sld.No.2-33 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2272 1766 1319	✠100A1 5,35 BS~~5,34~~ 9,35 ✠LMC4,33	Shl	*s*	CL 3,33	1924 10mo *Lloyd's* A&CP	WoodSkinner&Co.Ld. Newcastle	ThornhopeShppg. Co.Ld.(Alexander Bros.(T.I.&G.)Ld. *Mgrs.*)	294·6 Q165'BonQ56'F33' FK *CellDB245'640tFPT110tAPT90t*	40·7	18·2	Newcastle British 5*BHptCem*	T.3Cy.21",34"&57"–39" (*s*) 180lb *100lb* 239NHP 2SB,*6cf*,GS109,HS3940 N.E.MarineEng.CoLdNwc	20 ″ 7 s 6 ″ 8¾ 18 ″ 7½	
35031 161544 GLPT	**Thornlea** *ss*Hul.No.1-34 *1Dk(Stl)&Shelter dk(Stl)*	4261 3945 2548	✠100A1 *with freeboard* 10,35 ~~1,35~~ ✠LMC MS10,33 BS~~1,34~~ 12,35	PNl	*x*	CL 4,34	1929 11mo *Lloyd's* A&CP	SirJPriestman&Co. Sunderland	CliffsideShipping CoLd(J.Morrison &Son,*Mgrs.*)	367·5 F38' FK *CellDB315'994tFPT134tAPT247t*	51·5	25·1	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd*„)	T.3Cy.25",41"&69"–48" (*s*) 180lb 380NHP 3SB,*9cf*,GS156,HS6147 N.E.MarineEng.Co.Ld.Sld	27 ″ 6 s 2 ″ 10 24 ″ 10½	
35032 146589 CYJD	**Thorold** (*ex*ChicagoTribune-33) *Mchy.Aft* *1Dk*	1689 1497 987					1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	Quebec&Ontario TransportationCo. Ld.	250·0 F39'	43·1	16·9	Montreal British *WB*	T.3Cy.16",26½"&44"–30" 106NHP NEMarineEng.CoLd.Nwc		C
35033 LDAU	**Thoröy** (*ex*Vellöy,*ex*Kremlin, *ex*Snowflake) 3Mst *ss*Osl.3rdNo.3-4,31 *Mchy.Aft* *1Dk(Stl)&Spar dk(Irn) &Web frames*	2671 2389 1518	✠100A1 *Spar dk* 8,34 BS6,34 ✠LMC4,31 *Carrying Petroleum in bulk*	Cpn	*t*	CL 8,34	1893 12mo A&CP	Armstrong Mitchell&Co. Ld Newcastle	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	293·8 P79'B22'F33' 26·7 FK *CellDB30'92tAPT25tDTf22'201t*	39·4	19·8	Sandefjord Norwegian 7*BHCem*	T.3Cy.23",37"&60"–42" (*s*) 160lb NDB10 247NHP 2SB,*6rf*,GS104,HS3920 Wllsnd.Slpwy.Co.Ld.Nwc.	27 ″ 10 s 4 ″ 8¾ 23 ″ 3¾	
35034 LCTJ	**Thorshammer** (*ex*SanNazario) *Fitted for oil fuel* *2Dks&Shelter dk&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying whale oil in bulk*	12215 9622 7414			...		1914	W.Doxford &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	526·0 H328t FK	66·5	41·5	Sandefjord Norwegian *WB*	Q.4Cy.28½",41",58"&84"–54" 795NHP W.Doxford&Sons,Ld.Sld.	41 ″ 6	N †
35035 LDPO	**Thorshavn** *ss*Mtl.No.1-34 *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6869 6368 4126	✠100A1 ~~1,35 7,34~~ 1,36 DBS7,34 ~~✠LMC11,30~~ *Carrying Petroleum in bulk* ✠LMC CS1,35 1,35	Mtl Sfj	*b*†	CL ~~7,34~~ 1,35	1930 11mo *Lloyd's* A&CP	Sir J.Laing &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*)	435·7 P102'B32'F44' FK *CellDBuE65'476tDTf33'428tFPT263tAPT103t*	57·2	33·4	Sandefjord Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35036 LDPP	**Thorsholm** Now "Teddy," see No. 40304 in Supplement ssSfj.No.1-35 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6748 6368 4046	✠100A1 ~~3,35~~10,35 DBS7,34 ✠LMC CS3,35 10,35 ~~3,33~~ ~~2,35~~ CarryingPetroleum in bulk	Sfj	b†	CL 3,35	1930 10mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	SkibsA/S Thorsholm (A/S ThorDahl) CellDBuE65'476t DTf33'428t	435·3 P102'B32'F44' FK FPT263tAPT103t	57·2	33·4	Sandefjord Norwegian 16BHptCem (10 to U dk 6 „ 2nd„)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 2DB150lb 687NHP W.Doxford&Sons,Ld.Sld.	33 ″ 4	
35037 SVKL	**Thraki** Ⓟ (exCorvin-33) ssVen.No.3-1,26 Well deck 1Dk(Stl)	1510 962 911	✠ —— 8,33 ✠	Tri	p		1913 9mo	W.Dobson &Co. Newcastle	HellenicCoast LinesCo.Ld. Cell DBa70' u E&	240·0 P&B154'F30' FK B28' f 98'309tFPT	36·1	14·4	Piræus Greek 4BHCem 39tAPT38t	T.3Cy.19",31"&52"-36" 212NHP 2SB,6cf,GS96,HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
35038	— TwinSc (exPorteurNo.411)	982 — 560					1917	Chant.Nav deNicolaieff Nicolaieff	LeontiosTeryazos	198·3	34·5	12·7	Piræus Greek WB	T.6Cy.11",19 7/10"&29⅛"-15¾" 67NHP		
35039 SWES	**Thrasyvoulos** (exForfar, exThessalia) ssAnt.No.3-7,25 ssPir.No.2-35 1Dk(ptIrn ptStl)&Web frames Longitudinal framing	3693 3435 2340	✠100A1 ~~2,35~~12,35 ✠LMC BS~~11,34~~ MS2,35 12,35	Pir Ams	w	CL ~~10,34~~ N11,35	1912 9mo	TyneI.S.B. Co.Ld. Newcastle Lloyd'sA&CP	Th.L.Boyazides& Co. CellD	348·5 P30'B102'F38' FK Ba111'uE23'f155'8	50·1	23·5	Andros Greek 6BHCem 01tAPT95t	T.3Cy.24",40"&66"-45" (s) 180lb 90lb 307NHP 2SB,8pf,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25″10 s4 ″ 6¼ 21 ″ 6	
35040 PUAM	**3 de Outubro** TwinSc (exBorborema) 1Dk	1811 1673 1082					1907	Craig,Tay- lor&Co.Ld Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian WB	T.6Cy.14",22"&37"-24" 134NHP Blair&Co.Ld.Stockton		
35041 162281 MQCR	**Thrift** ssAbn.No.1-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	648 431 273	✠100A1 8,35~~6,34~~ ✠LMC~~9,34~~ 8,35	Abn	i	CL 6,34	1931 9mo	Hall,Rus- sell&Co.Ld. Aberdeen Lloyd'sA&CP	NorthernCo- operativeSociety Ld.	176·5 B11'Q101'F26' FK CellDB 95'144t FPT	27·7	11·2	Aberdeen British 3BHCem 40tAPT20t	T.3Cy.14½",24"&40"-30" (r) 190lb 93RHP 1SB,3cf,GS67,HS2125 Hall,Russell&Co.Ld.Abn.	13 ″ 4 s 3 ″ 8¾ 13 ″ 2¼	
35042 143992 MPDX	**Thriftie** (exBritishThrift-35) OilEng. ssShl.No.1-34 Mchy.Aft 1Dk(Stl)&Web frames Wireless Longitudinal framing	695 313 247	✠100A1 ~~10,35~~~~2,35~~ 2,36 DBS2,35 ✠LMC7,34 CarryingPetroleum in bulk	Hul ~~Lon~~	j	~~2,35~~ 2,36	1928 9mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	BritishTankerCo. Ld.	185·3 Q65'F32' Trunk78' FK CellDBuE9'	31·6	11·2	Swansea British 9BHptCem 24tAPT92t	Oil Engines 2S.C.SA 4Cy.16½"-28⅜" 191NHP NDB35-125lb Swan,Hunter&Wigham- Richardson,Ld.Nwc.	11 ″ 3 s ″ 8¾ 10 ″ 8	
35043 LCYB	**Thuhaug** (exCanadianVoyageur) 1Dk	2850 2539 1701		...			1919	Canadian Vickers,Ld Montreal	A/S D/S Thuhaug (W.Hansen)	~~319·4~~ P43'B96'F36' 320·0 FK	44·3	~~22·6~~ 22·5	Bergen Norwegian WB	T.3Cy.25",41"&67"-45" Goldie& 375NHP McCullochCo.Ld.Galt,Ont	25 ″ 0	N †
35044 7681 SIFN	**Thule** (exC.G.Thulin-35) ssNYk.No.1-35 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern Cargo battens not fitted Strengthened for Navigation in Ice	1779 1581 995	✠100A1 withfreeboard ~~9,35~~~~10,34~~ 5,36 ✠LMC10,34 BS2,36	~~Rot~~ ~~NYk~~ Ham	s	OG ~~4,34~~ 5,36	1930 10mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd'sA&CP	StockholmsRederi- aktiebSvea (Eman. Högberg,Mgr.) CellDB214'529t	269·2 FK FPT35tAPT80t	42·1	17·6	Stockholm Swedish 4BHAsp (Coll to Sh dk 3 „ 2nd „)	C.4Cy.(2)13¾"&(2)32 5/16"- 30½" 220lb (s) 173NHP 2SB,4cf,GS58,HS2456 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″8¾ 19 ″ 4¾	
35045 131060 CYMN	**Thunder Bay** Mchy.Aft 1Dk	1870 1738 1109					1895	American S.B.Co. Cleveland,O. Rebuilt 1921by DavieS.B.&RpgCo.Lauzon,P.Q.	CanadaS.S.Lines Ld.	247·0	40·1	19·9	Montreal British WB	T.3Cy.16",25"&42"-32" NB02 88RHP FrontierIronWorks, Detroit, Mich		C
35046 207766 KDUL	**Thunder Bay Quarries** (exTheodoreH. (Self-Unloader) Wickwire,Jr.) 1Dk Mchy.Aft D.F. GyC.	6612 — 5335					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland&Corne- lius,Mgrs.)	504·0 F48'	56·0	26·0	Buffalo NY Utd. States WB	T.3Cy.23",37"&63"-42" GreatLakes 257NHP Eng.Works,St.Clair		R
35047 161100 GSWT	**Thurland Castle** TwinSc OilEng. ssN.Yk.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)except in aftermost hold Longitudinal framing at bottom&at decks	6372 5728 3808	✠100A1 withfreeboard ~~6,35~~ ~~8,34~~ 4,36 ✠LMC CS1,34 2,35 ~~8,33~~ Fitted for carrying oil fuel 6,29 F.P. above 150°F.in deep tanks	Yka ~~Kob~~ Shi DBS1,35	d†	CL ~~10,32~~ 4,36	1929 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	LancashireShppg. Co.Ld.(J.Cham- bers&Co.Mgrs.) CellDB393'1519t DTsf27'850t&	464·6 F42' FK DTa19'516t 19'606t,tank between tunnels 93t	60·3	25·8	Liverpool British 7BHptCem (Collto Sh dk 6 „ 2nd„)	Oil Engines 4S.C.SA 12Cy.28¾"-59 1/16" 953NHP 2DB125lb N.E.MarineEngCoLd.Nwc FPT149tAPT59t	31 ″ 6 s 4 ″ 3¾ 27 ″ 4½	
35048 144022 GBVZ	**Thurso** ssHul.No.3-3,32 1Dk(Stl) CruiserStern	2436 2258 1451	✠100A1 ~~11,34~~11,35 ✠LMC MS7,32 BS~~4,34~~5,35	Hul	t	CL 11,34	1919 11mo	S.P. Austin &Son,Ld. Sunderland Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellD	303·2 P&B233'F32' FK B260' 670t FPT70t	43·0	20·8	Hull British 5BH pt Cem APT180t	T.3Cy.22",36"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Richardsons,Westgarth &Co.Ld.Sld.	23 ″ 0 s 2 ″ 3¼ 20″11	
35049 142666 GNFQ	**Thurston** (exVeraKathleen, exWarSky) ssHpl.No.3-1,32 1Dk(Stl)	3072 2837 1839	✠100A1 ~~8,33~~10,35 BS~~12,34~~ ✠LMC1,32 10,35	Shl	u	CL ~~11,32~~ 10,35	1918 10mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	MurrellS.S.Co.Ld. (J.E.Murrell& Sons,Mgrs.) CellD	331·3 P33'B98'F28' FK B276'734tFPT105t	46·8	23·2	W.Hartlpl British 7BHCem APT122t	T.3Cy.25",41"&68"-45" (s) 180lb 429NHP 3SB,9cf,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3″11¾ 21 ″ 9	
35050 7230 SEIA	**Thyra** ssLkr.No.2-34 Cargo battens not fitted 1Dk(Stl) Strengthened for Navigation in Ice	1796 1584 1033	✠100A1 5,35~~5,34~~ BS5,35 ✠LMC5,34	Lkr Hpl	r	OG 5,34	1925 10mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd'sA&CP	A/B Transmarin (B.Ingelsson,Mgr)	268·8 P20'B106'F23' FK CellDB226'570tFPT	42·1	17·5	Hlsngborg Swedish 4BHCem 35tAPT80t	T3Cy.18½",29½"&50"-36" (s) 180lb 187NHP 2SB,6cf,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 4 17 ″ 9½	
35051 LDAV	— (exCanadianMiner) 1Dk	1655 1450 943		...			1920	Nova ScotiaSteel& CoalCo Ld NewGlasgow N.S.	SkibsA/S William HansensRederi (W.Hansen)	270·0 P28'B65'F27' FK	38·2	17·9	Bergen Norwegian WB	T.3Cy.17½",28¾"&47"-33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 ″ 6	N †
35052 OXZA	— Ref.Mchy. Wireless 1Dk	1088 868 560					1923	Frdkshavn Værft& FlydedokA/S Frederikshvn	DetForenede DampskibsSelsk.	236·2	35·7	14·2	Odense Danish WB	DR Geared Steam Turbine Akt.AtlasMaskinfbk.Cpn.		V
35053 OUMJ	— 1Dk	836 711 493		...			1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S "Progress"(M. Nielsen&Sön Mgs)	211·6 P28'B60'F22' FK	31·5	13·2	Copnhagn Danish WB	T.3Cy.14",22½"&37"-24" 79NHP KjbnhavnsFlydk.&Skbsv.	15 ″ 6	V †
35054 OYHS	— Ⓟ Pad (Ferry) 1Dk	494 471 271					1893	Burmeister &Wain Copenhagen	DeDanskeStats- baner	212·0 B47' len03	26·2	11·7	Masnedö Danish	C.2Cy.32"&60"-45" 201NHP Burmeister&Wain,Cpn.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
35055 OUMK	**Thyra S.** Now "Riga," see No. 39877 in Supplement 1*Dk*	1194 913 705					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpskselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	235·4|36·2|13·7 P13'Q69'B98'F29'	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP Kjbnhavns.Flydk.&Skbsv.		C
35056 OPTA	**Thysville** Ⓟ TwinSc ssAnt.No.3–1,35 2*Dks*(*Stl*–Uws)&*Shelter dk*(*Stl*–teaks) D.F. *Ref.Mchy.*	8351 6427 4869	✠100A1 *Shelter dk with freeboard* 11,35 ~~1,35~~ BS9,35 ~~[illegible]~~ ✠LMC11,35 Lloyd'sRMC ~~[illegible]~~ 3,36 ~~[illegible]~~	Ant	*c*†	CL 1,35 11,35	1922 6mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP* *CellDB*377'	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale, *Mgrs.*) 1312*t Tanks at sides of Tunnels a*78*t FP*	439·1|57·0|34·1 P55'F89' *on Shelter dk* FK	Antwerp Belgian *Cem* *7BHtoSh dk* *T*90*t APT*45*t*	Q.8Cy.23",33",47"&67"–48" 215lb (*s*) 964NHP 6SB,*18cf*,GS345,HS14100FD Soc.An.J.Cockerill,Seraing	37 ″ 0 s10 ″ 9 26 ″ 9	
35057 160401 GNSR	**Tia Juana** TwinSc ssCco.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 12,35 ~~10,34~~ BS12,35 ~~[illegible]~~ ✠LMC8,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Cco	*l*	CL 1,34	1928 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *Wing tanks f*286*t wing tanks a*356*t FPT*60*t APT*75*t*	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*)	305·7|50·2|14·3 P67'F34' *Trunk*204' FK	London British *7BHpt Cem*	T.6Cy.13⅞",23½"&36"–27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
35058	**Tibagy** (*ex*Nadia) ssRio.No.3–2,15 1*Dk*(*Wood*)&*deep framing*	2422 2241 1552	✠ 4,21 ✠	Rio	*s*		1901 12mo	Grngem'th &GrkDkdCo. Greenock *CellDBa*90'*uE&B*38'*f*122'640*t APT*112*t*	Cia.Commercio e Navegação	300·1|44·6|20·0 P25'B60'F27' FK	R.Janeiro Brazilian *5BHCem*	T.3Cy.22",36"&59"–39" 228NHP 2SB,*6cf*,GS115,HS3450 GreenockFoundryCo.Grk	22 ″ 1	
35059 OUML	**Tiber** Broken up 1*Dk*&*pt Awng dk*	1343 929 821					1899	Helsingörs Jerns.&Mask. Elsinore	DetForenede DampskibsSelsk.	229·8|33·9|22·7 Q80' *pt Awng dk*148'	Middelfart Danish *WB*	T.3Cy.19½",31½"&53"–36" 192NHP HelsingörsJernsk.&Mask.		V
35060 FOGL	**Tiberiade** (*ex*JacquesSchiaffino, *ex*RoiLéopold) *Fitted for oil fuel* 1*Dk*&*deep framing*&*Shelter dk*	2696 2556 1681			...		1909	W.Dobson &Co. Newcastle	Soc.deNav.aVap. Daher	301·3|41·4|21·2 FK	Marseilles French *WB*	T.3Cy.22",37"&61"–42" 278NHP N.E.MarineEngCoLd Nwc		V †
35061 PHZO	**Tiberius** *Cruiser Stern* 2*Dks*	1712 1351 944					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	263·4|42·6|17·0	Amstrdam Dutch *WB*	T.3Cy.18⅝",29⅞"&49 7/32"–33 1/32" 140NHP A.G."Neptun,"Rostock		V
35062 142861 GKVC	**Tiberton** ssNwc.No.3–7,32 1*Dk*(*Stl*)	5225 4796 3190	✠100A1 ~~6,35~~ ~~11,34~~ 1,36 ✠LMC MS7,32 BS11,34	Nwc	*y*	CL 11,34	1920 3mo *Lloyd*	Richards'n Duck&Co.Ld Stockton '*sA&CP* *CellDB*	R.Chapman& Son	400·1|52·4|28·4 P49'B113'F40' FK 336' 1058*t FPT*168*t APT*279*t*	Newcastle British *7BHCem*	T.3Cy.26",44"&73"–48" (*s*) 180lb *100lb* 397NHP 2SB,*6cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 0 25 ″ 3½	
35063 DOPT	**Tic** *OilEng.* 1*Dk*	300 272 221					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3|24·6|11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9⅝"–15¾" 56NHP Mot.WerkeMannheimA G Mannheim		G
35064 230116 KGRE	**Tide Water** *OilEng.* D.F. GyC. 2*Dks* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	8886 8234 5412					1930	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssoci- atedTransport Corp.	480·6|66·0|36·8 P78'B34'F48'	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
35065 230171 KGRF	**Tide Water Associated** D.F. GyC. *OilEng.* *Longitudinal framing* 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	8812 8234 5362					1930	SunS.B. &D.D.Co. Chester,Pa.	TideWaterAssoci- atedTransport Corp.	480·6|66·0|36·8 P77'B34'F48'	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
35066 PKGY	**Tidore** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	872 625 526					1929	NV Burger hout'sM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9|34·2|12·7 B49'F34'	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14 9/16"–22 13/16" 164NHP Motorenfabr."Deutz" A.G.Koln-Deutz		V
35067 148559 KSGL	**Tien Kwang** TwinSc ssShi.No.2–33 1*Dk*(*Stl*)&*Web frames* *Cruiser Stern*	731 458 285	✠ A– *For Service on the Yangtsze River* ~~5,35~~ ~~4,34~~ 4,35 B&MS MS5,33 BS~~4,34~~5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,25 *F.P. above* 150° F.	Shi		OG ~~S1,33~~ PN9,33 S4,35	1925 2mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·5|32·9|8·9 *Shade dk*134'F22' FK *CellDB*	Shanghai British *9BH* *FPT*10*t*	T.8Cy.18",26"&(2)30"–18" 250lb 220lbatEng. (*s*) HS6990 397NHP 2 Water Tube Boilers FD Yarrow&Co.(1922)Ld Gls	10 ″ 5	
35068	**Tien Lee** (*ex*Sokndal–34, *ex*M.H.Kongshavn,*ex*TaikaiMaru) 1*Dk*	2032 1838 1177					1919	Uchida S.B.&E.CoLd Yokohama	ChingKeeS.N. Co.Ld.	270·0|39·1|21·6 P41*t*H89*t*F41*t*	Chefoo Chinese *WB*	T.3Cy.19",31½"&52"–39" 168NHP UchidaS.B &E.Co.Ld.Yka		N
35069 259 JUGB	**Tientsin Maru** Ⓟ *Cruiser Stern* 1*Dk*	2317 1656 1352					1927	Mitsubishi ZosenKaisha Ld. Kobe	DairenKisenK.K.	275·0|42·5|21·0 P42'F32' *Promenade dk*115'	Dairen Japanese *WB*	T3Cy.20¼",33½"&55 15/16"–39⅜" 197NHP MitsubishiZosenKaishaLd		
35070	**Tiété** (*ex*Norte–34,*ex*Iberier, *ex*LakeFelicity) 1*Dk*	1696 1576 967			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Cia.Carbonifera RioGrandense	251·0|43·8|18·5 P25'B64'F23' FK	R.Janeiro Brazilian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
35071 UOXB	**Tiflis** (*ex*Pfalz–33,*ex*Ramses) D.F. 2*Dks*&*Shelter dk*	7169 6593 4577					1912	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	463·9|60·8|28·3 F50' 36·6	Odessa Russian *WB*	T.3Cy.31⅛",50⅝"&84"–53⅞" 516NHP FlensburgerSchiffsb.Ges.		
35072 215248 WSCY	**Tiger** ssN.Yk.No.3–2,30 ssN.Yk.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	5992 5728 3708	✠100A1 *Shelter dk with freeboard* 1,36 ~~1,35~~ BS1,36 ~~[illegible]~~ ✠LMC3,34 *Fitted for oil fuel* 6,17 *F.P. above* 150° F. *Carrying oil fuel in bulk F.P. above* 150° F.	NYk	*a*†	CL N3,34	1917 6mo	UnionIron WorksCo. SanFrancisco *A&CP* *CellDBuE&B*48'	Socony-Vacuum OilCo.Inc.	410·0|56·0|29·0 FK 207*t DT in way of tunnel* 223*t FPT*80*t APT*200*t*	NewYork Utd.States *13BHpt Asp*	T.3Cy.27",47"&78"–48" (*s*) 220lb 594NHP 3SB,*9cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s3 ″ 5½ 28 ″ 8¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35073 LDAW	**Tiger** ssPal.No.3-8,34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	3941 3565 2324	✠100A1 8,35 ~~12,34~~ ✠LMC8,35 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,21	Gen BS8,35	*v*	CL 8,34	1921 7mo	Fairfield Co.Ld. Glasgow *Lloyd's*A&CP	A/S Tiger (A/S Östlandske Petroleums Compagni) *CellDBuE&B60' f30'190tFPT40t APT96t FW tank in AP 8' 32t*	351·0 P80'F29' FK	47·0	28·2	Bergen Norwegian 14*BHptCem* (8 *to U dk* 6 „ *2nd* „)	T.3Cy.23½",38"&62"-42" (*s*) 180lb 347NHP 2SB,6*cf*,GS127,HS5112 FD FairfieldCo.Ld.Glasgow	28 ″ 3	
35074 LDAX	**Tigre** TwinSc ssOsl.No.2-34 *OilEng* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy* 3*rd dk*(*Stl*)*except in aftermost hold*	5498 4711 3070	✠100A1 *withfreeboard* 8,35 ~~2,35~~ ✠LMC CS8,34 ~~8,34~~ 8,35 ✠Lloyd's RMC ~~4,35~~ 9,35	Got DBS2,35	*a*†	CL PN1,34 ~~S1,34~~ S8,35	1926 5mo	Ch.&Atel. deSt.Nazaire Rouen *Lloyd's*A&CP *Tanks in*	Wilh.Wilhelmsen *CellDB*360'1134*t* *way of tunnels*291*t*	418·0 P41'F38' FK *FPT*112*tAPT*130*t*	54·5	27·5	Tönsberg Norwegian 7*BHCem* (4 *to Sh dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 2 s 3 ″ 10½ 26 ″ 5½	
35075 424 ICJX	**Tigullio** (*ex*Fiducia,*ex*Scillin, *ex*Beatrice) ssGen.No.3-5,11 D.F. ssGen.No.1-15 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	3443 3134 2108	✠ 9,22 ✠	Gen	*v*		1898 9mo	Bartram&Sons Sunderland	And.Sanguineti fuD. *CellDBa*	359·7 350·0 P30'B102'F36' FK 112'*uE*24'*f*140'806*t*	44·8	16·4 24·4	Genoa Italian 6*BHCem* *APT*68*t*	T.3Cy.24",39½"&65"-42" 298NHP 2SB,6*rf*,GS102,HS3860 J.Dickinson&Sons,Ld.Sld.	26 ″ 9	I †
35076 712	**Tiira** WoodAux4MstSr *Motor* 1*Dk* (*See Sailing Ship Register*)	435 397 358					1921	Johan Wendelin Brahestad	H.Isaksson	150·4	30·7	14·0	Åbo Finnish	Motor 2Cy.12$\frac{9}{16}$"-14$\frac{15}{16}$" E*made*19,*fitted*21 BjörneborgsMVBjörnebrg		
35077 TUNU	**Tijditt** (*ex*Artemis,*ex*Tyne Abbey,*ex*Alexander,*ex*Skåne) 3Mst *Mchy.Aft* 1*Dk*	*327* *280* *148*					1897	J.Thormählen&Co. Elmshorn	E.Bazire	124·9 H36'F19'	24·8	11·0	Algiers French *WB*	C.2Cy.11"&22"-13" Ottensener 15NHP Maschinenfb.Altona		
35078 LDAY	**Tijuca** TwinSc ssOsl.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) D.F. *except in aftermost hold*	5498 4711 3082	✠100A1 *withfreeboard* 4,35 ✠LMC CS6,34 ~~4,34~~ 4,35	Osl 5,35 DBS~~6,34~~	*a*†	CL SN11,34 PN4,35	1926 3mo	Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly *Lloyd's*A&CP	Wilh.Wilhelmsen *CellDB*360'1134*t* *tunnels* 291*t*	418·0 P41'F38' FK *Tanks in way of* *FPT*112*tAPT*130*t*	54·5	27·5	Tönsberg Norwegian 7*BHCem* (4 *to Sh dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP DB*114lb* ASBurmeister&Wain,Cpn.	30 ″ 2 s 3 ″ 10½ 26 ″ 5½	
35079 LOGH	— IronAuxBk (*ex*SailingVessel) Wireless *OilEng.* *Mchy.Aft* 1*Dk*2*trB* (*See Sailing Ship Register*)	924 — 735			...		1866	E.Gouin Nantes	Cia.Argentina de PescaS.A.	178·0 P42'F30'	34·5	21·6	Bns.Ayres Argentine	Oil Engine 2S.C.SA 91NHP 4Cy.11$\frac{4}{16}$"-16$\frac{15}{16}$" NE*fitted*24 A/BAtlasDieselMotorSkm		N †
35080 149670 GNKS	**Tilapa** *Ref.Mchy.* Sub.Sig. E.S.D. D.F. 4*Dks*	5392 4678 3302					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLd.Bkn		C
35081 147894 GKLP	**Tilawa** Ⓟ ssCal.No.3-11,35 ~~ssCal.No.2-32~~ 3*Dks*(*Stl-weather* teak s) D.F. *CruiserStern*	10006 8060 6153	✠100A1 *withfreeboard* 1,36 ~~1,35~~ ~~11,35~~ BS~~1,35~~ ~~11,35~~	Cal ✠LMC~~4,32~~ 11,35	*d*†	CL ~~12,33~~ 1,36	1924 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1536*t* *Tanks at sides of*	451·0 P48'B213'F43' FK *Tunnel*87*tFPT*155*t*	59·3	36·8	Glasgow British 8*BHptCem* *APT*48*t*	Q.4Cy.29",41½",59"&85"-54" 215lb (*s*) 900NHP 4SB,*16cf*,GS330,HS13792 FD Hwthrn,Leslie&CoLdNwc	40 ″ 0 s13 ″ 4¼ 27 ″ 1¼	
35082 145423 MKVL	**Tilbury Ness** (*ex*Graymount) *Now "Tod Head," see No. 40284 in Supplement* ssLth.No.3-3,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	324 216 123	✠100A1 11,34 BS3,35	Lth ✠LMC3,34	*d*	CL 3,34	1921 10mo	J.Cran& SomervilleLd Leith *Lloyd's*A&CP	A.F.Henry& MacGregor,Ld.	130·2 Q48'B8'F23' FK *FPT*33*t*	22·6	9·6	Leith British 3*BHCem* *APT*16*t*	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
35083 SVJL	**Tilemachos** ssBla.No.3-4,24 ssPir.No.2-32 1*Dk*(*Stl*)	*3562* *3288* *2146*	✠100A1 11,34 BS~~7,34~~ 10,35	Sws ✠LMC11,32	*w*	CL 11,34	1911 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	G.C.Dracoulis *WB=CellDBa* 120'*uE*&*B*43'	356·3 P31'B188'F35' FK *f*151'1258*tFPT*96*t*	50·7	21·7	Ithaca Greek 6*BHCem* *APT*240*t*	T.3Cy.25",40½"&67"-45" (*s*) 180lb *100lb* 324NHP 2SB,6*cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl	24 ″ 3 s3 ″ 3½ 21 ″ 2	
35084 7653 SHXN	**Tilia Gorthon** ssHbg.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for navigation in ice*	*1776* *1590* *1010*	✠100A1 *withfreeboard* ~~6,35~~ ~~10,33~~ 1,36	Lkr ~~Abg~~Npt ✠LMC6,~~30~~ MS6,35 BS7,35	*r*	CL 9,34	1930 6mo	Fredrkstad Mek.Værks Fredrikstad *Lloyd's*A&CP	RederiA/BActiv (Joh.Gorthon *Mgr.*) *CellDB*212'545*t*	269·1 FK *Coll* *FPT*35*tAPT*80*t*	42·2	17·6	Hlsngborg Swedish 4*BHCem* *BH to Sh dk* 3 „ „ *2nd* „	T.3Cy.18½",29½"&50"-36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
35085	**Tille** (*ex*Stavstein,*ex*Disa, *ex*SailingVessel,*ex*Dennis Crouan) AuxBk *OilEng.* 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	465 395 276					1893	A.Dubigeon Nantes	Cia.Tille	150·5 P47'F25'	28·2	14·6	Callao Peruvian	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{9}{16}$" 96NHP NE*fitted*18 J&CGBolinder'sCoLdSkm		
35086 151091	**Tilli** (*ex*Nellie, *exSailingVessel*Hjertness) AuxTwin3MstSr *OilEng.* 1*Dk*&*Web frames* (*See Sailing Ship Register*)	775 690 629					1891	Grngem'th Dockyard Co. Grangem'th	MarineSupplies, Ld.	184·6 P37'H40*t*F8*t*	32·2	16·4	HalifaxNS British	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP NE*fitted*17 J&CGBolinder'sCoLdSkm		
35087 219655 KUFD	**Tillie Lykes** (*ex*LakeFlorian) *Fitted for oil fuel* 1*Dk*2*trB*	2572 — 1633			...		1920	McDougall DuluthCo. Duluth,Minn.	LykesBros.S.S. Co.Inc.	251·0 P25'B64'F20' FK	43·7	25·8	Galveston Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
35088 DHXT	**Tilly L.-M. Russ** Sub.Sig. *CruiserStern* 1*Dk*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u.Assekuranz Ges.m.b.H. (ErnstRuss, *Mgr.*)	263·2 P16'Q81'B108' F35'	41·9	15·4	Hamburg German *WB*	T.3Cy17$\frac{11}{16}$",29⅜"&48$\frac{1}{16}$"-37⅜" 141NHP FlensburgerSchiffsb.Ges.		G
35089 160599 GSQT	**Tilsington Court** ssNwc.No.1-32 D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 10,35 ~~11,34~~ BS~~11,34~~ 10,35	Bry ✠LMC10,32	*a*†	CL ~~11,34~~ 10,35	1928 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	UnitedBritishS.S. Co.Ld.(Haldin& PhilippsLd.*Mgrs.*) *U'tween dkBHexceptCollBHdispensed with* *CellDBa*&*uE*168'*f*182'1499*t FPT*113*t*	420·1 F41' FK *Coll*	56·5	33·8	London British *Cem* *BH to Wdk* 6 „ *2nd* „ *APT*148*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
35090 DABI	**Tilsit** *Mchy.Aft* 1*Dk*	950 714 416					1925	Union-Giesserei Königsberg	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	215·3 P&B167'F22'	34·2	12·6	Königsbrg German *WB*	T.3Cy.18½",29$\frac{1}{16}$"&47½"-29½" 120NHP Union-Giesserei,Königsbg		G

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quilles Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35091 LDAZ	**Tilthorn** ssBgn.No.3-10,34 1Dk(Stl)&Shelter dk(Stl)	6583 6299 4119	✠100A1 Shelter dk withfreeboard 10,35 ~~10,34~~ ✠LMC10,34 BS10,35	Bgn	z	CL ~~12,32~~ 9,35	1921 8mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP Inter	A/SJacobR. OlsensRederi (O.GrolleOlsen&I. HysingOlsen,Mgs) mediateBH in fore CellDB364'1180t	420·0|54·0|34·3 FK hold dispensed with FPT105tAPT127t	Bergen Norwegian Cem 1BHtoShdk 5 „ „ U „	T.3Cy.27",44½"&75 5/16"-54" 180lb (s) 577NHP 3SB,9cf,GS198,HS8530 FD W.Doxford&Sons,Ld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
35092 181 ICJZ	**Timavo** Ⓟ ssGen.No.3-12,32 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F.	7549 6695 4731	✠100A1 Shelter dk withfreeboard 8,30 ~~2,35~~ ✠LMC MS1,32 BS~~2,34~~2,35 ✠Lloyd'sRMC ~~4,34~~ ~~3,35~~ 4,36 ~~12,35~~ Fitted for oil	Ven Mfl fuel 6,	b† 30	CL ~~N1,34~~ 5,35 F.P.	1920 8mo above	Cantiere SanRocco, S.A. Trieste A&CP 150°F.	Navigazione LiberaTriestina S.A. CellDB398'1680t	464·2|57·4|22·0 B108' on Shelter dk FK Collisio APT63t	Venice Italian Cem nBHtoShdk 6 „ „ U „	T.3Cy.32",51½"&83"-54"(s) 180lb 681NHP 4SB,12cf,GS239,HS9851 FD StabilimentoTecnico Triestino,Trieste	35 ″ 0 s8 ″ 9 26 ″ 8	
35093 218018 WJEX	**Timber Rush** (exExplorer-35, exCity ofEureka) Fitted for oil fuel 2Dks	5542 5144 3446					1919	Columbia RiverS.B. Corp. Portland,Or.	ShepardS.S.Co.	410·4|54·2|30·1 P44'B115'F46'	Prtlnd,Me. Utd.States WB	DRGearedSteamTurbine DeLavalSteamTurbineCo. Trenton,N.J.		R
35094 217011 WQBB	**Timberman** (exCorsicana) Fitted for oil fuel 1Dk	2059 1777 1229				...	1918	Manitowoc S.B.Co. Manitowoc, Wis.	CaliforniaS.S.Co.	250·5|43·7|20·4 P27'B64'F26' FK	L.Angeles Utd.States WB	T.3Cy.20",33"&54"-40" 263NHP ManitowocS.B.Co	23 ″ 1	R †
35095 132442 VJKQ	**Time** ssSyd.No.3-8,25 ssSyd.No.2-34 2Dks(UStl&2nd dkIrn) Cantilever framed Topside tanks amidships Cargo battens not fitted	3322 2849 1752	✠100A1 7,35 ~~8,24~~ BS~~7,34~~ ✠LMC6,33 7,35	Syd	v	CL ~~5,32~~ 7,35	1913 1mo Lloyd WB	J.Priest- man&Co. Sunderland 'sA&CP =CellDBa	AustralianSteam- shipsProprietary, Ld. (Man.Agents, HowardSmithLd.) 112'uE&B63'f118'	340·0|48·3|21·8 P25'B82'F31' FK 747t Topside tanks	Melbourne British 6BHCem 243tFPT99t	Q.4Cy.24",34",48"&69"-45" 215lb (s) 442NHP 3SB,9cf,GS190,HS7619 Richardsons,Westgarth& APT112t Co.Ld.Hpl.	24 ″ 3 ~~s4 ″ 4~~ ~~20 ″ 8~~ s4 ″ 2½ 20 ″ 3	
35096 FNUK	**Timgad** TwinSc Fitted for oil fuel D.F. 6Dks	5232 — 2127					1911	Ch.&Atel. deProvence PortdeBouc	Cie.Générale Transatlantique	402·3|51·4|28·7 P43'B220'F58'	Marseilles French WB	T.8Cy.27⅝",45⅝"&(2)55⅛" -51 5/16" 868NHP Ch.&Atel.deProvence,Msl.		V
35097 UOXD	**Timiriazev** Oil Eng. 2Dks	2151 — 1076					1931	States S.B.Y."61 Communar" Nicolaieff	U.S.S.R.	270·4|39·8|22·7	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 358NHP LocomotiveWorks, Charkov		
35098 YTEQ	**Timok** (exEmmy L-D.-33, exOisterwijk) ssShl.No.2-33 1Dk(Stl)	3117 2847 1869	✠100A1 7,35 ~~11,34~~ ✠LMC MS3,33 BS~~11,34~~ 12,35	Spt Tri	u	CL ~~N11,31~~ 7,35	1924 10mo Lloyd	Wilton's E.&Slpwy.Co Rotterdam 'sA&CP	Brodarsko Akcionarsko Drustvo"Oceania"	325·0|47·0|21·8 P24'B206'F29' FK CellDB278'662t	Susak Yugoslav 5BHCem APT130t	T.3Cy.22½",37"&62"-39"(s) 180lb 280NHP 3SB,6cf,GS129,HS4575 Wilton'sE.&SlpwyCo.Rot.	24 ″ 2 s2 ″ 9½ 21 ″ 6½	
35099 116035 VPGG	**Tin Sang** (exTinTing-34, exYeeOn-33,exSanUi-33)	398 211 267					1904	Kwong HipLoong HongKong	FookOnS.S.Co.Ld.	130·0|24·1| 8·6	HongKong British	C.2Cy.14"&28"-20" 33RHP London&Glas.Co.Ld.Gls.		
35100	**Tin Seng** (exGouverneurGénéral MauriceLongII-32,exSaintPierre desLacs,exReam, 2Dks&Awng dk exVanDiemen)	1086 — 779					1890	Nederl. Stoom.Maats Rotterdam	NamLeeCo.	235·0|32·8|16·4	Canton Chinese WB	T.3Cy.21",34"&55"-45" 203NHP Nedrl.Stombt.Maats.Rot.		
35101 154033	**Tin Yat** (exWoPing) Ⓟ 2Dks	942 372 579					— reblt 1929	Kwong CheungHing HongKong	FookOnS.S.Co.Ld.	180·9|30·1|11·1	HongKong British	T.3Cy.16¾",26"&41"-30¼" 88RHP		
35102 1037 IUWP	**Tina** (exAsta, Aux4MstSr exRugsö) OilEng. 1Dk (See Sailing Ship Register)	389 349 279					1916	RingAndr- sensStaalskb. Svendborg	Ing.L.Ghirardi	139·4|29·8|11·0 Q32'H49t	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.12"-16 9/16" 101NHP H.ChristoffersensMaskin- fabrik,Holbey		IV
35103 110988 VJXK	**Tinana** ssBsb.2ndNo.3-4,33 Mchy.Aft 1Dk(Stl-teaks)&Web frames Ref.Mchy. Cargo battens not fitted Wireless	808 686 472	✠100A1 ~~5,35~~ ~~10,34~~ 11,35 BS~~5,34~~ ✠LMC4,33 4,35	Syd	l	~~2,33~~ 5,35	1901 2mo	Caledon SB.&E.Co.Ld Dundee WB=Cell	JohnBurke,Ld.	210·0|31·0|13·2 P19'F35' FK DBf138'186tFPT	Brisbane British 4BHCem 21tAPT13t	T.3Cy.16½",28"&45"-33"(r) 160lb 80lb 130NHP 1SB,3cf,GS66,HS2153 CaledonSB.&E.Co.Ld.Dun	15 ″ 6	
35104 146517 VPDQ	**Tingsang** ssShi.No.3-5,34 2Dks(Stl-U teaks)	2256 1861 1232	✠100A1 ~~4,33~~ ~~5,34~~ 3,36 ✠LMC5,34 ~~BS5,34~~ 2,36	Shi	s	CL ~~5,34~~ 2,36	1922 2mo Lloyd	Dunlop, Bremner& Co.Ld. PortGlasgow 'sA&CP	Indo-ChinaStm. Nav.Co.Ld. CellDB237'489tD	285·0|42·6|20·0 P33'B101'F32' FK Ta20'278t FPT33t	HongKong British 4BHCem APT46t	T.3Cy.21",34"&57"-42" (s) 180lb 100lb 298NHP 2SB,6cf,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s2 ″ 10½ 19 ″ 11	
35105 143225 GBRT	**Tinhow** Ⓟ (exHughli,exValencia) ssH.Kg.No.3-4,34 D.F. 2Dks(Stl-Uws) 3rd dk in No.1hold	5232 4589 3164	100A1 4,36 ~~1,35~~ BS~~1,35~~ LMC4,33 4,36	HKg		CL ~~4,33~~ 4,36	1913 Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) Ce	365·5|50·9|29·7 B104' FK llDB312'898tFPT	Glasgow British 6BHCem 55tAPT40t	T.3Cy.28 13/16",46⅝"&76¾"-48" 190lb (s) 516NHP 3SB,9cf,GS148,HS7025 FD A.G."Neptun,"Rostock	32 ″ 6 s6 ″ 9½ 26 ″ 3	
35106 PKGZ	**Tinombo** OilEng. Mchy.Aft 1Dk&Shelter dk	872 625 526					1930	NVBurger houtsM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9|34·2|12·6	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14 9/16"-22 11/12" 164NHP Motorenfabr."Deutz" A.G.Koln-Deutz		V
35107 DHXU	**Tinos** (exRio de Janeiro) 1Dk	2827 2397 1490					1914	J.Blumer &Co. Sunderland	DeutscheLevante- LinieHamburg A.G. (Deutsche Levante-Linie G.m.b.H.Mgrs.)	332·5|48·7|19·7 P85tH153tF39t	Hamburg German WB	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		G
35108 Broken up	— (exElda,exGrampus,exNorthWestern) Iron	671 — 279				...	1877	A&J.Inglis Glasgow	D.InglessiFils S.A.Nav.deSamos	208·6|27·2|14·1 P58'B59'F46'	Samos Greek	C.2Cy.36"&64"-36" NB90 205NHP A.&J.Inglis,Glasgow		

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not L.R. Date of B. of Trade Cert.
35109 147689 MLYJ	**Tintern Abbey** (*ex*Forestbeech) *ss*Cff.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	1500 1279 845	✠100A1 5,35 ✠LMC MS6,32 BS5,35	Cff	*p*	CL 4,35	1924 8mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	AbbeyLine,Ld. (F.Jones&Sons, *Mgrs.*) *Cell*	240·0 P17'B58'F22' FK *DB* 203' 417*t FPT*	37·2	17·7	London British 4*BHCem* 82*tAPT*29*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
35110 132215 MDKZ	**Tinto** *ss*Lon.No.3-2,23 *Well deck* *ss*Hul.No.2-31 1*Dk*(*Stl*)	789 634 327	✠100A1 6,33 BS7,35 ✠LMC MS2,31 ~~BS7,34~~	Lon	*l*	CL 6,33	1911 1mo *Lloyd*'*sA&CP*	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson LineLd. *WB=CellD*	200·1 P&B121'F25' FK *Ba&uE*45'68*t FPT*	32·1	13·4	Hull British 4*BHCem* 29*tAPT*11*t*	T.3Cy.15½",25"&42"-27" (*s*) 180lb 88RHP 2SB,4*pf*,GS66,HS1820 Amos&Smith,Ld.Hull	14 ″ 6 s ″ 7½ 14 ″ 0¼	
35111 EAPV	**Tintoré** Ⓟ (*ex*Roquelle) IronBg Wireless D.F. 1*Dk&Spardk*	1323 — 706					1869	Randolph, Elder&Co. Glasgow	IsleñaMaritima S.A.	238·8	27·0	20·7	Barcelona Spanish	O.2Cy.38"&68"-33" NB14 221NHP Randolph,Elder&Co.Gls.		V
35112 132668 MDRF	**Tioga** *ss*Nwc.No.3-1,25 *ss*Bel.No.2-34 *Mchy.Aft* 1*Dk*(*ptStl*)&*Web frames*	742 551 345	✠100A1 6,35 ~~4,34~~ ✠LMC4,34 BS6,35 *CarryingPetroleum in bulk*	Bel	*j*	CL 3,34	1912 2mo *Lloyd*'*sA&CP*	Greenock& Grangemo'th Dkyrd Co.Ld. Grangemo'th	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *WB=CellDBa*53	179·9 P65'B15'F28' FK '66*t DTf* 11'35*t FP*	31·1	12·8	London British 9*BHCem* *T*8*tAPT*7*t*	T.3Cy.14",23"&37"-24" (*s*) 180lb 110NHP 1SB,3*cf*,GS57,HS2200 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 6 s 1 ″ 1¼ 12 ″ 7	
35113 145958 WADL	**Tionesta** Ⓟ D.F. *Mchy.Aft* 2*Dks&Hurricanedk*	4329 — 2652					1903	DetroitS.B. Co.Wyandotte,Mich.	GreatLakes TransitCorporation	340·0	45·2	28·0	Erie,Pa. Utd.States *WB*	Q.4Cy.22",31½",45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
35114 LDCB	**Tiradentes** TwinSc *Ref.Mchy.* *ss*Osl.No.3-8,34 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4960 4466 2913	100A1 *Shelter dk* *withfreeboard* 6,35 ~~8,34~~ 6,35 DBS~~8,34~~ ✠LMC CS8,34 ~~8,34~~ 1,34 ✠Lloyd'sRMC8,35	Osl Got	*z*	~~10,33~~ 5,35	1922 9mo	Deutsche WerftA.G. Hamburg *CellDB*346'13	Wilh.Wilhelmsen 16*t Tanks betweent*	401·2 F41'*onShelter dk* FK *Collision* *unnels* 223*t FPT*82*t*	54·2	26·9	Tönsberg Norwegian *ptCem* *BHto Sh dk* 6 „ „ *U* „ *APT*225*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP NDB27 *100lb* AlgemeineElec.Ges.Berlin	30 ″ 4 s 4 ″ 0 26 ″ 6¼	
35115 64 IUWV	**Tirana** (*ex*Mariu,*ex*Carlin, *ex*Fridius,*ex*Vivien) TwinSc *OilEng.* 1*Dk*	438 371 343					1921	A/S Marstal Skibs. Marstal	"Carnaro"Soc.di Nav.(Cecchini& Co.)	141·0	30·2	10·3	Fiume Italian *WB*	Oil Engines 8Cy.12½"-16" Brödr.Houmöllero Maskinfbrk,Fredrikshavn		I
35116 DHXV	**Tirpitz** 4Mst D.F. Sub.Sig. 2*Dks*	7970 7467 4974					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2 P74'B102'F43'	58·2	32·2	Hamburg German *WB*	T.3Cy.$32\frac{7}{20}$",52⅓"&$86\frac{13}{20}$"- $55\frac{3}{20}$" 558NHP FlensburgerSchiffsb.Ges.		G
35117 136149 MJBC	**Tirydail** *ss*Lon.No.3-1,31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	650 474 363	✠100A1 2,31 BS~~5,34~~ ✠LMC1,31 2,35	Yar	*i*	2,34	1918 3mo *Lloyd*'*sA&CP*	CHWalker &Co. Sudbrook	F.T.Everard& Sons,Ld. *Cell D*	176·0 Q107'F22' FK *B* 112'162*t FPT*35*t*	27·6	11·8	London British 3*BHCem* *APT*12*t*	T.3Cy.13",23"&34"-22½" 180lb 60RHP 1SB,3*pf*,GS49,HS1496 Plenty&Son,Ld.Newbury	13 ″ 9 s 4 ″ 4 13 ″ 2	
35118 6050 SHQA	**Tisnaren** TwinSc *OilEng.* *ss*Got.No.3-4,25 *ss*Got.No.2-34 D.F. 1*Dk*(*Stl*)*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*inNos.*1,2,3&4*holds* *CruiserStern*	5747 5136 3469	✠100A1 *Shelter dk* *withfreeboard* ~~10,25~~ ~~1,35~~ 4,36 10,35 DBS~~8,34~~ ✠LMC CS5,34 ~~1,34~~ 4,36	Got	*a*†	OG ~~4,35~~ 4,36	1918 12mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *Collis* *Cel*	436·8 F36'*on Shelter dk* FK *ion BH to Shltr dk* *lDB*372' 1188*tFPT*	56·2	26·9	Gothenbrg Swedish 6*BH toU dk* 89*tAPT*31*t*	Oil Engines 4S.C.SA 12Cy.29⅛"-$43\frac{5}{16}$" 988NHP DB*80lb* Aktieb.Götaverken,Got.	30 ″ 0 s 3 ″ 11¾ 26 ″ 3	
35119 84 HAAS	**Tisza** (*ex*SanPaolo-35, *ex*Cadenel-34,*ex*Paso de los Libres,*ex*SajoniaII.) TwinSc 1*Dk*	631 — 369					1905	Nordsee Werke Emden	NeptunSeaNavigationCo.Ld. (B.Burger,*Mgr.*)	197·0	32·8	9·0	Budapest Hungarian	T.6Cy.10¼",15¾"&20¾"-17¾" I.Frerichs&Co. 36NHP OsterholzScharmbeck		I
35120 124015 GPZM	**Titan** Ⓟ TwinSc D.F. 3*Dks*	9035 8594 5737					1906	D&WHendersn&Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	485·8	58·3	39·3	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP D&W.Hendersn&CoLdGls		BT till ~~10,35~~ 4,36
35121 157571	— TwinSc 1*Dk*	574 530 241					1928	Irrawaddy FlotillaCo.Ld Rangoon	RangoonPort Commissioners	168·0	30·0	16·1	Rangoon British	T.6Cy.13",20½"&34½"-22" 112NHP W.Simons&CoLd.Renfrew		
35122 885 ICKD	**Titania** (*ex*Tirso,*ex*Etna, *ex*WarHound) D.F. 2*Dks*	5397 4842 3249					1918	Bartram& Sons.Ld. Sunderland	DittaLuigiPittalugaVapori	400·3 P49'B113'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP A.&J.Inglis,Ld.Glasgow		CI
35123 LDCC	— *ss*Got.No.3-6,35 TwinSc *OilEng.* ~~*ss*N.Yk.No.2-30~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2834	✠100A1 *Shelter dk* *withfreeboard* 6,35 ~~10,34~~ ✠LMC CS2,36 DBS5,35 9,35 ✠Lloyd'sRMC6,35	Osl Got	*z*	SN 10,34 CL ~~P9,32~~ P5,35	1923 2mo	Deutsche Werft,A.G. Hamburg A&CP *CellDB*	Wilh.Wilhelmsen 338' 1052*t DTa bet* *DT's a at tunnel si*	400·6 F38'*onShelter dk* FK (*ween tunnels*90'186*t* *des* 18'106*t FPT*81*t*	54·2	26·3	Tönsberg Norwegian 7*BHptCem* *Coll to Sh dk* 6 „ *U* „) *APT*88*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB*100lb* 717NHP AlgemeineElec.Ges. Turbinenfabrik,Berlin	28 ″ 10 s 3 ″ 5½ 25 ″ 7¼	
35124 158011	— (*ex*Baikal) *Now Tug* "Christine Moller," 1*Dk* ~~(*A Tug*—~~(*See Small Steamer Supplement*)	817 720 78			...		1917	Shanghai Dck&E.CoLd Shanghai	L.B.Moller (Moller&Co. *Mgrs.*)	160·0 BK8"	36·1	15·3	Shanghai British *WB*	T.3Cy.22,"35"&58"-39" 379NHP ShanghaiDck.&E.Co.Ld.	18 ″ 6	
35125 3125 SGWI	— 1*Dk&Awngdk*	750 428 440					1897	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	178·0 H43*t*	28·1	10·9 17·8	Stockholm Swedish *WB*	T.3Cy.14½",23¼"&39½"-27½" 81NHP GöteborgsMV.Aktieb.Got		V
35126 147657 GDZW	**Titanian** (*ex*Iossifoglu) *ss*Nwc.No.2-32 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	4867 4467 2991	✠100A1 *withfreeboard* 3,36 ~~4,35~~ DBS~~4,35~~ 3,36 ✠LMC10,32 ✠LMC(M)4,35	Nwc ~~NFL~~ Bry	*z*	CL 3,36	1924 5mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SwanHunter&WighamRichardsonLd (W.A.Souter&Co, Ld.*Mgrs.*) *CellDB*353'1200*t DT*	400·8 F44' FK (*f* 23' 897*tFPT*113*t*	53·5	25·7	Newcastle British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd* „) *APT*83*t*	Oil Engines 2S.C.SA 6Cy.22½"-45" 526NHP 2DB*120lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	28 ″ 2 s3 ″ 2¼ 25 ″ 2½	
35127 93996 ZMBR	**Titoki** TwinSc *Well deck* Wireless 1*Dk*(*Stl*)	625 433 247	✠ 2,22 ✠	PGl	*i*		1922 2mo	WHamiltn &Co.Ld. PortGlasgow	AnchorShipping& FoundryCo.Ld. *CellDB*138'144*tFPT*	170·6 Q94'F24' FK	30·1	10·8	Nelson,NZ British 4*BHCem* 29*tAPT*21*t*	T.6Cy.11",17"&28"-21" 86RHP 2SB,4*cf*,GS65,HS2116 Ross&Duncan,Glasgow	12 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds, ps.	15
35128 PHZS	**Titus** *Cruiser Stern* 2*Dks*	1712 1351 943					1929	Akt.Ges. “Neptun” Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	17·0	Amstrdam Dutch *WB*	T.3Cy.18¾",29$\frac{15}{16}$"&49$\frac{3}{16}$"– 33$\frac{7}{16}$" 140NHP A.G.“Neptun,”Rostock		V
35129 212565 KDCD	**Tivives** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*pt dks* D.F.	4596 3894 2590					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B160′F42′	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 412NHP Wrkman,Clark&Co.LdBel		C
35130 LCJQ	**Tivy** (*ex*Foldenfjord,*ex*Remus) ow "Riogrande," see No. 39356 in Supplement *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4899 4622 2989			...		1921	ClydeS.B. &E.Co.Ld. Pt.Glasgow	RederiA/S Oddsö (Chr.Bolin ogOdd Sörensen,*Mgrs.*)	350·0 F52*t*H150*t on* *Shelter dk* FK	50·2	32·6	Oslo Norwegian *WB*	T.3Cy.25",41"&67"–45" 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35 ″ 0	N †
35131 17 ICKG	**Tiziano** (*ex*LedererSándor) *ss*Fiu.2ndNo.3–7,30 1*Dk*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	1333 1026 799	✠ ... 9,34	Fiu ✠	*p*		1903 8mo	Grngemt'h &Greenock Dockyard Co. Greenock	AdriaSoc.Anon.di Nav.Marittima *CellDBa* 67′*uE*&*B*52′*f*88′382*tAPT*15*t*	267·4 255·0	36·2 36·1	22·3 14·3 FK	Fiume Italian 4*BHCem*	T.3Cy.18½",32"&54"–36" 208NHP 2SB,6*cf*,GS108,HS3330 D.Rowan&Co.Glasgow	16 ″ 6	I †
35132 OYZD	**Tjaldur** Ⓟ (*ex*Baltannic, *ex*St.Thomas) *ss*Cpn.No.3–5,28 D.F. *ss*Cpn.No.1–33 1*Dk*(*Stl*)&*Awng dk*(*Stl*-ws)	1130 912 657	✠100A1 *Awng dk* *withfreeboard* 4,36 ~~3,35~~ ~~BS5,35~~	Cpn BS4,36 ✠LMC5,35	*n*	3,35	1916 10mo *Lloyd*	Kjöbnhvns Flydk.&Skbs. Copenhagen '*sA&CP*	P/fSkipafelagid Föroyar *CellD B*179′ 187*t FPT*31*t APT*8*t*	220·3 F46′*onAwng dk* B79′ FK	32·7	17·3	Thorshavn Danish 6*BHptCem*	T.3Cy.17",27"&45"–30" (*s*) 200lb 166NHP 2SB,6*cf*,GS90,HS3080 KjbnhvnsFlydk.&Skbsv.	19 ″ 9 s 6 ″ 5½ 13 ″ 5½	
35133 OUMM	—— (*ex*Vega) 1*Dk*	584 502 289			...		1898	Murdoch & Murray Pt.Glasgow	DetForenede DampskibsSelsk.	199·1 P48′B80′F51′ FK	30·0	11·8	Esbjerg Danish *WB*	T.3Cy.18",29"&47"–33" 160NHP Rankin&Blackmore,Grk.	12 ″ 7	V †
35134 PKIR	**Tjibadak** *ss*Sba.No.1–33 3*Dks*(*Stl–Upper dk* teaks) 4*th dk in No.*1 *hold*	7803 6744 4801	✠100A1 9,35 ~~1,35~~ MS4,35 *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	Sba ✠LMC BS~~3,34~~ 8,35		CL 4,34	1929 5mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	Java-China-Japan Lijn '*Tween dk BH at after deep tank bulkhead dispensed with* *CellDB*343′1077*t DTa*23′856*t FPT*184*tAPT*43*t*	433·2 F55′ FK	56·2	34·0	Batavia Dutch *ptCem ptAsp* 6 *BH to U dk* 2 ,, ,,2*nd* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft 256lb (*s*) 928NHP 4W.T.Boilers,HS11744 FD Maats.deSchelde,Flushing	37 ″ 0 s 9 ″ 4 28 ″ 1	
35135 PKIT	**Tjibesar** *ss*Sba.No.3–2,36 ~~*ss*Sba.No.2–31~~ 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	10836 10308 6730	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~1,34~~ ~~BS2,34~~ *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Sba MS2,36 BS3,35 ✠LMC~~2,34~~	*f*†	CL 11,34	1922 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Java-China-Japan Lijn *CellDB*437′2245*t* *DTa*31′1671*t FPT*269*tAPT*48*t*	500·1 F42′*onShelter dk* FK	63·7	39·2	Batavia Dutch *Cem* *Collision BHtoSh dk* 7 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1140NHP 6SB,18*cf*,HS15336 FD D.Rowan&Co.Ld.Glasgow	42 ″ 0 s10 ″ 11½ 31 ″ 4	
35136 PKIN	**Tjikandi** *ss*Sba.No.3–10,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7979 7472 4853	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~7,34~~ MS10,33 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Yka ✠LMC BS~~7,34~~2,35	*b*†	CL ~~6,33~~ 5,35	1921 10mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	Java-China-Japan Lijn *CellDB*392′ 1304*tDTa*34′1455*tFPT*120*tAPT*25*t*	448·7 F45′*onShelter dk* FK	57·9	34·9	Batavia Dutch *ptCem* *Collision BHtoSh dk* 7 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb FD 935NHP 5SB,15*cf*,GS285,HS12780 D.Rowan&Co.Ld.Glasgow	37 ″ 4 s 9 ″ 6½ 28 ″ 1	
35137 PKIL	**Tjikarang** 2TwinMsts *ss*Sba.No.3–9,34 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-teaks)3*rd trB in holds*	9505 8856 6064	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~7,34~~ BS~~3,34~~4,35 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Sba ✠LMC MS9,34	*e*†	CL ~~8,34~~ 8,35	1922 1mo *Lloyd*	Nederl. Schps.Maats Amsterdam '*sA&CP*	Java-China-Japan Lijn *CellDB*423′1510*t* *DTa*25′940*t*	483·5 F60′*onShelter dk* FK *MT*28′1140*t* *FPT*137*tAPT*40*t*	60·3	37·5	Batavia Dutch *Cem* 5 *BH to S dk* 3 ,, ,, *U* ,,	T3Cy33½",52¾"&87$\frac{13}{16}$"–59$\frac{1}{16}$" 191lb (*s*) 1030NHP 6WaterTubeBoilers FD HS16638 Werkspoor,Amsterdam	40 ″ 6 s10 ″ 2¾ 30 ″ 6	
35138 PKIA	**Tjikembang** 2TwinMsts *ss*Sba.No.2–34 *ss*Sba.No.3–4,26 ~~*ss*Sba.No.1–30~~ 3*Dks*(*UStl*–teaks)2*nd dk*(*Stl*)	8013 7135 5028	✠100A1 ~~4,35~~ ~~4,34~~1,36 BS4,35 ~~MS3,30~~	Sba ✠LMC4,34 ~~BS4,34~~	*e*†	OG 4,34	1914 7mo *Lloyd*	Kon.Maats deSchelde Flushing '*sA&CP*	Java-China-Japan Lijn *WB*=*CellDBa*162′*uE*36′*f*181′1287*t DTa*27′1312*t DTf*24′1251*tFPT*125*tAPT*26*t*	493·6 P65′B303′F60′ FK	58·3	31·2	Batavia Dutch 8*BHCem*	T.3Cy.33",54"&90"–60" (*r*) 180lb 918NHP 6SB,18*cf*,GS324,HS13931 FD Maats.deSchelde,Flushing	34 ″ 0 s 6 ″ 9½ 27 ″ 6	
35139 PKIJ	**Tjileboet** 2TwinMsts *ss*H.Kg.No.3–2,28 *ss*Sba.No.1–31 2*Dks*(*StlU*–teaks)3*rd trB in Nos.*1&3*holds*	5760 4877 3635	✠100A1 10,35 ~~8,34~~ MS10,31 *Fitted for oil fuel* 9,18 *F.P. above* 150° F.	Yka Sba ✠LMC BS~~3,34~~3,35	*a*†	CL ~~12,33~~ 10,35	1918 2mo	Maats. Fyenoord Rotterdam A&CP	Java-China-Japan Lijn ptNew fore end 1928 *CellDB*353′1105*t DTa*23′914*t FPT*82*tAPT*13*t*	420·3 P58′B252′F55′ FK	54·3	27·5	Batavia Dutch 8*BHCem*	T.3Cy.28½",47"&77"–48" (*r*) 180lb 544NHP 3SB,9*cf*,GS183,HS7809 FD Maats.Fyenoord,Rot.	30 ″ 2 s 4 ″ 11 25 ″ 6	
35140 PKIC	**Tjimanoek** *ss*H.Kg.No.3–10,23 *ss*Sba.No.2–31 2*Dks*(*Stl–U* teaks)& *Web frames* *Longitudinal framing*	5620 4971 3510	✠100A1 5,35 ~~7,34~~ MS6,31	Yka ✠LMC BS~~2,34~~ 2,35	*a*†	OG ~~7,34~~ 5,35	1911 6mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	Java-China-Japan Lijn *WB*=*CellDBa*111′*uE*&*B*48′ *f*180′1123*tDTa*23′913*t FPT*83*t APT*19*t*	420·0 P58′B250′F54′ FK	54·2	27·5	Batavia Dutch 7*BHCem*	T.3Cy.28½",47"&77"–48" (*r*) 180lb 547NHP 3SB,9*cf*,GS181,HS7860 FD Maats.Fyenoord.Rot.	30 ″ 0 s 4 ″ 11¼ 25 ″ 3	
35141 PKOA	**Tjinegara** *ss*Sba.No.1–35 *OilEng.* D.F. 3*Dks*(*Stl-Weather dk* teaks) 4*th dk in No.* 1 *hold*	9227 7411 5783	✠100A1 *withfreeboard* ~~7,35~~ ~~12,34~~ 3,36 ✠LMC CS11,35 2,35	Sba ~~[illegible]~~		CL 12,34	1931 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn '*Tween dk bulkheads above the after deep tank BH dispensed with* *CellDB*363′1341*tDTa*35′900*tFPT*148*tAPT*78*t*	440·6 P109′B133′F53′ FK	62·2	34·4	Batavia Dutch *ptCem ptAsp* 6 *BH to Wdk* 1 ,, ,, 3*rd* ,,	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"–52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s9 ″ 10¾ 29 ″ 0	
35142 PKOB	**Tjisadane** *ss*Sba.No.1–35 *OilEng.* 3*Dks*(*Stl–Weather dk* teaks) D.F. 4*th dk in No.* 1 *hold*	9228 7411 5780	✠100A1 *withfreeboard* 12,35 ~~6,34~~ ✠LMC CS2,36 6,34	Sba ~~[illegible]~~		CL 10,34	1931 7mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn '*Tween deck BHs above the after deep tank BH dispensed with* *CellDB*363′1341*t DTa*35′900*t FPT*148*tAPT*78*t*	440·6 P109′B133′F53′ FK	62·2	34·4	Batavia Dutch *ptCem ptAsp* 6*BH to W dk* 1 ,, ,, 3*rd* ,,	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"–52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s 9 ″ 11 29 ″ 0	
35143 PKIU	**Tjisalak** 2TwinMasts *ss*Sba.No.3–7,29 ~~*ss*Sba.No.1–34~~ 2*Dks*(*StlU*–teaks) 3*trB in Nos.*1,3&4*holds*	5787 4945 3614	✠100A1 ~~9,35~~ ~~11,34~~ 2,36 MS7,33 *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Sba ✠LMC BS~~3,34~~1,36	*a*†	OG 2,34	1917 3mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn *CellDB*358′1090*t DTa*24′902*tFPT*104*tAPT*25*t*	419·9 P58′B249′F54′ FK	54·2	27·3	Batavia Dutch 7*BHptAsp* *ptCem*	T.3Cy.27$\frac{3}{16}$",45½"&74"–51$\frac{3}{16}$" 180lb (*r*) 536NHP 3SB,9*cf*,GS186,HS7842 FD Werkspoor,Amsterdam	30 ″ 0 s 4 ″ 1¾ 25 ″ 3	
35144 PKIO	**Tjisaroea** *ss*Sba.No.2–34 3*Dks*(*Stl–Wthr dk* teaks) 4*th dk in Nos.* 1 & 2 *holds*	7089 6418 4394	✠100A1 *withfreeboard* ~~7,35~~ ~~11,34~~ 3,36 *Fitted for oil fuel* 1,26 *F.P. above* 150° F.	Shi Sba ✠LMC3,34 BS2,35		CL 3,34	1926 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn *CellDB*349′1127*t* *DTa*23′870*t FPT*160*tAPT*43*t*	420·5 F54′ FK	55·3	34·2	Batavia Dutch 8*BHCem* (5 *to Wr dk* 3 ,, 2*nd* ,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 220lb 4WaterTubeBlrs 769NHP GS ,HS11092 FD Werkspoor,Amsterdam	37 ″ 0 s 9 ″ 1¼ 28 ″ 1	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35145 PKIB	**Tjisondari** 2TwinMasts *ss*Sba.No,2-35 *ss*Sba.No.3-3,27 ~~ssSba.No.1-31~~ 3*Dks*(*UStl*–teak s) 2*nd dk*(*Stl*)	8039 7139 5019	✠100A1 ~~5,25~~ ~~5,31~~ 2,36 BS1,35 MS~~5,31~~5,35	Sba ✠LMC ~~BS1,34~~	*e*†	OG 1,34	1915 4mo *Lloyd*	Kon.Maats deSchelde Flushing '*sA&CP* *WB*	Java-China-Japan Lijn =*CellDBa*162'*uE*	494·0 P65'B303'F60' 36'*f*181'1287*t DTa*	58·4	31·2 FK	Batavia Dutch 8*BHCem* 27'1312*tDT*	T.3Cy.33",54"&90"–60" (*r*) 180lb 918NHP 6SB,*18cf*,GS324,HS13932FD Maats.deSchelde,Flushing *f*24'1251*tFPT*125*tAPT*26*t*	34 ″ 0 s 6 ″ 9¼ 27 ″ 6	
35146 3146 SGWM	**Tjust** Ⓟ 1*Dk&Shelter dk*	*325* *152* *172*					1898	Göteborgs M.V.Aktieb Gothenburg	TjustsNyaÅngf. Aktieb. (John Salmonsson, *Mgr.*)	119·5 B71'H37*t*F15' 16·3	22·4	9·6	Vestervik Swedish	C.2Cy.15½"&32⅞"–17¾" 38NHP GöteborgsM.V.Gothenbrg		
35147 FODC	**Tlemcen** (*ex*EdouardShaki) 1*Dk 2nd dk in holds only*	4425 3608 2772			...		1912	Atel.&Ch. deFrance Dunkirk	LesCargos Algériens	361·9 P39'B122'F43'	48·8	24·9 FK	Rouen French *WB*	T.3Cy.24",40"&66"–45" 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
35148 39204 JVUI	**Tōa Maru** *OilEng.* *Mchy.Aft* 1*Dk&2nd dk clear of oil tanks* *CruiserStern* *Longitudinal framing in oil tanks*	10052 9038 5823	✠100A1 ~~4,33~~ ~~6,34~~ 3,36 DBS4,35 *CarryingPetr*	Kob ✠LMC6,34 *oleum*	*f*† *in*	CL 11,34 *bulk*	1934 6mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	IinoShojiK.K. *CellDBuE*100' 462*tDTf*50' 499*t*	500·0 P162'B37'F36' *FPT*220*tAPT*98*t*	65·0	37·0 FK	Nakamai-zuru Japanese 12*BHptCem*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47¼" 2115NHP 3DB*178lb* KawasakiDkydCoLdKobe	37 ″ 1	
35149 149410	**Toas** *ss*Cco.No.2-35 ~~ssN.Yk.No.1-30~~ *Mchy Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	2034 1580 1139	✠100A1 7,35 ~~1,33~~ ~~BS4,33~~ *CarryingPetr* *Fitted for oil*	Cco 7,35 ✠LMC~~11,30~~ *oleum* *fuel* 5,	*s* *in* 26	CL ~~11,30~~ N7,35 *bulk* *F.P. a*	1926 5mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	VenezuelaGulfOil Co. *CellDBuE*	280·4 P69'B22'F31' &*B*43'93*t FPT*176*t*	47·3	16·2 FK	Maracaibo Venezuelan 10*BHptCem* *APT*63*t*	T.3Cy.19¼",30"&49"–36" (*s*) 180lb 192NHP 2SB,*4cf*,HS3452 MacColl&Pollock,Ld.Sld.	16 ″ 6 ~~s2 ″ 3¼~~ ~~14 ″ 6¾~~ s2 ″ 1¾ 14 ″ 6¾	
35150 PKHM	**Toba** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	983 629 684					1930	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"–18⅛" 247NHP SulzerBros.Winterthur		V
35151 19284 JPFD	**Toba Maru** TwinSc *ss*Osa.No.3-9,29 *ss*Kob.No.1-33 2*Dks*(*Stl*)	6995 6447 4283	✠100A1 9,35 ~~9,34~~ BS~~9,34~~ 9.35	Kob Yka ✠LMC9,33	*b*†	CL 9,33	1916 8mo *Lloyd*	Kawasaki Dkyd.Co.Ld Kobe '*sA&CP*	NipponYusenK.K. *CellDB*375'1192*t*	445·0 P34'B138'F37' *DTa*42' 1312*t FPT*	58·0	34·0 FK	Tokio Japanese 7*BHCem* 55*tAPT*60*t*	T.6Cy.21$\frac{9}{16}$",33⅝"&56"–48" 200lb (*s*) 628NHP 4SB,*12cf*,GS220,HS9108 FD KawasakiDkydCoLdKobe	34 ″ 0 s7 ″ 9 26 ″ 5	
35152 VSJB	**Tobago** TwinSc 1*Dk*(*Teak*) *CruiserStern* *Fitted for oil fuel*	537 347 218	✠ ... 3,35	Sou ✠			1930 12mo	J I Thorny-croft&Co.Ld. Southampton	~~CrownAgents for theColonies~~ Government ofTrinidad	150·5 F29' *CellDBf*53'55*tFP*	29·1	11·3 FK	Pt of Spain British 5*BHptCem* *ptAsp* *T*7*tAPT*25*t*	C.4Cy.10½"&21"–15" 69NHP 1SB,*2cf*,GS35,HS1309 J.I.Thornycroft&Co.Ld. Sou.	12 ″ 0	
35153 PKHI	**Tobelo** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"–18⅛" 247NHP SulzerBros.Winterthur		V
35154 PKGV	**Toboali** *OilEng.* *Mchy.Aft* 1*Dk*	984 629 662					1929	WerfGusto FirmaA.F. Smulders Schiedam	Koninkl.Paketv. Maats.	203·2 B49'F37'	34·1	11·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"–21⅝" 143NHP Maschfbk.Augsburg-Nürnberg,Augsberg		V
35155 UDYW	**Tobol** (*ex*Manordilo-34,*ex*Anni, *ex*Rostock) *ss*Gms.No.3-6,23 *ss*Brs.No.2-31 *Well deck* 1*Dk*(*Stl*) *Hatch covers not fitted to No. 2 hatch on* *Upper dk in bridge space* *Cargo battens not fitted* *Cantilever framed topside tanks*	*2741* *1941* *1586*	... 8,35 ~~MS10,34~~	Sws ~~LMC~~ ~~BS5,34~~	*t*	CL 2,34	1911 *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP Intermediate* *CellDB*	U.S.S.R. *BH in fore* 256'670*t Topside Tanks*	297·6 Q123'B110'F29' *hold dispensed with* 202' 332*t FPT*	43·7	18·6 FK	Leningrad Russian *Cem* 4*BHonly* 75*tAPT*60*t*	T.3Cy.21½",35½"&58⅞"–37⅜" 200lb (*s*) 287NHP 2SB,*6cf*,GS100,HS4009 FD FlensburgerSchiffsb.Ges.	20 ″ 9 ~~s1 ″ 2¾~~ ~~10 ″ 9~~	
35156 UOHZ	**Tobolsk** Ⓟ 3*Dks*	2663 2575 1533					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian *WB*	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
35157 [illegible] MKVW	**Tod Head** *Now "Kyle Rhea," see No. 38785 in Supplement* *ss*PGl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	323 [illegible]16 123	✠100A1 12,34 MS2,34	PGl ✠LMC BS12,34	*d*	CL 1,34	1921 10mo *Lloyd*	J.Cran& SomervilleLd Leith '*sA&CP*	R.Cameron&Co.	130·2 24·1 Q48'B8'F23 *FPT*33*t*	22·6	9·6 FK	Glasgow ~~Leith~~ British 3*BHCem* *APT*16*t*	C.2Cy.15"&32"–24" (*s*) 130lb 60RHP 1SB,*2pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
35158	**Toerist** (*ex*Save,*ex*Heerenveen) 1*Dk*	316 — 179					1912	.... Amsterdam	E.Wagenborg	171·6	22·5	8·5	Delfzijl Dutch	T.3Cy.10½",16½"&27"–20" 33NHP Verschure&Co.Amsterdam		
35159 147795 GNLF	**Toftwood** *ss*Nwc.No.1-31 D.F. 1*Dk*(*Stl*)	4329 4017 2719	✠100A1 10,35 ~~4,35~~ BS~~4,35~~ 4,36	Mdb Sws ✠LMC~~7,34~~ MS6,35	*x*	CL 5,33	1928 1mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdSunderlnd '*sA&CP*	JosephConstantine S.S.Line,Ld. *CellDBa*	378·0 P37'B227'F30' &*uE*148'*f*164'1071*t*	52·5	25·3 FK	Middlsbro' British 6*BHptCem* *APT*121*t*	T.3Cy.23",39"&66"–45" (*s*) 200lb 359NHP 3SB,*9cf*,GS171,HS5844 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 9 s3 ″ 9¾ 24 ″ 1¾	
35160 24076 JDDD	**Tofuku Maru** *ss*Nag.No.3-1,32 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *withfreeboard* 3,35	Yka ✠LMC3,35	*y*	OG 1,34	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	NipponGodoKosen K.K. *Collision BH to Awng dk* *CellDB*334'1118*tFPT*	385·0	51·0	36·0 FK	Moto Japanese *Cem* 5*BH to Udk* 126*tAPT*93*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 436NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
35161 PJGX	**Togian** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	979 — 673					1930	N.V.Werf. Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49'F36'	34·1	11·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
35162 29072 JEHI	**Togo Maru** 1*Dk*	303 255 174					1923	Yendo Hidekichi Osaka	KanemoriShosen K.K.	125·5	22·0	13·0	Tokio Japanese	T.3Cy.10",16½"&27½"–20" 34NHP		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
35163 148071 MLXD	**Togston** ssShl.No.2–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1547 1140 898	✠100A1 5,35~~7,33~~ MS7,33	Shl ✠LMC BS~~1,34~~ 5,35	*p*	CL ~~7,33~~ 4,35	1924 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	Broomhill Steamships,Ld. *CellDB*175'451*t* *DT at sides of tun*	245·4|38·6|15·5 Q183'F24' FK *nel* 34' 192*t FPT*59*t*	Newcastle British *4BHptCem* *APT*85*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb 166NHP 2SB,4*cf*,GS80,HS2870 N.E.MarineEngCoLd.Nwc	17 ″ 6 s 5 ″ 5½ 16 ″ 5½	
35164 PKHE	**Tohiti** *OilEng.* *Mchy.Aft* 1*Dk*&*Shade dk*	982 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·1|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"–18⅛" 247NHP SulzerBros.Winterthur		V
35165 175 JPYC	**Toho Maru** (*ex*TohkohMaru, *ex*Ernemore, ssDrn.No.3–7,30 *ex*Ardgay) ssKob.No.1–34 2*Dks*(*Stl*)	4717 4266 2930	✠100A1 ~~10,34~~12,35	Kob Drn ✠LMC~~10,34~~ 12,35	*y*	CL ~~10,34~~ N12,35	1918 1mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	DairenKisenK.K.	385·0|52·0|26·5 P34'B111'F47' FK *CellDB*334'1029*t*	Dairen Japanese *6BHCem* *APT*20*t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 500NHP 3SB,9*cf*,GS162,HS7378 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
35166 29890 JKMB	**Tohsei Maru** *Fitted for oil fuel* 2*Dks*	5484 5008 3362					1926	Uraga DockCo. Uraga	YamashitaKisen K.K.	400·0|53·0|32·0 P28'B124'F39'	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc. shaft Westinghouse ElectricMfg.Co.		C
35167 36099 JJJC	**Tokai Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy* 3*Dks*(*Stl*) GyC. *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* 7,34 DBS7,35 ✠Lloyd'sRMC~~12,34~~ *Fitted for car*	Kob ✠LMC8,30 ✠LMC(M)8,33 12,35 *rying*	*d*† *oil*	CL 8,33 8,30 *F.*	1930 8mo *Lloyd* *P. abo*	Mitsubishi ZosenKaisha Ld. Nagasaki *'sA&CP* *ve* 150° *F. in d*	OsakaShosenK.K. *eep tanks*	446·0|60·5|40·7 F40' FK *CellDB*373'1295*t* *Tanks in way of tu*	Osaka Japanese *8BHptCem* (*Coll to Wdk* 7 „ *2nd* „) *nnels*978*t M*	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP DB100*lb* MitsubishiZosenKaishaLd. *Ts*36'1185*t FPT*96*t APT*89*t*	40 ″ 9 s 13 ″ 0¾ 28 ″ 2	
35168 29817 JPSA	— (*ex*Alstern, *ex*Belos,*ex*Gretavale) 1*Dk*& *deep framing*	3099 2877 2280			...		1905	Grngem'th &Greenock DockyardCo. Greenock	TaitoKisenK.K.	330·6|48·0|22·0 P27'B96'F34' FK	Fuchu Japanese *WB*	T.3Cy.23⅝",40"&65"–42" 283NHP J.G.Kincaid&Co.Greenock	24 ″ 5	C †
35169 19285 JYWD	**Tokiwa Maru** TwinSc ssOsa.No.3–9,27 ssKob.No.2–35 ~~ssOsa.No.1–31~~ 2*Dks*(*Stl*)	6972 6469 4281	✠100A1 ~~11,34~~11,35 ~~[illegible]~~	Yka Kob ✠LMC~~7,32~~ 11,35	*b*†	CL ~~s7,32~~ P11,34 S11,35	1916 7mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki *'sA&CP*	NipponYusenK.K. *CellDB*386'1332*t*	445·0|58·0|34·0 P35'B138'F35' FK *DTa*42' 1248*t FPT*	Tokio Japanese *7BHCem* 58*t APT*61*t*	4SteamTurbinesSR geared to 2 Sc. shafts 816NHP 200lb (*s*) 4SB,12*cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks Nag	34 ″ 0 s7 ″ 8½ 26 ″ 8	
35170 22962 JLQB	— Wireless 1*Dk*	1197 970 706					1918	Ono Seikichi Osaka	ShimataniKisen K.K.	220·1|32·0|18·0 *WB*	Kobe Japanese	T.3Cy.14½",24$\frac{1}{16}$"&40"–30" 88NHP OnoSeikichi,Osaka		
35171 29320 JOCA	**Tokiwa Maru No. 1** Ⓟ Wireless 1*Dk*	885 666 524					1923	Yokohama DockCo.Ld Yokohama	FujiyamaKaiun K.K.	190·0|31·0|16·0 Q128'F29'	Tokio Japanese *WB*	T.3Cy.15",25"&42"–30" 97NHP YokohamaDckCo.Ld.Yka.		
35172 240 JGCB	**Toko Maru** (*ex*KiaLee,*ex*HwahTing, *ex*DeikeRickmers) 2*Dks*	4168 3866 3082					1908	Rickmers Akt.Ges. Bremerhaven	DairenKisenK.K.	367·2|47·5|30·0 B91'F44'	Dairen Japanese *WB*	T.3Cy.23¾",38$\frac{5}{16}$"&62"–43¼" 253NHP OttenserMasch.Ottensen		
35173 24975 JEBD	**Tokoh Maru** (*ex*HeinanMaru–34) ssKob.No.3–9,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4364 3677 2719	✠ ... 2,36 *Shelter dk* *withfreeboard* ~~[illegible]~~	Yka ~~✠LMC[illegible]~~	*w*	CL 1,35	1919 8mo	OsakaIron Works,Ld. Osaka A&CP *CellDB*294'	ManshuKairiku UnsoK.K. 1120*t DTa* 32' 690*t*	345·0|49·8|28·2 P30'B98'F34'*on* *Shelter dk* FK *Collision* *FPT*115*t APT*29*t*	Kobe Japanese *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" (*s*) 180lb 382NHP 2SB,6*cf*,GS124,HS5186 FD OsakaIronWrks,Ld.Osaka	28 ″ 2 ~~s 4 ″ 8¾~~ ~~23 ″ 8~~	
35174 29041 JFBD	**Tokuju Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*4*trB*	3619 2943 1380					1922	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept. of Railways)	360·0|46·0|28·0 F52'	Tokio Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. shafts MitsubishiZosenKaisha,Ld		
35175 16519 JTQD	**Tokushima Maru** 2*Dks*	5976 5454 3703			...		1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·0|56·0|28·7 P38'B123'F47' FK	Tokio Japanese *WB*	T.3Cy.27",44"&73"–48" 555NHP Rankin&Blackmore,Grk.	31 ″ 4	C †
35176	— Ⓟ *OilEng.* 2*Dks*	400					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	SetsuyoShosen K.K.	150·9|25·6|11·5 F31'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"–24$\frac{7}{16}$" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
35177 115633	**Tolchester** Ⓟ IronPad (*ex*Bombay–33,*ex*St.Johns) 1*Dk*	1098 — 667					1878	Harlan& Hollings- worthCo. Wlmgtn,Del.	TolchesterBeach ImprovementCo.	250·0|38·0|12·5	Baltimore Utd.States	1Cy.66"–144" 402NHP		
35178 LDCE	**Toledo** *OilEng.* ssOsl.No.2–34 2*Dks*(*Stl*)	4563 4116 2790	✠100A1 4,35 DBS4,34~~1,35~~4,36 ✠LMC CS8,34 9,35~~[illegible]~~ *Carrying oil*	Got *fuel F*	*x* *.P.*	OG 4,35 *above* 1	1926 7mo *Lloyd* 50°F.*i*	Odense Staalskibs. Odense *'sA&CP* *CellDB*332' *n forward dee*	Wilh.Wilhelmsen 1062*t Tanks at side* *p tank*	376·2|52·5|27·1 P32'B107'F36' FK *s of tunnel*120*t DTf*	Tönsberg Norwegian *7BHptCem* 1 „ *to2nd dk* 30'820*t FPT*	Oil Engines 4S.C.SA 6Cy.29¼"–59$\frac{1}{16}$" 493NHP DB90*lb* Akt.Burmeistr&Wain,Cpn 57*t APT*33*t*	29 ″ 5 s 5 ″ 4¾ 24 ″ 2¼	
35179 152004	**Tolga** (*ex*SirT.HughBell, *ex*Dorlonco) *Mchy.Aft* 1*Dk*	418 316 160			...		1925	N.S.W. Govt.Dkyd. Newcastle, NSW	TheAdelaideS.S. Co.Ld.	147·0|26·6|9·2 F20' FK	Melbourne British *WB*	T.3Cy.14",23"&39"–21" 84RHP N.S.W.Govt.Dkyd.	11 ″ 0	
35180 6709 SKCA	**Tolken** ssGot.No.3–7,35 ~~ssGot.No.2–30~~ D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl–ptws*)	*4471* *4039* *2722*	✠100A1 *Shelter dk* *withfreeboard* 1,35 ~~2,34~~ ~~[illegible]~~ *Fitted for oil*	Got Vcr ✠LMC7,35 ~~[illegible]~~ *fuel* 3,	*y* 22	OG ~~11,32~~ 7,35 *F.P. a*	1922 3mo *Lloyd* *bove* 1	Akt.Lind- holmen- Motala Gothenburg *'sA&CP* 50° F.	Rederi A/B Transatlantic (G.Carlsson,*Mgr.*) *CellDB*	377·8|54·1|24·4 F38'*onShelter dk* FK *Collisio* 261'1145*t APT*86*t*	Gothenbrg Swedish *ptCem* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.27",44$\frac{5}{16}$"&72"–48" 185lb (*s*) 450NHP 3SB,9*cf*,GS144,HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11⅜ 24 ″ 2¼	
35181 LHPK	**Tolla** WoodAux3MstSr (*ex*TollaII–34,*ex*Tolla) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	324 268 218					1919	Havstad Baat&Træ- skibsbyggeri Arendal	G.Seberg	125·7|27·3|12·5 Q24*t*H19*t*	Bergen Norwegian	Oil Engines 2S.C.SA 2Cy.16½"–18$\frac{5}{16}$" 96NHP J.&C.G.Bolinders,Skm.		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35182 228203 WHDR	**Toloa** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* E.S.D. D.F. GyC. *2Dks&2pt dks*	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	425·4 P38'B243'F50'	54·3	29·9	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"–48" 622NHP Wrkman,Clark&Co.LdBel		C
35183 220353	**Tolosa** *Fitted for oil fuel* *2Dks*	5527 4985 3965					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates ShippingBoard Bureau	410·5 P44'B115'F47'	54·2	27·0	Portsmth, N.H. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		
35184 LDNM	— 1*Dk*	1974 1734 1177					1930	Smith's DockCo.Ld. Middlesbro'	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	270·7 P58*t*H89*t*	43·0	18·7	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP Smith'sDockCo.Ld.Mdb.		N
35185 118660 MCGF	**Tolsta** (*ex*Cairnnevis) *ss*Lth.2ndNo.3-4,31 *ss*Lth.No.1-35 1*Dk*(*Irn*)*&deep framing* *Cargo battens not fitted*	1587 1440 977	✠100A1 4,36 ~~4,35~~ BS4,36 ✠LMC4,35	Lth Gmh	*q*	CL ~~5,34~~ 4,36	1905 7mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBa82'uE&*	259·0 P21'B62'F26' FK *B34'f102'418tFPT*	36·8	18·0	Leith British *4BHCem* *46tAPT39t*	T.3Cy.19",30"&48"–36" (*s*) 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20 " 4 s 2 " 9 17 " 8	
35186 129200 MDNQ	**Tolsta Head** (*ex*Seaford-35) *ss*Sld.No.3-7,24 *Mchy.Aft* *ss*Sld.No.2-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	673 458 349	✠100A1 ~~8,34~~12,35 BS~~12,34~~ ✠LMC9,32 12,35	Lth	*i*	CL ~~10,33~~ 11,35	1911 5mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	A.F.Henry& MacGregor,Ld. *CellDB*	164·5 Q94'B9'F23' FK *uE22'f95'168tFPT*	30·0	12·1	Leith British *3BHCem* *81tAPT20t*	T.3Cy.15½",25"&41"–30" (*s*) 180lb 113NHP 1SB,*3pf*,GS51,HS1910 N.E.MarineEng.CoLdNwc	14 " 0 s 4 " 6 13 " 8	
35187 160014 GTVW	**Toltec** *ss*Avn.No.1-33 Sub.Sig. 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* *3rd&4th dks*(*Stl*)*in holds* E.S.D. D.F.	5502 4710 3000	✠100A1 *withfreeboard* 4,36 ~~4,35~~ BS~~2,35~~ ✠LMC2,33 1,36 *Fitted for oil*	Sws Avn *fuel* 2	*z* ,29	CL ~~7,34~~ 4,36 *F.P. a*	1929 2mo *Lloyd* *bove* 1	Barclay, Curle&Co.Ld Glasgow *'sA&CP* 50° F.	Elders&Fyffes,Ld. *IntermediateBH* *CellDB333'740tT*	388·8 P29'F40' FK *in after* *Coll* *hold dispensed with* *anks at sides of tun*	53·2	31·0	Bristol British *ptCem* *BH to W dk* 4 ,, ,,2*nd* ,, *nel225tFPT*	T.4Cy.30¾",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls. *69tAPT36t*	33 " 6 s10 " 4 23 " 7½	
35188 162501 MPXG	**Tolworth** Wireless *ss*Shl.No.1-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1351 1062 719	✠100A1 *withfreeboard* 7,35 ~~2,35~~ ✠LMC7,34	Shl	*o*	CL ~~2,35~~ 7,35	1930 10mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland *'sA&CP*	Wandsworth& DistrictGasCo. *CellDBu*	226·0 B15'Q128'F22' FK *E18'f142'551tFPT*	36·4	16·5	London British *4BHptCem* *162tAPT8t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 156NHP 1SB,*4cf*,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld	18 " 6 s6 " 11½ 15 " 8½	
35189 EAJH	**Tom** (*ex*Cramond) *ss*Bbo.No.1-35 *ss*Bbo.No.3-4,31 1*Dk*(*Stl*) *Cargo battens not fitted*	3056 2830 1860	✠100A1 8,35 ~~3,34~~ BS~~4,34~~ ✠LMC~~4,34~~ 6,35 MS8,35	Bbo	*u*	CL 3,34	1919 4mo *Lloyd*	J.Blumer &Co. Sunderland *'sA&CP*	Cia.NavieraBachi (HijosdeAstigar- raga,*Mgrs.*) *C*	331·3 P33'B98'F28' FK *ellDB276'734tFPT*	46·8	23·2	Bilbao Spanish *7BHptCem* *105tAPT42t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 3SB,*9cf*,GS159,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 " 6 s 3 " 11¾ 21 " 9	
35190 7420 SFQA	— (*ex*Thermidor,*ex*Francillon, *ex*Zuiderdiep) 1*Dk*	*2109* *1811* *1181*					1919	Burgher- out'sM.&S. Rotterdam	A/B Arafart (A.R.Appelqvist, *Mgr.*)	292·0 P36'B68'F24'H92*t*	43·1	17·4	Stockholm Swedish *WB*	T.3Cy.19¾",32¼"&52"–35½" 161NHP Burgherout'sMachf.Rot.		V
35191 FOOB	**Tombouctou** (*ex*Kepwickhall, *ex*BallygallyHead) *ss*Msl.No.3-10,30 *ss*Msl.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted*	5302 — 3253	✠100A1 ~~7,35 3,35~~ ~~10,35~~ 2,36 ✠LMC11,34 BS10,35 *Carrying veg*	Msl *etable*	*y* *oil*	CL 10,34 *in for*	1919 6mo *Lloyd* *ward*	Workman, Clark&Co.Ld Belfast *'sA&CP* *and after dee*	Cie deNavigation Fraissinet *5BH to U dk af* *p tanks* *Cel*	400·4 P49'B113'F39' FK *ter pk&Int.Bk.foru* *lDB338'1085tDTf*	52·4	28·4	Marseilles French *ptCem* *ardto2nd dk* *32'1227tDT*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Workman,Clark&CoLdBel *a28'730tFPT115tAPT45t*	31 " 0 s 5 " 11¾ 25 " 3¼	
35192 23328	**Tomifuku Maru** Wood 1*Dk*	409 295 211					1918	Uno Shozen Uno	DeguchiIkutaro	150·2	24·7	13·2	Nishi- nomiya Japanese	C.2Cy.15"&31¼"–20" 37NHP KuboTekkosho,Osaka		
35193 20126 JDEG	**Tomioka Maru** Ⓟ 1*Dk*	969 800 586					1917	Bingo DockCo Mitsunosho	FujiyamaKaiun K.K.	202·0	31·0	18·5	Otaru Japanese			
35194 YTEO	**Tomislav** *ss*Cff.No.1-32 D.F. 2*Dks*(*Stl*)	5411 4904 3249	✠100A1 9,35 ~~10,34~~ BS~~11,34~~ ✠LMC9,32 10,35	Rot	*y*	CL ~~5,32~~ 9,35	1928 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP*	Jugoslavenski Lloyd.a.d. *Intermediate* *in after* *CellDB34*	403·0 P38'B133'F37' FK *'tween dk BH* *hold dispensed with* *2'1050tDTa35'965t*	52·4	27·5	Dubrovnik Yugoslav *ptCem* *5BHtoUdk* 1 ,, ,,2*nd*,, *APT205t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 512NHP 3SB,*9cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29 " 10 s 5 " 6½ 24 " 6¼	
35195 22242 JFSD	**Tomiura Maru** 2*Dks*	3821 3468 2345			...		1918	Mitsubishi ZosenKaisha Ld.Nagasaki	KinkaiYusenK.K.	345·0 P33'B77'F40' FK	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 342NHP MitsubishiZosenKaishaLd	29 " 1	C †
35196 LFCC	**Tommeliten** *Well deck* 1*Dk*	434 374 228					1916	J.Th.Wil- mink Groningen	A/SD/STommeliten (RasmusF.Olsen)	143·2 Q50'B37'F14'	24·1	11·8	Bergen Norwegian *WB*	T.3Cy.11⅔",$17\frac{7}{10}$"&$29\frac{9}{10}$"– $19\frac{7}{10}$" 33NHP MachineFab.Fulton,Hgz.		N
35197 PKHL	**Tomohon** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.$14\frac{3}{16}$"–18⅛" 247NHP SulzerBros.Winterthur		V
35198 PKHD	**Tomori** *OilEng.* *Mchy.Aft* 2*Dks*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 P49'	34·1	11·6	Batavia Dutch	Oil Engine 2S.C.SA 7Cy.$14\frac{3}{16}$"–18⅛" 247NHP SulzerBros.Winterthur		V
35199 98 UNOY	**Tomsk** Ⓟ	2693 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
35200 OUMN	— 1*Dk*	1229 1055 709					1911	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·4 P157'F27'	37·2	15·1	Copnhagn Danish *WB*	3Cy. Akt.Burmeistr&Wain,Cpn		V
35201 TVSC	**Tomyris** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing in bottom&at decks*	435 — 210					1922	Chant.Nav Français Caen	Soc.Gén.desHuiles dePétrole(Associ- ationPétrolière, *Mgrs.*)	150·7 P18'	25·7	12·3	Oran French *WB*	T.3Cy.9½",15½"&26"–18" 29NHP Cooper&Greig,Dundee		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Enregistré ou coté si ce n'est dans le L. R. Durée Cert. Hoff Trade
35202 27527 JPPC	**Tonan Maru** (*ex*YeikokuMaru) ssDrn.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4370 3677 2733	✠ ... 5,35 ✠	Drn	*w*		1921 5mo	OsakaIron Works Innoshima *CellDB*294′	DairenKisenK.K. 1120*t DTa*32′ 690*t*	345·0 P30′B99′F34′ *on* *Shelter dk* FK *Collision* *FPT*114*t APT*29*t*	49·8	25·8	Dairen Japanese *ptCemptAsp* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24″,41″&67″–48″ 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIrnWrks,Innoshima	28 ″ 2	
35203 147690 MLYV	**Tonbridge** TwinSc *CruiserStern* 1*Dk*	682 625 267					1924	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90′F37′	33·6	14·1	London British *WB*	T.6Cy.15″,25″&41″–24″ 166NHP D.&W.Henderson&Co.Ld.		
35204 27128 JTFD	**Tone Maru** ssKob.No.3-5,33 2*Dks*(*Stl*)	4070 3504 2519	✠100A1 12,35~~11,34~~ ✠LMC 12,35 *CarryingMolasses in deeptanks*	Kob	*w*	CL 11,34	1920 7mo	MitsuiBussanKaisha TamaDckyd. A&CP	MitsuiBussan Kaisha,Ld. *Cell DB*283′ 780*t DTf*33′87	345·0 P33′B74′F40′ FK 5*t DTa*33′813*t FPT*	50·0	26·6	Kobe Japanese 6*BHCem* 56*t APT*26*t*	T.3Cy.23″,38″&64″–48″ (*s*) 200lb 350NHP 2SB,*6cf*,GS110,HS4558 FD MitsuiBussanKaisha	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
35205 33215 JBKC	**Tonegawa Maru** (*ex*Ceylon) ssSbaNo.3-7,25 ssKob.No.2-32 2*Dks*(*Stl*)	4996 4575 3565	✠100A1 6,35~~5,34~~ ✠LMC 6,35	Kob	*y*	CL 11,33	1913 8mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	MatsuokaKisen K.K. *CellDBa*117′*uE*&	400·8 P35′B129′F56′ FK *B*42′*f*188′955*t FPT*	52·1	27·3	Fuchu Japanese 6*BHCem* 82*t APT*45*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 458NHP 3SB,*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	
35206 1710 JTBH	— Ⓟ TwinSc 2*Dks*	574 554 338					1897	OsakaIron Works Osaka	OsakaShosenK.K.	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12″,18½″&31″–22″ 90NHP OsakaIronWorks,Osaka		
35207 153982 MDDJ	**Toneline** *Carrying Petroleum in bulk* *OilEng.* *CruiserStern* 1*Dk*	811 653 415					1928	Chantiers Generaux Cette	TonelineTransport Co.Ld. (H.Baerselman)	197·8	29·0	13·7	London British *WB*	Oil Engines 4S.C.SA 6Cy.15″–15″ 135NHP Motorenfabriek"Deutz" A.G.Köln-Deutz		V
35208	**Tong Kong** (*ex*Shinlee-32, Iron *ex*Rotorua) 3*Dks*	*926* *909* *576*			...		1876	W.Denny &Bros. Dumbarton	TongKongS.N.Co.	226·0	27·2	20·4	Shanghai Chinese	C.2Cy.34&60″–39″ 187NHP Denny&Co.Dumbarton		
35209 XNDC	**Tong Lee** (*ex*Dagny) Wireless 1*Dk*&*Spar dk*	1469 1306 886					1902	Nylands Værksted Oslo	Ching-KeeS.N.Co. Ld.	231·5	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Oslo		
35210 146002 GLFZ	**Tongariro** ssLiv.No.2-33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8719 8179 5472	✠100A1 *Shelter dk* *withfreeboard* 7,36 ~~1,35~~ MS10,33 ✠Lloyd'sRMC ~~1,35~~ 2,36 *Fitted for oil fuel*2,25 *F.P. above* 150° F.	Fal ~~Lon~~Npt ✠LMC BS~~1,35~~2,36	*d*†	CL ~~9,32~~ ~~1,36~~ 2,36	1925 2mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	NewZealand ShippingCo.Ld. *CellDB*378′1429*t*	460·5 B&F424′ FK *FPT*121*t APT*42*t*	62·7	35·2	Plymouth British 8*BHptCem* (2 *to Sh dk* 6 „ *U* „)	2 Steam Turbines SR geared to 1 Sc. Shaft 180lb (*s*) 1194NHP 5SB,*20cf*,GS385,HS16940 FD D.Rowan&Co.Ld.Glasgow	37 ″ 9 s 6 ″ 9¾ 31 ″ 2¾	
35211 OZPB	**Tongking** TwinSc4Mst ssCpn.No.3-2,28 ssCpn.No.1-32 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6645 4778 4244	✠100A1 *Shelter dk* *withfreeboard* ~~6,35~~~~11,34~~ 12,35 ✠LMC CS11,34 12,35	Cpn DBS 10,35	*a*†	CL ~~s10,33~~ ~~p11,34~~ 12,35	1914 10mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasiatiskeKompagni *WB*= *CellDBa*126′*uE*	410·0 FK 42′*f*194′1198*t FPT*	55·2	27·5	Copnhagn Danish 7*BHptCem* 90*t APT*72*t*	Oil Engines 4S.C.SA 12Cy.24 13/16″–37 13/16″ 717NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	38 ″ 6 s10 ″ 10½ 28 ″ 1	
35212 SYES	**Tonis Chandris** (*ex*Efxinos, *ex*KarlLeonhardt,*ex*Hornburg) 1*Dk*&*Spar dk*	3163 — 2359					1904	Akt.Ges. "Neptun" Rostock	JohnD.Chandris	302·6	45·3	18·9 25·8	Piræus Greek *WB*	T.3Cy.29⅞″,35 7/16″&55⅛″–37⅞″ 192NHP A.G."Neptun,"Rostock		G
35213 LDCG	**Tonjer** 1*Dk*	3268 2966 1948					1920	Smith's DockCo.Ld. Middlesbro'	Skibs.A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	334·2 P84*t*H147*t*	48·0	22·7	Haugesnd Norwegian *WB*	T.6Cy.24″,39″&65″–42″ 274NHP Smith'sDockCo.Ld.Mdb.		N
35214 LDND	**Tönsbergfjord** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	3156 2750 1830					1930	GötaverkenA/B Gothenburg	A/S DenNorske Amerikalinje	349·0 P98*t*H294*t*F13*t*	50·2	20·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 720NHP GötaverkenA/B.Got.		N
35215 149960 VPGM	**Toorak** (*ex*Voco-34) 3Mst ssYka.No.2-35 ~~ssS.Fe.No.1-32~~ 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. *Longitudinal framing*	8627 7957 5205	✠100A1 11,35~~2,35~~ 11,35✠LMC MS~~7,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150° F.	Sng Yka BS3,35	*d*†	CL 2,35	1927 12mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	StandardTransportationCo.Ld. *CellDBuE&B*6	460·0 P118′B43′F42′ FK 5′*f*35′318*t FPT*190*t*	62·8	36·4	HongKong British 18*BHptCem* *APT*130*t*	T.3Cy.26½″,46″&79″–54″ (*s*) 220lb 666NHP 3SB,*9cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 3¼	
35216 152014	**Toorie** (*ex*SirArthurDorman) *Mchy.Aft* 1*Dk*	414 309 159			...		1925	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20′ FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14″,23″&39″–21″ 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
35217 FPDF	**Tooya** (*ex*Principio, TwinSc *ex*Zaragoza,*ex*Appollo, *OilEng.* *ex*Principio,*ex*ErnaDavid) 1*Dk* Wireless	597 *525* *344*					1920	Flensburgr Schiffsb.Ges. Flensburg	EmmanuelRougier	190·8 P11′H46′	24·1	15·7	Papeete French *WB*	Oil Engines 2S.C.SA 12Cy.13¾″–12″ 401NHP *Emade*18 VulcanWerke,Hamburg		C
35218 220421 KDBB	**Topa Topa** *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5356 — 3330					1920	Ls.Angeles S.B.&D.D.Co. S.Pedro.Cal.	WatermanS.S. Corp.	410·0 P43′B115′F47′	54·4	27·2	Mobile Utd.States	T.3Cy.28½″,47½″&78″–48″ LosAngeles 421NHP S.B.&D.D.Co.S.Pedro,Cal.		R
35219 144036 MJVP	**Topaz** (*ex*Collooney) ssGrk.No.3-11,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	577 394 265	✠100A1 ~~6,35~~~~9,34~~ 5,36 BS~~1,33~~ 1,36	Irv ~~Ayr~~ ✠LMC11,32	*h*	CL 9,34	1920 1mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellD*	164·8 Q94′B11′F23′ FK *Bf*97′125*t FPT*44*t*	27·0	11·1	Glasgow British 3*BHCem* *APT*19*t*	T.3Cy.14″,24″&39″–27″ (*s*) 180lb 82RHP 1SB,*3pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¼ 13 ″ 3¼	
35220 OOIC	**Topaze** TwinSc	634 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·8 Q64′H8′F30′	27·9	13·2	Antwerp Belgian	T.6Cy.16½″,24⅝″&37⅞″–25⅝″ 142NHP SociétéJ.Cockerill,Seraing		V
35221 LDCH	**Topdalsfjord** *Fitted for oil fuel* D.F. 2*Dks*	4271 3753 2574					1921	Canadian Vickers,Ld. Montreal	A/S DenNorske Amerikalinje	365·3 P146*t*H302*t*F47*t*	49·7	26·5	Oslo Norwegian *WB*	T.3Cy.27″,43″&70″–48″ 339NHP CanadianVickers,Ld.Mtl.		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35222 LDCI	**Topeka** TwinSc ssOsl.No.2-33 OilEng. D.F. 2Dks(Stl)	4991 4509 3030	✠100A1 with freeboard 6,35 ~~4,34~~ ✠LMC CS5,35 10,35 ~~9,34~~ Fitted for carrying oil 3,25 F.P. above 150°F. in deep tank	Got Osl 6,35 DBS~~6,34~~	x	CL ~~P1,34~~ ~~S5,33~~ 5,35	1925 3mo Lloyd's A&CP	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	366·3 P32'F62' FK Cell DB301'880t DTf24'725t Tanks in way of tunnels 196t FPT102t APT69t	51·2	31·4	Tönsberg Norwegian 7BHptCem ptAsp (1 to 2nd dk)	Oil Engines 4S.C.SA 12Cy.21⅝"-35$\frac{7}{16}$" DB100lb 545NHP DeutscheWerkeA.G.Kiel	34 ″ 0 s10 ″ 1¾ 23 ″ 0¼	
35223 211469 WICV	**Topila** 3Mst Fitted for oil fuel D.F. 2Dks Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	5125 — 3146					1913	NwprtNws S.B.&D.D.Co. NewprtNews	RichfieldOilCo. of California	371·5	59·1	28·1	LsAngeles Utd. States WB	T.3Cy.24½",41½"&72"-48" 259NHP NewportNewsSB&DDCo.		
35224 5230 SGWR	**Tor** 1Dk	*1040* *826* *574*					1911	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	222·7 P17'Q59'B104' H92tF27'	35·1	13·0	Stockholm Swedish WB	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk&Mskb.		V
35225 354	— (exFriesland)	306 280 164					1890	StettinerA.G.(v.M.&H.) Stettin	O/YRaumaWood, Ld.	132·5 Q53'B23'F14'	21·2	10·9	Rauma Finnish WB	2Cy.17"&31"-22" 38NHP StettinerA.G.(v.M.&H.)		
35226 LCSZ	**Tora** (exBessegg-33,exLilly Margrethe,exAspasia) ssPir No.1-24 1Dk(Stl) Well deck	574 412 328	✠ 7,25 ✠	Pir	h		1920 5mo	J.Berg&Co. Delfzyl	Skibs.A/SHauges Rederi(A.Hauge, Mgr.)	166·2 Q43tB53tF21t H27t FK CellDBa36' 'tween E&B7'	25·7	13·0	Tromöy Norwegian 4BHCem f63'140t	T3Cy.12⅝",19$\frac{7}{16}$"&31½"-21⅝" 71NHP 1SB,2cf,GS43,HS1363 J.Berg&Co.Delfzyl	13 ″ 8	N †
35227 LIWX	**Tora Elise** (exBinbrook-34,exSpind) Mchy.Aft 1Dk	721 517 345					1919	v.d.Kuy&v.d.Ree's Scheepsw. Maasdijk	SkibsA/S Hauges RederiII(A.Hauge, Mgr.)	180·6 Q99tB13tH14tF22t	28·1	12·4	Arendal Norwegian WB	T.3Cy.15",24"&40"-24" 78NHP N.V.v.d.Kuy&v.d.Ree		N
35228 10373 JFAI	**Tora Maru** TwinSc Carrying Oil in bulk Mchy.Aft 1Dk	528 — 246					1907	OsakaIron Works Osaka	NipponTanker K.K.	184·4	27·1	11·3	Tokio Japanese	T.6Cy.8",13"&23"-12" 37NHP OsakaIronWorks,Osaka		
35229 PKHG	**Toradja** OilEng. 1Dk&Shade dk Mchy.Aft	981 629 674					1930	N.V.Werf Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 F36'B49'	34·1	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"-19$\frac{11}{16}$" 143NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
35230 28884 JKGA	**Torai Maru** (exHimuroMaru) Ref.Mchy. 1Dk Wireless	640 507 352					1922	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	175·0 P21'B62'F28'	28·0	15·5	Yokohama Japanese WB	T.3Cy.13",21"&36¾"-27" 70NHP YokohamaDockCo.Yka.		
35231 LDIW	**Toran** (Notanda) ssOsl.No.3-8,30 ssOsl.No.1-34 1Dk(Stl)	3318 2995 2058	✠100A1 2,36 ~~2,35~~ ~~11,35~~ BS7,35	Bgn ~~Bry~~ Osl ✠LMC6,54	v	CL ~~5,34~~ 2,36	1918 3mo Lloyd's A&CP	R.Thompson&Sons,Ld Sunderland	A/S Chr.Christensens Rederi (Chr. Christensen)	340·7 P29'B98'F33' FK CellDB285'733t	48·5	21·9	Oslo Norwegian 6BHCem APT57t	T.3Cy.24",40"&65"-42" (r) 180lb 100lb 307NHP 2SB,6cf,GS124,HS4874 Blair&Co.Ld.Stockton	24 ″ 4	
35232 LDNK	**Torborg** (exHenry Deutsch de la Meurthe) ssRot.No.3-3,34 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	*6042* *5284* *3564*	✠100A1 10,35 ~~1,35~~ BS1,35 Carrying Petroleum in bulk Fitted for oil fuel 4,21 F.P. above 150° F.	Fal ✠LMC3,54	z	CL 3,34	1921 5mo A&CP	Bethlehem S.B.Corp.Ld Sparrow's Point,Md	A/SMosvolds RederiIV. (M.Mosvold, Mgr.)	412·0 P125'B32'F43' FK CellDB63' 185tDTf32'322t FPT98tAPT102t	53·2	30·9	Farsund Norwegian 16BHptCem ptAsp (11 to U dk 5 „ 2nd „)	T.3Cy.27",45"&74"-48" (s) 180lb 552NHP 3SB,9cf,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s6 ″ 10 24 ″ 7	
35233 2636	— Wood (exKauko,exTorborg) OilEng. 1Dk	354 — 278					1921	Nystads Slip&M.V. Nystad	ErikNylund	148·6 P42'F22'	28·2	11·8	Marieh'mn Finnish	Oil Engines 2S.C.SA 4Cy 15¾"-17¾" 175NHP SkandiaVerken,Lysekil		V
35234 LFCG	**Torbrand** (exMerle) 1Dk	308 247 114					1918	Forg.&Ch. de la Médit. LaSeyne	D/S A/STangbrand (T.Matland, Mgr.)	133·3 len20 Q11tH22tF25t	24·0	11·0	Haugesnd Norwegian	C.2Cy.18"&36"-24" 53NHP Forg.&Ch. de la Médit.Msl.		V
35235 144647 MKBZ	**Torcello** (exStahlhof) ssLiv.2ndNo.3-1,34 Well deck 1Dk(Stl)	1479 1037 875	100A1 9,35 ~~1,34~~ BS11,35 MS1,34	Liv LMC ~~BS11,34~~		OG ~~5,33~~ 9,35	1911	Stettiner Oderwerke Stettin	Ellerman'sWilson LineLd.	231·7 Q75'B101'F29' FK CellDB190' 321tFPT	36·4	14·7	Hull British 4BHAsp 68tAPT49t	T3Cy16$\frac{9}{16}$",27½"&43$\frac{3}{16}$"-31½" 185lb (s) 105NHP 2SB,4cf,GS66,HS2453 StettinerOderwerke	17 ″ 7 s ″ 8¼ 17 ″ 0¼	
35236 161324 MPQJ	**Torchbearer** ssSld.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1267 970 684 —	✠100A1 7,35 ~~10,34~~ BS7,35	Sld ✠LMC6,54	n	CL ~~6,34~~ 7,35	1929 11mo Lloyd's A&CP	J.Crown&Sons,Ld. Sunderland	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. Mgrs.)	225·0 Q127'B16'F24' FK CellDBuE20'f139'329tDTf7'117tFPT	36·0	15·3	London British 5BHCem 170tAPT24t	T.3Cy.18",30"&49"-33" (s) 180lb 100lb 156NHP 1SB,4cf,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s5 ″ 2 15 ″ 8¼	
35237 LFCH	**Tordenskjold** Ⓟ 1Dk&Awngdk	921 891 550					1906	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·1	29·7	15·7	Trndheim Norwegian WB	T.3Cy.16½",26½"&45½"-30" 113NHP TrondhjemsMV.Trndheim		N
35238 LFCI	— Iron Well deck 1Dk	576 431 340			...		1889	Bergens Mek.Værks. Bergen	A/S D/S Tordenskjold(RasmusF. Olsen)	169·4 Q41'B51'F24' BK7"	26·3	12·8	Bergen Norwegian WB	T.3Cy.14",22½"&37"-24" NB16 78NHP BergensM.V.Bergen	13 ″ 8	N †
35239 LFBO	**Tore Hund** (exBergslien) Mchy.Aft 1Dk	428 327 226					1920	Hölens VerkstedA/S Larvik	A/SNordlandslinjen(O.Jacobsen, Mgr.)	144·9 P66tF20t	26·3	12·1	Harstad Norwegian WB	T.3Cy.9½",15½"&26"-18" SpeedwellIronworks,Coatbridge 27NHP		N
35240 LFCK	**Tore Jarl** 4Mst 1Dk	1514 1319 886					1919	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·0 P28'B67'F29'	39·3	17·3	Trndheim Norwegian WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad		N
35241 LFCL	**Torfinn Jarl** 1Dk	1481 1293 861					1922	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·1 P69tH42t	39·3	17·2	Trndheim Norwegian WB	T.3Cy.18",29"&49"-33" 138NHP FredrikstadM.V.Frdstad		N
35242 5617 SGXU	**Torfrid** (exLaboremus) 1Dk	*630* *476* *321*					1903	Framnes Mek.Værks Sandefjord	Rederiaktieb. Ostersjön (A.Christensen, Mgr.)	169·5 Q58'B39'H47tF17'	28·1	11·5	Trelleborg Swedish WB	C.2Cy.13$\frac{3}{16}$"&29$\frac{1}{16}$"-23⅜" 34NHP PorsgrundM.V.Porsgrunn		V

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Longueur.	Largeur.	Creux.	Superstructures, &c.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
35243 LHPW	**Torgeir I** (*ex*Regia, *ex*Lardal, *ex*Slemdal) Comp3Mst *OilEng.* 1*Dk*	427 330 253					1919	Larvik Slip & Verks A/S Larvik	D/S A/S Borgundöy (L. Hauge, *Mgr.*)	145·4	26·9	12·0	P65tH6tF6t	Haugesnd Norwegian	Oil Engines 2S.C.SA 4Cy.16$\frac{1}{16}$"–18$\frac{5}{16}$" 192NHP J&CGBolindersCoLd.Skm		N
35244 7783 SIQN	**Torgny Lagman** (*ex*Banchory) *ss*Nwc.No.3–11,27 *ss*Got.No.2-35 ~~*ss*Got.No.1-34~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	*2185* *1976* *1258*	✠100A1 5,36 ~~2,35~~ BS~~5,34~~ ✠LMC~~5,34~~ 11,35 MS2,35	Got	*s*	CL ~~2,08~~ 3,36	1914 12mo *Lloyd*	Craig, Taylor&Co.Ld. Stockton '*sA&CP*	Rederiaktieb. Gottfrid (P. Hagelquist, *Mgr.*) *CellDBa90'uE&*	287·0	44·0	19·1	P27'B72'F30' FK *B32'f120'605tFPT*	Stockholm Swedish *5BHCem* *84tAPT89t*	T.3Cy.21",35"&57"–39" (*s*) 180lb *100lb* 214NHP 2SB,*6cf*,GS78,HS3232 N.E.MarineEng.Co.Ld.Sld	21 ″ 4 s 3 ″ 0½ 18 ″ 7¼	
35245 7357 SGXW	**Torkel** (*ex*Yukon) *ss*Osc.2ndNo.3–5,27 *Well deck* *ss*Osc.No.~~1-31~~ 2–35 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1236* *863* *572*	✠100A1 ~~[illegible] 11,36 [illegible]~~ 1,36 ~~BS5,34~~ ✠LMC~~5,34~~ ~~[illegible]~~ 4,35	Osc	*n*	CL ~~5,33~~ 1,36	1903 6mo *Lloyd*	Mackie& Thomson Glasgow '*sA&CP*	Rederi A/B Tellus (A.Wingren, *Mgr.*) *CellDBa73'uE17'*	232·1	34·1	13·6	P18'Q67'B56'F23' FK *f100' 367t FPT43t*	Oscrshmn Swedish *4BHCem* *APT44t*	T.3Cy.19",30"&50"–33" (*s*) 180lb 177NHP 2SB,*6pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15 ″ 10 s 1 ″ 0½ 15 ″ 0½	
35246 5409 SFJN	**Torne** *Mchy.Aft* D.F. 1*Dk*	3792 3368 1963					1912	Lindholmens V.A. Gothenburg	Trafikaktiebolag. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*)	359·5	50·2	23·7	Q66tB83tH46tF29t	Stockholm Swedish *WB*	T.3Cy.24½",40"&66"–45" 292NHP LindholmensV.A.Got.		C
35247 ESAY	**Torni** (*ex*Claudegallus, *ex*WarIsis) *ss*Tln.No.3–5,31 *ss*Tln.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	2044 1825 1209	✠100A1 1,36 ~~5,35~~ ✠LMC BS~~[illegible]~~1,36 MS5,35	Rot Tln	*r*	CL 4,35	1918 5mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont. A&CP	TallinnShipping Co.Ld. *CellD B210'628t F*	251·0	43·8	21·6	P27'B78'F27' FK *PT80tAPT105t*	Tallinn Estonian *4BHCem*	T.3Cy.20½",33½"&54"–40"(*s*) 190lb 256NHP 2SB,*6cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A.	23 ″ 0 s 3 ″ 0½ 20 ″ 2	
35248 LDCO	**Torny** (*ex*Marshall) Sub.Sig. 1*Dk*	2424 2148 1389			...		1919	ThePusey &JonesCo. Wlmgtn,Del.	D/S A/S Torny (EilertLund)	300·7	44·3	19·6	P29'B75'F29' FK	Bergen Norwegian *WB*	T.3Cy.22",36"&59"–39" NE26 292NHP BeverDorling&Co. Bradford	22 ″ 3	N †
35249 LOHG	**Toro** (*ex*Diana) Wireless 1*Dk* *Mchy.Aft* Sub.Sig.	1198 992 638					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0	37·5	12·8	P&B59'F8'	Bns.Ayres Argentine *WB*	T.3Cy.17¾",28½"&45½"–29¼" 110NHP OttensenerMaschf.Altona		G
35250 149431	**Torondoc** *Mchy.Aft* 1*Dk*	1927 1638 1151					1927	Swan, Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9	43·4	17·8		Ft William Ont. British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
35251 LDCP	**Toronto** TwinSc *OilEng.* ~~*ss*Osl.No.1-31~~ D.F. 2*Dks*(*Stl*) *ss*Got.No.2–36	5018 4282 2883	✠100A1 ~~[illegible] 7,34~~ 4,36 DBS~~7,34~~ ✠LMC CS4,36 5,35 4,36 *Carrying oil*	Osl Got *F.P. a*	*y* *bo*	CL ~~7,34~~ 3,36 *ve 150°*	1928 1mo *Lloyd* F. *in*	C.de Normandie Rouen '*sA&CP* *forward deep*	Wilh.Wilhelmsen *CellDB* *tank*	381·8	52·2	27·7	P35'B141'F33' FK 333'798*t* *Tanks in way of tu*	Tönsberg Norwegian *7BHptCem* 1 „ *to 2nd dk* *nnels 198t D*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP DB*114lb* Ch.&Atel.deSt.Nazaire *Tf31'877tFPT61tAPT74t*	30 ″ 0 s 5 ″ 4 24 ″ 10	
35252 107412 VGTD	— Ⓟ Pad 3*Dks*	2779 1742 1652					1899	Bertram E. WorksCo.Ld. Toronto,Ont.	Canada Steamship Lines,Ld.	269·4	36·0	13·8		Toronto British	T.3Cy.28",44"&72"–72" 440NHP BertramEng.Wrks.Co.Ld.		
35253 UOVA	**Toros** (*Icebreaker*) Wireless 2*Dks*	1396 1382 —					1916 *Comp*	Becker& Co. Tallinn *leted1930byS.*	U.S.S.R. B.&E.W. André M	198·2 arti,Leningrad	46·6	25·2		Leningrad Russian *WB*	T.3Cy.26",42½"&70"–42" B*made*29 318NHP Becker&Co.Reval		
35254 22 IUYX	**Torquato Gennari** (*ex*Hvitra, *ex*Mineral, *ex*Fredsholm, *ex*England) 1*Dk*&*Webframes* *Well deck*	1012 727 599			...		1890	W.Dobson &Co. Newcastle	U.GennarifuT.	238·9	29·2	12·6	Q70'B95'F25' len97 FK	Rimini Italian *WB*	T.3Cy.15",25"&41"–30" 98NHP Alley&M'Lellan,Glasgow	15 ″ 4	I †
35255 130188 MFGS	**Torquay** *ss*Abn.No.3–8,26 *Well deck* *ss*Bly.No.2–34 1*Dk*(*Stl*) *Cargo battens not fitted*	870 605 435	✠100A1 8,35 ~~8,34~~ ✠NB7,15 ✠LMC8,34 BS8,35	Bly	*k*	CL 7,34	1914 8mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	J.&A.Davidson, Ld. *CellDBa&*	200·0	30·0	12·2	P21'Q44'B48'F21' FK *uE59'f84'196tFPT*	Drtmouth British *4BHCem* *49tAPT41t*	T.3Cy.17",28"&46"–30" (*s*) 180lb 140NHP 2SB,*4pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	14 ″ 3 s ″ 10¾ 13 ″ 6¼	
35256 EAPY	**Torras y Bages** (*ex*Velasquez) *ss*Bcl.2ndNo.3–3,27 Wireless 1*Dk*(*Stl*)&*Spar dk*(*ptStl*&*ptIrn*)&*deep framing*	1344 1300 754	✠ —— 8,32	Bcl	*p*		1902 1mo	ClydeSB.& E.Co.Ld. Pt.Glasgow	Cia.Trasmediterranea *CellDB*	238·0	35·7	12·2	P37'B63'F54' 19·6 FK *a52'uE&B35'f105'*	Barcelona Spanish *4BHCem* *311tAPT11t*	T.3Cy.19",31"&51"–33" 170NHP NB*made*21, *fitted*3,27 NDB*made*16, *refitted*27 1SB,*3cf*,GS70,HS2736 ClydeS.B.&E.Co.Ld.P.Gls	21 ″ 10	
35257 215233 WICW	**Torres** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks*	4943 — 2955					1917	NwprtNws S.B.&D.D.Co NewprtNews	RichfieldOilCo.of California	380·0	59·0	27·0		Ls.Angeles Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 360NHP NewportNewsSB&DD.Co.		
35258 LFCP	**Torridal** *ss*Shl.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	1381 1208 780	✠100A1 8,35 ~~6,34~~ ✠LMC~~6,30~~ 8,35	Hul Osl	*p*	OG 1,35	1930 6mo *Lloyd*	Langesnds Mek.Verks Langesund '*sA&CP*	IngvaldBjörneboes RederiA/S (I.Björnebo, *Mgr.*) *CellDBa&uE*	249·1	38·1	15·2	P22'B56'F26' FK 100' *f*94' 340*t FPT*	Xiansand Norwegian *4BHCem* *50tAPT80t*	C.4Cy.(2)14¾"&(2)31½"–31½" 205lb (*s*) FD 152NHP 2SB,*4cf*,GS50,HS2097 TrondhjemsMVTrondheim	17 ″ 3 s 1 ″ 11 15 ″ 6	
35259 143534 MKPJ	**Torrington** (*ex*Polmanter-33, *ex*Portlaurie) *ss*Brs.No.3–12,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	700 454 345	✠100A1 5,36 ~~3,35~~ BS~~[illegible]~~ ✠LMC11,32 5,36	Shl	*i*	CL ~~2,35~~ 5,36	1921 1mo *Lloyd*	J.Chambers,Ld. Lowestoft '*sA&CP*	H.Harrison (Shipping)Ld. *CellDB*	178·1	27·6 *28·9*	11·0	Q114'F23' FK *f103' 172t FPT85t*	London British *3BHCem* *APT35t*	T.3Cy.15",25"&41"–27" (*s*) 180lb *100lb* 108NHP 1SB,*3cf*,GS55,HS1844 G.T.Grey&CoLd.S.Shields	13 ″ 4 s 4 ″ 4 13 ″ 2	
35260 EAJI	**Torrontero** *ss*Bbo.No.2–28 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing in DB* *Cargo battens not fitted*	2228 1950 1345	✠100A1 2,30 BS3,30 ✠LMC4,28	Bbo	*r*	CL N3,30	1919 11mo *Lloyd*	Soc.Española de Const.Nav. Bilbao '*sA&CP*	Cia.Nav."Easo" (Credito de la UnionMinera *Mgrs.*) *CellD*	277·2	40·1	20·9	P74'F34' FK *B234' 522t FPT112*	S.Sebast'n Spanish *4BHCem* *tAPT45t*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 180lb *150lb* 192NHP 2SB,*4cf*,GS80,HS3132 Soc.Española deCnst.Nav. Ferrol	23 ″ 1 s 4 ″ 1 19 ″ 5	
35261 7954 SKRW	**Torsa** 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1511* *1310* *811*	✠100A1 *with freeboard* ~~[illegible] 10,34~~ ✠LMC5,34 12,35	Lkr Gdy	*r*	OG ~~1,35~~ 12,35	1934 5mo *Lloyd*	Nya Varvsaktb.Öresund Landskrona '*sA&CP*	A/B Transmarin (B.Ingelsson, *Mgr.*) *CellDB219'580t F*	259·1	40·4	16·0	FK *PT35tAPT70t*	Hlsngborg Swedish *4BHCem* (*Coll to Sh dk* 3 „ 2nd „)	T.3Cy.18½",29$\frac{15}{16}$"&48$\frac{7}{16}$"–33½" 185lb (*s*) 172NHP 2SB,*4cf*,GS60,HS2379 FD NyaVarvsaktiebOresund	19 ″ 2 s 0 ″ 6½ 18 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35262 LDED	**Torsol** (*ex*AlbertSauber) Now "Jan," see No. 38666 in Supplement 1*Dk*	1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S Chr.ChristensensRederi(Chr. Christensen,Jr., *Mgr.*)	265·2 P65*t*H92*t*F40*t*	42·1	18·5	Oslo Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Boele'sSchp&Mfbk.Bolnes		N
35263 LEFD	**Tortugas** *ss*Osl.No.3-11,34 *OilEng.* 2*Dks*(*Stl*) *CruiserStern*	4697 4318 2852	✠100A1 *with freeboard* ~~12,35~~~~8,35~~4,36 ✠LMC CS3,35 7,35~~10,33~~ *Fitted for carrying oil* 11,23F.P. above150°F.*in deep tank*	Got ~~Skm~~ Stn 6,35 DBS~~10,34~~	*x*	CL ~~N2,33~~ 4,36	1923 11mo	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen *CellDB*294'833*t* *MT*24' 776*tFPT*134*tAPT*16*t*	357·6 F60' FK	51·2	30·7	Tönsberg Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" DB*115lb* 493NHP A.E.G.Turbinefabk.Berlin	33 ″ 2 s 7 ″ 8¾ 25 ″ 7	
35264 146267 GDCZ	**Tortuguero** D.F. E.S.D. Sub.Sig. *Ref.Mchy.* 2*Dks*	5285 4557 3275					1921	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·1 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½,46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
35265 SPAA	**Torun** (*ex*Brumaire) *ss*Gdy.No.3-4,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2018 1576 1122	✠100A1 4,35 11,35 BS~~6,34~~	Gdy LMC MS4,35	*r*	6,34	1926 2mo	Chant.Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjna *CellDBa&uE*66'*f*107'405*t deep tanks aft*34'205*tFPT*77*tAPT*22*t*	269·1 P22'Q87'B50'F23' FK	39·7	17·5	Gdynia Polish 4*BHCem*	T.3Cy.18⅛",$20\frac{15}{16}$"&$49\frac{3}{16}$"-(*s*) $37\frac{1}{16}$" 185lb 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s 1 ″ 11½ 18 ″ 1	
35266 LDRJ	**Torungen** 1*Dk* *CruiserStern*	1948 1196 1142					1931	Trndhjms Mek.Værks. Trondheim	SkibsA/S Remonstrant(Bertrand Jacobsen,*Mgr.*)	276·3 P66*t*H101*t*	43·1	18·1	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrondheim		N
35267 LDCR	**Torvanger** (*ex*GrandeGaard) Sub.Sig. *Fitted for oil fuel* 1*Dk&Shelter dk*	6568 6260 4122			...		1920	W.Doxford &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	420·1 H197*t* FK	54·0	34·4	Bergen Norwegian *WB*	T.3Cy.27",44½"&75"-54" 582NHP W.Doxford&Sons,Ld.Sld.	37 ″ 0	N †
35268 124624 MCYV	**Toryisland** (*ex*Shotton) *ss*Bel.No.3-10,22 *ss*Pet.No.2-31 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	300 223 110	✠100A1 10,34~~3,33~~ BS~~3,33~~ 10,34	Nwc Sld ✠LMC11,31	*e*	CL 3,33	1909 5mo	Cochrane &Sons Selby *Lloyd'sA&CP*	W.Carney	135·0 Q48'B11'F23' BK7½"	23·1	9·3	Belfast British 3*BHCem* *FPT*40*t*	C.2Cy.17"&36"-24" (*s*) 130lb 62RHP 1SB,3*pf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 ″ 6 s ″ 7 10 ″ 7	
35269 13176 JBHC	**Toryu Maru** (*ex*MisumiMaru, *ex*Hilary,*ex*RedSea) 1*Dk&Spar dk*3*trB*	1986 1837 1427			...		1889	WBThmpson&Co.Ld Dundee	YamamotoShoten GoshiKaisha	275·0 B64'F36' 22·8 BK9½"	37·2	15·8	Kobe Japanese *WB*	T.3Cy.21",33"&54"-42" 182NHP W.B.Thompson&Co.Ld.	25 ″ 2	
35270 29727 JEGI	**Tosan Maru** 1*Dk*	318 266 181					1924	Yendo Hidekichi Osaka	KanemoriShosen K.K.	125·5	22·0	13·0	Tokio Japanese	T.3Cy.		
35271 PIAF	**Tosari** *OilEng.* D.F. 3*Dks*	7027 6682 4458					1919	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	445·8 F42'	54·3	34·2	Rotterdam Dutch *WB*	Oil Engines 2S.C.SA 8Cy.$29\frac{5}{16}$"-$52\frac{13}{16}$" 1246NHP NE31 Kon.Maats."DeSchelde" Flushing		V
35272 PKHB	— *OilEng.* 1*Dk&Shade dk*	981 629 673					1930	N.V.Werf "Gusto"v/h F.Smulders Schiedam	Koninkl.Paketv. Maats.	203·3	34·2	11·6	Batavia Dutch *WB*	Oil Engines SA 8Cy.$13\frac{9}{16}$"-$22\frac{7}{16}$" Maschfbk.Augsburg. Nürnberg,Augsburg		V
35273 LDCS	**Tosca** TwinSc *OilEng.* 3*Dks*	5128 4751 3129					1920	Nederl. Schpsbouw My Amstrdm	SkibsA/S Pacific (KnutKnutsen O.A.S.&Ole AndreasKnutsen)	375·0 B57'F39'H245*t*	51·2	25·5	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-39⅜" 564NHP Werkspoor,Amsterdam		N
35274 1925 IUZE	— 3Mst *ss*Hul.No.3-5,20 *ss*Sou.No.2-28 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	474 346 192	✠ —— 12,33 ✠	Sou	*g*		1908 6mo	AilsaS.B. Co.Ld. Ayr	G.B.Figari, AntonioMaggiolo& Co.(GioBatta Figari,*Mgr.*)	162·2 155·4 Q86'B11'F23' BK7" *WB*=*FPT*48*t*	25·6	11·4	Genoa Italian 3*BHCem* *APT*36*t*	C.2Cy.18"&40"-27" 64RHP 1SB,3*pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3	I †
35275 23579 JHD	**Tosho Maru** (*ex*DaitokuMaruNo.3) Wireless	1236 — 822					1918	....	KawasakiKisen K.K.	225·0	33·0	18·7	Fukuoka Japanese	T.3Cy. YoshidaIronWorks		
35276 31729 JHPB	**Toshu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) 1*Dk*	2115 1772 1218			...		1918	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AbeShokaiK.K.	251·0 P25'B64'F28' FK	43·8	20·7	Kobe Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP Pt.ArthurS.B.Co.Ld.	23 ″ 0	
35277	**Tosna** (*ex*Laurelpark-33) *ss*Gls.No.2-30 1*Dk*(*Stl*)	*1935* *1744* *1188*	✠ ... 10,34 ✠	Shl	*r*		1922 8mo	GrangemouthDkyd Co.Ld. Grngemouth	U.S.S.R. *CellDBa*63'*uE*28'*f*124'549*tFPT*44*tAPT*42*t*	280·3 P21'B68'F29' FK	41·9	19·0	Leningrad Russian 4*BHCem*	T.3Cy.21",35"&57"-36" 227NHP 2SB,6*cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9	
35278	**Tosno** (*ex*Brabant-34, (*ex*Dotterel, *ex*Poland) *ss*Mch.No.3-7,24 *ss*Ant.No.1-29 2*Dks*(*Stl*)	*1754* *1562* *810*	✠ —— 11,34 ✠	Ant	*q*	CL 2,28	1911 8mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	U.S.S.R. *CellDBa*58'*uE*22'*f*116'257*tFPT*48*tAPT*25*t*	260·0 B73'F33' FK&BK1½"	36·0	22·2	Leningrad Russian 4*BHCem*	T.3Cy.19½",34"&55"-42"(*r*) 180lb HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6	V †
35279 22427 JHTA	**Totai Maru** *Longitudinal framing* 2*Dks&Web frames*	3193 2757 1992			...		1918	Osaka Iron Works Innoshima	KawasakiKisen K.K.	305·0 P19'B82'F32' FK	43·7	27·2	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 ″ 3	C †
35280 148394 ZMDL	**Totara** (*ex*MargaretBirch) *ss*Ddn.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	426 290 148	✠100A1 8,35~~7,34~~ BS~~7,34~~ 8,35	Ddn ✠LMC8,33	*f*	~~8,33~~ 8,35	1925 1mo	Warren's NewHolland Shipyard,Ld NewHolland *Lloyd'sA&CP*	AnchorShipping& FoundryCo.Ld.	135·4 Q70'B*on*Q11'F31' BK7" *FPT*	25·1	11·0	Nelson,N.Z. British 3*BHCem* 70*tAPT*35*t*	C.2Cy.17"&34"-24" (*s*) 130lb 55RHP 1SB,2*pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar.	12 ″ 0 s 3 ″ 4½ 12 ″ 2¾	
35281 13897 JBOD	**Toten Maru** (*ex*NagatoMaru-34, (*ex*HudsonMaru,*ex*Hudson) 1*Dk&Spar dk&deep framing*	3823 3476 2387			...		1900	Sunderlnd S.B.Co.Ld. Sunderland	NipponGodoKosen K.K.	356·0 P39'B92'F42' 26·7 FK	45·2	18·7	Habu Japanese *WB*	T.3Cy.24",40"&64"-42" 288NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 4	C †
35282 29 IUZP	**Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2*Dks*	674 — 395					1899	Rijkee&Co. Rotterdam	M.Bottiglieri fuG.	197·8 F15'	33·2	10·7	Torre del Greco Italian *WB*	C.2Cy.21"&39"-24" NB17 62NHP Maats deMaas,Rotterdam		I

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35283 16520 JPQD	**Tottori Maru** 2Dks	5973 5443 3708			...		1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·4 P38'B123'F47' FK	56·0	28·7	Tokio Japanese *WB*	T.3Cy.27″,44″&73″-48″ 556NHP J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	C †
35284 FOOP	**Touareg** Ⓟ D.F. *Fitted for oil fuel* *Mchy.Aft Ref.Mchy.* 2*Dks*	5135 3949 3123					1924	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	390·3 P43'B128'F53'	50·2	25·7	Marseilles French *WB*	T.3Cy.29$\frac{1}{16}$″,46″&75″-45″ Ch.&At.de 376NHP Provence,Marseilles		V
35285 LGRI	**Toulouse** TwinSc *OilEng.* GyC. 1*Dk(Stl)&Shelterdk(Stl)* D.F. 3*rd dk(Stl)except in after holds* *Rudder electrically welded*	7027 6217 4309	✠100A1 *withfreeboard* 1,36 ~~8,34~~ ✠LMC1,34 DBS12,35	Syd	*d*†	CL	1934 1mo *Lloyd*	Deutsche WerkeKiel A.G. Kiel *'sA&CP*	Wilh.Wilhelmsen	469·0 P54'F41' FK *CellDB*304'1410*t Tanks in way of tunnels*632*tMT*25'1159*tFPT*105*tAPT*133*t*	60·7	28·9	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.29½″-55½″ 1345NHP 2DB100lb DeutscheWerkeKielA.G.	31 ″ 7 s4 ″ 1¾ 27 ″ 7¼	
35286 LDCT	**Touraine** TwinSc *ss*Osl.No.2-33 *OilEng.* 1*Dk(Stl)&ShelterDk(Stl)* 3*rdDk(Stl)except in No.5hold*	5811 5224 3579	✠100A1 *withfreeboard* 6,35 ~~12,34~~ DBS~~3,34~~ 2,36 ✠LMC CS3,34 9,35 ~~12,34~~ *Carrying Vegetable oil in deep tank*	Osl	*b*†	CL ~~12,33~~ 6,35	1925 8mo *Lloyd*	Odense Staalskibsvft Odense *'sA&CP*	Wilh.Wilhelmsen *CellDB*387'1352*tTanks between & at sides of tunnels* 199*tDTf*30'840*tFPT*116*tAPT*128*t*	435·9 P32'F46' FK *CollBH&AftPeak*	56·2	27·8	Tönsberg Norwegian 7*BHCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$″-43$\frac{5}{16}$″ 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ 0¼ 26 ″ 7	
35287 LDCU	**Tourcoing** TwinSc *ss*Osl.No.2-33 *OilEng.* 1*Dk(Stl)&ShelterDk(Stl)* 3*rdDk(Stl)except in No.5hold*	5798 5224 3578	✠100A1 *withfreeboard* ~~6,35~~ ~~1,35~~ 2,36 DBS~~2,35~~ ✠LMC2,35 4,36 *Carrying Vegetable oil in deep tank*	Got Osl	*b*†	CL ~~7,34~~ 2,36	1924 10mo *Lloyd*	Odense Staalskibsvft Odense *'sA&CP* *CellDB*387'1352*tDTf*30'874*t Tanks between tunnels & at sides of tunnels* 199*tFPT*116*tAPT*128*t*	Wilh.Wilhelmsen	435·9 P32'F46' FK *Coll BH & AftPeak*	56·2	27·8	Tönsberg Norwegian 7*BHCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$″-43$\frac{5}{16}$″ 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ 0¼ 26 ″ 7	
35288 108705 MQZL	**Tourmaline** 3Mst *ss*Gls.3rdNo.3-5,35 *Well deck* 1*Dk(Stl)* *Mchy.Aft*	835 619 357	✠100A1 3,36 ~~5,35~~ ✠NB4,28 ✠LMC BS~~1,35~~ 1,36 MS5,35	Gls Irv	*k*	CL ~~5,35~~ N3,36	1898 2mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson	200·0 Q107'B11'F36' BK7½″ *WB=CellDBf*123' 186*tFPT*26*t*	30·1	12·1	Glasgow British 3*BHCem*	T.3Cy.16¼″,26″&42″-33″ (*s*) 160lb 90RHP 1SB,3*cf*,GS55,HS1954 Muir&Houston,Ld.Gls.	14 ″ 5 s4 ″ 7½ 14 ″ 5½	
35289 FOXV	**Tourny** (*ex*Argentinier, *ex*LongIsland) *ss*Rot.No.3-7,32 2*Dks(Stl)*	*2769* *2443* *1595*	✠100A1 ~~3,35~~ ~~7,34~~ 1,36 ~~BS8,34~~ ✠LMC~~7,32~~ 8,35	Msl	*t*	~~CL~~ ~~7,32~~ N8,35	1920 2mo	ThePusey &JonesCo. Wlmgtn,Del. CP	Etabl.Maurel& Prom *CellDB*244'644*tDTa*12'43*t FPT*64*tAPT*99*t*	300·0 P37'B76'F29' FK	44·1	22·9	Bordeaux French 6*BHCem*	T.3Cy.19¾″,31½″&54¼″-36″ 200lb (*r*) 305NHP 2SB,6*cf*,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s3 ″ 11½ 21 ″ 3	
35290 FNNS	**Tours** *Well deck* 1*Dk*	4158 3661 2561			...		1920	ForthS.B. &Eng.Co.Ld Alloa	Cie.DelmasFrères &Vieljeux	364·4 P18'Q128'B68' FK	52·8	24·3	LaRochlle French *WB*	T.3Cy.23½″,38″&64″-42″ 347NHP SirW.G.Armstrong, Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
35291 117706 GPYT	**Toussika** (*ex*BromptonManorMaru, *ex*Brompton *ss*Gtz.2ndNo.3-12,28 Manor,*ex*Horse- *ss*Gtz.No.1-34 ferry,*ex*Hero) 1*Dk(Stl)*2*trBforehold.* *deep framing aft*	1828 1714 1161	✠100A1 7,34 ✠LMC MS12,32 BS~~12,34~~ 1,36	Gtz	*r*	CL 6,34	1903 6mo *Lloyd*	Campbel- townS.B.Co. Campbeltwn *'sA&CP*	MediterraneanS.S. Co.Ld.	272·2 P29'B60'F32' FK *CellDBa*66'*f*114' 340*tAPT*65*t*	40·0	20·5	London British 4*BHCem*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 264NHP 2SB,6*cf*,GS138,HS4470 D.Rowan&Co.Glasgow	21 ″ 8 ~~s2 ″ 11~~ ~~19 ″ 1~~ s2 ″ 10 19 ″ 1	
35292 PKLC	**Toussoum** IronTwinScCtr *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	334 302 134					1884	Lobnitz& Co. Renfrew	BataafschePetro- leumMaats.	134·8	25·1	13·1	Batavia Dutch	C.4Cy.14″&28″-24″ 64NHP Lobnitz&Co.Renfrew		
35293	**Tovaristch Krassin** Sub.Sig. 1*Dk*	2414 1925 1349			...		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24' FK	43·0	20·5	Vladvostk Russian *WB*	T.3Cy.17$\frac{11}{16}$″,29¼″&48$\frac{7}{16}$″- 35$\frac{7}{16}$″ 192NHP BalticS.B.&EngWrks.Len	22 ″ 8	
35294	**Tovaristch Stalin** Sub.Sig. 1*Dk*	2274 1925 1260			...		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24' FK	43·0	20·5	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$″,29¼″&48$\frac{7}{16}$″- 35$\frac{7}{16}$″ 192NHP BalticS.B.&EngWrks.Len	22 ″ 8	
35295 OUMP	**Tove** 1*Dk*	1191 913 606					1919	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″-27″ 122NHP KjbnhavnsFlydk.&Skbsv.		C
35296 OXAE	**Tovelil** (*ex*MonicaSeed) *ss*Cpn.No.2-32 1*Dk(Stl)&Web frames* *Corrugated sides*	2214 1990 1324	✠100A1 3,35 ~~2,34~~ BS~~2,34~~ ✠LMC5,35 8,35	Cpn	*s*	CL 1,34	1925 3mo *Lloyd*	NewWater -wayS.B.Co. Schiedam *'sA&CP*	A/S D/S Dania (Chr.Andresen, *Mgr.*) *CellDB*246'559*t FPT*53*tAPT*94*t*	291·9 P26'B74'F28' FK	45·0	19·4	Esbjerg Danish 5*BHCem*	T.3Cy.21″,34½″&57″-39″ (*s*) 180lb ~~125lb~~ 250NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 ″ 6 s3 ″ 0½ 18 ″ 6½	
35297 PIAG	**Towa** *ss*Ant.No.1-34 1*Dk(Stl)*2*nd dk(Stl)* *inNos.*1&4 *holds*	5419 5029 3315	✠100A1 7,35 ~~7,34~~ ✠LMC7,34	Ant	*z*	CL ~~10,33~~ 7,35	1930 5mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *'sA&CP*	N.V.Maats. Vrachtvaart *CellDBa&uE*156'*f*182'1188*tFPT*150*tAPT*34*t*	420·3 P36'B250'F33' FK	55·2	26·5	Rottrdam Dutch 7*BHCem*	T.3Cy.27$\frac{3}{16}$″,42½″&72$\frac{13}{16}$″- 51$\frac{3}{16}$″ 180lb (*s*) 500NHP 3SB,9*cf*,GS171,HS7104 FD N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	29 ″ 0 s4 ″ 9½ 24 ″ 4	
35298 147862 GJVX	**Toward** Ⓟ Wireless 1*Dk*	1571 1164 688					1923	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	270·2 P&B177'F43'	37·2	17·2	Glasgow British *WB*	T.3Cy.21″,34″&56″-39″ 196NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~9,35~~ 10.35
35299 [illegible] GBST	**Tower Abbey** (*ex*Bata-34) *Now "Willandra," see No. 40653 in Supplement* 2*Dks(Stl)*	5328 4747 3278	✠100A1 9,34 ✠LMC2,34	Ham	*y*	CL 2,34	1919 10mo *Lloyd*	J.Brown& Co.Ld. Glasgow *'sA&CP*	TowerS.S.Co.Ld. *CellDB*345'1134*t FPT*118*tAPT*176*t*	400·8 P40'B113'F49' FK	52·3	28·5	London British 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s6 ″ 0 25 ″ 3	
35300 [illegible] GPMB	**Tower Bridge** (*ex*Badagry-34) *Now "Benalder," see No. 37254 in Supplement* 2*Dks*	5161 4733 3149					1919	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	TowerS.S.Co.Ld.	400·2 P49'B112'F39'	52·4	28·5	London British *WB*	T.3Cy.27″,44″&73″-48″ 364NHP Richardsons,Westgarth& Co.Ld.W.Hpl.		C
35301 143037 GQKT	**Tower Crown** (*ex*Bothwell-34, *ex*WarBeryl) *ss*Fal.No.3-3,34 1*Dk(Stl)&Shelterdk(Stl)* *CruiserStern* ~~*Cargo battens not fitted in 'tween dks*~~	~~6723~~ ~~4449~~ ~~4112~~ 5252 4914 3144	✠100A1 *Shelter dk* *withfreeboard* ~~3,35~~ ~~12,34~~ 2,36 LMC3,34 BS7,35	Hul Mch Ant	*a*†	CL ~~2,35~~ 7,35	1919 4mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP* *CellDB*366'1334*tDTa*27'1019*t FPT*148*tAPT*292*t*	TowerS.S.Co.Ld.	412·5 F *on Shelter dk* 36' FK	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 596NHP 3SB,12*cf*,GS230,HS9525 FD W.Doxford&Sons,Ld.Sld.	~~37 ″ 0~~ ~~s6 ″ 0~~ ~~26 ″ 2~~ 29 ″ 0 s3 ″ 5½ 25 ″ 3¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35302 145845 GFCY	**Tower Dale** (*ex*Bompata-35) *ss*Drt.No.3-2,35 ~~*ss*Liv.No.2-28~~ *Ref.Mchy.* 2*Dks*(*Stl-Upt* ws) *Now* "**Navigator,**" *see No.* 39315 *in Supplement*	5561 5070 3421	✠100A1 5,35 ~~4,30~~ ~~BS3,30~~ BS2,35 ✠NE5,35	NYk Nwc ✠LMC~~4,28~~ MS5,35	*z*	CL ~~11,28~~ 4,35	1921 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	DownsS.S.Co.Ld. *CellDBa*104' *uE&B*	410·4|54·3|27·9 P41'B157'F47' FK 77' *f*172'1125*tFPT*	Liverpool British 7*BHCem* 91*tAPT*36*t*	T.3Cy.22½",37"&63"-45" 200lb (*s*) 477NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 " 8 s 6 " 2¾ 24 " 7½	
35303 143463 GCNY	**Tower Ensign** (*ex*Waikawa-35) *ss*Auk.No.3-12,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Cargo battens not fitted*~~ *ss*Bly.No.1-35	4338 3959 2584	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~3,35~~ ~~BS10,34~~	Syd ~~Bly~~ Bel 12,35 LMC~~12,34~~		CL ~~3,35~~ 1,36	1919 10mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	TowerS.S.Co.Ld. *CellDB*351'1290*t*	399·5|53·0|24·3 32·8 F on *Shelterdk*38' FK *Collision* *FPT*60*tAPT*80*t*	London British *ptCem* *BHtoShdk* 6 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	26 " 11 s2 " 8¾ 24 " 5	
35304 145532 GJPY	**Towneley** *ss*Shl.No.2-33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2888 2592 1703	✠100A1 11,34 BS12,35 MS3,31	Shl ✠LMC ~~BS10,34~~	*u*	CL 9,33	1923 7mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	BurnettS.S.Co.Ld. *CellD*	334·3|44·6|21·6 P27'B70'F25' FK *B*276' 793*t FPT*87*t*	Newcastle British 5*BHptCem* *APT*230*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 337NHP 2SB,8*cf*,GS154,HS5732 N.E.MarineEng.CoLdNwc	24 " 0 s 4 " 1¼ 20 " 1	
35305 18180 JTXD	**Toyama Maru** TwinSc *ss*Kob.No.3-11,33 2*Dks*(*Stl*)	7090 6574 4386	✠100A1 12,35 ~~11,34~~ BS~~12,34~~ 12,35	Yka ✠LMC11,33	*b*†	CL 11,33	1915 6mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP* *WB = Cell*	~~NipponYusenK.K.~~ NanyoKaiunK.K. *DBa*135'*uE&B*69'	445·0|58·0|34·0 P35'B138'F35' FK *f*188'1348*tDTa*42'1	Tokio Japanese 7*BHptCem* *ptAsp* 184*tAPT*60*t*	4SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 200lb 922NHP 4SB,12*cf*,GS225,HS9507 FD MitsuBishiD.&E.WksNag	34 " 0 s 7 " 6½ 26 " 8	
35306 26271 JLKB	— Ⓟ Wireless 1*Dk*	913 761 539					1919	Ono Seikichi Osaka	ShimataniKisen K.K.	185·0|30·0|18·0 P18'B43'F30' *WB*	Kobe Japanese	T.3Cy.17",23"&37⅛"-26" 70NHP OnoSeikichi,Osaka		
35307 31176 JEFB	**Toyei Maru** (*ex*Moira) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Web frames*	2272 2107 1374	✠ 6,01	Dmb ✠			1901 6mo	W.Denny &Bros. Dumbarton	OginunoKaisho K.K. *CellDBa*98'*uE&*	301·0|42·2|13·2 B64'F33' 21·1 FK *B*40'*f*127'451*tFPT*	Fushiki Japanese 6*BHCem* 61*tAPT*21*t*	T.3Cy.20",32"&51"-42" 224NHP 2SB,4*cf*,GS74,HS3290 Denny&Co.Dumbarton	23 " 6	C †
35308 22886 JFLI	— **Wood** 1*Dk*	626 580 377					1918	Tokio Zosensho Tokio	TokioShosenK.K.	175·9|28·9|17·2	Shinagawa Japanese	C.2Cy.18½"&37"-20" 51NHP TsukishimaKikao,Tokio		
35309 29186 JKYB	**Toyo Maru No. 1** (*ex*Kjellbergen, *ex*SachiMaru) 1*Dk*(*Stl*)	2202 1888 1306	9,25	Nag	*r*		1918 8mo	Fujinagata Dockyard Osaka	SawayamaKisen K.K. *CellDBa*86'*u*	272·0|40·0|24·1 P16'B60'F34' FK *E*20'*f*112'455*tFPT*	Nagasaki Japanese 4*BHCem* 102*tAPT*34*t*	T.3Cy.18½",30½"&51½"-36" 189NHP 2SB,4*cf*,GS100,HS3135 FujinagataDockyrd.Osaka	24 " 2	C †
35310 20911 JBDA	**Toyo Maru No. 2** 1*Dk*&2*nd dk inNos.*1&3*holds*	3018 2608 1828			...		1917	Matsuo IronWorks &Dockyard Nagasaki	SawayamaKisen K.K.	311·0|44·2|27·0 P21'B78'F41' FK	Nagasaki Japanese *WB*	T.3Cy.22",37"&61"-42" 262NHP MatsuoI.Wks.&Dkyd.Nag	27 " 0	C †
35311 31084 JUBF	**Toyo Maru No. 3** 1*Dk*	985 851 569					1925	KobeSteel Works,Ld. Harima	SawayamaKisen K.K.	210·0|32·0|17·2 P32'B51'F24'	Nagasaki Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks,Ld.		
35312 32623 JBMC	**Toyo Maru No. 5** (*ex*Tento) 1*Dk*	2193 1797 1336					1918	PolsonIron WorksCo.Ld. Toronto	SawayamaKisen K.K.	251·4|43·5|21·0 P65*t*H91*t*F23*t*	Nagasaki Japanese *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		
35313 33262	**Toyo Maru No. 8** (*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr, *ex*LakeWashburn) 1*Dk*	2191 1798 1300			...		1918	GlobeS.B. Co. Superior,Wis	SawayamaKisen K.K.	251·0|43·7|21·5 P25'B64'F25' FK	Nagasaki Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP Filer&StowellCo.M'lw'kee	21 " 6	C †
35314 29068 JICB	**Toyohara Maru** Ⓟ Wireless 1*Dk*	799 671 468					1923	OsakaIron Works Osaka	KitaNipponKisen K.K.	185·0|31·0|17·0 B50'F28'	Amino Japanese	T.3Cy.12½",21"&35"-24" 60NHP		
35315 18162 JPTD	**Toyohashi Maru** TwinSc *ss*Osa No.3-2,27 *ss*Yka.No.2-35 ~~*ss*Yka.No.1-31~~ 2*Dks*(*Stl*)	7031 6513 4343	✠100A1 8,35 ~~2,35~~	Yka ✠LMC2,35	*b*†	CL 2,35	1915 3mo *Lloyd*	Kawasaki DkydCo.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDB*379'	445·0|58·0|34·0 P34'B138'F37' FK 1470*tDTa* 42' 1226*t*	Tokio Japanese 7*BHCem* *APT*42*t*	T.6Cy.21",33½"&56"-48" (*s*) 200lb 628NHP 4SB,12*cf*,GS220,HS9108 FD KawasakiDkydCo.Ld.Kob	34 " 0 s 7 " 10 26 " 4	
35316 27912 JPBA	**Toyohiko Maru** (*ex*Upada) 2*Dks*(*Stl-Uteak s*)3*trB* &*Web frames*	5449 4930 4008	✠ 5,99	Gls ✠	*z*		1899 5mo	A.&J. Inglis Glasgow	ToyohikoKisen K.K. *CellDBa* *B*43'*f*195'1208*t M*	410·0|50·7|28·8 B95'F62' 123'*uE&* FK *T*30'922*t FPT*184*t*	Fuchu Japanese 6*BHCem* *APT*112*t*	T.3Cy.26½",42"&66½"-51" 387NHP 2SB,6*cf*,GS123,HS1500 A.&J.Inglis,Glasgow	32 " 0	C †
35317 32320 JIPB	**Toyohiko Maru No. 2** (*ex*Jalaveera,*ex*Frankinver,*ex*Inveran) 1*Dk*&*Spar dk*&*deep framing*	4342 4101 3306			...		1906	Russell& Co. PortGlasgow	ToyohikoKisen K.K.	385·0|49·8|18·4 P36'B108'F44' 26·4 FK	Kobe Japanese *WB*	T.3Cy.26",42"&70"-48" 410NHP Rankin&Blackmore,Grk.	29 " 0	C †
35318 33202 JAOC	**Toyokawa Maru** (*ex*Seattle, *ex*Bangor, *ss*Kob.2ndNo.3-4,32 *ex*Seattle,*ex*Bangor) 2*Dks*(*Stl*) *Cargo battens not fitted*	5124 4737 3709	100A1 5,35 ~~6,34~~	Kob LMC~~6,34~~ 5,35	*y*	CL 5,33	1911 *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	MatsuokaKisen K.K. *CellD*	385·0|54·0|27·8 P34'B108'F31' FK *B*320'1104*tFPT*80*t*	Fuchu Japanese 6*BHCem* *APT*110*t*	T.3Cy.27",45"&74"-48" 180lb (*s*) 516NHP 3SB,9*cf*,GS165,HS7503 FD N.E.MarineEngCoLdNwc	30 " 3	
35319 17759 JYOD	**Toyooka Maru** TwinSc *ss*Kob.No.3-9,26 D.F. *ss*Yka.No.2-34 ~~*ss*Yka.No.1-30~~ 2*Dks*(*Stl*)	7098 6574 4388	✠100A1 ~~4,34~~10,35 ~~BS10,34~~	Yka ✠LMC~~10,34~~ 10,35	*b*†	CL PN4,34 s10,33	1915 3mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	NipponYusenK.K. *CellDBa*13 *f*188'1348*tDTs*	445·0|58·0|34·0 P35'B138'F35' 5'*uE&B*69' FK *a*42'1255*t APT*60*t*	Tokio Japanese 7*BHptCem* *ptAsp*	4SteamTurbinesSRgeared to2Sc.Shafts200lb 922NHP 4SB,12*cf*,GS225,HS9507 FD MitsuBishiD.&E.Wks.Nag	34 " 0 s 7 " 6½ 26 " 8	
35320 16510 JONB	**Toyora Maru** *ss*Nag.No.2-21 1*Dk*(*Stl*)	2510 2306 1486	✠ 12,23	Kob ✠	*t*		1913 8mo	Napier& Miller,Ld. Glasgow *WB*	KinkaiYusenK.K. = *CellDBa*84'*uE&*	302·3|46·3|20·4 P23'B86'F35' FK *B*42'*f*134'654*tFPT*	Tokio Japanese 6*BHCem* 73*t APT*54*t*	T.3Cy.23",37"&61"-42" 278NHP 2SB,6*cf*,GS126,HS4500 J.G.Kincaid&Co.Ld.Grk.	22 " 9	
35321 24660 JORB	**Toyosaki Maru** 1*Dk*	2203 1862 1328					1919	UchidaS.B &E.Co.Ld. Yokohama	KitaNipponKisen Kaisha	270·0|39·0|23·9 P16'B65'F28'	Yokohama Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka	23 " 11	C
35322 23552 JFYB	**Toyu Maru** Ⓟ Wireless 1*Dk*	1242 1039 727					1918	OsakaIron Works Osaka	IinoKisenK.K.	225·0|33·0|18·7	Tsuruga Japanese *WB*	T.3Cy.15¾",26"&$42\frac{1}{16}$"-30" 97NHP YoshidaTomegoro,Osaka		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettres d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dans Cert. B. of Trade
35323 FNEW	**Tozeur** (*ex*Belgot) *Fitted for oil fuel* 1*Dk*	2110 1828 1230					1920	A/S Moss Værft Moss	Soc.deNav.à VapeurDaher	275·5 P27'B82'F32'	43·6	18·9	Marseilles French *WB*	T.3Cy.20½",33"&56"-36" 188NH A/S MossVærft,Moss		V
35324 DHXY	**Tractor** (*ex*FordsonI,*ex*Max Bernstein,*ex*Wethersfield, *ex*Westmount) D.F. 1*Dk*	1941 1759 1129					1903	G.S.Swan& Hunter,Ld. Newcastle	ArnoldBernstein	247·5 F27'	42·0	20·5	Hamburg German *WB*	T.3Cy.21",35"&58"-39" 210NHP N.E.MarineEngCoLd.Nwc		CG
35325 [illegible]	**Trade** (*ex*Tivat-34,*ex*Maid ofCrete, *ex*MimiHorn) 1*Dk&Shelter dk* Now Subio, see No. 39622 in Supplement	2243 2056 1375					1903	Akt.Ges. "Neptun" Rostock	~~FenchurchSteamshipCo.Ld.~~ E Milano&Co.	301·7 P13'B174'F30'	43·2	18·8	Trieste Italian *WB*	T3Cy20$\frac{9}{16}$",35¾"&55$\frac{1}{16}$"-35¾" 180NH A.G."Neptun,"Rostock		V
35326 147883 GKCM	**Trafalgar** *ss*Brs.No.2-31 2*Dks*(*Stl*)	4530 4307 2875	✠100A1 9,34 ✠LMC MS10,32 BS~~7,34~~ 5,35	Liv	*y*	CL ~~9,34~~ 4,36	1924 2mo *Lloyd's A&CP*	Lithgows, Ld. Pt.Glasgow	GlasgowShipownersCo.Ld. (Glen&Co.*Mgrs.*) *'Tween dk BH in after hold dispensed with* *CellD*	385·0 P34'B113'F44' FK *B331'1031t DTa30'*	52·0	26·8	Glasgow British *Cem* *5 BH to U dk* *1 ,, ,, 2nd ,,* *780t APT20t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS170,HS7345 FD Rankin&BlackmoreLdGrk *only*	29 ″ 3 s 5 ″ 7½ 23 ″ 11	
35327 145235 GPFX	**Train Ferry No. 1** TwinSc (*TrainFerry*) *Fitted for oil fuel* 1*Dk& Web frames*	2683 2494 1085			...		1917	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·6 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 ″ 0	
35328 145207 GPFY	**Train Ferry No. 2** TwinSc (*TrainFerry*) *Fitted for oil fuel* 1*Dk& Web frames*	2678 2494 1106			...		1917	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·5 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 ″ 0	
35329 145234 GPFZ	**Train Ferry No. 3** TwinSc *Fitted for oil fuel* (*TrainFerry*) 1*Dk& Web frames*	2672 2493 1139			...		1917	Fairfield Co.Ld. Glasgow	London&North EasternRailway	350·6 F26' FK	58·6	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 410NHP FairfieldCo.Ld.Glasgow	17 ″ 0	
35330 LFDF	**Trajan** (*ex*Doris,*ex*Yaque) 1*Dk*	1347 1201 773			...		1915	Gt.Lakes Eng.Works Ecorse,Mich.	Skibs A/S Trajan (H.Reksten)	246·9 H98*t*F32*t* FK	38·4	16·0	Bergen Norwegian *WB*	T.3Cy.17",28½"&45"-36" 200NHP Gt.LakesEngWrksDetroit	18 ″ 0	N †
35331 PIAJ	**Trajanus** Ⓟ *CruiserStern* 1*Dk&Shelter dk*	1712 1351 943					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	16·9	Amstrdam Dutch *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{1}{16}$"-33$\frac{7}{16}$" 137NHP A.G."Neptun,"Rostock		V
35332 UOJT	**Transbalt** Ⓟ TwinSc (*ex*Riga,*ex*Belgravia) *Ref. Mchy.* 3*Dks&Shelter dk*	11439 8809 6869					1899	Blohm& Voss Hamburg	U.S.S.R.	501·1 B110'	62·2	45·3	Odessa Russian	Q.8Cy.21½",31½",46"&66½"-48" 612NHP Blohm&Voss,Hamburg		
35333 223068 KLBH	**Transford II** TwinSc (*ex*Aquidaban) *ss*NYk.No.3-6,34 *Mchy.Aft* 1*Dk*(*Stl*)~~2nd D~~ ~~*Fitted for oil fuel*~~	1704 1445 1016	✠100A- 10,35 ~~[illegible]~~ BS11,35 ✠LMC6,34 *Carrying Petroleum in bulk* *For Service between Boston & Norfolk* *Fitted for oil fuel 6,34 F, P. above 150°F.*	Phl		N10,35	1920 12mo	Bethlehem S.B.Corp. Elizabethport N.J.	TransfordCorporation	245·0 F32' FK *FPT45t*	40·1	17·8	NewYork Utd.States *12BHptCem* *APT26t*	T.6Cy.~~11"~~ 11½",18"&29"-20" 163lb HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y.	18 ″ 7	
35334	**Transoil** *ss*B As.No.1-34 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)*& web frames, wing cofferdam* *Longitudinal framing at bottom & at deck*	1572 1369 923	✠100A1 ~~[illegible]~~ ~~3,32~~ 2,36 ✠LMC3,34 ~~✠LMC(M)3,32~~ *Carrying Petroleum in bulk* *For service on River Plate & to Bahia Blanca*	BAs		CL ~~3,34~~ N2,36	1930 2mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Cia.Transportadora dePetroleos S.A. *CellD*	255·8 F26' FK *BuE24'33tFPT92t*	40·1	16·3	Bns.Ayres Argentine *7BH pt Cem* *APT12t*	Oil Engines 2S.C.SA 4Cy.15¾"-19$\frac{11}{16}$" 175NHP Fiat.Stab.GrandiMotori, Turin	16 ″ 6 s 2 ″ 9 13 ″ 10½	
35335 207270 KEJX	**Transportation** Sub.Sig. *Mchy.Aft* 1*Dk*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorporation	359·0 P77'B17'F34'	49·2	25·9	Prtlnd,Me. Utd.States *WB*	T.3Cy.24¼",38½"&64"-45" 274NHP NewYorkSBCo.CamdnNJ		R
35336 OXFE	**Transporter** *ss*Bly.No.3-5,24 Wireless D.F. *ss*Kel.No.2-33 *Well deck Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	1561 1196 926	✠100A1 ~~6,30 5,34~~ 12,35 Cpn BS~~5,34~~ 6,35 ✠LMC3,33	Kel	*p*	OG ~~N5,34~~ 6,35	1911 10mo *Lloyd's A&CP*	BlythS.B. Co.Ld. Blyth	Rederi A/S "Transporter" *CellD*	245·6 P21'Q118'B14'F30' FK *Ba84'f73'339tFPT94t*	36·9	16·7	Odense Danish *4BHCem* *APT20t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10 s 1 ″ 6 17 ″ 8	
35337 148874 GLKZ	**Transylvania** Ⓟ TwinSc *Ref. Mchy.* *Fitted for oil fuel* E.S.D. 3*Dks* D.F. Sub.Sig. GyC. *CruiserStern*	16923 12115 10035					1925	Fairfield Co.Ld. Glasgow	AnchorLine(~~HendersonBros.)Ld.~~ (1935)Ld.	552·4 B&F578'	70·3	38·8	Glasgow British *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till ~~5,36~~ 1.37
35338 DHXZ	**Trapani** D.F. 2*Dks*	1855 1573 1040					1926	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·5 P&B236'F35'	41·2	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅛"-37⅜" 191NHP A.G."Neptun,"Rostock		G
35339 DHYA	**Traunstein** (*ex*Siptah,*ex*Shahristan) D.F. 1*Dk&Spar dk&deep framing*	1875 1702 1103			...		1906	ClydeS.B. &E.Co.Ld. PortGlasgow	A.Bernstein	330·2 P25'B84'F34' FK	43·2	14·4 22·4	Hamburg German *WB*	T.3Cy.23¾",40"&65"-42" 354NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9	C †
35340 DOIR	**Trautenfels** Sub.Sig. 2*Dks*	6418 5904 3924					1921	Flensburger Schiffsb.Ges. Flensburg	DeutscheDmpfsch. Ges."Hansa"	430·6 P69'B133'F55'	56·5	30·5	Bremen German *WB*	T.3Cy.29$\frac{1}{16}$",47½"&76⅜"-53$\frac{3}{16}$" 163NHP FlensburgerSchiffsb.Ges.		G
35341 DOAL	**Trave** Ⓟ 4Mst *OilEng.* *Ref. Mchy.* E.S.D. 3*Dks* Sub.Sig. D.F.	7956 7204 4890	✠Lloyd'sRMC~~3,34 5,35~~ 12,35				1927	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	471·8 P23'Q,B&F439'	60·2	31·8	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
35342 145916 GJKM	**Traveller** *ss*Liv:No.3-3,35 2*Dks*(*Stl*)	3963 3669 2499	✠100A1 ~~9,33 3,35~~ 3,36 11,35 ✠LMC BS~~11,34~~ MS3,35	Liv	*w*	CL ~~5,32~~ N9,35	1922 3mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellD*	365·0 P36'B109'F44' FK *B315' 754t FPT42t*	46·9	27·7	Liverpool British *6BHCem* *APT18t*	T.3Cy.23",38½"&64"-48" (*s*) 215lb 390NHP 3SB,9*cf*,GS179,HS6678 Dunsmuir&Jackson,LdGls	29 ″ 9 s 5 ″ 1½ 24 ″ 10	
35343 DRCG	**Travemünde** (*ex*LuiseLeonhardt, *ex*Phœnix,*ex*MarieMaschmann) 1*Dk*	1756 1578 1056					1907	Reiherst'g Schiffsw. Hamburg	Lübeck-LinieA.G.	275·9 P&B218'F25'	39·7	17·5	Lübeck German *WB*	T.3Cy.17¼",29$\frac{5}{16}$"&48$\frac{13}{16}$"-35$\frac{7}{16}$" 141NHP Reiherst.Maschinenf.Ham		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35344 1796 ICKQ	**Traviata** (exBolivier-32) D.F.	ssGen.No.3–6,33 2Dks(Stl)	5123 4787 3171	✠ [illegible] 9,35 ~~[illegible]~~ ✠~~LMC6,35~~	Gen	y	CL ~~9,32~~ 7,35	1920 3mo Lloyd	Bartram&Sons,Ld. Sunderland 'sA&CP	I.N.S.A.-Industrie NavaliSoc.Anon.	413·0 400·2 P36'B117'F39' FK CellDBa119'uE26'f176' 1050t FPT135tAPT220t	52·3	28·5	Genoa Italian 7BHCem	T.3Cy.27½",45"&75"–48" (s) 180lb 120lb 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld	31″0 ~~s 6″0¾~~ ~~25″2~~	
35345	**Traz-os-Montes**	TwinSc 1Dk	362 245 160			…		1924	J. Crichton&Co.Ld. Saltney	Cia.Caminhos de FerroPortugueses	155·4 FK	25·1	9·5	Lisbon Portuguese WB	C.4Cy.12½"&26"–18" 91NHP Plenty&Sons,Ld.Newbury	10″0	
35346 142579 GDWP	**Trebartha** D.F.	ssCff.No 3–12,33 1Dk(Stl)&Shelter dk(Stl)	4597 4327 2817	✠100A1 Shelter dk withfreeboard 5,36 ~~7,34~~ ✠LMC2,33 ~~[illegible]~~ ~~[illegible]~~	Bry Cff BS3,35	y	CL ~~7,34~~ 6,35 5,36	1920 12mo Lloyd	JReadhead&Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld.	400·1 FK Collision BH to S dk CellDB352'1219t FPT76tAPT156t	52·1	25·9	St.Ives British Cem 5 ,, ,, U	T.3Cy.27",44"&73"–48" (r) 180lb 90lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&Sons,Ld.SShl	28″6 s 3″3¼ 25″5½	
35347 142572 GFBR	**Trecarrell** D.F.	ssCff.No.3–4,32 1Dk(Stl)	5271 4796 3173	✠100A1 ~~6,35~~~~10,34~~ 12,35 BS~~10,34~~ ✠LMC12,31 10,35	Bry Lon	y	CL ~~10,33~~ 6,35	1919 8mo Lloyd	D&WHenderson&CoLd Glasgow 'sA&CF	HainS.S.Co.Ld.	400·1 P49'B113'F38' FK CellDB344'1035t FPT125t	52·3	28·4	St.Ives British 7BH APT210t	T.3Cy.27 7/16",44"&73"–48" 180lb (s) 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls.	31″0 s 5″11½ 25″4	
35348 142580 GDWQ	**Tredinnick** D.F.	ssFal.No.3–9,34 1Dk(Stl)&Shelter dk(Stl)	4589 4327 2312	✠100A1 Shelter dk withfreeboard 10,35~~5,35~~ ✠LMC9,34	Bry Ant BS8,35	y	CL 8,34	1921 2mo Lloyd	JReadhead&Sons,Ld. South Shields 'sA&CP	HainS.S.Co.Ld.	400·1 FK Collision BH to S dk CellDB352'1219t FPT76tAPT156t	52·1	25·9	St.Ives British Cem 5 ,, ,, U ,,	T.3Cy.27¼",44"&73"–48" (r) 180lb 90lb 425NHP 3SB,9cf,GS190,HS6876 JReadhead&SonsLd.S.Shl	28″6 s 3″3¼ 25″5½	
35349 142634 GPJZ	**Trefusis** (exWarAconite) D.F.	ssFal.No.3–11,34 1Dk(Stl)	5299 4796 3187	100A1 ~~5,35~~ ~~11,34~~ 12,35 LMC11,34 BS12,35	Fal ~~Bry~~Cff	y	CL 11,34	1918 Lloyd	W.Doxford&Sons,Ld. Sunderland 'sA&CP	HainS.S.Co.Ld.	400·3 P49'B113'F39' FK CellDB345'1098t FPT133t	52·4	28·5	St.Ives British 7BHCem APT204t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31″0 s 6″0 25″3½	
35350 142563 GPJR	**Tregantle** D.F.	ssFal.No.3–10–34 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in Shelter 'tween dks	4324 4080 2711	✠100A1 Shelter dk withfreeboard ~~6,35~~~~10,34~~ ✠LMC10,34 11,35 BS12,35	Fal ~~Bry~~ Npt	y	CL N10,34	1918 10mo Lloyd	JReadhead&Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld.	400·2 FK Collision BH to Shelter dk CellDBa131'uE23'f175'977t	52·1	25·2	St.Ives British Cem 5BH to U dk APT43t	T.3Cy.27",44"&73"–48" (r) 180lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.S.Shl	26″10 s 2″10¾ 24″2½	
35351 142570 GCDX	**Tregenna** D.F.	ssCff.No.3–6,32 2Dks(Stl)	5242 4808 3201	✠100A1 5,35 ✠LMC MS2,32 BS12,34	Cff	y	CL 4,34	1919 7mo Lloyd	W.Gray&Co.(1918)Ld. WHartlepool 'sA&CP	HainS.S.Co.Ld.	400·1 P49'B113'F39' FK CellDB344'1048t FPT129t	52·3	28·4	St.Ives British 7BHptCem APT61t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD CenMarEngWksLd.WHpl	31″0 s 5″11½ 25″4	
35352 [illegible] ~~GPJY~~	**Tregonell** (exWarStag) Now "Iris," see No. 38558 in Supplement ~~D.F.~~	ss[illegible]19 ssCff.No.2–29 2Dks(Stl)	5249 4791 3178	~~[illegible]~~ 8,35 ✠~~LMC~~ ~~MS1,29~~ ~~BS11,29~~	Syd	y	CL 1,29	1918 Lloyd	W.Doxford&Sons,Ld. Sunderland 'sA&CP	~~HainS.S.Co.Ld.~~ A.Lauro	400·0 P49'B113'F39' FK CellDB340'1128t FPT124t	52·3	28·5	Naples Italian 7BHCem APT179t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	31″0 ~~s 6″1½~~ ~~25″3~~	
35353 ~~45~~ ~~SUBV~~	**Tregothnan**	1Dk2trB&deep framing3Dk rule	3338 — 2154			…		1903	JReadhead&Sons S.Shields	BasileSapovalos	323·0 P31'B92'F32' FK	47·1	23·7	Piræus Greek WB	T.3Cy.24",40"&64"–42" NDB21 281NHP J.Readhead&Sons,S.Shl.	25″0	V †
35354 148554 GKMR	**Treherbert** (exGardépée) D.F.	ssHul.No.2–33 1Dk(Stl)&Shelter dk(Stl)	4517 4182 2774	✠100A1 Shelter dk withfreeboard 12,35~~4,35~~ ✠LMC MS8,33 BS4,35.	Bry PNl	y	CL 8,33	1925 2mo Lloyd	NthmblndS.B.Co.Ld Newcastle 'sA&CP	TreherbertS.S.Co. Ld.(Morel,Ld. Mgrs.)	399·7 F36'on Shelter dk FK Coll BH to Sh dk CellDB351'1296t FPT86tAPT127t	52·9	24·8	London British ptCem 5 ,, ,, U ,,	T.3Cy.26",42"&70"–48" (s) 180lb 427NHP 3SB,9cf,GS189,HS7380 N.E.MarineEng.CoLdNwc	27″5 s 2″11¾ 24″8	
35355 142575 GCMV	**Trekieve** D.F.	ssCff.No.3–8,32 2Dks(Stl)	5244 4817 3192	✠100A1 4,36~~4,35~~ BS11,35 ✠LMC MS1,32 ~~BS9,34~~	Cff	y	CL 4,35	1919 11mo Lloyd	JReadhead&Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld.	400·0 P49'B117'F39' FK CellDB345'1085t FPT130t	52·4	28·5	St.Ives British 7BHCem APT205t	T.3Cy.27",44"&73"–48" (s) 180lb 513NHP 3SB,9cf,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31″0 s 5″11¼ 25″4	
35356 149899 GNFS	**Trelawny** D.F.	ssBry.No.1–32 1Dk(Stl)&Shelter dk(Stl)	4689 4379 2848	✠100A1 withfreeboard 8,35 ~~1,35~~ BS~~11,33~~ ✠LMC11,31 1,35.	Bry CTn	·z	CL N5,34	1927 9mo Lloyd	Hawthorn,Leslie&Co.Ld Newcastle 'sA&CP	HainS.S.Co.Ld.	406·0 F31' FK CellDB353'1199t FPT110tAPT166t	54·7	25·2	London British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.26",43½"&73"–48" (s) 200lb 100lb 470NHP 3SB,9cf,GS216,HS7830 Hwthrn,Leslie&C.Ld.Nwc	27″8 s 3″1¼ 24″9	
35357 142567 GPJX	**Trelissick** D.F.	ssCff.No.3–7,32 1Dk(Stl)	5265 4817 3190	✠100A1 ~~3,35~~10,35 ✠LMC MS11,51 BS~~10,34~~ 10,35	Cff	y	CL ~~8,34~~ 9,35	1919 6mo Lloyd	Harland&Wolff,Ld. Glasgow 'sA&CP	HainS.S.Co.Ld.	400·9 P49'B113'F39' FK CellDB342'1059t FPT127t	52·3	28·5	St.Ives British 7BHptCem &ptAsp APT218t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31″0 s 5″11¾ 25″3¾	
35358 142564 GPJS	**Treloske** D.F.	ssFal.No.3–9,34 1Dk(Stl)&Shelter dk(Stl)	4344 4101 2710	✠100A1 Shelter dk withfreeboard ~~9,35~~~~2,35~~ ✠LMC9,34 4,36	Npt Cff BS9,35	y	CL ~~1,35~~ ~~9,35~~ 4,36	1918 12mo Lloyd	JReadhead&Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld.	400·2 FK Coll BH to Sh dk CellDBa131'uE23'f175'997tAPT43t	52·1	25·2	St.Ives British Cem 5 ,, ,, U ,,	T.3Cy.27",44"&73"–48" (r) 180lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.SShl	26″10 s 2″10¼ 24″3½	
35359 142571 GCKV	**Trelyon** D.F.	ssFal.No.3–6,35 ~~ssNpt.No.2–27~~ 2Dks(Stl)	5294 4843 ~~3232~~ 3196	✠100A1 ~~6,35~~ ~~10,30~~ 1,36 ✠LMC 6,35 ~~MS4,28~~ ~~BS1,30~~	Cff ~~Fal~~ Bry	y	CL ~~10,30~~ 5,35	1919 8mo Lloyd	JReadhead&Sons,Ld. S.Shields 'sA&CP	HainS.S.Co.Ld.	400·0 P49'B117'F39' FK CellDB345'1085t FPT130t	52·4	28·5	St.Ives British 7BHCem APT205t	T.3Cy.27",44"&73"–48" (s) 180lb 513NHP 3SB,9cf,GS190,HS7563 FD J.Readhead&Sons,LdSShl	31″0 s 5″10¾ 25″4½	
35360 142574 GFCM	**Trematon** D.F.	ssCff.No.3–8,32 1Dk(Stl)	5160 4769 3132	✠100A1 ~~7,35~~~~3,35~~ 12,35 BS~~9,34~~ ✠LMC8,32 9,35	Bry ~~Sws~~Cff	y	CL ~~3,35~~ 7,35	1919 10mo Lloyd	D&WHenderson&CoLd Glasgow 'sA&CP	HainS.S.Co.Ld.	400·1 P49'B113'F38' FK CellDB344'1035t FPT125t	52·3	28·4	St.Ives British 7BHCem APT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31″0 s 5″11½ 25″4	
35361 142565 GPJT	**Tremeadow** D.F.	ssCff.No.3–7,32 1Dk(Stl)	5269 4768 3187	✠100A1 ~~5,35~~11,35 BS~~8,34~~ ✠LMC7,32 11,35	Sws Npt	y	CL 5,35	1919 3mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP	HainS.S.Co.Ld.	400·4 P49'B113'F39' FK CellDB345'1035t FPT125t	52·2	28·4	St.Ives British 7BHptCem APT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls.	31″0 s 5″11¾ 25″3¾	
35362 142566 GBPJ	**Tremorvah** D.F.	ssCff.No.3–6,31 1Dk(Stl)	5243 4768 3170	✠100A1 5,35 ✠LMC MS6,31 BS~~11,34~~ 12,35	Shl	y	CL 3,34	1919 4mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP	HainS.S.Co.Ld.	400·0 P49'B113'F37' FK CellDB344'1035t FPT125t	52·3	28·4	St.Ives British 7BHptCem APT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls.	31″0 s 5″11¾ 25″3¾	

1	2 / 3	4	5	6	7	7*	8	9	10	11 Longueur	Largeur	Creux	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté
35363 ~~137869~~ ~~[illegible]~~	**Treneglos** ssCff.No.3-11,30 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Galaxias," *see No.* 33250 *in Supplement*	4393 4147 2753	✠100A1 *Shelter dk* *with freeboard* 11,34 BS11,34 ✠LMC11,30	Cff	*y*	CL 9,33	1918 3mo	J.Readhead&Sons, Ld. S.Shields *Lloyd*'*s*A&CP	~~HainS.S.Co.Ld.~~ *CellDBa*1	400·0 FK 31'*uE*23'*f*175'1003*t*	52·1	25·2	Greek 6*BHCem* *APT*50*t*	T.3Cy.26",43"&71"-48" (r) 180lb *90lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26 " 10 s 2 " 10½ 24 " 2½	
35364 147798	**Trenora** (*ex*Clearwater) 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld. ~~(J.Waller, *Mgr.*)~~	253·0	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
35365 148168 GTDC	**Trentbank** ssCal.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) *Carrying Vegetable oil in deep tank above* 150° F. *Fitted for oil fuel* 11,29 *F.P.*	5060 4628 ~~3026~~ 3003	✠100A1 *with freeboard* 4,36 ~~2,35~~ ✠LMC BS~~10,35~~1,36 MS3,34	Yka ~~Bel~~Lon	*a*†	CL ~~4,33~~ 9,35	1929 11mo	Workman, Clark(1928) Ld.Belfast *Lloyd*'*s*A&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*366'1176*t*	421·8 FK (*C* *DTa*27' 1105*t FPT*	56·8	26·7	Belfast British 7*BHptCem* *oll to Sh dk* 6 „ 2*nd* „) 156*t APT*79*t*	Q.4Cy.22",32",46½"&68"-48" 260lb (*s*) 565NHP 3SB,12*cf*,GS214,HS8112 FD Workman,Clark(1928)Ld.	29 " 3 s 3 " 0½ 25 " 8	
35366 139335 GRDC	**Trentino** *Cruiser Stern* 2*Dks*	3079 2883 1845					1919	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	310·0	44·7	26·8	Hull British *WB*	T.3Cy.21",35"&59"-39" 217NHP Earle'sCo.Ld.Hull		C
35367 352 IVAZ	— Iron (*ex*Orient, *ex*Elmwin, *ex*Loughbrow) ssCff.3rdNo.3-10,19 ssGen.No.1-23 1*Dk*(*Irn*) *Well deck*	671 535 390	✠ 2,29 ✠NB8,98 ✠	Spt	*j*		1883 2mo	Hodgson& Soulsby Blyth	Ing.TitoTappani &AgostinoCanepa *DB*	190·3 Q99'B18'F22' BK7½" *a*48'*f*75'&*uE*&*B*35'	30·3	12·3	Naples Italian 4*BHCem* 225*t*	C.2Cy.23"&46"-33" NDB18 97NHP 1SB,3*pf*,GS47,HS1570 WighamRichdsn&Co.Nwc	14 " 5	I †
35368 128818 MDSP	**Trentwood** ssBly.2ndNo.3-3,35 *Mchy.Aft* *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	791 562 369	✠100A1 5,36 ~~2,35~~ BS5,36 ✠LMC5,35	Bly Shl	*k*	CL ~~2,33~~ 5,36	1912 6mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd*'*s*A&CP	DonkingS.SCo.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*)	195·0 Q109'B13'F24' FK *WB*	30·0	11·7	Middlsbro' British 3*BHCem* =*CellDBf*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton 117'158*t FPT*79*t APT*24*t*	13 " 10 s 4 " 0½ 13 " 4½	
35369 YTER	**Trepca** ssBkn.No.1-34 D.F. 1*Dk*(*Stl*)	5051 4668 3118	✠100A1 10,35 ~~8,34~~ ✠LMC7,34	Bkn Cff	*z*	CL 8,34	1930 7mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd*'*s*A&CP	Jugoslavenski Lloyd a.d. *CellDB*350'	407·0 P26'B270'F37' FK 1155*t DTa*29' 1100*t*	53·6	25·7	Dubrovnik Yugoslav 6*BHCem* *APT*245*t*	T.3Cy.25½",43"&72"-48" (*s*) 200lb 470NHP 2SB(FD)&1Aux.B,9*cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 " 0 s 3 " 10½ 24 " 4	
35370 LFDH	**Tres** *Mchy.Aft* 1*Dk*	946 627 459					1917	Porsgrund Mek.Værks. Porsgrunn	M.S.Pedersens RederiA/S(M.S. Pedersen, *Mgr.*)	202·0 P119*t*Q70*t*H63*t*	32·0	12·7	Tönsberg Norwegian *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
35371	**Tres de Outubro (3 de Outubro)**		*See No.*	35040	*in*	*letter*	T.									
35372	**Tres Hermanos** Iron (*ex*Richmond) *Fitted for oil fuel* 2*Dks*	1269 — 671					1873	Tredecar IronWorks RichmondVa	Cia.Administ.del GuanoLda.	206·0	33·0	13·0 21·6	Callao Peruvian	C.2Cy.26"&50"-30" 114NHP *Emade—refitted*09 NB09 Neafie&LevyCo.Phl.		
35373 148685 GLNP	**Tresillian** ssNpt.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4743 4442 2873	✠100A1 *with freeboard* ~~8,35~~ ~~12,34~~ ✠LMC2,34 2,36 BS8,35	Cff ~~Npt~~ 1st	*z*	CL ~~7,33~~ 7,35	1925 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*s*A&CP	HainS.S.Co.Ld. *CellDB*353' 1072*t*	400·0 FK (*FPT*127*tAPT*184*t*	53·0	26·4	London British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.27",44"&73"-48" (*s*) 180lb *100lb* 467NHP 3SB,9*cf*,GS194,HS8118 Cen.Mar.Eng.Wrks.WHpl	28 " 11 s 3 " 4 25 " 10	
35374 UOEQ	**Tretiy Krabolov** (*ex*ShinzanMaru, *ex*Monmouth) ssLiv.No.3-8,13 ssCff.No.1-17 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	4248 3825 2558	✠ 4,23 ✠	Brs	*x*		1900 7mo	SirRaylton Dixon&CoLd Middlesbro'	U.S.S.R. *CellDBa*138 *uE*&	375·0 B130' FK *B*42'*f*150'448*tDTa*	47·0	25·7	Vladvostk Russian 6*BHCem* 30'660*tFPT*	T.3Cy.25",41"&69"-48" 363NHP 3SB,9*cf*,GS174,HS5676 SirC.Furness,Westgarth& Co.Ld.Mdb. 135*t APT*40*t*	28 " 5	
35375 DOOS	**Treuenfels** 2*Dks* Sub.Sig. *CruiserStern*	8457 7779 5196					1928	Deutsche-Schiff und Maschinenbau A/G Wesermünde-G.	DeutscheDampfs. Ges. "Hansa"	490·3 P66'B285'F39'	62·2	32·3	Bremen German *WB*	T.3Cy.34¼",52¾"&86⅝"-55⅛" &1 low pressure Turbine 785NHP J.C.TecklenborgA.G. Wesermünde-G.		G
35376 142568 GFCW	**Trevarrack** ssCff.No.3-4,32 D.F. 1*Dk*(*Stl*)	5270 4795 3181	✠100A1 11,35 ~~5,33~~ ✠LMC MS4,32 BS5,35	Bry	*y*	CL 12,34	1919 6mo	D&WHendersn&Co.Ld. Glasgow *Lloyd*'*s*A&CP	HainS.S.Co.Ld. *CellDB*	400·0 P49'B113'F38' FK 344'1035*t FPT*125*t*	52·3	28·4	St.Ives British 7*BHptCem* *APT*210*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 " 0 s 5 " 11½ 25 " 4	
35377 142576 GCBP	**Treverbyn** ssNpt.No.3-5,32 D.F. 1*Dk*(*Stl*)	5281 4811 3191	✠100A1 ~~12,34~~ 1,36 ✠LMC MS5,32 BS~~12,34~~ 1,36	Cff ~~Swa~~Npt	*y*	CL ~~7,33~~ 7,35	1920 1mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*s*A&CP	HainS.S.Co.Ld. *CellDB*	400·7 P49'B113'F39' FK 342'1059*t FPT*127*t*	52·3	28·5	St.Ives British 7*BHCem* *APT*218*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 " 0 s 6 " 0 25 " 3½	
35378 133573	**Trevisa** *Mchy.Aft* 1*Dk*&*Web frames*	1813 1618 1095		…			1915	N.of Irelnd S.B.Co.Ld. Londonderry	CanadianLake CarriersLd. ~~(J.Waller, *Mgr.*)~~	250·0 F39' FK	42·5	17·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 153NHP Kincaid&Co.Ld.Grk.	20 " 0	R †
35379 142578 GDWR	**Trevorian** ssFal.No.3-8,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4599 4327 2818	✠100A1 *Shelter dk* *with freeboard* 4,36 ~~1,35~~ ✠LMC8,34 BS12,35	Cff	*y*	CL 12,34	1920 10mo	JReadhead &Sons,Ld. South Shields *Lloyd*'*s*A&CP	HainS.S.Co.Ld. *CellDB*352'121	400·3 FK *Collisio* 9*tFPT*76*tAPT*156*t*	52·1	25·9	St.Ives British *Cem* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.27¼",44"&73"-48" (*r*) 180lb *90lb* 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl	28 " 6 s 3 " 3¼ 25 " 5¼	
35380 ~~137870~~ ~~[illegible]~~	**Trevose** ssCff.No.3-2,31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Olga Topić," *see No.* 39502 *in Supplement*	4375 4131 2742	✠100A1 *Shelter dk* *with freeboard* 10,34 ✠LMC MS9,30 BS4,34	Shl	*y*	CL 10,34	1918 5mo	JReadhead &Sons,Ld. South Shields *Lloyd*'*s*A&CP	~~HainS.S.Co.Ld.~~ *CellDBa*1	400·2 FK 31'*uE*23'*f*175'1003*t*	52·1	25·2	Austrian 6*BHCem* *APT*50*t*	T.3Cy.26",43"&71"-48" (*r*) 180lb *90lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.S.Shl	26 " 10 s 2 " 10½ 24 " 2½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
35381 137867 GJZW	**Trewidden** ssBry.No.3-5,30 ssCffNo.1-35 D.F. 1Dk(Stl)&Shelter dk(Stl)	4381 4131 2749	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~2,35~~ 2,36 ~~BS10,34~~ Carrying oil fuel F. P. above 150° F. in DB&APT	Cff ~~Npt~~ Sws BS11,35 ✠LMC3,34	y	CL 11,33	1917 9mo	JReadhead &Sons,Ld. South Shields Lloyd'sA&CP	HainS.S.Co.Ld. CellDBa131'uE23'f175'1003t	400·0	52·1	25·2	St.Ives British FK 6BHCem APT50t	T.3Cy.26",43"&71"-48" (r) 180lb 90lb 416NHP 3SB,9cf,GS172,HS6951 J.Readhead&SonsLd.S.Shl	26 ″ 10 s2 ″ 10¾ 24 ″ 2½	
35382 147041 GCLY	**Treworlas** ssCff.No.3-12,35 ~~ssFal.No.2-31~~ D.F. 1Dk(Stl)&Shelter dk(Stl)	4692 4408 2867	✠100A1 Shelter dk withfreeboard 12,35~~5,34~~ ~~BS9,34~~ 12,35	Bry Cff ✠LMC~~5,31~~ MS8,35	z	CL ~~2,33~~ 6,35	1922 11mo	JReadhead &Sons,Ld. South Shields Lloyd'sA&CP	HainS.S.Co.Ld. CellDB352'1177t	400·4 FPT66tAPT148t	53·1	26·3	St.Ives British FK Cem Collision BH to S dk 5 „ „ U „	T.3Cy.27",44"&73"-48" (r) 180lb 100lb 457NHP 3SB,9cf,GS190,HS7824 J.Readhead&SonsLd.S Shl	28 ″ 10 s 3 ″ 3¼ 25 ″ 10	
35383 142577 GCMW	**Trewyn** ssFal.No.3-6,35~~ssCff.No.2-28~~ D.F. 2Dks(Stl)	5241 4817 ~~3228~~ 3191	✠100A1 ~~6,35~~ ~~4,31~~ 11,35 ~~MS7,28~~	Fal Cff ✠LMC7,35 ~~BS11,30~~	y	CL ~~6,30~~ 6,35	1920 2mo	JReadhead &Sons,Ld South Shields Lloyd'sA&CP	HainS.S.Co.Ld. CellDB345' 1085t FPT130t	400·1 P49'B117'F39'	52·4	28·5	St.Ives British FK 7BHCem APT205t	T.3Cy.27",44"&73"-48" (s) 180lb 513NHP 3SB,9cf,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 ~~s 6 ″ 2~~ ~~25 ″ 3~~ s5 ″ 11¼ 25 ″ 4	
35384 SWHS	**Triaina** (exMeropi,exPolgowan, exMacedonia) ssPir.2ndNo.3-8,22 ssPir.No.2-31 1Dk(Stl)&Spar dk(Stl) &deepframing Hatch covers dispensed with in'tween decks	4358 4022 2780	✠ 1,36 Spar dk ~~BS8,35~~	Pir ~~✠LMC3,31~~	x	CL 2,35 -	1900 7mo	C.S.Swan& Hunter,Ld. Newcastle A&CP	G.Ch.Lemos& M.A.Georgilis CellDBa 132'uE22'f160'812tDTa24'597t	379·4 P42'B96'F44'	46·3	20·2 28·1	Chios Greek FK 6BHCem APT24t	T.3Cy.24½",40"&68"-48" (s) 180lb 370NHP 3SB,6rf,GS114,HS4827 N.E.MarineEng.CoLdNwc	31 ″ 0 ~~s 6 ″ 5~~ ~~25 ″ 0~~	
35385 LDCV	**Trianon** TwinSc ssOsl.No.2-34 OilEng. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)except in No.5 hold	5805 5224 3579	✠100A1 withfreeboard ~~5,34~~11,35 ✠LMC CS5,34 11,35~~5,34~~ Carrying vegetable oil in deep tank	Osl 12,35 DBS~~1,30~~	b†	CL 10,33	1926 2mo	Odense Staalskibs-værft Odense Lloyd'sA&CP	Wilh.Wilhelmsen CellDB387'1352t Tanks between tunnels and at sides of tunnels 199tFPT116tAPT128tDTf30'840t	435·9 P32'F46'	56·2	27·8	Tönsberg Norwegian FK 7BHCem Coll.&APBH to Sh dk 5 „ „ 2nd „	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" DB100lb 951NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 7	
35386 163577 GYGL	**Triaster** Ⓟ OilEng. Ref.Mchy. 1Dk&Shelter dk D.F. E.S.D. CruiserStern Cargo battens not fitted	6032 4975 3564	✠100A1 withfreeboard ~~11,35~~ ~~3,35~~3,36 ✠Lloyd'sRMC3,35 DBS3,36	Mel ✠LMC3,35	a†	CL	1935 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. Mgr.) CellDBuE&f223'1220tTanks in way of tunnel 109'1225tFPT257tAPT183t	423·2 P27'F52'	58·2	25·7	London British FK 7BHptCem (CollBHtoSh dk,6BHto2nd dk)	Oil Engines 4S.C SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 4 ″ 6¼ 24 ″ 7½	BT till 2,36
35387 LDUB	**Tricolor** TwinSc OilEng. 1Dk(Stl)&Shelter dk(Stl) GyC. 3rd dk(Stl)except in after holds	6850 6013 4208	✠100A1 withfreeboard 9,35 ~~2,35~~ Carrying fuel oil F. P. above 150° F. in deep tank	Bal Yka ✠LMC5,33	e†	CL 2,35	1933 5mo	NV Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Wilh.Wilhelmsen	479·1 P48'F46' CellDB365'1345t Tanks in way of tunnels 515tMT28'1318tFPT176tAPT145t	61·1	29·0	Tönsberg Norwegian FK 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.DA 12Cy.23⅝"-$43\frac{5}{16}$" 2330NHP DB100lb Gebr.Stork&Co.N.V. Hengelo	31 ″ 7 s 4 ″ 2 27 ″ 7	
35388 140697 GPKD	**Trident** ssCff.No.1-34 ssShl.No.3-8,30 1Dk(Stl)	4317 3982 2689	✠100A1 ~~2,35~~ ~~2,31~~ 4,36 MBS5,35	Cff ✠LMC3,34 DBS2,35	x	CL 2,34	1917 9mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) CellDB328'1051tFPT83t	375·0 P29'B106'F38'	51·1	25·3	Newcastle British FK 6BHCem APT148t	T.3Cy.25",42"&69"-48" (r) 180lb ~~100lb~~ 85lb 371NHP 2SB,6cf,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 5 ″ 0¼ 23 ″ 0	
35389 DODK	**Trier** Ⓟ TwinSc Sub.Sig. Corrugated sides D.F. 3Dks(4th dk in forehold)	9415 6453 5401					1923	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·7 B146' 62·3 F45'	57·6	30·8	Bremen German WB	T.6Cy.24⅜",$40\frac{3}{16}$"&66⅛"-47¼" 602NHP A.G."Weser,"Bremen		G
35390 DOKL	**Trifels** Sub.Sig. 2Dks	6198 5701 3771					1922	J.C.Teck-lenborgA.G. Weser-münde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P60'B136'F57'	56·5	30·2	Bremen German WB	T.3Cy.29⅛",47¼"&76⅜"-$53\frac{15}{16}$" 426NHP J.C.TecklenborgA.G.Wsm		G
35391 YTET	**Triglav** ssRot.No.1-32 D.F. 1Dk(Stl)	6363 5800 3853	✠100A1 1,36~~3,35~~ BS9,35	Rot ✠LMC10,32	a†	CL ~~10,32~~ N1,36	1929 8mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa&uE150'f196'1273t DTa29'1334tFPT133tAPT198t	425·0 P35'B275'F34'	58·2	28·6	Dubrovnik Yugoslav FK 8BHptCem ptAsp	T.3Cy.27⅛",45"&75" 51" (s) 200lb 573NHP 3SB,9cf,GS184,HS8230 FD J.Dickinson&Sons,Ld Sld.	31 ″ 2 s 4 ″ 11½ 26 ″ 5¼	
35392 137509 GNRL	**Trigonia** (exMarinula, TwinSc exSanta OilEng. ssAms.No.3-5,28 Margherita) ~~ssShl.No.1-33~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing ssRot.No.2-36	7496 6784 4042	100A1 1,36 ~~4,35~~ ✠NE5,28 ✠LMC CS~~4,35~~1,36 4,35 Carrying Petroleum in bulk	Shl Rot 1,36 DBS~~6,34~~	b†	CL ~~SN7,22~~ ~~P4,35~~ 1,36	1916	Vickers,Ld Barrow Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. Middle line BH in forward oil tank not oil-tight CellDBuE66'148tDTf27'359tDTa16'153tFPT78tAPT76t	440·0 P120'F97'	54·3	36·4	London British FK 19BHptCem (14 to U dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 807NHP 2NDB21-180lb Werkspoor,Ams.	36 ″ 6 s 7 ″ 4¼ 29 ″ 4¼	
35393 219394 KOQF	**Trimountain** Fitted for oil fuel Mchy.Aft 2Dks Carrying Petroleum in bulk Longitudinal framing	6389 — 3934					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TrimountainS.S. Corp.(B.L.Ship-pingCo.Inc.Mgrs.)	416·9 P101'B37'F33'	56·2	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
35394 147303 GLCF	**Tringa** ssMch.No.2-33 1Dk(Stl)&Shelter dk(Stl)	1930 1680 972	✠100A1 withfreeboard ~~8,35~~ ~~7,33~~ 4,36 BS~~6,34~~ 9,35	Mch ✠LMC7,33	t	CL ~~6,33~~ ~~8,35~~ 3,36	1925 4mo	C.Van der Giessen& Zonen'sSchps Krimpen Lloyd'sA&CP	British&Conti-nentalS.S.Co.Ld. CellDBa78'uE20'f124'417t	290·5 FPT34tAPT16t	43·1	19·1	Liverpool British FK 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.21¾",35½"&57⅛"-41½" 200lb (s) 335NHP 3SB,6cf,GS114,HS5130 FD BurgerhoutEng.Wks.Rot.	21 ″ 3 s ″ 11½ 20 ″ 5¾	
35395 215915 KLBI	**Trinidad** Wood Fitted for oil fuel 1Dk	974 — 551					1917	Hammond LumberCo. Fairhaven, Cal.	Sudden& Christenson	209·9	42·0	14·1	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" 64NHP UnionIronWorks		R
35396 VSJC	— TwinSc Fitted for oil fuel Wireless 1Dk CruiserStern	606 482 244	✠ ... 3,35	PGl ✠			1931 3mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow Lloyd'sA&CP	TrinidadGovern-ment CellDBuE19'29t	175·4 P24'B&F121' FPT17tAPT40t	32·1	11·7	Trinidad British FK 5BHptCem ptAsp	C.4Cy.12½"&26"-20" 100NHP 1SB 3cf,GS46,HS1788 FergusonBros.(Port Glasgow)Ld.P.Gls.	12 ″ 6	
35397 212566 WJCK	**Trinidadian** (exAugusta, 3Mst exCadagua) Fitted for oil fuel Mchy.Aft 2Dks CarryingPetroleum in bulk	2450 2256 1765					1892	Armstrong Mitchell&Co. Ld Newcastle	~~GulfRefiningCo.~~ GulfOilCorp.of Pennsylvania	295·0 H22'F36'	39·0	25·4	P.Arthur, Texas Utd.States WB	T.3Cy.22",36"&59"-39" 217NHP Wllsnd.Slpwy.Co.Ld.Nwc		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote. et ce n'est dans le L. & Durée, Cert. B. of Trade
35398 4799 SGYU	**Trio** (exBothnia, exNiord, exYvesConseil, exGolconda) Iron ssMmo.4thNo.3-6,32 1Dk(ptStl&ptIrn) ~~2Dk~~ *Well deck* *Cargo battens not fitted*	1451 1193 832	✠100A1 9,35 ~~9,34~~ ✠NB10,07 ✠LMC6,32 BS~~[illegible]~~7,35	Osc Sbg	*p*	OG 9,33	1884 12mo	W.Pickersgill&Sons Sunderland A&CP	RederiA/B Trio (G.Selander)	260·0 Q102'B48'F32' ptND07 FK *DBa76' f101'*	35·1	17·2	Kalmar Swedish *4BHCem* 338t*APT*11t	C.2Cy.30"&60¾"-39" (s) 85lb *90lb* 165NHP NDB10 *fitted*13 2SB,*8pf*,GS90,HS2458 G.Clark,Sunderland	18 " 6 s1 " 10½ 16 " 10	
35399 OUMS	— (exSüdwest-33, exErikaTreess, exEsther, exAblasserwaard) 1*Dk* *Mchy.Aft*	493 391 250					1918	Gebr.van Diepen Waterhuizen	Dampskslsk.Trio A/S(Hans Svenningsen)	155·6 P50'F23'	26·3	12·3	Copnhagn Danish *WB*	T3Cy11⅝"18 1/16"&31½"-17 7/16" 45NHP N.V.Machinefabriek Fulton,Hoogezand		G V
35400 162559 GMNS	**Triona** ssMel.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Cargo battens not fitted*	4413 3708 2590	✠100A1 *with freeboard* ~~7,30~~ ~~12,34~~ 1,36 ✠LMC~~3,31~~ 3,35 *Fitted for oil fuel* 3,31 *F.P. above* 150° F	Mel	*y*	CL 3,34	1931 3mo *Lloyd's A&CP*	Harland&Wolff,Ld. Glasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*) *CellDBuE&B44' at sides of tunnel*	389·5 P32'F39' FK *f*150' 1049t*DTs a* 1178t*FPT*111t	54·1	24·5	London British *6BHptCem* (*Coll to Shdk* 5 ,, *2nd*,,) *APT*63t	T.3Cy.25",42"&70"-48" (s) 200lb 534NHP 3SB,*9cf*,GS207,HS8106 FD J.G.Kincaid&Co.Ld.Grk.	27 " 0 s 2 " 9 24 " 5	
35401 7725 SGZD	**Trione** ssGot.No.1-36 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Rudder electrically welded*	1599 1381 863	✠100A1 1,36 ~~10,34~~ ✠LMC~~5,31~~ 1,36	Got	*r*	CL 5,34	1931 3mo *Lloyd's A&CP*	Akt.Lindholmen-Motala Gothenburg	Rederiaktieb. Unda(PerWaller, *Mgr.*)	268·0 P26'B162'F23' FK *CellDB*215'524t	40·3	16·1	Gothenbrg Swedish *4BHptCem* *APT*96t	T3Cy17 1/16",28⅝"&45¾"-31½" 200lb (s) 139NHP 2SB,*4cf*,GS48,HS1787 FD Akt.Lindholmen-Motala	18 " 10 s 1 " 3 17 " 8½	
35402 1621 ICKU	**Tripoli** Wireless	1166 — 664					1921	N.Odero&Co. Foce,Genoa	ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi)	208·0	32·0	19·5	Genoa Italian	T.3Cy.15½",24⅜"&39⅜"-25⅜" 78NHP N.Odero&Co.Genoa		I
35403 404 ICKV	**Tripolitania** Ⓟ (exMarzocco, exWarTank) D.F. *Well deck* 1*Dk*	2722 1771 1544			...		1918	Swan,Hunter&Wigham Richardson, LdSunderlnd	"Tirrenia"(Flotte RiuniteFlorio-Citra)	285·0 P25'Q71'B66'F32' FK	42·1	19·1	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc	21 " 2	I †
35404 218311 KIMC	**Tripp** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5703 5230 3513			...		1919	North-west SteelCo. Portland,Or.	LykesBros.-RipleyS.S Co.Inc.	409·8 P44'B115'F47' FK	54·2	27·7	Galveston, Tex. Utd.States *Wb*	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	R †
35405 209001 KLBJ	**Tristan** (exPenobscot, exLairg, exP.L.M.2, exPenobscot) ssSld.No.3-12,21 1*Dk*(*Stl*) *Mchy.Aft* (*Self-Unloader*) GyC.	2294 — 1666	11,27 ✠NB12,21	Cff	*s*		1911	Gt.Lakes Eng.Works Ecorse,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	253·0 F25' FK *CellDB*204'634t	43·7	24·7	Wilmingtn (Del.) Utd.States *5BHAsp* *Topside tanks*	T.3Cy.21",34½"&57"-42" 291NHP 2SB,*6cf*,GS103,HS4320 Gt.LakesEng.Works,Det. 157'902t*FPT*137t*APT*35t	27 " 6	R †
35406 PIAU	**Trito**	1057 787 373					1921	N.V.Boele's Schp.&Mch. Slikkerveer	N.V.Maats"Zeevaart"(Hudig&Veder, *Mgrs.*)	231·9 P25'F23'	36·2	13·3	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP NVBoele'sSch&MchBolnes		V
35407 LCKZ	**Triton** TwinSc ssOsl.No.1-34 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6607 5909 4045	✠100A1 *with freeboard* 11,35 ~~1,35~~ DBS1,34 ✠LMC CS8,34 4,35	Got	*d*†	CL PN5,33 s1,35	1930 6mo *Lloyd's A&CP*	Kockums M.V.Aktieb Malmö	Wilh.Wilhelmsen	461·9 P44'F40' FK *CellDB*362'1320t *Tanks in way of tunnels* 495t	60·6	28·9	Tönsberg Norwegian *7BH* (*Coll to Shdk* 6 ,, *2nd* ,,) *FPT*134t*APT*135t	Oil Engines 4S.C.SA 16Cy.27 9/16"-55⅛" 1169NHP DB*100lb* KockumsM.V.Akt.Malmo	31 " 7 s 4 " 1½ 27 " 7½	
35408 SVFS	— (exQueenAlexandra, exElfland) ssShl.No.3-6,27 ssRot.No.1-32 1*Dk*(*Stl*)	*4211* *4013* *2670*	✠100A1 2,34 BS~~[illegible]~~ 8,35 ✠LMC10,32	Cff [	*x*	CL ~~10,32~~ 12,35	1914 5mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	~~G.D.Gratsos~~ GeorgeD.Gratsos'Sons *CellDBal*	370·0 P22'B100'F35' FK 17'*uE&B*43'*f*166'11	50·9	26·2	Ithaca Greek *6BHCem* 20t*APT*140t	T.3Cy.25",41"&69"-48" (s) 180lb 371NHP 3SB,*9cf*,GS160,HS5895 N.E.MarineEng.CoLdNwc	28 " 9 s 5 " 4½ 23 " 6	
35409 PIAY	— Ⓟ *Cruiser Stern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51⅝"-35⅜" 155NHP A.G."Neptun,"Rostock		V
35410 LOGV	— Ⓟ Pad 4*Dks*	2000 — 984					1894	Scotswood S.B.Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich, Ltda.	292·0	36·0	29·5	Bns.Ayres Argentine	T.3Cy.30",49"&75"-84" 515NHP A.&J.Inglis,Glasgow		
35411 DOKY	— Sub.Sig. 1*Dk*	1620 1042 883					1920	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	241·3 P11'Q70'B&F158'	36·3	15·2	Bremen German *WB*	T.3Cy19 7/16",31½"&53½"-35⅜" 168NHP A.G."Weser,"Bremen		G
35412 14 IVDB	**Triton Maris** (exTriton, exIulinMantaca, exGibelHamam, exSouthford, exMelrose Abbey, exFranzHorn) 1*Dk*	1457 1058 895					1898	Akt.Ges. "Neptun" Rostock	Marittima RavennateSoc. Anon.	246·9 Q72'B112'F24'	35·3	14·9	Ravenna Italian *WB*	T.3Cy.16⅛",25½"&41⅜"-32¼" 99NHP A.G."Neptun,"Rostock		I
35413 217457 KEND	**Triumph** *OilEng.* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* GyC. *Longitudinal framing*	7573 7295 4825			...		1919	Bethlehem S.B.Corp. Alameda,Cal.	UnitedStates ShippingBoard Bureau	456·1 len29 FK	56·0	35·4	NewYork Utd.States *WB*	4 Oil Engines connected to Elec. Motor & Sc. Shaft 32Cy.20"-24" 4S.C.SA NE29 1250NHP McIntosh&SeymourCorp. Auburn,N.Y.	38 " 0	R †
35414 149833 GMZR	**Trocas** ssAms.No 2-35 *OilEng.* ~~ssNwc.No.1-32~~ *Mchy.Aft* *Cruiser Stern* 1*Dk*(*Stl*) D.F. *Longitudinal framing at bottom & at deck*	7406 6761 4277	✠100A1 8,35 ~~1,34~~ DBS~~1,34~~ 8,35 ✠LMC~~3,32~~ 8,35 *Carrying Petroleum in bulk*	Nwc Ams		CL 3,34	1927 6mo *Lloyd's A&CP*	Rotterdam Droogd.Maat Rotterdam	Anglo-Saxon PetroleumCo.Ld. *CellDB* *uE*69'285t*D*	440·4 P99'B34'F58' FK *Tf*32'284t*FPT*162t	59·5	32·7	London British *15BHptCem* *APT*67t	Oil Engines 4S.C.~~DA~~SA 6Cy.32⅝"-59 1/16" 602NHP 2DB*180lb* ~~[illegible]NHP~~ N.E.MarineEng.CoLdNwc	32 " 9 s 6 " 3½ 26 " 7½	
35415 145865 GDZB	**Troilus** Ⓟ D.F. 2*Dks&lower dk in No.*1*hold*	7422 6327 4658					1921	Scotts'S.B.&Eng.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co *Mgrs.*)	459·1 P54'B165'F62'	56·2	32·5	Liverpool British *WB*	2 Steam Turbines DR geared to 1 Screw Shaft Scotts'S.B.&Eng.Co.Ld.		BT till ~~11,35~~ 5,36
35416 TUNP	**Trois-Ilets** (exOrontes) 1*Dk*	338 292 180					1920	Schiffs-u Dckbauwerft Flender Lübeck	Cie.Générale Transatlantique	139·0 B34'F20'	22·5	11·8	Fort de France French *WB*	C.2Cy.14⅜"&22⅜"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35417 149462	**Troisdoc** *Mchy.Aft* 1*Dk*	1925 1635 1146					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
35418 LDRM	**Troja** TwinSc ssOsl.No.1-35 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*except in after holds*	6650 5970 4084	✠100A1 *withfreeboard* ~~5,35~~ ~~9,34~~12,35 DBS9,34 ✠LMC CS~~5,35~~ 9,35 7,35	Syd ~~Col~~ ~~✠LMC12,30~~	*d*†	CL 10,33	1930 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen 'sA&CP CellD	Wilh.Wilhelmsen *B*318'1228*t Tanks*	461·4 P46'F41' *in way of tunnels*	60·6	29·0 FK (2	Tonsberg Norwegian 7*BH* *Coll to Shdk* 6 „2*nd*„) 39' *DTsa*71'	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 946NHP DB*120lb* Akt.Burmeistr&Wain,Cpn 521*tFPT*129*tAPT*94*t*	31 〃 7 s4 〃 1 27 〃 8	
35419 DHYB	— D.F. Sub.Sig. 1*Dk*&*Shelter dk*	2390 2125 1375					1922	Howaldtswerke Kiel	Hamburg-Amerik. Packetf.Act.Ges.	309·3 F39'	44·1	20·0	Hamburg German *WB*	T.3Cy.22",37⅜"&60¼"-39⅜" 228NHP Howaldtswerke,Kiel		G
35420 206129	**Trojan** Ⓟ Pad 3*Dks*	2572 1309 1739					1909	T.S.Marvel S.B.Co. Newburg,NY	TrojanS.S.Corp.	317·2	42·5	12·5	NewYork Utd.States	B.1Cy.70"-144" 452NHP W&A.FletcherCo.Hobokn		
35421 148498 GKMW	**Trojan Star** TwinSc4Mst (*ex*Trojanstar, ssNwc.No.3-4,29 *ex*LaPérouse) ssShl.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.*	9025 8320 5612	✠100A1 *Shelter dk* *withfreeboard* 6,~~35~~ ~~9,34~~ 3,36 ~~BS2,35~~ ✠Lloyd'sRMC~~3,35~~ ~~6,36~~ 2,36 ~~10,35~~ *Fitted for oil*	Bkn ~~Gls~~ Lon BS2,36 ✠LMC2,34 *fuel* 1	*d*† 2,2	CL 11,33 4 *F.P.*	1916 11mo *Lloyd* *above*	Atel.&Ch. deFrance Dunkirk 'sA&CP 150° F.	BlueStarLineLd. Cell	473·8 Bon*Shelter dk*189' F48' *DB*388' 1502*t FPT*	60·0	36·6 FK	London British 7*BHCem* 101*tAPT*75*t*	T.6Cy.24",38½"&64½"-45" &L.P.Turbines with DR gearing & hydraulic couplings 200lb (*r*) 1106NHP 5SB,*20cf*,GS358,HS15336 FD Atel.Ch.deFrance,Dnk.	39 〃 5 s9 〃 1¼ 30 〃 7	
35422 LFDN	**Trolla** (*ex*Ringaas) 1*Dk*	1598 1189 938					1923	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S Trolla (KarlTorkildsen)	245·9 P62*t*Q109*t*B124*t* H80*t*	37·9	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.18⅗",29"&49"-43" 138NHP LaxevaagsMsk.&Jrns,Bgn		N
35423 6823 SLJA	**Trolleholm** TwinSc3Mst *OilEng.* ssGot.No.3-4,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5047 4706 3124	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC CS4,35 4,35	Got DBS4,35	*x*	OG 4,35	1922 5mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sA&CP	Aktieb.Svenska AmerikaMexiko Linien(B.Zander, *Mgr.*) *CellDB*323'1134*t*	377·9 B79'F38'*onShelter dk* *FPT*76*tAPT*61*t*	51·3	30·6 FK Collisio	Gothenbrg Swedish *ptCem* n*BHtoShdk* 5 „ „ *U* „	Oil Engines 12Cy.21¼"-28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 〃 1 s9 〃 6 24 〃 9¼	
35424 LFDQ	**Tromösund** Ⓟ 2*Dks*	732 617 392					1928	Nylands Verksted Oslo	A/S Arendals Dampskslsk.	172·9	28·9	18·9	Arendal Norwegian *WB*	C.4Cy.(2)12⅘",&(2)27⅗"- 27⅗" 67NHP NylandsVerksted,Oslo		N
35425 PIBH	**Trompenberg** ssAms.No.3-3,32 1*Dk*(*Stl*) *Cargo battens not fitted*	1985 1775 1187	✠100A1 12,35~~1,35~~ MS3,32	Rot Ams- ✠LMC BS~~4,34~~6,35	*r*	OG 1,35	1919 7mo	A.Vuijk& Zonen Capellea/d A&CP Ysel	N.V.Stoomb Maats "Hillegersberg" (Vinke&Co.*Mgrs.*) C	280·5 P23'B74'F24' *ellDB*244'543*tFPT*	40·1	19·0 FK	Amstrdam Dutch 4*BHCem* 81*tAPT*41*t*	T.3Cy.20",33$\frac{1}{16}$"&53⅓"-36" 180lb (*s*) 204NHP 2SB,*6cf*,GS98,HS3424 AlblasserdamMsch.Fab.	21 〃 4 s3 〃 0¼ 18 〃 6	
35426 LCXZ	**Trondanger** *OilEng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk*	6826 6013 4229					1932	NVNederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1842NHP StorkGebroeders&Co. Hengelo		N
35427 LFDS	**Trondenæs** Ⓟ 1*Dk*&*Awng dk*	305 291 176					1900	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	137·8 H13*t*	21·2	15·4	Tromsö Norwegian	T.3Cy.11½",18½"&30"-20" NB10 40NHP TrndhjemsM.V.Trndheim		
35428 OXPB	**Trondhjem** Ⓟ Wireless D.F. 2*Dks*	1399 1272 826					1923	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
35429 LFDT	— (*ex*Multedo) 2*Dks*	1147 996 653					1923	N.Odero fuA.&Co. SestriPnente	A/S Nordenfjeldske Dampskslsk.	198·7 B103*t*F23*t*H18*t*	34·0	19·6	Tr'ndheim Norwegian *WB*	T.3Cy.15⅛",24$\frac{7}{16}$"&39⅜"-25⅜" 79NHP N.Odero fuA,Sestri Pnente		N
35430 LDCX	**Trondhjemsfjord** *Fitted for oil fuel* 3*Dks*	6753 4851 4147					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 F40'	55·8	26·5 34·4	Oslo Norwegian *WB*	2 Steam Turbines DR geared to 1 Screw Shaft CammellLaird&Co.Ld. Birkenhead		N
35431 145738 GKBQ	**Trongate** (*ex*Snowdon) ssNwc.No.2-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3979 3632 2414	✠100A1 *withfreeboard* 3,35 MS10,32	Cff ✠LMC BS~~4,34~~6,35	*y*	CL 3,35	1924 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP CellD	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*)	380·3 F28' *B*336'1150*tFPT*80*t*	51·9	23·4 FK	London British 6*BH ptCem* 5 „ *to2nd dk* *APT*130*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 381NHP 3SB,*9cf*,GS150,HS6330 N.E.MarineEngCo.Ld Nwc	26 〃 0 s2 〃 6½ 23 〃 7¼	
35432 141680 VGCZ	**Trontolite** ssMtl.No.3-6,29 D.F. *Mchy.Aft* ssSt.J.No 1-34 *OilEng.* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7115 6271 3586	✠100A1 ~~9,35~~~~2,35~~ 3,36 ✠NE5,25 ✠LMC CS8,34 5,32 *CarryingPetr*	StJ Hfx 3,36 DBS~~2,34~~ *oleum*	*a*† *in*	CL N3,34 *bulk*	1918 2mo	Skinner& EddyCorp. Seattle,Wash A&CP	ImperialOilCo. (H.J.Rahlves, *Mgr.*) *CellDBuE*&*B*63' *uBunker*12'18	428·0 P98'B41'F37' 8*tDTf*36'457*tFPT*	57·0	31·5 FK	Montreal British 18*BH* 199*tAPT*66*t*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 680NHP DB*190lb* FriedKruppGermaniaWft. Kiel	31 〃 7 s5 〃 8½ 26 〃 1¾	
35433	**Tropical** (*ex*EffieGray) Iron3Mst ssHam.3rdNo.3-7,22 *Mchy.Aft* ssHul.No.1-26 1*Dk*(*Irn*)	*388* *267* *155*	✠ 8,27 ✠NB8,19 ✠	Lon	*f*		1891 11mo	Murdoch &Murray PortGlasgow	Cia.Naviera de CubaS.A.	141·8 Q72'B9'F24'	25·0	10·9 BK7" *FP*	Havana Cuban 3*BHCem* *T*45*tAPT*4*t*	T.3Cy.13½",21½"&34"-27" 60NHP 1SB,*3pf*,GS38,HS1216 Muir&Houston,Glasgow	12 〃 1	
35434 240 ICKR	**Trottiera** (*ex*Tankschindler, *ex*BritishEarl, *Fitted for oil fuel* *ex*Pinna) 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk* *Mchy.Aft*	6205 5859 3659			...		1901	Armstrong Whitworth &Co.Ld. Newcastle	CompagniaIndustrieMarittime AffiniRoma (C.I.M.A.R.)	436·9 420·3 P100'B20'F56'	52·0	32·3 FK	Venice Italian *WB*	T.3Cy.27½",46"&77"-48" NB21 511NHP N.E.MarineEngCoLd.Nwc	34 〃 0	I †
35435 LDCY	**Troubadour** ssN.Yk.No.3-7,33 ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ 3*Dks* *CruiserStern*	~~4525~~ ~~4140~~ ~~2754~~ 5808 ~~4140~~ 3668	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~5,34~~ MS3,32 *Carrying oil* *Fitted for oil*	NYk ~~Ost~~ ✠LMC BS~~4,34~~6,35 *fuel* F *fuel*11	*y* .P. ,20	CL ~~7,33~~ N4,36 *above* *F.P.* a	1920 11mo *Lloyd* 150°F *bove* 1	JLThompson&SonsLd. Sunderland 'sA&CP *inDBuB*& *De* 50° F.	Wilh.Wilhelmsen CellD *ep Tank*	395·1 F31'*onShelter dk* *B*342'882*tAPT*82*t* *MT*27"618*t*	53·3	24·7 32·7 FK	Tönsberg Norwegian *Cem* ~~2*BHtoShdk*~~ ~~4 „ „ *U* „~~ 2*BHtoWdk* 4 „ „ 2*nd* „	T.3Cy.27",44"&73"-48" (*s*) &L.P.Turbine withD.R. gearing &hydraulic coupling 180lb 597NHP 3SB,*9cf*,GS190,HS7668 FD Palmer'sCo.Ld.Newcastle	~~27 〃 0~~ ~~s2 〃 10~~ ~~24 〃 5~~ 35 〃 0 s9 〃 4 25 〃 11	

1	2 · 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré, Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où code, si ce n'est dans le L.R. Dans le Cert.B.of Trade
35436 139243 GNCP	**Troutpool** ssSws.No.2-35 ~~Sht.No.1-31~~ D.F. 1Dk(Stl)	4886 4624 ~~2995~~ 3023	✠100A1 ~~1,36 6,35~~ 3,36 11,35 BS~~10,31~~	Sws ~~Sht~~ Hpl ✠LMC MS5,35	y	CL 4,35	1927 5mo Lloyd	W.Gray&Co.Ld. WHartlepool 'sA&CP	ThePoolShipping Co.Ld.(SirR. Ropner&Co.Ld. Mgrs.) CellDB	390·0 P30'B220'F40' FK 345'1041tFPT180t	55·0	26·4	W.Hartlpl British 6BHCem APT179t	40" T.3Cy.25½",~~40"~~&71"-48" (s) 180lb 439NHP 3SB,9cf,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 · 9 s 4 · 5¾ 24 · 6¼	
35437 UNZQ	**Trouvor** (exSleipner) (Icebreaker) 1Dk&Awng dk Wireless	1151 1088 —					1895	Act.S.Bur-m'str&Wains Mas.ogSkibs. Copenhagen	U.S.S.R.	171·5	40·2	26·0	Leningrad Russian WB	C.2Cy.40"&74"-36" 329NHP Acties.Burmeister&Wains MaskinogSkibsbyg.Cpn.		
35438 DHYC	**Troyburg** (exAchaia, exHannaKimme) Sub.Sig. 1Dk	2288 2011 1368					1923	J.Frerichs &Co.A.G. Einswarden	Flensburger DampferCo.(H. Schuldt,Mgr.)	290·2 Q36'B179'F36'	42·8	19·6	Hamburg German WB	T.3Cy.21⅝",35⅝"&55¼"-35⅜" 180NHP J.Frerichs&Co. A.G.Osterholz		G
35439 YTEU	**Trsat** (exAllie) Mchy.Aft 1Dk	*1369* *1045* *738*					1919	ForthS.B. &E.Co.Ld. (Jeffrey's) Alloa	KvarnerBrodarsko D.D.	235·6 Q130'B16'F31'	36·2	15·4	Bakar Yugoslav WB	T.3Cy.18",30"&50"-33" 144NHP ForthS.B.&E.Co.Ld. (Jeffrey's)Alloa		C
35440 DATA	**Trude Schünemann** (exTaarnborg) Welldeck 1Dk&deepframing	1260 967 781			...		1906	W.Harkess &Son,Ld. Middlesbro'	KurlandDampf. SchiffahrtsA.G. (E.Haubuss Schiffahrtsges m.b.H.Mgrs.)	229·1 Q82'B59'F31' FK	35·6	14·9	Stettin German WB	T.3Cy.17½",29"&48"-33" 130NHP MacColl&Pollock,Ld.Sld.	17 · 2	G †
35441 LFDW	**Trudvang** 1Dk	938 655 539					1920	LarvikS. &Værksted Larvik	A/S D/S Trudvang (Alb.Schjelderup)	197·8 Q38t H51t B116t P34tF5t	32·4	12·6	Bergen Norwegian WB	T.3Cy.14",23½"&38"-27" 75NHP LarvikS&VærkstedLarvik		N
35442	**Trujenik Moria** (exEros) 1Dk	452 341 242					1892	P.Larsson Thorskog	U.S.S.R.	153·2	24·4	13·4	Odessa Russian	C.2Cy.18"&30"-22" NB05 35NHP ThorskogM.V.Thorskog		
35443 216093 WQCL	**Trujillo** Ⓟ (exLakeOgden) 1Dk	2114 1646 1282			...		1918	American S.B.Co. Lorain,O.	Atlantic&Carib-beanStm.Nav.Co.	251·0 P25'B64'F23' FK	43·5	20·0	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 · 2	R †
35444 146434 MKYC	**Truro** ssHul.No.3-8,34 Well deck 1Dk(Stl) CruiserStern	974 841 548	✠100A1 5,36 ~~8,34~~ BS11,35 MS5,34	Hul ✠LMC ~~[illegible]~~	n	OG 7,34	1922 3mo Lloyd	J.Duthie TorryS.B.Co. Aberdeen 'sA&CP	Ellerman'sWilson Line,Ld. ← CellD	228·0 P&B143'F52' FK B195'272tAPT29t	34·2	13·8	Hull British 5BHptCem ptAsp	T.3Cy.14½",24¼"&41"-30" 200lb (s) 128NHP 2SB,4pf,GS70,HS2280 Earle'sCo.Ld.Hull	16 · 0 s · 7 15 · 7½	
35445 LDCZ	**Truth** (exAriadneChristine) ssStv.2ndNo.3-2,33 1Dk(ptIrn ptStl)	3655 3252 2227	✠100A1 11,35 ~~3,35~~ BS11,35 MS4,32	Cff Sfj ✠LMC ~~[illegible]~~	w	CL 3,35	1910 5mo Lloyd	JLThomp-son&Sons,Ld. Sunderland 'sA&CP	A/S Skjelbreds Rederi(O.A.T. Skjelbred,Mgr.) CellDBa125' uE&B	356·0 P27'B206'F33' FK 45' f147'1007tFPT	50·5	21·8	Xiansand Norwegian 6BHCem 62tAPT66t	T.3Cy.25",41"&67"-45" (s) 180lb ~~160lb~~ NDB27 337NHP 2SB,6cf,GS126,HS5337 85lb Blair&Co.Ld.Stockton	24 · 3	
35446	**Truxton** TwinSc (exU.S.NavyVessel) OilEng. 1Dk2trB	433 — 374					1903	NavyYard Norfolk,Va.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.)	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13"NE29 211NHP AtlasImperialDieselEng. Co.Oakland		
35447 LCKS	**Trym** (exRing-32,exManta) ssOsl.No.3-4,30 1Dk(Stl) ssOsl.No 1-35	1909 1667 1114	✠100A1 5,35 ~~7,33~~ ~~MS3,29~~	Osl ✠LMC5,35 ~~BS6,34~~	r	CL ~~11,31~~ 12,34	1916 11mo	Chicago S.B.Co. Chicago A&CP	Chr.Trondsen CellDB212'4	251·2 P25'B64'F26' FK 78tFPT67tAPT77t	43·7	18·2	Sarpsborg Norwegian 4BHCem	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain	20 · 3	
35448	**Tsang Woo** (exDrafn,exIosco, exJohanne) 2Dks	1667 1353 1024					1903	Schiffsw.v. H.Koch,A.G. Lübeck	WooFoongSing KeeS.S.Co.Ld.	255·8 P31'B65'F29'	36·2	18·1	Shanghai Chinese WB	T3Cy.17¾",29½"&47¼"-33½" 130NHP J.F.Ahrens,Altona		V
35449 135865	**Tseang Tah** TwinSc 1Dk	769 694 475					1915	Kiangnan D.&E.Wks. Shanghai	ChinaImport& ExportLumberCo. Ld.	204·3	35·1	11·8	Shanghai British	T.6Cy.10",16"&26"-18" 68RHP KiangnanD.&E.Wks.Shi.		
35450 XNCZ	**Tsenglee** Wireless	961 — 548					1918	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	190·0	31·0	18·5	Chefoo Chinese	T.3Cy.		
35451 154042 GPKL	**Tsinan** Ⓟ 2Dks	2994 2511 2100					1930	Taikoo D.&E Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B94'	45·2	22·7	London British WB	T.3Cy.20½",33"&53"-29" 149NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
35452 398 JPLC	**Tsingtao Maru** Ⓟ TwinSc (exChosbunMaru-34) CruiserStern 2Dks	4017 3027 2182					1930	Mitsubishi ZosenKaisha Kobe	DairenKisenK.K.	360·0 B36'F42'	46·0	28·5	Dairen Japanese WB	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaishaLd.		
35453 SVJP	**Tsiropinas** (exWolverton) ssSyr.No.3-7,26 ssAlx.No.2-34 1Dk(Stl)	3895 3687 2474	✠100A1 ~~11,33 1,35 1,36~~ 2,36 BS~~3,34~~ 11,35	Bly ~~Pir~~ Bos ✠LMC MS4,34	x	CL 4,34	1914 1mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	C.A.Tsiropinas& Fils CellDBa	360·4 P22'B221'F46' FK 120'uE&B39'f155'	52·3	23·9	Syra Greek 7BHCem 1015t DTf2	T.3Cy.25",40"&67"-45" (s) 180lb 332NHP 3SB,9pf,GS174,HS5182 G.Clark,Ld.Sunderland 1'750tFPT55tAPT65t	26 · 5 s 3 · 6¼ 23 · 0¾	
35454 30468 JYXA	**Tsugaru Maru** Ⓟ TwinSc CruiserStern (Ferry) D.F. 2Dks	3484 2291 1273					1924	Mitsubishi ZosenK.K. Nagasaki	JapaneseGovern-ment(Railway Dept.)	350·0	52·0	22·0	Tokio Japanese WB	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
35455 22550 JAXC	**—** (exBanyeiMaruNo.10 Wireless 1Dk	1180 1007 801					1918	NittaCo. Osaka	HiradeShojiK.K.	220·0 P16'B50'F30'	33·5	18·5	Amino Japanese WB	T.3Cy.14¼",24 5/16"&40"-30" 88NHP		
35456 29441 JIWA	**Tsukuba Maru** Ⓟ 2Dks	3172 2774 1931					1923	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·0 P23'B80'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35457 31186 JIFB	**Tsukushi Maru** *1Dk*	1858 1705 1117			...		1925	OsakaIron Works,Ld. Osaka	KaijimaTanko K.K.	275·0 B60'F28'	41·0	20·5 FK	Shimonoseki Japanese *WB*	T.3Cy.18",30"&50"-36" 211NHP OsakaIronWorks,Ld.Osa.	20 ″ 6	
35458 32524 JOJB	**Tsukushi Maru No. 2** *1Dk*	2418 2084 1423			...		1926	Uraga DockCo.Ld. Uraga	KaijimaTanko K.K.	300·4 P19'B68'F28'	43·5	22·2 FK	Shimonoseki Japanese *WB*	T.3Cy.19",31½"&52"-39" 264NHP UragaDockCo.Ld.Uraga	22 ″ 3	
35459 32550	**Tsukushi Maru No. 3** *Mchy.Aft* *1Dk*	999 840 537					1927	KobeSteel Works,Ld. HarimaDkyd.	KaijimaTanko K.K.	225·3 P66'B15'F22'	33·5	16·7	Shimonoseki Japanese	T.3Cy.14½",24½"&40"-30" 88NHP KobeStlWorks,Ld.Harima		
35460 18490 JPAD	**Tsuruga Maru** TwinSc *ss*Yka.No.3-9,35 ~~*ss*Yka.No.3-5,28~~ ~~*ss*Yka.No.1-31~~ *2Dks(Stl)*	6988 6468 4284	✠100A1 9,35~~3,35~~ ~~BS5,35~~ ✠LMC~~12,32~~ 8,35	Yka	*b*†	CL S2,34 P3,35	1916 6mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's*A&CP	NipponYusenK.K. *CellDB*392'1338t2	445·0 P35'B138'F35' *DT'sa*42'1353t*FPT*	58·0	34·0 FK	Tokio Japanese *7BHCem* 58t*APT*62t	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
35461 27909 JOVA	**Tsurugisan Maru** (*ex*Brookway, *ex*MarshalPlumer,*ex*Campus, *ex*NorfolkRange) *Spar dk2trB&deep framing*	3108 2861 1886			...		1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	AwanokuniKyodo KisenK.K.	325·0 P33'B100'F32' 22·6	47·1	13·8 FK	Komatsushima Japanese *WB*	T.3Cy.$24\tfrac{7}{16}$",38"&64"-42" 275NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	C †
35462 28724 JRVE	**Tsuruha Maru** *2Dks*	361 287 191					1922	Harada ZosenK.K. Osaka	SetsuyoShosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11½",19"&32"-22" 48NHP		
35463	**Tsurupa** *OilEng.* *2Dks*	2081 1819 1064					1932	States S.B.Y. "61 Kommunar" Nicolaieff	U.S.S.R.	270·4	39·8	22·5	Odessa Russian *WB*	Oil Engine 2S.C.SA 6Cy.18½"-32¼" 358NHP LocomotiveWorksCharkov		
35464 25089 JTVD	**Tsurushima Maru** Ⓟ *ss*Yka.No.3-11,31 *ss*OsaNo.1-35 *2Dks(Stl)*	4646 3927 3351	✠100A1 1,36 ~~3,35~~ ✠LMC~~3,35~~ 1,36	Osa Kob	*x*	~~2,34~~ 6,35	1919 7mo	Uraga DockCo. Uraga A&CP	UwajimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*) *CellDB*	360·0 P21'B91'F35' 291' 919t *FPT* 114t	51·2	26·1 FK	Uwashima Japanese *6BHCem* *APT*46t	T3Cy24½",40½"&67"-48"(*s*) 180lb 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Uraga	28 ″ 5 ~~s 5 ″ 7~~ ~~23 ″ 2~~ s5 ″ 5¼ 23 ″ 3	
35465 17757 JMAD	**Tsushima Maru** TwinSc *ss*Yka.No.3-4,26 *ss*Yka.No.2-34 *2Dks(Stl)*	6754 6284 4200	✠100A1 ~~10,34~~10,35 BS10,35 ✠LMC10,34	Yka	*b*†	CL P10,34 S4,36	1914 10mo	Russell& Co. Pt.Glasgow *Lloyd's*A&CP	NipponYusenK.K. *CellDB*366'	444·4 P35'B138'F39' 1376t*DTsa*39'1239t	58·2	31·3 FK	Tokio Japanese *7BHCem* *APT*36t	T.6Cy.20",33½"&56"-48"(*s*) 200lb 619NHP 4SB,*12cf*,GS217,HS8892 FD D.Rowan&Co.Glasgow	34 ″ 0 s 7 ″ 4¾ 26 ″ 11	
35466 19288 JYMD	**Tsuyama Maru** TwinSc *ss*Yka.No.3-11,28 *ss*Osa.No.1-32 D.F. *2Dks(Stl)*	6963 6469 4280	✠100A1 3,36~~10,34~~~~10,35~~ BS~~10,34~~ ✠LMC10,32 10,35 *Fitted for oil fuel* 9,28 *F.P. above* 150° F. *Adapted for carrying oil fuel* 11,28 *F.P.above* 150°F.*in D&E deep tanks*	Kob ~~Osa~~	*b*†	CL P10,35 SN 10,35	1916 10mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's*A&CP	NipponYusenK.K. *CellDB*392'1338t	445·0 P35'B138'F35' *DTa*42'1361t *DTsf'*1500t *FPT*	58·0	34·0 FK	Tokio Japanese *7BHCem* 58t*APT*62t	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
35467 DOGZ	**Tübingen** (*ex*Delaware) *ss*Kel.No.3-10,29 *ss*Bmn.No.1-33 *1Dk(Stl)&Shelter dk(Stl)* *Straight frames, bevelled bilge aft* D.F. Sub.Sig. *Cruiser Stern*	5453 5161 3287	✠[illegible] 3,36 *Shelter dk withfreeboard* ~~BS10,31~~ ~~✠LMC10,33~~ *Fitted for oil fuel*12,20 *F.P. above* 150° F.	Bmn		CL 12,32	1920 12mo	Furness S.B.Co.Ld. HavertonHill onTees *Lloyd's*A&CP	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G.DeutscheOst Afrika-Linie*Mgrs*) *CellDB*352'1432t*FPT* 140t *APT*42t	401·5 F79' len & new fore end 29	52·2	31·0 FK	Bremen German *7BHptCem* (*4 to Sh dk* 3 „ *2nd* „)	T.3Cy.26",$41\tfrac{9}{16}$"&73"-48" 180lb (*s*) 538NHP 3SB,*9cf*,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld.	33 ″ 6 ~~s 8 ″ 8¾~~ ~~25 ″ 0~~	
35468 118410 VPCC	**Tuck-Wo** TwinSc *1Dk&Shelter dk*	3770 1673 2355					1904	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld.	330·0 F49'	46·1	14·2	HongKong British	T.8Cy.(2)17"(2)28"(4)31" -33" 228NHP London&Glas.Co.Ld.Gls.		
35469 148899 GMPL	**Tucurinca** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. *2Dks&2pt dks*	5412 4662 3334					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	401·0 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
35470 LDNB	**Tudor** TwinSc *OilEng.* *ss*Ant.No.1-34 *1Dk(Stl)&Shelterdk(Stl)3rd dk(Stl) except in after holds* D.F.	6607 5909 4045	✠100A1 *withfreeboard* ~~6,30~~ ~~3,35~~11,35 ✠LMC OS6,34 9,35~~6,34~~ DBS~~6,34~~ 3,36	Syd ~~Got~~Sfj	*d*†	CL ~~33,33~~ P6,34 S11,35	1930 4mo	Kockums M.V.Aktieb. Malmö *Lloyd's*A&CP	Wilh.Wilhelmsen *CellDB*362'1320t *Tanks in way of tunnels* 495t *FPT* 134t *APT*135t	461·9 P44'F40'	60·6	28·9 FK	Tönsberg Norwegian *7BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.$27\tfrac{9}{16}$"-55⅛" 1169NHP DB*100lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
35471 LDDB	**Tugela** *ss*Osl.No.3-4,34 *2Dks(Stl)& Shelter dk(Stl)* *CruiserStern*	5559 5305 3462	✠100A1 *Shelter dk withfreeboard* 6,35 ~~4,34~~ ✠LMC MS4,34 BS~~12,34~~ 2,36 *Carrying oil fuel F.P above* 150° F. *in DT* *Fitted for oil fuel* 8,21 *F.P.above* 150° F.	Osl NYk	*y*	CL 4,34	1921 8mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP	Wilh.Wilhelmsen *CellDB*325'876t *MT*32'773t*APT*105t	380·4 F31'*on Shelter dk*	52·2	33·6 FK	Tönsberg Norwegian *ptCem* *CollisionBHtoShdk* 5 „ „ *U* „	T.3Cy.$27\tfrac{3}{16}$",44"&73"-48" LP.Turbine withD.R.gearing&hydraulic coupling 180lb (*s*) 595NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	36 ″ 0 s 9 ″ 6¼ 26 ″ 9¾	
35472 OUMT	**Tula** *1Dkaft,2Dks in fore hold*	1251 1081 718					1911	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	254·4 P158'F26'	37·2	15·1	Copnhagn Danish *WB*	T.3Cy.19½",32"&52"-36" 162NHP HelsingörsJernskb.&Mskb		V
35473 148091 GJSD	**Tullochmoor** *ss*Bly.No.2-34 *1Dk(Stl)Archdk* *CruiserStern* *Cargo battens not fitted*	2729 2433 1686	✠100A1 *withfreeboard* ~~5,35~~ ~~5,34~~ ✠LMC5,34 7,35 BS5,35	Bly ~~Shl~~	*t*	CL ~~5,34~~ 7,35	1924 10mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's*A&CP	MoorLine,Ld.(W. Runciman&Co. Ld.*Mgrs.*) *CellDB*277' 743t *FPT*48t	320·2 P21'F26'	42·9	24·3 FK	Newcastle British *5BHptCem* *APT*99t	T.3Cy.23½",38"&64"-42" (*s*) 180lb 323NHP 2SB,*8cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9 s 7 ″ 7¼ 19 ″ 3½	
35474 218796 KIXR	**Tulsa** *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Web frames* Sub.Sig.	5083 4573 3113			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0 P39'B122'F43'	54·2	27·6 FK	Savannh,G Utd.States *WB*	DRGearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
35475 221262 KDRZ	**Tulsagas** *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7110 6518 4376			...		1921	Baltimore D.D.&S.B.Co. Baltimore, Md.	AssociatedOilCo.	431·0 P105'B37'F38'	59·2	33·4 FK	S.Frncisco Cal. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 536NHP NE21*refitted*25 LlewellynIronWorks,LAn	33 ″ 3	R †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35476 123616 VTCB	**Tuna** Ⓟ ssAdn.2ndNo.3-4,33 1Dk&Shelterdk	662 481 260	✠100A1 Shelter dk withfreeboard 7,35 ~~1,32~~ ~~[illegible]~~ ✠LMC~~[illegible]~~	Adn MBS11,35 MS2,35 DBS8,35	k	CL ~~1,32~~ 3,35	1907 9mo Lloyd	Ramage& Ferguson,Ld Leith 'sA&CP	Cowasjee,Dinshaw &Bros. WB=CellDB	190·0|30·1|11·9 FK a26' f75' 111t FPT	Bombay British 4BHCem 36tAPT10t	T.3Cy.16½",26⅝"&42"-27"(s) 180lb 90lb 90RHP 1SB,3cf,GS64,HS1896 Ramage&Fergusn,Ld.Lth.	12 ″ 8 s ″ 7¾ 12 ″ 4	
35477	**Tunez** (exCatania-35) Wireless 1Dk	1455 1264 815					1922	F.Schichau Elbing	U.S.S.R.	253·2|38·1|16·5 P12'B188'F28'	Vladstok Russian WB	T3Cy19⅞",31⅞"&51½"-29½" 141NHP F.Schichau,Elbing		G
35478 XNFY	**Tung Cheng** (exKatieMoller-32, exShanghai,exKarori, exMinas) ssSyd.No.2-11 1Dk(Stl)&Webframes	1966 1688 1201	✠ 3,13 ✠	Ddn	r		1902 2mo	Craig, Taylor&Co. Stockton	TientsinNav.Co. Ld. CellDBa82'u	269·4|40·8|19·4 P27'B68'F27' FK E20'f100'416tFPT	Shanghai Chinese 4BHAsp 143tAPT92t	T.3Cy.20",33"&54"-39" 189NHP 2SB,6pf,GS82,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
35479	**Tung-Hwa** (exTungNing-35, exHuaTung-32,exHanoi) 2Dks	1057 — 630					1893	Sundrland S.B.Co.Ld Sunderland	HsingHwaS.S.Co.	240·0|32·0|17·3 H— WB	Newchwang Chinese	T.3Cy.20",32½"&53"-36" NB14 169NHP N.E.MarineEng.CoLd.Sld.		
35480 XNFC	**Tung Lee** (exChingshun,exWaipori Maru,exWaipori) ssAuk.No.3-1,13 1Dk(Stl)&deepframing	2260 — 1371	✠ 3,14 ✠	Ddn	r		1901 3mo	Campbeltown S.B.Co. Campbeltwn	TientsinNav.CoLd.	282·1|40·0|20·4 P29'B56'F32' FK CellDBa76'f116'	Shanghai Chinese 4BHCem 366tAPT89t	T.3Cy.21",33"&53"-36" 174NHP 2SB,6cf,GS110,HS2650 J.G.Kincaid&Co.Greenock	21 ″ 8	
35481 153558 VPDC	**Tung On** Ⓟ TwinSc 2Dks&Shadedk	1950 1288 1194					1924	Taikoo Dckyd&Eng. Co.of HKgLd HongKong	~~Woo&Mok,Ld.~~ TungOnSSCo.Ld.	225·0|42·1|8·5	Hong Kong British	T.6Cy.13",21"&35"-24" 120NHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
35482 313 HSAO	— TwinSc (exThonThale,exMenam)	463 — 271					1906	HongK'ng &Whampoa DockCo.Ld. HongKong	ChinSeng	150·0|29·0|11·0	Bangkok Siamese	T.6Cy.8½",13½"&23½"-15" 43NHP HongKong&Whampoa DockCo.Ld.		
35483	**Tung Shang** (exTangShan-33, exHoiPing, exNagasaki, exBurrumbeet) ssMel.2ndNo.3-3,13 1Dk(Stl-ptws)2trB Well deck	2803 — 2170	✠ 12,15 ✠NB11,00✠	Mel	s		1885 2mo	Swan& Hunter Newcastle DB	TungWahS.S.Co. a66'&uE&B60'38	300·0|40·1|19·7 len27 5tFPT65tAPT20t	Shanghai Chinese 8BHCem MT22'520t	T.3Cy.23",35"&60"-42" NDB00 282NHP 2DB,8cf,GS172,HS4975 WallsendSlipwayCo.Nwc.	21 ″ 4	
35484 XNFQ	**Tung Shun** (exHannahMoller-32, exKwongFoh,exChunSang, exKwongFoh) 1Dk(Stl)&Spar dk (ptIrn&ptStl)&deepframing	2346 — 1434	✠ 2,97 ✠	Sba	s		1896 3mo	SirR Dixon &Co.Ld. Middlesbro'	TaTungHsingS.S. Co. CellDBa	290·0|40·3|16·2 24·0 B60'F37' FK 88'f112'329tFPT6	Chinese 5BHCem 1tAPT34t	T.3Cy.21",34"&56"-42" 212NHP 1SB,4cf,GS75,HS2662 N.E.MarineEng.Co.Ld.Sld	25 ″ 0	
35485 132317 VPKL	**Tung Song** TwinSc Fitted for oil fuel Wireless 1Dk	436 306 156					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	152·6|29·1|8·6 Shadedk99'F28'	Penang British	T.6Cy.9",15"&25"-16½" 47RHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
35486	**Tung-Tuck** (exCeduna, exClanMackay) ssSyd.2ndNo.3-9,19 2Dks(1Stl&1Irn-ws) &Web frames	2662 — 1642	✠ 4,25 ✠	Syd	t		1894 12mo	NavalCon. &Arm.Co.Ld. Barrow Cell	WooKueiFen (TungTuck&Co. Mgrs.) DBa74'uE18'166t	312·0|40·2|24·7 P29'B62'F39' BK10" MT34'675tFPT97t	Shanghai Chinese 6BHCem APT38t	T.3Cy.23",38"&63"-42" 317NHP 2SB,6cf,GS95,HS4140 FD Nav.C.&A.Co.Ld.Brw.	26 ″ 2	
35487 XNAW	**Tung Wah** (exProminent) Wireless 1Dk&Spardk	1176 1079 746					1906	Nylands Værksted Oslo	ChinaMerchants' Stm.Nav.Co.	225·0|33·7|19·0 H84t	Shanghai Chinese WB	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		
35488 135821	**Tung Wo** TwinSc 1Dk&Shadedk	1337 1258 961					1914	Shanghai D.&EngCoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld.	235·0|40·1|9·3	Shanghai British	T.6Cy.9",14½"&25"-15" 89RHP ShanghaiD.&Eng.Co.Ld.		
35489	**Tung Woo** (exFjeldstrand, exEngland,exNaokataMaru) 1Dk&Awngdk	1225 1048 729					1919	Kyushu ZozenSho Wakamatsu	WooFoongSing KeeS.S.Co.Ld.	225·0|33·2|17·9 H11tP35tB92tF28t	Shanghai Chinese WB	T.3Cy.16",26"&42"-30" Hasegawa 97NHP IronWorks,Osaka		
35490 133255 GLJY	**Tungchow** 2Dks&Shadedk	2104 1592 1263					1914	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	280·0|40·1|17·8 P8'F28'	London British WB	T.3Cy.21",34"&56"-39" 196NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
35491 LFFE	**Tungenes** Ref.Mchy. 2Dks	560 538 313					1922	Danziger Werft Danzig	DetStavangerske Dampskibsselskap	155·1|24·2|17·5	Stavanger Norwegian WB	T.3Cy.12⅝",20½"&32¼"-22⅝" 50NHP DanzigerWerft.Danzig		G
35492 LDDC	**Tungsha** TwinSc ssKel.No.2-31 OilEng. 2Dks(Stl)&Shelterdk(Stl) CruiserStern	5506 4994 3391	✠100A1 withfreeboard 9,35 ~~11,34~~ ~~DBS[illegible]~~ DBS~~3,35~~ 4,36	Osl ✠LMC11,31	b†	CL ~~8,33~~ 9,35	1924 8mo Lloyd	Deutsche WerftA.G. Hamburg 'sA&CP DTa'tw	Wilh.Wilhelmsen CellDB363'1196t een tunnels89'185t	426·8|55·2|27·8 F43' FK DTf36'1100t (FPT95tAPT49t	Tonsberg Norwegian 7BHptCem Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB115lb 715NHP AlgemeineElectric.Ges. Turbinenfabrik,Berlin	30 ″ 6 s4 ″ 2½ 26 ″ 5½	
35493 UOEU	**Tungus** (exLakeElva) Fitted for oil fuel 1Dk	2675 — 1663					1920	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·3|43·6|26·2 P32'B65'F24'	Vladstok Russian WB	T.3Cy.21",35"&59"-42" 226NHP GreatLakesEng.Works.		
35494 143988 GNCZ	**Tunisia** ssMdb.No.2-35 ~~ssShl.No.1-32~~ 1Dk(Stl)	4337 4084 2693	✠100A1 7,35 ~~10,31~~ 4,36 BS~~10,31~~ 11,35	Bry ~~Mdb~~ Shl ✠LMC~~8,33~~ MS9,35	x	CL ~~8,30~~ 4,36	1927 6mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	LaTunisienneS,N. Co.Ld. (F.C.Strick &Co.Ld.Mgrs.) CellDBa&uE144'f	370·2|52·3|25·9 P28'B104'F36' FK 160'1075tFPT135t	Swansea British 6BHCem APT115t	T.3Cy.~~24½~~24 5/16",41"&66"-45"(r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
35495 Broken up	**Tunisie** (exMayumbe, exYoshidaMaruNo.2) 2Dks	4729 4025 3409			...		1917	Uraga DockCo.Ld. Uraga		360·2|51·2|26·2 P33'B91'F33' FK	WB	T.3Cy.24¼",40½"&67"-48" 378NHP UragaDockCo.Ld.Uraga	28 ″ 5	V †
35496 TWCG	**Tunisien** (exCapGrizNez-33, exSiegen,exPaulHorn) 1Dk&deepframing Carrying Petroleum in bulk	1126 838 687					1904	Schömer& Jensen Tönning	Soc.Tunisienne d'Arm.et d'Affrètements	222·4|33·5|13·6 P12'Q53'B60'F29'	Tunis Tunisian WB	T.3Cy.17½",21½"&35½"-25" 64NHP Schömer&Jensen,Tönning		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material. Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35497 290 IVDN	**Tunisino** (*ex*Melita,*ex*Blus, *ex*Sieglinde) *Mchy Aft* 1*Dk*	997 773 567					1922	Ostseewft. Schff&Masch A.G. Stettin	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	238·4|34·1|11·7 P110*t*Q61*t*H89*t* F21*t*	Trieste Italian *WB*	T 6Cy16$\frac{9}{16}$″22$\frac{3}{8}$″&42$\frac{1}{16}$″–29½″ Steen& 98NHP Kaufmann,Elmshorn		I
35498 LFEF	**Tunni** (*ex*Bratholm-32,*ex*Louise Tiemann,*ex*Duivendrecht) 1*Dk*	1281 1105 724			...		1919	NVSchpsw Baanhoek Sliedrecht	A/S Joachim(J.M. Johannesen, *Mgr.*)	237·4|36·6|15·9 P23′B60′F24′ FK	Farsund Norwegian *WB*	T.3Cy.17¼″,29″&47″–36″ 175NHP J&Av.dSchuytPapendrcht	18 ″ 0	N †
35499	**Tupa** (*ex*BragaSobrinho, *ex*Tupá) TwinSc 1*Dk& Promenade dk*	*302* *225* *206*			...		1899	Murdoch& Murray PortGlasgow	HiggsonBrooks& Cia.	140·2|30·2| 7·7 F16′ FK	Para Brazilian	C.4Cy.12″&24″–18″ 41NHP J.G.Kincaid&Co.Greenock	8 ″ 0	
35500 70 YLAN	**Turaida** (*ex*HaraldBecker,*ex*Maceo, *ex*Kydonia,*ex*Baltique) 1*Dk&ptAwng dk*	2388 1677 1476					1900	Akt.Ges. "Neptun" Rostock	SeebergBros.	291·3|41·2|16·4 P22′H96′ *ptAwng dk*178′	Riga Latvian *WB*	T.3Cy.20½″,35½″&55¼″–35½″ 182NHP A.G."Neptun,"Rostock		G
35501 145998 GJVD	**Turakina** ssLiv.No.2-31 2*Dks(Stl)& Shelter dk(Stl)* *Ref.Mchy.* D.F. *Cruiser Stern*	8706 8179 5429	✠100A1 *Shelter dk with freeboard* 7,35 ~~1,35~~ BS6,35 ~~BS5,34~~ ✠LMC11,31 ✠Lloyd'sRMC ~~1,35 7,35~~ 1,36 *Fitted for oil fuel* 9,23 *F.P. above* 150° F.	Fal Npt	*d*†	CL 8,34	1923 9mo *Lloyd's A&CP*	W.Hamilton&Co.Ld. PortGlasgow	NewZealand ShippingCo.Ld. *CellDB*378′1429*t*	460·5|62·7|35·2 B275′F49′*on Shelter dk* FK *Collision* *FPT*121*tAPT*42*t*	Plymouth British *ptCem BH to Sh dk* 6 „ „ *U* „	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 180lb FD 1194NHP 5SB,*20cf*,GS385,HS16940 D.Rowan&Co.Ld.Glasgow	37 ″ 9 ~~s7 ″ 0¾~~ ~~30 ″ 2~~ s7 ″ 11 30 ″ 0¾	
35502 112201 CYBW	**Turbinia** Ⓟ TrpSc 3*Dks*	1064 611 603					1904	Hawthorn, Leslie&Co.Ld Newcastle	Canada Steamship Lines,Ld.	250·0|33·2|12·6	Hamiltn, Ont. British	3 Steam Turbines ParsonsMar. 500RHP S.TurbineCo.Ld.Nwc.		
35503 135129 GQFP	**Turbo** ssSng.No.3-1,25 ssH.Kg.No.2-33 2*Dks(1StlUptIrn ptStl)* *Mchy.Aft & Web frames*	4782 4345 2878	✠100A1 12,35 ~~1,35~~ BS12,35 ✠LMC9,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150° F.	Sng HKg	*x*	CL N1,35	1912 8mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	Anglo-Saxon PetroleumCo.Ld. *W B = DBuE&B*72′	374·2|50·7|27·5 P93′B26′F40′ FK 147*tFPT*186*tAPT*	London British 14*BHCem* 71*t DTf*283*t*	T.3Cy.26″,44″&72″–48″ (*s*) 180lb *120lb* 443NHP 3SB,*9cf*,GS204,HS7545 J.Dickinson&Sons,Ld.Sld.	29 ″ 3 s 5 ″ 1½ 24 ″ 4¼	
35504 EALP	**Turia** ssVal.No.1-35 D.F. *OilEng.* *Ref.Mchy.* 2*Dks(Weather dk–Stl)*	2610 1849 1433	✠100A1 *with freeboard* 8,35 ~~2,35~~ ✠LMC2,35	Val Msl	*s*	CL 5,34	1931 7mo *Lloyd's A&CP*	CiaEuskalduna Bilbao	M.M.dePinillos	290·0|42·0|23·2 B98′F35′ FK *CellDB*248′347*t*	Cadiz Spanish 5*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝″–41¾″ 487NHP Gebr. SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
35505 LCVB	**Turicum** TwinSc D.F. *OilEng.* ssAms.No.1-32 *Mchy.Aft* 1*Dk(Stl)& Web frames* *CruiserStern* *Longitudinal framing-bracketless system*	7824 7237 4666	✠100A1 10,35 ~~3,35~~ DBS3,35 ✠LMC8,32 *Carrying Petroleum in bulk*	Ams Fal	*c*†	CL 3,35	1928 10mo *Lloyd's A&CP*	N.V.C.VanderGiessen& Zonen'sSchps Krimpen	Skibs A/S Avanti (C.Eitzen&Co. *Mgrs.*) *CellDBu E*80′220*tDT*	451·8|59·2|34·1 P97′B35′F57′ FK *f*35′488*t FPT*238*t*	Oslo Norwegian 14*BHptCem* *APT*171*t*	Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP 2DB*180lb* Werkspoor,Amsterdam	34 ″ 2	
35506 152 IVDU	**Turiddu**(*ex*Triestino-35, *ex*Eugenio,*ex*Player) 3Mst ssLon.No.3-2,12 ssTri.No.2-21 *Mchy.Aft Well deck* 1*Dk(Stl)*	541 382 245	✠ 3,25	Tri	*h*		1899 2mo	IrvineS.B. &E.Co.Ld. Irvine	MatteoScuderi *Cell*	184·5|28·0|10·1 172·0 Q92′B13′F25′ BK7″ *DBf*92′ 140*t FPT*	Catania Italian 3*BHCem* 55*tAPT*10*t*	C.2Cy.19″&42″–24″ 91NHP NB00*fitted*21 1SB,*3cf*,GS64,HS1779 Campbell&Calderw'd,Psy.	12 ″ 9	I +
35507 ~~140382~~ ~~GPLC~~	**Turkestan** (*ex*WarFlower) ssSld.No.2-25 D.F. 1*Dk(Stl)* Now "Mount Lycabettus," *see No.* 39088 *in Supplement*	4292 3975 2648	✠100A1 4,29 ✠LMC1,30	Nwc	*x*	CL N1,30	1917 11mo *Lloyd's A&CP*	SirRaylton Dixon&CoLd Middlesbro'	~~TheHindustan SteamShipping Co.Ld.(Common Bros.Ld. *Mgrs.*)~~ *CellDB*	364·8|51·1|26·1 P40′B94′F40′ FK 319′ 980*t FPT*110*t*	Greek 7*BHCem* *APT*90*t*	T.3Cy.23¾″,41″&68″–45″(*s*) 180lb 468NHP 3SB,*9cf*,GS168,HS7215 FD Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s 5 ″ 2½ 23 ″ 6	
35508	**Turkia** (*ex*Livorno-35) 1*Dk& Shelter dk*	*1911* *1672* *1079*					1910	Earle'sCo. Ld. Hull	HellenicLines,Ld. (P.G.Callimanopulos, *Mgr.*)	300·2|42·5|17·6	Piræus Greek *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Amos&Smith,Ld.Hull		C
35509 TCDE	**Turkiye** (*ex*Ligure,*ex*Sperber, *ex*Stork) Iron 2*Dks*	870 738 477			...		1870	C.&W. Earle Hull	MoussaritchZadé AhmedBey&Nafi Bey	226·2|28·4|16·8 P42′B41′F28′	Istanbul Turkish	C.2Cy.33″&55″–36″ 151NHP *Cmp.*85 NB82 NorddeutscherLloyd,Bmn		
35510	**Turkmen** (*ex*LakeFerrona) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2599 2243 1616			...		1919	American S.B.Co. Cleveland	U.S.S.R.	250·9|43·6|26·1 P25′B64′F23′ FK	Odessa Russian *WB*	T.3Cy.21″,35″&59″–42″ 352NHP AmericanSBCoClevelnd,O	28 ″ 2	
35511 UPIX	**Turksib** (*ex*Hardenberg-35) ssRot.No.3-10,34 1*Dk(Stl)*	3160 2867 1876	✠100A1 4,35 ✠LMC BS4,34 MS10,34 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Rot	*v*	OG 3,35	1922 1mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R. *CellD*	325·9|48·4|23·0 P28′B207′F25′ FK *B*279′ 815*t FPT*52*t*	Leningrad Russian 5*BHCem* *APT*86*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb 356NHP 3SB,*6cf*,GS132,HS5418 FD Maats deSchelde,Flushing	25 ″ 3 s2 ″ 10¼ 22 ″ 7½	
35512 157710	**Turquino** (*ex*Comanche-33) TwinSc 2*Dks*	476 369 324					1896	IowaIron Wks. Dubuque,Iowa	MunroeTransportationCo.Ld.	158·7|27·2|13·3	Nassau,NP British	T.6Cy.10¾″,16½″&26½″–24″ 69NHP IowaIronWorks,Dubuque	14 ″ 6 s4 ″ 3½ 10 ″ 7	
35513 OOLC	**Turquoise** TwinSc *OilEng.* *CruiserStern* 1*Dk*	810 614 448					1933	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4|35·6|15·5 Q53′B46′F23′	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13″–23⅝″ 260NHP SocAn.J.Cockerill,Seraing		V
35514 147938 MNCL	— ssAyr.No.3-3,36 ~~ssBwg.No.2-33~~ *Well deck Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	570 392 235	✠100A1 3,36 ~~1,34~~ ~~BS1,34~~ ✠LMC~~5,33~~ ~~5,36~~ 3,36	Bly Ayr	*h*	CL ~~5,33~~ 2,36	1924 12mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	Wm.Robertson	165·2|26·6|11·4 Q94′B9′F27′ BK7″ FP	Glasgow British 3*BHCem* *T*60*tAPT*6*t*	T.3Cy.13½″,21″&35″–26″ (*s*) 180lb 88RHP 1SB,*3cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0¼ 12 ″ 10¼	
35515 106608	**Turret Court** 3Mst *Turret deck* 1*Dk*	1879 1805 1197					1896	W.Doxford &Sons,Ld. Sunderland	Sincennes McNaughton Tugs,Ld.	253·0|44·0|19·7 F26*t*	Montreal British *WB*	T.3Cy.20″,34″&57″–39″ 203NHP W.Doxford&Sons,Ld.Sld.		
35516 212603 KDAU	**Turrialba** Ⓟ *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks&2pt dks* *Ref.Mchy.* E.S.D.	4538 3899 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8|50·3|29·1 B154′F45′	NewYork Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co.Ld Bel		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux de Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35517 122 HAAR	**Turul** (*ex*Warta-35,*ex*P.L.M.5) ssGen.No.3-4,35 ~~ssDnz.No.2-2,29~~ *Mchy.Aft* 1*Dk*(*Stl*) *Topside tanks* *Cargo battens not fitted*	2478 2477 1509	✠100A1 ~~1,35~~ 2,36 ~~4,36~~ ✠NB4,26 ~~[illegible]~~	Gen ~~Dnz~~ ~~Gen~~ ~~Ven~~ ✠LMC ~~[illegible]~~ 1,35	*s*	CL N3,36	1916 10mo A&CP	Gt.Lakes Eng.Works Ecorse,Mich. *CellD*	B.Burger& "Finagra"S.A. (B.Burger *Mgr.*) *B*209'595*t Topside*	253·0 F25' FK *tanks* 382*t FPT*18	43·5	25·6	Budapest Hungarian 4*BHCem* 0*t APT*50*t*	T.3Cy.21",34½"&57"-42" (*s*) 175lb 284NHP 2SB,6*cf*,GS104,HS4198 FD Gt.LakesEng.Wks.Detroit	27 ″ 7 s 3 ″ 9 24 ″ 0½	
35518 220885 KDLO	**Tuscaloosa City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5687 5082 3450					1920	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	New York Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
35519 203795 KUDC	**Tuscan** D.F. Sub.Sig 3*Dks*	2415 — 1335					1907	Maryland SteelCo. Sparro'Pt Md	Merchant&Miners TransportationCo.	275·5	42·1	18·0 28·2	Baltimore Utd.States	T.3Cy.27½",45"&73"-48" 369NHP MarylandStl.Co.Sparr.'Pt.		
35520 161395 GKND	**Tuscan Star** **TwinSc** ssLon.No.1-34 *OilEng.* D.F. 3*Dks*(*Stl*)4*th dk*(*Stl*) *Ref.Mchy.* *except in mchy. space* *CruiserStern*	11449 8968 7075	✠100A1 ~~5,35~~ ~~10,34~~ 12,35 DBS7,33 ✠LMC CS5,34 12,35 ~~10,33~~ ✠Lloyd'sRMC ~~1,35~~ ~~1,35~~ 1,36 ~~1,35~~	Lon Liv	*f*†	CL 9,34	1930 4mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	FrederickLeyland &Co.Ld. *Duct keel* *CellDB*398'1950*t*	471·0 B285'F71' FK *fwd. of mchy.space* *Tanks in way of tu*	68·3	35·1	London British 9*BHptCem* *nnels* 488*t F*	Oil Engines 2S.C.SA 16Cy.26¾"-47¼" 2DB100*lb* 1994NHP SulzerBros.Winterthur *PT*98*tAPT*129*t*	39 ″ 9 s10 ″ 0½ 30 ″ 0	
35521 146307 GDLN	**Tuscania** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. GyC. *Cruiser Stern* 3*Dks*	16991 12201 10016					1922	Fairfield Co.Ld. Glasgow	AnchorLine(~~HendersonBros.)Ld.~~ (1935)Ld.	552·3 B&F469' *on Shelter dk*	70·3	38·6	Glasgow British *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till ~~[illegible]~~ 12,36
35522 1624 ICLD	— (*ex*Caloric) ssRot.No.3-11,26 *Mchy.Aft* ssGen.No.1-32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	6904 6367 4129	✠ ... 3,35 ✠	Gen	*a*†		1914 9mo	SirJ.Laing &Sons,Ld. Sunderland *Cell D*	DittaL.Pittaluga Vapori *Bu E&B* 55'142*t D*	425·0 P101'B28'F45' FK *Tf*38'511*t APT*53*t*	57·0	33·1	Genoa Italian 15*BHptCem* (9 *to Upr dk* 6 ,, 2*nd* ,,)	T.3Cy.27",45"&74"-54" 555NHP 4SB,12*cf*,GS196,HS8150 G.Clark,Ld.Sunderland	33 ″ 0	I †
35523 144227 MKGZ	**Tuskar** *Ref.Mchy.* 2*Dks*&*Shade dk*	1193 1067 492					1920	CaledonSB &Eng.Co.Ld. Dundee	ClydeShippingCo. Ld.	270·0 P38'B134'F73'	36·2	16·7	Glasgow British *WB*	T.3Cy.26",42"&70"-45" 318NHP CaledonSB&ECo.Ld.Dun.		C
35524 221543 KDTW	**Tustem** *Fitted for oil fuel* *Mchy.Aft* GyC. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6906 — 4271					1921	Moore S.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0	57·2	33·1	Phildlphia Utd.States	T.3Cy.27½",46"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
35525	**Tutoya** (*ex*Uno,*ex*Mitcham) **TwinSc** *Well deck* *Mchy.Aft* 1*Dk*	*1125* *831* *564*			...		1913	W.Dobson &Co. Newcastle	LloydBrasileiro	220·4 P34'Q93'B16'F23' FK	35·0	13·6	R.Janeiro Brazilian *WB*	T.6Cy.13½",22"&37"-27" 187NHP MacColl&Pollock,Ld.Sld.	15 ″ 10	
35526 PIBN	**Tuva** *Oil Eng.* 2*Dks*	4652 4274 2747	✠100A1 1,36 ~~1,35~~ ✠LMC1,35	Rot Ant	*y*	CL	1935 1mo *Lloyd's A&CP*	N.V.Mchf. &Scheepswrf. vanP.Smit,Jr Rotterdam	N.V.Maatschappij Vrachtvaart *CellDB*	375·6 P33'B217'F36' FK 353' 1180*t FPT*95*t* *Tanks in way of t*	53·2	26·3	Rottrdam Dutch 6*BH* *APT*122*t* *unnel*69'265*t*	Oil Engines 4S.C.SA 6Cy.29⅝"-59 1/16" 490NHP DB80*lb* N.V.Mch.&Scheepswerf vanP.Smit.jr.Rot.	29 ″ 3 s 4 ″ 4 25 ″ 0½	
35527	**Tuxpam** (*ex*Honduras-34) 2*Dks*	1255 1086 704					1915	Fredrkstad Mek.Værks. Fredrikstad	Weinberger BananaCo.	235·0	33·6	19·9	Bluefields Nicaraguan *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
35528 148761	**Tweed** (*ex*Quercus) ssRot.No2.-34 1*Dk*(*Stl*)	2697 2539 1672	✠100A1 2,35 ✠LMC5,34 BS8,35	Rot	*u*	CL 1,35	1926 5mo *Lloyd's A&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	TransitusShipping Ld. (CornelisA. Lensen,*Mgr.*) *Cell DBa&u E*108'	314·1 P29'B93'F31' FK *f*140'631*t APT*76*t*	47·2	21·5	London British 5*BHptCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 250NHP 2SB,6*cf*,GS117,HS4062 D.Rowan&Co.Ld.Glasgow	23 ″ 5 ~~s 3 ″ 7~~ ~~20 ″ 1½~~ s3 ″ 5½ 20 ″ 1½	
35529 161869 GBYC	**Tweedbank** **TwinSc** ssBal.No.1-34 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl-ws*)	5627 4979 3412	✠100A1 *with freeboard* 7,35 3,30 ~~1,34~~ ✠LMC~~9,30~~ DBS9,34 ~~✠LMC(M)9,32~~ ✠Lloyd'sRMC ~~12,34~~ ~~1,35~~ 1,36 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Shi ~~Bel~~	*b*†	CL 9,33	1930 9mo *Lloyd's A&CP*	Workman, Clark(1928) Ld. Belfast	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*365'1293*t*	426·7 FK *Tanks in way of tun*	57·4	25·7	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,) *nels* 263*t*	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" DB120*lb* 1246NHP Workman,Clark(1928)Ld. ~~*MT*36'1325*t*~~ *FPT*95*tAPT*152*t* *MT*50'2389*t*	29 ″ 9 s 3 ″ 7½ 26 ″ 4½	
35530 LOED	**12 de Octubre** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *CarryingPetroleum in bulk* *Longitudinal framing*	*6123* *5750* *3826*			...		1921	Hawthorn Leslie&Co Ld Newcastle	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	420·5 P99'B30' FK	54·6	32·4	Bns.Ayres Argentine *WB*	T.3Cy.27",45"&74"-48" 536NHP HwthrnLeslie&CoLd.Nwc	32 ″ 8	
35531	**Twenty-eighthOctober(XXVIII Ottobre)** *see letter* **X**															
Broken up 35532 ~~[illegible]~~ ~~GKKM~~	**Twickenham** ssShl.No.3-1,25 ssShl.No.1-29 E.S.D. 1*Dk*(*pt Irn pt Stl*)	4891 4560 2991	~~✠100A1~~ 4,32 ~~BS4,35~~ ~~✠LMC5,29~~	Mdb	*y*	CL 3,33	1912 6mo *Lloyd's A&CP*	Ropner& Sons,Ld. Stockton *Intermediate BH in after*	~~BranchNominees Ld. (E.Atkinson, Mgr.)~~	390·0 P34'B120'F41' FK *hold dispensed with* *WB*=*CellDBa*126'	52·0	27·8	Italian *Cem* 5*BH only* *aE*30' *f*173'	T.3Cy.27",44½"&73"-48" (*r*) 180lb 434NHP 3SB,9*cf*,GS192,HS7158 Blair&Co.Ld.Stockton 1256*tFPT*166*tAPT*270*t*	30 ″ 3 s 5 ″ 11½ 24 ″ 5	
35533 16330[illegible] GWTQ	**Twickenham Ferry** **TwinSc** E.S.D. 1*Dk*&2*nd dk at ends* *CruiserStern*	2839 2014 1044	✠ ... 10,35 *TrainFerry* *ForChannel service* ~~✠LMC7,34~~	Sou			1934 7mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	SouthernRailway *CellDBuE*34'58*t* *Wing tanks abreast ER*44'	346·8 B&F319' FK *DTf*18'180*t*	60·7 62·3	18·2	London British 8*BHptCem* *ptAsp* 376*tAPT*63*t*	4 SteamTurbinesSRgeared to 2 Screw Shafts 948NHP 4W.T.B.270lb, (*s*) Superheaters250lb GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0 ~~s 6 ″ 7½~~ ~~18 ″ 6~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35534 152016 VLCR	**Tyalgum** TwinSc *Ref.Mchy.* *Mchy.Aft* 1*Dk*	544 383 198					1925	Lithgows' Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.	160·0 F30′	34·7	8·5	Sydney NSW British *WB*	T.6Cy.10½″,16″&26″–16″ 70RHP D.Rowan&Co.Ld.Glasgow		C
35535 226463 KLIR	**Tydol** TwinSc *Mchy.Aft* *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	1257 — 768					1927	SunS.B.& D.D.Co. Chester,Pa.	Tide Water AssociatedTrans-portCorp.	252·8 P43′	40·1	13·6	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.14″–18″ 230NHP WintonEng.Works,Clv.		R
35536 228720 WJDN	**Tydol No. 2** (*ex*Tidewater) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1783 — 1055					1929	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedTrans-portCorp.	252·1 P59′F39′	44·2	18·5	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA. 12Cy.17″–24″ 336NHP MorrisDelaVergneInc. Philadelphia		R
35537 141903 GBJX	**Tymeric** *ss*H.Kg.No.3-4,32 2*Dks*(*Stl*)	5228 4780 3178	100A1 ~~7,35~~ ~~12,34~~ 12,35 MS4,32 *Carrying oil* *Fitted for oil*	Liv ~~Yka~~Mch ✠LMC BS~~12,34~~12,35 *fuel F* *fuel* 5,	*y* *.P.* 19	CL 8,33 *above*1 *F.P.a*	1919 5mo *Lloyd* 50° F. *bove* 1	Hawthorn Leslie&Co.Ld Newcastle '*sA&CP* *inDB* 50° F.	BankLine,Ld. (A.Weir&Co.)	400·1 P49′B113′F39′	52·3	28·5 FK *CellD*	Glasgow British 7*BHCem* *B* 345′ 1094*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle *FPT*119*tAPT*173*t*	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
35538 142490 MKJN	**Tynan** 3Mst *ss*Bel.No.3-4,31 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	432 285 169	✠100A1 11,34 BS~~7,34~~ 11,35	Bel ✠LMC4,31	*f*	CL 9,33	1919 7mo *Lloyd*	J.Fullerton &Co. Paisley '*sA&CP*	JohnKelly,Ld. (W.Clint, *Mgr.*)	142·0 Q79′B9′F22′	25·1	11·4 FK	Belfast British 3*BHCem* *FPT*40*t*	C.2Cy.18″&38″–27″ (*s*) 130lb 59RHP 1SB,3*cf*,GS59,HS1786 Fishers,Ld.Paisley	12 ″ 7 s 4 ″ 3¼ 12 ″ 4¼	
35539 162766 MJZM	**Tyndall** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1314 996 731	✠100A1 8,35 ~~12,34~~	Lth Sld ✠LMC9,32	*o*	CL ~~7,34~~ 8,35	1932 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Ce*	LondonPowerCo. Ld.(Stephenson Clarke&Asso-ciatedCompanies Ld. *Mgrs.*) *llDBuE*23′ *f*151′3	227·0 Q138′B16′F21′ 68*tDTf*107*t FPT*1	36·4	15·4 FK	London British 5*BHptCem* 42*tAPT*28*t*	T.3Cy.17″,28″&46″–33″ (*s*) 200lb *100lb* 142NHP 1SB,3*cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld	17 ″ 5 s 4 ″ 11 16 ″ 1¼	
35540 137527 GMKX	**Tyndareus** Ⓟ TwinSc D.F. 3*Dks*	11361 10516 7200					1916	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgs*)	507·0 F75′	63·2	41·6	Liverpool British *WB*	T.6Cy.22½″,38″&65″–54″ 622NHP Scotts'S.B.&EngCoLdGrk		
35541 PIBX	**Tyne** *ss*Rot.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1579 1207 877	✠100A1 11,30 BS4,31	Rot ✠LMC3,30	*p*	CL 10,30	1922 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam A&CP	N.V.Neder-landsche Zeereedery *DBuB*21′*f*	239·5 P77′F20′ 145′500*tFPT*160*tA*	36·9	17·3 FK	Rottrdam Dutch 4*BHCem* *PT*18*t*	T.3Cy.20¾″,32¼″&55″–39⅜″ 180lb (*s*) 239NHP 2SB,6*cf*,GS120,HS4152 N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	20 ″ 0 s 2 ″ 7 17 ″ 9	
35542 164039 GWWQ	**Tynebank** 1*Dk*& *Shelter dk*	4651 4244 2732	✠100A1 *withfreeboard* 8,35 ~~11,34~~	Shl Bkn ✠LMC11,34	*z*	CL	1934 11mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*358′1333*t*	412·9 F32′ *FPT*101*t APT*162*t*	54·0	24·0 FK (*C*	Glasgow British 7*BHptCem* *oll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.25″,42″&71″–48″ (*s*) ~~200lb~~220lb 524NHP 2SB&1AuxSB,9*cf*,GS167, HS7444 FD J.Readhead&Sons,Ld.SShl	27 ″ 1 s 2 ″ 11 24 ″ 4½	
35543 149405 GLZW	**Tynefield** *ss*Bkn.No.2-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	5856 5267 3475	✠100A1 11,35 ~~9,34~~ DBS~~3,34~~ 11,35 ✠LMC CS9,34 9,34 *CarryingPetr*	Shl Grk *oleum*	*z* *in*	CL 3,34 *bulk*	1926 1mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	HuntingS.S.Co. Ld.(Hunting &Son,Ld. *Mgrs.*) *CellDB uE*64′ 148*tDTf*27′322*t*	395·0 P86′B34′F39′ *FPT*160*t APT*155*t*	54·5	32·0 FK	Newcastle British 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$″–91¼″ 640NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 6¾ 26 ″ 5½	
35544 142870 MJYV	**Tynehome** (*ex*Kilclief) *ss*Sld.No.3-12,32 1*Dk*(*Stl*) *Cargo battens not fitted*	628 490 262	✠100A1 ~~2,35~~ 12,35 BS~~12,34~~ 12,35	Sld ✠LMC12,32		CL 12,33	1919 1mo	Cook,Wel-t'n&Gemmell Ld. Beverley	HomeLine,Ld. (B.E.Common, *Mgr.*) *CellDBuE*26′20*t*	175·4 B52′ *FPT*20*tAPT*15*t*	30·0	15·7 FK	Newcastle British 5*BH*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 133NHP 1SB,3*cf*,GS51,HS1832 FD Amos&Smith,Ld.Hull	16 ″ 6 s 1 ″ 6¾ 15 ″ 0¾	
35545 LDDD	**Tyr** *OilEng.* 1*Dk* *CruiserStern*	4265 3735 2501					1926	A/B Göta-verken Gothenburg	D/S A/S Björn (ThorvaldHansen, *Mgr.*)	357·0 P123*t*F37*t*H202*t*	51·3	25·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 355NHP A/B Götaverken,Got.		N
35546 3936 SHAE	— TwinSc 1*Dk*	*1347* *1163* *696*					1901	O.ABrodin Gefle	Rederiaktieb.Disa (G.Brodin, *Mgr.*)	226·5 B52′F24′	42·2	16·0	Stockholm Swedish *WB*	C.4Cy.20½″&32″–21¼″ 94NHP JönköpingsM.V.Jönköpg.		V
35547 OUMW	— *Ref.Mchy.* 1*Dk*& *Awng dk*	754 452 456					1890	Lindhol-mensV.A. Gothenburg	DetForenede DampskibsSelsk.	176·6	26·9	12·4 19·5	Esbjerg Danish *WB*	T.3Cy.15″,24″&40″–26″ NB02 82NHP MotalaM.V.Aktieb.Got.		V
35548 OXYS	— Ⓟ (*Icebreaker*) Wireless D.F. 1*Dk*	529 424 203					1893	Helsingörs Skibsbyggeri Elsinore	DeDanskeStats-baner	136·0 Q40′B60′F20′	35·3	14·8	Korsör Danish	C.2Cy.30½″&57″–33″ 156NHP HelsingörsMaskinbyggeri		
35549 6962 SHAK	**Tyra Bratt** *ss*Got.No.3-9,35 ~~*ss*Got.No.2-30~~ 1*Dk*(*Stl*)	*1301* *1130* *740*	✠100A1 ~~8,34~~ 9,35 ~~MS10,30~~	Got ✠LMC 9,35 ~~BS7,34~~	*o*	OG 8,34	1923 3mo	Kockums M.V.Aktieb. Malmö A&CP	Ångf.Aktieb. Ostersjön (A.Bratt &Co. *Mgrs.*) *C*	232·4 P17′B63′F25′ *ellDB*196′364*tFPT*	37·6	16·2 FK	Gothenbrg Swedish 4*BHptCem* 44*tAPT*59*t*	T.3Cy.18½″,29⅛″&48″–33$\frac{1}{16}$″ 185lb (*s*) 158NHP 2SB,4*cf*,GS56,HS2067 FD KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 7	
35550 Dismantled 60459	**Tyrian** Iron (*CableVessel*) 2*Dks*	1039 894 667			...		1869	R.Duncan &Co. Pt.Glasgow	CanadianGovern-ment	237·5 Q120′F36′	30·2	19·9	Halifax NS British	C.4Cy.20″&35″–36″ *Cmp.*79 NB86 108NHP D.&W.Henderson&Co.Gls.		
35551 LCFA	**Tyrifjord** (*ex*Ramfos) *Fitted for oil fuel* D.F. 1*Dk*	3080 2820 1881					1919	WoodSkin-ner&Co.Ld. Newcastle	DenNorske AmerikalinjeA/S	331·7 P94*t*H160*t*	46·7	23·1	Oslo Norwegian *WB*	T.3Cy.25″,41″&68″–45″ 310NHP N.E.MarineEng.CoLdNwc		N
35552 ~~LFFA~~	**Tysla** *Now "Agios Vlasios," see No. 37033 in Supplement* *ss*Kel.No.3-5,27 *ss*Got.No.1-31 2*Dks*(*UStl*)& *Shelter dk*(*Stl*)	4297 4066 2691	✠100A1 *Shelter dk* *withfreeboard* 10,34 BS10,34	Osl ✠LMC5,31	*z*	CL 9,33	1914 11mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	~~Wilh. Wilhelmsen~~ J.D.Chandris	405·0 *WB* = *CellDBa*137′ *uE&B*45′*f* 173′1265	53·4	25·5 FK	Greek 6*BHCem* *tAPT*135 *t*	T.3Cy.28″,46″&75″–51″ (*s*) 180lb 559NHP 3SB,9*cf*,GS189,HS8253 FD Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 1 25 ″ 2¼	
35553 LZDB	**Tzar Ferdinand** *ss*Cpl.No.3-8,26 *ss*Ist.No.1-31 2*Dks*(*UptStl*)	1994 1460 1209	✠ ... 6,35 ~~BS1,34~~	Varna ✠~~LMC5,31~~	*r*	4,34	1913 10mo *Lloyd*	Flli. Orlando&Co. Leghorn '*sA&CP* *WB*	Soc.Commerciale Bulgare deNav.à Vap. = *CellDBa* 59′ *uE*	262·1 P56′B105′F34′ 23′ *f* 80′ 282*t FPT*	37·9	20·3 FK	Varna Bulgarian 5*BHCem* 42*tAPT*39*t*	T3Cy22$\frac{9}{16}$″,36$\frac{7}{16}$″&60⅝″–39⅜″ 160lb (*s*) 293NHP 2SB,6*cf*,GS164,HS5210 Flli.Orlando&Co.Leghorn	22 ″ 2	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés, Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35554 PUCL	**Uba** (exHawaiian) ssN.Yk.No.3-12,12 ssN.Yk.No.2-20 2Dks(Stl)&deep framing lower beams in No.1 hold	5397 5089 3373	✠ 6,26 ✠	SFo	z		1901 1mo	Delaware RiverISBCo Chester,Pa. CellD	LloydBrasileiro Ba131'uE&B63'f	406·8 P52'B100'F42' 161'1060t FPT102t	51·1	30·3 FK	R.Janeiro Brazilian 6BHCem APT63t	T.3Cy.28",46"&75"-48" 470NHP 4SB,12cf,GS288,HS8268 DelawareRiverCo.Chester	33 ″ 6	C †
35555 925 ESEN	**Ubari** (exLudwigPeyron-33) ssOsc.2ndNo.3-5,24 ssSkm.No.1-28 1Dk(Stl)&Web frames	1401 1236 812	✠ 9,35 ✠	Skm	p		1899 3mo	Carmichael Maclean&Co. Greenock Ce	Th.Wompa llDBa68'uE18'f90'	236·6 P9'B66'F30'	36·0	17·9 FK	Tallinn Estonian 4BHCem 330tAPT21t	T.3Cy.18",30"&48"-33" 151NHP 2SB,4pf,GS66,HS2560 Muir&Houston,Ld.Gls.	20 ″ 4	V †
35556 DHYE	**Ubena** Ⓟ Sub.Sig. Fitted for oil fuel D.F. GyC. E.S.D. Ref.Mchy. 3Dks	9523 6098 5573					1928	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	468·7 len34	60·3	29·7	Hamburg German WB	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
35557 PUCM	**Uca** (exWestfalia) Wireless 1Dk	1334 1041 735					1924	Nüscke& Co. Stettin	LloydBrasileiro	242·1 Q75'B107'F31'	37·0	14·0	R.Janeiro Brazilian WB	T.3Cy.17 5/16",27 5/8"&46"-27 5/8" 112NHP A.Borsig,G.m.b.H.Berlin		
35558 DHYF	**Uckermark** Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 3Dks	7021 5931 3535					1930	Blohm& Voss, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 P34'B&F418' UpperF44'	61·1	27·0	Hamburg German WB	4SRgearedSteamTurbines Emade27fitted30 Blohm&Voss,Hamburg		G
35559 7976 SMCA	**Uddeholm** OilEng. 1Dk&Shelter dk Strengthened for Navigation in Ice	3628 3087 2016	✠100A1 withfreeboard 9,35 ~~1,33~~ ✠LMC10,34	Got	y	CL 9,35	1934 10mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	Aktieb.Svenska AmerikaMexiko Linien(B.Zander, Mgr.) CellDB317'	367·2 371·0 1057tAPT51t	52·2	22·5 FK (	Gothenbrg Swedish 7BH (Coll to Sh dk 6 ,, 2nd,,)	Oil Engines 2S.C.DA 6Cy.17½"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got	25 ″ 6 s 2 ″ 1½ 23 ″ 6½	
35560 7507 SHAU	— (exKalö) 1Dk	1036 870 538					1925	F.Schichau Elbing	Uddeholms Aktiebolag (F.Olsson,Mgr.)	230·4 P18'B65'H73tF25'	33·6	14·0	Uddeholm Swedish WB	T.3Cy.15",24½"&38½"-25½" 75NHP F.Schichau,Elbing		G
35561 EAJK	**Udondo** (exGuadiaro,exBlackPrince, exProvan) ssBbo 2ndNo.3-3,29 1Dk(Stl)&Spar dk(Stl)& deepframing	3925 3648 2560	✠ 7,35 Spar dk ~~[illegible]~~ ✠~~LMC[illegible]~~	Cff	w	9,32	1903 1mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	~~Berge y Cia.~~ PedroPérezGante Intermediate'tween BH in after CellDBa112'u	345·2 P20'B202'F37' 25·9 dk hold dispensed with E&B40'f146' 899t	49·9	17·9 FK	Bilbao Spanish 6BHCem (5 to Spr dk 1 ,, Maindk) APT71t	T.3Cy.25",41"&67"-45" (s) 180lb 140lb NDB20 340NHP 2SB,8pf,GS142,HS5438 Rankin&Blackmore,Grk.	28 ″ 5 ~~[illegible]~~ ~~[illegible]~~	
35562	**Ufa** (exAquila-34,exToulouse) 1Dk	1892 1653 1101			…		1917	Superior S.B.Co. W.Superior	U.S.S.R.	251·1 P62tH81tF25t	43·6	18·3 FK	Leningrad Russian WB	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	V †
35563 OXFD	**Uffe** ssCpn.No.1-35 ssCpn.2ndNo.3-4,30 1Dk(Irn)&part2nd dk(Stl)in holds	1889 1690 1165	✠100A1 5,35 ~~4,34~~ ✠LMC5,35 ~~MS4,30~~ ~~BS6,34~~	Els Cpn	r	OG 9,34	1906 5mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	DetForenede DampskibsSelskab WB=CellDBa	280·3 P19'B74'F29' 88'uE20'f118'541t	40·0	18·3 FK	Middelfart Danish 4BHCem APT28t	T.3Cy.21",33"&56"-36" (s) 180lb 200NHP 2SB,4cf,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11½ 17 ″ 8	
35564 161308 GPKX	**Uffington Court** ssSld.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4976 4622 3000	✠100A1 withfreeboard 11,35 ✠LMC ~~BS[illegible]~~ MS12,33 11,35	Hul	a†	CL ~~11,32~~ 10,35	1929 10mo	W.Pickers- gill&Sons,Ld. Sunderland Lloyd'sA&CP CellDBa&	UnitedBritishS.S. Co.Ld.(Haldin& Philipps.Ld.Mgrs) uE158'f180'1217t	405·6 F39' FPT127tAPT204t	55·5	25·8 FK (	London British 6BHCem (Coll toSh dk 5 ,,2nd,,)	T.3Cy.26",43"&72"-48" (r) 180lb 437NHP 3SB,9cf,GS182,HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″ 3½ 25 ″ 2½	
35565 29722 JYTA	**Uga Maru** (exAustralbrook, exStrathesk) 2Dks	4433 4047 3326					1909	Greenock& Gr'ngemouth Dockyard Co. Greenock	MatsuokaKisen K.K.	375·5 P36'B100'F39'	52·2	25·5	Fuchu Japanese WB	T.3Cy.25",41½"&68"-48" 320NHP J.G.Kincaid&Co.Greenock		C
35566 160181 GNLB	**Uganda** ssGls.No.2-35 ~~ssSbl.No.1-32~~ D.F. 1Dk(Stl)	4966 4617 3110	✠100A1 10,35 ~~12,34~~ BS1,35 ✠LMC~~4,32~~ MS8,35	Ist Gls	y	CL N12,34	1927 11mo	D&WHen- derson&CoLd Glasgow Lloyd'sA&CP	SS."Livingstonia" Co.Ld.(Maclay& McIntyre,Ld. Mgrs.) Cell	402·5 P45'B125'F47' DB345'1179tFPT	52·2	27·3 FK	Glasgow British 6BHptCem 81tAPT209t	T.3Cy.25",38½"&68"-51" (s) & exhaust turbine driving steam compressor 505NHP 180lb ~~[illegible]~~ 3SB,9cf,GS150,HS6205 FD D&WHendersn&CoLd.Gls	29 ″ 10 s 5 ″ 8 24 ″ 5¼	
35567 16 ICLH	**Ugo Bassi** (exDuna) ssFiu.2ndNo.3-8,26 ssFiu No.~~[illegible]~~2-35 D.F. 1Dk(Stl)&Spar dk(Irn) &deep framing	2900 2630 1695	✠100A1 Spar dk ~~6,33~~ ~~5,34~~ 4,36 ✠LMC11,34 ~~MS[illegible]~~ ~~BS11,34~~ BS10,35	Gen ~~Fiu~~ Rot	u	CL ~~5,34~~ 5,35	1902 8mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	AdriaSoc.Anon.di Nav.Marittima CellDB	325·0 P40'B110'F35' 22·0	45·0	14·4 FK	Fiume Italian 6BHCem a&uE138'f	T3Cy.21½",37½"&63"-42"(r) 200lb 90lb 2NDB25 294NHP 2SB,6cf,GS116,HS4630 N.E.MarineEng.CoLdNwc 132'567tFPT33tAPT15t	24 ″ 9 s3 ″ 10½ 21 ″ 0½	
35568 DOKS	**Uhenfels** Sub.Sig. 2Dks CruiserStern	7603 6728 4570					1931	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	503·9 P67'B&F421' UpperF32'	62·2	27·7	Bremen German WB	T.3Cy.30¾",49¼"&78¾"-55½" &LPTurbine withDRgear- ing&hydraulic coupling 672NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn		G
35569 150200 VLCS	**Uki** TwinSc Ref.Mchy. Mchy.Aft 1Dk	545 374 217					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.	152·9 F30'	34·6	8·5	SydnyNSW British WB	T.6Cy.10½",16"&26"-16" 70RHP D.Rowan&Co.Glasgow		C
35570 RAAR	**Ukraina** Ⓟ TwinSc Ref.Mchy. OilEng. Sub.Sig. CruiserStern 2Dks	4727 3101 2566					1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	353·5 B&F269'	51·0	25·3	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.25 5/16"-33⅛" 1374NHP Emade30 RussianDieselWorks,Len.		
35571 ~~[illegible]~~	**Ulé** TwinSc ssCco.No.1-33 Mchy.Aft 1Dk(Stl)	3046 2229 1631	✠100A1 10,35 ~~9,34~~ BS10,35 ✠LMC5,35 Carrying Petroleum in bulk Fitted for oil fuel5,29 F.P. above 150°F.	Cco	u P	CL N10,35 SS,34	1929 5mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	StandardOilCo of Venezuela Sidetanks a	325·0 P69'F36' Trunk220' 72'f104'1824tFPT	55·2	15·3 FK	Maracaibo Venezuelan 7BHptCem 83tAPT75t	T.6Cy.14½",24"&38½"-27" 180lb (s) 228NHP 2SB,6cf,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1½ 14 ″ 0½	
35572 EAJV	**Ulia** (exYandiola,exSwanley) ssBbo.2ndNo.3-3,21 ssBbo.No.2-29 1Dk(Irn)2trB&Web frames	2434 2207 1428	✠ 12,34 ✠	Bbo	s		1896 2mo	Richardsn, Duck&Co. Stockton	Cia.Nav."Bidasoa" (A.Candina,Mgr.) CellDBa	300·0 P31'B58'F35' 104'uE24'f116'550t	43·0	20·3 FK	Bilbao Spanish 5BHCem APT81t	T.3Cy.22½",37"&61"-42" NDB16 246NHP 2SB,6cf,GS102,HS3778 Blair&Co.Ld.Stockton	22 ″ 9	G †
35573	**Ulises** (exPatrokl) CruiserStern 2Dks	461 — 222					1912	Kolomen- sky&Co. Moscow	J.L.Javier (SiyCongBieng& Co.Inc.Mgrs.)	135·5	26·6	11·5	Manila,P.I Utd.States	T3Cy.14 5/16",23⅝"&37½"-19½" 62NHP		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35574 6412 SDJN	**Ulla** (*ex*Alcor) 1*Dk*	*1847* *1601* *1072*					1920	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (B.Ingelsson, *Mgr.*)	264·5|42·1|17·8 P30'B71'F29'	Hlsngborg Swedish *WB*	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
35575 OZQE	— Wireless D.F. *Ref.Mchy.* 1*Dk*	1575 1212 916					1930	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5|39·1|15·4 P24'Q72'B80'F32'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½"&L.P.Turbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
35576 139248 GNML	**Ullapool** *ss*Shl.No.1–31 D.F. 1*Dk*(*Stl*)	4891 4620 ~~3018~~ 3042	✠100A1 5,35 BS~~1,34~~ ✠LMC12,31 1,36	Sws	*z*	CL 5,35	1927 12mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1|53·5|26·5 P30'B229'F41' FK 359' 1402*t FPT*188*t*	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb 505NHP 3SB,*9cf*,GS172,HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24″11¼	
35577 LFEL	**Ullensvang** Ⓟ 3*Dks*	516 268 294					1907	Trndhjms Mek.Værks. Trondheim	HardangerSunnhordlandske Dampskibsselsk.	159·9|23·7|19·0 H31*t*	Bergen Norwegian *WB*	T.3Cy.15",25"&41"–26" NB08 86NHP TrondhjemsMVTrondheim		
35578 ~~144693~~ ~~MKDT~~	**Ullesmere** (*ex*Kodrus,*ex*Drujba) *ss*Shl.No.3–8,27 1*Dk*(*Stl*)	3841 3539 2371	✠ ~~[illegible]~~ 10,35 ~~BS10,29~~ ✠~~LMC9,26~~	Nwc	*x*	CL 6,30	1914 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	SuttonShipping Co.Ld.(*inliq.*) *CellDBa*123'*uE*	370·0|51·0|22·7 P29'B227'F39' FK 23'*f*163'1001*t FPT*	Chinese 6*BHCem* 90*t APT*140*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 371NHP 2SB&1AuxSB, *8cf*,GS151,HS6045 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 ~~s 3 ″ 5½~~ ~~22 ″ 1~~	
35579 LCWA	**Ullstad** (*ex*Westcliff) *ss*Osl.No.3–6,30 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted in 'tween dks*	4649 4504 2890	✠100A1 *Shelter dk withfreeboard* 3,34 ✠LMC MS3,34 BS8,34	Rot	*w*	CL 3,34	1919 3mo *Lloyd*	J.Priestman&Co. Sunderland '*sA&CP*	GrefstadsRederi A/S(Prebensen& Blakstad,*Mgrs.*) *CellDB*298'834	350·0|50·8|31·5 FK *Coll* *t FPT*110*t APT*97*t*	Arendal Norwegian *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.25",41"&67"–45" (*s*) 180lb 384NHP 3SB,*9pf*,GS129,HS5364 FD G.Clark,Ld.Sunderland	34 ″ 0 s 9 ″ 5 24 ″11	
35580 DODG	**Ulm** (*ex*Hornfels) *Now "Manissa," see No. 39106 in Supplement* Sub.Sig. 2*Dks*	3970 3589 2427					1921	Schiffsw.v. H.KochA.G. Lübeck	~~Norddeutscher Lloyd~~ Deutsche Levante-Linie HamburgA.G.	384·1|52·7|22·3 P19'F45'	~~Bremen~~ ~~German~~ Hamburg German	T.3Cy.27⅖",43$\frac{5}{16}$"&69$\frac{7}{10}$"–47$\frac{3}{10}$" 335NHP OttensenerMch.G.m.b.H. Altona		G
35581 150197 VJXQ	**Ulmarra** *Ref.Mchy.* 1*Dk*	924 601 439					1923	Lithgows, Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.	200·0|33·1|12·4 Q97'B24'F32'	SydnyNSW British *WB*	T.3Cy.17",28½"&47"–30" 121NHP D.Rowan&Co.Ld.Glasgow		C
35582 148764 MBFN	**Ulmus** (*ex*RákócziFerenc–33, *ex*Ulmus) *ss*P.Gl.No.2–33 1*Dk*(*Stl*) *Cargo battens not fitted*	2733 2539 1666	✠100A1 ~~4,35~~10,35 BS~~12,34~~ ✠LMC12,33 12,35	Gmh	*u*	CL 12,33	1926 5mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	Wilson&Harrison Steamships,Ld. *Cell*	314·1|47·2|21·5 P29'B93'F31' FK *DBa&uE*108'*f*140' *PoopTank*14'80*t*	Cardiff British 5*BHCem* 631*t APT*76*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 250NHP 2SB,*6cf*,GS117,HS4062 D.Rowan&Co.Ld.Glasgow	23 ″ 5 s 3 ″ 5¼ 20 ″ 1¼	
35583 OHWM	— (*ex*Groveburn–34,*ex*Hekla) 1*Dk*	953 — 533					1921	Pusnæs Stöberi&M.V Arendal	A/B UnionS.S.Co. (A/B Nielsen& ThordenO/Y,*Mgs.*)	210·9|33·3|13·7 B50'Q77'F29'	Helsngfors Finnish *WB*	T.3Cy.15",25"&40"–30" 88RHP PusnæsStöberi&Mek.Vrks		N
35584 152002 VJKT	**Ulooloo** 3Mst *ss*Syd.No.2–32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3236 2828 1928	✠100A1 ~~7,35~~ ~~6,34~~ 4,36 ~~BS6,34~~ ✠LMC~~6,35~~ ~~7,35~~ 4,36	Syd	*v*	CL ~~6,33~~ 4,36	1924 11mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	332·0|46·6|23·0 P108'B21'F34' FK *B*281'877*tFPT*157*t*	Melbourne British 6*BHCem* *APT*139*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 443NHP 2SB,*8cf*,GS161,HS6636 FD W.Beardmore&Co.Ld Gls.	25 ″ 6 s3″11¼ 21″8¼	
35585 OUMY	**Ulrik Holm** 1*Dk*	1502 1240 930					1905	Schpw.v. JanSmitCzn. Alblasserdm	D/S A/S Progress(M. Nielsen&Sön*Mgs*)	251·4|37·8|16·3 P14'Q76'B108' 19·4 F28'	Copnhagn Danish *WB*	T.3Cy.19",31"&51"–33" 149NHP Maats.deSchelde,Flushing		G
35586 LFEN	**Ulsnes** (*ex*Jelö) 1*Dk*	784 547 458					1907	Akers Mek.Værks. Oslo	DetStavangerske Dampskibsselskap	197·7|28·4|14·1 P182*t*H41*t*	Stavanger Norwegian *WB*	T.3Cy.14",24"&37"–27" 71NHP AkersMek.Værks.Oslo		N
35587 144200 MJYL	**Ulster Castle** (*ex*LadyKildare–32, *ex*Setter) *ss*Liv.No.3–3,33 2*Dks*(*Stl-Uws*)	1217 908 512	✠100A1 5,35 ~~5,34~~ ✠LMC MS2,33 BS~~5,34~~6,35	Liv	*o*	CL 5,34	1920 4mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	BelfastS.S.Co.Ld. *D*	245·0|34·1|15·6 P71'B72'F38' BK7" *Ta*10' 27*t DTf*4' 12*t*	Belfast British 4*BHCem* *FPT*17*t*	T.3Cy.23½",36"&58"–42" (*s*) 175lb *70lb* 265NHP 2SB,*6cf*,GS123,HS4424 W.Beardmore&Co.Ld.Gls.	16 ″ 6 s1 ″ 9¾ 15 ″ 6¼	
35588 148163 GBXS	**Ulster Monarch** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–33 D.F. 1*Dk*(*Stl-pt ws*)2*nd dk in* *Cruiser Stern* *Nos.1&2 holds*	3791 1841 1825	✠100A1 *withfreeboard* ~~11,34~~10,35 2,36 DBS~~2,35~~ ✠LMC CS8,34 3,36~~4,35~~	Liv	*v*	OG ~~S4,32~~ ~~P10,32~~ 10,35	1929 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way of*	346·0|46·2|15·2 P51'B184'F46' *f*82'356*t* FK *tunnels*63*t FPT*42*t*	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"–38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¾ 15 ″ 1¾	BT till ~~11,35~~ ~~2,36~~ 10,36
35589 161858 GLFM	**Ulster Prince** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–34 D.F. 1*Dk*(*Stl-pt ws*)2*nd dk in Nos.1* *CruiserStern* *&2 holds*	3791 1841 1825	✠100A1 *withfreeboard* 11,35~~12,34~~ 1,36 DBS~~1,35~~ ✠LMC CS3,35 ~~3,35~~ 1,36	Liv	*v*	OG 11,33	1930 3mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way*	346·0|46·2|15·2 P51'B184'F46' *f*82'356*t* FK *of tunnels*63*t FPT*	Belfast British 7*BHptCem* 42*t APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"–38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¾ 15 ″ 1¾	BT till ~~12,35~~ ~~2,36~~ 11,36
35590 161857 GMWX	**Ulster Queen** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–35 D.F. 1*Dk*(*Stl-pt ws*)2*nd dk in* *Nos. 1 & 2 holds* *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 2,36~~2,35~~ 2,36 DBS~~2,35~~ ✠LMC CS4,35 11,35~~12,34~~	Liv	*v*	OG S10,33 P2,36	1930 2mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way of*	346·0|46·2|15·2 P51'B184'F46' FK *f*82'356*t* *tunnels*63*t FPT*42*t*	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"–38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¾ 15 ″ 1¾	BT till ~~2,36~~ 2,37
35591 118188 MCKF	**Ulster Star** (*ex*Dynamic,*ex*Lismore, *ex*Broom, *ss*Mch.2ndNo.3–9.30 *ex*JamesCrombie) 1*Dk&lower dk forward* *ss*Liv.No.1-35	576 460 231	✠100A1 9,35~~1,34~~ ✠NB10,22 ✠LMC MS2~~,30~~ 9,35 BS~~2,34~~1,36	Mch Liv	*k*	~~1,34~~ 9,35	1904 10mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	BelfastS.S.Co.Ld. *Ce*	186·4|28·1|13·8 P29'B75'F61' FK *llDBa*33' 18*t FPT*	Belfast British 4*BHCem* 17*t APT*25*t*	T.3Cy.17",27"&45"–33" (*s*) 180lb *100lb* 132NHP 1SB,*3cf*,GS63,HS2130 Ramage&Fergusn,Ld.Lth	14 ″ 6 s 1 ″ 6½ 13 ″ 3¾	
35592 228198 WHDQ	**Ulua** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks&2pt dks* E.S.D. D.F. GyC.	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	425·4|54·3|29·9 P38'B200'F49'	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"–48" 622NHP WorkmanClark&CoLdBel		C
35593 135321	**Ulva** (*ex*Poznau,*ex*Carronpark) *ss*Gls.No.3–5,25 *ss*Hfx.No.2–33 *Well deck* 1*Dk*(*Stl*)	1401 1179 840	✠100A1 4,36 BS4,36 ✠LMC4,33	StJ Hfx	*ν*	CL 4,35	1912 12mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	UlvaShippingCo. Ld.(F.K.Warren) *Cell DBa*61'	241·0|36·0|16·7 Q91'B58'F29' FK *uE*17'*f*96'319*tFPT*	HalifaxNS British 4*BHCem* 64*t APT*36*t*	T.3Cy.18",27⅜"&48"–33" (*s*) 180lb 153NHP 1SB,*3cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18″10 s 1 ″7½ 17 ″ 5	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, s'il en est dans le L.R. Durée, Cert. B. of Trade.
35594 135609 GQPZ	**Ulysses** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	14647 8988 9142					1913	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld. (A.Holt&Co.*Mgrs*)	563·2 P74'B231'F69'	68·4	40·2	Liverpool British *WB*	T.6Cy.26",44"&74"-51" 782NHP Wrkman,Clark&CoLd.Bel		BT till ~~8,35~~ 7,36
35595 213028 WHCT	— TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk& Web frames* *Longitudinal framing* GyC. *Carrying oil in bulk*	10780 9374 6791			...		1915	Maryland SteelCo. of Baltimore County Sparro'Pt Md	AmericanTankers Corp.	514·0 P181'F57' FK	65·2	36·5	NewYork Utd.States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr'Pt.	39 " 6	R †
35596 PICJ	— 4Mst *Fitted for oil fuel* *CruiserStern* 2*Dks*	2666 2325 1545					1918	A.Vuijk& Zonen,Capellea/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	346·2	48·2	18·4	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		V
35597	**Umba** Ⓟ (*ex*Keret) Wireless 1*Dk*(*Stl*)&*Awng dk*	841 725 472	✠ 6,10 ✠	Nwc	*k*		1910 6mo	W.Dobson &Co. Newcastle		195·5 FK *CellDBa*57'*uB*20'*f*73'	30·0	17·5	Archangel Russian 4*BHCem* 162*tAPT*23*t*	T.3Cy.16",26"&43"-30" 133NHP 2SB,4*cf*,GS73,HS2358 N.E.MarineEngCoLd.Nwc	19 " 0	
35598 149912 GNFV	**Umberleigh** *ss*Bry.No.1-30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4950 4553 2919	✠100A1 *withfreeboard* 9,35 ~~11,34~~ ✠LMC MS11,30 BS3,35	Bry	*z*	CL 11,34	1927 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	TatemSteamNav. Co.Ld.(W.J.Tatem Ld.*Mgrs.*) *CellDB*346'1131*t*	400·0 F34' FK (*FPT*220*tAPT*215*t*	54·2	25·7	London British 7*BHCem* *Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.25",42"&70"-48" (*s*) 200lb 501NHP 3SB,9*cf*,GS171,HS7359 FD Cen.Mar.Eng.Wrks.WHpl	28 " 3 s 3 " 2¾ 25 " 3	
35599 25477 JPND	**Ume Maru** (*ex*PortsaidMaru-33) *ss*Nag.No.3-6,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *withfreeboard* 9,35 ~~9,34~~ ~~BS9,34~~ ✠LMC~~7,33~~ 9,35	Nag	*y*	- OG 9.34	1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	TochigiShojiK.K. *Collision* *CellDB*334'1118*t*	385·0 FK *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BHtoAwgdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1¼ 27 " 1	
35600 37487 JUGH	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk&pt dk*	415 367 232					1932	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅝"-19 11/16" 121NHP YokohamaDockCoLd.Ykn		
35601	**Umkang** (*ex*Batareia) 1*Dk&Shade dk*	888 — 495					1909	Kreyton& Co. Leningrad	TehSeng	180·5	30·1	14·1	Amoy Chinese *WB*	T.3Cy.16½",26"&41"-28" 90NHP Kreyton&Co.Leningrad		
35602 118323 GCRN	**Umkuzi** Ⓟ (*ex*Cluny TwinSc Castle) *ss*Nwc.2ndNo.3-3,30 *ss*Mdb.No.1-34 *Ref.Mchy.* 2*Dks*(1*Stl*-*ws*&*UStl*-teaks) D.F. &*deepframing*	5175 4680 3208	✠100A1 ~~6,35~~~~3,25~~ ~~10,35~~ 3,36 ✠LMC11,34 BS10,35	Mdb	*z*	CL P2,33 S7,34	1903 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	Bullard,King&Co. Ld. *CellDB*	419·1 P61'B115'F52' FK&BK2" *a*96'*uE*27'*f*179'809*t*	50·2	28·2	London British 7*BHCem*	T.6Cy.19",31"&52"-48" (*s*) 180lb 548NHP 4SB,12*cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 " 1 s 6 " 8¾ 24 " 8¾	BT till ~~10,35~~ 10,36
35603 142724 GSDK	**Umlazi** Ⓟ (*ex*RosythCastle, *ex*WarEarl) *ss*Mdb.No.3-4,31 1*Dk*(*Stl*)	4276 3924 2619	✠100A1 4,35 ✠LMC MS11,30 BS~~8,34~~ 8,35	Mdb	*x*	CL 4,33	1918 8mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	Bullard,King&Co. Ld.	380·4 P43'B102'F41' FK	49·2	26·7	London British 6*BH* *Cell DB*316'	T.3Cy.26",44"&73"-48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl. 1367*tFPT*102*tAPT*136*t*	30 " 1 s 5 " 11¾ 24 " 5	
35604 129142 GSDF	**Umona** Ⓟ *ss*Nwc.No.3-11,23 *ss*Mdb.No 2-32 2*Dks*(*Stl*)	3753 3240 2388	✠100A1 ~~5,25~~~~12,34~~ 9,35 ~~BS4,34~~ ✠LMC11,31 BS ~~5,25~~ 6,36	Mdb	*w*	CL 3,34	1910 10mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Bullard,King&Co. Ld. *WB=CellD*	356·0 P36'B128'F37' FK *Ba*104' *uE*22' *f* 141'	44·5	26·0	London British 6*BHCem* 566*tAPT*23*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 497NHP 3SB,9*cf*,GS173,HS7180 FD G.Clark,Ld.Sunderland	28 " 6 s 5 " 2 23 " 9	BT till ~~4,35~~ 4,36
35605 118342 GCRT	**Umvoti** Ⓟ (*ex*Comrie TwinSc Castle) *ss*Nwc.2ndNo.3-7,29 D.F. *ss*Mdb.No.1-33 *Ref.Mchy.* 2*Dks*(1*Stl*-*ws*&*UStl*-teaks) & *deep framing*	5183 4690 3217	✠100A1 ~~7,33~~ ~~3,35~~ 3,36 BS~~6,31~~ ✠LMC7,33 8,35	Mdb	*z*	CL 6,34	1903 11mo *Lloyd*	Barclay, Curle&CoLd. Glasgow '*sA&CP*	Bullard,King&Co. Ld. *Cell DBa*	419·3 P61'B115'F52' FK&BK2" 96' *uE*27' *f*179'809*t*	50·2	28·3	London British 7*BHCem* *APT*50*t*	T.6Cy.19",31"&52"-48" (*s*) 180lb 548NHP 4SB,12*cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 " 1 s 6 " 8¾ 24 " 8¾	BT till ~~6,35~~ 7,36
35606 136725 GSDJ	**Umvuma** Ⓟ *ss*Nwc.No.3-10,27 *ss*Mdb.No.1-32 2*Dks*(*Stl*)	4419 3857 2785	✠100A1 ~~5,25~~ ~~2,35~~ 9,35 BS~~5,34~~ ✠LMC5,32 6,35	Mdb	*x*	CL 2,35	1914 12mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Bullard,King&Co. Ld. *WB=CellDB*	365·0 P37'B130'F40' FK *a*104'*uE&B*43'*f*164'	49·2	28·1	London British 6*BHCem* 687*tAPT*37*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 504NHP 3SB,9*cf*,GS180,HS7374 FD G.Clark,Ld.Sunderland	30 " 6 s 5 " 6 25 " 5¼	BT till ~~6,35~~ 6,36
35607 YTEY	**Una** (*ex*ŽigaKopajtić,*ex*MexicanLady, *ex*Luque) *ss*Liv.No.3-7,18 *ss*Rot.No.1-23 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deepframing*	1397 1299 868	✠ 11,27 ✠	Fiu	*q*		1904 8mo	SirRaylton Dixon&CoLd Middlesbro'	Jadranska PlovidbaD.D. *CellDBa*61'	238·0 P41'B66'F51' 19·8 FK *uE&B*31'*f*106'322*t*	35·7	12·2	Susak Yugoslav 4*BHCem* *APT*11*t*	T.3Cy.19",32"&53"-33" 165NHP 1SB,4*cf*,GS74,HS2479 N.E.MarineEngCoLdNwc	21 " 10	V †
35608	— (*ex*Ewell,*ex*Balham,*ex*Berne) 1*Dk&deepframing* *Well deck* *Mchy.Aft*	*1036* *763* *526*			...		1906	Dublin DockyardCo. Dublin	LloydBrasileiro	220·0 Q107'B14'F27 FK	34·2	13·4	R.Janeiro Brazilian *WB*	T.3Cy.17",27½"&44"-33" 127NHP Ross&Duncan,Glasgow	15 " 6	
35609 149825 GSYX	**Unacana** (*ex*Hopsborg) TwinSc *OilEng.* *ss*Vcr.No.2-35 *Mchy.Aft* Wireless 1*Dk*(*Stl*)	944 783 485	100A1 3,36 ~~3,35~~~~10,35~~ ✠NE3,31 ✠LMC CS3,35 3,35 *CarryingPetroleum in bulk*	Vcr 3,36 DBS~~3,35~~	*m*	OG ~~N3,34~~ PN3,34 ~~S10,35~~ SN3,36	1927 *Lloyd*	OttoAndersen&Co(London)Ld. Wivenhoe '*sA&CP*	SantaMariaS.S. Co.Ld. *CellDB*	207·5 P78'F29' *Trunk in well* FK *uE*45'*f*8'69*tFPT*5	33·6	13·9	London British 9*BHptCem* 9*tAPT*15*t*	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP DB*100lb* WesternEnterpriseEng. Co.L.An.	15 " 9 s 1 " 0¼ 14 " 9½	
35610 EAJL	**Unbe-Mendi** *ss*Bbo.No.3-12,35 ~~*ss*Bbo.No.3-8,26~~ ~~*ss*Bbo.No.1-31~~ 1*Dk*(*ptStl&ptIrn*)	4313 3979 2664	✠100A1 ~~3,34~~ 12,35 BS~~3,35~~ ✠LMC~~11,30~~ 4,36 MS12,35	Rot Bbo	*w*	CL ~~N3,34~~ N11,35	1914 10mo *Lloyd*	CiaEuskaldunadeConst Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar(SirRamon de la Sota,*Mgr.*) *WB=CellDBa*	365·0 P29'B100'F38' FK 119'*uE*26'*f*159'934*t*	50·2	25·2	Bilbao Spanish 6*BHCem* *APT*152*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 382NHP 3SB,9*cf*,GS156,HS6062 Cen.Mar.Eng.Wrks.WHpl	27 " 10 s5 " 3¼ 22 " 8	
35611 6372 SMGA	**Unden** D.F. 2*Dks*	*4252* *3946* *2558*					1920	J.Priestman&Co. Sunderland	Rederiaktieb. Transatlantic (G.Carlsson *Mgr.*)	365·9	51·6	25·2	Gothenbrg Swedish *WB*	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
35612 160348 VOLB	**Ungava** (*ex*Palatka,*ex*LakeButler) *ss*Gmh.No.3-2,28 *ss*NFL.No.1-32 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1914 1650 1115	✠100A1 11,35 ~~9,34~~ BS~~5,35~~ ✠LMC5,32 3,36	NFL	*r*	CL 9,34	1918 2mo	Detroit S.B.Co. Wyandotte A&CP	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*) *CellDB*208'532*t*	261·3 P25'B46'F34' len28 FK *FPT*57*tAPT*69*t*	43·6	18·3	SJhns NFL British 6*BHCem*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 " 1 ~~s 2 " 6~~ ~~17 " 10¼~~ s2 " 4¼ 17 " 10¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
35613 219940 KUQP	**Unicoi** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	5873 ~~5959~~ — ~~3703~~ 3667					1920	OscarDanielsCo. Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States WB	Oil Engines 2S.C.DA 4Cy.28″-40″ NE27 1096NHP WorthingtonPump&Mchy Corp.Buffalo,N.Y.		R
35614 1618 ICLP	**Unio** (exTwingone) 3Mst Fitted for oil fuel Mchy.Aft 1Dk&Spar dk&Web frames CarryingPetroleum in bulk	1797 1649 986			...		1902	Armstrong Whitworth &Co.Ld. Newcastle	"Nafta" Soc. Italiana pel Petrolio ed Affini	250·0 P22'B23'F25' 23·8 FK	36·5	16·8	Genoa Italian WB	T.3Cy.20″,33″&54″-36″ 198NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	24 ″ 10	I †
35615 OHFN	Broken up **Union** (exRowanburn-32, exFernhill) ssShl.2ndNo.3-1,32 1Dk(pt Irn&pt Stl)&deep framing Cargo battens not fitted	2398 2157 1436	✠~~100A1~~ ~~2,35~~ ~~BS3,54~~ ~~✠LMC1,72~~ ~~10,35~~	Sid	s	CL 5,34	1908 2mo	Richardsn, Duck&Co. Stockton Lloyd'sA&CP	~~A/BUnionS.S.Co.~~ ~~(A/BNielsen& ThordenO/Y)~~ Cell DBa106'uE22'	303·3 P22'B54'F23' FK f114'661tFPT116t	42·5	19·9	Helsingfrs Finnish 5BHCem APT112t	T.3Cy.22½″,37″&61″-42″ 180lb 279NHP 2SB,6rf,GS118,HS4530 Blair&Co.Ld.Stockton	22 ″ 4 s 3 ″ 6¼ 19 ″ 0	
35616 EGRL	— Iron (exTriton, exFanny) ssCpl.2ndNo.3-5,02 1Dk Well deck	305 — 141	✠ 4,04 ✠NB5,93	Cpl			1878 3mo	A&JInglis Glasgow	J.Ripoll	151·0 Q48'B35'F32' BK6″ WB=FPT	21·6	11·8	Palma Spanish 4BHCem 20tAPT10t	C.2Cy.18¼″&34″-24″ NDB98 51NHP 1SB,2pf,GS38,HS900 A.&J.Inglis,Glasgow		V †
35617 LDDF	**Unita** 1Dk	3586 3383 2344					1906	W.Dobson &Co. Newcastle	SkibsA/SCorona (H.M.Wrangell& Co.A/S, Mgrs.)	338·1 H80tF48t	48·0	25·5	Haugesnd Norwegian WB	T.3Cy.25″,41″&68″-45″ 139NHP N.E.MarineEng.CoLdNwc	28 ″ 0	N
35618 OZDB	**United States** Ⓟ TwinSc Broken up 2Dks&Awngdk Ref.Mchy. Sub.Sig. D.F. GyC	9993 6527 5962					1903	A.Stephen &Sons,Ld. Glasgow	DetForenede DampskibsSelsk.	500·8 P44'B176'F59' 37·6	58·3	29·4	Copnhagn Danish WB	T.6Cy.30″,50″&80″-54″ 941NHP A.Stephen&Sons,Ld.Gls.		V
35619 202087 KFBX	**United States Gypsum** (exStephenM.Clement) Mchy.Aft D.F. GyC. 1Dk	5821 — 4487					1905	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, Mgrs.)	480·0	52·0	30·0	BuffaloNY Utd.States WB	T.3Cy.22½″,36″&60″-42″ 233NHP AmericanS.B.CoCleveland		R
35620	**Unja** (exReinbek-35) Wireless Sub.Sig. 1Dk	1426 1153 806					1922	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B109'F32'	37·5	15·8	Leningrad Russian WB	T3Cy16$\frac{3}{16}$″,27$\frac{5}{8}$″&42$\frac{9}{16}$″-27$\frac{5}{8}$″ 96NHP F.Schichau,Elbing		G
35621 37019 JKKC	**Unkai Maru No. 1** Mchy.Aft 1Dk	2225 — 1223					1932	Mitsui Bussan Kaisha,Ld. Tama	NakamuraGumi K.K.	275·0 P80'B35'F28'	40·7	23·0	Kinoye Japanese WB	T.3Cy.19″,32″&53″-36″ 168NHP MitsuiBussanKaisha,Ld. Tama		
35622 24230 JDNB	**Unkai Maru No. 2** 1Dk	1710 1410 986					1920	Hakodate Dkyd.Co. Hakodate	NakamuraGumi K.K.	242·0 P12'B64'F30'	36·0	21·5	Kinoye Japanese WB	T.3Cy.18″,29″&49″-33″ 138NHP HakodateDkyd.Co.Hak.		
35623 24648 JJPC	**Unkai Maru No. 3** Ⓟ (exKwazanMaru) 2Dks	3015 — 1978					1919	Yokohama DockCo.Ld. Yokohama	NakamuraGumi K.K.	310·0 P25'B98'F33'	43·0	26·0	Yokohama Japanese WB	T.3Cy.22″,37″&61″-42″ 241NHP KobeSteelWorks,Kobe		
35624 23404 JDGB	**Unkai Maru No. 5** (exNichiyo Maru, exMargherita) 1Dk&Spar dk&deep framing	3282 3047 2503			...		1900	Russell &Co. Pt.Glasgow	SatoKuniShoten	330·5 P20'B74'F33' 23·5 FK	48·1	15·9	Kinoye Japanese WB	T.3Cy.24″,40¼″&65″-42″ 290NHP J.G.Kincaid&Co.Greenock	26 ″ 1	
35625 28407 JGPB	**Unkai Maru No. 6** (exVenus) 1Dk&deep framing	3220 2902 1949			...		1905	W.Gray& Co.Ld. WHartlepool	NakamuraGumi K.K.	331·0 P27'B100'F36' FK	49·2	21·8	Kinoye Japanese WB	T.3Cy.24″,39″&64″-42″ 288NHP Blair&Co.Ld.Stockton	24 ″ 3	C †
35626 25443 JGYD	**Unkai Maru No. 7** (exYasokawa Maru-34, exDaishinMaruNo.3-32) 1Dk	2180 1854 1266					1919	Osaka YogyoK.K. Shekizu	NakamuraGumi K.K.	268·7 P16'B64'F34'	40·0	23·2	Kobe Japanese WB	T.3Cy.20″,33½″&57$\frac{1}{16}$″-39″ 205NHP HatsudokiSeizoK.K.Osaka		
35627 29728 JOCH	**Unkai Maru No. 8** (exKiku Maru-33) 1Dk	1293 1053 924					1924	Aizawa ZosenTekko K.K. Osaka	NakamuriGumi K.K.	218·0	32·0	19·0	Kobe Japanese	T.3Cy.		
35628 29465	**Unkai Maru No. 13** 1Dk	745 625 391					1924	Ujina Zosensho Hiroshima	NakamuraGumi K.K.	180·0	32·0	14·5	Kinoye Japanese	T.3Cy.		
35629 23589 JEAB	**Unkai Maru No. 15** (exTaisho Maru) Wireless 2Dks	1205 — 664					1918	MatsuoIrn Wks.&Dckyd Nagasaki	NakamuraGumi K.K.	200·0 P20'B53'F25'	33·0	20·0	Kinoye Japanese WB	T.3Cy.14½″,24½″&40″-30″ 88NHP MatsuoIrn Wrks.&Dckyd.		
35630 21149 JKXB	**Unnan Maru** 1Dk	2201 1885 1340					1917	Ishikawajima S.B.Co. Tokio	OsakaShosenK.K.	268·0 P13'B58'F27'	40·7	23·5	Osaka Japanese WB	T.3Cy.19″,31½″&52″-39″ 169NHP IshikawajimaSBCo.Tokio		
35631 24468 JACB	**Unten Maru** Wireless 1Dk	1025 866 578					1918	Ohara Oisuke Osaka	SettsuShosen K.K.	200·0	31·0	18·5	Fuchu Japanese	T.3Cy.13″,22″&36″-26″ 66NHP OharaZosensho,Osaka		
35632 29460 JTQA	**Unyo Maru** (exAustralford, exStrathavon) 1Dk&Spardk&deepframing	4643 4133 3518			...		1907	Grngem'th &Greenock DockyardCo. Greenock	InuiKisenK.K.	376·1 P29'B92'F41' 25·5 FK	52·2	17·4	Kobe Japanese WB	T.3Cy.25″,41″&68″-48″ 353NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 0	C †
35633 29462 JHWB	**Unyo Maru No. 2** (exCarisbrook) Sub.Sig. 1Dkdeepframing &Webframes	2794 2623 2057			...		1902	J.Blumer& Co. Sunderland	SankyuUnyuK.K.	319·5 P28'B90'F32' FK	46·0	21·2	Kinoye Japanese WB	T.3Cy.23″,38″&62″-42″ 263NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	C †
35634 25009 JIKB	**Unyo Maru No. 3** Ⓟ (exKibiMaruNo.15, exTokoMaru) 2Dks	2843 — 1769					1919	Yokohama DockCo. Yokohama	SankyuUnyuK.K.	310·0 P25'B98'F33'	43·0	26·0	Kinoye Japanese WB	T.3Cy.22″,37″&61″-42″ 241NHP YokohamaDockCo.Yka.		C
35635 35023 JIEC	**Unyo Maru No. 5** Mchy.Aft 1Dk	2053 1671 1133					1929	MitsuiBussanKaishaLd TamaDkyd. Tama	SankyuUnyuK.K.	276·0 P73'B30'F24'	40·7	21·2	Kinoye Japanese WB	T.3Cy.18″,30″&50″-36″ 150NHP MitsuiBussanKaisha,Ld. TamaDkyd.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Davis Cert. B. of Trade
35636 35186 JBKC	**Unyo Maru No. 6** (*ex*Tsukumo Maru-32, *ex*Joh.Ludw.Mowinckel, *ex*Spennymoor) 1 *Dk* & *deep framing*	2747 2559 1974			...		1905	J.Blumer& Co. Sunderland	SankyuUnyuK.K.	314·0 P28'B90'F32'	46·2	23·0 FK	Takasago Japanese *WB*	T.3Cy.23",38"&62"-42" 257NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
35637 163538 MBYV	**Upminster** *Mchy.Aft* 1 *Dk* *Cargo battens not fitted*	1013 715 576	✠100A1 *with freeboard* 5,36 ~~5,35~~ ✠LMC11,34	Shl	*m*	CL	1934 11mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	HudsonSteamship Co.Ld. *CellDB147' 347t FPT 89t APT26t*	217·0 Q154'F23'	34·0	11·8 FK	London British 3*BHCem*	T.3Cy.13½",23"&38"-27"(*s*) 220lb 112NHP 1SB,3*cf*,GS60,HS1980 N.E.MarineEngCoLdNwc	14 ″ 3 s 4 ″ 4¼ 13 ″ 6	
35638 EAJM	**Upo-Mendi** *Turret deck* 1 *Dk*	4193 — 2563					1911	Cia.Euscal-duna Bilbao	Cia.Nav.Sota y Aznar(SirRamon de laSota, *Mgr.*)	350·2 P31'B117'F32'	50·2	28·4	Bilbao Spanish *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		
35639 219204 KOLZ	**Upshur** (*ex*LakeGetaway) *Fitted for oil fuel* D.F. Sub.Sig. 3 *Dks*	2637 2257 1619			...		1920	Chicago S.B.Co. Chicago,Ill.	Merchnts&Miners Transptn.Co.	251·0 P25'B64'F26'	43·6	26·1 FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.CoCleveland	28 ″ 4	R †
35640 148703 GLSF	**Upwey Grange** TwinSc *ss*Lon.No.2-31 *OilEng.* *Ref.Mchy.* 2 *Dks*(*Stl*) *Shelter dk*(*Stl-ws*) D.F. 3rd *dk*(*Stl*) *in holds* *CruiserStern*	9130 7375 5812	✠100A1 *Shelter dk* *with freeboard* 12,35 ~~2,35~~ DBS5,35 ✠LMC CS5,35 5,36 ✠Lloyd'sRMC ~~[illegible]~~ 4,36	Lon	*c*†	CL ~~6,32~~ 12,35	1925 11mo *Lloyd'sA&CP*	Fairfield Co.Ld. Glasgow	HoulderLine,Ld. (HoulderBrothers &Co.Ld. *Mgrs.*) *Duct keel frwd. of mchy.space179'* *Cell DB 366' 1617t DT f19' 325t Tanks at sides of tunnels 326t FPT89t APT113t*	431·0 B250'F82'	62·5	35·3 FK	London British 8*BHptCem*	Oil Engines 2S.C.SA 12Cy.28"-39" 1648NHP 2DB180*lb* FairfieldCo.Ld.Glasgow	38 ″ 3 s 9 ″ 1¼ 29 ″ 9	
35641 28084 JJVH	**Urado Maru** Ⓟ TwinSc *CruiserStern* 2 *Dks*	1336 975 646					1921	OsakaIron Works,Ld. Innoshima	TosaShosenK.K.	215·0 P&B150'F41'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.14¼",23⅝"&39"-30" 167NHP OsakaIronWorks,Ld.		
35642 31731 JHHB	**Urajio Maru** Ⓟ (*ex*Serbistan) 1 *Dk*	3110 2835 1880					1919	SirRaylton Dixon&CoLd Middlesbro'	KawasakiKisen Kaisha	331·0 P33'B98'F29'	46·5	25·5	Kobe Japanese *WB*	T.3Cy.23",41"&68"-45" 310NHP Richardsons,Westgarth& Co.Ld.Mdb.		
35643 9424 JNXA	**Urajiwo Maru** Ⓟ (*ex*Progress) Wireless 1 *Dk*	906 685 540					1890	Schlesingr Davis&Co. Newcastle	TaishinShoten GomeiKaisha	196·0 Q64'B47'F25'	30·5	15·6	Hakodate Japanese *WB*	T.3Cy.16¼",26⅛"&43 3/16"-30" 103NHP N.E.MarineEng.CoLdNwc		
35644 18708	**Urakawa Maru** 2 *Dks*	347 309 205					1915	Namuro Gennosuke Osaka	ChishimaKisen K.K.	130·0	22·5	15·0	Hakodate Japanese	T.3Cy.10⅜",15⅛"&25"-19" 28NHP		
35645 UOWH	**Ural** TwinSc *OilEng.* 1 *Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6100					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1 P106'B29'F30'	54·6	32·2	Russian	Oil Engines 2S.C.SA 8Cy 23⅝"-41 11/16" 776NHP		
35646 34188 JDBC	**Ural Maru** Ⓟ TwinSc *ss*Kob.No.1-33 2 *Dks*(*Stl-weather dk ws*) *Ref.Mchy.* 3rd *dk*(*Stl*) *except in after hold-pt No.3 hold*	6374 5112 3766	✠100A1 *with freeboard* 10,35 ~~11,34~~ ✠LMC ~~11,34~~ 10,35	Kob		CL N11,34	1929 3mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaShosenK.K. *Coll to Wthr dk* *CellDB346'918t Wing tanks in ER8'62t FPT 49t APT117t*	405·2 F43'	55·0	33·0 FK	Osaka Japanese 6*BHCem*	4 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 225lb FD 1158NHP 5SB,15*cf*,GS320,HS12565 MitsubishiZosenKaisha,Ld	33 ″ 0 s10 ″ 4 23 ″ 0¾	
35647 UNMQ	**Uralles** (*ex*Dore) *Well deck* 1 *Dk*(*Stl*)	*1975* *1627* *1141*	✠ —— 3,32 ✠	Sld	*r*		1927 1mo	Sir J.Laing &Sons,Ld. Sunderland	U.S.S.R. *CellDB182'390t Tank at sides of tunnel 39' 212t FPT 90t APT66t*	273·3 P21'Q128'B12'F21'	38·7	18·3 FK	Odessa Russian 4*BHCem*	T.3Cy.20",33"&54"-39" 199NHP 2SB,6*cf*,GS94,HS3096 G.Clark,Ld.Sunderland	20 ″ 4	
35648 151995 VLCT	**Urana** TwinSc *Ref.Mchy.* *Mchy.Aft* 1 *Dk*	519 363 187					1924	Lithgows, Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.	153·0 F30'	34·6	8·5	SydnyNSW British *WB*	T.6Cy.10½",16"&26"-16" 70RHP D.Rowan&Co.Ld.Glasgow		C
35649 336 IBTN	**Urania** Ⓟ (*ex*Genova-33, *ex*Hungaria) TwinSc *ss*Gen.No.3-7,29 *ss*Tri.No.1-33 D.F. 2 *Dks*(*Stl-Uws*) & *Shelter dk*(*Stl-ws*)	7039 5441 4085	✠100A1 *Shelter dk* *with freeboard* 10,35 ~~4,35~~ ✠LMC MS9,33 BS4,35 *Fitted for oil fuel* 9,24 *F.P.above* 150° F.	Tri Nap	*a*†	CL 9,33	1916 9mo *Lloyd'sA&CP*	Cantiere SanRoccoSA Trieste	LloydTriestino *Collision BH to Shelter dk 6BH to Udk* *CellDB345' 1013t DT f19' 494t APT46t*	411·1 400·0|B190'F83' *on Shelter dk*	53·1	24·8 FK	Trieste Italian *Cem*	T.6Cy.25½",40½"&66"-48" 180lb (*r*) 853NHP 5SB,15*cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	28 ″ 6 s2 ″ 11½ 26 ″ 0	
35650 DMAP	— (*ex*GeorgZelck, *ex*Parklands, *ex*MarieGlaeser) 1 *Dk* *Well deck*	1327 1097 798			...		1905	Akt.Ges. "Neptun" Rostock	"Orion"Schiffahrts Ges.m.b.H.	244·0 P15'Q64'B110'F31'	36·1	14·9 FK	Rostock German *WB*	T.3Cy.16⅛",25⅝"&41¾"-31½" 98NHP A.G."Neptun,"Rostock	17 ″ 8	G †
35651 3529 SHBG	— (*ex*Erik) *ss*Lbc.2ndNo.3-6,25 *ss*Skm.No.2-34 *Well deck* 1 *Dk*(*Stl*)	628 *421* *334*	✠100A1 6,35 ~~4,34~~ ✠LMC4 34 BS6,35	Skm Got	*i*	OG ~~6,32~~ 6,35	1899 7mo	Lindholmens V.A. Gothenburg A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB = CellDBa37' uE & B33' f73' 173t APT9t*	165·7 Q85'B10'F21'	29·1	11·0 FK	Stockholm Swedish 4*BHCem*	T.3Cy.13½",22½"&36"-27"(*s*) 170lb *90lb* 81NHP 1SB,3*rf*,GS45,HS1408 N.E.MarineEng.CoLdNwc	13 ″ 4 s ″ 5¼ 12 ″ 11½	
35652 OXGD	**Uranienborg** *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *CruiserStern*	3300 2952 1998					1922	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*)	346·8	50·2	22·0	Copnhagn Danish *WB*	DR Geared Steam Turbine SvenskaTrbfrk.Akt. Ljungström,Finspong		V
35653 593 ESDH	**Uranus** (*ex*Croxdale-34) *ss*Gms.No.3-8,28 *Well deck* 1 *Dk*(*pt Irn & pt Stl*) & *deep framing*	1327 1104 805	✠ —— 5,34 ✠	Tln	*o*		1906 10mo	J.Crown& Sons,Ld. Sunderland	J.Rang *Cell DBa61' uE19' f96' 321t APT34t*	230·0 P17'Q65'B48'F26'	36·0	14·7 FK	Tallinn Estonian 4*BHCem*	T.3Cy.17½",29"&47"-33" 147NHP 1SB,3*rf*,GS61,HS2405 N.E.MarineEng.Co.LdSld	16 ″ 10	V †
35654 LHRO	— *OilEng.* 2 *Dks*	935 907 527					1925	Trosvik Mek.Verks. Brevik	DetBergenske Dampskibsselskap	192·5 B48'H20t	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Stockhlm		N
35655 DOGY	— *Ref.Mchy.* Wireless 1 *Dk*	726 549 402					1913	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	185·8 Q64'B46'F23'	28·3	12·8	Bremen German *WB*	T.3Cy.13",21"&34⅝"-23⅝" 57NHP A.G."Weser,"Bremen		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35656	**Urara Maru** Ⓟ OilEng. 2Dks	400					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	AwanokuniKyodo KisenK.K.	150·9 | 25·6 | 11·5 F31′	Tokushima Japanese WB	Oil Engines 4S.C.SA 6Cy.$15\frac{3}{4}$″–$24\frac{7}{16}$″ 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
35657 139343 GBWP	**Urbino** 2Dks	5198 4817 3212					1918	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	400·4 | 52·2 | 28·5 P49′B113′F39′	Hull British WB	T.3Cy.27″,44″&73″–48″ 369NHP Earle'sCo.Ld.Hull		C
35658 7485 SHBK	**Urd** (exMars) Sub.Sig. 1Dk	1008 781 541					1922	Stettiner OderwrkeAG Stettin	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	208·8 | 33·9 | 13·1 P19′Q53′B55′F18′ H82t	Stockholm Swedish WB	T.3Cy.$15\frac{1}{4}$″,$25\frac{1}{4}$″&$41\frac{3}{8}$″–$29\frac{1}{2}$″ 93NHP StettinerOderwerkeA.G.		V
35659 4672 SHBM	— 1Dk	727 477 385					1907	Göteborgs M.V.Aktieb. Gothenburg	RederiA/B Verdandi(O. Ahrenberg,Mgr.)	183·1 | 28·4 | 11·0 Q135tB38′H40t F22′	Gothenbrg Swedish WB	T.3Cy$14\frac{3}{16}$″$22\frac{1}{4}$″&$37\frac{7}{16}$″–$23\frac{5}{8}$″ 68NHP GöteborgsMV.Aktieb.Got		V
35660	**Urdaneta** TwinSc ssN.Yk.No.1–31 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2647 1890 1513	✠100A1 11,34 BS11,34 ✠LMC6,31 Carrying Petroleum in bulk Fitted for oil fuel 8,27 F.P. above 150° F.	Cco	t	CL 11,34	1927 8mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	VenezuelanGulf OilCo.	305·4 | 50·2 | 16·3 P69′B22′F33′ Trunk181′ FK CellDBuE&B42′107t FPT194t	Maracaibo Venezuelan 11BHptCem APT85t	T.6Cy.$13\frac{3}{4}$″,23″&37″–27″ (s) 180lb 210NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ $0\frac{1}{4}$ 14 ″ 8	
35661 EAJN	**Uribitarte** ssBbo.No.3–6,34 1Dk(Stl) Cargo battens not fitted	3456 3212 2130	✠100A1 8,35 ~~10,34~~ ✠LMC6,34 BS8,35	Hpl Mdb	v	CL 10,34	1922 3mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	A.Menchaca	331·6 | 48·7 | 25·1 P32′B98′F30′ FK CellDBa96′uE19′f145′872t	Bilbao Spanish 5BHCem APT143t	T.3Cy.24″,40″&65″–42″ (s) 180lb 311NHP 3SB,9cf,GS135,HS4983 Cooper&Greig,Ld.Dundee	27 ″ 3 s 5 ″ $2\frac{3}{4}$ 22 ″ $2\frac{1}{2}$	
35662 UOAX	**Uritzki** Sub.Sig. 1Dk	2336 2336 1282			...		1929	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8 | 43·1 | 20·5 P21′Q128′F21′ FK	Vladvostk Russian WB	T.3Cy.$17\frac{11}{16}$″,$29\frac{1}{8}$″&$48\frac{7}{16}$″–$35\frac{7}{16}$″ 193NHP Baltic S.B.&E.Works,Len.	22 ″ 7	
35663 EAJO	**Urkiola-Mendi** (exAzalea) ssBbo.2ndNo.3–8,26 ssBbo.No.1–32 Spar dk(ptStl&ptIrn) 2trB&deep framing	3552 3333 2289	✠100A1 Spar dk withfreeboard 7,34 BS8,35 ~~BS7,34~~ ✠LMC6,32	Mdb	w	CL 6,32	1902 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool A&CP	Cia.Nav.Sotay Aznar(SirRamon de laSota,Mgr.) WB	340·0 | 47·3 | 16·0 P27′B202′F31′ 24·3 FK =CellDBa112′uE24′f144′785t	Bilbao Spanish 6BHCem APT91t	T.3Cy.25″,39″&65″–42″ (s) 160lb ~~75lb~~ 286NHP 2SB,6cf,GS100,HS4477 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 3 s 3 ″ 7 23 ″ $10\frac{3}{4}$	
35664 148525 GKXS	**Urla** ssShl.No.3–3,35 D.F. 1Dk(Stl) E.S.D.	5198 4771 3169	✠100A1 ~~1,26~~ ~~3,35~~ 5,36 ✠LMC4,35 BS1,36	Shl	y	CL 3,35	1924 12mo	Ardrossan DD&SBCoLd Ardrossan Lloyd's A&CP	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld.Mgrs.) CellDB	391·1 | 53·3 | 28·1 P37′B120′F42′ FK 337′1147t FPT106t	London British 6BHCem APT98t	T.3Cy.26″,42″&70″–48″ (s) 180lb 421NHP 3SB,9cf,GS189,HS7254 J.G.Kincaid&Co.Ld.Grk.	30 ″ 9 s 5 ″ $8\frac{3}{4}$ 25 ″ $3\frac{1}{2}$	
35665 EAJQ	**Urola** (exMercedes,exStorfond) ssBcl.2ndNo.3–11,23 1Dk(Stl)&Spar dk(Stl)&deep framing	3675 3291 2878	✠ 4,29 ✠	Gen	w		1898 10mo	Russell& Co. Pt.Glasgow	Cia.Naviera BidasoaS.A. CellDBa110′	316·4 | 45·6 | 24·9 P30′B72′F36′ FK uE&B36′f142′792t	Bilbao Spanish 6BHCem APT56t	T.3Cy.$24\frac{1}{2}$″,39″&65″–45″ NDB12 301NHP 2SB,6rf,GS118,HS4520 Rankin&Blackmore,Grk.	28 ″ 5	G †
35666 127978 MNLC	**Uromi** (exKinshasa, exUromi) TwinSc 1Dk	969 801 556			...		1909	W.Harkess &Son,Ld. Middlesbro'	ElderDempster Lines,Ld.	225·0 | 36·2 | 13·1 P32′B58′F35′ FK	Liverpool British WB	T.6Cy.13″,21″&34″–24″ 133NHP MacColl&Pollock,Ld.Sld.	14 ″ 0	
35667 6983 SHBO	**Ursa** 1Dk	1497 1282 850					1923	Jarlsö Værft. Tönsberg	A/B Transmarin (Bernhard Ingelsson,Mgr.)	243·0 | 39·3 | 17·3 P30′B66′F29′	Hlsngborg Swedish WB	T.3Cy.18″,$29\frac{1}{2}$″&49″–33″ 138NHP FredrikstadM.V.Frdstad		N
35668 LFET	— 1Dk2trB	958 737 552					1911	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	214·3 | 32·2 | 12·8 Q110tB50tH12t F28t	Bergen Norwegian WB	T.3Cy.$16\frac{1}{2}$″,26″&44″–30″ 106NHP BergensMekVærksBergen		N
35669 DHYI	**Ursula Rickmers** (exWheatmore, exThistlemore) ssHam.No.3–11,29 ssHam.No.1–34 2Dks(Stl)&Shelter dk(Stl) 3rd dk beams inNo.1hold Sub.Sig. Cargo battens not fitted in Shelter 'tween dks	5050 4711 3106	✠100A1 Shelter dk withfreeboard 6,35 ~~1,36~~ ✠LMC MS8,35 BS~~7,34~~7,35 Fitted for oil fuel 6,21 F.P. above 150° F.	Ham	a†	CL 12,34	1917 10mo	Irvine'sSB &DDCo.Ld. WHartlepool Lloyd's A&CP	RickmersRhederei A.G. CellDB351′	418·7 | 53·4 | 27·7 FonShelter dk34′ FK 1156tDTa35′954tFPT102tAPT108t	Hamburg German 7BHCem	T.3Cy.29″,49″&80″–54″ (s) 180lb 686NHP 3SB,12cf,GS246HS10410 FD Blair&Co.Ld.Stockton	30 ″ 6 s 3 ″ $8\frac{1}{4}$ 27 ″ 1	
35670 DHYJ	**Ursula Siemers** Sub.Sig. 1Dk	3347 2534 1930					1923	Nordseewerke Emden	G.J.H.Siemers& Co.	332·7 | 46·5 | 20·6 P29′B87′F33′	Hamburg German WB	T.3Cy.$24\frac{3}{8}$″,$38\frac{1}{16}$″&62″–$41\frac{3}{8}$″ Ottensener 248NHP Mch.G.m.b.H.Altona		G
35671 7689 SHBR	**Ursus** (exKätheChristophersen, exIrmgardHorn) 1Dk	1499 1360 855					1902	Akt.Ges. "Neptun" Rostock	RederiA/B Ursus (KurtW.Bensow)	260·6 | 37·2 | 17·1 P25′B165′F30′	Gothenbrg Swedish WB	T3Cy.$17\frac{14}{16}$″,$30\frac{1}{2}$″&48″–$33\frac{1}{16}$″ 136NHP A.G."Neptun,"Rostock		G
35672 PUCN	**Uru** (exAnneliese,exPearlmead, exPearlmoor) Turret deck 1Dk2trB	4097 3449 2594					1905	W.Doxford &Sons,Ld. Sunderland	LloydBrasileiro	348·6 | 50·7 | 24·1 P28′F41′	R.Janeiro Brazilian WB	T.3Cy.26,″42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		
35673 87 OAPB	**Urubamba** TwinSc Fitted for oil fuel 2Dks&Awng dk	4744 3769 2673					1910	Ch.&Atel. deProvence Port deBouc	Cia.Peruana de Vapores y Dique delCallao	381·2 | 45·9 | 21·2	Callao Peruvian	T.6Cy.20″,33″&55″–40″ 383NHP Ch.&Atel.deProvence,Msl.		V
35674 EAFG	**Uruguay** Ⓟ TrpSc (exInfantaIsabel DeBorbon) ssCdz.No.3–9,25 ssCdz.No.1–29 Sub.Sig. 3Dks(Stl–Uteaks)& D.F. Shadedk(Stl–teaks)	10348 7225 5740	✠100A1 Shadedk 2,32 BS4,32 ✠LMC1,29	Msl	e†	CL P1,31 C2,32 S2,32	1913 3mo	W.Denny &Bros. Dumbarton Lloyd's A&CP	Cia.Trasatlántica CellDBa122′u 123′	481·9 | 61·3 | 32·7 E&B FK&BK1″ f188′1087t FPT90t	Barcelona Spanish 8BHCem APT65t	T.6Cy.28″,43″&66″–45″& 1L.P.Turbine 200lb (r) 3DB&2SB,24cf, 1570NHP GS540,HS22816 FD Denny&Co.Dumbarton	35 ″ 9 s 11 ″ 4 25 ″ 0	
35675 DHYK	— (exOptima,exEinfeld) Sub.Sig. D.F. 1Dk&Shelter dk	5846 5391 3525					1921	Frd.Krupp Akt Ges. Kiel	Aktiengesellschaft fürSeeschiffahrt (Hamburg-Südamerik Dampfschifff Ges,Mgrs.)	393·2 | 54·3 | 31·3 P38′B14′F42′	Hamburg German WB	T.3Cy.$28\frac{1}{3}$″,$46\frac{4}{5}$″&$75\frac{3}{5}$″–$47\frac{1}{5}$″ 394NHP Frd.KruppA.G.Kiel		G
35676 PUCO	— Ⓟ TwinSc OilEng. 1Dk Wireless CruiserStern	929 718 513					1926	Deutsche Werft Hamburg	LloydBrasileiro	236·5 | 37·8 | 10·0 B65′F24′	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.$11\frac{7}{16}$″–$16\frac{15}{16}$″ 204NHP Maschfbk.Augsburg-Nürnberg,Augsburg		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où il est dans le L.R. Durée Cert.
35677 LCAB	**Uruguayo** TwinSc4Mst (exSudPacifico) ssCpn.No.1–33 OilEng. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1 hold	4639 4119 2771	✠100A1 withfreeboard 4,36 ✠LMC CS4,36 DBS8,35 12,35	NYk Bal	z	CL ~~P5,34~~ S2,35 P4,36	1928 6mo Lloyd	Akt.Burmeistr&Wain Copenhagen sA&CP	IvaransRederiA/S (S.Holter-Sörensen, Mgr.) CellDB334'1062t	381·8 FPT112t APT156t	53·8	25·1 FK	Oslo Norwegian 5BHCem (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.21½″–59 1/16″ 534NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2 ″ 11½ 25 ″ 11	
35678 EAIQ	**Urumea** (exSanSalvador, exFairhaven) ssBbo.No.3–4,32 1Dk(ptIrnptStl)	3250 2947 1976	✠100A1 3,35 BS10,34 ✠LMC4,32	Bbo	u	CL 3,35	1913 6mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	Cia.Naviera Guipuzcoana CellDBa108'u	331·3 P27'B94'F30' E & B43'f137' 856t	47·7	22·5 FK	Bilbao Spanish 5BHCem APT184t	T.3Cy.24″,40″&65″–42″ (r) 180lb 70lb 299NHP 2SB,6cf,GS118,HS4640 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s3 ″ 8 21 ″ 1	
35679 DHYL	**Urundi** Sub.Sig. 2Dks	5791 5199 3569					1920	Blohm&Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 P&B332'F57'	56·2	28·2	Hamburg German WB	SR Geared SteamTurbines Blohm&Voss,Hamburg		G
35680 19008 JFBA	**Usa Maru** Ⓟ Wireless 2Dks	820 688 460					1915	S.Nagata Osaka	OsakaShosenK.K.	179·5 B36'F29'	30·5	18·5	Osaka Japanese WB	T.3Cy.14¾″,25″&42″–30″ 97NHP S.Nagata,Osaka		
35681 DHYM	**Usambara** Ⓟ Sub.Sig. Fitted for oil fuel D.F. Ref.Mchy. 2Dks&Shelter dk3trB	8690 5867 5104					1922	Blohm&Voss Hamburg	DeutscheOst-AfrikaLinie	433·5	58·2	37·4	Hamburg German WB	4SteamTurbinesSR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
35682 DHYN	**Usaramo** Ⓟ Sub.Sig. D.F. 2Dks&Shelter dk	7775 6772 4490					1920	Blohm&Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 H—	56·2	36·0	Hamburg German WB	SRGearedSteamTurbines Blohm&Voss,Hamburg		G
35683 DOPE	**Usedom** TwinSc Fitted for oil fuel Mchy.Aft 1Dk Carrying Petroleum in bulk	1783 1450 941					1916	Howaldtswerke Kiel	Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H.Mgrs)	255·3 Q99'F46'	38·5	18·4	Hamburg German WB	T.6Cy.14¾″,23¼″&38½″–19 7/16″ 128NHP Howaldtswerke,Kiel		G
35684 145646 GKPF	**Uskbridge** ssShl.No.2–33 1Dk(Stl) Cargo battens not fitted	2466 2223 1475	✠100A1 6,35 ~~7,34~~ ✠LMC MS2,35 BS~~2,33~~ 2,36	Cff Lth	t	CL 4,33	1924 6mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.) CellDB251'831t	297·7 P25'B71'F27' FPT122t APT94t	43·9	20·8 FK	Newport, Mon. British 5BHptCem	T.3Cy.22″,36″&60″–39″ (s) 180lb 120lb 278NHP 2SB,6cf,GS122,HS4762 N.E.MarineEng.Co.Ld.Sld	23 ″ 6 s 3 ″ 6½ 20 ″ 2	
35685 ~~[illegible]~~ ~~GJKB~~	**Uskmoor** ssBly No.2–34 Arch dk 1Dk(Stl) CruiserStern Now "Marianne," see No. 39139 in	2730 2433 1686	✠100A1 withfreeboard 4,36 ~~5,34~~ ✠LMC5,34 BS6,35	Bly Shl	t	CL 5,34	1924 11mo Lloyd	BlythS.B.&D.D.Co.Ld. Blyth 'sA&CP	F.L.Nimtz CellDB277'743t	320·2 P21'F26' FPT48tAPT99t	42·9	24·3 FK	German 5BHptCem	T.3Cy.23½″,38″&64″–42″ (s) 180lb 323NHP 2SB,8cf,GS126,HS5464 NEMarineEng.CoLd Nwc.	26 ″ 9 s 7 ″ 7½ 19 ″ 3½	
35686 145651 GMWQ	**Uskmouth** ssShl.No.1–33 1Dk(Stl) Cargo battens not fitted	2478 2281 1489	✠100A1 5,35 ✠LMC MS2,35 BS1,35	Cff	t	CL ~~6,32~~ 3,36	1928 9mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.) CellDBa&uE110'	300·0 P23'B79'F26' f130'676t FPT82t	43·9	21·3 FK	Newport British 5BHCem APT118t	T.3Cy.22″,36″&60″–39″ (s) 180lb 120lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
35687 503	**Usko** (exNivaa-33,exFloreal, exLakeOtisco) ssHfs.No.3–6,33 1Dk(Stl)	1841 1566 1020	✠100A1 9,35 ~~2,34~~ BS~~9,34~~ 8,35 ✠LMC6,33	Cff Ant	r	CL ~~2,33~~ 9,35	1918 2mo	American S.B.Co. Cleveland,O. A&CP	Hoyrylaiva O/Y "Usko"(John Nurminen) CellDB218'538t FPT	251·0 P25'B64'F23'	43·5	20·0 FK	Raumo Finnish 4BHCem 56tAPT69t	T.3Cy.20″,33″&54″–40″ (s) 180lb 272NHP 2SB,6cf,GS126,HS5246 AmericanSBCoClevelndO.	20 ″ 2 s2 ″ 7½ 17 ″ 9	
35688 145649 GBSF	**Uskport** ssShl.No.2–34 1Dk(Stl) Cargo battens not fitted	2462 2264 1490	✠100A1 10,35 ~~12,34~~ ✠LMC MS10,35 BS~~2,33~~ 2,36	Lth Cff	l	CL 3,34	1925 4mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	UskportS.S.Co.Ld. (R.W.Jones&Co.) CellD	298·5 P23'B79'F26' Ba89'uE18'f125'663t FPT122t	44·0	21·2 FK	Newport British 5BHptCem	T.3Cy.22″,36″&60″–39″ (s) 180lb 100lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow APT94t	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
35689 TCDH	**Usküdar** (exVelizade,exAikaterini M.Goulandris, ssCff.2ndNo 3–12,18 exPendarves) ssBla.No.2–27 1Dk(ptStl ptIrn)&Web frames&ptAwng dk(Irn)	2541 2068 1466	✠ — 3,31 ✠	Ist	l		1892 9mo	SirRDixon &Co. Middlesbro'	KalkavanZade Riza veMahdumu IsmailVapur Sirketi Cell	299·5 P27'Q84' DB234'513t	40·1	20·5 FK	Istanbul Turkish 6BHCem	T.3Cy23″,37½″&61½″–39″ NDB17 244NHP 2SB,6cf,GS91,HS3788 T.Richardson&Sons,Hpl.	22 ″ 10	I †
~~Wrecked 0,35~~ Stranded 10,35-Refloated 35690 [illegible] GFDQ	**Uskvalley** ssShl.No.1–34 1Dk(Stl) Cargo battens not fitted	2480 2281 1487	✠~~100A1~~ 9,35 ~~9,34~~ ✠~~[illegible]~~	Shl Cff	t	CL 9,34	1929 10mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.) CellDBa&uE1	300·0 P23'B79'F26' 10'f130'676t FPT8	43·9	21·3 FK	Newport British 5BHptCem 2t APT118t	T.3Cy.22″,36″&60″–39″ (s) 180lb 120lb 259NHP 2SB,6cf,GS116,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s3 ″ 5¾ 20 ″ 2½	
35691 127641 KLBP	**Usona** (exRoslyn,exBayusona, exPort deSt.Malo, (Self-Unloader) exBayusona,exUsona,exCharlesBeatty) Mchy.Aft 1Dk	1310 924 745					1902	CraigS.B. Co. Toledo,O.	F.D.Gleason CoalCo.	211·7 P74'F34'	40·1	13·0	Detroit Utd.States WB	T.3Cy.15¼″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo,O.		
35692 DHYO	**Ussukuma** Ⓟ Sub.Sig. D.F. 2Dks&Shelter dk	7834 — 4561					1920	Blohm&Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 H193'	56·2	36·0	Hamburg German WB	SRGearedSteam Turbines Blohm&Voss,Hamburg		G
35693	**Ussuri** (exBaronSempill-34, exWarPlum) ssGmh.No.3–4,31 1Dk(Stl) CruiserStern	*2498* *2255* *1447*	✠ … 1,35 ✠NB7,27 ✠	Gls	t		1919 1mo	C.Hill&Sons Bristol	U.S.S.R. Cell	303·0 P33'B80'F33' DB252'670tFPT70	43·0	20·5 FK	Russian 6BHptCem tAPT180t	T.3Cy.22″,36″&59″–39″ 268NHP 2SB,6cf,GS113,HS4604 W.Simons&CoLd.Renfrew	23 ″ 0	
35694 37063 JKGC	**Ussuri Maru** Ⓟ TwinSc Ref.Mchy. 2Dks(Stl-Wthr dk ws) CruiserStern 3rd dk(Stl)except in after hold&pt No.3hold	6386 5110 3789	✠100A1 withfreeboard 2,36 ~~2,35~~ ✠LMC~~2,35~~ 3,36	Osa	a†	CL 2,35	1932 3mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	OsakaShosenK.K. CellDB341'869t Wing tanks	406·6 F45' inER8'64t FPT52t	55·0	33·0 FK C	Osaka Japanese 6BHCem oll ,, to Wdk APT121t	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 225lb FD 1157NHP 5SB,15cf,GS320,HS12565 MitsubishiZosenKaishaLd.	33 ″ 0 s 2 ″ 7 23 ″ 0¾	
35695 18 IHVR	**Ustica** Ⓟ 1Dk	403 — 198					1911	Mackie&Thomson,Ld Glasgow	LaMeridionaleSoc. Anon.diNavig.	153·0	24·1	10·7	Trapani Italian WB	T.3Cy.13″,22″&36″–24″ 64NHP W.V.V.Lidgerwood,Gls.		CI
35696 219817 KUMC	**Utacarbon** Fitted for oil fuel Mchy.Aft 2Dks D.F. Longitudinal framing Carrying oil in bulk	~~7076~~ — ~~4359~~ 6378 — 4283					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P106'B50'F44'	56·0	32·0	Ls.Angeles Utd.States WB	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35697 200954	**Utica** *Mchy.Aft* 2*Dks*	3533 — 2658					1904	Detroit S.B.Co. Wyandotte.	GreatLakes TransitCorporation	325·0	44·2	20·9	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitS.B.Co.Detroit		
35698 845 IBQB	**Utilitas** (*ex*AnsaldoTerzo) *Carrying oil in bulk* D.F. *Mchy.Aft* 1*Dk*	5342 4500 3026					1918	G.Ansaldo &Co. SestriP'nente	Soc.Anon.Industria Armamento	393·2 P134'B30'F36'	51·6	28·4	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
35699 7347 SHBU	**Utklippan** (*ex*Trostan, *ex*Jersey) Iron *ss*Shl.3rdNo.3–1,24 *ss*Mmo.No.2–33 *Well deck* 1*Dk*(*Stl*)&*Webframes*2*trB*	*1599* *1298* *858*	✠100A1 4,34 ✠NB3,11 BS~~4,34~~5,35	Dnz ✠LMC6,33	*q*	4,34	1883 3mo	Palmers' Co. Newcastle *Lloyd'sA&CP*	JohnCarlbom& J.T.I.Carlbom (J.T.I.Carlbom, *Mgr.*)	260·0 Q94'B60'F31' FK *Cell DB*220'365t *APT*75t	36·2	17·0	Stockholm Swedish 4*BHCem*	C.2Cy.24½"&50"–39" (*s*) 120lb 99NHP 2SB,4*pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 " 0 s1 " 8½ 17 " 6	
35700 7266 SHBW	**Utö** (*ex*RiverTeign,*ex*Holmpark) *ss*Mmo.No.3–3,26 *ss*Lkr.No.2–34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1444* *1192* *842*	✠100A1 4,35 BS4,35	Gfl ✠LMC7,34	*p*	CL 4,35	1914 2mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *Lloyd'sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*)	250·1 P17'Q70'B65'F26' FK *CellDBa*68' *uE*15' *f*107'357t*FPT*31t*APT*50t	37·2	16·5	Stockholm Swedish 4*BHCem*	T.3Cy.18",30"&50"–36" (*r*) 180lb 172NHP 2SB,6*cf*,GS94,HS2766 Cooper&Greig,Dundee	18 " 7 s1 " 6½ 17 " 3	
35701 25281 WFFD	**Utowana** Ⓟ *Fitted for oil fuel* 1*Dk*	392 — 217					1891	Neafie& Levy Philadelphia	PhilipShore ShippingCo.	157·0	27·8	15·9	Tampa,Fla Utd.States	T.3Cy.13½",21"&34"–22" 54NHP Neafie&Levy,Philadelphia		
35702 LGLA	**Utsire** (*ex*EliasKræmmer,*ex*Capto) 2*Dks*(*Stl*) *Fitted for oil fuel*	4441 4111 2786	✠ 3,22	NNs ✠	*x*		1917 1mo	Moore& ScottIron Works Oakland,Cal.	D/S A/S Aslaug (JohnK.Haaland& Co.A/S,*Mgrs.*)	376·1 P107tH180t *CellDB*283' FK 1061t*DTf*21'347t *DTa*30'230t*FPT*96t*APT*132t	52·3	25·5	Haugesnd Norwegian 6*BHptAsp*	T.3Cy.24",41"&68"–45" NE28 310NHP 3SB,9*cf*, HS7704 N.E.MarineEng.CoLdNwc	28 " 0	N †
35703 7515 JGOF	**Uwajima Maru No. 11** Ⓟ Sp 2*Dks*	590 — 340					1907	S.Ono Osaka	UwajimaUnyu K.K.	175·2	22·8	16·5	Yawata Japanese	T.3Cy.13¼",21$\frac{15}{16}$"&34½"–24" 58NHP S.Ono,Osaka		
35704 11858 JGPF	**Uwajima Maru No. 12** Ⓟ Sp 2*Dks*	534 — 307					1908	S.Ono Osaka	UwajimaUnyu K.K.	155·1	22·8	16·0	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"–20" 52NHP S.Ono,Osaka		
35705 13140 JGQF	**Uwajima Maru No. 13** Sp 2*Dks*	472 402 278					1910	S.Ono Osaka	UwajimaUnyu K.K.	163·5	22·3	15·6	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"–24" 58NHP S.Ono,Osaka		
35706 14877 JGRF	**Uwajima Maru No. 14** Sp 2*Dks*	341 285 200					1912	S.Ono Osaka	UwajimaUnyu K.K.	148·7	20·4	12·9	Yawata Japanese	T.3Cy.12",19"&32"–22" 48NHP S.Ono,Osaka		
35707 16689 JGSF	**Uwajima Maru No. 15** Ⓟ Sp 2*Dks*	824 678 493					1913	S.Ono Osaka	UwajimaUnyu K.K.	187·7	27·3	17·5	Yawata Japanese *WB*	T.3Cy.14½",24"&40"–30" 88NHP S.Ono,Osaka		
35708 23162 JKFC	**Uwajima Maru No. 16** Wireless 1*Dk*	1227 1028 681					1918	Teikoku Kisen Oh	UwajimaUnyu K.K.(Yamashita KisenK.K. *Mgrs.*)	228·0	33·0	18·7	Yawata Japanese *WB*	T.3Cy.15½",26"&42½"–32" 101NHP KobeSeikosho,Kobe		
35709 28725 JGTF	**Uwajima Maru No. 18** Ⓟ 2*Dks*	885 683 536					1922	Harada ZosenK.K. Osaka	UwajimaUnyu K.K.	182·0	30·0	18·5	Osaka Japanese	T.3Cy.15½",26"&44"–30" 107NHP		
35710 15866	**Uwajima Maru No. 20** Sp (*ex*KidanMaru–33) 2*Dks*	305 278 173					1913	OsakaIron Works Osaka	UwajimaUnyu K.K.	135·2	22·3	13·2	Uwajima Japanese	C2Cy14¾"&30⅝"–21" 35NHP E&B*made*05*refitted*13 K.Nakajima,Osaka		
35711 9121 JJYE	**Uwajima Maru No. 21** Ⓟ (*ex*GishuMaru–33) 2*Dks*	739 655 444					1904	OsakaIron Works Osaka	UwajimaUnyu K.K.	183·6 B42'	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"–30" 83NHP OsakaIronWorks,Osaka		
35712 9128 JJZE	**Uwajima Maru No. 22** Ⓟ (*ex*AntoMaru–33) 2*Dks*	731 680 428					1904	OsakaIron Works Osaka	UwajimaUnyu K.K.	183·6	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½,&39"–30" 83NHP OsakaIronWorks,Osaka		
35713 38732 JBTI	**Uyo Maru** *OilEng.* 2*Dks*(*Stl*)	7503 6069 5498	✠100A1 8,35 ~~8,34~~ DBS~~8,34~~ 8,35 *Carrying cargo oil F.P. above150° F. in D.T.*	Kob ✠LMC10,33	*b*†	CL	1933 10mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	ToyoKisenK.K. *'Tween dkBH above afterDeep Tank BH dispensed with*	436·4 P30'B157'F41' FK *CellDB*368' 1383t *FPT*259t *APTs*224t *DTa*36'1131t	58·5	32·8	Tokio Japanese *ptCem* 6 *BHto Udk* 1 ,, ,, 2*nd* ,,	Oil Engines 2S.C.SA 6Cy.28⅜"–49$\frac{3}{16}$" 839NHP DB120lb MitsubishiZosenKaishaLd.	32 " 10 s6 " 6¾ 26 " 5½	

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35714 EAQA	**V. Puchol** Ⓟ **TwinSc** (*ex*MarcoPolo) *OilEng.* Wireless 2*Dks*	1551 — 637					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	277·2 | 36·9 | 19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅛"–20⅛" 856NHP *Emade—fitted*25 Maschf.Augsburg-NurnbergA.G.Augsburg		V
35715 LFEB	**Vaagan** (*ex*Skaupsjönut, *ex*BokeröenII) *Mchy.Aft* 1*Dk*	687 571 366					1921	Bokeröens Skibsbyggeri Svelvik	A/SVesteraalens Dampskibsselskap	181·2 | 31·1 | 12·9 P60*t*H7*t*F27*t*	Stokmarknæs *WB* Norwegian	T.3Cy.13½",22"&37½"–28" 75NHP AkersMek.Verk.Oslo		N
35716 FNET	**Vaccares** 2*Dks*	2997 — 1742					1924	Atel.&Ch. de la Seine Marit. LeTrait(S.I.)	Soc.An.deGérance et d'Armement	313·6 | 45·9 | 20·1 P164'F29'	Dunkirk French *WB*	T.3Cy.21⅝",36"&59"–42" Atel&Ch.de la SeineMar.LeTrait(S.I.) 225NHP		V
35717 160618 GSRM	**Vaclite** *ss*Lon.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing-bracketless system*	5026 4617 2918	✠100A1 ~~6,34~~ ~~3,35~~ 11,35 BS11,35 ✠LMC MS12,31 ~~[illegible]~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,28 *F.P. above* 150° F.	NYk ~~Fal~~	*y*	CL 8,34	1928 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	VacuumOilCo.Ld. *Cell DBuE&B*58'151*t*	386·0 | 52·2 | 29·7 P101'B32'F35' FK *DTf*48'701*t FPT*	London British 15*BHptCem* 134*t APT*89*t*	T.3Cy.27",45"&74"–48" (*s*) 180lb (*s*) 511NHP 3SB,9*cf*, HS7395 FD Armstrong,Whitworth &Co.Ld.Nwc.	30 ″ 0 s 4 ″ 11½ 25 ″ 2½	
35718 220165 KUTS	**Vacuum** *ss*Bal.No.3-6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7009 6444 4321	✠100A1 12,35~~3,35~~ BS12,35 ✠LMC6,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Bal NYk	*a*†	CL 2,35	1920 5mo	MooreS.B. Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*	425·8 | 57·0 | 31·2 P106'B50'F41' FK 61'143*tDTf*35'948*t*	NewYork Utd.States 16*BHptAsp* (9 „ *to Udk* 7 „ „ 2*nd* „) *APT*122*t*	T.3Cy.27$\frac{11}{16}$",46"&78"–51"(*s*) 220lb 680NHP 3SB,9*cf*,HS9900 FD Hooven,Owens,Rentschler Co.Hamilton,O.	33 ″ 0 s 5 ″ 11 27 ″ 4	
35719 OPVA	**Væ Victis** *ss*Bdx.No.3-8,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1829* *1499* *1038*	✠100A1 1,36~~11,34~~ ✠LMC MS5,33 BS~~11,34~~1,36	Bdx	*q*	10,34	1920 7mo	J.Crown &Sons.Ld. Sunderland *Lloyd's A&CP*	M.Goossens *Cell DB*	268·0 | 37·9 | 17·6 P24'Q82'B51'F30' FK 223' 426*t FPT* 105*t*	Antwerp Belgian 3*BHCem* *APT* 100*t*	T.3Cy.20½",33"&54"–39" 180lb (*s*) 199NHP 2SB,4*pf*,GS80,HS3086 NE.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
35720 OUNI	**Væring** (*ex*Electra-32) Sub.Sig. 1*Dk*	1270 937 779					1893	Flensburgr Schiffsb.Ges. Flensburg	AabenraaRederi A/S(P.F.Cleemann,*Mgr.*)	229·1 | 34·3 | 13·7 Q71'B57'F27'	Aabenraa Danish *WB*	T.3Cy.16",26"&43"–33" NB15 106NHP FlensburgerSchiffsb.Ges.		G
35721 LDRE	**Vaga** 1*Dk*	1615 1204 944					1924	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk.	246·2 | 37·9 | 15·6 P65*t*B124*t*Q109*t* H77*t*	Bergen Norwegian *WB*	T.3Cy.18⅝",29"&49"–33" 133NHP LaxevaagsMsk&Jrns.Bgn		N
35722 Broken up ~~[illegible]~~	**Vagliano** (*ex*HazelBranch, *ex*Bellgrano) 2*Dks*	*4734* *4318* *3047*					1906	Napier& Miller,Ld. Glasgow	~~A.Lusi~~	400·4 | 51·2 | 26·6 P48'B97'F50'	~~Argostoli~~ ~~Greek~~ British *WB*	T.3Cy.27",45"&75"–48" 390NHP D.Rowan&Co.Glasgow		C
35723 891 ESEO	**Vahur** (*ex*HendrikConscience-32, *ex*Rose,*ex*Genbert, *ex*Rose) *ss*Bry.2ndNo.3-11,19 *ss*Ant.No.2-29 *Well deck* 1*Dk*(*Irn*)&*Web frames*	893 775 498	✠ 11,32 ✠NB8,15 ✠	Ant	*l*		1894 5mo	Wood, Skinner&Co. Newcastle	M.Utow. *CellDB*	200·4 | 32·7 | 12·7 P17'Q82'B9'F25' FK 167'245*tFPT*	Tallinn Estonian 1*BHCem* 35*tAPT*22*t*	T.3Cy.14½",26"&43"–30" NDB02*fitted*07 93NHP 1SB,3*pf*,GS49,HS1835 N.E.MarineEngCoLd.Nwc	15 ″ 0	V †
35724 TUHZ	**Val de la Haye** (*ex*Herbert, *ex*Pietje) 1*Dk*	385 311 181					1923	Schiffs-u. Dockbauwrft FlenderA.G. Lübeck	Soc.deNavigation Côtière(Eugène Huret,*Mgr.*)	142·1 | 24·1 | 10·9 P43'F30'	Rouen French *WB*	C.2Cy.14⅜"&24⅜"–15¾" 20NHP G.SeebeckA.G. Wesermünde-G.		V
35725 299 HSAG	**Valaya** *ss*Bgk.No.3-3,30 *ss*H.Kg.No.1-33 1*Dk*(*Stl*)&*Awng dk*(*Teak*) *Cargo battens not fitted in Awng 'tween dks*	1311 1153 803	✠100A1 *Awng dk with freeboard* ~~5,35~~ ~~11,34~~12,35 BS12,35 ~~BS11,34~~ ✠LMC12,33 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bgk	*n*	CL 12,33	1918 6mo	Hong K'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	SiamSteamNav. Co.Ld. *CollisionBH to Awng dk* *CellDB*	223·4 | 35·6 | 17·8 F31' FK 180' 237*t FPT*	Bangkok Siamese *ptCem* 3*BHto U dk* 18*tAPT*18*t*	T.3Cy.17",27"&44"–30" (*s*) 190lb 136NHP 2SB,4*cf*,GS88,HS2322 HongKong&Whampoa DockCo.Ld.HongKong	20 ″ 0 s 7 ″ 5 12 ″ 11	
35726 745 OHVI	**Valborg** **WoodAux4MstSr** (*ex*SailingVessel, *ex*Cyntia, *ex*Washington) SSLon.27 *OilEng.* *Salted* 1*Dk*2*trB* (*See Sailing Ship Register*)	965 — 472	✠ 12,27 ✠DB9,19	Lon	12		1919 8mo	Cholberg Shipyard Victoria,B.C.	G.Erikson	210·7 | 39·5 | 16·4 P26'F46'	Mariehmn Finnish	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"–15¾" 284NHP *Emade*17*refitted*33 SkandiaPacificOilEng.Co. Oakland,Cal.	19 ″ 8	V †
35727 OUNA	— *ss*Cpn.No.3-8,28 *ss*Svb No.1-33 *Well deck* 1*Dk*(*Stl*)	844 703 494	✠100A1 ~~6,33~~ ~~5,34~~ 5,36 BS4,35 ✠LMC MS4,33 ~~BS12,35~~	Svb Abg	*m*	OG ~~7,32~~ 5,36	1914 6mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's A&CP WB*	D/SA/SProgress (M.Nielsen&Sön, *Mgrs.*) = *Cell DB a*47' *uE*	210·3 | 31·8 | 13·3 P29'B62'F26' FK 21'*f*99'273*t FPT*17*t*	Copnhagn Danish 4*BHCem* *APT*10*t*	T.3Cy.13",21"&35"–27" (*s*) 180lb 81NHP 2SB,4*cf*,GS44,HS1410 MacColl&Pollock,Ld.Sld.	15 ″ 7 s 1 ″ 6½ 14 ″ 3	
35728 116573 CYDS	**Valcartier** (*ex*WilliamHenryMack) *Mchy.Aft* 1*Dk*2*trB*	3755 3315 2248					1903	American S.B.Co. Cleveland,O.	CanadaS.S.Lines Ld.	361·0 | 48·2 | 24·0 F44'	Montreal British *WB*	T.3Cy.20",33½"&54"–40" 184NHP AmericanSBCo.ClevelndO		
35729 1677 IBCD	**Valdarno** (*ex*Attività, *ex*WarColumn) D.F. *ss*Gen.No.3-5,29 *ss*Mfl.No.1-34 2*Dks*(*Stl*)	5696 5100 3465	✠100A1 ~~9,35~~ ~~4,35~~ 2,36 BS4,35 ✠LMC6,34 ✠NE15*refitted*6,29	Gen	*z*	CL 6,34	1919 7mo	J Coughlan &Sons Vancouver, B.C. *Lloyd's A&CP*	"Corrado"Soc. Anon.diNav. *Intermediate BH in fore hold dispensed with* *CellDB*	421·2 | 51·7 | 27·2 410·6 | 54·1 | 27·5 P44'B115'F47' FK 268'1274*t FPT*131*t*	Genoa Italian *ptCem* 6*BHonly* *APT*85*t*	T.3Cy.26",43½"&73"–48" (*s*) 190lb 480NHP 3SB,9*cf*,GS189,HS8325 FD StabilimentoTecnico,Tri.	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	
35730 OYIS	**Valdemar** Ⓟ **TwinSc** (*Ferry*) 1*Dk*2*trB*	348 331 140					1886	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	140·0 | 31·6 | 12·0	Fredericia Danish *WB*	C.4Cy.21½"&37"–18" 97NHP Burmeister&Wain,Cpn.		
35731 1165 ICLU	**Valdirosa** (*ex*Eggesford) D.F. 1*Dk*	4434 4116 2773			...		1914	R.Thompson&Sons,Ld. Sunderland	LloydMediterraneo	385·0 | 52·0 | 24·0 P35'B240'F37' FK	Genoa Italian *WB*	T.3Cy.25",41"&68"–45" 348NHP N.E.MarineEng.Co.Ld.Sld.	26 ″ 6	I †
35732 196 YLFO	**Valdona** (*ex*Mortlake-33, *ex*Antiope, *ex*Cragside) *ss*Shl.2ndNo.3-9,28 *ss*Shl.No.3-11,30 1*Dk*(*Irn*)&*deep framing* 3*Dk rule*	3042 2878 1903	✠ 1,36 ✠NE1,19 ✠~~[illegible]~~ ~~[illegible]~~	Bly	*v*	CL 12,33	1904 2mo	Bartram& Sons Sunderland *Lloyd's A&CP*	J.Freyman,J. Zalcmanis&K. Jansons(Latvian Shipping Co.*Mgrs*) *Cell DBa*104'*uE&B*	339·0 | 48·1 | 22·0 P30'B189'F33' FK 48'*f*139'904*t FPT*56*t*	Riga Latvian 6*BHCem* *APT*44*t*	T.3Cy.24",38"&64"–42" (*s*) 180lb 296NHP 2SB,6*cf*,GS106,HS1667 J.G.Kincaid&Co.Ld.Grk.	24 ″ 6 ~~[illegible]~~ ~~[illegible]~~	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35733 ~~147769~~ ~~MLXW~~	**Vale of Mowbray** ssHpl.No.3-12,35 ~~ssBry.No.1-29~~ 1Dk(Stl) Well deck Cargo battens not fitted Now "Lysaker IV," see No. 38923 in Supplement	1547 1140 897	✠100A1 12,35 ~~2,32~~ ~~BS3,34~~	Npt Hpl ✠LMC ~~1,29~~ 11,35	p	CL ~~2,32~~ 10,35	1924 9mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~ValeShippingCo.Ld~~ L.Lorentzen CellDB175'451t DT at sides of tunnels34'192tFPT59t	245·4 Q183'F24'	38·6	15·5 FK	Norwegian 4BHptCem APT85t	T.3Cy.17",27½"&45"-33" (s) 180lb 156NHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Glasgow	21 ″ 9 s5 ″ 4 16 ″ 7	
35734 DHYP	**Valencia** Sub.Sig. 2Dks	3096 2785 1808					1922	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	338·0 F34'	49·3	21·0	Hamburg German WB	T3Cy.$27\frac{1}{10}$",$38\frac{1}{10}$"&62"-41½" 248NHP A.G."Neptun,"Rostock		G
35735 7240 SGXN	— ssSbg.No.2-35 Wireless 1Dk(Stl)&Shelter dk(Stl)	1593 1241 792	✠100A1 Shelter dk withfreeboard 11,35 ~~3,35~~ MS3,34	Sbg Skm ✠LMC BS[illegible] 3,36	r	OG 3,34	1925 12mo Lloyd'sA&CP	NyaVarvs- AktbÖresund Landskrona	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB233'466tFPT43t	283·1	41·1	22·9 15·5 FK Coll	Gothenbrg Swedish 4BHCem BH to Sh dk APT18t	T.3Cy.$20\frac{1}{16}$",$33\frac{1}{16}$"&54"-36" 185lb 100lb (s) 222NHP 2SB,6cf,GS84,HS3800 NyaVarvsaktb.Öresund	18 ″ 0 s ″ 2¾ 17″10½	
35736 PKFL	**Valentijn** 2Dks	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch WB	C4Cy(2)$18\frac{5}{8}$"&(2)39¼"-39¼" 160NHP Maats.Fyenoord,Rot.		V
35737 EAJR	**Valentin Ruiz Senen** (exMargari, exMaria, exAgenoria) ssBbo.2ndNo.3-11,27 ssBbo.No.1-31 1Dk(ptIrn&ptStl) Shelter dk(ptIrn&ptStl)3trB&Web frames3Dk rule D.F.	3827 2803 2919	… ✠ 2,36 Shelter dk withfreeboard ~~BS1,36~~	Bbo ✠~~LMC12,31~~	v	CL 12,34	1902 1mo Lloyd'sA&CP	R.Craggs& Sons Middlesbro'	Soc.Metalurgica Duro-Felguera CellDBa102'uE&B40'f140'747tAPT45t	330·2	46·0	22·2 FK Collision	Gijon Spanish Cem BH toSh dk 4 ,, ,, U ,,	T.3Cy.24",38"&64"-42" (r) 160lb 100lb 279NHP 2SB,6cf,GS129,HS4398 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 4 ~~s 0 ″ 2½~~ ~~22 ″ 7~~	
35738 1940 ICMF	**Valentino Coda** (exBellailsa-34) ssCff.No.2-33 D.F. 2Dks(Stl)	4486 4244 2866	✠ … 5,36 ~~DBS6,34~~ ~~MBS2,35~~	Cff Pal ✠~~LMC8,33~~	y	CL 7,33	1924 10mo Lloyd'sA&CP	Lithgows, Ld. PortGlasgow	"Corrado"Soc. Anon.diNav. Intermediate 'tweendkBH in after hold dispensed with CellDB332'1012tDTa30'760tAPT16t	397·5 385·0 P33'B112'F44'	52·0	26·6 FK FK	Genoa Italian Cem 5BHto Udk 1 ,, ,,2nd,,	T.3Cy.26,"42"&70"-48" (s) 180lb 100lb 437NHP 2SB,8cf,GS147,HS6152 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 ~~s5 ″ 3¼~~ ~~23″11½~~	
35739	**Valeska** (exSailingVessel, exJoseGinebra) **WoodBg** OilEng. 1Dk2trB	369 290 241					1878/1918	F.J.Nicolai Brake	AsgeirPetursson	124·0 Q54'H27t	28·0	13·3	Akureyri Icelandic	Oil Engines 2S.C.SA 138NHP 4Cy.14"-15¾" NEfitted18 LysekilsM.V.Lysekil		
35740 148853 GLCQ	**Valetta** ssRot.No.1-29 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	4903 4211 2997	✠100A1 3,30 DBS5,33 CarryingPetroleum in bulk Fitted for oil fuel 5,25	Rot ✠LMC11,29	x	CL 11,29 F.P. above 150° F.	1925 5mo Lloyd'sA&CP	Greenock Dkyd.Co.Ld. Greenock	ValettaS.S.Co.Ld. (Gow,Harrison& Co.) CellDBuE&B60'122tAPT90t	375·0 P106'B35'F41'	51·7	29·0 FK	Glasgow British ptCem 11BHtoUdk 5 ,, ,,2nd,,	T.3Cy.26",42"&70"-48" (s) 180lb 120lb 461NHP 2SB,8cf,GS158,HS6706 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 2 ~~s5 ″ 8½~~ ~~23 ″ 11¾~~ s4 ″ 8¾ 24 ″ 7¾	
35741 3389 SHCM	**Valkyrian** (exLynton) **Iron** Well deck 1Dk2trB	1230 956 705				…	1881	J.Read- head&Co. SouthShields	K.A.Andersson	240·4 Q90'B50'F20'	33·2	17·0 BK8½"	Karlskrna Swedish WB	C.2Cy.27"&54"-36" 132NHP J.Readhead&Co.S.Shields	18 ″ 0	V †
35742 [illegible] ICMA	**Vallarsa** (exWarProphet) Now "Mirella," see No. 39056 in Supplement D.F. 1Dk	5340 4737 3177				…	1918	C.Connell &Co.Ld. Glasgow	LloydMediter- raneo	400·2 P49'B113'F39'	52·3	28·5 FK	Genoa Italian WB	T.3Cy.27",44"&73"-48" 490NHP D.Rowan&Co.Glasgow	31 ″ 0	I †
35743 164046 GYGF	**Valldemosa** Mchy.Aft 2Dks Longitudinal framing	7222 6619 4369	✠100A1 ~~2,35~~11,35 CarryingPetroleum in bulk Fitted for oil fuel 2,35	PGl Fal ✠LMC2,35		CL F.P. above 150° F.	1935 2mo Lloyd'sA&CP	R.Duncan &Co.Ld. PortGlasgow	ValldemosaS.S.Co. Ld.(Gow,Harrison &Co.) CellDBuE&B88'228tDTf20'256tAPT252t	446·0 P133'B39'F50'	59·5	32·3 FK	Glasgow British 17BHptCem (11 to U dk 6 ,,2nd,,)	T.3Cy.25",43½"&74"-48" (s) 220lb 676NHP 3SB,12cf,GS198,HS10452FD Rankin&BlackmoreLdGrk	32 ″ 0	
35744 160202 GNTD	**Vallejo** ssFal.No.2-35 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	5586 — 3375	✠100A1 11,35 ~~4,30~~ CarryingPetroleum in bulk Fitted for oil fuel 5,28	Nwc Fal 11,35 ✠LMC~~5,28~~	z	CL 11,35 F.P. above 150° F.	1928 5mo Lloyd'sA&CP	R.Duncan &Co.Ld. PortGlasgow	VallejoS.S.Co.Ld. (GowHarrison& Co.Mgrs.) CellDBuE&B76'170tAPT195t	407·0 P122'B35'F41'	54·2	30·1 FK	Glasgow British 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.25",43½"&74"-48" (s) 210lb 567NHP 3SB,9cf,GS172,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0 ~~s6 ″ 1½~~ ~~24 ″ 3~~ s5 ″ 0 25 ″ 2¾	
35745 149427 VGFL	**Valley Camp** (Self-Unloader) Mchy.Aft 1Dk	2351 2199 1327					1927	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ValleyCampCoal Co.ofCanada,Ld.	252·2 F36'	43·3	23·6	SCathrnes Ont. British WB	T.3Cy.17",25"&43"-30" 101NHP C.&G.CooperCo. Mt.Vernon,Ohio		C
35746 5890 SGWA	**Valparaiso** **TwinSc3Mst** ssMmo.No.3-9,29 ssMmo.No.1-34 OilEng. 2Dks(Stl)&Shelterdk(Stl)	3762 3375 2259	✠100A1 Shelter dk withfreeboard 6,35 ~~2,35~~ ~~DBS6,34~~	Mmo DBS12,35 ✠LMC6,34	x	OG ~~11,32~~ 6,35	1917 4mo Lloyd'sA&CP	Akt.Bur- meistr&Wain Copenhagen	Rederiaktieb. Nordstjernan(A.A. Johnsson,Mgr.) CellDB323'1148tFPT75t	364·5	51·4	22·1 FK	Stockholm Swedish 6BH APT60t	Oil Engines 4S.C.SA 12Cy.23¼"-$35\frac{7}{16}$" 629NHP DB100lb AktBurmeistr&Wain,Cpn	25 ″ 6 s2 ″ 4 23 ″ 4¾	
35747 ICMO	**Valrossa** (exBampton) Now "Ninuccia," see No. 39323 in Supplement D.F. 1Dk	4583 4194 2803					1910	Richardsn, Duck&Co. Stockton	LloydMediter- raneo	380·0 P35'B117'F38'	50·1	26·2	Genoa Italian WB	T.3Cy.25",42"&68"-45" 310NHP Blair&Co.Ld.Stockton		CI
35748 907 ICMQ	**Valsavoia** (exRosolinoOrlando) Mchy.Aft 2Dks D.F.	5733 4596 3500					1919	Società Esercizio Bacini RivaTrigoso	LloydMediter- raneo	376·5 P16'B252'F36'	51·5	30·3	Genoa Italian WB	T.3Cy.26",42½"&$69\frac{7}{10}$"-48" 336NHP SocietàEsercizioBacini, RivaTrigoso		CI
35749 164038 GYBK	**Valverda** **TwinSc** OilEng. Mchy.Aft D.F. 2Dks Longitudinal framing	8807 8308 5272	✠100A1 ~~11,34~~10,35 DBS11,35 CarryingPetroleum in bulk	PGl Grk 11,35 ✠LMC ~~11,34~~	d†	CL 11,35	1934 11mo Lloyd'sA&CP	Wm.Ham- ilton&Co. Ld. PortGlasgow	VallejoS.S.Co.Ld. (Gow,Harrison& Co.Mgrs.) CellDBuE83' 315tDTf49'701tFPT219tAPT434t	475·0 P119'B38'F48'	63·3	35·0 FK	Glasgow British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP DB180lb J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s6″10¾ 28 ″ 4¾	
35750 1134 ICMU	**Valverde** (exQuantock) D.F. 1Dk	4463 4163 2721					1910	W.Doxford &Sons,Ld. Sunderland	LloydMediter- raneo	365·0 P36'B117'F35'	50·1	26·1	Genoa Italian WB	T.3Cy.25",42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		CI
35751 227064 WFAT	**Vamar** (exEleanorBoling-33, exKilmarnock,exEleanorBoling, exChelsea,exKilmarnock) 1Dk Wireless D.F.	598 491 246					1919	Smith's DockCo.Ld. Middlesbro'	VamarS.S.Co.	170·0	30·0	15·7	NorfolkVa Utd.States WB	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		C

Dismantled & Sunk

1 Numero d'Ordre Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3 / 4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
35752 91966	**Van** (*ex*Manteo) **Iron** *Mchy.Aft* 1*Dk Awng dk & Shade dk*	719 — 535					1887	ThePusey &JonesCo. Wlmgtn,Del.	HenryW.Dixon	190·0	26·0	9·0	NewYork Utd.States	C.2Cy.17"&34"–28" 51NHP Pusey&JonesCo.Wlmngtn		
35753 PKET	**Van Cloon** *Fitted for oil fuel* 2*Dks3trB*	4519 3876 2863					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6 F40'*Shade dk*250'	48·6	26·8	Batavia Dutch	T.3Cy.$28\frac{1}{2}$",47"&77"–54" 436NHP NedFb.v.Wrk&Spoor,Ams		V
35754 PKGC	**Van den Bosch** *Fitted for oil fuel* 2*Dks & Shade dk*	2382 — 1491					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0 P67'F74'	41·3	19·4	Batavia Dutch *WB*	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
35755 PKFD	**Van der Hagen** 2*Dks*	3033 2516 1912					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 F40'	44·1	22·9	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&40"–42" 104NHP Maats.Fyenoord,Rot.		V
35756 PKGL	**Van der Lijn** 1*Dk*	2464 1811 1431					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	290·9 P45'F53'	43·2	19·2	Batavia Dutch *WB*	C.4Cy.(2)$16\frac{5}{16}$"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$" 124NHP Werkspoor,Amsterdam		V
35757 PKEN	**Van der Wijck** *Fitted for oil fuel* 3*Dks*	2633 1773 1512					1921	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	320·0 B124'	44·0	27·7	Batavia Dutch *WB*	T.3Cy.26",43"&71"–52" 362NHP Maats.Fyenoord,Rot.		V
35758 PKSL	**Van Diemen** 1*Dk*	1030 712 537					1926	Wilton'sE. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·7	Batavia Dutch *WB*	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{5}{16}$"–$27\frac{5}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
35759 PKSM	**Van Goens** 1*Dk*	1032 712 539					1926	Wilton's Eng.&Slip-wayCo. Schiedam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.$12\frac{13}{16}$"&$27\frac{5}{16}$"–$27\frac{5}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
35760 PKEL	**Van Heemskerk** 3*Dks*	2996 2855 1896					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	325·5 F40'	43·8	25·0	Batavia Dutch *WB*	T.3Cy.22",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35761 PKEH	**Van Heutsz** **TwinSc** *OilEng.* 2*Dks & Awng dk*	4588 3773 2749					1926	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	390·3 P17'B85'F64'	52·2	24·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"–$41\frac{3}{4}$" 1164NHP Maats.deSchelde,Flushing		V
35762 PKFC	**Van Imhoff** 3*Dks*	2980 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5	44·1	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35763 PKSO	**Van Lansberge** *Fitted for oil fuel* 2*Dks*	1937 1374 1085					1913	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	278·4 P42'B90'F35'	41·2	16·8	Batavia Dutch *WB*	T.3Cy.19",$31\frac{1}{2}$"&$51\frac{1}{2}$"–39" 166NHP Maats.Fyenoord,Rot.		V
35764 PKSQ	**Van Linschoten** 2*Dks3trB*	3004 2490 1886					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	328·5 *Shade dk*219' F40'	43·9	22·6	Batavia Dutch *WB*	T.3Cy.22",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35765 PKFA	**Van Neck** *Fitted for oil fuel* 2*Dks*	3027 2500 1909					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	326·0 B219'F41'	44·0	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35766 PKFB	**Van Noort** (*ex*Pahud) 2*Dks*	1994 — 1235					1906	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	296·3 P76'H56'F76'	38·0	20·9	Batavia Dutch	T.3Cy.$21\frac{1}{2}$",$36\frac{1}{4}$"&59"–$43\frac{1}{4}$" NB09 229NHP NedFb.v.Wrk&Spoor,Ams		
35767 PKFM	**Van Outhoorn** 1*Dk & Shade dk*	2069 1570 1180					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3 P36'B94'F47'	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)$18\frac{5}{8}$"&(2)$39\frac{1}{4}$" –$39\frac{1}{4}$" 193NHP Maats.Fyenoord,Rot.	V	
35768 PKEI	**Van Overstraten** 2*Dks & Shelter dk*	4482 3827 2837					1911	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	383·2 B120'F40' *ptShelter dk*250'	48·3	27·3	Batavia Dutch *WB*	T.3Cy.$28\frac{1}{2}$",47"&77"–54" 436NHP Maats.Fyenoord,Rot.		V
35769 PKGU	**Van Rees** 3*Dks*	3050 2437 1846					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	325·6	43·1	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35770 PIDQ	**Van Rensselaer** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	4191 3031 2523					1920	Nederl. Schps. Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·0 P43'B143'F62'	47·7	24·3	Amstrdam Dutch *WB*	T.3Cy.25",42"&68"–51" 330NHP NedFb.v.Wrk&Spoor,Ams		V
35771 PKSR	**Van Riebeeck** *Fitted for oil fuel* 2*Dks & Shade dk*	2322 — 1451					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	316·9 P63'F63'	41·7	19·4	Batavia Dutch *WB*	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
35772 PKST	**Van Riemsdijk** *Fitted for oil fuel* 2*Dks & Shade dk*	2009 1719 1258					1900	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	300·0 P60'H68'F61'	40·5	21·5	Batavia Dutch *WB*	T.3Cy.23",36"&60"–42" NB03 233NHP NedFb.v.Wrk&Spoor,Ams		
35773 PKGB	**Van Spilbergen** 2*Dks*	3237 2518 2033					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40'B104'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35774 PKHQ	**Van Swoll** 2*Dks*	2147 1563 1235					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6 P43'B108'F47'	46·2	14·7	Batavia Dutch *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)$47\frac{1}{4}$"– $47\frac{1}{4}$" 256NHP RotterdamDroogd.Maats.		V
35775 PKHU	**Van Waerwijck** 2*Dks & pt Awng dk*	3040 2516 1906					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 P&B219'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35776 160203 VGLQ	**Vancolite** **TwinSc** *OilEng.* ssGls.No.1–32 *Mchy.Aft* 2*Dks(Stl) & Web frames* *Longitudinal framing–bracketless system* D.F. GyC.	11404 10800 6253	✠100A1 ~~3,30 1,35~~ 1,36 DBS ~~7,34~~ 9,35 *Carrying Petroleum in bulk* ✠LMC CS1,36 2,35	NYk ~~Sts~~ Hav ~~✠LMC [illegible]~~	*g*†	CL 1,35	1928 5mo *Lloyd's* A&CP	A.Stephen &Sons,Ld. Glasgow *CellDBuE97'*	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*) 415t *DT f*36' 388t	510·2 B34'F40' *FPT*319t *APT*149t	68·2	38·0 FK	Montreal British 19*BH* (14 *to U dk* 5 „*2nd* „)	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}$"–$43\frac{5}{16}$" 1000NHP 2 Water Tube DB250*lb* 2NDB32 100*lb* A.Stephen&Sons,Ld.Gls.	38 ″ 0 s 8 ″ $9\frac{1}{2}$ 29 ″ $6\frac{3}{4}$	

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35777 DHYQ	**Vancouver** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	8269 6883 5018					1930	Deutsche Werft, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P36'B&F432' *Upper*F45'	63·0	29·5	Hamburg German *WB*	4SRgearedSteamTurbines E*made*22*refitted*30 Blohm&Voss,Hamburg		G
35778 160207 GSNF	— *ss*Nwc.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5729 5157 3432	✠100A1 4,36 ~~12,29~~ ✠LMC~~6,28~~ 4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Nwc	*z*	CL 4,36	1928 6mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	VancouverS.S.Co. Ld. (Gow,Harrison &Co.) *CellDBuE&*	410·3 P118'B38'F52' FK *B*72'180*tAPT*199*t*	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 „2*nd* „)	T.3Cy.25",43½"&74"–48" (*s*) 210lb 565NHP 3SB,9*cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
35779 161615 GPVR	**Vancouver City** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4955 4626 3005					1930	W.Doxford &Sons,Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	415·6 F41'*onShelter dk*	55·0	24·5	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91⅜" 687NHP W.Doxford&Sons,Ld.Sld.		C
35780 153115	**Vandoc** (*ex*Argus, *ex*HendrickS.Holden) *Mchy.Aft* 1*Dk*2*trB*	4488 4286 2539					1898	GlobeIron WorksCo. ClevelandO.	PatersonSteamships,Ld.	416·4	50·2	23·9	Ft William Ont. British *WB*	Q.4Cy.20¼",30¼",44"&63½"–42" 261NHP GlobeIronWorksCo.		
35781 148856 GLKF	**Vanduara** *ss*Rot.No.1–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	4870 4228 2944	✠100A1 2,30 ✠LMC2,30 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Rot	*x*	CL 2,30	1925 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	VanduaraS.S.Co. Ld.(Gow,Harrison &Co.) *CellDBuE*	375·1 P108'B35'F51' &*B*60'123*tAPT*81*t*	51·7	29·0	Glasgow British *ptCem* 11*BHtoUdk* 5 „ „2*nd*„	T.3Cy.26",42"&70"–48" (*s*) 180lb *120lb* 470NHP 2SB,8*cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 ~~s 5 ″ 6½~~ ~~23 ″ 11¾~~ s4 ″ 8 24 ″ 8½	
35782 145876 GFNC	**Vandyck** Ⓟ TwinSc *Fitted for oil fuel* D.F. 4*Dks* *Ref.Mchy.* *CruiserStern*	13241 10485 ~~8033~~ 7951					1921	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·6 B255'F58'	64·3	39·3	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&Co.Ld Bel		C BT till 2,37 ~~10,35~~ ~~3.30~~
35783 145128 GDVW	**Vanellus** *ss*Bkn.No.3–5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1886 1631 915	✠100A1 *Shelter dk withfreeboard* 11,35 ~~5,34~~ ✠LMC5,34 BS8,35	Bkn Mch	*s*	CL ~~7,32~~ 7,35	1921 1mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *Lloyd'sA&CP*	British&ContinentalS.S.Co.Ld. *CellDB*224' 437*tMT*20'140*t*	290·0 FK *Collision FPT*31*tAPT*39*t*	42·5	18·8	Liverpool British *ptCemptAsp* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.20½",34"&56"–42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 2 s ″ 11¾ 20 ″ 5	
35784 LFFF	**Vang** (*ex*Benedicte,*ex*Dagbjörg) 1*Dk*	678 505 363					1901	Akers Mek.Værks. Oslo	VangsRederiA/S (S.Lyngholm, *Mgr.*)	177·2 Q44*t*B66*t*H28*t*F19*t*	29·6	14·0	Haugesnd Norwegian *WB*	T.3Cy.12",20"&32"–27" 53NHP AkersMek.Værks.Oslo		N
35785 201544 KLBT	**Vanguard** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	358 — 228					1904	J.WDickie Alameda,Cal.	C.H.Higgins	137·5	32·5	10·8	S.Frncisco Utd.States	T.3Cy.11",18½"&32"–24" FultonI.Wks. 50NHP SanFrancisco,Cal.		
35786 LDMR	**Vanja** TwinSc *OilEng.* D.F. *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6198 5545 3663					1929	GötaverkenA/B, Gothenburg	SkibsA/S Sydheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·3 H356*t*F74*t*P220*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N
35787 UOAS	**Vanzetti** Sub.Sig. 1*Dk*	2363 2023 1278			...		1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1	20·6	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"–$35\frac{7}{16}$" 191NHP BalticS.B.&Eng.Wks.Len.	22 ″ 5	
35788	**Vaquillona** (*ex*Campeiro,*ex*Bia) *ss*B.As.No.3–1,15 *Mchy.Aft* 1*Dk*(*Stl*)	834 670 498	✠ 8,21 ✠	BAs	*k*		1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda. *WB=Cell*	200·0 P59'F23' FK *DB* 165' 261*t FPT*	32·2	12·5	Bns.Ayres Argentine 3*BHCem* 51*tAPT*40*t*	T.3Cy.15",25"&41"–27" 104NHP 1SB,3*pf*,GS54,HS1750 MacColl&Pollock,Sld.	14 ″ 8	
35789 149958 GNLP	**Varand** *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6023 5521 3682	✠100A1 11,31 ✠LMC12,27 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150° F.	Fal	*z*	CL 4,30	1927 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BalticTradingCo. Ld. *CellDBuB*40'64*t*	412·0 P108'B28'F46' FK *DTf* 38' 338*t FPT*	53·4	31·6	London British 17*BHptCem* (10 *to U dk* 7 „2*nd* „) 66*tAPT*59*t*	T.3Cy.27",45"&75"–48" (*s*) 180lb *120lb* 552NHP 3SB,9*cf*,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31 ″ 6 s 6 ″ 8 25 ″ 3	
35790 LDDJ	**Varanger** TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at bottom&at decks* *CarryingPetroleum in bulk*	9305 8510 5505			...		1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41' FK	60·2	38·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam	38 ″ 5	N †
35791 LCPJ	**Varangfjell** (*ex*Jotunfjell-34, *ex*MorrisAdler) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks*	2842 2492 1509			...		1915	Gt.Lakes Eng.Works Ashtabula,O.	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	282·8 P137*t*F109*t* len34 FK	43·6	25·2	Oslo Norwegian *WB*	T.3Cy,21"34½"&57"–42" 284NHP Gt.LakesEngWrksDetroit	27 ″ 6	N †
35792 LFFG	**Vard** (*ex*Woerden) 3Mst *Mchy.Aft* 1*Dk*	744 529 334					1917	W.C.Boele &Zonen Slikkerveer	EgilNæsheimA/S	181·3 Q64*t*H27*t*	28·2	12·4	Haugesnd Norwegian *WB*	T.3Cy.$14\frac{4}{10}$",$23\frac{4}{10}$"&$38\frac{6}{10}$"–$26\frac{8}{10}$" 77NHP Alblasserdam.Msch.Fab.		N
35793 LDSR	**Vardaas** TwinSc *OilEng.* D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* *Mchy.Aft* *way of Mchy.space* *Rudder electrically welded* *CruiserStern*	8176 7704 4869	✠100A1 2,35 ✠LMC4,31 *CarryingPetroleum in bulk* DBS3,35	Fal	*c*†	CL PN8,34 s8,34	1931 4mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	AgdesidensRederi A/S(A.J.Mörland, *Mgr.*) *CellDBuE*	459·2 P97'B27'F37' FK	59·5	35·2	Arendal Norwegian 12*BHpt Cem* *ptAsp* 61'208*tDTf*	Oil Engines 4 S.C.SA 16Cy.21⅝"–$35\frac{7}{16}$" 725NHP 4DB*114lb* DeutscheWerkeA.G.Kiel 38'333*tFPT*237*tAPT*196*t*	34 ″ 10	
35794 YTOF	**Vardar** Ⓟ (*ex*Vértes) *ss*Spt.2ndNo.3-12,34 ~~*ss*Fiu.No.3–9,22~~ ~~*ss*Ssk.No.2–31~~ 1*Dk*(*Stl*)	550 395 305	A– *withfreeboard* 5,36 ~~5,34~~ ~~12,34~~ ~~BS9,33~~ ✠LMC~~11,31~~ 12,34 BS11,35 *For service in the Adriatic*	Spt Ssk		~~5,34~~ 5,36	1908	M.U.Martinolich Lussinpiccolo	Jadranska Plovidba d.d.	177·5 P41'B47'F41' FK *FPT*38*t*	26·2	12·9	Susak Yugoslav 5*BHptCem* *APT*32*t*	T.3Cy.14½",23"&36"–24" (*s*) 160lb 90NHP 1SB,3*pf*,GS57,HS1753 Plenty&Son,Newbury	13 ″ 9 s 1 ″ 2¾ 12 ″ 8¼	
35795 LFFH	**Vardefjell** (*ex*Dixie) *CruiserStern* *Mchy.Aft* 1*Dk*	1566 1283 903					1931	Porsgrund Mek.Værks. Porsgrunn	A/S Valberg(Olsen &Ugelstad, *Mgrs.*)	246·6 P28*t*H147*t*	37·9	18·2	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)27½"–27½" 66NHP PorsgrundM.V.Porsgrunn		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Registrés en cote si ce n'est dans le L.R. Degré, Cert. Ref. Trade
35796 Lost 10,35 GRTZ	**Vardulia** (exVerdun) ssMdb.No.3-4,29 D.F. ssSws.No.1-34 2Dks(Stl)	5735 5361 3602	✠~~100A1~~ 12,34 ~~BS~~ ✠~~LMC~~	Gls	a†	CL N1,34	1917 3mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	DonaldsonLine,Ld. (DonaldsonBros. Ld.Mgrs.) Intermediate BH&1'tween dk BH dispensed with CellDB360' 1181tD	423·3 P38'B123'F43' FK Ta36'1109tAPT31t	56·0	28·7	Glasgow British Cem 5BH to U dk 1 ,, 2nd ,,	T.3Cy.27",45"&74"-51" (s) 180lb 564NHP 3SB,9cf,GS192,HS8505 FD Rankin&Blackmore,Grk.	31 ″ 4 s 6 ″ 1½ 25 ″ 5	
35797 136296 GRYB	**Varela** Ⓟ TwinSc ssBom.No.3-7,28 ssBom.No.1-32 2Dks(Stl-Uws)& Shade dk(Stl-teaks)	4651 3576 1926	✠100A1 Shade dk 7,35 ~~7,31~~ ~~BS7,34~~ ✠LMC6,32 7,35	Bom	y	CL s8,33 P8,34	1914 5mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP WB	BritishIndiaStm. Nav.Co.Ld. =CellDBa96'uE&	390·1 F32'on Shade dk FK B98'f142'763tFPT	53·3	24·0	Glasgow British 7BHCem 55tAPT41t	T.6Cy.20¾",35"&60"-45" (s) 215lb 987NHP 6SB,18cf,GS388,HS16280FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26 ″ 6 s 4 ″ 1¼ 22 ″ 10¼	
~~35798~~ ~~LOAT~~	~~**Varg**~~ Now "Katrine Mærsk," see No. 38802 in Supplement OilEng. D.F. Mchy.Aft ssOsl.No.1-32 Progressive Survey of oil tanks 1Dk(Stl)	5702 4993 3216	✠100A1 7,35 ~~2,35~~ ~~DBS12,35~~ ✠LMC1,32 Carrying Petroleum in bulk	Got DBS2,35	z	CL 1,35	1928 8mo Lloyd	Odense Staalskibsvft Odense 'sA&CP	A/SD/S Svendborg &A/S D/S af 1912 (A.P.Möller,Copenhagen,Mgr.) CellDBuE67', 234tD	390·6 P100'B32'F34' Trunk in wells FK Tf29'538tFPT250t	55·2	31·0	Danish 11BH APT101t	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 1DB(a)150lb 1DB(s)142lb Akt.Burmeistr&Wain,Cpn		
35799 LFFK	**Varhaug** (exNidar,exModena) 1Dk	1159 992 659					1910	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Varhaug (Ch.Aug.Sandvig)	228·6 P21tH59tF28t	35·1	15·8	Haugesnd Norwegian WB	T.3Cy.16",25½&43"-30" 103NHP LaxevaagsMsk.&Jrns.Bgn		N
35800 LFFL	**Varild** (exGaula) 1Dk	1085 808 633					1910	Bergens Mek.Værks. Bergen	EgilNæsheimA/S	223·9 Q88tB113tH27t F28t	33·2	15·2	Haugesnd Norwegian WB	T.3Cy.17",26½"&46"-30" 116NHP BergensMekVærksBergen		N
35801 6960 SHJU	**Väring** (exElna) ssHbg.2ndNo.3-12,24 1Dk(ptIrn&ptStl)&deep framing	1307 1146 777	✠ 1,30 ✠	Hbg	o		1898 7mo	SirRaylton Dixon&CoLd Middlesbro'	FörnyadeRederi A/B Commercial (H.Johnsson, Mgr.)	240·0 P22'B64'F30' FK CellDB198'343t	35·4	16·9	Höganäs Swedish 4BHCem APT50t	T.3Cy.18$\frac{1}{16}$",29"&48"-33" NDB16 135NHP 1SB,4pf,GS62,HS2092 G.Clark,Ld.Sunderland	19 ″ 2	V †
35802 UOWU	**Varlaam Avanesov** TwinSc (exEidsvold) OilEng. Mchy.Aft 1Dk CarryingPetroleum in bulk CruiserStern	6557 5954 3976					1932	GötaverkenA/B Gothenburg	U.S.S.R.	408·5	55·2	33·9	Odessa Russian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP GötaverkenA/B,Got.		N
35803 6343 SGUN	**Värmdö** (exStorvik-34,exPrimula, exArciduchessa MariaTeresa) ssGms.2ndNo.3-3,29 ssHam.No.1-32 1Dk(Stl)&deep framing3Dk rule Cargo battens not fitted	2956 2665 1747	✠100A1 5,34 ~~BS12,34~~ ✠LMC9,32 12,35	Osc	u	CL 5,34	1901 3mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Rex (K.M.Kallström, Mgr.) CellDB	318·6 P29'B88'F32' FK a&uE124'f136'631t	46·1	21·3	Stockholm Swedish 6BHCem APT111t	T.3Cy.22½",37"&61"-42" (s) 160lb ~~80lb~~ NDB13 254NHP 2SB,6pf,GS108,HS4010 ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 9 s 3 ″ 7½ 20 ″ 4	C
35804 147902 MLXJ	**Varna** 1Dk	1514 1272 912					1924	R. Duncan &Co.Ld. PortGlasgow	ClydesdaleShipownersCo.Ld. (Glen&Co.Mgrs.)	250·0 P15'Q84'B62'F28'	37·2	16·8	Glasgow British WB	T.3Cy.18",30"&49"-33" 138NHP D.Rowan&Co.Ld.Glasgow		
35805 LFFN	**Varöy** (exHegre,exLarsLea,exFollo, exCiscar, exLissabon) ssHam.2ndNo.3-6,14 ssMch.No 2-23 1Dk(Stl)& Spar dk(Irn)3trB	1531 1388 890	✠ 1,28 ✠	Bkn	q		1892 3mo	J.Blumer &Co. Sunderland	D/S A/S Föina (KnutKnutsen, O.A.S.Mgr.)	249·9 B90tF32tH6t 21·5 BK8½" CellDB201'266t	33·5	13·8	Haugesnd Norwegian 4BHCem APT22t	T.3Cy.20",32"&52"-39" NDB12 185NHP 2SB,6pf,GS95,HS3004 G.Clark,Ld.Sunderland	23 ″ 9	V †
35806 136312 GRYL	**Varsova** Ⓟ TwinSc ssBom.No.3-8,28 ssBom.No.1-32 2Dks(Stl-Uws)&Shade dk (Stl-teak s)	4701 3576 1955	✠100A1 Shade dk 8,35 ~~7,34~~ ~~BS7,34~~ ✠LMC6,32 8,35	Bom	y	CL 7,34	1914 8mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa 96'uE&B98'	390·2 F32'on Shade dk FK f142'763t FPT55t	53·3	24·0	Glasgow British 7BHCem APT41t	T.6Cy.20¾",35"&60"-45" (s) 215lb 987NHP 6SB,18cf,GS388HS16280FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26 ″ 6 s 4 ″ 1¼ 22 ″ 10¼	
35807 766	**Varvara** (exMaryII-35, exYainville-34, exSolent) ssHav.No.3-12,22 ssHav.No.2-30 Well deck Wireless Mchy.Aft 1Dk(Stl)	1354 1123 799	✠100A1 4,34 BS5,35 ✠LMC10,30	Hav	o	CL 4,34	1910 7mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	A.N.Zoiopoulos CellDBuE23'f165'386t	239·3 Q131'B13'F24' FK MT8'122t FPT	36·0	15·6	Piræus Greek 5BHCem 100tAPT32t	T.3Cy.19",31"&51"-36" (s) 180lb 186NHP 2SB,4cf,GS68,HS3092 N.E.MarineEng.Co.LdSld.	17 ″ 9 s 5 ″ 4 16 ″ 4	
35808 ESAW	**Vasa** Ⓟ Iron 1Dk	524 288 383					1871	W.Lindbergs.Aktieb. Stockholm	PärnuLaevaA/S	172·0	24·2	11·6	Parnu Estonian	C.2Cy.20½"&41"-24" NB10 69NHP W.Lindberg,Stockholm		
35809 7588 SHFN	**Vasaholm** ssGfl.No.1-34 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1hold Strengthened for Navigation in Ice	4217 3652 2475	✠100A1 with freeboard 2,36 ~~1,35~~ ✠LMC CS9,34 4,36 ~~7,34~~	Mmo Got 4,36 ~~DBS8,34~~	y	CL ~~9,33~~ 2,36	1930 1mo Lloyd	A/BGötaverken Gothenburg 'sA&CP	A/B Svenska AmerikaMexiko Linien(B.Zander, Mgr.) CellDB333'	390·5 FK 1468tAPT78t	52·6	23·5	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB85lb A/B Götaverken,Got.	26 ″ 3 s 2 ″ 5½ 23 ″ 11¼	
35810 7970 SKWA	**Vasaland** OilEng. Ref.Mchy. 1Dk&Shelter dk Strengthened for Navigation in Ice	2709 2199 1405	✠100A1 with freeboard 1,36 ~~1,34~~ ✠LMC8,34 ✠Lloyd's RMC~~8,34~~ ~~1,35~~ 1,36 for temp. 21° F. Carrying oil fuel F.P. above 150° F. or vegetable oil in deep tanks & in wing DB tanks in ER	Got ~~Cpn~~	w	CL	1934 8mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	Ångf.A/B Tirfing (T.E.J.:son Broström,Mgr.) (SvenskaOrient Linien) CellDB287'	339·4 FK ~~1053t~~ DTf21'302t 768t	48·6	19·5	Gothenbrg Swedish 7BH (Coll to Sh dk 6 ,, 2nd ,,) APT50t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got	22 ″ 6 s 1 ″ 2¼ 21 ″ 6	
35811 EGRV	**Vasco** ssVal.No.2-31 ~~ssBcl.No.1-20~~ Well deck 1Dk(Stl) Cargo battens not fitted	1193 983 719	✠100A1 4,36 ~~9,33~~ ~~10,34~~ ~~BS10,34~~ ✠LMC~~9,30~~ 11,35 MS9,34	Val ~~Bcl~~	n	CL ~~10,32~~ 8,35	1926 6mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	M.M.DePinillos CellD	221·3 Q63'B63'F28' FK B180'274tAPT22t	34·5	15·6	Cadiz Spanish 4BHptCem ptAsp	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 137NHP 2SB,4cf,GS63,HS2412 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ 6¼ 16 ″ 3	
35812	**Vasily Fomin** TwinSc Carrying Petroleum in bulk 1Dk	1062 996 482					1922	Naval Works Nicolaieff	U.S.S.R.	229·9	33·9	12·4	Odessa Russian	T6Cy.11",19$\frac{7}{16}$"&29$\frac{1}{16}$"-15¾" 67NHP ,Nicolaieff		
35813 137850 GRZK	**Vasna** Ⓟ TwinSc ssBom.No.3-8,29 ssBom.No.1-33 2Dks(Stl-Uws)&Web frames &Shade dk(Stl-teak s)	4820 3580 2026	✠100A1 Shade dk 7,35 ~~6,34~~ ~~BS6,34~~ ✠LMC7,35 Fitted for oil fuel 6,17 F.P. above 150° F.	Bom BS7,35		CL ~~P9,32~~ s6,34 P7,35	1917 6mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	390·1 F52'on Shade dk FK CellDB335'792t	53·3	24·2	Glasgow British 6BHptCem FPT35tAPT75t	T.6Cy.20¾",35"&60"-45" (s) 215lb 969NHP 6SB,18cf, HS15907 FD A.Stephen&Sons,Ld.Gls.	26 ″ 6 s 4 ″ 0½ 22 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys. 3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35814 SWGI	**Vassilios A. Polemis** (*ex*Oehringen) ssPir.2ndNo.3-8,33 1*Dk*(*Stl*)2*trBdeep framing&* *Web frames*3*Dk rule* *Cargo battens not fitted*	*3429* *3202* *2106*	✠100A1 9,33 MS4,33 ✠LMC BS~~4,33~~ 9,34	Pir	*v*	CL 4,33	1907 9mo *Lloyd*	Chant.Nav Anversois Hoboken '*sA&CP*	G.J.Goumas *Cell DBa* 108' *uE&*	347·2|48·3|23·0 P31'B180'F31' FK *B*42'*f*152'788*tFPT*	Andros Greek 6*BHCem* 108*tAPT*81*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb 320NHP 3SB,*9cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 ″ 7 s 3 ″ 2½ 22 ″ 6½	
35815 ~~SVNY~~ 107 SVNY	**Vassilios Destounis** (*ex*Northborough-33, ssShl.No.3-4,25 *ex*Ardenhall, ssPir.No.2-34 *ex*Bathampton, 1*Dk*(*ptIrn&ptStl*) *ex*Withernsea)	*3299* *3144* *2058*	✠100A1 8,~~35 1,35~~ 2,36 BS~~5,34~~ ✠LMC10,35 4,35	Ham ~~Ant~~ Cff	*w*	CL ~~10,33~~ 2,36	1912 10mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	P.B.Destounis *CellDBa*108'*u*	352·0|49·6|22·0 P30'B189'F37' FK *E*22'*f*156'844*tFPT*	Argostoli Greek 6*BHCem* 65*tAPT*105*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,*6cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 s 3 ″ 1¼ 21 ″ 4	
35816 TCDI	**Vatan** (*ex*Port deCette,*ex*Baysarnia, *ex*Sarnia,*ex*Gerda) 3*Dks*	3379 — 1985					1892	Blohm& Voss Hamburg	DenizYollari Idaresi	352·4|42·2|26·0 P54'B101'F44'	Istanbul Turkish *WB*	T.3Cy.25$\frac{5}{16}$",40"&66"-42⅛" 283NHP Blohm&Voss,Hamburg		I
35817 LCGJ	**Vav** TwinSc *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6415 5555 3844					1931	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/S Östheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·6|55·3|32·4 P217*t*H502*t*F74*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP EriksbergM.V.Aktieb,Got		N
35818	**Vazlav Vorovsky** (*ex*Maskinonge) ssHam.No.3-4,23 1*Dk*(*Stl*)&*Webframes* Sub.Sig. *Longitudinal framing*	*4793* *4513* *2672*	✠ 12,26 ✠	Rot	*x*		1912 3mo	ShortBros. Ld. Sunderland	U.S.S.R. *CellDBa*117'*uE*	374·7|52·0|30·9 P29'B89'F35' FK &B46'*f*159'1223*t*	Vladvostk Russian 6*BHCem* *Topsidetanks*	T.3Cy.26",44"&73"-48" 484NHP 3SB,*9cf*,GS154,HS6888 FD N.E.MarineEng.Co.Ld.Sld. 275'871*tFPT*160*tAPT*223*t*	30 ″ 9	
35819 PIDV	**Vecht** (*ex*Graakallen) ssRot.No.3-4,30 ssRot.No.1-35 1*Dk*(*Stl*)	1965 1764 1158	✠100A1 4,36~~4,35~~ 11,35 BS~~7,34~~ ✠LMC MS4,35	Rot	*r*	OG 9,33	1917 3mo	A.Vuijk& Zonen Capelle a/d A&CP Ysel	N.V."Houtvaart" (Vinke&Co.*Mgrs*) *CellD*	281·3|40·2|19·2 P23'B72'F24' FK *B*244'538*tFPT*81*t*	Rottrdam Dutch 4*BHCem* *APT*41*t*	T.3Cy.21",34½"&57"-36" (*r*) 190lb 225NHP 2SB,*6cf*,GS104,HS3560 ArnhemscheStoomsleep	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
35820 PIEG	**Vechtstroom** (*ex*EnergieII) *Mchy.Aft* 1*Dk*	845 620 442					1918	N.V.Haar-lemsche Scheeps.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	201·5|30·2|13·0 Q121'B11'F20'	Amstrdam Dutch *WB*	T3Cy15¾",25½"&41$\frac{3}{16}$"-27½" 89NHP BurgerhoutsMachf.Rot.		V
35821 ~~MDWZ~~ —	**Vectis** Now "Keri," see No. 38767 in Supplement ssNwc.No.3-4,26 ssBly.No.1-31 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1152 895 660	✠100A1 12,33 MS5,31 ✠LMC BS12,34	Bly	*n*	CL 12,34	1913 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	PeetRass&Co *CellDBa*58'	222·5|33·2|14·5 Q77'B48'F26' FK *uE*17'*f*92'270*tFPT*	Estonian 4*BHCem* 39*t APT* 94*t*	T.3Cy.18",29½"&48"-33" (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 2¾ 15 ″ 5¾	
35822 151087 VGZF	**Vedas** 1*Dk&pt dk*	641 522 334					1901	Thames Eng.Works Greenwich	~~ShearwaterCo.Ld.~~ J.E.McQueen	183·5|34·1|14·0	Amherst-burg,Ont. British	T.3Cy.16$\frac{15}{16}$",26½,"&42"-24" 91RHP ThamesEngineWorks		
35823 220672 KLBU	**Veedol** *Fitted for oil fuel* Wireless *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	1224 — 698					1920	StatenIs-landS.B.Co. StatenIsland, N.Y.	TideWater Associated TransportCorp.	220·0|37·6|15·8 P63'F24'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.15¼",24"&48"-20" 103NHP StatenIslandS.B.Co.		VR
35824 229673 KGNE	**Veedol No. 2** *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum inbulk*	1818 — 1055					1930	ThePusey &JonesCo. Wlmgtn,Del.	TideWater Associated TransportCorp.	252·1|44·2|18·5 P60'B28'F39'	Wilmgton (Del.) Utd.States	2OilEngines connected to Electric Motor & Sc. Shaft 4S.C.SA 338NHP 12Cy.17"-24" I.P.Morris&DeLa Vergne,Inc.Phl.		R
35825 PIEP	**Veendam** Ⓟ TwinSc ssRot.No.3-1,32 2*Dks*(*Stl*)&*Awng dk*(*Stl-pt ws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*)*in* Sub.Sig. *Nos.*1,2&3 *holds* D.F. *CruiserStern*	15450 12159 9202	✠100A1 *Awng dk* *withfreeboard* 1,35 BS2,36 ~~BS2,35~~ ✠LMC1,32 *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Rot	*j*†	CL 1,35	1923 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*465'2254*t* *of tunn*	550·2|67·3|41·1 P76'B&F391' *on Awng dk* FK *Tanks at sides* *els* 8'140*t FPT*190*t*	Rottrdam Dutch *ptCem* 9*BH to A dk* *APT*245*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	45 ″ 2 s13 ″ 2 32 ″ 5	
35826 PIEX	**Veerhaven** ssRot.No.1-34 1*Dk*(*Stl*)	5291 4934 3262	✠100A1 4,35 MS5,34 ✠LMC BS8,3	Ant	*a*†	CL 4,35	1930 2mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats. *CellDB*	421·3|54·3|27·2 P32'B268'F36' FK 373'1246*t FPT*117*t*	Rottrdam Dutch 7*BHCem* *APT*157*t*	Q.4Cy.20",28½",41½"&61" -48" 260lb (*s*) 463NHP 3SB,*9cf*,GS158,HS6696 FD Cen.Mar.EWrks.LdWHpl	29 ″ 8 s 4 ″ 8¾ 25 ″ 2¼	
35827 202865	**Vega** (*ex*PendennisWhite) D.F. GyC. *Mchy.Aft* 1*Dk*	4382 — 3205					1905	American S.B.Corp. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·0|28·0 F48' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",32"&57"-43½" 1B*made*00 211NHP AmericanSB.Co.Cleveland		R
35828 7541 SHDO	— (*ex*Nordland) 1*Dk&Awng dk*	1294 1047 749					1897	Flensburgr Schiffsb.Ges. Flensburg	RederiA/BFalkvik (T.Carlsson,*Mgr.*)	243·7|35·9|14·2 P14'Q70'	Sölvesborg Swedish	T.3Cy.18",29"&48"-33" 131NHP FlensburgerSchiffsb.Ges.		V
35829 5447 SHDR	— 1*Dk*	*1073* *901* *623*					1913	Lindhol-mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	226·4|35·1|14·4 B60'H104*t*F28'	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A.Got.		V
35830 269 OHGN	— ssHfs.2ndNo.3-2,32 Wireless 2*Dks*(2*nd dk-Stl*)	974 582 535	✠100A1 *withfreeboard* 6,35 ~~5,34~~ BS~~5,34~~ ✠LMC2,32 6,35	Abo	*l*	OG 5,34	1906 8mo *Lloyd*	Fevigs Jernskibsbyg Fevig '*sA&CP*	FinskaÅngfAktieb *WB* = *Cell*	192·0|31·1|12·3 FK *DBa*28'*uE*18'*f*35'	Helsingfrs Finnish 4*BHCem* 100*tAPT*18*t*	T.3Cy.16",26"&44"-30" (*r*) 180lb *100lb* 128NHP 1SB,*3pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 9 s 7 ″ 2½ 14 ″ 10¼	
35831 588 ESER	— (*ex*Grane,*ex*Göthe,*ex*Herma, *ex*WilhelmLüdke) 1*Dk*	406 350 217					1892	Nüscke &Co. Stettin	J.Rang	154·9|23·3|12·0 Q58'B24'H13*t*F17'	Tallinn Estonian	C.2Cy.17¾"&30¾"-19¾" DeutscheElbschifff.35NHP Ges."Kette,"Uebigau		V
35832 151393 VTDM	**Vegavati** Ⓟ (*ex*Solford) TwinSc *Fitted for oil fuel* 2*Dks*	781 699 322					1918	Murdoch & Murray,Ld. PortGlasgow	BombayS.Nav.Co. Ld.	219·3|28·6|15·6 P220'Q16'B29'	Bombay British	T.6Cy.13¾",21¼"&34"-21" 106NHP D.Rowan&Co.Ld.Glasgow		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où codé, si ce n'est dans le Livre. Durée Cert. B. of Trade
35833 LDLJ	**Vela** Wireless D.F. 1*Dk*	1180 826 605					1930	Bergens Mek. Værks. Bergen	**DetBergenske Dampskibsselskab**	223·9 Q77*t*B89*t*F31*t*H74*t*	34·2	14·1	**Bergen** Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
35834	**Velarde** (*ex*Petrarch) **Iron3Mst** *Mchy.Aft* 2*Dks*	965 — 640					1873	Bowdler, Chaffer&Co. Liverpool	**PompeyoGonzalez**	210·5	28·2	22·0	**Gijon** Spanish	C.2Cy.23"&46"–24" 86NHP J.Taylor&Co.,Birkenhead		
35835 YTEZ	**Velebit** (*ex*Atlantica-33,*ex*Gróf KhuenHédervàry) ~~*ss*Tri.No.3-9,21~~ *ss*Rot.2ndNo.3-9,34 ~~*ss*Rot.No.2-30~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	*4153* *3929* *2578*	✠100A1 ~~2,35~~ ~~1,33~~ 2,36 BS11,36 ✠LMC1,35	Shl ~~Bry~~ Rot	*x*	CL ~~1,33~~ 9,34	1911 4mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	**Jugoslavenska OceanskaPlovidba d.d.** *CellDBa*132'*uE&*	378·2 P23'B201'F34' *B78'f*161'987*tFPT*	52·3	23·9 FK	**Split** YugoSlav 6*BHCem* 131*tAPT*95*t*	T.3Cy.26",42"&68"–48" (*s*) 180lb *125lb* 391NHP 2SB,8*cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4 s3 ″ 10½ 22 ″ 8	
35836 160399 GRCL	**Velho** Ⓟ (*ex*GonçaloVelho, *ex*Chellah, *ss*Adn.2ndNo.3-5,31 *ex*Independencia) 1*Dk*(*Stl*) Wireless &*Awng dk*(*Teak*)	1098 1021 589	✠100A1 *Awng dk* *with freeboard* 11,34 ~~BS1,34~~	Adn BS10,35 ✠LMC5,31	*m*	OG 5,34	1905 11mo *Lloyd*'*sCP*	Smith's DockCo.Ld. NorthShields	**Cowasjee,Dinshaw &Bros.** *CellDBa*40'*uE&*	210·0 *B33'f*90'190*t FPT*	32·2	11·8 18·9 FK	**London** British 4*BHCem* 46*tAPT*14*t*	T.3Cy.17",28½"&46"–30" (*s*) 180lb *70lb* 99RHP 1SB,3*cf*,GS54,HS1989 MacColl&Pollock,Ld.Sld.	21 ″ 0 s7 ″ 5½ 13 ″ 10½	
35837 LDPL	**Velma** **TwinSc** *OilEng* *ss*L.An.No.1,34 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	9720 8987 5861	✠100A1 ~~6,35~~ ~~11,34~~ 4,36 DBS8,35 ✠LMC CS11,34 2,34 *CarryingPetroleum in bulk*	LAn	*e*†	CL SN6,35 PN4,36	1930 8mo *Lloyd*'*sA&CP*	Götaver- kenA/B Gothenburg	**SkibsA/S Nordheim(Halfdan Ditlev-Simonsen& Co.*Mgrs.*)** *Cell DBuE*71'304*t*	475·6 P103'B35'F39' *DTf*33'622*t FPT*1	64·2	37·8 FK	**Oslo** Norwegian 10*BHptCem* 96*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*180lb* GötaverkenA/B,Got.	37 ″ 3 s 9 ″ 11¼ 27 ″ 6	
35838 219657 KUFG	**Velma Lykes** (*ex*Southseas, *ex*LakeFlournoy) *Fitted for oil fuel* 1*Dk*2*trB*	2572 — 1636			...		1920	McDougall DuluthCo. Duluth,Minn.	**LykesBros.S.S.Co. Inc.**	251·0 P25'B64'F20'	43·7	26·2 FK	**Houston, Tex.** Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
35839 YLAA	**Velta** (*ex*Fairmead) *ss*Lie.3rdNo.3-3,35 *Well deck* 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2347 1776 1382	✠100A1 3,35 BS~~7,34~~ 9,35	Lie ✠LMC MS3,35		~~8,34~~ 8,36	1890 4mo *Lloyd*'*sA&CP*	T.Turnbull &Son Whitby	**P.Danneberg** *WB=* *Intermediate BH*	289·6 P28'Q76'B124'F32' ptND02 *Cell DBa*96'*uE&B* *in forehold dispens*	38·3	19·3 FK	**Riga** Latvian *Cem* 42'*f*114'504*t* *ed with* 4 *BH*	T.3Cy.22",36"&59"–39" (*s*) 160lb NDB06 219NHP 2SB,6*cf*,GS84,HS3300 Blair&Co.Ld.Stockton	22 ″ 2 s1 ″ 8¼ 20 ″ 8	
35840	**Venator** (*ex*Katie) 1*Dk*&*ptAwng dk*	1113 652 627			...		1901	Fevigs Jernskibsbyg Fevig	**NorthAmerican Fruit&S.S.Corp.**	220·1	30·2	13·5	**Pto.Cortes** Honduran *WB*	T.3Cy.20",32"&53"–33" 186NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 5	
35841 135254 VGYD	**Vencedor** (*ex*ExmouthII) **3Mst** *ss*Lon.No.3-12,26 Wireless *ss*Vcr.No.2-34 2*Dks*(*Upper dk–Teak*)	357 305 218	100A1 *with freeboard* 5,35 ~~5,34~~ BS5,35 *Adapted for oil fuel* 9,28 *F.P. above* 150° F.	Vcr LMC5,34		5,34	1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	**E.W.Hamber**	146·3	27·1	13·3 BOX KEEL42"	**Vancouver** British 5*BHCem*	C.2Cy.12"&24"–16" (*r*) 140lb 24RHP 1SB,2*pf*,GS29,HS796 A.G.Mumford,Ld.Colchstr	14 ″ 7 s2 ″ 10½ 15 ″ 6	
35842 FPBG	**Vendémiaire** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	9228 8215 6449			...		1929	Deutsche Wrft.A.G. Hamburg	**Cie.Nationale de Nav.**	468·1 P108'F40'	61·8	36·4 FK	**Havre** French *WB*	C.4Cy.(2)$22\tfrac{1}{16}$"&(2)47¼"– 47¼" 545NHP DeutscheWerft,Hamburg	36 ″ 0	V †
35843 OZXA	**Vendia** Wireless *ss*Abg.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1150 686 627	✠100A1 5,35 ~~4,34~~ BS~~4,34~~ 3,35	Cpn Els ✠LMC9,32	*n*	CL ~~4,34~~ 5,35	1924 10mo *Lloyd*'*sCP*	Howaldts- werke Kiel	A/SDampskibsselskabetD.F.K. (De forenedeKulimportörerA/S,*Mgrs.*) *CellDB*182'524*tMT*	226·0 P68'Q94'F29' *uDk*15'48*tFPT*50*t*	36·1	10·6 FK	**Copnhagn** Danish 4*BHCem* *APT*27*t*	T.3Cy.14¾",24"&39⅜"–$25\tfrac{3}{16}$" 185lb (*s*) 113NHP 2SB,4*cf*,GS58,HS2112 Howaldtswerke,Kiel	13 ″ 6 s4 ″ 4¼ 13 ″ 3	
35844 FNNT	**Vendôme** *Well deck* 1*Dk*	4192 3646 2534			...		1920	TyneIron S.B.Co.Ld. Newcastle	**Cie.DelmasFrères &Vieljeux**	364·1 P18'Q128'B68'F29'	52·8	24·5 FK	**LaRochlle** French *WB*	T.3Cy.23½",38"&64"–42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
35845 8028 SKWI	**Venern** (*ex*Chloris-35, **4Mst** *ex*Eider) *ss*Liv.No.3-7,23 ***Mchy.Aft*** *ss*Shl.No.2-32 ***Well deck*** Sub.Sig. 1*Dk*(*Stl*)	*1171* *966* *596*	100A1 2,35 BS10,34	Bkn LMC2,32		OG 2,35	1921	Werft Nobiskrug G.m.b.H. Rendsburg	**HugoSilvén** *IntermediateBHin* C	249·7 P&B193'F30' *hold dispensed with* *ellDB*201'427*tFPT*	37·5	12·5 FK	**Säffle** Swedish *Cem* 3*BH only* 181*tAPT*32*t*	T.3Cy.17¾",$28\tfrac{9}{16}$"&$45\tfrac{5}{16}$"– $29\tfrac{9}{16}$" 185lb (*s*) 143NHP 2SB,4*cf*,GS78,HS2476 OttensenerMch.G.m.b.H. Altona	15 ″ 0 s ″ 5½ 14 ″ 9½	
35846 5656 SHDW	**Venersborg** *ss*Skm.No.3-4,27 *ss*Lkr.No.2-35 ~~*ss*Skm.No.1-34~~ 1*Dk*(*Stl*)	*1065* *868* *577*	✠100A1 2,35 BS3,36 ~~MS7,31~~	Lkr ✠LMC2,35 ~~BS2,35~~	*n*	OG 11,33	1914 11mo *Lloyd*'*sA&CP*	Trndhjms Mek.Værks Trondheim	**StockholmsRederiaktiebSvea(Eman. Högberg,*Mgr.*)** *WB= CellDBa*67'	226·2 P28'B67'H118*t*F12' *uE*13'*f*90'268*tFPT*	35·0	13·5 FK	**Stockholm** Swedish 4*BHCem* 32*tAPT*35*t*	T.3Cy.17",27½"&46"–30" (*s*) 180lb 139NHP 2SB,4*cf*,GS72,HS2312 TrondhjemsMV.Trondhm	15 ″ 10 s1 ″ 6¼ 14 ″ 6	
35847 148939 GMNX	**Venetia** *ss*Rot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5728 5163 3432	✠100A1 8,36 ~~3,31~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	Fal Rot 8,36 ✠LMC8,27	*z*	CL ~~6,30~~ 8,36	1927 8mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. PortGlasgow	**VenetiaS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*)** *CellDBuE&*	410·1 P121'B38'F42' *B*76'170*t APT*204*t*	54·5	30·1 FK	**Glasgow** British 16*BHptCem* (5,,*to2nddk*)	T.3Cy.25",43½"&74"–48" (*s*) 210lb 567NHP 3SB,9*cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	
35848	**Venezia** (*ex*Kingfisher) **TrpSc** 2*Dks*&*Promenade dk* *Fitted for oil fuel*	1250 — 702			...		1906	W.Denny &Bros. Dumbarton	**ChungHingShippingCo.Ld. (Yeung ChunKee,*Mgr.*)**	275·0 Q20' *Promenade dk*254'	32·1	10·2 BK5"	**Canton** Chinese	3Steam Turbines Denny&Co.Dumbarton	10 ″ 9	
35849 PIFA	**Venezuela** Ⓟ **TwinSc** (*ex*Westminster *ss*Ams.3rdNo.3-4,33 Abbey,*ex*Adolph Woermann) 2*Dks*(*Stl–Uteak s*)& ***Well deck*** D.F. *Web frames*	6355 4839 3847	100A1 ~~9,30~~ ~~8,35~~ 2,36 ~~BS3,34~~ ~~10,34~~ BS2,35 *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Ham LMC4,33		OG PN2,36 SN 11,33	1906 *Lloyd*'*sA&CP*	Reiherst'g Schiffsw. Hamburg	**Koninkl.Nederl. Stoomb.Maats.**	411·4 P&B263'F60' *CellDB*384'	50·7	28·8 FK	**Amstrdam** Dutch 7*BHCem* 108lb	T6Cy21⅝",37⅜"&$60\tfrac{5}{16}$"–$42\tfrac{1}{16}$" 200lb (*s*) 730NHP 5SB,15*cf*,GS262,HS11000FD Reiherst.Maschinenf.Ham.	31 ″ 7 s5 ″ 9¾ 26 ″ 8	
35850 LFNA	**Veni** (*ex*Tonbridge) *ss*Bgn.2ndNo.3-4,25 1*Dk*(*Stl*)2*trB*&*deepframing*	2981 2706 1778	✠ 5,30 ✠	Stv	*u*		1901 7mo	W.Pickers- gill&Sons Sunderland	**D/S A/S Veni (P.Smedvig)** *CellDBa*	324·0 P21'B96'F35' 104'*uE*20'*f*128'709*t*	47·1	21·7 FK	**Stavanger** Norwegian 6*BHCem* *APT*39*t*	T.3Cy.22",38¼"&64"–42" 277NHP 2SB,8*pf*,GS123,HS4147 J.Dickinson&SonsLd.Sld.	24 ″ 1	N †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35851 28027 JANA	**Venice Maru** ssKob.No.3-5,33 2Dks(Stl)&Awng dk(Stl)	6571 6157 4013	✠100A1 Awng dk withfreeboard 1,36 ~~6,34~~ ~~BS12,34~~ ✠LMC~~6,34~~ 1,36 Fitted for oil fuel 7,21 F.P. above 150° F.	Nag Kob	z	OG ~~11,33~~ 1,36	1921 7mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Kawasaki KisenK.K. CellDB342' 1234tDTa35'807t	405·0|53·0|37·0 F33'onAwng dk FK Collision FPT104tAPT36t	Kobe Japanese ptCem BHto Awdk 5 „ „ U „	T.3Cy.28",46½"&78"-54" 200lb (s) 578NHP 3SB,9cf,GS190,HS7800 FD KawasakiDkydCoLdKobe	37 ″ 0 s 9 ″ 3¼ 28 ″ 0	
35852	**Venizelos** (exAnnaD, exSvetoiSpiridon) TwinSc ssCpl.No.3-9,21 ssPir.No.2-[illegible] Now "Lesbos," see No.33907 in Supplement Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1005 742 471	✠ A1 withfreeboard 10,33 BS10,35 ✠LMC7,31 For service in the Mediterranean & Black Sea	Pir	m	10,33	1910 7mo	Dundee S.B.Co.Ld. Dundee	SifneoFrères CellD	220·1|33·0|11·9 Q161'F32' FK Bf132'216tDTf22'	Mytilene Greek 5BHCem 151tAPT15t	T.3Cy.10½",17½"&28"-21" 180lb (s) 103NHP 2SB,4pf,GS70,HS1944 W.V.V.Lidgerwood,Gls.	13 ″ 9 s 3 ″ 10¼ 12 ″ 6	
35853 89 YLBG	**Venta** (exWillowmore,exCundall) Sub.Sig. 1Dk	1886 1709 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle	LatvianGovt. (ValstsKugu Parvalde,Mgrs.)	276·0|40·5|18·6 P24'B60'F29'	Riga Latvian	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth&Co.Ld.Sld		C
35854 129475 VGYF	**Venture** Ⓟ TwinSc ssVcr.2ndNo.3-1,34 Wireless 1Dk(Stl)&Awng dk	1011 743 580	✠100A1 Awng dk withfreeboard 1,36 ~~1,35~~ BS1,36 ~~BS1,35~~ ✠LMC1,34 Fitted for oil fuel 4,12 F.P. above 150°F.	Vcr	k	CL 12,34	1910 3mo	Napier& Miller,Ld. Glasgow Lloyd'sA&CP	UnionSteamships Ld. WB=	180·4|32·0|17·0 B121' ND20 FK CellDBuE18' f79'	Vancouver British 4BHCem 112tDTa17'	T.6Cy.12",19"&33"-27" (s) 180lb 171NHP 2SB,6cf,GS108,HS3300 Miller&Macfie,Ld.Gls. 46tFPT9tAPT60t	19 ″ 0 s 7 ″ 3 12 ″ 3	
35855 LDSV	**Venus** Ⓟ TwinSc OilEng. D.F. 1Dk&Shelter dk &pt3rd&4th dks Ref.Mchy. CruiserStern	5407 4156 2867					1931	Helsingörs Jernsk&Msk. Elsinore	DetBergenske Dampskibsselskab	398·5|54·2|26·6 H1120t	Bergen Norwegian WB	Oil Engines 4S.C.SA 20Cy.24 3/16"-42¼" 1190NHP Akt.Burmeistr&Wain,Cpn		
35856 161876 WPBI	— (Self-Unloader) Mchy.Aft D.F. GyC. 1Dk2trB	3719 — 2766					1901	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	346·0|48·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Lorain		
35857 OXID	— ssAbg.No.3-7,33 1Dk(Stl)	2456 2212 1460	✠100A1 ~~7,35~~ ~~1,34~~ 1,36 ~~BS11,34~~ ✠LMC7,33 1,36 Fitted for oil fuel 6,20 F.P. above 150° F.	Abg ~~Elg~~ Cpn	t	CL 9,33	1920 6mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	A/S D/S "Orion" (C.P.Jensen,Mgr) CellD	303·0|43·0|20·8 P33'B81'F32' FK B240' 649t FPT70t	Copnhagn Danish 5BHCem APT87t	T.3Cy.22",36"&59"-39" (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 N.E.MarineEngCoLd.Nwc	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
35858 PIFF	— 2Dks	1835 1474 1146					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·2|38·2|18·8 Q87'B147'F34'	Amstrdam Dutch WB	T.3Cy.19",30"&51"-36" 156NHP RotterdamDroogd.Maats.		V
35859 KZAV	— Ⓟ Iron (exLochMaree) Well deck Wireless 1Dk2trB	1050 632 554			...		1880	Gourlay Bros.&Co. Dundee	ManilaS.S.Co. (Elizalde&Co. Mgrs.)	210·0|29·8|15·7 P116'F31' FK	Manila Utd.States WB	C.2Cy.23"&44"-42" 99NHP GourlayBros&Co.Dundee	16 ″ 11	
35860 DOOX	—	603 592 361					1897	Helsingörs Jernsk&Msk. Elsinore	Dampfschifffahrts Ges.Neptun	169·0|26·0|16·5	Bremen German WB	T.3Cy.12½",21"&34½"-24" 58NHP HelsingörsJrnsk.&Mskb.		G
35861 PUTJ	— (exCaninde,exItajahy,exLucania, exFranklin,exPampa, 1Dk exL'Italia)	346 314 207					1890	E.Cravero &Co. Genoa	RodolphoSousa& Cia.	157·6|27·2|10·9	R.Janeiro Brazilian	C.2Cy.15¾"&31½"-19¾" Bmade06refitted30 37NHP E.Cravero&Co.Genoa		V
35862 LITS	**Vera** TwinSc OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	6485 5560 3881					1934	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/SVaarheim (H.Ditlev-Simonsen&Co.Mgrs.)	408·6|55·3|32·4 P202tH534tF73t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21 21/32"-39⅜" 561NHP EriksbergM.V.Aktieb.Got		N
35863 7025 SHED	— (exBryssel) ssHbg.2ndNo.3-5,27 ssHbg.No.2-35 1Dk(Stl)&deep framing Cargo battens not fitted	1341 1202 763	✠100A1 2,36 ~~4,35~~ ✠LMC4,35 BS2,36	Hbg	p	OG ~~N2,35~~ 2,36	1904 8mo	Soc.Anon. LeVulcain Belge Hoboken Lloyd'sA&CP	RederiA/B Sirius (O.Hillerström, Mgr.)	240·3|37·2|16·6 P15'B146'F29' FK	Hlsngborg Swedish 4BHCem CellDBa34'	T.3Cy.18 5/16",29 15/16"&49¼"- 33 7/16" 185lb (s) 167NHP 2SB,4cf,GS82,HS2796 LeVulcainBelge,Hoboken uE&B32'f96'274tAPT20t	19 ″ 2 s 1 ″ 6¼ 17 ″ 9	
35864 OHSM	— Comp OilEng. 1Dk	446 350 204					1918	A/BÖstersjövarfvet Norrköping	GustafErikson	149·5|28·6|11·0 P40'F18'H20t	Mariehmn Finnish	OilEngines2S.C.SA 4Cy.12½"-18½" 109NHP A/BAtlasDiesel,Skm.		V
35865 148529 GDJB	**Vera Radcliffe** ssSld.No.2-33 D.F. 1Dk(Stl)	5587 5113 3417	✠100A1 ~~1,35~~ 11,35 BS11,35 MS7,33 ✠LMC ~~DBS6,34~~ ~~MBS9,34~~	Npt	z	CL 1,35	1925 1mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	WimborneS.S.Co. Ld.(E.Thomas Radcliffe&Co. Mgrs.) CellDB	415·5|55·5|26·6 P45'B&F327' FK 362'1581t FPT113	London British 7BHCem tAPT147t	T.3Cy.26½",46"&75"-48" (s) 180lb 180lb 471NHP 3SB,9cf,GS197,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 8½ 25 ″ 2	
35866 1944 IVJI	**Verace** (exGiuseppina-34,exIberia) ssRot.3rdNo.3-9,22 1Dk(Irn)2trB	1219 1075 750	✠ 1,28 ✠ ✠NB90refitted10,14	Rot	n		1884 6mo	L.Smit& Zoon Kinderdijk	IgnazioMessina &C.	257·5|33·0|15·2 B60'F26' len87 ptND02 BK8" DBa63'f88'&u	Genoa Italian 4BHCem E&B40'285t	C.2Cy.27⅜"&52"-33" 151NHP 2SB,6cf,GS90,HS2940 KonMaats.deSchld.Flshng	18 ″ 9	I †
35867 231755 KDCT	**Veragua** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks E.S.D. D.F. GyC.	6982 4073 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. Mgrs.)	415·7|60·3|24·1 P41'B&F343'	NewYork Utd.States	2SteamTurbines connect'd toElec.Motors&Sc.Shafts GeneralElectric 1783NHP Co.Schenectady,N.Y.		R
35868	**Verbania** (exMadioen-35) Now "Nita," see No. 39303 in Supplement 3Dks	6803 6782 4805					1913	Bonn& Mees Rotterdam	DittaLuigiPittalugaVapori	430·0|54·2|26·8 P44'	Genoa Italian WB	T.3Cy.28½",47"&81"-52" 470NHP Maats.deSchelde,Flushing		
35869 162697 GJVP	**Verbormilia** (exDanubio, exGrófSerényiBéla) 1Dk2trB&deep framing	3275 2960 2063			...		1907	W.Gray &Co.Ld. W Hartlepool	VerbormiliaS.S. Co.Ld.	331·0|48·3|22·0 P25'B124'F30' FK	London British WB	T.3Cy.24",40"&65"-42" 292NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 6	V †
35870 836	**Verdandi** (exManhem) Iron ssGot.3rdNo.3-8,20 ssGot.No.2-29 Well deck 1Dk2trB	437 346 224	✠ — 10,33 ✠NB3,04 ✠	Got	g		1883 11mo	MotalaCo. Gothenburg	H.Johansson	141·1|24·3|13·8 Q44'B34'F22' BK7"	Mariehmn Finnish 4BHCem MT17'90t	C.2Cy.16"&29"-20½" NDB04 41NHP 1SB,2cf,GS32,HS770 MotalaCo.Gothenburg	14 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
35871 86 ICNG	**Verdi** Ⓟ *Oil Eng.* ssFiu.No.1–33 2*Dks*(*Stl*)	2423 1836 1423	✠100A1 ~~9,30~~ ~~1,35~~ 3,36 DBS~~4,35~~ 3,36 ✠LMC CS7,33. ~~10,31~~ 1,35	Fiu	s	CL 7,34	1928 10mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	AdriaSoc.Anon.di Nav.Marittima *CellDB*213'398*t*	294·0 281·8 P29'B84'F36' FK *FPT*58*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp* *APT*57*t*	Oil Engines 2S.C.SA 4Cy.28⅜"–37⅜" 391NHP DB*100lb* "Fiat"Stab.GrandiMotori, Turin	28 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
35872 TYKM	**Verdun** 1*Dk*	324 — 174					1916	Soc.des AteliersMarit Haïphong	Transp.Maritimes &Fluv.de l'Indo- Chine	130·9 P38'F30'	25·0	10·8	Haïphong French	C.2Cy.9¾"&20"–14 5/16" Soc.des 16NHP Atel.Marit.Haïphong		
35873 EGSB	**Verge del Pilar** (*ex*S.Giner, *ex*MelitonGonzalez, ssSws.No.1–93 *ex*Wittekind) 1*Dk*(*Irn*)&*Webframes* Wireless *IrnBeams&Stringers*(*Irn*)	1001 690 610	✠ 5,94 ✠	Gls •	m		1889 4mo	Sunderlnd S.B.Co.Ld. Sunderland	JoséIllueca *CellDB*(*I*	210·0 P22'Q46'B22'	31·5	13·4	Valencia Spanish 4*BHCem* *rn*)174'210*t*	T.3Cy.17⅜",28"&46"–30" 116NHP 1SB,3*pf*,GS52,HS1777 N.E.MarineEngCoLd.Nwc	15 ″ 10	
35874 219268 KOPK	**Vermar** (*ex*Circinus) ssBal.No 3–2,32 D.F. 2*Dks*(*Stl*)	5568 5144 3423	✠100A1 ~~3,35~~10,35 BS~~6,34~~ ✠LMC2,32 7,35 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	z	CL 8,34	1919 12mo	Columbia RiverSBCorp Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH* *in after* *CellDB*355'1139*t*	410·0 P44'B115'F47' FK *hold dispensed with* *MT*29'745*t* *FPT*13	54·2	27·5	NewYork Utd.States *ptCem* 5*BH to Udk* 1 ,, ,, 2nd,, 2*t APT*143*t*	T.3Cy.24½",41½"&72"–48" 210lb (*r*) 562NHP 3SB,9*cf*,GS190,HS8324 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 2 s 6 ″ 5 24 ″ 0	
35875 FNUP	**Vermont** (*ex*Easterly) 2*Dks*	5186 — 3200					1919	Bartram& Sons,Ld. Sunderland	Cie.Générale Transatlantique	399·6 P48'B112'F39'	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP N.E.Mar.Eng.Co.Ld.Sld.		V
35876 7837 SHGK	**Verna** ssHbg.No.1–36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1451* *1116* *801*	✠100A1 3,36 ~~9,35~~ ~~BS7,34~~ ✠LMC~~7,32~~ 3,36	Hbg	p	OG 3,36	1932 7mo *Lloyd*	Helsing- borgsVarfs. Aktiebolaget Helsingborg '*sA&CP*	Aktiebolaget Verna(B.Ingels- son) *CellD*	247·1 P19'Q79'B100'F23' *Trunk in after well* FK *B*213'437*t* *FPT*28*t*	38·1	15·5	Hlsngborg Swedish 4*BHCem* *APT*54*t*	T.3Cy.17¾",29¾"&46¾"– 27 9/16" 200lb 145NHP 2SB,4*cf*,GS68,HS2337 HelsingborgsVarfs.A/B	17 ″ 6 s ″ 8½ 16 ″ 11¼	
35877 5579 SHEK	— ssGot.No.3–7,26 *Mchy.Aft* ssGot.No.2–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	512 281 348	✠100A1 *Shelter dk* *withfreeboard* BS10,35 10,35~~7,34~~ ✠LMC ~~BS7,34~~ MS3,35	Got	g	8,33	1914 5mo *Lloyd*	Aktieb. LödöseVarf Lödöse '*sA&CP*	Rederiaktieb. Concordia(Per Waller,*Mgr.*) *WB* = *Cell DB*	131·4 FK *uE*13'*f*83'110*tFPT*	28·2	10·1	Gothenbrg Swedish 3*BHCem* 19*tAPT*7*t*	C.2Cy.12"&27"–15" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Akt.LödöseVarf,Lödöse	18 ″ 9 s 5 ″ 5½ 13 ″ 5¼	
35878 408 OHKT	**Verna H.** (*ex*Elvi–32,*ex*Barbara, *ex*Torridal,*ex*Barbara,*ex*Oddgeir. *ex*Frank) *Well deck* 1*Dk*	918 772 502					1900	Fredrkstad Mek.Værks. Fredrikstad	WernerHacklin	209·4 Q59*t*B105*t*H54*t* F33*t*	32·6	13·4	Pori Finnish	T.3Cy.14½",24"&39"–27" 79NHP FredrikstadM.V.Frdstad.	15 ″ 9	V
35879 161612 GJPK	**Vernon City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4748 4432 2875					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld.*Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
35880 204684	**Verona** GyC. *Mchy.Aft* 1*Dk*	5880 — 4515					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgs.*)	480·0 *WB*	52·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanSBCo.Cleveland		
35881 6018 SHEM	**Veronica** 1*Dk*	*1316* *1148* *724*					1918	Limhamn's Skeppsv.A/B. Limhamn	RederiA/B Activ (Joh.Gorthon, *Mgr.*)	238·0 P29'B60'F28'	37·6	16·2	Hlsngborg Swedish *WB*	T.3Cy.17¼",29½"&48"–31½" 129NHP LimhamnsSkppsv.A/B.		V
35882 FOYW	**Versailles** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*	2156 1730 695					1919	Forg.&Ch. de la Mediter- ranéeHavre	Chemins de Fer de l'État Français (SouthernRailway *Mgrs.*)	298·1	36·1	22·4	Dieppe French *WB*	2SteamTurbinesSRGeared to 2 Sc. Shafts Forges&Ch.de la Mediterranée,Havre		V
35883 LHUK	**Vesco** *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* 1*Dk*	331 253 150					1926	Harstads Mek.Værks. Harstad	A/S Vestlandske Petroleum Compagni	136·2 B54*t*H15*t*	25·3	10·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15"–16½" 159NHP J&CGBolindersCoLd.Skm.		N
35884 LFF1	**Vesla** 1*Dk*	1107 982 663					1913	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	226·3 P18'B51'H48*t*F30'	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"–30" 116NHP BergensMekVærksBergen		N
35885 235 ICNH	**Vesta** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	3351 2918 1934					1923	Cant.Nav. Riuniti Palermo	LloydTriestino	309·4 B84'F35'	44·5	27·0	Trieste Italian *WB*	T.3Cy.22 7/16",36⅜"&61⅛"–39⅜" NE&B25 240NHP Soc.Vickers-Terni,Spezia		I
35886 PIFX	— 2*Dks*	1835 1472 1146					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·3 Q87'B147'F34'	38·1	18·8	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"–36" 156NHP RotterdamDroodg.Maats.		V
35887 DOHW	— Sub.Sig. 1*Dk*	1620 1043 883					1920	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	240·1 P23'Q71'	36·1	15·3	Bremen German *WB*	T.3Cy19 7/16",31½"&53½"–35⅜" 168NHP A.G."Weser,"Bremen		G
35888 LFFV	— (*ex*Skinfaxe) 1*Dk*	1310 1110 789					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetBergenske Dampskibselskab	241·4 P10*t*H68*t*F32*t*	36·3	16·3	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–30" KjbnhavnsFlydk. 128NHP &Skbsv.Copenhagen		V
35889 9 OHGO	— ssHfs.3rdNo.3–5,26 Wireless ssAbo.No.2–34 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1015 796 590	✠100A1 ~~6,30~~ ~~5,34~~ 4,36 ✠NB4,20 ✠LMC5,34 BS6,36	Abo ~~Hfs~~	m	CL 4,34	1889 5mo	TyneI.S.B. Co.(Lim.) Newcastle A&CP	FinskaÅngfAktieb *WB*=*DBa*64'	210·5 Q78'B61'F23' FK *f*49'&*uE*&*B*35'291*t*	31·2	15·3	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.17⅞",28"&46"–30" (*s*) 150lb *100lb* NDB20 114NHP 1SB,3*pf*,GS57,HS1753 NE MarineE.C.(Lim.)Nwe	16 ″ 1 s 1 ″ 0¼ 15 ″ 2	
35890 4563 SHER	**Vestanvik** (*ex*Carl) ssSkm.2ndNo.3–4,33 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1213* *970* *715*	✠100A1 ~~9,34~~12,35 ✠LMC MS7,32 BS~~6,34~~8,35	Mmo	o	OG ~~3,33~~ 11,35	1906 4mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	Rederi A/B Vestanvik (K.W.Bensow) *Cell DBa*69'*uE*&*B*	236·0 P14'Q74'B62'F24' FK 33'*f*94'371*t* *FPT*57*t*	35·6	14·3	Gothenbrg Swedish 4*BHCem* *APT*19*t*	T.3Cy.18",29"&50"–33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 2 15 ″ 5¼	
35891 LFFX	**Vesteraalen** Ⓟ Iron 1*Dk*&*Awng dk*3*tr B*	682 597 389					1891	AkersMek. Værks. Oslo	Vesteraalens Dampskibsselskab	165·8 H16*t* 20·2 *WB*	27·1	13·1	Stok- marknes Norwegian	T.3Cy.15",25"&40"–24" 78NHP AkersMek.Vrk.Oslo		N
35892 3471 SDLM	**Vesterbotten** Ⓟ Iron (*ex*Borgholm–34,*ex*NyaVesterbotten, *ex*NyaSöderhamn, 1*Dk*&*ptShelter dk* *ex*Finland)	*611* *312* *443*					1876	W.Crich- ton Åbo	Stockholms Rederiaktieb.Svea (Eman.Hogberg, *Mgr.*)	166·9 H54*t*F45'	25·6	12·0	Stockholm Swedish *WB*	T.3Cy.14½",22¾"&37½"–27½" NE&B02 73NHP BergsundsM.V.Aktb.Skm.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist^d Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35893 ~~163485~~	**Vestfold** TwinSc ~~D.F.~~ ssSfj.No.1-35 *Mchy.Aft CruiserStern 2Dks(Stl)* *Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck* *Strengthened for Navigation in Ice*	14547 9942 8277	✠100A1 *withfreeboard* 9,35 ~~8,34~~ ~~MS8,31~~ ✠LMC~~7,31~~ *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel 7,31* *F.P. above 150° F*	Sfj PrBS10,35 10,35	j†	CL ~~6,34~~ 8,35	1931 7mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~VestfoldWhaling Co.Ld.~~ Vestfold Corporation	538·1 P120'F108' *Cell DBuE&B92' 553tDTs f44'924t* *Side tanks in mchy. space 90'440tFPT408tAPT493t*	74·3	33·3	Panama Panmanian FK *18BHptCem* *(4 to W dk* *14 „ 2nd „)*	Q8Cy20½"29½"42½"&62"-45" 265lb (s) 997NHP 19Pr.B-60lb 10Pr.B.-43lb 5SB,*20cf*,HS14800 FD Richardsons,Westgarth& Co.Ld.Hpl.	48 ″ 9 s15 ″ 4 33 ″ 8½	
35894 LFGB	**Vestfos** *1Dk*	1388 1254 826					1909	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen, A/S,*Mgrs.*)	254·0 P44tH65tF6t	38·0	16·4	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
35895 LFGD	**Vestkyst I.** *Mchy.Aft 1Dk*	370 287 187					1923	Husö Værft. Husö	SkibsA/S Kysten (F.J.Röstand&B. Pedersen,*Mgrs.*)	137·3 P52tF14t	25·3	11·0	Arendal Norwegian *WB*	T.3Cy.9½",14½"&24½"-18" 25NHP BergensMek.VerksBergen		N
35896 LDDK	**Vestland** ssH.Kg.No.3-8,28 *1Dk(Stl)*	1934 1700 1139	✠ ~~—~~ 11,33 ✠	Bgn	r		1916 8mo	Detroit S.B.Co. Wyandotte	Dampsk.A/S Vestland(Rich. Amlie)	251·0 P28'B65'F27' *CellDB212' 545tFPT*	43·8	18·2	Haugesnd Norwegian FK *4BHCem* *68tAPT77t*	T.3Cy.20",33"&54"-40" 274NHP 2SB,*6cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2	N †
35897 LFGE	**Vestmanröd** (*ex*Snenut) *Mchy.Aft 1Dk*	691 522 343					1919	Wortelboer &Co. Delfzyl	SkibsA/S Vestmanröd(O.G. GjessensEftf.)	180·0 Q81tB19tH15tF22t	28·8	12·5	Skudesneshavn Norwegian *WB*	T.3Cy.14⅖",23⅖"&38⅗"-26⅕" 77NHP Mch.Koopman,Dordrecht		N
35898 LFGF	**Vestri** Ⓟ *Ref.Mchy. 1Dk& Awng dk*	490 472 275					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskslsk.	151·0 P105'F24'	26·6	15·0	Stavanger Norwegian *WB*	T.3Cy.12¼",19"&31"-18" 40NHP HelsingörsJernsk.&Mskb.		
35899 LDQX	**Vestvangen** ssMob.No.1-35 *1Dk(Stl)* *Cargo battens not fitted*	2420 1993 1394	✠100A1 1,36 ~~3,35~~ ~~10,35~~ ✠LMC3,35 *Fitted for oil fuel 10,30* *F.P. above 150° F.*	Mob NOs	s	OG ~~3,35~~ 1,36	1930 10mo *Lloyd'sA&CP*	Intrnationl S.B.&E.CoLd Danzig	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*)	291·2 P28'B84'F33' *Intermediate BH in fore hold dispensed with* *CellDB248'623tFPT61tAPT78t Wing tanks in Bridge42t*	45·7	18·5	Oslo Norwegian FK *4BHptCem*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 206lb (s) 229NHP 2SB,*6cf*,GS72,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s2″ 8¼ 17 ″ 11½	
35900 LDDL	**Vestvard** *OilEng.* *2Dks*	4319 3865 2441					1925	Akt.Ges. "Neptun" Rostock	KlostersRederi A/S (Lauritz Kloster,*Mgr.*)	386·0 F25tP109tH266t	53·0	23·5	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27⅗"-$55\frac{1}{16}$" 440NHP Mchfbk.Augsburg-Nürnberg,Augsburg		N
35901 711 ICNJ	**Vesuvio** D.F. *1Dk*	5430 4555 3391					1914	Soc.Fiat SanGiorgio Spezia	Soc.Anon.per l'Industria ed il Commercio Marittimo "Nova Genuensis"	394·9 P30'B200'F35'	51·7	27·5	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{7}{16}$"-48" 337NHP Cant.Nav.Riuniti,Ancona		CI
35902 7107 SHFE	**Vesuvius** (*ex*Bruckhausen, *ex*Wobun) ssHbg.2ndNo.3-6,28 ssHbg.No.1-33 *1Dk(Stl)&deep framing* *Cargo battens not fitted*	*1580* *1441* *933*	✠100A1 10,35 ~~5,35~~ ✠LMC MS10,32 BS~~5,35~~ 10,35	Hbg Lkr	q	CL ~~5,35~~ 9,35	1902 6mo *Lloyd'sA&CP*	Grngem'th &Greenock Dockyard Co. Greenock	RederiA/B Wega (I.Wettin,*Mgr.*)	257·5 B58'F27' *CellDB a68'uE&B36' f103'*	37·1	18·2	Hlsngborg Swedish FK *4BHCem* *399tAPT25t*	T.3Cy.19",31"&51"-36" (s) 160lb *80lb* 183NHP 2SB,*6pf*,GS92,HS3161 Dunsmuir&Jackson,Gls.	20 ″ 4 s 2″11¼ 17 ″ 7	
35903 UOYL	**Vetluga** (*ex*Drechtstroom-34, *ex*Helder) *2Dks*	1717 1358 949					1918	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R.	272·0 Q94'	40·0	19·0	Leningrad Russian *WB*	T.3Cy.20",31"&51"-35½" 155NHP Werkspoor,Amsterdam		V
35904 266 Broken up	**Vettore Pagan** TwinSc (*ex*Graville-34,*ex*Ajusteur) *Mchy.Aft 1Dk*	1038 — 574					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	GiuseppePagan	216·5 P74'F30'	34·1	13·5	Venice Italian *WB*	C.4Cy.16⅛"&30⅜"-$19\frac{5}{16}$" 68NHP Ch.&Atel.deSt.Nazaire		
35905 DANX	**Viadra** *1Dk*	947 725 578					1899	Oderwerke A.G. Grabow	RenataDmpfsch. Ges.Th.GribelK.G. a.A.(RudChrist Gribel,*Mgr.*)	206·3 Q63'B51'F29'	32·0	14·1	Stettin German *WB*	T.3Cy.14½",22¾"&38"-28" 76NHP OderwerkeA.G.Grabow		G
35906 UNJT	**Viatka** Ⓟ Wireless *CruiserStern 2Dks*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	238·7 B86'F25'	35·0	18·3	Archangel Russian *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"-31½" 93NHP Cant.Riuniti dell'Adriatico Trieste		G
35907 LFGH Sunk by Collision 10,35	**Viator** *1Dk*	983 881 619					1904	Stavanger Stöberi&Dok Stavanger	D/S A/S Vestfart (ErlingSannes, *Mgr.*)	231·7 H48tF29t	33·3	15·3	Bodö Norwegian *WB*	T.3Cy.16",26"&43½"-30" 104NHP StavangerStöberi&Dok		N
35908 OUNE	**Vibeke Mærsk** *1Dk*	953 681 514					1925	F.Schichau Elbing	Dampskslskb. af1912 (A.P.Möller, Copenhagen,*Mgr.*)	221·0 P25'B94'F28'	32·2	14·2	Aarhus Danish *WB*	T.3Cy.15",24⅔"&38½"-25⅙" 75NHP F.Schichau,Elbing		V
35909 OXJD	**Viborg** ssCpn.No.3-5,31 *1Dk(Stl)*	2028 1794 1188	✠100A1 10,34 BS12,35 ✠LMC 9,34 ~~MS5,31~~ ~~BS9,34~~	Els	s	OG 10,34	1919 3mo *Lloyd'sA&CP*	NVSchpw. v.J.Smit.Czn. Alblasserdm	A/S D/S "Dannebrog"(C.K Hansen,*Mgr.*)	283·4 P22'B166'F35' *CellDB239' 604tFPT82tAPT84t*	42·1	18·3	Copnhagn Danish FK *4BHCem*	T.3Cy.20½",32"&52"-39" (s) 180lb *140lb* NDB20 208NHP 2SB,*6cf*,GS84,HS3450 Kon.My."deSchelde,"Fls.	20 ″ 9 s 1 ″ 7¾ 19 ″ 3¾	
35910 LIYB	**Vibran** Ⓟ *OilEng.* D.F. *1Dk,2nd dk for fruit cargo* *Ref.Mchy. 3rd dk in forward holds* *CruiserStern sparred for fruit cargo*	2993 2619 1759	✠100A1 *withfreeboard* ~~10,35~~ 4,36 ✠LMC3,35 ✠Lloyd'sRMC~~3,35~~11,35 for temp. 33° F.	Els Lon	u	CL	1935 3mo *Lloyd'sA&CP*	Helsingörs Jernsk&Msk. Elsinore	SkibsA/S Ogeka (O.A.Knutsen, *Mgr.*)	322·5 F44' *CellDB262'536t Tanks at sides of tunnel79'450tFPT19tAPT87t*	45·8	26·7	Haugesnd Norwegian FK *5BHptCem* *(Coll to W dk* *4 „2nd„)*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 606NHP DB*70lb* Akt.Burmeistr&Wain,Cpn	28″10 s 8 ″ 9¼ 20 ″ 3	
35911 LFGI Dismantled	**Vibran II.** (*ex*Vibran-35) Wood *1Dk2trB*	430 327 230					1891	K.Skaaluren Rosendal	KnutKnutsen, O.A.S.	153·1 Q24tB52tH64tF19t	25·7	12·6	Haugesnd Norwegian	T.3Cy.11⅓",18"&29½"-24" 43NHP LaxevaagsMsk.&Jrns.Bgn		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réf. Trade.
35912 EGSE	**Vicente** (*ex*Vinaroz,*ex*Paris, *ex*Edith) *ss*Bcl.No.3–12,19 *Well deck* 1*Dk*(*Stl*)	534 376 299	✠ 2,23 ✠	Bcl	*h*		1899 2mo	W.Harkess &Son Middlesbro'	Soc.Anon.Ferrer Peset	158·1 Q82'B14'F20' FK *DBa*32'35*tFPT*	26·5	12·3	Valencia Spanish 4*BHCem* 35*tAPT*18*t*	T.3Cy.13″,21½″&33″–24″ 62NHP 1SB,2*rf*,GS40,HS1033 Whyte&Mair,Dundee	13 ″ 0	V †
35913 EAQC	**Vicente La Roda** Ⓟ (*ex*Una) *Well deck* Wireless 1*Dk*2*tr B*	1508 — 915			...		1899	J.Scott& Co. Kinghorn	Cia.Trasmediterranea	237·2 P&B144'F57' BK8″	34·2	16·6	Valencia Spanish *WB*	T.3Cy.20″,32″&54″–39″ 274NHP J.Scott&Co.Kinghorn	17 ″ 9	V †
35914 160238 GLVX	**Viceroy of India** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk teaks*) 4*th*&5*th dks*(*Stl*) *in fwd. holds & pt after holds* D.F. *CruiserStern*	19627 14069 10027	✠ 7,32 ✠	Lon			1929 3mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*	586·1 B354'F82' FK 524'3039*t FPT*170*t*	76·2	41·5	Glasgow British 11*BHptCem* (1*to Wthr dk* 10 „ 2*nd* „) *APT*138*t*	2 Stm.Turbines connected toElec.Mots.&Sc.Shafts 3565NHP 6 WaterTubeBoilers HS32500 A.Stephen&Sons,Ld.Gls. *Motors by* British Thomson-HoustonCo.Ld.Rugby	45 ″ 6	BT till ~~6,35~~ 6,36
35915 653 OHBS	**Vicia** (*ex*Sigrid,*ex*Carham) 1*Dk*&*deep framing*	2660 — 1836					1896	Furness, Withy&CoLd WHartlepool	A/B Transport (KristianHansen, *Mgr.*)	314·3 P41'B77'H98*t*F30'	43·1	20·4	Helsingfors Finnish *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP W.Allan&Co.Ld.Sld.		V
35916 LDDM	**Victo** (*ex*Skogstad) 1*Dk*2*tr Bdeep framing* &*Web frames*	3655 3474 2357			...		1906	R.Thompson&Sons,Ld. Sunderland	E.B.Aaby	346·5 P23'B92'F30' FK	50·8	22·9	Oslo Norwegian *WB*	T.3Cy.25″,41″&67″–45″ 318NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	N †
35917 160197 VGLK	**Victolite** **TwinSc** *OilEng.* *ss*Gls.No.1–32 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing–bracketless system*	11410 10800 6250	✠100A1 ~~7,25~~ ~~12,34~~ 2,36 DBS~~5,34~~ 7,35 ✠LMC1,32 *Carrying Petroleum in bulk*	StJ ~~Mtl~~	*g*† NNs	CL ~~2,33~~ 2,36	1928 3mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	ImperialOil,Ld. (H.J.Rahlves, *Mgr.*) *CellDBuE*97'415*t* *DTf*36'388*tFPT*	510·2 B34'F40' FK 319*tAPT*149*t*	68·2	38·0	Montreal British 19*BH* (14 *to Udk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26¾″–51³⁄₁₆″ 995NHP 2DB*100lb* 2WaterTubeDB*250lb* Frd.KruppA.G.Kiel	38 ″ 1 s8 ″ 9½ 29 ″ 7	
35918 DHYR	**Victor** (*ex*ChristineSell) 1*Dk*	777 578 469					1904	Nüscke& Co. Stettin	Reed.JohannesIck G.m.b.H.(Arthur Sommer,*Mgr.*)	202·7 Q69'B46'F24'	30·4	12·5	Hamburg German *WB*	T.3Cy.13½″,21¾″&35½″–23¾″ 62NHP Ver.Elbesch Ges.Ueb.		G
35919 124200 MCQX	— *ss*Liv.2ndNo.3–9,32 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*)	435 287 165	✠100A1 12,35 ~~12,34~~ BS4,35 MS9,32 ✠LMC ~~[illegible]~~	Liv	*g*	CL ~~9,32~~ 12,35	1907 7mo *Lloyd's A&CP*	J.Shearer &Sons,Ld. Glasgow	SouthWales&Liverpool S.S.Co.Ld. (R.Gilchrist&Co. *Mgrs.*) *WB=CellDBf*84'97*tFPT*	150·0 Q83'B8'F22' BK7″	25·1	9·3	Aberdeen British 3*BHCem* 43*tAPT*8*t*	C.2Cy.16″&41″–30″ (*s*) 130lb 68RHP 1SB,3*pf*,GS56,HS1771 Hutson&Sons,Ld.Glasgow	11 ″ 9 s3 ″ 9 12 ″ 1	
35920 EAJT	**Victor de Chavarri** *ss*Bbo.No.3–8,32 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing in DB* *Cargo battens not fitted*	3308 2673 1997	✠100A1 11,35 ~~10,34~~ BS~~9,34~~ 9,35 ✠LMC8,32	Bbo Val	*u*	CL ~~10,34~~ 11,35	1919 6mo *Lloyd's A&CP*	Soc. Española de Cons.Nav. Bilbao	AltosHornosde VizcayaSoc.An. *CellD*	314·0 P88'F44' FK *B*267'801*tFPT*268*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT*88*t*	T.3Cy.22″,35″&58″–39″ (*s*) 190lb *100lb* 304NHP 2WaterTubeBoilers HS5528 Swan,Hunter&Wigham-RichardsonLd.Nwc.	24 ″ 4 s4 ″ 5½ 20 ″ 2	
35921 ~~VMRH~~	**Victor Ross** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks*3*rd dk*(*Stl*) *aft of cargotanks* *Web frames* D.F. GyC. *Rudder electrically welded* *CruiserStern* *Longitudinal framing*	12424 11757 7098	✠100A1 10,35 9,34 ✠LMC1,35 *Carrying Petroleum in bulk*	Rot Bmn		CL	1933 1mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	PanamaTransportCo. ~~G.m.b.H.~~(Waried TankschiffRhederi G.m.b.H.*Mgrs.*) *CellDBuE*78'118*t DT's f*53'2307*tFPT*295*tAPT*249*t*	521·4 *aft*B55'B40'F39' FK	70·3	38·6	Panama Panmanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝″–35⁷⁄₁₆″ 1560NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* BremerVulkan,Vegesack	38 ″ 9 s8 ″ 6¼ 30 ″ 5¼	
35922 1863 ICNK	**Victoria** Ⓟ **QuadSc** *OilEng.* D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) E.S.D. *fwd.&aft of Mchy.space* *Ref.Mchy.* *CruiserStern* *ss*Gen.No.1–35	~~13068~~ ~~7261~~ ~~7115~~ 13098 7261 7145	✠100A1 *with freeboard* 4,36 ~~12,35~~ ✠LMC CS2,36 DBS6,35 8,35 ✠Lloyd'sRMC11,35	Gen	*h*†	CL SfN 2,35 Sa8,35 PfN 8,35 Pa6,35	1931 7mo *Lloyd's A&CP*	Cantieri RiunitiDell' Adriatico Trieste	LloydTriestino *CellD*	540·6 524·0 B&F488' FK *Upper bridge*324' *B*423'1367*t Wing tanks aft*9'130*tFPT*	69·9 68·9	30·9 29·6	Genoa Italian 8*BHptCem* 82*tAPT*56*t*	Oil Engines 2S.C.SA 32Cy.26¾″–39⅜″ 4025NHP 2DB*100lb* CantRiuniti Dell'Adriatico Trieste	34 ″ 3½ s10 ″ 8½ 23 ″ 10	
35923 161826 WCCY	— Ⓟ **Iron** (*ex*Parthia) *Fitted for oil fuel* D.F. 4*Dks*	3868 — 2415					1870	W.Denny &Bros. Dumbarton	AlaskaS.S.Co.Inc.	360·5	40·4	34·3	NewYork Utd.States	T.3Cy.31″,50″&76″–54″ NE&B85 424NHP J.Elder&Co.,Glasgow		
35924 PUUM	— **Iron** (*ex*Nepthis) 2*Dks* *Now* "Aragano." *see No.*37060 *in Supplement*	2181 — 1547	✠ 6,95				1877 6mo	C.Mitchell &Co. Newcastle	LloydNacional Soc.Anon.	310·0 BK9½″	34·1	24·7	R.Janeiro Brazilian	T.3Cy.20″,32″&54″–42″ 189NHP *Emade*92*refitted*17 *Bmade*12*refitted*17 FrontierI.Wks. WestBayCity,Mich.		C †
35925 OZLA	— *ss*Abg.No.2–33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	2030 1458 1160	✠100A1 6,35 ~~5,34~~ BS~~5,34~~ 6,35 ✠LMC7,33	Cpn	*r*	CL 6,33	1924 6mo *Lloyd's A&CP*	Howaldtswerke Kiel	A/SDampskibsselskabetD.F.K. (De forenedeKulimportörerA/S.*Mgrs.*) *CellDB*222'706*t DkTs*135*t FPT*92*t*	264·8 P67'Q95'F30' FK	41·2	17·0	Copnhagn Danish 4*BHptCem* *APT*24*t*	T3Cy20¹⁄₁₆″32¹¹⁄₁₆″&54⁵⁄₁₆″–37⅞″ 185lb (*s*) 220NHP 2SB,6*cf*,GS104,HS3660 Howaldtswerke,Kiel	19 ″ 9 s5 ″ 4 18 ″ 5¾	
35926 123811 GNTF	— Ⓟ **TrpSc** 2*Dks*&*Shade dk*	1641 1163 684					1907	W.Denny &Bros. Dumbarton	Isle of ManSteam PacketCo.Ld	311·0	40·1	15·8	DouglasIM British *WB*	3 Turbines 800RHP Denny&Co.Dumbarton		BT till 4,36
35927	— **TwinSc** 2*Dks*	710 627 302					1896	J.&G. Thomson,Ld. Clydebank	L.Teryazos	220·5 *Shade dk*96'	28·1	16·3	Piræus Greek	T.6Cy.13½″,21″&33″–24″ 107NHP J&GThomsonLdClydebnk		
35928 DANV	— Wireless 1*Dk*	690 494 390					1914	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	188·0 Q55'B57'F18'	29·0	11·6	Stettin German *WB*	T.3Cy.14⅝″,22⅝″&33½″–27⅝″ 76NHP StettinerOderwerke		G
35929 DOIG	— 1*Dk*	660 519 364					1911	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·1 Q50'B45'F22'	28·2	12·9	Bremen German *WB*	T.3Cy.13″,21¹⁄₁₆″&34¹⁄₁₆″–23⅝″ 58NHP A.G."Weser,"Bremen		G
35930 161614 GBNY	**Victoria City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4739 4429 2876					1929	W.Gray& Co.Ld. W Hartlepool	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q4Cy20″,28½″,41½″&61″–48″ 258NHP Cen.Mar.EWrks.LdWHpl		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35931 156047 VTDN	**Victoria-Marie** (exAfricana-33) ssBom.No.3–7,33 1Dk(Stl)&Web frames Longitudinal framing Cargo battens not fitted	1432 1120 882	100A1 ~~8,35~~ ~~1,35~~ 2,36 BS~~8,34~~ 8,35 —	Bom LMC7,33	o	CL N7,33	1927	M.Martinolich Lussinpiccolo	MeghjiGopalji BhanjiDhanji ThobanDevjiShah &PadamsiShivji	227·0 Q28'B56'F33' CellDB168'300t	38·2	16·9 FK	Bombay British 4BHCem FPT34t	T.3Cy.15¼″,24½″&39⅜″–25⅝″ 180lb (s) HS3192 150NHP 1SB&1AuxSB,5cf,GS100, E&Bmade20refitted27 N.OderofuA.SestriPnente.	19 ″ 5 s2 ″ 2½ 17 ″ 4¼	
35932 26865 JISD	**Victoria Maru** ssNag.No.3–7,33 2Dks(Stl)&Awng dk(Stl)	5876 5590 4257	✠100A1 Awng dk withfreeboard 8,35 ~~7,34~~ Fitted for oil fuel 2,21 F.P. above 150°F.	Nag Yka 8,35 ✠LMC~~7,34~~	y	OG ~~6,32~~ 8,35	1921 2mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. CellDB327'1126t	385·0 FPT127tAPT94t	51·0	36·0 FK Collision	Hashidate Japanese ptCem BHtoAwdk 5 „ „ U „	T.3Cy.26¼″43½″&72″–48″(s) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
35933 DAXQ	**Victoria W. Kunstmann** (exCrawfordCastle, ssLiv.No.3–3,24 exHova) ssStn.No.2–33 Sub.Sig. 2Dks(Stl)	4354 4061 2771	✠100A1 ~~11,34~~11,35 BS~~5,34~~ 6,35	Stn ✠LMC2,33	x	CL 4,33	1910 11mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	W.Kunstmann CellDB	378·0 P31'B94'F33' a129'uE&B42'f165'	49·1	26·5 FK	Stettin German 6BHCem 990tAPT50t	T.3Cy.25″,41″&69″–48″ (s) 180lb 367NHP 3SB,9cf,GS164,HS5796 N.E.MarineEng.CoLdNwc	29 ″ 0 s 5 ″ 9 23 ″ 7	
35934 161758	**Victory** Mchy.Aft GyC. 1Dk2trB	4527 — 3707					1895	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	450·0 len 05	48·3	22·5 WB	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&63″–40″ 251NHP ClevelandS.B.CoCleveland		
35935 FOTC	**Victrix** (exMigrant) TwinSc Now "Audacieux," see No. 37082 in Supplement Msl.No.1–32 (Yacht) OilEng. Wireless 1Dk(Teak) AnnualSurveyMsl.5,35	348 235 201	✠100A1 5,35	Msl ✠LMC2,32 ✠LMC(M)5,34		CL 5,33	1927 11mo	ClydeS.B. &Eng.Co.Ld. Port Glasgow Lloyd'sA&CP	Cie.Gen.dePub-licitéParisienne S.A.(J.Sapene, Mgr.)	128·0 B57'F24' DTa8'5tFPT	24·2	11·3 BK7½″	Nice French 5BHptCem ptAsp 3tAPT16t	Oil Engines 4S.C.SA 12Cy.10$\tfrac{13}{16}$″–16$\tfrac{9}{16}$″ 136NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
35936 YTBM	**Vid** (exIstina-35) ssSpt.2ndNo.3–3,34 1Dk(Stl)	3516 3269 2212	100A1 10,35~~4,35~~ BS~~4,35~~ 4,36	Spt Tri LMC3,34	x	CL 4,35	1910	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Brodarsko Akcionarsko Drustvo "Oceania" CellDBa&uE	360·5 P26'B232'F33' 129'f163'854tAPT	50·3	21·5 FK	Susak Yugoslav 6BHCem 20t	T.3Cy.26″,42″&68″–42″ (s) 160lb 346NHP 2SB,6cf,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 2 21 ″ 0¼	
35937 4786 SLCA	**Vidar** ssSkm.2ndNo.3–7,33 1Dk(Stl)&deepframing	~~2163~~ ~~1893~~ ~~1190~~ 2060 1893 1210	✠100A1 4,36~~3,35~~ MS3,33	Lkr Skm ✠LMC BS~~12,34~~ 2,36	s	OG 3,35 Intermediate bulkhead in forehold dispensed with 4BH only	1907 9mo	Murdoch &Murray Pt.Glasgow Lloyd'sA&CP	Stockholms RederiaktiebSvea (Eman.Högberg, Mgr.) WB=CellDBa	285·3 P27'Q7'B74'F35'	42·1	19·6 FK	Stockholm Swedish Cem 82'uE&B53'	T.3Cy.21″,35″&57″–39″ (s) 180lb ~~100lb~~ 230NHP 2SB,6cf,GS107,HS3705 D.Rowan&Co.Glasgow f108'567tFPT41tAPT72t	22 ″ 0 s2 ″ 11½ 19 ″ 2	
35938 OXLD	**—** Wireless D.F. Ref.Mchy. 2Dks	1353 1102 713					1915	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·7 P169'F28'	37·0	16·9	Esbjerg Danish WB	T.3Cy.22″,36″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn		V
35939 708	**—** WoodAuxTwinSc3MstSr (exAnnikki) Motor 1Dk (See Sailing Ship Register)	351 — 238					1919	A.Viika Ahlainen	O.J.Engman	131·2	32·5	12·3	Mariehmn Finnish	2 Motors 4Cy.11″&13″ BjörneborgsMek.Verkstad,Björneborg		
35940 YTFA	**Vidovdan** (exBraunfels) ssSpt.2ndNo.3–11,33 1Dk(Stl)&Spar dk (Stl-pt teaks)&Web frames	5581 5282 3543	✠100A1 Spar dk 8,35 ~~9,34~~ BS11,34	Rot Ant ✠LMC11,33	a†	CL 12,33	1906 8mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa13	421·9 P60'B123'F51'28·5 8'uE25 f183'1100t	55·3	20·3 FK&BK2½″	Dubrovnik Yugoslav 6BHonly Cem FPT80t	Q.4Cy.24″,34″,51″&74″–54″ 213lb 120lb (r) 500NHP 3SB,9cf,GS159,HS6372 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 2 s 6 ″ 4½ 25 ″ 1½	
35941 LOHK	**Viena** Ⓟ TwinScSp (exGolondrina) Wireless 1Dk2trB	590 — 214					1893	Mackie& Thomson Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 Shade dk154'	28·0	10·0	Bns.Ayres Argentine	T.6Cy.13″,21″&33″–22″ NB11fitted13 102NHP Muir&Houston,Glasgow		
35942 67 ICNL	**Vienna** Ⓟ (exWien) TwinSc Fitted for oil fuel D.F 2Dks&Awng dk 3dks in holds	7156 5988 3288			…		1911	Lloyd Austriaco Trieste	LloydTriestino	442·7	55·7	28·5 FK	Trieste Italian WB	Q.8Cy.27½″,39″,56″&80″–54″ 1580NHP LloydAustriaco,Trieste	40 ″ 6	I †
35943 161034 GTBR	**—** Ⓟ TwinSc ssIps.No.1–33 2Dks(ptStl) Sub.Sig. 3rd dk forward of Mchy.space CruiserStern	4218 3028 1992	✠100A1 withfreeboard ~~[illegible]~~10,35 For service between Harwich &the Hook of Holland	Rot BS5,35 ✠LMC6,33	w	OG 5,33	1929 7mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	London&North EasternRailway CellDBuE42'55t DTsf48'57tD	350·8 Promenade dk& F268' MT12'120t Tsa22'42tFPT12t	50·1	26·0 FK	Harwich British 8BHptCem ptAsp APT42t	4 Steam Turbines SR (r) geared to 2 Sc. Shafts 215lb FD 1520NHP 5SB,20cf,GS430,HS15033 J.Brown&CoLd.Clydebnk	27 ″ 0 s12 ″ 2½ 15 ″ 3	BT till ~~5,35~~ 6,36
35944 EAQY	**Viera y Clavijo** Ⓟ ssLa.P.No.3–5,24 ssLa.P.No.2–32 Wireless 1Dk&Shelter dk(Teak)	862 703 501	✠100A1 Shelter dk withfreeboard 8,32 ~~BS9,34~~	LaP BS12,35 ✠LMC8,32	m	CL 3,35	1912 2mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	Cia.Trasmediter-ránea WB=CellDBa29'	210·2 uE18'f95'101tFPT	30·0	9·9 FK	LasPalmas Spanish 5BHCem 15tAPT10t	T.3Cy.16½″,27″&44″–28″ (s) 180lb 139NHP 2SB,4cf,GS74,HS2547 CaledonSB.&E.Co.Ld.Dun	12 ″ 3 s ″ 6½ 12 ″ 0	
35945 92 YLEE	**Viesturs** (exHedwig, TwinScCtr exNeilson,exT.C.C.HopperNo.1) 1Dk	825 657 345			…		1903	Ropner& Son Stockton	AlbertJensen,A.S. (Chr.Jensen)	179·1	33·0	13·6 FK	Riga Latvian	T.3Cy.10″,16½″&27″–22″ 68NHP Blair&Co.Ld.Stockton	15 ″ 0	
35946 LDQU	**Vigdis** ssOsl.No.1-34 OilEng. 2Dks(Stl)&Web frames D.F. Longitudinal framing Mchy.Aft	6094 5668 3624	✠100A1 10,35~~9,34~~ DBS3,34 Carrying Petroleum in bulk ✠LMC	Fal Osl ~~✠LMC10,3~~ CS10,35 10,35	z	CL ~~3,34~~ N10,35	1930 10mo	JLThomp-son&Sons,Ld Sunderland Lloyd'sA&CP CellDBuE	SkibsA/SVigrid (Bruun&v.d. Lippe,Mgrs.) 52'147tDTf36'358	413·1 P100'B32'F37' tFPT87tAPT114t	56·2	31·8 FK	Tönsberg Norwegian 15BHptCem (10 „ to Udk 5 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22$\tfrac{1}{16}$″–85″ 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	31 ″ 9	
35947 DHYS	**Vigo** Ⓟ Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk Corrugated sides	7387 5146 4474					1922	Howaldts-werke Kiel	Hamburg-Süd-amerik.Dampf-schifffahrtsGes.	413·3 F92'onShelter dk	55·1	36·1	Hamburg German WB	T.3Cy.28⅕″,45$\tfrac{3}{10}$″&74″–55⅕″ & 1 low pressure Turbine 585NHP Howaldtswerke,Kiel		G
35948 1116 ICNM	**Vigor** ssMfl.No.3-12,35 ~~ssLgn.No.2-31~~ 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F Sub.Sig	6650 5750 3839	✠100A1 ~~5,34~~12,35 ✠NB3,29 Carrying Petroleum in bulk Fitted for oil fuel 3,23 F.P. above 150°F.	Gen Mfl ✠LMC1,35	z	CL 10,33	1923 3mo	Ansaldo SanGiorgio Spezia A&CP	Soc.Marit perTrasporto diPetrolio e Derivati "La Columbia" CellDBuE&B58'200t (DTf29'365t FPT	406·9 P105'B30'F36' 290tAPT290t	54·8	30·9 FK	Genoa Italian 17BHptCem (14 to U dk 3 „ 2nd „)	Q.4Cy.21″,29½″,43″&62″–45″ 230lb 120lb (s) 399NHP 3SB,9cf,GS136,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s6 ″ 6½ 25 ″ 1	
35949 7608 SEWN	**—** (exSheafDart, ssGot.2ndNo.3–5,33 exLeander) 1Dk(ptIrn&ptStl) &deep framing	2896 2639 1781	✠100A1 9,35~~10,34~~ MS4,32	Els Mmo ✠LMC BS~~5,35~~ 3,36	u	CL ~~10,34~~ 9,35	1905 1mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	A/B Vinda (B.Ingelsson, Mgr.) Cell DB a114'uE&	331·0 P27'B176'F34' B40'f140'905tFPT	47·5	20·1 FK	Hlsngborg Swedish 5BHCem 85tAPT74t	T.3Cy24¼″,38⅛″&64″–42″(s) 180lb 294NHP 2SB,6cf,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 s2 ″ 8½ 20 ″ 0	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
35950 LIYP	**Vigör** *Mchy.Aft* 1*Dk*	1518 1297 850					1935	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi (S.Ugelstad, *Mgr.*)	248·3 P32tH123t	38·6	17·2	Oslo Norwegian *WB*	C.2Cy.14½"&29½"–30" & 1 LP turbine LangesundsMek.Verks.		
35951 Now "Kiyo Maru," see No. 35778 in Supplement LDOW	**Vigrid** OilEng. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *Rudder electrically welded*	7356 [illegible]06 4367	✠100A1 2,34 DBS9,34 ✠LMC7,30 *CarryingPetroleum in bulk*	Fal	*a*†	CL 8,32	1930 7mo *Lloyd*'*sA&CP*	Deutsche Werft A.G. Hamburg	SkibsA/S Vigrid (Bruun&v.d. Lippe) *CellDBuE*60'157t	420·3 P103'F41' FK *DTf*29'524t*FPT*19	57·2	33·3	Tönsberg Norwegian 10*BHptCem* 2t*APT*197t	Oil Engines 2S.C.DA 5Cy.23⅝"–35 7/16" 975NHP 2DB170*lb* Maschfbk.Augsburg- Nürnberg,Augsburg	33 ″ 0 s 5 ″ 6½ 27 ″ 8]	
35952 LFGM	**Vigsnes** 1*Dk*	1599 1170 937					1930	Bergens Mek.Værks. Bergen	A/SKr.Jebsens Rederi (Kr.Jebsen, jnr. *Mgr.*)	244·8 Q103tP73tB101t H102t	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
35953 Dismantled	**Vika** (*ex*Tista, *ex*HippolyteDumois) 1*Dk&ptAwng dk*	1163 743 648					1902	Akt.Bur- meistr&Wain Copenhagen		228·3 Q74tH87tF258t *ptAwng dk* 157'	31·8	15·1	*WB*	T.3Cy.19¾",31¾"&55"–36" 181NHP Akt.Burmeistr&Wain,Cpn		
35954 118604 GPMD	**Viking** Ⓟ (*ex*Vindex, *ex*Viking) TrpSc *ss*Brw.2ndNo.3-5,33 2*Dks&Shelter dk*(*ptStl–ws*)	1957 1418 827	✠ A1 *Shelter dk* *withfreeboard* 5,36 ~~4,35~~ BS2,36 ~~BS2,35~~ ✠LMC5,32 *Irish Channel Service*	Brw		CL ~~4,35~~ P1,36 S&C 4,35	1905 6mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Isle ofManSteam PacketCo.Ld.	350·4 *Promenade dk*230' FK	42·0	16·1	DouglasIM British 9*BHAsp* *APT*36t	3 Steam Turbines (*s*) 160lb 1446NHP 4DB,24*cf*GS610HS19712 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	17 ″ 3 s5 ″ 7¼ 12 ″ 0	BT till 11,35
35955 4209 SHGO	— (*ex*JohannesMærsk, *ex*Grovehurst) *Well deck* 1*Dk&Webframes*	*1336* *1028* *809*			...		1903	Irvine'sSB &D.D.Co.Ld. WHartlepool	RederiA/B Mercurius	230·5 P22'Q65'B52'F25' FK	36·1	14·8	Stockholm ~~Höganäs~~ Swedish *WB*	T.3Cy.19",31"&51"–36" 160NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 2	V †
35956 QUNF	— (*ex*Taygeta) Sub.Sig.	1271 949 776					1893	Flensburgr Schiffsb.Ges. Flensburg	AabenraaRederi A/S(P.F.Clee- mann, *Mgr.*)	231·3 Q71'B57'F27'	34·3	13·7	Aabenraa Danish *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		G
35957 Broken up 161612	— (*ex*Clinton, *ex*Cylaton, *ex*Viking) *Mchy.Aft* 1*Dk*2*trB*	1117 997 948					1889	UnionDry DockCo. Buffalo, N.Y.	SenecaWashed GravelCorpn.	217·0	36·7	14·7	BuffaloNY Utd.States	C.2Cy.21"&42"–42" NB16 95NHP S.F.Hodge&Co.Detroit		
35958 114813 GQDL	— (*CableVessel*) Wireless 1*Dk*	929 775 463					1901	Armstrong Whitworth &Co.Ld. Newcastle	AmazonTelegraph Co.Ld.	207·0	36·0	13·7	London British *WB*	T.3Cy.14",22½"&36"–27" 164NHP WllsndSlpwy.Co.Ld.Nwc.		C
35959 Now "Kung Ho," see No. 35781 in Supplement LCPO	**Viking II** (*ex*KariSkogland, [illegible]) 2*Dks*	4261 3918 2668					1905	Akt.Ges. "Neptun" Rostock	VikingSteamship Co.A/S(Sverre Wyller, *Mgr.*)	376·6 P35tH237tF64t	48·7	26·9	Stavanger Norwegian *WB*	T.3Cy.27 9/16",46 1/16"&76"–48" 400NHP A.G."Neptun"Rostock		N
35960 145113 GDLT	**Viking Star** (*ex*Vikingstar, *ex*Lusiada) *ss*Nwc.No.3-5,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6445 6213 3928	100A1 *Shelter dk* *withfreeboard* 2,36 ~~3,35~~ LMC MS2,32 BS~~[illegible]~~6,35 ✠Lloyd'sRMC~~[illegible]~~6,35 2,36 ~~10,35~~ *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Nwc	*z*	CL 2,34	1920 3mo *Lloyd*'*sA&CP*	Napier& Miller,Ld. Glasgow	BlueStarLine,Ld. *CellDB*	400·3 FK *Collision* 345'1040t*FPT*125t	52·3	28·5	London British *ptCem* *BII to Sh dk* 5 " " *U* " *APT*206t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&Jackson,LdGls	38 ″ 11 s11 ″ 10¼ 27 ″ 4¼	
35961 HPEC	**Vikingen** TwinSc *ss*Sfj.No.1-34 D.F. 2*Dks*(*Stl*)&3*rdDk*(*Stl*)*in* *Mchy.Aft* *Nos.*1,2,3,4,5&9*tanks&fore* *hold&Webframes* *CruiserStern* *Longitudinal framing* *Strengthened for Navigation in Ice*	14526 13951 10816	✠100A1 *withfreeboard* *Whaling Service* 8,35 ~~11,34~~ ✠LMC5,34 Pr.BS~~[illegible]~~10,35 BS10,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,29 *F.P. above* 150°F.	Sfj	*h*†	CL ~~10,34~~ 6,35	1929 9mo *Lloyd*'*sA&CP*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	VikingCorporation (JohanRasmussen &Co. *Mgrs.*) *Tanks above after peak* 683t *CellDBuE&B*96'487t	493·0 FK *DTf*48'775t*FPT*3	71·1	50·0	Panama Panamnian 16*BHptCem* (12*to*2*nd dk* 2 " 3*rd* ") 16t*APT*123t	T6Cy22½",36½"&61"–39" (*s*) 210lb 2DB100*lb* 773NHP 4SB,16*cf*,GS ,HS11810 FD ~~20Pr.B.-60lb~~ 4Pr.B.-43*lb* 16Pr.B.-25*lb* 24Pr.B.-60*lb* Swan,Hunter&Wigham- Richardson,Ld.Nwc.	51 ″ 0 s15 ″ 11 35 ″ 3¾	
35962 LFGQ	— Ⓟ 1*Dk*	421 257 243					1900	Trond- hjems M.V. Trondheim	Hardanger Sunnhordlandske Dampskibsselskap	149·7 P97tH24tF41t	23·0	11·7	Bergen Norwegian	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.VTrndheim		
35963 7850 SJGN	**Vikingland** D.F. *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2626* *2158* *1386*	✠100A1 *withfreeboard* 4,36 ~~12,34~~ ✠LMC12,32 ✠Lloyd'sRMC~~6,34~~ ~~7,35~~ 5,36 for temp. 21° F. *Carrying vegetable oil or molasses in deep tanks&* *vegetable oil in wing DB tanks in engine room*	Got	*v*	CL ~~5,33~~ 4,36	1932 12mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Angf.A/B Tirfing (T.E.J.: son Broström, *Mgr.*) (SvenskaOrient Linien) *CellDB*	332·3 FK 283'717t*MT*21'570t	46·6	19·9	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 " 2*nd* ") *APT*43t	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 641NHP DB80*lb* EriksbergsM.V.AktiebGot	22 ″ 6 s1 ″ 0¾ 21 ″ 7½	
35964 1046 SDZA	**Viksten** (*ex*Newton) *ss*Got.3rdNo.3-4,28 *ss*Got.No.1-33 Wireless 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	*556* *413* *357*	✠100A1 7,35 ~~11,34~~ BS~~6,34~~ ✠LMC1,33 7,35	Rot	*h*	OG N11,34	1890 10mo *Lloyd*'*sA&CP*	P.Larsson Thorskog	RederiA/B Viksten (O.Em.Lundström, *Mgr.*) BK7" *FP*	167·1 Q55'B35'H14tF21'	26·9	13·2	Karlshmn Swedish 4*BHCem* *T*10t*APT*5t	T.3Cy.12",19¼"&32"–24" (*s*) 160lb 50NHP 1SB,2*cf*,GS33,HS760 Ross&Duncan,Glasgow	14 ″ 2 s ″ 10¼ 13 ″ 11	
35965 Now "Mary," see No. 39124 in Supplement SHIE	**Vikvall** (*ex*Ester, *ex*Kotka) Iron *ss*Osc.[illegible]-4,33 *Well deck* 1*Dk*(*Irn*)2*trB*	*1524* *1248* *893*	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ ✠LMC2,33 7,35	Osc	*q*	6,34	1884 4mo *Lloyd*'*sA&CP*	HSEdwrds &Son Newcastle	RederiA/B Vallde (J.A.Edvall, *Mgr.*) BK9¼" *DBa*88'*f*82'	260·0 P26'Q84'B50'F26'	36·2	18·5	Oscrshmn Swedish 4*BHCem* 335t*APT*20t	C.2Cy.32"&60"–39" 80lb 178NHP 2SB,6*pf*,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s1 ″ 11 18 ″ 9½	
35966 Broken up EGSQ	**Vilafranca** (*ex*Mirentxu, *ex*CabodelAgua, *ex*Solis) Iron3Mst *ss*Ham.2ndNo.3-8,01 *ss*Bbo.No.2-10 *Mchy Aft* 2*Dks*	881 — 318	✠ 10,14 ✠	Bbo	*m*		1877 8mo	A.Stephen &Sons Glasgow	HijodeRomulo Bosch,S.enC. BK8"	203·2 P63'F30'	27·9	17·2	Barcelona Spanish 4*BHCem* *APT*30t	C.2Cy.25⅝"&52"–30" NDB06 119NHP 1DB,4*pf*,GS66,HS2029 A.Stephen&Sons,Glasgow	18 ″ 6	
35967 LDDO	**Vilja** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Cruiser Stern*	6672 5696 3907					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Nord- heim(H.Ditlev- Simonsen&Co. *Mgrs.*)	411·2 P418tH559t	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55½" 438NHP KockumsM.V.Akt.Malmö		N

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35968 6 IVLC	**Villa** Ⓟ **TwinSc** (*Ferry*) 1*Dk*	932 758 281					1909	Flli. Orlando&Co. Leghorn	ItalianState Railways	264·5	33·8	13·1	Messina Italian	T.6Cy.16",$26\frac{1}{2}$"&$41\frac{1}{2}$"–$23\frac{3}{4}$" NB28 167NHP Flli.Orlando&Co.Leghorn		I
35969 EARQ	**Villa de Madrid** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shade dk*	6942 5576 3977					1931	Frd.Krupp Germaniawf. A.G. Kiel	Cia.Trasmediterránea	400·7 P340'F42'	55·9	31·3	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 18Cy.$23\frac{5}{8}$"–$41\frac{3}{8}$" 1024NHP FrdKruppGermaniawf AG		V
35970	**Villa Encarnacion** (*ex*Estreito) *Mchy.Aft* 1*Dk*	419 — 252					1895	Bremer Vulkan Vegesack	Cia.Argentina de Nav.Mihanovich, Ltda.	184·6 Q49'B16'F15'	26·0	9·3	Bns.Ayres Argentine *WB*	C.2Cy.$14\frac{15}{16}$"&$27\frac{9}{16}$"–$21\frac{5}{8}$" 29NHP BremerVulkan,Vegesack		
35971 CSBT	**Villa Franca** (*ex*Esposende, *ex*Arkadia) 1*Dk*&*Spar dk*	1998 — 1327					1906	C.Seebeck Akt.Ges. Bremerhaven	Cia.deNav. "Carregadores Açoreanos"	260·8 P22'B65'F22'	37·3	21·4	Lisbon Portuguese *WB*	T.3Cy.$19\frac{5}{16}$",$32\frac{1}{4}$"&52"–$42\frac{1}{8}$" 174NHP G.SeebeckA.G.Bremerhvn		V
Broken up 35972 EGSY	**Villa Sanjurjo** (*ex*Amalia deB.,*ex*E.Ramirez,*ex*Amalia,*ex*Sevilla, *ex*Vinuesa) **Iron**	531 — 407					1867	A.Leslie& Co. Newcastle	R.Alvarez Claro&Z.Lecumberri	177·1	26·1	12·2	Melilla Spanish			
35973 EGTB	**Villamanrique** (*ex*SanIsidoro) *ss*Cff.No.3–8,15 *Well deck* *ss*Bbo.No.2–24 1*Dk*(*Stl*)2*trB*	*1537* *1212* *974*	✠ 2,28 ✠	Bbo	*p*		1902 11mo	Grngem'th &Greenock DockyardCo. Grngemouth	A.SuardiazValdes *CellDB*	244·1 Q87'B62'F26' FK a56'*uE*&*B*36' *f*102'	35·8	16·7	S.Sebast'n Spanish 4*BHCem* 375*tAPT*40*t*	T.3Cy.18",30"&50"–33" NDB20 165NHP 2SB,*6cf*,GS74,HS2656 Cooper&Greig,Dundee	18 ″ 8	V †
35974 LDKD	**Villanger** **TwinSc** *Ref. Mchy.* *OilEng.* D.F. 2*Dks*	4884 4372 3005					1929	Armstrong Whitworth &Co.Ld. Newcastle	WestfalLarsen& Co.A/S	398·0 P70*t*H366*t*F22*t*	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
35975 1758 ICNO	**Villarperosa** (*ex*Valsugana, *ex*PiombinoI) *OilEng.* *Mchy.Aft* D.F. 2*Dks*	6255 5922 3621					1921	Soc.Anon. Ilva Piombino	Soc.Commerciale diNav.	396·7	51·8	34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA NE27 4Cy.$29\frac{1}{2}$"–$49\frac{3}{16}$" 606NHP FiatS.G.M.Turin		I
35976	**Villarreal** (*ex*Orotava) 1*Dk lower dk forward* *beams only in after hold*&*Awng dk*	1593 1269 932				…	1897	W.Dobson &Co. Newcastle	JoséRuiz	242·5	35·3	16·7 24·2 BK9"	Valencia Spanish *WB*	T.3Cy.$19\frac{1}{2}$",$32\frac{1}{2}$"&54"–39" 208NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 0	
35977 FOOR	**Ville d'Ajaccio** *Fitted for oil fuel* D.F. 2*Dks*	2444 1657 1146					1929	Ch.&Atel. deProvence Marseilles	Cie.deNavigation Fraissinet	269·0 P&B187'F43'	41·1	22·7	Marseilles French *WB*	T.3Cy.$24\frac{3}{8}$",$39\frac{3}{8}$"&$64\frac{9}{16}$"–$39\frac{3}{8}$" 262NHP Ch.&Atel.deProvence,Msl.		V
35978 FNSL	**Ville d'Alger** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy* 3*Dks*4*trB* *CruiserStern*	9764 6960 4713					1935	Ch.&Atel. deSt.Nazaire (Penhöet) SA St.Nazaire	Cie.Générale Transatlantique	~~447·8~~ 465·5	63·0	41·7	Marseilles French *WB*	6 Steam Turbines SR geared to 2 screw shafts 3000NHP Ch.&Atel.deSt.Nazaire		V
35979 FOBL	**Ville d'Amiens** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	6975 6223 4216	✠ 12,25 ✠	Syd	*a*†		1924 11mo	NofIreland S.B Co.Ld. Londonderry *Cell*	Soc.desServices Contractuels des Messag.Mar. *DB*351'1160*t FPT*	410·0 F37'*onShelter dk* FK 95*tAPT*120*t* *Coll*	53·7	38·2	Dunkirk French 7*BHCem* *BH to Sh dk*	T.3Cy.27",46"&77"–51" &L.P.Turbine 4SB,*12cf*,GS264,HS11364 FD J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
To be Broken up 35980 ~~FNQJ~~	**Ville d'Arras** Ⓟ *ss*Hav.No.3–7,30 *Ref.Mchy.* 2*Dks*(*Stl*)	4386 3759 2735	✠~~100A1~~ 12,33 ✠~~LMC11,34~~	Hav	*x*	CL 11,34	1918 3mo *Lloyd*	N.of Irelnd S.B.Co.Ld. Londonderry '*sA*&*CP*	~~NouvelleCie.HavraisePéninsulaire de Nav.~~ *Cell*	350·4 P33'B205'F33' FK *DB*300' 931*t FPT*1	51·2	25·8	Dutch 6*BHCem* 11*tAPT*133*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 462NHP 3SB,*9cf*,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk.	28 ″ 4 s4 ″ $3\frac{3}{4}$ 24 ″ 3	
35981 FNQR	**Ville d'Oran** *ss*Hav.No.3–10,24 *ss*Hav.No.2–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames*	4861 4331 3005	✠100A1 *Shelter dk* *withfreeboard* ~~11,35~~~~11,34~~4,36 BS10,35 ~~BS11,34~~ ✠LMC1,33	Hav	*w*	CL ~~1,33~~ 4,36	1912 4mo	Forg.&Ch. de laMédit. Havre A&CP	NouvelleCie.HavraisePéninsulaire de Nav. *WB*=*CellD*	351·5 P38'B104'F34' *onShelter dk* FK *Ba*104' *uE*25' *f*148'	46·6	24·9	Havre French 6*BHCem* 642*tAPT*26*t*	T.3Cy.$24\frac{1}{2}$",40"&66"–45" (*s*) 185lb *100lb* 331NHP 3SB,*6cf*,GS102,HS4178 FD Forg.&Ch.de laMédit.Hav	35 ″ 10 s9 ″ $10\frac{1}{4}$ 26 ″ 2	
35982 FNKQ	**Ville de Bastia** (*ex*Spaarne) Wireless 2*Dks*	1336 — 783					1920	N.V.HaarlemSchps. My Haarlem	Cie.Française des ExtraitsTinctoriaux etTannants	223·4	34·6	20·0	Havre French	T.3Cy.$17\frac{1}{2}$",29"&46"–36" 127NHP Maats.Fyenoord,Rot.		V
35983 FPDO	**Ville de Beyrouth** (*ex*Chenab) *ss*Cal.No.3–2,24 *ss*Alx.No.2–33 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)*lower dk in forehold*	*3549* *3316* *2157*	✠100A1 *Shelter dk* *withfreeboard* ~~1,35~~10,35 BS1,35 ✠LMC1,33	Alx Sus	*v*	CL ~~1,33~~ 10,35	1911 8mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA*&*CP* *C*	Soc.Orientale de Nav(Khedivial MailS.S.&Graving DockCo.Ld.*Mgrs.*) *ellDBa*100'*uE*&*B*	350·2 P41'F45' *onShelter dk* FK 201' *f*126'603*tFPT*	44·2	27·6	Beyrouth French 6*BHCem* 48*tAPT*44*t*	T.3Cy.$24\frac{1}{2}$",40"&68"–45" (*s*) 200lb *100lb* 426NHP 2SB,*6cf*,GS125,HS5994 FD D.Rowan&Co.Glasgow	30 ″ 0 s11 ″ $4\frac{1}{2}$ 19 ″ $0\frac{1}{2}$	
Broken up 35984	**Ville de Caen** (*ex*Kildonan, *ex*Pauline) *ss*Hav.2ndNo.3–9,25 *Welldeck* *ss*Hav.No.1–29 1*Dk*(*Stl*)	391 277 145	✠ 8,32 ✠NB7,18 ✠	Hav	*g*		1902 2mo	IrvineS.B. &E.Co.Ld. Irvine	~~A.H.Smith~~ *WB*=*CellD*	150·6 Q74'B16'F32' FK *Ba*28'*f*58'90*tFPT*	24·1	11·4	British 4*BHCem* 20*tAPT*3*t*	T.3Cy.13",20"&34"–24" 70NHP 1SB,*2pf*,GS38,HS1198 McKie&Baxter,Glasgow	12 ″ 0	
Broken up 35985 TTRD	**Ville de Cassis** (*ex*Pomerol, *ex*Freya) 1*Dk*&*Spar dk*	1149 1058 678					1905	Nylands Værksted Oslo	SociétéNouvelle deCabotage (L.Delom)	225·5 H74*t*	33·6	17·0	Marseilles French *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"–32" 109NHP NylandsVærksted,Oslo		
35986 ~~FNWH~~	**Ville de Dunkerque** (*ex*Sebeto, *ex*Rovato,*ex*WarAmazon) 2*Dks*	3190 2690 1915				…	1918	Harima Dkyd.Co.Ld. Harima	~~Cie.desBateaux à Vap.duNord~~ Douglas&Ramsey	305·6 P25'B94'F33' FK	43·9	24·8	~~Dunkirk~~ ~~French~~ British *WB*	T.3Cy.22",37"&61"–42" 290NHP KobeSteelWorks,Kobe	27 ″ 3	V †
35987 OTRV	**Ville de Lattaquié** (*ex*Ville de Nice–34,*ex*Christina,*ex*Melford, *ex*Kilmelford) 1*Dk*	611 485 257					1919	Smith's DockCo.Ld. Middlesbro'	CharlesChalhoub (Comptoir Maritime de Syrie F. Eddé&Co.*Mgrs.*)	170·6 B27'F29'	29·8	15·6	Beirut French *WB*	T.3Cy.16",26"&44"–26" 99NHP Smith'sDockCo.Ld.Mdb.		V
35988 OTLA	**Ville de Liége** Ⓟ **TrpSc** Wireless 2*Dks*	1365 — 636					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	300·0 B186'	36·0	22·9	Ostend Belgian	3 SteamTurbines SocAn.J.Cockerill,Seraing		
35989 FNQL	**Ville de Majunga** Ⓟ *Ref.Mchy.* *Mchy.Aft* 2*Dks*&*Shelter dk*	4972 4140 2923					1931	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie.HavraisePéninsulaire de Nav.	392·9 F44'	53·5	24·8	Havre French *WB*	T.3Cy.$26\frac{15}{16}$",44"&73"–$48\frac{1}{16}$" 370NHP Atel.&Ch.delaSeine MaritimeWorms etCie		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant.) pds. pc.	15
35990 FNQN	**Ville de Metz** ssHav.No.3-6,33 D.F. 2Dks(Stl)&Shelter dk (Stl-ws)	7007 6362 4402	✠100A1 Shelter dk withfreeboard ~~6,35~~ ~~12,34~~ 3,36 BS6,35 ~~BS1,34~~ ✠LMC1,32 Fitted for oil fuel 7,20 F.P. above 150° F.	Hav	a†	CL 7,34	1920 7mo	NofIreland S.B.Co.Ld. Londonderry Lloyd'sA&CP	NouvelleCie.HavraisePéninsulaire de Nav.	411·0 F37'onShelter dk FK Collision BH to Sh dk CellDB355'1180t FPT95t	53·8	35·6	Havre French Cem 6BH to U dk APT120t	T.3Cy.27",46"&77"-51" (s) 200lb 710NHP 4SB,12cf,GS247,HS11044 FD J.G.Kincaid&Co.Ld.Grk.	38 ″ 2 s10 ″ 7½ 27 ″ 9	
35991 TSXM	**Ville de Mostaganem** (exHaut-Brion-32) 1Dk2trB	966 812 538					1901	W.Dobson &Co. Newcastle	SociétéNouvelle deCabotage (L.Delom)	209·8 P18'B54'F28'	29·8	15·4	Bordeaux French WB	C.2Cy.24"&48"-27" 100NHP WllsndSlpwy.Co.Ld.Nwc.		V
35992 FNQP	**Ville de Reims** ssHav.No.3-9,30 ssHav.No.1-34 2Dks(Stl)	4617 4124 2874	✠100A1 ~~3,35~~ 10,35 ✠LMC7,34 BS10,35	Hav	x	CL 3,35	1918 5mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	NouvelleCie.HavraisePéninsulaire de Nav.	376·0 P27'B217'F35' FK CellDB332'1061t FPT81t	52·2	25·5	Havre French 7BHCem APT43t	T.3Cy.25",41"&68"-48" (s) 180lb 100lb 489NHP 3SB,9cf,GS185,HS7602 FD Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s4 ″ 3 23 ″ 11	
35993 FNQQ	**Ville de Rouen** ssHav.No.3-2,32 2Dks(Stl)&Shelter dk(Stl-ws)	5083 3921 3144	100A1 Shelter dk withfreeboard 9,35 ~~7,34~~ LMC MS3,31 BS~~9,33~~ 8,35	Hav	x	CL ~~7,34~~ 8,35	1919 10mo	NofIreland S.B.Co.Ld. Londonderry Lloyd'sA&CP	NouvelleCie.HavraisePéninsulaire de Nav.	370·4 FK Collision BH to S dk CellDB357'908t FPT70t APT112t	51·2	25·7	Havre French Cem 6 „ „ U „	T.3Cy.25",41"&68"-48" (s) 180lb 462NHP 3SB,9cf,GS160,HS6972 FD Kincaid&Co.Greenock	28 ″ 2 s3 ″ 6½ 24 ″ 10	
35994 TSUT	**Ville de Sète** (exMichel-Claude, exJeanDoublet,exFrutisI.,exBarmen, exClausHorn) 1Dk&deep framing	1126 823 658					1904	Schömer &Jensen Tönning	Cie.Maritime France-Afrique	223·2 P13'Q57'B59'F23'	33·5	13·7	Marseilles French WB	T.3Cy.17½",28¾"&46½"-31½" 122NHP Schömer&Jensen,Tönning		V
35995 FOBM	**Ville de Strasbourg** Ⓟ D.F. 2Dks(Stl)&Shelter dk(Stl-ws) Fitted for oil fuel	7138 6366 4380	✠ 9,24 ✠	Hav	a†		1920 10mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar.	410·0 F37'onShelter dk FK Collision BH to S dk CellDB355'1180t FPT95t APT120t	53·5	38·2	Dunkirk French Cem 6 „ „ U „	T.3Cy.27",46"&77"-51" 710NHP 4SB,12cf,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
35996 FNQT	**Ville de Tamatave** Ⓟ Ref.Mchy 2Dks&Shelter dk	4993 4140 2938					1931	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie. HavraisePéninsulaire deNav.	392·9 F44'	53·5	24·8	Havre French WB	T.3Cy.26½",44"&73"-48⅛" 370NHP Atel.&Ch.de laSeine Maritime,LeTrait		V
35997 TUTD	**Ville-de-Ténès** (exCartenée, exFalmouthCastle,exBraeside) Mchy.Aft Well deck 1Dk	390 272 152			...		1909	J.Crown& Sons,Ld. Sunderland	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.Mgrs.)	142·1 Q78'B7'F22' FK	23·6	9·8	Algiers French WB	C.2Cy.18"&38"-27" 59NHP MacColl&Pollock,Ld.Sld.	10 ″ 10	V †
35998 TUWR	**Ville de Tipaza** (exMichel&Renée) 1Dk	369 — 104					1917	Atel.&Ch. deBretagne Nantes	Soc.Algérienne de Nav.pourl'Afrique duNord(Ch.Schiaffino&Cie.Mgrs.)	140·5 P47'B11'F23'	23·9	10·7	Algiers French WB	T.3Cy.17",26"&40"-17" 66NHP Atel.&Ch.deBretagne,Nts.		V
35999	**Ville de Toulon** TwinSc (exElpidifor) 1Dk	672 587 394					1905	Howaldtswerke Kiel	A.Dunin-Slepsc	210·0 Q53'	33·8	10·3	Polish WB	T.6Cy.11⅛",18¾"&29½"-15¾" 69NHP Howaldtswerke,Kiel		
36000 FOBN	**Ville de Verdun** Ⓟ D.F. 2Dks(Stl)&Shelter dk (Stl-ws)	7007 6366 4402	✠ 3,25 ✠	Syd	a†		1921 5mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar.	410·0 F37'onShelter dk FK Collision BH to S dk CellDB355'1180t FPT95t APT120t	53·5	38·2	Havre French Cem 6 „ „ U „	T.3Cy.27",46"&77"-51" 710NHP 4SB,12cf,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
36001 FNQS	**Ville du Havre** ssHav.No.3-6,32 2Dks(Stl)&Shelter dk (Stl-ws)	5083 3921 3144	100A1 Shelter dk withfreeboard 6,32 LMC6,32	Hav	x	CL 4,31	1919 6mo	N.of Irelnd S.B.Co.Ld. Londonderry Lloyd'sA&CP	NouvelleCie. HavraisePéninsulaire de Nav.	370·4 P32'B217'F34' FK Collision BH to S dk CellDB317'1044t FPT61t APT107t	51·2	25·7	Havre French Cem WB 6 „ „ U „	T.3Cy.25",41"&68"-48" (s) 180lb 462NHP 3SB,9cf,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk.	28 ″ 2 s3 ″ 6½ 24 ″ 10	
36002 FNJS	**Villiers** (exBarmbek) Well deck 1Dk	2548 2158 1488			...		1923	Schiffsw(v.J.&Sch.)A.G Hamburg	Cie.desAffréteurs Français(Heuzey &Chastellain, Mgrs.)	329·1 P19'Q46'B200'F38' FK	45·5	18·1	Rouen French WB	T.3Cy.22½",37"&60"-39⅜" 317NHP HannoverscheMch.Fab. Hannover	20 ″ 6	V †
36003 LFGW	**Vilma** (exCapitol,exGrovemont, exTudhoe) Well deck 1Dk&deep framing	1314 1010 795			...		1906	J.Crown& Sons,Ld. Sunderland	D/S A/S Vilma (K.S.Nordgreen)	230·1 P17'Q65'B48'F26' FK	36·0	14·7	Bergen Norwegian WB	T.3Cy.17½",29"&47"-33" 144NHP J.Dickinson&Sons,Ld.Sld.	16 ″ 10	N †
36004 136 YLCG	**Vilnis** (exOnda-33) ssTri.No.3-4,22 ssLie.No.2-31 1Dk(ptIrn&ptStl)&deepframing Platform dk in Nos.1&4holds Cargo battens not fitted	3002 2581 1726	✠100A1 8,33 BS5,34 ✠LMC1,31	Lie	u	CL 8,33	1907 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow Lloyd'sA&CP	A.Kalnins	315·3 P37'B94'F31' FK CellDBa106'uE18'f134'708t	47·0	21·0	Riga Latvian 5BHCem APT54t	T.3Cy.23",38"&61"-42" (s) 180lb 269NHP NDB12refitted27 2SB,6cf,GS120,HS4244 ClydeS.B.&E.Co.Ld.P.Gls.	23 ″ 4 s3 ″ 6½ 19 ″ 11½	
	Now **"Andrejs Kalninš,"** see Supplement															
36005 LFGX	**Vim** (exBarbara-32,exRecto) 1Dk	1114 983 670					1913	Bergens Mek.Værks Bergen	A/S VictorMullers Rederi	226·3 P21tH52tF30t	36·5	15·8	Bergen Norwegian WB	T.3Cy.17",26½"&46"-30" 115NHP BergensMekVærksBergen		N
36006 160180 GBKF	**Vimeira** ssRot.No.2-36 Mchy.Aft 2Dks(Stl)&Webframes Longitudinalframing	5728 5163 3432	✠100A1 3,36 ~~12,30~~ Rot 3,36 ✠LMC~~11,27~~ CarryingPetroleum in bulk Fitted for oil fuel 11,27 F.P. above 150° F.	Sng Rot	z	CL ~~10,29~~ 3,36	1927 11mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	VimeiraS.S.Co.Ld. (Gow,Harrison& Co.Mgrs.)	410·1 P118'B38'F42' FK CellDBuE&B76'170t	54·5	30·1	Glasgow British 16BHptCem 5,,to2nd dk APT204t	T.3Cy.25",43½"&74"-48" (s) 210lb 567NHP 3SB,9cf,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	
36007																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36008 1743 ICNQ	**Viminale** Ⓟ TwinSc D.F. *ss*Gen.No.2-34 GyC. *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8657 6733 5355	✠100A1 *Shelter dk* *withfreeboard* 2,35 DBS1,34 ✠LMC CS11,34 2,35	Gen	*c*†	CL 2,35	1925 10mo *Lloyd*	Cant.San Rocco(S.A.) Trieste *'sA&CP*	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale) *CellDB*393'1510*t*	467·5 57·2 31·5 B185'F74' FK *DTf*13'295*t* *FPT*172*tAPT*91*t*	Genoa Italian *ptCem* 9*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	35 ″ 0 s 7 ″ 11¼ 27 ″ 3½	
36009 90912 MQNZ	**Vina** *ss*Gmh.3rdNo.3-4,33 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1021 755 610	✠100A1 ~~6,35~~~~6,34~~ ~~11,34~~ 3,36 BS~~3,36~~ ✠LMC4,33 4,36	Gmh	*m*	~~6,34~~ OG N3,36	1894 3mo	Ramage& Ferguson,Ld. Leith A&CP	J.T.Salvesen&Co. *WB=Cel*	215·8 32·0 14·0 P27'Q38'B58'F30' FK *lDB*174' 215*t FPT*	Grngemth British 5*BHCem* 19*tAPT*37*t*	T.3Cy.15$\frac{7}{16}$",24"&39"-30"(*s*) 160lb *100lb* NDB13 99RHP 1SB,*3pf*,GS55,HS1715 Ramage&Ferguson,LdLth	16 ″ 3 s ″ 11¼ 15 ″ 6¼	
36010	**Viña del Mar** 3Mst (*ex*Champerico-34, ~~ssLiv.No.3-3,28~~ *ex*Andorinha) ~~ssLiv.No.1-28~~ *Well deck* 2*Dks*(*UStl*-ws) *ss*Vpo.2ndNo.3-5,35	*2533* *1683* *1411*	✠100A1 5,35 ~~12,30~~ ~~BS3,30~~ ✠LMC~~3,27~~ 5,35	Crs Vpo		CL ~~7,29~~ 5,35	1911 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *Intermedia* *'sA&CP*	Soc.Anon.Comer-cialTorres y Ward *te bulkhead in fore*	290·1 41·7 17·0 P&B197'F45' BK10" *hold dispensed with* *CellD*	Valparaiso Chilean *Cem* 4*BHonly* *Ba*34'*uE*24'	T.3Cy.24",39"&64"-42" (*s*) 180lb 321NHP 3SB,*9cf*,GS162,HS5412 CaledonSB.&E.Co.Ld.Dun *f* 142'400*tFPT*46*tAPT*37*t*	20 ″ 0	
36011	**Vincas** (*ex*Norne,*ex*BritishBaron, *ex*Roumanian) *ss*Shl.No.3-3,21 *ss*Msl.No.2-30 2*Dks*(*U-ptIrn*&*ptStl,MStl*)&*Web frames* *Carrying Petroleum in bulk*	4963 4653 3013	✠ ... 6,33 ✠	Gen			1908 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Cel*	~~PacificOilCo. Proprietary,Ld.~~ *lDBuE&B*54'193*t*	384·9 51·0 27·6 P30'B83'F36' FK *FPT*154*tAPT*52*t*	Japanese 16*BHCem* (12 *to Udk* 4 ,, *M* ,,)	T.3Cy.26½",44"&72"-48" 425NHP 3SB,*9cf*,GS189,HS7050 WllsndSlpwy.Co.Ld.Nwc	30 ″ 2	
36012 218850 KIZS	**Vincent** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6210 5705 3857			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 55·0 31·4 P45'B110'F38'*on Shelter dk* FK	NewarkNJ Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft619NHP MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	R †
36013 TTZT	**Vincent-Davin** TwinSc (*ex*ChanHing,*ex*GeneralHenryKnox) 1*Dk*	529 — 231					1904	Neafie& Levy Philadelphia	S.A.deChalandage &Rem.de l'Indo-chine	145·6 29·4 11·8	Haiphong French	C.4Cy.11"&22"-14" 36NHP		V
36014 98 IVMV	**Vinci** (*ex*Arzic-33,*ex*Merwede, *ex*Lövestein) 1*Dk* *Now* "Antonio Landi," *see No.* 37075 *in Supplement*	747 542 416					1917	J.Meyer's S.B.Co. Leeuwen	CarloLandi fu Antonio	189·9 28·2 12·5	Savona Italian *WB*	T.3Cy.14",22½"&36"-24" 63NHP Gebr.Stork&Co.Hengelo		I
36015 LDDP	**Vindeggen** 1*Dk*	3124 2841 1868					1921	Armstrong Whitworth& Co.Ld. Newcastle	A/S Vindeggen (Chr.Östberg)	330·8 46·8 23·3 P97*t*H150*t*	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"-45" 283NHP Armstrong,Whitworth, &Co.Ld.		N
36016 147728 GCQL	**Vinemoor** *ss*Shl.No.2-33 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* ~~10,35~~~~9,34~~ 5,36 DBS~~9,34~~ ✠LMC7,33 10,35 ✠LMC(M)10,35	Shl ~~Bkn~~ Fal	*y*	CL ~~7,33~~ 5,36	1924 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	MoorLine,Ld. (W.Runciman&Co. Ld.*Mgrs.*) *CellDB*322'1011*t* *DTf*26'976*tF*	375·0 52·6 25·7 F30' FK *Coll* *PT*140*tAPT*220*t*	London British 7*BHptCem* *BH to Sh dk* 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
36017 DAVG	**Vineta** (*ex*Masuren,*ex*Frieda, *ex*FranzLansert) *Ref.Mchy.* 1*Dk*	513 396 299					1899	Nüscke& Co. Grabow	"Renata"Dmpfsch. Ges.Th.Gribel(Rud ChristGribel,*Mgr*)	168·4 25·7 12·5 Q56'B43'F21'	Stettin German *WB*	C.2Cy.17¾"&30¾"-19¾" NB23 35NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
36018 LDDQ	**Vinga** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Longitudinal framing*	7321 6745 4339					1927	F.Schichau Danzig	A/S J.Ludwig MowinckelsRederi	441·6 57·4 34·2 P393*t*H182*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26$\frac{13}{16}$"-47$\frac{5}{16}$" 752NHP F.Schichau,Elbing		N
36019 SEDN	**Vingaland** *OilEng.* *Ref.Mchy.* D.F. *For full particulars see No.* 40553 *in Supplement*	~~2700~~ 2734	100A1 *withfreeboard* (*ClassContem*	*plated*)			1935	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström,*Mgr.*)	345·0 F34'	Gothenbrg Swedish	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" EriksbergM.V.Aktieb.Got	22 ″ 6 s1 ″ 2¼ 21 ″ 6	
36020 TUYY	**Vinhong** (*ex*Attalo) Iron 1*Dk*2*trB*	362 — 215					1869	T.Wingate &Co. Glasgow	TackFong	173·7 21·9 13·3 Q30*t*	Haiphong French *WB*	C.2Cy.21¼"&36¼"-30" 60NHP T.Wingate&Co.Glasgow		
36021 LDDR	**Vinland** TwinSc *OilEng.* 1*Dk*&2*nd dk in Nos.*1&2*holds* ~~1Dk~~	4436 3990 2664					1924	Akt.Bur-meistr&Wain Copenhagen	D/S A/S John Bakke(OleAndreas Knutsen,*Mgr.*)	368·5 53·7 24·9 P116*t*H244*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$ 452NHP Akt.Burmeistr&Wain,Cpn		N
36022 138859 CYMP	**Vinmount** (*ex*Vulcan) *Mchy.Aft* 1*Dk*2*trB*	1799 1646 1024				*Rebuil*	1889 *t* 1920	GlobeIron WorksCo. Cleveland,O. *by*Collingwoo	CanadaS.S.Lines, Ld. dS B.Co.Ld.Collin	243·0 38·0 21·0 gwood,Ont.	Montreal British *WB*	C.2Cy.27"&50"-36" 108NHP GlobeIrnWrks.Clevelnd,O		
36023 YTFE	**Vinodol** (*ex*Bisley-33,*ex*Roselands) *ss*Cff.No.3-3,24 *ss*Shl.No.2-33 1*Dk*(*Irn*)	*4408* *4136* *2826*	✠100A1 ~~1,35~~ 10,35 BS~~9,34~~ ✠LMC7,33 11,35	Bry Cff	*x*	CL 1,35	1911 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	Parobrodarsko Akcionarsko Drustvo"Progres" *CellDBa*123'	374·7 51·3 26·0 P25'B103'F36' FK *uE&B*45'*f*164'1115	Split Yugoslav 6*BHCem* *tAPT*40*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb *120lb* 345NHP 2SB,*6cf*,GS132,HS5298 Cen.Mar.Eng.Wks.W Hpl.	28 ″ 6 s 5 ″ 6¼ 23 ″ 3	
36024 LFEA	**Vinstra** (*ex*Drumcraig) *ss*Osl.2ndNo.3-4,35 ~~ssOsl.No.3-11,22~~ ~~ssOsl.No.2-30~~ 2*Dks*(*Stl*) *Now* "Herakles," *see No.* 38446 *in Supplement*	4668 4410 2932	✠100A1 4,35~~6,32~~ BS9,35 ✠LMC MS~~3,30~~ 3,35 ~~BS~~ *Fitted for oil*	Osl *fuel* 7,	*z* 21	CL ~~7,32~~ 3,35 *F.P. a*	1910 10mo *Lloyd* *bove* 1	Russell& Co. Pt.Glasgow *'sA&CP* 50° F.	Wilh.Wilhelmsen *Interm*	410·0 52·2 25·7 P37'B249'F44' FK *WB=CellDBa* *ediate Bulkhead in*	Tönsberg Norwegian *Cem* 126'*uE*24' *f* *forehold dis*	T.3Cy.27",44"&73"-48" (*s*) 180lb DB*150lb* 497NHP 2SB,*8cf*,GS146,HS7200 FD D.Rowan&Co.Glasgow 184'1131*tFPT*70*tAPT*73*t* *pensed with*6*BHonly*	28 ″ 3 s 4 ″ 3 24 ″ 2½	
36025	**Vinte e Oito de Maio** (*ex*Westpolder-34) *ss*Rot.No.1-32 *Ref.Mchy.* 1*Dk*(*Stl*)	1113 666 650	✠100A1 *withfreeboard* 8,34 MS12,32 LMC BS~~6,34~~ 1,36	Rot	*m*	CL 6,34	1929 1mo *Lloyd*	J.Meyer's S.B.Co. ZaltBommel *'sA&CP*	Government of the CapeVerdeIslands *CellDB*169'2	210·4 32·2 13·0 Q66'B&F144' FK 01*t FPT*22*tAPT*8*t*	StVincent C.V.I. Portuguese 4*BHCem*	T.3Cy.16½",26⅜"&42⅛"-29½" 192lb (*s*) 145NHP 2SB,*4cf*,GS70,HS2675 Steen&Kaufman,Elmshrn	15 ″ 0 s 7 ″ 6¾ 15 ″ 0½	
36026 1489 ICNR	**Vioca** (*ex*Weehawken) 3Mst *Mchy.Aft* *Carrying Petroleum in bulk*	2885 2752 1829					1891	Armstrong Mitchell& Co.(Ld.) Newcastle	Soc.Anon.diNav. Cameli&C.	310·0 40·2 28·2 B33*t*H43*t*	Genoa Italian	T.3Cy.22",35"&58"-42" NB05 218NHP WllsndSlpwyCo.Ld.Nwc.		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
36027 OZJE	**Viola** Wireless 1*Dk*	1595 1212 934					1929	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Torm (A.Schmiegelow& A.Kampen)	253·5 P17'Q74'B112'F34'	39·1	15·4	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		C
36028	— Ⓟ (*ex*FredrikWilhelm) 1*Dk*&*Shade dk*	324 — 215					1893	W.Rosen- lew&Co. Björneborg	FinskaÅngf. Aktiebolaget	135·0 *Hurricane dk*92'	23·0	9·4	Helsingfrs Finnish *WB*	C.2Cy.21"&38"-22" NB28 56NHP W.Rosenlew&Co.		
36029 SVQM	**Violando N. Goulandris** (*ex*Walcheren) 1*Dk*	3598 3263 2180					1919	Rotterdam Droogd.Maat. Rotterdam	GoulandrisBros.	361·4 P24'B21'F24'	49·8	22·0	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
36030 121266 MCJT	**Virago** (*ex*Javelin) 3Mst *ss*Liv.2ndNo.3-3,33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Now "Firethorn," see No.* 38121 *in Supplement*	321 223 125	✠100A1 11,35~~3,33~~ BS4,35 ✠LMC1,35	Liv	*f*	CL ~~1,33~~ 11,35	1905 10mo *Lloyd*'s A&CP	J Fullerton &Co. Paisley	~~Gilchrist'sTraders~~ ~~(Steamships)Ld.~~ ~~(F.B.Johnston,~~ ~~Mgr.)~~ W J Ireland	141·0 Q78'B9'F30' FK *WB=FPT*	23·8	9·7	Liverpool British 3*BHCem* 35*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb 85RHP 1SB,3*pf*,GS51,HS1461 Ross&Duncan,Glasgow	10 " 10 s 4 " 2 10 " 9	
36031 EGTD	**Virgen de Africa** Iron (*ex*WilliamHaynes, *ex*Guadiana) 2*Dks*	504 — 358			...		1866	Henderson Coulbrn&Co. Renfrew	MaritimaS.A.	184·7 P40' H— F37'	24·6	13·4	Barcelona Spanish	C.2Cy.25"&43½"-25" NB94 79NHP Portilla&White,Sevilla		
36032 EGSA	**Virgen de la Cinta No. 6** (*ex*Verge delCarme-34, *ss*Shl.No.3-6,14 *ex*Santander, *ss*Msl.No.2-24 *ex*Dimecres,*ex*Euzkera, 1*Dk*(*Stl*)2*trB* *ex*SantaFlorentina) *Well deck*	1536 — 939	✠ 8,27 ✠	Bcl	*p*		1901 11mo *Lloyd*'s A&CP	Grngem'th &Greenock DockyardCo. Grngemouth	NavieraCandina S.L.(Manuel de laCorteGutierrez *Mgr.*) *CellDBa*56'	244·4 Q87'B62'F27' FK *uE&B*36' *f*102'375*t*	35·8	17·4	Huelva Spanish 4*BHCem* *APT*40*t*	T.3Cy.18",30"&50"-33" NDB19 151NHP 1SB,3*cf*,GS61,HS2251 Cooper&Greig,Dundee	18 " 8	V †
36033 160179 GDYV	**Virgilia** *ss*Rot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5723 5157 3415	✠100A1 4,36~~11,30~~ 4,35 ✠LMC~~10,27~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	Rot	*z*	CL ~~3,30~~ 4,36	1927 10mo *Lloyd*'s A&CP	Greenock DockyardCo. Ld. Greenock	VirgiliaS.S.Co.Ld. (Gow,Harrison& Co.) *CellDBuE&B*72'	410·3 P118'B38'F52' FK 180*tAPT*199*t*	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 " 2*nd* ")	T.3Cy.25",43½"&74"-48" (*s*) 210lb 565NHP 3SB,9*cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 " 0	
36034 DHYU	— 1*Dk*	988 912 599					1911	Howaldts- werke Kiel	A.Kirsten	226·0 P&B138'F30'	34·6	15·5	Hamburg German *WB*	T3Cy17$\frac{5}{16}$"27⅛"&43$\frac{5}{16}$"-29½" 102NHP Howaldtswerke,Kiel		G
36035 1534 ICNS	**Virgilio** Ⓟ TwinSc *ss*Gen.No.1-32 *OilEng.* 3*Dks*(*Stl*)&*Shade dk*(*Stl*-teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in*No.3*hold* D.F. *CruiserStern*	11718 9464 6750	✠100A1 *withfreeboard* 3,36~~10,35~~ ~~3,35~~ DBS~~2,34~~3,36 ✠LMC CS9,35 3,35 ✠Lloyd'sRMC~~5,35~~ ~~5,35~~ 1,36~~10,35~~ "F" dk. chambers for temp. 32° F. *CellDB* 404'1586*tDTa*161*t* *Tanks in way of tunnels* 500*t FP* *T*119*tAPT*137*t*	Gen	*f*†	CL 4,34	1928 4mo *Lloyd*'s A&CP	Cantieri ed Officine Meridionali Baia	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	506·1 482·8 FK	61·8	32·4	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 16Cy.29½"-51$\frac{3}{16}$" 1312NHP 2DB100*lb* StabilimentoTecnico,Tri.	36 " 1 s 9 " 1¾ 27 " 1½	
36036 227983 WSBW	**Virginia** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 5*Dks* D.F. GyC. *CruiserStern*	18298 — 9781					1928	NwprtNws S.B.&D.D.Co NewprtNews	AmericanLineS.S. Corp.	586·4 B315'F57'	80·3	20·5 52·0	NewYork Utd.States *WB*	Two Steam Turbines connected to Electric Motors & Sc. Shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
36037 215371 WKCY	— *ss*N.Yk.No.3-7,29 *ss*N.Yk.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6390 6064 3964	✠100A1 9,35~~2,35~~ BS8,35 ~~BS9,34~~ ✠LMC7,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	NYk	*a*†	CL ~~7,33~~ N9,35	1917 7mo A&CP	ForeRiver S.B.Corp. Quincy,Mass	TheTexasCo. *CellDBu*	416·8 P107'B35'F33' FK *E&B*60'209*tFPT*229*tAPT*130*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44"&74½"-51" 190lb (*r*) 549NHP 3SB,9*cf*,HS7979 FD ForeRiverS.B.Cor.Quincy	32 " 9 s 6 " 4½ 26 " 7½	
36038 OZQB	— (*ex*Pacific) *Fitted for oil fuel* 2*Dks*	4088 3685 2506					1920	Kjöbnhvns Flydk&Skbs. Copenhagen	DetForenede DampskibsSelsk	378·0 H104'F32'	52·2	24·5	Copnhagn Danish *WB*	DRGearedSteamTurbine Sven.Trbfab.Akt. Ljungström,Finspång		G
36039 5540 SIHA	— (*ex*Gustavsholm, *ss*Hbg.2ndNo.3-2,33 *ex*OscarTrapp, 1*Dk*(*ptIrn*&*ptStl*) *ex*Marina) &*deep framing* *Cargo battens not fitted*	2811 2661 1702	✠100A1 ~~11,35~~~~2,35~~ 5,36 ~~Rot~~Hpl MS4,33 ✠LMC DBS~~12,33~~ MBS~~6,34~~ 5,36~~2,35~~ 7,35	Sld	*u*	CL 2,35	1907 4mo *Lloyd*'s A&CP	R.Stephen- son&Co.Ld. Newcastle	RederiA/B Virginia(N.M. Thore) *CellD*	318·0 P30'B94'F30' FK *Ba*102' *uE*20' *f*138'	46·6	20·8	Jonstorp Swedish 4*BHCem* 740*tAPT*95*t*	T.3Cy.23",38"&62"-42" (*s*) 160lb 90*lb* 262NHP 2SB,6*pf*,GS115,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 " 3 s 3 " 7½ 19 " 10	
36040 SVGJ	— (*ex*CapFedhala-32,*ex*Koffiehandel, *ex*Sicilier,*ex*Lakeside) 1*Dk*	2313 — 1147			...		1917	Superior S.B.Co. Superior,Wis.	A.G.Pappadakis	251·0 P28'B64'F27' FK	43·8	18·2	Piræus Greek *WB*	T.3Cy 20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 " 3	V †
36041 HRBK	— (*ex*Minadora, *ss*N.Yk.2ndNo.3-2,31 *ex*Rousslane) 1*Dk*(*Stl*)&*Spar dk* &*Web frames*	1636 1461 940	✠100A1 *Spar dk* *withfreeboard* 12,34 ✠LMC MS6,30 BS12,34 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Bos	*r*	CL 12,34	1904 12mo *Lloyd*'s A&CP	Soc.Anon. Jhn.Cockerill Hoboken	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*63'*uE&B*60'*f*90'325*t*	265·0 P55'B66'F50' FK	36·0	13·8 21·3	Ceiba Honduran 5*BHCem*	T3Cy22$\frac{15}{16}$",35$\frac{15}{16}$"&57½"-43$\frac{1}{16}$" 170lb (*s*) 278NHP 3SB,9*cf*,GS159,HS4962 SocAnJ.Cockerill,Seraing	23 " 6 s 5 " 9½ 18 " 1	
36042 3930	— Ⓟ (*ex*Berkeley) 1*Dk*	1075 — 648					1902	W.R.Trigg Co. Richmond Va	Wisconsin& MichiganS.S.Co.	201·2	39·0	16·2	Grand Havn.Mich Utd.States	T.3Cy.18",29"&48"-30" 126NHP W.R.TriggCo.		
36043 161909	— Ⓟ	635 — 354					1902	W.R.Trigg Co.Richmond Va	Chesapeake&Ohio Rly.Co.	191·0	32·0	12·0	Newport, News,Va. Utd.States	T.3Cy.17",27"&43"-24" NB10 91NHP W.R.TriggCo.		
36044 216400 [illegible]	**Virginia Despatch** (*ex*LakeFernwood) 1*Dk* *Now "Mercurio," see No.* 39099 *in Supplement*	2013 1646 1245			...		1918	American S.B Co. Lorain,O.	EasternSteamship LinesInc.	251·0 P25'B64'F23' FK	43·5	20·0	Newport News, Va. Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 " 2	R †
36045 228015	**Virginia Lee** Ⓟ TwinSc 2*Dks*	2158 1217 1189					1928	Bethlehem S.B.Corp Ld. Quincy,Mass.	NewYork,Phila- delphia&Norfolk RailroadCo.	291·0	50·1	16·5	Cape Charles Utd.States	T8Cy(2)18",(2)30"&(4)34" -27" 240NHP BethlehemS.B Corp.Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36046 768 SVHC	**Virginia Nicolaou** (exVechtdijk-33) ssRot.No.3-3,33 ~~2Dks(Stl)&Shelter dk(Stl)~~ ~~Cargo battens not fitted~~ 1Dk & Shelter dk ~~in Shelter'tween dks~~	5388 — 3260	✠100A1 Shelter dk withfreeboard ~~0,34~~11,35 ~~BS5,34~~	Rot Bly BS11,35 ✠LMC3,33	a†	CL 1,33	1920 7mo	Sunderland S.B.Co.Ld. Sunderland Lloyd'sA&CP	N.G.Nicolaou CellDB369'1270t	425·0 FPT124tAPT205t	55·0	26·6 FK Collision	Piræus Greek Cem BHtoSh dk 6 ,, ,, U ,,	T.3Cy.28",46½"&78"-54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 7 25 ″ 8¼	
36047 208 SVNB	**Virginia S.**(exPasubio,exPenrhydd, exTrojan, ssPir.2ndNo.3-8,30 exInchborva) ssSyr.No.1-34 2Dks(Stl) & deep framing	3885 3706 2428	✠100A1 8,35~~8,34~~ BS8,35	Pir Nwc ✠LMC8,34	x	CL ~~12,32~~ 8,35	1905 3mo	W.Pickersgill&Sons Sunderland Lloyd'sA&CP	Z.A.Samothrakis Cell	392·0 375·0 P31'B208'F39' DBa122'uE&B44'f	47·4 47·5	23·5 25·7 FK	Syra Greek 6BHCem 156'972t DT	T.3Cy.25",42"&71"-48" 180lb 150lb NDB25 423NHP 2SB,6rf,GS122,HS5720 FD G.Clark,Ld.Sunderland a28'583tFPT104tAPT48t	28 ″ 6 s 4 ″ 2¼ 24 ″ 6¾	
36048 230365 KGOJ	**Virginia Sinclair** ssMob.No.1-34 Sub.Sig. 1Dk(Stl)&Web frames Mchy.Aft Rudder electrically welded Longitudinal framing-bracketless system D.F. E.S.D. GyC.	6151 5525 3796	✠100A1 ~~6,35 10,34 10,25~~ 4,36 MS8,34 CarryingPetroleum in bulk Fitted for oil fuel 12,30 F P. above 150° F.	Mob BS10,35 ✠LMC ~~BS10,34~~	a†	CL 10,33	1930 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. Lloyd'sA&CP	SinclairNav.Co. CellDBuE&B70'172t	416·5 P91'B36'F35' DTf31'221tFPT2	57·1	31·9 FK	NewYork Utd.States 15BHptCem 19tAPT176t	2SteamTurbinesDRgeared to 1 Sc Shaft (s) 996NHP 3WTB 400lb HS10116 FD DeLavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
36049 93369 WAOV	**Virginian** (exMaine) TwinSc4Mst ssN.Yk.2ndNo.3-7,28 ssSea.No.1-33 3Dks(Stl)&Shelter dk(Stl) D.F. Fitted for oil fuel	7985 7543 5028	✠ ... 1,35 ✠	Sea	f†		1903 7mo	Maryland SteelCo. Sparro'PtMd A&CP	American- HawaiianS.S.Co. CellDBa138'u	492·0 E&B80'f190' 1524t	58·3	31·9 FK&BK3"	NewYork Utd.States 8BHptAsp DT f35'102	T.6Cy.25",42½"&72"-48" 935NHP 2D&2SB18cfGS322HS12702 MarylandStl.Co.Sparr'.Pt. 5tAPT67t	35 ″ 6	R †
36050 OHFM	**Virgo** (exGwynmead,exElgin) Turret deck 1Dk	3835 3163 2443					1906	W.Doxford &Sons,Ld. Sunderland	Rederei A/B Iris (E.Erikson,Mgr.)	347·8 P31'F31'	50·0	22·0	Mariehmn Finnish WB	T.3Cy.25",41"&66"-45" 292NHP W.Doxford&Sons,Ld.Sld.		V
36051 267 OHDG	**—** ssHfs.2ndNo.3-8,31 Wireless 1Dk(Stl)&Awng dk ssHfs.No.1-35	1082 1028 625	✠100A1 Awng dk withfreeboard ~~7,35~~ ~~7,34~~ 1,36 ~~BS4,34~~	Lon ~~Hfs~~ Abo BS7,35 ✠LMC~~8,31~~	m	CL ~~N6,32~~ 7,35 MS9,35	1906 5mo	Fevigs Jernskibsbyg Fevig Lloyd'sA&CP	FinskaÅngfAktieb WB=CellDBuE&B46'f44'	204·9	32·2	12·7 19·8 BK7½"	Helsingfrs Finnish 4BHCem 127tAPT26t	T.3Cy.17",27"&47"-33" (r) 180lb 151NHP 2SB,4pf,GS80,HS2520 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 0 s 5 ″ 4¾ 17 ″ 5½	
36052 75 IVOI	**Virtus** (exSissie,ex Aux3MstSr RaymondeNaval,exSlotermeer, OilEng. exZwollerkarspel, 1Dk exNavisIV.) Mchy.Aft (See Sailing Ship Register)	377 335 279					1919	J.Smit& Zoon Foxhol	B.&G.Apollonio	133·4 P26'Q12'	26·2	12·3	Trieste Italian	Oil Engines 4S.C.SA 2Cy.15¾"-17 7/16" 49NHP D.Goedkoop,Jr.Ams.		I
36053 546 ESFO	**Virumaa** 4Mst OilEng. 1Dk	604 483 325					1922	Peter Wharf Tallinn	TheTallinnShppg. Co.Ld.	166·6	28·7	12·1	Tallinn Estonian	Oil Engines 4S.C.SA 6Cy.12⅘"-16½" 96NHP Gebr.Körting,Hannover		G
36054 864 ESFP	**Viru-õli** (exMinisadam) OilEng. Carrying Petroleum in bulk	300 287 157					1915	Beckeri Lehas Tallinn	EstonianGovernment	113·4	28·5	10·7	Tallinn Estonian	Oil Engines 2Cy. J.&C.G.Bolinders, M.V.A/B,Skm.		
36055	**Vis** (exRenteria-34) Fitted for oil fuel 1Dk	1786 1575 1024					1921	Dunlop, Bremner&Co. Ld. PortGlasgow	Brodarsko Akcionarsko Drustvo "Oceania"	260·4 P28'B151'F25'	41·2	18·5	Susak Yugoslav WB	T.3Cy.20½",33"&56"-39" 182NHP Dunlop,Bremner&Co.Ld.		N
36056 7106 SGZN	**Visby** Ⓟ Wireless CruiserStern 2Dks	799 367 461					1924	Oskrshmns M.V.Aktieb. Oskarshamn	Ång.A/B Gotland (C.E.Ekman, Mgr.)	171·2	30·5	13·7	Visby Swedish WB	T.3Cy.17⅛",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
36057 139143 GXFF	**Viscol** ssGib.No.3-8,28 Mchy.Aft ssGib.No.1-32 1Dk(Stl)&Web frames Longitudinal framing	1163 850 595	✠100A1 withfreeboard 9,35~~10,34~~ ~~BS7,34~~ CarryingPetroleum in bulk Fitted for oil fuel 8,16 F.P. above 150° F.	Gib BS9,35 ✠LMC10,32	n	OG ~~10,32~~ 9,35	1916 8mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	TheAdmiralty Middle line Bulkhead not oil-tight CellDBuE&B36'62t	210·0 P45'F40' DT f 21' 162t FPT	34·7	16·5 FK	London British 13BHptCem 32tAPT25t	T.3Cy.15",25"&40"-27" (s) 180lb 82RHP 2SB,4cf,HS2160 FD McKie&Baxter,Glasgow	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
36058 7735 SHJO	**Visten** (exAlsen,exLottyGabriele, exMarthaHalm) 1Dk	993 852 527					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	223·4 P14'B59'F29'	33·6	13·7	Karlstad Swedish WB	T.3Cy.15",24⅘"&38⅗"-25⅕" 75NHP F.Schichau,Elbing		G
36059 232943 WFFB	**Vistula** TwinSc OilEng. MchyAft GyC. 2Dks3trB D.F. CarryingPetroleum in bulk Longitudinal framing	8537 7892 5237					1920	Howaldtswerke Kiel	~~Standard Shipping Co.~~ Standard Oil Co. of New Jersey	499·0 B45'	64·0	31·7	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 8Cy.25⅝"-51 3/16" 910NHP NE26 Fried.KruppGermaniawerftA.G.Kiel		R
36060 OYJE	**—** Ⓟ OilEng. Wireless D.F. CruiserStern 2Dks	1250 950 753					1930	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	221·4	35·8	11·6	Copnhagn Danish WB	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 225NHP Akt.Burmeistr&Wain,Cpn		V
36061 DOGI	**Visurgis** Mchy.Aft Wireless 1Dk	1306 1078 717					1927	G.Seebeck Akt.Ges. Wesermünde-G.	ArgoReedA.G.	231·2 P63'F29'	37·8	15·0	Bremen German WB	T.3Cy.17 5/16",28"&45¼"-31½" 115NHP G.Seebeck,Akt.Ges. Wesermünde-G.		G
36062 136321 GRYT	**Vita** Ⓟ TwinSc ssBom.No.3-7,30 ssBom.No.1-34 2Dks(StlU-ws)& Shade dk(Stl-teak s)	4691 3576 1955	✠100A1 Shade dk 9,35 9,34 BS9,36	Bom ✠LMC6,34	y	CL S 9,33 PN9,35	1914 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=Cell DBa96'uE&	390·2 F32'on Shade dk B98'f142'763tFPT	53·3	24·0 FK	Glasgow British 7BHCem 55tAPT41t	T.6Cy.20¾",35"&~~60"~~ 60⅜"-45" (s) 215lb FD 987NHP 6SB,18cf,GS388,HS16280 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	26 ″ 6 s 4 ″ 1¼ 22 ″ 10¼	
36063	**Vitebsk** (exThuban-34) Now "Chapaev," see No.37509 in Supplement 1Dk	3566 3260 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P31'B114'F34'	48·8	23·2	Leningrad Russian WB	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36064 148906 GDRB	**Vitruvia** ssRot.No.1–31 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4870 4228 2944	✠100A1 2,31 ✠LMC2,31 *Carrying Petr* *Fitted for oil*	Rot *oleum* *fuel* 5,	*x* *in* 26	CL 2,31 *bulk* *F.P. a*	1926 5mo *Lloyd* *bove* 1	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP 50° F.	VoredaS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*) *CellDBuE*	375·1 | 51·7 | 29·0 P108'B35'F51' FK &*B*60'123*t APT*81*t*	Glasgow British *ptCem* 11*BHtoUdk* 5 „ „ 2*nd* „	T.3Cy.25¼",42"&70"–48" (*s*) 180lb *120lb* 470NHP 2SB,8*cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 ~~5 ″ 6¼~~ ~~28 ″ 11¼~~ s4 ″ 8 24 ″ 8	
36065 114 IVPG	**Vittoria** (*ex*Sive) Aux3MstSr *OilEng* *Mchy.Aft* Wireless 1*Dk* (*See Sailing Ship Register*)	415 368 301					1919	NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek	Soc.diMonteponi (Fonderia di Monteponi,*Mgrs.*)	157·1 | 25·4 | 12·6 Q34'H24*t*	Savona Italian	Oil Engines 2S.C.SA 4Cy.13"–13" 119NHP Stiyaard&JanetteWalen, Rotterdam		I
36066 324 IVRC	**Vittorio** (*ex*Thetis-32, 3Mst *ex*Countess) ssTrn.2ndNo.3–6,21 *Mchy.Aft* ssRou.No.2–29 *Well deck* 1*Dk*(*Stl*)	659 444 278	✠ … 8,33 ✠	Tri			1896 6mo	Mackie& Thomson Glasgow	C.Midolo&Co.	179·3 | 27·0 | 10·9 178·0 Q63'B63'F23' FK *Cell DB f*91'120*t FPT*	Trieste Italian 3*BHCem* 48*t APT*12*t*	T.3Cy.17¼",27½"&43"–33" NDB18 111NHP 1SB,3*cf*,GS57,HS1780 Muir&Houston,Ld.Gls.	13 ″ 0	
36067 216491 KLBW	**Vittorio Emmanuele III** Sub.Sig. 2*Dks*	4855 4366 3601			…		1918	Seattle Const&DDCo Seattle, Wsh.	UnitedStates ShippingBoard Bureau	380·0 | 53·2 | 27·0 P40'B100'F41' FK	Seattle Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
36068 906 ICNU	**Vittorio Veneto** (*ex*WarJoy) ssGen.No.3–7,31 D.F. ssGen.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	4595 3952 2776	✠100A1 3,36 ~~6,34~~ ✠LMC 8,35	Gen	*x*	CL ~~9,32~~ 8,35	1918 12mo *Lloyd*	Canadian Vickers,Ld. Montreal 'sA&CP	Soc.Anon.diNav. LaCamogliese *CellDB*	381·0 | 49·3 | 26·9 P43'B105'F41' FK 316' 1367*t FPT*102*t*	Genoa Italian 6*BHCem* *APT*136*t*	T.3Cy.27",44½"&73"–48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 2 s5 ″ 11 24 ″ 6	
36069 LCWN	**Vivi** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6546 5620 3853					1932	A/S Akers Mek.Værks. Oslo	A/S Vestheim (HalfdanDitlev- Simonsen&Co. *Mgrs.*)	407·4 | 56·2 | 32·4 P238*t*H551*t*F58*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"–39$\frac{7}{16}$" 544NHP A/SAkersMek.Værks.Oslo		N
36070 KZAT	**Vizcaya** (*ex*Chusan) Wireless 1*Dk*&*Spar dk*	1249 914 719					1890	Blohm& Voss Hamburg	ManilaS.S.Co. (Elizalde&Co. *Mgrs.*)	217·0 | 29·6 | 17·5 H77'	ManilaP.I. Utd.States *WB*	T.3Cy.15",24"&39"–33" 87NHP Blohm&Voss,Hamburg		
36071 Sunk 1,36 EEWI	— Iron (*ex*PuertoRico) ssCly.No.1–76 *Well deck* 1*Dk*2*trB*	948 — 539	✠ 5,79	Cly			1872 4mo	H.Murray &Co. Pt.Glasgow	Ybarra&Co.	205·7 | 29·1 | 15·8 Q70'B35*t*F25' *WB*=*DB*97'	Seville Spanish 5*BHCem*	T.3Cy.14",23"&38"–27" 75NHP NE19 B*made*09*fitted*19 Soc.EspañoladeConst. Metalicas,Bilbao		
36072 148 YLCL	**Vizma** (*ex*Blairbeg,*ex*Moerdijk, *ex*Northcliffe) ssKel.2ndNo.3–5,33 1*Dk*(*ptIrn*&*ptStl*) &*deep framing*3*Dk rule* *Cargo battens not fitted*	2875 2692 1788	✠100A1 4,35 ~~BS2,34~~ ✠LMC6,33 10,35	Cpn	*u*	CL 2,34	1905 11mo *Lloyd*	J.Blumer& Co. Sunderland 'sA&CP	A.Friedenbergs& Partners(Chr. Jensen(Riga), *Mgr.*) *CellD*	317·3 | 46·5 | 20·9 P30'B92'F30' FK *B a*110' *uE*22' *f*128'	Riga Latvian 5*BHCem* 674*t APT*70*t*	T.3Cy.23",38"&62"–42" (*s*) 160lb 260NHP 2SB,6*pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld	23 ″ 3 s 3 ″ 6¼ 20 ″ 0	
36073	**Vladimir Rousanov** (*ex*Bona- venture,*ex*VladimirRousanov, *ex*Bonaventure) 1*Dk*& *Well deck* *deep framing*	1383 943 467			…		1909	Napier& Miller,Ld. Glasgow	U.S.S.R.	240·2 | 35·9 | 16·9 P&B145'F26' FK	Archangel Russian *WB*	T.3Cy.22½",37"&61"–42" 350NHP D.Rowan&Co.Glasgow	19 ″ 0	
36074 PIHK	**Vliestroom** ssAms.No.3–9,24 *Well deck* ssAms.No.2–32 *Cargo battens not fitted* 1*Dk*(*Stl*)	655 482 289	✠100A1 6,35 ~~6,34~~ ✠LMC MS6,32 BS11,35	Ams	*i*	6,34	1912 3mo	VanVliet& Co. Hardinxveld A&CP	N.V.Hollandsche Stoomb.Maats. *WB*	173·2 | 28·2 | 12·5 Q89'B15'F24' FK =*DBa*31' 32*t FPT*	Amstrdam Dutch 4*BHCem* 44*t APT*18*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb *100lb* 104NHP 1SB,3*pf*,GS54,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s 4 ″ 4½ 13 ″ 1½	
36075 DHYV	**Vogesen** (*ex*ManchesterPort) ssKel.2ndNo.3–5,29 ssHam.No.1–33 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	4181 3978 2647	✠100A1 *Spar dk* 3,36 ~~10,35~~ BS4,36 ✠LMC1,33	Ham ~~Ant~~ NOs	*x*	~~CL~~ ~~1,33~~ N6,35	1904 1mo *Lloyd*	Furness, Withy&CoLd WHartlepool 'sA&CP	H.Vogemann *Cell DBa*	359·8 | 47·9 | 27·8 P30'B92'F34' FK 118'*uE*	Hamburg German 6*BHCem* &*B*42' *f*150'	T.3Cy.26",42"&72"–48" (*s*) 180lb 400NHP 3SB,9*cf*,GS153,HS6340 Richardsons,Westgarth& 823*t APT*36*t* Co.Ld.Sld.	30 ″ 10	
36076 DIFK	**Vogtland** Ⓟ TwinSc *OilEng.* D.F. GyC. Sub.Sig. 3*Dks*	6932 5762 4066				-	1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 | 58·1 | 27·2	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅞"–20⅞" 856NHP Maschfab.Augsburg- NürnbergA.G.Augsburg		G
36077 YTFD	**Vojvoda Putnik** (*ex*Blossom Heath,*ex*Kerry ssRot.No.3–2,29 Range) ssRot.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)~~3*trB*~~ *Cargo battens not fitted in* *Shelter 'tween dks*	*5875* *4329* *3726*	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~1,35~~ ✠LMC MS8,33 BS6,35	Rot Alx	*z*	CL 3,34	1916 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	Jugoslavenski Lloyd a.d. *CellDBa*140'*uE*	400·0 | 52·0 | 35·4 F36'*onShelter dk* FK 28' *f*171' 1143*t FPT*	Split Yugoslav 6*BHCem* 62*t APT*115*t*	T.3Cy.26",43"&73"–48" (*s*) 180lb 535NHP 3SB,9*cf*,GS180,HS8060 FD Richardsons,Westgarth& Co.Ld.Sld.	38 ″ 0 s 9 ″ 9¼ 28 ″ 5	
36078 UOVF	**Volchovstroi** (*ex*Galesburg) 2*Dks*	4943 4286 2989			…		1918	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 | 52·0 | 26·8 P25'B106'F34' FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"–48" 478NHP StandardS.B.Corp	29 ″ 0	
36079 PIHP	**Volendam** Ⓟ TwinSc ssRot.No.3–11,31 2*Dks*(*Stl*)&*Awng dk* (*Stl–ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*) D.F. Sub.Sig. *in Nos.*1,2&3*holds* *CruiserStern*	15434 12155 9197	✠100A1 *Awng dk* *withfreeboard* 5,35 ✠LMC MS12,31 BS5,35 *Fitted for oil*	Rot *fuel* 1	*j*† 0,2	CL ~~4,34~~ 1.36 2 *F.P.*	1922 10mo *Lloyd* *above*	Harland& Wolff,Ld. Glasgow 'sA&CP 150° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*465'	550·2 | 67·3 | 32·6 FK 2254*t Tanks at sides*	Rottrdam Dutch *ptCem* 9*BHtoAwdk* *of tunnels* 8'	4SteamTurbinesSR geared to 2 Screw Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Belfast 140*t FPT*190*t APT*245*t*	45 ″ 1 s13 ″ 2 32 ″ 5	
36080	**Volga** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 | 48·6 | 22·6 P21'B90'F29'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP M.A.N.Augsburg		
36081 SYGI	**Volgas** (*ex*Woodville) ssBkn.2ndNo.3–7,20 ssLiv.No.1–25 1*Dk*(*ptStlptIrn*)2*trB* &*ptAwng dk*(*Irn*)	*2505* *1871* *1569*	✠ 9,29 ✠	Liv	*s*		1892 11mo	JReadhead &Sons S.Shields	B.J.Andreadakis &A.Stavridis (TheoPapadimi- triou,*Mgr.*)	299·0 | 40·8 | 18·6 P29'Q86'B122' F34' RFD28' FK *CellDB*256'	Piræus Greek 5*BHCem* 547*t APT*46*t*	T.3Cy.23",37½"&61½"–39" 232NHP 2SB,4*rf*,2*cf*,GS107,HS3421 J.Readhead&Sons,S.Shl.	21 ″ 3	G †
36082	**Volgo-Don** TwinSc 1*Dk*	956 — 414					1917	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R. *Completed* 1929 *at*	230·3 | 34·0 | 12·1 F25' Odessa	Rost'v/Don Russian	T.6Cy.11",19⅝"&29¾"–15¾" *Emade*14 *Bmade*20 68NHP ,Nicolaieff		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36083 UNLD	**Volgoles** OilEng. 2Dks	3946 3527 2196					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Archangel Russian WB	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
36084	**Volharding** Iron&SteelSp (exAthelrill–33, ssBal.3rdNo.3–1,26 exHopperNo.46,exNo.46) 1Dk(Stl) Mchy.Aft Carrying Molasses in bulk	393 379 165	3,31	Dem			1895	Executors of the late T.A.Walker Sudbrook	deBruin	160·0 B18' FK	26·0	10·6	Paramribo Dutch 6BH	C.2Cy.18"&36"–22" 51NHP 1SB,2pf,GS40,HS1100 Plenty&Son,Newbury	11 ″ 6	
36085 UOBQ	**Volkhov** (exImmo–32) Sub.Sig. 1Dk	2329 2011 1350					1923	J.Frerichs &Co.A.G Einswarden	U.S.S.R.	296·3 P&B243'F36'	42·9	19·6	Leningrad Russian WB	2SteamTurbinesDR geared to1Sc.Shaft Frd.Krupp,A.G.Kiel		G
36086 5055 SFON	**Vollrath Tham** (exSteamer) OilEng. D.F. Mchy.Aft 1Dk CruiserStern	5787 5283 2630					1909	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grängesberg Oxelösund(M.Waldenström, Mgr.)	387·1 P86'H155tF46'	56·5	30·9	Stockholm Swedish	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 489NHP Emade&fitted25 A/B Götaverken,Got.		C
36087 UOAY	**Volodarsky** Sub.Sig. 1Dk	2336 2023 1282				...	1929	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1	20·5	Leningrad Russian WB	T.3Cy.17$\frac{11}{16}$",29$\frac{1}{8}$"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP BalticS.B.&Eng.Works	22 ″ 7	
36088 UNJS	**Vologda** Ⓟ Wireless CruiserStern 2Dks	1480 1202 785					1930	Klawitter werftGmbH. Danzig	U.S.S.R.	230·6 B88'F24'	34·9	18·2	Archangel Russian WB	C.4Cy.(2)16$\frac{1}{2}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP A.Borsig,Berlin-Tegel		
36089 239 ICNX	**Volpi** ssTri.No.1–35 OilEng. D.F. 2Dks(Stl)3rd dk(Stl) inNo.1hold	5292 — 3061	✠100A1 withfreeboard ~~4,35~~ ~~1,34~~ 4,36 DBS10,35 ~~✠LMC8,31~~ ✠LMC OS10,35 2,36 ~~10,33~~ ~~4,35~~ Fitted for carrying oil 8,31 F.P. above 150° F. in deep tank	Tri	a†	CL N4,34	1931 8mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd's A&CP	Soc.Veneziana di Nav.aVap.	440·6 423·1 F35' FK CellDB340' 1159tDTa41' 1155tFPT133tAPT107t	56·2	33·2	Venice Italian 8BH (Coll to W dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.29$\frac{1}{2}$"–49$\frac{3}{16}$" 1219NHP DB100lb SocAn"Fiat"S.G.M.Turin	27 ″ 2 s 3 ″ 1$\frac{1}{2}$ 24 ″ 2$\frac{1}{4}$	
36090 124318 GQJC	**Volsella** (exVeraston) ssSng.2ndNo.3–3,29 ssSng.No.1–33 1Dk(Irn)&deep framing Cargo battens not fitted	1979 1697 1218	✠100A1 ~~8,35~~ ~~12,34~~ 4,36 BS~~6,34~~ 8,35 ✠LMC9,33 Fitted for oil fuel 9,20 F.P. above 150° F.	Sng	r	~~8,33~~ 8,35	1906 10mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld.	281·0 P21'B74'F30' FK Cell DBa&uE104'f122' 530tAPT30t	40·0	18·2	London British 4BHCem	T.3Cy.20",31$\frac{1}{2}$"&53"–36" (s) 160lb 167NHP 2SB,4pf,GS65,HS2495 Cen.Mar.Eng.Wrks.WHpl	20 ″ 7 s 2 ″ 9$\frac{1}{2}$ 17 ″ 11$\frac{1}{2}$	
36091 147238 GFND	**Voltaire** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks D.F. Sub.Sig. CruiserStern	13245 10485 7925					1923	Workman, Clark&Co.Ld. Belfast	Lamport&Holt Line,Ld.	510·5 B249'F58'	64·3	39·3	Liverpool British WB	Q.8Cy.26$\frac{1}{2}$",37",53"&74"–54" 806NHP Wrkman,Clark&Co.Ld.Bel		C BT till 2,36
36092 135597 GSLM	**Volturno** (exBosforo,exFalernian) ssMsl.No.3–4,28 ssLiv.No.1–33 1Dk(Stl)&2nd dk(Stl) in Nos.1&2holds Well deck CruiserStern	3424 2349 2191	✠100A1 1,36 ~~4,35~~ ✠LMC MS5,33 BS4,35	Liv	u	CL ~~1,33~~ 1,36	1914 7mo	W.Harkess &Son,Ld. Middlesbro' Lloyd's A&CP	Montgomerie& Workman(1920), Ld. CellDB	318·0 P&B205'F40' FK a98'uE&B53'f130'	42·4	21·6	London British 6BHCem 649tAPT11t	T3Cy20$\frac{1}{2}$",35$\frac{1}{4}$"&60"–42"(s) 215lb FD 215NHP 3SB,6cf,GS115,HS4896 Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 9 s 3 ″ 4 23 ″ 7$\frac{3}{4}$	
36093 216762 WFAO	**Volunteer** Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk&Web frames Longitudinal framing	7717 7598 5839				...	1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnitedStates ShippingBoard Bureau	410·0 FK	56·0	29·0 38·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine 562NHP GeneralElectricCo. Schenectady,N.Y.	41 ″ 0	R †
36094 219846 KUMV	**Volusia** (exLakeGlaucus) Fitted for oil fuel Sub.Sig. D.F. 3Dks	2686 — 1665					1920	Globe S.B.Co. Superior,Wis.	Merchnts&Miners Transptn.Co.	255·4 P29'B64'F23'	43·8	26·9	Baltimore Utd.States WB	T.3Cy.20",35"&54"–40" 184NHP NordbyMfg.Co.Milwaukee		R
36095 OHCU	**Von Döbeln** Iron Wireless 1Dk	669 377 437					1876	W.LindbergsAktieb. Stockholm	FinskaÅngf. Aktieb.	177·2	26·0	12·3	Helsingfrs Finnish	C.2Cy.16$\frac{1}{2}$"&28$\frac{1}{4}$"–20$\frac{1}{2}$" 30NHP Cmp88 BergsundsMV.Skm		
36096	**Voo Yang** (exTingOn,exYinTung, exOwego) Mchy.Aft 2Dks	3047 — 1917					1888	UnionDry DockCo. Buffalo,N.Y	~~LeeTsungS.S.Co~~ ~~Ld.~~ ChiPingS.S. Co.Ld.	325·7 B77'F31'	41·2	14·6	Shanghai Chinese WB	T.3Cy.24",38"&63" NB12 289NHP QuintardIronWorks,N.Yk		
36097 164049 GYJC	**Voreda** Mchy.Aft 2Dks D.F. Longitudinalframing	7216 6600 4373	✠100A1 7,35 ~~3,35~~ ✠LMC3,35 CarryingPetroleum in bulk F.P. above 150° F. Fitted for oil fuel 3,35	Grk Nwc		CL	1935 3mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	VoredaSteamship Co.Ld.(Gow,Harrison&Co.Mgrs.) CellD	447·7 P134'B39'F51' FK BuE&B88'209t DTf20'273tAPT255t	59·5	32·2	Glasgow British 17BHptCem ptAsp (11 to U dk 6 ,,2nd ,,)	T.3Cy.25",43$\frac{1}{2}$"&74"–48" (s) 220lb 681NHP 3SB,12cf,GS236,HS10596FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 0	
36098 LFHH	**Vöringen** Ⓟ Iron&Steel 1Dk	510 477 296					1891	Laxevaags skibsbyggeri Bergen	Hardanger Sunnhordlandske Dampskibsselskap	166·4 P122tH19tF40t	23·6	12·0	Bergen Norwegian	T.3Cy.15$\frac{1}{2}$",25"&41"–27" NB09 87NHP G.Clark,Sunderland		
36099 LFHC	**Vorma** (exNico,exVestmanröd, exGodosund,exKamishimaMaru) 1Dk	1192 1023 683					1918	Toba Shipyard Toba	D/S A/S Nico (PerHolm)	228·1 B74tH32tF38t	33·3	16·6	Oslo Norwegian WB	T.3Cy.15$\frac{1}{2}$",26"&42$\frac{1}{2}$"–32" 102NHP TanakaEng.Works,Osaka		V
36100 UNJU	**Voronej** Ⓟ Wireless 2Dks CruiserStern	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	238·8 B85'F25'	35·0	18·3	Archangel Russian WB	C.4Cy.(2)14$\frac{9}{16}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 93NHP CantieriRiuniti dell' Adriatico,Trieste		G
36101 UOXS	**Voroshilov** (exBrazilian Prince–33,exTramore) TwinSc ssHpl.No.2–33 Sub.Sig. OilEng. Well deck CruiserStern 1Dk(Stl)2nddk(Stl) in forwardholds	3907 3317 2041	✠ 2,33 ✠	Hpl	x	CL 2,33	1924 3mo	Furness, S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. Duct CellD B270'1164tDTa	364·0 P&B225'F88' FK keel amidships 140' between tunnels 39'88t	52·2	24·1	Odessa Russian 6BHptAsp DTf29'590t	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–38$\frac{3}{8}$" 695NHP 2DB120lb Richardsons,Westgarth& Co.Ld. FPT80tAPT67t	26 ″ 11 s 3 ″ 9 23 ″ 4$\frac{3}{4}$	
36102 UNGQ	**Vostok** (exLoos,exDarwin) 1Dk deep framing & Web frames	2787 2623 1797				...	1901	J.Blumer& Co. Sunderland	U.S.S.R.	319·6 P28'B91'F31' FK	46·1	21·2	Odessa Russian WB	T.3Cy.23",38"&62"–42" DBmade14 262NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
36103 UNHW	**Voykoff** (*ex*Browton,*ex*Hitteröy, *ex*L.O.Stensland, *ss*Bbo.2ndNo.3-9,15 *ex*Arcotes, *ss*Shl.No.2-25 *ex*Manchester) 1*Dk*(*Irn*)& *Well deck* *Web frames*	2052 1726 1246	✠ 4,25 ✠	Cff	*r*	CL	1890 8mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R.	275·0 P27'Q86'B106'F28' BK9½" *DBa*88'*f*102'477*t*	37·2	20·0	Odessa Russian 4*BHCem* *APT*20*t*	T.3Cy.21½",34"&57"-39" 207NHP 2SB,*6rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.WHpl	21 ″ 10	
36104 YTPE	**Vranjic** (*ex*Waypark-32,*ex*Brixton) *ss*Hul.No.3-12,30 *ss*Spt.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1541 1284 837	✠100A1 10,35 ~~2,35~~ ✠LMC2,35 BS1,36	Spt	*p*	CL ~~1,35~~ 10,35	1918 11mo *Lloyd'sA&CP*	Dublin Dkyd.Co.Ld. Dublin	I.L.Bulic *CellDB*171'310*t*	240·3 Q94'B52'F23' FK *DTa*29' 131*t FPT*	36·3	18·4	Vranjic Yugoslav 4*BHCem* 80*tAPT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 197NHP 2SB,*6cf*,GS97,HS2886 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s 2 ″ 5 18 ″ 3	
36105 PIKD	**Vredenburg** D.F. 2*Dks*	6419 5835 3517					1921	Flensburgr Schiffsb.Ges Flensburg	N.V.Scheepv.& Transp.Mij. "Atlantica"(Halcyon-Lijn,*Mgrs.*)	453·9 H59'&21'	59·9	27·7	Rottrdam Dutch	T.3Cy.28¾",46⅝"&76"-48" 400NHP FlensburgerSchiffsb.Ges.		G
36106 UOIS	**Vsevolod Sibirtseff** (*ex*Kangean) *ss*Ams.No.3-3,24 *ss*Ams.No.1-28 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s)	6857 6585 4368	✠ 12,32 ✠	Osa	*a*†		1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle	U.S.S.R. *CellDBa*110'*u* *E&B*91	430·5 FK *f*170' 1225*tDTa*24'	55·3	26·9	Vladvostk Russian 8*BHCem* 975*tFPT*60*t*	T.3Cy27½",46½"&80"-54" HS10450 719NHP 2DB&2AuxSB,*18cf*,GS255 N.E.MarineEng CoLdNwc	37 ″ 3	
36107 UOYH	**Vtoraia Piatiletka** *OilEng.* 1*Dk*	3974 3256 2255					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47 3/16" 497NHP RussianDieselWks.Len.		
36108 UOEM	**Vtoroi Krabolov** (*ex*Tangistan, *ex*Bencleuch) 2*Dks*	4159 3601 2679			...		1901	Ramage& Ferguson,Ld. Leith	U.S.S.R.	384·2 P43'B100'F44' FK	46·2	26·1	Vladvostk Russian *WB*	T.3Cy.25 7/16",41"&67"-45" 324NHP Ramage&Fergusn,Ld.Lth.	28 ″ 9	
36109 FODJ	**Vulcain** D.F. 1*Dk*&*2nd dk in holds only*	4362 3648 2724			...		1911	Atel.&Ch. deFrance Dunkirk	LesCargosAlgériensSoc.Anon.	361·9 P39'B122'F43' FK	48·8	25·0	Rouen French *WB*	T.3Cy.24",40"&66"-45" 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
36110 DOLA	**Vulcan** 1*Dk*	594 463 347					1904	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8 Q58'B43'F22'	27·2	11·9	Bremen German *WB*	T.3Cy.13",20 7/16"&33 1/16"-21⅝" 51NHP A.G."Weser,"Bremen		G
36111 288 ICOF	**Vulcania** Ⓟ TwinSc *OilEng.* 4*Dks*(*Stl*)&*Shade dk*(*Stl*–ws) *Ref.Mchy.* *5th dk*(*Stl*) *in No.* 1 *hold* Sub.Sig. D.F. *Topsides—special* GyC. *quality steel*	~~23970~~ ~~15370~~ ~~14476~~ 24469 15370 14697	✠100A1 *with freeboard* 9,32 ~~DBS1,34~~ ~~✠LMC CS8,35~~ ✠Lloyd'sRMC 12,35 ✠NE12,35	NYk		CL P7,31 SN 12,31	1928 12mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	CosulichSoc. Triestina diNav. *Duct keel* *CellDB*493'2135*t*	631·4 601·2 B356' FK (Co *fwd. of mchy. space* *tanks in way of tunn*	79·8	24·4 42·6	Trieste Italian 10*BHptCem*- *ll to Sh dk* 7 „ *U* „ 2 „ *2nd* „) *els*581*tDTf*	Oil Engines 2S.C.DA 20Cy.29½"–49 3/16" 6074NHP 2DB&2NDB(*waste heat*)35 *100lb* FiatSanGiorgio,Turin. 25'206*tFPT*161*tAPT*161*t*	46 ″ 6 s17 ″ 11 29 ″ 0¼	
36112 PIKU	**Vulcanus** 2*Dks*	1819 1639 1128					1907	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·7 P17'B127'F35'	40·2	18·6	Amstrdam Dutch *WB*	T.3Cy.20¼",32⅝"&55"-35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		V
36113 DIFM	**Vulkan** 3Mst *OilEng.*	989 739 514					1927	Union Giesserei Königsberg	ErnstKomrowski Reed.G.m.b.H.	217·7 Q74'B54'F24'	33·9	11·9	Hamburg German *WB*	Oil Engines 4.S.C.SA 6Cy.18 1/16"–29 1/16" 190NHP Motorenfb."Deutz"A.G. Köln-Deutz		G
36114 VSBJ	**Vyner Brooke** TwinSc *ss*Sng.No.1-32 1*Dk*(*Stl*–teak s)	1670 1133 713	✠100A1 5,35 ~~5,34~~ BS~~4,34~~ 4,35 ✠LMC6,32	Sng	*q*	CL ~~6,32~~ 5,35	1928 2mo *Lloyd'sA&CP*	Ramage& Ferguson,Ld. Leith	SarawakS.S.Co. Ld. Cell	240·7 P48'B76'F58' FK *DBuE*19' 44*t FPT*	41·3	16·1	Kuching Sarawak 6*BHCem* 71*tAPT*70*t*	T.6Cy.16",27"&44"-30" (*s*) 180lb *100lb* 297NHP 2SB,*6cf*,GS121,HS4390 FD Ramage&Fergusn,Ld.Lth.	17 ″ 7 s1 ″ 8¾ 16 ″ 2¾	
36115 UOBX	**Vyshera** (*ex*Badacsony-33, *ex*Attacca,*ex*Copalgrove) Sub.Sig. 1*Dk*	2325 1942 1396					1919	GlobeS.B. Co. Superior, Wis	U.S.S.R.	251·0 P25'B64'F23'	43·5	22·2	Leningrad Russian *WB*	T.3Cy.20",33"&54"-40" 184NHP NationalIron Works,Duluth,Min.	24 ″ 0	G
36116	**Vytegra** (*ex*Jersbek-35) Sub.Sig. 1*Dk*	1440 1161 814					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B97'F26'	37·5	16·0	Leningrad Russian *WB*	T.3Cy16 5/16",27⅝"&42 5/16"-27⅝" 95NHP F.Schichau,Elbing		G

⁎ **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36117 159439 VPJD	**W. B. Walker** 2*Dks* D.F. GyC. *Rudder electrically welded* *Mchy.Aft* *OilEng. CruiserStern* *Longitudinal framing–bracketless system*	~~10560~~ 10468 9621 6127	✠100A1 6,35 ✠LMC6,35 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk*	Kel	*f*†	CL	1935 6mo *Lloyd's* A&CP	Frd.Krupp Germaniawft A.G. Kiel	OrientalTankers, Ld. *CellDBu*	490·2 P107'B34'F51' FK 16*BH*(12*BH*to *Udk*4*BH*to2nd dk) 85'184*tDTf*30'990*t* *FPT*323*tAPTs*240*t*	68·2	37·0	HongKong British	Oil Engines 2S.C.SA 8Cy.25⅝"-49¼" 912NHP 3DB-200lb Fr.KruppGermaniawftAG Kiel	37 " 0 s7 " 3¼ 30 " 0	
36118 DDRW	**W. C. Frohne** Sub.Sig. *Welldeck* 1*Dk*	373 266 189					1906	Stettiner Oderwerke Stettin	Flensburg-StettinerDampfschiffahrtGes.	144·5 Q56'B18'F16'	22·8	11·1	Flensburg German *WB*	T.3Cy.11",18"&28"–20" 35NHP StettinerOderwerke		G
36119 205012	**W. C. Richardson** (*ex*Wainwright) *Mchy.Aft* 1*Dk*	4937 — 3714					1908	Detroit S.B.Co. Detroit,Mich.	ColumbiaTransportationCo. (John T.Kelly, *Mgr.*)	420·0	52·2	29·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.DetroitMch		
36120 215284 WSCB	**W.C.Teagle** TwinSc3Mst ssN.Yk.No.3-9,29 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing* D.F. GyC. ssGal.No.1-34	9552 7844 5920	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~8,33~~ BS8,35 ~~BS10,34~~ ✠LMC9,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	Mob	*f*†	CL s9,34 ~~P8,33~~ PN3,36	1917 7mo	Bethlehem SteelCo. Sparro'PtMd A&CP	~~StandardShppg.Co~~ Standard Oil Co. of New Jersey *CellDBa*17'*uE&B* *DTf* 54' 745*t*	499·1 68'275*t* *FPT*244*tAPT*108*t*	68·2	35·9 FK	Wilmgton (Del.) Utd. States 19*BHptCem* (15 *to U dk* 4 ,, 2*nd* ,,)	T.6Cy.20½",35"&60"–42" (*s*) 200lb 652NHP 3SB,12*cf*,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 " 3 s10 " 0½ 28 " 6	
36121 220860 KDLC	**W. D. Anderson** (*ex*Pearldon) Now "J. Coney," *see No.* 22657 *in Supplement* *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	5168 [illegible] 3179			…		1920	TerryS.B. Corp. Savannah,Ga	AtlanticRefining Co.	391·9 P99'B34'F44'	51·0	28·5 FK	Phildlphia Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 562NHP BadenhausenCo.Phl.	30 " 2	R †
36122 96635 KDXS	**W. D. Calverley, Jr.** (*ex*HaroldB.Nye) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	3851 — 2735					1902	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	380·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		R
36123 81535	**W. D. Rees** GyC. *Mchy.Aft* 1*Dk*2*trB*	3760 — 2992					1896	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	396·4	45·0	23·5 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23",38"&63"–40" NB01 251NHP ClevelandSB.Co.Clevelnd		R
36124 203561 WSBV	**W. E. Fitzgerald** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	4940 — 3701					1906	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	420·0	52·2	29·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		
36125 219834 KUMN	**W. E. Hutton** (*ex*PortolaPlumas) *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	7076 — 4359					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	PureOilCo.	435·0 P123'B50'F33'	56·0	32·0	Baltimore Utd. States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
36126 219600 KUCQ	**W. F. Burdell** (*ex*CityofAlameda) *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	7044 — 4351					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	PureOilCo.	435·0 P123'B50'F33'	56·0	32·0	Baltimore Utd. States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Fo.		R
36127 213555 WBDM	**W. F. White** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*	7180 — 5548					1915	American S.B.Co. Lorain,Ohio	Bradley Transptn.Co.	530·0 F52'	60·0	32·0	Fairport,O Utd. States *WB*	T.3Cy.25½",41"&67"–42" 291NHP AmericanS.B.Co Lorain,O.		R
36128 203342 KFJT	**W. G. Pollock** *Mchy.Aft* 1*Dk*	4872 — 3585					1906	American S.B.Co. Cleveland	MidlandS.S.Line, Inc.	420·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Clevelnd		R
36129 141640	**W. H. Eastwood** WoodAux *OilEng.* 4MstSr 1*Dk* (*See Sailing Ship Register*)	400 332 281					1919	NovaScotia S.B.&Transp. Co.Ld. Liverpool,NS	J.W.Cruickshank	153·8	27·0	12·4	~~LaHave NS~~ ~~British~~ St.John's N.FL. British	Oil Engines 2S.C.SA 4Cy.10½"–14" NE24 77NHP FairbanksMorseCo. Beloit,Wis.		
36130 220951 KDMP	**W. H. Libby** ssN.Yk.No.3-6,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	7992 — 5030	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~12,34~~ ✠LMC MS1,33 BS~~6,34~~8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	NYk Gal	*c*†	CL ~~12,33~~ 2,36	1921 1mo A&CP	GMStandiferCnst.Corp. Vancouver, Wash.	~~StandardShipping Co.~~ Standard Oil Co. of New Jersey *CellDBuE&B* *bunker*86'280*tDTf* '*tween dk tanks a*9'67*t*	462·4 50'335*t* *FPT*179*tAPT*103*t*	60·2	36·5 FK	Wilmgton (Del.) Utd. States 18*BHptCem* (3 *to S dk* 11 ,, *U* ,, 4 ,,2*nd*,,)	Q.4Cy.24 3/16",35",51"&75"–51" 220lb (*s*) 552NHP 3SB,9*cf*,HS7434 FD Hooven,Owens,RentschlerCo.Hamilton,O.	37 " 3 s10 " 3¾ 27 " 3	
36131 206419 WMIO	**W. H. McGean** (*ex*Stadacona) D.F. GyC. *Mchy.Aft* 1*Dk*	6014 — 4654					1909	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	479·0 F44'	56·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&61"–42" 241NHP Gt.LakesEng.Wks.Detroit		R
36132 93133	**W. J. Conners** (*ex*MauchChunk) *Mchy.Aft* 2*Dks*	4625 — 3609					1901	UnionDry DockCo. Buffalo,N.Y.	GreatLakesTransit Corp.	381·7	50·5	15·5 28·0	Buffalo NY Utd. States *WB*	Q4Cy20½",30",48½"&63"–42" 257NHP DetroitSBCo.Detroit,Mich.		
36133 ~~154069~~ 218156	**W. J. Crosby** (*ex*Crabtree) Now "David H. Atwater," *see No.* 37774 *in Supplement* 1*Dk*	2496 — 1494					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwacoalTransportationCo.	253·8 P115'F26'	43·6	24·9 *WB*	FallRiver, Mass. Utd.States	T.3Cy.18½",34½"&57"–42" Gt.LakesEng. 211NHP Works, Ashtabula,O		R
36134 210720 KLCC	**W. L. Connelly** (*ex*Walter Hardcastle, *ex*L.V.Stoddard) *Fitted for oil fuel* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	3099 2716 2365			…		1912	Toledo S.B.Co. Toledo,Ohio	SabineTranspn. Co.Inc.(M.T.Ball, *Mgr.*)	304·0 P76'B19'F24' len16	44·2	24·7 FK	Baltimore Utd. States *WB*	T.3Cy.21",34½"&57"–42" 275NHP ToledoS.B.Co.Toledo,Ohio	27 " 6	
36135 216877 WSEE	**W. L. Steed** ssN.Yk.No.3-9,30 ssBal.No.1-34 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	~~6410~~ ~~6002~~ ~~3985~~ 6182 6002 3799	✠100A1 4,35 BS4,35 ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,18 *F.P. above* 150° F.	NYk	*a*†	CL 4,34	1918 9mo A&CP	Bethlehem S.B.Corp. Quincy,Mass.	~~PanAmerican ForeignCorp.~~ StandardOilCo. ofNewJersey. *CellDBuE&B*250'200*tDTf*33'420*t*	416·8 P107'B35'F33' *FPT*229*tAPT*130*t*	56·1	31·1 FK	Wilmgton (Del.) Utd. States 16*BHptCem* (12 ,, *to Udk* 4 ,, ,,2*nd*,,)	T.3Cy.26⅝",44"&74"–51" (*s*) 190lb 525NHP 3SB,9*cf*,HS7425 FD BethlehemS.B.Corp.	32 " 9 s6 " 5¾ 26 " 5¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cert. si ce n'est dans le L. R. Durée Cert. B. of Trade
36136 216508 KMIU	**W. M. Burton** ssBal.No.1-34 ssN.Ns.No.3-1,31 Mchy.Aft 2Dks(Stl)&Web frames GyC. Longitudinal framing	7094 6382 4476	✠100A1 ~~[illegible]~~ ~~9,34~~11,35 BS10,35 ✠LMO ~~[illegible]~~ ✠NE11,20 MS9,34 CarryingPetroleum in bulk Fitted for oil fuel 6,18 F.P.above 150° F.	Bal ~~NNs~~Phl	b†	CL 9,34	1918 6mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. CellDBuE&B57'179t DTf56'1038t	435·0|56·0|32·0 P122'B50'F42' FK FPT97tAPT74t	Phildlphia Utd.States (15BHptAsp 11 „ to Udk 4 „ „2nd„)	DR geared Steam Turbine 250lb HS9750 672NHP 3 Water Tube Boilers (s) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 7 ″ 11 ~~26 ″ 0~~ 36 ″ 6½ 27 ″ 2¼	
36137 216249 KJOE	**W. M. Irish** ssN.Ns.No.3-7,30 Mchy.Aft ssBal.No.1-34 GyC. 2Dks(Stl)&Web frames Longitudinal framing	7123 6410 4496	✠100A1 ~~5,35~~ ~~10,34~~ 1,36 ✠NE6,21 ✠LMO BS~~[illegible]~~1,36 MS9,34 CarryingPetroleum in bulk Fitted for oil fuel 4,18 F.P. above 150° F.	Bal NNs	b†	CL ~~9,34~~ 6,35	1918 4mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. CellDBuE&B57' 179tDT f 56'1038t	435·0|56·0|32·0 P122'B50'F42' FK FPT97tAPT74t	Phildlphia Utd.States (15BHptAsp 11 „ to Udk 4 „ „ 2nd„)	DR geared Steam Turbine 250lb (s) 763NHP HS9750 FD 3WaterTubeBoilers DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 ~~s 7 ″ 11~~ ~~26 ″ 0~~ 36 ″ 6½ 27 ″ 2¼	
36138 216841 WADY	**W. M. Tupper** Fitted for oil fuel 2Dks	1756 — 1092					1917	Merrill-StevensCo. Jacksonville	SantaAnaS.S.Co. (W.Langley, Pres.)	217·6|38·0|25·0	Seattle Utd.States WB	T.3Cy.16¼",24¼"&41¼"-30" KingsfordFoundry 93NHP &MachineWorks		R
36139 210768 WBDV	**W. R. Chamberlin, Jr.** (exStanleyDollar, exAdelineSmith) Fitted for oil fuel 1Dk Mchy.Aft	2264 — 1300					1912	NwprtNws S.B.&D.D.Co. NewprtNews	W.R.Chamberlin& Co.	288·8|44·6|19·0 P53'F31'	S. Frncisco Utd. States WB	T.3Cy.22",37"&60"-42" 233NHP NewportNewsSB.&DD.Co.		
36140 220194 KUVX	**W. R. Keever** (exExanthia-34, exHalfMoon) Fitted for oil fuel 2Dks	5350 — 3357					1920	Newburgh Shipyard,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc.	400·5|54·2|30·4 P36'B124'F33'	NewYork Utd.States WB	T.3Cy.24½",42 1/16"&72"-48" 359NHP WestinghouseElectric& Mfg.Co.Pittsburg,Pa		R
36141 230308 KGWI	**W. S. Farish** D.F. Fitted for oil fuel E.S.D. GyC. 2Dks Mchy.Aft CarryingPetroleum in bulk	11787 11387 7362					1930	Federal S.B.&D.D.Co Kearny,N.J.	Standard ~~Shipping~~ ~~Company~~ Oil Co. of New Jersey	525·0|74·3|40·5 B36'F40'	Wilmgton (Del.) Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J.		R
36142 220953 KDMR	**W. S. Miller** D.F. Fitted for oil fuel GyC. Longitudinal framing 2Dks Mchy.Aft CarryingPetroleum in bulk	6984 6642 4311					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	435·0|56·0|32·0 P112'B54'F42'	S.Frncisco Utd.States WB	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
36143 221884 KDWP	**W. S. Rheem** TwinSc Mchy.Aft Fitted for oil fuel GyC. 2Dks&Shelter dk D.F. CarryingPetroleum in bulk Longitudinal framing	10859 — 7808					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0|68·2|30·0	S.Frncisco Utd. States WB	T.6Cy.24",39"&65"-42" 548NHP BethlehemS.B.Corp.Ld.		R
36144 206558	**W. W. Atterbury** (exConemaugh) Mchy.Aft 2Dks	4060 — 3129					1909	Detroit S.B.Co. Wyandotte	Gt.LakesTransit Corp.	350·0|46·0|31·0	BuffaloNY Utd. States WB	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
36145 216033 WCDO	**W. W. Bruce** (exSabineSun) ssPhl.No.3-7,29 ssBal.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6728 6112 4083	✠100A1 2,36 ~~5,35~~ ✠LMO MS10,33 BS5,35 CarryingPetroleum in bulk Fitted for oil fuel 3,18 F.P. above 150° F.	Bal	b†	CL 11,34	1918 3mo	SunS.B. Co. Chester,Pa. A&CP	ContinentalSS.Co. CellDBuE&B60' 259tDT40'552t	429·3|59·2|31·4 P133'B36'F40' FK FPT222tAPT57t	Wilmgton (Del.) Utd.States (17BHptCem 13 „ to Udk 4 „ „2nd„)	T3Cy.27",46 7/16"&76"-51"(s) 190lb 532NHP 3SB,9cf,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
36146 221360 KDSS	**W. W. Mills** (exPuente) ssMob.No.3-2,34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6817 6058 4245	✠100A1 11,35~~11,34~~ BS11,35 ✠LMO MS2,34 ~~BS11,[illegible]~~ CarryingPetroleum in bulk Fitted for oil fuel 6,21 F.P. above 150° F.	Phl Mob	a†	CL ~~2,34~~ 11,35	1921 6mo	Merchant S.B.Corp. Chester,Pa. A&CP	PureOilCo. CellDBuE&B60' 236tDTf43'750t	424·4|58·2|32·9 P128'B25'F41' FK FP T228tAPT178t	Baltimore Utd.States 16BHptCem (9 to U dk 7 „ 2nd „)	T.3Cy.27¼",45"&75"-51" (r) 210lb 584NHP 3SB,9cf,GS185,HS8331 FD NewYorkSBCoCamdenNJ	33 ″ 0 ~~s 7 ″ 0~~ ~~25 ″ 6~~ 36 ″ 8¼ 26 ″ 6¼	
36147	**Wa Sun** 1Dk&Shade dk	388 160 245					1914	Kwong TakCheong HongKong	PakHang&Co.	136·5|21·8|8·0	HongKong British	C.2Cy.13½"&27"-16" 30RHP KwongTakCheong,H.Kg.		
36148 ~~[illegible]~~	**Waal** Now "Mars," see No. 39125 in Sup. ssRot.No.3-1,25 ssRot.No.2-34 Well deck 1Dk(Stl)	1261 1031 765	✠100A1 ~~5,35~~ ~~4,34~~ 1,36 BS10,35 ✠LMO MS8,33 ~~BS9,34~~	Rot	o	CL 4,34	1912 5mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd's A&CP	~~Naaml.Ven.Houtvaart(Vinke&Co. Mgrs.)~~ J.Rang WB=CellDBa	235·4|35·7|15·4 Q83'B63'F28' FK 69'uE15'f102'310t	Estonian 4BHCem FPT60t	T.3Cy.17",28"&46"-36" (s) 180lb 100lb 147NHP 1SB,3cf,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 2½ 16 ″ 5	
36149 PILQ	**Waalhaven** 1Dk	3551 3263 2170					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Waalhaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.Mgrs.)	361·4|49·9|22·1 P24'B214'F34'	Rottrdam Dutch WB	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
36150 218222 WBCU	**Waban** Longitudinal framing Sub.Sig. 1Dk2trB&Shelter dk Fitted for oil fuel	6038 5500 3742					1919	GMStandiferCnst.Corp. Vancouver, Wash.	LykesBros.-RipleyS.S.Co.Inc.	401·4|53·2|32·0 P34'F38'	Galveston, Tex. Utd.States WB	T.3Cy.25",40"&72"-48" 359NHP Hoover,Owens,RentschlerCo.Hamilton,O.		R
36151 DOCS	**Wachtel** (exHornsriff) Wireless 1Dk	992 877 554					1923	F.Schichau Elbing	ArgoReed.A.G.	229·5|33·6|14·2 P14'B65'F30'	Bremen German WB	T.3Cy.15",26⅝"&38⅝"-25½" 74NHP F.Schichau,Elbing		G
36152 DOHG	**Wachtfels** Sub.Sig. CruiserStern 2Dks	8467 7771 5208					1928	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDampfs. Ges."Hansa"	490·7|62·2|32·3 P65'B283'F34'	Bremen German WB	T3Cy.34¼"52¾"&86½"-55⅛"& LPTurbine 785NHP J.C.TecklenborgA.G.Wsm		G
36153 220878 KDLM	**Wacosta** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5432 4971 3335				...	1920	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7|54·2|30·2 P36'B124'F44' FK	Mobile Utd.States WB	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	32 ″ 10	R †
36154 DHYZ	**Wadai** Ⓟ Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks	4696 3306 2763					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2|50·3|23·7 P&B240'F49'	Hamburg German WB	Q.4Cy.21⅛",32 5/16",47"&69"-49½" NB31 335NHP Reiherst.Maschinenf.Ham		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36155 LDDT	**Wagland** Now "Fjord," see No. 38126 in Supplement [illegible]3-5,34 1Dk(Stl) Cargo battens not fitted	2155 1886 1295	100A1 ~~11,34~~12,35 BS6,35	Shl Bal LMC5,34	r	CL ~~11,34~~ 12,35	1916 11mo	Fujina-gataDkyd.Co Osaka A&CP Cell	A/SD/SFjeld (AntonMeidell Mgr.) DBa&u E106'204t	272·0 P16'B50'F26' f112'251tFPT102t	40·0	24·1 FK	Bergen Norwegian 4BHCem APT34t	T.3Cy.17½",30½"&51½"-36" 180lb (s) 189NHP 2SB,6cf,GS100,HS3135 FujinagataDockyardCo.	24 ″ 2 s 4 ″ 1½ 20 ″ 2	
36156 DHZB	**Wagogo** (exSt.Andrews,exSofia) Sub.Sig. 1Dk&Shelter dk	3118 2761 1854			...		1914	Akt.Ges. "Neptun" Rostock	WoermannLinie A.G.	338·1 F33' on Shelter dk	48·1	21·0 FK	Hamburg German WB	T.3Cy.$23\frac{5}{8}$",$38\frac{3}{16}$"&62"-$41\frac{3}{16}$" 308NHP A.G."Neptun,"Rostock	23 ″ 9	G †
36157 DHZC	**Wagrien** (exOttoLeonhardt, Iron exGertrudSalling, ssStn.3rdNo.3-11,04 exHansa,exHilda, ssStn.No.1-09 exDunstanborough) 1Dk2trB	932 863 563	✠ 7,09	Rot	m		1871 2mo	T&WSmth N.Shields	RobertBornhofen	214·9 Q51tF31t ND88 ptND09	30·7	17·5 BK8" W	Hamburg German 4BHCem B=DBa&f	C.2Cy.27"&50"-27" NB01 NDB88 109NHP R.&W.Hawthorn,Nwc.	18 ″ 6	C †
36158 102577	**Wahcondah** Mchy.Aft 1Dk&Awng dk2trB	1575 1492 976					1903	Russell& Co. Pt.Glasgow	AbitibiPower& PaperCo.Ld. (in liq.)	230·4	37·1	21·8	Toronto British WB	T.3Cy.18",28"&47"-33" 127NHP J.G.Kincaid&Co.Greenock		C
36159 DHZD	**Wahehe** Ⓟ Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks	4709 3396 2771					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2 P&B240'F49'	50·3	23·7	Hamburg German WB	Q4Cy.21⅕",$32\frac{3}{10}$",47"&69"- 49⅕" NB31 336NHP Reiherst.Maschinenf.Ham		G
36160 127813 GFYN	**Wahine** Ⓟ TrpSc ssDdn.No.3-12,24 ssWln.No.2-32 2Dks&Awng dk(Stl-teak s) &Promenade dk(Stl-teak s)	4436 3189 1798	✠100A1 Awng dk withfreeboard 10,35~~11,34~~ ~~BS10,34~~ Fitted for oil	Wln BS5,35 ✠LMC10,32 fuel 1	x 2,2	CL ~~11,34~~ P10,35 C&S 11,34 4 F.P	1913 5mo Lloyd above	W.Denny &Bros. Dumbarton 'sA&CP 150° F.	UnionS.S.Co.of NewZealand,Ld.	375·0 CellDBa67'uE&	52·2 52·9	25·6 BK9"	London British 6BHCem B125' f104'	3 Steam Turbines (s) 200lb HS25480 1694NHP 8WaterTubeBoilers FD Denny&Co.Dumbarton 325tFPT35tAPT61t	27 ″ 6 s11 ″ 0½ 17 ″ 5	
36161 227590 KLCG	**Waialeale** Ⓟ TwinSc 4Dks CruiserStern	3092 — 1765	-				1928	Bethlehem S.B.Corp.Ld. SanFrancisco	Inter-Island SteamNav.Co.Ld.	309·5 F34	48·0	27·6	Honolulu Utd.States WB	2 DR geared Steam Turbines WestinghouseElectric &Mfg.Co.S.Philadelphia		R
36162 143151 ZMFB	**Waikouaiti** (exIrmgard) ssWln.No.3-2,27 Ref.Mchy. ssDdn.No.1-31 Sub.Sig. Well deck 2Dks(StlU-ws)	3926 3450 2379	✠100A1 9,34 BS~~1,34~~ 4,35	Ddn ✠LMC3,31	w	CL 9,34	1914 12mo Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	UnionS.S.Co.of NewZealand,Ld. CellD	362·4 P&B234'F45' B303' 940t FPT80t	50·1	23·6 FK	Wellingtn British 7BHAsp APT8t	T.3Cy.25",41"&69"-47" 200lb (s) 452NHP 3SB,9cf,GS150,HS6393 FD A.G."Neptun,"Rostock	26 ″ 2 s 3 ″ 6 22 ″ 10	
36163 131795 GMRX	**Waimana** TwinSc (exHerminius-32, ssLon.No.3-11,24 exWaimana) ssLon.No.2-33 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl-ptws)	7852 7318 5020	✠100A1 Shelter dk withfreeboard 1,36 ~~12,34~~ ~~BS12,34~~ ✠Lloyd'sRMC~~5,35~~1,36	Nwc Gls BS1,36 ✠LMC8,33	e†	CL 12,34	1911 11mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Norfolk&North AmericanSteam ShippingCo.Ld. (Shaw,Savill& AlbionCo.Ld. Cell Mgrs.)	477·6 B181'F48'on Sheltr dk DBa131'uE&B100'	63·1	31·3 FK&BK2"	S'thamptn British 9BHCem f183'1625t	T.6Cy.23½",39"&66½"-18"(s) 205lb FD 943NHP 5SB,20cf,GS350,HS14000 Wrkman,Clark&Co.Ld.Bel	34 ″ 4 s 5 ″ 6¼ 29 ″ 0¾	
36164 151519 ZMGV	**Waimarino** ssAuk.No.1-34 Mchy.Aft 2Dks(Stl)	3067 2704 1752	✠100A1 4,35 BS~~5,34~~3,35 Fitted for oil	Auk ✠LMC MS6,34 fuel 4,	u 30	CL ~~4,33~~ 4,36 F.P. a	1930 4mo Lloyd bove 1	Ardrossan Dkyd,Ld. Ardrossan 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. Duct keel fw CellD	320·5 P78 B33'F28' d of Mchy space 86' B267'789tFPT107t	46·8	23·2 FK	Wellingt'n British 5BHptCem ptAsp APT137t	T.3Cy.24",41"&68"-45" (s) 200lb 507NHP 2SB,8cf,GS HS7834 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 4 ″ 3 21 ″ 5½	
36165 93993 ZMBY	**Waimea** TwinSc Wireless Well deck 1Dk	454 315 207	✠ 2,09	Gls ✠	f		1909 2mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping &FoundryCo.Ld WB=	150·6 Q76'B14'F25' DTa14'36tFPT20t	26·0	9·9 FK	Nelson, NZ British 4BHCem APT12t	T.6Cy.11",17"&28"-21" 100RHP 1SB,3cf,GS59,HS1859 Ross&Duncan,Glasgow	10 ″ 9	
36166 151518 ZMGT	**Wainui** ssDdn.No.1-35 2Dks(Stl)	1633 1356 822	✠100A1 ~~8,33 1,35~~ 1,36 BS1,36 Fitted for oil	Ddn ✠LMC1,34 fuel 2,	p 30	CL ~~12,32~~ 12,35 F.P. a	1930 2mo Lloyd bove 1	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP 50° F.	UnionS.S.Co.of NewZealandLd. CellDB192'337t	242·0 P27'B70'F27' FPT22tAPT42t	38·2	19·0 FK	Wellingt'n N.Z. British 4BHptCem ptAsp	T.3Cy.18½",31"&53"-36" (s) 200lb 290NHP 2SB,6cf,HS4572 FD Hwthrn,Leslie&Co.Ld.	21 ″ 0 s 2 ″ 6½ 18 ″ 8¾	
36167 144637 GDKM	**Waiotapu** (exStolberg) ssSyd.No.3-11,25 Ref.Mchy. ssSyd.No.1-29 Well deck 2Dks(Stl)3rd dk in No.1hold	6035 5565 3736	✠100A1 5,31 BS9,30 Carrying oil	Vcr ✠LMC5,29 fuelF.	b† P.	CL 5,30 above	1913 1mo Lloyd 150° F	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP . in DB	UnionS.S.Co.of NewZealand,Ld. CellDBa155'u	451·0 P&B375'F35' E&B72'f173' 1615t	58·2	27·0 FK	London British 8BHCem	T.3Cy.$30\frac{5}{16}$",$50\frac{9}{16}$"&84"-54" 185lb (s) FD 750NHP 4SB,12cf,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 ″ 6 s 4 ″ 3½ 25 ″ 5¾	
36168 151504 ZMBD	**Waipahi** Ⓟ ssAuk.No.2-33 2Dks(Stl-Weather dk pt ws)	1783 1621 1019	✠100A1 withfreeboard 12,35~~1,35 10,33~~ ~~BS9,35~~ Fitted for oil	Auk Wln BS4,36 ✠LMC4,33 fuel4,	p 27	CL ~~11,33~~ N4,36 F.P. a	1925 7mo Lloyd bove 1	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. CellDB198'400	240·3 F24' t FPT72t APT26t	37·5	22·0 FK	Wellingt'n N.Z. British 4BHptCem	T.3Cy.18½",31"&52"-36" (s) 190lb 223NHP 2SB,6cf,GS121,HS4000 G.T.Grey&Co.Ld S.Shl.	24 ″ 0 s 7 ″ 2¼ 16 ″ 11½	
36169 163657 GWXQ	**Waipawa** TwinSc OilEng. Ref.Mchy. E.S.D. 2Dks&Shelter dk GyC. D.F. 4th dk in No. 3 hold Cruiser Stern	10801 8818 6538	✠100A1 withfreeboard 2,36 ~~1,35~~ ✠Lloyd'sRMC~~4,35~~	Lon Gls ✠LMC10,34 2,36 ~~10,35~~	i†	CL	1934 10mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	ShawSavill& AlbionCo.Ld. CellDB431'2438t	516·2 B196'F65' FPT122t APT171t	70·4	32·4 FK (	S'thamptn British 8BHptCem Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 20Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
36170 151510 ZMCP	**Waipiata** ssAuk No.2-34 Mchy.Aft 2Dks(Stl)	2826 2539 1603	✠100A1 10,35~~3,35~~ BS10,35 Fitted for oil	Ddn Auk ✠LMC11,34 fuel11,	u 30	CL 11,34 F.P. a	1926 8mo Lloyd bove 1	Napier& Miller,Ld. Glasgow 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. CellDBuE& B49f215'762t	315·6 P93'B26'F29' FPT130t APT135t	45·1	22·8 FK	Wellingt'n N.Z. British 5BHCem	T.3Cy.24",41"&68"-45" (s) 200lb 417NHP 2SB,6cf,GS132,HS5800 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 4 s 4 ″ 1¾ 21 ″ 4¾	
36171 163660 GWWJ	**Wairangi** TwinSc OilEng. Ref.Mchy. 2Dks&Shelter dk GyC. D.F. 4th dk inNo.3hold CruiserStern	10796 8817 6532	✠100A1 withfreeboard 11,35~~3,35~~ ✠Lloyd'sRMC~~2,35 6,35~~	Gls Lon ✠LMC2,35 4,36	i†	CL ~~11,35~~	1935 2mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	ShawSavill& AlbionCo.Ld. Duct keel in way of CellDB431'2413t	516·3 B196'F65' No.3hold FPT122tAPT171t	70·4	32·4 FK (	S'thamptn British 8BHptCem Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 20Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Gls.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7¾	
36172 133274	**Wairua** Ⓟ WoodTwinScCtr 2Dks	352 266 220					1913	G.T.Niccol Auckland	KaiparaS.S.Co.Ld.	139·5	23·0	12·7	AuklndNZ British	T.6Cy.8¼",13⅛"&$21\frac{3}{32}$"-16" 44RHP Ross&Duncan,Glasgow		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36173 132926 GNXR	**Wairuna** (exPolescar,exGibraltar, exSchneefels) ssSyd.No.3-6,26 ssSyd.No.2-35 ~~ssAuk.No.1-30~~ *Ref.Mchy.* 2*Dks*(*Stl–Uteak s*)	5832 5478 3642	✠100A1 ~~6,35 4,34~~ 12,35 ~~MBS8,34~~ MS4,35 MBS8,35 *Carrying oil fuel F. P. above 150° F. in DB*	Syd ✠LMC DBS4,35	*a*†	CL 8,35	1914 1mo *Lloyd'sA&CP*	Flensburgr Schiffsb.Ges. Flensburg *Cell DB*	UnionS.S.Co.of NewZealand,Ld. *1BH in fore hold dispensed with 6BH only* *a140'u E&B23' f187' 1348t FPT60t APT62t*	420·0 P60'B126'F54'	56·2	29·6 FK	London British *Cem*	T.3Cy.28¾",47½"&78"-54"(s) 185lb ~~190lb~~ 110lb 630NHP 3SB,9cf,GS148,HS6956 FD FlensburgerSchiffsb.Ges.	32 ″ 4 s 6 ″ 4½ 26 ″ 1½	
36174 142913 ZMLR	**Waitaki** *Ref.Mchy.* 2*Dks* *Rudder electrically welded*	2212 1823 1098	✠100A1 1,35 *Fitted for oil fuel 4,34 F.P. above 150° F.*	Syd ✠LMC4,34		CL	1934 4mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. *CellD*	270·5 P27'B95'F25' *B223' 456t FPT30t*	42·7	20·8 FK	Dunedin British 4*BHptCem* *APT58t*	T.3Cy.21",34"&56"-39"(s) 200lb 353NHP 2SB,6cf,GS124,HS5706 FD A.Stephen&Sons,Ld.Gls.	23 ″ 0 s 2 ″ 10½ 20 ″ 3¾	
36175 163655 GWTZ	**Waiwera** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk* D.F. E.S.D. *4th dk in No.3hold* Gy.C. *CruiserStern*	10800 8818 6537	✠100A1 *withfreeboard* ~~11,35~~ 4,36 ✠*Lloyd's*RMC ~~1,35 6,35~~ 3,36 ~~11,35~~	Bel ~~Gls~~Lon ✠LMC8,34	*i*†	CL	1934 8mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast *CellDB431'2438t*	Shaw,Savill& AlbionCo.Ld.	516·2 B196'F65' *FPT122tAPT171t*	70·4	32·4 FK	S'thamptn British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 20Cy.29½"-59 1/16" 2DB*100lb* 1631NHP Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7½ 29 ″ 7	
36176 32645 JUAB	**Waka Maru** (exEmperorof Fredericton,exCanadianSower) 1*Dk*	2029 1797 1160			...		1919	Pt.Arthur S.B.Co. Port Arthur, Ont.	TodaShotenK.K.	251·3 P26'B64'F25'	43·9	20·3 FK	Amagasaki Japanese *WB*	T.3Cy.20",33"&54"-40" 257NHP PortArthurS.B.Co.	23 ″ 0	C †
36177 DHZF	**Wakama** (exOdin) Sub.Sig. 1*Dk&Shelter dk*	3771 3279 2287					1921	Nordsee-werke Emden	Woermann-Linie A.G.	369·7 H25'F37'	50·8	21·8	Hamburg German *WB*	T.3Cy.24",38½"&63"-43 3/16" F.Wilhelms- 262NHP Hütte,Mülheim,a/dRuhr		G
36178 7833 JOTB	**Wakamatsu Maru** 1*Dk*2*trB&Webframes*	2723 2539 1659			...		1902	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	326·0 P16'F31'	41·3	22·2 FK	Tokio Japanese *WB*	Q.4Cy.20½",29",42"&60"-45" 278NHP MitsuBishi D&E.Wks.Nag	25 ″ 1	
36179 1334 JAGC	**Wakanoura Maru** Iron (exChing-Wo) ssKob.No.3-4,98 ssYka.No.2-06 2*Dks*(*Irn–Uws*)3*trB*	2401 2205 1495	✠ 1,07 ✠	Kob	*u*		1885 3mo	R.Dixon& Co. Middlesbro'	NipponGodoKosen K.K. *WB=DBa88'&u*	320·0 P24'B60'F41' BK10"	38·0	25·7	Fuchu Japanese 6*BHCem* *E&B46'236t*	T.3Cy.26",42"&66"-42" 282NHP 2DB,8f,GS160 T.Richardson&Sons,Hpl.	27 ″ 0	
36180 22229	Sunk 11,35 **Wakatoyo Maru No. 2** Wood 1*Dk*	325 285 183					1917	Ikeda Temekichi Osaka	Nakagawa Tamejiro	133·8	26·3	13·1	Shinmina-to Japanese	C.2Cy.12½"&27"-18" 26NHP KansaiDengyo,Osaka		
36181 2969 SHCE	**Walborg** (exSolvik,exGunhild) ssGot.3rdNo.3-5,35 ~~ssAnt.2ndNo.3-4,22~~ ~~ssOsc.No.2-31~~ *Well deck* 1*Dk*(*ptIrn&ptStl*)2*trB* *Cargo battens not fitted*	*1483* *1182* *872*	✠100A1 ~~5,25 8,34~~ 4,36 BS ~~5,35~~ 4,36 ~~12,34~~	Osc Got ✠LMC ~~5,35~~ MS5,35	*p*	OG ~~8,32~~ 5,35	1896 11mo A&CP	R.Craggs& Sons Middlesbro'	V.H.Andersson *CellDBa&u*	255·0 Q94'B68'F28' *E100'f94'303tFPT*	37·0	15·4 FK	Oscrshmn Swedish 4*BHCem* *22tAPT25t*	T.3Cy.19",31½"&52"-36"(s) 160lb 173NHP 2SB,6cf,GS90,HS2760 Sir C.Furness,Westgarth& Co.Ld.Mdb.	17 ″ 9 s1 ″ 7 16 ″ 4	
36182 218095	**Walden** *Fitted for oil fuel* 2*Dks&Webframes*	5511 5166 3397			...		1919	Newburgh Shpyds,Inc. Newburgh, N.Y.	UnitedStates ShippingBoard Bureau	400·5 P36'B124'F44'	54·2	30·0 FK	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
36183 162095 GNWB	**Waldinge** (exSybil) 1*Dk&deepframing*	2219 2020 1314			...		1909	Atel.&Ch. deFrance Dunkirk	Constants(South Wales)Ld.(M. Constant, *Mgr.*)	288·7 P19'B74'F33'	42·8	19·7 FK	Cardiff British *WB*	T.3Cy.21",33"&56"-36" 208NHP Atel&Chant.deFranceDnk	22 ″ 6	V †
36184 DIFN	**Waldtraut Horn** ℗ *Now "Presidente Gomez," see No. 39625 in Supplement* *OilEng.* 2*Dks*	3164 2526 1857					1926	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0 P29'B81'F41'	46·0	22·8	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.23⅝"-41¾" 215NHP SulzerBros.Ludwigshafen		G
36185 28527 JAWA	**Wales Maru** ssKob.No.3-12,33 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6586 6157 4038	✠100A1 *Awng dk* *withfreeboard* 12,35 ~~12,34~~ *Fitted for oil fuel 12,21 F.P. above 150° F.*	Kob ✠LMC 1,36 ~~12,34~~	*z*	OG ~~12,34~~ 1,36	1921 12mo A&CP	Kawasaki Dkyd.Co.Ld Kobe *CellDB342'1234t*	Kawasaki KisenK.K.	405·0 F33'*on Awng dk* *DTa35'808t* *FPT104tAPT36t*	53·0	37·0 FK *Coll*	Kobe Japanese *ptCem* *BH to A dk* 5 ,, ,, *U* ,,	T.3Cy.28",46½"&78"-54"(s) 200lb 578NHP 3SB,9cf,GS190,HS7800 FD KawasakiDockyardCo.Ld.	37 ″ 0 s 9 ″ 3½ 28 ″ 0	
36186 162336 MPYV	**Wallace Rose** ssBkn.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	632 428 277	✠100A1 3,35	Bkn ✠LMC3,35	*i*	CL 3,35	1931 1mo *Lloyd'sA&CP*	NVSchpsw "deMerwede" v/h vanVliet &Co. Hardinxveld *CellDB105'1*	RichardHughes& Co.(Liverpool),Ld.	175·3 Q101'B11'F25' *44tFPT54tAPT4t*	27·1	11·1 FK	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"-27"(s) 180lb 88RHP 1SB,3cf,GS54',HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3 ″ 10½ 12 ″ 9	
36187 136403 VJZX	**Wallarah** 3Mst ssSyd.No.3-2,27 *Well deck* ~~ssSyd.No.1-32~~ *Mchy.Aft* ssSyd.No.2-36 1*Dk*(*Irn*) *Cargo battens not fitted*	815 580 375	✠100A1 3,36 ~~2,34~~ BS ~~2,34~~ ~~11,35~~	Syd ✠LMC ~~2,32~~ 11,35	*k*	CL 4,33	1914 12mo *Lloyd'sA&CP*	ClydeSB.& Eng.Co.Ld. Pt.Glasgow *WB=CellDBuE&B*	WallarahCoalCo. Ld.	196·5 *31·4* Q103'B11'F37' *40'f114'210tFPT*	29·7	12·5 FK&BK1½"	SydneyNSW British 3*BHCem* *72tAPT9t*	T.3Cy.16",26"&43"-33"(s) 180lb 93RHP 2SB,4cf,GS77,HS2514 ClydeS.B.&E.Co.Ld.P.Gl.	14 ″ 9 ~~s ″ 11½~~ ~~14 ″ 1~~ s4 ″ 5 14 ″ 3½	
36188 217694 KEPV	**Wallingford** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2256 — 1229					1919	LongBeach S.B.Co. LongBeach, Cal.	WallingfordS.S. Co.	244·0	42·0	26·0	S.Frncisco Utd.States	T.3Cy.18,"30"&44"-30" 105NHP UnionIronWorks,S.Fo.		R
36189 6179 SHCR	**Wallonia** ssGot.No.3-5,31 1*Dk*(*Stl*)	1435 1135 811	✠100A1 4,35 MS5,34	Got ✠LMC BS ~~4,34~~ 4,36	*p*	OG 4,35	1919 10mo A&CP	Kockums M.V.Aktieb. Malmö	FörnyadeÅngf. Aktieb.Götha (F.Sternhagen, *Mgr.*) *Cell*	231·7 P17'B63'F25' *DB 196' 364t FPT*	37·7	16·4 FK	Gothenbrg Swedish 4*BHCem* *44tAPT59t*	T3Cy.18¼",28¾"&48 13/16"-31½" 185lb (s) 160NHP 2SB,4cf,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 7½ 17 ″	
36190	**Wally** (exCalonne-34,exArgonne) Broken up ssHav.No.3-6,31 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5823 5604 4344	✠ —— 6,34 ✠	Hav	*y*		1916 12mo	Kawasaki Dkyd.Co.Ld. Kobe		385·0 *CellDB334'1118t*	51·0	36·0 FK	Italian 6*BHCem* *APT93t*	T.3Cy.26",43½"&72"-48" 391NHP 2SB,6cf,GS121,HS4609 KawasakiDkyd.Co.Ld.	36 ″ 0	I †
36191 OHWS	**Walma** (exAina-34,exLennart, exDriva) ~~ssGot.No.3-4,22~~ ssHfs.2ndNo.3-5,35 ~~ssGot.No.2-30~~ *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1361 — 791	✠100A1 5,35 ~~5,32~~ ~~MS5,32~~	Got Hfs ~~✠LMC5,32~~ ✠LMC5,35	*o*	CL 7,34	1908 1mo *Lloyd'sA&CP*	Cmpbltwn S.B.Co. Campbeltwn	A/B BalticLloyd Line,Ld.(H. Janhonen, *Mgr.*) *Cell DB*	229·4 Q79'B58'F28' *a54'uE&B33'f102'*	35·0	16·0 FK	Helsingfrs Finnish 4*BHCem* *315tAPT95t*	T3Cy.16½",27½"&45"-33"(s) 180lb *100lb* 131NHP 1SB,3cf,GS65,HS2096 Hutson&Sons,Ld.Gls.	18 ″ 3 s 1 ″ 7½ 16 ″ 10	

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36192 Broken up ~~[illegible]~~ ~~MQRP~~	**Walmer** (*ex*Trouville) TwinSc 2*Dks*	518 456 211					1894	W.Denny &Bros. Dumbarton	~~SouthernRailway~~	195·0 B61'F39'	28·1	14·3	~~London~~ ~~British~~ Dutch	T.6Cy.13½",20½"&31"–21" 104RHP Denny&Co.Dumbarton		
36193 127473 MDFW	**Walnut** 3Mst *ss*Bwg.2ndNo.3–6,34 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	340 247 125	✠100A1 6,34 BS6,35 ✠LMC6,34	Bwg	*f*	CL 6,33	1910 3mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·6 Q80'B7'F25'	23·6	10·4 BK6" *WB*	Newry British 3*BHCem* =*FPT*45*t*	C.2Cy.15½"&34"–24" (*s*) 130lb 50RHP 1SB,2*pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s4 ″ 0 11 ″ 6½	
36194 216218 KJIE	**Walter A. Luckenbach** TwinSc *ss*Sea.No.1–34 GyC. *ss*Bos.No.3–7,30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	6006 5477 3757	✠100A1 *Shelter dk* *withfreeboard* 8,35~~10,34~~ ✠LMC BS~~7,34~~ 6,35 MS10,34 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Sea	*b*†	CL ~~12,32~~ 8,35 -	1918 6mo	Seattle Const&DDCo Seattle,Wsh. A&CP *CellDB*384'1626*tSidetanks in No.*5&6 *holds*	LuckenbachS.S. Co.Inc. 84'376*t* '*tween dk tanks in E& B spaces*	446·5	56·1	28·0 37·7 FK	NewYork Utd.States 10*BHptCem* (*ColltoShdk* 9 „ 2*nd*„)	4SteamTurbinesSRgeared to 2 Sc Shafts(*s*) 1200NHP 225lb 4WaterTubeBoilers HS16560 FD SeattleConst.&D.D.Co. 36'285*tFPT*225*tAPT*445*t*	31 ″ 2 s4 ″ 5½ 27 ″ 0¼	
36195 147790	**Walter B. Reynolds** 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld Middlesbro'	~~MontLouisS.S.Co.~~ HallCorporation ofCanada	252·6	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 138NHP Smith'sDockCo.Ld.		C
36196 215621 WNCK	**Walter D. Munson** *ss*Mob.No.3-10,35 ~~*ss*N.Yk.No.3–11,29~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3703 3508 2238	✠100A1 ~~8,33~~10,35 ✠LMC10,35 ~~MS1,30~~ ~~BS8,33~~ *Fitted for oil fuel* 10,17 *F.P. above* 150° F. *Fitted for carrying Petroleum in* *cylindrical tanks in No.*2 *lower hold*	Bal Mob	*w*	CL 8,33	1917 10mo	Bethlehem SteelCo. Sparro'PtMd A&CP '*Tween dk BH in after hold dispensed with*	MunsonSteamship Line *CellDB*311'834*t FPT*63*t* *APT*21*t*	368·2 P52'B108'F41'	48·3	24·7 FK	NewYork Utd.States *Cem* 5*BH to U dk* 1 „ „2*nd*„	T.3Cy.24",41"&68"–48" (*s*) 200lb 486NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt *only*	27 ″ 4	
36197 213479 WJCY	**Walter D. Noyes** *Mchy.Aft* D.F. 1*Dk*	4387 3933 3114			...		1915	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoal& Transpn.Co.(Mys- ticSSCo.Inc.*Mgrs*)	354·2 P94'B19'F31'	49·0	27·4 FK	Boston Utd.States *WB*	T.3Cy.23",39"&66"–45" 365NHP NewportNewsSB&D.D.Co.	30 ″ 0	R †
36198 221083 KDPL	**Walter Jennings** TwinSc *ss*N.Yk.No.3–7,33 GyC. 2*Dks*(*Stl*)&*Shelter dk* *Mchy.Aft* (*Stl*)&*Webframes* D.F. *Longitudinal framing*	9564 7827 5978	✠100A1 *Shelter dk* *withfreeboard* 3,36~~2,35~~ ✠LMC MS7,33 BS~~8,34~~8,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Gal NYk	*f*†	CL ~~P8,34~~ ~~S3,34~~ 2,36	1921 3mo	FederalS.B Co. Kearny,N.J. A&CP *CellDBuE&B*68'199*tDTf*54'646*tFPT*258*tAPT*142*t*	~~StandardShppg.Co~~ Standard Oil Co. of New Jersey	499·2	68·1	38·9 FK	Wilmgton (Del.) Utd.States *ptAspptCem* 19*BH* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	T.3Cy.20½",35"&60"–42" (*s*) 210lb 676NHP 3SB,12*cf*, HS9618 FD FederalS.B.Co.Kearny	38 ″ 10 s10 ″ 3 28 ″ 11	
36199 DHZG	**Walter L.–M. Russ** *CruiserStern* Wireless Sub.Sig. 1*Dk*	1538 1235 890					1927	Akt.Ges. "Neptun" Rostock	Ernst.Russ	246·9 P15'Q73'B61'F28'	40·1	15·5	Hamburg German *WB*	T3Cy19$\frac{3}{16}$",31½&51$\frac{3}{16}$"–35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
36200 DHZH	**Walter Leonhardt** (*ex*Christel Salling,*ex*HansCords,*ex*GustavBoldt) 1*Dk*	1305 1072 815					1904	Akt.Ges. "Neptun" Rostock	Leonhardt& Blumberg	239·3 P14'Q60'B108'F27'	35·8	15·2	Hamburg German *WB*	T.3Cy.16⅛"25⅝"&41¾"–31½" 98NHP A.G."Neptun,"Rostock		G
36201 220692 KDDS	**Walter Miller** (*ex*Stockton) Now "Olney," see No. 39513 in Supplement *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* D.F. 2*Dks*& *Web frames* *Carrying Petroleum in bulk*	7294 6780 4532			...		1920	MooreS.B. Co. Oakland,Cal.	ContinentalSSCo.	425·8 P106'B40'F41'	57·0	33·1 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 579NHP LlewellynIronWorks, LosAngeles	33 ″ 0	R †
36202 DHZI	**Wameru** (*ex*Porthia,*ex*Polaria) 1*Dk*&*Shelter dk*2*nd dk in forehold*	4076 3633 2523			...		1919	Flensburgr Schiffsb.Ges. Flensburg	Woermann-Linie A.G.	383·4	52·9	20·7 FK	Hamburg German *WB*	T.3Cy.28¾",46$\frac{7}{16}$"&76"–48" 527NHP FlensburgerSchiffsb.Ges.	24 ″ 9	G †
36203 XNBV	**Wan Hsiang** (*ex*HaiFoong, *ex*Tungus) 1*Dk*&*Spar dk*&*deep framing*	1883 — 1162			...		1903	Sunderlnd S.B.Co.Ld. Sunderland	SanPehS.N.Co.Ld.	260·0 P24'B69'F27'	36·6	12·4 19·9 FK	Shanghai Chinese *WB*	T.3Cy.19",31"&51"–36" 170NHP N.E.MarineEng.CoLd.Sld	22 ″ 2	
36204	**Wan Tai** (*ex*ChuseiMaru–34, *ex*SeiunMaruNo.10) 2*Dks*	719 — 503					1910	G.S.K.Ha-radaShoko Osaka	WanTai&Co.	171·9	25·7	18·6	Lungkow Chinese	T.3Cy.13¼",21¾"&36¼"–24" 64NHP G.S.K.HaradaShokoOsaka		
36205 OHHQ	**Wanda** (*ex*Skanderborg–33) D.F. *ss*Hfs.3rdNo.3–11,34 1*Dk*(*Stl*)&*deep framing*	1902 1697 1049	✠100A1 11,34 ✠LMC BS~~7,34~~8,35 MS11,34	Hfs	*r*	OG 10,34	1897 4mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A/B BalticLloyd Line,Ld.(H.Janho-nen,*Mgr.*) *CellDBa*88'*uE*&*B*36'*f*110'530*tFPT*46*tAPT*34*t*	279·6 Q16'B68'F34'	40·5	18·0 FK	Helsingfrs Finnish 4*BHCem*	T.3Cy.20",31"&53"–36" (*s*) 175lb 187NHP 2SB,4*rf*,GS68,HS2984 HelsingörsJernsk.&Mskb.	20 ″ 7 s 3 ″ 1½ 17 ″ 8	
36206 122745 VJPT	**Wandana** Ⓟ *Ref.Mchy.* *Well deck* Wireless 1*Dk*	974 543 531			...		1913	Mackie& Thomson,Ld. Glasgow	JohnBurke,Ld.	205·7 Q85'B45'F26'	32·6	11·8 FK&BK1¼"	Brisbane British *WB*	T.3Cy.17",28"&45"–33" 156NHP Muir&Houston,Ld.Gls.	12 ″ 6	C †
36207 147294 GLBM	**Wanderer** *ss*Liv.No.2–34 2*Dks*(*Stl*)	5079 4720 3152	✠100A1 ~~8,35 8,34~~ 12,35 ✠LMC MS1,34 BS~~8,34~~6,35	Liv	*y*	CL ~~9,32~~ 8,35	1925 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334'1122*t* *DTa*30'762*t* *FPT*70*tAPT*26*t*	395·5 P38'B128'F40'	52·5	28·0 FK	Liverpool British *Cem* 7*BH to Udk* 1 „ „2*nd*„	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB,12*cf*,GS210,HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 5 ″ 10¼ 24 ″ 10¾	
36208 7262 SHCU	**Wandia** (*ex*ClaraKunstmann, *ex*Heelsum) *ss*Stn.2ndNo.3–1,24 *ss*Hbg.No.2–32 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1371* *1251* 798	✠100A1 6,35~~4,34~~ ✠NB8,15 ✠LMC4,32 BS~~4,34~~6,35	Hbg	*p*	CL ~~4,32~~ 5,35	1899 5mo A&CP	Nederl. Scheepsbouw Maats. Amsterdam	RederiA/BWandia (A.J.Falkland, *Mgr.*) *CellDBa*68'*uE*18'*f*100'375*t* *APT*66*t*	239·6 B58'F31'	37·0	17·4 FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.18⅛",29⅛"&47¼"–36" 160lb (*s*) 156NHP 2SB,4*pf*,GS77,HS2700 NedFab.vWerk.&Spr.Ams	20 ″ 0 s2 ″ 6½ 17 ″ 7½	
36209 163297 MKBB	**Wandle** *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* Wireless	1482 1158 796	✠100A1 *withfreeboard* ~~7,35~~~~2,35~~ ✠LMC10,32 1,36 BS5,36	Shl	*p*	CL ~~2,35~~ ~~7,35~~ N1,36	1932 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wandsworth& DistrictGasCo. *CellDBuE*18'*f*152'628*tMT*70*tFPT*77*t* *APT*99*t*	236·0 Q136'B15'F23'	38·0	16·5 FK	London British 4*BHptCem*	T.3Cy.16½",27½"&46"–33" 200lb (*s*) 164NHP 1SB,4*cf*,GS66,HS2850 N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 6 ″ 7¾ 16 ″ 0¼	
36210 DHZK	**Wandrahm** 1*Dk*	1228 1074 683					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 P&B187'F26'	37·8	14·4	Hamburg German *WB*	T.3Cy.17$\frac{11}{16}$",28$\frac{5}{16}$"&45$\frac{11}{16}$"–33$\frac{7}{8}$" 120NHP StettinerOderwerke		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade
36211 DHZL	**Wandsbek** ssHam.No.1-34 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2446 2231 1434	✠100A1 ~~7,35~~ ~~7,34~~ 12,35 ✠LMC7,34	Ham	/	CL ~~1,34~~ 12,35	1930 1mo *Lloyd'sA&CP*	Flensburgr Schiffsb.Ges. Flensburg	Knöhr&Burchard, Nfl.	307·1 P&B250'F34' *CellDB264'695t FPT31tAPT120t*	45·5	19·7	Hamburg German FK *5BHptCem ptAsp*	C.4Cy.(2)$18\frac{11}{16}$"&(2)$39\frac{3}{8}$"–$39\frac{3}{8}$" 199lb (*s*) 272NHP 2SB,*4cf*,GS73,HS3879 FD A.Borsig,G.m.b.H.Berlin	21 ″ 9	
36212 153940 VJPQ	**Wanganella** Ⓟ TwinSc *OilEng.* 2*Dks*(*Stl-Weather dk ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern*	9576 6766 5625	✠100A1 *withfreeboard* ~~7,35~~ ~~1,35~~ 11,35 ✠LMC11,32	Syd	*e*†	CL ~~5,33~~ s7,35 P11,35	1932 11mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Belfast	HuddartParker, Ld.	461·2 P38'B276'F53' *CellDB375'1311tFPT53tAPT201t*	63·9	29·1	Melbourne British FK *7BHptCem*	Oil Engines 4S.C.SA 16Cy.29½"–$59\frac{1}{16}$" 1305NHP DB*100lb* Harland&Wolff,Ld.Gls.	34 ″ 7 s10 ″ 5 24 ″ 6¼	
36213 DHZM	**Wangoni** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*&*Shelterdk*	7848 — 4526					1920	Blohm&Voss Hamburg	WoermannLinie A.G.	418·6	56·2	36·0	Hamburg German *WB*	SR Geared SteamTurbines Blohm&Voss,Hamburg		G
36214 152081 VPDP	**Wanhsien** TwinSc 1*Dk*	868 556 473					1922	Yarrow&Co.Ld. Glasgow	TaikooChinese Nav.Co.Ld.	203·9	33·0	9·9	HongKong British *WB*	T.6Cy.18",26"&39½"–$17\frac{5}{8}$" 130NHP Yarrow&Co.Ld.Glasgow		
36215 6180 SDGA	**Wanja** (*ex*EstherElina,*ex*Aldebaran) 1*Dk*	*2618* *2364* *1554*					1919	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (B.Ingelsson, *Mgr.*)	300·6 P80*t*H92*t*	47·2	20·8	Hlsngborg Swedish	T.3Cy.22",35½"&58½"–39" NE26 212NHP A/B LindholmenMotala, Got.		N
36216	**Wanks** (*ex*CayoMambi, *ex*BargeP.D.8) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 409					1919 *Rebuilt*1921 *by*Franco-Belge de Réparations Nav.Antwerp	N.ofIrelnd S.B.Co.Ld. Londonderry	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*)	180·0 P16'B48'F28'	31·2	13·0	Havana Cuban *WB*	T.3Cy.13",23"&37"–26" 70NHP Cooper&Greig,Ld.Dundee		C
36217 160578 GSLY	**Wanstead** ssShl.No.2-36 ~~exShl.No.1-33~~ E.S.D. 1*Dk*(*Stl*)	5423 4993 3306	✠100A1 1,36 ~~9,35~~ [illegible] ✠LMC[illegible] 4,36	Shl	*z*	CL ~~2,33~~ 1,36	1928 10mo *Lloyd'sA&CP*	CaledonS.B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*)	405·8 P36'B126'F39' *CellDBa&uE156'f186'1242tFPT126tAPT280t*	54·2	27·9	London British FK *6BHAsp*	T.3Cy.25½",42"&70"–48" (*s*) 185lb 448NHP 3SB,*9cf*,GS187,HS7926 N.E.MarineEngCoLd.Nwc	30 ″ 4 s5 ″ 9¼ 24 ″ 8	
36218 153672	**Wantung** (*ex*AliceDollar) TwinSc 2*Dks*&*Shade dk*	1061 709 558					1921	Kiangnan Dk.&E.Wrks. Shanghai	TaikooChinese Nav.Co.Ld.	197·6	31·0	9·5	HongKong British *WB*	T.6Cy.15",22"&34"–18" 98NHP KiangnanDk.&Eng.Wrks.		
36219 213092 WCDV	**Wapama** Wood *Mchy.Aft* *Fitted for oil fuel* Wireless 1*Dk*	951 — 584					1915	St.Helens S.B.Co. St.Helens,Or.	CharlesA.Gillespie	204·8	40·2	14·3	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–20" Moore&Scott 72NHP IronWorks,Oakland,Cal.		
36220 ~~SQKT~~ OGZZ	**Wappu** (*ex*Gower-33) ssCff.No.1-35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1513 — 867	✠100A1 2,35 ~~1,34~~ ✠LMC~~10,32~~ 7,35	Sws Cff	*p*	CL ~~7,33~~ 3,36	1930 10mo *Lloyd'sA&CP*	GooleS.B.&Repg.Co.(1927)Ld. Goole	O/Y "Wappu" (AnttiWihuri)	250·3 Q151'B*on*Q56'F24' *CellDBa&uE84'f102'391tFPT61tAPT84t*	38·0	14·7	Helsingfrs Finnish FK *4BHCem*	T.3Cy.18",30"&49"–33" (*s*) 180lb 171NHP 2SB,*4cf*,GS77,HS2940 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s4 ″ 9½ 15 ″ 7	
36221 144340 GCVR	**War Afridi** ssPly.No.3-3,33 D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Longitudinalframing*	5570 4696 3330	✠100A1 4,35 BS~~[illegible]~~2,36LMC3,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	Ply	*z*	CL 3,34	1920 1mo *Lloyd'sA&CP*	R.Duncan&Co.Ld. PortGlasgow	TheAdmiralty (C.T.Bowring&Co. Ld.*Mgrs.*)	400·3 P50'B121'F39' *CellDBuE&B68'264tf50'*	52·2	28·4	London British FK *15BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk *65tFPT95tAPT80t*	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36222 142737 GLDK	**War Bahadur** ssLth.No.3-10,35 ~~ssPly.No.2-27~~ D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Longitudinal framing*	~~5565~~ ~~4702~~ ~~3473~~ 5559 4702 3452	✠100A1 ~~10,30~~ 10,35 ~~[illegible]~~ LMC~~2,26~~ 10,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 12,18 *F.P. above* 150° F.	Lon Lth	*z*	CL ~~6,33~~ 9,35	1918 12mo *Lloyd'sA&CP*	Armstrong Whitworth&Co.Ld. Newcastle	TheAdmiralty ~~(C.T.Bowring&Co. Ld.Mgrs.)~~	400·0 P49'B121'F39' *CellDBuE&B59'240t* *MiddlelineBulkhead not oil tight*	52·4	28·4	London British FK *11BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEngCo.LdNwc	31 ″ 0 ~~s5 ″ 9¼~~ ~~25 ″ 7~~ s5 ″ 7¾ 25 ″ 7	
36223 144311 GCVD	**War Bharata** ssLth.No.3-5,34 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in fore hold*&*Webframes* *Longitudinal framing*	5604 4717 3404	✠100A1 7,35 ~~5,34~~ BS7,35 ✠LMC5,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Lth Ply	*z*	CL 6,33	1920 3mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	TheAdmiralty	400·2 P50'B121'F39' *MiddlelineBulkhead not oil-tight* *CellDBuE&B65'282tDTa25'130tDTf40'223tFPT99tAPT69t*	52·3	28·4	London British FK *16BH*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36224 144353 GCVS	**War Brahmin** ssLon.No.3-5,33 D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Longitudinalframing*	5567 4696 3325	✠100A1 6,35 ~~2,34~~ ~~BS2,34~~ ✠LMC5,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Cff BS8,35	*z*	CL ~~8,34~~ 7,35	1920 2mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	TheAdmiralty (C.T.Bowring&Co. Ld.*Mgrs.*)	400·3 P50'B121'F39' *MiddlelineBulkhead not oil-tight* *CellDBuE&B72'250tf50'65tFPT95tAPT75t*	52·2	28·4	London British FK *15BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36225 143379 GLDR	**War Diwan** ssPts.No.3-2,32 D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Middle line BH not oil-tight* *Longitudinalframing*	5551 4696 3430	✠100A1 2,36 ~~2,35~~ BS~~[illegible]~~ ✠LMC2,32 2,36 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Ply Mlt	*z*	CL 12,33	1919 8mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	TheAdmiralty (C.T.Bowring&Co. Ld.*Mgrs.*)	400·3 P50'B121'F39' *CellDBuE&B72'250tf50'*	52·2	28·4	London British FK *11BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow *65tFPT95tAPT75t*	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36226 143458 GCZK	**War Hindoo** ssPly.No.3-7,32 D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Longitudinal framing*	5565 4696 3337	✠100A1 10,35 ~~10,34~~ BS10,35 ✠LMC7,32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,19 *F.P. above* 150° F.	Lon Pts	*z*	CL ~~10,34~~ 9,35	1919 10mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	TheAdmiralty	400·3 P50'B121'F39' *CellDBuE&B64'132t*	52·2	28·4	London British FK *15BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow *f50'64tFPT97tAPT13t*	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36227 143823 GCTD	**War Krishna** ssPly.No.3-2,32 *Mchy.Aft* 1*Dk*(*Stl*)&2*nd dk*(*Stl*) D.F. *in fore hold*&*Webframes* *Longitudinal framing*	5760 4697 3504	✠100A1 10,35 ~~11,34~~ BS~~[illegible]~~ ✠LMC2,32 8,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,19 *F.P. above* 150° F.	Pts Mlt	*z*	CL 11,33	1919 11mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson Ld,Newcastle	TheAdmiralty (Davies&Newman Ld.*Mgrs.*)	400·0 P126'B31'F39' *CellDBuE40'100tDTf45'242tFPT95tAPT72t*	52·3	30·8	London British FK *13BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s5 ″ 7¾ 25 ″ 7	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
36228 144350 GLDJ	**War Mehtar** ssPly.No.3-10,32 D.F. 1Dk(Stl)2trB & Web frames Longitudinal framing	5502 4701 3407	✠100A1 4,36 ~~1,35~~ BS~~1,35~~ 4,36 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 3,20 F.P. above 150° F.	Pts Sng ✠LMC10,32	z	CL 11,33	1920 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	TheAdmiralty (Hunting&Son,Ld Mgrs.)	400·2|52·4|28·4 P49'B121'F40' FK CellDBuE&B66'f39' 321t FPT89tAPT82t	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36229 143383 GLDQ	**War Nawab** ssPts.No.3-1,32 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5586 4715 3427	✠100A1 9,35 ~~11,34~~ MS1,32 BS~~8,34~~ 9,35 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 8,19 F.P. above 150° F.	Lon Alx ✠LMC	z	CL 10,34	1919 8mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	TheAdmiralty (BritishTankerCo. Ld. Mgrs.)	400·0|52·3|28·4 P50'B121'F39' FK CellDBuE&B59'f50'337tFPT99tAPT68t Middle line Bulkhead not oil-tight	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36230 142691 GLDP	**War Nizam** ssLon.No.3-12,30 ssPly.No.1-34 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5605 4716 3450	✠100A1 2,36 ~~12,34~~ BS2,36 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel10,18 F.P. above 150° F.	Ply Fal ✠LMC12,34	z	CL ~~9,32~~ 2,36	1918 10mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	TheAdmiralty (BritishTankerCo. Ld. Mgrs.)	400·0|52·3|28·4 P50'B121'F39' CellDBuE&B FK 59'f50'317tFPT99tAPT68t Middle line Bulkhead not oil-tight	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36231 143217 GBCM	**War Pathan** ssLon.No.3-1,32 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5581 4702 3408	✠100A1 7,35 ~~6,34~~ BS~~6,34~~ 7,35 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 5,19 F.P. above 150° F.	Ply ✠LMC1,32	z	CL ~~1,32~~ 7,35	1919 5mo	Sir J.Laing &Sons,Ld Sunderland Lloyd's A&CP	TheAdmiralty	400·0|52·4|28·5 P50'B121'F45' FK Middle line Bulkhead not oil-tight CellDBuE&B65'274tf50'67tFPT100tAPT80t	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36232 144388 GDMQ	**War Pindari** ssLth.No.3-10,35 ~~ssLon.No.2-28~~ D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	~~5548~~ ~~4696~~ ~~3318~~ 5559 4696 3313	✠100A1 10,35 ~~7,31~~ ~~MS[illegible]~~ ~~BS1,31~~ Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 3,20 F.P. above 150° F.	Lon Lth ✠LMC10,35	z	CL ~~7,33~~ 10,35	1920 3mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	TheAdmiralty ~~(C.T.Bowring&Co. Ld. Mgrs.)~~	400·0|52·2|28·4 P50'B121'F39' FK Middle line Bulkhead not oil-tight CellDBuE&B72'250tf50'65tFPT95tAPT75t	London British 15BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 ~~s5 ″ 9½~~ ~~25 ″ 7~~ s5 ″ 7¾ 25 ″ 7	
36233 142773 GLDN	**War Sepoy** ssPly.No 3-4,32 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	~~5557~~ ~~4714~~ ~~3491~~ 5575 4714 3503	✠100A1 8,35 ~~7,34~~ MS4,32 BS~~7,34~~ 9,35 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 2,19 F.P. above 150° F.	Ply Lon ✠LMC	z	CL 5,33	1919 2mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	TheAdmiralty (Hunting&Son,Ld Mgrs.)	400·0|52·3|28·4 P49'B121'F39' FK Middle line Bulkhead not oil-tight CellDBuE&B65'262tf50'65t	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36234 144354 GCVW	**War Sirdar** ssPts.No.3-1,33 D.F. 1Dk(Stl)&Web frames Longitudinal framing	5542 4701 3424	✠100A1 7,35 ~~6,34~~ BS7,35 ~~BS[illegible]~~ Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 2,20 F.P. above 150° F.	Pts ✠LMC1,33	z	CL ~~1,32~~ 6,35	1920 2mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	TheAdmiralty (Hunting&Son,Ld Mgrs.)	400·0|52·4|28·4 P49'B121'F45' FK CellDBuE&B62'252t DTf40' 207tDTa25'114t FPT100tAPT80t	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7656 FD Geo.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36235 144527 GCVF	**War Sudra** ssPts.No.3-12,32 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5627 4718 3413	✠100A1 9,35 ~~10,34~~ BS3,36 Carrying Petroleum in bulk F.P. above 150°F. Fitted for oil fuel 5,20 F.P. above 150°F.	Pts Ply ✠LMC12,32	z	CL ~~12,32~~ 9,35	1920 5mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	TheAdmiralty (BritishTanker Co.Ld. Mgrs.)	400·2|52·4|28·4 P50'B121'F39' FK Middle line Bulkhead not oil-tight CellDBuE&B65'f41'324tFPT99tAPT68t	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
36236 221111 KDQB	**Ward** OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	6167 — 3835					1921	Doullut& Williams S.B.Co.Inc NewOrleans	UnitedStates ShippingBoard Bureau	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd. States WB	OilEngines 2S.C.SA 6Cy.30"-52" NE29 941NHP Busch-SulzerBros.Diesel Eng.Co.		R
36237 84486 VJYJ	**Wareatea** Iron 1Dk2trB	475 363 272			...		1883	H.M'Intyre&Co. Paisley	W.Holyman&Sons Proprietary,Ld.	170·2|26·1|11·4 Q84'F20' FK	Melbourne British WB	C.2Cy.20"&40"-30" NB20 70RHP Fleming&Ferguson,Psy.		
36238 137840 GRZN	**Warfield** ssAnt.No.3-9,29 ssMdb.No.1-33 1Dk(Stl)&Shelter dk(Stl)& 2nd dk inNo.1hold	6066 5870 3805	✠100A1 Shelter dk withfreeboard 10,35 ~~3,35~~ MS4,33 BS~~12,34~~ 2,36	Mdb ✠LMC	z	CL 4,34	1917 4mo	Russell& Co. Pt.Glasgow Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	415·0|52·7|33·9 FK CellDB359'1200t DTf27' 969tAPT71t	Glasgow British 7BHCem	T.3Cy.26",44"&72¼"-48" (r) 200lb 100lb 498NHP 2DB,12cf,GS202,HS8706 Dunsmuir&JacksonLd Gls	36 ″ 6 s8 ″ 7¾ 28 ″ 1	
36239 142587 GSBC	**Warialda** (exWarMansion) ssCal.No.3-9,30 ssCal.No.1-34 1Dk(Stl) Cargo battens not fitted	3135 2866 1859	✠100A1 9,35 ~~9,34~~ MS3,34 BS~~9,34~~ 9,35	Cal ✠LMC	u	CL ~~12,32~~ 9,35	1918 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	331·0|46·8|23·1 P33'B98'F29' FK CellDB284'714tFPT103tAPT131t	London British 7BHptCem	T.3Cy.25",41"&68"-45" (s) 180lb 430NHP 3SB,9cf,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
36240 142433 GSBJ	**Warina** (exWarLoch) ssCal.No.3-4,30 ssCal.No.1-34 Cargo battens not fitted 1Dk(Stl)	3120 2869 1874	✠100A1 6,35 ~~4,34~~ BS6,35	Cal ✠LMC4,34	u	CL 4,34	1918 5mo	Craig, Taylor&Co.Ld Stockton Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	331·1|46·8|23·2 P33'B98'F29' FK CellDB280'687tFPT109tAPT112t	London British 7BHptCem	T.3Cy.25",41"&68"-45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6304 FD N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
36241 137097 MLFK	**Warita** OilEng. Mchy.Aft. 1Dk	305 241 ~~144~~ 140			...		1919	I.J.Abdela &Mitchell,Ld Queen'sFerry	J.Summers&Sons, Ld.	127·0|23·6|10·4 Q33'F18' FK	Chester British WB	Oil Engines 2S.C.SA 6Cy.10½"-13½" 116NHP Emade35 CrossleyBros.LdOpenshaw	11 ″ 6	
36242 7389 SFMA	**Warjo** ssSkm.No.1-32 1Dk(Stl)2nd dk in after hold Wireless CruiserStern	768 499 289	✠100A1 withfreeboard 9,35 ~~5,34~~ MS6,32 BS3,36	Skm ~~Lkr~~ ✠LMC	~~j~~	OG ~~6,32~~ 6,35	1927 10mo	Helsingörs Jernsk&Msk. Elsinore Lloyd's A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	~~171·2~~|31·6|12·0 P16'Q40'B&F111' 186·5| len.35 FK ~~CellDB126'142t~~FPT42tAPT23t CellDB142'164t	Stockholm Swedish 4BHCem	T.3Cy.16½",27"&44"-30" (s) 200lb 150NHP 2SB,4cf,GS63,HS2692 HelsingörsJernsk.&Mskb.	14 ″ 3 s ″ 2 14 ″ 2	
36243 148105 GBFS	**Warkworth** ssNwc.No.2-33 D.F. 1Dk(Stl)	4941 4547 3039	✠100A1 ~~10,34~~11,35 ~~BS6,33~~ BS ~~10,34~~ 11,35	Lon Nwc ✠LMC MS12,33	y	CL 12,33	1924 11mo	BlythswoodSBCoLd Glasgow Lloyd's A&CP	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.)	401·4|53·2|26·9 P36'B118'F35' FK CellDBa&uE158'f181'1408tFPT100tAPT130t	Newcastle British 6BHCem	T.3Cy.26",42"&71"-48" (r) 180lb 425NHP 3SB,9cf,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s5 ″ 8¼ 24 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
36244 139241 GMXS	**Warlaby** ssHpl.No.2-35 D.F. 1Dk(Stl)	4876 4626 3013	✠100A1 1,36~~4,35~~ ✠LMC4,35	Hpl Shl	y	CL ~~4,35~~ 1,36	1927 2mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	RopnerShipping Co.Ld. CellDB	390·1 P30′B220′F40′ FK 345′1041t FPT180t	55·0	26·5	W.Hartlpl British 6BHCem APT179t	T.3Cy.25½″,43″&71″-48″ (s) 180lb 150lb 439NHP 3SB,9cf,GS190,HS7614 CenMar.E.Wrks.Ld.WHpl	28 ″ 9 s4 ″ 5½ 24 ″ 6½	
36245 DMBE	**Warnow** (exTrost,exSpicaII, exImport,exFusilier) Well deck 1Dk2trB	922 749 551			...		1900	J.P.Ren- noldsn&Sons SouthShields	Dampfsch.Ges. "Warnow"G.m.bH (RichardSchröder, Mgr.)	206·2 Q100′B21′F20′ FK	32·2	14·3	Rostock German WB	T.3Cy.17½″,28″&47″-33″ 138NHP J.P.Rennoldsn&Sns,S.Shl	16 ″ 7	N †
36246 142348 GSBD	**Warora** (exWarCuirass) ssCal.No.3-8,29 Well deck ssCal.No.1-33 1Dk(Stl) Cargo battens not fitted	2334 1774 1336	✠100A1 8,35~~7,34~~ BS~~7,34~~ 8,35 ✠LMC4,35	Cal	s	CL ~~6,33~~ 8,35	1918 3mo Lloyd	Osbourne, Graham&Co. Ld.Sunderlnd 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellD	285·0 PonQ25′Q97′B65′ F32′ FK B226′573tFPT108t	42·0	19·1	London British 7BHptCem APT229t	T.3Cy.25″,41″&68″-45″ (s) 180lb 420NHP 2SB,8cf,GS150,HS6106 FD MacColl&Pollock,Ld Sld.	21 ″ 2 s2 ″ 1¼ 19 ″ 3	
36247 122726	**Warrawee** Ⓟ 1Dk	423 254 165			...		1909	J.Reid& Co.Ld. Glasgow	CoastSteamships, Ld.	155·7 P&B65′F25′ FK&BK⅞″	27·1	10·1	P.Adelaide British WB	C.2Cy.18″&40″-27″ 64RHP Muir&Houston,Ld.Gls.	10 ″ 8	
36248 224026 KFSX	**Warrior** (exVanadis) TwinSc OilEng. (Yacht) Wireless D.F. ~~ssN.Yk.No.2-31~~ ~~AnnualSurveyN.Yk.6,32~~ ssNYk.No.3-3,36 2Dks(Stl-U teak s)	1451 789 718	✠100A1 3,36~~6,33~~ DBS~~10,32~~ 3,36 ✠LMC~~6,34~~ 3,36	NYk	o	CL ~~S6,30~~ ~~P5,31~~ 2,36	1924 3mo Lloyd	Frd.Krupp Germania- werftA.G. Kiel 'sA&CP	~~HarrisonWilliams~~ SandomaGasoline Co.	208·8 F46′ FK DTa108tFPT8t	34·8	17·1	LosAngeles Cal. Utd.States 4BHCem APT12t	Oil Engines 4S.C.SA 12Cy.18½″-24¼″ 384NHP DB142lb Frd.KruppGermaniawerft A.G.Kiel	19 ″ 6	
36249 77489	— WoodTwinSc (exMassasoit, exJohnF.Carroll) 1Dk	342 — 233					1901	Roderman &Co. Tomkins Cove,N.Y.	NeptuneLine,Inc.	153·0	28·5	11·4	NewYork Utd.States	C4Cy.13″&27″-18″ NB15 52NHP J.W.Sullivan,NewYork		
36250 SPBS	**Warszawa** Ⓟ (exSmolensk) 2Dks&Awng dk	2487 2255 1534					1916	W.Doxford &Sons,Ld. Sunderland	PolishBritishS.S. Co.Ld.	286·7	40·6	26·0	Gdynia Polish WB	T.3Cy.22″,36″&60″-42″ 233NHP W.Doxford&Sons,Ld.Sld.		V BT till ~~4,35~~ 4,36
36251 DAOJ	**Wartburg** Ref.Mchy. Wireless 1Dk	888 589 523					1920	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.Th.GribelK.G. a.A.(Rud.Christ Gribel,Mgr.)	201·4 P28′Q46′B53′F25′	30·4	12·2	Stettin German WB	T.3Cy.13⅝″,21⅝″&35⅝″-25⅝″ 63NHP StettinerOderwerke		G
36252 DOHZ	**Wartenfels** Sub.Sig. 2Dks	6181 5701 3766					1921	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	430·3 P79′B135′F55′	56·4	30·4	Bremen German WB	T.3Cy.29⅜″,47¼″&76⅜″-53$\frac{5}{16}$″ 426NHP J.C.Tecklenborg,AGWsm		G
36253	**Warun** For full particulars see No. 40651 in Supplement OilEng. Wireless D.F. CruiserStern	900	100A1 withfreeboard (ClassContemplated)				1935	Nya Varvs- aktb. Öresund Landskrona	Stockholms Rederiaktieb. Svea (Eman.Högberg, Mgr.)	210·0	35·5	22·5	Stockholm Swedish	Oil Engines 2S.C.SA 5Cy.20½″-27$\frac{9}{16}$″ Kockums M.V.Akt.Malmö		
36254 220986 KESX	**Warwick** Fitted for oil fuel D.F. Carrying Petroleum in bulk Mchy.Aft Longitudinal framing	4469 3946 2628			...		1921	Baltimore D.D.&S.B. Co. Baltimore	UnionOilCo.of California	340·1 P92′B35′F31′	49·2	28·7	Ls.Angeles Cal. Utd.States	DR Geared Steam Turbine WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
36255 162527 GTPY	**Warwick Castle** Ⓟ TwinSc OilEng. D.F. 4Dks Ref.Mchy. CruiserStern	20445 15006 12443					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	651·5	75·5	37·4	London British WB	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$″-63″ 3360NHP Harland&Wolff,Ld.Bel.		BT till ~~11,35~~ 7,36
36256 323	**Wasaborg** (exUnionCity, exIserlohn) ssHam.No.1-13 Now "Erica," see No. 37960 in Supplement [illegible] framing Well deck lower dk in Nos.1&3holds	4672 — 2921	✠ 10,16 ✠	Ham	z		1909 9mo	Reiherst'g Schiffsw Hamburg	J.A.Zachariassen &Co. Cell	399·0 P&B329′F52′ FK DBa124′uE&B47′f	53·9	24·8	Nystad Finnish 7BHCem 182′1288t	T.3Cy.26″,47⅝″&76¾″-48″ 597NHP 3SB,9cf,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0	C †
36257 5498 SHDE	— 1Dk	1274 1072 708					1913	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	227·6 P23′B58′H139t	36·6	16·0	Stockholm Swedish WB	T.3Cy.17½″,29″&48″-30″ 126NHP OskarshamnsM.V.Aktieb.		V
36258 DHZO	**Wasgenwald** Fitted for oil fuel Cruiser Stern 2Dks Sub.Sig. D.F.	4990 4478 2956					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257′F50′	54·0	27·4	Hamburg German WB	T3Cy26$\frac{5}{16}$″43⅜″&70$\frac{15}{16}$″-47$\frac{5}{16}$″ 345NHP Gutehoffnungshütte, Sterkrade		G
36259 23628 JCUC	**Washin Maru** 1Dk	1861 — 1086					1918	Mitsubishi ZosenKaisha, Ld.Nagasaki	MoriheiKisenK.K.	250·0 P&B132′F32′	37·7	20·5	Amagasaki Japanese WB	T.3Cy.17″,28½″&48″-36″ 138NHP MitsubishiZosenKaishaLd		
36260 232210 WLEE	**Washington** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks GyC. E.S.D.	24289 — 13869					1933	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.(Man.Agents, InternationalMer- cantileMarineCo.)	668·4 B&F584′	86·3	33·3	NewYork Utd.States WB	6SteamTurbinesSRgeared to2Sc.Shafts NewYork S.B.Co.Camden,N.J.		R
36261 FNQK	— Ⓟ TwinSc Ref.Mchy. OilEng. D.F. 3Dks	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4 F12′	61·2	27·5	Havre French WB	Oil Engines 2S.C.DA 10Cy.23⅝″-35⅜″ 976NHP BremerVulkan,Vegesack		V
36262 220437 KDCB	— (exHelenOlmsted, ssN.Yk.No.3-8,32 exCapeAnn,exSapulpa) Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7030 — 4352	✠100A1 12,35~~12,34~~ BS~~7,34~~7,35LMC8,32 CarryingPetroleum in bulk Fitted for oil fuel 7,20 F.P. above 150° F.	NYk	a†	CL 12,34	1920 6mo	MooreS.B. Co. Oakland,Cal. A&CP CellD	TheTexasCo. BuE&B61′143t D	425·8 P106′B40′F41′ FK Tf43′540tAPT28t	57·0	33·1	Wilmgton (Del.) Utd.States 16BHpt Asp (9 to U dk 7 „2nd „)	T.3Cy.24$\frac{5}{16}$″,41½″&72¼″-48″ 210lb 579NHP 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0 s 6 ″ 1¾ 27 ″ 1	
36263 218614 KIRF	— (exWestCayote) Fitted for oil fuel 2Dks	5564 — 3472					1919	S.Western S.B.Co. SanPedro,Cal	StatesSteamship Co.	410·5 P48′B114′F46′ WB	54·3	27·2	Portlnd,Or Utd.States	T.3Cy.24½″,41½″&72″-48″ LlewellynIron 359NHP Works,LosAngeles,Cal.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36264 LOGJ	**Washington** Ⓟ Pad (*ex*Viena) 2*Dks*	2376 — 959					1906	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	320·0 *Shade dk* 270'	40·2	20·1	Bns.Ayres Argentine	T.3Cy.31",52"&78"-84" 558NHP A.&J.Inglis,Ld.Glasgow		
36265 LITB	**Washington Express** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* ws) 3*rd dk in forward holds* D.F. *CruiserStern*	3643 2956 2165	✠100A1 *withfreeboard* 4,36 ~~10,34~~ ✠LMC9,33 ✠Lloyd'sRMC~~9,34~~ ~~3,36~~ 3,36 for temp. 35° F.	Got Gls	*v*	CL 7,35	1933 9mo	Götaver- kenA/B Gothenburg *Lloyd'sA&CP* *CellDBuE&f*	Skibs.A/S Seattle (BiornBiörnstad& Co.*Mgrs.*) *158'427tDTs a695t*	338·4 334·4 F154' FK *FPT35tAPT60t*	47·2	27·1	Oslo Norwegian *5BHptCem* (*Coll to W dk* 4 ,, 2*nd* ,,)	Oil Engines 4S.C SA 16Cy.21⅝"-39⅜" 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7¼ 21 ″ 3	
36266 146262	**Watco** (*ex*ArranFirth) 3Mst *OilEng.* *ss*Vcr.No.3-3,35 *Mchy.Aft* 1*Dk*	342 242 147	✠100A1 4,35 DBS3,35 ✠LMC3,35	Boa	*e*	4,35	1921 11mo	Hepple's (1919)Ld. SouthShields *Lloyd'sA&CP*	~~HygeiaS.S.Co.Ld.~~ ~~D.Burchell~~ HygeiaS.S.CoLd. ~~(D.G.Burchell)~~ (G.B.Burchell*Mgr*)	138·3 Q42'B9'F21' BK7" *FPT45t*	23·3	9·7	Sydney,NS ~~VancvrBC~~ British *3BHCem* *APT12t*	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18⅞" 193NHP NDB26-*125lb* J.&C.G.Bolinders, M.V.A/B,Skm.	10 ″ 6 s ″ 9½ 10 ″ 4	
36267 113907 MJSC	**Waterbuck** (*ex*Neilson, TwinSc *ex*T.C.C.HopperNo.2) *ss*Gls.No.3-5,20 *Mchy.Aft* 1*Dk*(*Irn*)	875 671 504	✠ 3,28 ✠ ✠NB(P)5,20	PNl	*k*		1903 8mo	Ropner& Son Stockton	SenaSugarEstates Ld. *CellDBf*69'264*t*	180·1 B52'F31' FK *FPT22t*	33·1	14·3	London British *4BHCem*	T.6Cy.10",16½"&27"-22" 117NHP 2SB,*3cf&2pf*,GS77,HS2454 Blair&Co.Ld.Stockton	15 ″ 0	
36268 132872 MDVB	**Watergate** (*ex*Wheatlands) 3Mst *ss*Cff.No.3-2,24 *Welldeck* *ss*Bkn.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)	499 313 190	✠100A1 6,33 BS~~7,34~~ ✠LMC2,32 10,35	Bkn	*h*	OG 6,33	1912 9mo	DublinDk- yardCo. Dublin *Lloyd'sA&CP*	CoppackBros.&Co. *Cell*	162·4 Q95'B12'F23' BK7" *DBf*91'99*t FPT*33*t*	25·7	9·7	Chester British *3BHCem* *APT22t*	C.2Cy.20"&42"-27" (*s*) 130lb 97RHP 1SB,*3pf*,GS55,HS1830 Muir&Houston,Ld.Gls	12 ″ 0 s 4 ″ 0½ 12 ″ 5	
36269 PIMU	**Waterland** *ss*Ams.No.3-5,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6847 6297 4165	✠100A1 *Shelter dk* *withfreeboard* 3,36 ~~1,35~~ BS10,35 ~~BS11,34~~ ✠LMC8,33 ✠Lloyd'sRMC~~12,34~~ 11,35 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Ams	*c*†	CL 1,35	1922 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	N.V.Koninkl. HollandscheLloyd *CellDB*405'1559*t*	460·7 FK *Collisio* *FPT*79*tAPT*38*t*	60·2	27·8	Amstrdam Dutch *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 220lb 1039NHP 5SB,*15cf*,GS311 HS13105FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6 s 4 ″ 5¾ 26 ″ 2½	
36270 142350 MJMJ	— (*ex*Gaasterland) *ss*Rot.No.3-4,28 *ss*Rot.No.1,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1107 769 631	✠100A1 5,35 ~~2,34~~ ✠NB4,28 ✠LMC2,32 BS~~6,34~~ 5,35	Ams Shl	*n*	OG 2,34	1915 5mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	Shipping&Coal Co.Ld. *CellDBa*58'*uE*	225·2 Q72'B55'F22' FK 19'*f*98'291*tFPT*21*t*	33·1	14·1	London British *4BHCem* *APT20t*	T.3Cy.16½",29"&46"-36" (*s*) 180lb 164NHP 2SB,*4cf*,GS82,HS2892 Maats,Fyenoord,Rot.	15 ″ 0 s 1 ″ 0¼ 14 ″ 1	
36271 145521 CYMQ	**Waterloo** (*ex*Glenburnie) *Mchy.Aft* 1*Dk*	1905 1579 1143					1923	Barclay Curle&Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	252·5 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 97RHP J.G.Kincaid&Co.Ld.Grk.		C
36272 149472 MPBW	**Waterton** *ss*Tto.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2115 1747 1286	✠100A1 *withfreeboard* 6,33 BS3,35 ~~BS12,35~~ ✠LMC4,32 *For Service on the Great Lakes & River St. Lawrence, also to St.John's,NF L& ~~Halifax,NS~~ Nova Scotia from 1st April to 30th November*	Tto		CL 6,33	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	McKellarSteam- ships,Ld.(R.Scott Misener,*Mgr.*) *3WT BH also Intermediate BH in holds lower part watertight* *CellDB*	253·0 P70'F37' FK 228'667*t FPT*140*t*	43·7	19 3	Newcastle British *APT15t*	T.3Cy.17",28"&46"-36" (*s*) 200lb 190NHP 2SB,*4cf*,GS74,HS2762 FD ArmstrngWhitwth&Co.Ld	21 ″ 6 s 7 ″ 9½ 14 ″ 0	
36273 218436 KING	**Watertown** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	6372 — 3950					1919	Bethlehem S.B.Corp.Ld Quincy,Mass.	CitiesService TransportationCo.	416·9 P91'B39'F33	56·2	31·0	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-51" 391NH BethlehemS.B.Corp.Ld. Quincy,Mass.		R
36274 217392	**Wathena** *Fitted for oil fuel* 2*Dks*&*Webframes*	6107 5037 3744				...	1918	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	29·9	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP WestinghouseMfg.Co. Essington,Pa.	32 ″ 10	
36275 147230	**Watkins F. Nisbet** *Mchy.Aft* 1*Dk*	1747 1593 1265					1923	Cammell Laird&Co.Ld. Birkenhead	EasternS.S.Co.Ld.	253·0 *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.16",27"&44"-33" 97RHP CammellLaird&Co.Ld.		C
36276 217394 WPUI	**Watsonville** (*ex*Callabasas) *Fitted for oil fuel* 1*Dk*	2220 — 1330					1918	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0	44·1	19·2	S.Frncisco Utd States *WB*	T.3Cy.22",37½"&60"-42" 233NHP EllicottMachineCorp.		R
36277 138653 VGWC	**Watuka** *ss*Hfx.No.3-4,31 *Well deck* *ss*Hfx.No.1-35 D.F. 1*Dk*(*Stl*)	1621 1275 1023	✠100A1 4,36 ~~4,35~~ ✠LMC4,35 BS4,36	Hfx	*p*	OG ~~6,33~~ 3,36	1918 12mo	NovaScotia Steel&Coal Co.Ld. New Glasgow,N.S *Lloyd'sA&CP*	WasisS.S.Co.Ld. (DominionShip- pingCo.Ld.*Mgrs.*)	248·7 Q91'B56'F26' FK *CellDB*211'432*t*	35·1	17·3	Pictou,NS British *4BHCem* *APT33t*	T.3Cy.17",28"&46"-33" (*s*) 185lb 150NHP 2SB,*4cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0 s 2 ″ 1 18 ″ 1½	
36278 DHZP	**Watussi** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. Sub.Sig. 3*Dks*	9521 6098 5571					1928	Blohm& Voss Hamburg	WoermannLinie A.G.	468·7 len34	60·3	29·7	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc.Shaft Blohm&Voss,Hamburg		G
36279 122555	**Waubic** Ⓟ TwinSc 3*Dks*	469 369 264					1909	Collingw'd S.B.Co.Ld. CollngwdOnt	~~RockportNav.Co.~~ ~~Ld.~~ A.R.&V.C. Irvine	134·1	25·0	9·5	Collingwd Ont. British	T.6Cy.10",16½"&27"-15" 67RHP CollingwoodS.B.Co Ld.		
36280 218019	**Waukau** *Fitted for oil fuel* 2*Dks*&*Web frames*	6126 5090 3796				...	1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
36281 218004 KIDX	**Waukegan** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6209 5894 3836				...	1919	Federal S.B.Co. Kearny,N.J.	UnitedStates ShippingBoard Bureau	395·5 P45'B110' F38'*onShltr dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36282 206077	**Wauketa** Ⓟ 3Dks	543 — 267					1909	ToledoS.B. Co. Toledo	SteamerWauketa	175·0	38·4	14·5	NewYork Utd.States	T.3Cy.17½",27½"&43"-30" 101NHP ToledoS.B.Co.Toledo		
36283	**Waunta** (*ex*CayoCristo, *ex*BargeP.D.10) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 409					1919	N.ofIrelnd. S.B.Co.Ld. Londonderry *Rebuilt*1921*by*Franco-Belge de RéparationsNav.Antwerp	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)	180·0 P16'B48'F28'	31·2	13·0	Ceiba Honduran *WB*	T.3Cy.13",23"&37"-26" 70NHP Cooper&Greig,Ld.Dundee		C
36284 111205	**Waverley** Ⓟ **PadSk** 1*Dk*	537 354 208					1899	A&J Inglis Glasgow	London&North- EasternRly.	235·0	26·1	8·4	Glasgow British	C.D.2Cy.37"&67"-66" NB20 304NHP A.&J.Inglis,Glasgow		BT till ~~[illegible]~~ 4,36
36285 123180 GMFW	**—** Ⓟ **Pad** (*ex*Barry) Wireless **D.F.** 2*Dks*	471 310 185					1907	J.Brown& Co.Ld. Clydebank	P.&A.Campbell, Ld.	225·6 *Promenade dk*	26·6	8·7	Bristol British	C.D.2Cy.25½"&54"-54" 178NHP J.Brown&Co.Ld.Clydebnk		BT till 10,35
36286 HRBW	**Wawa** ssN.Os.No.2-32 *Mchy.Aft* 1*Dk*(*Stl-ws*)	*1650* *1384* *1023*	✠100A1 *withfreeboard* 1,36 ~~2,35~~ ~~BS1,35~~ 12,35 ✠LMC11,32 *Fitted for oil fuel 4,25 F.P. above 150° F.*	NOs	*q*	OG 3,35	1925 4mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *IntermediateBHin hold dispensed with* *CellDBuE18'f150'328tDTf10'134tFPT97tAPT22t*	255·2 P70'F35' FK	38·2	18·9	Ceiba Honduran *3BHptCem*	T.3Cy.19",32"&54"-36" (*s*) 195lb 263NHP 2SB,*6cf*,HS3932 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 0 s3 ″ 10 17 ″ 6½	
36287 218280	**Waxahachie** *Fitted for oil fuel* 2*Dks*&*Web frames*	5497 4970 3379			...		1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
36288 147324 GLNT	**Wayfarer** ssBkn.No.2-34 2*Dks*(*Stl*)	5068 4720 3157	✠100A1 8,35 ~~10,34~~ ✠LMC MS7,34 BS4,35	Mdb Bkn	*y*	CL ~~2,32~~ 8,35	1925 8mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB334'1122tDTa30'762tFPT76tAPT26t*	395·5 P38'B128'F40' FK	52·5	28·0	Liverpool British *Cem* *7BHto Udk* *1 ,, ,, 2nd ,,*	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB,*12cf*,GS210,HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10¾	
36289 162526 GKMP	**Waynegate** ssCff.No.1-34 1*Dk*(*Stl*)	4260 3927 2639	✠100A1 ~~6,35~~ ~~9,34~~ 4,36 ✠LMC MS9,34 BS1,35	Cff Bry		CL ~~6,33~~ 4,36	1931 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	TurnbullScott ShippingCo.Ld. (TurnbullScott& Co.*Mgrs.*) *CellDB315'1116tFPT95tAPT141t*	372·0 P48'B226'F32' FK	52·4	25·2	London British *6BHptCem*	T.3Cy.23",39"&65"-45" (*s*) 200lb HS5851 354NHP 2SB&1AuxB,*8cf*,GS146 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s3 ″ 4½ 24 ″ 4½	
36290 148048 GCZV	**Waziristan** ssShl.No.2-33 D.F. 1*Dk*(*Stl*)	5135 4750 3191	✠100A1 ~~8,35~~ ~~10,34~~ 11,35 ~~BS1,34~~ 4,35 ✠LMC4,33	Vcr ~~Sws~~ Bry	*y*	CL ~~1,33~~ 11,35	1924 1mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanStm. Shppng.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB342'1524t FPT128tAPT167t*	390·0 P33'B113'F41' FK	53·5	28·6	Newcastle British *6BHptCem* *ptAsp*	T.3Cy.25",41"&68"-48" (*s*) 180lb *180lb* 363NHP 2SB,*8cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 1½ 25 ″ 7½	
36291 129777 VJKY	**Wear** ssMel.2ndNo.3-1,36 ~~ssMel.No.3-3,24~~ *Well deck* ~~ssMel.No.2-32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1489 1086	✠100A1 1,36 ~~11,34~~ ~~BS11,34~~ ✠LMC~~1,32~~ 1,36	Mel	*q*	CL 11,34	1911 9mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP* *WB*	JamesPaterson& Co.ProprietaryLd. *=CellDBa&uE&B102'f104'383tFPT105tAPT100t*	268·0 P24'Q82'B51'F31' FK	37·9	17·6	Melbourne British *4BHCem*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 205NHP 2SB,*6pf*,GS94,HS3279 G.Clark,Ld.Sunderland	19 ″ 9 s1 ″ 11 18 ″ 0	
36292 127463 GMTK	**Wearbridge** ssNpt.No.3-2,23 ssHul.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	4014 3849 2602	✠100A1 5,33 ✠LMC MS10,31 BS8,34	Rot	*w*	5,33	1911 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	HestonShipping Co.Ld(J.C.Rad- cliffe,*Mgr.*) *Cell DBa 123'f157'758tAPT30t*	360·0 P24'B91'F36' FK	49·0	26·9	W.Hartlpl British *6BHCem*	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 4 s5 ″ 5½ 24 ″ 2	
36293 136882 GQSK	**Wearpool** *Now "Alkaterini," see No. 37020 in Supplement* ssShl.No.3-2,26 D.F. ssShl.No.1-29 1*Dk*(*ptIrn*&*ptStl*)	4929 4719 3073	✠100A1 12,33 BS9,33 ✠LMC10,29	Bry	*y*	CL 4,33	1913 5mo	Ropner& Sons,Ld. Stockton *Lloyd'sA&CP* *WB*=	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *Cell DBa 127' uE27'f174'1165tFPT194tAPT185t*	390·0 P30'B219'F40' FK	55·5	26·3	W.Hartlpl British *6BHCem*	T.3Cy.28",46"&75"-48" (*s*) 180lb 450NHP 3SB,*9cf*,GS194,HS7293 Blair&Co.Ld.Stockton	28 ″ 9 s4 ″ 6½ 24 ″ 4½	
36294 160727 GPDM	**Wearwood** ssShl.No.1-32 D.F. E.S.D. 1*Dk*(*Stl*)	4597 4156 2851	✠100A1 ~~7,30~~ ~~12,34~~ 4,36 ✠LMC MS12,32 ~~BS6,35~~ 4,36	Sws ~~Shl~~	*y*	CL ~~12,32~~ 7,35	1930 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd'sA&CP*	JosephConstantine S.S.Line,Ld. *CellDB332'1056tFPT96tAPT140t*	382·6 P35'B119'F30' FK	52·0	26·6	Middlsbro' British *6BHCem*	T.3Cy.24",39"&66"-45" (*s*) 200lb 432NHP 2SB(FD)&1AuxSB, *8cf*,GS152,HS6619 N.E.MarineEngCoLd.Nwc	29 ″ 0 s5 ″ 4½ 23 ″ 10½	
36295 120766	**Weeroona** Ⓟ **Pad** 1*Dk*&*Promenade dk*	1412 969 623			...		1910	A.&J. Inglis,Ld. Glasgow	BaySteamers,Ld.	310·6 FK	36·2	12·0	Melbourne British	C.3Cy.39"&(2)56"-66" 517NHP A.&J.Inglis,Ld.Glasgow	12 ″ 7	
36296 344 YMCK	**Weichsel** (*ex*QueenAlexandra) Sub.Sig. 1*Dk*	1021 837 602					1906	Helsingörs Jernsk&Msk Elsinore	Hamburg-Danzig Linie,G.m.b.H.	225·7 P11'Q59'B105'F27'	34·9	12·7	Danzig *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk.&Mskb.		G
36297 148873 GLPS	**Weirbank** **TwinSc** *OilEng.* ssBry.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*)	5150 4764 3118	✠100A1 *withfreeboard* 10,35 ~~1,35~~ DBS4,36 ✠LMC5,34 *Carrying vegetable oil in deep tank*	Sws Lon	*a*†	CL P4,33 S4,34	1925 9mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB357'1121t* *Tanks between tunnels115'251tDTf32'1067tFPT106tAPT132t*	420·1 FK (*Coll*	53·9	26·5	Glasgow British *7BHptCem* *BH to Sh dk* *6 ,, ,, 2nd,,*)	Oil Engines 4S.C.SA 12Cy.24 7/16"-37 13/16" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8	
36298 DOOZ	**Weissenfels** **TwinSc** *OilEng.* Sub.Sig. *Cruiser Stern* 2*Dks*	7861 7264 4852					1925	J.C.Teck- lenborgA.G. Weser- mündeG.	DeutscheDampfs. Ges."Hansa"	468·4 P133'B143'F90'	60·4	32·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27½"-55⅛" 873NHP J.C.TecklenborgA.G.Wsm		G
36299 DQOA	**Weissesee** (*ex*Bulla,*ex*Hessen) 2*Dks*	5066 4821 3164			...		1905	J.C.Teck- lenborgA.G. Weser- münde-G.	W.Schuchmann	409·4 P&B336'F46' FK	52·7	29·0	Brmrhavn German *WB*	Q4Cy.24 1/16",34⅝",50"&72 13/16"- 53⅛" 594NHP J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
36300 161383 GPQS	**Welcombe** ssN.Yk.No.3-4,36 ~~ssSld.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5122 4686 3120	✠100A1 *withfreeboard* ~~7,30~~ ~~1,35~~ 1,36 ✠LMC~~7,34~~ 4,36	Liv ~~Syd~~ NYk	*a*†	CL ~~6,34~~ N3,36	1930 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	PymanBros.Ld. *CellDB369'1309tFPT165tAPT84t*	421·8 FK (	55·0	25·5	London British *7BHCem* *Coll to Sh dk* *6 ,, 2nd ,,*)	Q4Cy20",28½",41½"&61"-48" 260lb *180lb* (*s*) 421NHP 2SB,*8cf*,GS133,HS5834 FD Cen.Mar.E.Wrks.LdWHpl	28 ″ 0 s3 ″ 2½ 25 ″ 0½	

1 No. in Book. Official No. Code Letters.	2 ○ Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
36301 DJEI	**Welf** (*ex*Donau-32,*ex*Saalfeld, Comp *ex*Trude,*ex*Henny,*ex*Brage) *OilEng.* 1*Dk*	349 292 191					1918	Varfs.& Rederi A/B Brage Norrköping	W.Gräpel&W. Hönemann(Vega ReedereiG.m.b.H. *Mgrs.*)	135·5 P30′F12′	25·9	11·2	Hamburg German	Oil Engines 4S.C.SA 4Cy.10⅜″-13″ NE27 42NHP Starke&Hoffmann, Hirschberg		V
36302 6790 SLHA	**Wellam de Besche** 4Mst (*ex*Merwede) 1*Dk*	*1932* *1651* *1068*					1917	J.&A.van derSchuyt Papendrecht	HolmensBruks &FabriksA/B	265·4 P35′B57′F11′	42·3	17·7	Nrrköping Swedish *WB*	T.3Cy.17½″,29″&46″-36″ 127NHP J.&A.van derSchuyt		V
36303 644 OHBX	**Wellamo** Ⓟ *ss*Hfs.No.2-35 Sub.Sig. 2*Dks*(*Stl-weather dk ws*) *Strengthened for Navigation in Ice*	1996 — 988	✠100A1 *withfreeboard* ~~7,35~~ ~~5,35~~ ✠LMC5,35 5,36~~12,35~~ BS5,36	Hfs ~~Hul~~	r	CL ~~5,33~~ 12,35	1927 6mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *sA&CP*	FinskaÅngfAktieb *CellDB*210′ 246*tF*	250·5 F24′ *Duct keel* 127½′ FK *PT*17*tAPT*34*t*	39·8	22·4	Helsingfrs Finnish 5*BHCem* (*Coll to W dk* 4 „ 2*nd* „)	T.3Cy.22½″,36½″&61″-39″ 200lb FD (*s*) 364NHP 2SB,6*cf*,GS63,HS5502 Akt.Burmeistr.&WainCpn	24 ″ 9 s8 ″ 0 17 ″ 1	
36304 OHSO	— WoodAux3MstSr (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	337 253 202				—	1919	Nystad Varv. Nystad	GustafErikson	139·4	28·6	12·2	Mariehmn Finnish	Oil Engines 3Cy.12¼″-13¾″ *Emade—fitted*34		V
36305 149435	**Wellandoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	PatersonSteam- ships,Ld.	252·8 Q100′F35′	43·4	17·8	FtWilliam Ont. British *WB*	T.3Cy.15″,25″&40″-33″ 92NHP MacColl&Pollock,Ld.Sld.		C
36306	**Wellen** (*ex*Nürnberg-32,*ex*Kosmo, *ex*Nordmark) Sub.Sig. 2*Dks*&*Shelter dk*	5135 4737 3106			...		1913	W.Dox- ford&Sns,Ld. Sunderland	U.S.S.R.	419·9 FK	54·1	26·4	Vladvostk Russian *WB*	T.3Cy.27″,44½″&75″-54″ 577NHP W.Doxford&Sons,Ld.Sld.	29 ″ 0	
36307 203928 KLCM	**Wellesley** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	770 — 432					1907	E.Henck- endorff Prosper,Or	J.R.HanifyCo.	186·3	38·0	13·8	S.Frncisco Utd.States	C.2Cy.14″&32″-24″ 42NHP UnitedEng.Wrks,S.Frisco.		
36308 148055 GDRW	**Wellfield** TwinSc *OilEng.* *ss*Shl.No.2-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CruiserStern*	6054 4951 3584	✠100A1 11,35 ~~11,34~~ DBS~~3,34~~ ✠LMC1,32 10,35 *CarryingPetr*	Grk Shl *oleum*	y *in*	CL ~~1,32~~ 10,35 *bulk*	1924 3mo *Lloyd*	TyneIron S.B.Co.Ld. Newcastle '*sA&CP*	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) *CellDB*	409·8 P92′B37′F40′ len32 FK *uE*27′ 46*t FPT*140*t*	51·4	30·1	Newcastle British 16*BHptCem* (10 „ *to Udk* *APT*64*t*	Oil Engines 4S.C.SA 12Cy.22¼″-39$\frac{7}{16}$″ 2DB*120lb* 563NHP)N.E.Mar.Eng.Co.Ld.Nwc.	30 ″ 6 s4 ″ 7½ 26 ″ 1½	
36309 116555 WBEQ	**Wellhart** (*ex*Hall,*ex*SelwynEddy) *Mchy.Aft* 1*Dk*&*Spar dk*	2846 — 2164					1893	Detroit S.B.&D.D.Co Wyandotte, Mich.	WellhartS.S.Co. Inc.(H.N.Hartwell &Sons,Inc.*Mgrs.*)	343·0 F36′	42·2	21·6	Boston Utd.States	T.3Cy.22″,35″&56″-44″ 208NHP DetroitS.B.&D.D.Co.Det.		R
36310 161366 GMJB	**Wellington Court** *ss*Sld.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4979 4622 3003	✠100A1 *withfreeboard* 7,35 ~~10,34~~ ✠LMC12,33 BS4,36	Bry	a†	CL 4,34	1930 2mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*) *CellDBa&uE*158′ *f*180′1217*tF*	405·6 F39′ FK *PT*127*tAPT*204*t*	55·5	25·8	London British 6*BHCem* (*Coll toSh dk* 5 „ 2*nd*,„)	T.3Cy.26″,43″&72″-48″ (*r*) 180lb 437NHP 3SB,9*cf*,GS182,HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″3½ 25 ″2¼	
36311 144722 GFWD	**Welsh City** *Fitted for oil fuel* 1*Dk*&*Shelter dk*	6303 5966 3997					1922	RopnerS.B. &Repg.Co. (Stk)Ld. Stockton	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	411·7 F36′	54·5	33·6	Bideford British *WB*	T.3Cy.28″,46″&75″-51″ 402NHP Blair&Co.Ld.Stockton		C
36312 137457 MFWT	**Welsh Coast** (*ex*Macroom, *ex*WelshCoast) *ss*Bkn.No.3-11,27 *ss*Liv.No.1-31 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	1070 811 545	✠100A1 12,34 BS2,36 ✠LMC MS9,31 ~~BS4,35~~	Liv	m	CL ~~N11,32~~ 2,36	1915 6mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	CoastLines,Ld. *Cell*	212·4 Q116′B15′F34′ FK *DBf*112′222*tFPT*	34·1	13·2	Liverpool British 3*BHCem* 47*tAPT*15*t*	T.3Cy.18″,29½″&48½″-33″ 180lb (*s*) 174NHP 2SB,6*pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s4 ″ 8¾ 14 ″11¼	
36313 144860 MLDV	**Welsh Rose** (*ex*Brookside) *ss*Bly.No.3-11,35~~*ss*Hul.No.2-32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	581 400 252	✠100A1 11,35 ~~8,34~~ ~~BS8,34~~ ✠LMC~~2,32~~ 11,35	Bly	i	CL ~~8,34~~ 11,35	1922 10mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	RichardHughes &Co.(Liverpool) Ld. *CellD*	175·2 Q99′B11′F24′ FK *Bf*105′118*tFPT*43*t*	27·0	10·8	Liverpool British 3*BHCem* *APT*25*t*	T.3Cy.13″,21½″&35″-27″ (*s*) 180lb 85RHP 1SB,3*pf*,GS47,HS1530 W.Beardmore&Co.Ld.Gls.	13 ″ 0 s 3 ″10¼ 12 ″ 9½	
Broken up 36314 99893 MQKW	**Welshman** (*ex*Mindful, 3Mst *ex*MaggieBarr) *ss*Ayr.3rdNo.3-10,30 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*)	361 237 142	~~✠100A1~~ 5,33 ✠NB2,10 ~~✠LMC10,30~~ ~~BS7,31~~	Trn	e	CL 12,34	1893 4mo	Murdoch & Murray Pt.Glasgow A&CP	D.M.Kennedy	142·1 24·7 Q75′B9′F25′ BK7″ *WB*=*FP*	23·7	9·8	Glasgow British 3*BHCem* *T*33*tAPT*5*t*	C.2Cy.18¼″&40″-27″ (*s*) 110lb 60RHP 1SB,3*pf*,GS54,HS1584 Muir&Houston,Glasgow	10 ″ 6 s4 ″ 2¼ 10 ″ 10¾	
36315 1471[illegible] MLTY	**Weltondale** Now "Whitetoft," see No. 40669 in Supplement *ss*Goo.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	883 619 442	✠100A1 ~~6,35~~~~1,34~~ 1,36 ✠LMC MS9,32 BS~~8,34~~6,35	Hul Goo	k	OG ~~11,33~~ 1,36	1924 2mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	T.H.Donking& Sons,Ld. *CellD*	195·6 Q117′B11′F26′ FK *Bf*122′188*tFPT*60*t*	31·1	12·6	Hull British 3*BHCem* *APT*38*t*	T.3Cy.16″,27″&44″-30″ (*s*) 180lb *100lb* 98RHP 1SB,3*pf*,GS62,HS2040 Amos&Smith,Ld.Hull	14 ″ 6 s 4 ″0½ 14 ″ 0½	
36316 152422 MCMY	**Wenchow** TwinSc 2*Dks*	3113 2892 1887					1923	Taikoo Dkyd.&E.Co. ofHongKong Ld. HongKong	ChinaNavigation Co.Ld.	320·0	46·1	23·7	London British *WB*	T.6Cy.15″,24½″&40″-30″ 175NHP TaikooDockyard&Eng. Co.Ld.		
36317 160605 GSLZ	**Wendover** *ss*Fal.No.1-33 1*Dk*(*Stl*) E.S.D.	5419 4993 3303	✠100A1 3,36 ~~2,35~~ BS~~3,36~~ ✠LMC3,33 4,36	Shl	z	CL 2,35	1928 11mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *C*	405·8 P36′B126′F39′ FK *ellDBa&uE*156′ *f* 186′1242*t FPT*126*t*	54·2	27·9	London British 6*BHAsp* *APT*280*t*	T.3Cy.25½″,42″&70″-48″ (*s*) 185lb 448NHP 3SB,9*cf*,GS187,HS7926 N.E.MarineEng CoLdNwc	30 ″ 4 s 5 ″ 9½ 24 ″ 8	
36318 135091 MFPL	**Wendy** Now "La Santa Maria," see No. 38929 in Supplement 1*Dk*	958 798 537					1913	Ramage& Ferguson,Ld. Leith	~~Tyne-TeesSteam~~ ~~ShippingCo.Ld.~~ Ch.Vairon&CoLd	210·0 P15′B69′F26′	33·2	14·1	Newcastle British *WB*	T.3Cy.16½″,27″&44″-30″ 97RHP Ramage&Fergusn,Ld.Lth.		C
36319 142836 GBCN	**Wentworth** *ss*Shl.No.3-11,32 D.F. 1*Dk*(*Stl*)	5212 4792 3210	✠100A1 3,36 ~~4,35~~ BS~~12,34~~ LMC5,32 ~~5,36~~	Bos Nwc	y	CL ~~4,35~~ 3,36	1919 7mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	DalglieshStm. Shppg.Co.Ld.(R.S. Dalgliesh,Ld.*Mgs*) *CellDBa*117′*uE*2	400·6 P49′B113′F40′ FK 2′*f*180′988*tFPT*13	52·4	28·4	Newcastle British 6*BHCem* 2*tAPT*213*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP FD 3SB,9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
36320 941 ESTB	**Wenus** WoodAux3MstSr (*ex*St.Peters-34,*ex*Vega-33, *OilEng.* *ex*Ilmatar,*ex*LudvigTheisen) (*See Sailing Ship Register*)	351 321 261					1919	A/S Nak- skovSkibs- værft Nakskov	JacobLinkrus	144·2	30·2	12·7	Tallinn Estonian	Oil Engines 2S.C.SA 4Cy.13$\frac{1}{16}$″-13¾″ 120NHP *Emade*24 J.&C.G.BolindersMV.A/B		V

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux; Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36321 DOPA	**Werdenfels** Sub.Sig. *2Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs-fahrts.Ges.Hansa	431·6 P64'B135'F52'	56·4	30·3	Bremen German *WB*	T.3Cy.29½",47$\frac{7}{16}$"&76$\frac{7}{16}$"-54" 430NHP A.G."Weser,"Bremen		G
36322 DHZQ	**Werner** *1Dk*	875 662 479					1909	Stettiner Oderwerke Stettin	MathiesReed, A.G.	211·2 P14'Q41'B80'F22'	30·8	12·8	Hamburg German *WB*	T3Cy15$\frac{3}{16}$",25½"&41$\frac{3}{16}$"-29½" 93NHP StettinerOderwerke		G
36323 DATB	**Werner Kunstmann** (*ex*Efstathios,*ex*Clearway, *ex*Nonsuch) *Turret deck* *1Dk*	3845 3130 2387					1906	W.Doxford &SonsLd. Sunderland	W.Kunstmann	349·4	50·2	22·2	Stettin German *WB*	T.3Cy.24",41"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		C
36324 DOHL	**Werner Vinnen** Aux5MstSr Sub.Sig. *OilEng.* *Mchy.Aft* *2Dks* (*See Sailing Ship Register*)	1859 1570 1548					1922	Frd.Krupp Act.Ges. Kiel	Chr.J.W.Vinnen (F.A.Vinnen&Co. *Mgrs.*)	261·5 Q83'F55'	44·4	19·2	Bremen German *WB*	Oil Engine 4S.C.SA 4Cy.15¾"-21½" 97NHP Frd.KruppA.G.Kiel		G
36325 ~~DODF~~	**Werra** Ⓟ TwinSc Now "Calabria" see No. 37521 in Supplement *Corrugated sides* *3Dks* D.F. Sub.Sig.	9476 6441 5397					1922	Akt.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	458·7 62·3 P146'F44'	57·6	30·8	~~Bremen~~ ~~German~~ Italian *WB*	T.6Cy.24$\frac{13}{16}$",40$\frac{5}{16}$"&66$\frac{3}{16}$"-47" 604NHP A.G."Weser,"Bremen		G
36326 DCHE	**Weser** (*ex*YakimaStar-34, TwinSc *ex*SudAmericano) *OilEng.* *2Dks* *CruiserStern* *Ref.Mchy.*	9179 8630 5694			...		1929 6mo	Deutsche Werke Kiel	Hanseatische Schiffahrts-und Betriebs.G.m.b.H. (Norddeutscher Lloyd, *Mgrs.*)	487·3 B31'F52' len34	60·6	39·6 27·3 FK	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"-43$\frac{5}{16}$" 2720NH NE34 Maschf.Augsburg-Nürn-bergA.G.,Augsburg		G †
36327 DQOE	— (*ex*Charles,*ex*Weser) *1Dk*	999 802 571					1910	Schiffsw.v. H.KochA.G. Lübeck	Bugsier,Reed.& BergungsA.G.	224·2	35·6	12·5	Brmrhavn German	C.2Cy.19$\frac{5}{16}$"&36"-25½" 55NHP OttensenerMaschf.Altona		G
36328 DSLA	— Wireless D.F. GyC. *Mchy.Aft* Sub.Sig. *CruiserStern* *1Dk*	373 317 95					1927	Atlas- WerkeA.G. Bremen	WeserSeelotsenges	144·2 B20'F27'	26·7	11·8	Brmrhavn German *WB*	T.3Cy.14$\frac{5}{16}$",22$\frac{7}{16}$"&37$\frac{13}{16}$"-21⅝" 143NHP Atlas-WerkeA.G.Bremen		G
36329 217631 KLCP	**West Amargosa** *Fitted for oil fuel* Sub.Sig. *2Dks*	5462 — 3411					1919	LsAngeles SB.&D.D.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·0 P43'B115'F47'	54·4	27·2	L.Angeles Utd.States *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
36330 218806 KIVV	**West Cactus** *Fitted for oil fuel* *2Dks*	5581 — 3520					1919	Western Pipe&SteelCo San Francisco	PacificArgentine BrazilLine,Inc.	410·5 P60'B114'F46'	54·0	27·1	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
36331 218973 KODF	**West Caddoa** *Fitted for oil fuel* Sub.Sig. *2Dks*	5641 — 3522					1919	Western Pipe&SteelCo San Francisco	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·0	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
36332 218294 KILT	**West Calumb** *Fitted for oil fuel* Sub.Sig. *2Dks*	5946 — 3744					1919	LsAngeles S.B.&D.D.Co. L.AngelesCal	UnitedStates ShippingBoard Bureau	410·0 P43'B114'F46'	54·4	27·2 *WB*	L. Angeles Cal. Utd.States	T.3Cy.28½",47"&78"-48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
36333 220061 KUST	**West Camak** *Fitted for oil fuel* Sub.Sig. *2Dks*	5647 — 3513					1920	Western Pipe&Steel Co.SFrncisco	LykesBros.- RipleyS.S.Co.Inc.	410·5 P46'B112'F46'	54·0	27·1 *WB*	Corpus ChristieTx Utd.States	T.3Cy.24",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
36334 220385 KDBL	**West Camargo** *Fitted for oil fuel* *Ref.Mchy.* *2Dks*	5804 — 3665					1920	Western Pipe&Steel Co.SFrncisco	PacificArgentine BrazilLine,Inc.	410·5 P46'B112'F46'	54·2	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
36335 219682 KUFR	**West Campgaw** *Fitted for oil fuel* Sub.Sig. *2Dks*	5565 5094 3451					1920	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	410·3 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentsch-lerCo.Hamilton,O		R
36336 217238 WXEO	**West Cape** *2Dks*	5661 5112 3576			...		1919	AmesS.B. &D.D.Co. Seattle,Wash	McCormickS.S.Co.	409·5 P44'B115'F47'	54·2	27·4 FK	S.Frncisco Utd.States *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
36337 218322 KILZ	**West Cawthon** *Fitted for oil fuel* *2Dks*	5612 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	AmericanSouth AfricanLineInc.	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41$\frac{13}{32}$"&72"-48" LlewellynIron 359NHP Works,LosAngeles		R
36338 218096 WCCB	**West Celeron** *Fitted for oil fuel* Sub.Sig. *2Dks*	5763 5241 3554			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36339 218097 KEZR	**West Celina** *Fitted for oil fuel* Sub.Sig. *2Dks*	6187 5138 3838			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47'	54·2	27·2 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36340 218581 KIPJ	**West Chatala** *Fitted for oil fuel* Sub.Sig. *2Dks*	6187 5139 3838			...		1919	Northwest SteelCo. Portland,Or. CP	LykesBros.- RipleyS.S.Co.Inc.	409·8 P44'B115'F47'	54·2	27·7 FK	Houston Tex. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36341 218797 KIXB	**West Cheswald** *Fitted for oil fuel* Sub.Sig. *2Dks*	5711 5139 3518			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36342 218323 KIMG	**West Chetac** *Fitted for oil fuel* Sub.Sig. *2Dks*	5627 — 3505					1919	S.Western S.B.Co. LAngelesCal.	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Llewellyn 359NHP IronWorksLd.LosAngeles		R
36343 217341 KEKD	**West Cobalt** *Fitted for oil fuel* Sub.Sig. *2Dks*	5724 5248 3552			...		1918	Columbia RiverSBCorp Portland,Or.	LykesBros.- RipleyS.S.Co.Inc.	410·0 P44'B115'F47'	54·2	27·6 FK	Galveston Tex. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
36344 216549 KNAE	**West Cohas** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5647 5173 3465					1918	Skinner& Eddy Corp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6|54·2|27·1 P43'B115'F47'	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36345 217524	**West Compo** *Fitted for oil fuel* 2*Dks*	5700 5241 3517			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 〃 2	
36346 217533 KEVD	**West Corum** *Fitted for oil fuel* 2*Dks*	5795 5144 3599			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F47' FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 〃 2	R †
36347 217382	**West Cressey** *Fitted for oil fuel* 2*Dks*	5596 5173 3497					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36348 220967 KDIK	**West Cusseta** *OilEng.* Sub.Sig. GyC. E.S.D. 2*Dks*	5428 — 3374					1920	L Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·2 P43'F115'F47'	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"-60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
36349 216342	**West Durfee** *Fitted for oil fuel* 2*Dks*	5522 5173 4113					1918	Skinner& EddyCorp Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		
36350 216620 KQIU	**West Ekonk** *Fitted for oil fuel* 2*Dks*	5630 5173 3455					1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6|54·2|27·1 P43'B115'F47' *WB*	Houston Tex. Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36351 217128 WJOA	**West Elcasco** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5766 5169 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36352 217282 WJOE	**West Eldara** *Fitted for oil fuel* 2*Dks*	5607 5033 3516					1918	Skinner& EddyCorp. Seattle,Wash	AmericanDia- mondLines,Inc.	409·6|54·2|27·1 P43'B115'F47'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36353 216761	**West Galeta** *Fitted for oil fuel* 2*Dks*	5435 5115 3323			...		1918	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2 P44'B115'F47' FK	Ls Angeles Cal. Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Westinghouse 670NHP MachineCo.Pittsburg,Pa.	29 〃 9	
36354 216664 KQUU	**West Gambo** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5579 5173 4171					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36355 216737	**West Gotomska** *Fitted for oil fuel* 2*Dks*	5728 5073 4123					1918	Skinner& EddyCorp Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		
36356 217220 WGIA	**West Grama** GyC. *OilEng.* Sub.Sig. E.S.D. 2*Dks*	5326 — 3306					1918	Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.DA. 4Cy.32"-52" NE27 794NHP McIntosh&SeymourCorp. Auburn,N.Y		R
36357 217569 KEZM	**West Harcuvar** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5696 5248 3533					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F46'	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36358 217708 KEDX	**West Hardaway** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5702 5248 3532					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F46'	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36359 218532 KEFX	**West Harshaw** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5756 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	LykesBros.- RipleyS.S.Co.Inc.	410·0|54·2|27·6 P43'B114'F47'	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36360 218877	**West Hartley** *Fitted for oil fuel* 2*Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P43'B114'F47'	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine DeLavalSteamTurbineCo Trenton,N.J.		
36361 219421	**West Hassayampa** *Fitted for oil fuel* 2*Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F46'	PortlndOr Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36362 218111 KLCS	**West Hematite** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5621 5300 3491					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·7|54·2|27·7 P44'B115'F47'	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles		R
36363 219523 KOZK	**West Hika** *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5275 — 3286					1919	Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal.	WatermanS.S. Corp.	410·0|54·4|27·2 P43'B115'F47'	Mobile Utd.States *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
36364 216786 WFAI	**West Hobomac** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5527 5117 3385					1918	Skinner& EddyCorp Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6|54·2|27·1 P44'B115'F47'	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36365 220842 KFDX	**West Honaker** GyC. *OilEng.* Sub.Sig. E.S.D. 2*Dks*	5428 — 3374					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·0|54·2|27·2 P43'B115'F47'	LsAngeles Cal. Utd.States *WB*	Oil Engine 4S.C.SA 6Cy.32"-60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
36366 216925 WZAE	**West Humhaw** GyC. *Fitted for oil fuel* Sub.Sig. E.S.D. 2*Dks*	5527 5160 3385					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6|54·2|27·1 P43'B115'F47'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres en cols. & ce n'est dans le L.R. Durée Cert. R. of Trade
36367 217617 WECX	West Imboden Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5751 5248 3570			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36368 216310	West Indian	*Fitted for oil fuel* 2*Dks*	5702 5076 3485			...		1918	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0 P44'B115'F47' FK	54·2	27·6	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 ″ 2	
36369 219060 KOGL	West Ira *Ref.Mchy.*	*Fitted for oil fuel* 2*Dks*	5681 5291 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	PacificArgentine BrazilLine,Inc.	410·5 P44'B119'F47'	54·2	29·2	S.Frncisco Utd. States *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36370 218025 KIFB	West Irmo Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5775 5218 3585					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines Inc.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48 359NHP O'NeilIronWorks,Inc.		R
36371 218638 KICQ	West Isleta	*Fitted for oil fuel* 2*Dks*	5680 5176 3508					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanSouth AfricanLineInc.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd. States *WB*	T.3Cy.26",43"&73"–48" 369NHP Ames S.B.&D.D.Co.Seattle		R
36372 219305 KOQQ	West Ivis *Ref.Mchy.*	*Fitted for oil fuel* 2*Dks*	5666 5218 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	PacificArgentine BrazilLine,Inc.	410·5 P44'B119'F47'	54·2	29·2	S.Frncisco Utd. States *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36373 218965 KLCT	West Jaffrey Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5663 5139 3487			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd. States *WB*	2 Steam Turbines DR geared to1Sc.Shaft605NHP FletcherTurbineCo. JerseyCity,N.Y.	30 ″ 2	R †
36374 220316 KDAN	West Kebar Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36375 220317 KDAP	West Kedron Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36376 218674 KISK	West Keene Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5600 — 3503					1919	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·3	27·2	Ls Angeles Cal. Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36377 217224 WJOU	West Kyska Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5552 5241 3364			...		1918	Northwest SteelCo. Portland,Or.	WatermanS.S. Corp.	409·8 P47'B115'F44' FK	54·2	27·7	Mobile Utd. States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36378 217002 WREA	West Lashaway Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5637 5173 3458					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36379 217070	West Loquassuck	*Fitted for oil fuel* 2*Dks*	5644 5033 3463					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36380 217176 WJOO	West Madaket Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5565 5033 3483					1918	Skinner& EddyCorp. Seattle,Wash	WatermanS.S. Corp.	409·6 P43'B115'F47'	54·2	27·1	Mobile Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36381 217248	West Mahomet	*Fitted for oil fuel* 2*Dks*	5527 5033 3423					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36382 220091 KUTC	West Mahwah	*Fitted for oil fuel* 2*Dks*	5543 5300 3465					1920	J.F.Duthie &Co. Seattle,Wash	PacificArgentine BrazilLineInc.	410·4 P44'B115'F47'	54·2	27·7	S. Frncisco Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentsch- lerCo.Hamilton,O		R
36383 217861 KEDQ	West Maximus Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5561 5166 4006					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36384 217525 KENK	West Modus Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5690 5241 3510			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36385 217778	West Munham	*Fitted for oil fuel* 2*Dks*	5753 5248 3571			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·4 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36386 219434 KOTK	West Neris	*Fitted for oil fuel* 2*Dks*	5588 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·5 P46'B112'F46'	54·3	27·2	N.Orleans Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
36387 219658 KUFJ	West Nilus	*Fitted for oil fuel* 2*Dks*	5495 — 3465					1920	S.Western S.B.Co. SanPedro,Cal	PacificArgentine BrazilLineInc.	410·5 P46'B112'F46'	54·3	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
36388 217936 KEXG	West Nohno Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5769 5241 3564			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P44'B115'F47' FK	54·2	27·7	NewYork Utd. States *WB*	DRGearedSteamTurbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36389 218292 KEDV	**West Nosska** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5563 5237 3438				...	1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·7 P44′B115′F47′ FK	Portlnd Or Utd. States *WB*	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36390 220315 KDAM	**West Notus**	*Fitted for oil fuel* 2*Dks*	5505 — 3464					1920	S.Western S.B.Co. SanPedro,Cal	PacificArgentine Brazil LineInc.	410·5|54·3|27·2 P46′B112′F46′	S.Frncisco Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ LlewellynIron 359NHP Works,LosAngeles,Cal.		R
36391 218963 KLCV	**West Pocasset** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5707 5139 3516				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44′B115′F47′ FK	Portlnd Or Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
36392 215924 KLCW	**West Point** Sub.Sig.	2*Dks*	5657 5029 3441				...	1918	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5|54·2|27·6 P44′B115′F47′ FK	Seattle Utd. States *WB*	DRGearedSteamTurbine 505NHP GeneralElectricCo. Schenectady,N.Y.		R †
36393 218010 KEDT	**West Quechee** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5711 5248 3539				...	1919	Columbia RiverSBCorp Portland,Or.	LykesBros.- RipleyS.S.Co.Inc.	410·0|54·3|27·7 P44′B115′F47′ FK	N.Orleans Utd. States *WB*	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36394 218798	**West Raritans**	*Fitted for oil fuel* 2*Dks*	5703 5139 3513				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44′B115′F47′ FK	Portlnd Or Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP VulcanIronWorks, JerseyCity,N.J.	30 ″ 2	
36395 218964 KLDA	**West Saginaw** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	6187 5139 3827				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44′B115′F47′ FK	Portlnd Or Utd. States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
36396 218582 KIPK	**West Segovia**	*Fitted for oil fuel* 2*Dks*	5701 5139 3513				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44′B115′F47′ FK	N.Orleans Utd. States *WB*	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36397 218810 KIXZ	**West Selene** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5940 — 3729					1919	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2 P43′B115′F47′ *WB*	Ls Angeles Cal. Utd. States	T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
36398 207808	**West Shore**	TwinSc (*Self-Unloader*) 1*Dk*	675 — 294					1910	Buffalo D.D.Co. Buffalo,N.Y.	AshtabulaS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	168·0|36·0|15·0	Ashtabula, O. Utd. States	S.2Cy.18″–20″ 22NHP AmericanSB.Co.Clvelnd.O		
36399 217738 KECR	**West Tacook** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	6176 5139 3841				...	1919	Northwest SteelCo. Portland,Or.	LykesBros.- RipleyS.S.Co.Inc.	409·8|54·2|27·7 P44′B115′F47′ FK	N.Orleans Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36400 219847 KUMX	**West Texas** (*ex*LakeFlag) Sub.Sig.	*Fitted for oil fuel* 1*Dk*	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	SouthernS.S.Co.	253·4|43·8|26·9 P24′B64′F23′	Phildlphia Utd. States *WB*	T.3Cy.19″,32″&56″–36″ 188NHP NordbergMfg.Co M'lw'kee		R
36401 217961 KEXK	**West Totant** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5628 5248 3488				...	1919	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·7 P44′B115′F47′ FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36402 217223	**West View**	2*Dks*	5769 5241 3509				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·5|54·2|27·7 P47′B115′F44′ FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 676NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 2	
36403 PIOL	**West Vlaanderen** *Mchy.Aft* *Cruiser Stern*	*OilEng.* 1*Dk*	346 266 205					1927	Scheepsw. Gebr.Pot. Bolnes	N.V.West Vlaanderen (T.denHartigh, *Mgr.*)	147·9|25·2| 8·7 P47′F20′	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfabrk." Deutz," A.G.,Köln-Deutz.		V
36404 148283 GJQP	**West Wales**	*ss*Sld.No.2–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4353 4081 2627	✠100A1 *withfreeboard* ~~6,35~~ ~~11,34~~ 10,35 BS~~8,34~~ 10,35	Bry ~~Cff.~~ Npt ✠LMC6,33	*z*	CL ~~11,34~~ 6,35	1925 3mo *Lloyd*	W.Dobson &Co. Newcastle 's*A&CP*	WestWalesS.S.Co. Ld.(Gibbs&Co.) *CellDB*348′1059*t* *FPT*118*t*	400·0|53·0|25·3 FK *APT*198*t* (*Coll*	Cardiff British 6*BHCem* *BH to Sh dk* 5,, ,, *2nd* ,,)	T.3Cy.25½″,45″&75″–48″ (*s*) 180lb *120lb* 490NHP 3SB,*12cf*,GS228,HS8460 N.E.MarineEng.CoLdNwc	27 ″ 10 s3 ″ 2¾ 24 ″ 9½	
36405 217431 WSUE	**West Wauna** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5735 5241 3541				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P44′B115′F47′ FK	PortlndOr Utd. States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36406 217225 WKUU	**West Zeda** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5658 5241 3488				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P47′B115′F44′ FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36407 217124	**West Zucker**	*Fitted for oil fuel* 2*Dks*	5548 5115 3400				...	1918	Ls.Angeles S.B.&D.D.Co. SanPedro Cal	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2 P44′B115′F47′ FK	Ls Angeles Cal. Utd. States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 670NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	29 ″ 9	
36408 216863	**West Zula**	*Fitted for oil fuel* 2*Dks*	6000 5115 4553				...	1918	Ls.Angeles S.B.&D.D.Co. SanPedro Cal	UnitedStates ShippingBoard Bureau	410·0|54·4|27·2 P44′B115′F47′ FK	Ls Angeles Cal. Utd. States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 670NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	29 ″ 9	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. M. Durée Cert. B. of Trade
36409 694	**Westa** WoodAux3MstSr (*ex*Sunbeam, *OilEng.* *exSailingVessel*Harelda) 1*Dk* (*See Sailing Ship Register*)	346 313 235					1919	E.H.Eriksson Haraldby Åland	ErikNylund	143·9|33·4|12·4 P27'Q22*t*H44*t*	Mariehmn Finnish	Oil Engines 2S.C.SA 2Cy.14½"-15" 75NHP *Emade&fitted*20 A/B J.V.Svenson,MtfSkm		
36410 160313 GKYX	**Westavon** *ss*Sld.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1625	✠100A1 9,35 ~~8,34~~ BS9,35 ✠LMC8,34	Sld Shl	*t*	CL ~~11,32~~ 9,35	1929 9mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll, Ld.*Mgrs.*) *CellDB258'*	312·0|45·2|21·0 P24'B66'F27' FK *760t wing tanks in*	Sundrland British 5*BHCem* *mchy. space*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 277NHP 2SB,*6cf*,GS126,HS4488 G.Clark,Ld.Sunderland 207*tFPT*158*tAPT*145*t*	23 ″ 3 s3 ″ 8½ 19 ″ 8½	
36411 160315 GNVR	**Westburn** *ss*Sld.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1625	✠100A1 5,35 BS9,35 ✠LMC8,34	Sld	*t*	CL 8,34	1929 11mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll, Ld.*Mgrs.*) *CellDB258'760t tanks in mchy.s*	312·0|45·2|21·0 P24'B66'F27' FK *Wing pace 207t FPT158t*	Sundrland British 5*BHCem* *APT145t*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 277NHP 2SB,*6cf*,GS126,HS4488 G.Clark,Ld.Sunderland	23 ″ 3 s3 ″ 8½ 19 ″ 8½	
36412 149978 GNMW	**Westbury** *ss*Bry.No.1-32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4712 4454 2921	✠100A1 *withfreeboard* 4,35 BS~~5,34~~ 8,35 ✠LMC8,32	Cff	*z*	CL ~~5,34~~ 3,36	1928 1mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland *CellDBa&uE*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *149'f180'1259tDT*	405·0|54·3|25·3 FK *a21'773tAPT136t*	London British 6*BHCem* (*Coll to S dk 5 ,, 2nd ,,*)	T.3Cy.27",44"&73"-48" (*s*) 180lb 493NHP 3SB,*9cf*,GS160,HS7107 FD D.Rowan&Co.Ld Gls.	27 ″ 10 s3 ″ 2½ 24 ″ 10	
36413 156704	**Westchester** Ⓟ 3*Dks*	529 191 363					1904	.... Philadelphia	EasternCanada CoastalSteamships,Ld.	130·8|27·0| 6·5	SJhnsNFL British	C.4Cy.11⅝"&22¹⁄₁₆"-16" 41RHP Neafie&Levy,Philadelphia		
36414 160708	**Westcliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
36415 135160 GFQR	**Westcove** (*ex*Corcove,*ex*Cove) *ss*Sld.No.3-8,35 ~~*ss*Sld.No.3-6,24~~ ~~*ss*Shl.No.1-29~~ 1*Dk*(*Stl*)	2734 2427 1597	✠100A1 ~~9,35~~10,30 1,36 ~~Shl~~ ~~BS1,32~~ ✠LMC~~7,30~~ 8,35	Shl	*t*	CL ~~11,32~~ N7,35	1912 11mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Ld. (JamesWestoll,Ld. *Mgrs.*) *Cell DBa100' uE&* *FPT170tAPT145t*	312·5|45·3|20·8 P23'B60'F28' FK *B42'f112'800t* *DTanksin ER* P12'	Sundrland British 5*BHCem* 80*t*s 14' 105*t*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 264NHP 2SB,*8pf*,GS125,HS4082 G.Clark,Ld.Sunderland	23 ″ 1 s3 ″ 9½ 19 ″ 6	
36416 131398 MDQS	**Westdale** *ss*Liv.No.3-10,23 *Mchy.Aft* *ss*Bkn.No.2-32 *Well deck* 1*Dk*(*ptStl*)	424 284 183	✠100A1 11,34 BS~~9-34~~ 8,35 ✠LMC8,32	Bkn	*f*	CL 10,34	1911 11mo *Lloyd*'*sA&CP*	JTEltringham&Co.Ld. SouthShields	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	143·5|24·4|10·5 Q81'B9'F25' FK *WB=FPT*	Liverpool British 3*BHCem* 24*tAPT*23*t*	C.2Cy.17"&36"-24" (*s*) 130lb 70RHP 1SB,*3cf*,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s3 ″ 8½ 11 ″ 8	
36417 ~~OHWU~~	**Wester** (*ex*CanadianFarmer-34) *Fitted for oil fuel* 1*Dk* ~~2*Dks*~~ *Now "Shinkuang," see No. 40017 in Supplement*	2441 2042 1461					1920	Collingwood S.B.Co. CollngwdOnt	~~U.F.Andersson (H.Sjöroos,*Mgr.*)~~ G.L.Shaw	~~251·0~~|43·6|~~23·6~~ P24'B64'F23 |23·4 250·8|	Shanghai British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont.		C
36418 217182	**Western Belle** 2*Dks&Web frames* *Longitudinal framing*	5698 5145 3473				...	1918	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P41'B121'F44' FK	Portlnd Or Utd. States *WB*	DRGearedSteam Turbine 654NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	
36419 216525	**Western Chief** 2*Dks*	5759 5139 3505				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P47'B115'F44' FK	Portlnd Or Utd. States *WB*	DRGearedSteam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36420 216372	**Western City** *Fitted for oil fuel* 2*Dks*	5828 5076 3571				...	1918	Columbia RiverSB.Cor. Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·6 P44'B115'F47' FK	Seattle Utd. States *WB*	DRGearedSteam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 ″ 2	
36421 143050 GTXZ	**Western Coast** (*ex*Limoges, *ex*WarLeven) Wireless D.F. 1*Dk*	1390 1100 552					1919	CaledonS. B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6|38·1|16·2	Liverpool British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.Co.Ld.		C
36422 215908	**Western Hero** *Fitted for oil fuel* 2*Dks*	5611 5076 3439					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·6|54·1|27·1 P44'B115'F47'	Seattle Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		
36423 216073	**Western King** 2*Dks*	5659 5115 4204				...	1918	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5|54·2|27·6 P44'B115'F47' FK	Seattle Utd. States *WB*	DR GearedSteamTurbine 508NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 3	
36424 216631	**Western Light** 2*Dks*	5759 5241 3504				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P47'B115'F44' FK	Portlnd Or Utd. States *WB*	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36425 216754	**Western Maid** 2*Dks*	5760 5139 3503				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P47'B115'F44' FK	Portlnd Or Utd. States *WB*	DR GearedSteamTurbine DeLavalSteam 594NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36426 216446	**Western Ocean** 2*Dks*	5760 5139 3504				...	1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P47'B115'F44' FK	Portlnd Or Utd. States *WB*	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36427 216976	**Western Plains** 2*Dks&Web frames* *Longitudinal framing*	5688 5148 3468				...	1918	Columbia RiverSBCorp Portland,Or.	UnitedStates ShippingBoard Bureau	409·8|54·2|27·7 P41'B121'F44' FK	Portlnd Or Utd. States *WB*	DR GearedSteamTurbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36427* 219068 KOGS	**Western Planter** (*ex*Texas Planter-33,*ex*Lake Flatonia-32) *Fitted for oil fuel* 1*Dk*2*trB* *Should be "West Planter" see No. 40533 in Supplement*	2609 2261 1610				...	1919	McDougall -DuluthCo. Duluth,Minn.	McCormickS.S.Co.	251·0|43·7|25·8 P25'B64'F20' FK	S.Frncisco Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
36428 161305 GTCX	**Western Prince** TwinSc *ss*N.Yk.No.1-33 *OilEng.* Sub.Sig. 3*Dks*(*Stl-Weather dkpt ws*) D.F. GyC. *Ref.Mchy.* *CruiserStern*	10926 9388 6499	✠100A1 *withfreeboard* ~~4,35~~ ~~9,34~~ 3,36 ✠LMC OS5,34 2,35 ✠Lloyd'sRMC~~10,5,26~~ 51,33	NYk 10,35 DBS		CL ~~5,32~~ P9,34 S6,35	1929 10mo *Lloyd*'*sA&CP*	Napier& Miller,Ld. Glasgow	PrinceLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *Ductkeel fwd. CellDB416 way of*	496·2|64·8|35·4 F47' FK *of mchy.space 1804t Tanks in tunnels374t FPT12*	London British 9*BHptCem* (6 ,, *to W dk* 3 ,, ,, *2nd* ,,) 0*tAPT*213*t*	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB120lb J.G.Kincaid&Co.Ld.Grk.	41 ″ 0 s15 ″ 0½ 26 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36429 216224 KGDK	**Western Queen** *Fitted for oil fuel* Sub.Sig. *2Dks*	5853 5169 4434			...		1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6 P44'B115'F47' FK	54·2	27·1	HoustnTex Utd.States *WB*	DR GearedSteamTurbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	R †
36430 217032	**Western Scout** *2Dks*	5760 5138 3503			...		1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR GearedSteamTurbine DeLavalSteam 676NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36430* 219601 KUCR	**Western Shipper** (*ex*Tex Should be "West Shipper," see No. 40654 in Supplement Shipper-35,*ex*Lake *Fitted for oil fuel* Giddings-32) *1Dk2trB*	2592 [illegible] 1613			...		1920	Chicago S.B.Co. Chicago,Ill.	McCormickS.S.Co.	251·0 P25'B64'F26' FK	43·6	26·1	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain	28 ″ 3	R †
36431 81811 WTCA	**Western States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52"&(2)72"-84" 792NHP DetroitS.B.Co.,Detroit		
36432 229687 KGOG	**Western Sun** *OilEng.* *ss*Phl.No.1-34 *Mchy.Aft* GyC. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing-bracketless system*	9100 8521 5523	✠100A1 ~~10,353,35~~5,36 ~~DBS6,34~~ ✠LMC6,31 DBS~~5,35~~5,36 ✠LMC(M)5,36 *Carrying Petroleum in bulk*	Phl	*e*†	CL ~~N5,33~~ 5,36	1930 5mo *Lloyd*	SunS.B.& D.D.Co. Chester,Pa. '*sA&CP*	MotorTankship Corporation *CellDBuE76'* *f40'488t*	480·6 P79'F48' FK *FPT186t APT84t*	66·0	36·8	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, *2nd dk*)	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 690NHP 2 Water TubeDB*200lb* (*Upper*)&*217lb* SunSB&DDCo.Chester,Pa.	37 ″ 0	
36433 219567 KUBM	**Western Sword** (*ex*Biboco-33, *ex*St.Anthony) *Fitted for oil fuel* *1Dk* *Longitudinal framing*	4794 4271 3023					1920	ToddD.D. &Const.Co. Tacoma	SwordS.S.Line Inc.	379·1 P39'B102'F42'	53·1	27·1	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddDryDock& ConstructionCorp.		R
36434 216373	**Western Wave** *Fitted for oil fuel* *2Dks*	5832 5125 3557			...		1918	Northwest SteelCo. Portland,Or.	UnitedStates ShippingBoard Bureau	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR GearedSteamTurbine DeLavalSteam 579NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36435 222063 KDYI	**Western World** Ⓟ TwinSc (*ex*NutmegState) *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 4*Dks* *Longitudinal framing* *Cruiser Stern*	13712 — 8054					1922	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	MunsonS.S.Line	517·0 B229'	72·2	41·0	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
36436 DJNW	**Westernland** Ⓟ TrpSc (*ex*Regina) Sub.Sig. *CruiserStern* *Ref.Mchy* GyC. 4*Dks*	16231 12841 9646					1918	Harland& Wolff,Ld. Glasgow	RedStarLinie G.m.b.H.	574·4 P54'B313'F92'	67·8	40·9	Hamburg German *WB*	T.8Cy.(2)28",(2)44"& (4)49½"-54"&1L.P.Turbine Harland&Wolff,Ld.Bel.		G
36437 1319 SHEU	**Westernorrland** Ⓟ Iron 1*Dk*&*Shelterdk*	545 273 396					1867	W.Lind- bergs Aktieb. Stockholm	StockholmRederi- aktieb.Svea (Eman.Högberg, *Mgr.*)	148·6 H59*t*	24·4	11·8 18·9	Stockholm Swedish	C.2Cy.20"&41"-24" NB99 69NHP W.LindbergsAktieb.,Skm.		
36438 DHZT	**Westerwald** 3Mst *Fitted for oil fuel* Sub.Sig. D.F. 1*Dk*&*Shelter dk*	4541 4114 2759					1921	Deutsche WerftA.G. Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) (Hamburg-Südamerik.Dampfschifffahrts-Ges.*Mgrs*)	391·2 P&B257'F50'	50·4	26·9	Hamburg German *WB*	T.3Cy.$26\frac{9}{16}$".$43\frac{5}{16}$"&$70\frac{15}{16}$"- $47\frac{5}{16}$" 345NHP GuteHoffnungshütte, Oberhausen		G
36439 DODB	**Westfalen** *ss*Bhn.No.1-09 2*Dks*(*Stl-Uppteaks*)*deep framing aft* D.F. Sub.Sig. &*lower dk*(*Stl*) *forward*	5367 4849 3200	✠ 12,15 ✠	Bmn	*z*		1906 1mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Deutsche LufthansaA.G. *CellDBa119'uE*	409·4 P&B327'F46' FK 29' *f*173'1057*tFPT*	52·8	28·0	Bremen German 7*BHCem* 157*tAPT*55*t*	Q.4Cy.$24\frac{1}{64}$",34⅝",50"&$72\frac{13}{16}$" -53⅛" 386NHP NB(1)24 J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
36440 DFVS	— Ⓟ Pad 1*Dk*	354 290 152					1907	J.L.Meyer Papenburg	Act.Ges."Ems"	187·8	23·6	8·9	Emden German	C.2Cy.23⅝"&$47\frac{3}{16}$"-$54\frac{3}{16}$" 136NHP J.L.Meyer,Papenburg		G
36441 DGWH	**Westfalia** (*ex*Bonn, TwinSc *ex*Westfalia) 1*Dk*	945 740 513					1910	Akt.Ges. "Neptun" Rostock	KölnerReed.A.G. (Edm.Halm&Co. *Mgrs.*)	220·8 Q64'B52'F26'	33·6	12·2	Cologne German *WB*	T.6Cy.8⅞",16½"&26⅜"-17⅜" 57NHP A.G."Neptun,"Rostock		G
36442 137262 GPTM	**Westhope** Now "Taygetos," see No. 40258 in Supplement *ss*Sld.No.3-10,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5687 5435 3557	✠100A1 *Shelter dk* *withfreeboard* 10,30 ✠LMC10,30	Sld	*y*	CL 10,30	1918 4mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	WestwickS.S.Co. Ld.(JamesWestoll, Ld.*Mgrs.*) *CellDBa134'*	405·0 F*on Shltr dk*34' FK *uE26'f176'* 1165*tF*	52·3	31·9	Sunderlnd British 6*BHCem* *PT*79*tAPT*	T.3Cy.26",43"&72"-48" (*s*) 180lb 452NHP 3SB,*9cf*,GS174,HS7810 Richardsons,Westgarth& 106*t* Co.Ld.Hpl.	34 ″ 6 s 9 ″ 2½ 25 ″ 8	
36443 PIOA	**Westland** *ss*Rot.No.2-35 ~~*ss*Rot.No.1-30~~ *Ref.Mchy.* 1*Dk*(*Stl*)	1259 1004 510	✠100A1 7,35~~7,34~~ ~~BS7,34~~ ✠LMC~~7,30~~ 7,35 MS1,35	Rot	*p*	OG 7,33	1926 8mo *Lloyd*	Schpw.v. JanSmit,Czn. Alblasserdm '*sA&CP*	Scheepvaart en SteenkolenMaats. *Ce*	250·2 P46'B115'F32' FK *llDB*204'306*tFPT*	36·2	16·0	Rottrdam Dutch 4*BHCem* 27*tAPT*59*t*	T.3Cy.22½",37"&62"-39" (*s*) 180lb 304NHP 2SB,*6cf*,GS104,HS4228 FD Maats.deSchelde,Flushing	18 ″ 0 s ″ 11½ 17 ″ 2	
36444 PIOB	— *OilEng.* *Mchy.Aft* 1*Dk* *Well deck* *CruiserStern*	426 280 263					1931	NVSchpsw Gebr.Pot Bolnes	N.V.Motorschip Westland	152·1 P42'Q54'F17'	25·6	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$19\frac{11}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36445 163550 GYCK	**Westminster** (*ex*CapitaineMaurice Eugène-34) *ss*Dnk.No.3-4,34 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* *Cargo battens not fitted*	4499 4161 2799	✠100A1 7,35~~11,34~~ ✠LMC MS4,34 BS11,34	Dnk Ant	*y*	CL ~~10,34~~ 7,35	1921 9mo *Lloyd*	Atel.&Ch. duSud-Ouest Bordeaux *sA&CP*	MinsterS.S.Co.Ld. *CellDB*	386·3 P35'B110'F45' FK 340' 1270*t* *FPT*85*t*	52·6	25·3	London British 6*BHCem* *APT*30*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 437NH 3SB,*12cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 ″ 4 s 5 ″ 6½ 23 ″ [illegible]½	
36446 148494 GKSF	**Westmoor** *OilEng.* *ss*Shl.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* 1,36~~5,35~~ ✠LMC4,35 ~~DBS10,34~~ ✠LMC(M)10,34 1,36	Hul Shl	*y*	CL ~~4,33~~ 12,35	1924 10mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	MoorLine,Ld. (W.Runciman&Co. Ld.*Mgrs.*) *CellDB* 322'1011*tDT f*26'976	375·0 F30' FK *Coll* *tFPT*140*tAPT*220*t*	52·6	25·7	London British 7*BHptCem* *BHtoShdk* 6 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
36447 140292 GLZP	**Westmoreland** TwinSc *ss*Liv.No.3-10,29 *Ref.Mchy.* *ss*Liv.No.1-34 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)	8999 8407 5608	✠100A1 *Shelter dk* *withfreeboard* 1,36 ~~4,35~~ ✠LMC MS8,34 BS~~1,35~~1,36 ✠Lloyd'sRMC~~3,35~~1,36 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	NYk Fal	*d*†	CL ~~s11,33~~ ~~P2,35~~ 9,35	1917 5mo *Lloyd*	D&WHen- dersn&Co.Ld Glasgow '*sA&CP*	FederalS.N.Co.Ld. *CellD*	473·0 F43'B186' *on* *Shelter dk* FK B400'1573*tFPT*97*t*	60·1	36·7	London British 7*BHCem* *APT*98*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 190lb 918NHP 5SB,*20cf*,GS357HS15592FD WllsndSlpwy.Co.Ld.Nwc.	39 ″ 5 s 9 ″ 1¾ 30 ″ 7	

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
36448 218501 KIQC	**Westmoreland** *Fitted for oil fuel* Sub.Sig. *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6207 5882 3835			...		1919	Federal S.B.Co. Kearny,N.J.	LykesBros.- RipleyS.S.Co.Inc.	395·5|55·0|31·4 P44'B110'F38' *on* *Shelter dk* FK	Galveston Utd. States *WB*	2 Steam Turbines DR geared to 1Sc.Shaft 645NHP MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	R †
36449 138232 VGWD	**Westmount** D.F. *Mchy.Aft* *1Dk*	7392 7008 5635					1917	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0|58·3|26·7 F47'	Montreal British *WB*	T.3Cy.24",40"&66½"-42" 283NHP CollingwoodS.B.Co.Ld.		R
36450 143670 MKFT	**Weston** 3Mst ssBkn.No.3-6,33 *Mchy.Aft Well deck* *1Dk(Stl)*	485 340 210	✠100A1 9,35 ~~6,33~~ BS1,35 ✠LMC6,33	Bkn		CL ~~4,32~~ 8,35	1920 9mo	Cochrane& Sons,Ld. Selby *Lloyd*'sA&CP	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0|25·2|10·8 Q86'B9'F25' FK *FPT48t*	Liverpool British *3BHCem* *APT21t*	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8¼ 11 ″ 10¼	
36451 127547 KLDC	**Weston M. Carroll** (*ex*Gabino, *ex*Serpentine,*ex*CharlesS.Neff) *Mchy.Aft* *1Dk*	1069 — 871					1901	JenksS.B. Co. Port Huron,Mich.	BuffaloGravel Corporation	200·0|38·0|11·6	Buffalo Utd. States *WB*	C.2Cy.22"&44"-20" 72NHP JenksS.B.Co.Pt.Huron		
36452 PIOD	**Westplein** *2Dks*	4370 4096 2780					1920	Deutsche Werft.A.G. Hamburg	N.V.Scheepv. Maats."Millingen"(G.A.Spliethoff,*Mgr.*)	391·5|50·3|26·9 P37'B110'F49'	Rottrdam Dutch *WB*	T.3Cy.27$\frac{9}{32}$",43$\frac{5}{16}$"&69$\frac{7}{16}$"-47¼" 332NHP GuteHoffnungshütte, Sterkrade		G
36453 217127 KLCX	**Westpool** Sub.Sig. *2Dks&Webframes* *Longitudinal framing*	5724 5131 3519			...		1918	J.F.Duthie &Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5|54·2|27·6 P41'B121'F43' FK	Seattle Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 601NHP LlewellynIronWorks, LosAngeles	30 ″ 2	R †
36454 216902 KLCZ	**Westport** Sub.Sig. *2Dks*	5665 5082 3529			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	UnitedStates ShippingBoard Bureau	409·5|54·2|27·4 P44'B115'F44' FK	Seattle Utd. States *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
36455 153935 VJNG	**Westralia** Ⓟ TwinSc *OilEng.* ssSyd.No.1-33 *Ref.Mchy.* *2Dks(Stl,Wthr dk teaks)* D.F. *3rd dk(Stl)in Nos.1,2,3&4holds* *CruiserStern*	8108 5718 4717	✠100A1 *withfreeboard* ~~6,35~~ ~~12,34~~ 3,36 DBS~~7,33~~ 6,35 ✠LMC8,32	Syd	*c* †	CL ~~S7,32~~ ~~P1,33~~ S6,35 P3,36	1929 8mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	HuddartParker, Ld.	431·1|60·2|28·0 P38'B249'F95' FK *CellDB338'1127tFPT46t*	Melbourne British *ptCem* *7BHtoWdk* *APT52t*	Oil Engines 4S.C.SA 16Cy.29½"-59$\frac{1}{16}$" 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	33 ″ 7 ~~0 ″ 0~~ ~~25 ″ 0~~ s8 ″ 10½ 25 ″ 0½	
36456 DOFQ	**Westsee** (*ex*Ehrenfels-33, *ex*BaronCawdor,*ex*Neumark) Sub.Sig. *2Dks*	5911 5486 3680					1914	Akt.Ges. "Weser" Bremen	W.Schuchmann	421·6|56·2|29·6 P59'B126'F54'	Brmrhavn German *WB*	T3Cy 28½",46¾"&75⅝"-53⅝" 420NHP A.G."Weser"Bremen		G
36457 148556 MNDX	**Westward** AuxTwin4MstSr (*ex*Danefolk) *OilEng.* ssHam.No.1-25 *Mchy.Aft* *2Dks(Stl-Upt ws)* (*SeeSailingShipRegister&YachtRegister*)	2001 1510 1176	✠ — 12,30 ✠	Sou	*t*		1920 9mo	A/SRödby Havns Jernskibs. RödbyHavn *Cell*	~~M.A.Robinson~~ ~~(T.J.B.Desnos,~~ ~~*Mgr.*)~~ H.K.Hales *DBuE32'a38'f76'1*	250·6|40·2|22·0 P&B172'F42' BK9" *88tMT58'820t FPT*	London British *6BHptCem* *63tAPT50t*	Oil Engines 4S.C.SA 8Cy.11$\frac{13}{16}$"-16½" 109NHP NDB25 A/SHolebyDieselmotor Fbk.Holeby	23 ″ 8	
36458 215990	**Westward Ho** *Fitted for oil fuel* *2Dks*	5648 5593 3501			...		1918	Columbia RiverS.B.Co. Portland,Or.	UnitedStates ShippingBoard Bureau	410·0|54·2|27·5 P47'B115'F44' FK	PortlndOr. Utd. States *WB*	DR Geared Steam Turbine NE20 551NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	
36459 102485 GTXF	**—** Ⓟ PadSk *1Dk* Wireless	457 354 175					1894	S.Mc- Knight&Co. Ayr	P.&A.CampbellLd	225·0|26·1| 9·5 Q13' *Promenade dk212'*	Bristol British	C.2Cy.36"&64"-66" NB12 277NHP Hutson&Son,Glasgow		BT till 10,35
36460 Wrecked 2,36 EICG	**Wexfordian** (*ex*Blarney-33, 3Mst *ex*PembrokeCoast, ssLiv.No.3-11,24 *ex*SirRogerBacon) ssLiv.No.2-33 *Mchy.Aft* *1Dk(Stl)*	809 568 354	✠~~100A1~~ 6,35 ~~2,31~~ ~~MS1,33~~ ~~✠LMC~~ ~~BS12,34~~	Liv Cff	*k*	CL ~~10,33~~ 8,35	1912 12mo	J.Fullerton &Co. Paisley *Lloyd*'sA&CP	WexfordSteamshipsCo.Ld.(J.J. Stafford,*Mgr.*)	199·2|30·1|11·2 Q121'F33' FK *CellDBf106'*	Wexford British *3BHCem* *185tFPT79t*	T.3Cy.17",27½"&44"-33" (s) 170lb 99RHP 2SB,*4pf*,GS78,HS2696 Ross&Duncan,Glasgow	13 ″ 7 s 4 ″ 7½ 13 ″ 2	
36461 153437 CYKL	**Weyburn** *Mchy.Aft* *2Dks*	2408 2226 1453					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	250·1|42·9|24·3 F34'	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
36462 151420 MCMT	**Whangpu** TwinSc *2Dks*	3204 2708 1975					1920	Taikoo Dkyd&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	320·0|46·5|22·3	London British *WB*	T.6Cy.14½",24"&39½"-30" 172NHP TaikooDckyd.&Eng.Co.Ld.		
36463 145737 MLSN	**Wheatcrop** ssBkn.No.3-3,36 ~~ssBkn.No.2-31~~ *Mchy.Aft Well deck* *1Dk(Stl)*	523 321 199	✠100A1 3,36 ~~1,35~~ MS~~1,31~~ 11,35 ✠LMC BS~~[illegible]~~ 3,36	Bkn	*h*	OG 1,35	1924 1mo	HansenS.B &ShipRepg Co.Ld. Bideford *Lloyd*'sA&CP	Spillers,Ld.	162·0|25·6| 9·9 Q96'B12'F23' BK7" *CellDB91'99tFPT33t*	Cardiff British *3BHCem* *APT22t*	C.2Cy.20"&42"-30" (s) 130lb 108RHP 1SB,*3pf*,GS61,HS2005 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 4 ″ 2 12 ″ 5½	
36464 ~~MLGZ~~	**Wheelsman** Now "Gudenaa," see No.38268 in Supplement *1Dk*	1394 1204 812					1920	L.Smit& Zoon Kinderdyk	~~C.Rowbotham&Sons~~	239·2|36·2|16·7 P23'B62'F25'	~~London~~ ~~British~~ Danish *WB*	T.3Cy.17½",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdyk		V
36465 142503 MNCZ	**Whin** 3Mst ssBel.No.3-7,32 *Mchy.Aft* *1Dk(Stl)* *Well deck*	466 321 192	✠100A1 4,35 BS4,35 ✠LMC6,32	Bel		CL 8,34	1920 10mo	Cochrane &Sons,Ld. Selby *Lloyd*'sA&CP	R.Neill&Sons,Ld.	152·0|25·2|10·8 *26·2* Q86'B9'F25' FK *FPT48t*	Belfast British *3BHCem* *APT21t*	T.3Cy.13½",23"&37"-24" (s) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	
36466 GBLZ	**Whinfield** Now "Alma Dawson," see No.37097 in Supplement ssShl.No.1-34 *1Dk(ptStl&ptIrn)*	3985 3677 2473	✠100A1 ~~7,33~~ ~~10,34~~ 1,36 Cff BS12,35 ✠LMC10,34	Shl	*w*	CL ~~9,34~~ 12,35	1917 10mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd*'sA&CP	JubileeStmNav Co.Ld.(FrankS. Dawson,Ld.*Mgrs*)	360·1|51·1|24·3 P33'B123'F37' FK *CellDB313' 980t FPT*	Newcastle British *6BHCem* *90tAPT170t*	T.3Cy.25",41"&67"-45" (s) 180lb *100lb* 348NHP 2SB,*6cf*,GS123,HS5658 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 8½ 22 ″ 3	
36467 160930 MPVX	**Whippingham** Ⓟ Pad *CruiserStern* *1Dk*	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0|30·1|10·5	Portsmth British	C.2Cy.30½"&59"-54" 196NHP FairfieldCo.Ld.Glasgow		BT till ~~6,35~~ 5,36
36468	**Whipple** TwinSc (*ex*U.S.NavyVessel) *OilEng.* *1Dk2trB*	433 — 374					1903	NavyYard Norfolk,Va.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	264·5|23·0|14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13"NE29 211NHP AtlasImperialDieselEng. Co.Oakland		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36469 Brokenup [illegible] GCBK	**Whitby Abbey** Ⓟ ssGms.2ndNo.3–2,32 *Well deck* 1*Dk*(*Irn*)&*deep framing* Wireless *lower dk in No.1 hold*	1188 827 514	✠~~100A1~~ 4,35 ~~BS4,35~~ ✠~~LMC3,31~~	Gms	*p*	OG 3,34	1908 6mo *Lloyd'sA&CP*	W.Gray& Co.Ld. W Hartlepool	~~Hull&Netherlands S.S.Co.Ld.(TheAssociatedHumber Lines)~~	255·2 P29'Q40'B92'F34' BK7" *WB=Cell DBa42'f61'119tFPT13tAPT7t*	33·7	15·5	Hull British 5*BHCem*	T.3Cy.25¼",40½"&67"–42"(*s*) 185lb 504NHP 3SB,9*rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s 1 ″ 3½ 15 ″ 10	
36470 149454 GJZR	**White Crest** ssHul.No.2–36 ~~ssHul.No.1–32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4365 4105 2647	✠100A1 *withfreeboard* 3,36 ~~5,35~~ ~~BS6,34~~ 8,35 ✠LMC8,32 MS3,36	Hul	*z*	CL ~~4,35~~ 2,36	1928 3mo *Lloyd'sA&CP*	W.Dobson &Co. Newcastle	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)	400·4 F39' FK *Cell DB348'1188tFPT120tAPT198t*	53·0	25·3	Newcastle British 6*BHCem* (*Coll to S dk* 5 ,, 2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 410NHP 3SB,9*cf*,GS178,HS6900 N.E.MarineEngCoLd.Nwc	27 ″ 10 s 3 ″ 3 24 ″ 10	
36471 231126 WFFU	**White Flash** *Electrically welded* *OilEng.* *Carrying oil in bulk* *Mchy.Aft* 1*Dk*	616 536 366					1931	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	194·5 P36'F25'	34·1	11·3	Phildlphia Utd. States	OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP 6Cy.7½"–10" 4S.C.SA Cooper,BessemerCorp. GroveCity,Pa.		
36472 144436 GCXK	**Whitegate** (*ex*Arsterturm) ssGls.No.3–11,20 ssCal.No.2–29 2*Dks*(*Stl–U*teak s)	5067 4749 3180	✠100A1 10,30 ✠LMC MS5,29 BS10,29	Nwc	*z*	CL 10,30	1911 1mo *Lloyd'sA&CP*	J.C.Tecklenborg A.G. Wesermünde-G.	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*)	402·1 P50'B124'F52' FK *Cell DBa128'uE24'f182'1018t'tween dk tank a 43' 424tf43'466tFPT68tAPT53t*	52·4	28·2	London British 6*BHCem*	Q.4Cy.22$\frac{3}{16}$",31½",48"&70⅞"–51$\frac{3}{16}$" 213lb *121lb*(*r*)476NHP 3SB,9*cf*,GS151,HS6324 FD JCTecklenborgA.G.Wsm.	31 ″ 0 s 6 ″ 2½ 25 ″ 1	
36473 145077 GDTB	**Whitemantle** ssShl.No.3–9,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1692 1306 993	✠100A1 9,35 ~~8,34~~ ~~BS8,34~~ 9,35 ✠LMC7,32	Shl	*q*	CL ~~7,34~~ 9,35	1920 11mo *Lloyd'sA&CP*	WoodSkinner&Co.Ld. Newcastle	GasLight&Coke Co.(Stephenson, Clarke&AssociatedCompanies,Ld. *Mgrs.*)	260·1 Q153'BonRQD52' F19' FK *Cell DB212'448tFPT92tAPT150t*	37·7	16·4	London British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
36474 127996 MDBK	**Whiterock** (*ex*BalnieIII) ssBel.No.3–1,22 *Mchy.Aft* ssBel.No.2–29 1*Dk*(*Stl*)	628 438 253	✠ —— 2,35 ✠	Bel	*j*		1909 8mo	Dublin DockyardCo. Dublin	~~W.Reid~~ J.Campbell	185·0 Q101'B7'F30' BK6" *Cell DB f103'179tFPT55tAPT3t*	27·8	11·3	Irvine British 3*BHCem*	C.2Cy.19½"&46"–30" 83RHP 1SB,4*cf*,GS68,HS2465 McColl&Co.Ld.Belfast	13 ″ 8	
36475 148083 MLZF	**Whitley** (*ex*JamesDunford–35) ssNwc.No.2–33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1196 930 712	✠100A1 ~~6,35~~ ~~1,35~~ 5,36 BS5,36 ✠LMC MS5,32 [illegible]	Nwc Bly	*o*	CL ~~7,34~~ 6,35	1924 8mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	AlnS.S.Co.Ld.	235·0 Q145'F25' FK *Cell DBuE&B44'f154'381tFPT92t*	36·0	14·0	Newcastle British 4*BHptCem*	T.3Cy.17",28"&46"–30" (*s*) 180lb 160NHP 2SB,4*cf*,GS74,HS2944 N.E.MarineEng.Co.Ld.Sld	16 ″ 1 s 4 ″ 8 14 ″ 7¼	
36476 215494 KLDE	**Whitney Olson** Wood (*ex*Ghislaine, *Fitted for oil fuel* *ex*EdnaChristensen) 1*Dk*	1558 — 880					1917	Wilmingtn S.B.Co. Sn.Pedro,Cal.	OliverJ.Olson &Co.	221·9	43·0	19·0	S. Frncisco Utd. States	T.3Cy.16",27"&46"–33" 121NHP MainStreetIronWks.S.Fo.		
36477 148656 MNKG	**Whitstable** TwinSc *CruiserStern* 1*Dk*	687 626 270					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
36478 143104 GPDR	**Whitwood** ssSld.No.1–36 ssSld.No.3–2,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1926 1504 1147	✠100A1 4,36 ~~2,35~~ BS5,35 ✠LMC MS~~2,32~~5,36 ~~BS6,34~~	Sld	*q*	CL ~~1,34~~ 3,36	1919 4mo *Lloyd'sA&CP*	J.Crown Sons,Ld. Sunderland	WFrance,Fenwick &Co.Ld.	268·0 P24'Q82'B51'F30' FK *Cell DB223'425tFPT105tAPT100t*	38·1	17·6	London British 4*BHptCem*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
36479 142840 MJRQ	**Whitworth** 1*Dk*	1400 1058 748					1919	W.Harkess &Son,Ld. Middlesbro'	DalglieshSteam ShppgCo.Ld.(R.S. Dalgliesh,Ld. *Mgrs.*)	235·4 Q138'B16'F30'	36·2	15·5	Newcastle British *WB*	T.3Cy.18",30"&50"–33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		C
36480 DRAA	**Wiborg** Iron 1*Dk*	578 426 350					1891	H.Koch Lübeck	Lübeck-Wyburger Dmpfsfffahrts.Ges.	194·5 Q40'B87'F14' len00	25·2	12·0	Lübeck German	C.2Cy.19$\frac{11}{16}$"&31½"–21⅝" NB23 38NHP C.Daevel,Kiel		G
36481 220961 KDMU	**Wichita** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6174 — 3833					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates ShippingBoard Bureau	395·5 P44'B108'F37'	55·0	31·4	N.Orleans Utd. States	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 934NHP NE29 Hooven,Owens,Rentschler Co.Hamilton,O.		R
36482 219857 KUNG	**Wichita Falls** (*ex*UnionLiberty) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2560 2203 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	SouthernS.S.Co.	251·0 P25'B64'F23' FK	43·6	25·8	Phildlphia Utd. States *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
36483 DOBO	**Wido** Ⓟ Sub.Sig. D.F. 2*Dks*	5933 5428 3663					1923	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·5 P26'B138'	54·3	31·4	Bremen German *WB*	T.3Cy.28½",47"&75¾"–51" 408NHP Frd.KruppA.G.Essen		G
36484 DHZV	**Wiedau** Sub.Sig. *CruiserStern* Wireless 2*Dks*	964 766 471					1925	Norderwerft A.G. Hamburg	Bugsier,Reed.& Bergungs,A.-G.	221·0	35·1	13·0	Hamburg German *WB*	T.3Cy.16$\frac{1}{7}$",25⅗"&43⅓"–27⅗" DresdnerMasch.& 98NHP Schiffs.UebigauA.G.		G
36485 DOBQ	**Wiegand** Ⓟ D.F. Sub.Sig. 2*Dks*	5869 5400 3599					1922	Frd.Krupp Akt.Ges. Kiel	Norddeutscher Lloyd	393·2 P34'B122'F40'	54·3	23·3	Bremen German *WB*	T.3Cy.28½",47"&75¾"–51" 410NHP Frd.KruppA.G.Kiel		G
36486 *Now "Jurko Topic," see No. 3661 in Supplement* ~~OEAM~~	**Wien** (*ex*JurkoTopic–34,*ex*Cento) ssSsk.No.2–33 1*Dk*(*pt Irn pt Stl*)&*Web frames* *Longitudinal framing*	3715 [illegible] 2382	✠100A1 1,35 DBS8,34 ✠LMC9,32 ✠NB(s)1,19 MBS3,35	Tri	*w*	CL 9,32	1911 11mo *Lloyd'sA&CP*	JLThompson&Sons,Ld Sunderland	SlobodnaPlovidba TopićD.D (Ant.Topić,*Mgr.*)	348·3 P23'B94'F33' FK *Cell DBa125'uE&B38'f143'895tAPT25t*	50·2	23·6	Yugoslav 6*BHCem*	T.3Cy.24½",40"&66"–45" 180lb ~~95lb~~ (*s*) 305NHP 2SB,4*pf*,3*cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 4 ″ 5¾ 21 ″ 8	
36487 PIPQ	**Wieringen** (*ex*Turbinia) *OilEng.* 1*Dk*	3196 2950 1990					1915	Rotterdam Droogd.Maat Rotterdam	Stoomv.Maats. "Rotterdam" (W.Ruys&Zonen, *Mgrs.*)	331·0 P32'B100'F30'	48·0	24·5	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP NE24 SulzerBros.Winterthur		V
36488 DODN	**Wigbert** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-LinieG.m.b.H.(Woermann LinieA.G.Deutsche OstAfrikaLinie, *Mgrs.*)	361·0	49·9	22·5	Bremen German *WB*	T.3Cy.25⅖",40½"&68$\frac{1}{10}$"–47⅓" Görlitzer 320NHP Maschb.A.G.Görlitz		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Materiaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés si ce n'est dans le L.R. Durée Cert. B. of Trade
36489 719 OHFO	**Wiides** (*ex*Ladykirk-32) ssGls.2ndNo.3-3,29 ssHfs.No.1-34 1 *Dk*(*pt Irn&pt Stl*)*&deep framing*	2324 ~~2403~~ — ~~4517~~ 1402	✠100A1 7,34 MS1,34	Hfs ✠LMC BS2,35	*s*	7,34	1904 9mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle '*sA&CP*	WiidesO/Y (A.Wihuri) *Cell*	295·0 P22'B64'F29' FK *DBa&uE*112' *f*130'	46·0	19·2	Helsingfrs Finnish 6*BHCem* 604*t APT*66*t*	T.3Cy.22",36"&60"-39" (*s*) 160lb 247NHP 2SB,6*pf*,GS100,HS4050 Richardsons,Westgarth&Co.Ld.Sld.	21 " 7 s3 " 2¾ 18 " 7	
36490 684 OHBU	**Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) ssAbg.3rdNo.3-8,35 *Cargo battens not fitted* 1*Dk*(*Irn*)2*tr B*& *Web frames*3*Dk rule*	3232 2870 1956	✠100A1 8,35 ~~3,31~~ BS~~4,35~~ 4,36	Hfs Abg ✠LMC~~5,31~~ MS8,35	*u*	6,34	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	A.Wihuri *Cell*	325·0 P27'B82'F32' FK *DBa&uE* 130' *f* 136'	47·0	22·4	Helsingfrs Finnish 5*BHCem* 731*t APT*53*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,4*rf*&2*cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24 " 10 s 4 " 3½ 20 " 8	
36491 OHDT	**Wiiri** (*ex*Charterhulme,*ex*Northway, *ex*Tempestuous, ssSld.No.3-4,26 *ex*Hornfels) ssAbg.No.2-35 *Well deck* 1*Dk*(*Stl*)	3525 — 2057	✠100A1 4,36~~1,34~~ BS~~9,34~~ 10,35	Abg ✠LMC MS1,35	*w*	CL 1,35	1912 9mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	A.Wihuri *Intermediate* *BH in fore& after*	360·5 P&B228'F39' FK *holdsdispensedwith* *CellDBa*	50·1	21·6	Helsingfrs Finnish *Cem* 4*BH only* 114'*uE*21'*f*	T.3Cy.25",41"&68"-45" (*s*) 180lb 376NHP 2SB,6*cf*,GS121,HS5064 FD N.E.MarineEng.Co.Ld.Sld 155'924*t FPT* 92*t APT*116*t*	23 " 11 s 2 " 8¾ 21 " 5	
36492 200067	**Wilbert L. Smith** *Mchy.Aft.* 1*Dk*2*tr B*	4319 — 3039					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0 F48' *WB*	50·0	28·0	Oswego, N.Y. Utd. States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd.		
36493 145179 MKPX	**Wild Rose** (*ex*Monkstone) ssBly.No.3-11,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	873 592 431	✠100A1 1,36~~1,35~~ BS~~9,35~~ 1,36	Bly ✠LMC11,35	*k*	CL ~~11,33~~ N1,36	1921 4mo *Lloyd*	HansenSB. &S.R.Co.Ld. Bideford '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell D*	190·0 Q120'B*on*Q14'F26' FK *Bf*126'239*t FPT*53*t*	30·1	12·5	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 51RHP 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLythm	14 " 6 s 4 " 6¼ 14 " 1½	
36494 DOFE	**Wildenfels** Sub.Sig. 2*Dks*	6224 5753 3794					1922	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	431·1 P60'B136'F57'	56·5	30·2	Bremen German *WB*	T.3Cy.29½",47¼"&76¾"-54" 424NHP J.C.TecklenborgA.G.Wsm		G
36495 219356 KORV	**Wildwood** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5043 3146					1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.	390·0 P39'B121'F43' *WB*	54·2	27·8	Savannah Utd. States	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
36496 DJLR	**Wilhelm A. Riedemann** TwinSc (*ex*Zoppot,*ex*WilhelmA. *OilEng.* Riedemann) *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk*	10326 9369 5929					1920	Frd.Krupp Akt.Ges. Kiel	WariedTankschiff RhedereiG.m.b.H.	525·7 H49' *WB*	66·5	33·5	Hamburg German	Oil Engines 2S.C.SA 12Cy.22⅝"-39⅜" 1070NHP Fried KruppA.G.,Kiel		G
36497 OUNJ	**Wilh. Colding** 1*Dk*	1510 1248 928					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	251·3 P15'Q79'B113'F27' *WB*	37·8	16·3	Copnhagn Danish	T.3Cy.19",31"&51"-33" 149NHP Maats.deSchelde,Flushing		G
36498 DAQC	**Wilhelm Kunstmann** 1*Dk*	2936 2499 1696					1922	Vulcan Werke Hamburg	W.Kunstmann	316·5 P38'B62'F28' *WB*	45·1	21·3	Stettin German	T3Cy19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"-31½" 147NHP VulcanWerke,Hamburg		G
36499 DHZY	**Wilhelm Russ** Wireless 1*Dk*	997 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt—u. Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	210·9 P23'Q59'B55'F25'	33·8	13·5	Hamburg German	T.3Cy.15¾",25½"&41$\frac{3}{16}$"-29½" 92NHP StettinerOderwerke		G
36500 206997 WMCI	**Wilhelmina** ssS.Fo.No.3-10,22 *Well deck* ssS Fo.No.2-31 *Mchy.Aft* 2*Dks*(*Stl*) *Ref.Mchy.* *&Web frames* *Lower dk*(*Stl*)*in fore hold*	6725 5623 4212	✠100A1 10,31 MS1,31 *Fitted for oil fuel*12,09	SFo ✠LMC BS6,31	*b*†	CL 1,31 *F. P.*	1909 12mo *above*	NwprtNws S.B.&D.D.Co. Newprt News A&CP 150°F.	MatsonNav.Co. *W B = Cell DBa*56' *u*	426·1 P&B310'F50' FK *E&B*78'*f*143'962*t M*	54·1	33·5	S.Frncisco Utd. States 7*BHCem* *T*78'1110*t D*	T4Cy35",58"&(2)69"-60"(*s*) 190lb 976NHP 6SB,24*cf*,GS468,HS17070 Newport NewsSB.&DD.Co *Tf*65'913*t FPT*86*t APT*100*t*	33 " 6	
36501 717 OHFP	**Wilke** (*ex*Relillio-32) ssHfs.2ndNo.3-2,33 1*Dk*(*pt Irn pt Stl*)*&deep framing* *Cargo battens not fitted*	2598 2255 1506	✠100A1 9,35 ~~2,34~~ BS9,35 MS2,33	Ant Abg ✠LMC ~~[illegible]~~	*s*	CL N~~2,33~~ 9,35	1909 6mo *Lloyd*	R.Thomp- son&Sons,Ld Sunderland '*sA&CP*	WilkeO/Y (A.Wihuri) *CellDBa*90'	290·0 B74'F29' FK *uE&B*36' *f*116 669*t*	46·0	19·7	Helsingfrs Finnish 5*BHCem* *APT*163*t*	T.3Cy.21½",36"&59"-39" (*s*) 180lb *100lb* 237NHP 2SB,6*pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 " 0 s 3 " 4½ 18 " 10	
36502 148837 GCFD	**Willamette Valley** (*ex*WestLynn) *OilEng.* D.F. 1*Dk&Shelter dk*	4702 4318 2865					1928	Napier& Miller,Ld. Glasgow	OakwinS.S.Co.Ld. (SirW.R.Smith& Sons,Ld.*Mgrs.*)	401·1 F41' *WB*	54·2	25·8	Bideford British	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" 488NH J.G.Kincaid&Co.Ld.Grk.		C
36503 214976 KLDF	**Willapa** (*ex*FlorenceOlson) **Wood** *Fitted for oil fuel* 1*Dk*	1185 — 604					1917	Kruse& Banks Marshfield	Hart-Wood LumberCo.	213·7	42·0	16·6	S.Frncisco Utd. States	T.3Cy.13½",23"&40"-30" 88NHP UnionIronWorks,S.Fo.		
36504 219989 KURM	**Willboro** (*ex*EasternAdmiral) *Fitted for oil fuel* 1*Dk&Shelter dk* *&Web frames* *Longitudinal framing*	6557 6089 4134			...		1920	OsakaIron Works,Ld. Osaka	WilliamsS.S.Corp.	414·7 P32'B148'F45' *on* *Shelter dk* FK	55·7	31·9	NewYork Utd. States *WB*	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks.Ld.Osaka	34 " 8	R †
36505 OWBO	**Willemoes** **WoodAux3MstSr** (*ex*Havet) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	331 296 254					1920	V.Kragh Christensen Kolding	Seilskibsselskb. Havet(E.C.Hansen *Mgr.*)	129·8	28·9	13·0	Thurö Danish	Oil Engine 2Cy. J&CGBolindersCo.Ld.Skm		V
36506 PIQE	**Willemsplein** (*ex*Morus,*ex*Valdura) ssRot.2ndNo.3-7,35~~ssRot.No.3-4,23~~ ~~ssRot.No.2-32~~ 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	5489 5168 3445	✠100A1 *Spar dk* 7,35~~4,34~~ ~~MS6,31~~	Rot ✠LMC7,35 ~~BS11,34~~	*z*	CL ~~5,32~~ 7,35	1910 2mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP* *CellDBa*137'*u*	N.V.Scheepvaart Maats"Millingen" (G.A.Spliethoff, *Mgr.*) *E*24'*f*178'1227*t DT*	414·3 P43'B119'F41' FK *a*35'1034*t APT*34*t*	56·0	28·0	Rottrdam Dutch *Cem* 4*BHtoSp dk* 2 „ „ *M* „	T.3Cy.27",45"&74"-51" (*r*) 180lb 538NHP 3SB,9*cf*,GS172,HS7890 FD Rankin&Blackmore,Grk.	30 " 6 s 5 " 11¾ 24 " 9	
36507 148530 GKYC	**Willesden** (*ex*Antinous-33) ssCff.No.2-33 1*Dk*(*Stl*)& E.S.D. *Shelter dk*(*Stl*)	4563 4318 2851	✠100A1 *with freeboard* ~~6,35~~ ~~12,34~~ 4,36 MS7,33	Shl ✠LMC BS~~12,34~~ 4,36	*z*	CL ~~1,34~~ 4,36	1925 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.*Mgrs.*) *CellDB*	401·6 F42' FK 348'960*t APT*125*t*	54·3	25·3	London British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",42"&71"-48" (*s*) 180lb 423NHP 3SB,9*cf*,GS190,HS7146 Wrkman,Clark&Co.Ld Bel	27 " 9 s2 " 11¼ 25 " 0¾	

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36508 218782 KIKX	**Willhilo** (*ex*GoldenRod-34, *ex*WestIslip) *Fitted for oil fuel* D.F. *2Dks*	5582 — 3458					1919	AmesS.B. &D.D.Co. Seattle,Wash	WilliamsS.S.Corp.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36509 77	**William** Iron *1Dk2trB*	319 275 165					1884	W.Lind-bergsAktieb. Stockholm	RederiA/B North Baltic(John Lindblom,*Mgr.*)	128·0 B29'H8'	22·6	12·9	Abo Finnish *WB*	C.2Cy.16"&31"-21" NB97 37NHP R.Thelander,Stockholm		
36510 214234	**William A. McGonagle** *Mchy.Aft* *ss*Clv.No.3-36~~*ss*Cgo.No.2-27~~ D.F. GyC. *1Dk(Stl)&Webframes* *Longitudinal framing*	7811 7381 6006	✠100A- 4,36~~10,33~~ ~~BS6,34~~ *For Service on the Great Lakes*	Clv ~~BS3,35~~ ✠LMC~~1,27~~		4,36	1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich	PittsburghS.S.Co. *CellDBuE&B55'f & in Hopper side tanks 479'8494t FPT 299tAPT59t*	580·0 F53'	60·0	27·9 FK	D'luth,Min Utd.States *3BHCem*	T.3Cy.24½",40"&65"-42" (*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 ″ 0	
36511 214583 WJCZ	**William A. McKenney** *ss*N.Yk.No.3-10,28 *ss*Bal.No.1-33 *2Dks(Stl)*	5855 5418 3654	✠100A1 9,35~~11,34~~ MS12,32 *Fitted for oil fuel 4,24 F.P. above 150° F.*	Bal Phl ✠LMC BS11,34	*z*	CL ~~N11,34~~ 1,36	1916 11mo A&CP	NwprtNws S.B.&D.D.Co NewprtNews	KoppersCoal&Transpn.Co.(MysticSSCo.Inc.*Mgrs*) *CellDB326'1711tFPT316tAPT334t*	395·0 P27'B117'F37'	55·1	31·0 FK	Boston Utd.States *6BHCem*	T3Cy.24½",41½"&72"-48"(*s*) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6 s7 ″ 9 27 1	
36512 202305 KDXZ	**William A. Paine** *Mchy.Aft* D.F. GyC. *1Dk*	5798 — 4435					1905	American S.B.Co. Cleveland	PioneerS.S.Co.(Hutchinson&Co.*Mgrs.*)	480·0	52·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP AmericanSB.Co.Cleveland		R
36513 225045	**William A. Reiss** (*ex*JohnA.Topping-35) GyC. *Mchy.Aft* *1Dk*	8345 — 6553					1925	Gt.Lakes Eng.Works RiverRouge Mich.	ReissS.S.Co.	592·0	62·0	27·8	Wilmgton (Del.) Utd.States *WB*	Q4Cy21½",31",46½"&68"-42" 300NHP Gt.LakesEng.Wks.Detroit		R
36514 204121	**William B. Davock** GyC. *1Dk*	4220 — 2971					1907	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*)	420·0	52·0	23·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works		R
36515 207981	**William B. Dickson** *Mchy.Aft* D.F. GyC. *1Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
36516 116732	**William B. Pilkey** (*ex*SirWilliam Siemens) *Mchy.Aft* *1Dk2trB*	3886 — 3293					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	413·2	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",41"&66"-42" NB08 282NHP GlobeI.W.Co.Cleveland,O		R
36517 207252	**William B. Schiller** *Mchy.Aft* GyC. *1Dk*	7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
36518	**William Blumer** *ss*Shl.No.3-7,33 *1Dk(Stl)*	3604 3310 2176	✠100A1 11,35~~10,34~~ BS~~10,34~~ 11,35	Ant Ham ✠LMC7,33	*w*	CL N6,33	1920 8mo *Lloyd's A&CP*	J.Blumer &Co.Ld. Sunderland	C.H.Sörensen *CellDB312'802tFPT67tAPT109t*	356·3 P35'B221'F30'	48·7	23·8 FK	Arendal Norwegian *6BHCem*	T.3Cy.25",42"&68"-45" (*s*) 200lb *120lb* 365NHP 2SB,*6cf*,GS139,HS5751 J.Dickinson&Sons,Ld.Sld.	25 ″ 11	
36519 221508 KDHS	**Wm. Boyce Thompson** *ss*Mob.No.3-9,33 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 2,36~~2,35~~ ~~BS2,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	Mob BS2,36 ✠LMC2,33	*b*†	CL N2,35	1921 7mo A&CP	Bethlehem S.B.Corp.Ld. Quincy,Mass.	SinclairNav.Co. Inc. *CellDBuE&B62'200tDTf40'588tFPT228tAPT72t*	430·3 P134'B37'F40'	59·3	33·2 FK	NewYork Utd.States *17BHptCem* (*12 to U dk* *5 ,, 2nd ,,*)	T.3Cy.26½",44"&74"-51" (*s*) 200lb 586NHP 3SB,*9cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
36520 224662 WDDL	**William C. Atwater** D.F. GyC. E.S.D. *1Dk* *Mchy.Aft*	7768 — 6281					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	589·2	60·0	27·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
36521 217513 WTOU	— (*ex*Coulee) *Mchy.Aft* *1Dk*	2450 1855 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	FallRiverNav.Co.	253·4 P115'F25'	43·7	24·5	FallRiver Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Wks.Detroit		R
36522 148851	**William C. Warren** *Mchy.Aft* *1Dk*	1745 1594 1233					1925	Napier& Miller,Ld. Glasgow	UpperLakes&St.LawrenceTransportationCo.Ld.(G.C.Leitch,*Mgr.*)	253·1 F36'	43·2	17·9	SCathrnes Ont. British *WB*	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
36523 161303 MPNW	**William Cash** *ss*Shl.No.1-34 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo buttens not fitted*	1186 891 681	✠100A1 8,35~~9,34~~ BS8,35	Shl Sld ✠LMC9,34	*n*	CL ~~9,34~~ 8,35	1929 9mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	StephensonClarke&AssociatedCompanies,Ld. *CellDBuE20'f146'320tFPT125tAPT24t*	225·5 Q127'B14'F24'	36·1	14·0 FK	London British *4BHCem*	T.3Cy.17",28"&46"-30" (*s*) 180lb *100lb* 137NHP 1SB,*3cf*,GS55,HS2260 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s5 ″ 0 14 ″ 7	
36524 212197	**William D. Crawford** *1Dk&Web frames* *Mchy.Aft* GyC. *Longitudinal framing*	6385 — 4899			...		1914	American S.B.Co. Lorain,O.	VirginiaS.S.Co.(M.A.Hanna&Co.*Mgrs.*)	504·0 F44'	54·0	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",37"&63"-42" 388NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
36525 220841 KLIZ	**Wm. Donovan** WoodTwinSc (*ex*Kirketind) *OilEng.* *Mchy.Aft* *2Dks*	2205 1914 1621					1919	ElliottBay S.B.Co. Seattle,Wash	WilliamDonovan S.S.Co.	243·8 P50'F35'	47·3	24·3	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12$\frac{5}{16}$"-18" 261NHP WintonEng.Works Cleveland,O.		
36526 202296	**William E. Corey** *Mchy.Aft* GyC. *1Dk*	6363 — 5045					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R
36527 81702	**William Edenborn** *Mchy.Aft* GyC. *1Dk2trB*	5186 — 4127					1900	WestBay CityS.B.Co W.BayCity	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	25·1	D'luth,Min Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"-40" 228NHP AmericanSB.Co.Cleveland		
36528 81807	**William F. Fitch** *Mchy.Aft* *1Dk2trB*	3629 — 2632					1902	Detroit S.B.Co. Wyandotte	Detroit&Cleveland S.S.Co.	346·0	48·0	28·0	Detroit Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
36529 221354 KDSR	**William F. Humphrey** 3Mst (*ex*AxtellJ.Byles,*ex*Agwibay) D.F. *Mchy.Aft* *2Dks&Shelter dk* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7983 7632 4938			...		1921	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TideWaterAssociatedTransp.Corp.	468·3	62·7	32·0 FK	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.24",35",51"&75"-51" 636NHP BethlehemS.B.Corp.Ld.	32 ″ 0	R †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bd. of Trade.
36530 232231 WHFY	Wm. F. Kenny TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Now named* "Andree," *see Supplement*	1423 — 1212					1933	UnitedDry DocksInc. (StatenIslnd. Plant), Mariner's Harbor,N.Y.	PerryS.S.Co.	209·0 len34	43·0	13·5	NewYork Utd. States	Oil Engines 4S.C.SA 12Cy.14"–16" 220NHP WintonEng.Corp.Clevelnd		R
36531 205017	William F. Stifel (*ex*Normania) *Mchy.Aft* 1*Dk*	4871 — 3705					1908	Gt.Lakes Eng.Works St.Clair	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	420·0	52·0	24·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.21",34½"&57"–42" GreatLakes 211NHP Eng.Works,Detroit		
36532 228886 WLEP	William G. Clyde GyC. 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd. States *WB*	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
36533 224850 WADJ	William G. Mather D.F. *Mchy.Aft* GyC. 1*Dk*	8662 — 6810					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	ClevelandCliffs S.S Co.(Cleveland CliffsIronCo. *Mgrs.*)	590·0	62·0	32·0	Wilmgton (Del.) Utd. States	Q.4Cy.21",31½",46"&68"–42" 300NHP GreatLakesEng.Works, Detroit		R
36534 214684 WSCD	Wm. G. Warden TwinSc3Mst *ss*N.Yk.No.3-4,29 *ss*Mob.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	9114 7561 5686	✠100A1 *Shelter dk withfreeboard* ~~10,35~~4,36 MS1,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	NYk Gal ✠LMC BS~~[illegible]~~4,36	*f*†	CL ~~1,33~~ 4,36	1917 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Standard Oil Co. of New Jersey *CellDBuE&B*59'184*t* FK *f*17'71*tDTf*54'673*t FPT*243*t APT*127*t*	500·0	68·2	35·5	Wilmgton (Del.) Utd. States 19*BHptCem* (15 *to U dk* 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"–42" 200lb (*s*) 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38 ,, 3 s10 ,, 0½ 28 ,, 6	
36535 215348 WPCN	William Green *ss*N.Os.No.3-8,28 *ss*N.Yk.No.1-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6353 6056 3925	✠100A1 ~~8,34~~ ~~4,35~~10,35 ~~BS7,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	NYk BS8,35 ✠LMC9,32	*b*†	CL 7,34	1917 7mo	W.Cramp& SonsS&EBCo Philadelphia A&CP	SabineTransportationCo.Inc. (M.T Ball,*Mgr.*) *CellDB*61'235*tDTf*45'629*tFPT*246*tAPT*49*t*	430·0 P103'B36'F49'	58·2	33·3 FK	Baltimore Utd States 15*BHptCem* (7 *to Upr dk* 8 ,, *2nd* ,,)	T.3Cy.27¼",45½"&76"–51" 190lb (*r*) 565NHP 3SB,*9cf*,GS185,HS8095 FD WCramp&SnsS&EBC.Phl	33 ,, 4 s6 ,, 7½ 26 ,, 11½	
36536 147764	William H. Daniels 1*Dk* *Mchy.Aft*	1764 1616 1302					1923	Furness S.B.Co.Ld. HavertonHill-on-Tees	Eastern S.S.Co.Ld.	252·5 F34'	43·3	17·8	S Cathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 183NHP MacColl&Pollock,Ld.Sld.		C
36537 212354	William H. Donner 1*Dk*&*Webframes* *Mchy.Aft* *Longitudinal framing*	6311 — 4843			...		1914	Gt.Lakes Eng.Wrks. Ashtabula	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F43'	54·0	30·0 FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"–42" 388NHP GtLakesEngWrks,Detroit	30 ,, 0	R †
36538 213859 KEGC	William H. Machen (*ex*Bristol) *ss*NNs.No.1-35 *ss*Bos.No.3-6,31 D.F. Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	3922 3556 2454	100A1 6,35 ~~11,34~~ ~~BS5,34~~	NNs LMC~~6,31~~ 6,35	*w*	CL 10,33	1916 2mo	NewYork S.B.Co. Camden,N.J.	PocahontasS.S.Co. *Cell DBuE&B*41'*f*251'1513*tDT*306*t FPT*306*tAPT*62*t*	359·5 P77'B17'F34'	49·2	25·6 FK	Wilmgton (Del.) Utd. States 8*BHCem*	T.3Cy.23¼",38½"&67"–45" 190lb (*r*) 390NHP 2SB,*6cf*,GS123,HS5406 NewYorkSBCo.CamdnNJ	30 ,, 0	
36539 205180	William H. Wolf *Mchy.Aft* 1*Dk*	6281 — 4767					1908	American S.B.Co. Lorain,O.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"–42" American 233NHP S.B.Co.Cleveland,O.		R
36540 204417	William J. Filbert (*ex*WilliamM. Mills) *Mchy.Aft* D.F. GyC. 1*Dk*	7962 — 6189					1907	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	585·0	60·0	32·0	Dluth,Min Utd. States *WB*	T.3Cy.22¼",37½"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
36541 207790	William J. Olcott *Mchy.Aft* GyC. 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	Dluth,Min Utd. States *WB*	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesE.Works,Detroit		R
36542 [illegible]	William Livingstone *Now* "S. B. Way," *see No.* 40090 *in Supplement* *Mchy.Aft* GyC. 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	532·0	58·3	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks,Detroit		R
36543 215709 WJFE	William Luckenbach (*ex*Rappahannock-34, *ex*Pommern) *ss*Sea.2ndNo.3-8,34 2*Dks*&*Shelter dk* Sub.Sig. D.F. GyC.	6939 6179 4012	100A1 *withfreeboard* 4,36 ~~5,25~~ ✠NB(2/*fud.*)*made*18*refitted*34 *Fitted for oil fuel* 8,34 *F.P. above* 150° F.	Sea BS8,35 LMC8,34	*d*†	CL 10,34	1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc. *Cell DB*411'1604*t* '*Tween dk tanks* 256*t FPT*87*t APT*37*t*	471·7	59·2	29·0 FK	NewYork Utd. States 8*BHCem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	T.3Cy32½",52⅜"&86⅝"–55⅛" 220lb (*s*) 890NHP NB(3*aft*)17 FD 5SB,*15cf*,GS270,HS13125 BremerVulkan,Vegesack	31 ,, 8 ~~5 ,, 4½~~ ~~26 ,, 6~~ s5 ,, 0 26 ,, 10½	
36544 144821 VJLB	William McArthur *ss*Syd.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2393 1790 1296	✠100A1 ~~0,35~~ ~~2,35~~2,36 BS~~9,34~~ 9,35	Syd ✠LMC8,32	*s*	CL 10,33	1924 8mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	R.W.Miller&CoLd. *CellDB*240'608*tDTf*10'275*t FPT*110*tAPT*75*t*	284·0 Q186'B18'F34'	40·6	19·1 FK	Melbourne British 5*BHCem*	T.3Cy.21",34"&56"–39" (*s*) 180lb 270NHP 2SB,*6cf*,GS132,HS4958 JohnLewis&Sons,Ld.Abn.	21 ,, 3 ~~6 ,, 2~~ ~~19 ,, 5~~ s5 ,, 10¾ 19 ,, 6¾	
36545 226176 WPBB	William McLauchlan *Mchy.Aft* D.F. GyC. 1*Dk*	8024 — 6314					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·0	60·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		
36546 81961	William Muir Ⓟ PadSp 2*Dks*	412 325 171					1879	J.Key& Sons Kinghorn	London&North EasternRailway	174·1	24·1	10·7	Granton British	C.D.2Cy.28"&52"–60" NE&B10 174NHP Ramage&Fergusn.Ld.Lth.		BT till 2,36
36547 217126 WFOO	William N. Page *ss*Bal.No.1-35 *ss*Bal.No.3-6,30 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted*	5438 4795 3339	✠100A1 9,35~~10,33~~ BS~~10,34~~ 9,35	Bal ✠LMC MS1,35	*y*	CL 1,35	1918 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoal& Transpn.Co.(MysticSSCo,Inc.*Mgrs*) *CellDB*320' 1832*tFPT*220*tAPT*201*t*	368·6 P27'B72'F31'	55·2	30·5 FK	Boston Utd. States 9*BHCem*	T.3Cy.25",41½"&70"–46" (*r*) 195lb 463NHP 3SB,*9cf*,GS155,HS6624 FD NewYorkSBCo.CamdnNJ	34 ,, 5 s7 ,, 10 27 ,, 0	
36548 150959 KFUA	William Nelson (*ex*Panay) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3811 3697 2778					1902	ChicagoS. B.Co. Chicago	J.A.PaisleyS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	356·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.20",33½"&55"–40" NB18*refitted*34 191NHP ChicagoS.B.Co.Chicago		R
36549 81804	William Nottingham *Mchy.Aft* 1*Dk*2*trB*	4234 — 3070					1902	Buffalo DryDockCo. Buffalo	GreatLakesS.S.Co Inc.	376·5	50·0	29·0 *WB*	Oswego, N.Y. Utd. States	T.3Cy.22",35"&58"–40" NB23 213NHP AmericanS.B.Co.Clevelnd		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36550 216311	**William P. Cowan** ssCgo.No.3-36 ~~ssCgo.No.2-28~~ D.F. GyC. 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing	5429 5063 3962	✠100A1 4,36 ~~8,31~~ ~~BS4,35~~ ✠~~LMC3,28~~ For Service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 6,18 F.P. above 150° F.	Cgo 4,36		N8,31	1918 6mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) CellDB374'1803t FPT 193t APT53t	420·0 F62' FK	55·0	28·0	Chicago Utd.States 14BH	T.3Cy.25½",41"&67"-42" (r) 185lb 444NHP 3SB,6cf,GS147,HS6840 FD AmericanS.B.Co.LorainO.	28 ″ 0	
36551 208157	**William P. Palmer** ssClv.No.4-12,34 GyC. 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing D.F.	7602 — 5746	✠100A- 12,34 LMC12,34 For Service on the Great Lakes	Clv		11,13	1910 12mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. WB=CellDBu E&B64' f & in Hopper side tanks 470'7770tFPT286tAPT60t	580·0 F53' FK	58·2	33·2	D'luth,Min Utd.States 4BH	T.3Cy.24",38"&65"-42" (s) 170lb 404NHP 2SB,6cf,GS132,HS6285 FD GtLakesEngWrks,Detroit	32 ″ 0	
36552 209662	**William P. Snyder, Jr.** Mchy.Aft D.F. GyC. 1Dk	8603 — 6650					1912	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	590·0 F56' WB	64·0	34·2	Pitsburgh, Pa. Utd.States	Q.4Cy22¾",33¼"48"&69"-42" 309NHP GtLakesEngWrks,Detroit		R
36553 220678 KLJA	**William Penn** TwinSc OilEng. 1Dk&Shelter dk&2nd dk Sub.Sig. forward Web frames Longitudinal framing	7615 7229 4837				...	1921	Pusey& JonesCo. Gloucester City,N.J.	UnitedStates ShippingBoard Bureau	439·6 P41'B134'F46'on Shelter dk	60·2	33·7	Phildlphia Utd.States WB	Oil Engines 4S.C.SA 12Cy.29⅜"-45¼" 987NHP Akt.Burmeister&WainCpn	36 ″ 8	R †
36554 81597	**William R. Linn** Mchy.Aft 1Dk2trB	3878 — 3137					1898	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	400·0	48·3	23·9	D'luth,Min Utd.States WB	Q.4Cy.19",27½",40"&58"-42" NB24 218NHP ChicagoS.B.Co.Chicago		
36555 221675 KDVI	**William Rockefeller** TwinSc Fitted for oil fuel D.F. GyC. 3Dks Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	14054 — 8790					1921	NwprtNws S.B.&D.DCo. NewportNws	~~StandardShipping Co.~~ Standard Oil Co. of New Jersey	554·9	75·3	43·0	Wilmgton (Del.) Utd.States WB	T.3Cy.23",39"&68"-45" 621NHP NewportNews SB&DD.Co.		R
36556 160713 MPDV	**William Schupp** Mchy.Aft 1Dk	1779 1595 1285					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld.(J.B.Foote, Mgr)	252·5 F34'	43·2	17·8	Middlsbro' British WB	T.3Cy.16",27"&44"-33" 111NHP Earle'sCo.Ld.Hull		C
36557 LDRS	**William Strachan** OilEng. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Special Surveys to date from 6,33	6157 5716 3650	✠100A1 ~~9,351,35~~ 2,36 ✠LMC1,31 Carrying Petroleum in bulk	Cpn ~~Ham~~	z Ist	CL ~~1,35~~ 9,35	1931 1mo	Workman Clark(1928) Ld. Belfast Lloyd's A&CP	Oppen&Sorensen's TankrederiA/S CellDBuE58' 744t	407·5 P98'B34'F38' FK 142tDTf41' FPT132tAPT62t	55·2	33·6	Oslo Norwegian 15BHptCem (10 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 5Cy.26¾"-47¼" 623NHP 2DB150lb WorkmanClark(1928)Ld.	33 ″ 6	
36558 OXND	**Wm. Th. Malling** ssCpn.No.3-10,26 ssCpn.No.2-35 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1934 1456 1125	✠100A1 2,36 ~~3,35~~ ✠LMC ~~BS3,34~~12,35 MS3,36	Cpn Els	q	OG 2,35	1913 11mo	Kjöbnhvns Flydk.&Skbs. Copenhagen Lloyd's A&CP	DetDanske Kulkompagni WB=CellDBu E20'f183'500tF PT100tAPT18t Deck tank aft & deck tank fwd 58t	262·6 Q157'F29' FK	39·2	17·0	Copnhagn Danish 4BHCem	T.3Cy.20",32"&53"-36" (s) 185lb 194NHP 2SB,6cf,GS90,HS3080 KjbnhavnsFlydk.&Skbsv.	19 ″ 9 s 5″ 8¾ 18 ″ 4	
36559 161406 GSJW	**William Wilberforce** OilEng. Ref.Mchy. 2Dks&Shelter dk	4013 3132 2165					1930	D&WHen- dersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·2 P37'F43'	51·7	20·1	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
36560 217129 KLDO	**Willimantic** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4857 4437 2992					1918	ToddD.D. &Constr.Co. Tacoma	UnitedStates ShippingBoard Bureau	379·4 380·2 P39'B102' F41'	53·0	27·0	Tacoma Wash. Utd.States WB	T.3Cy.24",40"&70"-48" 339NHP SeattleCnst.&D.D.Co.Sea.		R
36561 208397	**Willis L. King** Mchy.Aft 1Dk	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	580·0 F53'	58·2	33·2	D'luthMin Utd.States WB	T.3Cy.24",38"&65"-42" 274NHP GtLakesEngWrks,Detroit		R
36562 217292 WKII	**Willkeno** (exEasternLight) Fitted for oil fuel 1Dk&Shelter dk&Web frames Longitudinal framing	6548 6111 5075				...	1918	OsakaIron Works,Ld. Osaka	WilliamsS.S.Corp.	415·1 P33'B148'F45'on Shelter dk FK	55·7	32·0	NewYork Utd.States WB	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
36563 218088 KIGF	**Willmoto** (exSeekonk) ssN.Yk.No.3-4,31 OilEng. 2Dks(Stl)&Web frames	4999 4573 3115	✠100A1 9,34 ✠NE23 ✠LMC4,31 DBS1,35	Bal	z	CL ~~11,33~~ 6,35	1919 5mo A&CP	American International S.B.Corp. HogIslandPa	SeekonkCorpora- tion CellDB279'1248t	390·0 P39'B122'F43' FK MT24'748tFPT144tAPT100t	54·2	27·6	Phildlphia Utd.States 7BHCem	OilEngines 4S.C.SA 6Cy.29⅛"-59" 488NHP NDB23 150lb WCramp&SnsS&EBCoPhl	32 ″ 0 s 7 ″10 24 ″ 4	
36564 129053 GDTK	**Willodale** (exIghtham,exBraywood, exLeversons) ssShl.No.3-4,32 Well deck 1Dk(Stl) Cargo battens not fitted	1777 1395 1096	✠100A1 ~~6,34~~10,35 ✠~~BS3,34~~ ✠LMC11,31 3,35	Bry Npt	q	CL ~~2,33~~ 9,35	1909 11mo	R.Thomp- son&Sons,Ld Sunderland Lloyd's A&CP	BromageShipping Co.Ld. CellDBa80'uE&	268·0 P20'Q84'B55'F26' FK B35'f110'535tFPT36tAPT54t	38·5	17·0	Cardiff British 4BHCem	T.3Cy.21",34"&56"-36" (s) 180lb 218NHP 2SB,6rf,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8 s2 ″ 0½ 17 ″ 10	
36565 150838	**Willowbay** (exOissel, TwinSc exTôlier) Mchy.Aft 1Dk	1247 827 659					1920	Atel.&Ch. Maritimes du Sud-Ouest Bordeaux	WillowbayS.S.Co. Ld.(TreeLineNav. Co.Ld.)	218·8 P75'F29'	34·4	12·6	Montreal British WB	T.6Cy.12 3/10",20"&31½"-16⅗" 80NHP Atel.&Ch.delaLoire, St.Nazaire		V
36566 139236 GLMP	**Willowpool** ssHpl.No.2-33 D.F. 1Dk(Stl)	4815 4582 ~~2978~~ 3006	✠100A1 ~~8,36~~ ~~2,35~~ 4,36 ~~BS3,36~~ ✠LMC11,33 4,36	Sws Shl	y	CL ~~2,35~~ 1,36	1925 5mo	RopnerSB &RepairgCo. (Stocktn)Ld Stockton Lloyd's A&CP	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.Mgrs.) CellDBa126'uE25' f	390·0 P29'B221'F42' FK 171'1103tFPT162t APT194t	55·5	26·4	W.Hartlpl British 6BHCem	T.3Cy.25½",40"&71"-48" (s) 180lb 150lb 437NHP 3SB,9cf,GS190,HS7526 Blair&Co.Ld Stockton	28 ″ 9 s 4 ″ 5 24 ″ 6½	
36567 219551 KUBL	**Willsolo** (exGoldenWall-34, exPawlet) Fitted for oil fuel 1Dk2trB&Shelter dk Longitudinal framing	6078 5563 3776					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	WilliamsS.S.Corp.	401·4 P48'B81'F37'	53·2	31·9	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
36568 LCKH	**Willy** (exGoldShell) ssBkn.No.3-9,28 ssNag.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5832 5310 3466	✠100A1 ~~3,35~~10,35 BS12,34 ✠LMC12,33 Carrying Petroleum in bulk Fitted for oil fuel 2,16 F.P. above 150° F.	HKg Sng	z	CL 11,33	1916 2mo	Harlan& Hollings- worthCor. Wlmgtn,Del. A&CP	VictorJenssens RederiA/S (VictorJenssen, Mgr.) CellDBuE&B74' 199tDTf32'337t	411·6 P110'B29'F40' FK FPT114tAPT106t	53·4	29·8	Oslo Norwegian 16BHptCem (12 to Udk 4 „ 2nd „)	T.3Cy.27",45"&74"-48" (s) 180lb 550NHP 3SB,9cf,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 s 6 ″ 7½ 24 ″ 7¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. B. of Trade
36569 DIFP	**Willy** (exSailing Vessel) OilEng. 1Dk	307 265 224					1907	C.Lühring Hammel-warden	J.A.Reinecke	125·6|28·0| 9·2 H15'F17'	Hamburg German	Oil Engines 2S.C.SA 3Cy.13½″–15¾″ 92NHP Emade&fitted25 Reform-Motorenfab.A.G. Leipzig-Boehlitz		G
36570 219684 KUGB	**Willzipo** (exEasternMariner) Fitted for oil fuel 1Dk&Shelter dk&Web frames D.F. Longitudinal framing	6617 6071 4161			...		1919	OsakaIron Works,Ld. Osaka	WilliamsS.S.Corp.	415·1|55·7|32·0 P45'B148'F45'on Shelter dk FK	NewYork Utd.States WB	T.3Cy.27″,45″&75″–51″ 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
36571 SPAD	**Wilno** ssGdy.No.3–2,36 ~~ssDnz.No.1–30~~ Well deck 1Dk(Stl) Cargo battens not fitted	2018 1576 1121	✠100A1 2,36 ~~4,34~~ ~~BS3,34~~ ~~4,35~~ BS2,36	Dnz Gdy LMC~~3,30~~ 4,35	r	~~4,34~~ 1,36	1926 12mo	Chant.Nav Français Caen CellDBa&	“ZeglugaPolska” SpolkaAkcyjna uE66'f107'405tD	269·1|39·7|17·5 P22'Q87'B50'F23' FK Ts aft34'205t FPT	Gdynia Polish 4BHCem 77tAPT22t	T3Cy18¼″29 1/16″&49 3/16″–37 1/16″ 185lb (s) 186NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s1 ″ 11¼ 18 ″ 0¾	
36572 219401 WPAO	**Wilscox** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	5861 — 3653					1919	O.Daniels Co. Tampa,Fla.	UnitedStates ShippingBoard Bureau	401·9|54·2|31·3 P34'B118'F38'	TampaFla Utd.States WB	Oil Engines 2S.C.DA 4Cy.27½″–47¼″ 1050NHP NE27 NewLondonS.&E.Co. Groton.Conn.		R
36573 137823 GPTW	**Wilston** ssShl.No.3–12,28 ssShl.No.1–33 1Dk(Stl)	3221 2975 2024	✠100A1 9,35 ~~10,34~~ MBS6,35 ~~BS4,34~~	Sws Bry ✠LMC4,33 DBS~~2,34~~ 6,35	v	CL 3,33	1916 9mo Lloyd	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	WilstonS.S.Co.Ld. (W.S.Miller&Co.)	335·0|48·0|22·4 P29'B100'F38' FK CellDB293'894t	Glasgow British 5BHCem APT88t	T.3Cy.24″,38″&64″–42″ (s) 180lb 100lb 297NHP 2SB,6cf,GS123,HS4706 Rankin&BlackmoreLdGrk	24 ″ 10 s3 ″ 10½ 21 ″ 2	
36574 222720 KLDQ	**Wilton** Fitted for oil fuel 2Dks	1827 — 1094					1923	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	EasternS.S.Lines Inc.	233·6|40·2|24·3	NwptNews Utd.States WB	T.3Cy.19″,32″&56″–36″ Hooven,Owens, 188NHP RentschlerCo.Hamilton,O.		
36575 3170 SHIR	— Iron Well deck 1Dk2trB	1575 1272 922			...		1878	W.Gray& Co. WHartlepool	RederiAktieb.Box (G.Brodin, Mgr.)	260·8|34·2|19·6 Q100'B62'F34' BK9″	Stockholm Swedish WB	C.2Cy.32½″&61″–33″ 178NHP T.Richardson&Sons,Hpl.	21 ″ 0	V †
36576 132643 GMWT	**Wimborne** ssRot.No.3–8,24 ssShl.No 2–33 1Dk(ptIrn ptStl)	6079 5287 3689	✠100A1 ~~3,34~~12,35 MS3,33	Bry ✠LMC BS~~3,34~~ 12,35	z	CL ~~N3,34~~ 12,35	1911 12mo Lloyd	Craig,Tay-lor&Co.Ld. Stockton 'sA&CP	WimborneS.S.Co. Ld.(E.Thomas Radcliffe&Co.Ld.) WB	415·0|55·5|26·6 P45'B241'F39' =Cell DBa132'uE	London British 7BHCem &B46'f184'	T.3Cy.28″,46″&75″–48″ (s) 180lb 100lb 470NHP 3SB,9cf,GS197,HS7891 Blair&Co.Ld.Stockton 1598tFPT154tAPT203t	28 ″ 7 s4 ″ 3 24 ″ 7	
36577 149732 VPCY	**Winamac** (exPulpitPoint–34) ssBat.No.2–35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing GyC.	8621 7957 5208	✠100A1 3,36 ~~1,35~~ BS~~3,34~~ 8,35 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 10,26	Bat Sng ✠LMC MS1,35	d†	CL 1,35	1926 10mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	StandardTrans-portationCo.Ld. CellDBuE&B65'	460·0|62·8|36·4 P118'B43'F42' FK f35'318t FPT190t	HongKong British 18BHptCem APT130t	T.3Cy.26½″,46″&79″–54″ (s) 220lb 666NHP 3SB,9cf,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s7 ″ 5¼ 29 ″ 3½	
36578 162489 GTPZ	**Winchester Castle** Ⓟ TwinSc D.F. OilEng. Ref.Mchy. Sub.Sig. CruiserStern 4Dks	20109 14594 12228					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	631·6|75·5|37·5 P59'B330'F108'	London British WB	Oil Engines 4S.C.DA 16Cy.33 1/16″–63″ 3360NHP Harland&Wolff,Ld.Bel.		BT till ~~10,34~~ 10,36
36579 216076 WJDK	**Wind Rush** (exWestbrook) Fitted for oil fuel Sub.Sig. 2Dks D.F.	5586 3491			...		1918	Columbia RiverSBCorp Portland,Or.	ShepardS.S.Co.	410·0|54·2|27·5 P47'B115'F44' FK	PortlndMe Utd.States WB	DR geared Steam Turbine 551NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36580 7543 SHIU	**Windar** (exFigaro) 4Mst 1Dk	1162 981 641					1911	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Norr-ström(I.Jeansson, Mgr.)	227·6|36·1|15·4 P26'H62tF16'B59'	Stockholm Swedish WB	T.3Cy.16½″,27″&45½″–31″ 115NHP FredrikstadM.V.Frdstad.		N
36581 216767 WFEE	**Winding Gulf** ssBal.No.3–7,30 ssBal.No.1–34 D.F. 1Dk(Stl)&Webframes Cargo battens not fitted	5438 4795 3339	✠100A1 ~~8,34~~11,35 BS11,35	Bal ✠LMC8,34	y	CL ~~1,33~~ 11,35	1918 8mo	NewYork S.B.Corp. Camden.N.J. A&CP	KoppersCoal& Transpn.Co.(Mys-ticSSCo.Inc.Mgrs) Cell	368·6|55·2|30·5 P27'B72'F31' FK DB320'1832tFPT2	Boston Utd.States 7BHCem 20tAPT201t	T.3Cy.24½″,41¾″&70″–46″ 195lb (r) 462NHP 3SB,9cf,GS154,HS6624 FD NewYorkSBCor.Cmdn NJ	34 ″ 5 ~~s7 ″ 8¼~~ ~~27 ″ 0~~ s7 ″ 3½ 27 ″ 5	
36582 153116	**Windoc** (exHydrus,exM.A.Hanna) Mchy.Aft 1Dk2trB	4599 4229 3277					1899	GlobeIron WorksCo. Cleveland,O.	PatersonSteam-ships,Ld.	428·0|50·0|24·0 WB	Ft.William Ont. British	T.3Cy.21″,33½″&57″–42″ 211NHP GlobeIronWorks,Clevelnd		
36583 138580	**Windsolite** Fitted for oil fuel Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at dk CarryingPetroleum in bulk	1930 1470 1196	✠ 5,27 ✠	Mdb			1927 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld. (H.J.Rahlves, Mgr.) Middle line bu CellDBuE&	250·0|43·2|18·0 P62'F41' Trunk147' FK lkhead non-oiltight B40'112tFPT133t	Wndsr Ont British 11BHptCem APT48t	T.3Cy.17″,28″&46″–36″ 158NHP 1SB,4cf,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0	
36584 146535 GFMS	**Windsor Castle** Ⓟ TwinSc Ref.Mchy. D.F. CruiserStern	18973 14933 11302					1922	J.Brown& Co.Ld. Clydebank	UnionCastleMail S.S.Co.Ld.	632·4|72·5|41·6 P89'B333'F97'	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts J.Brown&Co.Ld.Clydebnk		BT till ~~4,35~~ 5,36
36585 DOBA	**Winfried** Now “Yalova,” see No. 40811 in Supplement Sub.Sig. 2Dks	3751 3239 2241					1920	Frerichs &Co. Einswarden	DeutscheLevante LinieHamburg A.G.	362·7|50·3|22·2 P&B300'F47'	Hamburg German WB	T.3Cy.25⅝″,40½″&67½″–47¼″ 316NHP GörlitzMach.A.G.Görlitz		G
36586 ~~93586~~ ~~VPFG~~	**Wing Lee** Ⓟ (exHaimun) Wireless 2Dks	1248 1055 651			...		1896	W.Hamil-ton&Co. PortGlasgow	~~YuYuenHopKee~~ ~~S.S.Co.Ld.~~	239·7|35·6|17·8 B60'F50' BK6″ pt.Promenadedk80'	~~HongKong~~ ~~British~~ Chinese	T.3Cy.22″,35″&55″–36″ 214NHP Hutson&Son,Glasgow	19 ″ 0	
36587	**Wing Wo** (exKasara) 2Dks(UptStl–ws)&Shelter dk	1195 923 505	✠ 4,90 ✠	Cly	o		1890 4mo	AilsaS.B. Co. Troon	ChupYickS.S.Co. Ld.(WongTze Shan, Mgr.)	239·8|34·1|16·6 BK8½″	HongKong Chinese 4BHCem	T.3Cy.25″,40″&65″–42″ 274NHP 2DB,8cf,GS156 Dunsmuir&Jackson,Gls.	17 ″ 6	
36588 147927 MNBK	**Winga** 1Dk	1478 1229 900					1924	NewWater-wayS.B.Co. Schiedam	ClydesdaleShip-ownersCo.Ld. (Glen&Co. Mgrs.)	250·0|37·1|16·3 P14'Q63'B84'F28'	Glasgow British WB	T.3Cy.18″,30″&49″–36″ 144NHP NewWaterwayS.B.Co.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B.of Trade Cert.
36589 143129 ZMFD	**Wingatui** (*ex*Kairanga, *ex*Antwerpen) 1*Dk&Shelter dk*	2378 2059 1344					1914	Schiffsw.v. H.KochA.G Lübeck	**UnionS.S.Co.of** **NewZealand,Ld.**	312·0|42·6|18·1 *WB*	Wellingtn, N.Z. British	T.3Cy.$22\frac{13}{16}$",37"&57"-$35\frac{3}{8}$" 193NHP OttensenerMaschf.Altona		
36590 OHXC	**Winha** (*ex*Atlantic-35) *ss*Got.2ndNo.3-4,29 *ss*Got.No.1-34 1*Dk*(*Stl*)2*trB&deep framing* 3*Dk rule*	3331 3122 1975	✠100A1 ~~3,35~~12,35 MS1,34	Got Shl ✠LMC BS3,35	*v*	OG 1,34	1904 10mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	**WinhaO/Y** **(A.Wihuri)** *Cell DB*	340·0|49·0|22·6 P28'B96'F34' FK	Helsingfors ~~Brändö~~ Finnish 6*BHCem* *a*114' *uE&B*	T.3Cy.25",$40\frac{1}{2}$"&67"-45" (*s*) 180lb 332NHP 3SB,*9pf*,GS153,HS5208 N.E.MarineEng.CoLdNwc 44' *f* 140'721*tAPT*95*t*	25 ″ 3 s 4 ″ $6\frac{1}{4}$ 20 ″ 11	
36591 81626 WJCL Broken up	**Winifred** *Fitted for oil fuel* 2*Dks&Web frames* *Carrying Petroleum in bulk*	2551 — 1520			...		1898	Bath Iron Works Bath,Me.	**Gulf RefiningCo.** **Inc.**	282·5|42·2|21·1 P37'B52'F24' FK	PrtArthur Tex. Utd.States *WB*	T.3Cy.$20\frac{1}{2}$",34"&55"-36" NB98 228NHP NE86,*fitted*98 BathIronWorks,Bath,Me.	25 ″ 0	
36592	— **TwinSc**	550					1901	Bow,Mc- Lachlan&Co. Ld. Paisley	~~CrownAgents for~~ ~~theColonies~~ Gov- ernment of Kenya	175·0|29·0| 9·0	Kisumu British	T.6Cy.$9\frac{3}{4}$",$15\frac{1}{2}$"&25"-16" 25NHP Bow,McLachln&CoLd.Psy		
36593 127811 ZMDJ	**Winifred Moller** (*ex*Katoa-34) 1*Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	~~N.E.A.Moller~~ ~~(Moller&Co.*Mgrs*)~~ MollerLine,Ld	298·0|45·3|20·0 P21'B80'F29'	Shanghai British *WB*	T.3Cy.24",40"&65"-42" 274NHP G.Clark,Ld.Sunderland		
36594 141906 GRZT	**Winkfield** *ss*Cal.No.3-8,27 *ss*Cal.No.2-35 ~~*ss*Cal.No.1-31~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	5279 4839 3194	✠100A1 ~~12,34~~10,35 ~~MS8,31~~	Cal ✠LMC10,35 ~~BS8,34~~	*y*	CL 12,34	1919 5mo *Lloyd*	W.Pickers- gill&Sons, Ld. Sunderland '*sA&CP*	**BritishIndiaStm.** **Nav.Co.Ld.** *CellDB*	400·0|52·2|28·5 P49'B113'F38' FK 345'1047*t FPT*132*t*	Glasgow British 7*BHptCem* *APT*218*t*	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 0 25 ″ $3\frac{1}{2}$	
36595 149898 GNFW	**Winkleigh** 1*Dk&Shelter dk*	5055 4642 3005					1927	W.Pickers- gill&Sons,Ld. Sunderland	**TatemSteam** **NavigationCo.Ld.** **(W.J.Tatem,Ld.** *Mgrs.*)	403·0|55·4|25·8	London British *WB*	T.3Cy.27",45"&75"-51" 402NHP G.Clark,Ld.Sunderland		C
36596 HPBM	**Winkler** *ss*Ham.No.1-34 *Mchy.Aft* *OilEng.* GyC. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way of mchy.space& Web frames* *Longitudinal framing*	6927 6515 4383	✠100A1 ~~4,35~~ 11,35 ✠LMC CS4,35 7,34 *Carrying Petroleum in bulk*	Ham Phl DBS4,35	*b*†	CL 7,34	1930 12mo *Lloyd*	Scotts'S.B. &E.Co.Ld. Greenock '*sA&CP*	**AtlanticOilShppng** **Co.** *CellDBuE*65'230*t*	421·2|58·3|34·9 P110'F41' FK *DTf*32' 423*t FPT*1	Panama Pnamanian 17*BH* 73*tAPT*116*t*	4 Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.$19\frac{1}{2}$"-24" 4S.C.SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent	35 ″ 0 s 7 ″ $7\frac{3}{4}$ 27 ″ 7	
36597 ~~[illegible]~~ ~~GQDT~~ Now "Francunion VI," see No. 38104 in Supplement	**Winnebago**, *ss*Nwc.No.3-8,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* (*FuelDepotShip*)	4667 4069 2749	✠ ... 9,35 ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,15 *F.P above* 150° F.	Bel ~~✠LMC8,30~~	*x*	CL 7,32	1915 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *WB=CellDBuE&* 59'171*tDTf*30'233	370·0|50·1|28·5 P103'B35'F43' *B* FK *tFPT*102*tAPT*121*t*	French 15*BHptCem* 10 *to U dk&* 5 ,, 2*nd* ,,	T.3Cy.$25\frac{1}{2}$",41"&68"-48" (*s*) 180lb *100lb* 413NHP 2SB,*8cf*,GS136,HS5826 FD G.Clark,Ld.Sunderland	28 ″ 6 ~~s4 ″ $8\frac{1}{4}$~~ ~~24 ″ 0~~	
36598 DIAD	**Winnetou** (*ex*Corning,*ex*Mohican) *ss*Sws.No.3-2,25 *Mchy.Aft* *ss*Phl.No.2-32 2*Dks*(*Stl*)&*Web frames* 3*rd dk*(*Stl*)*inNo.1hold only* *& Web frames* *Longitudinal framing*	5113 4466 3055	✠100A1 ~~5,35~~ ~~9,33~~3,36 ✠NB2,28 BS~~2,34~~ ~~[illegible]~~3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13 *F.P. above* 150° F.	Phl Ham ✠LMC6,33	*y*	CL ~~11,32~~ 3,36	1913 9mo *Lloyd*	Howaldts- werke Kiel '*sA&CP*	**Hansa-Tank-** **ReedereiG.m.b.H.** **(Atlantic-** **RhedereiG.m.b.H.** *Mgrs.*) *CellDBuE&B*74'	385·9|52·4|28·5 P115'B22'F37' FK 221*tDTf*31'480*tF*	Hamburg German 13*BHCem* 10*BHtoUdk* 3 ,, 2*nd* ,, *PT*169*tAP*	Q4Cy.$19\frac{1}{2}$"28"41"&59"-$41\frac{3}{8}$" 213lb (*s*) 331NHP 2SB,*6cf*,GS116,HS5025 FD Howaldtswerke,Kiel *T*66*t*	28 ″ 8	
36599 FNRN	**Winnipeg** Ⓟ **TwinSc4Mst** (*ex*JacquesCartier) *ss*Bmn.No.3-4,30 *ss*Hav.No.1-34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	8379 6476 5031	✠100A1 *Shelter dk* *withfreeboard* 11,35~~3,34~~ ✠NB(c)9,21 ✠Lloyd'sRMC~~2,35~~8,35 No. 5 'tween dk. chambers & port chambers & stbd. fwd. chamber in No. 4 'tween dk. for temp. 32° F. *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Hav BS8,35 ✠LMC3,34	*d*†	CL ~~s11,33~~ P3,34 SN11,33	1918 10mo *Lloyd*	Atel.&Ch. deFrance Dunkirk '*sA&CP*	**Cie.Générale** **Transatlantique** *CellDB*388'1494*t* *Tank between*	473·5|59·8|28·7 B189'F48' *on* *Shelter dk* FK *Coll* *FPT*101*t APT*75*t* *tunnels*92*t*	Havre French *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T6Cy23",$38\frac{1}{2}$"&$64\frac{1}{2}$"-45" (*r*) 200lb FD 968NHP (*aft centre boiler*) 210lb 5SB,*20cf*,GS357,HS15373 Ateliers etChantiers de France	31 ″ 5 s4 ″ $11\frac{1}{4}$ 26 ″ 8	
36600 152854 CYKM	— *Mchy.Aft* 2*Dks*	2383 1299 1448					1926	DavieS.B. &Repg.Co.Ld Lauzon,Que.	**CanadaSteamship** **Lines,Ld.**	250·0|42·8|14·7 F35'	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld Hpl.		C
36601 Broken up	**Winny** (*ex*City ofWinnipeg-34, *ex*Kansas) *Fitted for oil fuel*	*6113* *5804* *3931*					1910	Workman, Clark&Co.Ld Belfast		431·7|54·9|30·9 P78'B139'F90'	Japanese *WB*	T.3Cy.$25\frac{1}{2}$",$43\frac{3}{4}$"&$75\frac{1}{2}$"-51" 403NHP Wrkman,Clark&Co Ld Bel		C
36602 122851 CYMT	**Winona** *Mchy.Aft* 1*Dk*	2085 1919 1327					1906	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	**CanadaSteamship** **Lines,Ld.**	252·0|43·5|21·3 P18'F36'	Hamilton, Ont. British *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
36603 218851 KIZR	**Winona County** Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6049 5579 3767			...		1919	Federal S.B.Co. Kearny,N.J.	**UnitedStates** **ShippingBoard** **Bureau**	395·5|55·0|31·4 P45'B110'F38' *on Shelter dk* FK	NewarkNJ Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. 645NHP Indianapolis,Ind.	34 ″ 11	R †
36604 219746 KUJS	**Winston-Salem** *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	6223 5614 3842			...		1920	G.A.Fuller Co. Wilmington, N.C.	**UnitedStates** **ShippingBoard** **Bureau**	395·3|55·1|31·4 P45'B110'F38' *on* *Shelter dk* FK	Wilmgton, N.C. Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 590NHP Hooven,Owens,Rent- schlerCo.Hamilton,O	34 ″ 11	R †
36605 PIQR	**Winsum** *ss*Rot.No.3-10,33 D.F. 1*Dk*(*Stl*)	3245 2893 1963	✠100A1 10,35~~10,34~~ BS2,35 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Rot ✠LMC6,33	*v*	CL ~~N10,34~~ 10,35	1921 3mo *Lloyd*	Antwerp Eng.Co. Hoboken '*sA&CP*	**Stoomv.Maats.** **Oostzee(Vinke&** **Co.***Mgrs.*) *CellD*	332·0|48·2|22·1 P27'B93'F27' FK *B*277' 823*t FPT*59*t*	Amstrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.23",38"&62"-42" (*s*) 180lb 320NHP 2SB,*6cf*,GS106,HS4496 FD N.E MarineEng.Co.Ld.Sld.	24 ″ 7 s4 ″ $2\frac{1}{2}$ 20 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où il est dans le L.R. & Durée Cert. B. of Trade
36606 PIQX	**Winterswijk** ssRot.No.3–7,26 ssRot.No.2–35 ~~ssRot.No.1–30~~ D.F. ~~Sub.Sig.~~ 1*Dk*(*Stl*)	3205 2898 1937	✠100A1 ~~5,35~~ ~~5,34~~ 1,36 ✠LMC5,34 ~~MS4,30~~ ~~BS5,34~~ BS1,36	Rot	*u*	OG 5,34	1914 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP *WB*=	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) *CellDBa92' uE22'*	320·0 P28'B96'F34' FK *f138'801tFPT114t*	47·5	22·9	Rottrdam Dutch *5BHCem* *APT142t*	T.3Cy.28",38"&62"–42" (*r*) 180lb *100lb* 282NHP 2SB,*6cf*,GS131,HS4510 Kon.Maats.deSchelde, Flushing	25 " 2 s3 " 10½ 21 " 6	
36607 712 OHFR	**Wipunen** (*ex*Tabarka–32) ssMdb.No.3–5,25 ssHfs.No.2–34 *Cargo battens not fitted* 1*Dk*(*Stl*)	4103 3620 2459	✠100A1 2,36 ~~11,34~~ ✠LMC5,34 BS7,35	Abg Rio	*w*	CL 11,34	1913 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	A.Wihuri *Cell D Ba113'*	350·0 P30'B67'F34' FK *uE23' f154' 1035t*	50·0	25·3	Helsingfrs Finnish *6BHCem* *APT105t*	T.3Cy.24",38"&64"–42" (*s*) 180lb *65lb* 314NHP 2SB,*6cf*,GS98,HS4172 FD Cen.Mar.Eng.Wks.W.Hpl	27 " 8 s 5 " 2 22 " 8	
36608 7647 SILN	**Wirgo** ssSkm.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *CruiserStern* *Strengthened for Navigation in Ice*	*701* *482* *251*	✠100A1 *withfreeboard* 6,35 ~~5,33~~ ✠LMC~~5,30~~ 6,35	Skm	*l*	OG ~~5,33~~ 6,35	1930 5mo *Lloyd*	Akt.Finn- bodaVarf Stockholm *'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	183·6 P16'B52'F17' FK *CellDB132'172tFPT*	32·1	12·9	Stockholm Swedish *4BHCem* *37tAPT23t*	T.3Cy.16½",27"&44"–30" 200lb (*s*) 150NHP 2SB,*4cf*,GS63,HS2692 HelsingörsJernsk.&Mskb. Elsinore	15 " 2 s " 2 15 " 1¼	
36609 721 OHFQ	**Wirma** (*ex*Rhio–32) ssShl.2ndNo.3–11,29 ssHfs.No.1–34 1*Dk*(*ptIrn&ptStl*)&*deep framing*	2609 — 1535	✠100A1 7,34 ✠LMC BS~~1,34~~6,35 MS5,34	Hfs	*l*	7,34	1903 11mo *Lloyd*	R.Thomp- son&Sons Sunderland *'sA&CP*	WirmaO/Y (A.Wihuri) *CellDBa90'*	299·0 B74'F30' FK *uE&B36' f124'706t*	44·5	19·8	Helsingfrs Finnish *5BHCem* *APT62t*	T.3Cy.21½",36"&59"–39" (*s*) 180lb *80lb* 233NHP 2SB,*8pf*,GS98,HS3546 N.E.MarineEng.CoLd.Sld.	22 " 3 s 3 " 6¼ 18 " 10	
36610 3554 SHJK	**Wisborg** (*ex*Aira) ssAbo2ndNo.3–4,24 *Mchy.Aft* ssGot.No.2–33 *Well deck* 1*Dk*(*Irn*)	*716* *503* *280*	✠100A1 ~~7,35~~ ~~8,34~~ 4,36 MBS3,35 ✠LMC MS2,52 ~~BS2,34~~ DBS11,35	Got ~~Cpn~~	*j*	OG ~~8,32~~ 4,36	1899 10mo	Scott& Sons Bowling A&CP	RederiA/B Carl- sten(E.H.Edman, *Mgr.*) *CellDBuE&*	180·0 Q93'B10'H53tF19' FK *B39' f103' 222tFPT*	30·1	11·7	Marstrand Swedish *3BHCem* *46tAPT16t*	T.3Cy13¾",25½"&41"–27"(*s*) 160lb *65lb* 98NHP 1SB,*3pf*,GS51,HS1684 Ross&Duncan,Glasgow	14 " 0 s 4 " 6½ 13 " 6½	
36611 FNTD	**Wisconsin** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	8062 6329 4295					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4 Q46'	61·2	27·5	Havre French *WB*	T.4Cy.34¼",56¼"&(2)65¾"– 59" 654NHP BremerVulkan,Vegesack		V
36612 218711 KEXM	— (*ex*Wawalona) *Fitted for oil fuel* 1*Dk2trB&Shelter dk* *Longitudinal framing*	6076 5632 3729					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	~~StatesSteamship~~ ~~Co.~~ BulkCarriers Corporation	402·5 P34'F38'	53·0	34·5	PortlndOr Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
36613 SPAJ	**Wisla** ssDnz.No.3-11,35 1*Dk*(*Stl*) Sub.Sig.	3350 2816 1840	✠100A1 ~~6,34~~11,35 ✠LMC~~6,35~~ 11,35	Dnz	*u*	CL ~~6,31~~ 10,35	1928 8mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton *'sA&CP*	"ZeglugaPolska" SpolkaAkcyjna *Intermediate* *BH in forehold dispensed with*	325·0 P33'B94'F28' FK *CellDB280'812tFPT*	48·0	22·2	Gdynia Polish *Cem* *4BH only* *86tAPT109t*	T.3Cy.23½",39"&64"–42" (*s*) 180lb *100lb* 293NHP 2SB,*6cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 " 3 s 3 " 9½ 20 " 8½	
36614 DODZ	**Witell** (*ex*Bakara, *ex*Cannstatt) ssBmn.No.3–1,26 ssBmn.No.2–34 *Ref.Mchy.* 2*Dks*(*Stl*)*3rd dk in* D.F. *Well deck* Sub.Sig. *No.1hold*	6079 5516 3805	✠100A1 3,36 ~~8,34~~ BS9,35 ✠LMC8,34 ✠Lloyd'sRMC~~12,34~~ 7,36 ~~9,35~~	Bmn Ham	*b*†	CL N8,34	1913 11mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	~~Norddeutscher~~ ~~Lloyd~~ Hamburg- Sud-Amerik Dampfschifffahrts Ges. *CellD*	449·6 P&B377'F53' FK	58·3	27·0	Bremen German *8BHCem* *Ba189'uE&*	T.3Cy.$30\frac{5}{16}$",$50\frac{5}{16}$"&84"–54" 185lb (*s*) FD 751NHP 4SB,*12cf*,GS263,HS11219 FlensburgerSchiffsb.Ges. *B72'f142'1642tFPT48t*	29 " 6 s 4 " 7 25 " 5	
36615 DOEI	**Witram** (*ex*Boonah,*ex*Melbourne) ssSyd.No.3–4,25 Sub.Sig. ssBhn.No.2–33 D.F. *Well deck* 2*Dks*(*Stl*) *Ref.Mchy.* *3rd dk inNo.1hold*	6097 5525 3814	✠100A1 2,36 ~~2,35~~ BS3,35 ✠LMC6,34 ✠Lloyd'sRMC~~5,34~~ ~~2,35~~ 2,36	Bhn	*a*†	CL 3,35	1912 1mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	~~Norddeutscher~~ ~~Lloyd~~ Hamburg- Sud-Amerik Dampfschifffahrts Ges. *CellD*	449·2 P&B378'F53'	58·2	26·8	Bremen German *8BHCem* *Ba182' uE&*	T.3Cy.$30\frac{5}{16}$",$50\frac{5}{16}$"&84"–54" 185lb (*s*) 751NHP 4SB,*12cf*,GS264,HS11219 FD FlensburgerSchiffsb.Ges. *B72' f149'1490t*	29 " 6 s 4 " 7 25 " 4	
36616 DFZW	**Wittekind** (*ex*Tricolor) 1*Dk2trB* &*deep framing*	4028 3773 2528			...		1906	TyneI.S.B. Co.Ld. Newcastle	EmderDampfer- kompagnie,A.G. (Wilh.Nübel,*Mgr*)	351·0 P28'B103'F36' FK	50·0	25·7	Emden German *WB*	T.3Cy.26",42½"&69½"–45" 368NHP Blair&Co.Ld.Stockton	28 " 1	G †
36617	**Wladiwostock** 2*Dks* *CruiserStern*	1415 1137 740					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85'F25'	34·9	18·3	Archangel Russian *WB*	C.4Cy.(2)$14\frac{3}{16}$"&(2)31½"– 31½" 93NHP Cant.Riuniti dell' Adriatico,Trieste		
36618 PIRJ	**Woensdrecht** ssRot.No.2–34 *OilEng.* 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at* D.F. *bottom and at decks*	4668 4151 2627	✠100A1 ~~4,35~~ 11,35 DBS~~4,35~~ ✠LMC2,34 11,35 *CarryingPetroleum in bulk*	Rot	*x*	CL N4,35	1926 3mo *Lloyd*	Maats. Fyenoord Rotterdam *'sA&CP*	N.V.Maats.Motor- schip"Woens- drecht"(N.V.Phs. VanOmmeren's Scheepv.Bedrijf)	370·0 P99'F33' FK *CellDBuE64'137t*	53·3	27·8	Rottrdam Dutch *16BHptCem* *FPT150tA*	Oil Engines 4S.C.SA 6Cy.$27\frac{3}{16}$"–55⅛" 438NHP 3DB–(1NDB*aft*27)*142lb* Maats.Fyenoord,Rot. *PT66t*	28 " 0 s 5 " 2 23 " 0	
36619 DOEV	**Wolfram** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(Woer- mannLinieA.G. DeutscheOstAfrika Linie,*Mgrs.*)	362·7 P&B286'F47'	50·3	22·2	Bremen German *WB*	T.3Cy.25⅝",40½"&$68\frac{1}{16}$"–47¼" 318NHP GörlitzerMasch.Görlitz		G
36620 DOOY	**Wolfsburg** (*ex*BaronLovat, *ex*Wolfsburg) ssBmn.No.3–8,28 ssHam.No.1–32 1*Dk*(*Stl*)*2nd dk*(*Stl*)*in* Sub.Sig. *No.1hold*	6201 5685 3827	100A1 ~~12,34~~11,35 LMC MS8,32 BS~~4,34~~ 6,35	Bmn	*d*†	CL 12,34	1915	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDampfs. Ges."Hansa" *CellDB389'1819t*	469·6 B&F394'*upper*F52' FK *FPT120tAPT81t*	62·1	25·3	Bremen German *7BH* *ptCemptAsp*	T.3Cy.31½",50¾"&82¾"–55½" 199lb (*r*) 703NHP 4SB,*12cf*,GS226,HS9920 FD J.C.TecklenborgA.G.Wsm	28 " 1	
36621 DTWL	**Wollin** TwinSc *Carrying Petroleum in bulk* 1*Dk*	1765 — 1024					1916	Reiherst'g Schiffsw. Hamburg	GermanGovern- ment(J.T.Essber- ger,G.m.b.H.)	246·0 Q88'F38'	36·2	19·9	Kiel German	T.6Cy.12⅝",20½"&33½"–22⅝" 108NHP Reiherst.Maschinenf.Ham		
36622	— Ⓟ 1*Dk*	305 189 115					1928	Lübecker Flender- WerkeA.G. LübeckSiems	Stettin-Wollin- Cammin-Dieden- overDampfschifff. G.m.b.H.	145·1	23·1	9·4	Cammin i. Pom. German	T.3Cy.10⅝",16¾"&27½"–15¾" 36NHP Christiansen&Meyer, Harburg		G
36623 150190 VJYQ	**Wollongbar** Ⓟ *Ref.Mchy.* 1*Dk&Awng dk*	2239 1942 874					1922	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.	285·1 F51'	42·1	23·9	SydnyNSW British *WB*	T.4Cy.25",40"&(2)44½"–36" 218NHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36624 PIRP	**Wolsum** *ss*Rot.No.3-4,34 D.F. 1*Dk*(*Stl*)	3699 3345 2226	✠100A1 3,36~~9,35~~ BS3,35 ✠LMC4,34 *Fitted for oil fuel* 7,21	Ams Rot	*w*	OG 3,35 *F.P. above* 1	1921 4mo A&CP	A.Vuijk&Zonen Capelle a/d Ysel 50° F.	Stoomv.Maats. "Oostzee" (Vinke &Co.*Mgrs.*) *Inter mediate BH in after hold dispensed with* CellD	359·9 P30'B229'F27' FK B312' 950*t* FPT74*t*	48·3	23·0	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 180lb 443NHP 3SB,*6cf*,GS144,HS6312 FD Maats.deSchelde,Flushing	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
36625	**Wong Shek Kung** (*ex*Helios) 1*Dk*	1656 1250 1044					1905	WoodSkinner&Co.Ld. Newcastle	HingLeeS.S.Co. (KwongHang Hing,*Mgrs.*)	260·0	38·0	15·5	Canton Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP G.Clark,Ld.Sunderland		N
36626 131561 VJYR	**Woniora** *ss*Syd.No.3-10,25 *ss*Mel.No.2-33 *Well deck Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	823 588 338	✠100A1 9,35~~10,34~~ BS~~10,34~~ 9,35 ✠LMC9,33	Mel	*k*	CL 8,33	1913 6mo *Lloyd's*A&CP	Hall,Russell&Co.Ld Aberdeen	W.Holyman&Sons, Pty.Ld. *WB=CellDB*	195·0 31·7 Q110'B9'F34' FK *uE*28'*f*108'187*t* FP	30·3	12·6	Melbourne British 3*BHCem* *T*70*t* *APT*8*t*	T.3Cy.16",26"&43"-33" (*r*) 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co Ld.Abn.	14 ″ 6 ~~s — ″ 0½~~ ~~14 ″ 0~~ s4 ″ 3½ 14 ″ 2	
36627 10566 JBTE	**Woo-Ling Maru** Ⓟ **TwinSc** 1*Dk*	1298 666 715					1906	Kawasaki DckyrdCoLd Kobe	NisshinKisenK.K.	228·8 F31'	39·5	9·6	Tokio Japanese	T.6Cy.12½",20"&33"-18" 92NHP KawasakiDockyardCo.Ld.		
36628 149831 ~~GJSP~~	**Woodcock** *ss*Lon.No.2-35 ~~*ss*Lon.No.1-31~~ 1*Dk & Shelter dk* *CruiserStern*	1561 824 713	✠100A1 *withfreeboard* 5,35 ~~1,34~~ ~~BS5,34~~ ✠LMC~~5,31~~ 5,35	Lon	*q*	CL 1,34	1927 5mo *Lloyd's*A&CP	Greenock Dkyd.Co.Ld. Greenock	GeneralStm.Nav. Co.Ld. *CellD*	241·4 B84' FK B200' 285*t* FPT25*t*	40·2	12·7	Leith British 5*BHCem* (*Coll to Sh dk* 4 ,, *2nd* ,,) *APT*15*t*	T.3Cy.23",37"&62"-39" (*s*) 200lb 341NHP 2SB,*8cf*,GS180,HS6136 J.G.Kincaid&Co.Ld.Grk.	15 ″ 0 s8 ″ 6½ 14 ″ 11¼	
36629 ~~[illegible]~~ MBCS	**Woodland** (*ex*ZuidHolland-33) *Now "Kulda," see No. 38756 in Supplement* *ss*Shl.No.3-5,33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1953 1619 1182	✠100A1 1,35 ✠NB6,28 ✠LMC MS5,33 BS11,34	Shl	*r*	CL 7,34	1911 9mo A&CP	Schpw.v. Jan.Smit,Czn Alblasserdm	Shipping&CoalCo. Ld. *CellDBa*80'	272·4 B63'F32' FK *uE&B*35'*f*112'523*t*	39·9	18·2	London British 4*BHCem* *APT*77*t*	T.3Cy.20",32"&52¾"-39" (*s*) 180lb 203NHP 2SB,*6cf*,GS108,HS3450 Maats.deSchelde,Flushing	20 ″ 6 s 3 ″ 0½ 17 ″ 8	
36630 160555 MPDY	**Woodlark** *ss*Lon.No.1-32 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern*	1501 826 694	✠100A1 *withfreeboard* 1,35 ~~BS9,34~~ ✠LMC11,32 BS1,36~~0,33~~	Lth	*q*	CL 1,35	1928 8mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *CellDB*194'265*t*	240·0 B72' *FPT*21*t* *APT*12*t*	40·1	13·3	Leith British 5*BHCem* (3 *to Sh dk* 2 ,,*2nd* ,,)	T.3Cy.22",36"&59"-36" (*r*) 200lb 321NHP 2SB,*8cf*,GS174,HS6006 AilsaS.B.Co.Ld.Troon	15 ″ 3 s 8 ″ 3½ 15 ″ 2	
36631 Dismantled 122727	**Wookata** *Well deck Ref.Mchy.* 1*Dk*	675 409 344			...		1909	Mackie&Thomson,Ld. Glasgow	CoastSteamships, Ld.	180·3 Q79'B32'F26' FK&BK1¼"	29·0	9·7	P.Adelaide British *WB*	T.3Cy.15",25"&40"-27" 64RHP Muir&Houston,Ld.Gls.	12 ″ 0	
36632 LDTD	**Woolgar** *ss*Mel.No.3-10,27 *ss*Osl.No.1-32 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Cargo battens not fitted*	3060 2754 1811	✠100A1 *Shelter dk* *withfreeboard* 7,35~~10,34~~ ~~BS7,31~~ BS6,35 ✠LMC5,32	Sng HKg	*w*	CL 8,33	1914 11mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	HansBorge *CellDBa*114'*uE&*	350·0 FK B41'*f*153'934*t* FP	47·1	21·1	Tonsberg Norwegian 6*BHCem* 84*t* *APT*27*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb *180lb* 385NHP 2SB,*8cf*,GS144,HS5606 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 0 s 2 ″ 1 22 ″ 1	
36633 206658 KLDU	**Woonsocket** Ⓟ (*ex*Mackinac) 2*Dks*	512 — 336					1909	Johnston Bros. Ferrysburg, Mich.	ColonialNav.Co.	162·0	28·2	12·0	NewYork Utd.States	C.2Cy.18"&40"-30" 73NHP MontagueIronWorks, Montague,Mich.		
36634 142213 MCMS	**Woosung** **TwinSc** 2*Dks*	3426 2740 2119					1918	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	ChinaNav.Co.Ld.	320·0	46·2	22·3	HongKong British *WB*	T.6Cy.14½",24"&39½"-30" 171NHP TaikooD.&E.Co.ofH.Kg. Ld.HongKong		
36635 29836 JTTA	**Woosung Maru** Ⓟ (*ex*Dunmail) 1*Dk&2nd dk in Nos.*1, 2*&*3*holds*	3090 2839 1884			...		1919	BlythS.B. &D.DCo.Ld. Blyth	KawasakiKisen K.K.	331·3 P33'B98'F29' FK	46·7	23·2	Kobe Japanese *WB*	T.3Cy.25",41"&68"-45" 368NHP Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	
36636 162334 GFZM	**Worcestershire** Ⓟ **TwinSc** *OilEng.* D.F. *Ref.Mchy* 3*Dks*(*Stl-U* ws) *CruiserStern* *ss*Bkn.No.1-35	11376 7834 7108	✠100A1 ~~2,34~~12,35 DBS3,35 ✠LMC CS3,35 3,35	Bkn	*f*†	CL 2,34	1931 2mo *Lloyd's*A&CP	Fairfield Co.Ld. Glasgow	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) CellD	483·0 P51'B265'F78' FK B417'1746*t* *FPT*42*t*	64·2	32·0	Liverpool British 8*BHptCem* *APT*91*t*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 1 29 ″ 9¼	BT till ~~12,35~~ 3,36
36637	**Worden** **TwinSc** (*exU.S.NavyVessel*) *OilEng.* 1*Dk*2*tr B*	433 — 374					1903	NavyYard Norfolk,Va.	Seaboard.S.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13" 211NHP NE29 AtlasImperialDieselEng. Co.Oakland		
36638 8023 SKWE	**Wormo** 1*Dk&Shelter dk OilEng.* Wireless D.F. *CruiserStern* *Strengthened for navigation in Ice*	~~900~~ *842* *595* *294*	✠100A1 *withfreeboard* 7,35 ✠LMC7,35 ~~(*Class Contemplated*)~~	Lkr	*n*	OG	1935 7mo *Lloyd's*A&CP	NyaVarvs-aktb.Öresund Landskrona	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellDB*162'220*t* *FPT*54*t* *APT*49*t*	210·0 *B on Shelter dk*42' FK	35·5	22·5	Stockholm Swedish 4*BHptCem* (*Coll BH to Sdk* 3 ,, *to2nd* ,,)	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
36639 222830	**Worrell Clarkson** *Now "Ernest T. Weir," see No. 37986 in Supplement* *Mchy.Aft* GyC. 1*Dk*	8203 — 6789					1923	ToledoS.B. Co. Toledo,O.	KinsmanTransit Co.(G.M.Steinbrenner,*Mgr.*)	588·0	60·2	27·4	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41"&65"-42" 274NHP ToledoS.B.Co.Toledo,O.		R
36640 160135 GJYW	**Worthing** Ⓟ **TwinSc** Sub.Sig. D.F. 2*Dks& Awng dk* *CruiserStern*	2294 1143 932					1928	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	297·7	38·7	15·0	Newhaven British	6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb.		BT till ~~2,36~~ 1,37
36641 28306 JAUA	**Woyo Maru** *ss*Yka.No.3-5,34 ~~*ss*Yka.No.2-29~~ 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5458 4996 3323	✠100A1 6,35~~5,33~~ ✠LMC~~5,34~~ 6,35 *Fitted for oil fuel* 9,21	Kob	*z*	~~4,33~~ 5,35 *F.P. above* 1	1921 9mo A&CP	Asano S.B.Co. Tsurumi 50° F.	ToyoKisenK.K. *CellDB*339'944*t*	400·0 P33'B124'F41' FK	53·2	29·4	Yokohama Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7362 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
36642 133250	**Wuchang** **TwinSc** 2*Dks*	3204 2708 1975					1914	TaikooDkyd&E.Co.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	320·0	46·0	22·3	London British *WB*	T.6Cy.14½",24"&39½"-30" 171NHP TaikooDkyd.&Eng.Co.of HongKongLd.HongKong		
36643	**Wuchow** (*ex*Robert Lebaudy) **TwinSc**	436 — 279					1909	Kwong SangLung HongKong	CantonNavigation Co.Ld.	123·6	22·0	8·0	Canton Chinese	C.4Cy.10"&20"-14" 25NHP KwongSangLungH.Kg.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
36644 25099	**Wugo Maru** ssKob.No.3-4,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	3683 3252 2223	✠ ... 6,34 ✠	Kob	*v*		1920 5mo	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	330·0|46·0|27·7 P17'B72'F39' *on* *Awng dk* FK *CellDB*278'716*t* *FPT*50*t* *APT*31*t*	Kobe Japanese *Cem* 6*BH to Aw dk*	T.3Cy.$24\frac{3}{4}$",41"&69"-45" 390NHP 2SB,6*cf*,GS118,HS5058 UragaDockCo.Ld.	29″11	
36645 154047 MDMB	**Wuhu** TwinSc 2*Dks*	2938 2317 1712					1930	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0|46·1|20·0	London British *WB*	T.3Cy.15",$24\frac{3}{4}$",&(2)29"-18" 143NHP TaikooD.&E.Co. ofHongKong,Ld.		
36646 159418 ~~VPGY~~ MKKJ	**Wulin** Ⓟ TwinSc *OilEng.* (*RiverService*) 2*Dks* ~~*CruiserStern*~~	~~2500~~ 2515 1836 1741					1935	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	249·0|50·0|~~10·5~~ 9·4	London ~~HongKong~~ British *WB*	Oil Engines 2S.C.SA 10Cy.$14\frac{3}{16}$"-$26\frac{3}{4}$" 349NHP SulzerBros.Winterthur		
36647 140576 GFCX	**Wulsty Castle** *OilEng.* ssHam.No.3-8,26 1*Dk*(*Stl*)	3566 3303 2184	✠100A1 3,29 ✠NE8,26 ✠LMC8,26 DBS~~5,33~~ ✠LMC(M)5,28 6,35	Ant	*w*	CL 5,28	1918 4mo *Lloyd's A&CP*	J.Blumer &Co. Sunderland	Ship"Wulsty Castle,"Ld.(J. Chambers&Co. *Mgrs.*)	356·3|48·7|23·9 P35'B&F281' FK *CellDB*288'786*t* *DTa*27'805*t* *FPT*67*t*	Liverpool British 6*BHCem* *APT*109*t*	2 Oil Engines 4S.C.DA & HydraulicCouplings SR gearedto1Sc.shaft 472NHP 6Cy$20\frac{1}{16}$"-$24\frac{7}{16}$"DR*100lb* FD VulcanWerkeA.G.Hmbrg	25″11 s2″$11\frac{1}{2}$ 23″5	
36648 DIAE	**Württemberg** 4Mst *Fitted for oil fuel* D.F. *Ref.Mchy.* Sub.Sig. 2*Dks*	8829 7397 5125					1921	Bremer Vulkan Vegesack	ErsteDeutsche Walfang G.m.b.H.	468·6|58·3|32·7 P55'B222'F41'	Hamburg German *WB*	T3Cy.$32\frac{3}{16}$"$52\frac{3}{4}$"&$86\frac{3}{4}$"-$55\frac{1}{16}$" &LP Turbine 769NHP BremerVulkan, Vegesack		G
36649 154058 MDMC	**Wusueh** TwinSc *OilEng.* 2*Dks*	3009 2308 1731					1931	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0|46·1|20·0	London British *WB*	Oil Engines 2S.C.SA 16Cy.$13\frac{3}{4}$"-$21\frac{1}{4}$" 531NHP SulzerBros.A.G. Ludwigshafen a Rh.		
36650 205458 WADR	**Wyandotte** D.F. (*Self-Unloader*) GyC. *Mchy.Aft* 1*Dk*	2450 — 1541					1908	Gt.Lakes Eng.Works Ecorse,Mich.	WyandotteTrans- portationCo.	346·0|45·2|24·0 len10	Wyndotte, Mich. *WB* Utd.States	T.3Cy.18",31"&50"-36" 150NHP GtLakesEngWrks,Detroit		R
36651 LDUC	**Wyatt Earp** Wood (*ex*Fanefjord-33) *OilEng.* Wireless 1*Dk*	402 348 274					1919	Bolsönes Skbs.&Mek Værks. Molde	WyattEarpA/S Ld. (AxelHolm)	135·6|29·2|14·3 P48*t*	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{8}$"-$18\frac{7}{8}$" 64NHP J&CGBolinder'sCoLdSkm		N
36652 163515 GWVM	**Wychwood** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	2794 2124 1558	✠100A1 4,36 ~~2,35~~ ✠LMC9,34	Shl Bly		CL 4,36	1934 9mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	W.France, Fenwick&Co.Ld.	306·0|44·5|19·3 Q177'F34' FK *CellDB*260'661*t* *MT*8'264*t* *FPT*214*t*	London British 6*BHCem* *APT*106*t*	T.3Cy.19",$31\frac{1}{2}$"&52"-39" (*s*) 200lb 238NHP 2SB,6*cf*,GS65,HS3400 FD N.E.MarineEng.Co.Ld.Sld	21″6 s7″1 19″$3\frac{3}{4}$	
36653 145486 MKYS	**Wynding** ssHpl.No.3-6,35 ~~ssNwc.No.2-30~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1149 866 666	✠100A1 6,35 ~~5,33~~ ✠LMC~~10,30~~ ~~BS12,33~~ ~~MBS5,34~~	Goo Hpl 6,35	*n*	OG ~~2,35~~ 6,35	1922 4mo *Lloyd's A&CP*	Verschure &Co. Amsterdam	W.A.Souter&Co. Ld.	231·0|34·2|13·2 Q138'B131'F23' FK *CellDBu* *B*19'*f*156'397*t* *FPT*	Newcastle British 4*BHCem* 88*t* *APT*48*t*	T.3Cy.$15\frac{1}{2}$",$25\frac{1}{2}$"&41"-36" 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,GS69,HS2010 Verschure&Co.Amsterdam	16″0 s4″$7\frac{3}{4}$ 14″$11\frac{3}{4}$	
36654 136686 GRFJ	**Wyneric** (*ex*RicardoA.Mestres) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks in holds for carrying Petroleum*	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	TheBankLine,Ld. (A.Weir&Co. *Mgrs.*)	365·0|50·7|26·7 P97'B20'F36'	Glasgow British *WB*	T.3Cy.25",41"&68"-48" 320NHP Cen.Mar.Eng.Wrks,WHpl		C
36655 FNTZ	**Wyoming** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&*Shelterdk*	8062 6329 4295					1930	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4|61·2|27·5	Havre French *WB*	T.4Cy.$34\frac{1}{4}$",$56\frac{1}{4}$"&(2)$65\frac{5}{8}$"- 59" 656NHP BremerVulkan, Vegesack		V
36656 219090 KOJJ	— (*ex*LakeGalata) *Fitted for oil fuel* Sub.Sig. 3*Dks*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	Merchnts&Miners Transptn.Co.	253·5|43·9|25·9 P25'B65'F26' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.CoM'lw'kee	28″5	R †
36657 157619 VLDP	**Wyrallah** *OilEng.* *Ref.Mchy.* 1*Dk*	1049 655 535					1934	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.	216·4|36·7|8·3 Q108'B31'F30'	Sydney British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn		C
36658 128970 MDQL	**Wythburn** 3Mst ssLiv.2ndNo.3-12,35 ~~ssLiv.No.3-6,23~~ *Well deck* ~~ssBkn.No.2-32~~ *Mchy.Aft* 1*Dk*(*Stl*)	420 279 161	✠100A1 ~~9,32~~ 12,35 12,35✠LMC MS~~9,32~~ BS~~5,34~~5,35	Bkn Liv	*f*	CL ~~9,32~~ 12,35	1911 10mo *Lloyd's A&CP*	R.William- son&Son Workington	MonroeBros.Ld. (MonroeBros.*Mgs*)	141·6|24·3|11·0 Q81'B9'F22' FK *WB*=	Wrkingtn British 3*BHCem* *FPT*30*t*	C.2Cy.16"&36"-27" (*s*) 130lb 83RHP 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow	12″0 s4″$7\frac{1}{2}$ 11″9	
36659 ~~218706~~ ~~KITL~~ Broken up	**Wytheville** 1*Dk*&*Shelter dk*& Sub.Sig. *Web frames* *Longitudinal framing*	6098 5609 3760			...		1919	Federal S.B.Co. Kearny,N.J.	~~AmericanDiamond Lines,Inc.~~	395·5|55·0|31·4 P45'B110'F38' *on* *Shelter dk* FK	~~NewYork~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine 645NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36660 1997 ICMB	**XXVIII Ottobre** (*ex*Nairn–34, *ex*LammerLaw–32) *ss*Bly.No.1–34 1*Dk*(*Stl*)	4832 4541 3040	✠100A1 10,35 ~~11,34~~ ✠LMC4,34	Liv Gen	*z*	CL 3,34	1929 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	"Garibaldi"Soc. Anon.Cooperativa diNav. *CellDB*344'	417·8 405·3 P35'B255'F40 FK 1037*t DTa*27' 1045*t*	53·4	26·1	Genoa Italian 6*BHCem* *APT*33*t*	T.3Cy.25",42"&70"–48" (*s*) 200lb *100lb* 442NHP 2SB,8*cf*,GS143,HS6002 FD D.Rowan&Co.Ld.Gls.	28 ″ 7 s 4 ″ 0 24 ″ 10	
36661 EEBL	**Xaquin** 1*Dk*2*trB*	506 424 318					1920	Astilleros Riera Gijon	M.CamposPeña	148·3	24·1	14·2	Gijon Spanish *WB*	T.3Cy.10½",17"&27"–20⅛" 32NHP M.Bori,Barcelona		
36662 10314 JXSB	**Yaedake Maru** (*ex*BakkaiMaru) Wireless 1*Dk*	358 263 176					1899	Boyd&Co. Shanghai	KyushuShosen K.K.	127·6	25·0	11·9	Osaka Japanese	C.2Cy.		
36663 32481 JKJB	**Yahiko Maru** TwinSc *ss*Kob.No.1–31 *OilEng.* 2*Dks*(*Stl*)	5747 5336 3575	✠100A1 11,33 DBS2,35 ✠LMC12,29 ✠LMC(M)2,35	Nag	*z*	CL 2,33	1926 11mo *Lloyd*	KobeSteel Works Harima *'sA&CP Inter*	ItayaMiyakichi (ItayaShosenK.K. *Mgrs.*) *mediateBH in fore* *CellDB*348'1358*t*	417·2 P35'B142'F44' FK *holds dispensed with* *Tanks at sides of*	54·5	31·5	Tokio Japanese 6*BHptCem* *tunnels* 192*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP NDB18*refittted*35–*120lb* KobeSteelWorks,Kobe *FPT*250*tAPT*262*t*	31 ″ 6 s 6 ″ 0⅝ 25 ″ 7	
36664 220520 KDDF	**Yaka** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5432 4971 3335			...		1920	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32″10	R †
36665	**Yakugir** (*ex*LakeElmwood) 1*Dk*2*trB*	2701 — 1513					1920	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		
36666 25848 JCFB	**Yakumo Maru** *ss*Kob.No.1–35 *ss*Osa.No.3–10,31 2*Dks*(*Stl*)	3198 2676 1913	✠100A1 12,35 ~~1,35~~ ✠LMC ~~1,34~~ 12,35	Osa Kob	*u*	CL 1,35	1919 7mo	Ishikawa- jimaS.B.&E Co.Ld.Tokio A&CP	OsakaShosenK.K. *C*	305·0 P25'B92'F30' FK *ellDB*262'587*tFPT*	43·9	27·3	Osaka Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 279NHP 2SB,6*cf*,GS93,HS3640 FD IshikawajimaSB.&E.CoLd	27 ″ 3 s 4 ″ 4½ 23 ″ 1	
36667 204047 WSCT	**Yale** Ⓟ TrpSc *Fitted for oil fuel* D.F. E.S.D. 1*Dk*	3818 — 514					1906	Delaware RiverCo. Chester,Pa.	~~LosAngelesS.S.Co. Inc.~~ MatsonNav.Co.	376·0	61·3	20·2	L.Angeles Utd.States *WB*	3 Steam Turbines W.&.A.FletcherCo. Hoboken,N.J.		R
36668 223525	— TwinSc 2*Dks*	1670 — 1136					1923	NewJersey D.D.&Trans- portationCo. NewJersey	Starin'sNewHaven Line	223·8 P20'F21'	42·1	14·1	NewYork Utd.States *WB*	T.6Cy.15½",26"&45"–26" 206NHP JohnW.SullivanCo.N.Yk.		
36669 FNYR	**Yalou** (*ex*Raimund) *Fitted for oil fuel* D.F. 2*Dks*& *Shelter dk*	8564 8199 5381					1914	Akt.Ges. "Weser" Bremen	Cie.desMessa- geriesMaritimes	477·9 B44'	58·4	28·3 36·7	Dunkirk French *WB*	Q.4Cy$28\frac{3}{10}$",40½",$58\frac{3}{10}$"&85⅗" –$55\frac{1}{10}$"&LPTurbine A.G."Weser,"Bremen		V
36670 UOQV	**Yalta** (*ex*Grozny–34,*ex*Acheronte) *OilEng.* Wireless *Carrying oil in bulk* 1*Dk*	611 519 323					1916	Soc.Eser- cizioBacini RivaTrigoso	U.S.S.R.	160·1 B54'	30·5	13·8	Odessa Russian	Oil Engines 2S.C.SA 4Cy.15⅓"–21⅔" 165NHP FiatSanGiorgio,Turin		
36671 220770 KDJK	**Yalza** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman, Pa.	UnitedStates ShippingBoard Bureau	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
36672 19281 JCPD	**Yamagata Maru** 2*Dks*	3807 3463 2322			...		1916	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33'B74'F40' FK	50·0	29·1	Tokio Japanese *WB*	T.3Cy.23⅛",38⅝"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
36673 UNAM	**Yamal** Ⓟ (*ex*Vaigatch) Wireless *Ref.Mchy.* 1*Dk*(*Stl*)& *Awng dk* Sub.Sig.	938 447 548	✠ 7,11 ✠	Nwc	*m*		1911 7mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	U.S.S.R. *CellDBa&u*	216·0 FK *E*66'*uB*20' *f*83'175*t*	32·2	17·9	Archangel Russian 4*BHCem* *APT*15*t*	T.3Cy.16",26"&43"–30" 163NHP 2SB,6*cf*,GS107,HS3250 Swan,Hunter&Wigham- Richardson,LdNwc.	20 ″ 0	
36674 10840 JTWF	**Yamamitsu Maru** Ⓟ 1*Dk*	845 — 509					1907	Ishikawa- jimaS.B.&E. Co.Ld.Tokio	SawayamaKisen K.K.	216·4 B36'	28·2	17·5	Nagasaki Japanese *WB*	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaSB&ECo.Ld.		
36675 160494 GNVC	**Yamanota** TwinSc *ss*Cco.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 11,35 ~~3,35~~ ~~BS8,34~~ *CarryingPetr* *Fitted for oil*	Cco BS11,35 ✠LMC8,32 *oleum* *fuel* 6,	*t* *in* 28	CL 3,35 *bulk* *F.P. a*	1928 6mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast *'sA&CP* 50° F.	LagoShippingCo. Ld.(A.Weir&Co. *Mgrs.*) *Wing tanks* *f*286*t wing*	305·7 P67'F34' *Trunk*204' FK *tanks a*356*tFPT*60*t*	50·2	14·3	London British 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1″10¼ 13 ″ 3¾	
36676 15810 JCQA	**Yamashiro Maru** Ⓟ 2*Dks*	3427 3015 2085			...		1912	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	352·0 P36'F44' FK	44·7	25·9	Tokio Japanese *WB*	T.3Cy.24½",41"&68"–48" 400NHP KawasakiDkydCoLdKobe	28 ″ 2	
36677 33769 JQRB	**Yamato Maru** Ⓟ TwinSc (*ex*GiuseppeVerdi) D.F. 2*Dks*& *Shelter dk*	9656 6971 5662					1915	Soc.Eser- cizioBacini RivaTrigoso	KinkaiYusenK.K.	505·1 P103'B189'F136'	59·6	25·5	Tokio Japanese	Q8Cy$25\frac{9}{16}$"$37\frac{7}{16}$"$53\frac{15}{16}$"&$78\frac{3}{16}$" –$53\frac{3}{16}$" 1512NHP Soc.EsercizioBacini,Genoa		
36678 21059 JBWD	— *ss*Kob.No.3–8,29 *ss*Kob.No.1–34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4379 3693 2763	✠ ... 3,35 ✠	Kob	*w*		1917 11mo	OsakaIron Works,Ld. Innoshima *Ce*	HakuyoKisenK.K. *llDB*298'1136*tDT*	345·0 P30'B99'F34' *on* *Shelter dk* FK *a* 32' 693*t FPT*115*t*	49·8	28·1	Amagasaki Japanese 6*BHCem*	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	
36679 UNZD	**Yan Tomp** (*ex*Neebing) 1*Dk*	1988 1743 1130					1903	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R.	247·6 F41'	42·0	21·8	Odessa Russian	T.3Cy.19",31"&52"–36" 162NHP ArmstrongWhitworth& Co.Ld.Nwc.		
36680 137241	**Yandra** Ⓟ *OilEng.* *Ref.Mchy.* 1*Dk* *Well deck* *CruiserStern*	990 630 418			...		1928	Akt.Bur- meistr&Wain Copenhagen	CoastSteamships, Ld.	211·1 P27'Q90'F24' FK	35·2	11·9	P.Adelaide British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 224NHP Akt.Burmeistr&WainCpn.	13 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Degré Cert. B. of Trade
36681 FNYS	**Yang-Tse** (*ex*Remscheid) *Fitted for oil fuel* D.F.	8150 7388 4600					1915	Howaldtswerke, A.G Kiel	Cie.desMessageriesMaritimes	475·7|60·5|32·8 P42'B143'F84'	Dunkirk French *WB*	T3Cy33 1/16",53½"&86⅝"-57 1/16" &L.P.Turbine HowaldtswerkeA.G.Kiel		V
36682 200980	**Yankee** Ⓟ **WoodPad** (*ex*J.T.Morse-33) *2Dks*	780 — 410					1904	WmMcKie Boston	YankeeShipCorp.	199·0|31·0|12·1	New York Utd.States	B.1Cy.51"-108" NB25 208NHP W.&A.FletcherCo.Hbkn.		
36683 221457 KDTG	**Yankee Arrow** ssBal.No.3-7,34 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* D.F. *&Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk* *with freeboard* 2,36 ~~4,35~~ BS9,35 ✠LMC7,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	NYk	*d*†	CL 7,34	1921 8mo	New York S.B.Co. Camden,N.J. A&CP *CellDB*	Socony-Vacuum OilCo.Inc. *a19' u E&B76' 440t* *dk tank aft 99t*	468·3|62·7|32·0 FK *DTf40' 644t' Tween* *FPT229t APT131t*	NewYork Utd.States *16 BHptCem* *(Coll to Sh dk* *9 " U "* *6 " 2nd ")*	Q.4Cy.24",36",51"&75"-51" 220lb (r) 625NHP 3SB,9cf,GS173,HS9052 FD NewYorkSBCorp.Camden	32 " 0 s 4 " 1½ 28 " 1½	
36684 220717 KDHK	**Yapalaga** *Fitted for oil fuel* Sub.Sig. *2Dks&Webframes*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates ShippingBoard Bureau	400·7|54·2|30·2 P36'B124'F44' FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
36685 226635 KGAY	**Yarmouth** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern 2Dks*	5043 — 2714					1927	W Cramp&SonsS&EBCo Philadelphia	NovaScotiaS.S. Corp.(EasternS.S. LinesInc.*Mgrs.*)	365·4|55·6|26·8 B&F354' *WB*	Portsmth N.H. Utd.States	4 Steam Turbines SR geared to 2 Sc. Shafts W.Cramp&SnsS&EBCPhl		R
36686 143512 MKCT	**Yarmouth Trader** (*ex*Ashdene, *ex*Stertpoint) ssYar.No.3-9,33 *Well deck* *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	312 209 125	✠100A1 1,36 ~~12,34~~ BS12,34 ✠LMC9,33	Yar	*d*	~~8,33~~ 1,36	1920 7mo	Crabtree&Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·0|23·2| 9·5 Q51'B9'F16' FK *FPT44t*	Yarmouth British *3BHCem* *APT28t*	C.2Cy.14"&33"-22" (s) 130lb 45RHP 1SB,2pf,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 " 6 s " 9¼ 9 " 10	
36687 120737 VJLG	**Yarra** ssSyd.2ndNo.3-9,33 *1Dk(ptIrn&ptStl)&deep framing* *Cargo battens not fitted*	2257 1987 1384	✠100A1 ~~7,34~~ ~~10,35~~ 1,36 ~~11,35~~ ✠LMC BS~~7,34~~ MS9,33 7,35	Syd ~~Mel~~ Mel	*s*	CL ~~7,34~~ 10,35	1907 5mo	Furness, Withy&CoLd WHartlepool *Lloyd'sA&CP* *WB*	HuddartParker, Ld. *= CellDBa90'uE&*	292·0|43·9|19·1 B64'F29' FK *B44' f116' 610t FPT*	Melbourne British *5BHCem* *83t APT98t*	T.3Cy.22½",37"&61"-39" (r) 180lb *100lb* 260NHP 2SB,6cf,GS118,HS4135 Richardsons,Westgarth&Co.Ld.Hpl.	21 " 6 ~~s 9 " 6½~~ ~~18 " 4~~ s3 " 4½ 18 " 0	
36688 160395 VPGF	**Yarraville** **3Mst** ssBat.No.2-36 ~~[illegible]~~ *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 2,36 ✠LMC BS7,35 MS2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,28 F.P. above 150° F.*	Bat	*d*†	CL ~~N4,33~~ 2,36	1928 4mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	StandardTransportationCo.Ld. *CellDBuE&B65'*	460·0|62·8|36·4 P118'B43'F42' FK *f35' 318t FPT190t*	Hong Kong British *18BH~~ptCem~~* *APT130t* *ptAsp*	T.3Cy.26½",46"&79"-54" (s) 220lb 666NHP 3SB,9cf, ,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 " 6 s 8 " 9 28 " 1½	
36689	**Yastreb** Ⓟ (*ex*BoreII.) ssSkm.No.3-4,13 Wireless *1Dk(Stl)&ptAwng dk*	758 669 373	✠ 4,14 ✠	Skm	*i*		1900 9mo	Helsingörs Jernsk&Mak. Elsinore	U.S.S.R. *Prom* *DB*	180·5|29·3|20·0 *F16' ptAwng dk168'* *enade dk100'* BK7½" *uE&B53' 22t FPT*	Archangel Russian *5BHCem* *50t APT20t*	T.3Cy.18½",28"&47"-27" 176NHP 2SB,6rf,GS92,HS3400 HelsingörsJernsk.&Mskb.		—
36690 36223 JRZB	**Yasukuni Maru** Ⓟ **TwinSc** ssYka.No.1-34 *OilEng.* D.F. GyC. *2Dks(Stl-Weather dk ws)* *Ref.Mchy.* *3rdDk(Stl)inNos.1,3&4* *& fore end of No. 5 hold*	11930 8373 7158 -	✠100A1 *with freeboard* 1,36 ~~4,35~~ DBS7,34 ✠LMC CS4,35 ~~4,35~~ 1,36 ✠Lloyd'sRMC4,35 ~~9,35~~ 1,36	Yka	*g*†	CL 7,34	1930 9mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB432' 1808t* *tan*	505·0|64·0|37·0 P&B373'F73' FK *ks in way of tunnels*	Tokio Japanese *8BHptCem* *501t DTa13'*	Oil Engines 2S.C.SA 20Cy.26¾"-47¼" 2492NHP 2DB*100lb* MitsubishiZosenKaisha,Ld *381t FPT100t APT160t*	37 " 0 s 8 " 5½ 28 " 9	
36691 32647 JUIB	— (*ex*Onega) *1Dk*	3021 2797 1800			...		1920	N.of IrelandS.B. Co.Ld. Londonderry	HamaneShoten K.K.	331·1|46·7|23·1 P33'B100'F34' FK	Takasago Japanese *WB*	T.3Cy.25",41"&68"-45" 433NHP McKie&Baxter,Glasgow	25 " 6	C †
36692 118378 VPGT	**Yat Shing** *1Dk(Stl)&Spar dk(Stl-teak s)* *&deep framing*	2284 2126 1424	✠ 2,04 ✠	Nwc	*l*		1904 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDBa84'* *399t DT f18' 256t*	290·4|42·1|15·4 B67'F38' 22·6 FK *uE22' f108'* *DTa24' 374t FPT*	Hong Kong British *5BHCem* *56t APT25t*	T.3Cy.21",34"&56"-42" 226NHP 1SB,4rf,GS76,HS2913 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 " 0 ~~s 4 " 6~~ ~~20 " 10~~	
36693 137242	**Yawarra** **WoodAux4MstSr** (*ex*Fides) *OilEng.* *1Dk* *(See Sailing Ship Register)*	432 370 326					1919	Lindstöl&Söns Skibs og Båtbyggeri Risör	J.A.Olsen	140·6|31·4|13·7 Q5'P40'	P.Adelaide British *WB*	Oil Engines 2S.C.SA 2Cy.16½"-18 9/16" 96NHP J&CGBolinder'sCoLdSkm		
Broken up 36694 3647 JYDD	**Yawata Maru** Ⓟ *2Dks&Webframes*	3501 2862 2146			...		1898	R.Napier&Sons,Ld. Glasgow	NipponYusenK.K.	375·0|44·1|25·0 P64'B152'F43' BK11"	Fuchu Japanese *WB*	T.3Cy.29 9/16",48"&79"-54" 580NHP R.Napier&Sons,Ld.Gls.	28 " 0	
36695 40111 JYHJ	— *Mchy.Aft* *CruiserStern* *1Dk*	1852 1549 1340					1935	AsanoS.B. Co.Ld. Yokohama	HinodeKisenK.K.	270·0|40·0|20·3 P85'F29'	Tokio Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP AsanoS.B Co.Ld.Yka.		
36696 25187 JAED	**Yaye Maru** ssYka.No.3-10,31 *2Dks(Stl)&Shelter dk(Stl)*	6781 6507 5059	✠100A1 *Shelter dk* *with freeboard* 7,35 ~~6,34~~ BS7,35 ~~BS7,34~~ ✠LMC7,33	Yka	*a*†	CL N7,34	1919 6mo	Harima Dkyd.Co.Ld. Oh,Harima A&CP	KokusaiKisen K.K. *Colli* *Cell*	425·0|53·6|37·5 FK *sion BH to Shelter dk* *DB 1142t FPT148t*	Kobe Japanese *Cem* *6BH to U dk* *APT220t*	T.3Cy.27",45"&75"-51" (s) 190lb 556NHP 3SB,6cf,GS192,HS7974 FD KobeSteelWorks,Kobe	37 " 6 s 9 " 1½ 28 " 7	
36697 25010 JYID	**Yayoi Maru** ssKob.No.3-7,32 *2Dks(Stl)*	5439 4996 3417	✠100A1 7,35 ~~6,34~~ ✠LMC ~~6,34~~ 7,35	Kob	*z*	CL N3,33	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	KarafutoKisen K.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB342' 844t A*	Tokio Japanese *BHCem* *PT28t*	T.3Cy.26⅞",43½"&72"-48" 200lb (s) 513NHP 3SB,9cf,GS175,HS7376 FD KobeSteelWorks,Kobe	32 " 0 s 6 " 5½ 25 " 9	
36698	— *OilEng.* *Mchy.Aft* *1Dk*	499					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0|27·5|13·9 P40'F18'	Japanese	Oil Engines 4S.C.SA 6Cy.14 5/16"-20⅞" 117NHP HanshinTekkosho,Kobe		
36699 20602	— **Wood** *1Dk*	349 253 235					1917	Mochizuki Matsutaro Higashima	AkadaHeizo	125·0|25·8|12·3	Osaki-minami Japanese	C.2Cy.12½"&25"-15" 20NHP OmikuTekkosho,Osaka		
36700 OZDD	**Ydun** Ⓟ Wireless *1Dk*	645 430 328					1910	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	184·2|31·2|12·5 P115'F24'	Horsens Danish *WB*	T.3Cy.16½",27"&44"-44" 128NHP HelsingörsJernsk.&Msbk.		V

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assign'd now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36701 160764 GQRT	**Yearby** ssShl.No.1-33 D.F. 1Dk(Stl)	5666 5355 3514	✠100A1 ~~5,35~~ 12,35 ✠LMC7,35 BS12,35	Bry Shl	a†	CL ~~10,32~~ 12,35	1929 12mo Lloyd'sA&CP	W.Gray& Co.Ld. WHartlepool	TheRopnerShippingCo.Ld.	435·0 P63'B251'F42' FK CellDB 386'1504t FPT189t	55·5	28·1	W.Hartlpl British 8BHCem APT167t	T.3Cy.26",41"&73"-48" (s) 180lb 529NHP 3SB,9cf,GS172,HS7932 FD Cen.Mar.E.Wrks.W.Hpl.	31 ″ 1 s 5 ″ 1¼ 26 ″ 2½	
36702 792 JBAC	**Yechigo Maru** Ⓟ Iron (exPatricio) ssYka.2ndNo.3-10,06 1Dk(ptIrn)2trB Well deck Wireless	1144 991 696	✠ 6,07 ✠	Yka	n		1882 12mo	London& GlasgowCo. Glasgow	MatsutaniChuzo K.K.	235·0 Q82'B55'F31' BK8" WB=DBa69'108tMT23'193t	31·3	17·1	Nishino-miya Japanese 4BHCem	C.2Cy.27"&51"-36" 126NHP 1DB,4pf,GS70,HS2150 London&GlasgowCo.Gls.		
36703 25094 JAXD	**Yehime Maru** ssKob.No.3-12,31 2Dks(Stl)	4655 3927 3367	✠100A1 11,35 ~~12,34~~ ✠LMC~~12,34~~ 11,35	Kob	x	11,34	1920 1mo A&CP	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	360·0 P20'B91'F35' FK CellDB291'919tFPT	51·2	28·5	Kobe Japanese 6BHCem 114tAPT46t	T.3Cy.22",36½"&61"-48" (s) 200lb 358NHP 2SB,6cf,GS126,HS5067 FD UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5¼ 23 ″ 3	
36704 8689 JJTE	— Ⓟ Ctr 2Dks	638 — 339					1903	Kawasaki DkyrdCo. Ld. Kobe	OsakaShosenK.K.	178·1	25·3	16·0	Osaka Japanese	T.3Cy.15",24"&40"-27" 83NHP KawasakiDockyardCo. Ld		
Broken up 36705 14354 JHSB	**Yei Maru** (exUssuri,exElsa, exMaria) 1Dk2trB&ptAwngdk	2707 1995 1849			...		1893	McIlwaine &McColl,Ld. Belfast	HitakaWaichiro	302·5 P32'Q74' ptAwngdk195' FK	41·2	19·5	Kobe Japanese WB	T.3Cy.23¾",37"&60⅛"-42" 247NHP M'Ilwaine&McColl,Ld.Bel.	21 ″ 0	
36706 228 JYLA	**Yeian Maru** (exOswestry) ssShl.No.3-8,19 ssKob.No.1-24 1Dk(ptIrn&ptStl)1ptDk(Stl) &deepframing	3826 3439 2401	✠ 9,28 ✠	Drn	w		1905 11mo	JLThomp- son&Sons,Ld. Sunderland	DairenKisenK.K.	352·0 P34'B100'F35' FK CellDBa115'uE23'f154'	49·7	24·6	Dairen Japanese 6BHCem 824tAPT36t	T.3Cy.24⅞",40"&67"-45" 328NHP 3SB,9pf,GS129,HS5090 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 2	
36707 22940 JFGD	**Yeifuku Maru** ssYka.No.3-12,30 2Dks(Stl)&Awngdk(Stl) ssKob.No.1-35	5866 5586 4292	✠100A1 Awng dk withfreeboard ~~5,35~~ ~~6,34~~ 3,36 ✠LMC~~6,34~~,36 ~~5,35~~	Kob	y	~~CL~~ 6,34	1918 8mo Lloyd'sA&CP	Kawasaki Dkyd.Co.Ld. Kobe	TodaiKisenK.K.	385·0 FK Collision BH to Awng deck CellDB333'1118tFPT126t	51·0	36·0	Kobe Japanese Cem 5BH to Udk APT98t	T.3Cy.26",43½"&72"-48" (s) 200lb 444NHP 2SB,6cf,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
36708 28949 JCGA	— Ⓟ Wireless 1Dk	756 616 428					1923	Namura Gennosuke Osaka	KitaNipponKisen K.K.	183·8 P18'B50'F20'	27·5	17·0	Hakodate Japanese	T.3Cy.13$\frac{9}{16}$",22$\frac{11}{16}$"&37½"-28" 74NHP		
36709 28704 JHAA	**Yeiho Maru** Ⓟ Wireless 2Dks	739 599 424					1922	Namura Gennosuke Osaka	ShiotaYasuzo	180·0 P21'B53'F22'	27·5	17·0	Osaka Japanese	T.3Cy.13½",23¼"&39⅝"-28" 81NHP		
36710 186 JKWA	**Yeijun Maru** (exUragaMaru) 1Dk	2156 1886 1284					1916	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	268·0 P13'B58'F27'	40·7	23·6	Dairen Japanese WB	T.3Cy.19",31½"&52"-39" 169NHP UragaDockCo.Ld. Uraga	23 ″ 6	
36711 8788 JHUA	**Yeiko Maru** Ⓟ 1Dk&Spar dk(Stl-teaks) &deepframing	1843 1585 1066	✠ 2,07 ✠	Yka	r		1903 9mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	262·0 P31'B82'F40' 21·3 FK WB=CellDBa59'uE&B54'f94'361tFPT	35·5	14·1	Tokio Japanese 5BHCem 40tAPT26t	T.3Cy.21$\frac{5}{16}$",35"&58"-36" 263NHP 2SB,4cf,GS82,HS3690 MitsuBishiD.&E.Wks.Nag	23 ″ 10	
36712 1112	— Ⓟ (exSapporoMaruNo.2, exHakodateMaru) 1Dk	1130 986 783					1918	Hakodate DockyardCo. Hakodate	ChosenYusenK.K.	215·0 B49'F29'	31·5	18·5	Jinsen Japanese	T.3Cy.13½",22½"&37½"-28" 74NHP TakedaTekkosho,Osaka		
36713 33217 JEMI	**Yeiryu Maru** Ⓟ 1Dk	758 647 440					1928	Yendo Hidekichi Osaka	SanrikuKisenK.K.	175·0 P11'B45'F22'	27·0	19·0	Tokio Japanese			
Sunk 10,35 36714 33036 JERB	**Yeitoku Maru** (exShinyeiMaru, exYeihatsu,exToyohashiMaru) 2Dks	2951 2719 1573					1888	Lon.&Gls. Co.Ld. Glasgow	NipponGodo KosenK.K.	344·0 P51'B72'F48'	40·0	27·7	Fuchu Japanese WB	T.3Cy.30$\frac{1}{16}$",48"&74⅞"-51" 380NHP London&GlasgowCo.Ld.		
36715 34540 JFAC	**Yeiyo Maru** TwinSc ssYka.No.1-33 Mchy.Aft 2Dks(Stl)	8674 8037 5102	✠100A1 5,35 ~~4,34~~ BS5,35 ✠LMC~~7,33~~ 4,34 CarryingPetroleum in bulk F.P. above 150° F. Fitted for oil fuel 8,29	Yka		CL P4,35 SN4,35	1929 8mo Lloyd'sA&CP	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	460·9 P141'B33'F38' FK CellDBuE&B93'f52' 500t FPT133tAPT130t	60·0	37·5	Tokio Japanese 15BHptCem (12 to Udk 3 ,, 2nd ,,)	T.6Cy.25",42"&70"-51" (s) 200lb 975NHP 5SB,15cf, HS13825 FD YokohamaDockCo.LdYka	37 ″ 6 s 7 ″ 9½ 29 ″ 11¼	
36716 140	**Yekishin Maru**	993 — 559					1918	....	DairenKisenK.K.	208·0	31·0	18·5	Dairen Japanese			
36717 TCDK	**Yekta** (exTrabizon,exTrebizon, Iron exMasuccio,exMarte,exMars) Well deck 1Dk(ptIrn)2trB	879 692 482	✠ 4,83	Ams	m		1880 5mo	J.Laing Sunderland	ZadeYektaBey	216·0 Q70'B44'F24' FPT70tAPT56t	30·8	18·0	Istanbul Turkish 4BHCem	C.2Cy.27"&50"-36" 125NHP G.Clark,Sunderland		
36718 TCDM	**Yelkenci** (exNazarenus, Iron exHesperus,exMons,exTorvig, exCastlefield) 1DkptAwngdk& Webframes	2253 — 1353			...		1890	Richardsn, Duck&Co. Stockton	~~YelkenciZade ve~~ ~~Mahdumu~~ Yel- kenciLutfiBey	277·0 P26'Q98' BK9½" ptAwngdk177'	37·5	18·5	Istanbul Turkish WB	T.3Cy.21",35"&57"-39" NB19 201NHP Blair&Co.Ld.Stockton		I †
36719 226 JTRB	**Yendai Maru** (exCanadianSettler, exPortmore, ssDrn.No.3-6,31 exCanadianSettler) 1Dk(Stl)	3461 2867 2070	✠100A1 8,34 ✠LMC~~8,34~~ 8,35	Drn	v	CL 8,34	1919 12mo Lloyd'sA&CP	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	DairenKisenK.K.	331·3 P33'B98'F33' FK CellDB266'674tFPT	46·8	22·9	Dairen Japanese 6BHCem 95tAPT73t	T.3Cy.25",41"&68"-45" (s) 180lb 470NHP 3SB,9cf,GS156,HS7275 FD Goldie,McCulloch,Ld. Galt,Ont.	25 ″ 6 s4 ″ 1¼ 21 ″ 8	
36720	**Yenisei** (exHillegom-34) 1Dk	2152 1711 1222					1916	A.F.Smul- ders Schiedam	U.S.S.R.	269·0 P27'B78'F24'	42·1	18·1	Leningrad Russian WB	T.3Cy 20",32"&52"-39" 169NHP A.F.Smulders,Schiedam		V
36721 24286 JHPD	**Yesutoru Maru** (exKibiMaruNo.6)	3293 2747 2041					1918	BingoDck. Co. Bingo	KarafutoKisen K.K.	305·0	44·5	27·3	Tokio Japanese	T.3Cy.22",37"&61"-42" Emade98refitted18 241NHP KobeSteelWorks,Kobe		C
36722 18188 JIDB	**Yetsuzen Maru** TwinSc (exPalingMaru-33,exTamoshima Maru,exSui-Mow) 2Dks	2425 — 1676					1907	W.Hamil- ton&Co.Ld. Pt.Glasgow	KitaNipponKisen K.K.	294·4	44·0	13·3	Fuchu Japanese WB	T.6Cy.16",26½"&43"-30" 202NHP Muir&Houston,Ld.Gls.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
36723 161955 MQCK	**Yewarch** ssShl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	827 566 410	✠100A1 8,35 ~~6,32~~ ✠LMC~~8,51~~ 8,35	Shl	*k*	CL ~~6,32~~ 7,35	1931 8mo	Scott& Sons Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·1|11·9 Q110'B11'F28' FK *Cell DBf*116'183t*FPT*78t*APT*55t	Glasgow British 3*BHAsp*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36724 135580 MFDB	**Yewbank** (*ex*Okehampton, *ex*Aberdale) 3Mst ssNwc.No.3-11,25 ssP.Gl.No.2-34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	621 413 265	✠100A1 8,34 ✠LMC8,34 BS9,35	PGl	*i*	CL 8,34	1914 5mo	J.Fullerton&Co. Paisley *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	175·0|28·1|10·4 Q96'B9'F32' BK6" *Cell DB f*95'137t*FPT*51t*APT*44t	Glasgow British 3*BHCem*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1848 Fishers,Ld.Paisley	13 ″ 0 s4 ″ 4¾ 13 ″ 1¼	
36725 160273 MPNL	**Yewcroft** ssShl.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	827 566 410	✠100A1 1,36 ~~3,34~~ ✠LMC9,53 BS10,35	Shl Bly	*k*	CL ~~3,34~~ 1,36	1929 9mo	Scott& Sons Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·1|11·9 Q110'B11'F28' FK *Cell DBf*116'183t*FPT*78t*APT*55t	Glasgow British 3*BHAsp*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&CoLd.Col	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36726 160241 MPJN	**Yewdale** ssShl.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	823 562 410	✠100A1 ~~1,35~~ 12,35 LMC6,53 BS7,35	Shl Bly	*k*	CL 1,35	1929 3mo	Scott& Sons Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·2|11·9 Q110'B11'F28' FK *Cell DBf*116'185t*FPT*78t*APT*55t	Glasgow British 3*BHAsp*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 J.Abernethy&Co.Abn.	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36727 129510 MDKB	**Yewforest** (*ex*Barshaw) ssIrv.2ndNo.3-6,35 ~~ssShl.No.3-2,26~~ *Mchy.Aft* ~~ssGrk.No.2-31~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	794 563 346	✠100A1 ~~6,35~~ ~~3,34~~ 1,36 ~~BS6,34~~ ✠LMC~~6,51~~ 6,35	Shl ~~Irv.~~ Bly	*l*	CL ~~11,32~~ ~~6,35~~ 1,36	1910 8mo	Greenock& Grngemouth DkyrdCo.Ld. Greenock *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	199·3|30·1|12·1 Q114'B11'F35' FK *Cell DBf*127'183t*FPT*55t*APT*33t	Glasgow British 3*BHCem*	T.3Cy.17",27"&44"-30" (*s*) 160lb 99RHP 1SB,4*cf*,GS65,HS2493 D.Rowan&Co.Glasgow	14 ″ 4 s4 ″ 11¼ 13 ″ 9	
36728 137788 MLZW	**Yewglen** (*ex*Lokrum, *ex*Fairmuir) 3Mst ssHul.No.3-7,27 *Mchy.Aft* ssP.Gl.No.1-32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	593 420 274	✠100A1 3,34 BS~~6,34~~ ✠LMC6,52 6,35	Shl	*i*	CL ~~5,33~~ 8,35	1915 3mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	175·8|28·1|10·4 Q101'B11'F26' BK8" *Cell DBf*97'150t*FPT*31t*APT*5t	Glasgow British 3*BHCem*	T.3Cy.14",23"&38"-27" (*r*) 180lb 99RHP 1SB,3*pf*,GS58,HS1814 LidgerwoodLd.Coatbridge	12 ″ 6 s3 ″ 8 12 ″ 11¼	
36729 133650 MFGJ	**Yewhill** (*ex*Sportsman) ssIrv.No.2-35 ssLth.No.3-6,26 *Mchy.Aft* ~~ssGrk.No.1-31~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	572 401 250	✠100A1 5,35 ~~2,34~~ ✠LMC6,35 ~~MS2,34~~ ~~BS5,34~~	Shl Irv	*i*	CL ~~3,33~~ 5,35	1914 6mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	175·5|27·0|10·4 *27·2* Q101'B11'F22' BK7¼" *Cell DB f* 99' 130t *FPT* 32t *APT*3t	Glasgow British 3*BHAsp*	T.3Cy.13½",22"&36"-24" (*r*) 180lb 82RHP 1SB,3*cf*,GS53,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12 ″ 11¼	
36730 123953 MCWF	**Yewmount** (*ex*Hampshire) ssP.Gl.2ndNo.3-8,32 *Mchy.Aft* 1*Dk*(*Irn*)&*deep framing* *Well deck* *Cargo battens not fitted*	833 595 393	✠100A1 8,35 ~~6,33~~ BS~~5,33~~ ✠LMC1,52 5,36	Gmh Shl	*k*	CL ~~5,33~~ 7,35	1908 8mo	J.Crown &Sons,Ld. Sunderland *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|32·6|11·9 Q98'B13'F24' FK *Cell DBf*125'222t*DTf*7'80t*FPT*57t*APT*19t	Glasgow British 6*BHCem*	T3Cy.16½",26½"&45"-33"(*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng Co.Ld.Sld.	13 ″ 9 s ″ 9 13 ″ 1¼	
36731 161899 MPQX	**Yewpark** ssShl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	827 566 410	✠100A1 5,34 BS2,36 ✠LMC5,54	Shl	*k*	CL 7,33	1930 2mo	Scott& Sons, Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·1|11·9 Q110'B11'F28' FK *Cell DB f*116'183t*FPT*78t*APT*55t	Glasgow British 3*BHAsp*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 DaveyPaxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36732 160189 MNYQ	**Yewtree** ssBly.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	826 564 419	✠100A1 4,35 ✠LMC MS5,32 BS~~5,34~~1,36	Shl	*k*	CL 3,35	1928 1mo	Scott& Sons Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·2|11·9 Q110'B11'F28' FK *Cell DBf*108'175t*FPT*65t*APT*10t	Glasgow British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Fleming&Fergusn,Ld.Psy.	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36733 160224 MPFT	**Yewvalley** ssBwg.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	823 562 404	✠100A1 12,35 ~~8,34~~ BS~~8,34~~ ✠LMC6,52 8,35	Gmh Shl	*k*	CL ~~8,34~~ 12,35	1928 10mo	Scott& Sons Bowling *Lloyd's A&CP*	J.Stewart&Co. Shipping,Ld.	195·0|31·2|11·9 Q110'B11'F28' FK *Cell DBf*116'185t*FPT*78t*APT*55t	Glasgow British 3*BHAsp*	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36734	**Yi Chang** (*ex*Nissho-28,*ex*Genkai Maru) 2*Dks*&*pt Shade dk*	1329 1206 784					1891	Napier Shanks&Bell Glasgow	YiChangSteamshipCo.	244·9|32·3|20·0 F30' *pt Shade dk*157'	Nwchwng Chinese *WB*	T.3Cy.18",30"&48"-33" 132NHP J.&J.Thomson,Glasgow		
36735	**Yi Li** (*ex*Okhotsk) 1*Dk*	1056 — 618					1908	Sunderlnd S.B.Co.Ld. Sunderland	YiLiSteamNav.Co.	193·5|29·5|17·8	Shanghai Chinese	T.3Cy.14",23"&38"-27" 75NHP G.T.Grey,SouthShields		
36736	**Yi Sung** (*ex*Union-33,*ex*H.S.Everett, *ex Sailing Vessel* J.W.Wendt) *Mchy.Aft* 2*Dks*	1844 — 916					1890	J.Lange Vegesack	YiSungS.S.Co.	246·0|39·5|22·7 P74'F32'	Shanghai Chinese	T.3Cy.16",27"&45"-36" NE&B21 121NHP OnoIronWorks,Osaka		
36737 SVNT	**Yiannis** (*ex*NewbyHall)	*4391* *4103* *2840*					1905	Barclay, Curle&Co.Ld Glasgow	G.Andreou	375·0|47·2|27·9 P42'B95'F43'	Andros Greek *WB*	T.3Cy.23½",40"&69"-48" 330NHP Barclay,Curle&Co.Ld.Gls.		C
36738 XNYH	**Yih Hsing** (*ex*Dromana-35) ssSyd.No.3-1,35 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	*3350* *3012* *1934*	✠100A1 3,35 ~~1,35~~ ✠LMC1,35	Syd Shl	*v*	CL 1,35	1919 8mo	Govt.Dkyd Williamstown A&CP	ChungHsingCoal MiningCo.Ld. (YoungWong, *Mgr.*)	331·0|47·7|26·0 P31'B100'F29' FK *Cell DB*277'882t*FPT*118t*APT*204t	Shanghai Chinese 5*BHCem*	T.3Cy.25 1/16",38⅞"&68"-45" 185lb (*s*) HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld	26 ″ 1 ~~s4 ″ 7½~~ ~~21 ″ 10~~ s4 ″ 5¼ 21 ″ 10	
36739	**Yildum** 1*Dk*	3234 2950 1969					1913	Rotterdam Droogd.Maat Rotterdam	Rederi A/B Yildum (ErikNylund)	331·7|48·2|22·3 P25'B94'F31'	Mariehmn Finnish *WB*	T.3Cy.23",38"&62"-42" 249NHP Rotterdam Droogd.Maats.		V
36740 TODL	**Yilmaz** (*ex*Hizmet,*ex*Adana, *ex*Flora) Iron ssOda.No.3-4,96 *Well deck* 1*Dk*(*Irn*)	712 543 380	✠ 1,01	Oda	*j*		1885 12mo	Wigham Richrdsn&Co Newcastle	AbdiVehbi	189·5|29·2|11·6 Q62'B48'F23' FK *DBa*44'&*uE*&*B*31'90t*FPT*24t*APT*14t	Istanbul Turkish 4*BHCem*	C.2Cy.25"&48"-33" 110NHP 1*SB*,3*pf*,GS49 WighamRhrdson&C.Nwc.	14 ″ 0	I †
36741	**Ying Chun** (*ex*Himekawa Maru-34,*ex*MiyagawaMaru) Sp 2*Dks*	414 389 245					1894	OsakaIron Works Osaka	HoYinAn	165·1|20·8|15·4	Tsingtao Chinese	T.3Cy.14 1/16",22¼"&36¾"-24" 63NHP OsakaIronWorks,Osaka		
36742 XNFH	**Ying Ping** (*ex*YeiMaruNo.2) 1*Dk*	2655 — 1646					1890	Russell& Co. Greenock	YingPingS.S.Co. Ld.	300·3|41·2|22·5 FK	Shanghai Chinese *WB*	T.3Cy.22½",35½"&58½"-39" 222NHP J.Howden&Co.Glasgow		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'r Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
36743 120647 GMKF	**Yingchow** Ⓟ 2*Dks*	1992 1728 1216					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·8 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
36744	**Yiu Lee** 2*Dks*	494 — 271					1913	Heng Chang Dockyard Shanghai	Ching-KeeS.N.Co. Ld.	144·5	22·2	18·6	Chefoo Chinese	T.3Cy.13¾",21¾"&34⅜"-24" 58NHP		
36745 7146 SHKI	**Ylva** *ss*Got.No.2-33 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	*519* *382* *258*	✠100A1 9,35 ~~2,34~~ BS~~1,35~~ 4,36	Got ✠LMC6,33	*h*	OG 1,34	1924 9mo	Aktieb. LödöseVarf Lödöse *Lloyd*'*sA&CP*	Aktieb.LödöseVarf (T.Petterson, *Mgr.*) *Cell*	151·7 P46'F25' FK *DBf*59'84*tFPT*13*t*	28·1	12·5	Lödöse Swedish 3*BHCem* *APT*19*t*	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarf.Lödöse	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
36746 6653 SHPA	**Yngaren** *OilEng.* *ss*Got.No.3-5,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5247* *4656* *3145*	✠100A1 *Shelter dk* *withfreeboard* ~~7,35~~ ~~1,35~~ 5,36 ✠LMC CS5,33 7,36	Sws ~~Got~~ Got 1,36 DBS~~[illegible]~~	*a*†	CL ~~10,32~~ N6,35	1921 3mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Rederiaktb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*364'1299*t*	420·0 F41'*onShelter dk* FK *Collisio* *FPT*105*t APT*127*t*	54·0	25·0	Gothenbrg Swedish *ptCem* *nBH to S dk* 6 „ „ *U* „	Oil Engines 2S.C.SA 4Cy.22 1/16"-91¼" 640NHP DB-*100lb* W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 7½ 25 ″ 7¼	
36747 163421 GWQB	**Yochow** *OilEng.* 2*Dks*	2810 2336 1630					1933	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNavigation Co.Ld.	299·9 P36'B79'F40'	44·2	21·7	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"-36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
36748 10808 JBWE	**Yoh Yang Maru** Ⓟ TwinSc 3*Dks*	3298 1517 1956					1906	Kawasaki DockyardCo. Ld. Kobe	NisshinKisenK.K.	310·0	44·0	14·5	Tokio Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
36749 129515 MDJZ	**Yokefleet** (*ex*Brentham) *ss*Bly.2ndNo.3-1,35 ~~*ss*Gms.No.3-11,22~~ ~~*ss*Goo.No.2-30~~ *Mchy.Aft* *Well deck* 1*Dk*(*ptStl*)	822 588 361	✠100A1 6,35 ~~3,34~~ ~~MS3,30~~	Hul Goo ✠LMC 6,35 ~~BS4,34~~	*l*	~~CL~~ ~~1,34~~ OG N6,35	1910 9mo	Mackie& Thomson,Ld. Glasgow *Lloyd*'*sA&CP*	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	200·0 Q116'B11'F35' FK *DBf*127'190*tFPT*	30·2	11·9	Goole British 3*BHCem* 88*tAPT*62*t*	T.3Cy.17",27"&44"-30" (*s*) 160lb ~~*50lb*~~ NDB21 98RHP 1SB,4*cf*,GS76,HS2503 W.V.V.Lidgerwood,Gls.	14 ″ 3 s 4 ″ 10¼ 13 ″ 10	
36750 14812 JYHD	**Yokohama Maru** Ⓟ TwinSc *ss*H.Kg.No.3-8,24 *ss*Osa.No.2-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	6143 5820 3790	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~8,34~~ ~~BS8,34~~	Yka Kob BS8,35 ✠LMC6,32	*z*	OG s8,34 P7,33	1912 5mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'*sA&CP*	NipponYusenK.K. *WB*=*Cell*	406·4 FK *DBa*108'*uE&B*61'	49·1	27·4	Tokio Japanese 7*BHCem* *f*175'1035*tD*	T.6Cy.20",33½"&56"-48" (*s*) 200lb 632NHP 4SB,*12cf*,GS220,HS9222 FD MitsuBishiD.&E.Wks.Nag *Ta*23'353*tFPT*99*tAPT*26*t*	38 ″ 0 s 10 ″ 10½ 27 ″ 6	
36751 FPDI	**Yolande** (*ex*YolandeB.-34, *ex*Chislehurst-33, *ss*Cff.No.3-6,29 *ex*Fenwell,*ex*Debreczen, *ss*Shi.No.1-34 *ex*MountSeward, 1*Dk*(*Stl*) *ex*Keresan,*ex*Erodiade, &*Web frames* *ex*Electra) *Longitudinal framing*	*3859* *3539* *2384*	✠100A1 ~~6,35~~ ~~5,34~~ 3,36 BS~~12,34~~ 3,36	Shi HKg ✠LMC8,35	*w*	CL ~~9,33~~ 2,36	1912 2mo	Pickersgill &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	O.E.Bertin ~~(Moller&Co.*Mgrs.*)~~ *Cell*	348·5 P31'B211'F33' FK *DBa* 108'*u E&B*41'	50·1	23·5	Shanghai French 6*BHCem* *f*156'1018*tF*	T.3Cy.24",40"&66"-45" (*s*) 180lb *130lb* 323NHP 2SB,*8pf*,GS156,HS5081 G.Clark,Ld.Sunderland *PT*87*tAPT*134*t*	25 ″ 10 s 3 ″ 3 22 ″ 9½	
36752 ~~ORZC~~	-- (*ex*Ferdiborg-34, *ex*Ruth) *ss*Osl.No.3-3,21 *ss*Got.No.2-29 *Mchy.Aft* ,, *Well deck* 1*Dk*(*Stl*)	514 — 312	✠ —— 4,34 ✠ ✠NE&B12,05*fitted*08	Got	*h*		1908 3mo	W.Walker Maryport	~~Soc. en nom coll.~~ ~~"Yolande"~~ G.T.Gillie	160·5 Q92'B9'F28' FK *DBf*88'120*tFPT*	28·1	11·0	Aberdeen British 3*BHCem* 40*tAPT*4*t*	T.3Cy.13½",21½"&34½"-27" 78NHP NDB05*fitted*08 1SB,3*pf*,GS50,HS1414 Hutson&SonsLd.Glasgow	13 ″ 1	C †
Now	"Murrayfield," *see No.* 39080 *in Supplement*															
36753 160225 GJKS	**Yoma** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	8139 6503 5019					1928	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*)	460·3 P53'B187'F51'	61·2	31·0	Glasgow British *WB*	Q4Cy28½",40½",58"&84"-60" 550NHP W.Denny&Bros.Ld.Dmb.		C BT till 1,36
36754 219052 WPAI	**Yomachichi** *OilEng.* GyC. Sub.Sig. 2*Dks* *Longitudinal framing*	5868 — 3673					1919	O.Daniels S.B.Co. Tampa,Fla.	UnitedStates ShippingBoard Bureau	402·1 P34'B118'F38'	54·0	34·4	Tampa,Fla Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP BuschSulzerDieselEng. Co.St.Louis,Mo.		R
36755 37941	**Yone Maru No. 8** *OilEng.* 1*Dk*	321 242 132					1932	Tochigi ShojiK.K. Wakamatsu	FujimuraShosen K.K.	130·0	23·0	12·0	Kochi Japanese	Oil Engines		
36756 23864 JIPD	**Yoneyama Maru** (*ex*KaianMaru) *ss*Kob.No.3-5,31 *ss*Kob.No.1-35 2*Dks*(*Stl*)	5274 4826 3276	✠100A1 4,35	Kob ✠LMC4,35	*z*	CL 4,34	1919 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	ItayaShosenK.K. *CellDB*350'1080*t*	400·0 P39'B121'F40' FK *FPT*133*tAPT*89*t*	54·5	30·0	Tokio Japanese 6*BHCem*	T.3Cy.26½",42 13/16"&75"-48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
36757 27457	— 1*Dk*	584 488 312					1920	Osaka YogyoK.K Shikizu	NaoyetsuShosen K.K.	171·2 B40'F26'	26·2	15·1	Osaka Japanese	T.3Cy.11½",19"&32"-22" 47NHP NishibeTekkosho,Osaka		
36758 221009 KDNS	**Yorba Linda** *ss*N.Yk.No.3-3,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6900 6642 4250	✠100A1 ~~8,35~~ ~~10,34~~ 12,35 ~~BS2,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,21	Gal BS8,35 ✠LMC5,35	*b*†	CL N1,34	1921 1mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal. *F.P. above* 150° F.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*62'197*t DTf*50'884*t*	435·0 P106'B50'F42' FK *FPT*104*tAPT*70*t*	56·0	33·6	NewYork Utd.States 14*BHptAsp* (9 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.27",47"&78"-48" (*s*) 220lb 600NHP 3SB,*9cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 6 ″ 8 27 ″ 1	
36759 220826 KDKP	**York** (*ex*LakeGatun) *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo.	253·4 P25'B65'F26'	43·8	26·2	Baltimore Utd. States *WB*	T.3Cy 21",35"&59 1/16"-42" 226NHP BuckeyeEngineCoSalem,O		R
Broken up 36760	— (*ex*PréfetAlfredRoth) 1*Dk*	2038 — 1184					1921	Govern- mentYard Lorient		266·7 P19'B54'F23'	39·4	23·0	*WB*	DR geared Steam Turbine MaisonBréguet, Soc.Anon.Paris		V
36761 124758 MCQL	— 1*Dk*	1132 879 451					1907	CaledonS. B.&E.Co.Ld. Dundee	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines)	255·7 P&B171'F29'	36·2	14·8	Hull British *WB*	T.3Cy.23½",38"&62"-39" 240NHP CaledonS.B.&E.Co.LdDun		C
36762 144723 GJCK	**York City** 2*Dks*	6397 6055 4054					1922	JLThomp- son&Sons,Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	411·8 F36'	55·0	33·6	Bideford British *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36763 ~~[illegible]~~ ~~[illegible]~~ 1050 ESCW	**Yorkbrook** (*ex*Solo) *ss*Gms.2ndNo.3-4,32 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1235 955 719	✠100A1 1,36~~5,34 10,35~~ MS4,32 BS10,35	Npt Shl ✠LMC ~~[illegible]~~ 1,35	*o*	CL ~~5,34~~ ~~10,35~~ 1,36	1905 9mo *Lloyd*	J.P.Rennoldson&Sns SouthShields '*sA&CP*	Usalduhing Jakobson ja Ko (Chas.Strubin& Co.Ld.*Mgrs.*) *CellDBa56'uE&*	235·0|34·2|14·5 Q56'P26'B48'F27' FK *B31'f100'401tFPT*	Pernau Estonian 4*BHCem* *23tAPT19t*	T.3Cy.19",31"&51"-33" (*s*) 160lb 156NHP 1SB,3*pf*,GS67,HS2461 J.P.Rennoldsn&Sns.S.Shl.	17 " 3 s 1 " 5 16 " 0	
36764 218466 KICP	**Yorkmar** (*ex*WilliamPerkins, *ex*WestIslay) *Fitted for oil fuel* 2*Dks* D.F.	5612 5174 3498					1919	AmesS.B.&D.D.Co. Seattle,Wash	CalmarS.S.Corp.	409·8|54·2|29·2 P44'B119'F47'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
36765 148531 GLFQ	**Yorkmoor** *ss*Bly.No.2-33 1*Dk*(*Stl*)	4457 4173 2768	✠100A1 5,36~~10,34~~ BS~~[illegible]~~1,35	Shl ✠LMC11,35	*x*	CL ~~11,33~~ 5,36	1925 1mo *Lloyd*	JReadhead&Sons,Ld. SouthShields '*sA&CP*	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*)	381·0|52·4|26·5 P34'B105'F43' FK *CellDB336'1084t*	London British 6*BHCem* *APT148t*	T.3Cy.26",43"&72"-48" (*r*) 180lb 470NHP 3SB,9*cf*,GS164,HS6690 FD J.Readhead&Sons,Ld.SShl	28 " 10 s 5 " 5½ 23 " 7½	
36766 143663 GDKC	**Yorkshire** Ⓟ TwinSc4Mst *ss*Bkn.No.3-2,33 2*Dks*(*Stl*)&*Awng dk*(*Stl-ws*)3*rd dk* (*Stl*)*inNos.*1&3*holds*&*Webframes* *Ref.Mchy.* *CruiserStern* D.F.	10183 9176 6254	✠100A1 *Awng dk* *withfreeboard* 10,35~~9,34~~ MS10,51 *Fitted for oil*	Bkn ✠LMC BS~~3,34~~1,35 *fuel* 9	*e*† ,20	CL P8,33 S10,35 *F.P. a*	1920 2mo *Lloyd* *bove* 1	Harland& Wolff,Ld Belfast '*sA&CP* 50° F.	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	482·4|58·3|40·4 FK *B410'1600tFPT80t*	Liverpool British *Cem* 8*BHtoAwdk* *APT48t*	4SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*s*) 2DB&2SB,24*cf*, 946NHP GS420,HS17040 FD Harland&Wolff,Ld.Bel.	43 " 7 s12 " 0 32 " 0½	BT till ~~[illegible]~~ 4,36
36767 135884 MDXT	**Yorkshire Coast** (*ex*Llanelly Trader) *ss*Lon.No.3-6,25 *Well deck* *ss*Mch.No.2-34 1*Dk*(*Stl*)	702 584 296	✠100A1 7,35~~7,34~~ MS7,34	Mch ✠LMC BS~~[illegible]~~ 7,35	*l*	CL ~~5,33~~ N7,35	1913 5mo *Lloyd*	Dundee S.B.Co.Ld. Dundee '*sA&CP*	CoastLines,Ld. *CellDBa36'uE*	200·3|31·5|12·2 P&B115'F57 FK 19'*f*86'168*tFPT*24*t*	Liverpool British 4*BHCem* *APT9t*	T.3Cy.17",28"&46"-33" (*s*) 180lb *100lb* 171NHP 1SB,4*cf*,GS81,HS3177 Richardsons,Westgarth& Co.Ld.Hpl.	14 " 4 s " 3½ 14 " 2	
36768 132060	**Yorkton** *Mchy.Aft* 1*Dk*	1772 1478 1136					1911	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	250·0|42·7|16·4	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLd.Sld.		
36769 227462 KLDY	**Yorktown** Ⓟ	1547 — 817					1928	NwprtNws S.B.&D.D.Co NewprtNews	ChesapeakeS.S.Co.	267·0|46·0|18·0	Baltimore Utd.States *WB*	T.4Cy.23",39"&(2)47"-40" 279NHP NewportNewsSB&DD.Co.		R
36770 ~~[illegible]~~ MGJG Broken up	**Yorkvalley** (*ex*Limehouse) *ss*Shl.2ndNo.3-10,29 *ss*Hul.No.1-34 *Cargo battens not fitted* 1*Dk*(*Stl-ptws*)	566 451 296	✠~~100A1~~ 2,35	Hul ✠~~LMC[illegible]~~	*h*	CL 2,35	1903 8mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	~~W.A.Wilson~~ *CellDBa48'*	165·0|30·0|10·9 B29'F17' FK *uE9'f62'151tFPT*	London British 4*BHCem* *39tAPT36t*	T.3Cy.15½",25"&41"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS48,HS1746 J.P.Rennoldsn&Sns,S.Shl.	13 " 6 s1 " 10½ 12 " 0	
36771 129638 HRBM	**Yoro** *ss*NOs.2ndNo.3-9,35 ~~*ss*N.Os.No.3-9,35~~ ~~*ss*N.Os.No.3-9,28~~ ~~*ss*N.Os.No.2-32~~ *Ref.Mchy.* 1*Dk*(*Stl*)2*trB*& *Shelterdk*(*Stl-teaks*)	1697 1489 1052	✠100A1 *Shelter dk* *withfreeboard* 4,36 ✠Lloyd'sRMC5,36 for temp.50°F. *Fitted for oil*	NYk ~~NOs~~ ~~[illegible]~~ ✠LMC9,35 *fuel* 4.	*r* 21	OG 3,34 *F.P. a*	1911 5mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP* 50° F.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa41'uE20'*	309·3|39·2|16·6 len15 FK *f*180'342*tFPT*12*t*	Ceiba Honduran 4*BHCem* *APT30t*	T.3Cy.23",39"&66"-42" (*r*) 195lb *100lb* 347NHP 2SB,8*cf*,GS163,HS5736 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	18 " 11 s1 " 3½ 17 " 9	
36772 22933 JEXD	**Yoro Maru No. 2** 1*Dk*&2*nd dk inNo.*1*hold*	2220 1897 1303			...		1918	Fujinagata DockydCoLd Osaka	KinkaiYusenK.K.	272·0|40·0|24·1 P16'B60'F34' FK	Tokio Japanese *WB*	T.3Cy.18½",30½"&51½"-36" 189NHP FujinagataDockyardCoLd	24 " 2	
36773 215958	**Yosemite** *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Webframes* *Longitudinal framing*	6077 5721 4409			...		1918	Moore& Scott IronWorks Oakland,Cal.	UnitedStates ShippingBoard Bureau	402·5|53·0|24·0 P34'F38' 32·0 *onShelter dk* FK	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 496NHP Westinghouse,E.&M.Co. E.Pittsburgh	34 " 6	
36774 27682 WDDT	— *Mchy.Aft* D.F. 1*Dk*2*trB*	3554 — 2719					1901	Detroit S.B.Co. Wyandotte	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0|50·0|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18⅝",29⅝"&48"-40" 146NHP DetroitS.B.Co.Detroit		R
36775 142605 GRFM	**Yoseric** (*ex*WarParrot) *ss*Bel.No.3-2,31 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks* Now "Ena G.," see No. 37291 in Supp.	5240 4790 3221	✠100A1 10,34 MS2,31 *Carrying oil*	Shi ✠LMC BS1,35 *fuel F.*	*y* *P.*	CL 10,34 *above* 1	1918 7mo *Lloyd* 50°F.	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *inDB*	~~BankLine,Ld.~~ ~~(A.Weir&Co.*Mgrs.*)~~ GlenfieldSyndicate,Ld. *CellDB*	400·0|52·4|28·5 P49'B112'F39' FK 340'1134*tFPT*124*t*	Glasgow British 7*BHCem* *APT195t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s5 " 11½ 25 " 3½	
36776 22318 JIHD	**Yoshida Maru No. 1** *ss*Kob.No.3-10,29 *ss*Kob.No.1-33 2*Dks*(*Stl*)	5425 4975 3386	✠100A1 3,35	Kob ✠LMC3,35	*z*	CL ~~12,33~~ 9,35	1919 1mo	Asano S.B.Co.Ld. Tsurumi A&CP	YamashitaKisen K.K. *CellDB*	400·0|53·2|29·4 P33'B124'F41' 342'844*tAPT*28*t*	Kobe Japanese 6*BHCem*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS174,HS7376 FD KobeSteelWorks,Kobe	32 " 0 s 6 " 7 25 " 9	
36777 22313 JCYD	**Yoshida Maru No. 3** *ss*Osa.No.3-1,30 *ss*Kob.No.1-34 2*Dks*(*Stl*)	4646 3927 3350	✠100A1 4,36~~3,35~~	Yka Kob ✠LMC~~[illegible]~~ 4,36	*x*	3,35	1918 12mo	Uraga DockCo.Ld. Uraga A&CP	YamashitaKisen K.K. *CellDB291'919tF*	360·0|51·0|28·4 P21'B91'F33' FK *PT114tAPT46t*	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 6 s 5 " 5¼ 23 " 3	
36778 28457 JODD	**Yoshino Maru** Ⓟ TwinSc (*ex*Kleist) 4*Dks*	8998 — 5529					1906	F.Schichau Danzig	KinkaiYusenK.K.	463·5|57·5|38·9 P88'B196'F91'	Kobe Japanese *WB*	Q.8Cy.24⅜",36¼",55 3/16"&75⅛"-53" 820NHP F.Schichau,Danzig	39 " 0	C
36779 13880 JPFE	**Yoshiura Maru** 1*Dk*	541 — 309					1910	Kawasaki S.B.Yard Kobe	UsuiShoten SenpakubuGomei Kaisha	169·0|26·5|16·5	Tokio Japanese	T.3Cy.12¾",20"&33"-23" 52NHP		
36780 32325 JIVB	**Yoshu Maru** (*ex*NielsNielsen) *Fitted for oil fuel* 2*Dks*	5711 5169 4360			...		1916	Skinner& EddyCorp. Seattle,Wash	UwajimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*)	411·6|54·2|27·1 P44'B115'F47' FK	Kobe Japanese *WB*	DR Geared Steam Turbine 476NHP Gen.Electric,SchnctdyNY	29 " 9	C
36781 15838 JPFE	— (*ex*FukuriMaru) 1*Dk*	499 464 284					1913	I.Aizawa Osaka	HeianKisenGochi Kaisha	113·0|21·0|10·0	Kobe Japanese	T.3Cy.11",18"&30"-22" 42NHP T.Hirao		
36782	**Yosyun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	499					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0|27·5|13·9 P40'F18'	Japanese	Oil Engines 4S.C.SA 6Cy.14 3/16"-20⅛" 117NHP HanshinTekkoshoKobe		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36783 220605 WPBH	**Youngstown** (*ex*H.H.Porter) *Mchy.Aft* D.F. GyC. 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	580·0|60·2|27·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		
36784 218078 KIFX	— *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	6633 5895 4121			...		1919	Federal S.B.Co. Kearny,N.J.	LykesBros.- RipleyS.S.Co.Inc.	395·5|55·0|31·4 P45'B110'F38'*on* *Shelter dk* FK	Houston, Tex. Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
36785	**Youshar** Ⓟ (*ex*Kolguyev) Wireless 1*Dk*(*Stl*)&*Awng dk* *Ref.Mchy.* Sub.Sig.	1262 1129 722	✠ 6,20	Nwc ✠	*o*		1915 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. *CellDBa*	240·2|35·0|18·0 FK &*uE77'uB19'f100'*	Leningrad Russian 4*BHCem* 256*tAPT*20*t*	T.3Cy.16½",27"&44"–30" 179NHP 2SB,6*cf*,GS114,HS3640 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20″0	
36786 LFHJ	**Yrjar** Ⓟ 2*Dks*	340 307 184					1925	Trndhjms Mek.Værks. Trondheim	FosensAktie- Dampskslsk.	130·3|22·1|16·1 H33*t*	Trondheim Norwegian *WB*	T.3Cy.12½",20"&33"–21" 50NHP TrondhjemsMV.Trondhm		N
36787 OUNM	**Yrsa** 1*Dk*	455 322 264					1889	Helsingörs Skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	173·2|24·1|9·1 Q57'B22*t*F13*t*	Aarhus Danish	C.2Cy.19"&35"–21" 47NHP HelsingörsMskinbyggeri		V
36788 PITU	**Yselhaven** *ss*Ant.No.3–7,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4802* *4631* *2987*	✠100A1 *Shelter dk* *with freeboard* ~~10,35~~ ~~3,34~~4,36 MS3,33	Ant ~~Rot~~ ✠LMC BS~~5,33~~ 1,36	*x*	CL ~~3,34~~ 10,35	1921 1mo *Lloyd*	W.Dobson &Co. Newcastle '*s*A&CP	N.V.Gebr.Van Uden'sScheepv.en AgentuurMaats. *CellDB*318'960*t*	360·0|52·0|31·5 FK *Collisio* *FPT*100*tAPT*87*t*	Rottrdam Dutch *Cem* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.25",41"&69"–48" (*s*) 180lb 401NHP 3SB,9*cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34″0 s8″11¾ 25″3	
36789 OOJC	**Yser** (*ex*Minerva) 1*Dk*	*1147* *931* *672*					1903	J.C.Tecklenborg A.G. Wesermünde-G.	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	230·0|36·2|15·2 Q82'B56'F26'	Antwerp Belgian *WB*	T.3Cy.17",28"&45"–33" 116NHP J.C.TecklenborgA.G.Wsm		V
36790 ~~PIUK~~	**Yssel** *ss*Rot.No.3–3,25 *Welldeck* *ss*Rot.No.2–34 *Cargo battens not fitted* 1*Dk*(*Stl*)	1259 1034 764	✠100A1 1,36 ~~3,34~~ MS5,33	Rot ✠LMC BS~~10,34~~ 12,35	*o*	CL ~~3,34~~ 1,36	1913 1mo *Lloyd*	A.Vuijk& Zonen Capelle a/d '*s*A&CP Ysel	J.Rang *WB*=*CellDBa*	235·0|35·6|15·4 Q87'B56'F28' FK 69'*uE*17'*f*102'327*t*	Estonian 4*BHCem* *APT*22*t*	T.3Cy.17",28"&46"–36" (*s*) 180lb *100lb* 147NHP 1SB,3*cf*,GS63,HS2408 G.T.Grey,SouthShields	17″6 s1″3 16″4¾	
36791	**Yu Chi** (*ex*Rollon,*ex*GangerRolf) 2*Dks*	1280 1209 774					1901	Nylands Værksted Oslo	YuTaHong	219·5|32·9|21·6 H52*t*	Newchang Chinese *WB*	T.3Cy.16",26"&43"–30" 101NHP NylandsVærksted,Oslo		
36792 Broken up	**Yu Sang** (*ex*YiLoong) 1*Dk*	*1844* *1608* *1122*			...		1912	J.Priestman&Co. Sunderland		270·0|39·6|18·0 P11'B70'F31' FK	Chinese *WB*	T.3Cy.21½",35"&58"–39" Richardsons, 260NHP Westgarth&Co.Ld.Sld.	20″0	
36793 XNCI	**Yu Shun** 2*Dks*	*1696* *1504* *1079*					1900	Grngem'th DockyardCo. Grngemouth	ChinaMerchants' Stm.Nav.Co.	260·2|40·2|18·3 P30'B68'F37'	Shanghai Chinese *WB*	T.3Cy.20",33"&53"–36" 169NHP Hutson&Sons,Ld.Glasgow		
36794 XNCV	**Yu Tung** (*ex*Eiger) Wireless 1*Dk*&*Spar dk*	1505 1309 912					1904	Nylands Værksted Oslo	YuTaHong	231·5|35·2|14·7 H80*t* 20·4	Shanghai Chinese *WB*	T.3Cy.18",29"&48"–33" 132NHP NylandsVærksted,Oslo		
36795	**Yuan Chan** (*ex*Warla-34, *ex*WarHathor) *ss*Cal.No.3–10.26 *ss*Cal.No.1–30 1*Dk*(*Stl*)	*2264* *1800* *1342*	✠ — 6,34	Cal ✠	*r*		1918 8mo	Pt.Arthur S.B.Co.Ld. PArthur Ont.	ChungWeiS.S.Co. *CellDBa*&	251·0|43·8|20·7 P25'B64'F28' FK *uE*98'*f*94'457*tFPT*	Shanghai Chinese 4*BHCem* 80*tAPT*78*t*	T.3Cy.20",33"&54"–40" 278NHP 2SB,6*cf*,GS46,HS5246 PortArthurS.B.Co.Ld.	23″0	
36796	**Yuan Cheng** Ⓟ (*ex*KinkiMaruNo.2–34,*ex*Progress) 1*Dk*&*Spar dk*	998 — 650					1892	Flensburgr Schiffsb.Ges. Flensburg	TungYuanS.S.Co.	206·0|31·0|20·9 B58'F26'	Tsingtao Chinese *WB*	T.3Cy.15¼",24⅝"&43"–27" 96NHP FlensburgerSchiffsb.Ges.		
36797	**Yuan Lee** (*ex*Charon) *Now "King Lee," see No. 38762 in Supplement* 2*Dks*	*2682* *2111* *1661*					1903	CaledonS. B.&E.Co.Ld. Dundee	YuanHengS.S.Co. Ld.(QuachDam Heirs,*Mgrs.*)	306·1|45·2|19·6 P47'B124'F35'	Chinese *WB*	T.3Cy.21½",36"&60"–42" 233NHP CaledonS.B.&E.Co.Ld.Dun		
36798	**Yuan On** (*ex*E.Sang) 2*Dks*	1787 — 1115					1891	Lon.&Gls. Co.Ld. Glasgow	YuanOnS.S.Co.	260·0|35·1|22·0 B64'	Shanghai Chinese *WB*	T.3Cy.20",32"&52"–39" 169NHP Lon.&Gls.Co.Ld.Glasgow		
36799 25602 JYED	**Yubae Maru** *ss*Osa.No.3–9,31 2*Dks*(*Stl*)	3217 2676 1986	✠100A1 9,34	Kob ✠LMC~~9,34~~ 10,35	*u*	~~4,34~~ 3,36	1919 5mo	Ishikawa- jimaS.B.Co. Tokio A&CP	Kuribayashi ShosenK.K. *Ce*	305·0|43·9|27·3 P25'B92'F30' FK *llDB*262'587*tFPT*	Tokio Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 279NHP 2SB,6*cf*,GS93,HS3640 FD Ishikawajima SBCo.Tokio	27″4 s4″4½ 23″2	
36800 35338 JFKC	**Yubari Maru** 2*Dks*	4109 3419 2489					1930	MitsuiBus- sanKaishaLd. TamaDkyd.	KyoritsuKisen K.K.	351·5|49·0|27·7	Akashi Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP MitsuiBussanKaishaLd.		C
36801 8893 JALE	**Yuen Kiang Maru** Ⓟ TwinScSp 1*Dk*	875 418 495					1903	OsakaIron Works Osaka	NisshinKisenK.K.	202·6|37·4|6·5	Tokio Japanese	T.6Cy.10",16"&28"–15" 61NHP OsakaIronWorks,Osaka		
36802	**Yuen Kong** (*ex*HoiHo) Wood	*601* *234* *364*					1901	KwongTak Hing,Cheung ShaWan	YungKiang&Co.	154·0|23·9|9·7	Shanghai Chinese	C.2Cy.11"&22"–15½" 16NHP KwongTakHing,Yamuali		
36803 152444 VPGL	**Yuen Sang** Ⓟ *ss*H.Kg.No.2–32 2*Dks*(*Stl*–*U* teaks)	3229 2351 1983	✠100A1 3,35 BS3,35	HKg ✠LMC1,32	*u*	CL 3,34	1923 12mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong '*s*A&CP	Indo-ChinaSteam Nav.Co.Ld. *Ce*	310·0|46·1|22·7 P&B201'F40' FK *llDB*265'443*t FPT*	HongKong British 5*BHCem* 46*tAPT*54*t*	T.3Cy.23",38"&63"–45" (*s*) 190lb *100lb* 414NHP 2SB,6*cf*,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.HongKong	25″0 s2″11 22″7	
36804	**Yuet On** Ⓟ TwinSc 2*Dks*	1130 430 698					1926	ChingNgai &Co. HongKong	HoongTakS.S.Co. (SumPakMing, *Mgr.*)	185·0|32·1|10·1	Canton Chinese	T.6Cy.11½",18"&29⅝"–24" 86NHP ,Glasgow		

1 Numero d'Ordre. Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dates Cert. Refrig.
36805	**Yuet Shang** WoodTwinSc OilEng. 2Dks	704 621 394					1919	Kwong TuckCheong HongKong	ChungKwokPoLee S.S.Co.Ld.	175·0 B48'F22'	28·0	18·0	Canton Chinese	Oil Engines 4S.C.SA 8Cy.12"–16" 112NHP KwongTuckCheong,H.Kg		
36806	**Yuhsing** (exMeiShun,exLokSang) 1Dk(Stl)&Spar dk3trB	1657 — 971	✠ 12,91	Gls	q		1891 12mo	Lon.&Gls. Co.Ld. Glasgow	Shaw-hsingS.S. Co.Ld. D Ba52' 48t FPT83t	250·0 B64'F35' Shade dk a43' APT80tMT10'130t	36·1	15·6 22·6 FK	New- chwang Chinese 4BHCem	T.3Cy.18½",30"&48"–36" NB14 166NHP 1SB,3rf,GS55,HS2327 Lon.&Gls.Co.Ld.Glasgow		
36807 JNZG	**Yuki Maru** (exWaitemata-33) ssDrn.No.3-8,33 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	5729 5496 3555	✠100A1 Shelter dk with freeboard 9,35 ~~9,34~~ ~~BS[illegible]~~ ✠~~LMC12,[illegible]~~ 9,35 Carrying oil fuel F.P. above 150°F. in DB	Nag Kob	y	CL 6,33	1919 5mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	DairenKisenK.K. CellDB351'1284t	400·0 F on Shelter dk 39' FPT60t APT90t	53·0	32·8 FK	Dairen Japanese ptCem CollisionBHtoShdk 6 „ „ U „	T.3Cy.27",45"&75"–54" (s) 180lb 619NHP 3SB,12cf,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 " 5 s9 " 4½ 26 " 8	
36808 18829 JDCD	— ssKob.No.3-5,27 ssKob.No.1-31 2Dks(Stl)&Web frames Longitudinal framing	3168 2738 ~~1990~~ 1983	✠ ... 6,35 ✠~~LMC11,34~~	Kob	t	CL 10,34	1916 2mo	OsakaIron Works,Ld. Innoshima A&CP	TatsuumaKisen K.K. Cell DB255'519t	305·0 P19'B82'F32' FPT76tAPT65t	43·7	27·2 FK	Nishino- miya Japanese 5BHCem	T.3Cy.22",37"&61"–42" (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 " 3 ~~s4 " 3~~ ~~[illegible]~~	
36809 92936 WCCZ	**Yukon** Ⓟ (exColon, exMexico) D.F. TwinSc Fitted for oil fuel 3Dks&Awng dk	5863 — 3638					1899	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	360·0	50·0	32·2	NewYork Utd.States WB	T.6Cy.25",41½"&68"–42" NB24 599NHP W.Cramp&SonsS.&E.B.Co.		R
36810 217332	— Broken up 2Dks&Web frames Longitudinal framing	4843 4374 3635			...		1918	ToddD.D. &Const.Corp Tacoma, Wash.	UnitedStates ShippingBoard Bureau	379·4 P39'B102'F42'	53·1	27·0 FK	Tacoma Utd.States WB	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co. Seattle	29 " 4	
36811 10893 JOUE	**Yumihari Maru** (exTzizikar, exNewark) ssNag.No.2-02 Well deck 1Dk(Irn)&Web frames	977 781 552	4,02 ✠	Nag	m		1894 1mo	Palmers' Co.Ld. Newcastle WB	UyechiK.K. =CellDB142'256t	227·4 Q92'B44'F22' FPT40tAPT40t	31·0	13·5 FK	Nishino- miya Japanese 4BHCem	T.3Cy.19",31½"&51½"–33" 150NHP 1SB,4pf,GS51,HS2220 Palmers'Co.Ld.Newcastle	16 " 4	
36812 28675 JBSE	**Yun Yang Maru** Ⓟ TwinSc 1Dk	1038 438 596					1922	KiangNan DockCo Shanghai	NisshinKisenK.K.	197·0 B92'F86'	31·0	10·0	Tokio Japanese	T.6Cy.15",22"&34–18" 98NHP KiangNanDkCo.Shanghai		
36813	**Yung An** TwinSc OilEng. 2Dks	1422 — 985					1930	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64'F22'	33·5	10·5	Shanghai Chinese WB	Oil Engines 4S.C.SA 14Cy.11"–16 9/16" 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
36814	**Yung Chi** (exBiodd-34, exCapD'Alprecht,exCambrier, exLakewood) 1Dk	1847 1607 1075			...		1917	Detroit S.B.Co. Wyandotte	TaChenNav.Co.Ld.	251·0 P25'B64'F23'	43·7	17·7 FK	Chinese WB	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 " 0	
36815	**Yung Heng** (exFreikoll-34,exBjorn) 1Dk	1195 — 706					1900	Bergens Mek.Værks. Bergen	YungHengS.S.Co. (KooChungSui, Mgr.)	230·9 Q126tB52tH17t F30t	34·3	13·6	Shanghai Chinese WB	T.3Cy.16",25"&42"–30" 97NHP BergensMekVærksBergen		
36816	**Yung Hwa** (exBaldina-34, exWarDuchess) ssSyd.No.3-11,32 1Dk(Stl) Cargo battens not fitted	4333 3937 2591	✠100A1 7,35 ~~5,34~~ ~~BS5,34~~ ✠LMC5,35 7,35	Syd Kob	x	CL 5,34	1918 9mo Lloyd'sA&CP	Canadian Vickers,Ld. Montreal	MeiShunS.S.Co. CellDB316'1367t	380·6 P30'B105'F41' FPT102t	49·2	26·7 FK	Shanghai Chinese 8BHCem APT136t	T.3Cy.27",44"&73"–48" (s) 180lb 474NHP 3SB,9cf,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 " 1 s5 " 11½ 24 " 5	
36817	**Yung-Kia** (exTachong-35, exSiangKiangMaru-33) TwinSc Sp 1Dk	883 — 506					1903	OsakaIron Works Osaka	NingShinS.S.Co. Ld.	202·6	37·4	6·5	Shanghai Chinese	T.6Cy.10 3/16",16"&28"–15" 61NHP OsakaIronWorks,Osaka		
36818	**Yung Lee** (exKiodoMaruNo.14, exKiodoMaruNo.10) 2Dks	632 538 421					1906	S.Ono Osaka	Ching-KeeS.N.Co. Ld.	170·7	23·7	18·0	Chefoo Chinese WB	T.3Cy.13½",21⅜"&34"–24" 57NHP S.Ono,Osaka		
36819	**Yung Lie** (exElla) Iron 1Dk&Awng dk	784 680 519					1870	J.Scott& Sons Invrkeithing	ChinLiSheng	197·5	25·3	11·5 18·2 FK	Shanghai Chinese WB	C.2Cy.20"&36"–27" NB80 56NHP J.Scott&Sns.Inverkeithng		
36820	**Yung Lien** (exChang FongMaru-33,exChangFong) TwinSc 1Dk	807 339 487					1927	TaShung HuaS.B.&E. Wrks. China	Società diNavi- gazioneFluviale ItaloCinese	180·0	30·0	9·0	Shanghai Italian	T.6Cy.		
36821	**Yung Ling** (exAnNing-34, exHuaHsin,exTsiehAn,exYuetWah) TwinSc 2Dks	1412 — 853					1920	Kwong SangLung HongKong	ChungLingS.S.Co.	239·0 P50'B60'F50'	33·5	21·7	Shanghai Chinese WB	C.4Cy.16"&32"–22" 80NHP KwongSangLung,H.Kg.		
36822	**Yung Lung** (exTaChung, exWongKoi) 2Dks	1777 — 1115					1896	Fairfield Co.(Lim.) Glasgow	HengAnChengKee S.S.Co.	289·0	37·8	21·6	Shanghai Chinese WB	T.3Cy.22",36"&57"–42" 210NHP FairfieldCo.(Lim.),Gls.		
36823	**Yung Ping** TwinSc OilEng. 2Dks	1422 — 985					1929	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64'F22'	33·5	10·5	Shanghai Chinese WB	Oil Engines 4S.C.SA 14Cy.11"–16 9/16" 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
36824	**Yung Shing** (exHsinFooSing-33, exAlm,exSnepiggen,exAlm) 1Dk&Spar dk	1538 — 998					1903	Nylands Værkstad Oslo	YungAnS.S.Co.	260·2 H102tF33t	36·9	20·9	Shanghai Chinese	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		
36825	**Yung Shun** (exNuestra Señora de Alba-34, exLiscum,exKongsee) Iron ssSng.No.1-83 2Dks	1343 — 667	✠ 7,83 ✠				1878 10mo	C.Mitchell &Co. Newcastle	YungShunS.S.Co. (T.A.Chow,Mgr.)	248·0 P30'B61'F34' DBa62'&uE&B46'	31·2	17·9	New- chwang Chinese	C.2Cy.33"&66"–42" 200NHP R.&W.Hawthorn,Nwc.		
36826	**Yung Wei** (exTsuruga Maru-33,exLuzon) Iron 3Dks	972 — 594					1864	Blackwood &Gordon Pt.Glasgow	HeiLienCo.	219·2	28·2	15·0	Weihaiwei Chinese	C.2Cy.27"&50⅜"–26" 109NHP Blackwood&Gordon,PGls.		
36827 XNFT	**Yung Yuan** (exSoshuMaru-31, exTai-Fu) 1Dk&Spar dk2trB	1653 1573 1002					1897	Akt.Ges. "Neptun" Rostock	YungYuanS.S.Co.	259·0 B74'F37'	34·9	21·2	Chefoo Chinese WB	T.3Cy.21",35⅝"&55 3/16"–36" 183NHP A.G."Neptun,"Rostock		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36828	**Yunghsing** (*ex*NagataMaruNo.27)	832 — 502					1915	.... Japan	ShawhsingS.S. Co.Ld.	185·0|31·0|17·7	New-chwang Chinese			
36829 163517 GWXP	**Yunnan** Ⓟ *OilEng.* *2Dks*	2812 2336 1634					1934	Scotts' S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9|44·2|21·7 P36'B79'F40'	London British *WB*	Oil Engines 2S.C.SA 5Cy.22″-36″ 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
36830	**Yunque** (*ex*IlseVormauer,*ex*Falke, Now "Columbia," see No. 37560 in Supplement [illegible],*ex*Triton, [illegible] *ex*SelbyAbbey, *1Dk(ptIrn&* *ex*Swift) *ptStl-ptws)&Webframes* *Well deck* *lower dk in forehold*	1169 [illegible]3 409	✠ 3,14 ✠	Stn	*n*		1902 12mo	Earle'sCo. Ld. Hull	CubanGovernment	240·6|33·4|14·0 Q64'B85'F24' BK7″	Havana Cuban *WB*	T.3Cy.24″,39″&64″-36″ 246NHP 3SB,*9cf*,GS183,HS7400 Earle'sCo.Ld.Hull	16 ″ 0	
36831 25489 JAFD	**Yuri Maru** *ss*Nag.No.3-11,31 *2Dks(Stl)&Shelter dk(Stl)*	6787 6507 5085	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~11,33~~ ✠LMC~~11,33~~ 7,35	Nag	*a*†	CL ~~N11,31~~ 7,35	1919 8mo	Harima Dkyd.Co. O.Harima A&CP	KokusaiKisen K.K.	425·0|53·6|37·5 FK *Collision BH to Shelter dk* *CellDB* 371'1224*t FPT*148*t*	Kobe Japanese *Cem* *6BH to U dk* *APT*220*t*	T.3Cy.27″,45″&75″-51″ (*s*) 200lb 557NHP 3SB,*9cf*,GS192,HS7884 FD KobeSteelWorks,Kobe	37 ″ 6 ~~s 9 ″ 3½~~ ~~28 ″ 7~~ s9 ″ 1¾ 28 ″ 7	
36832 33174 JASC	**Yusho Maru** Ⓟ Wireless *CruiserStern* *1Dk*	807 635 299					1927	KobeSteel Works,Ld. Harima	NipponSalvage Co.Ld.	185·3|33·0|17·0 F48'	Kobe Japanese *WB*	T.3Cy.18″,31″&51″-32″ 147NHP KobeStlWorks,Ld.Harima		C
36833	**Yusingco** (*ex*Y.Sontua,*ex*Ban LiongSoon, *ex*Darwin) *ss*Man.No.3-1,05 *ss*Man.No.2-13 *2Dks(1Irn)*	1028 — 586	✠ 1,16 ✠	Man			1892 1mo	W.Doxford &Sons,Ld. Sunderland	CoastwiseNav. Co.Inc.	200·0|30·1|16·0 B45'F22' BK8″ *WB=Cell*	ManilaP.I. Utd.States *4BHCem* *DB*151'195*t*	T.3Cy.17½″,28″&46″-30″ NB09 126NHP 1SB,*2cf*,GS62,HS2130 W.Doxford&Sons,Ld.Sld.	18 ″ 1	
36834 XNAU	**Yuta** (*ex*YuenSang) *1Dk(Stl)&Spardk3trB*	*1753* *1632* *1128*	✠ 7,89 ✠	Abn	*r*		1889 7mo	Hall, Russell&Co Aberdeen	YuTaHong	250·2|36·2|16·1 B60'F34' 23·6 FK *DBa*42' 90*tMT*10'159*tFPT*	Nwchwng Chinese *6BHCem* 90*tAPT*30*t*	T.3Cy.21″,33″&54″-39″ 183NHP 2SB,*6rf*,GS90,HS2770 Hall,Russell&CoAberdeen	24 ″ 5	
36835 OOKC	**Yvonne** (*ex*Feronia) *Welldeck* *1Dk*	712 511 471			...		1899	W.Harkess &Son Middlesbro'	ArmementL. Hermans,Soc. Anon.	184·3|28·5|13·9 Q93'B16'F22' FK	Bruges Belgian *WB*	T.3Cy.14″,22½″&37″-27″ 80NHP MacColl&Pollock,Sld.	14″10	V †
36836 220949 KLJE	**Z.R.3.** (*ex*Muriel) **WoodTwinSc** *OilEng.* *Mchy.Aft* *2Dks* *Salted*	2375 — 1837	✠ 8,24 ✠	Sea	*s*		1920 6mo	J.H.Price Constr Co. Seattle,Wash	CharlotteE. Brownfield	245·8|46·7|23·9 P57'F37'	Seattle Utd.States	Oil Engines 2S.C.SA 12Cy.16$\frac{9}{16}$″-18⅞″ 579NHP SkandiaPacific OilEng.Co.OaklandCal.	26″10	
36837 146164 MKVR	**Zaafaran** (*ex*Philomel-34) *ss*Alx.No.3-6,34 *1Dk(Stl)&Shelter dk* *(Stl-ws)2nd dk inNo.1hold* Wireless **D.F.**	1563 1103 928	✠100A1 *Shelter dk* *withfreeboard* BS6,35 6,34 ✠LMC6,34 *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Alx	*r*	CL 1,34	1921 11mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	TheKhedivialMail S.S.&GravingDock Co.Ld.(LordErnest Hamilton,*Mgr.*)	270·4|39·2|14·9 B73'*onShelter dk* FK *CellDB*236'357*t FPT*16*tAPT*18*t*	London British *Cem* *3BH to S dk* 2 „ „ *U*„	T.3Cy.23″,37½″&60″-39″ (*s*) 180lb 292NHP 2SB,*8cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2 16 ″ 11½	
36838 PIVH	**Zaan** *ss*Rot.No.3-4,34 *1Dk(Stl)*	1299 1106 726	✠100A1 5,35 BS10,35 ✠LMC MS3,34 ~~BS3,34~~	Rot	*o*	OG 3,34	1921 4mo	NVSchpsw Baanhoek Sliedrecht *Lloyd'sA&CP*	N.V.Houtvaart (Vinke&Co., *Mgrs.*)	237·4|36·7|15·9 P23'B64'F24' FK *CellDB*195'324*t FPT*30*t APT*52*t*	Rottrdam Dutch *4BHCem*	T.3Cy.17¾″,29″&47″-36″ (*s*) 180lb 209NHP 2SB,*4cf*,GS66,HS3350 FD Penn&Bauduin, Dordrecht	18 ″ 0 s 2 ″ 0½ 16 ″ 1	
36839 PIVS	**Zaanland** *ss*Ams.No.3-7,33 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*	6813 6294 4141	✠100A1 *Shelter dk* *withfreeboard* 4,36 ~~5,35~~ ✠LMC MS7,33 BS~~6,34~~8,35 ✠Lloyd'sRMC~~11,35~~ 4,36 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Ams	*c*†	CL 5,35	1921 6mo	Barclay Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	N.V.Koninkl. HollandscheLloyd	460·4|60·2|27·9 FK *Collision BH to Sh dk* *CellDB*405'1559*t FPT*79*tAPT*38*t*	Amstrdam Dutch *Cem* 6 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 5SB,*15cf*,GS311,HS13105 FD BarclayCurle&Co.Ld.	30 ″ 6 s 4″ 5½ 26 ″ 2¾	
36840 PIVY	**Zaanstroom** *Ref.Mchy.* *1Dk2trB*	1519 1189 912					1920	N.V.Haar-lemsche Schpsb Maats Haarlem	N.V.Hollandsche Stoomb.Maats.	265·1|37·9|16·2 Q98'B78'F28'	Amstrdam Dutch *WB*	T.3Cy.21″,33″&57″-39″ 203NHP Maats.Fyenoord,Rot.		V
36841 EAJW	**Zabalbide** Damaged by Fire 10,35 *ss*Bbo.No.3-12,34 *1Dk(Stl)*	*3038* *2805* *1855*	~~✠100A1~~ 12,34 ~~✠LMC1,35~~	Bbo	*u*	CL 12,34	1922 10mo	Newcastle S.B.Co.Ld. Newcastle *Completed by* Irvine'sS.B.&D.D.Co.Ld. *Lloyd'sA&CP*	~~Compañia MaritimaBilbao (E.Cortina, *Mgr.*)~~	331·2|46·9|23·2 P33'B100'F28' FK *CellDB*282'648*tFPT*106*t APT*43*t*	Bilbao Spanish *5BHCem*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 359NHP 3SB,*9cf*,GS168,HS5850 Buckley&Taylor,Ld. Oldham	25 ″ 6 s 3″11¾ 22 ″ 9	
36842	**Zaboishtchik** (*ex*Komsomol, *ex*Hogland,*ex*Adonis,*ex*EinarSimers) *2Dks*	596 572 385					1895	Akers Mek. Værks Oslo	U.S.S.R.	160·3|26·3|17·5 H5*t*	Leningrad Russian *WB*	T.3Cy.12″,20″&32″-27″ 53NHP AkersMek. Værks.Oslo		
36843 212583 KDCI	**Zacapa** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* *2Dks&2pt dks* Sub.Sig. **D.F.**	4736 3903 2718					1909	Workman, Clark &Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·9|50·3|29·1 B160'F45'	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″-54″ 413NHP Wrkman,Clark&Co.Ld.Bel		C
36844 TCDP	**Zafer** (*ex*Victoria,*ex*Campania, *ex*Marcial,*ex*RioCaete, *ex*Itararé,*ex*Arminda, *ex*Bosnian) *Oil Eng.* *1Dk* *Well deck*	378 — 259	✠ 6,91 ✠	Ayr	*f*		1890 7mo	Mackie &Thomson Glasgow	YuvanYuvanidis	148·0|23·6|10·5 Q79'B19'F21' BK7″ *DBa*35'29*t*	Istanbul Turkish *4BHAsp* *FPT*31*t*	Oil Engine 4Cy. NE34	11 ″ 6	
36845 YTOS	**Zagreb** Ⓟ (*ex*Gödöllö) *ss*Fiu.2ndNo.3-4,29 *ss*Ssk.No.1-33 *2Dks(StlMpt* teak s) *&Shade dk(Teak)*	782 492 394	✠100A1 *withfreeboard* 3,35 BS4,35 ✠LMC~~5,3~~ 5,33	Ssk	*m*	CL 11,33	1902 2mo	Wigham-Richrdsn&Co LdNewcastle *Lloyd'sA&CP*	Jadranska PlovidbaD.D.	225·0|29·1|12·6 BK7″ *CellDBa*42'*uE*24'*f* 66'95*t*	Susak Yugoslav *5BHCem*	Q.4Cy.17″,24″,36″&52″-36″ 200lb (*r*) 203NHP 2SB,*6cf*,GS116,HS3338 WghmRchrdsn&C.LdNwc	15 ″ 1 s 2 ″ 1½ 13 ″ 6¾	
36846 149944 VPDV	**Zahra** *ss*Alx.No.1-32 *1Dk(Stl)2trBinNos.1&2tanks* *Mchy.Aft* *CruiserStern*	821 577 312	✠100A1 7,34 BS1,36 ~~BS6,35~~ ✠LMC8,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Ist	*k*	CL 12,33	1927 11mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	StandardTrans-portationCo.Ld.	180·2|33·9|13·2 Q83'F27' *Trunk*70' FK *CellDBuE&B*35'56*tFPT*46*tAPT*17*t*	HongKong British *10BHptCem*	T.3Cy.16″,26″&42″-27″ (*s*) 180lb 159NHP 2SB,*4cf*,HS2608 FD D&WHnderson&CoLdGls	14 ″ 0 s ″ 11 13 ″ 3	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36847 142 SVDM	**Zakynthos** Ⓟ (exEperoki-33, exInsulaire, ssMsl.No.3-4,05 exVictoria) 1Dk(Stl-ws) Wireless 2trB&Shade dk	968 556 479	✠ 12,09	Msl	m		1892 6mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	230·6|26·5|14·8 BK7' WB=FPT30t	Piræus Greek 4BHCem APT35t	T.3Cy.23½",35"&57"-33" NB15 215NHP Earle'sCo.Ld.Hull	15 " 6	
36848 EADK	**Zalla** (exRibeauville,exWarBadger) ssSt.N.No.2-29 1Dk(Stl)	2055 1818 1244	100A1 11,31 BS11,30	Bbo LMC4,29	r	9,29	1919 Lloyd's A&CP	British American S.B.Co. Welland Ont.	Maura y Aresti Cell D B190' 478t FPT61t	251·0|43·5|22·9 P24'B68'F22' FK	Bilbao Spanish 4BHAsp APT91t	2 Steam Turbines DR geared to 1 Sc Shaft (s) 180lb 292NHP 2SB,6cf,GS115,HS4346 FD BritishWestinghouseCo. Manchester	23 " 2 s 3 " 4 20 " 2	
36849 146134 MKTJ	**Zamalek** (exHalcyon-34) ssAlx.No.3-5,34 Wireless D.F. 1Dk(Stl)&Shelter dk (Stl-ws)2nd dk in No.1 hold	1566 1105 929	✠100A1 Shelter dk with freeboard 1,36 ~~5,34~~ Fitted for oil fuel 10,21 F.P. above 150° F.	Alx BS5,36 ✠LMC5,34	r	CL 1,34	1921 10mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	TheKhedivialMail S.S.&GravingDock Co.Ld.(LordErnest Hamilton,Mgr.) CellDB236'35 7tFPT16tAPT18t	270·4|39·2|14·9 B73' on Shelter dk FK	London British Cem 3BHtoSh dk 2 " " U "	T.3Cy.23",37½"&60"-39" (s) 180lb 292NHP 2SB,8cf,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 " 0 s " 2 16 " 11½	
36850 150034 VRWC	**Zambezia** (exBuzi-34, exZambezia) ssC.Tn.2ndNo.3-4,25 ssC.Tn.No.1-30 1Dk(Stl)&Awng dk Wireless (ptStl-teak s)	1282 977 879			...		1903 9mo	SirRaylton Dixon&CoLd Middlesbro'	ColonialSteam-shipsCo.Ld. (Rogers&Co. Mgrs.) CellDBa61'uE&B31' f92'263t	220·0|33·0|10·9 F30' 18·9 FK	PortLouis Mauritius British 4BHCem APT14t	T.3Cy.17",27"&45"-33" 133NHP 1SB,3cf,GS62,HS2165 N.E.MarineEng.CoLd.Sld	21 " 1	
36851 51 SUBZ	**Zamzam** Ⓟ TwinSc4Mst (exBritishExhibitor-33, exLeicestershire) ssAlx.2ndNo.3-2,34 Sub.Sig. Ref.Mchy. D.F. 3Dks(Stl-Uws)&web frames	8299 6305 5165	✠100A1 1,36 ~~1,35~~ BS1,36 MS2,54 Fitted for oil fuel 10,19 F P. above 150° F.	Alx Suz ✠LMC ~~BS11,34~~	d†	CL 6,33	1909 9mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	SociétéMisr de NavigationMari-time CellDBa115'uE&B72'f210'1296tFPT	467·2|54·3|31·7 P51'B240'F75' FK	Alexndria Egyptian 7BHCem 66tAPT55t	Q8Cy22",31½",46"&65½"-48" 215lb (s) 823NHP 2D&2SB24cf,GS405HS14094 Harland&Wolff,Ld.Bel.	35 " 1 s 7 " 9 27 " 8	
36852 DIAG	**Zander** (exMaxWeidtman,exErnaII., exHarriet) 1Dk	782 569 388					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	ArgoReedereiA.G.	191·0|30·4|12·4 Q52tH62tF31t	Bremen German WB	T3Cy.14¾"23⅝"&38 3/16"-27 9/16" DresdenerMchfbk. 77NHP UebigauA.G.Uebigau		G
36853 173 SVMC	**Zannes Gounaris** (exTuscania, exAlexandros, ssMsl.2ndNo 3-6,29 exRiverAraxes, ssPir.No.1-34 exFitzclarence) 1Dk(Stl)&Spar dk(Irn) &deep framing Hatch covers dispensed with in'tween decks	4407 4100 2832	✠100A1 Spar dk 9,34 BS5,35	Pir ✠LMC MS9,34	x	CL 7,34	1907 4mo Lloyd's A&CP	R.Craggs& Sons,Ld. Middlesbro'	A.Z.&G.Z. Gounaris CellDBa118' uE&B42'f166'1159tDTf24'608t	376·0|52·3|25·4 P28'B93'F40' FK	Andros Greek 7BHCem APT109t	T.3Cy.25",41"&68"-48" (s) 180lb 366NHP 3SB,9cf,GS169,HS5900 N.E.MarineEngCoLd.Nwc	28 " 0 s 5 " 9 22 " 11	
36854 SWSS	**Zannis L. Cambanis** (exEvros) ssPir.No.3-10,32 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	5298 5052 3262	✠100A1 Shelter dk with freeboard 10.35 ~~12.34~~ ~~[illegible]~~ Fitted for oil fuel 6,20 F.P. above 150° F.	Gms Hul BS10,35 ✠LMC10,32	x	CL ~~12,34~~ 10,35	1920 6mo Lloyd's A&CP	Craig,Tay-lor&Co.Ld. Stockton	TheHeirs of the lateL.Z.Cambanis Collision BH to Shelter dk CellDB317'1141tFPT85t	370·7|51·4|32·4 FK	Andros Greek Cem 5BH to U dk APT149t	T.3Cy.26",42"&70"-48" (r) 180lb 386NHP 3SB,9cf,GS190,HS6194 Blair&Co.Ld.Stockton	34 " 9 s 9 " 8 25 " 4½	
36855 147656 GKCL	**Zapala** ssNpt.No.2-33 Sub.Sig. 1Dk(Stl) Now "Ovingdean Grange," see No. 39505 in Supplement	4895 4598 3088	✠100A1 4,35 BS5,34 Fitted for oil fuel 5,24 F.P. above 150 F.	Cff ✠LMC1,33	y	CL 3,35	1924 5mo Lloyd's A&CP	Lithgows Ld. Pt.Glasgow	HoulderLine,Ld. (HoulderBros.& Co.Ld.Mgrs.) CellDB341'1032t	400·0|52·0|27·3 P33'B114'F41' FK	London British 6BHptCem APT142t	T.3Cy.27",44"&73"-48" (s) 180lb 100lb FD 440NHP 2SB,6cf,GS123,HS5862 Rankin&BlackmoreLdGrk	29 " 9 s 5 " 9½ 24 " 3	
36856	**Zapara** ssCco.No.2-35 ~~ssN.Yk.No.1-30~~ 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing	2036 1580 1138	✠100A1 ~~2,33~~11,35 ~~BS2,33~~ Carrying Petroleum in bulk Fitted for oil fuel 4,26 F.P. above 150° F.	Cco 11,35 ✠~~LMC2,30~~	s	CL ~~N8,31~~ 10,35	1926 4mo Lloyd's CP	Palmers' Co.Ld. Newcastle	VenezuelaGulf OilCo. CellDBuE&B43'93t FPT176t	280·4|47·2|16·2 P69'B22'F31' FK	Maracaibo Venezuelan 10BHptCem APT63t	T.3Cy.19¼",30"&49"-36" (s) 180lb 192NHP 2SB,4cf,HS3452 MacColl&Pollock,Sld.	16 " 6 ~~s 2 " 3½~~ ~~14 " 6½~~ s 2 " 1¾ 14 " 6½	
36857 53 ICOP	**Zara** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	Cia.Adriatica di Nav.	267·4|40·2|22·6 F34'	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.17 1/16"-29½" 654NHP Soc An"Fiat"S.G.M.Turin		I
36858 218701 KICS	**Zarembo** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4957 4374 3073					1919	ToddD.D. &Const.Co. Tacoma	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.Mgrs.)	380·1|53·1|27·0 P39'B102'F41'	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NH Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
36859 31672 JEZB	**Zawosan Maru** (exMonaro) 1Dk&deep framing lower dk in Nos.1&3holds	2631 2247 1867			...		1906	W.Gray& Co.Ld. WHartlepool	SatoShotenK.K.	306·0|45·0|20·1 P29'B92'F31' FK	Tokio Japanese WB	T.3Cy.22",35"&59"-39" 231NH Cen.Mar.Eng.Wrks.WHpl	22 " 5	C †
36860 FOIL	**Zazpiakbat** AuxTwinSc4Mst (exAnnelieseRathjen, OilEng. exGeorgKimme) 1Dk Wireless D.F. (See Sailing Ship Register)	786 692 588					1920	Akt.Ges. "Weser" Bremen	LaMorue Française	201·4|29·8|15·3 P27'F30'	St.Pierre-Miquelon French	Oil Engines 2S.C.SA 4Cy 12⅝"-12⅞" 113NH Emade&fitted20 H.Callesen&Co.Apenrade		C
36861 CSBV	**Zé Manel** (exJoséManuel, exArgus,exMinna) ssAms.No.3-11,28 ssLis.No.1-33 Wireless Sub.Sig. 1Dk(Stl)	926 701 536	100A1 1,36 ~~2,35~~ MS2,33	Lis LMC BS5,35		CL ~~N2,33~~ 1,36	1921	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deCom-mercioIndustria e TransportesLtda. CellDB182'348t FPT	209·9|31·9|13·2 Q64'B56'F26' FK	Lisbon Portuguese 4BHAsp 34tAPT17t	T.3Cy.16 13/16",26 13/16"&43 5/16"- 33 7/16" 185lb (s) 148NHP 2SB,4cf,GS71,HS2698 Gall&Seitz,Hamburg	15 " 6 s 1 " 2 14 " 5½	
36862 [illegible] GPQN	**Zealand** ss[illegible] ssLiv.No.1-33 1Dk(Stl)&Spar dk(Stl)&deep framing Now "Fair Head," see No. 33111 in Supplement	1718 1536 891	✠100A1 Spar dk 5,35 ~~5,34~~ ~~[illegible]~~	Liv BS5,35 ✠LMC4,35	r	CL 5,34	1906 10mo Lloyd's A&CP WB	Barclay, Curle&Co.Ld Glasgow	UlsterS.S.Co.Ld (G.Heyn&Sons, Ld.Mgrs.) =CellDBa58'uE&B21'f116'258t FPT	260·0|36·0|14·7 B73'F33' 22·2 FK&BK1⅓"	Liverpool British 4BHCem 48tAPT25t	T.3Cy.20½",34"&55"-42" (r) 180lb 247NH 2SB,6cf,GS113,HS4288 Barclay,Curle&Co.Ld.Gls	24 " 6 s 3 " 7½ 21 " 1½	
36863 120764 VJLK	**Zealandia** Ⓟ TwinSc ssSyd.2ndNo.3-10,34 ~~ssSyd.No.3-11,22~~ Ref.Mchy. ~~ssSyd.No.2-30~~ 2Dks(Stl-ws)&Shelter dk (Stl-teak s)&Web frames	6683 5274 3435	✠100A1 Shelter dk with freeboard ~~11,34~~2,36 ~~BS9,34~~ 9,35	Syd ✠~~LMC9,34~~ 9,34	a‡	CL s~~N11,32~~ ~~B5,22~~ F5,35 S10,35	1910 5mo Lloyd's A&CP WB=	J.Brown& Co.Ld. Clydebank	HuddartParker Ld. CellDBa88'uE&B117'f144'899tFPT	410·3|54·7|23·4 F90'B100' on Shelter dk BK9"	Melbourne British 8BHCem 42tAPT49t	Q8Cy24½",35",49½"&70"-48" 215lb (r) 1157NH 7SB,21cf,GS433,HS1775FT J.Brown&Co.Ld.Clydebnk	26 " 0 s 3 " 0 24 " 2	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in Ll.
36864 149300 GNRB	**Zealandic** TwinSc *ss*Lon.No.1-32 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	8443 ~~8281~~ 7488 ~~5109~~ 5219	✠100A1 *withfreeboard* ~~7,35~~ ~~9,34~~ 1,36 ✠LMC CS11,33 1,33 ✠Lloyd'sRMC~~1,33~~ ~~8,35~~ 1,36	Lon ~~Gls~~	*f*† ~~7,35~~ DBS~~1,34~~	CL 9,34	1928 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Shaw,Savill& AlbionCo.Ld. *CellDB*408'1571*t*	482·6|64·2|30·8 B173'F61' FK *FPT*109*t APT*60*t*	S'thamptn British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB*100lb* WllsndSlpwy.Co.Ld.Nwc.	34 ″ 4 s5 ″ 4¼ 29 ″ 2½	
36865 116094 MFVF	**Zealous** (*ex*Wharfedale,*ex*Dot) *ss*Abn.2ndNo.3-2,29 *ss*Pet.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	324 259 173	✠100A1 4,34 BS7,35	Pet ✠LMC4,34	*e*	CL 4,33	1902 10mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole '*sA&CP*	G.McDonald (WilliamR.Aiken, Ld.*Mgrs.*)	136·0|23·4| 9·4 Q42'B10'F16' FK Cell	Aberdeen British 3*BHCem* *DBf*77'83*t*	T.3Cy.12",20"&33"-24" (*s*) 180lb 60RHP 1SB,2*pf*,GS34,HS1156 N.E.MarineEng.Co.Ld.Sld	11 ″ 6 s ″ 11½ 10 ″ 8	
36866 PIWQ	**Zeeland** *ss*Rot.No.1-34 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft*	2726 2032 1557	✠100A1 9,35 ~~6,34~~ BS~~5,31~~ 2,36	Rot ✠LMC~~6,30~~ MS11,34	*s*	OG 6,33	1930 6mo *Lloyd*	N.V.Schpw v.J.Smit,Czn. Alblasserdam '*sA&CP*	Scheepvaart en SteenkolenMaats. *CellDB*200'552	288·5|45·2|19·1 P73'Q100'F30' *Trunk between* P&F FK *t MT* 10' 266*t FPT*	Rottrdam Dutch 6*BHCem* 163*t APT*38*t*	T3Cy.20⅞",32 5/16"&55⅛"-39⅜" 190lb (*s*) 272NHP 2SB,6*cf*,GS143,HS4950 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	21 ″ 0 s 6 ″ 5½ 19 ″ 8¼	
36867 PIWT	— *OilEng.* 1*Dk*	421 292 286					1930	J.Smit& Zoon Foxhol	N.V.Scheeps. Maats.Limburg (T.denHartigh, *Mgr.*)	148·8|25·6| 9·3 Q47'F17'	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36868 To be Broken up PIXB	**Zeelandia** Ⓟ TwinSc *ss*Ams.No.3-4,32 *Ref.Mchy.* 2*Dks*(*Stl*-ws)&*Shelter dk* (*Stl*-teak s) D.F.	7995 6274 4960	✠~~100A1~~ *Shelter dk* *withfreeboard* 8,34 ~~MS1,32~~ ~~Lloyd'sRMC5,35~~ *Fitted for oil*	Ams ~~✠LMC~~ ~~DBS5,34~~ *fuel* 7	*c*† ,20	CL SN8,34 P9,33 *F.P. a*	1910 6mo *Lloyd* *bove* 1	A.Stephen &Sons,Ld. Glasgow '*sA&CP* 50° F.	~~Koninkl.Hollandsche Lloyd~~	440·0|55·7|34·0 P59'B176'F72'*on Shelter dk* FK *After Pk BHd to Main dk only* *WB*=*CellDBa*119'	Amstrdam Dutch 7*BHCem* *uE&B*103'*f*	T.6Cy.24",39½"&67"-48" (*r*) 200lb *100lb* 953NHP 3DB,18*cf*,GS337HS14307 FD A.Stephen&Sons,Ld.Gls. 170'1100*t FPT*105*t APT*98*t*	37 ″ 0 s10 ″ 6 27 ″ 0	
36869 PIXY	**Zeester** (*ex*Amsterdam) 1*Dk*	379 235 187					1918	Gebr. Fikkers Muntendam	J.L.deGroot	121·0|22·6|10·5 P38'F16'	Kampen Dutch *WB*	C.2Cy.12⅕"&25⅗"-14¼" 21NHP L.Schaatman,Dordrecht		G
36870 1694 ICOS	**Zeffiro** (*ex*RiverHudson,*ex*Vennonia, *ex*WarCarp) D.F. 2*Dks*	5165 4737 3093					1918	CaledonS. B.&E.Co.Ld. Dundee	"Corrado"Soc. Anon.diNav.	413·2|52·3|28·4 400·6 P49'B113'F39'	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP CaledonS.B.&E.Co.LdDun		IC
36871	**Zelandia** (*ex*SailingVessel) *OilEng.* 1*Dk*	904 — 708					1913	Soc.EsercizioBacini RivaTrigoso	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6|40·2|11·5	Bns.Ayres Argentine *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18 1/16" NE*fitted*18 192NHP J.&C.G.Bolinders,Skm.		
36872 145457 GCLP	**Zelo** ~~*ss*Nwc.No.2-30~~ D.F. *ss*Nwc.No.3-7,35 1*Dk*(*Stl*) *Cargo battens not fitted*	2294 2012 1346	✠100A1 7,35~~12,32~~ ~~MS1,30~~ *Fitted for oil*	Sld Nwc ✠LMC 7,35 ~~BS7,34~~ *fuel*10	*t* ,21	CL ~~12,32~~ 7,35 *F.P.a*	1921 10mo *Lloyd* *bove* 1	S.P.Austin &Son,Ld. Sunderland '*sA&CP* 50° F.	PeltonS.S.Co.Ld. *CellDB*228'601*t* 22'73*t side Tan*	308·0|43·0|19·7 P25'B64'F29' FK *Tank at sides of tunn* *ks in ER* 182*t FPT*	Newcastle British 5*BHCem* *el* 115*t APT*65*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 300NHP 2SB,6*pf*,2*cf*,GS145,HS4670 Richardsons,Westgarth& Co.Ld.Sld.	22 ″ 0 s 3 ″ 4¼ 18 ″ 10	
36873 3735 SHKO	**Zelos** (*ex*Cymmrodorion) Iron Wireless 6thSurvey,Skm.4,33 *Well deck* 1*Dk*(*ptIrn*)&*Web frames*	*1593* *1317* *909*	✠ A1✱1 5,35 ~~4,34~~ BS~~4,34~~6,35	Skm Bly LMC4,33	Lv	4,34	1884 2mo	Schlesinger Davis&Co. Newcastle	RederiaktiebDisa. ~~(G.Brodin,*Mgr.*)~~ (E.Brodin,*Mgr.*)	260·0|36·3|19·4 P60*t*Q103*t*B119*t* F34*t* BK9" *WB*=*DBa&f APT*	Stockholm Swedish 4*BHCem* 1PBH	C.2Cy.29"&63"-39" 70lb 191NHP 2SB,6*pf*,GS68,HS3200 Black,Hawthorn&Co.Gts	20 ″ 7 s 2 ″ 5 18 ″ 11	
36874 ~~657~~ ~~FOTQ~~	**Zembra** *ss*Shl.No.2-31 *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) *in No.*1 *hold* *Cantileverframed* *Topside tanks* *Longitudinal framing at double bottom & deck* *Cargo battens not fitted*	5097 — 2869	✠100A1 5,35 ~~8,34~~ MS11,31 ~~BS8,34~~ MBS12,35	Rot Sld ✠LMC DBS3,35	*x*	CL 8,34	1923 10mo *Lloyd*	G.Seebeck Akt.Ges. Weser-münde-G. '*sCP*	LaTunisienne StmNavCoLd(FC Strick&CoLd*Mgrs*) *CellDB*311'1835*t* *Transverse*	370·0|51·0|27·1 P108'F29' FK *DTf*26'157*t FPT*13 *Topside tank aft*46*t*	London British 7*BHCem* 9*t APT*197*t*	T.3Cy.23¼",38 9/16"&63"-43⅜" 206lb *120lb* (*s*) 347NHP 2SB,6*cf*,GS115,HS4736 FD G.SeebeckA.G.Wsm.	29 ″ 10 s 5 ″ 10¼ 24 ″ 3	
36875 UOUZ	**Zemlak** TwinSc *OilEng.* Wireless *Mchy.Aft* 1*Dk*	867 769 472					1928	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6|34·0|11·8 P55'F25'	Sevastopol Russian *WB*	Oil Engines 2S.C.SA 12Cy.13 9/16"-19 11/16" 387NHP StateEngWksKolominska		G
36876 129588 MDPR	**Zena** *ss*Grk.No.3-2,24 *ss*Gls.No.2-33 *Well deck* 1*Dk*(*Irn*)	1416 1071 875	✠100A1 ~~7,34~~11,35 ✠NB4,33 DBS~~4,33~~3,36	Gls ✠LMC MS10,32	*o*	CL ~~3,33~~ 11,35	1911 7mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel *sA&CP*	ClydesdaleShip-ownersCo.Ld. (Glen&Co.*Mgrs.*)	240·8|35·2|16·4 Q75'B82'F29' FK *WB*=*CellDBa*61'*f*104'	Glasgow British 4*BHCem* 274*t APT*18*t*	T.3Cy.17",28½"&46"-36" (*s*) 180lb *95lb* 145NHP 1SB,3*cf*,GS63,HS2331 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 0¾ 16 ″ 6¾	
36877 161567	**Zenda** *ss*Hfx.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1416 1211 797	✠100A1 *withfreeboard* ~~5,35~~ ~~1,34~~ 4,36 ~~BS5,35~~	Hfx ~~StJ~~ ✠LMC~~5,32~~ 4,36	*q*	CL ~~4,33~~ 4,36	1932 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	ZendaShippingCo. Ld.(F.K.Warren) *CellDB*206'46	248·2|39·5|14·9 FK 6'*FPT*57*t APT*39*t*	HalifaxNS British 4*BHptCem* (*Coll to Sh dk* 3 ,, 2*nd*,,)	T.3Cy.15½",25"&40"-33" 180lb (*s*) 128NHP 2SB,4*cf*,GS61,HS2358 Swan,Hunter&Wigham-Richardson,Ld.Nwc	16 ″ 10 s ″ 3¼ 16 ″ 8¾	
36878 28129	**Zenith City** *Mchy.Aft* 1*Dk*2*trB*	3581 — 3429					1895	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	387·5|48·3|23·3 *WB*	Duluth, Minn. Utd.States	T.3Cy.22",38"&63"-40" 251NHP ClevelandSB.CoCleveland		
36879 143681 GDCW	**Zent,** Now "Blake," see No.37287 in Supplement *ss*[illegible]No.3-8,32 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws) Sub.Sig. D.F. E.S.D.	5362 4658 3293	✠100A1 *Shelter dk* *withfreeboard* 3,35 BS11,34	Sws ✠LMC10,32	*z*	CL 1,34	1920 10mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	Elders&Fyffes,Ld. *CellD*	400·3|51·1|30·3 P42'B154'F41'*on Shelter dk* FK *B*343'874*t APT*21*t*	Liverpool British *Asp* 6*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.27½",46½"&78"-54" 205lb (*s*) 750NHP 4SB,16*cf*,GS277,HS11600FD CammellLaird&Co.LdBkn	32 ″ 11 s 6 ″ 5 26 ″ 11¾	
36880 Broken up YLEA	**Zenta** (*ex*Senta-33,*ex*Windau-32, *ex*Alssund, *ss*Rot.3rdNo.3-12,28 *ex*Rollo, *ss*Lie.No.1-33 *ex*LexaMærsk,*ex*Fredensborg) *Well deck* Wireless 1*Dk*(*Stl*)2*trB*	1575 1177 948	✠~~100A1~~ 6,33 ~~BS5,35~~	Lie ~~✠LMC6,33~~	*p*	OG 9,32	1889 6mo	Burmeister &Wain Copenhagen A&CP	VerbelBros.&Co. *DBa*56'	252·5|35·0|16·3 P140'F58' BK9" *f*98' *uE&B*48' 369*t*	Liepaja Latvian 4*BHCem* *APT*44*t*	T.3Cy.18½",30"&48"-36" (*s*) 150lb 145NHP 2SB,4*cf*,GS71,HS2356 Burmeister&Wain,Cpn.	19 ″ 0 s 1 ″ 3¾ 18 ″ 5¾	
36881 ~~LHHL~~	**Zephyros** (*ex*CanadianPioneer-34) Now "Rapido," see No. 39884 in Supplement *ss*Hfx.No.[illegible]-5,34 2*Dks*(*Stl*)	5369 4890 3255	✠100A1 ~~5,35~~ ~~5,34~~ 1,36 BS1,36	Hfx ~~Shi~~ Stv ✠LMC5,34	*y*	CL ~~4,34~~ 1,36	1919 5mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	~~D/S A/S "Notos"~~ ~~(ValdemarSkoglandA/S,*Mgrs.*)~~ A.Lauro *CellD*	399·7|52·5|28·5 P49'B113'F39' FK *B*333'1025*t FPT*14	Naples Italian 6*BHptCem* 9*t APT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 0 s5 ″ 11¾ 25 ″ 3	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté, si ce n'est dans le L.R. Durée Cert. BoTrade.
36882 96 SVQW	**Zephyros** (*ex*CherryBranch, *ex*Dunedin) ~~ssAnt.No.3-8,22~~ ssGen.2ndNo.3-3,35 ~~ssMil.No.2-32~~ 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	4796 4546 3051	✠100A1 *Spar dk* 10,35 ~~7,34~~ ✠LMC BS~~7,34~~9,35 MS3,35	Cff Rot	*y*	CL N6,34	1909 6mo *Lloyd*'*sA&CP*	C.Connell &Co.Ld. Glasgow	A.Lusi	400·0 P37'B120'F44' *CellDBa*118'*uE*	51·9	17·9 26·9 FK	Argostoli Greek 6*BH Cem* &*B*50' *f*180'	T.3Cy.27",43"&72"–48" (*s*) 180lb *80lb* 513NHP 3SB,9*cf*,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls 1067*t DTa*34'878*t APT*29*t*	29 ″ 7 s 5 ″ 9½ 24 ″ 0	
36883 SVMY	**Zeus** (*ex*EmilieL.D.-34,*ex*Dagfred, *ex*Vestheim) *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4279 — 2433					1920	Richardsn Duck&Co.Ld. Stockton	E.E.Hadjilias	400·6 H161*t*	52·9	32·2	Syra Greek *WB*	T.3Cy.26",43"&71"–48" 349NHP Blair&Co.Ld.Stockton		V
36884 111365 MFFK	**Zillah** ssLiv.2ndNo.3-3,25 *Mchy.Aft* ssLiv.No.2-33 *Well deck* 1*Dk*(*Stl–pt* teak s)	373 273 146	✠100A1 4,34 BS~~7,34~~ ✠LMC7,33 12,35	Liv	*f*	CL 6,33	1901 6mo	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.)	143·0 Q46'B11'F26' *WB*=*FPT*	24·1	11·5 BK7'	Liverpool British 3*BH Cem* 61*t APT*9*t*	C.2Cy.17½"&37"–24" (*s*) 180lb 71RHP 1SB,3*pf*,GS57,HS1268 Ross&Duncan,Glasgow	12 ″ 5 s ″ 9½ 12 ″ 3	
36885 145007 GDJW	**Zinal** ssShl.No.3-10,35 ~~ssNwc.No.2-28~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5729 5467 3569	✠100A1 *Shelter dk* *withfreeboard* 10,35 ~~7,29~~ MBS10,35 DBS7,35 ~~BS7,29~~ ✠LMC~~3,28~~ MS10,35	Cff Shl	*y*	CL ~~8,28~~ 9,35	1920 8mo *Lloyd*'*sA&CP*	JLThomp- son&Sons,Ld. Sunderland	ZinalS.S.Co.Ld. (Turner,Bright- man&Co.) *CellDB*346'121	400·2 8*t FPT*70*t APT*35*t*	54·8	21·5 29·9 FK	London British *Cem* 4*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44½"&73"–48" (*s*) 180lb *100lb* 581NHP 3SB,9*cf*,GS193,HS9146 FD Blair&Co.Ld.Stockton	32 ″ 4 ~~s 7 ″ 11~~ ~~24 ″ 9~~ s7 ″ 9¼ 24 ″ 9	
36886 SVHS	**Zinovia** (*ex*Ulefos,*ex*Lysekloster, *ex*Andriana) ssPir.2ndNo.3-6,33 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	2947 2701 1769	✠100A1 8,34 ✠LMC MS2,33 BS~~7,34~~6,35	Pir	*v*	CL 8,34	1906 7mo *Lloyd*'*sA&CP*	Short Bros. Ld. Sunderland	MichalinosMari- time&Commercial Co.Ld. *Cell DBa*108'*uE*&*B*42'	336·6 P35'B214'F38' *f*142'912*t FPT*125*t*	47·1	20·5 FK	Piræus Greek 6*BH Cem* *APT*165*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb *180lb* NDB25 298NHP 2SB,6*cf*,GS127,HS4607 G.Clark,Ld.Sunderland	23 ″ 0 s 2 ″ 1½ 21 ″ 2¾	
36887 UOVD	**Ziryanin** (*ex*LakeFavonia) *Fitted for oil fuel* 1*Dk*2*trB*	2593 2243 1613			...		1919	American S.B.Co. Lorain,O.	U.S.S.R.	251·0 P25'B64'F23'	43·6	26·1 FK	Odessa Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	V †
36888 161275 GTCR	**Zitella** ssNwc.No.1-34 D.F. 1*Dk*(*Stl*)	4251 3894 2632	✠100A1 9,34 ✠LMC9,34	Nwc	*x*	CL 9,34	1929 8mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld Burntisland	"Z"S.S.Co.Ld. (Turner,Bright- man&Co.*Mgrs.*) *CellD*	370·9 P29'B233'F32' *B*322'1133*t FPT*96*t*	51·4	25·1 FK	London British 6*BHptCem* *APT*175*t*	T.3Cy.23",39"&65"–45" (*s*) 200lb *120lb* 351NHP 2SB,6*cf*,GS115,HS4606 FD D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
36889 225632 KLEA	**Zizania** **IronTwinSc** 2*Dks*	439 — 298					1888	Ramsey& Son Baltimore Md	J.F.Burke	157·3	27·3	10·7	Bostn,Mas Utd.States	T.6Cy.7¼",15"&28"–27" 82NHP		
36890	**Zografia Nicolaou** (*ex*Pisco-34, *ex*Luxor) Sub.Sig. 2*Dks*&*Shelter dk*	7050 — 4257					1913	J.C.Teck- lenborgA.G. Weser- münde-G.	N.G.Nicolaou	470·7 F50'	60·7	28·6 36·6	Piræus Greek *WB*	T.3Cy.29 9/16",48⅝"&80 7/16"– 55 1/16" 482NHP J.C.TecklenborgAG.Wsm		V
36891 TCDN	**Zonguldak** (*ex*Helka, *ex*Scheldestroom) 1*Dk*	1222 952 736					1903	Rijkee&Co Rotterdam	KirzadeMustafa ve Huseyin Munir (KirzadeSevki ve Surekasi,*Mgrs.*)	230·0 Q77'B40'F32'	33·0	17·6	Istanbul Turkish *WB*	T.3Cy.17½",28"&45"–36" 121NHP Maats.Fyenoord,Rot.		
36892 PIYK	**Zonnewijk** ssRot.No.1-32 D.F. 1*Dk*(*Stl*)	4499 4113 2670	✠100A1 4,35 ✠LMC MS11,32 BS4,35	Rot	*y*	OG 6,34	1928 8mo *Lloyd*'*sA&CP*	ClydeS.B. &Eng.Co.Ld. PortGlasgow	N.V.StoomMaats "Wijklijn" (Erhardt&Dek- kers,*Mgrs.*) *CellDBa*&*uE*142' *f*	383·9 P39'B234'F32' 166'1100*t FPT*147*t*	52·9	25·2 FK	Rottrdam Dutch 6*BH Cem* *APT*172*t*	T.3Cy.23",39"&67"–48" (*s*) 210lb 403NHP 3SB,9*cf*,GS190,HS6664 ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 6 s 3 ″ 9 23 ″ 11½	
36893 EABS	**Zorroza** (*ex*Artza-Mendi) ~~3Mst~~ ssVal.No.3-11,35 ~~ssBel.No.2-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* ~~*Carrying Petroleum in bulk*~~ ~~*Fitted for oil fuel*~~	4597 4060 2403	✠100A1 ~~4,34~~11,35 ✠LMC MS4,35 BS11,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Bbo Val	*w*	CL N11,35	1921 7mo *Lloyd*'*sA&CP*	CiaEuskal- duna deConst Bilbao	Cia.Arrendataria delMonopoleo de PetroleoS.A. *CellDBuE*& *B*72'144*t DTf*38'337*t FPT*58*t APT*41*t*	360·0 P78'B25'F38'	49·1	29·1 FK	Bilbao Spanish 14*BHptCem* (13 *to U dk* 1 „ 2*nd* „)	T.3Cy.25",41"&68"–48" 180lb (*s*) 489NHP 3SB,9*cf*,GS174,HS7594 FD Cen.Mar.E.WrksLd.WHpl	28 ″ 3	
36894 161344 GTCS	**Zouave** ssHul.No.1-34 D.F. 1*Dk*(*Stl*)	4253 3894 2628	✠100A1 6,35 ~~10,34~~ ✠LMC10,34	Hul Npt	*x*	CL 4,33	1930 1mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	ZinalS.S.Co.Ld. (Turner,Bright- man&Co.*Mgrs.*) *CellDB*	370·9 P29'B233'F32' 322' 1133*t FPT*96*t*	51·4	25·1 FK	London British 6*BHptCem* *APT*175*t*	T.3Cy.23",39"&65"–45" (*s*) 200lb *120lb* 351NHP 2SB,6*cf*,GS115,HS4606 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
36895 YTFG	**Zrinski** (*ex*Erle) ssRot.No.3-12,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5652 5421 3524	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~12,34~~ ✠LMC MS3,32 BS1,35 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Sld Rot	*y*	CL 12,34	1920 5mo *Lloyd*'*sA&CP*	Nthmblnd S.B Co.Ld. Newcastle	Jugoslavenski Lloyd a.d. *CellDB*351'1178*t*	399·6 *F*37' *on Shelter dk* *FPT*60*t APT*90*t*	53·0	32·8 FK	Split Yugoslav *ptCem* 2*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'S.B.Co.Ld.Nwc.	35 ″ 5 s 9 ″ 4½ 26 ″ 3	
36896 TCDO	**Zuhal** (*ex*Candilli, **Iron3Mst** *ex*Nadina,*ex*Vera ssLon.No.3-72 Geelmuyden,*ex*Olga ssHul.No.2-80 Methinity,*ex*TarasBoulba, 1*Dk*2*trB* *ex*BaronHambro') *Mchy.Aft*	597 — 318	✠ 1,83	Hul	*j*		1861 1mo	C.Lungley London	MehmetCevdet& IsmailHakki	209·0 Q30*t* len68	25·2	14·5 FK	Istanbul Turkish 3*BH*	C.2Cy.21"&40⅝"–26" NE83 NB92 69NHP C.&W.Earle,Hull		
36897 PIYQ	**Zuid-Beijerland** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	401 291 240					1929	N.V. Industrieele DeNoord Alblasserdam	N.V.Scheepv. Maats."Zuid- Beijerland" (Gebr.Voskamp, *Mgrs.*)	148·9 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–18" 47NHP Motorenfabr."Deutz" A.G.Koln-Deutz		V
36898 PIYU	**Zuiderkerk** (*ex*Zosma) ssRot.No.3-10,33 D.F. 2*Dks*(*Stl*)&*Shelter dk* *Cruiser Stern*	6591 5967 4030	✠100A1 *Shelter dk* *withfreeboard* 7,35 ~~8,34~~ BS7,35 ~~MS8,31~~ ✠LMC10,33 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Rot	*c*†	CL ~~8,34~~ 7,35	1922 4mo *Lloyd*'*sA&CP*	NewWater- wayS.B.Co. Schiedam	Vereenigde Neder- landscheScheepv. Maats. *Intermediate BH dispensed with* *CellDB*391' 1401*t DTa*33'722*t FPT*144*t*	476·8 len33	60·4	27·8 FK	TheHague Dutch *ptCem* 2*BHtoSh dk* 5 „ „ *U* „ *APT*163*t*	2 Steam Turbines DR geared to 1 Screw Shaft 180lb (*s*) FD 1000NHP 1SB,16*cf*,GS322,HS13600 BritishThomson- HoustonCo.Ld.Rugby	31 ″ 6 s 4 ″ 4½ 27 ″ 5	
36899 PKBV	**Zuiderkruis** TwinSc (*CableVessel*) 2*Dks*	2200					1923	Nederl. Schps.Maats. Amsterdam	DutchEastIndian Government (Dienst van Scheepvaart)	257·6	36·7	22·2	Sourabaya Dutch *WB*	T.6Cy.16¾",27⅜"&43 5/16"–21⅝" 177NHP Werkspoor,Ams		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material. Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
36900 PIZB	**Zuidland** *OilEng.* *Well Deck* 1*Dk* *Mchy.Aft* *CruiserStern*	426 280 263					1931	NVSchspw Gebr.Pot. Bolnes	N.V.Motorschip Zuidland(T.den Hartigh)	152·1|25·6|9·0 P42'Q54'F20'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{3}{4}$" 70NHP Motorenfbr."Deutz"A.G. Koln-Deutz		V
36901 4514 JDKC	**Zuiho Maru** (*ex*SwatowMaru, *ex*Swatow) Wireless 1*Dk&Spar dk*	1001 916 611					1889	Blohm& Voss Hamburg	MarutatsuKaiun K.K.	225·0|30·4|17·6 H75'	Osaka Japanese *WB*	T.3Cy.15$\frac{1}{2}$",24$\frac{3}{8}$"&39$\frac{5}{8}$"-33" 90NHP Blohm&Voss,Hamburg		
36902 31356 JESB	**Zuiko Maru** (*ex*Jaladuta, *ex*Shadwell) 1*Dk&Spar dk&deep framing*	4156 3846 2528			...		1904	JLThomp- son&Sons,Ld Sunderland	InuiKisenK.K.	368·0|49·6|19·0 P30'B108'F44'27·1 FK	Kobe Japanese *WB*	T.3Cy.26$\frac{5}{16}$",44"&72"-48" 417NHP N.E.MarineEng.Co.Ld.Sld	29 " 6	C †
36903 33786 JQXB	**Zuiyo Maru** (*ex*Atheltarn, **TwinSc** *ex*India,*ex*Boxleaf) *ss*Yka.No.3-1,30 *ss*Yka.No.1-34 2*Dks*(*Stl*)&*Web frames*	7385 6842 4302	✠100A1 4,36~~3,35~~ ✠LMC~~4,35~~ 4,36	Yka	*c* †	CL 4,36	1917 2mo *Lloyd*	Barclay, Curle&CoLd Glasgow '*sA&CP*	NipponTanker K.K	450·0|58·0|35·5 P44'B161'F42' FK	Yokohama Japanese 22*BHptCem* (21 *to U dk* 1 " *2nd* ")	T.6Cy.20",35$\frac{1}{2}$"&61"-45" (*s*) 215lb 900NHP 4SB&1Aux.SB,*18cf*, GS338,HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 " 6	
			Carrying Petroleum in bulk *Fitted for oil fuel* 5,20 *F.P. above* 150° F.					*CellDBuE&B*	70'308*t D7f*27'291*t*	*FPT*124*t APT*70*t*				
36904 DIFS	**Zulia** (*ex*Karibia,*ex*Romö, **TwinSc** *ex*Dordrecht) *OilEng.* Sub.Sig. 1*Dk* *Now* "Rita" *see No.* 39870 *in Supplement*	1755 1469 983			...		1922	N V Burger -hout's M.&S. Rotterdam	H.C.Horn	249·7|40·8|17·1 P25'B59'F23' FK	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.20$\frac{1}{2}$"-29$\frac{1}{2}$" 587NHP J&CGBolindersCoLd.Skm	19 " 4	G †
36905 148669 GLRJ	**Zurichmoor** *ss*Bly.No.2-34 1*Dk*(*Stl*)&*Web frames* *Corrugated sides*	4455 4155 2768	✠100A1 ~~8,34~~11,35 ✠LMC8,34 BS11,35	Bly Bkn	*x*	CL 2,34	1925 9mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	MoorLine,Ld. (W.Runciman&Co. Ld.*Mgrs.*)	371·8|55·3|26·3 P34'B106'F44' FK *CellDB*326'1029*t*	London British 6*BHCem* *APT*145*t*	T.3Cy.26",43"&72"-48" (*r*) 180lb 460NHP 3SB,*9cf*,GS164,HS6450 FD J.Readhead&SonsLd.S.Shl	28 " 9 s5 " 3$\frac{3}{4}$ 23 " 7$\frac{3}{4}$	
36906 EAJY	**Zurriola** (*ex*BegoñaNo.3, *ex*Matienzo) *ss*Bbo.2ndNo.3-11,24 *ss*Bbo.No.2-32 1*Dk*(*Irn*)&*deep framing*	*1866* *1721* *1163*	✠100A1 9,35~~4,34~~ ✠LMC MS6,32 BS~~5,34~~4,35	Bbo	*r*	4,34	1899 6mo	R.Thomp- son&Son Sunderland A&CP	Cia.Nav. Guipuzcoana *CellDBa*	276·5|40·5|17·9 P23'B64'F27' FK 82'*uE*18'*f*112'569*t*	S.Sebast'n Spanish 4*BHCem* *APT*112*t*	T.3Cy.20$\frac{5}{8}$",33"&54"-39" (*s*) 160lb *80lb* 185NHP 2SB,*6pf*,GS78,HS2872 N.E.MarineEng Co.Ld.Sld.	20 " 5 s2 " 10$\frac{1}{2}$ 17 " 8$\frac{3}{4}$	
36907 YTFH	**Zvir** *ss*Rot.No.2-34 2*Dks*(*Stl*)	5605 5073 3469	✠100A1 5,35 ✠LMC MS4,34 BS~~10,34~~ 10,35	Rot	*y*	CL 4,34	1926 7mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP* *CellDBa&u*	Prekomorska PlovidbaD.D. *E*152'*f*166'1147*tD*	390·1|54·0|29·6 B125'F35' FK *Ta*33'906*t FPT*122	Susak Yugoslav 7*BHptCem* 1 " *to2nd dk* *tAPT*258*t*	T.3Cy.25",41"&68"-45" (*s*) 200lb 468NHP 3SB,*9cf*,GS148,HS6960 FD ClydeSB.&Eng.CoLd.P.Gl	32 " 0 s6 " 7$\frac{1}{2}$ 25 " 7$\frac{1}{4}$	
36908 8203 TVUY	**Zweena** **TwinSc** *OilEng.* *ss*Msl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	651 452 307	✠100A1 3,36~~5,35~~ ✠LMC11,34	Rou	*i*	CL PN3,36 S3,36	1930 10mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	Soc.Anon.des PétrolesJupiter	~~175·2|30·6|11·3~~ P51'*Trunk*91' |11·0 174·6 30·3 FK	Marseilles French 9*BH* *APT*32*t*	Oil Engines 2S.C.SA 8Cy.11$\frac{3}{16}$"-17$\frac{11}{16}$" 195NHP NV.KromhoutMtrnfbAms	12 " 0 s " 8$\frac{1}{4}$ 11 " 5$\frac{1}{2}$	
			Carrying Petroleum in bulk											
36909 PIZW	**Zypenberg** (*ex*Charterhurst-35) *ss*Bry.No.1-34 1*Dk*(*Stl*)	~~4965~~ ~~4666~~ ~~3080~~ 4973 4668 3085	✠100A1 ~~5,35~~ ~~2,35~~12,35 ✠LMC6,34 BS3,36	Cff ~~Ams~~ Rot	*z*	CL ~~2,35~~ 5,35	1930 3mo *Lloyd*	Ayrshire Dockyard Co.Ld. Irvine '*sA&CP*	N.V.Stoom.Maats. Hillegersberg (Vinke&Co. *Mgrs.*) *CellDB*350'	406·2|53·6|25·7 P26'B270'F37' FK 1155*t* ~~*DTa*29' 1100*t*~~	Amstrdam Dutch 6*BHptCem* *APT*245*t*	T.3Cy.25$\frac{1}{2}$",43"&72"-48" (*s*) 200lb 479NHP 2SB(FD)&1AuxSB,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 " 0 s3 " 10$\frac{1}{2}$ 24 " 4	

, **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

NEW SHIPS NOT NAMED.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of last Trade Cert.

SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1935-36.

SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:—

A	No. 37001	to No. 37250	M	No. 39051	to No. 39300
B	„ 37251	„ 37500	N	„ 39301	„ 39500
C	„ 37501	„ 37750	O	„ 39501	„ 39600
D	„ 37751	„ 37950	P	„ 39601	„ 39750
E	„ 37951	„ 38100	Q	„ 39751	„ 39850
F	„ 38101	„ 38250	R	„ 39851	„ 40000
G	„ 38251	„ 38400	S	„ 40001	„ 40250
H	„ 38401	„ 38550	T	„ 40251	„ 40450
I	„ 38551	„ 38650	U	„ 40451	„ 40550
J	„ 38651	„ 38750	V	„ 40551	„ 40650
K	„ 38751	„ 38900	W	„ 40651	„ 40800
L	„ 38901	„ 39050	X Y Z ...	„ 40801	„ 40900

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37001 LIYZ	Alexandra Höegh OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	8248 7504 4935	✠100A1 9,35 ~~5,35~~ ✠LMC5,35 CarryingPetroleum in bulk	Got Rot	c†	CL	1935 5mo Lloyd's	Eriksbergs M.V.Aktieb. Gothenburg sA&CP	Skibs.A/S Arcadia (LeifHöegh,Mgr.)	469·2 P92'B28'F40' FK CellDBuE68 188tDTf23'465t	61·1	34·5	Oslo Norwegian 12BHptCem APT141t	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$"-47¼" 641NHP EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5¾ 26 ″ 9½	
37002 164495 MBTM	Andoni OilEng. Mchy.Aft 1Dk CruiserStern	~~300~~ 308 223 155	✠100A1 ~~9,35~~ ~~6,35~~ 2,36 ~~(ClassContemplated)~~ ✠LMC6,35	Goo ~~Bry~~ Sld	e	CL 9,35	1935 6mo Lloyd's	GooleS.B. &Repg.Co.Ld Goole sA&CP	T.E.Evans&Co.Ld.	~~140·0~~ P36'F15' 140·5 FK CellDB91'114tFPT42t	24·6	~~8·0~~ 7·8	London British 3BHCem APT16t	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	10 ″ 1 s ″ 11½ 9 ″ 2¼	
37003 DJOT	Adrian OilEng. CruiserStern 1Dk	1279 — 684					1935	Nordsee- werkeEmden G.m.b.H. Emden	MotorschiffAdrian G.m.b.H.(E. Komrowski,Mgr.)	231·3 B46'Q84'F23'	36·0	13·8	Hamburg German WB	Oil Engines 4S.C.SA 8Cy.16$\frac{1}{16}$"-26⅜" 222NHP Fr.KruppGermaniawftAG		
3700 1131 OHXM	Airisto (exRagni-35,exSixty-four-33, exSommen, ssMoss.2ndNo.3-4,33 exSt.Thomas, 1Dk(Stl)&deep framing exVikingen) Cargo battens not fitted	2428 2215 1439	✠100A1 2,35 ✠LMC MS5,32 BS5,35	Opn	t	CL 1,35	1907 11mo Lloyd's	S.P.Austin &Son,Ld. Sunderland sA&CP	TurunLaivaO/Y (MainioE.Merimo, Mgr.) IntermediateBH in forehold dispensed with CellDBa94' uE&B36'	295·0 P21'B76'F30' FK f120'667tFPT118t	43·4	20·7	Turku Finnish Asp 4BHonly APT123t	T.3Cy.22",36¼"&59"-39" (s) 180lb 235NHP 3SB,6cf,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s 3 ″ 5 19 ″ 9	
37005	**Akasisan Maru** OilEng. D.F. 2Dks Ref.Mchy. CruiserStern	4600 3747					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	360·0 P36'B97'F34'	50·0	29·0	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		
37006 136 YLCG	Andrejs Kalnins (exVilnis-35, exOnda-33) ~~ssTri.No.3-4,22~~ ssLie.2ndNo.3-6,35 ~~ssLie.No.2-31~~ 1Dk(pt Irn&pt Stl)&deep framing ~~Platform dk in Nos. 1&4 holds~~ Cargo battens not fitted	3002 2581 1726	✠100A1 6,35 ~~8,33~~ ~~BS5,31~~ ✠LMC6,35 ~~1,31~~ BS4,36	Lie	u	CL ~~8,33~~ 5,35	1907 8mo Lloyd's	ClydeS.B. &E.Co.Ld. Pt.Glasgow sA&CP	A.Kalnins (M.KalninsMgr) CellDBa	315·3 P37'B94'F31' FK 106'uE18'f134'703t	47·0	21·0	Riga Latvian 5BHCem APT54t	T.3Cy.23",38"&61"-42" (s) 180lb 269NHP ~~[illegible]~~ 2SB,6cf,GS120,HS4244 ClydeSB.&E.Co.Ld.P.Gls.	23 ″ 4 s 3 ″ 6½ 19 ″ 11¾	
37007 SYSA	Anna T. (exSf.Nicolae-35. exAuratan-34, ssGtz.2nd.No.3-6,34 exBlairholm-33, exKorsholm, 1Dk(Stl)&deep framing exSanGiacomo, Cargo battens not fitted exAlexanderKamburoff)	2728 2486 1698	✠100A1 ~~9,31~~ 11,35 ✠LMC BS3,35 MS6,34	Gls Pir	t	CL 6,35	1906 3mo Lloyd's	BlythS.B. Co.Ld. Blyth sA&CP	L.Teryazos CellDBa100'	313·0 P29'B90'F34' FK E&B40'f128'702t	45·5	20·5	Piræus Greek 5BHCem APT107t	T.3Cy.33",38"&61"-42" (s) 180lb 262NHP 2SB,6cf,GS112,HS4040 N.E.MarineEngCoLd.Nwc	23 ″ 0	
37008 164463 GYDJ	Auris OilEng E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	8030 7243 4783	✠100A1 10,35 ~~5,35~~ ✠LMC5,35 CarryingPetroleum in bulk	Mfl Rot	c†	CL	1935 5mo Lloyd's	Cantieri RiunitiDell' Adriatico Monfalcone sA&CP	Anglo-Saxon PetroleumCo.Ld.	465·2 P93'B47'F48' FK CellDBuE64'161t	59·4	33·9	London British 15BH DTf25'272t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb N.V.Werkspoor,Ams. FPT139tAPT85t	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
37009 164512 GYMG	**Argentine Transport** CruiserStern 1Dk&Shelter dk	~~5000~~ 4684 4238 2825	✠100A1 withfreeboard 8,35 ✠LMC8,35 ~~(ClassContemplated)~~	Gls	z	CL	1935 8mo Lloyd's	Blythsw'd S.B.Co.Ld Glasgow sA&CP	RenfrewNav.Co. Ld.(EmpireTrans- portCo.Ld.Mgrs.)	406·8 F35' FK (CollBHtoSh dk,5BHto2nd dk) CellDB351'1082tFPT201tAPT118t	55·2	24·2	London British 6BHCem	T.3Cy.22½",36"&65"-45" 220lb (s) FD 362NHP 2SB,6cf,GS107,HS4642 D.Rowan&Co.Ld.Gls.	26 ″ 6 s2 ″ 8¾ 23 ″ 11¾	
37010 153734 ~~[illegible]~~ MLLG	Auretta 1Dk&Shelter dk D.F. CruiserStern Sub.Sig.	4564 4245 2766	✠100A1 withfreeboard 5,36 ~~9,35~~ ✠LMC9,35 ~~(ClassContemplated)~~	Shl Bkn	z	CL	1935 9mo Lloyd's	Burntislnd S.B.Co.Ld Burntisland sA&CP	ChellewSteamship ManagementCoLd (F.C.PermanMgr)	412·0 F40' FK (CollBHtoSh dk,5BHto2nd dk) CellDB349'1283tFPT109tAPT159t	56·0	25·1	London British 6BHCem	T.3Cy.21",33"&62"-42" &exhaust turbine driving steam compressor 220lb 220lb (s) 333NHP 2SB,6cf,GS81,HS3300 FD D.Rowan&Co.Ld.Gls.	27 ″ 7 s2 ″ 10½ 24 ″ 11½	
37011	Alberto Haverbeck (exDana-35) D.F. 1Dk(Stl)	2061 1852 1206	✠ ... 3,35 ✠	Cff	s		1931 2mo	Antwerp Eng.Co.Ld Hoboken	Haverbeck& Skalweit IntermediateBH	295·3 P27'B165'F34' FK in forward hold dispensed with CellDB243'675tFPT59t	43·7	17·9	Valdivia Chilian 4BHCem APT101t	T.3Cy.21½",35"&57"-39" 242NHP 2SB,6cf,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 ″ 4	G †
37012 164518 GYMC	**Ashantian** 1Dk&Shelter dk D.F. **CruiserStern**	~~4920~~ 4917 4146 2960	✠100A1 withfreeboard 3,36 ~~8,35~~ ✠LMC8,35 ~~(ClassContemplated)~~ Carrying vegetable oil in deeptank	PGl Ham		CL	1935 8mo Lloyd's	Wm.Ham- ilton&Co.Ld. PortGlasgow sA&CP	UnitedAfricaCo. Ld.	~~402·0~~ ~~FonShelter dk42'~~ 404·1 F45' FK (CollBHtoShelter dk6BHto2nd dk) CellDB334'946tDTa25'873tFPT188t	56·7	23·0	Liverpool British 7BHptCem APT142t	T.3Cy.21¼".35"&62"-45" &exhaust turbine driving steam compressor 397NHP 220lb (s) ~~356NHP~~ 2SB,6cf,GS107,HS4810 FD D.Rowan&Co.Ld.Gls.	25 ″ 3 s1 ″ 11 23 ″ 6½	
37013 1016 ESUE	Alev (exBromsgrove-35) ssTln.2ndNo.3-7,35 ~~ssShl.No.3-2,22~~ Well deck ~~ssNwc.No.2-31~~ 1Dk(Stl)&deep framing Cargo battens not fitted	1446 1210 839	✠100A1 7,35 ~~6,33~~ ~~BS1,35~~ ✠LMC ~~4,31~~ 7,35	Nwc Tln	o	CL N5,33	1909 11mo Lloyd's	J.Crown& Sons,Ld. Sunderland sA&CP	TallinnShipping Co.Ld. CellD	239·5 P24'Q59'B50'F26' FK Ba65'uE17'	36·0	15·7	Tallinn Estonian 4BHCem	T.3Cy.19",31"&51"-36" (s) 180lb 90lb 174NHP 1SB,4pf,GS66,HS2743 N.E.MarineEng.CoLd.Sld. f104'349tFPT53tAPT92t	17 ″ 9 s 1 ″ 9½ 16 ″ 4	
37014 158165 VGQN	Algosteel (exThomasBarlum-35) Mchy.Aft 1Dk	6117 5870 4324					1907	Detroit S.B.Co. Wyandotte, Mich.	AlgomaCentral &HudsonBay RailwayCo.	487·5	52·2	26·6	SaultSte. Marie,Ont. British WB	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.DetroitMch		
7015 58164 GKM	Algocen (exJohnJ.Barlum-35) Mchy.Aft 1Dk	6893 6566 5032					1909	American S.B.Co. Cleveland,O.	AlgomaCentral &HudsonBay RailwayCo.	~~504·0~~ 512·5	~~54·0~~ 54·2	~~30·0~~ 26·7	Sault Ste. Marie,Ont. British WB	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		
7016 2331 HFY	Andree TwinSc (exWm.F.Kenny-35) OilEng. Mchy.Aft 1Dk	1423 — 1212					1933	UnitedDry DocksInc. (StatenIslnd. Plnt)Marinrs Harbor,N.Y.	PerryS.S.Co.	209·0 len34	43·0	13·5	NewYork Utd.States	Oil Engines 4S.C.SA 12By.14"-16" 220NHP WintonEng.Corp.Clevelnd		R
7017	Aoi Maru OilEng. Mchy.Aft CruiserStern 1Dk	358 266 262					1935	Urabe Zosen Tekkosho Osaka	MarutatsuKaiun K.K.	131·0 P44'F24'	26·0	12·0	Japanese WB	Oil Engines 2S.C.SA 4Cy.10$\frac{5}{16}$"-18½" 192NHP NipponHatsudokiK.K.Kob		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
37018	**Al Fath** (exAndréeEddé-35, exCigogne-32,exLoriot) 1Dk	332 247 73	–				1918	Forg.&Ch. delaMédit LaSeyne	IbrahimShaker	131·4 F26'	24·1	11·2	Jeddah Arabian	C.2Cy 18"&36"–24 53NHP Forg.&Ch.delaMédit.Msl.		V
37019 2055 IACO	**Asmara**(exNasina-35, TwinSc exMeissonier-33) ssLon.No.3-8,27 ssLiv.No.1-31 Ref.Mchy. 3Dks(Stl-ws)& ~~D.S.~~ Shelter dk(Stl-ws)	~~7206~~ ~~6704~~ ~~4432~~ 7192 4490	✠ 8,35 Shelter dk withfreeboard ~~BS1,35~~ ✠~~LMC8,31~~ ✠~~Lloyd'sRMC3,35~~	Liv	b†	CL S5,33 P5,34	1915 6mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	Soc.Anon. Cooperativa di Nav.Garibaldi Cell DB a137' uE&B 95'f153'1286tFPT 64tAPT58t	440·0 F48'onShelter dk	56·2	35·6	Genoa Italian FK 8BHptCem	Q.8Cy20½",29½"42"&61"–48" 215lb (s) HS17070 887NHP 3DB&1AuxSB,21cf,GS424, Harland&WolffLd.Belfast	38 ″ 11 ~~s11 ″ 0~~ ~~28 ″ 4~~	I †
37020 ~~134461~~ SVIC	**Aikaterini** (exWearpool-35) ssShl.No.3-2,26 D.F. ssShl.No.2-35 ~~ssShl.No.1-29~~ 1Dk(ptIrn&ptStl)	4929 4719 3073	✠100A1 8,35 ~~12,33~~ 2,36 ~~BS9,33~~ ✠LMC~~10,29~~	Bry ~~ShlPr~~ 8,35	y	CL ~~4,33~~ 6,35	1913 5mo Lloyd	Ropner& Sons,Ld. Stockton 'sA&CP	~~M.A.Georgandis~~ GeorgandisBros. Cell DBa 127' uE2 7'f174'1165tFPT19 4tAPT185t	390·0 P30'B219'F40'	55·5	26·3	Chios Greek FK 6BHCem	T.3Cy.28",46"&75"–48" (s) 180lb 450NHP 3SB,9cf,GS194,HS7293 Blair&Co.Ld.Stockton	28 ″ 9 s4 ″ 6½ 24 ″ 4½	
37021 LIZU	**Ask** (exLowfield-35,exLambeth) ssShl.No.3-7,30 Well deck ssShl.No.1-35 1Dk(Stl) Cargo battens not fitted	1541 1280 821	✠100A1 7,35~~3,35~~ ✠LMC3,35	Shl Bly	p	CL ~~8,33~~ 6,35	1917 11mo Lloyd	Dublin DckydCo.Ld. Dublin 'sA&CP	A/S D/S Ask(A. Kjerland,Mgr.) CellDB171'310tDTa29'131tFPT80tAPT38t	240·3 Q91'B52'F23'	36·2	18·3	Bergen Norwegian FK 4BHCem	T.3Cy.18",30"&50"–33" (s) 180lb 179NHP 2SB,6cf,GS101,HS3075 J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s2 ″ 7½ 18 ″ 3	
37022	**Aegeon** (exKnockfierna-35) 1Dk	5285 4815 3208					1919	Napier& Miller,Ld. Glasgow	AegeonS.S.Co.Ld.	400·1 P49'B112'F39'	52·3	28·5	Argostoli Greek WB	T.3Cy.27",44"&73"–48" 360NHP Dunsmuir&Jackson,LdGls		C
37023 164270 GYNK	**Anglian Coast** TwinSc OilEng. Mchy.Aft 1Dk&Shelter dk WirelessD.F. CruiserStern	594 493 276	✠100A1 withfreeboard 10,35 ~~(ClassContem-plated)~~ ✠LMC10,35	Sld	l	OG	1935 10mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	CoastLines,Ld. CellDB145'206tFPT90tAPT34t	196·3 afterB36'F25' 33·5	32·0	11·2	Liverpool British FK 3BHCem	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 168NHP BritishAuxiliaries,Ld.Gls.	13 ″ 3 s ″ 2 13 ″ 2¼	
37024 164526 GYMQ	**Andino** TwinSc GyC. Mchy.Aft Sub.Sig. Cruiser Stern Rudder electrically welded 1Dk Longitudinal framing at bottom & at deck	~~4000~~ 4569 3416 2617	✠100A1 1,36 ~~9,35~~ ✠LMC9,35 Carrying Petroleum in bulk Fitted for oil fuel 9,35 F.P. above 150°F.	~~Kel~~ Boa	x	CL	1935 9mo	Howaldts- werkeA.G. Kiel Lloyd'sA&CP	LagoShippingCo. Ld.(A.Weir&Co. Mgrs.) CellDBuE&B58'158tDTf30'503tFPT162tAPT189t	362·0 P87'B36'F31' Trunk in Wells	64·2	17·8	London British FK 8BHptCem ptAsp	T6Cy.20$\frac{1}{16}$",32$\frac{11}{16}$"&54$\frac{5}{16}$"–37$\frac{1}{16}$" 225lb (s) 416NHP 2W.T.B. HS6997 FD HowaldtswerkeA.G.Kiel	18 ″ 0 s1 ″ 6 16 ″ 8¼	
37025 144715 MKKY	**Arbroath** OilEng. Wireless 1Dk Mchy.Aft CruiserStern	553 444 289	✠100A1 withfreeboard 10,35 ✠LMC9,35 ~~(ClassContem-plated)~~	Dun	i	OG	1935 9mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	Dundee,Perth& LondonShipping Co.Ld. CellDB112'136tFPT64tAPT6t	167·9 Q41'F21' 31·0	30·1	11·8	Dundee British FK 4BH	Oil Engines 2S.C SA 4Cy 13⅜'–22$\frac{7}{16}$" 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s3 ″ 7 10 ″ 5¾	
37026 164509 MKKK	**Arduity** 1Dk OilEng. Mchy.Aft CruiserStern	304 195 143	✠100A1 8,35 ~~(ClassContem-plated)~~ ✠LMC8,35	Grk	d	OG	1935 8mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld. FPT41tAPT13t	116·2 P36'Q39'F16'	25·5	8·8	London British FK 3BHAsp	Oil Engines 2S.C.SA 3Cy.12⅝"–15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s3 ″ 5 9 ″ 8¾	
37027 SYHS	**Alexandros** (exArtemissia-35, exHohneck,exBayhowel, exKingHowel) 1Dk2trB&deep framing	4343 — 2822			•••		1906	R.Stephen- son&Co.Ld. Newcastle	M.A.Tachmindji	355·2 P46'B98'F34'	50·1	27·5	Syra Greek FK WB	T.3Cy.26",43"&70"–45" 356NHP Palmers'Co.Ld.Newcastle	30 ″ 2	V †
37028	**Amur** (exDamptre-35,exStokka) 1Dk	1931 1686 1104					1921	NVRotter- dmsch.Schpw My.WerfII. Rotterdam	U.S.S.R.	269·7 P76tH99tF14t	42·2	18·4	Russian WB	T.3Cy.20",31"&51"–36" 156NHP N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot.		N
37029 LCGG	**Åkre** (exChildar-35) ssSea.No.1-29 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) (DAMAGED BY STRANDING 5,34— NOW TRADING)	4138 3709 2336	✠ 8,33 ✠	Abg	y		1926 2mo	Kockums M.V.Aktieb. Malmö	RederiA/S Henneseid(Thoralf Holta,Mgr.) CellDB313'1028tTanks at sides of tunnel 255tDTa10'101tFPT208tAPT100t	377·6 F38'	54·0	26·7	Porsgrunn Norwegian FK 6BHptCem (Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP KockumsM.V.Akt.Mälmo	26 ″ 7	
37030	**Araguá** (exAlice-35, 3Mst exDraytonManor, ssRio.No.3-10,32 exNorthquay,exAbelia) 1Dk(Stl) Mchy.Aft Cargo battens not fitted Well deck	730 501 347	✠100A – ~~10,33~~12,35 BS~~11,34~~ ✠LMC10,32 12,35	Rio		OG ~~10,32~~ 11,35	1920 8mo	N.V.Schps. DeMerwede v/dVanVliet &Co. Hardinxveld	Soc.Brazileira de Cabotagem,Lda. CellDBf103'146tFPT63tAPT7t	180·0 Q117'F24'	28·0	12·0	R.Janeiro Brazilian FK 3BHCem	T.3Cy.15",25"&40"–27" (s) 180lb 100lb 111NHP ~~82RHP~~ 1SB,3cf,GS60,HS1983 Verschure&Co.Amsterdam	14 ″ 6 s4 ″ 8½ 14 ″ 0	
37031	**Arassú** (exSerraNegra-35, exMariaLuisa-33, ssHfs.No.3-1,24 exAyrco,exAnna ssRio.No.2-32 Mærsk) 1Dk(Stl)&deep framing Cargo battens not fitted	1371 1229 797	✠100A1 1,33 BS~~5,34~~ ✠LMC~~1,31~~ 6,35 1,33	Rio	p	OG ~~1,33~~ 7,35	1908 9mo Lloyd	A.Vuijk& Zonen Capelle a/d 'sA&CP Ysel	Cia."Serras"de Navegação e Commercio CellDBa60'uE18'f106'376tFPT58tAPT30t	214·2 P18'B66'F26'	36·7	16·7	R.Janeiro Brazilian FK 4BHCem	T.3Cy18$\frac{9}{16}$",29"&48"–33"(s) 180lb ~~90lb~~ 142NHP 1SB,3cf,GS60,HS2210 G.T.Grey,SouthShields	19 ″ 0 s2 ″ 4 16 ″ 11	
37032 164265 MKKS	**Abosso** Ⓟ TwinSc D.F. 3Dks&Shade dk OilEng. E.S.D. Ref.Mchy. CruiserStern	11330 7569 6743					1935	Cammell Laird&Co.Ld. Birkenhead	ElderDempster Lines,Ld.	~~457·0~~ 460·8	~~65·0~~ 65·2	~~37·0~~ 31·5	Liverpool British WB	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1660NHP J.G.Kincaid&Co.Ld.Grk.		BT till 8,36
37033 841 SVSC	**Agios Vlasios** (exTysla-35) ssKel.No.3-5,27 ssGot.No.1-31 2Dks(UStl)&Shelter dk(Stl)	4297 4066 2691	✠ 6,36 Shelter dk withfreeboard ~~BS10,31~~ ✠~~LMC5,31~~	Osl ~~BS10,35~~	z	CL 8,35	1914 11mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	J.D.Chandris CellDBa137'uE&B45'f173'1265tAPT135t	405·0	53·4	25·5	Piræus Greek FK 6BHCem	T.3Cy.28",46"&75"–51" (s) 180lb 559NHP 3SB,9cf,GS189,HS8253 FD Blair&Co.Ld.Stockton	28 ″ 0 ~~s9 ″ 1~~ ~~25 ″ 2~~	
37034	**Arapuá** (exCeleste-35,exHomedale, exCelticWarrior,exHaniII,exBritannia) Mchy.Aft 1Dk	525 436 245			•••		1907	J.Fuller- ton&Co. Paisley	Soc.Brazileira de Cabotagem,Lda.	175·0 F17'	34·1	9·2	R.Janeiro Brazilian FK WB	C.2Cy.15"&32"–22" 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	C †
37035 PUHY	**Arara** (exSerraAzul-35, exProvidencia-33, ssPir.No.3-12,23 exBesh-taoo) ssRio.No.1-28 1Dk(Stl)	1075 925 652	✠ 1,32 ✠	Rio			1907 3mo	Hawthorn, Leslie&Co.Ld Newcastle	Cia."Serras"de Navegação e Commercio CellDBa58'uE&B42'f110'297tFPT57tAPT21t	240·2 Q29'B42'F42'	35·0	12·8	R.Janeiro Brazilian FK 4BHCem	T.3Cy.16",26"&44"–33" 143NHP 2SB,4cf,GS80,HS2480 Ross&Duncan,Glasgow	14 ″ 10	V †
37036 PUIB	**Arataú** (exSerraGrande-35, TwinSc exLillebonne,exOuvrier) Mchy.Aft 1Dk	1065 — 588					1919	Ch.&Atel. Augustin Normand Havre	Cia."Serras"de Navegação e Commercio	229·6 P59'F19'	34·1	14·7	R.Janeiro Brazilian WB	T.6Cy.10$\frac{3}{10}$",16⅖"&26⅓"– 13$\frac{7}{10}$" 50NHP Ch.&Atel.deAugustin Normand,Havre		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37037	Araxa (exOdette-35,exOrione, exJuni,exBluefields) 1Dk	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brazileira de Cabotagem,Lda.	224·0 Q78'B31'F35'	31·3	14·6	R.Janeiro Brazilian WB	T.3Cy.19",30"&50"-33" 144NHP BergensMekVærksBergen		
37038	Albanija Ⓟ (exThaliaV-35, TwinSc exThaliaP.,exScutari) 1Dk	305 193 106			•••		1909	Lloyd's Austriaco Trieste	"ZetskaPlovidba" A.D.	135·0 Q41'B34'RFD33' FK	28·2	7·0	Kotor Yugoslav	C.4Cy.11½"&23"-15" 36NHP LloydAustriaco,Trieste	7 ″ 6	
37039 2057 IBEO	Aquileja Ⓟ TwinSc (exPrinsder ssAms.No.3-8,26 Nederlanden-35) ssAms.No.1-30 2Dks(Stl)&Shelter dk(Stl-teaks) Sub.Sig. Ref.Mchy. 3rddk in No.1hold	9448 7294 4793	✠ Shelter dk withfreeboard 7,31 ✠ ✠NB(1SBf)4,27	Ams	d†		1914 1mo	Nederl. Schps.Maats. Amsterdam	LloydTriestino CellDBa122'uE	498·0 481·2 P43'F74' on Shelter dk 58'f159'1033tFPT	57·2	34·8 26·8 FK	Genoa ~~Trieste~~ Italian 8BHCem 78tAPT62t	Q.8Cy.$24\frac{7}{16}$",34⅝",47¼"&70⅞"-47¼" 1257NHP 3DB&3SB,27cf,GS465, HS19898 FD NedFb.v.Wrk&SpoorAms	37 ″ 11	I †
37040 164548 MKMG	Accruity OilEng. Mchy.Aft 1Dk CruiserStern	~~409~~ 465 294 237	✠100A1 10,35 ~~(ClassContem plated)~~ ✠LMC10,35	Grk	g	OG	1935 10mo	G.Brown &Co. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	~~150·5~~ Q96'F19' 150·7	27·7	~~9·2~~ 8·9 FK FP	London British 3BHAsp T67tAPT47t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld. Newbury	9 ″ 11 s3 ″ 8 9 ″ 11	
37041 OYFH	Asbjörn TwinSc OilEng. D.F. 1Dk&Shltr dk 3rd dk in No.1hold CruiserStern	~~4380~~ 4387 3879 2616	✠100A1 withfreeboard 11,35 ✠LMC11,35 ~~(ClassContem plated)~~	Cpn	y	CL	1935 11mo	Akt.Bur- meistr&Wain Copenhagen Lloyd'sA&CP	D/SA/S"Myren" (Holm&Wonsild Mgrs.) CellDB327'1129t MT28'1029tTanks at sides of tunnel168tFPT	378·5 E36' (CollBHtoShelter dk	55·0	23·1 FK	Copnhagn Danish 7BH 6BHto2nd dk) 115tAPT203t	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 676NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 ″ 2 s2 ″ 9 24 ″ 6¼	
37042	Ayla (exDéputéAbelFerry-35) Should be "Inal," see No. 33555 in Supplement 1Dk	2015 1701 1185			•••		1921	Chant.Nav Français Caen	MustafaCemal	270·2 P31'B57'F24'	39·4	20·3 FK	Istanbul Turkish WB	T3Cy 18⅜"29½"&$49\frac{3}{16}$"-$37\frac{13}{16}$" 190NHP Schneider&Co Havre		V †
37043	Aghios Nicolaos (exGlynn-35) ssShl.2ndNo.3-12,23 Well deck ssShl.No.2-32 1Dk(Irn)&deepframing Cargobattens notfitted	1106 805 450	✠100A1 9,35 BS11,34 ✠LMC9,32	Cff	n	OG 9,35	1899 11mo	AilsaS.B. Co. Troon A&CP	EvangelosP.Nomikos(PetrosM. Nomikos,Ld.Mgrs) CellDBa56'	230·3 P24'Q54'B53'F26' uE19'f84'330tFPT	33·1	16·0 FK&BK1"	Salonica Greek 4BHCem 57tAPT55t	T.3Cy15¾",28¼"&45"-33"(s) 170lb 127NHP NDB14 100lb 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 0 s1 ″ 2⅜ 16 ″ 0½	
37044 ~~DHOX~~	Amalie (exLavinia-35) Now "Amal," see No. 37084 in Supplement 1Dk	1072 910 586					1902	Sunderlnd S.B.Co.Ld. Sunderland	AtidNavigation Co.Ld.(Barnett Bros.&Borchard Ld.Mgrs.)	224·7 P&B133'F28'	33·0	15·2	Haifa Palestine WB	T.3Cy.16",28"&44"-33" 111NHP N.E.MarineEng.CoLd.Sld		G
37045 EABM	Axpe (exCiano-34,exArraiz, exRoseCastle) ssCff.2ndNo.3-6,20 ssBbo.No.2-28 1Dk(Stl)&deep framing&ptAwg dk(Stl)	2815 2116 1721	✠ 4,33 ✠	Bbo	l		1895 1mo	W.Pickers- gill&Sons Sunderland	Cia.Naviera Amaya CellDBa96'	310·0 Q77' ptAwng dk233' uE&B44'f120'647t	42·9	19·2 FK	Bilbao Spanish 6BHCem APT66t	T 3Cy.22½",37"&61"-42" NDB12 249NHP 2SB,6pf,GS108,HS3857 G.Clark,Ld.Sunderland	21 ″ 9	
37046 EAPC	Arate Mendi (exRioNavia-35, exMar delNorte) ssBbo.No.3-1,28 ssBcl.No.1-32 1Dk(ptIrnptStl)~~2nd dk(Stl) in holds~~	2917 2378 1654	✠100A1 11,35 ~~4,34~~ ~~BS10,34~~ MS11,32 BS11,35 ✠LMC ~~BS6,33~~	Bcl	t	CL ~~2,33~~ 11,35	1915 11mo	CiaEuskal- duna deConst Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar(SirRamon de laSota,Mgr.) CellDBa102'uE20	306·0 P33'B70'F35' 'f120'633tFPT150t	44·2	21·8 FK	Bilbao ~~Barcelona~~ Spanish 5BHCem APT163t	T.3Cy.23",36½"&62"-42"(s) 180lb ~~100lb~~ 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s3 ″ 11 21 ″ 0	
37047 DJQC	Anneliese Essberger For full particulars see No. 37085 in Supplement D.F. CruiserStern Longitudinal framing in double bottom	~~5200~~ [illegible] 4657 3052	100A1 (ClassContem plated)				1935	Deutsche WerftAGBet Finkenwrder Hamburg	Atlantic-Tank- RhedereiG.m.b.H. (J.T.Essberger G.m.b.H.Mgrs.)	~~415·0~~ P26'B&F382' 418·5	~~57·0~~ 57·2	~~27·6~~ 25·2	Hamburg German	2 Oil Engines 2S.C.SA each 6Cy.20½"-$27\frac{9}{16}$" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
37048 40196 JFOJ	Awobasan Maru OilEng. D.F. 3Dks Ref.Mchy. CruiserStern	6359 5600 3711					1935	Mitsui BussanK.K. Tama	MitsuiBussan K.K.	450·0 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama		
37049 142667 GPQF	Avon Bridge (exAlmaDawson-35, exBradclyde-34, ssSws.No.3-8,30 exWarCastle) ssFal.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4254 3965 2586	✠100A1 Shelter dk withfreeboard 3,36 ~~7,35~~ BS7,35 ✠LMC1,34	Gen Shl	y	CL ~~7,35~~ N3,36	1918 10mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	AvonS.S.Co.Ld. (MarkWhitwill& Son,Mgrs.) CellDB351'1284t	399·6 F39'onShelter dk FPT60tAPT90t	53·0	24·3 FK	Bristol ~~Newcastle~~ British 7BHptCem (ColltoSh dk 6,, ,, 2nd,,)	T.3Cy.27",45"&75"-54" (s) 180lb 620NHP 3SB,12cf,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	26 ″ 11 s2 ″ 8¾ 24 ″ 5	
37050 148865 GLPV	Ashbury (exCairnhill-35,exNitedal) ssHpl.No.3-6,25 ssGls.No.2-34 ~~ssCff.No.1-29~~ 1Dk(Stl)	3901 3600 2363	100A1 12,35 ~~8,31~~ BS~~7,31~~ 12,35 LMC~~10,29~~ 7,34	Cff Grk	w	CL 6,34	1924	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) CellDB313'989tFPT	356·5 P30'B108'F35'	50·0	24·7 FK	Glasgow British 6BHCem 118tAPT84t	T.3Cy.25",40½"&67"-45" (s) 180lb 415NHP 2SB(FD)&1AuxSB,8cf, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s4 ″ 8¾ 22 ″ 8¼	
37051 IBAN	Anna Madre (exGartmore-35, exCahiracon,exCid, ssGls.2ndNo.3-2,27 exDee) ssGls.No.1-32 1Dk(Stl)&Spar dk(Stl)&Webframes	1871 1747 1182	✠ ••• 3,36 Spar dk withfreeboard ✠~~LMC8,32~~ ✠NB10,28 ~~BS8,35~~	Gls	r	CL 11,32	1902 4mo	Craig, Taylor&Co. Stockton Lloyd'sA&CP	A.Alfino&Figli Cell	282·0 B74'F34' DBa82'uE18'f116'	38·6	12·8 20·3 FK	Catania Italian 5BHCem 351t	T.3Cy.21¾",37"&61"-42" (s) 180lb 265NHP 2SB,6cf,GS107,HS4102 N.E.MarineEng.Co.Ld.Sld	22 ″ 7 ~~s3 ″ 6~~ ~~19 ″ 1~~	
37052 61 IJWS	Anna Zizzitelli (exCittà diBarletta-35,exOrsola Casubolo,exGrebe) Well deck 1Dk2trB	1019 665 562			•••		1887	Gourlay Bros.&Co. Dundee	MichelePoli	218·8 210·0 P153'F31'	30·0 30·1	14·8 15·0 BK7"	Bari Italian WB	T.3Cy.19",29"&48"-33" 112NHP GourlayBros.&Co.Dundee	15 ″ 10	I †
37053	Atlas (exCarlsten-35,exOder, exCarboII,exBylgia) ssSkm No.3-9,12 1Dk(Stl)&deep framing	1103 950 582	✠ 12,19	Cpn	n		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	A.Andersson CellDB	232·2 P16'B61'F22' a52'uE27'f94'296t	34·0	14·4 FK	Mariehmn Finnish 4BHCem APT40t	T.3Cy.16½",27"&44"-30" 118NHP NE&Bmade98refitted01 1SB,3rf,GS38,HS2035 NylandsVærksted,Oslo	16 ″ 9	V †
37054	Ancap II (exAudax-35, 3Mst exMarit,exStolt) ssLth.No.3-5,27 Mchy.Aft 1Dk(Stl) Carrying Petroleum in bulk	482 335 262	✠ 5,34 ✠	CTn	g		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración Nacional deCom- bustiblesAlcohol y Portland	156·6 Q97'F20'	25·1	10·8 FK	M.Video Uruguayan 3BHCem FPT43t	T.3Cy.13",20"&33"-24 74RHP 1SB,3pf,GS51,HS1364 Verschure&Co.Ams.	11 ″ 11	
37055	Antonico (exAshbay-35, TwinSc exTourneur) Mchy.Aft 1Dk	1223 826 643					1919	Ch.&Atel deSt.Nazaire St.Nazaire	ManoelLeonidas Albuquerque	218·6 P74'F30'	34·2	13·2	Para Brazilian WB	C.4Cy.16"&30"-20" 77RHP Ch.&Atel.deSt.Nazaire		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
37056 SVLY	**Asteria** (*ex*DespinaGlypti-35, *ex*Despina, *ss*Rot.2ndNo.3-8,29 *ex*Sildra) *ss*Pir.No.1-34 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	3313 3131 2121	✠100A1 12,35~~10,34~~ BS8,35	Pir ✠LMC MS9,34	*w*	CL 9,34	1904 9mo *Lloyd's*	J.Priest-man&Co. Sunderland *sA&CP*	J.A.Tachmindji *CellDBa*	336·5 P31'B200'F32' &*uE*136'*f*136'1063*t*	46·5	23·9 FK	Syra Greek 6*BHCem* *APT*130*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 325NHP 3SB,9*pf*,GS135,HS5001 N.E.MarineEng.Co.Ld.Sld	27 ″ 3 s 3″ 5½ 23 ″11½	
37057 164625 GYTK	**Athlone Castle** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* Sub.Sig. *CruiserStern*	~~25500~~ ~~[illegible]~~ 25564 18722 15688	100A1 *withfreeboard* (*ClassContemplated*)				1935	Harland&Wolff,Ld. Belfast	TheUnion-Castle MailSteamshipCo. Ld.	696·0 P231'B275'F110'	~~82·4~~ 82·5	~~41·8~~ 41·4	London British	Oil Engines 2S.C.DA 20Cy.26"–59$\frac{1}{16}$" Harland&Wolff,Ld.Bel.	48 ″ 0 s16 ″ 3 32 ″ 0¼	
37058 PCPW	**Amstelstroom** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *Rudder electrically welded* *CruiserStern*	395 295 184	✠100A1 *withfreeboard* 1,36 ~~(*ClassContemplated*)~~	Rot ✠LMC1,36	*j*	CL *Lloyd's*	~~1935~~ 1936 1mo *A&CP*	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	~~HollandscheStoomb.Maats.~~ N.V.HollandscheStoomb.Maats	~~184·0~~ 185·6 (*CollBHtoShelter dk*3*BHto2nd dk*) *CellDB*120'158*tFPT*24*t*	29·6 *30·7*	8·3 FK	Amstrdam Dutch 4*BHptCem* *APT*13*t*	Oil Engines 4S.C.SA 7Cy.15⅜"–~~24⅜~~" 24$\frac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11 ″ 0 s ″ 2 10 ″ 11	
37059 PUUH	**Arataia** (*ex*Commandante **Iron** Castilho-35, *ss*Rio.3rdNo.3-7,19 *ex*Douro,*ex*Antonina, 1*Dk*(*Irn*)2*trB* *ex*Carvoeiro,*ex*Charrington) *Well deck*	*1773* *1454* *1125*	✠ 7,22	Rio	*r*		1881 5mo	J.Laing Sunderland	LloydNacional Soc.Anon.	269·0 P28'Q72'B48'F32'	36·0	20·6 BK9½" *DBa*	R.Janeiro Brazilian 5*BHCem* 72'*f*48'207*t*	T.3Cy.19",31"&50"–33" 197NHP E&B*made*92*refitted*19 2SB,6*pf*,GS112,HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	V †
37060 PUUM	**Aragano** (*ex*Victoria-35, **Iron** *ex*Nepthis) 2*Dks*	2181 — 1547	✠ 6,95				1877 6mo	C.Mitchell&Co. Newcastle	LloydNacional Soc.Anon.	310·0	34·1	24·7 BK9½"	R.Janeiro Brazilian	T.3Cy.20",32"&54"–42" 189NHP E*made*92*refitted*17 B*made*12*refitted*17 FrontierI.Wks.		C †
37061 SVQC	**Alberta** Ⓟ (*ex*Mykali-35, TwinSc *ex*Alberta-34) Wireless 2*Dks*&*Shadedk*	*1193* *787* *481*					1900	J.Brown&Co.Ld. Clydebank	D.InglessiFilsS.A. Nav.deSamos	270·0 P48'B154'F44'	35·6	14·6	Samos Greek WB	T.8Cy.(2)19½"(2)31½"&(4)36½"–30" 292NHP J.Brown&Co.Ld.Clydebnk		
37062	**Antares** (*ex*Maud-35) 1*Dk*	*1372* *1192* *746*					1933	Sölvesb'rgsVarvs&RederiA/B Sölvesborg	FinskaÅngf.A/B	239·1 P28'B60'F25'	37·8	16·2	Helsingfrs Finland *WB*	T.3Cy.17½",29"&48"–30" 126NHP SölvesborgsVarvs&RederiA/B		V
37063 136700	**Attendant** 1*Dk*	1016 781 500					1914	H.M.Dock-yard Chatham	HemsleyBell,Ld. (H.L.R.Bell *Mgr.*)	200·0	34·2	15·2	London British *WB*	T.3Cy.13",20"&32"–24" 50NHP H.M.Dockyard,Chatham		
37064	**Argos** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1974 1618 1143	✠A1 *withfreeboard* 1,36~~11,35~~ *ForServiceon the River Plate-limiting Ports seawards Monte Video & Piedras*	Lth BAs ✠LMC11,35		OG *Lloyd's*	1935 11mo	Henry Robb,Ld. Leith *sA&CP*	Cia.Argentina de Lanchas	287·0 F26' *FPT*113*t*	50·1	12·8 FK	Bns.Ayres Argentine 5*BHAsp* *APT*70*t*	Oil Engines 2S.C.SA 10Cy.13⅜"–22$\frac{7}{16}$" 313NHP Atlas-DieselA/B,Skm.	14 ″ 0 s 5 ″ 8¼ 8 ″ 5	
37065 PUUJ	**Aratanha** **Aratauna** (*ex*Portugal-35, *ex*Aleardi, *ss*Rio.2ndNo.3-11,25 *ex*Balaton) *ss*Rio.No.2-33 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	2458 2214 1554	✠100A1 *Spar dk* *withfreeboard* 9,34 BS8,34	Rio ✠LMC5,33	*t*	CL 5,33	1901 12mo	Wigham-Richrdsn&Co Ld Newcastle A&CP	LloydNacionalSoc. Anon. *CellDBa*110'*uE*&	314·0 P44'B102'F36' 21·4 B38'*f*128'587*tFPT*	41·8	13·6 FK	R.Janeiro Brazilian 6*BHCem* 35*tAPT*22*t*	T3Cy.20¼",35"&59½"–42"(*r*) 200lb 2DB*80lb* 256NHP 2SB,6*rf*,GS108,HS3854 WghmRchrdsn&C.LdNwc	23 ″ 10 s 3 ″ 10 20 ″ 4	
37066	**Arauco** Ⓟ 2TwinMst (*ex*Boussole,*ex*Saint, *Fitted for oil fuel* Eloi,*ex*Registan) 2*Dks* D.F. *Ref.Mchy.*	5123 4030 3078	✠Lloyd'sRMC3,36				1921	W.Gray&Co.(1918)Ld. WHartlepool	Cia.Chilena de NavegacionInter-oceanica(H.R. Samsing,*Mgr.*)	350·2 P30'B215'F35'	52·5	26·8 FK	Valparaiso Chilian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
37067 480 SVIS	**Avra** (*ex*Halesius-36, *ex*ClanMacbeolan, *ss*Rot.No.3-10,25 *ex*LordCromer) *ss*Grk.No.2-34 D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	*4652* *4396* *2903*	✠100A1 1,36~~8,35~~ MS1,34	Grk Lon ✠LMC BS8,35	*y*	CL ~~N3,33~~ 1,36	1912 3mo *Lloyd's*	Craig,Taylor&Co.Ld. Stockton *sA&CP*	M.Sitinas&Co. *CellDBa*119' *uE*&*B*36' *f*	385·0 P32'B116'F36' 173'1231*tFPT*130*t*	51·5	27·4 FK	Andros Greek 6*BHCem* *APT*150*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb *85lb* 419NHP 3SB,9*cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11 s 5 ″ 6¾ 24 ″ 7	
37068	**Angèle** (*ex*Assmina-35,*ex*Carmel-33, *ex*Enossis-33,*ex*Hammouda, *ex*Tartosia,*ex*Anna, 1*Dk* *ex*Ithaki,*ex*Alouette,*ex*Volga, *ex*Laurium) *Well deck*	339 208 193					1895	Cumming&Ellis Invrkeithing	MarieHamozlou	136·0 Q46'B34'F29'	23·0	10·0 BK7"	French	C.2Cy.18"&36"–27" 66NHP Hawthorn&Co.Leith	10 ″ 4	
37069 442 IBAS	**Adua** Ⓟ (*ex*Premjer-35,*ex*Tasso) *ss*Dnz.No.2-31 *Ref.Mchy.* 1*Dk*&*Awng dk*(*Stl-ws*) *Platform dk in No.*1*hold*& 2*nd dk*(*Stl*)*in No.*3*hold* *CruiserStern*	3564 — 2138	✠ 1,36 *Awng dk* *withfreeboard*	Lon ✠	*u*		1922 8mo	Ramage&Ferguson,Ld Leith	"Tirrenia"(Flotte-RiuniteFlorio-Citra) *CellDB*280'604*t*	333·2 F35' *on Awng dk* *FPT*50*tAPT*9*t*	43·0	28·2 FK	Naples Italian *Cem* 7*BHto Awning dk*	T.3Cy.21¼",36"&63"–42" 425NHP 2SB,8*cf*,GS159,HS6302 Ramage&Fergusn,Ld.Lth.	30 ″ 6	
37070 164587 MKYM	**Anonity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~300~~ 303 195 141	✠100A1 3,36 ~~(*ClassContemplated*)~~	Grk ✠LMC3,36	*d*	OG	1936 3mo *Lloyd's*	G.Brown&Co. Greenock *sA&CP*	F.T.Everard&Sons,Ld.	116·2 P36'Q39'F17' *FPT*41*t*	25·5	8·8 FK	London British 3*BHAsp* *APT*13*t*	Oil Engines 2S.C.SA 3Cy.12⅝"–15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s3 ″ 5 9 ″ 8¾	
37071 222 IBGA	**Adria** Ⓟ (*ex*Pilsna-36,*ex*Adria-35, *ex*FerenczFerdinánd) *ss*Tri.No.3-5,27 *ss*Tri.No 1-31 *Ref.Mchy.* 2*Dks*(*Stl-U-ws*)	3673 2473 2006	✠100A1 3,35 Lloyd'sRMC12,35 *Fitted for oil fuel* 3,31 *F.P. above* 150°F.	Tri ✠LMC4,35	*v*	CL 6,35	1914 5mo *Lloyd's*	ClydeS.B.&E.Co.Ld. PortGlasgow *sA&CP*	LloydTriestino *CellDBa*1	346·8 335·0 P48'B178'F40' 10'*uE*&*B*59'*f*128'5	46·6	22·8 FK	Trieste Italian 6*BHCem* 70*t APT*16*t*	Q.4Cy.22½",32",47"&68"–48" 225lb (*r*) 497NHP 4SB,12*cf*,GS212,HS7128 FD ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ 0 s 3 ″ 1¾ 22 ″ 2½	
37072	**Anna Maria** (*ex*Ninfea-35, *ex*Fior d'Arancio-35,*ex*Bowden-34) Wireless 2*Dks*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	Dani&Co.	245·9	33·7	19·9	Genoa Italian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frstad.		IN

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade.
37073 PCID	**Albula** OilEng. Mchy.Aft 1Dk Cruiser Stern	329 238 150					1935	GuteHoffnungshütte A.G. Oberhausen	SchellenScheepvaart&BevrachtingN.V.	135·9	24·0	9·1	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy. Gebr.SulzerAG.Ldwgshfn		
37074	**Aegna** Ⓟ (exSeeadler-35, exAdler-35) Wireless Sub.Sig. 1Dk	563 333 227					1904	Howaldtswerke Kiel	G.Sergo&Co.	195·0 Q17'B105'F63'	25·1	11·4	Tallinn Estonian	T.3Cy.16¾",25¾"&43¾"–24¾" NE26 93NHP Howaldtswerke,Kiel		G
37075 98 IKAC	**Antonio Landi** (exVinci-35, exArzic-33,exMerwede,exLövestein) 1Dk	747 542 416					1917	J.Meyer's S.B.Co. Leeuwen	CarloLandi fu Antonio	189·9	28·2	12·5	Savona Italian WB	T.3Cy.14",22½"&36"–24" 63NHP Gebr.Stork&Co.Hengelo		I
37076	**A. Andreew** OilEng Mchy.Aft E.S.D. GyC. 1Dk D.F. CruiserStern	2850 2003 1461					1935	NVNederl.Schps.Maats. Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·6	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.21¼"–35$\frac{7}{16}$" 472NHP MachinefabrickGebr.Stork&Co.N.V.Hengelo		
37077 70 ICCW	**Aurelia** Ⓟ (exGange-36, TwinSc exPresidenteWilson, ssTri.No 3-9,30 exKaiserFranzJosefI.) ssTri.No 1-34 3Dks(Stl-Uws)&Shelterdk(Stlws) 4thdk(Stl)inNo.1hold Should be "Marco Polo," see No 39117 in Supplement D.F. Sub.Sig.	12272 9739 6752	✠100A1 Shelter dk withfreeboard 8,35 MS6,34 Fitted for oil fuel5,26 F.P. above 150° F.	Nap ✠LMC BS11,34	f†	CL S8,35 PN6,33	1912 5mo Lloyd	Cant.Nav.Triestino Monfalcone 'sA&CP	LloydTriestino CellDBa	477·5 BonShelter dk176' 89'uE&B147'	60·2 62·0	43·2 FK f165	Trieste Italian 9BHCem 1418t FPT52t	Q8Cy.28"40"57"&82"–57"(s) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,39cf,GS732 D.Rowan&Co.Glasgow APT40tMT's560t	45 ″ 0 s16 ″ 6 29 ″ 0	
37078 222185 WODU	**Algomah II** Ⓟ (exBainbridge-36) Wireless 2Dks	704 — 413					1922	RiceBros.Corp. Boothbay,Me	IslandTransptn.Co.	139·2	29·9	21·0	Grand Hvn.Mich. Utd.States	T.3Cy.12¾",23½"&35"–24" 60NHP MarineIronWks.Chicago		
37079 DOAY	**Adana** Ⓟ (exAtto-36) Sub.Sig. 2Dks	4205 3784 2597					1922	Vulcan-WerkeA.G. Stettin	Deutsche Levante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	360·7 P44'B109'F45'	51·0	26·0	Hamburg German WB	T.3Cy.22⅔",36⅜"&61⅔"–47¼" 260NHP Vulcan-WerkeA.G.Stettin		G
37080 163 IBAD	**Apollo** (exFarnham-36,exFulham-34, exDublin, ssShl.2ndNo.3-1,31 exAlbistan, ssAnt.No.1-34 exCambyses) 1Dk(ptIrn&ptStl)&deep Cargo battens not fitted framing	*3245* *3007* *2053*	✠100A1 2,36 ~~8,35~~ MS12,34	Ant Gen ✠LMC BS4,35	w	CL 8,35	1905 6mo Lloyd	W.Gray&Co.Ld. W Hartlepool 'sA&CP	Soc.Anon.Sbarchi-Imbarchi e Trasporti CellDBa	350·1 P27'B182'F34' 117'uE23'f150'722t	46·1	23·6 FK	Rome Italian 6BHCem APT30t	T.3Cy.24¾",40"&65"–42" (s) 180lb NDB27 100lb 291NHP 2SB,6rf,GS112,HS4404 Cen.Mar.Eng.Wrks.WHpl	26 ″ 1 s3 ″ 7¼ 22 ″ 8¼	
37081 ZMBJ	**Awatea** Ⓟ TwinSc D.F. E.S.D. GyC. Ref Mchy. CruiserStern	14000 8800	100A1 withfreeboard (ClassContemplated)				1936	Vickers-Armstrongs, Ld. Barrow	UnionS.S.Co.of NewZealand,Ld.	527·3 B&F508' Promenadedk238'	74·2	31·7	Wellingtn, N.Z. British	6 Steam Turbines SR geared to 2 Sc. Shafts VickersArmstrngsLdBrw		
37082 FOTC	**Audacieux** (exVictrix-36, TwinSc exMigrant) ssMsl.No.1-32 Wireless AnnualSurveyMsl.5,35 (Yacht) OilEng. 1Dk(Teak)	*348* *235* *201*	✠100A1 5,35	Msl ✠LMC2,32 ✠LMC(M)5,34		CL 5,33	1927 11mo Lloyd	ClydeS.B.&Eng.Co.Ld. Port Glasgow 'sA&CP	JeanSapene	128·0 B57'F24' DTa8'5tFPT	24·2	11·3 BK7½"	Nice French 5BHptCem ptAsp 3tAPT16t	Oil Engines 4S.C.SA 12Cy.10$\frac{13}{16}$"–16$\frac{9}{16}$" 136NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
37083 868 OHYF	**Askö** (exErikB.-36,exUrsus,exDora) ssAbg.3rdNo.3-3,34 1Dk(Stl)&deepframing&ptAwngdk(Stl) Cargo battens not fitted in 'tween decks	2191 1501 1373	✠100A1 ptAwngdk withfreeboard 2,36 BS4,35	Cpn ✠LMC3,34	r	CL 2,36	1897 7mo Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	RederiA/B Askö (A.Andersson, Mgr.) CellDBa92	279·7 P14'Q88' ptAwngdk176' uE&B44' f104'515t	40·7	15·8 FK	Mariehmn Finnish 4BHCem APT15t	T.3Cy.19⅝",32¼"&53½"–35½" 170lb 100lb (s) 187NHP NDB25 1SB,3rf,GS59,HS3006 A.G."Neptun,"Rostock	18 ″ 6 s ″ 8¼ 17 ″ 11½	
37084	**Amal** (exAmalie-36,exLavinia-35) 1Dk	1072 910 586					1902	SunderlndS.B.Co.Ld. Sunderland	AtidNavigationCo.Ld.(BarnettBros.&Borchard,Ld.Mgrs.)	224·7 P&B133'F28'	33·0	15·2	Haifa Palestine WB	T.3Cy.16",28"&44"–33" 111NHP N.E.MarineEng.CoLd.Sld		G
37085 DJQC	**Anneliese Essberger** D.F. OilEng. 1Dk2nd dk in No.3hold&mchy.space Longitudinal framing in double bottom Rudder electrically welded Strengthened for Navigation in Ice Shell, decks & inner bottom part CruiserStern electrically welded	5173 4657 3052	✠100A1 12,35 Carrying Vegetable Oil in Deep Tank	Ham ✠LMC12,35	a†	CL	1935 12mo Lloyd	DeutscheWerftAGBet Finkenwrder Hamburg 'sA&CP	Atlantic-Tank-RhedereiG.m.b.H.(J.T.Essberger G.m.b.H.Mgrs.) CellDB362'1288t	418·5 P25'B&F383' MT51' 1269t FPT	57·2	25·3 FK	Hamburg German 7BHptCem 139tAPT137t	2 Oil Engines 2S.C.SA SR geared to Sc. Shaft 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 7	
37086	**Arinia** OilEng. Mchy.Aft D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8000	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	Lithgows Ld. PortGlasgow	Anglo-Saxon PetroleumCo.Ld.	465·0 P93'B42'F43'	59·3	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" J.G.Kincaid&Co.Ld.Grk.		
37087 135418 MDWS	**Alecto**(exGloucester Coast-36, exSirWalterBacon) ssLiv.No.3-10,25 Mchy.Aft ssMch.No.2-34 Well deck 1Dk(Stl)	919 704 453	✠100A1 3,36 ~~7,34~~ MS7,34	Mch Liv ✠LMC BS~~12,34~~3,36	m	CL ~~7,34~~ 3,36	1913 3mo Lloyd	G.Brown&Co. Greenock 'sA&CP	BristolSteamNav.Co.Ld.	210·2 P&B124'F28' CellDBf137'203tFPT	33·2	13·3 FK	Bristol British 3BHCem 30tAPT14t	T.3Cy.16",26"&44"–30" (s) 180lb 96RHP 2SB,6pf,GS99,HS2740 Ross&Duncan,Glasgow	15 ″ 7 s ″ 10¾ 14 ″ 10	
37088 1991 IBQO	**Armando** (exFior diMandorlo-36, exSama-34, Fitted for oil fuel exConcettina di Giorgio) 2Dks3trB Wireless	1541 1404 916					1911	Nylands Værksted Oslo	Dani&C.	261·4 249·7 H104t	34·7	22·2	Genoa Italian WB	T.3Cy.21½",34½&60"–39" 225NHP NylandsVærksted,Oslo		I
37089	**Anna** (exBraemar-36,exHavbör, exBess,exBayard) 1Dk2trB	1009 907 592					1897	Nylands Værksted Oslo	HöyrylaivaO/Y "Anna"(E.Fagerström)	229·4 H45tF26t	32·6	14·5	Raumo Finnish WB	T.3Cy.16½",27"&44"–30" 106NHP NylandsVærksted,Oslo		N
37090 UFBF	**Anastas Mikoyan** (exPiatiy Krabolov, sLth.2ndNo.3-1,29 exBenavon) 1Dk(Stl)&Spardk(ptIrn& ptStl)&deepframing	4153 3546 2472	✠ 9,31	Kob ✠	w		1905 9mo	Bartram&Sons Sunderland	U.S.S.R. CellDBa	876·2 P35'B135'F38' 120'uE&B42' f154'868tAPT55t	45·9	26·4 FK	Vladvostk Russian 6BHCem (5 toSp dk 1 ″ M ″)	T.3Cy.25",42"&68"–48" 352NHP 2SB,8cf,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37091 164622 MLLB	Ashanti *OilEng.* *Mchy.Aft* *CruiserStern*	~~878~~ 534 333 274	100A1 (*ClassContemplated*)				1936	GooleS.B. &Repg.Co. Ld. Goole	T.E.Evans&Co.Ld.	~~180·0~~ P43'Q54'F17' 183·6]	27·1	~~10·7~~ [8·0	London British	Oil Engines 4S.C.SA 7Cy.11″-17$\frac{1}{16}$″ HumboldtDeutzmotoren, A.G.Koln-Deutz	10 ″ 5 s3 ″ 11½ 10 ″ 0¼	
37092	Akatsuki Maru Ⓟ *OilEng.* *CruiserStern*	400					1936	Mitsubishi Jukogyo K.K. Kobe	UwajimaUnyu K.K.	149·9	25·3	12·4	Japanese	Oil Engines 4S.C.SA 6Cy.13¾″-20½″ 111NHP MitsubishiJukogyoK.K. Kobe		
37093 142711 GTBC	Avon River (*ex*DavidDawson-36, *ex*Caithness-35, *ss*Bly.No.3-3,31 *ex*Koolonga,*ex* *ss*Bly.No.1-35 Southmead,*ex* 1*Dk*(*Stl*) Sutherland) D.F.	5286 4822 3203	✠100A1 10,35	Bly ✠LMC10,35	*y*	CL 10,35	1918 11mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	AvonS.S.Co.Ld. (MarkWhitwill& Son,*Mgrs.*) *CellDB*	400·3 P49'B113'F39' 340'1128*t FPT*133*t*	52·4	28·5 FK	Bristol British 7*BHptCem* *APT*204*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
37094 OHYJ	Agnes (*ex*Blairlogie-36,*ex*Oostdijk) *ss*Cff.No.3-8,24 *ss*Bkn.No.2-33 *Cargo battens not fitted* 1*Dk*(*Stl*)	*3071* *2833* *1919*	✠100A1 3,36 MS6,33	Shl ✠LMC BS6,35	*u*	CL 6,35	1912 2mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	Mariehamns RederiA/B.(A. Ekbom,*Mgr.*) *CellDBa*	325·8 P21'B94'F31' 90' *uE*21' *f*150'698*t*	47·4	21·9 FK	Mariehmn Finnish 5*BHCem* *APT*77*t*	T.3Cy22½″,37½″&62″-42″(*s*) 160lb *100lb* NDB28 266NHP 2SB,*6cf*,GS120,HS4268 RotterdamDroogd.Maats.	24 ″ 2 s3 ″ 11½ 20 ″ 4	
37095 161595 MLLL	Alnwick *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~509~~ 508 372 249	✠100A1 5,36 ~~(*ClassContemplated*)~~	Nwc ✠LMC5,36	*h*	CL	1936 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld.	165·3 P59'~~F22'~~F23' *CellDB*106'152*t FPT*65*t*	27·2	10·4 FK	Newcastle British 3*BHptCem* *APT*11*t*	Oil Engines 4S.C.SA 7Cy.11″-17$\frac{1}{16}$″ 82NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	12 ″ 4 s1 ″ 0¼ 11 ″ 4¾	
37096	Aalborghus Ⓟ D.F. *OilEng.* *CruiserStern* 2*Dks*	1850 — 1036					1936	Nakskov Skibs.A/S Nakskov	DetForenede DampskibsSelsk.	270·0 B120'F52'	42·2	17·5	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{1}{16}$″-35$\frac{7}{16}$″ 608NHP Akt.Burmeistr&Wain,Cpn		
37097 140700 GBLZ	Alma Dawson (*ex*Whinfield-36) *ss*Sld.No.3-5,30 *ss*Shl.No.1-34 1*Dk*(*ptStl&ptIrn*)	3985 3677 2473	✠100A1 1,36 BS12,35	Cff ✠LMC10,34	*w*	CL 12,35	1917 10mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	JubileeSteamNav. Co.Ld.(FrankS. Dawson,Ld. *Mgrs.*) *Cell*	360·1 P33'B123'F37' *DB*313'980*tFPT*90	51·1	24·3 FK	Newcastle British 6*BHCem* *tAPT*170*t*	T.3Cy.25″,41″&67″-45″ (*s*) 180lb *100lb* 348NHP 2SB,*6cf*,GS123,HS5658 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 8¾ 22 ″ 3	
37098	Athen Ⓟ *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4100					1936	Deutsche WerftAGBet Reihstgwrft Hamburg	DeutscheLevante Linie	398·3	55·5	22·0	Hamburg German *WB*	Oil Engines 2S.C.SA. 12Cy.20½″-27$\frac{9}{16}$″ 885NHP Maschinenfbrk.Augsburg NürnbergA.G.Augsburg		
37099	Arktika D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2920 2484 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20'B98'F33'	48·2	20·4	Archangel Russian *WB*	T.3Cy.20″,33″&57″-42″ 210NHP N.E.MarineEng.CoLdNwc		
37100	Adelong E.S.D. *Mchy.Aft* *CruiserStern*	3550 1860	100A1 (*ClassContemplated*)				1936	Harland& Wolff,Ld. Glasgow	Huddart,Parker, Ld.	346·0 P129'B16'F39'	48·2	23·7	Melbourne British	T.3Cy.22½″,38″&64″-45″ J.G.Kincaid&Co.Ld.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. B. of Trade.
37251 LIXZ	Bjönn (exBolivia-35) ssCpn.No.2-29 3Dks(Stl)	5509 5044 3353	7,35 withfreeboard ~~BS6,30~~	Cpn ~~LMC5,29~~		1,35	1921	F.Schichau Danzig	RederiA/S Hennesseid(ThoralfHolta, Mgr.)	398·9|55·9|29·2 F54' CellDBa&uE151'f190'1192tFPT138tAPT46t	Porsgrunn Norwegian FK 6BHptCem (4 to 2nd dk)	T.3Cy.$23\frac{1}{4}$",$37\frac{7}{16}$"&61"-39" &LPTurbine withD.R.gearing&hydraulic coupling NE35 FredrikstadMek.Verks.A/S,Fr stad	33 ″ 11 ~~s 5 ″ 1~~ ~~28 ″ 0~~	
37252 8014 SDAN	Brasil TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5294 4171 2897	✠100A1 withfreeboard 8,35 ~~5,35~~ ✠Lloyd'sRMC ~~11,35~~ ~~1,36~~ 4,36 No.3hold&Nos.2&4lower tween dks for temp.31°F.	Got Skm ✠LMC5,35	a†	OG	1935 5mo	Götaverken A/B Gothenburg Lloyd's A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.)	420·7|55·9|24·0 F80' CellDB307'~~1486t~~ 1448t Tanks in way of tunnel 309tFPT76tAPT52t	Stockholm Swedish FK 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 945NHP DB85lb GotaverkenA/B,Got.	28 ″ 0 s 2 ″ $10\frac{3}{4}$ 25 ″ $3\frac{1}{4}$	
37253 135507 GYKZ	Brightvega (exPavlina-35, exPauline-34, exStrabo-32) ssGls.No.3-11,25 ssAlg.No.2-34 2Dks(Stl)	4920 4597 ~~3064~~ 3071	✠100A1 ~~6,35~~ ~~5,34~~ 12,35 BS~~5,35~~ 1,36	Alg ~~Bry~~ Kob ✠LMC MS5,34	y	CL ~~5,34~~ 12,35	1913 10mo	A.McMillan&Son,Ld. Dumbarton Lloyd's A&CP	BrightNavigation Co.Ld.	400·8|52·1|27·3 P36'B129'F48' CellDBa117'uE&B42'f188'955tFPT82tAPT45tDTf30'712t	London British FK 6BHCem	T.3Cy.~~27",44~~"&73"-48" (s) 180lb $27\frac{3}{16}$",$44\frac{3}{8}$" 458NHP 3SB,9cf,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0 s 5 ″ $6\frac{1}{2}$ 24 ″ $8\frac{1}{2}$	
37254 LJAC	Brattdal 1Dk&Shelter dk,3rd dk in No.1 hold D.F. OilEng CruiserStern Rudder electrically welded	~~6000~~ 4968 4403 2995	✠100A1 withfreeboard 2,36 ~~8,35~~ Carrying Vegetable oil in deeptank	Bmn Hul ✠LMC8,35	z	CL	1935 8mo	Bremer Vulkan Vegesack Lloyd's A&CP	A/S Rendal (Moltzau&Christensen,Mgrs.)	~~400·0|55·5|36·5~~ 414·3|55·7|25·0 F23' CellDB366'1267tMT34'1360tFPT66tAPT169t	Oslo Norwegian FK 7BH (2BHtoShelter dk 5BHto2nd dk)	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 969NHP 2DB100lb BremerVulkan,Vegesack	28 ″ 6 s3 ″ 3 25 ″ 5	
37255 163587 GYFZ	Boca Raton (exMarie-Horn-35) OilEng. ssGls.No.3-5,35 2Dks CruiserStern	3110 2733 1843	100A1 withfreeboard 9,35 ~~5,35~~	Gls Lon LMC5,35	u	CL 2,35	1925	Frd.Krupp Act.Ges. Kiel Lloyd's A&CP	KnollShippingCo. Ld.(E.H.Mundy&Co.Ld.Mgrs.)	306·6|47·7|23·5 P25'B99'F22' CellDB256'719tFPT60tAPT36t	London British FK 5BHptCem	Oil Engines 2S.C.SA 4Cy.$25\frac{9}{16}$"-$51\frac{3}{16}$" 454NHP Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ $8\frac{1}{2}$ 21 ″ $3\frac{1}{2}$	
37256 133516 GQFB	Boscombe Chine (exNailsea Brook-35,exCymric Queen,exApsleyhall, exNewfield) ssShl.No.3-6,25 ssShl.No.1-30 1Dk(Stl)	3847 3593 2421	✠ 8,34 ✠	Shl	w		1912 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool	ChineShippingCo. Ld.	350·0|51·1|23·9 P31'B101'F34' CellDBa113'uE27'f157'822tFPT85tAPT117t	London British FK 6BHCem	T.3Cy.25",40"&67"-45" 341NHP 2SB,6cf,GS112,HS5438 Richardsons,Westgarth&Co.Ld.Hpl	26 ″ 3	C †
37257	Bosiljka (exFalco-35,exBia, exAugusta, exPolycarp) ssGot.3rdNo.3-9,33 1Dk(Stl)&Spar dk(Irn)&deepframing	3009 2842 1810	✠100A1 Spar dk 6,35 ~~7,34~~ MS9,33	Got ✠LMC BS~~7,34~~ 6,35	u	CL 6,34	1896 3mo	Barclay, Curle&Co.Ld Glasgow A&CP	Parobrodarsko Drustvo,S.O.I. "Alcesu"	322·0|42·3|16·9 25 CellDBa&uE125'f138'598tAPT40t	Orebic YugoSlav FK 5BHCem	T.3Cy.$23\frac{1}{2}$",$39\frac{1}{2}$"&64"-42"(s) 160lb 80lb NDB11 277NHP 2SB.6cf,GS126,HS4328 Barclay,Curle&Co.Ld.Gls	28 ″ 0 s 5 ″ $7\frac{1}{2}$ 22 ″ $7\frac{1}{2}$	
37258	Budeny (exGull-35, exBroompark-32) ssRot.No.3-2,35 1Dk(Stl)	2464 2174 1439	✠100A1 2,35 BS10,34	Rot ✠LMC MS2,35	s	CL 2,35	1923 9mo	Livingstne &Cooper.Ld. Hessle Lloyd's A&CP	U.S.S.R.	295·4|43·7|20·4 P28'B90'F33' Intermediate BH in fore hold dispensed with CellDB241'685tFPT113tAPT125t	Archangel FK Russian Cem 4BH only	T.3Cy.$20\frac{1}{2}$",33"&54"-39" (s) 180lb 234NHP 2SB,6cf,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 ″ 8 ~~s 3 ″ 3~~ ~~19 ″ 0~~	
37259 UPLC	Blagoev (exSonga-35) ssBgn.No.3-5,34 1Dk(Stl) D.F. Cargo battens not fitted	3100 2804 1792	✠100A1 5,35 BS4,35	Shl ✠LMC5,34	u	CL N4,35	1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	U.S.S.R.	320·5|45·2|25·3 P36'B92'F31' CellDB276'571tFPT62tAPT38t	Odessa Russian FK 5BHCem	T.3Cy.$23\frac{1}{2}$",39"&65"-45" (s) 180lb 365NHP 3SB,6cf,GS126,HS5130 FD Armstrong,Whitworth&Co.Ld.Nwc.	27 ″ 6 ~~s 4 ″ $4\frac{1}{2}$~~ ~~23 ″ $3\frac{1}{2}$~~	
37260 LIYV	Brasil TwinSc OilEng. D.F. 1Dk Mchy.Aft CruiserStern	8130 7352 4667	✠100A1 5,35 Carrying Petroleum in bulk	Cpn ✠LMC5,35	c†	CL	1935 5mo	Nakskov Skibs.A/S Nakskov Lloyd's A&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen)	461·0|59·7|34·5 P106'B34'F54' CellDBuE77'340tDTf31'478tFPT218tAPT78t	Oslo Norwegian FK 11BHptCem	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"-$43\frac{5}{16}$" 624NHP 2DB170lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ $9\frac{3}{4}$ 27 ″ $5\frac{1}{2}$	
37261	Bolshoy Tschantar (exNeidenfels-35) Sub.Sig 2Dks	3018 2681 1745					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 F36'	Vladvostk Russian WB	T.3Cy.$23\frac{3}{5}$",$38\frac{1}{5}$"&$61\frac{4}{5}$"-$41\frac{3}{16}$" 246NHP G.SeebeckA.G.Wsm.		G
37262 2022 IBRH	Beatrice C. (exClaraCamus-35) ssTri.No.3-2,34 D.F. 2Dks(Stl)	7048 5444 4416	✠100A1 3,36 ~~7,35~~ BS~~12,34~~ 2,36	Rot Gen ✠LMC12,33	a†	CL 12,34	1920 4mo	Stabilmnto Tecnico Triestino Trieste Lloyd's A&CP	G.Costa fuA.	451·6|54·2|27·6 435·0 P42'B279'F43' CellDBa151'uE25'f191'1355tDTa34'935tAPT29t	Genoa Italian FK 7BHCem	T.3Cy.27",45"&75"-48" (s) 180lb 529NHP 3SB,9cf,GS177,HS7688 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s4 ″ $11\frac{1}{2}$ 25 ″ $8\frac{3}{4}$	
37263 8025 SKWG	Bellatrix OilEng Mchy.Aft Cruiser Stern 1Dk Strengthened for Navigation in Ice	466 349 217	✠100A1 7,35 Carrying Petroleum in bulk	Lkr ✠LMC7,35	g	OG	1935 7mo	NyaVarvs A/BOresund Landskrona Lloyd's A&CP	TrelleborgsAngf. NyaA/B(J. Malmros,Mgr.)	155·9|27·1|12·4 P40'F25'	Trelleborg Swedish FK 11BH APT16t	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 102NHP DB100lb A/B Atlas-Diesel,Skm.	12 ″ 3 s 1 ″ $0\frac{1}{2}$ 11 ″ $3\frac{1}{2}$	
37264 143602 GPMB	Benalder (exTowerBridge-35, exBadagry-34) 2Dks	5161 4733 3149					1919	IrvinesS.B. &D.D.Co.Ld. WHartlepool	BenLine Steamers, Ld.(W.Thomson&Co.Mgrs.)	400·2|52·4|28·5 P49'B112'F39'	Leith British WB	T.3Cy.27",44"&73"-48" 364NHP Richardsons,Westgarth&Co.Ld.W.Hpl.		C
37265 163218 GYMF	Baronscourt 3Mst Wireless Mchy.Aft CruiserStern 1Dk	869 597 456					1935	J.Lewis&Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,Mgr.)	~~196·8|30·5|14·2~~ Q112'B11'F30' 197·7|30·7|12·1	Belfast British WB	T.3Cy.$14\frac{1}{2}$",25"&41"-30" 93NHP J.Lewis&Sons,Ld.Abn.		
37266 LEJC	Bausen (exLiberta-35, exFenja) Comp 1Dk	386 308 207					1906	O.ABrodin Gefle	~~AndersVelde~~ D/S A/S Bausen (LarsRaknes)	145·8|27·0|9·6 H44tF11t	Haugesnd Norwegian	C.2Cy.16"&31"-21" NE03 37NHP W.LindbergsAktieb.Skm.		
37267 LJAX	Betta Mchy.Aft 1Dk CruiserStern	1570 1283 898					1935	Porsgrund Mek.Værks. Porsgrunn	D/S A/S Henriksen &Kierulf(D.Henriksen&H.Kierulf, Mgrs.)	246·6|37·9|18·2	Oslo Norwegian WB	C.2Cy.$13\frac{3}{4}$"&$27\frac{9}{16}$"-$27\frac{9}{16}$" &LPTurbine withDRgearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		
37268 160775 MKMM	Boltonhall 1Dk&Shelter dk D.F.	4824 4378 2861	✠100A1 withfreeboard 4,36 ~~12,35~~ ~~(ClassContem-plated)~~	Hpl Bry ✠LMC12,35	z	CL	1935 12mo	W.Gray&Co.Ld. WHartlepool Lloyd's A&CP	~~WestHartlepool Stm.Nav.Co.Ld.~~ WiltonhallS.S. Co.Ld. (Guthe BrothersLdMgrs)	410·7|54·8|24·9 F35' CellDB358'1143tDTa28'1076tFPT170tAPT152t	W.Hartlpl British FK 7BHptCem (CollBHtoSh dk 6 ,, 2nd dk)	Q.4Cy.$18\frac{1}{2}$",$25\frac{1}{2}$",41"&61"-48" 260lb (s) 467NHP 3SB,9cf,GS144,HS6811 FD Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	27 ″ 7 s3 ″ $0\frac{1}{2}$ 24 ″ $9\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37269 135490 MDZB	**Beatsa** (*ex*Corbeach-35,*ex*Valegarth) *ss*Sld.No.3-2,26 *ss*Hul No.2-35 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1569 1351 814	✠100A1 4,35 ✠LMC8,35	Hul	*p*	4,35	1913 8mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	TheAngelus ShippingCo.Ld. *Cell DBa*90' *uE*	245·0|36·2|18·8 B49'F26' FK &*B*31'*f*81'388*tFPT*	London British 4*BHCem* 35*tAPT*150*t*	T.3Cy.18",30"&50"-36" (*s*) 180lb *100lb* 184NHP 2SB,6*cf*.GS109.HS3136 Richardsons,Westgarth&Co.Ld.Mdb.	21 ″ 0 s2 ″ 7½ 18 ″ 7	
37270	**Brescou** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	324 258 165					1935	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Cie.Meridionale de Navigation	124·0|24·5|11·4 Q34'F16'	Marseilles French *WB*	Oil Engines 4S.C.SA 6Cy.11"-18" 70NHP Motorenfbr."Deutz"A.G. Koln-Deutz		
37271 LCKA	**Bodö** (*ex*Dampfem-35,*ex*Goodspeed) Sub.Sig. 1*Dk*	2255 1999 1325			•••		1918	Detroit S.B.Co. Wyandotte	A/S Nordfart (ErlingSannes, *Mgr.*)	251·2|43·8|22·5 P62*t*H104*t*F24*t* FK	Bodö Norwegian *WB*	T.3Cy.20",33"&54"-40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	N †
37272	**Benito** (*ex*Binab-35,*ex*CapLaHève, *ex*Serbier,*ex*LakeHuron) 1*Dk*	1877 1666 1086			•••		1917	Chicago S.B.Co. Chicago	DanskAfrikansk Dampskslsk.A/S (HaraldNissen, *Mgr.*)	251·4|43·8|17·7 P25'B64'F26' FK	Copnhagn Danish *WB*	T.3Cy.20",33"&54"-40" 272NHP AmericanSBCoClevlend,O	20 ″ 4	N †
37273 153919 VJPL	**Bidelia** (*ex*Cardross-35) *ss*Syd.No.2-35 ~~*ss*Syd.No.1-31~~ Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1364 907 775	✠100A1 10,35 ~~1,35~~ MS8,35 BS~~2,35~~ 3,36 ✠LMC~~12,31~~	Syd	*o*	CL N1,35	1927 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	~~J.Patrick&Co.Ld.~~ JohnBurke,Ld *CellDBa&* *uE*54'*f*92'244*t*	227·2|34·9|14·8 Q85'B96'F27' FK *DTa*21'70*tFPT*32*t*	Brisbane ~~Melbourne~~ British 4*BHCem* *APT*14*t*	T.3Cy.17¼",28½"&48¾"-33" 200lb (*s*) 179NHP 2SB,6*pf*,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 ″ 9 s ″ 9 16 ″ 3	
37274 1[illegible]2761 MJLN	**Birker Force** (*ex*Elloughton-35) *ss*Hul.No.3-12,31 *Mchy.Aft* *ss*Bwg.No.1-35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	953 674 489	✠100A1 11,35 ~~1,34~~ 4,36 ✠LMC11,35 ~~MS12,34~~ ~~BS12,34~~	Sws ~~Bwg~~ Bkn	*l*	OG ~~12,33~~ ~~10,35~~ 3,36	1919 1mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	WestCoastShippng Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*) *Cel*	*lDBf*120'195*tFPT* 200·1|32·1|12·8 Q118'B13'F24' FK	Whitehvn British 3*BHCem* 65*tAPT*54*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 113NHP 2SB,4*pf*,GS62,HS2000 Earle'sCo.Ld.Hull	15 ″ 1 s4 ″ 10½ 14 ″ 8	
37275 142192 GJWK	**Braeside** (*ex*Penhill-35,*ex*Mellon) *ss*Cff.No.2-3,33 1*Dk*(*Stl*) *Cargo battens not fitted*	3036 2811 1867	✠100A1 11,35 ~~8,35~~ ✠LMC MS3,33 BS5,35	Rot Sou		3,35	1920 7mo *Lloyd*	Shanghai Dk&E.Co.Ld. Shanghai '*sA&CP*	BraesideShipping Co.Ld.(R.T.S. Hinde,*Mgr.*) *CellD*	331·2|46·0|23·0 46·8 P33'B100'F29' FK *B*284'745*tFPT*110*t*	Cardiff British 6*BHCem* *APT*45*t*	T.3Cy.24",41"&68"-45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s4 ″ 0½ 21 ″ 8	
			Fitted for oil fuel 7,20 *F.P. above* 150° F.											
37276 4098 SKXI	**Bia** (*ex*Onnetar-35,*ex*Ilse,*ex*Sailing Vessel) *ss*Hfs.3rdNo.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*) *ss*Osc.No.3-11,35	428 360 291	✠100A1 ~~5,34~~ 11,35 ~~MS11,35~~ ✠LMC~~5,34~~ 11,35 ✠NE&B9,08	Hfs Osc	*f*	~~4,34~~ 9,35	1902 12mo	AktLödöse Varf Lödöse A&CP	A.B.Carlsson	135·2|26·2|12·6 P38'F18' len08 BK7" *CellDBf*19'30*tFPT*	Gothenbrg Swedish 3*BHCem* 21*tAPT*11*t*	C.2Cy.12"&27"-18" (*s*) 125lb 31NHP 1SB,2*cf*,GS25,HS522 Akt.LödöseVarf.Lödöse	15 ″ 3 s1 ″ 2½ 14 ″ 8	
37277 LJCZ	**Bayard** *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	2160 1651 1161					1935	A/S Akers Mek.Værks. Oslo	Fred.Olsen&Co.	315·2|44·3|16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 471NHP A/SAkersMek.Værks.Oslo		N
37278	**Belgion** (*ex*Solhaug-35, *ex*FireIsland) Sub.Sig. 2*Dks*	2844 2496 1637			•••		1919	ThePusey &JonesCo. Wlmgtn.Del.	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·0|44·1|22·9 P37'B76'F29' FK	Piræus Greek *WB*	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo. Wlmngtn	25 ″ 0	N †
37279 DJQE	**Boltenhof** (*ex*Dorie-35) *ss*Npt.No.3-2,24 *ss*Sld.No.1-28 1*Dk*(*ptIrn ptStl*)	3264 3065 2056	✠100A1 7,30 BS10,30 ✠LMC7,28	Npt	*v*	CL ~~12,29~~ 12,35	1911 3mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	Aug.Bolten Wm.Miller's Nachfolger *CellDBa*117'*u*	343·0|49·0|22·0 P29'B98'F36' FK *E*23'*f*150'841*tFPT*	Hamburg German 6*BHCem* 86*tAPT*76*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *90lb* 299NHP 2SB,6*cf*,GS122,HS4612 Blair&Co.Ld.Stockton	24 ″ 5 s4 ″ 2½ 20 ″ 7	
37280 LJCK	**Bali** Ⓟ (*ex*Alnwick-35) *ss*Nwc.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless	1428 920 614	✠100A1 *withfreeboard* 4,36 ~~12,35~~ BS~~2,33~~ 4,36 ✠LMC~~2,33~~ MS12,35	Nwc Osl	*q*	CL 12,35	1928 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP* *CellD*	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) *Ba&uE*75'*f*115'21	~~254·0|38·7~~|14·4 B75'F30' 254·1|38·8| FK 4*tFPT*17*tAPT*12*t*	Oslo Norwegian 5*BH*~~*pt*~~*Cem* *Coll BH to Sh dk* 4 ,, ,, 2*nd* ,,	T.3Cy20¾",35½"&60"-45"(*s*) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 8 s ″ 7 16 ″ 8	
37281 161591 MKXK	**Beal** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	504 372 249	✠100A1 2,36 ~~(*ClassContem-plated*)~~ ✠LMC2,36	Nwc	*h*	CL	1936 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld.	165·3|27·2|10·4 P59'~~F22~~'F23' FK *CellDB*106'152*tFPT*	Newcastle British 3*BHptCem* 65*tAPT*11*t*	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{1}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	12 ″ 4 s1 ″ 0½ 11 ″ 4¾	
37282 LJDD	**Beduin** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *CarryingPetroleum in bulk*	8136 7462 4860					1936	GötaverkenA/B Gothenburg	O.A.Andersen ShppgCo A/S(A.O. Andersen&Co's EfterfolgerA/S*Mgs*)	455·5|59·2|35·9 P101'F59'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅜"-59$\frac{1}{16}$" 653NHP GotaverkenA/B,Got		
37283	**Belomorcanal** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5|48·4|20·7 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.Co.Ld. Nwc.		
37284	**Babinda** *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	659 437 325	✠100A1 4,36 ~~(*ClassContem-plated*)~~ ✠LMC4,36	Bwg	*j*	CL	1936 4mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Australasian UnitedSteamNav. Co. Ld *CellDB*114'186*t*	175·2|30·1|10·8 31·6 Q103'B11'F35' FK *FPTs*44*tAPT*26*t*	Maryboro' British 3*BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld.Gls.	12 ″ 6 s3 ″ 11 12 ″ 4¾	
37285 PDBC	**Bernina** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	329 239 150					1935	GuteHoffnungshüte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·8|24·0|9·1	Rottrdam Dutch *WB*	Oil Engines 4Cy. SulzerBros.Winterthur		
37286 DORA	**Bremerhaven** (*ex*Reventazon-36) *Ref.Mchy.* Sub.Sig. ~~D.F.~~ E.S.D. 2*Dks*&2*ptDks*	5355 4678 3236					1921	Workman Clark&Co.Ld Belfast	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	399·5|51·3|30·0 P42'B155'F41'	Bremen German *WB*	T.3Cy.27½",46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
37287 DORB	**Brake** (*ex*Zent-36) *ss*Brs.No.3-8,32 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* Sub.Sig. ~~D.F~~ E.S.D. (*Stl*-ws)	5347 4653 3225	✠100A1 *Shelter dk* *withfreeboard* 2,36 ~~8,35~~ BS~~11,34~~ 2,36 ✠LMC10,32	Sws Bhn	*e*	CL 1,34	1920 10mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*) *CellD*	396·6|51·1|30·3 400·3 P42'B154'F41' *on Shelter dk* FK *B*343'874*tAPT*21*t*	Bremen German *Asp* 6*BHtoShdk* 1 ,, ,, *U* ,,	T.3Cy.27½",46½"&78"-54" 205lb (*s*) 750NHP 4SB,16*cf*,GS277,HS11600 FD CammellLaird&Co.LdBkn	32 ″ 11 s6 ″ 5 26 ″ 11¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.--Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Réfrig.
37288 132840 GYQX	**Baltrover** Ⓟ (exDominica-36, exDigby) ssQns.No.3-10,25 Sub.Sig. D.F. ssN.Yk.No.2-34 *Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shltr'tween dks*	4916 4160 3014	✠100A1 *Shelter dk* *withfreeboard* 2,36 ✠LMC MS2,34 BS2,36 ✠Lloyd'sRMC2,36	NYk Nwc	*x*	CL ~~7,25~~ 12,35	1913 4mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	UnitedBaltic Corporation,Ld. *CellDBa*108'*uE*&	350·8 B128'F43'*onShelter dk* FK *B*54'*f*144'701*tFPT*	50·0	31·6	London British 6*BHCem* 26*tAPT*44*t*	T.3Cy.28",46"&77"-48" (*s*) 180lb 602NHP 3SB,*12cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 1 s 9 ″ 0¼ 25 ″ 6	BT till 1,37
37289 HPGD	**Bahrein** (exR.J.Hanna-35) D.F. G;C. *Fitted for oil fuel* *CarryingPetroleum in bulk 2Dks* *Mchy.Aft Longitudinal framing*	7095 — 4388					1921	UnionConstructionCo. Oakland,Cal.	ForeignTankship Corporation	435·0 P106'B40'F42'	56·2	33·4	Panama Pnamanian *WB*	T.3Cy.27",47"&78"-48" 422NHP LlewellynIronWorks, LosAngeles		R
37290	**Ban Ho Liong** (exLeif-36) *Mchy.Aft 1Dk*	490 431 211					1895	Simons& Co. Renfrew	Mrs.TanSinTjoo	154·5	28·6	11·5	Singapore British	C.2Cy.22"&44"-24" B*made*25 79NHP Simons&Co.Renfrew		
37291 145645 GFDS	**Bramhill**(exGwentland-36, ssNpt.No.2-31 *Well deck 1Dk(Stl)* *Cargo battens not fitted*	1821 1408 1090	✠100A1 11,34 BS9,35 ✠LMC8,31	Npt	*q*	CL 1,36	1923 7mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	BramhallS.S.Co. Ld.(Angel,Dalling &Co.Ld.*Mgrs.*) *CellDBa* 78'183*tuE*20'62*t*	264·0 Q102'B57'F24' FK *f*108'273*t FPT*60*t*	39·0	16·9	Newport, Mon. British 4*BHCem* *APT*111*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb *100lb* 214NHP 2SB,*6cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19 ″ 5 s 1 ″ 9½ 17 ″ 10	
37292 PKOX	**Ban-Ho-Guan** (exDeHaan-35) *Fitted for oil fuel* *1Dk*	1693 1327 904					1908	Maats. Fyenoord Rotterdam	N.V.HandelMaats. TjinLiong	270·3 P33'B73'F30'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"-39" 66NHP Maats.Fyenoord,Rot.		V
37293 LCGW	**Beira** (exDago-35) *1Dk*	1607 1395 933					1924	Akers Mek.Værks. Oslo	Skibs.A/SBeira (JensBing)	256·9 P56*t*H78*t*F16*t*	40·0	17·3	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
37294 218128 KIGQ	**Baranof** Ⓟ (exSantaElisa-36) ssN.Yk.No.3-3,31 ssY.Yk.No.1-36 D.F. *2Dks(Stl)&Shelter dk(Stl)*	5004 4483 3021	✠100A1 *Shelter dk* *withfreeboard* 2,36 ✠LMC2,36 *Fitted for oil fuel* 6,19 *F.P. above* 150° F.	NYk	*x*	CL 2,34	1919 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	AlaskaS.S.Co.Inc. *CellDB*292'870*t*	360·3 F40'*onShelterdk* FK *FPT*61*tAPT*11*t*	51·7	31·1	NewYork Utd.States *Cem* 6*BHtoSh dk* 1 „ „ *U* „	Q4Cy25½"38½"55½"&81"-54" 220lb (*s*) 663NHP 4SB,*12cf*,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 s 8 ″ 4⅜ 25 ″ 4	
37295 130555	**Bonnington** Ⓟ SternPad *Mchy.Aft*	1700 — 955					1911	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	202·5	39·1	7·5	Vancouver B.C. British	H.C.2Cy.16"&34"-96" 99RHP PolsonIronWorks,Tto.		
37296	**Bonde** *1Dk* *Mchy.Aft CruiserStern*	1570 1280 898					1936	Porsgrund Mek.Værks. Porsgrund	D/SA/SHenriksen &Kierulf	246·6 P66'F29'	37·9	18·9	Oslo Norwegian *WB*	C.2Cy.13¾"&27$\frac{9}{16}$"-27$\frac{9}{16}$"& LP Turbine with DR gearing & hydraulic coupling 63NHP PorsgrundM.V.Porsgrund		
37297	**Belt** *OilEng.* *CruiserStern 1Dk* *Carrying Petroleum in bulk*	315 240 130					1936	Werft Nobiskrug G.m.b.H. Rendsburg	AtlanticTank RhedereiG.m.b.H. (J.T.Essberger G.m.b.H.*Mgrs.*)	134·5 P31'F23'	24·6	9·2	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.11¼"-16$\frac{9}{16}$" 49NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
37298	**Basilea** *OilEng.* *CruiserStern* *Longitudinal framing*	9800	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	Kockums M.V.Aktieb. Malmö	Skibs.A/S Navalis (CamilloEitzen& Co.*Mgrs.*)	490·0 P97'B40'F59'	62·7	36·5	Oslo Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" KockumsM.V.Akt.Malmö		
37299	**Benguela** *OilEng.* *Longitudinal framing*	534	100A1 (*ClassContemplated*)				1936	GooleS.B. &Repg.Co.Ld Goole	T.E.Evans&Co.Ld.	183·6 Q54'P43'F17'	27·1	8·0	London British	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz		
37300	**Bradford City** *OilEng.* *2Dks* *CruiserStern*	4938 4642 3017					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith LineLd.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	426·5 F42'	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		
37301	**Brynymor** *CruiserStern*	4720 4398 2920	100A1 *withfreeboard* (*ClassContemplated*)				1936	Burntislnd S.B.Co.Ld. Burntisland	BrynymoreS.S.Co. Ld.(Ambrose, Davies&Matthews, Ld.*Mgrs.*)	410·0	56·0	25·4	Swansea British	T.3Cy.21½",35"&62"-45" D.Rowan&Co.Ld.Gls.		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. *Late Name if any* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey, Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero 'Ordre. umero ficiel. aug	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
501 AH	Canada Ⓟ OilEng. D.F. 2Dks 3rd Dk in forward holds Ref.Mchy. CruiserStern	~~10500~~ 11108 8523 6586	✠100A1 with freeboard 8,35 ✠LMC8,35 ~~2,36~~ ✠Lloyd'sRMC ~~2,36~~ Bridge 'tween dk chamber for temp.14°F. all other chmbrs for temp. 32°F	Cpn	f†	CL	1935 8mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov CellDB460'2254t (7BH to Weather dk 1BH to 2nd dk) DTa29'829tFPT51tAPT212tTween dk tanks amidships 288t	A/S DetOstasiatiskeKompagni	468·8|64·3|36·3 B226'F76' FK	Copenhagn Danish	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55¼" 1236NHP DB100lb Akt.Burmeistr&Wain,Cpn	40″0 s11″8 28″8¼	
502 262 W	City of Manchester TwinSc 2Dks&Shelter dk 4th Dk in No.1 hold E.S.D. GyC. D.F. Ref.Mchy. CruiserStern	~~8600~~ 8917 7519 5572	✠100A1 withfreeboard ~~12,35~~ ~~7,35~~ 2,36 ✠Lloyd'sRMC12,35 ~~6,35~~ ✠LMC7,35 Fitted for oil fuel 7,35 F.P. above 150°F.	Syd		CL	1935 7mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead CellDB 424'2168tDTa33'810t tanks in way of tunnels 137tFPT114tAPT105t	EllermanLines,Ld (HallLineLd Mgs) Duct keel forward of Machinery space	498·5|64·3|29·9 F38' FK (CollBH to Shelter dk 7BH to 2nd dk)	Liverpool British 8BHCem	6 Steam Turbines SR geared to 2 Screw Shafts 275lb HS18425 1625NHP 5SB,&1AuxSB,24cf,GS422, FD CammellLaird&Co.Ld.Bkn.	33″9 s5″0¼ 28″11	
503 922 BD	Cragsman (exCromartyFirth-35) ssArd.No.3-12,35 ~~ssAbn.No.2-33~~ Mchy.Aft 1Dk(Stl) Well deck	377 254 143	✠100A1 12,35 ~~2,35~~ ~~BS9,34~~ ✠LMC ~~5,33~~ 12,35	Shl Ard	e	CL ~~1,35~~ 11,35	1924 9mo Lloyd's A&CP	Bow,McLachlan&Co. Ld. Paisley	J.Kennedy&Sons Cell	135·9|24·1|9·7 25·4 Q49'B9'F23' FK DBf14'14tFPT30t	Glasgow British 3BHCem APT21t	T.3Cy.11",18"&30"-22" (s) 180lb 67RHP 1SB,2cf,GS38,HS1316 A.Hall&Co.Ld.Aberdeen	10″9 s″7½ 10″3	
504 PB	Cabo Silleiro (exRioMiño-35, exMarMediterraneo) ssBbo.No.3-6,28 ssBcl.No.1-33 1Dk(ptIrn ptStl)2nd dk(Stl)in holds	2896 2378 1657	✠100A1 6,35 ~~4,34~~ BS12,35 MS1,33 ✠LMC ~~BS9,34~~	Bcl Bbo	f	CL ~~8,32~~ 6,35	1915 5mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao Cell	Ybarra&Co. DBa 102' uE20'f	306·0|44·2|21·8 P33'B70'F35' FK 120' 633t FPT150t	Seville Spanish 5BHCem APT163t	T.3Cy.23",36½"&62"-42" (s) 180lb 100lb 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24″7 s3″8½ 21″0½	
505 583 RZ	Craster Mchy.Aft 1Dk&Shelter dk CruiserStern	733 557 341	✠100A1 withfreeboard 6,35 ✠LMC6,35	Nwc	m	CL	1935 6mo Lloyd's A&CP	Swan,Hunter&Wigham-Richardson, Ld.Newcastle CellD	Tyne-TeesSteam ShippingCo.Ld. BuE22'f118' 193t	207·9|32·2|11·9 F20' FK FPT14tAPT10t	Newcastle British 3BHptCem (Coll to Sh dk 2 ,,2nd,,)	T3Cy.15¼",24½"&40"-33"(s) 200lb 144NHP 2SB,4cf,GS80,HS2732 Swan,Hunter&Wigham-Richardson,Ld.Nwc	14″3 s″2 14″2¼	
506 693 JPS	Collegian (exRoyalPrince-35, exLondonCommerce) ~~ssQns.No.1-27~~ D.F. 2Dks(Stl)&Shelter dk(Stl) ssBkn.No.3-7,35 CruiserStern Cargo battens not fitted in Shelter 'tween dks	7886 7362 4934	✠100A1 Shelter dk withfreeboard 3,35 ~~8,30~~ ~~MS9,26~~ ✠LMC7,35 ~~BS4,30~~ Carrying vegetable oil in after deep tanks Fitted for oil fuel 1,23 F.P. above 150°F.	NYk ~~Bkn~~Gls	c†	CL ~~12,27~~ 6,35	1923 1mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CharenteS.S.Co. Ld.(T.&J.Harrison,Mgrs.) Duct keel in Blr. space&forward154'	450·4|58·0|38·3 F42' on Shelter dk FK CollisionBHtoShdk CellDB366'1568tDTf33'967tDTa33'797tFPT68tAPT82t	Liverpool British ptCem 6 ,, ,, U ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 190lb 1010NHP 4SB,16cf,GS312,HS13314 FD Richardsons,Westgarth&Co.Ld.Mdb.	41″0 ~~s11″3~~ ~~30″2~~ s11″1¼ 30″2	
37507 135617 VRWL	Carabao (exLe Norvégien-35, exRothenburg,exFrieden) Wireless 1Dk	856 599 479					1915	Stettiner Oderwerke Stettin	ColonialSteamships,Ld.(Rogers&Co. Mgrs.)	203·7|30·8|12·0 WB	PortLouis, Mauritius British	T.3Cy.$13\frac{3}{8}$",$21\frac{11}{16}$"&$37\frac{13}{16}$"-$25\frac{9}{16}$" 65RHP StettinerOderwerke,Stn.		
37508 146553 GFWL	Craftsman (exImperialPrince-35, exLondonMariner, exFeliciana) ~~ssLon.No.1-30~~ 2Dks(Stl) ssBkn.No.3-8,35 & Shelter dk(Stl) D.F. CruiserStern	7896 7377 4939	✠100A1 Shelter dk withfreeboard ~~8,35~~ ~~4,30~~ 4,36 8,35 ~~BS8,29~~ ✠LMC ~~4,30~~ Fitted for oil fuel 5,22 F.P. above 150°F. Adapted for carrying oil 3,29 F.P. above 150°F. in after deep tank	NYk ~~Bkn~~Lon	c†	CL ~~4,30~~ 6,35	1922 5mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) Duct keel in Boiler space&forward154' CellDB368'1596tDTf33'967tDTa33'790tFPT68tAPT82t	450·5|58·0|38·4 F42'onShelter dk FK CollisionBHtoShdk	Liverpool British ptCem 6 ,, ,, U ,,	2SteamTurbinesSR geared to 1 Sc. Shaft (s) 190lb FD 1004NHP 4SB,16cf,GS325,HS13168 J.Brown&Co Ld.Glasgow	41″0 ~~s11″3~~ ~~30″2~~ s11″1¼ 30″2	
37509	Chapaev (exVitebsk-35, exThuban-34) 1Dk	3566 3260 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8|48·8|23·2 P31'B114'F34' WB	Leningrad Russian	T3Cy.25",41"&67"-35" 301NHP RotterdamDroogd.Maats.		V
37510 149158 MBRY	Cragside Wireless Mchy.Aft 1Dk Cargo battens not fitted	496 358 223	✠100A1 10,35 ~~5,35~~ ✠LMC5,35	Sld Bly	g	CL 10,35	1935 5mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Tyne-TeesSteam ShippingCo.Ld. CellDBuE11'F97' 142tFPT38t	161·2|27·6|10·0 Q37'B28'F15' FK	Stockton British 3BHptCem ptAsp APT27t	T.3Cy.12",20"&33"-24" (s) 200lb 78RHP 2SB,4cf,GS40,HS1420 N.E.MarineEng.CoLd.Sld.	12″0 s1″0¼ 11″1¼	
37511	Curupayty (exRioChubut, exCurupayti) 1Dk(Stl)	490 — 279	✠ 9,15 ✠	Bwg			1911 5mo	Scott&Sons Bowling	MartinPujol	175·6|28·1|10·0 F23' FK FPT31t	Bns.Ayres Argentine 4BHCem APT3t	T.3Cy.13½",22"&36"-24" 95NHP 1SB,3cf,GS57,HS1811 Ross&Duncan,Glasgow	10″6	
37512	Castellon D.F. E.S.D. CruiserStern 2Dks	2100 1650 1200					1935	Deutsche WerftA.G. Hamburg	Rob.M.Sloman,Jr.	300·0|43·6|24·4 P23'B&F269'F41' WB	Hamburg German	C.4Cy.(2)16¾"&(2)$35\frac{7}{16}$"-37⅜"&LP Turbine 210NHP DeutscheWerftA.G.Ham.		
37513 LW	Cimbria (exS.N.A.6-35) ssMsl.No.3-10,33 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	2653 ~~1997~~ ~~1353~~ 1981 1317	✠100A1 7,35 ~~5,35~~ BS12,34 ✠LMC10,33	Shl Cpn	t	CL ~~6,33~~ 6,35	1921 8mo Lloyd's A&CP	Osbourne, Graham&Co.Ld. Sunderland	A/S DampskibsselskabetD.F.K.(De forenedeKulimportörerA/S Mgrs) Intermediate BH in fore hold dispensed with CellDBuE&B40'f116'396tDTa106'870tFPT75tAPT75t	~~300·0~~|46·0|18·1 P19'Q106'B52'F23' 299·6| FK	Copnhagn Danish Cem 4BH only	T.3Cy.23½",38"&64"-42" (s) 180lb 317NHP 2SB,8cf,GS143,HS5264 Richardsons,Westgarth&Co.Ld.Sld.	20″3 s2″1¾ 18″3¾	
514 284 SV	Chrysopolis (exBenlomond-35, exBerwickLaw-33, exRomanPrince) ssHul.No.3-2,27 ~~ssAms.No.1-33~~ ~~2Dks(Stl)&Shelter dk(Stl)~~ ssHul.No.2-35 1Dk & Shelter dk	5291 4863 3299	✠100A1 Shelter dk withfreeboard 8,35 ~~2,35~~ BS2,35 MS8,35 ✠LMC ~~5,33~~	Hul	z	CL ~~10,33~~ 7,35	1914 3mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	KassosStmNav.Co. Ld.(Pnevmaticos, Rethymnis, Yannaghas, Mgrs.) CellDBa132'uE24'f184'1018tDTa26'643tFPT109tAPT17t	420·0|54·1|26·3 FK 1BH in forehold dispensed with	Syra Greek Cem 6BHonly	T.3Cy.27",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS198,HS8530 FD W.Doxford&Sons.Ld.Sld.	29″0 s3″7¾ 25″7	
515 372 DO	Carlo Martinolich (exHonvéd-35) ssRot.No.2-35 D.F. 1Dk(Stl)	4208 3918 2570	✠100A1 3,36 ~~7,35~~ DBS5,36 ✠LMC7,35	Rot Bom	x	CL 7,35	1928 6mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdSunderlnd	Nav.Carlo MartinolichS.a.g.l. CellDB320'1110tFPT113tAPT127t	385·3|52·0|24·9 373·0| P37'B221'F32' FK	Trieste Italian 6BHCem	T.3Cy.24",39"&65"-45" (s) 180lb 120lb 331NHP 2SB,6cf,GS130,HS5410 N.E.MarineEng.CoLd.Sld.	27″3 s3″8¾ 23″8¾	
516	Cap des Palmes Ⓟ OilEng. D.F. 2Dks3trB Ref.Mchy. CruiserStern						1935	Helsingörs Jernsk.&Msk Elsinore	~~Cie.Marseillaise de Nav.à Vap.(Cie. Fraissinet)~~ Cie.deNavigation Fraissinet	330·0|44·0|27·3 F82' WB	Marseilles French	Oil Engines 2S.C,SA 9Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		
517 BH	Carmelfjell Wireless D.F. Cruiser Stern 2Dks	1334 1104 716					1935	Nylands Værksted Oslo	A/S Rudolf (Olsen&Ugelstad, Mgrs.)	250·9|41·3|14·8 WB	Oslo Norwegian	C.2Cy.16¾"&$33\frac{7}{16}$"-$33\frac{7}{16}$"&LPTurbine withDRgearing&hydraulic coupling 107NHP NylandsVerksted,Oslo		
518 107 MZ	Clearpool D.F. 1Dk	5404 4992 3323					1935	W.Gray&Co.Ld. W Hartlepool	PoolShippingCo.Ld (SirR.Ropner&Co.Ld. Mgrs.)	~~425·0~~|55·2|~~27·1~~ P62'B249'F42' 427·5| |27·2 WB	Cardiff British	2 Steam Turbines DR geared to 1 screw shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37519 217145 WQOE	**Cacique** (exNosaChief-35, exGarfield) ssN.Os.No.3-2,31 D.F. ssN.Yk.No.1-35 1Dk(Stl)	2718 2355 1538	✠100A1 8,35 BS8,35 Fitted for oil fuel 5,20 F.P. above 150° F.	NYk ✠LMC MS11,34	t	CL 8,34	1918 10mo A&CP	Bethlehem S.B.Corp.Ld. Elizabeth-port,N.J.	GraceS.S.Co.Inc. Cell	300·0 P24'B96'F39' DB240' 572t FPT	45·2	22·8 FK	NewYork Utd. States 5BHCem 40tAPT70t	T.3Cy.21½",35"&58"-42" (s) 190lb 341NHP 2SB,8cf,GS133,HS5256 FD BethlehemS.B.Corp,Ld Elizabethport,N.J.	25 ″ 3 ~~4 ″ 8½~~ ~~21 ″ 4~~	
37520 240~~370~~ IBDP	**Cesarea** Ⓟ TwinSc (exFortSt.George-35, ssN.Yk.No.3-1,34 exWandilla) 2Dks(StlU-ws)& D.F. E.S.D. Shelter dk(Stl-ws)& Ref.Mchy. Sub.Sig. 3rd dk in Nos. GyC. 1,3,4&5holds	~~7785~~ ~~6015~~ ~~2583~~ 7785 5911 4189	100A1 Shelter dk withfreeboard 8,35 ~~6,35~~ BS6,35 Lloyd'sRMC4,35 Fitted for oil fuel 11,21 F.P. above 150° F.	NYk LMC6,35	a†	CL 6,35	1912 Lloyd	W.Beard-more&Co.Ld. Glasgow sA&CP	LloydTriestino CellDB317'858	428·5 411·3 B155'F70' on Shelterdk FK&BK2" Collision After peak tFPT60tAPT65t	56·7	34·1	Trieste Italian Cem BHtoSdk ,, 2nd ,, 6 ,, Up ,,	Q.8Cy.23½",34",50"&72"-54" 250lb (s) 1374NHP 6 Water Tube Boilers HS25390 W.Beardmore&Co.Ld.Gls.	37 ″ 0 s10″9½ 26 ″ 7	
37521 2050 IBCF	**Calabria** Ⓟ (exWerra-35) TwinSc Corrugated sides D.F. 3Dks Sub.Sig.	9515 6441 5572					1922	Akt.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	479·7 458·7 P146'F44'	57·6 62·3	31·2 30·8	Genoa Italian WB	T6Cy.24⅖",40$\frac{9}{16}$"&66$\frac{3}{16}$"-47" 604NHP Akt.Ges."Weser," Bremen		IG
Wrecked 1,36 37522	**Chang Ho** (exSalvager-35, exLakeGilpen) Fitted for oil fuel 1Dk2trB	2624 1519			•••		1919	Detroit S.B.Co. Wyandotte	Fan Shien Ho (T.Akai,Mgr.)	251·0 P25'B64'F23'	43·6	26·1 FK	Tsingtao Chinese WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
37523 164066 GYPG	**Clan Macarthur** TwinSc D.F. E.S.D. 3Dks GyC. Ref.Mchy CruiserStern	~~10300~~ 10448 9701 6406	✠100A1 withfreeboard 1,36 ✠Lloyd'sRMC1,36 Fitted for oil fuel 1,36 F.P. above 150°F.	Grk ✠LMC1,36		CL	~~1935~~ 1936 1mo Lloyd's	Greenock Dockyard Co.Ld. sA&CP Greenock	TheClanLine SteamersLd. (Cayzer,Irvine &Co.Ld.Mgrs.)	477·1 P33'B119'F69' Duct keel forward of mchy space CellDB405'1391tFPT34tAPT132t	66·2	40·2 FK	Glasgow British 8BHptCem (1BHto2nd dk)	T.6Cy.26",42"&73"-48"& 1LPturbine withDRgearing &hydraulic coupling 220lb (s) 1552NHP 6SB,24cf,GS450 HS19428 FD N.E.MarineEng.Co.Ld.Nwc.	43 ″ 1 13 ″ 5¾ 30 ″ 1	
37524 164555 GYNP	**Corbrae** 1Dk Cargo battens not fitted Mchy.Aft CruiserStern	1788 1339 1005	✠100A1 12,35 ~~(ClassConten-plated)~~	Lth ✠LMC12,35	q	CL	1935 12mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland sA&CP	~~Wm.Cory&Sons, Ld.~~ CoryColliers, Ld. (WmCory&Son.Ld.Mgrs.) CellDB214'500tMT9'166tFPT	257·0 Q150'F25'	39·5	16·7 FK	London British 4BHCem 158tAPT21t	T.3Cy.16½",26"&47"-33"(s) 220lb 171NHP 2SB,3cf,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld.	18″9 s6 ″ 1 17 ″ 4	
37525 220019 KUSF	**Chincha** (exNosaKing-35, exCapital of Nebraska) Fitted for oil fuel D.F. Longitudinal framing 2Dks	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GraceS.S.Co.~~Inc.~~ (GraceLine.Inc. Mgrs.)	324·0 P41'B90'F34'	46·2	25·0	New York Utd. States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
37526	**Cedros** (exShean-35,exCaria, exFullagar) OilEng. ssVcr.No.3-9,35 Well deck Mchy.Aft 1Dk(Stl)	420 270 181	✠100A1 9,35 Electrically Welded ✠NE10,21 DBS9,35	Vcr ✠LMC9,35	f	CL 8,35	1920 7mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	O.L.Rodriguez	150·0 Q88'B9'F26' DB14'21tFPT	23·8	10·6 FK	Ensenada Mexican 3BHCem 54t APT18t	Oil Engines 2S.C.SA 4Cy.16½"-19" 91NHP DB100lb W.Beardmore&Co.Ld.Gls.	11″ 6 s4 ″ 2 11 ″ 5½	
37527 219833 KUML	**Chipana** (exNosaPrince-35, exOklahomaCity) Fitted for oil fuel D.F. 1Dk	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceS.S.Co. (GraceLineInc. Mgrs.)	324·0 P41'B90'F34'	46·2	25·0	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
37528 220489 KDCN	**Curaca** (exNosaQueen-35, exAtlanta of Texas) Fitted for oil fuel D.F. 1Dk	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceS.S.Co. (GraceLineInc. Mgrs.)	324·0 P41'B90'F32'	46·2	25·0	NewYork Utd. States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
37529 EELT	**Cala Engossauba** Wood (exElisa OilEng. Aux3MstSr LaRodaFerrer-34) 1Dk (SeeSailingShipRegisterSupplement)	426 356 305					1920	Romani& Miquel Valencia	Naviera Mallorquina(D. RamisMut,Mgr.)	141·7 P38'F28'	30·1	14·1	PalmaMaj. Spanish	Oil Engines 4Cy.14"-16" Campbell GasEng.Co.Hfx.		
37530 161589 GYPJ	**Caithness** OilEng. D.F. 1Dk&Shelter dk Cruiser Stern	4970 4580 3026	✠100A1 withfreeboard 3,36 ~~11,35~~ ~~(ClassConten-plated)~~	Sld Hul ✠LMC11,35		CL	1935 11mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	B.J.Sutherland& Co.Ld.	412·2 (CollBHtoShelter dk 6BHto2nd dk) CellDB346'1174tMT1236tAPT191t	54·2	26·1 FK	Newcastle British 7BHptCem	Oil Engines 2S.C.SA ~~3Cy.20$\frac{15}{32}$"-81$\frac{3}{32}$"~~ 388NHP 3Cy.20½"-81⅞" 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″4¼ 25 ″ 6¼	
37531 DJPW	**Catania** D.F. E.S.D. 2Dks Sub.Sig. CruiserStern	2148 1636 1105					1935	Neptun-werftRostock G.m.b.H. Rostock	Rob.M.Sloman,jr.	303·2 P24'F272'	43·7	16·1	Hamburg German WB	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"-35$\frac{1}{16}$" & L.P.Turbine with D.R. gearing & hydraulic coupling 205NHP Neptunwerft Rostock G.m.b.H.Rostock		
37532 129282 MDJT	**Castro** (exDarlington-35) ssHul.2ndNo.3-11,35 ~~ssHul.No.3-2,32~~ Well deck ~~ssHul.No.2-30~~ 1Dk(Stl-ptws)	1105 897 446	✠100A1 12,35 ~~5,33~~ MS5,30	Hul ✠LMC11,35 ~~BS5,34~~	p	OG ~~5,33~~ 10,35	1910 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	Ellerman'sWilson Line,Ld. CellDBa44' uE23'f121'196tFPT12tAPT8t	256·0 P&B169'F54'	36·2	15·0 FK	Hull British 5BHCem	T.3Cy.23½",38"&62"-39" (s) 180lb 373NHP 2SB,8cf,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s1 ″ 0¾ 16 ″ 7¾	
37533 FNUQ	**Caraibe** (exAllier-35) Fitted for oil fuel D.F. 3Dks	4087 3272 1839					1932	Atel.&Ch. deFrance Dunkirk	CompanieGénérale d'Armements Maritimes	325·5 P52'B99'F44'	52·5	28·7	Marseilles French WB	3SteamTurbinesSRgeared to Sc.Shaft 667NHP Atel.&Ch.de laLoire,St.N		V
37534 135724 VLFF	**Cardross** (exKittiwake-35) ssGls.No.3-1,32 1Dk(Stl)&Shelter dk(Stl) ssSyd.No.1-35 ~~Cargo battens not fitted~~	1896 1629 982	✠100A1 Shelter dk withfreeboard 10,35 ~~7,35~~ ~~BS1,35~~	Mch Syd ✠LMC~~7,31~~ 10,35	s	CL 1,35	1919 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	J.Patrick&Co.Ld. CellDB248'399tFPT31tAPT39t	290·3 Collision	42·5	18·9 FK	Sydney, N.S.W. British Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.20½",34"&56"-42" (s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 2 s1 ″ 3 20 ″ 1¾	
37535 164554 MKMV	**Camroux III** Mchy.Aft OilEng. 1Dk CruiserStern	409 298 257	✠100A1 12,35 ~~11,35~~ ~~(ClassConten-plated)~~	Mdb ✠LMC11,35	g	OG 12,35	1935 11mo Lloyd's	Smith's DockCo.Ld. S.Bank,Mdb. A&CP	Q.M.Camroux&Co Ld.(D.G.Harris, Mgr.) CellDB105'133tFPT64tAPT19t	161·5 P37'F22'	26·1	9·4 FK	London British 4BHptCem	Oil Engines4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP HumboldtDeutzmotoren A.G.Koln-Deutz	11 ″ 6 s1 ″ 7½ 10 ″ 0	
37536	**Chang Lung** (exMiltonia-35, exGlenshane-34, ssMdb.No.3-4,31 exSunshine-34,exGlenshane,exWar Dream) 1Dk(Stl)&Shelter dk(Stl) CruiserStern Cargo battens not fitted in 'tween decks Straight frames&bevelled bilge	6413 6115 3904	✠100A1 Shelter dk withfreeboard 3,34	Nag ✠LMC3,35	a†	CL 8,35	1919 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	DingMaoDung (TanakaShojo K.K.Mgrs.) CellDB343'1571t DTa23' 858tFPT91tAPT126t	412·3	55·5	33·8 FK	Chefoo Chinese ptCem 6BHtoSh dk 2 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0½ 28 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade
37537 DJQF	**Cläre Hugo Stinnes 1** *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	~~5300~~ 5295 4457 2600					1935	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	~~408·1|60·1|23·3~~ P25'F376' |21·3 415·7|60·2|	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.$20\frac{1}{2}$"–$27\frac{9}{16}$" 1180NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
37538 LJCO	**Caledonia** D.F. *OilEng.* *Mchy.Aft CruiserStern 1Dk* *CarryingPetroleum in bulk*	~~10000~~ 9892 9190 5901					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Lorentzen'sSkibs. A/S(Lorentzen's RederiCo.*Mgrs.*)	~~483·5|65·6|36·1~~ P130'F75' |36·4 492·9|66·1|	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1165NHP AllgemeineElecGes.Berlin		N
37539 OYKH	**Canadian Reefer** D.F. *1Dk&ptShelter dk* *OilEng.* *Ref.Mchy. CruiserStern 2Dks*	1831 1438 999					~~1935~~ 1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	~~290·0|44·5|18·5~~ 292·8|44·7|16·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		
37540 164577 GYNQ	**Corburn** *1Dk* *Cargo battens not fitted* E.S.D. *Mchy.Aft CruiserStern*	1786 1339 1003	✠100A1 2,36 ~~(ClassContem plated)~~ ✠LMC2,36	Lth	*q*	CL	~~1935~~ 1936 2mo *Lloyd'sA&CP*	Burntislnd S.B Co.Ld. Burntisland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'	257·0|39·5|16·7 Q150'F25' FK 500t*MT*9'166t*FPT*	London British 4*BHCem* 158t*APT*21t	T.3Cy.$16\frac{1}{2}$",26"&47"–33" 220lb (s) 171NHP 2SB,6*cf*,GS76,HS2854 N.E.MarineEngCoLd~~Nwc~~ Sld.	18″9 s6″1 17″4	
37541 125973	**Cherokee** Ⓟ TwinSc *1Dk*	328 119 160					1907	Canadian S.B.Co.Ld. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	120·0|23·0| 7·2	Toronto British	T.6Cy.8",$12\frac{1}{2}$"&20"–12" 41RHP CanadianS.B.Co.Ld.Tto.		
37542	**Clio** Wireless *OilEng.* *Mchy.Aft CruiserStern 2Dks*	350					1935	Gebroeders Pot Bolnes	Koninkl.Nederl. Stoomb.Maats.	155·5|29·2|17·7	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 7Cy.$10\frac{13}{16}$"–$18\frac{7}{8}$" 132NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		
37543	**Capo Lena** Ⓟ (*ex*Astrolabe-35, *ex*Saint-Augustin, *Fitted for oil fuel* *ev*Avristan,*ex*SaintRene) D.F. *2Dks*	5117 3997 3076			●●●		1921	W.Gray& Co.(1918)Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	351·0|52·6|26·8 P30'B215'F36' FK	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29″4	V †
37544 2072 IBVC	**Capo Olmo** Ⓟ 2TwinMsts (*ex*Recherche-35, *Fitted for oil fuel* *ex*SaintRoch,*ex*Bardistan) D.F. *2Dks*	5101 — 3085			●●●		1923 4mo	W.Gray& Co.Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	351·0|52·6|26·8 P30'B215'F35' FK	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29″4	IV †
37545 164067 GYRX	**Comanchee** D.F. GyC. *1Dk 2nd dk clear of cargo* *CruiserStern Mchy.Aft OilEng. tanks* *Longitudinal framing*	~~7500~~ 6837 6121 3967	✠100A1 3,36 ~~(ClassContem plated)~~ ✠LMC3,36 *CarryingPetroleum in bulk*	Gls		OG	1936 3mo *Lloyd'sA&CP*	J.Brown& Co.Ld. Clydebank	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *CellDB*358'2677t	450·2|61·2|27·4 P104'B30'F32' FK *DTf*20'615t*FPT*70t	Glasgow British 17*BHAsp* *APT*185t	Oil Engines 2S.C.SA 4Cy.$24\frac{7}{16}$"–$91\frac{5}{16}$" 735NHP 1DB*200lb* 1DB(*Waste heat*)*125lb* J.Brown&Co.Ld.Clydebnk	32″2 s6″0¾ 26″3¾	
37546	**Choho Maru** Ⓟ *OilEng.* *CruiserStern*	320					1935	Fujinagata S.B.Co. Osaka	KyushuShosen K.K.	135·0|23·6|12·0	Nagasaki Japanese	Oil Engines 2S.C.SA 5Cy.$16\frac{9}{16}$"–$18\frac{1}{2}$" 241NHP NipponHatsudokiK.K.		
37547 28825 JXEB	**Chita Maru** *1Dk*	2269 1938 1330					1923	Tochigi ShojiK.K. Wakamatsu	TochigiShojiK.K.	270·0|40·0|24·0 P17'B60'F28' *WB*	Waka- matsu Japanese	T.3Cy.		
37548 229038 WMDY	**Chimu** Ⓟ TwinSc (*ex*SantaCatalina-35, *ss*S.Fo.No.3-10,32 *ex*City ofPanama) *OilEng.* D.F. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)inNo.1hold*	2434 1757 1350	✠100A1 *withfreeboard* 10,35 DBS12,35 ✠LMC1,34	Crs	*u*	CL 8,34	1924 10mo *Lloyd'sA&CP*	Aktieb. Götaverken Gothenburg	PanamaMailS.S. Co. *CellDB*207'561*t* *MT*19' 436*t*	296·0|45·9|18·0 P38'B110'F38' FK *FPT*105t*APT*51t	S.Frncisco Utd.States 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"–$35\frac{7}{16}$" 629NHP DB*100lb* Aktieb.Götaverken,Got.	21″6 s1″4 20″6½	
37549	**Carmen** (*ex*Isly-35, *ex*Bauermeister,*ex*Majfrid, *ex*Ruth) *1Dk2trB*	350 276 215					1889	MotalaCo. Gothenburg	NavieraCatalaña (P.Freixas,*Mgr.*)	132·5|23·3| 9·2 Q46'B35'H12*t*	Panama Pnamanian *WB*	T.3Cy.$11\frac{1}{4}$",$18\frac{1}{4}$"&$29\frac{1}{4}$"–$19\frac{1}{2}$" 38NHP MotalaCo.Motala		V
37550 DHFW	**Cleopatra** (*ex*Eider-35, *ex*Cleopatra) *Mchy.Aft 1Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·6|37·7|14·7 P&B197'F37	Hamburg German *WB*	T.3Cy.$16\frac{1}{2}$",$27\frac{1}{2}$"&43"–$33\frac{1}{2}$" 107NHP Reiherst.Maschinenf.Ham.		G
37551	**Cora** (*ex*Jupiter-35) AuxSr *OilEng.* *1Dk* (*SeeSailingShipRegisterSupplement*)	347 298 255					1917	J.Th.Wil- mink&Co. Groningen	GiuseppeRoggero	129·4|26·4|11·4 P29'Q39'H36*t*F21'	Imperia Italian	Oil Engines 4S.C.SA 6Cy.$10\frac{5}{8}$"–$14\frac{15}{16}$" 66NHP NE31 HumboldtDeutzmotoren, A.G.Koln-Deutz		IV
37552	**Chilean Reefer** *OilEng.* *Ref.Mchy. Cruiser Stern*	1830 1438 999					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	290·0|44·5|18·5	Esbjerg Danish	Oil Engines 2S C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		
37553 151803 GYDS	**Cape Wrath** (*ex*Cycle-36) *ss*Mel.No.1-25 *ss*Syd.No.3-3,34 *Well deck 1Dk(Stl)* *Cargo battens not fitted*	4513 3582 2733	✠100A1 1,36 BS6,35 ✠LMC1,34 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Ams	*x*	CL 1,36	1921 6mo *Lloyd'sA&CP*	JLThomp- son&Sons,Ld Sunderland	LyleShippingCo. Ld. *CellD*	*B*309' 944*t FPT*70*t* 364·5|52·8|24·3 P28'Q118'B68'F29' FK	Glasgow British 6*BHCem* *APT*221*t*	T.3Cy.$23\frac{1}{2}$",38"&64"–42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26″8 s3″11¼ 23″0	
37554 164068 GYSC	**Cape Sable** *1Dk,2nd Dk in holds* D.F. E.S.D.	4398 4079 2708	✠100A1 3,36 ~~(ClassContem plated)~~ ✠LMC3,36	PGl	*x*	CL	1936 3mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	LyleShippingCo. Ld. *CellDB*324'968t*FPT*97t*APT*95t	375·0|53·0|25·6 P34'~~B107'F38'~~ B108'F39' FK	Glasgow British 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb HS6058 413NHP 2SB(FD)&1AuxSB,8*cf*,GS128 D.Rowan&Co.Ld.Gls.	27″11 s5″2½ ~~22″11½~~ 22″11	
37555	**Croisine** *OilEng.* *Ref.Mchy. CruiserStern 2Dks*	2500					1936	Eriksbergs M.V.Aktieb. Gothenburg	L.Martin,S.A.R.L. (L.Martin,*Mgr.*)	308·0|50·0|33·4	Nantes French *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 608NHP EriksbergM.V.Aktieb.Got		
37556 161078 GSXF	**Creofield** (*ex*Athelstane-36) *ss*Goo.No.1-33 Wireless *1Dk(Stl)&Webframes* *Mchy.Aft Longitudinalframing*	833 593 358	✠100A1 1,36 BS~~2,35~~4,36 ✠LMC2,33 *CarryingMolasses or Petroleum in bulk*	Lon	*k*	CL 1,36	1928 12mo *Lloyd'sA&CP*	GooleS.B. &RepgCo. (1927)Ld. Goole	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*)	185·2|31·4|14·0 P61'B14'F21' *Trunk in wells* FK *DTf*15'56t*FPT*33t	Newcastle British 11*BHptCem* *APT*10t	T.3Cy.16",27"&44"–30" (*s*) 180lb 166NHP 2SB,4*cf*,GS81,HS3265 MacColl&Pollock,Ld.Sld.	14″0 s″9¼ 13″3¾	
37557 124239 GFMB	**Cavehill** Ⓟ (*ex*Pladda-36) Wireless *2Dks*	1334 1023 565					1907	Scotts'S.B. &E.Co.Ld. Greenock	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	252·3|35·7|17·0 P&B151'F50'	Belfast British *WB*	T.3Cy.25",40"&65"–48" 293NHP Scotts'S.B.&E.Co.Ld.Grk.		C BT till 10,35

Should be "Mountstewart," see No. 39118 in Supplement

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. [illegible] B. of Trade Cert.
37558 228974 WMDW	**Cumbal** Ⓟ (*ex*Santa Monica–36, *ex*City of San Francisco) TwinSc OilEng. ssS.Fo.No.3–11,32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd *dk*(*Stl*)*in No.1 hold*	2433 1757 1349	✠100A1 *with freeboard* 9,35 DBS9,35 ✠LMC12,33	Crs	*u*	CL 11,33	1924 9mo	A/B Gotaverken Gothenburg *Lloyd*'*sA&CP*	PanamaMail S.S.Co.Inc.	296·0|45·9|18·0 P38'B110'F38' *Cell DB*207'561*t* *MT*19' 436*t* *FPT*105*t* *APT*51*t*	New York ~~S.Frncisco~~ Utd. States FK 6*BHpt Cem* (*Coll to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"–$35\frac{7}{16}$" 629NHP DB*100lb* A/B Gotaverken	21 ″ 6 s1 ″ 4 20 ″ 6½	
37559 127527 KJFN	**Chehalis** Wood *Fitted for oil fuel* 1*Dk*	663 590 421					1901	H.D.Bendixsen Fairhvn,Cal.	J.H.Hansen	183·3|37·5|14·8	S. Frncisco Utd. States	T.3Cy.13¾",21½"&40"–30" 88NHP FultonI.W.SanFrancisco		
37560	**Columbia** (*ex*Yunque–35, *ex*Ilse Vormauer, *ex*Falke, *ex*TritonI., *ex*Triton, *ex*Selby Abbey, *ex*Swift) ssHul.No.2–11 1*Dk*(*pt Irn & pt Stl–ptws*)& *Webframes* *Well deck* *lower dk in forehold*	1169 763 409	✠ 8,14 ✠	Stn	*n*		1902 12mo	Earle'sCo. Ld. Hull	CubanGovernment	240·6|33·4|14·0 Q64'B85'F24' BK7'	Havana Cuban *WB*	T.3Cy.24",39"&64"–36" 246NHP 3SB,*9cf*,GS183,HS7400 Earle'sCo.Ld.Hull	16 ″ 0	
37561	**Cankaya** (*ex*Behar, *ex*Tchan-Kaya, *ex*Ogour, *ex*Meg) TrpSc OilEng. *Carrying Petroleum in bulk*	454 — 251					1917	Atel.&Ch. de Bretagne Nantes	IsaacBehar	114·8|24·1|10·1	Istanbul Turkish	Oil Engines NE26		
37562 164608 GYSF	**Cressdene** D.F. 1*Dk* *Cruiser Stern*	4270 3905 2613	✠100A1 4,36 ~~(*Class Contemplated*)~~ ✠LMC4,36	Hpl	*y*	CL	1936 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'*sA&CP*	CressdeneShippng. Co.Ld.(Dene Shipmanagement Co.Ld.*Mgrs.*)	~~380·0~~ 385·5|53·2|24·6 P51'B237'~~F31~~F35' *Cell DB*321'995*t* *FPT*116*t* *APT*104*t*	London British FK 6*BHCem*	T.3Cy.21",33½"&58"–42" 200lb (*s*) 291NHP 2SB,*6cf*,GS110,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s3 ″ 2¾ 23 ″ 10¼	
37563 FOQW	**Cap Guir** (*ex*Almazora–36) ssGls.No.2–36 ~~ssGls.No.1–31~~ Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	*1536* *1271* *789*	✠100A1 *with freeboard* 3,36~~7,34~~ BS6,35 ✠LMC~~7,34~~ MS9,35	Gls	*r*	CL ~~6,35~~ 2,36	1927 4mo	R.Duncan &Co. PortGlasgow *Lloyd*'*sA&CP*	Soc.Anon.de Gérance et d'Armement	271·9|41·2|15·4 *Cell DB*233'470*t* *FPT*45*t* *APT*80*t*	Dunkirk French FK 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.19",32"&54"–36" (*s*) 200lb 247NHP 2SB,*6cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow	17 ″ 2 s ″ 3¾ 17 ″ 0⅜	
37564 164614	**Conida** OilEng. *Mchy.Aft* *Cruiser Stern*	~~430~~ 413 266 218	100A1 (*Class Contemplated*)				1936	GooleS.B. &Repg.Co. Ld. Goole	S.G.Jenkins	156·1|26·4|7·9 P27'Q54'B12'F19'	London British	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{1}{16}$" Humboldt-Deutzmotoren, A.G.Koln-Deutz	10 ″ 0 s3 ″ 6 9 ″ 11	
37565 220900 KDLX	**C. B. Watson** (*ex*Mary Luckenbach–36) ssMob.No.3–1,36 1*Dk* D.F. *Mchy.Aft*	5607 5043 3382	100A1 1,36 LMC1,36 *Carrying Petroleum in bulk* *Fitted for oil fuel F P. above 150°F.*	Mob	*z*	CL	1920	South-Western S.B.Co. SanPedro,Cal	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*)	410·5|54·3|27·2 P109'B32'F47' *Cell DB u E&B*68' 121*t* *D Tf*38'495*t* *FPT*135*t* *APT*280*t*	Baltimore Utd. States FK 12*BHpt Cem*	T.3Cy.24¾",$41\frac{25}{32}$"&72"–48" 210lb 549NHP 3SB,*9cf*,HS8112 LlewellynEngineWorks, LosAngeles	29 ″ 9 s4 ″ 11½ FD 25 ″ 1	
37566	**Canberra Maru** OilEng. *Ref.Mchy.* *Cruiser Stern*	6300	100A1 (*Class Contemplated*)				1936	Mitsui Bussan Kaishi,Ld. Tama	OsakaShosenK.K.	419·9|57·4|36·1	Osaka Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" MitsuiBussanKaisha,Ld. Tama		
37567 136147 GKWX	**Canford Chine** (*ex*Bryntawe–36) ssCff.No.3–9,28 D.F. ssCff.No.1–33 1*Dk*(*Stl*)	3364 3082 2094	✠100A1 11,35 BS5,35 ✠LMC12,33	Npt	*v*	CL 11,35	1917 12mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd*'*sA&CP*	ChineShippingCo. Ld.	345·1|47·8|22·3 P29'B100'F33' *Cell DB a* 118'*u E*22'*f* 149'854*t* *APT*104*t*	Swansea British FK 6*BHCem*	T.3Cy.$24\frac{5}{16}$",40"&65"–42" 180lb 308NHP 2SB,*6cf*,GS115,HS4900 Blair&Co.Ld.Stockton	24 ″ 7 s4 ″ 1¼ 20 ″ 9	
37568	**Carmen Sylva** (*ex*Frednes–36) 1*Dk*&*Spar dk*	1601 1462 998					1903	Bergens MekVærks. Bergen	Capato&Macri	245·1|36·0|15·5 B60'H105*t* 20·8 F32*t*	Constntza Roumanian *WB*	T.3Cy.19",30"&50"–33" 144NHP BergensMk.Værks,Bergen		N
37569	**Ceres** TwinSc OilEng. *Mchy.Aft* Wireless D.F. 1*Dk* *Cruiser Stern*	1078 553					1936	Schiffb.Ges "Unterweser" A.G. Wesermünde-L.	Dampfschiffahrts Ges."Neptun"	229·6|34·4|15·3 P115'F36'	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.$11\frac{13}{16}$"–$16\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
37570 138929 GJMW	**Cefnbryn** (*ex*Ardenhall–36, *ex*Silverbirch, *ex*Stonewall) ssBry.No.3–7,32 ssHpl.No.1–36 D.F. 2*Dks*(*Stl*)	5074 4803 3150	✠100A1 4,36 ✠LMC4,36	Hpl	*y*	CL 4,36	1920 12mo	Bartram& Sons,Ld. Sunderland *Lloyd*'*sA&CP*	KilveyShipping Co.Ld.	400·0|52·2|28·5 P36'B117'F39' *Cell DB a*119'*u E*26'*f* 176'10 50*t* *FPT*135*t* *APT*220*t*	Swansea British FK 7*BHCem*	T.3Cy.27½",45"&75"–48"(*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s6 ″ 0½ 25 ″ 2½	
37571 489 SVUA	**Christos Markettos** (*ex*Queen Maud–36, *ex*Evangelos) ssGls.No.3–9,33 2*Dks*(*Stl*)	*5209* *4758* *3135*	✠100A1 2,36 BS3,36 ✠LMC9,33	Nwc	*y*	CL 8,33	1919 9mo	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong *Lloyd*'*sA&CP*	Mme.M.Lavangras C.Marketto	400·2|52·3|28·5 P49'B113'F40' *Cell DB* 344' 1108*t* *FPT*123*t* *APT*175*t*	Argostoli Greek FK 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 TaikooDkyd.&Eng.Co.Ld. H.Kg.	31 ″ 0 s5 ″ 11¾ FD 25 ″ 3	
37572	**Coulmore**	3670 3393	100A1 (*Class Contemplated*)				1936	Ayrshire DkydCo.Ld. Irvine	DornochShipping Co.Ld.(Lambert Brothers,Ld. *Mgrs.*)	352·6|50·2|23·8 P28'B113'F36'	Glasgow British	T.3Cy.22",38"&63"–42" D.Rowan&Co.Ld.Gls.		
37573	**Chubar** (*ex*Dijkwater–35, *ex*Maasdijk) ssRot.No.3–12,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3611 3292 2179	✠100A1 *Shelter dk with freeboard* 5,35 BS5,35 ✠LMC MS11,33	Rot	*w*	CL 5,35	1920 12mo	NV Burgerhouts M.&F. Rotterdam *Lloyd*'*sA&CP*	U.S.S.R.	360·2|50·3|21·8 *Cell DB*308'1000*t* *FPT*63*t* *APT*73*t*	Odessa Russian FK *Asp* *Coll BH to Sh dk* 5 „ „ *U* „	T.3Cy.25½",$41\frac{5}{16}$"&$66\frac{15}{16}$"–45¼" 180lb (*s*) 340NHP 3SB,*9cf*,GS158.HS5418 BurgerhoutsMachFab.Rot	24 ″ 6 s2 ″ 1¾ 22 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. ps.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
37751	**Daigen Maru No. 5** *OilEng.* *Mchy.Aft*	500					1935	Namura,G. Shipbldg.Yd. Osaka	NamuraKisen GoshiKaisha	160·0|28·0|13·5 P51'F19'	Japanese *WB*	Oil Engines 2S.C.SA 4Cy.20½"–23⅝" 295NHP NipponHatsudokiKKKob.		
37752 161585 GYLT	**Dumfries** D.F. 1*Dk&Shelter dk* *CruiserStern*	5149 4720 3061	✠100A1 *withfreeboard* 0,35~~7,35~~ ~~(*ClassContemplated*)~~ ✠LMC7,35	Nwc		CL	1935 7mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	B.J.Sutherland& Co.Ld. (*CollBH to Shelter dk 6BH to 2nd dk*) *CellDBa&uE160'f176'1284tFPT97tAPT188t*	~~416·2~~|55·2|26·0 ~~F30~~F32' 416·3 FK	Newcastle British 7*BHptCem*	Q4Cy.23",32½",47"&68"–48" 225lb *150lb* (*s*) 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s3 ″ 5 25 ″ 5	
37753 128318 GYKV	**Duke of York** Ⓟ TwinSc E.S.D. 2*Dks* *CruiserStern*	3743 1938 1547	✠ A– *withfreeboard* 5,35~~6,35~~ ✠LMC6,35 *Irish Channel Service*	Bel		OG 9,35	1935 6mo	Harland& Wolff,Ld. Belfast	LondonMidland& ScottishRailway *CellDBuE42'f86'164tMTs26'342t* *Tanks in way of tunnel 46'150tFPT 34tAPT62t*	339·2|52·2|17·9 P56'B172'F56' FK	Lancaster British 8*BH*	4 Steam Turbines SR geared to 2 screw shafts 225lb (*s*) 1494NHP 4WTB,GS440,HS15000 FD Harland&Wolff,Ld.Bel.	19 ″ 6 s 4″11¼ 14 ″ 9¾	BT till 5,36
37754	**Dneprostroy** (*ex*Kutais–35, *ex*MistleyHall–34, *ss*Bal.No.3–3,29 *ex*Aldersgate, *ss*Bkn.No.1–33 *ex*Milazzo,*ex*WarHostage) 1*Dk*(*Stl*)	5284 4743 3164	✠ [illegible] 12,35 ~~✠LMC8,34~~ *Adapted for oilfuel 4,27 F.P above 150° F.*	Rot	*y*	CL 11,34	1917 12mo *Lloyd's*A&CP	Harland& Wolff,Ld. Glasgow	U.S.S.R. *CellDB345'1136tDT28'1200tFPT118tAPT185t*	400·9|52·3|28·5 P49'B112'F38' FK	Odessa Russian 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0 ~~s 5 ″ 11¼~~ ~~25 ″ 3¾~~	
37755	**Dela Topic** (*ex*OlgaTopic–35, *Should be* "**Jela Topic**," *see No.* 38653 *in Supplement* *ex*[illegible] *ss*[illegible].No.3–11,22 *ex*FrankParish) *ss*Fiu.No.2–31 1*Dk*(*Irn*)2*trB&deepframing*3*Dk rule*	2908 [illegible] 1816	✠100A1 7,34 BS11,34 ✠LMC2,31	Rot	*u*	CL 9.33	1900 10mo	W.Pickers- gill&Sons Sunderland A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDB104'uE20'f128'709tAPT39t*	324·0|47·1|21·7 P31'B96'F35' FK	Susak Yugoslav 6*BHCem*	T.3Cy.23",38"&64"–42" (*s*) 180lb NDB20 *75lb* 283NHP 2SB,*8pf*,GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s 3 ″ 10 20 ″ 6	
37756	**Djurma** (*ex*Brielle–35) *Fitted for oil fuel* *CruiserStern* 3*Dks*	6908 6563 3924					1921	NewWater- wayS.B.Co. Schiedam	U.S.S.R.	402·6|58·3|34·7 F33'	Russian *WB*	T.3Cy.30",48"&79"–54" 458NHP NewWaterwayS.B.Co.		V
37757 164273 GYMX	**Derbyshire** Ⓟ TwinSc *OilEng.* D.F. 3*Dks* *CruiserStern*	11660 8007 7229	✠100A1 10,35 ~~(*ClassContemplated*)~~ ✠LMC10,35	Bkn		CL	1935 10mo *Lloyd's*A&CP	Fairfield Co.Ld. Glasgow	~~BibbyBros.&Co.~~ BibbyLineLd. (BibbyBros.&Co. *Mgrs.*) *CellDB422'1590tFPT35tAPT101t*	482·6|66·2|23·0 P51'B265'F78' FK	Liverpool British 8*BHptCem*	Oil Engines 2S.C.SA 16Cy.28⅜"–39" 2252NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 4¾	BT till 10,36
37758	**Daigen Maru No. 6** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	510 248					1935	Namura,G. Shipbldg.Yd. Osaka	NamuraKisen GoshiKaisha	160·0|28·0|13·0 P&B59'F19'	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.20½"–23⅝" 295NHP NipponHatsudokiKK.Kob		
37759	**Damas** (*ex*Belkas–35,*ex*Agadir) *Ref.Mchy.* 2*Dks*	2727 2281 1638					1907	SirJ.Laing &Sons,Ld. Sunderland	Soc.Orientale de Nav. (Khedivial MailS.S.&Grav- ingDockCoLd*Mgs*)	285·0|41·3|25·7	Beyrouth French *WB*	T.3Cy.24",39"&64"–45" 275NHP G.Clark,Ld.Sunderland		V
37760 105964 VJWP	**Dellie** (*ex*Sphene–35) ~~3Mst~~ *ss*Mel.3rdNo.3–11,32 *Mchy.Aft* *Iron Floors* 1*Dk*(*Irn*) *Welldeck* *Cargo battens not fitted*	411 274 159	✠100A1 ~~10,35~~~~12,34~~2,36 BS~~12,34~~ 10,35 ✠LMC11,32	Mel Syd	*f*	CL ~~11,32~~ 10,35	1895 11mo	Scott& Sons Bowling A&CP	A.Auland	142·5|25·1|10·7 Q68'~~B0'F24'~~ B on Q9'F25' BK7'	SydnyNSW British 3*BHCem* *FPT*18*t*	C.2Cy.20"&40"–27" (*s*) 110lb 65RHP 1SB,*2pf*,GS40,HS1270 Muir&Houston,Glasgow	12 ″ 1 ~~s ″ 6~~ ~~12 ″ 4~~ s ″ 5¾ 12 ″ 3	
37761 28537 JCVA	**Dainichi Maru** (*ex*IbukisanMaru–35) *ss*Kob.No.3–10,32 D.F. 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5815 5514 4057	✠100A1 *Awng dk* *withfreeboard* 6,35 ✠LMC6,35 *Fitted for oil fuel 4,22 F.P. above 150° F.*	Yka	*y*	CL 11,34	1922 1mo	MitsuiBus- sanKaishaLd TamaDkyd. A&CP	ItayaShosenK.K. *CellDB323'986t* *DTa28'625tFPT119tAPT68t*	385·0|51·0|36·0	Kobe Japanese FK *ptCem* *Coll BH to Awdk 5 „ „ U „*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 488NHP 3SB,*9cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno	36 ″ 1 s 9 ″ 1¾ 27 ″ 1	
37762 232721 WCFS	**Dolomite I** TwinSc *OilEng.* (*Self-Unloader*) *Electrically welded* *Mchy.Aft* 1*Dk* *Carrying cargo oil in bulk* *CruiserStern*	934 — 478					1933	Dolomite MarineCorp. RochesterNY	DolomiteMarine Corp.(J.H.Oden- bach,*Mgr.*)	205·6|32·0|13·1	Rochester, N.Y. Utd.States	2 Oil Engines 4S.C.SA connected to Elec.Motors& Sc.Shafts 12Cy.14¼"–14½" E*made*17*refitted*33 239NHP Busch-SulzerBros. St.Louis,Mis.		R
37763	**Don** (*ex*Manto–35) 1*Dk*	1598 1193 932					1922	Laxevaags Msk.&Jrnskb Bergen	U.S.S.R.	246·2|37·8|15·5 P18'Q71'B59'F31'	Russian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn.		N
37764 202635 KDXU	**Donald B. Gillies** (*ex*JosephG.Butler,Jr.–35) *Mchy.Aft* D.F. GyC. 1*Dk*	6588 — 5174					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	525·0|55·0|31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd		R
37765 220716 KDHJ	**Delmar** (*ex*Bibbco–35) *Fitted for oil fuel* 2*Dks*	5107 4598 3115					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
37766	**Düsseldorf** TwinSc *OilEng.* 1*Dk* Sub.Sig. *CruiserStern*	1250					1935	Lübecker Flender- WerkeA.G Lübeck Siems	Schiffahrt-u. Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	247·7|36·0|13·1 B130'F31'	Hamburg German *WB*	2 Oil Engines 4S.C.SA each6Cy.13¾"–19$\frac{11}{16}$" Linke-Hofmann- 220NHP WerkeA.G.Breslau		
37767 164568 GYQV	**Dilwara** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *Cargo battens not fitted* *Cruiser Stern* *Ref.Mchy.* 3*Dks.Platform dk forward*	11050 7524 6553	✠100A1 *withfreeboard* 3,36~~1,36~~ ✠LMC1,36 ✠Lloyd'sRMC1,36	Gls Sou	*/†*	CL	~~1935~~ 1936 1mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB123'1486t* *Tanks at sides of tunnels620tFPT121tAPT43t*	496·5|63·2|31·0 ~~P30'B300'F86'~~ *Shade dk*F61' FK	London British 9*BHptCem*	Oil Engines 2S.C.SA 10Cy.22$\frac{1}{16}$"–66⅛" 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s11″10½ 23 ″ 4	BT till 1,37
37768	**Daido Maru** Ⓟ 2*Dks* *CruiserStern*	2960 2270 1720					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	295·0|45·0|23·9 P23'B97'F32'	Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"– 13¾"SRgeared&LP Turbine DR geared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
37769 142711 GTBC	**David Dawson** (*ex*Caithness–35, *ex*Koolonga, *ss*Bly.No.3–3,31 *ex*Southmead, 1*Dk*(*Stl*) *ex*Sutherland) ~~*ss*~~*ss*Bly.No.1–35 D.F. *Now* "**Avon River**," *see No.* 37093 *in Supplement*	5286 4822 3203	✠100A1 10,35~~11,34~~ ~~BS11,34~~ ✠LMC~~9,31~~ 10,35	Nwc Bly	*y*	CL ~~11,34~~ 10,35	1918 11mo *Lloyd's*A&CP	W.Doxford &Sons,Ld Sunderland	JubileeSteamNav. Co.Ld.(FrankS. Dawson,Ld.*Mgrs.*) *CellDB340'1128tFPT133tAPT204t*	400·3|52·4|28·5 P49'B113'F39' FK	Newcastle British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37770	Depa *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	315 223 192					1935	E.J.Smit& Zoon Westerbroek	E.H.Paap	131·6|24·2| 9·0	Groningen Dutch *WB*	Oil Engines 4S C.SA 6Cy.11″–$17\frac{1}{16}$″ 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		
37771 217731 WNCV	Delalba (*ex*Saugerties-35) *Fitted for oil fuel* 2*Dks& Web frames*	5101 4740 3093			•••		1919	American International S.B.Corp. HogIslandPa	MississippiShippingCo.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
37772 164578 MKMP	Dunedin Star TwinSc 1*Dk& Shelter dk3rd dk except in No.1 hold* *Ref.Mchy.* *4th dk fr'd of Mchy space* D.F. E.S.D. GyC. *Oil Eng. CruiserStern*	~~11000~~ 11168 9074 6855	✠100A1 *withfreeboard* 2,36 ✠LMC2,36 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC2,36	Bkn		CL	~~1935~~ 1936 2mo	Cammell, Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	UnionColdStorageCo.Ld.(BlueStarLineLd.*Mgs.*) *Duct keel*	~~522·4|70·0|43·3~~ P83'B201'F70' 530·0|70·4|32·3 *fr'd of mchy space* FK (*CollBH to Shelter dk* *CellDB379'1347tTanks in way of*	London British 8*BHptCem* *BH to 2nd dk*) *tunnels* 1405*t*	Oil Engines 2S.C.SA 18Cy.28⅜″–$49\frac{3}{16}$″ 2516NHP 2DB*100lb* SulzerBros.Ld.Winterthur *FPT*116*tAPT*166*t*	35 ″ 0 s5 ″ 8¼ 29 ″ 6½	
37773 164586 MKYY	~~Daniel~~ Daniel M *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	448 319 242	✠100A1 2,36 ~~(*ClassContemplated*)~~ ✠LMC2,36	Lth	*g*	OG	1936 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	T.J.Metcalf	149·5|26·2| 9·7 ~~Q89'T13'~~ P35'Q53' F16' FK *CellDB*55'82*tFPT*	London British 3*BHptCem* 62*tAPT*22*t*	Oil Engines 4S.C.SA 6Cy.11″–$17\frac{1}{16}$″ 70NHP Humboldt-Deutzmotoren A.G.,Koln	11 ″ 6 s3 ″ 2 11 ″ 1½	
37774 218156	David H. Atwater (*ex*W.J.Crosby-35,*ex*Crabtree) 1*Dk*	2496 — 1491					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwacoalTransportationCo.	253·8|43·6|24·9 P115'P26' *WB*	FallRiver, Mass. Utd.States	T.3Cy.18½″,34½″&57″–42″ Gt.LakesEng. 211NHP Works,Astabula,O.		R
37775	Dunnottar Castle Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. Sub.Sig. E.S.D. *CruiserStern*	15050	100A1 *withfreeboard* (*ClassContemplated*)				1936	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	540·0|71·9|37·8 B234'F92'	London British	Oil Engines 2S.C.DA 18Cy.$17\frac{1}{16}$″–47¼″ Harland&Wolff,Ld.Bel.		
37776 FNBP	Douaisien (*ex*Miliana-36, *ex*MontAigoual-34, *ss*Lth.No.3-8,21 *ex*Sunhaven,*ex*Danzig) *ss*Msl.No.2-30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	2954 2664 1748	... 10,34	Msl	*v*		1920	Nordsee- werkeA G. Emden	Cie.desBateaux à Vap.duNord *CellDB*282'926	338·7|48·2|29·1 F36'*onShelter dk* FK *Coll* *tFPT*120*tAPT*69*t*	Dunkirk French *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.$23\frac{9}{16}$″,$38\frac{3}{16}$″&62″–41⅜″ 320NHP 2SB,6*cf*,GS101,HS4413 Gebr.Sachsen- bergA.G.Rosslau	23 ″ 9	V †
37777 28533 JTKB	Daiho Maru No. 3 (*ex*Hiyodori Maru-34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) 1*Dk&Shelter dk*	1826 1682 1288			•••		1906	Schiffsw.v. HenryKoch Lübeck	HayashiKisenK.K.	251·0|37·2|22·2 B26'*onShelter dk* FK *WB*	Nishino- miya Japanese	T.3Cy.17⅛″,28¾″&46″–32½″ 142NHP J.F.Ahrens,Altona	24 ″ 5	C †
37778	Dickson Sub.Sig. D.F. E.S.D. 1*Dk* *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5|48·4|20·7 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20″,33″&57″–42″ 210NHP N.E.MarineEng.CoLdNwc		
37779	Danapris (*ex*Saima-36,*ex*Clapton, *ex*Pensacola) *ss*Shl.No.2-22 *Arch deck* 1*Dk*(*Stl*)	*2113* *1923* *1274*	✠ 12,27 ✠	Sld	*r*		1914 7mo	Osbourne, Graham&Co. Sunderland	S.Synodinos (SynodinosBros. *Mgrs.*) *CellDBa*84'*uE*20'	279·2|40·3|22·6 P25'F29' FK *f*112'475*tFPT*103*t*	Piræus Greek 4*BHCem* *APT*67*t*	T.3Cy.20½″,33″&54″–36″ 206NHP 2SB,4*pf*,GS82,HS3400 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	C †
37780	Dunvegan Castle Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Sub.Sig. D.F. E.S.D. *CruiserStern*	15050	100A1 *withfreeboard* (*ClassContemplated*)				1936	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	540·0|71·9|37·8 B234'F92'	London British	Oil Engines 2S.C.DA 18Cy.$17\frac{1}{16}$″–47¼″ Harland&Wolff,Ld.Bel		
37781	Dreher (*ex*CaterinaDani-36,*ex*Quartz, *ex*B.A.H.W.No.10) *Mchy.Aft* 1*Dk*(*Stl*)	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Wal- ker&Co.Ld Sudbrook	FabricaBirra Dreher,Soc.Anon. B.P.D.V.	171·0|30·0|11·1 Q62'F24' FK B *on Quarter dk* 17' *FPT*46*t*	Trieste Italian 4*BHCem* *MT*6'66*t*	T.3Cy.13″,22″&34″–22½″ 75NHP 1SB,3*pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
37782 UPAI	Dimitrov Ⓟ (*ex*Haarlem-34) *ss*Ams.No.3-8,32 2*Dks*(*Stl*) *Fitted for oil fuel*	3689 3272 2361	✠ ... 4,34 ✠	Ams			1920 1mo	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	361·4|49·8|22·0 P25'B214'F36' FK *CellDB*309'929*t FPT*	Odessa Russian 6*BHCem* 85*tAPT*127*t*	T.3Cy.26″,40″&68″–45″ 386NHP 3SB,9*cf*,GS157,HS5279 RotterdamDroogd.Maats.	24 ″ 6	V †
37783	Darlington Court *OilEng.* D.F. *CruiserStern*	5000	100A1 *withfreeboard* (*ClassContemplated*)				1936	Lithgows Ld. PortGlasgow	UnitedBritishS.S. Co.Ld.(Haldin& Philipps,Ld.*Mgrs*)	412·0|56·2|25·5 F*onShelter dk*42'	London British	Oil Engines J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s3 ″ 2¼ 25 ″ 0¼	
37784	Dinara (*ex*Ruurlo-36,*ex*Uuras-35, *ex*Ruurlo-32, *ss*Ams.No.3-1,28 *ex*EigenHulpII) ~~*ss*Ams.No.1-32~~ *ss*Tri.No.2-36 1*Dk*(*Stl*)	3156 2808 1932	✠100A1 5,36 ~~3,35~~ ~~BS3,35~~ LMC~~11,32~~ 4,36	Ams Tri	*u*	CL 8,36	1917 8mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	BrodarskoAkcionarskoDrustvo "Oceania"	337·3|47·2|21·9 325·0 P24'B206'F29' FK *CellDB*278'662*t*	Susak Yugoslav 5*BHCem* *APT*48*t*	T.3Cy.22¾″,37″&62″–39″ (s) 180lb *180lb* 270NHP NB*made*19*fitted*24 NDB24 2SB,3*cf*,GS132,HS4300 Wilton'sE.&Slpwy.Co.Rot	24 ″ 2 s 2 ″ 9¼ 21 ″ 7¾	
37785	Dornoch	4420 4200 2750	100A1 (*ClassContemplated*)				1936	Lithgows Ld. Port Glasgow	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	385·0|53·5|25·2 P31'B239'F41'	Glasgow British	T.3Cy.23½″,40″&60″–45″ & LP Turbine with DR gearing & hydraulic coupling Rankin&BlackmoreLdGrk		
37786	Danae 1*Dk*	2502 2165 1422					1936	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Soc.Navale Caennaise (G.Lamy&Cie. *Mgrs.*)	306·0|43·6|21·2 P62'Q28'B39'	Caen French	T.3Cy.21⅝″,$35\frac{13}{16}$″&59″–41¾″ 225NHP Atel.&Ch.de laSeine MaritimeWorms etCie.		
37787	De Zeeuw TwinSc *OilEng.* *Mchy.Aft* 1*Dk*						1936	L.Smit& Zoon Kinderdijk	Nederl.Stoomboot ReederijN.V.	187·0|22·9| 9·0	Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.$8\frac{1}{16}$″–$14\frac{3}{16}$″ 59NHP Motorenfbr."Deutz"A.G. Koln-Deutz		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où cote n'est dans le L.R. Durée.Cert.R.of
37788	**Devon Coast** *OilEng.* Wireless E.S.D. *Mchy.Aft* *CruiserStern*	600	100A1 *withfreeboard* (*ClassContemplated*)				1936	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	199·0	33·0	11·0	Liverpool British	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" J.G.Kincaid&Co.Ld.Grk.		
37789 142712 GMVT	**David Dawson** (*ex*Azul-36, *ex*Burgondier) *ss*Npt.No.3-12,31 *ss*Ams.No.1-36 1*Dk*(*Stl*)	5287 4804 3200	✠100A1 3,36 ✠LMC3,36	Ams	*y*	CL 2,35	1919 4mo *Lloyd*	Caird&Co. Ld. Greenock *'sA&CP*	GeorgianStm.Nav. Co.Ld. *CellDB*344'1062*t*	400·1 P50'B113'F39' *DTa*1135*t*	52·3	28·5 FK *FPT*128*t*	London British *7BHptCem* *APT*44*t*	T.3Cy.27",44"&73"–18" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ $11\frac{3}{4}$ 25 ″ $3\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15
37951 1007 ESRC	**Elise** (exIndustria-35,exNils, exWinnie) ssHbg.4thNo.3-4,30 Well deck 1Dk(Irn)&Web frames ssOsc.No.1-35	1716 1506 994	✠100A1 ~~5,33~~ ~~4,34~~12,35 MS3,34 ✠NB5,08	Got ~~Osc~~Sld ✠LMC~~4,30~~ BS~~10,34~~ ~~5,35~~5,36	r	CL N1,34	1889 6mo	Grngemth DockyardCo. Grngemouth A&CP	A.Laane& F.Baltser	270·3|36·9|17·1 P25'Q78'B114'F33' BK9½" CellDB228'387t&uE96'f112'340tFPT	Pärnu Estonian 4BHCem 74tAPT45t	T.3Cy.19¾",31"&51"-36" 160lb 167NHP 2SB,4cf,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 ~~[illegible]~~ ~~[illegible]~~ s1 ″ 4½ 19 ″ 1½	
37952 164257 GYJX	**Explorer** 2Dks Cruiser Stern	6235 5810 3842	✠100A1 5,36 ~~5,35~~	Nwc Gls ✠LMC5,35	a†	CL	1935 5mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CharenteS.S.Co. Ld.(T.&J.Harrison,Mgrs.)	437·2|56·0|29·5 P45'B144'F43' FK CellDB365'1267t	Liverpool British 7BHCem DTa32' 850t	T.3Cy.28",46"&81"-54" (r) 215lb 120lb 588NHP 2DB,12cf,GS272,HS9212 WallsendSlpwy&E.Co.Ld. FPT93tAPT69t	32 ″ 0 s 6 ″ 5¾ 25 ″ 8½	
37953 203974	**E. J. Kulas** (exGeneral Garretson-35) Mchy.Aft GyC. 1Dk	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0|54·0|26·2 WB	Wilmgton (Del.) Utd.States	T.3Cy 22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
37954 EAEY	**El Saturno** (exGuipuzcoa-35, exBergsdalen) D.F. 1Dk	3450 3197 2002					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia.AnonimaMaritimaUnion(M. UrruchuaMgr.)	331·9|48·7|25·1 P94tH121t	Bilbao Spanish WB	T.3Cy.24",40"&65"-42" 274NHP Cooper&Greig,Ld.Dundee		
37955 860 ESCL	**Elna** (exLennuk-35,exRemenham, exArlon, ssCpn.3rdNo.3-6,30 exCarol 1er) Spar dk(Stl)2trB& deep framing ssTln.No.1-35	~~3193~~ ~~2967~~ ~~1970~~ 3195 2967 1973	✠100A1 Spar dk withfreeboard 7,35 ~~8,08~~ ~~MS6,30~~	Tln ✠LMC7,35 ~~BS2,32~~	v	CL ~~8,32~~ 7,35	1903 8mo Lloyd's A&CP	SirRaylton Dixon&CoLd Middlesbro'	KäsmuLaeva-Omanikud ~~(O.Tiedemann,Mgr.)~~ (O.TiedemannMgr)	325·0|47·3|15·6 P30'B88'F34' 23·6 FK CellDBa96'uE&B36'f144'690t	Käsmu Estonian 6BHCem APT100t	T.3Cy.24½",42½"&69½"-45" 180lb (s) 356NHP 3SB,9cf,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 ″ 0 s 4 ″ 7 21 ″ 7¾	
37956 164520 MKKV	**Eketian** TwinSc OilEng Mchy.Aft 1Dk Rudder electrically welded	650 1005 739 506	✠ A1 with a freeboard corresponding to a tropical load draught of 10feet extreme 9,35 For service in the Gulf of Guinea Carrying vegetable oil in deep tank	Ham ✠LMC9,35		CL	1935 9mo Lloyd's A&CP	Howaldtswerke A.G. Hamburg	UnitedAfricaCo. Ld.	~~197·0|34·5|13·5~~ Q53'F22' |11·3 197·5|34·7| FK CellDBuMT22'57tMT22'241tFPT	London British 5BHAsp 7tAPT31t	Oil Engines 4S.C.SA 12Cy.11"-17 1/16" 142NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	13 ″ 6 s3 ″ 7¼ 10 ″ 0	
37957 EALN	**Elanchove** (exEuzkera-35, exVirgen deBegoña,exIberia,exJuan Olavarriaga,exMercedes) 1Dk Mchy.Aft	4524 — 2925					1902	Nthmblnd S.B.Co.Ld. Newcastle	CiaMaritimaElanchove(PedroPerez deGante,Mgr.)	351·4|50·8|28·3 F36' WB	Bilbao Spanish	T.3Cy.27",43"&72"-48" 359NHP N.E.MarineEng.CoLdNwc	31 ″ 0	G
37958 811	**Ermioni** (exMarinos-35, 3Mst exSte.Marie-35, ssBel.2ndNo.3-1,27 exOaktown-34, ssBel.No.1-31 exPar) 1Dk(Stl) Mchy.Aft Well deck	440 293 237	✠ ... 2,36 ~~MS5,31~~	Ant ~~✠LMC~~ ~~BS7,34~~8,35	g	~~6,34~~ 8,35	1902 3mo Lloyd's A&CP	J Fullerton &Co. Paisley	PetrosM.Nomikos, Ld&Soc Héllenique deProduitsChimiques etErgrais (Petros M.Nomikos Ld.Mgrs.)	155·5|27·0|10·6 Q85'B11'F25' FK DBamid	Piræus Greek 3BHCem 32' f12' 79t	C.2Cy.21"&42"-30" (s) 115lb 88NHP 1SB,3pf,GS53,HS1447 Ross&Duncan.Glasgow FPT54tAPT35t	11 ″ 5 ~~s 4 ″ 3½~~ ~~11 ″ 2~~	
37959 161587 GYMW	**Embassage** 1Dk&Shelter dk D.F. CruiserStern	4954 4449 2912	✠100A1 withfreeboard 1,36 ~~9,35~~ ~~(ClassContemplated)~~	Sld Shl ✠LMC9,35	z	CL	1935 9mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	HallBros.S.S.Co. Ld.(HallBros. Mgrs.)	409·2|57·6|24·0 F39' FK (CollBHtoShelter dk5BHto2nd dk) CellDB349'1114tFPT204tAPT168t	Newcastle British 6BHCem	T.3Cy.21½",37"&62"-42" 220lb (s) 353NHP 2SB(FD),&1AuxSB,8cf, GS122,HS5087 N.E.MarineEng.Co.Ld.Sld.	27 ″ 0½ s2 ″ 8¾ 24 ″ 6¼	
37960 438 IBNN	**Erica** (exWasaborg-35,exUnionCity, exIserlohn) ssHam.No.1-13 2Dks(Stl)&deep framing Well deck lower dk in Nos.1&3holds	4672 — 2921	✠ 10,16 ✠	Ham	z		1909 9mo	Reiherst'g Schiffsw. Hamburg	A.Lauro	399·0|53·9|24·8 P&B329'F52' FK CellDBa124'uE&B47'f182'1288t	Naples Italian 7BHCem	T.3Cy.26",47⅝"&76¾"-48" 597NHP 3SB,9cf,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0	C †
37961 DGWF	**Elbing II** (exRhenania-35,exKrusau, exRhenania) 1Dk	826 716 480					1894	Flensburgr Schiffsb.Ges. Flensburg	A.Zedler	205·5|33·9|12·9 Q18'B44'F21'	Elbing German WB	T.3Cy.14",23"&37"-24" NB24 69NHP FlensburgerSchiffsb.Ges.		G
37962	**Elton** (exMiraflores-35, exEidsfjeld. Fitted for oil fuel exOlofBrodin)	1851 1597 1072					1919	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·0|42·1|17·9 P22'B71'F29'	Odessa Russian WB	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
37963 468 SVII	**Efthalia Mari** (exAmarna-35) ssLiv.No.3-8,31 ssLiv.No.1-35 2Dks(Stl)	4195 3945 2600	✠100A1 10,35 ~~8,34~~ ~~MS8,31~~ ~~DBS6,34~~	Liv ✠LMC 10,35 ~~MDS6,34~~	x	CL N7,33	1919 3mo Lloyd's A&CP	N.ofIrelnd S.B.Co.Ld. Londonderry	N.Maris	370·4|51·2|25·8 P32'B128'F34' FK CellDB316'1048tDTa28'660tFPT107t	Andros Greek 6BHCem APT108t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 180lb 100lb 506NHP 3SB,9cf,GS160,HS6831 FD WestinghouseCoManchstr	28 ″ 2 s4 ″ 4½ 24 ″ 0	
37964 163219 MKMN	**Empire Star** TwinSc 1Dk&Shltr dk,3rd dk except in No.1 hold Ref.Mchy 4th dk fr'd of Mchy space D.F. E.S.D.GyC. OilEng. CruiserStern	11093 8857 6814	✠100A1 withfreeboard 5,36 ~~12,35~~ ✠Lloyd'sRMC~~12,35~~5,36	Bel Lon ✠LMC12,35		CL	1935 12mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	FrederickLeyland &Co.Ld.	524·2|70·4|32·3 P64'B193'F72' FK Duct keel fr'd of mchy space (CollBHtoShelterdk,7BHto2nddk) CellDB369'2295tFPT95tAPT157t	Belfast British 8BHptCem	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" 2463NHP 2DB100lb Harland&Wolff,Ld Bel.	35 ″ 0 s5 ″ 7¼ 29 ″ 7	
37965 1082	**Enrico Beraldo** AuxScBkn (exSailing VesselNorge-35, OilEng. exBellmore, ssHul.2ndNo.3-8,19 exMaracaibo) 1Dk (SeeSailingShipRegisterSupplement)	340 309 204	✠ 5,25	Hul	i		1892 6mo	Grngemth Dkyd.Co. Grngemouth	MatteoBeraldo	147·9|27·1|10·8 F17' BK7"	Genoa Italian 3BHCem	Oil Engines 4S.C.SA 6Cy.8¼"-12⅝" 40NHP Emade30fitted35 Motorenfbr."Deutz"A.G. Koln-Deutz	11 ″ 11	I †
37966	**Evellyn-Marion** (exStephanie-35) 1Dk	757 600 437					1909	Nüscke& Co. Stettin	CarlKroll&Son	202·5|30·3|12·6 Q62'B46'F23'	Panama Pnamanian WB	T.3Cy.14",22"&36"-24" Christiansen& 87NHP Meyer,Harburg		G
37967 220793 KJHM	**Elna** (exDanF.Hanlon-35) Wireless Fitted for oil fuel Mchy.Aft 1Dk	1435 1158 791					1924	Hanlon D.D.&S.B.Co Oakland,Cal.	J.Ramselius	240·0|40·0|17·5 P36'F32'	S.Frncisco Utd.States WB	T.3Cy.19",32"&56"-36" Hooven,Owens& 188NHP RentschlerCo.Hamilton,O.		
37968 277 IBIR	**Ernesto** (exArendskerk-35, exSt.Alban'sAbbey, ssRot.No.3-2,27 exTotmes) ssRot.No.1-31 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	7259 6747 4574	Shelter dk withfreeboard 5,34	Rot	d†		1914	Akt.Ges. "Neptun" Rostock	Soc.Italiana ErnestoBreda	473·9|61·2|28·7 F50'onShelter dk FK CollisionBHtoShdk CellDB424'1698tFPT90tAPT22t	Venice Italian Cem 8 " " U "	T.3Cy.30¾",48⅞"&81"-55" 748NHP 4SB,12cf,GS240,HS11128 A.G."Neptun,"Rostock	31 ″ 3	I †
37969	**Elpis** (exBramwell-35, exLlanthonyAbbey-34, ssCff.No.3-4,32 exOchilbrae,exChaldon) 1Dk(Stl) Cargo battens not fitted	1492 1333 810	✠100A1 ~~11,35~~~~11,34~~4,36 MS4,32	Cff Pir ✠LMC BS9,~~34~~ 4,36	p	CL ~~11,34~~ 11,35	1919 12mo Lloyd's A&CP	Dundee S.B.Co.Ld. Dundee	A.M.Printegis& A.O.Anastassiou (A.Kiouze-Pezas Mgr.)	240·0|36·2|19·2 B52'F23' FK CellDB198'295tFPT	Piræus Greek 4BHCem 77tAPT66t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 Cooper&Greig,Ld.Dundee	21 ″ 3 s2 ″ 10 18 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au classement expiré. Lettre d'Enregistrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
37970 129079 GNFP	**Elisabeth Lensen** (*ex*Monkswood-35 ssRot.No.3-8,23 *ex*Maresfield) ssNpt.No.2-31 D.F. 1*Dk*(*Stl*)	4212 3970 2633	✠100A1 6,35 BS9,35 ✠LMC3,31	Nwc	*x*	CL 6,35	1910 3mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	ElisabethLensen Navigation,Ld. (A.C.Lensen,*Mgr*)	365·0|51·4|25·9 P23'B234'F31' FK *Cell DBa125'uE&B43'f151'992tFPT87tAPT130t*	London British 6*BHCem*	T.3Cy.26",42½"&70"-48"(*s*) 180lb 395NHP 3SB,9*cf*,GS162,HS6440 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 4 s 3 ″ 9¾ 24 ″ 9	
37971 164574 GYQY	**Elona** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *1Dk 2nd dk clear of cargo tanks*	6192 5496 3630	✠100A1 1,36 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC1,36	Nwc	*a*†	CL	~~1935~~ 1936 1mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson,LdNewcastle	Anglo-Saxon PetroleumCo.Ld.	430·3|54·5|30·7 P87'B37'F48' FK *CellDBuE61'132tDTf25'261tFPT106tAPT59t*	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.$25\tfrac{9}{16}$"-55⅛" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 7½ 25 ″ 7	
37972 164279 GYRP	**Ethiopian** *1Dk&Shelter dk* *Rudder electrically welded* D.F. ***CruiserStern***	~~6800~~ 5424 4447 3203	✠100A1 *withfreeboard* 3,36 ✠LMC3,36 *Carrying vegetable oil in deep tank*	Wsm	*a*†	CL	~~1935~~ 1936 3mo *Lloyd's A&CP*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	UnitedAfricaCo. Ld.	~~400·9|57·5|37·7~~ ~~F48'~~ |57·7|23·6 417·5| F43' FK (*CollBHtoShelter dk,6BHto2nd dk*) *CellDB337'1058tDTa25'830tFPT226tAPT205t*	Liverpool British 7*BHCem*	T.3Cy.21⅝",$35\tfrac{7}{16}$"&$57\tfrac{1}{16}$"-39⅜" & LP Turbine with DR gearing & hydraulic coupling 220lb (*s*) 350NHP 2SB,6*cf*,GS100,HS4476 FD DeutscheSchiff.-uMschb.A.G.Seebeck,Wsm.	25 ″ 8 s1 ″ 11¼ 23 ″ 10¾	
37973 DORF	**Ehrenfels** Ⓟ *OilEng.* *Ref.Mchy.* D.F. E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	~~8000~~ 7763 — 4775					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6|61·2|31·1 ~~P83'B220'F46'~~ P64'B207'F38'	Bremen German *WB*	2 Oil Engines each 6Cy.20⅞"-$29\tfrac{15}{16}$" SR geared to 1 Sc. Shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
37974 163222 GYSB	**Eros** *2Dks 3rd & 4th Dks in holds* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	~~5700~~ 5888 5042 2986	✠100A1 *withfreeboard* 4,36 ✠LMC4,36 *Three lower decks for fruit cargoes* *Fitted for oil fuel 4,36 F.P. above 150°F.*	Bel		CL	1936 4mo *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast ✠Lloyd'sRMC4,36 for temp. 20°F.	ErinS.S.Co.Ld. (StandardFruit&S.S.Co.Ld*Mgrs.*)	415·4|54·8|30·4 P34'B133'F41' FK *CellDB344'945tTanks in way of tunnel 378tFPT70tAPT158t*	Belfast British 7*BHptCem*	T4Cy28½",47½"&(2)57"-51" &elec.drive from LP turbine 260lb (*s*) 1084NHP 5SB,20*cf*,GS357,HS14270 FD Harland&Wolff,Ld.Bel.	33 ″ 6 s8 ″ 8½ 24 ″ 10¾	
37975 215878 WPCS	**Elwood** (*ex*D.J.Moran-36, *ex*ChesterSun) ssPhl.No.3-5,29 *Mchy.Aft* ssBal.No.1-33 *2Dks(Stl)&Web frames* *Longitudinal framing*	7098 6112 4426	✠100A1 12,35~~6,35~~ BS6,35 ✠LMO MS11,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,18 F.P. above 150° F.*	Bal	*b*†	CL 6,35	1918 1mo	SunS.B.Co. Chester,Pa. A&CP	ElwoodTankers, Inc.(Pennsylvania ShippingCo. *Mgrs.*)	429·3|59·2|31·4 P133'B36'F40' FK *CellDBuE&B60'259t DTf40'552tFPT222tAPT57t*	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",$45\tfrac{15}{16}$"&$76\tfrac{9}{16}$"-51" 190lb (*s*) 532NHP 3SB.9*cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 7¾	
37976 LCGV	**Evita** (*ex*Dagland-36, TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6346 5529 3773					1927	A/BGötaverken Gothenburg	A/S Ugland's Rederi(J.M. Ugland,*Mgr.*)	408·3|55·3|32·0 P367tH370tF81t	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-38⅜" 543NHP A/B Gotaverken,Got.		N
37977	**Eolo** (*ex*Statira-36,*ex*Tynemouth-32) ssHul.No.1-33 ~~D.F.~~ 1*Dk*(*Stl*)	*4409* *4051* *2723*	✠100A1 12,35 ✠LMC12,33 BS12,35	Avn	*y*	CL 12,35	1929 11mo *Lloyd's A&CP*	NthmblndS.B.Co. (1927)Ld. Newcastle	Cia.Anon. Maritima"Union" (M.Urruchua, *Mgr.*)	390·6|54·5|23·6 P35'B243'F36' FK *CellDB343'1265tFPT77tAPT136t*	Bilbao Spanish 6*BHCem*	Q.4Cy.21",29½",42"&61"-42" 225lb (*s*) 357NHP 2SB&1AuxSB,8*cf*,GS149, HS6228 N.E.MarineEng.CoLdNwc	25 ″ 9 s 3 ″ 4 22 ″ 7¾	
37978	**Eulota** *OilEng.* *Mchy.Aft* *CruiserStern*	6236 5540 3606	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	N.V. Wilton-Fijenoord Rotterdam	~~N.V.deBataafsche PetroleumMaats.~~ N.V.Petroleum Maats"LaCorona"	~~425·0|54·3|31·0~~ P87'B38'F48'|30·9 428·1|54·5|	TheHague Dutch	Oil Engines 4S.C.SA 6Cy.$25\tfrac{9}{16}$"-55⅛" N.V.Wilton-Fijenoord,Rot	31 ″ 0 s5 ″ 7¼ 25 ″ 7	
37979 LEMB	**Edle** (*ex*Mona-35,*ex*Kolsaas, *ex*Spero) *Mchy.Aft* 1*Dk*	654 527 366					1916	LarvikSlip &Verksted Larvik	D/S A/S Asta (A.Salvesen,*Mgr.*)	179·0|30·2|12·4 P44tH27tF16t	Oslo Norwegian *WB*	T.3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
37980 54 IMRQ	**Ersilia** WoodAuxBkn (*exSailingVessel* *OilEng.* Sant'Iacopo-35) F&C10,28 1*Dk2trB* (*SeeSailingShipRegisterSupplement*)	368 343 352					1920	G.Picchiotti Forte dei Marmi	GiacomoDelfino	138·7|30·1|13·9	Spezia Italian	Oil Engines SocAn"Fiat"S.G.M.Turin		I
37981	**Eolo** Ⓟ *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*	730					1936	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	177·5|29·8|17·4 F28'	Messina Italian *WB*	T.3y.$17\tfrac{11}{16}$",$28\tfrac{9}{16}$"&$45\tfrac{11}{16}$"-$33\tfrac{1}{16}$" 121NHP CantieriNavaliRiuniti,Anc		
37982	**Eilbek** D.F. *CruiserStern*	2150 1660 1300	100A1 (*ClassContemplated*)				1936	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl.	282·0|44·2|16·8 P15'Q81 B26'F35'	Hamburg German	C.4Cy.(2)$16\tfrac{9}{16}$"&(2)$35\tfrac{7}{16}$"-$35\tfrac{7}{16}$" A.BorsigG.m.b.H.Berlin		
37983 ESRI	**Estonia** Ⓟ (*ex*KongGudröd-36) 2*Dks*	1114 1052 654					1910	Trndhjms Mek.Værks. Trondheim	PärnuLaevaA/S	215·3|30·9|21·8 H37*t*	Pärnu Estonian *WB*	T.3Cy.17",28½"&48"-33" 132NHP TrondhjemsMV.Trndheim		N
37984	**Etrema** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern*	6200	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	NVRotterdamDroogd. Maats. Rotterdam	N.V.Bataafsche PetroleumMaats.	427·9|54·5|30·8 P87'B38'F47'	TheHague Dutch	Oil Engines 4S.C.SA 6Cy.$25\tfrac{9}{16}$"-55⅛" WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 7¼ 25 ″ 7	
37985 216220 KJII	**Elizabeth** (*ex*Floridian-36, *ex*Muscatine) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4727 2993			•••		1918	Standard S.B.Corp. ShootersIsld. N.Y.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0|52·0|26·8 P25'B106'F37' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 485HP StandardS.B.Corporation	29 ″ 0	R †
37986 222830	**Ernest T. Weir** (*ex*WorrellClarkson-36) *Mchy.Aft* GyC. 1*Dk*	8203 — 6789					1923	ToledoS.B.Co. Toledo,O.	NationalSteelCorp (M.A.HannaCo. *Mgrs.*)	588·0|60·2|27·4	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24½",41"&65"-42" 274NHP ToledoS.B.Co.Toledo,O.		R
37987	**Ena** *OilEng.* *Mchy.Aft* *CruiserStern* D.F. *pt.Longitudinal framing*	6200	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	Odense Staalskibsvft vedAPMöller Odense	~~Anglo-Saxon PetroleumCo.Ld.~~ PetroleumMaats. "La Corona"	427·9|54·5|30·8 P87'B38'F48'	~~London~~ ~~British~~ Dutch	Oil Engines 4S.C.SA 6Cy.$25\tfrac{9}{16}$"-55⅛". WerkspoorN.V.Ams.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37988	**Ensenada** Ⓟ OilEng. Wireless *Mchy.Aft* *CruiserStern*	300 250 100	100A1 (*ClassContemplated*)				1936	Gute Hoffnung-shütteA.G. Walsum	Abelardo Rodriguez	129·0 P48′F39′	26·0	11·5	Ensenada Mexican	Oil Engines 2S.C.SA 6Cy.$11\frac{13}{16}$″–$16\frac{9}{16}$″ Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
37989	**Elusa** *OilEng.* E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Longitudinal framing at bottom & at deck*	5540	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	N.V. Wilton-Fijenoord Schiedam	PetroleumMaats. "LaCorona"	425·0 P87′B38′F48′	54·2	31·2	TheHague Dutch	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ N.V.Wilton-FijenoordRot		
37990	**Erinna** *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* E.S.D. *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck*	6200	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	N.V.Konink.Maats. "DeSchelde" Flushing	PetroleumMaats. "LaCorona"	425·0 P87′B38′F48′	54·2	31·2	TheHague Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 378NHP N.V.Konink.Maats. "DeSchelde,"Flushing		
37991 142605 GRFM	Ena G. (*ex*Yoseric–36,*ex*WarParrot) *ss*Bel.No.3–2,31 2*Dks*(*Stl*) *Cargo battens not fitted in'tween dks*	5240 4790 3221	✠100A1 10,34 MS2,31 *Carrying oil fuel F.P. above 150°F. in DB*	Shi ✠LMC BS1,35	*y*	CL 10,34	1918 7mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	*CellDB*	400·0 P49′B112′F39′ FK 340′1134*tFPT*124*t*	52·4	28·5	London British 7*BHCem* *APT*195*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
37992	**Europa** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	339 241 160					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	**T.Tammes**	138·0 P41′F14′	23·1	10·0	Groningen Dutch *WB*	Oil Engines 6Cy.$10\frac{13}{16}$″–$15\frac{3}{4}$″ 68NHP BenzDieselMotorenfb. Mannheim		
37993 OHYL	Elsa S. (*ex*Alhama–36, *ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3–4,34 *Well deck* 1*Dk*(*Stl*)&*deep framing*	*1189* *1026* *705*	✠100A1 5,36 ~~7,35~~ BS7,35	Gls ✠LMC2,34	*o*	CL 6,35	1910 7mo	Campbeltown S.B.Co. Campbltown *Lloyd's A&CP*	RederiSohnA/B (O.Y.ErnstSohn, Ld.*Mgrs.*) *CellDB*	229·5 Q79′B58′F28′ FK *a*54′*uE*&*B*33′*f*102′	34·9	16·0	Helsingfrs Finnish 4*BHCem* 315*tAPT*95*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 136NHP 2SB,*4cf*,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 ″ 4 s 1 ″ 7¼ 16 ″ 11	
37994	Elise (*ex*Kamsa–36,*ex*Sara, *ex*Prairial,*ex*Shouragallus, *ex*WarRacoon) 1*Dk*	1986 1741 1183					1919	British American S.B.Co. Welland,Ont.	**A.G.Pappadakis**	250·5 P25′B68′F20′	43·1	22·4	Greek *WB*	T.3Cy.21″,33″&54″–40″ 184NHP CanadianAllisChalmers, Ld.Toronto		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté.
38101 147220 GDRJ	**Flintshire** Ⓟ (*ex*Dardanus-35) D.F. *2Dks&1pt dk*	7726 6478 4859					1923	Workman, Clark&Co.Ld Belfast	GlenLine,Ld.	459·5 P53'B164'F63'	58·4	32·6	Liverpool British *WB*	2SteamTurbinesSRgeared to 1 Sc.Shaft Workman,Clark&Co.Ld.		BT till ~~1,36~~ 8,36
38102	**Foo King** (*ex*Otter-35,*ex*Canadian Otter-34,*ex*Chomedy-32,*ex* CanadianOtter) *2Dks*	*3097* *2483* *1887*					1920	British American S.B.Co. Welland,Ont.	ChangChungYu	320·0 P28'B96'F31'	43·9	22·7	Chefoo Chinese *WB*	T.3Cy.23",38"&63"-42" 257NHP JohnInglisCo.Ld.Toronto		C
38103 OXWE	**Fort de France** TwinSc *3Dks* *OilEng.* *Ref.Mchy.* *Sparred dk in forward holds* *CruiserStern*	~~3900~~ 4165 3852 2535	✠100A1 *withfreeboard* 11,35 ✠LMC11,35 ~~(*ClassContem plated*)~~ ✠Lloyd'sRMC11,35 for temp.33°F.	Odn	*w*	CL	1935 11mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	Dampskibsselskabet af 1935 A/S (T.Basse,*Mgr.*) *CellDBuE&f163'401tDTsa669tFPT51tAPT59t*	~~335·0~~ 336·9	~~48·5~~ 48·8	~~34·7~~ 32·0	Copenhagen Danish FK 5*BH* (*CollBHto Wthr dk*)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP Akt.Burmeistr&Wain,Cpn	34″9 s15″4¼ 19″9¼	
38104	**Francunion VI** (*ex*Winnebago-35) *Fitted for oil fuel* (*FuelDepotShip*) ssNwc.No.3-8,30 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	*4667* *4069* *2749*	✠ ... 9,35 ✠	Bel	*x*		1915 11mo	SirJ.Laing &Sons,Ld. Sunderland *CellDBuE&B*	Cie.Venture- WeirS.A. *59'171tDTf30'233tFPT102tAPT121t*	370·0 P103'B35'F43'	50·1	28·5	Algiers French FK 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.25½",41"&68"-48" 413NHP 2SB,8*cf*,GS136,HS5826 G.Clark,Ld.Sunderland	28″6	
38105 40714 JGKJ	**Fukuyei Maru No. 9** *OilEng.* *Mchy.Aft*	617					1935	Mihara S.B.Yd. Osaka	MansenUnyuK.K.	170·0	28·0	15·0	Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20⅞" 117NHP HanshinTekkosho,Kobe		
38106	**Fuyo Maru** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	376					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	130·0 Q12'F23'	26·0	12·0	Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18½" 193NHP NipponHatsudokiK.K. Kobe		
38107 OXWK	**Fort Royal** TwinSc *OilEng.* ***Ref.Mchy.*** *CruiserStern* *2Dks&Shltr dkSparred dk in forward holds*	~~3300~~ 3217 2754 1912	✠100A1 *withfreeboard* 4,36 ~~12,35~~ ✠LMC12,35 ✠Lloyd'sRMC12,35 for temp.33°F.	Got Hav	*w*	CL	1935 12mo *Lloyd's A&CP*	Götaver- kenA/B Gothenburg	Dampskibsselskabet af 1935 A/S (T.Basse,*Mgr.*) *CellDBuEf163'416tDTsa687tFPT52tAPT59t*	~~335·0~~ 334·1	~~48·6~~ 48·8	~~20·~~ 24·1	Copenhagen Danish FK 5*BH* (*CollBHtoShelter dk*)	Oil Engines 4S.C.SA 16Cy.~~21$\frac{11}{16}$"~~ 21⅝"-39⅜" 724NHP GotaverkenA/B,Got.	26″10 s7″1 19″11½	
38108 164573 GYPM	**Fort Amherst** Ⓟ *2Dks,3rd dk in forward holds* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	~~3400~~ 3489 2476 1946	✠100A1 *withfreeboard* 1,36 ✠LMC1,36 ✠Lloyd'sRMC1,36 *Fitted for oil fuel* 1,36 *F.P.* above150°F	Gls		CL	~~1935~~ 1936 1mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	FurnessWithy& Co.Ld. *CellDB247'435tFPT23tAPT64t*	314·9 P&B200'F47'	45·1	24·5	London British FK 7*BHptCem* (2„*to2nd dk*)	T.3Cy.22",35"&63"-39" &exhaust turbine driving steam compressor 220lb (*s*) 456NHP 2SB,6*cf*. HS6100 FD D.Rowan&Co.Ld.Gls.	27″1 s8″6¾ 18″8¾	BT till 1,37
38109 OXWT	**Fort-Richepanse** TwinSc *2Dks&Shelter dkSparred dk in forward holds* D.F. *Ref.Mchy.* *OilEng.* *CruiserStern*	3221 2754 1914	✠100A1 *withfreeboard* 1,36 ✠LMC12,35 ~~(*ClassContem plated*)~~ ✠Lloyd'sRMC12,35 for temp.33°F.	Odn	*w*	CL	~~1935~~ 1936 1mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	~~Cie.deTransports~~ ~~IsothermiquesS.A.~~ Dampskibsselskabet af 1935 A/S (T.Basse,*Mgr.*) *CellDBuE&f163'401tDTsa669tFPT51tAPT59t*	~~335·0~~ 334·1	~~48·5~~ 48·8	~~34·8~~ 24·1	Copenhagen Danish FK 5*BH* (*CollBHtoShelter dk*)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GotaverkenA/B,Got.	26″10 s7″1½ 19″11¼	
38110 DHLO	**Fechenheim** (*ex*Hessen-35) 4Mst *Fitted for oil fuel* *Ref.Mchy.* D.F. Sub.Sig. 2*Dki*	8116 7397 4887					1922	Bremer "Vulkan" Vegesack	Unterweser ReedereiA.G.	468·7 P55'B260'F41'	58·3	32·7	Bremen German *WB*	T.3Cy.32¼",52¾"&86⅝"-55⅛" 560NHP BremerVulkan,Vegesack		G
38111 124004 GPQN	**Fair Head** (*ex*Zealand-35) ssLiv.No.3-2,28 ssBel.No.2-36 ~~ssLiv.No.1-33~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	1718 1536 891	✠100A1 *Spar dk* 3,36 ~~5,35~~ ~~BS5,33~~ 3,36 ✠LMC~~4,33~~ 3,35	Liv Bel	*r*	CL ~~5,34~~ 3,36	1906 10mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellDBa58'uE21'f116'258tFPT48tAPT25t*	260·0 B73'F33'	36·0	14·7 22·2 FK&BK1½"	Belfast British 4*BHCem*	T.3Cy.20½",34"&55"-42" (*r*) 180lb 247NHP 2SB,6*cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls.	24″6 s3″7¼ 21″1¼	
38112	**Francaise II** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petrôleum in bulk*	584 461 229					1935	Forg.&Ch. delaMéditSA LaSeyne	Cie.Nav.des Pétroles	190·2 P30'F35'	25·9	12·1	French	Oil Engines 2S.C.SA 4Cy.14$\frac{3}{16}$"-18⅛" 141NHP Forg.&Ch.delaMédit.S.A. LeHavre		
38113	**Frangoula Vrondissis** 5Mst (*ex*Everene-35,*ex*Eirene,*ex*Crisia, *ex*RudolfRettich,*ex*Rose- marieHölken,*ex*HedwigHeidmann) 1*Dk* *Cantilever framed topside tanks*	2083 1784 1064					1903	SirRaylton Dixon&CoLd Middlesbro'	J.A.Vrondisis	290·8 B59'H42'F26'	40·7	18·7	Andros Greek *WB*	T.3Cy.20½",34"&56"-36" 138NHP N.E.MarineEng.Co.Ld.Sld		G
38114	**Fu Ho** Ⓟ (*ex*Komata-35) 1*Dk*	*2115* *1772* *1294*					1907	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	~~FanShenHang~~ Fan Shien Ho	286·0 P24'B68'F30'	42·1	18·5	Tsingtao Chinese *WB*	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		
38115 164569 GYPS	**Fernmoor** *OilEng.* 1*Dk&Shelter dk* *Cruiser Stern*	4972 4580 3018	✠100A1 *withfreeboard* 1,36 ✠LMC1,36	Sld	*a*†	CL	1935 1936 1mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	LordRunciman ShippingCo.Ld. *CellDB346'1174tMT1236tAPT191t*	412·2	54·2	26·1	London British FK 7*BHptCem* (*CollBHtoShelter dk*,6*BHto2nd dk*)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld	28″8 s3″4½ 25″6½	
38116 164572 MKVK	**Fulham** ***Mchy.Aft*** 1*Dk* Wireless *Cargo battens not fitted*	~~1595~~ 1599 1202 879	✠100A1 *withfreeboard* 2,36 ~~(*ClassContem plated*)~~ ✠LMC2,36	Lth	*p*	OG	~~1935~~ 1936 2mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland *CellDBuE24'f159'571tDeck Tank amidships56tFPTs167tAPT12t*	The Mayor,Aldermen&Councillors of theMetropolitan Borough ofFulham	~~238·0~~ 238·1 Q145'B16'F22'	38·3	16·5	London British FK 4*BHptCem*	T.3Cy.16½",27½"&46"-33" 200lb *100lb* (*r*) 135NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.CoLd.Sld	18″6 s6″3¼ 16″7¾	
38117	**Frisia X** TwinSc *OilEng.* 1*Dk* *CruiserStern*	331 204 136					1935	Jos.L. Meyer Papenburg a.d.Ems	A.G.Reederei Norden-Frisia	135·4 B57'	24·9	7·5	Norderney German	Oil Engines 4S.C.SA 12Cy.8$\frac{7}{16}$"-14$\frac{3}{16}$" 83NHP DeutscheWerkeA.G.Kiel		
38118	**Feng Ho** (*ex*Hyades-35) *Fitted for oil fuel* 2*Dks*	3317 3329 2668					1900	Maryland SteelCo. Sparrows Pnt	~~FanShenHo~~ Fan Shien Ho (H.Ishizaki,*Mgr.*)	331·5 P40'B75'F35'	47·0	25·0	Tsingtao Chinese *WB*	T.3Cy.21",35"&56"-42" 203NHP MarylandStl.Co.Baltimore		R
38119 918	**Famiglia Merica** WoodAux (*ex*Sailing Vessel *OilEng.* 3MstSr MaddalenaBeraldo-35) 1*Dk*2*trB* (*See SailingShipRegisterSupplement*)	445 — 398					1920	M.Tappani Chiavari	ErnestoLena	137·8 P29'F13'	29·5	16·4	Genoa Italian	Oil Engines		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R.
38120 164593 GYPN	Fort Townshend Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern* *2Dks 3rd dk in forward holds*	~~3400~~ 3489 2476 1944	✠100A1 *with freeboard* 4,36 ✠Lloyd'sRMC3,36 *Fitted for oil fuel*4,36*F.P.above*150°F.	Gls ✠LMC4,36	*u*	CL	1936 4mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Furness,Withy &Co.Ld.	~~310·0|45·2|16·5~~ P&B200'F47' |24·5 314·9|45·1| FK *Cell*DB247'435t*FPT*	London British *7BHptCem* *(2BHto 2nd dk)* 23t*APT*64t	T.3Cy.22",35"&63"-39" & exhaust turbine driving steam compressor 220lb (*s*) 456NHP 2SB,6*cf*,HS6100 FD D.Rowan&Co.Ld.Gls	27 " 1 s8 " 6¾ 18 " 8¾	
38121 121266 MCJT	Firethorn (*ex*Virago-36, *ex*Javelin) 3Mst *ss*Liv.2ndNo.3-3,33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	321 223 125	✠100A1 11,35 BS4,35	Liv ✠LMC1,33	*f*	CL 11,35	1905 10mo *Lloyd'sA&CP*	J Fullerton &Co. Paisley	W.J.Ireland	141·0|23·8|9·7 Q78'B9'F30' FK *FPT*	Liverpool British *3BHCem* 35t*APT*7t	C.2Cy.18"&40"-27" (*s*) 130lb 85RHP 1SB,3*pf*,GS51,HS1461 Ross&Duncan,Glasgow	10 " 10 s4 " 2 10 " 9	
38122 148277 MFLN	Farleigh Combe (*ex*Southwell-36) *ss*Hul.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	486 309 195	✠100A1 ~~6,34~~1,36 MS9,32	Nwc Brs ✠LMC BS5,35	*g* -	CL ~~N5,33~~ 12,35	1924 12mo *Lloyd'sA&CP*	GooleS.B. &RepgCo.Ld. Goole	AldShippingCo.Ld.	156·2|25·6|9·8 Q86'B11'F23' FK *Cell*DB*f*89'115t*FPT*	Bristol British *3BHCem* 37t*APT*25t	T.3Cy.13",21"&35"-24" (*s*) 180lb 82RHP 1SB,3*pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 " 0 s4 " 6¾ 11 " 9¾	
38123 160573 MPFN	Foss Beck (*ex*Freshmoor-36) Wireless *OilEng.* ~~*ss*Sld.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* *ss*Shl.No.2-36	1074 881 560	✠100A1 2,36 DBS3,36 *Carrying Petroleum in bulk*	Mtl Shl ✠LMC3,36	*n*	CL ~~1,35~~ 3,36	1928 9mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	FossBeckShipping Ld.(A.C.Lensen, *Mgr.*) *Cell*DB*u*E33'32t	210·5|34·3|17·4 P75'F27'*Trunk in well* FK *DTf*14'68t*FPT*19t	London British *12BHptCem* *APT*24t	Oil Engines 2S.C.SA 3Cy.15¾"-51¼" 230NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	17 " 9 s1 " 10½ 16 " 0½	
38124 DOCY	Franciska Hendrik Fisser (*ex*Lerche-35,*ex*Ilmar, *ex*Menkar) 2TwinMsts Wireless 1*Dk* *Well deck* *Mchy.Aft*	1128 866 657			•••		1918	Wilton'sE. &Slipwy.Co. Rotterdam	HendrikFisser Aktiengesellschaft (Fisser&v.Doornum,*Mgrs.*)	229·5|34·7|13·2 Q132'B13'F34' FK	Emden German *WB*	T.3Cy.15½",25½"&41"-36" NB22 124NHP Wilton'sE.&SlpwyCo.Rot.	16 " 0	G †
38125	Fernglen *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5200					1936	Götaver-kenA/B Gothenburg	(Fearnley&Eger, *Mgrs.*)	423·0|56·6|24·8 F38'	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.$17\frac{1}{16}$"-47¼" 856NHP GotaverkenA/B,Got.		
38126 LDDT	Fjord (*ex*Wagland-36) *ss*Bgn.No.3-5,34 1*Dk*(*Stl*) *Cargo battens not fitted*	2155 1886 1295	100A1 12,35 BS6,35	Bal LMC5,34	*r*	CL 12,35	1916 11mo A&CP	Fujina-gataDkyd.Co Osaka	A/S D/S Fjeld (A.Meidell,*Mgr.*) *Cell* DB*a*&*u*E106'204t	272·0|40·0|24·1 P16'B50'F26' FK *f*112'251t*FPT*102t	Bergen Norwegian *4BHCem* *APT*54t	T.3Cy.17½",30½"&51½"-36" 180lb (*s*) 189NHP 2SB,6*cf*,GS100,HS3135 FujinagataDockyard Co.	24 " 2 s4 " 1½ 20 " 2	
38127 LDAD	Fjeld (*ex*Tela-36,*ex*TotaiMaru) *ss*Rot.No.3-6,29 *ss*Rot.No.1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2960 2719 1834	✠100A1 9,35 MS8,34	NYk ✠LMC BS3,35	*t*	CL 8,34	1916 5mo *Lloyd'sA&CP*	OsakaIron Works,Ld. Osaka	A/S D/S Fjeld (A.Meidell,*Mgr.*)	305·3|44·0|25·0 P19'B82'F32' FK *Cell* DB 255' 519t *FPT*	Bergen Norwegian *5BHCem* 76t*APT*20t	T.3Cy.22",37"&61"-42" (*s*) 180lb 233NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorks,Ld.	27 " 3 s4 " 3 23 " 2	
38128	Funagawa Maru No. 2 *Should be "Hadachi Maru," see No. 38444 in Supplement* *OilEng.* Wireless *CruiserStern* 1*Dk* *ptLongitudinal framing*	1000 [illegible] 520					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	216·4|32·8|17·3 P58'B16'F20'	Japanese *WB*	Oil Engines 4S.C.SA 7Cy.$14\frac{3}{8}$"-$19\frac{11}{16}$" 141NHP MitsubishiJukogyoK.K.		
38129 161593 GYTR	Franquelin TwinSc *OilEng.* *Mchy.Aft* *Electrically welded* *CruiserStern* *Cargo battens not fitted*	~~2100~~ 2097 1970 1597	A1 *For Service on the Great Lakes & the Gulf of St. Laurence (April to October 31st) at extreme draught of 14'* (*Class Contemplated*)				1936	SwanHun-ter&Wigham Richardson, Ld.Newcastle	Swan,Hunter& WighamRichard-son,Ld.	~~251·0|44·0~~|20·2 P37'F31' 251·3|43·9|	Newcastle British	Oil Engines 2S.C.SA 12Cy.$11\frac{13}{16}$"-15¾" SulzerBros.Ld.Winterthur		
38130	Fulham II *Mchy.Aft*	1595 1202 879	100A1 *with freeboard* (*Class Contemplated*)				1936	Burntislnd S.B.Co.Ld. Burntisland	The Mayor,Aldermen&Councillors of the Metropolitan Borough of Fulham	238·1|38·3|16·5 Q145'B16'F22'	London British	T.3Cy.16½",27½"&46"-33" 185NHP N.E.MarineEng.CoLd.Sld.	18 " 6 s6 " 3¼ 16 " 7¾	
38131	Fasan *Ref.Mchy.* Wireless D.F. 2*Dks*	1500					1936	Howaldts-werkeA.G. Kiel	Argo-Reederei A.G.	243·5|38·8|23·0 B65'F28'	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling DeutscheSchiff.u 116NHP Mschb.A.G.Weser,Bmn		
38132	Ferncastle *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. *Carrying Petroleum in bulk*	9900					1936	Deutsche WerftA G Bet Finkenwrder Hamburg	Fearnley&Eger	492·9|66·1|36·5 P130'F75'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1165NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
38133	Friedrich Breme *OilEng.* D.F. E.S.D. GyC. *Longitudinal framing* *Mchy.Aft*	10000	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1936	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Deutsch-Amerikanische Petroleum Ges.(WariedTankschiff Rhederei G.m.b.H.*Mgrs.*)	485·0|69·7|37·0 P107'B39'F35'	Hamburg German	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-47¼" DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. 3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade.
38251 141863 CYMR	Georgian Ⓟ TwinSc (exCapeEternity-35, exRochester) 1Dk2trB	2484 1949 1407					1910	Detroit S.B Co. Wyandotte	SeawayLines,Ld. (F.Walmsley, Mgr.)	246·8	42·3	15·9	Montreal British WB	T.3Cy.(2)16",(2)25"& (4)31"-22" 180NHP DetroitS.B.Co.Detroit		
38252 161584 MBXB	Glen OilEng. 1Dk Mchy.Aft CruiserStern	471 371 234	✠100A1 3,36 ~~7,35~~ ~~(ClassContemplated)~~ ✠LMC7,35	Nwc	h	CL	1935 7mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	~~The~~Tyne-Tees SteamShipping Co.Ld.	~~163·0~~ ~~P55'F28'~~ 165·2 P45'F22' FK CellDB106'152tFPT	~~27·0~~ 27·1	~~12·3~~ 10·4	Newcastle British 3BHptCem 65tAPT11t	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A/G.Koln-Deutz	12 ″ 4 s1 ″ 2 11 ″ 3¼	
38253 40172 JYOH	Goro Maru OilEng. 1Dk Mchy.Aft CruiserStern	301 218 202					1935	Urabe Zosen Tekkosho Osaka	UrabeZosen Tekkosho	120·0 P22'F19'	23·0	11·5	Osaka Japanese WB	Oil Engines 2S.C.SA 4Cy.14¼"-16" 143NHP KobeHatsudokiK.K.Kobe		
38254 4681 PEFM	Gadila Mchy.Aft CruiserStern OilEng 1Dk,2nd dk clear of cargo tanks Rudder electrically welded Longitudinal framing at bottom & at deck	7999 7235 4762	✠100A1 10,35 ~~4,35~~ ✠LMC4,35 CarryingPetroleum in bulk	Kel Rot	c†	CL	1935 4mo	Howaldts- werkeA.G Kiel Lloyd'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'137tD	463·0 P93'B47'F48' FK Tf25'247tFPT150	59·3	33·9	TheHague Dutch 15BHptCem ptAsp tAPT118t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅓" 502NHP 180lb HowaldtswerkeA.G,Kiel	34 ″ 0 s 6 ″ 8¾ 27 ″ 6	
38255 PEHT	Genota OilEng. 1Dk.2nd dk clear of cargo tanks Mchy.Aft D.F. Cruiser Stern Rudder electrically welded Longitudinal framing at bottom & at deck	7987 7233 4754	✠100A1 9,35 ~~4,35~~ ✠LMC4,35 CarryingPetroleum in bulk	Ham Rot	c†	CL	1935 4mo	Deutsche WerftAG Bet Finkenwrder Hamburg Lloyd'sA&CP	PetroleumMaats. "LaCorona" CellDBuE64'137tD	463·0 P93'B47'F48' FK Tf25'270tFPT136t	59·3	33·9	TheHague Dutch 15BHptCem APT83t	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-55⅓" 502NHP DB180lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
38256	Gloriastar Ⓟ (exKlipfontein-35) 3Dks	5551 4726 3127					1922	Rotterdam Droogd. Maat Rotterdam	FratelliRizzuto	402·4 F37'	58·3	26·4	Rome Italian WB	2 Steam Turbines DR geared to 1 Sc. Shaft Met.VickersElecCoLdMch		V
38257 CSKX	Gorgulho (exOceaan-35) ssRot.No.1-35 Mchy.Aft OilEng. CruiserStern 1Dk(Stl)	428 309 278	✠100A1 12,35 ~~7,35~~ ✠LMC2,35	Lon Lis	f	CL 7,35	1931 10mo	J.Smit& Zoon Foxhol Lloyd'sA&CP	ParceriaGeral de Pescarias (Bensaude&Co.Ld. Mgrs.) CellD	149·2 P41'F19' FK B108'123tFPT18t	25·5	9·7	Lisbon Portuguese 3BHCem APT14t	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"-17$\frac{11}{16}$" 87NHP MtrnWerkeMannheimAG	11 ″ 4 s ″11½ 10 ″ 5¼	
38258 132428 ZMLY	Gale 3Mst OilEng Mchy.Aft 1Dk	622 419 314	✠100A1 1,36 ~~9,35~~ ~~(ClassContemplated)~~ ✠LMC9,35	Bwg Lyt	j	CL	1935 9mo	Scott& Sons Bowling Lloyd'sA&CP	Canterbury SteamShipping Co.Ld.	~~175·1~~ Q99'B11'F30' 175·0 FK CellDB115'190tFP	30·1 31·6	10·3	Lyttltn,NZ. British 3BHCem ~~WB~~ T44tAPT43t	Oil Engines 2S.C.SA 5Cy.13⅜"-~~22$\frac{7}{16}$"~~ 156NHP DB100lb BritishAuxiliariesLd.Gls.	12 ″ 6 s3 ″ 11 12 ″ 4¾	
38259	Germania(exLeonidasM.Valmas-35, exGerano-34,exStern) 1Dk "LeonidasM.Valmas," see No. 38936 in Supplement	2080 1403					1914	Stettiner Oderwerke Stettin	M.L.Valmas	258·3 P32'Q75'B&F164'	40·5	16·2	Andros Greek WB	T.3Cy.20½",31½"&51⅓"-35⅖" 156NHP StettinerOderwerke		C
38260 SVIE	Galaxias (exTreneglos-35) ssCff.No.3-11,30 D.F. 1Dk(Stl)&Shelter dk(Stl) ssCff.No.1-35	4393 4147 2753	✠100A1 Shelter dk withfreeboard 7,35 ~~11,34~~ MS8,35 BS11,34 ✠LMC~~11,30~~	Cff	y	CL 7,35	1918 3mo	J.Read- head&Sons, Ld. S.Shields Lloyd'sA&CP	M.J.Lyras&Co. CellDBa	400·0 FK 131'uE23'f175'100	52·1	25·2	Piræus Greek 6BHCem 3tAPT50t	T.3Cy.26".43"&71"-48" (r) 180lb 90lb 488NHP 3SB.9cf,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26″10 s 2″10¾ 24 ″ 2½	
38261 237 ~~TLEO~~ INOT	Galiola (exCarloMartinolich-35, exCarlo,exStella ssTri.No.3-11,32 Capella,exMaasveer, 1Dk(Stl) exYselmonde)	1428 1142 814	100A1 3,36 ~~5,35~~ MS3,33	Tri Ven LMC BS~~1,35~~11,35	o	CL 5,35	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l CellDBa&	247·7 P28'B56'F20' FK uE81'f88'333tFPT	36·9	15·6	Trieste Italian 4BHCem 41tAPT65t	T.3Cy.18",29"&46⅓"-36" (s) 180lb 181NHP 2SB,4cf,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s 2 ″ 2 15 ″ 11½	
38262 135897 GBZT	Grelrosa (exArchmel-35, exMendipRange) D.F. 1Dk	4574 4270 2887					1914	Nthmblnd S.B.Co.Ld. Newcastle	HeantonShipping Co.Ld.(W.T.Gould, Mgr.)	385·0 P36'B119'F37'	51·9	27·1	London British WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
38263	Galeb (exPerseveranzaG.-35, exChrysallis,exFreja,exSvanen,exEster) Well deck 1Dk	446 341 271				•••	1904	Thorskogs Mek.Verks. Thorskog	MarinFeric	154·5 Q49'B33'F20' FK	25·3	11·2	Split Yugoslav WB	C.2Cy.15$\frac{9}{16}$"&24⅜"-17½" 32NHP ThorskogsM.V.Thorskog	13 ″ 9	I †
38264 377 IBKV	Gradisca Ⓟ TwinSc (exGelria-35) ssAms.No.3-2,25 Ref.Mchy. ssAms.No.2-33 D.F. E.S.D. 2Dks(Stl)&Shelter dk GyC. (Stl-teaks)	13870 9451 7315	✠100A1 Shelter dk withfreeboard 1,36 ~~1,34~~ BS8,35 ✠LMC8,33 Fitted for oil fuel 9,28 F.P. above 150° F.	Ams Gen	i†	CL ~~7,32~~ ~~SN5,32~~ 8,35	1913 10mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	LloydTriestino CellDB a125'uE&B150'f	541·1 P&B395'F99' FK 206'1781tFPT147t	65·8	35·3	Trieste Italian 8BHCem APT117t	Q.8Cy.28",40",57"&82"-54" 220lb (r) 1725NHP 3D&3SB(FD).&3SB,36cf, GS718,HS27867 A.Stephen&Sons,Ld.Gls.	39 ″ 0 s10″7½ 28 ″ 9	
38265 137536 GRQD	Glenfinlas Ⓟ (exElpenor-35) ~~D.F.~~ 2Dks	7572 6298 4811					1917	Hawthorn, Leslie&Co.Ld Newcastle	GlenLineLd.	455·3 P53'B162'F60'	56·3	32·5	Liverpool British WB	T.3Cy.31",51½"&86"-60" 572NHP N.E.MarineEng.CoLdNwc		BT till 4,36
38266	Gudveig (exRobertMærsk-35) 1Dk	1307 1115 789					1919	Odense Staalskibsv. Odense	D/S A/S Gudvin (HansGjerpen, Mgrs.)	241·6	36·3	16·3	Oslo Norwegian WB	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
38267	Gudrun (exRagnhild-35) 1Dk	1139 975 678					1918	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Frithof Eide(BirgerPeder- sen&Sön,Mgrs.)	230·4 P20'B62'F26'	36·0	14·6	Haugesnd Norwegian WB	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		V
38268	Gudenaa (exWheelsman-35) 1Dk	1359 1204 784					1920	L.Smit& Zoon Kinderdyk	Dampskslsk. HetlandA/S (T.Basse,Mgr.)	239·2 P23'B62'F25'	36·2	16·7	Copnhagn Danish WB	T.3Cy.17½",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdyk		V
38269 SVIO	Greek Mariner (exGaleb-35, exCefnbryn-35, ssPir.No.3-5,27 exGaleb-31,ex ssSsk.No.2-34 Dedinje-31,ex 1Dk(Stl)&Shelter dk(Stl) Cefnbryn,exTheofano,exIoannisVatis)	3714 3527 2317	✠100A1 Shelter dk withfreeboard ~~8,35~~11,35 BS6,35 ✠LMC4,34	Rot Gen	w	CL ~~7,34~~ 11,35	1914 5mo	J.Priest- man&Co. Sunderland Lloyd'sA&CP	Neill&Pandelis (Greece)Ld. CellDBa106'uE25'f	350·0 FK 154'863tDTa29'93	50·9	24·5	Piræus Greek 7BHCem 6tAPT106t	T.3Cy.25",41"&67"-45" (s) 180lb 327NHP 3SB,9pf,GS156,HS5044 G.Clark,Ld.Sunderland	26 ″ 0 s 2 ″6¼ 23 ″ 8½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Board of Trade Cert.
38270 143674 GDPS	**Glenaffaric** Ⓟ (exMachaon-35) D.F. 2Dks	7782 6370 4906					1920	Caledon SB&E.Co.Ld. Dundee	GlenLine,Ld.	459·2 P54'B164'F65'	56·3	32·5	Liverpool British WB	T.3Cy.31",51½"&86"-60" 571NHP CaledonSB.&E.Co.Ld.Dun		BT till ~~1,36~~ 11,36
38271 145198 GDQZ	**Gordonia** (exEleveen-35) ssShl.No.3-11,35 ~~ssBly.No.2-31~~ Arch deck 1Dk(Stl) CruiserStern Cargo battens not fitted	1687 1508 969	✠100A1 11,35 ~~1,31~~ ~~MS1,31~~	Bly Shl LMC11,35 ~~BS1,34~~	p	CL ~~10,33~~ 11,35	1922 10mo	Burntislnd S.B Co.Ld. Burntisland Lloyd'sA&CP	GordoniaS.S.Co. Ld.(J.S.Gordon &Co.Mgrs.)	245·3 P18'F21' FK CellDB210'446tFPT	37·3	22·3	Newcastle British 4BHCem 42tAPT47t	T.3Cy.19",31"&51½"-33" (s) 180lb 179NHP 2SB,6cf,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 " 3 s 6 " 0¾ 18 " 4	
38272	**Georgios** (exBatna-35,exElse, exDr.AdolfSchmidt) 1Dk	2216 1973 1266					1910	Frd.Krupp Akt.Ges. Kiel	G.Angelidis& Mme.MarieN. Lagoutis	286·3 P21'B71'F44'	43·0	19·6	Chios Greek WB	T.3Cy.19⅝",31½"&53¼"-38⅜" 177NHP Frd.KruppA.G.Kiel		V
38273	**Groenlandia** WoodAux3MstSr (exSailingVesselViana-35) OilEng 1Dk2trB	327 314 309					1922	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.	143·0 Q75'F8'	30·2	14·2	Oporto Portuguese	Oil Engines 2S.C.SA 6Cy.7$\frac{1}{16}$"-11$\frac{13}{16}$" 52NHP NE35 Atlas.DieselA/B,Skm.		V
38274 164280 GYRM	**Guinean** D.F. 1Dk&Shelter dk CruiserStern	~~5000~~ 5205 4343 3069	✠100A1 withfreeboard 3,36 ~~(ClassContem plated)~~ Carrying vegetable oil in deep tank	Ham ✠LMC3,36	a†	CL	~~1935~~ 1936 3mo	Howaldts- werkeA.G Hamburg Lloyd'sA&CP	UnitedAfricaCo. Ld. (CollBHtoShelter dk6BHto2nd dk) CellDB341'1179tDTa25'893tFPT248tAPT144t	~~401·3~~ 402·8 F45' FK	~~57·5~~ 57·7	~~25·5~~ 23·2	Liverpool British 7BHptCem ptAsp	T.3Cy.24$\frac{7}{16}$",38$\frac{9}{16}$"&65" -45¼" 220lb (s)372NHP 2SB,6cf,GS107,HS4800 FD HowaldtswerkeA.G.Kiel	25 " 6 s2 " 0¾ 23 " 7¼	
38275 2028 IBSN	**Giacomo C.** (exGeneralePetitti-36) ssLgn.No.3-4,33 D.F. 2Dks(Stl)	5432 4160 3389	✠100A1 12,35 BS~~10,34~~ 12,35	Tri ✠LMC6,32	y	CL 12,35	1920 5mo	Cantiere SanRocco Trieste Lloyd'sA&CP	G.Costa fuAndrea CellDB326'	396·3 382·8 P34'B247'F39' FK 1092t DTa 35' 824t	52·2	25·5	Genoa Italian 6BHCem APT37t	T.3Cy.26",42"&70"-48" (s) 180lb 100lb 411NHP 2SB,6cf,GS118,HS5534 FD J.G.Kincaid&Co.Ld.Grk.	27 " 10 s 3 " 8 24 " 4½	
38276 215963 WNCP	**Golden Sword** (exDelecto-36, exRedondo) ssBal.No.3-2,30 ssBos.No.1-34 1Dk(Stl)2trB	4078 3641 2414	✠100A1 1,35 BS1,36 Fitted for oil fuel2,18 F.P. above 150° F.	NOs ✠LMC1,34	v	CL 1,33	1918 2mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	SwordS.S.Line, Inc. CellDB290'967tDTa14' 240t FPT12t	341·0 P29'B73'F36' FK	48·2	24·5	NewYork Utd.States 6BHptCem APT102t	T.3Cy.24",39"&65"-42" (s) 180lb 339NHP 2SB,6cf,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27 " 3 s4 " 10½ 22 " 7	
38277 LISZ	**Gausdal** TwinSc (exHöeghTrader-36, ssRot.No.1-34 exGuldborg-33) OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl)	4732 4232 2865	✠100A1 withfreeboard 1,36 DBS~~4,34~~ 8,36 Fitted for carrying oil 2,30 F.P. above 150° F. in deep tank	Bkn ✠LMC CS4,34 10,35	z	CL 9,35	1930 2mo	Odense Staalskibsvft Odense Lloyd'sA&CP	SkibsA/S "Gausdal"(Boe& Pedersen,Mgrs.) CellDB338'	385·6 P30'F33' FK 1138t Tanks in way ofTunnels81tMT27'	54·2	25·4	Oslo Norwegian 7BH (Collto Shdk 6 " 2nd ")	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB90lb Akt.Burmeistr&Wain,Cpn 1085tFPT135tAPT140t	28 " 0 s 2 " 11¼ 25 " 3¼	
38278	**Gotland** Ⓟ OilEng. CruiserStern	1900	100A1 withfreeboard (ClassContem plated)				1936	Kockums M.V.Aktieb. Malmö	Ångf.Aktieb. Gotland(C.E. Ekman,Mgr.)	233·0 F74'			Visby Swedish	Oil Engines 2S.C.SA 6Cy.20½"-27$\frac{9}{16}$" KockumsM.V.Akt.Malmö		
38279 111930 VGQY	**G. R. Gray** (exTraveller) Wood 2Dks	433 388 248					1871	A.Stokes Sheboygan, Wis.	AbitibiPower& PaperCo.Ld.(in liq.)	140·0	24·0	12·0	Toronto British	C.2Cy.25"&54"-36" Emade98 145NHP F.W.Wheeler,WestBay City,Mich.		
38280	**Garda**(exMargherita-36,exFortichiari, exPrimo,exGouverneurBeco, exRenéeAchaque,exMalaga, 1Dk exEsSid et-Turki	448 — 249					1892	Akt.Ges. "Weser" Bremen	Soc.An.Naviga- zoine Uccella	167·3 Q28'B33'F19'	26·6	10·3	Naples Italian WB	T3Cy.10$\frac{1}{16}$",16½"&26⅜"-16½" 29NHP A.G."Weser,"Bremen		I
38281	**Germania**(exSaintChamond-36, exLuga) 2Dks ~~Dks~~	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	HellenicLines,Ld. (P.G.Callimano- pulos,Mgr.)	295·0	42·0	17·2	Piræus Greek WB	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		V
38282 FOLM	**Guyane** (exDora-36) Ref.Mchy. OilEng D.F. CruiserStern 2Dks	1794 1455 996					1934	Akt.Bur- meistr&Wain Copenhagen	Cie.Gen.d'Arme- mentsMaritimes	284·5	41·5	15·4	Rouen French WB	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		GV
38283 140324 MLGB	**Grosvenor** (exElsieThomas-36, exElizabethMoffat) ~~ssLiv.No.2-32~~ Mchy.Aft ssBkn.No.3-4,34 1Dk(Stl) Well deck Cargo battens not fitted	305 216 114	✠100A1 3,36 ~~1,32~~ BS1,36	Liv Abn ✠LMC~~3,31~~ MS9,35	d	CL 4,34	1922 1mo	Ritchie, Graham& Milne Glasgow Lloyd'sA&CP	A.M.Massie	130·8 Q48'B8'F22' FK FPT22t	22·6	9·8	Aberdeen British 3BHCem APT19t	C.2Cy.15"&32"-24" (s) 130lb 63RHP 1SB,2pf,GS40,HS1240 Gauldie&Gillespie,Gls.	10 " 6 s " 7½ 9 " 11¾	
38284	**Gulfbelle** D.F. GyC. Fitted for oil fuel Mchy.Aft CruiserStern 2Dks CarryingPetroleum in bulk Longitudinal framing-bracketless system						1936	SunS.B.& DryDockCo. Chester,Pa.	Gulf OilCorp.of Pennsylvania	425·0 P92'B35'F38'	64·0	34·0	P.Arthur, Texas Utd.States WB	2SteamTurbinesDRgeared to1ScShaft 467NHP WestinghouseElec.&Mfg. Co.Phl.		
38285	**Gracie Fields** Pad 1Dk	390					1936	JIThorny- croft&CoLd Southampton	Sou.I.ofWight& S.ofEng.Royal MailStmPktCoLd	195·5 P5'F24' Promenade dk124'	24·8	8·1	S'thamptn British	C.2Cy.23"&48"-51" 137NHP J.I.Thornycroft&Co.Ld.		
38286	**Giuseppe Ercoli** (exC.B.Watson-36, exBulko, Fitted for oil fuel exPerfection) 1Dk2trB Mchy.Aft Carrying Petroleum in bulk	2209 — 1151					1911	American S.B.Co. Cleveland,O.	Cav.Giuseppe Negri	250·0 P92'F52'	43·0	23·0	Rome Italian WB	T.3Cy.19",31"&54"-42" 189NHP AmericanSB.Co.Cleveland		
38287 6296 SJPA	**Granö** (exFernebo-36,exBrävalla) ssGot.No.3-5,33 D.F. 1Dk(Stl)	1885 1621 1068	✠100A1 5,36 ~~7,35~~ BS11,35	Els Got ✠LMC5,33	r	CG ~~3,33~~ 5,36	1920 6mo	Aktieb. Lindholmen- Motala Gothenburg A&CP	RederiA/BRex (K.M.Kallström, Mgr.) CellDB223'470t	262·0 P26'B150'F24' FK	42·7	18·1	Stockholm Swedish 4BHCem APT41t	T.3Cy.20½",33"&55"-36" (s) 185lb 216NHP 2SB,4cf,GS66,HS2850 FD Aktieb.Lindholmen- Motala,Got.	20 " 6 s 1 " 8¾ 18 " 11	
38288	**Gulfdawn** Fitted for oil fuel D.F. GyC. Mchy.Aft 2Dks Longitudinal framing-bracketless CruiserStern system"Arcform" Carrying Petroleum in bulk						1936	SunS.B.& DryDockCo. Chester,Pa.	GulfOilCorpora- tion	425·0 P92'B35'F39'	64·0	34·0	Pt.Arthur, Texas Utd.States WB	2 Steam Turbines DR geared 466NHP WestinghouseElec.&Mfg. Co.Lester,Pa.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L.R. Durée. Cert. Ref.Trade.
38401 LIZS	**Hjalmar Wessel** *Mchy.Aft* 1*Dk*	~~1300~~ 1742 1312 985					1935	Framnæs Mek.Værks. A/S Sandefjord	A/S Borregaard	~~249·5~~ P65'B16'F33' 253·3	39·7	17·5	Sarpsborg Norwegian *WB*	C.4Cy.(2)13$\frac{13}{16}$"&(2)32¼"- 30$\frac{1}{16}$" 96NHP FredrikstadM.V.Frdstad		
38402	**Hwah Jang** (*ex*Skaraas-35, *ex*Ulidia) 1*Dk*2*tr B*&*deep framing*	3164 2897 1957			•••		1903	J.Read- head&Sons SouthShields	HwahSungS.S. Co.Ld.	323·0 P31'B92'F32'	47·0	23·7	Shanghai Chinese *WB*	T.3Cy.24",40"&64"-42" 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	N
38403 1046 ESUI	**Hermes** (*ex*Ernst-35,*ex*Margit,*ex* Bolbek,*ex*Margit, *ss*Hbg.2ndNo.3-4,27 *ex*DeuxCharentes) *ss*Mmo.No.1-32 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1545 1352 880	✠100A1 3,34 MS6,32	Sbg ✠LMC BS~~10,34~~ 11,35	*p*	~~3,34~~ N11,35	1901 5mo	WoodSkin- ner&Co.Ld. Newcastle A&CP	L-ü"Eeroo" (KarlMitt,*Mgr.*) *CellDBa*74'*uE*&	250·0 P28'Q110'B12'F27' *B*36'*f*194'391*tFPT*	37·2	16·2 FK	Tallinn Estonian 4*BHCem* 61*tAPT*67*t*	T.3Cy.20¼",33¼"&54"-36" 160lb (*s*) 180NHP 2SB,6*pf*,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 ″ 5 s 5 ″ 4¼ 17 ″ 3¼	
38404	**Heng Mei** (*ex*ShunKong-35, *Now "Lee Ping," see No.* 38930 *in Supplement* *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks*	*1985* *1727* *1052*					1907	SirRaylton Dixon&CoLd Middlesbro'	HengMeiS.S.CoLd. (HengAnCheng KeeS.S.Co.Ld. *Mgrs.*)	275·7 P80'F32'	40·4	18·7	Shanghai Chinese *WB*	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
38405 164488 GYKS	**Harpagon** D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	5719 5026 3378	✠100A1 *withfreeboard* ~~7,35~~ ~~6,35~~ 3,36 *Fitted for oil fuel* 6,35 *F.P. above* 150° F.	PGl ~~Bkn~~Shl ✠LMC6,35		CL	1935 6mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	GowlandS.S.Co. Ld.(J.&C.Harri- son,Ld.*Mgrs.*) *CellDB*356'1345*t*	428·8 F35' *FPT*174*tAPT*292*t*	58·2	26·0 FK	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",37½"&68"-48" 220lb (*r*) 475NHP 2SB&1AuxB,9*cf*,GS149, HS6706 FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 3 ″ 2¼ 25 ″ 9¾	
38406 159303 EIKV	**Hammond Lane** (*ex*Briim-35, *ex*Mington,*ex*Kilmington) 1*Dk*	634 492 284					1919	Smith's DockCo.Ld. Middlesbro'	HammondLane FoundryCo.Ld.	170·0	30·0	15·7	Dublin British *WB*	T.3Cy.16",26"&44"-26" 99RHP Smith'sDockCo.Ld.Mdb.		
38407 140106 MKVD	**Herbert W. Walker** 3Mst (*ex*Lightning-35,*ex* *ss*Lth.No.3-2,34 ClydeFirth,*ex*EliseMellonie, 1*Dk*(*Stl*) *ex*Millwater) &*Web frames* *Mchy.Aft Well deck*	365 248 136	✠100A1 3,35 BS1,35	Fal ✠LMC2,34	*e*	CL 3,35	1921 10mo	Willough- by(Ply- mouth)Ld. Plymouth *Lloyd's A&CP*	WilsonS.S.Co.Ld. (T.W.Dixon, *Mgr.*)	135·0 Q47'B9'F22'	23·4	9·9 FK	Whitehvn British 3*BHCem* *FPT*49*t*	T.3Cy.11½",18½"&30"-21"(*s*) 160lb 67RHP 1SB,3*pf*,GS50,HS1400 Willoughby(Plm'th),Ld.	10 ″ 7 s ″ 6 10 ″ 2	
38408 145944 ~~VQJG~~ VPJB	**Haitan** Ⓟ (*ex*Silvia-35,*ex*Orel) *ss*HKg.2ndNo.3-5,35~~*ss*Grk.No.3-6,22~~ D.F. ~~*ss*N.Yk.No.2-30~~ 2*Dks*(*U-pt* teak *s*&*pt* ws) &*lower dk*(*Stl*)	3554 3278 2226	✠100A1 *withfreeboard* 5,35 ~~4,34~~ ~~BS4,34~~ ~~*Fitted for oil fuel* 6,22 *F.P. above* 150° F.~~	N Yk HKg ✠LMC~~4,30~~ 5,35	*w*	CL ~~4,34~~ 4,35	1909 8mo	F.Schichau Danzig *Lloyd's A&CP*	DouglasS.S.Co.Ld. ~~(DouglasLapraik& Co.*Mgrs.*)~~ *CellDBa*62'*uE*&*B*	336·7	45·3	29·6 30·1 FK	HongKong British 104'*f*108'43	T.3Cy.27½",46⅗"&76⅗"-47⅕" 180lb (*s*) 644NHP 4SB,12*cf*,GS245,HS9900 FD F.Schichau,Elbing 1*tFPT*35*tAPT*18*t*	32 ″ 6 s 11 ″ 10½ 21 ″ 0	
38409 LJAF	**Höegh Carrier** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4906 4405 2965	✠100A1 *withfreeboard* 8,35 *Carrying cargo oil F.P. above* 150°F. *in deep tank*	Cpn ✠LMC8,35	*z*	CL	1935 8mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	SkibsA/S Arnstein ~~(LeifHöegh,*Mgr.*)~~ (LeifHöegh&Per Holm) *CellDB*342'1	392·9 P31'F32' (*Coll BHtoShelter dk*6*B* 282*tMT*28'1036*tFPT*1	54·3	26·1 FK	Oslo Norwegian 7*BH* *Hto2nd dk*) 30*tAPT*192*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 ″ 4 s 3 ″ 1 25 ″ 5¼	
38410	**Hsin Jui On** (*ex*HsingSuiPing-35, *ex*HsinYiLi-34, *ss*Syd.2ndNo.3-2,18 *ex*JohnWilliams) *ss*Syd.No.2-26 2*Dks*(*U Teak*)	*663* *545* *370*	✠ 3,31 ✠	Syd	*j*		1894 3mo	R.Napier& Sons Glasgow	JuiOnS.S.Co. *Cell*	188·6 B75'F25' *DB*145'167*tAPT*6*t*	32·0	13·5 BK7½"	Shanghai Chinese 5*BHptAsp* *ptCem*	T.3Cy.15",24"&39"-27" NDB16 80NHP 1SB,3*cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0	
38411 150837	**Henry C. Daryaw** TwinSc (*ex*Oakbay-35,*ex*Marinier) 1*Dk*	1265 858 694					1919	Ch.de Normandie Gnd.Quevilly	H.Daryaw	219·2 P63'F25'	35·0	13·2	Montreal British *WB*	C.4Cy.15"&30"-18" 66NHP Ch.dePenhoët,St.Nazaire		V
38412 8035 SKWO	**Hera** *Ref.Mchy.* 1*Dk*&*Shelter dk* *Cargo battens not fitted* *CruiserStern* *Strengthened for Navigation in Ice*	~~1540~~ *1531* *1312* *810*	✠100A1 *withfreeboard* 8,35 ~~(*Class Contemplated*)~~	Lkr ✠LMC8,35	*r*	CL	1935 8mo	Nya Varvs- aktb.Öresund Landskrona *Lloyd's A&CP*	A/B Transmarin (B.Ingelsson, *Mgr.*)	~~261·2~~ 269·8 (*Coll.BHtoSh dk*,3*B* *CellDB*221'	~~40·2~~ 40·4	~~19·1~~ 16·0 FK	Helsingbrg Swedish 4*BHCem* *Hto 2nd dk*) 603*tAPT*98*t*	T.3Cy.18½",29$\frac{15}{16}$"&48$\frac{7}{16}$"- ~~33$\frac{5}{32}$"~~ 33½" 200lb (*s*) 175NHP 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktieb.Öresund	19 ″ 2 s ″ 6½ 18 ″ 8¾	
38413 UOXT	**H. Yagada** TwinSc3Mst (*ex*Eñukidze-35, *OilEng.* *ex*CastilianPrince-33, *ss*Gls.No.2-31 *ex*Sycamore) 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Well deck* *in forward holds* Sub.Sig. *CruiserStern*	3907 3317 2041	✠ 2,34 ✠	Gls	*x*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDB*270'1164*t*	364·0 P&B225'F88' *Duct keel amidships* *DTa between tunne*	52·2	24·1 FK	Odessa Russian 6*BHptAsp* 140' *ls*39'88*tDTf*	Oil Engines 4S.C SA 12Cy.24$\frac{7}{16}$"-38⅜" 695NHP Richardsons,Westgarth& Co.Ld.Hpl. 29'590*tFPT*80*tAPT*67*t*	26 ″ 11	
38414 164536 GYMM	**Harmala** 1*Dk*&*Shelter dk* D.F. *Cruiser Stern*	~~5700~~ 5730 5027 3382	✠100A1 *withfreeboard* 1,36 ~~9,35~~ ~~(*Class Contemplated*)~~ *Fitted for oil fuel* 9,35 *F.P. above* 150°F.	PGl Npt ✠LMC9,35		CL	1935 9mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	GowlandS.S.Co. Ld.(J.&C. Harrison,Ld. *Mgrs.*) (*Coll BHtoShelter dk*6*B* *CellDB*356"1345*tFPT*17	~~428·8~~ ~~*ForShelter dk*35~~ 433·2 F35'	58·2	26·0 FK	London British 7*BHptCem* *Hto2nd dk*) 4*tAPT*292*t*	T.3Cy.23½",37½"&68"-48" 220lb HS6706 (*r*) 475NHP 2SB&AuxB,9*cf*,GS149 FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 3 ″ 2¼ 25 ″ 9¾	
38415 164556 MKMZ	**Helena Margareta** (*ex*Larenberg-35) *ss*Ams.No 3-7,28 *ss*Rot.No.1-33 D.F. 1*Dk*(*Stl*)	3316 2956 2063	✠100A1 8,35 ~~3,35~~ BS~~3,35~~ 3,36	Rot ✠LMC7.32	*u*	CL 3,35	1915 3mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	EuxineShipping Co.Ld. *CellDB*	~~326·7~~ P22'B88'F22' 326·6	~~48·8~~ 48·2	22·9 FK	London British 5*BHptCem* *ptAsp* *a* 96'*uE* 20'*f*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 290NHP 2SB,6*pf*,GS132,HS4490 G.T.Grey,SouthShields 147'820*tFPT*70*tAPT*105*t*	25 ″ 0 s 4 ″ 2 21 ″ 0	
38416 29845 JHDA	**Hokusen Maru** (*ex*ChokyuMaru-35 *ex*SouthAmerican) 1*Dk*	2096 1846 1217			•••		1920	Canadian Allis- Chalmers,Ld. Bridgeburg, Ont.	HokurikiKisen K.K.	252·0 P27'B64'F24'	43·6	20·5 FK	Tokio Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllis-Chalmers Ld.Toronto	23 ″ 0	C †
38417 164539 MKMD	**Henry Woodall** *Mchy.Aft* *CruiserStern* 1*Dk*	~~615~~ 625 406 270					1935	Hawthorn Leslie&Co.Ld Newcastle	StephensonClarke &AssociatedCos. Ld.	177·0 Q102'F23'	27·6	10·9	London British *WB*	T.3Cy.13",22"&36"-24" 94RHP ~~64NHP~~ N.E.MarineEng.CoLd.Sld.		
38418 LJBG	**Höegh Transporter** *OilEng.* 1*Dk* & *Shelter dk* *Rudder electrically welded*	~~4900~~ 4914 4293 2865	✠100A1 *withfreeboard* 11,35 ~~(*Class Contemplated*)~~ *Carrying cargo oil F.P. above* 150°F. *in deep tank* ✠LMC11,35	Mmo	*z*	CL	1935 11mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	SkibsA/S Noruega SkibsA/S Aruba SkibsA/S Astrea SkibsA/S Abaco (LeifHöegh,*Mgr.*) *CellDB*342'1445*tMT*30'1161*t Tanks at sides of tunnel* 270*tFPT*98*tAPT*103*t*	397·3 P29'F34' ~~(*Coll BHto Shelter dk* 6*BHto 2nd dk*)~~ (*Coll BHtoShelter dk*,6*BHto2nd dk*)	54·8	25·1 FK	Oslo Norwegian 7*BH*	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 969NHP DB100lb KockumsM.V.Akt.Malmö	29 ″ 1 s 3 ″ 3¾ 25 ″ 11¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which placed, if not in L.R.
38419	Hollandia (exHeron-35, exNeptunus) 2Dks	1516 1224 877					1906	Werf.vrhn Rijkee&Co. Rotterdam	Dem.N.Koufos	251·5 Q78'B62'F32'	34·6	18·5	Piræus Greek WB	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		V
38420 164552 GYNB	Harpalycus D.F. E.S.D. 1Dk & Shelter dk CruiserStern Longitudinal framing at shelter dk	~~5700~~ 5629 4931 3344	✠100A1 withfreeboard 2,36~~11,35~~ ✠LMC11,35 ~~(ClassContem-plated)~~ Fitted for oil fuel 11,35 F.P. above 150°F.	Nwc Npt		CL	1935 11mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	GowlandsS.S.Co. Ld.(J&C.Harrison, Ld.Mgrs.)	434·6 F33' FK (CollBHto Shelter dk6BHto2nd dk) CellDB371'1378tFPT201tAPT213t	58·3	25·9	London British 7BHptCem	T.3Cy.23½",40"&68"-48"(r) 220lb HS6633 FD 471NHP 2SB&1AuxSB,9cf,GS137 N.E.MarineEng.CoLdNwc	28 " 9 s3 " 2¼ 25 " 9¼	
38421	Hai Yun (exHungYuen-35, exDaphne-35, ~~ssWtf.No.3-1,28~~ exSeawall) ~~ssRou.No.2-31~~ 1Dk(ptIrn ptStl) ssShl.2ndNo.3-4,35	3077 — 1871	✠100A1 ~~5,32~~11,35 ✠LMC4,35	Hul Sht	u	CL ~~10,32~~ 7,35	1910 5mo	Richardsn, Duck&Co. Stockton Lloyd'sA&CP	~~HungYuenS.S.Co. Ld.~~ChinaMerchants'StmNavCo.	325·1 P27'B173'F31' FK CellDBa112'uE24'f140'703tAPT103t	47·0	22·5	Shanghai Chinese 5BHCem	T.3Cy.23½",39"&64"-42"(s) 180lb. 278NHP 2SB,6cf,GS118,HS4142 Blair&Co.Ld.Stockton	24"10 s3 " 2½ 21 "10½	
Broken up 38422 96106	Harley (exScottHarley-35, (exSriPreanger, ssBat.No.3-12,03 exMuntok,exScottHarley) 1Dk(Irn) Well deck	435 293 193	✠ 4,09 ✠	Bat	g		1891 6mo	J Fullerton &Co. Paisley	HeapEngMoh S.S.Co.Ld.	157·0 Q81'B12'F25' BK6" DBa33'f19'58t FPT22tAPT6t	23·2	11·2	Singapore British 4BHCem	T.3Cy.14",22"&35"-30" NDB04 64RHP 1SB,3cf,GS47,HS1178 W.Kemp,Glasgow	11"11	
38423 DHAO	Hansa Ⓟ TwinSc4Mst (exAlbertBallin-35) Fitted for oil fuel Ref.Mchy. D.F. CruiserStern 5Dks Sub.Sig. E.S.D. GyC. Corrugated sides	21131 15180 12101					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt Ges. (Ham-Amr.Linie)	645·8 P185'B306'F93' len34	72·2 78·7	41·9	Hamburg German WB	3 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
38424 LCGT	Hav (exPutten-35,exDagfin, exAarstad) 1Dk	2184 1917 1284					1921	Dundee S.B.Co.Ld. Dundee	A/S Hav(Helmer Staubo&Co. Mgrs.)	286·0 P38'B77'F32'	43·5	19·1	Oslo Norwegian WB	T.3Cy.21",35"&58"-39" 202NHP Cooper&Greig,Ld.Dun.		N
38425 132075 GQWK	Hartland Point (exAvonRiver-35, exHarryWalton-34, ssBly.No.3-8,33 exLadyKathleen-33. 1Dk(Stl) exSouthPacific) D.F.	3661 3496 2307	✠100A1 11,35~~11,34~~ BS~~11,34~~ 11,35 ✠LMC8,33	Rot Cff	w	CL ~~N8,33~~ 11,35	1913 9mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	GowanShipping Co.Ld.	351·7 P23'B213'F33' FK CellDBa119'uE&B38'f148'967tFPT16tAPT130t	51·0	23·9	London British 6BHCem	T.3Cy.25",41"&68"-48" (s) 180lb 373NHP 3SB,8pf,1cf,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 " 5 s 3 " 4½ 23 " 3¾	
38426 133595 ~~VJCN~~ VSRW	Hong Siang Ⓟ (exDimboola-35) ssHKg.2ndNo.3-2,36 ~~ssMel.No.3-11,2~~ Ref.Mchy. D.F. ~~ssMel.No.2-33~~ ~~Well deck~~ ~~1Dk(Stl)&2nd dk(Stl) in~~ 2Dks&Shelter dk~~Nos.1,3&4holds~~	3907 2863 2274	✠100A1 withfreeboard 2,36 ✠LMC2,36	Mel HKg	x	CL ~~12,34~~ 11,35	1912 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	HoHongS.S.Co. (1932)Ld.	360·2 ~~P&B288'F39'~~ FK (CollBHtoShelter dk,6BHto2nd dk) CellDBa116'uE&B69'f131'595tAPT55t	50·1	23·6	Singapore British 7BHCem	Q4Cy23½",31½",48"&71"-45" 210lb (r) FD 553NHP 3SB,12cf,GS216,HS8379 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26 " 0 ~~s3 " 3½~~ ~~23 " 2~~ s2 " 5½ 23 " 11	
38427	Hongkong Maru Ⓟ	2800					1935	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	298·5	44·9	25·4	Osaka Japanese	DR geared Steam Turbine 367NHP MitsubishiJukogyoK.K. Kobe		
38428	Hyogo Maru OilEng. Mchy.Aft	1400					1935	Kasado DockCo.Ld. Kasadoshima	KobeSanbashiK.K.	250·0	38·0	18·9	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.20½"-29½" 438NHP KobeHatsudokiK.K.Kobe		
38429	Hino Maru No 2 OilEng. CruiserStern	1000					1935	Mitsubishi JukogyoK.K Kobe	NipponShokuen K.K.	200·1	35·1	17·1	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.15¾"-23⅝" 144NHP MitsubishiJukogyoK.K.		
38430 22265 JQSE	Hikosan Maru (exTaishinMaru) 1Dk	989 850 565					1918	Shindo Zosensho Osaka	OkumaSadaki	190·0 P27tQ7tB50tH16t F38t	31·0	18·6	Kobe Japanese	T.3Cy.13",21¾"&36"-27" 67NHP ShindoZosensho,Osaka		
38431 OYMH	Henning Mærsk Cruiser Stern 1Dk Oil Eng. Mchy aft Longitudinal framing at bottom & deck in centre tanks	~~9500~~ 9386 8700 5839	✠100A1 3,36 ✠LMC3,36 ~~(ClassContem-plated)~~ CarryingPetroleum in bulk	Ham	e†	CL	1936 3mo	Odense Staalskibsvft vedAPMöller Odense Lloyd'sA&CP	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.)	482·9 P98'B34'F37' FK CellDBuE81'329t DTf26'443tFPT167tAPTs230t	65·5	33·9	Copenhagen Danish 14BH	Oil Engines 4S.C.SA 7Cy.29⅛"-59 1/16" 572NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35"10 s8 " 1 28 " 0¼	
38432 CSGQ	Hortense WoodAuxSr (exSailingVessel) OilEng. 1Dk (See Sailing Ship Register)	374 354 284					1930	M.Maria Monica Gafanha, Aveiro	ParceriaGeral de Pescarias(Bensaude&Co.Mgrs.)	139·1	32·6	16·9	Lisbon Portuguese	Oil Engines		
38433 161592 GYRL	Hopestar Wireless D.F, 1Dk&Shelter dk Part electrically welded,including decks CruiserStern	5267 4885 3192	✠100A1 withfreeboard 2,36 ~~(ClassContem-plated)~~ ✠LMC2,36	Nwc		CL	1936 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	WallsendShipping Co.Ld.(Arthur Stott&Co.Ld. Mgrs.)	416·8 F30' FK (CollBHtoShelter dk6BHto2nd dk) CellDB356'1215tDTa33'1366tFPT100tAPT106t	57·4	27·0	Newcastle British 7BHptCem	2SteamTurbinesDR to 1 Sc. Shaft 285lb 120lb (s) 400NHP 2SB.6cf,GS118,HS4238 FD ParsonsMarineSteam TurbineCo.Ld.Wallsend.	29 " 6 s3 " 7½ 26 " 0½	
38434	Hammershus Ⓟ OilEng. Wireless CruiserStern 3Dks	1500					1936	Akt.Burmeistr&Wain Copenhagen	Dampskibsselskabet paaBornholm af1866,A/S (ThorkilLundMg.)	249·0 F42'	40·0	12·4	Rönne Danish WB	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		
38435 SZGB	Hermes (exKawala-35, AuxSr exYacht-33,ex ssAlx.2ndNo.3-7,21 ElTawaf,exKawala,exArcturus) 2Dks (SeeSailingShip RegisterSupplement)	405 — 254	✠ 5,27 ✠	Alx			1895 10mo	Ramage& Ferguson,Ld. Leith	G.&L.Tsoupas	148·0 BK	27·1	15·6	Piræus Greek 5BHCem	T.Cy.13",21"&34"-24" 1SB,6rf,GS120,HS1602 NB08 57NHP Ramage&Fergusn,Ld.Lth		
38436	Heino (exGautatyr-36,exAusta) 1Dk	1127 1006 674					1906	Sunderlnd S.B.Co.Ld. Sunderland	M.Utow	229·0 P21'B61'F26'	35·0	15·2	Haapsalu Estonian WB	T.3Cy.16½",27"&44"-33" 111NHP N.E.MarineEng.Co.Ld.Sld		V
38437	Honnör Wireless D.F. E.S.D. CruiserStern 2Dks	1315					1936	Fredrkstad Mek.Verks. Fredrikstad	A/S Ameta(Sam. UgelstadMgr.)	250·8	42·3	14·0	Oslo Norwegian WB	C.4Cy.(2)13"&(2)30 5/16"- 28¾" 82NHP FredrikstadM.V.Frdstad		

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
38438	**Hokuyo Maru** D.F. E.S.D. 2*Dks* *CruiserStern*	4200 3560 2520					1936	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	354·3 P30'B110'F32'	49·2	28·9	Japanese *WB*	C4Cy.(2)13"&(2)23⅝"–15¾" SRgeared&LPTurbineDR geared toSc Shaft 188NHP UragaDockCo.Ld.Uraga		
38439	**Henca** *Mchy.Aft* *OilEng.* Wireless D.F. *CruiserStern* 1*Dk*	305 211 153					1936	Gebr. Niestern&Co. Delfzijl	H.J.A.Krijt	127·4	24·1	8·6	Zaandam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"–15¾" 98NHP NV.KromhoutMtrnfbAms		
38440 DJQX	**Hödur** (*ex*Haggersgate-36, *ex*Chalister) *ss*Rot.No.3-9,26 *ss*Cff.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5344* *5012* *3369*	✠ 6,36 *Shelter dk* *withfreeboard* ~~MS2,34~~	Cff Liv ~~✠LMC~~ ~~BS12,35~~	*a*†	CL ~~3,34~~ 3,36	1913 8mo *Lloyd's*A&CP	D&WHendersn&Co.Ld. Glasgow *CellDBa*144'*uE&B*39'*f*184'1378t*FPT*167t*APT*80t	Seereederei "Frigga"A.G.	425·6	54·6	25·9 FK	Hamburg German 7*BH*	T.3Cy.24½",46"&74"–48" (*s*) 180lb 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGls	28 ″ 6 ~~s 3 ″ 7¾~~ ~~26 ″ 1¾~~	
38441 LDAN	**Helgöy** TwinSc (*ex*Theodore *ss*Osl.No.3-10,32 Roosevelt-36) *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5614 5195 3455	✠ ... 4,36 ✠	Rot	*a*†		1920 8mo	A/S Burmeister& Wain Copenhagen	ErlingH.Samuelsen'sRederiII.A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*377'1266t*FPT*90t*APT*82t	425·5	55·2	27·8 35·8 FK	Oslo Norwegian *ptCem* *CollisionBH to A dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP A/S Burmeister&Wain	38 ″ 6	
38442 7645 SGQO	**Hövding** (*ex*Sundsborg-36, *ex*T.M.Werner) 1*Dk*	*1507* *1241* *827*					1905	Helsingörs Jernsk.&Msk Elsinore	RederiA/BHasting (ErikHåkanson, *Mgr.*)	246·6 P17'Q73'B106'F28'	37·4	15·8	Hlsingborg Swedish *WB*	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
38443 216290 KJUA	**Hilton** (*ex*Georgian-36, *ex*IceKing, *Fitted for oil fuel* *ex*Passaic) *Ref.Mchy.* 2*Dks*	4741 — 2970			●●●		1918	Standard S.B.Corp. Shooter's Island	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0 P25'B104'F34'	52·0	26·8 FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 ″ 0	R †
38444	**Hadachi Maru** *OilEng.* Wireless *CruiserStern* 2*Dks* *CarryingPetroleum in bulk*	1000 850 580					1936	Mitsubishi JukogyoK.K Yokohama Dock Yka.	NakagawaKisen K.K.	216·4 P58'B16'F20'	32·8	17·3	**Japanese**	Oil Engines 4S.C.SA 7Cy.14¾"–19$\frac{1}{16}$" 141NHP MitsubishiJukogyoK.K. Yka.		
38445 DOCA	**Helgoland** (*ex*Riol-36,*ex*Arcturus) Sub.Sig. 2*Dks*	3664 3279 2204					1922	NordseewerkeA.G. Emden	Norddeutscher Lloyd	369·7 B25'F37'	50·8	21·8	Bremen German *WB*	T.3Cy.24",38⅜"&63"–43$\frac{3}{16}$" 262NHP Deutsch-Luxemb.Bergw.- &HüttenA.G.Mülheim		G
38446 OHYR	**Herakles** (*ex*Vinstra-36, *ex*Drumcraig) *ss*Osl.2ndNo.3-4,35 2*Dks*(*Stl*)	4663 4410 2932	✠100A1 5,36~~4,35~~ MS3,35 *Fitted for oil fuel 7,21 F.P. above 150° F.*	Osl ✠LMC BS9,35	*z*	CL ~~3,35~~ 5,36	1910 10mo *Lloyd's*A&CP	Russell& Co. Pt.Glasgow	Aktieb.Oceanfart (BirgerKrogius, *Mgr.*) *Intermediate* *Bulkhead in fore hold dispensed with* *CellDBa*126'*u E*24'*f*184'1131t*FPT*70t*APT*73t	410·0 P37'B249'F44'	52·2	25·7 FK	Helsingfrs Finnish *Cem* 6*BH*only	T.3Cy.27",44"&73"–48" (*s*) 180lb DB*150lb* 497NHP 2SB,*8cf*,GS146,HS7200 FD D.Rowan&Co.Glasgow	28 ″ 3 s 4 ″ 3 24 ″ 2¼	
38447 141917 GBTD	**Hampton Hill** (*ex*Comeric-36) *ss*Bel.No.3-8,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6701 6419 4074	✠100A1 *Shelter dk* *withfreeboard* 6,35 BS12,35 *Fitted for oil fuel 9,19 F.P. above 150° F.*	Shi ✠LMC8,31	*a*†	CL 11,34	1919 9mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland *CellDB*366'1334t *DT*a26'1019t*FPT*148t *APT*292t	MiddlesexS.S.Co. Ld.	412·6 F on *Shelter dk*36'	55·5	34·4 FK	London British *ptCem* 6*BH*to*Sh dk* 2 „ „ *U* „	T.3Cy.27",45"&75"–54" (*s*) 180lb 619NHP 3SB,*12cf*,GS219,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
38448	**Honestas** (*ex*GudrunMærsk-36) *ss*Abg.No.3-5,34 Sub.Sig. 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4932 4712 3037	100A1 *Awng dk* *withfreeboard* 4,36 ~~11,35~~ MS5,34 *Fitted for oil fuel 12,20 F.P. above 150°F.*	Ham Rot ✠LMC BS~~1,35~~1,36	*x*	~~4,34~~ 5,36	1920 12mo	F.Schichau Danzig *CellDB*309'918t*MT*13'430t *FPT*110t*APT*164t	Soc.Anon.diNav. "Mare Nostrum"	360·0	51·2	31·5 FK	Genoa Italian *ptCem* 4*BH*to*Awdk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 185lb 357NHP 3SB,*6cf*,GS132,HS5700 FD F.Schichau,Elbing	34 ″ 0 s 8 ″ 4¾ 25 ″ 9½	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned, new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38551 8009 SDXN	**Ivan Gorthon** *1Dk&Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Strengthened for navigation in Ice*	*1803* *1539* *977*	✠100A1 *withfreeboard* ~~9,35~~ ~~4,35~~ 12,35 ✠LMC4,35	Abg	*s*	CL 12,35	1935 4mo *Lloyd's A&CP*	A/S Aalbrg Msk.ogSkibs Aalborg	RederiA/BGefion (JohGorthon*Mgr*) *Collision* *CellD*	280·8 *BH&after peak BH* *B234' 576t FPT51t*	43·6	17·3 FK	Hlsngborg Swedish *4BH* *to Shelter dk* *APT93t*	C.4Cy.(2)$14\frac{9}{16}$"&(2)$34\frac{1}{4}$"- $32\frac{1}{4}$" 220lb (*s*) 230NHP 2SB,*6cf*,GS84,HS3183 FD FredrikstadM.V.Frdstad.	19 ″ 8 s ″ 7 19 ″ 2	
38552 LEOU	**Isafold** (*ex*Orion-35) **Wood**	850 716 499					1909	O.B.Sören- sensVærft Arendal	OlavÖstensjö	183·6 Q61*t*B87*t*H11*t*F21*t*	32·3	17·3	Haugesnd Norwegian	T.3Cy.$13\frac{3}{8}$",21"&36"-37" 67NHP MossMek.Værks.Moss		
38553 2026 IBLP	**Ircania** (*ex*Dovenden-35, *ex*HowickHall) *ss*N.Yk.No.3-9,23 *ss*N.Yk.No.1-27 *2Dks(Stl)&Webframes* *Longitudinal framing* *Platform deck for light cargoes*	~~4824~~ ~~4409~~ ~~2976~~ 4815 — 2905	✠ 6,35 ✠	Shl	*z*		1910 10mo	W.Hamil- ton&Co.Ld PortGlasgow	DittaLuigi PittalugaVapori *CellDBa*107'*u*	400·8 P39'B&F323' *E&B59'f*174'1027*t*	51·5	27·0 FK	Genoa Italian *6BHCem* *APT24t*	T.3Cy.$27\frac{1}{2}$",45"&75"-51" 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 ″ 7	I †
38554 164267 GYMJ	**Inventor** *2Dks* *CruiserStern*	~~6000~~ 6210 5774 3840	✠100A1 9,35 ~~*(ClassContem plated)*~~ ✠LMC9,35	Gls	*a*†	CL	1935 9mo *Lloyd's A&CP*	D&WHen- dersn&Co.Ld. Glasgow	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *CellDB*3	437·9 P45'B144'F42' 65'1301*tDTa*32'845*tFPT*89*t*	56·0	29·5 FK	Liverpool British *8BHCem* *APT59t* (1,, *to 2nd dk*)	T.3Cy.28",46"&81"-54"(*r*) 215lb *120lb* 587NHP 2DB,*12cf*,GS272,HS9212 D&W.Hendersn&CoLdGls	32 ″ 0 s6 ″ $6\frac{1}{2}$ 25 ″ 8	
38555 163217 GYMD	**Inishtrahull** Wireless *Mchy.Aft* *CruiserStern* *1Dk*	~~860~~ 869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	~~196·8~~ Q112'B11'F30' 197·7	~~30·5~~ 30·7	~~14·2~~ 12·1	Belfast British *WB*	T.3Cy.$14\frac{1}{2}$",25"&41"-30" 93NHP J.Lewis&Sons,Ld.Abn.		
38556 SVIK	**Iolcos** (*ex*Melville-35, *ss*Osl.No.2-35 *ex*SanJoaquin) *ss*Rot.No.3-1,27 *Mchy.Aft* ~~*ss*Osl.No.1-32~~ D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	6987 6376 4421	✠100A1 9,35 ~~5,34~~ ✠LMC9,35 ~~MS10,32~~ ~~BS4,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*12,13 *F.P. above* 150° F.	Rot Osl	*a*†	CL ~~10,32~~ 7,35	1913 12mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	HellenicTramp S.S.Co.Ld.(S. Iossifoglu,*Mgr.*) *CellDB* *uE&B55'142tD*	425·5 P101'B28'F40' *Tf*38'518*tAPT*53*t*	57·1	33·1 FK	Piræus Greek 15*BHptCem* (9 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 555NHP 4SB,*12cf*,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ $2\frac{1}{4}$ 27 ″ 0	
38557 264	**Irma Calzi** **TwinSc** (*ex*Spadaccino-35,*ex*TamazerI-34, *ex*Neufchâtel,*ex*Tisserand) *1Dk* *Mchy.Aft*	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	AdolfoCalzi	229·6 P74'F30'	34·2	12·7	Venice Italian *WB*	C.4Cy.$16\frac{1}{8}$"&$30\frac{3}{8}$"-$19\frac{5}{16}$" 68NHP Ateliers&Chantiers de la Loire,St.Denis		IV
38558 441 IBUM	**Iris** (*ex*Tregonell-35, *ex*War Stag) *ss*Shl.No.3-12,19 *ss*Cff.No.2-29 *2Dks(Stl)*	5175 — 3209	8,35	Syd	*y*	CL 1,29	1918 *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	A.Lauro *CellDB*	400·0 P49'B113'F39' 340' 1128*t FPT*124*t*	52·3	28·5 FK	Naples Italian 7*BHCem* *APT*179*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	31 ″ 0	I †
38559 457 SVCW	**Igor** (*ex*Antzouletta-35, *ex*Otterstad,*ex*Kristiania) *1Dk*	2726 2495 1672			...		1907	J.Blumer &Co. Sunderland	A.G.Pezzas	314·0 P30'B148 F28'	46·5	20·6 FK	Piræus Greek *WB*	T.3Cy.23",38"&62"-42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	N †
38560	**Ida Westers** *OilEng.* *Mchy.Aft* *1Dk* *Well deck*	480 335 190					1935	R.Cock& Sons,Ld.& P.K.Harris& Sons Appledore	J.Westers	150·0 Q84'B9'	25·7	11·7	Dutch *WB*	Oil Engines		
38561 EEWR	**Isla de la Gomera** (*ex*Magurio-35, *ex*Nadir) *ss*Bbo.No.3-6,32 *Well deck* *1Dk(Stl)* *Mchy.Aft.* *Cargo battens not fitted*	549 372 316	✠100A- 8,35 ✠NB6,19 ✠LMC6,32 ✠NE98*refitted*19 BS8,35	Bbo	*h*	8,35	1919 5mo ~~*Lloyd's A&CP*~~	Echevarri- eta y Larrinaga Cadiz	J.PadrónSaavedra (A.Padrón Saavedra,*Mgr.*) *CellDB f*92'1	164·0 Q94'B11'F25' 36*tFPT*43*tAPT*7*t*	26·2	10·3 BK7"	Santa Cruz deTenerife Spanish 3*BHCem*	T.3Cy.22"&35"-27" (*s*) 180lb 84NHP 1SB,*2cf*,GS41,HS1505 Muir&Houston,Ld.Gls.	12 ″ 10 s4 ″ $0\frac{3}{4}$ 13 ″ $1\frac{3}{4}$	
38562 158023	**I Fung** Ⓟ **TwinSc** *OilEng.* *1Dk*	1560 1360 1101					1928	NewE.& S.B.Wks.Ld. Shanghai	ChinaNav.Co.Ld.	270·1	40·0	14·7	Shanghai British *WB*	Oil Engines 4S.C.SA 12Cy.$14\frac{3}{8}$"-$23\frac{1}{4}$" 240NHP Motorenfbr."Deutz"A.G. Koln-Deutz		
38563 PEVT	**Immingham** *OilEng.* *1Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	398 285 250	✠100A1 1,36 ~~*(ClassContem plated)*~~ ✠LMC1,36	Rot	/		~~1935~~ 1936 1mo *Lloyd's A&CP*	WerfJan Smit,Czn. Alblasserdam	Internationale KustvaartMaats. *Cell*	153·5 P35'F17' *DB*102'160*tFPT*25*t*	25·2	8·5 FK	Rottrdam Dutch 3*BHCem* ~~*WB*~~ *APT*21*t*	Oil Engines 2S.C.SA 6Cy.$10\frac{13}{16}$"-$18\frac{7}{8}$" 123NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	11 ″ 0 s1 ″ $1\frac{3}{4}$ 9 ″ $11\frac{1}{2}$	
38564	**Iris** Ⓟ **TwinSc** *OilEng.* *Mchy.Aft* *1Dk* Wireless D.F. *Cruiser Stern*	1300					1935	Schiffb.Ges 'Unterweser' A.G. Weser- munde-L.	Dampfschiffahrts Ges.Neptun	229·6 P115'F36'	34·4	15·3	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.$11\frac{13}{16}$"-$16\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsberg		
38565	**Inal** (*ex*DéputéAbelFerry-35) *1Dk*	2015 1701 1185			•••		1921	Chant.Nav Français Caen	MustafaCemal	270·2 P30'B57'F24'	39·4	20·3 FK	Istanbul Turkish *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{1}{2}$"&$49\frac{3}{16}$"- $37\frac{13}{16}$" 190NHP Schneider&Co.Havre		V †
38566	**Ino** Wireless D.F. *OilEng.* *Mchy.Aft*	350					1936	Gebroeders Pot Bolnes	Koninkl.Nederl. StoombMaats.N.V.	155·5	29·2	11·2	Amstrdam Dutch	Oil Engines 2S.C.SA 7Cy.$10\frac{13}{16}$"-$18\frac{7}{8}$" 132NHP Gebr.Stork&Co.Hengelo		
38567 133 YLBZ	**Iris Faulbaums** (*ex*Estoril-35, *ex*Maio,*ex*Beta) *1Dk&Spar dk*	1675 1472 970			◉		1902	Schiffsw.v. HenryKoch Lübeck	MaxFaulbaums (JamesSiering& Co.*Mgrs.*)	260·8 P14'B162'F30' 24·0	38·2	17·1	Riga Latvian *WB*	T.3Cy.$17\frac{3}{4}$",$29\frac{1}{2}$"&$47\frac{1}{4}$"-$38\frac{1}{2}$" 137NHP J.F.Ahrens,Ottensen		
38563 LEYM	**Island** (*ex*Steinmann-35, *ex*Fundus,*ex*Benton,*ex*Kilchattan) *1Dk*	638 500 266			•••		1918	Cook,Wel- t'n&Gemmell Ld. Beverley	A/S Ryvarden (F.N.Nordbö A/S, *Mgrs.*)	174·9 B57*t*H14*t*	29·9	15·7 FK	Haugesnd Norwegian *WB*	T.3Cy.16",26"&44"-26" 94NHP Amos&Smith,Ld.Hull	16 ″ 6	N †
38569 *uld be*	**Iolanda** (*ex*SaintServan-36) "Jolanda," *see No.*33669 *in Supplement* Wireless *1Dk&Spar dk*	1243 1028 642					1906	Ch.&Atel. deProvence Port deBouc	S.Cappiello	232·6 P26'H—F34'	33·2	17·9	Genoa Italian *WB*	T3Cy.$19\frac{7}{10}$",$31\frac{1}{2}$"&$51\frac{1}{5}$"-$35\frac{2}{5}$" 151NHP Ch.&Atel.deProvence,Msl		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Bd. of Trade.
38570 EABA	**Iñake** (*ex*Arantzazu-35,*ex*Horacio, *ex*Evelyn) *ss*Bbo.2ndNo.3-4,13 *Well deck* 1*Dk*(*Stl*)&*Web frames*	2291 1786 1350	✠ 7,20 ✠	Bbo	*s*		1888 4mo	W.Gray& Co. WHartlepool	Cia.Naviera "Basoa"	290·0 P27'Q94'B112' F29'	38·2	20·3 BK10' *DBa*9	Bilbao Spanish 5*BIICem* 6'*f*106'447*t*	T.3Cy.22½",36½"&60"-39" NDB03 224NHP 2SB,*6cf*,GS97,HS3358 Blair&Co.Ld.Stockton	22 ″ 2	G †
38571 LCIQ	**Iristo** (*ex*Ekstrand-35, *ex*LakeJessup) 1*Dk*	1821 1611 1064			●●●		1918	American S.B.Co. Lorain,O.	D/S A/S Iris II (HansFr.Grann, *Mgr.*)	251·2 H119*t*F24*t*	43·7	18·2 FK	Oslo Norwegian *WB*	T.3Cy.16",26¼"&43¾"-40" 240NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	N †
38572 386	**Ilnea I** Steel&Iron3Mst (*ex*QuintinoV-36,*ex*MonteMoro-35, *ex*QuintinoV-34, 1*Dk* *ex*Poolton,*ex*Oliver, *Well deck* *ex*StanleyForce) *Mchy.Aft*	391 298 209			●●●		1890	R.William- son&Son Workington	I.L.N.E.A. (ImpresaLavori Navali eAffini)	154·8 152·6 Q84'B10'F20'	23·6	9·9 9·7 BK7"	Trieste Italian *WB*	T.3Cy.13½",20"&33"-24" NB03 53NHP Dunsmuir&Jackson,Gls.	11 ″ 3	I †
38573 LJBV	**Ingrid** (*ex*Haiti-36, *ex*GreatFalls) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2261 1612			●●●		1920	McDougall DuluthCo. Duluth,Minn.	J.A.Hamre	251·0 P25'B64'F20'	43·7	25·8 FK	Oslo Norwegian *WB*	T.3Cy.21",35"&59"-42" 226NHP McDougallDuluthCo.	28 ″ 2	R †
38574	**Igarka** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20'B98'F34'	48·2	20·4	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng CoLd Nwc		
38575 159 SVPJ	**Icarion** (*ex*Pontos-36, *ex*GeddingtonCourt) *ss*Cff.No.3-2,24 *ss*Pir.No.2-33 1*Dk*(*Stl*)	*4013* *3819* *2490*	✠100A1 12,34 BS11,35 ✠LMC5,33	Ist	*x*	CL 12,34	1912 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	AegeonS.S.Co.Ld. *CellDBa&uE*150'*f*	375·1 P45'B225'F34' 160'1056*t* *FPT*126*t*	51·3	24·2 FK	Argostoli Greek 6*BIICem* *APT*103*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 385NHP 3SB,*9cf*,GS183,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 6 23 ″ 5½	
38576	**Icemaid** *Mchy.Aft* *CruiserStern*	1995 1460 1090	100A1 (*ClassContemplated*)				1936	S.P.Austin &Son,Ld. Sunderland	GasLight&CokeCo. (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*)	270·0 Q164'F27'	40·0	17·2	London British	T.3Cy.17½",29"&48"-36" N.E.MarineEng.CoLd.Sld.		
38577 OYRH	**Inger Toft** (*ex*Elphinston-36, *ex*VanDyck,*ex*Phyllis *Fitted for oil fuel* Sced,*ex*Langfond) 1*Dk*	*2226* *1982* *1283*					1920	SwanHun- ter&Wigham Richardson, Ld.Sunderlnd	A/S D/S "Jut- landia "JensToft, *Mgr.*)	285·3 P36'B74'F28'	41·5	20·2	Copnhagn Danish *WB*	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross.—Under deck.—Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter.	7* Date when last seen.	8 Built. When	9 By Whom—Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
38651	Jagoda (*ex*Almelo-35) *Fitted for oil fuel* *CruiserStern* *3Dks&Shelter dk*	6948 6380 4191					1918	Kon.Maats deSchelde Flushing	U.S.S.R.	447·5 P31'	62·8	29·7	Russian *WB*	T.3Cy.31",50"&82½"-54" 500NHP Maats.deSchelde,Flushing		V
38652 158031 Missing since 8,35	Joseph Medill TwinSc *OilEng.* *Mchy.Aft* *1Dk* *Electrically welded* *CruiserStern* *Cargo battens not fitted*	~~2130~~ 2087 1979 1607	✠ ~~A1~~ *For Service on the Great Lakes & Gulf of St. Lawrence (from April to October) at an extreme draught of 14'* 8,35 ✠~~LMC8,35~~ (~~ClassContemplated~~)	Nwc		CL	1935 8mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	Quebec&Ontario Transptn.Co.Ld. DB214'488t *Sideballasttanks* 198'264t *FPT*160t *APT*54t	251·2 P35'F29'	43·9	20·2	Montreal British FK 5*BH*	Oil Engines 2S.C.SA 10Cy.11$\frac{13}{16}$"-16$\frac{3}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	22 " 0	
38653 YTFL	Jela Topic (*ex*OlgaTopic-35, *ex*BenCorlic, *ex*FrankParish) ~~ssMel.No.3-11,32~~ ~~ssFiu.No.2-31~~ *1Dk(Irn)2trB&deep framing3Dk rule* *ss*Fiu.No.3-7,35	2908 2695 1816	✠100A1 1,36~~7,34~~ BS~~11,34~~ 11,35 ✠LMC~~8,31~~ MS7,35	Rot Ant	*u*	CL ~~9,33~~ 1,36	1900 10mo	W.Pickersgill&Sons Sunderland A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDB*104'*u*E20'*f*128'709t	324·0 P31'B96'F35'	47·1	21·7	Susak Yugoslav FK 6*BHCem* *APT*39*t*	T.3Cy.23",38"&64"-42" (*s*) 180lb NDB20 *75lb* 283NHP 2SB,8*pf*,GS125,HS4285 G.Clark,Ld.Sunderland	24 " 1 s 3 " 10 20 " 6	
38654 DJPK	Jolanthe (*ex*Finchley-35, (*ex*Westra, *ex*Nantwen) *ss*Rot.No.3-11,24 *ss*Fal.No.2-33 E.S.D. *1Dk(Irn)*	4773 4547 2997	✠100A1 ~~9,35~~ ~~3,34~~3,36 ✠LMC MS1,33 BS~~3,34~~9,35	Shl Rot	*x*	CL ~~4,32~~ ~~9,35~~ 3,36	1912 3mo	Richardsn,Duck&Co.Ld Stockton *Lloyd's*A&CP	Atlantic-Tank-Rhederei,G.m.b.H. (John T.Essberger, G.m.b.H.*Mgrs.*) *CellDBa*130'*u* *E&B*45'*f*168'117*t* *APT*126*t*	380·2 P34'B111'F31'	50·9	28·0	Hamburg German FK 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb ~~80lb~~ 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 " 4 s 5 " 9 24 " 8	
38655 LDIL	James Stove TwinSc (*ex*Bralanta-35) *ss*Sba.No.1-36 *OilEng* *Mchy.Aft* D.F. *1Dk(Stl)* *Special Surveys to date from* 1,32	8215 7534 4868	✠100A1 ~~8,35~~~~11,34~~1,36 ✠LMC CS1,36 DBS1,36 1,36 *Carrying Petroleum in bulk*	Fal Sba	*c*†	CL 11.34	1931 7mo	CaledonS.B.&E.Co.Ld. Dundee *Lloyd's*A&CP	Lorentzen'sSkibs. A/S(Lorentzens RederiCo.*Mgrs.*) *CellDBuE*70'279*t* *DTf*29'470*t* *FPT*114*t* *APT*248*t*	451·1 P96'F37'	59·2	35·9	Oslo Norwegian FK 10*BHptAsp*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 2DB*150lb* 633NHP GotaverkenA/B.Got.	35 " 6	
38656 153736 ~~VQYP~~	Justitia D.F. Sub.Sig. *1Dk&Shelter dk* *CruiserStern*	~~4500~~ ~~4246~~ 4562 4245 2767	✠100A1 *with freeboard* 11,35 ✠LMC11,35 (~~ClassContemplated~~)	Shl	*z*	CL	1935 11mo	BurntislndS.B.Co.Ld. Burntisland *Lloyd's*A&CP	CalpeanShipping Co.Ld. *CellDB*349'1283*t* *FPT*109*t* *APT*159*t*	412·0 F40'	56·0	25·1	London British FK 6*BHCem* (*Cell* " *to Sh dk* 5 " " *2nd* ")	T.3Cy.21",33"&62"-42" &exhaust turbine driving steam compressor 220lb *220lb* (*s*) 333NHP 2SB.6*cf*,GS81.HS3300 FD D.Rowan&Co.Ld.Gls.	27 " 7 s2 " 10½ 24 " 11½	
38657 220860 KDLC	J. J. Coney (*ex*W.D.Anderson-35, *ex*Pearldon) *Fitted for oil fuel* *2Dks&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	5168 4522 3179					1920	TerryS.B.Corp. Savannah,Ga	SantaCruzOilCoLd	391·9 P99'B34'F44'	51·0	28·5	S.Frncisco Utd.States FK *WB*	T.3Cy.24½",41½"&72"-48" 562NHP BadenhausenCo.Phl.	30 " 2	R †
38658 OXZB	Jytte (*ex*Hadsund-35,*ex*Östen, *ex*East,*ex*Demetrios,*ex*Ben Ledi) Iron *ss*Cpn.4thNo.3-11,35 *Well deck* *1Dk(Irn)2trB*	1877 1586 1163	✠100A1 ~~11,30~~~~1,31~~ 3,36 ~~BS10,32~~ ✠LMC~~6,28~~ 11,35	Cpn Got	*r*	OG ~~2,30~~ ~~10,35~~ 3,36	1884 3mo	J.Laing Sunderland	D/S OveSkouA/S (OveSkou,*Mgr.*) BK9½" *DBa*80'*f*52'209*t*	270·0 Q98'B56'F34'	36·4	21·0	Copnhagn Danish 4*BHCem*	C.2Cy.30"&60"-39" 80lb 173NHP 2SB,4*pf*,GS72,HS2794 G.Clark,Sunderland	22 " 4 s 2 " 6 20 " 8	
38659 LDOZ	James Hawson (*ex*Kim-35) *ss*Osl.No.1-35 *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinalframing* *Progressive survey of oil tanks*	6074 5412 3575	✠100A1 11,35~~8,34~~ ✠LMC~~8,30~~ ~~✠LMC(M)2,33~~ *Carrying Petroleum in bulk*	Fal Osl11,35	*z*	CL ~~2,33~~ 11,35	1930 8mo	Armstrong Whitworth &Co (Shipbuilders)Ld Newcastle *Lloyd's*A&CP	A/S Tank(Olsen&Ugelstad,*Mgrs.*) *CellDBuE*56'171*t* *DTf*34'347*t* *FPT*135*t* *APT*121*t*	396·2 P97'B29'F36' *Trunk*238'	55·1	32·3	Oslo Norwegian FK 14*BHptCem* (9 *to U dk* 5 " *2nd* ")	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 " 0 s 5 " 4¾ 26 " 9¾	
38660 108009	Jubilee Queen Ⓟ Pad (*ex*ClactonQueen-35,*ex*Duchess of Kent-33) *1Dk&Promenade dk*	341 318 136					1897	Day,Summers&Co. Southampton	H.Howarth (Mersey&BlackpoolS.S.Co.Ld. *Mgrs.*)	195·4 *Promenade dk*135'	26·1	9·0	Liverpool British	C.2Cy.32"&59"-60" 225NHP Day,Summers&Co.Sou.		BT till 10,35
38661	Jurko Topic (*ex*Wien-36, *ex*JurkoTopic-34, *ex*Cento) *ss*Rot.No.3-4,24 *ss*Ssk.No.2-33 *1Dk(ptIrn ptStl)&Web frames* *Longitudinal framing*	3715 3440 2382	✠100A1 3,36 ~~1,35~~ ~~DBS8,34~~ ✠LMC9,32 ✠NB(s)1,19 ~~MBS3,35~~ BS3,36	Tri Spt	*w*	CL ~~9,32~~ 3,36 3,36	1911 11mo	JLThompson&Sons,Ld Sunderland *Lloyd's*A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa* 125'*uE&B*38'*f*143' 895*t* *APT*25*t*	348·3 P23'B94'F33'	50·2	23·6	Susak Yugoslav FK 6*BHCem*	T.3Cy.24½",40"&66"-45" 180lb (*s*) 305NHP 2SB,4*pf*,3*cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 " 11 s 4 " 5¾ 21 " 8	
38662 139578	Joan Moller (*ex*Dumont D'Urville-36,*ex* Gia-Long,*ex* St.FrancoisXavier,*ex*Hermelin) *ss*NoumeaNo.3-7,30 *2Dks(Stl-U*teaks)	2232 1786 1377	✠ 2,36 ✠	Sgn	*r*		1918 1mo	HongK'ng &Whampoa DockCo.Ld. HongKong	MollerLine,Ld. *CellD* B231' 442*t* *FPT*34*t* *APT*71*t*	~~270·6~~ P26'B76'F26' 270·0	40·1	19·4	Shanghai British FK 4*BHCem*	T.3Cy.20",33"&54"-39" 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 " 6	
38663 Wrecked 11,35	Jelisava (*ex*Gina-35, *ex*Alessandro,*ex*Teresa,*ex*Marmora, *ex*Bearn) TwinSc *1Dk*	460 393 204					1900	DelaBrosse &Fouchè Nantes	FilipS.Stanić	170·6 Q28'H47'RFD28'	24·0	12·4	Split Yugoslav *WB*	C.4Cy.17¾"&29$\frac{15}{16}$"-16½" NB08 61NHP DelaBrosse&Fouchè,Nts.		L
38664	Jean L. D. *OilEng.* D.F. E.S.D. *2Dks* GyC. *CruiserStern*	5400 3200					1936	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	438·0 F46'	57·2	37·4	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 912NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		
38665 1057 ESRJ	Julia (*ex*Stegelborg-36) *ss*Abg.2ndNo.3-4,31 *ss*Abg.No.1-36 *1Dk(Irn)&deep framing*	1892 1724 1138	✠100A1 2,36 ✠LMC MS2,36 BS8,35 MBS4,36	Abg	*r*	OG 5,34	1906 7mo	W.Gray&Co.Ld. WHartlepool *Lloyd's*A&CP	J.Remmelgas, J.Silberberg,M.Krönström&P.Onno(O.Tiedemann,*Mgr.*) *CellDBa* 88' *uE&B*38' *f*114'534*t* *APT*90*t*	280·0 P21'B73'F31'	39·1	19·0	Tallinn Estonian FK 4*BHCem*	T.3Cy.20",31½"&53"-36" (*s*) 160lb *100lb* 185NHP 2SB,4*rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21 " 4 s 2 " 11¾ 18 " 6	
38666 LDED	Jan (*ex*Torsol-36,*ex*AlbertSauber) *1Dk*	1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S D/S Jan (JohanEliassen)	265·2 P65*t*H92*t*F40*t*	42·1	18·5	Bergen Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Boele'sSchp&Mfbk.Bolnes		N
38667	Johannes Molkenbuhr *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	5300					1936	FlensburgrSchiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	408·1 P25'F376'	60·0	23·3	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy.20½"-27$\frac{9}{16}$" connected to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registrés où ecc., si ce n'est dans le L. R. Durée Cert. B. of Trade.
38668	**Jalaganga** *Cruiser Stern*	4970	100A1 (*Class Contem*	*plated*)			1936	Lithgows Ld. PortGlasgow	**ScindiaS.N.Co.Ld.**	400·0 P40'B145'F31'	51·9	28·0	Bombay British	T.3Cy.24½",41"&70"-48" J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 9½ 24 ″ 11	
38669 IPAT	**Jolanda**(*ex*SaintServan-36) 1*Dk&Spar dk*	1243 1018 642					1906	Ch.&Atel. deProvence PortdeBouc	**S.Cappiello (LuigiMonta, *Mgr.*)**	232·6 P26'H—F34'	33·2	17·9	Genoa Italian *WB*	T3Cy.19$\frac{7}{10}$",31½"&51½"-35⅔" 151NHP Ch.&Atel.deProvence,Msl.		V
38670 214074 WNCB	**James L. Richards** (*ex*Munalbro-36) *ss*N.Yk.No.3-3,28 *Mchy.Aft* 1*Dk*(*Stl*) *CellDBuE&B*	4282 3787 3185	✠100A1 4,30 ~~BS4,30~~	NYk ✠LMC~~9,28~~ 3,36	*u*	CL ~~7,29~~ 3,36	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	KoppersCoalCo (MysticS.S.Co. Inc.*Mgrs*)	359·7 P94'B19'F31' 50'*f* 243'1087*t* *FPT*	49·2	26·9	Boston Utd.States FK 6*BHCem* 318*tAPT*92*t*	T.3Cy.23",39"&66"-45" (*s*) 180lb 365NHP 2S-B,6*cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 2 s 6 ″ 7¼ 23 ″ 9¼	
38671 LCKC	**Janna** (*ex*Sveigen-36,*ex*Glendola) *Fitted for oil fuel* 1*Dk*	2197 1951 1269					1919	AlbinaEng &Machine Works Portland,Or.	**WesselsKulforretningA/S(Pehrson &Wessel,*Mgrs.*)**	289·7 P66*t*H102*t*F48*t*	44·1	19·2	Porsgrunn Norwegian	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.&Mach.Wks.Portland,Or.		N
38672	**Jalayamuna** *CruiserStern*	4980 4660 3080	100A1 (*Class Contem*	*plated*)			1936	Lithgows Ld. PortGlasgow	**ScindiaStm.Nav. Co.Ld.**	400·0 P40'B145'F31'	52·0	28·0	Bombay British	T.3Cy.24½",41"&70"-48" J.G.Kincaid&Co.Ld.Grk.		
38673	**Jolly Girls** *OilEng.* *Mchy.Aft* *CruiserStern*	460	100A1 (*Class Contem*	*plated*)			1936	Smith's DockCo.Ld. S.Bank,Mdb.	**F.W.Horlock's OceanTransport Co.Ld.(F.W.Horlock,*Mgr.*)**	158·0 Q104'B11'F21'			**Harwich British**	**Oil Engines 2S.C.SA 4Cy. Atlas-DieselA/B,Skm.**		
38674 127426 WFUI	**J. M. Oag** (*ex*S.B.Way-36, *ex*A.E.R.Schneider, *ex*CharlesR.VanHise) 1*Dk* *Mchy.Aft* D.F.	6874 — 5288					1900	Superior S.B.Co. Wst.Superior	**ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)**	458·0	50·2	25·0	**Wilmgton (Del.) Utd.States** *WB*	Q.4Cy.20½",30",43½"&63"-42" 257NHP ChicagoS.B.Co.Chicago		
38675 145653 GTBK	**Jalamani** (*ex*Gambian-36, *ex*Knight of the Rose-33) *ss*Npt.No.1-33 D.F. 2*Dks*(*Stl*) *CellDB*	3865 3591 2348	✠100A1 9,35 BS9,35	Ham ✠LMC4,33	*w*	CL N3,33	1929 7mo	SirJPriestman&Co. Sunderland *Lloyd's A&CP*	**ScindiaStm.Nav. Co.Ld.**	352·5 P34'B108'F38' 305'852*t* *FPT*	50·5	24·9	Bombay British FK 6*BHptCem* 83*tAPT*96*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb GS143HS5501 373NHP 2SB(FD)&1AuxB,8*cf*, G.Clark,Ld.Sunderland	27 ″ 3 s 4 - 9¼ 22 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Freeboard assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of L.R. of Trade Cert.
38751	**Kenkon Maru** *OilEng.* *2Dks*	4575 3730 2675					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenKaisha, Ld.	360·0|50·0|29·0 P34'B105'F30'	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 453NHP MitsuiBussanKaisha,Ld. Tama		
38752 LIZL	**Krossfonn** TwinSc *OilEng.* D.F. E.S.D. 1Dk *Mchy.Aft* *CruiserStern*	9323 8649 5550	✠100A1 3,36 ~~8,35~~ ~~(ClassContemplated)~~ ✠LMC8,35 *Carrying Petroleum in bulk*	Rot	*d*†	CL *Lloyd's*	1935 8mo	Odense Staalskibsvft vedAPMöller Odense *A&CP*	Skibsaktieselsk. "Dalfonn"(Sigval Bergesen,*Mgr.*)	~~480·0~~|65·0|35·6 480·5| P98'B37'F41' FK *CellDBuE71'231tDTf34'456tFPT175tAPT176t*	Stavanger Norwegian 12*BH*	Oil Engines 4S.C.SA 14Cy.23$\frac{1}{4}$"-43$\frac{5}{16}$" 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35″0 s7″3$\frac{1}{2}$ 28″0	
38753 1030 ESRD	**Kuressaar** (*ex*Inverawe-35) *ss*Lth.No.3-12,33 1*Dk*(*Stl*)	2189 2009 1312	✠100A1 2,35 BS2,35 ✠LMC12,33	Lth	*s*	CL 12,33	1914 5mo	Mackay Bros. Alloa *Lloyd's*A&CP	A/S Merilaid&Co.	285·0|42·6|20·2 P24'B72'F32' FK *CellDBa83'uE20'f116'418t FPT90tAPT25t*	Tallinn Estonian 4*BHCem*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 230NHP 2SB,*6pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22″6 s3″1 19″7	
38754	**Kastor** (*ex*Parana-35) *Fitted for oil fuel* 1*Dk & Shelter dk* ~~3Dks~~	5497 5025 3425					1921	F.Schichau Danzig	G.D.Gratsos'Sons	398·7|55·9|29·1	Ithaca Greek *WB*	T.3Cy.26$\frac{1}{2}$",45"&75"-48" *Emade22fitted35* 390NHP WallsendSlpwy&EngCoLd		G
38755 157649 ZMLT	**Karu** 1*Dk* *OilEng.* Wireless *Rudder electrically welded* *CruiserStern*	1044 783 529	✠100A1 4,36 ~~7,35~~ ~~(ClassContemplated)~~ ✠LMC7,35	Gls Ddn	*n*	CL	1935 7mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP	UnionS.S.Co. of NewZealand,Ld.	220·4|35·1|14·3 Q66'B54'F24' FK *CellDB171'219tFPT20tAPT26t*	Wellingtn British 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"-23$\frac{5}{8}$" 210NHP A.Stephen&Sons,Ld.	16″7 s1″3$\frac{1}{2}$ 15″6$\frac{3}{4}$	
38756 1025 ESRE	**Kulda** (*ex*Woodland-35, *ex*ZuidHolland-33) *ss*Shl.No.3-5,33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1961 1617 1174	✠100A1 12,35 ~~1,35~~ ✠NB6,28 ✠LMO MS5,33 BS ~~11,34~~ 8,35	Shl Rot	*r*	CL ~~7,34~~ 12,35	1911 9mo	Schpw.v. Jan.Smit,Czn Alblasserdm A&CP	E.Bergmann& others(E.Berg- mann,*Mgr.*)	272·4|39·9|18·2 B63'F32' FK *CellDBa80'uE&B35'f112'523tAPT77t*	Tallinn Estonian 4*BHCem*	T.3Cy.20",32"&52$\frac{3}{4}$"-39" (*s*) 180lb 203NHP 2SB,*6cf*,GS108,HS3450 Maats.deSchelde,Flushing	20″6 s3″0$\frac{1}{2}$ 17″8	
38757 4 ESAK	**Kadli** (*ex*Lembit-35,*ex*Illtyd) *ss*Gmh.3rdNo.3-7,27 *Well deck* *ss*Tln.No.1-32 1*Dk*(*Stl*)2*trB*	1818 1418 1103	✠100A1 10,33 ✠LMO MS11,31 BS ~~8,34~~ 7,35	Gmh	*q*	~~10,33~~ 8,35	1889 7mo	TTurnbull &Son Whitby A&CP	E.Bergmann ~~(E.Bergmann,~~ ~~Mgr.)~~	259·0|37·2|16·9 P28'Q60'B112'F32 FK *CellDB216'378t*	Tallinn Estonian 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 160lb 170NHP 2SB,*4cf*,GS58,HS2480 Blair&Co.Ld.Stockton	19″4 s1″1$\frac{3}{4}$ 18″4	
38758 JYXA	**Kiri Maru** *OilEng.* *Mchy Aft* 1*Dk*	315					1935	Sanoyasu DockCo. Osaka	Sanokawaya Yasutaro	130·0|23·0|13·0 P45'F16'	Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16$\frac{11}{16}$"-9$\frac{3}{8}$" 198NHP J.&C.G.Bolinders, M.V.A/B,Skm.		
38759 40114 JWIJ	**Kongo Maru** *OilEng.* 1*Dk & Shelter dk,3rd dk except in aftermost hold* *Rudder electrically welded* *Cruiser Stern*	7043 — 3748	✠100A1 *withfreeboard* 2,35 ✠LMC2,35 *Carrying cargo oil F. P. above150° F.in deep tanks*	Kob	*d*†	CL	1935 2mo	Harima S.B.&Eng. Co.Ld. Harima *Lloyd's*A&CP	KokusaiKisenK.K. *CellDB359'1420t* *DTsa49'1382t*	450·0|61·0|40·0 F34' FK *Tanks at sides of tunnel 167t*	Tokio Japanese 8*BHptCem* (*Coll to Sh dk* *7 ,, 2nd ,,*)	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 2115NHP DB*100lb* KawasakiDkydCoLdKobe *FPT76tAPTs234t*	31″0 s3″10$\frac{1}{2}$ 27″4$\frac{3}{4}$	
38760 UPLF	**Kolhoznik** (*ex*Rockcliffe-35) *ss*Shl.No.2-35 1*Dk*(*Stl*)	*3880* *3544* *2350*	✠100A1 4,35 ✠LMC4,35	Shl	*w*	CL 4,35	1925 5mo	JReadhead &Sons,Ld. SouthShields *Lloyd's*A&CP	U.S.S.R.	364·2|50·6|23·7 P34'B104'F33' FK *CellDB318'987t FPT59t APT170t*	Odessa Russian 6*BHptCem*	T.3Cy.25",42"&69"-45" (*s*) 180lb *125lb* 371NHP 2SB,*6cf*,GS120,HS6044 J.Readhead&SonsLd,S.Shl	26″0 ~~s4″7$\frac{1}{4}$~~ ~~21″7~~	
38761	**Kulu** (*ex*Batoe-35) *Fitted for oil fuel* 3*Dks*	6492 6109 4070					1917	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	420·3|54·7|33·4 P40'F41'	Russian *WB*	T.3Cy.26$\frac{15}{16}$",47$\frac{15}{16}$"&77$\frac{1}{2}$"- 53$\frac{15}{16}$" 440NHP Werkspoor,Amsterdam		V
38762 ~~[illegible]~~ ~~[illegible]~~	**King Lee** (*ex*YuanLee-35,*ex*Charon) *Now "Wing Fook," see No.40658 in Supplement* 2*Dks*	2736 2111 1643					1903	CaledonS. B.&E.Co.Ld. Dundee	~~MokH.Kin~~	306·1|45·2|19·7 P47'B124'F35'	~~Hong Kong~~ ~~British~~ Chinese *WB*	T.3Cy.21$\frac{1}{2}$",37"&60"-42" 233NHP CaledonS.B.&E.Co.LdDun		
38763	**Kadio** (*ex*Abbas-35) *ss*Sld.No.3-9,24 *ss*Sld.No.2-32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	*1430* *1115* *836*	✠100A1 4,35 BS ~~8,34~~ 8,35 ✠LMC7,32	Sld	*o*	CL 8,34	1911 11mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*A&CP	Mme.K.G.Sigalas (SigalasBros. *Mgrs.*)	240·0|36·0|15·6 Q131'B12'F26' FK *CellDBuE&B37'f152'414tFPT106tAPT60t*	Piræus Greek 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB27 *100lb* 172NHP 1SB,*4pf*,GS73,HS2691 J.Dickinson&Sons,Ld.Sld.	17″9 s5″5 16″6	
38764 147646 MLWV	**Kirkwood** (*ex*Ashtree-35) *ss*Hul.No.2-33 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1561 1151 798	✠100A1 7,35 ~~3,33~~ ✠LMC BS ~~2,33~~ 5,35 MS3,33	Hul Cff	*p*	CL ~~N3,33~~ 7,35	1924 5mo	Craig,Tay- lor&Co.Ld. Stockton *Lloyd's*A&CP	W.FranceFenwick &Co.Ld.	244·0|36·8|15·8 Q134'B10'F28' FK *CellDB206'472tFPT104tAPT97t*	London British 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb 189NHP 2SB.*6cf*,GS88,HS3188 N.E.MarineEng.Co.Ld.Sld.	18″1 s5″3$\frac{1}{2}$ 16″7	
38765 164269 GYNC	**Kumasian** 1*Dk & Shelter dk* D.F. *CruiserStern*	4920 4922 4146 2947	✠100A1 *withfreeboard* 10,35 ✠LMC10,35 *Carrying vegetable oil in deeptank*	PGl		CL	1935 10mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd's*A&CP	UnitedAfrica Co,Ld.	404·1|56·7|23·0 F45 FK (*CollBHtoShelterdk,6BHto2nd dk*) *CellDB334'946tDTa25'873tFPT183tAPT142t*	Liverpool ~~London~~ British 7*BHptCem*	T.3Cy.21$\frac{1}{2}$",35"&62"-45" 220lb (*s*) 356NHP 2SB,*6cf*,GS91,HS4810 D.Rowan&Co Ld.Gls	25″3 s1″11 FB 23″6$\frac{1}{2}$	
38766 LEUH	**Kongshaug** (*ex*Sicilia-35) 1*Dk & pt Awng dk*	1156 1044 656					1898	Fevigs Jernskibsbyg Arendal	DampskA/SKongs- haugsRederi(M.H. Kongshavn&Søn- ner,*Mgrs.*)	217·4|31·9|20·7 B57tH54t *pt Awng dk*142'	Haugesnd Norwegian *WB*	T.3Cy.16$\frac{1}{2}$",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld Mdb.		N
38767 1029 ~~418~~ ESUO	**Keri** (*ex*Vectis-35) *ss*Nwc.No.3-4,26 *ss*Tln.No.2-35 ~~ssBly.No.1-31~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1172 986 663	✠100A1 9,35 ~~12,33~~ 11,35 ✠LMC 9,35 ~~BS12,34~~ ~~MS5,31~~ ~~9,35~~	Bly ~~Tln~~ Sws	*n*	CL ~~12,34~~ 9,35	1913 4mo	J.Crown& Sons.Ld. Sunderland *Lloyd's*A&CP	PeetRass ~~&Co.~~	222·5|33·2|14·5 Q77'B48'F26' FK *CellDBa58'uE17'f92'270tFPT39t APT94t*	Tallinn Estonian 4*BHCem*	T.3Cy.18",29$\frac{1}{2}$"&48"-33" (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16″6 s1″2$\frac{3}{4}$ 15″5$\frac{3}{4}$	
38768 145976 MLDZ	**Kyle Skye** (*ex*NancieThomas-35) *ss*P.Gl.No.3-9,35 ~~ssLiv.No.1-28~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	311 218 116	✠100A1 9,35 ✠LMC9,35	Liv P.Gl	*d*	CL 7,35	1922 9mo	Rennie, Ritchie& Newport S.B.Co.Ld. Glasgow *Lloyd's*A&CP	R.Cameron&Co	130·3|22·6|9·8 Q48'B8'F22' *23·8* FK *FPT22tAPT19t*	Liverpool British 3*BHCem*	C.2Cy.15"&32"-24" (*s*) 130lb 63RHP 1SB,*2pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10″6 s0″7$\frac{1}{4}$ 10″0	
38769 147337 GMCF	**Kyrenia** (*ex*Nigerian-35) *ss*Liv.No.2-33 ~~D.F.~~ ~~2Dks(Stl-Wthr dk teaks)~~ 1*Dk & Shelter dk*	2486 2176 1486	✠100A1 *withfreeboard* 11,35 7 ~~,35~~ ✠LMO MS7,33 BS ~~3,34~~ 5,35	Liv	*u*	CL ~~8,35~~ 11,35	1925 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	MossHutchison Line,Ld. *CellDBa86'uE21'* *f136'543tFPT62tAPT24t*	321·8|46·2|~~28·2~~ |19·7 F30' FK	Liverpool British 6*BHptCem* ~~Coll BH to W dk~~ *CollBHtoShlr dk*	T.3Cy.20$\frac{3}{4}$",34$\frac{1}{2}$"&58"-42" 180lb (*s*) 279NHP 2SB& 1Aux.SB,*8cf*,GS155,HS4869 Barclay,Curle&Co.Ld.Gls.	21″6 1″2$\frac{1}{4}$ 20″5$\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
38770 135527 MFBT	**Kyle Queen** 3Mst (exCornishCoast-35, ssCff.No 3-4,26 exVolana) ~~ssBkn.No.1-29~~ Mchy.Aft ssBkn.No.2-35 1Dk(Stl) Well deck ~~Cargo battens not fitted~~	616 421 256	✠100A1 11,35~~2,34~~ ✠LMC BS~~2,34~~ MS10,34 11,35	Bkn	i	CL 10,34	1913 11mo Lloyd	R.William-son&Son Workington 'sA&CP	MonroeBros.Ld. (MonroeBros. Mgrs.)	175·0|27·1|11·1 Q103'B9'F22' BK7" CellDB/101'120t	Liverpool British 3BHCem FPT53t	T.3Cy.14",24"&40"-27" (s) 180lb 80RHP 1SB,3cf,GS56,HS1956 Ross&Duncan,Glasgow	13 ″ 4 s4 ″ 7 13 ″ 5	
38771	**Kunlatori** OilEng. Mchy.Aft CruiserStern 1Dk	304 215 146					1935	NVSchpsw Gebr.v/dWrf. Deest	J.Kunst&K. Schuitema	125·8|24·0| 9·0 P36'F20'	Groningen Dutch WB	Oil Engines 2S.C.SA 5Cy.10¼"-14$\frac{9}{16}$" 93NHP N.V.Mchfb.Bolnes,Bolnes		
38772 469 SVIJ	**Konstantinos Hadjipateras** (exCalandplein-35, ~~ssRot.No.3-3,27~~ exLesreaulx,exPinemore, 1Dk(Stl)& exDen of Ewnie) Shelter dk(Irn) ssRot.2ndNo.3-10,35	4684 4346 2842	✠100A1 Shelter dk withfreeboard 10,35~~10,30~~ ~~BS6,31~~ ✠LMC~~9,27~~ 10,35	Rot	y	CL ~~N9,30~~ 9,35	1913 11mo Lloyd	JLThomp-son&Sons,Ld Sunderland 'sA&CP Cell	J.C.&A.C.Hadji-pateras DBa136'uE&B41'	388·5|54·1|26·0 FK f167'1214tFPT106	Chios Greek 6BHCem tAPT219t	T3Cy.27½",44½"&74"-48" (s) 180lb 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s3 ″ 6½ 25 ″ 5	
38773 70 ESAC	**Kadri** (exEllind-35,exJacobBright) ssRot.3rdNo.3-2,36 1Dk(Irn)2trB&Web frames Cargo battens not fitted	2775 2490 1691	✠100A1 withfreeboard 2,36 ~~2,33~~ ✠LMC 2,36 ~~BS4,35~~ ~~MS12,30~~	Shl Rot	t	CL ~~N2,33~~ 1,36	1897 2mo	Irvine&Co. WHartlepool A&CP Cell	~~Joh.Linde(E.Bergmann,Mgr.)~~ E.Bergmann DBa&uE130'	314·0|44·0|20·8 P31'B76'F33' FK f122'	Tallinn ~~Parnu~~ Estonian 5BHCem 596tAPT60t	T.3Cy.23",36½"&62"-39" (s) 160lb NDB09-80lb 240NHP 2SB,6cf,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 ~~s3 ″ 10~~ ~~19 ″ 9~~ s3 ″ 7½ 19 ″ 9¾	
38774	**Kiri Maru No. 2** OilEng Mchy.Aft 1Dk	344					1935	Sanoyasu DockCo.Ld. Osaka	Sanokawaya Yasutaro	130·0|23·0|13·0 P45'F16'	Japanese WB	Oil Engines 2S.C.SA 4Cy.16$\frac{11}{16}$"-9⅜" 198NHP J.&C.G.Bolinders, M.V.A/B,Skm.		
38775	**Kwan-Ho** (exMataram-35) Ⓟ ssKob.2ndNo.3-8,35 1Dk(Stl)&Spar dk(Stl-ptws)	8331 2590 1962	✠100A1 Spar dk 12,35~~8,35~~ ✠LMC8,35	Kob Nag	v	CL 8,35	1909 9mo Lloyd	ClydeS.B.&E.Co.Ld. Pt.Glasgow 'sA&CP	~~FanShenHang~~ ~~(T.Miyaji,Mgr.)~~ FanShienHo Cell DBa88'u	331·2|43·2|22·4 P29'B128'F44' FK E18'f160'593tFPT	Tsingtao Chinese 5BHptCem 79tAPT29t	T.3Cy.24",40"&65"-42" (s) 180lb 397NHP 2SB,8cf,GS150,HS6000 FD ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9 s3 ″ 6¾ 21 ″ 3½	
38776	**Krasnoarmeets** (exCerto-35, exSaga,exGeneral Williams) 1Dk	2222 1995 1339			●●●		1919	Dominion S.B.Co.Ld Toronto	U.S.S.R.	251·0|43·6|21·5 P25'B64'F20' FK	Russian WB	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	N †
38777 847 SZOC	**Kyrapanagia II** (exClonlee-35) ssLth.2ndNo.3-10,23 ssShl.No.2-32 Well deck 1Dk(Irn)&deep framing Cargo battens not fitted	1012 790 396	✠100A1 9,35 BS~~8,34~~9,35 ✠LMC5,32	Cff	n	CL 9,35	1899 1mo	AilsaS.B.Co. Troon A&CP	A.G.Chalaris CellDBa50'u	224·0|33·1|15·6 P23'Q52'B53'F26' FK&BK1" E17'f83'286tFPT	Piræus Greek 4BHCem 45tAPT64t	T.3Cy.17⅝",27½"&44"-33"(s) 160lb 100lb NDB19 123NHP 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	16 ″ 6 s1 ″ 3½ 15 ″ 6½	
38778 40771 JWXJ	**Kiyo Maru** (exVigrid-35) OilEng. ssYka.No.1-35 1Dk(Stl) Mchy.Aft CruiserStern Rudder electrically welded	7240 6369 5659	✠100A1 10,35~~2,34~~ DBS9,34 ✠~~LMC7,30~~ CarryingPetroleum in bulk ✠LMC10,35	Fal Yka	a†	CL ~~8,32~~ 9,35	1930 7mo Lloyd	Deutsche Werft A.G. Hamburg 'sA&CP	AsanoBussanK.K. CellDBuE60'157t	~~420·3|57·2|33·8~~ P103'F41' 33·0 416·6|57·0| FK DTf29'524tFPT19	Tokio Japanese 10BHptCem 2tAPT197t	Oil Engines 2S.C.DA 5Cy.23⅝"-35$\frac{7}{16}$" 975NHP 2DB170lb Maschfbk.Augsburg-Nürnberg,Augsburg	33 ″ 0 s5 ″ 6½ 27 ″ 8½	
38779	**Kenryu Maru** OilEng. 2Dks	4575 3730 2720					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenKaisha,Ld.	360·0|50·0|29·0 P34'B105'F30'	Kobe Japanese WB	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		
38780 158021 VPJJ	**Kangting** Ⓟ TwinSc (exChiPing-35) 1Dk	646 303 357					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	150·0|26·5| 6·5	HongKong British	T.3Cy.11",16½"&26½"-16" 2WTBmade1917 56NHP KiangnanDk.&Eng.Wks.		
38781	**Kung Ho** (exViking II-35, exKariSkogland,exSolingen) 2Dks	4261 3918 2668					1905	Akt.Ges. "Neptun" Rostock	Fan Shien Ho (Midzushima&Co. Mgrs.)	376·6|48·7|26·9 P35tH237tF64t	Chinese WB	T.3Cy 27$\frac{9}{16}$",46$\frac{1}{16}$"&76"-48" 400NHP A.G."Neptun"Rostock		N
38782 7629 SEBD	**Kjell Billner** (exFalksten-35, exFurulund,exInger) 1Dk	1118 903 660					1907	Trndhjms Mek.Værks Trondheim	RederiA/B Sylvia (Alb.Billner, Mgr.)	231·0|34·1|13·7 Q86tH52tF33t	Gothenbrg Swedish WB	T.3Cy.16",25½"&44"-30" 106NHP TrondhjemsM.V. Trondheim		V
38783	**Katiola** Fitted for oil fuel Ref.Mchy. 4Dks	3800 — 1800					1935	Forg.&Ch. delaMéditSA LaSeyne	Compagnie des ChargeursRéunis	326·7|49·2|32·8 B48'	Havre French	2SteamTurbinesDRgeared to 1 Sc. Shaft Cie.Electro-Mécanique, LeBourget		
38784 VLFS	**Kanimbla** Ⓟ TwinSc 3Dks 4th dk fr'd of Mchy space OilEng. Ref.Mchy. D.F. E.S.D. CruiserStern	~~10950~~ 10985 7280 6585	✠100A1 withfreeboard 4,36 ✠LMC4,36 ~~(Class Contemplated)~~ ✠Lloyd'sRMC4,36	Bel		CL	1936 4mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast	McIlwraith, McEacharn,Ld.	468·8|66·3|30·2 B256'F90' FK&BK2" CellDB388'1260tTanks at sides of tunnels55'395tFPT	Melbourne British 8BHptCem 91tAPT118t	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1305NHP DB100lb Harland&Wolff,Ld.Bel.	36 ″ 0 s12 ″ 0¾ 24 ″ 2¾	
38785 145556 MKVW	**Kyle Rhea** (exTodHead-35) ssGmh.No.3-7,30 Mchy.Aft ssPGl.No.1-34 Well deck 1Dk(Stl)	323 216 123	✠100A1 12,34 ✠LMC MS2,34 BS~~12,34~~ 2,36	PGl	d	CL 1,34	1921 10mo Lloyd	J.Cran&SomervilleLd Leith 'sA&CP	R.Cameron&Co.	130·2|22·6| 9·6 24·1 Q48'B8'F23 FK FPT33t	Glasgow British 3BHCem APT16t	C.2Cy.15"&32"-24" (s) 130lb 60RHP 1SB,2pf,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
38786	**Kong Ho** (exKaitoke-35, exCapeColony, ssWln.No.3-7,30 exWarPalace) ssOsa.No.1-35 1Dk(Stl) Cargo battens not fitted	3167 2359 1862	✠100A1 ~~8,29~~11,35 ~~BS7,35~~ ✠LMC~~7,30~~ 12,35	Auk Osa	u	7,35	1918 11mo Lloyd	SirR Dixon&Co.Ld. Middlesbro' 'sA&CP CellD	~~FanShenHang~~ FanShienHo	331·3|46·8|23·2 P33'B98'F29' FK B284'736tFPT112t	Tsingtao Chinese 7BHptCem APT112t	T.3Cy.25",41"&68"-45" (s) 180lb 434NHP 3SB,9cf,GS155,HS6420 FD Richardsons,Westgarth&Co.Ld.Mdb.	25 ″ 6 s4 ″ 1½ 21 ″ 9	
38787	**Kongsgaard** (exIsa-35,exOdnes) 1Dk	1548 1328 900					1920	Fredrkstad Mek.Værks Fredrikstad	D/S A/S Firda (A.GowartOlsen, Mgr.)	242·3|39·2|17·4 P27'B67'F29'	Stavanger Norwegian WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
38788 41285 JHEJ	**Kinugasa Maru** 1Dk&Shelter dk 3rd dk except OilEng. D.F. GyC. in aftermost hold CruiserStern	~~6800~~ 6808 5534 3717	✠100A1 withfreeboard 3,36 ✠LMC3,36 ~~(Class Contemplated)~~ Carrying cargo oil F.P.above150°F.in deep tanks	Kob	d†	CL	1936 3mo Lloyd'sA&CP	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K. CellDB359'1416t (Coll.BHtoShelterdk, BHto2nd dk) DTsa51'1378tTanks in way of tunnel30'133tFPT173tAPT186t	453·7|60·9|31·1 F43' FK	Tokio Japanese 8BHptCem	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1850NHP DB100lb KawasakiDkydCoLdKobe	31 ″ 1 s3 ″ 8¾ 27 ″ 3½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which placed, if not in L.R.
38789	**Kwen Lee** (*ex*Carrier-35, *ex*CanadianCarrier-34,*ex*Champlain-32, *ex*CanadianCarrier) 2*Dks*	2829 2520 1696					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	ChingKeeS.N. Co.Ld.	320·3|44·1|22·6 P41'B97'F34'	Chefoo Chinese *WB*	T.3Cy.23",38"&63"-42" 182NHP PortArthurS.B.Co.		N
38790 TVXB	**Kolda** (*ex*NewVerdun-35, *ex*Verdun,*ex*Braken,*ex*ThorII) 1*Dk*	332 221 149					1907	MarstalSB. &Reptværft Marstal	Soc.Anon.des Messageries Africaines	130·0|23·9|10·5 P86'F25'	Dakar French *WB*	C2Cy.20$\frac{1}{2}$"&41"&21" MarstalS.B.& 72RHP Reptværf.Marstal		V
38791	**Kosarew** *OilEng.* D.F. E.S.D. 1*Dk* GyC. *Mchy.Aft* *CruiserStern*	2850 2003 1461					1935	NVNederl. Schps Maats. Amsterdam	U.S.S.R.	285·1|49·0|20·6 P69'F28'	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21$\frac{1}{4}$"-35$\frac{7}{16}$" 472NHP MachinefabriekGebrStork &Co.N.V.Hengelo		
38792	**Kashii Maru** *OilEng.* D.F. GyC. *CruiserStern*	7000	100A1 (*ClassContemplated*)				1936	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K.	450·0|61·0|40·0 F44'	Japanese	Oil Engines 2S.C.DA 6Cy.29$\frac{15}{16}$"-47$\frac{1}{4}$" KobeSteelWorks,Kobe		
38793 JLOK	**Kiyotada Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	2550					1936	Mitsubishi JukogyoK.K Kobe	UbeCementK.K.	305·0|50·0|22·0 P80'F39'	Japanese	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"-37$\frac{3}{8}$" 272NHP MitsubishiJukogyoK.K. Kob.		
38794	**Korsnes** Wireless D.F. 1*Dk* *Cruiser Stern*	1600					1936	Rosenbrgs MekVerkA/S Stavanger	A/S D/S Nord (Kr.JebsenJr., *Mgr.*)	253·0|41·0|19·0 P31'B52'F28'	Bergen Norwegian *WB*	C.2Cy.15$\frac{3}{4}$"&31$\frac{1}{2}$"-31$\frac{1}{2}$"& LP turbine withDRgearing & hydraulic coupling 145NHP BergensMekVærksA/S		
38795 24060 JRFE	**Kinryuzan Maru** (*ex*DaishinMaruNo.2-35) 1*Dk*	1370 1132 778					1918	Osaka YogyoK.K. Osaka	Tsurumaru Hirotaro	228·0|34·0|19·5 *WB*	Waka- matsu Japanese	T.3Cy.18$\frac{1}{8}$",26"&42$\frac{1}{2}$"-32" 112NHP HirotaniSeikosho,Osaka		
38796 773 OHYA	**Karin** (*ex*Johanne-35, *ex*JohanneDybwad, *ss*N.Yk.No.3-10,17 *ex*Nepos, 1*Dk*(*pt Irn&pt Stl*) *ex*Arranmoor) *&deep framing*	2791 2541 1618	✠ 1,23 ✠	Cpn	z		1904 10mo	J.Blumer &Co. Sunderland	RederiA/B Deepseatrader O/Y(Kristian Hansen,*Mgr.*)	313·9|46·6|21·1 P28'B90'F32' *CellDBa* FK 104'*u*E22'*f*128'	Helsingfrs Finnish 5*BHCem* 673*t* *APT*75*t*	T.3Cy.23",38"&62"-42" DB10*fitted*17 257NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 " 0	N †
38797	**Kronprinsessan Ingrid** Ⓟ *OilEng.* TwinSc Wireless D.F. *CruiserStern*	725	100A1 (*ClassContemplated*)				1936	Frdrkshvn Værftog Flydk.A/S Fredrikshavn	Rederi.A/B Göte- borg-Frederiks- havn-Linjen (ConsulH.Trapp, *Mgr.*)	199·4|35·6|14·4 B&F154'	Gothenbrg Swedish	Oil Engines 2S.C.SA 12Cy.13$\frac{3}{8}$"-22$\frac{7}{16}$" Atlas-DieselA/B,Skm.		
38798	**Kollgrim** *OilEng.* *Mchy.Aft* *CruiserStern*	8248 7504 4985	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	Eriksbergs M.V.Aktieb. Gothenburg	OddBergs TankrederiA/S	469·2|61·1|34·5 P93'B31'F38'	Olso Norwegian	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47$\frac{1}{2}$" EriksbergM.V.Aktieb.Got		
38799	**Kaida** (*ex*Castlegreen-36,*ex*Toivo-34, *ex*Hoffnung-32, *ss*Ham.2ndNo.3-2,28 *ex*Niels,*ex*Cabo *ss*Kel.No.1-32 Corrientes,*ex*WestCoast, 1*Dk*(*Stl*) *ex*RiverTay) *Welldeck* *Mchy.Aft*	*510* *354* *224*	✠100A1 12,35 BS~~1,35~~ 3,36 ✠LMC8,32	Shl		CL ~~8,35~~ 4,36	1902 7mo *Lloyd*	Ardrossan D.D.&S.B.Co Ld.Ardrossan *sA&CP*	E.Bergmann	165·8|25·8|10·2 Q91'B10'F19' FK *FPT*50*t*	Paldiski Estonian 3*BHCem* *APT*5*t*	C.2Cy.16"&40"-20" 125lb 89NHP 1SB,*3pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 " 3 s 3 " 10 11 " 0$\frac{1}{2}$	
38800	**Kalle H.** (*ex*Adrien deMontgolfier-36, *ex*Monestoy,*ex*Grangetown, *ex*VanDyck) 1*Dk&deep framing* *Well Deck*	1318 1007 806			•••		1904	Soc.Anon. Chant.Naval Anversois Hoboken	ReposaarenLaiva O/Y(Werner Hacklin&Co.*Mgr.*)	229·6|34·9|14·6 Q67'B65'F26' FK	Pori Finnish *WB*	T.3Cy.17",28"&46"-30" 132NHP B*made*20,*fitted*24 NE.MarineEng.Co.Ld.Sld.	17 " 2	V †
38801	**Kyushu Maru** *Mchy.Aft* *CruiserStern* 1*Dk*	633					1936	Amagasaki S.B.Co. Osaka	~~AmasakiKisenBu~~ AmagasakiKisen- buGomeiKaisha	170·0|28·0|15·5	Osaka Japanese	C.2Cy.17$\frac{1}{2}$"-35$\frac{5}{8}$"-27" 66NHP		
38802 OYPH	**Katrine Mærsk** (*ex*Varg-36) *OilEng.* D.F. *Mchy.Aft* ~~*ss*Osl.No.1-32~~ *ss*Got.No.2-35 1*Dk*(*Stl*)	5702 4993 3216	✠100A1 4,36~~7,35~~ *CarryingPetroleum in bulk* ✠LMC CS4,36 DBS4,36 2,35	Got Rot	z	CL ~~1,35~~ 4,36	1928 8mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	A/S D/S Svendborg &A/S D/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*)	390·6|55·2|31·0 P100'B32'F34' *Trunk in wells* FK *CellDBuE*67'234*t*D *Tf*29'538*t* *FPT*250*t*	Copenhagen Danish 11*BH* *APT*101*t*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 490NHP 1DB(*a*)*150lb* 1DB(*s*)*142lb* Akt.Burmeistr&Wain,Cpn	30 " 8 s 5 " 3 25 " 7$\frac{1}{2}$	
38803	**Kagu Maru** *OilEng.* D.F. GyC. *CruiserStern*	6800 — 3600	100A1 *withfreeboard* (*ClassContemplated*)				1936	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K.	450·0|61·0|40·0	Tokio Japanese	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" KawasakiDkydCoLdKobe		
38804	**Koningin Emma** Ⓟ Wireless *Mchy.Aft* *CruiserStern*	450	100A1 (*ClassContemplated*)				1936	A.Vuijk& Zonen Capellea/d Ysel	N.V.Gemengd BedryfVaartuig- endienstSuriname	164·0|26·2|10·7 P32'B44'F20'	Dutch	MachinefabriekGebr.Stork &Co.N.V.Hengelo		
38805	**Koryo Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	600					1936	Mitsui Bussan Kaisha,Ld. Tama	Y.Yamashina	175·5|29·2|12·8 P54'F17'	Tokio Japanese	Oil Engines 4S.C.SA 6Cy.13"-23$\frac{5}{8}$" 98NHP MitsuiBussanKaisha,Ld. Tama		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
38901 UPFY	**Lensovet** (exKazan-35, exAge-35) ssSyd.No.3-9,34 Well deck 1Dk(Stl) Cargo battens not fitted	4718 3608 2864	✠100A1 2,35 ✠LMC9,34 Fitted for oil fuel 1,23 F.P. above 150° F.	Hul	x	CL 1,35	1923 1mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	U.S.S.R. CellD	366·2 ~~364·5~~|52·8|24·3 P28'Q118 B68'F28' FK B309' 953t FPT70t	Odessa Russian 6BHCem APT221t	T.3Cy.23½",38"&64"-42" (s) 180lb 347NHP 3SB,9cf,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 " 8 s 3 " 10½ 23 " 1	
38902 YTFM	**Lasta** (exNaana-35,exManchurian Prince-33, ~~ssN.N.No.3-9,25~~ exArdgair) ~~ssShl.No.1-29~~ ssAnt.No.3-7,35 2Dks(Stl)	5119 4748 3282	✠100A1 7,35 ~~9,33~~ ~~BS7,33~~ ✠LMC7,35 ~~MS9,33~~ ~~Carrying vegetable oil in forward deeptanks no cargo carried in No.1 hold~~	Nwc Ant	z	CL ~~11,30~~ 6,35	1913 5mo Lloyd	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	Jugoslavenska PlovidbaD.D. 'Tween CellDBa131'	405·0|53·0|27·2 P41'B121'F35' FK dk BH in after hold dispensed with uE23' f 176' 1103t	Susak Yugoslav Cem 5BH to U dk 3 „ 2nd „ DTa36' 988t	T.3Cy.27",44"&73"-48" (s) 180lb 100lb 475NHP 1SB,8cf,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk. only ~~DTf88'~~APT36t	29 " 9 5 " 9¼ 24 " 2	
38903	**Lu Hsing** (exElaineL.D.-35, exMerkator) Fitted for oil fuel 1Dk	4147 3567 2888					1925	Nüscke& Co.A.G. Stettin	ChungHsingCoal MiningCo.Ld. (YoungWong Mgr)	346·4|50·9|24·6 P26'B118'F48'	Shanghai Chinese WB	C.4Cy.(2)18 11/16"&(2)39⅜"-39⅜" 162NHP A.Borsig,Berlin		V
38904 2047 IPHV	**Libano** (exOttar-35) 1Dk&Spar dk&deep framing	1592 1438 984			●●●		1908	Fevigs Jernskibsbyg Fevig	M.Querci	262·5|36·9|11·8 252·6 19·2 P15'B69'F29' FK	Genoa Italian WB	T.3Cy.20",33"&54"-36" Richardsons, 192NHP Westgarth&Co.Ld.Mdb.	21 " 6	NI †
38905	**Limalite** (exFuelite-35, exHerculesNo.7) Fitted for oil fuel 1Dk Carrying fuel oil in bulk	376 349 254			●●●		1909	Lobnitz& Co.Ld. Renfrew	International PetroleumCo.Ld. (H.J.Rahlves, Mgr.)	145·5|27·6|10·1 FK	Callao Peruvian	C.2Cy.14"&32"-21" 50NHP ~~50RHP~~ Lobnitz&Co.Ld.Renfrew	10 " 6	
38906 Now a Hulk VJFQ	**Lady Loch** IronSr Wireless 2Dks	531 428 272	5,87	Mel			1886 8mo	Campbell, Sloss&M'Cnn Melbourne	~~W.Cooke.~~ A.Peters	182·7|24·6|14·4	Melbourne British 6BHCem	C.2Cy.28"&54"-36" Campbell, NB03 146NHP Sloss&M'Cann,Melbourne		
38907 2	**Lesbos** (exVenizelos-35, TwinSc exAnnaD, ssPir.2ndNo.3-8,35 exSvetoiSpiridon) Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1005 742 471	✠ A1 withfreeboard 8,35 ~~10,33~~ ~~BS10,33~~ ✠LMC~~7,33~~ 8,35 For service in the Mediterranean & Black Sea	Pir	m	~~10,33~~ 7,35	1910 7mo	Dundee S.B.Co.Ld. Dundee	SifneoFrères CellD	220·1|33·0|11·9 Q161'F32' FK Bf132'216tDTf22'	Mytilene Greek 5BHCem 151tAPT15t	T.3Cy.10½",17½"&28"-21" 180lb (s) 103NHP 2SB,4pf,GS70,HS1944 W.V.V.Lidgerwood,Gls.	13 " 9 s 3 " 10¼ 12 " 6	
38908 87034 Transferred to No. 18210	**Lady Pam** (exChilco-35, exSantaMaria,exYacht) Ⓟ 1Dk	246 227 111					1883	J.Elder& Co. Glasgow	UnionSteamships, Ld.	154·0|~~22·0~~ 22·3|12·4	Vancvr,BC British	C.2Cy.18"&36"-21" NB01 54~~80~~RHP J.Elder&Co.Glasgow		
38909 6893 SDGI	**Lennart** (exAstrid-35, exGalicia) 1Dk	1218 1066 658					1905	Nylands Værksted Oslo	RederiA/BAstrid (Fred.Olsson&Co. Mgrs.)	237·0|35·2|16·2 P25tH51tF35t	Gothenbrg Swedish WB	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		N
38910 821 ESDL	**Leola** (exIta-35, Iron exSvendLarsen,exMjölnir,exTraag) 1Dk	554 449 300					1884	Rostocker Akt.Ges. Rostock	E.Jakobson	161·0|26·2|12·1 Q44tB76tH8tF13t	Pärnu Estonian WB	C.2Cy.20"&35½"-27½" NB96 55NHP RostockerA.G.Rostock		V
38911 LEZU	**Lotos** (exSvartisen-35, exErholm) 1Dk	1315 1144 749					1919	H.Te.Ved-huisWerf Papendrecht	D/S A/S Lotos (StenerS.Müller)	238·1|36·5|16·0 P57tH62tF16t	Bergen Norwegian WB	T.3Cy.18½",29"&48"-30" 126NHP O.A.KuijpersMachine Fabriek,Rotterdam		N
38912 2041 IBOQ	**Liguria** Ⓟ (exMelita-35) TrpSc ssGls.No 3-1,30 Sub.Sig. 4Dks(Stl)&Awng dk(Stl-ws) Ref.Mchy. pt5th dk(Stl)	~~15183~~ ~~10665~~ ~~8873~~ 15354 9306	✠ Awng dk withfreeboard 6,33 ✠	Gls	i†		1918 1mo	Barclay, Curle&Co.Ld. Glasgow	~~ItalianGovt.~~ "Italia"(Flotte riuniteCosulich-LloydSabaudo-Navigazione Generale)	546·5|67·3|50·3 520·0 FK&BK2" CellDB445'2053t	Genoa Italian 10BHCem FPT106t APT57t	T.8Cy.(2)26½",(2)41½"&(4)47"-51"&1LPturbine 5DB,30cf,GS590HS24730FD Harland&Wolff,LdBelfast	54 " 3	I †
38913 7619 SHQN	**Lewant** (exBlåland-35) OilEng. D.F. 1Dk(Stl)&ShelterDk(Stl) Strengthened for Navigation in Ice ssDnz.No.1-35	1942 1567 970	✠100A1 withfreeboard 9,35 ~~1,34~~ DBS7,34 ✠LMC CS9,35 7,33 Carrying Vegetable oil in No. 4 DB tank	Got	t	CL 7,33	1930 4mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	Ångf.A/B Tirfing (T.E.J.:son Broström,Mgr.) (SvenskaOrient Linien) CellD	289·3|43·0|16·6 F26' FK B246' 646t APT25t	Gothenbrg Swedish 6BHptCem (Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB80lb EriksbergM.VAktieb Got.	19 " 0 s " 4½ 18 " 9	
38914 128949	**Lyminge** (exPortloe-35, exNigaristan) ~~ssShl.No.3-9,25~~ ssCff.No.3-9,35 ~~ssCff.No.1-29~~ 1Dk(Stl)	4345 4042 ~~2741~~ 2736	✠100A1 9,35 ~~1,32~~ ~~MS10,29~~ ✠LMC9,35 ~~BS1,32~~	Cff	x	CL ~~2,31~~ 8,35	1913 11mo Lloyd	W.Gray &Co.Ld. WHartlepool 'sA&CP	Constants(South Wales),Ld. (M.Constant,Mgr) CellDBa	365·2|50·8|26·0 P27'B106'F36' FK 119'uE26'f159'966t	Cardiff British 6BHCem APT109t	T.3Cy.25",41"&68"-48" (s) 180lb 371NHP 2SB,8cf,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 " 4 s 5 " 4¾ 23 " 3	
38915 437	**Liana** (exGiekerk-35, exBawean) ssHam.No.3-2,27 ssRot.No.1-31 2Dks(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing	6427 6062 4074	✠ ... 11,35 Shelter dk withfreeboard ~~BS9,34~~ ✠~~LMC4,31~~	Rot	a†	CL N9,34	1914 9mo Lloyd	W.Hamilton&Co.Ld. Pt.Glasgow 'sA&CP	A.Lauro 'Tween dk BH in No. 3 CellDBa132'uE& DTa32'712	420·1|54·5|34·0 FK hold dispensed with B58' f172'1278t tFPT64tAPT15t	Naples Italian Cem 5BH to U dk 1 „ „ Sh „ 1 „ „2nd „	T.3Cy.27½",45"&75"-51" (r) 180lb 638NHP 4SB,12cf,GS187,HS10128FD D.Rowan&Co.Glasgow only	36 " 6 ~~s 8 " 10¼~~ ~~27 " 10~~	
38916 2053 IBVS	**Lombardia** Ⓟ TrpSc exResolute-35,exBrabantia, exWilliamO'Swald) 4Dks D.F. GyC. Fitted for oil fuel Sub.Sig.	20006 10947					1920	Akt.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich-LloydSabaudo-Navigazione Generale)	590·4|72·2|40·2 P37'B&F523'	Genoa Italian WB	T.8Cy.29½",48⅓"&(2)53 1/10"-59"&1Turbine Akt.Ges."Weser," Bremen		G
38917	**Lung-Ho** (exKamo-35) ssDdn.No.3-11,27 Wireless ssH.Kg.No.1-32 Well deck 1Dk(Stl) Cargo battens not fitted	1236 1124 725	✠100A1 8,35 ~~11,34~~ BS7,35 ✠LMC8,32	HKg Osa	o	CL 10,34	1913 6mo Lloyd	CampbeltownS.B.Co. Campbltown 'sA&CP	~~FanShenHang~~ FanShienHo (T.Akai,Mgr.) CellDB	229·5|35·8|15·6 Q79'B58'F32' FK a56'uE&B33'f102'	Tsingtao Chinese 4BHCem 395tAPT85t	T.3Cy.18",27½"&45"-33"(r) 140lb 159NHP 2SB,4cf,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 " 7 s 1 " 2¾ 16 " 7	
38918 142780 GSDB	**Langton Grange** (exSegura-35, exWarPansy) ssNpt.No.3-12,31 Sub.Sig. 1Dk(Stl)	5295 4812 3239	✠100A1 2,35 MS12,31 ✠LMC BS3,35	Cff	y	CL 2,35	1919 2mo Lloyd	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	HoulderLineLd. (HoulderBros.& Co.Ld.Mgrs.) CellDB	400·1|52·4|28·4 P49'B113'F40' FK 335'1058t FPT132t	London British 7BHptCem APT213t	T.3Cy.27",44"&73"-48" (s) 180lb 100lb 455NHP 2SB,8cf,GS153,HS6334 FD Blair&Co.Ld.Stockton	31 " 0 s 5 " 11¾ 25 " 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned Now expired Equipment Letter.	7* Date when sail last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; SHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38919	**Luisa** (exSantaCruz-35) 1Dk&Spar dk	1475 1325 930					1905	Fredrkstad Mek.Værks. Fredrikstad	Dani&Co.	237·7 B77tH54t	35·1	19·6	Genoa Italian WB	T.3Cy.17",30"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
38920 SVIN	**Leonidas N. Condylis** (exBranksome ssCff.No.3-12,25 Chine-35,exAurora-34, ssBla.No.2-34 exSwiftway,exArachne) 1Dk(Stl) Cargo battens not fitted	3923 3631 2484	✠100A1 3,35 ✠LMC7,34 BS9,35	Gls	w	CL 3,35	1912 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	D.L.Condylis CellD	360·0 P27'B105'F35' Ba117' uE25' f158' FK	49·1	25·6	Andros Greek 6BHCem 925tAPT78t	T.3Cy.25",40½"&67"-45"(s) 180lb 80lb 337NHP ~~NDB10refitted31~~ 2SB,6cf,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 1¾ 23 ″ 0½	
38921 2929 LOGI	**Libertador** (exMitra-35) ssRot.2ndNo.3-8,35 D.F. 2Dks(Stl)&Webframes Mchy.Aft	5573 ~~1972~~ ~~3316~~ 3792 — 1973	✠100A1 8,35 ✠LMC8,35 CarryingPetroleum in bulk Fitted for oil fuel 7,12 F.P.	Rot	z	CL 7,35	1912 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP above 150° F.	EstrellaMaritima S.A.deNavegacion y Comercio CellDBuE&B77' DT f 50' 521t	406·5 P110'B33'F38' FK 128t FPT72tAPT106t	51·3	28·9	Bns.Ayres Argentine 15BHCem (10 to Udk 5 ,, Mdk)	T.3Cy.26½",43"&72"-48" (s) 180lb 449NHP 3SB,9cf,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
38922	**Lee An** (exKaimanawa-35, 4Mst exJohnHeidmann) Sub.Sig. 1Dk Cantilever framing	2416 2088 1247					1909	Flensburger Schiffsb.Ges. Flensburg	AnKweaHung	320·0 P24'B70'F29'	42·0	19·0	Chefoo Chinese WB	T.3Cy.21¼",35½"&59"-37½" 213NHP FlensburgerSchiffsb.Ges.		O
38923 LJCE	**Lysaker IV** (exValeofMowbray-35) ssHpl.No.3-12,35 1Dk(Stl) Well deck Cargo battens not fitted	1551 1143 973	✠100A1 2,36 ~~12,35~~ ✠LMC11,35	Hpl Osl	p	CL ~~10,35~~ 1,36	1924 9mo	Furness S B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	L.Lorentzen CellDB175'451t DT at sides of tunnels 34'192t	~~245·4~~ 245·6 Q183'F24' FK FPT59t	38·6	~~15·5~~ 15·4	Oslo Norwegian 4BHptCem APT85t	T.3Cy.17",27½"&45"-33" (s) 180lb 156NHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Glasgow	21 ″ 9 s 5 ″ 4 16 ″ 7	
38924 220441	**Ludington** (exJamesOtis) Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	8266 7203 6168			●●●		1920	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates ShippingBoard Bureau	439·6 P41'B134'F46'on Shelter dk FK	60·2	33·7	NewYork Utd. States WB	DRGearedSteamTurbine 627NHP DeLavalSteamTurbineCo. Trenton,N.J.	36 ″ 8	
38925	**Luigi Razza** (exPenmorvah-36) ssCff.No.2-36 D.F. 1Dk(Stl) ssCff.No.3-5,27	4336 4024 2707	✠100A1 1,36 ✠LMC1,36	Cff	x	CL 12,35	1913 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	Soc.Anon.Cooperativa diNav. "Garibaldi" CellDBa&uE145'	365·2 P25'B106'F36' FK f159'966tFPT110t	50·8	26·0	Genoa Italian 6BHCem APT109t	T.3Cy.24⅜",41"&68"-48" (s) 180lb 100lb 371NHP 2SB,8cf,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 4¾ 23 ″ 8	
38926 218680	**Lake Fairlie** Fitted for oil fuel 1Dk2trB	2606 2237 1612			●●●		1919	Detroit S.B.Co. Wyandotte	UnitedStates ShippingBoard Bureau	251·0 P25'B64'F23' FK	43·6	26·1	N.Orleans Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
38927 CSGI	**Labrador** WoodAux3MstSr (exLydia-35,exSailingVessel, OilEng. exSkjold) 1Dk (See Sailing Ship Register)	307 275 226					1919	Korsör Skibs.A/S Korsör	Soc.Lisbonense de Pesca deBacalhau Ltda.	123·1 Q27'	28·9	13·2	Lisbon Portuguese	Oil Engines 2Cy.14"-16$\frac{15}{16}$" Emade—fitted35 KorsörSkibsværftA/S		V
38928 DHCR	**Lina Fisser** (exBollan-36,exBellini, exLuisPidal, ssDnk.No.3-10,25 exThyraMenier) ssKel.No.2-33 Arch deck 1Dk(Stl)	1497 1288 838	✠ [illegible] 2,36 ~~BS2,36~~ ~~✠LMC5,34~~	Kel	o	CL 12,35	1912 9mo	BlythS.B. Co.Ld. Blyth Lloyd'sA&CP	Reunert&Co. m.b.H.(Fisser& vonDoornum, Mgrs.) E&	238·8 P16'F28' CellDBa75'u FK B31 f96'354tFPT	36·1	20·0	Hamburg German 4BHCem 49tAPT55t	T.3Cy.17$\frac{3}{16}$",28"&46"-33"(s) 180lb 146NHP 2SB,4cf,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2	
38929 135091 MFPL	**La Santa Maria** (exWendy-36) 1Dk	958 798 537					1913	Ramage& Ferguson,Ld. Leith	Ch.Vairon&Co.Ld.	210·0 P15'B69'F26'	33·2	14·1	Newcastle British WB	T.3Cy.16½",27"&44"-30" 97RHP Ramage&Fergusn,Ld.Lth.		C
38930	**Lee Ping** (exHengMei-35, exShunKong-35,exUrilla) Mchy.Aft 1Dk Cantileverframed topside tanks	1985 1727 1052					1907	SirRaylton Dixon&CoLd Middlesbro'	LeePingS.S.Co.	275·7 P80'F32'	40·4	18·7	Shanghai Chinese WB	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
38931 164284 GYRN	**Liberian** D.F. 1Dk&Shelter dk CruiserStern	~~5000~~ 5205 4343 3068	✠100A1 withfreeboard 4,36 ✠LMC4,36 Carrying vegetable oil in deep tank	Ham	a†	CL	1936 4mo	Howaldtswerke A.G. Hamburg Lloyd'sA&CP	UnitedAfricaCo. Ld. CellDB341'1179tDTa25'893tFPT	~~401·3~~ 402·8 F45' FK (CollBH to Shelter dk 6BH to 2nd dk)ptAsp	~~57·5~~ 57·7	~~25·5~~ 23·2	Liverpool British 7BHptCem 48tAPT144t	T.3Cy.24$\frac{7}{16}$",38$\frac{9}{16}$"&65"-45¼" 220lb (s) 372NHP 2SB,6cf,GS107.HS4800 FD HowaldtswerkeA.G.Kiel	25 ″ 6 s2 ″ 0¾ 23 ″ 7¼	
38932 164286 GYSQ	**Leonian** 1Dk&Shelter dk D.F. Rudder electrically welded CruiserStern	5424 4447 ~~3208~~ 3202	✠100A1 withfreeboard 4,36 ✠LMC4,36 ~~(Class Contem-plated)~~ Carrying vegetable oil in deeptank	Wsm	a†	CL	1936 4mo	Deutsche Sch-u-Mschb A.G.Seebeck Wesrmünd-G Lloyd'sA&CP	UnitedAfricaCo. Ld. CellDB337'1058t	417·5 ~~P41'F48'~~F43' FK (CollBHtoShelter dk,6BHto2nd dk) DTa25'830tFPT226t	57·7	23·6	Liverpool British 7BHCem APT205t	T.3Cy.21⅝",35$\frac{7}{16}$"&57$\frac{1}{16}$"-39⅜"&1LPturbine withDR gearing and hydraulic coupling 220lb (s) 350NHP 2SB,6cf,GS100,HS4476 FD DeutscheSchiff.-uMschbAG.SeebeckWsm	25 ″ 8 s1 ″ 11¼ 23″10¾	
38933 FOLT	**Leon Martin** OilEng. D.F. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk Longitudinal framing	2005 1526 1390					1936	Chantiers de Normandie Gd.Quevilly	SociétéAuxiliaire deTransports	250·1 P20'F8'	46·0	17·0	Rouen French WB	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 369NHP Chantiers dePenhoet,St.N.		
38934	**Lina Matkovic**(exEmileDelmas-36, exArucas)	2317 — 1316					1914	Nuescke& Co. Stettin	EugenMatkovic	291·4 P103'F81'	41·5	17·0	Split Yugoslav	T.3Cy.23",37⅜"&57"-35½" 224NHP Nuescke&Co.Stettin		V
38935 161569 GWCZ	**Leith Hill** (exFife-36, exPenybryn-32) ssSld.No.1-33 1Dk(Stl)	4233 3878 2626	✠100A1 3,36 ~~9,35~~ BS9,35 ✠LMC5,33	Bly	x	CL ~~10,34~~ 3,36	1929 3mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	LeithHillS.S. Co.Ld. CellDB322'1133t	370·9 P29'B233'F35' FK FPT96tAPT175t	51·4	25·1	Newcastle British 6BHptCem	T.3Cy.23",39"&65"-45" (s) 200lb 120lb 331NHP 2SB,6cf,GS129,HS5190 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
38936 SVHF	**Leonidas M. Valmas** (exGermania-36,exLeonidasM. Valmas-35,exGerano-34,exStern) 1Dk	2080 1403 1249					1914	Stettiner Oderwerke Stettin	M.L.Valmas	258·3 P32'Q75'B&F164'	40·5	16·2	Andros Greek WB	T.3Cy.20½",31½"&51½"-35½" 156NHP StettinerOderwerke		O

LLOYD'S REGISTER. STEAMERS & MOTORSHIPS.

1 o. in Book. fficial No. ode tters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which placed, if not in LR. Date of R. of Trade Cert.
8937	Lisa (*ex*Kilkenny-36,*ex*ElginCoast, *ex*LadyTennant) *Mchy.Aft*	*ss*Lth.2ndNo.3-7,29 *ss*Ard.No.1-34 1*Dk*(*Stl*-ws)	*452* *321* *181*	✠100A1 10,35 BS10,35	Ard ✠LMC3,34	*h*	CL N3,34	1904 1mo *Lloyd*	Napier& Miller,Ld. Glasgow *SA&CP*	H.W.B.Ohlmeier	165·0|26·1|10·1 Q95′B12′F22′ BK6″ *CellDB*88′116*t FPT*	Hamburg German 3*BHCem* 35*t APT*6*t*	T.3Cy.16″,26″&43″-30″ (*s*) 180lb 117NHP ~~63RHP~~ 1SB,3*cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6 s 4 ″ 6 12 ″ 9¼	
8938	Libra (*ex*Grangewood-36, *ex*Grangetown)	*ss*Nwc.No.3-5,30 1*Dk*(*Stl*)	*1574* *1133* *914*	✠ 5,36 ✠	Nwc	*p*		1917 4mo	Murdoch& Murray,Ld. PortGlasgow	D/S A/S Altair (H.Östervold, *Mgrs.*) *CellDB*190′344*t D*	257·2|36·6|15·0 Q188′F31′ FK *Ta*29′125*t FPT*51*t*	Bergen Norwegian 4*BHCem* *APT*71*t*	T.3Cy.19″,31″&50″-36″ 196NHP 2SB,6*cf*,GS110,HS3478 Ross&Duncan,Glasgow	17 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
39051 LIZB	**Moira** *Electrically welded* Wireless *Mchy.Aft* 1*Dk* *Longitudinal framing in double bottom* *CruiserStern*	1560 1307 744	✠100A1 ~~10,35~~ ~~5,35~~ 3,36 ✠LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,35 F.P. above 150°F.*	Nwo Rot	*q*	CL 3,36	1935 5mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Dampskibsselsk. MarnaA/S(Sigurd Owren,*Mgr.*) *Cell DBuE&B*40'*f*130' 415*t DTf*14'23*t Wing tanks* *in way of cargo tanks*130'275*t FPT*54*tAPT*31*t*	248·4 P70'F29' *Trunk*142'	42·1	16·3 FK	Oslo Norwegian 10*BHptCem*	C.2Cy.17"&34"-28" & LP turbine with DR gearing & hydraulic coupling (*s*) 210lb 223NHP 2SB,*6cf*,GS103,HS3574 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	18 ″ 0 s 1 ″ 3½ 16 ″ 9¾	
39052 SVSW	**Mount Prionas** (*ex*Dunclutha-35) *ss*Bly-2ndNo.3-6,35 ~~*ss*Lth.No.3-4,21~~ ~~*ss*Br.No.2-20~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	*3986* *3745* *2546*	✠100A1 *Spar dk* 6,35 ~~7,30~~ ~~BS1,30~~ ✠LMC~~4,29~~ 6,35	Liv Bly	*w*	CL ~~3,28~~ 5,35	1910 4mo *Lloyd's A&CP*	Russell& Co. PortGlasgow	AtlanticosS.S.Co. Ld. (Kulukundis Bros,*Mgrs.*) *CellDBa*120'*uE*22'*f*154'920*tAPT*36*t*	360·0 P29'B90'F40'	49·2	25·5 FK	Syra Greek 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb *130lb* NDB22 355NHP 2SB,*8cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 4 ″ 11½ 23 ″ 3	
39053 164483 MBSS	**Myriam** (*ex*Nikitas-Roussos-35, *ex*Myriam-34) *ss*Rou.No.3-10,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7012 6366 4402	✠100A1 ~~6,35~~ ~~12,34~~ 1,36 BS 2,36 ✠LMC10,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	Rou ~~Cff~~ Rot	*a*†	CL 12,34	1921 2mo	SirJ.Laing &Sons,Ld. Sunderland	BritishCommercialInvestorsCo. Ld. *CellDBuE&B*55'142*tDTf*38'518*tAPT*53*t*	425·0 P101'B28'F41'	57·0	33·1 FK	London British 15*BHptCem* (*9 to U dk* *6 ,, 2nd ,,*)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2½ 27 ″ 1	
39054 190 SVGL	**Michalios** (*ex*Julia-35, *ex*Nordsee,*ex*Estremadura, *ex*SantaUrsula) 1*Dk&Spar dk*	3742 3396 2196					1908	Akt.Ges. "Neptun" Rostock	XilasBros.	351·8 P24'B216'F43' 23·4	50·2	15·4	Syra Greek *WB*	T.3Cy $22\frac{1}{16}$",$36\frac{5}{8}$"&$60\frac{1}{8}$"-$41\frac{3}{8}$" 231NHP A.G."Neptun,"Rostock		G
39055	**Mikage Maru No. 2** *OilEng.* 1*Dk*	570					1935	Mihara S.B.Yd. Osaka	MukoKisenK.K.	170·0	28·0	14·1	Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"-$20\frac{7}{8}$" 118NHP HanshinTekkosho,Kobe		
39056 ICMA	**Mirella** (*ex*Vallarsa-35, *ex*WarProphet) D.F. 1*Dk*	5340 4737 3177			•••		1918	C.Connell &Co.Ld. Glasgow	I.N.S.A.(Industrie NavaliSoc.Anon.)	400·2 P49'B113'F39'	52·3	28·5 FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 490NHP D.Rowan&Co.Glasgow	31 ″ 0	I †
39057	**Maria L.** (*ex*Brynmel-35, *ex*Bradburn,*ex*AtlanticCity) 1*Dk*	*4707* *4456* *2934*					1912	Ropner& Sons,Ld. Stockton	CostisE.Lemos	378·5 P38'B126'F39'	51·5	27·5	Chios Greek *WB*	T.3Cy.26",42"&70"-48" 339NHP Blair&Co.Ld.Stockton		C
39058 147428 GYNF	**Manchester Port** 1*Dk&Shelter dk3rd dk except in after-most hold* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	~~5400~~ 5469 4851 3287	✠100A1 *withfreeboard* 4,36 ✠LMC10,35 ✠Lloyd'sRMC~~10,35~~4,36	Gls Mch		CL	1935 10mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	ManchesterLiners, Ld. *Duct keel forward of Mchy.space* (*CollBHtoShelter dk6BHto2nd dk*) *CellDB*349'1031*tDTa*35'855*tMT*27'785*tFPT*99*tAPT*74*t*	422·2 B124'F37'	56·7	27·1 FK	Manchster British 7*BHCem*	3SteamTurbinesSRgeared to 1 Sc. Shaft 225lb (*s*) 768NHP 3SB,*12cf*,GS195,HS8568 FD D.Rowan&Co.Ld.Gls.	29 ″ 8 s3 ″ 5½ 26 ″ 4¾	
39059 7691 SFLR	**Mauritz** (*ex*Luksefjell,*ex*Storöy, *ex*Rigel,*ex* *ss*Hbg.No.3-5,35 Jomfruland) 1*Dk* *Cargo battens not fitted*	*1480* *1169* *814*	100A1 5,35 LMC5,35	Hbg	*p*	CL 5,35	1916 *Lloyd's A&CP*	Bergens Mek.Værks. Bergen	RååRederiA/B (M.Jonasson,*Mgr*) *CellDBa&uE*90' *f*102'348*tPoop tank* 10'51*tFPT*48*t APT*40*t*	242·6 P16'Q73'B65'F27'	37·8	15·3 FK	Råå Swedish 4*BHCem*	T.3Cy.18",$29\frac{1}{8}$"&49"-33" (*s*) 180lb 158NHP 2SB,*4cf*,GS67,HS2532 BergensMekVærksBergen	17 ″ 8	
39060 Sunk 9,35	**Minna** 1*Dk OilEng.* *Mchy.Aft* *CruiserStern*	397 282 250	✠~~100A1~~ 8,35 ~~(*ClassContemplated*)~~ ✠~~LMC8,35~~	Rot	*f*	CL	1935 8mo *Lloyd's A&CP*	NVRotterdamDroogd Maats. Rotterdam	Scheepv.en Handel Maats.N.V. *CellDB*97'148*tFPT*25*tAPT*28*t*	153·3 P34'F16'	25·2	8·5 FK	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"-$17\frac{11}{16}$" 87NHP MtrnWerkeMannheimAG	11 ″ 0 s 1 ″ 1 9 ″ 11½	
39061 LJBF	**Marina** *OilEng.* *Mchy.Aft* 1*Dk,2nd dk in mchy space* *Rudder electrically welded* *CruiserStern*	~~9900~~ 9898 9190 5903	✠100A1 2,36 ✠LMC10,35 ~~(*ClassContemplated*)~~ *Carrying Petroleum in bulk*	Fal	*e*†	CL *Lloyd's A&CP*	1935 10mo	Deutsche WerftAG Bet Finkenwrder Hamburg	A/STanktransport(Thorvald Berg,*Mgr.*) *CellDBuE*75'227*tDTf*43'732*tFPT*161*tAPT*252*t*	492·9 ~~P112'F74'~~P114'F69'	66·1	36·4 FK	Tönsberg Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1167NHP 3DB*170lb* AllgemeineElecGes.Berlin	35 ″ 11 s7 ″ 10 28 ″ 4¾	
39062	**Minnedosa** TrpSc *Now* "Piemonte," *see No.* 39614 *in Supplement* *ss*Gls.No.3-[illegible] *Ref.Mchy.* 4*Dks*(*Stl*)&*Awng dk* (*Stl*-teak s)*pt5th dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	*15186* [illegible] *8912*	✠ *Awng dk* *withfreeboard* 12,30 ✠	Gls	*i*†		1918 8mo	Barclay, Curle&Co.Ld Glasgow	ItalianGovt. "Italia"(Flotte RiuniteCosulich-LloydSabaudo NavigazioneGenerale,*Mgrs.*) *Cell DB*445'2053*tFPT*106*tAPT*57*t*	520·0	67·2	41·8 FK&BK2"	Italian 10*BHCem* *toAwng dk*	T.8Cy.(2)27½",(2)41½"&(4)47"-51"&1L.P.Turbine 5DB,*30cf*,GS590,HS24730 Harland&Wolff,Ld.Bel.	45 ″ 9	
39063 Sunk 7,35	**Mow Li No. 2** (*ex*Eumeralla-35) *Well deck* 1*Dk&deep framing*	*916* *545* *475*			•••		1908	Scott of Kinghorn, Ld Kinghorn	~~ChingLeeChong~~ MowLi S.S.Co.	190·0 P&B122'F28'	30·1	12·5 FK	Shanghai Chinese *WB*	T.3Cy.16",27"&44"-30" 97RHP Scott ofKinghorn,Ld.Kgn.	15 ″ 0	
39064	**Masuren** Wireless *CruiserStern* 1*Dk*	2400					1935	FSchichau G.m.b.H. Danzig	Kohlen-Import-u. PoseidonSchiffahrtsA.G.	275·6 P24'Q85'B112'F22'	44·2	20·7	Königsbrg German *WB*	C.4Cy.(2)16½"&(2)$35\frac{3}{8}$"-$35\frac{3}{8}$" &L.P.Turbine191NHP FSchichauG.m.b.H.Elbing		
39065 467 SVIH	**Mina L. Cambanis** (*ex*Somerton-35) *ss*Cff.No.3-9,34 1*Dk*(*Stl*)	*5227* *4792* *3139*	✠100A1 9,35 ~~9,34~~ BS1,36 ✠LMC9,34	Cff Bry	*y*	CL ~~9,34~~ 8,35	1920 2mo *Lloyd's A&CP*	W.Pickersgill&Sons,Ld. Sunderland	TheHeirs of the lateL Z.Cambanis *CellDB* 345'1047*t FPT*132*t APT*218*t*	400·0 P49'B113'F38'	52·3	28·5 FK	Andros Greek 7*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
39066	**Mogy** (*ex*Gaasterland-35, *ex*CastellPelesch) 1*Dh&Shelter dk*	3464 3192 2128					1912	Akt.Ges. "Neptun" Rostock	Cia.Commercio e Navegação	365·9 F36'	50·5	21·6	R.Janeiro Brazilian *WB*	T.3Cy.$23\frac{5}{8}$",$38\frac{3}{16}$"&62"-$41\frac{3}{16}$" 247NHP A.G."Neptun,"Rostock		G
39067 LDCA	**Mabuhay II** (*ex*Havö-35, *ex*Bra-Kar) 2*Dks*	4861 4506 2992					1911	TyneI.S.B. Co.Ld. Newcastle	FarEasternS.S.Co. Ld.A/S(Johan Gran)	385·0 P27*t*H98*t*F52*t*	51·0	27·6	Bergen Norwegian *WB*	T.3Cy.26",42"&71"-48" 349NHP J.Dickinson&Son,Sld.		N
39068 220732 KDHU	**Munger T. Ball**(*ex*Chilsco-35, *ex*Lilmae) *Fitted for oil fuel* D.F. GyC. 2*Dks&Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	5104 4522 3126			•••		1920	TerryS.B. Corp. Savannah,Ga	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*)	391·9 P99'B34'F44'	51·2	30·0 FK	Baltimore Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
39069 216821 WJAO	**Malamton** (*ex*Missoula-35, *ex*M.J.Scanlon) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	4554 3860 2721					1918	NewYork S.B.Corp. Camden,N.J.	MaltranS.S.Co. Inc.(Mallory TransportLines, Inc.*Mgrs.*)	362·3	51·2	32·2	NewYork Utd. States *WB*	T.3Cy.$24\frac{17}{32}$",$38\frac{13}{16}$"&67"-45" 301NHP NYorkSBCorp.CamdenNJ		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
39070	Magnitogorsk (exNovgorod-35, exProcyon-34) 1Dk	3566 3259 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8|48·8|23·3 P25'B115'F35'	Leningrad Russian WB	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
39071	Maroulio (exAssiout-35) ssLiv.No.3-8,30 ssLiv.No.1-35 2Dks(Stl)	4215 3945 2633	✠100A1 8,35 ~~7,34~~ ~~MS7,30~~ ✠LMC8,34 BS~~8,34~~8,35 Carrying oil fuel F.P. above 150° F.	Liv	x	CL 6,33	1918 11mo	NofIreln'd S.B.Co.Ld. Londonderry Lloyd's A&CP in DB & DT	M.E.Kydoniefs Cell DB316' 1048t DTa28' 660t FPT107t	370·4|51·2|25·8 P32'B218'F34' FK	Andros Greek 6BHCem APT108t	2 Steam Turbines DR geared to 1 Screw shaft (s) 180lb 100lb 448NHP 3SB,9cf,GS160,HS6831 FD BritishWestinghouse E.&M.Co.Manchester	28 ″ 2 s 4 ″ 4½ 24 ″ 0	
39072 40033 JFMJ	Minatogawa Maru OilEng. 1Dk	479 — 340					1934	KasadoDk. K.K. Suitake Minami	KobeSanbashiK.K.	161·5|28·5|13·0	Kobe Japanese	Oil Engines		
39073 2054 ICAE	Morea (exPadilla-35, exLakeCrescent) 1Dk	1968 1156					1918	Chicago S.B.Co. Chicago	MarinoQuerci	247·2|43·5|18·3 P25'B64'F22' FK	Genoa Italian WB	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCo.ClevelndO	20 ″ 4	
39074 498 IQVM	Migliarino WoodAuxBkn (exSailingVessel) OilEng 1Dk2trB (See Sailing Ship Register)	391 — 312					1920	Flli Picchiotti Viareggio	L.G.Tomei	139·4|30·1|14·9	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.$8\frac{11}{16}$"-$14\frac{9}{16}$" 39NHP Emade32fitted35 Akt.Burmeistr&Wain,Cpn		I
39075	Musashino Maru OilEng. Mchy.Aft	300					1935	Namura,G. Shipbldg.Yd. Osaka	TokioMunicipal Office	136·0|27·0|12·0	Japanese	Oil Engines 4S.C.SA 6Cy.13"-$20\frac{7}{8}$" 99NHP KobeSteelWorksLd.Kobe		
39076	Maceio (exCarolina-35,exBollwerk, exCarolina, exUpland, exBishopsgate) ssGot.3rdNo.3-12,22 ssGot.No.3-6,28 ssGot.No.1-33 Well deck 1Dk(Stl)&Web frames	2294 1801 1434	✠100A1 10,35 ~~1,35~~ BS~~5,34~~ 10,35 ✠LMC3,33	MVo Rio	s	CL ~~1,35~~ N10,35	1888 12mo	JLThompson&Sons Sunderland A&CP	Cia.Carbonifera Rio-Grandense	290·0|38·7|20·9 P29'Q80'B122'F33' BK10" DBa88'f64'	R.Janeiro Brazilian 6BHCem 314tAPT25t	T3Cy.22⅛",$37\frac{5}{32}$"&60"-39" (s) 150lb NDB02 232NHP 2SB,6cf,GS92,HS3600 J.Dickinson,Sunderland	22 ″ 3 ~~s 1 ″ 10~~ ~~21 ″ 3½~~	
39077 848 SVIL	Mary II (exIslington-35,exSherburn) ssBel No 3-5,33 1Dk(Stl) Cargo battens not fitted	1517 1322 833	✠100A1 9,35 ~~2,35~~ BS~~2,35~~ 2,36 ✠LMC5,33	Bel Npt	p	CL 2,35	1920 3mo	OuseS.B. Co.Ld. Hook, nr.Goole Lloyd's A&CP	N.G.Livanos CellDB182'303tFPT	240·2|36·1|19·1 B52'F23' FK	Piræus Greek 4BHCem 79tAPT54t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS99,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s 2 ″ 10 18 ″ 7	
39078 DOQF	Memel (exCairo-35) OilEng. 2Dks Cruiser Stern	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8|50·2|19·9 P30'F314'	Bremen German WB	2 Oil Engines 2S.C.SA each6Cy.$20\frac{7}{16}$"-27½" geared to 1Sc.Shaft 870NHP DeutscheSchiff.-uMschb. A.G.Weser,Bremen		G
39079	Maturines (exO.T.Waring-35) Fitted for oil fuel ssN.Os.No.3-4,30 Mchy.Aft 2Dks(Stl)&Web frames GyC. E.S.D. Longitudinal framing D.F. Carrying Petroleum in bulk	5580 5091 3379	✠ 10,33 ✠	NOs	s		1918 9mo	Bethlehem S.B.Corp.Ld Wlmgtn,Del.	Standard Oil Co. of Venezuela CellDBuE&B67' inBunkers13'245t DTf32'336tFPT106tAPT105t	411·6|53·4|29·8 P114'B29'F41' FK	LaGuaira Venezuelan 18BHptCem (14 to U dk 4 „ 2nd „)	T.3Cy.27",45"&74"-48" 528NHP 2SB,8cf,GS360,HS7788 BethlehemS.B.Corp.Ld.	31 ″ 0 s 6 ″ 9½ 24 ″ 5½	
39080 162295 MKMY	Murrayfield (exYolande-35,exFerdiborg-34,exRuth) ssOsl.No.3-3,21 ssGot No.2-29 Mchy.Aft Well deck 1Dk(Stl)	576 405 292	✠ 4,34 ✠ ✠NE&B12,05fitted08	Got	h		1908 3mo	W.Walker Maryport	~~G.T.Gillie~~ Border ShippingCo.Ld (G.T.Gillie&Blair, Ld.Mgrs.)	160·5|28·1|11·0 Q92'B9'F28' FK DBf88'120tFPT	Aberdeen British 3BHCem 40tAPT4t	T.3Cy.13½",21½"&34½"-27" 78RHP NDB05fitted08 1SB,3pf,GS50,HS1414 Hutson&SonsLd.Glasgow	13 ″ 1	C †
39081 ~~[illegible]~~ ~~SVSC~~	Mimis (exAgiosVlasios-35, ex[illegible]-35) Should be "Agios Vlasios," see No. 37033 in Supplement ssKel.No.3-5,27 ssGot.No.1-31 2Dks(UStl)&Shelter dk(Stl)	4297 [illegible] 2691	✠100A1 Shelter dk with freeboard 10,34 BS10,34 ✠LMC5,31	Osl	z	CL 8,35	1914 11mo	Nthmblnd S.B.Co.Ld Newcastle Lloyd's A&CP	J.D.Chandris CellDBa137' uE&B45'f 173'1265tAPT135t	405·0|53·4|25·5 FK	Piræus Greek 6BHCem	T.3Cy.28",46"&75"-51" (s) 180lb 559NHP 3SB,9cf,GS189,HS8253 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 1 FD 25 ″ 2¼	
39082 FNRF	Marigot (exArdèche-35) Fitted for oil fuel D.F. 3Dks	4037 3272 1839					1932	Ch.&Atel. deSt.Nazaire (Penhöet) SA Gd.Quevilly	Cie.Générale d'Armements Maritimes	325·5|52·5|28·7 P36'B100'F42'	Marseilles French WB	3 Steam Turbines SR geared to 1 Sc. Shaft Atel.& Ch.de la Loire,St.N.		V
39083	Marina (exGustavsberg-35) 1Dk	1379 1109 775					1910	Oskrshmns M.V.Aktieb. Oskarshamn	RederiA/B Marina (A/B VictorEkO/Y, Mgrs.)	227·9|36·8|15·9 P26'B52'F28'	Helsingfrs Finnish WB	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
39084 PGAB	Mirza (exDescubridor-35, exMirza-35) TwinSc OilEng. ssRot.No.1-34 D.F. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	7991 7148 4484	✠100A1 11,35 ✠LMC CS3,34 3,34 DBS11,35 CarryingPetroleum in bulk	Rot		CL 11,34	1929 12mo	Atel.&Ch. de la Seine Maritime LeTrait,S.I. Lloyd's A&CP	N.V.Petroleum Maats."LaCorona" CellDBuE61'272tDTf28'305tFPT210tAPT87t	423·3|65·2|33·0 P95'B36'F49' FK	TheHague Dutch 14BH	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP 2DB180lb Werkspoor,Amsterdam	33 ″ 0 s6 ″ 2 27 ″ 1¼	
39085 124134 EIBP	Menapia (exInniscarra-35, exLadyMeath, exLurcher) ssCrk.2ndNo.3-2,31 ssLiv.No.1-35 2Dks(UStl-ws)	862 767 363	✠100A1 2,36 ~~7,35~~ ✠LMC7,35	Liv	o	CL 10,34	1906 9mo	Scotts'S.B. &Eng.Co.Ld Greenock Lloyd's A&CP	WexfordSteamshipsCo.Ld.(J.J. Stafford,Mgr.) DT at sides&under tunnel12'	225·0|33·1|15·5 P62'B67'F40' BK7"	Wexford British 4BHCem 22tFPT10t	T.3Cy.23⅜",36"&58"-42" (s) 175lb 70lb 247NHP 2SB,6cf,GS120,HS4006 Scotts'S.B.&E.Co.Ld.Grk.	16 ″ 6 s1 ″ 10¾ 15 ″ 7	
39086	Messarya Nomikos (exTärnö-35, exSkandia,exFinse,exGeneva) Well deck 1Dk&Web frames	961 755 542					1895	Bergens Mek.Værks Bergen	Petros M.Nomikos, Ld.	212·9|31·6|12·7 Q107tB55tH14t F27t	Piræus Greek WB	T.3Cy.15½",25"&42"-30" 96NHP BergensMek VærksBergen	15 ″ 3	N
39087 132574 GDYJ	Marie Moller (exBenvannoch-35, exEuclid, exHorley) ssLiv.No.3-4,23 ssLth.No.2-31 2Dks(Stl)&Shelter dk(Stl)	4877 4636 3119	✠100A1 Shelter dk withfreeboard 9,34 BS6,35 ✠LMC3,31	Nag	z	CL ~~12,33~~ 10,35	1911 7mo	Nthmblnd S.B.Co.Ld Newcastle Lloyd's A&CP	N.E.A.Moller (Moller&Co. Mgrs.) Cell DBa143'uE27'f169'1019tAPT28t DTa37'905t	410·2|52·0|28·0 FK	Leith British 7BHCem	T.3Cy.28",46½"&78"-54"(s) 200lb 100lb 587NHP 3SB,9cf,GS183,HS8001 Earle'sCo.Ld.Hull	30 ″ 6 s 3 ″ 9¾ FD 26 ″ 10½	

1	2 · 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numéro d'Ordre. Numéro Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière Visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. po.	Registres où cert. si ce n'est dans le L.R. Durée. Cert. B. of Trade.
39088 SVRO	**Mount Lycabettus** (exTurkestan-35, ~~ssSld.No.2-25~~ exWarFlower) 1Dk(Stl) ssBly.No.3-12,35	4292 3975 2648	✠100A1 12,35 ~~4,29~~	Nwc Bly ✠LMC~~4,30~~ 12,35	x	CL ~~N1,30~~ 10,35	1917 11mo Lloyd'sA&CP	SirRaylton Dixon&CoLd Middlesbro'	AtlanticosS.S.Co. Ld. (Kulukundis Bros,Mgrs.) CellDB	364·8 P40'B94'F40' 319' 980t FPT110t	51·1	26·1 FK	Syra Greek 7BHCem APT90t	T.3Cy.23$\frac{3}{4}$",41"&68"-45" (s) 180lb 468NHP 3SB,9cf,GS168,HS7215 FD Richardsons,Westgarth&Co.Ld.Mdb.	28 ″ 4 s5 ″ 0$\frac{3}{4}$ 23 ″ 6	
39089	**Martin Bakke** OilEng. Ref.Mchy. D.F. CruiserStern	5300	100A1 withfreeboard (ClassContemplated)				1935	Götaver-kenA/B Gothenburg	KnutKnutsen O.A.S.	430·0 F38'	58·7	28·5	Haugesnd Norwegian	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" GötaverkenA/B,Got.	28 ″ 6 s3 ″ 2 25 ″ 6$\frac{1}{2}$	
39090 159693 VOBX	**Marine Trader** (exArnaa-35,ex Gouwestroom-34) ssAms.No.3-3,30 Welldeck ssAms.No.1-34 1Dk(Stl) ~~Cargo battens not fitted~~	1391 1148 832	✠100A1 2,36 ~~5,35~~ MS6,34	Rot ✠LMC BS~~11,34~~ 2,36	p	CL 11,34	1918 1mo Lloyd'sA&CP	Rtterdam Droogd.Maat Rotterdam	Newfoundland- WestIndiesS.S.Co. Ld.(OlafOlsen, Mgr.)	245·0 Q82'B61'F28' CellDB208'319t	37·3	15·8 FK	SJhnsNFL British BHCem APT43t	T.3Cy.17$\frac{1}{2}$",28"&47"-36" (s) 180lb 155NHP 2SB,4cf,GS82,HS2534 RotterdamDroogd.Maats.	17 ″ 10 s1 ″ 5 16 ″ 7	
39091 164589 GYRQ	**Mactra** 1Dk,2nd dk clear of cargo D.F. E.S.D. OilEng tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6193 5496 3627	✠100A1 3,36 ~~(ClassContemplated)~~ CarryingPetroleum in bulk	Nwc ✠LMC3,36	a†	CL	1936 3mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE61'132t DTf25'261tFPT106tAPT59t	430·3 P87'B37'F48'	54·5	30·7 FK	London British 16BH	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 377NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 7$\frac{1}{2}$ 25 ″ 7	
39092	**Mossoviet** D.F. E.S.D. 1Dk GyC. CruiserStern	2900					1935	Akt.Bur-meistr&Wain Copenhagen	U.S.S.R.	321·5 P21'B95'F35'	48·0	20·3	Leningrad Russian WB	T.3Cy.22$\frac{7}{16}$",36$\frac{7}{16}$"&61"-39" 232NHP HelsingörsJernsk.&Mskb.Els		
39093 143317 GBNC	**Macgregor** (exBaronGarioch-35, exWarMelon) 1Dk	2503 2267 1458					1918	ForthS.B. &Eng.Co.Ld Alloa	~~C.A.Roberts~~ GuardianLine,Ld (C.A.RobertsMgr)	303·3 P33'B80'F33'	43·0	20·0	Ardrossan British WB	T.3Cy.22",36"&59"-39" 217NHP Douglas&Grant,Ld.Kirk'y		C
39094 SYSZ	**Mount Atlas** (exMegna-35) ssFal.No.3-9,28 ssCal.No.1-32 2Dks(Stl)	5647 5356 3591	✠100A1 ~~11,34~~12,35 BS~~9,34~~ 12,35	Cal Mch ✠LMC8,32	a†	CL ~~11,34~~ 12,35	1916 9mo Lloyd'sA&CP	Russell& Co. PortGlasgow	AtlanticosS.S.Co. Ld.(Kulukundis Bros.Mgrs.) and 1'tween dk	423·5 P38'B123'F50' 1 intermediate BH BHdispensed with CellDB360'1181t	56·0	28·7 FK	Piræus Greek Cem 5BH to Udk 1 BH to 2nd dk only DTa36'1118tAPT31t	T.3Cy.27",45"&74"-51" (s) 180lb 556NHP 3SB,9cf,GS186,HS8301 FD D.Rowan&Co.Glasgow	31 ″ 4 s6 ″ 0$\frac{3}{4}$ 25 ″ 6	
39095 DJQD	**Malaga** D.F. E.S.D. 2Dks Sub.Sig. Cruiser Stern	2146 1635 1103					1935	Neptunwft Rostock G.m.b.h. Rostock	Rob.M.Sloman,jr.	300·1	43·5	19·0	Hamburg German WB	C.4Cy.(2)16$\frac{1}{8}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"&LP Turbine with DR gearing&hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.		
39096 161065 GSQL	**Meroë** (exLafian-36) ssLiv.No.1-32 ~~D.F.~~ D.F. 2Dks(Stl-Wthr dk teaks)	3832 3478 2270	✠100A1 withfreeboard 12,35 MS7,32	Liv ✠LMC BS4,35	v	CL 12,35	1928 10mo Lloyd'sA&CP	Barclay, Curle&Co.Ld Glasgow	MossHutchison Line,Ld. CellDBa&uE	331·2 P27'F28' 105'f164'638tFPT	48·2	27·9 FK	Liverpool British 6BHptCem 60tAPT13t	T.3Cy.22",37$\frac{1}{4}$"&63"-45" (s) 210lb 359NHP 3SB,9cf,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s9 ″ 7 20 ″ 10	
39097	**Macoma** Mchy.Aft OilEng D.F. E.S.D. ptLongitudinal framing CruiserStern	7980 7230 4760	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	NV Nederl. Schps.Maats. Amsterdam	N.V.Bataafsche PetroleumMij.	460·0 P93'B47'F48'	59·0	34·0	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 9 27 ″ 5$\frac{1}{4}$	
39098 SVHQ	**Michalis Poutous** (exMount Pindus-35,exMaindy ssCff.No.3-12,27 Grange-32, ssGen.No.1-32 exPontwen) 1Dk(Irn)	4810 4558 3020	✠100A1 8,35 BS12,35	Rou ✠LMC10,32	x	CL 9,34	1914 6mo Lloyd'sA&CP	Richardsn, Duck&Co.Ld. Stockton	P.M.Poutous ~~(S.Livanos&Co.Ld.Mgrs.)~~ CellDBa127'uE	380·2 P34'B111'F31' &B45'f168'	50·9	28·0 FK	Piræus Greek 6BHCem	T.3Cy.26",42"&70"-48" (s) 180lb 385NHP 3SB,9cf,GS173,HS6169 Blair&Co.Ld.Stockton 1116tFPT162tAPT129t	30 ″ 4 s5 ″ 9$\frac{1}{4}$ 24 ″ 9	
39099	**Mercurio** (exVirginiaDespatch-35, exLakeFernwood) 1Dk	2013 1646 1245			•••		1918	American S.B.Co. Lorain,O.	Soc.Anon.Sbarchi, Imbarchi eTrasporti	251·0 P25'B64'F23'	43·5	20·0 FK	Rome Italian WB	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	R †
39100 EEGL	**Mary Carmen** (exCarmenMillan-34, exSancho, ssBbo.No.3-10,18 exColonel) 1Dk(Stl) Well deck MchyAft	342 179 156	✠ 7,22	Bbo ✠	d		1905 11mo	J.Shearer &Sons,Ld. Glasgow	Construcciones S.L.	132·8 Q46'B7'F19'	22·7	9·2 BK7'	Spanish 3BHCem FPT27t	C.2Cy.15"&32"-24" 56NHP 1SB,2cf,GS42,HS1030 J.Ritchie,Glasgow	10 ″ 3	
39101 OYLH	**Marocco** Ⓟ D.F. 1Dk & ptShelter dk OilEng. Ref.Mchy. CruiserStern 2Dks	~~1625~~ 1641 1298 924					~~1935~~ 1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	~~270·0~~ 271·7	~~40·3~~ 40·4	~~26·6~~ 16·6	Copnhagn Danish WB	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 338NHP Akt.Burmeistr&Wain,Cpn		
39102	**Min Ho** (exBeulah-35) ssOsa.2ndNo.3-2,35 Well deck 1Dk(Irn)&deep framing Mchy.Aft	932 685 491	✠100A1 3,36 ~~6,35~~	Kob Nag ✠LMC~~6,35~~ 3,36	l	CL 2,35	1908 9mo Lloyd'sA&CP	ClydeS.B. &E.Co.Ld. Pt.Glasgow	FanShienHo CellDBuE24'f134'227tFPT	210·9 Q122'B9'F27'	30·5 32·3	13·2 FK&BK1$\frac{1}{2}$"	Tsingtao Chinese 3BHCem 51tAPT8t	T.3Cy.17",28"&46"-33" (s) 180lb 151NHP 2SB,4cf,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6	
39103 DJQI	**Marianne** (exEdo-36,exTorland) ssHam.No.3-7,30 ssHam.No.1-35 Well deck 1Dk(Stl)	802 618 435	✠100A1 ~~7,30~~ ~~5,35~~4,36 BS~~3,35~~1,36	Ham ✠LMC MS8,34	k	OG 6,34	1918 11mo A&CP	E.J.Smit& Zoon Westerbroek	ArthurSommer CellDB153'223tFPT	193·0 Q65'B49'F24'	32·2	12·7 FK	Hamburg German 4BHCem 39tAPT18t	T.3Cy.15",23$\frac{1}{4}$"&39$\frac{9}{16}$"-23$\frac{5}{8}$" 185lb (s) 106NHP 2SB,4cf,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8$\frac{3}{4}$ 13 ″ 10$\frac{3}{4}$	
39104 290 SVRP	**Mount Ithome** (exMaidenhead-36, exNewquay) ssShl No.3-4,27 ssBly.No.2-36 ~~ssShl.No.1-31~~ 1Dk(ptIrnptStl)	4207 4009 2658	✠100A1 3,36 ~~2,34~~ ~~BS5,35~~	Shl Bly ✠LMC~~6,31~~ 3,36	x	CL 5,35	1914 2mo Lloyd'sA&CP	JReadhead &Sons.Ld. SouthShields	Rethymnis&Kulukundis(Hellas) Ld.&C.Scarvellis CellDBa114'uE26'f166'	369·9 P33'B226'F34'	51·1	25·3 FK	Syra ~~Piræus~~ Greek 6BHCem 964tAPT60t	T.3Cy.24$\frac{1}{2}$",42"&69"-48" (r) 180lb 386NHP 2SB,6cf,GS133,HS6329 J.Readhead&SonsLd.SShl	27 ″ 8 s3 ″ 10$\frac{1}{4}$ 24 ″ 1$\frac{1}{2}$	
39105	**Maleas** (exChefMécanicien Mailhol-36,exWarAdmiral) D.F. 2Dks&Awng dk	5709 — 4282			•••		1917	Kawasaki Dkyd.Co.Ld Kobe	JohnPapadeas	385·3	51·2	33·5 FK	Greek WB	T.3Cy.26",43"&72"-48" 440NHP KawasakiDkyd.Co.Ld.	36 ″ 0	V †
39106 DODG	**Manissa** (exUlm-36,exHornfels) Sub.Sig. 2Dks	3970 3589 2427					1921	Schiffsw.v. H.KochA.G. Lübeck	Deutsche Levante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	385·8 P19'F45'	52·7	22·3	Hamburg German	T.3Cy.27$\frac{3}{8}$",43$\frac{5}{16}$"&69$\frac{7}{10}$"-47$\frac{3}{10}$" 335NHP OttensenerMch.G.m.b.H. Altona		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39107 482 SVIU	**Moscha D. Kydoniefs** (exLadyCharlotte-36, exNoelle,exBronze Wings) ssShl.No.3-3,28 ssCff.No.1-32 1Dk(Stl)&Shelterdk(Stl)	3874 3673 2400	✠100A1 Shelter dk withfreeboard 2,36 ~~2,35~~ BS2,36 ~~BS2,35~~ ✠LMC12,31	Cff	x	CL 1,35	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	D.A.Kydoniefs	375·2 | 51·9 | 23·7 FK CellDBa125'uE&B42'f163'1182t	Andros Greek 6BHCem APT143t	T.3Cy.25",41"&69"-48" (s) 180lb 371NHP 3SB,9cf,GS160,HS5895 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 6½ 23 ″ 9	
39108 132714 GDFJ	**Macdonald** (exRhymney-36, exMaasdijk, exSouthern) ssRot.No.3-6.25 ssBel.No.2-34 1Dk(Stl)&Shelter dk (ptIrn ptStl)	4859 4464 2970	✠100A1 Shelter dk withfreeboard 2,36 ~~7,35~~ BS7,35 ✠LMC8,34	Bry	y	CL N7,34	1912 5mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	~~CanadianLine,Ld. C.A.Roberts,Mgr.~~ GuardianLine,Ld (C.A.RobertsMgr)	388·7 | 54·1 | 26·0 FK CellDBa136'uE&B46'f163'	London British 6BHCem	T.3Cy.27½",44½"&74"-48" 180lb (s) 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld.Sld. 1270tFPT115tAPT238t	28 ″ 6 s 3 ″ 2½ 25 ″ 7	
39109 162108 GYSR	**Moorby** OilEng. 1Dk&Shelter dk D.F. CruiserStern	4992 4624 3092	✠100A1 withfreeboard 4,36 ✠LMC4,36 ~~(ClassContemplated)~~	Sld	a†	CL	1936 4mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	RopnerShipping Co.Ld. ~~(SirR. Ropner&Co.Ld. Mgrs.)~~	~~423·5~~ 423·7 | 54·2 | 26·1 FK (CollBHtoShelter dk6BHto2nd dk) CellDB346'1174tMT1236tAPT191t	Cardiff British ~~7BHptCem~~	Oil Engines 2S.C.SA ~~3Cy.20 7/16"-81 1/8"~~ 388NHP 3Cy.20½"-81⅞" 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4½ 25 ″ 6	
39110	**Marna** CruiserStern D.F. 2Dks	1775					1936	Helsingörs Jernsk&Msk. Elsinore	D/S Vesterhavet (J.Lauritzen, Mgr.)	290·0 | 41·6 | 18·9 Shelter dk290'	Esbjerg Danish WB	C3Cy.(2)15¾"&39⅜"-37⅜"& LPTurbine HS3340 234NHP HelsingörsJernsk&Mskb.		
39111 EGGF	**Mari-Elena** (exPepin-35,exOlimpia) ssBbo.No.3-11,05 ssBbo.No.1-10 Well deck 1Dk(Irn)	446 347 201	✠ 1,15 ✠	Bbo	g		1893 8mo	W.Harkess &Son Middlesbro'	Ildefonso deIrala	160·0 | 24·5 | 12·2 Q82'B14'F24' BK7" DBa31'28tFPT	Bilbao Spanish 4BHCem 18tAPT10t	T.3Cy.13",21"&34"-24" 65NHP 1SB,2rf,GS38,HS1086 Wstgrth,English&Co.Mdb	12 ″ 9	
39112 483 SVIV	**Maria Nicolaou** (exOilshipper-36) ssNwc.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinalframing	5525 5186 3285	✠100A1 3,36 ~~11,35~~ ✠LMC MS2,35 BS8,35 CarryingPetroleum in bulk Fitted for oil fuel 7,27 F.P. above 150° F.	Nwc Npt	s	CL 2,35	1927 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	N.G.Nicolaou	410·0 | 53·5 | 30·9 P106'B26'F39' FK CellDBuE&B62'186tDTf30'122tFPT	Piræus Greek 15BHptCem (10 to U dk 5 ,, 2nd ,,) 77tAPT208t	T.3Cy.25½",42"&70"-48" (s) 200lb 482NHP 3SB,9cf, ,HS6900 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8½	
39113	**Milena** WoodAux4MstSr (exSailingVessel Burkeland-35) OilEng. Mchy.Aft 1Dk2trB (SeeSailingShipRegisterSupplement)	757 — 583					1918	Bagdad S.B. Milton,Fla.	Industria Aveirense dePesca, Ltda.	176·4 | 35·9 | 16·4	Aveiro Portuguese	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 9/16" 68NHP Emade&fitted36 Atlas-DieselA/B,Skm		
39114	**Maistas** (exColdair-36,exKongsdal, exLiana,exDenetown,exErnst) 1Dk	641 473 347					1915	Hlsingbrgs VarfsAktieb. Helsingborg	MaistasCo.Ld.	175·1 | 30·1 | 12·0	Klaipeda Lithuanian WB	C.2Cy.16¾"&31½"-21 1/16" 38NHP HelsingborgsVarf.Aktieb.		V
39115 KZCY	**Masbate** (exFernandezHermanos-35, exJuno) Wireless 1Dk&Awng dk	742 702 483			•••		1895	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc.Mgrs.)	180·0 | 28·0 | 10·7 17·7 FK	Manila Utd.States WB	T.3Cy.14",22½"&36"-27" 67NHP GourlayBros.&Co. Dundee	19 ″ 10	
39116 216215 KJEU	**Mount McKinley** Ⓟ (exSantaAna-36, exSalvador,exSanta Luisa) ssS.Fo.No3-5,30 ssN.Yk.No.1-35 2Dks(Stl)&Shelter dk(Stl) D.F.	4904 4196 2902	✠100A1 Shelter dk withfreeboard 12,35 ✠LMC MS11,35 BS8,35 Fitted for oil fuel 5,18 F.P. above 150° F.	SFo	y	CL 11,35	1918 5mo	WCramp&SonsS&EBCo Philadelphia A&CP	AlaskaS.S.Co.Inc.	360·2 | 51·6 | 22·8 30·8 F40'on Shelter dk FK CellDB294'870tFPT70tAPT71t	NewYork Utd.States 7BHCem	Q.4Cy.25½",37",52½"&76"-54" (s) 223lb 633NHP 4SB,12cf,GS215,HS8923 FD W.Cramp&SnsS&EBCPhl	33 ″ 6 s 9 ″ 2¾ 24 ″ 6	
39117 70 ICCW	**Marco Polo** Ⓟ TwinSc (exGange-36, exPresidenteWilson, exKaiserFranzJosefI.) ssTri.No3-9,30 ssTri.No.1-34 3Dks(Stl-Uws)&Shelter dk(Stl-ws) D.F. Sub.Sig. 4thdk(Stl)inNo.1hold	12272 9739 6752	✠100A1 Shelter dk withfreeboard 8,35 ✠LMC MS6,34 BS11,34 Fitted for oil fuel 5,26 F.P. above 150° F.	Nap	f†	CL S8,35 PN6,33	1912 5mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	LloydTriestino	477·5 | 60·2 | 43·2 62·0 FK BonShelter dk176' CellDBa89'uE&B147'f165'1418tFPT52tAPT40tMT's560t	Trieste Italian 9BHCem	Q8Cy.28"40"57"&82"-57"(s) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,39cf,GS732 D.Rowan&Co.Glasgow	45 ″ 0 ~~s13 ″ 6~~ ~~29 ″ 0~~ s16 ″ 4 29 ″ 0	
39118 124239 GFMB	**Mountstewart** Ⓟ (exPladda-36) Wireless 2Dks	1099 1023 457					1907	Scotts'S.B. &E.Co.Ld. Greenock	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, Mgr.)	252·3 | 35·7 | 17·0 P&B151'F50'	Belfast British WB	T.3Cy.25",40"&65"-48" 293NHP Scotts'S.B.&E.Co.Ld. Grk.		C BT till ~~10,34~~ 10,35
9119 07454	**Moyie** Ⓟ CompSternPad Mchy.Aft	835 — 526					1898	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	161·7 | 30·1 | 5·1	Vancouver B.C. British	H.S.2Cy.16"-72" NB29 17RHP BertramIronWorks,Tto.		
9120 107453	**Minto** Ⓟ CompSternPad Mchy.Aft	829 — 522					1898	T.J.Bulger Nakusp,B.C.	CanadianPacific RailwayCo.	161·7 | 30·1 | 5·1	Vancouver B.C. British	H.S.2Cy.16"-72" NB28 17RHP BertramIronWorks,Tto.		
9121 Z[illegible]N	**Matua** Ⓟ TwinSc OilEng. D.F. E.S.D. Ref.Mchy. CruiserStern	4180 2850 2330	100A1 withfreeboard (ClassContemplated)				1936	Hawthorn, Leslie&Co Ld Newcastle	UnionS.S.Co.of NewZealand,Ld.	356·0 | 50·4 | 21·6 B140'F43'	Auckland British	Oil Engines 2S.C.SA. 12Cy.23⅝"-44½" ArmstrongWhitworth&Co.(Engineers)Ld.Nwc.		
39[illegible]2 1[illegible] G[illegible]	**Mill Hill** (exPeebles-36, exGracechurch-33) ssSld.No.1-34 1Dk(Stl) D.F. CruiserStern	4318 4025 2594	✠100A1 3,36 ✠LMC2,34	Bly	x	CL 11,35	1930 4mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	MillHillS.S.Co.Ld.	370·4 | 52·9 | 24·9 P30'B230'F34' FK CellDB317'913tFPT134tAPT161t	Newcastle British 6BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB,9cf,GS187,HS6105 G.Clark,Ld.Sunderland	27 ″ 2 s 1 ″ 8 18 ″ 6	
40 766 KL	ex[illegible])													
141	**München** Ⓟ D.F. E.S.D. 1Dk	1912 1669 1119					1924	Bergens Mek.Værks. Bergen	RederiA/B Iris (C.Abrahamsen, Mgr.)	266·9 | 42·2 | 17·9 P77tH96tF8t	Stockholm Swedish WB	T.3Cy.19½",30"&52"-36" 162NHP BergensMekVærksBergen		N
142	**Melrose Abbey** Cruiser-36, Iron ssOsc.4thNo.3-4,33 1Dk(Irn)2trB	1524 1248 893	✠100A1 3,36 ~~7,35~~ BS7,35 ✠LMC2,33	Osc Mmo	q	~~6,34~~ 2,36	1884 4mo	HSEdwrds &Son Newcastle Lloyd'sA&CP	RederiA/B Skansholmen (A.Hansson,Mgr.)	260·0 | 36·2 | 18·5 P26'Q84'B50'F26' BK9½" DBa88'f82'	Vestervik ~~Västervik~~ Swedish 4BHCem 335tAPT20t	C.2Cy.32"&60"-39" 80lb 178NHP 2SB,6pf,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s 1 ″ 11 18 ″ 9½	

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1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
125 UX	Mars (exWaal-36) ssRot.No.3-1,25 ssRot.No.2-34 Well deck 1Dk(Stl)	1293 1168 758	✠100A1 1,36 MS5,33	Rot ✠LMC BS10,35	o	CL 4,34	1912 5mo Lloyd	A.Vuijk& Zonen Capelle a/d 'sA&CP Ysel	J.Rang CellDBa	235·4|35·7|15·4 Q83'B63'F28' FK 69'uE15' f102'310t	Tallinn Estonian 4BHCem FPT60t	T.3Cy.17",28"&46"-36" (s) 180lb 100lb 147NHP 1SB,3cf,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 2¼ 16 ″ 5	
126 069	Marchioness of Graham Ⓟ TwinSc CruiserStern 2Dks	585 442 219					1936	Fairfield Co.Ld. Glasgow	LondonMidland& ScottishRailway	220·2|30·1|10·1	Glasgow British	4SteamTurbinesSRgeared to 2 Screw Shafts 267NHP FairfieldCo.Ld.Glasgow		
27 467	Michigan (exI.L.I.105-36, TwinSc exInterwaterways ssClv.No.3-4,35 LineIncorporated105-32) OilEng. Mchy.Aft 1Dk(Stl)	1040 956 797	✠ A1 Self-propelled Barge 3,36 ~~4,35~~ For service between New York via Erie & Welland Canals Port Huron & Montreal Carrying liquid caustic soda in deep tanks in Nos. 2,4&6holds	NYk LMC4,35		~~8,34~~ 3,36	1921 7mo	McDougall DuluthS.BCo. Duluth,Minn. A&CP	MichiganAtlantic Corporation	254·0|36·0|14·0 FK Side tanks f12'23tFPT30t	NewYork Utd.States 5BHCem APT13t	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NDB35-100lb NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
28 RW	Mai (exRoa-36,exAlbertClement) 1Dk	1187 976 701					1904	Act.Ges. "Neptun" Rostock	A/S D/S Mai (Aug.Kjerland)	234·2|35·3|14·5 P27tQ70tH59tF26t	Bergen Norwegian WB	T.3Cy.16⅛",25⅝"&43¾"-31½" 98NHP A.G."Neptun,"Rostock		C
29 619 LM	Mallard OilEng. Mchy.Aft CruiserStern	352 257 166	100A1 (ClassContemplated)				1936	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld.	~~162·7|26·6~~| 9·5 P47'F62' 163·4|26·7|	London British	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" Atlas-DieselA/B,Skm.	11 ″ 0 s ″ 9¼ 10 ″ 4	
30	Maria S. Müller 3Mst Sub.Sig. E.S.D. CruiserStern 1Dk	1590					1936	Flensburgr Schiffsb.Ges. Flensburg	OttoA.Müller	257·4|41·2|16·0 P206'F22'	Hamburg German WB	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"- 31½" & LP Turbine with DR gearing & hydraulic coupling 153NHP OttensenerMch.G.m.b.H. Altona		
31 796 MS	Merchant Royal (exGoodwood-36) ssNwc.No.1-31 E.S.D. D.F. 1Dk(Stl)	5008 4579 3119	✠100A1 10,35 BS~~1,35~~4,36	Shl ✠LMC7,31		CL ~~10,33~~ 3,36	1928 2mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	DrakeShippingCo. Ld. CellDB35	401·2|55·0|25·6 P34'B254'F31' FK 1'1143t DTa26'990t	London British 7BHCem APT121t	T.3Cy.25",40¾"&67"-45" (r) 200lb 423NHP 3SB,9cf,GS164,HS6027 FD J.Readhead&Sons,Ld.	28 ″ 1 s3 11¾ 24 ″ 3½	
39132	Mr. Therm Mchy.Aft CruiserStern	3020 2268 1750	100A1 (ClassContemplated)				1936	S.P.Austin &Son,Ld. Sunderland	TheGasLight and CokeCompany (StephensonClarke &Associated Companies,Ld.)	318·4|45·7|20·0 Q188'F31'	London British	T.3Cy.19½",32"&54"-39" N.E.MarineEng.CoLd.Sld.	22 ″ 2 s7 ″ 3¾ 19 ″ 10¼	
39133	Maritza 2Dks CruiserStern	2600 1450					1936	Neptun- werftRostock Schiffsw. und Masch. G.m.b.H. Rostock	FlensburgerDmpf. Co.(H.Schuldt, Mgr.)	328·7|48·9|19·2 P38'F29'	Hamburg German WB	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$"&LP Turbine withDR gearing&hydraulic coupling 207NHP NeptunwerftRostock Schiffsw.undMaschGmbH.		
39134	Motorina IronTwinSc (exMazorca-36,exEkvator, OilEng. exTancarville) ssPhl.3rdNo.3-12,24 Mchy.Aft ssOsl.No.2-32 1Dk(Irn)&Spar dk(Irn)& Webframes	2466 2329 1543	✠ Spar dk 5,33 CarryingPetroleum in bulk	Osl	s		1889 7mo	Craig,Tay- lor&Co. Stockton	Soc.Anon.Hellén- iqueMaritime& Commerciale "Transpetrol" DBa14'&u	292·5|37·2|18·4 B32' 25·6 FK E&B20'55tAPT16t	Piræus Greek 12BHptCem	Oil Engines 2S.C.SA. 8Cy.20½"-29½" 588NHP NDB20 NE fitted20 J&CGBolindersCoLd.Skm	26 ″ 8	
39135	Möwe Wireless 1Dk CruiserStern	1100					1936	Nordsee- werkeEmden G.m.b.H. Emden	ArgoReedereiA.G.	243·5|38·4|15·1 P48'B&F190'	Bremen German	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$"& LPturbine withDR gearing & hydraulic coupling 115NHP DeutscheSchiff-uMschb. A.G.Weser,Bmn.		
39136	Miralda D.F. E.S.D. OilEng. Mchy.Aft CruiserStern 1Dk pt.Longitudinal framing Carrying Petroleum in bulk	7986 7237 4764	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Mij."LaCorona"	460·0|59·0|34·0 P92'B45'F48'	TheHague Dutch WB	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP Werkspoor,N.V.Ams.		
39137	Mui Hock D.F. CruiserStern	2130 — 1280					1936	Nylands Verksted Oslo	A/S ArneSveen's Rederi(Arne Sveen,Mgr.)	283·3|44·3|18·7 P28'B165'F25'	Oslo Norwegian WB	C.4Cy.(2)13¾"&(2)31½"- 31½" 92NHP NylandsVerksted,Oslo		
39138	Mare (exHighland-36, exOosterland-32) ssRot.No.3-5,27 ssRot.No.1-32 Well deck 1Dk(Stl)	1209 926 728	✠100A1 8,34	Shl ✠LMC11,35	o	OG 10,35	1916 2mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	J.Michelmann& others CellDBa65'u	230·0|34·6|14·8 Q83'B52'F26' FK E19' f98'309tFPT	Pärnu Estonian 4BHCem 21tAPT18t	T.3Cy.17½",29"&46"-36"(r) 180lb 155NHP 2SB,4cf,GS78,HS2620 Maats.Fyenoord,Rot.	17 ″ 1 s 1 ″ 1¾ 16 ″ 0¾	
39139	Marianne (exUskmoor-36) ssBly No.2-34 Arch dk 1Dk(Stl) CruiserStern	2730 2433 1686	✠100A1 withfreeboard 4,36 BS6,35	Shl ✠LMC5,34	t	CL 5,34	1924 11mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	F.L.Nimtz CellDB277'743t	320·2|42·9|24·3 P21'F26' FK FPT48tAPT99t	Stettin German 5BHptCem	T.3Cy.23½",38"&64"-42" (s) 180lb 323NHP 2SB,8cf,GS126,HS5464 NEMarineEng.CoLd Nwc	26 ″ 9 s 7 ″ 7½ 19 ″ 3½	
9140 19766 UKL	Mapele (exMala-36, exPittsburghBridge) Fitted for oil fuel 1Dk2trBin fore&after holds & Web frames	3297 — 1998					1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
9141	München Ⓟ D.F. OilEng. E.S.D. CruiserStern 2Dks	5400					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	428·1|56·3|	Bremen German WB	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP BremerVulkan, Vegesack		
9142	Melrose Abbey CruiserStern	2485 2275 1490	100A1 (ClassContemplated)				1936	W.Gray& Co.Ld. W Hartlepool	MelroseAbbey ShippingCo.Ld. (FrederickJones &Co.Mgrs.)	305·0|45·2|20·8 P25'B68'F28'	Cardiff British	T.3Cy.20",33"&55"-39" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Freeboard Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B.S. of Trade Cert.
39301 1968 IBQP	**Ninfea** (exFior d'Arancio-35, exBowden-34) Wireless 2Dks Now "Anna Maria," see No.37072 in Supplement	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	OrazioRosini	245·9|33·7|19·9	Genoa Italian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		IN
39302	**Neva** (exEssequibo-35) TwinSc ssSou.No.3-7,35 D.F. 2Dks(Stl)&3rd dk(Stl)except in Ref.Mchy. BoilerSpace&CrossBunker	8489 4264 5134	✠ .... 12,35 ~~✠LMC7,35~~ Fitted for oil fuel 6,20 F.P. above150° F.	Sou	c†	CL 6,35	1914 11mo	Workman, Clark&Co.Ld. Belfast Lloyd'sA&CP	U.S.S.R. CellDBa117' uE&B101'	450·3|57·8|30·6 P78'B218'F71' FK f171' 1475t FPT	Leningrad Russian 10BHCem 40tAPT40t	Q8Cy22",31½",45½"&65"-45" 215lb (s) 1055NHP 2DB&2SB,24cf,GS429, HS16790 FD Wrkman,Clark&Co.Ld.Bel	34 " 0 ~~s 8 " 0~~ ~~25 " 6¾~~	
39303 2014 ICLS	**Nita** (exVerbania-35,exMadioen-35) 3Dks	6813 6443 4248					1913	Bonn& Mees Rotterdam	SocAnonGiuseppe BozzoArmamenti e TrasportiMarittimi	430·0|54·2|26·8 P44'	Genoa Italian WB	T.3Cy.28½",47"&81"-52" 470NHP Maats.deSchelde,Flushing		
39304 SDNM	**Nord** (exSigurd I-35,exSigurdHund, exTron,exNystrand,exSignemin) 1Dk	512 386 256					1919	J.Th.Wilmink&Co. Gideon	RederiA/BNordö (W.Grosche, Mgr.)	152·4|26·3|12·2 P93tH5tF24t	Öregrund Swedish WB	T3Cy11½"17$\frac{7}{10}$"&29½"-19$\frac{7}{10}$" D.H.Landeweer& 39NHP Zoon,Martenshoek		V
39305	**Nissei Maru** OilEng. Mchy.Aft	440					1935	Ohara ZosenTekkosho Osaka	ShintoKosanK.K.	149·0|26·5|14·0	Japanese	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{11}{16}$" 98NHP HanshinTekkosho		
39306 40156 JYFH	**Nissho Maru No. 5** OilEng. 1Dk	783 — 434					1935	OharaMatsunosuke Osaka	MarushoKaiun K.K.	180·4|31·2|15·6	Osaka Japanese	Oil Engines		
39307 9358 JKEE	**Nissho Maru No. 6** (exKaiunMaru-35, ssQns.No.3-4,04 exWalker) 1Dk(Irn) Well deck	642 533 362	✠ 12,04 ✠	Qns	f		1890 8mo	Wood, Skinner&Co. Newcastle	IinoKisenK.K.	185·0|30·0|11·9 P19'Q70'B7'F19' FK CellDB138' 195t FPT	Tokio Japanese 5BHCem 40tAPT22t	T.3Cy.16",26"&43"-30" NDB04 103NHP 1SB,3pf,GS50,HS1503 N.E.MarineEng.CoLdNwc	14 " 3	
39308 141873 MGYW	**Nyroca** (exPhilotis-35) ssCff.No.3-3,30 ssGls.No.1-34 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)	786 595 322	✠100A1 Shelter dk withfreeboard 10,35 ~~9,34~~ ✠LMC MS6,34 BS~~3,35~~5,36	Sws Liv	l	CL ~~12,33~~ 10,35	1918 1mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	British& ContinentalS.S.Co. Ld.	200·4|30·7|12·1 19·1 FK CellDBuB40'f100'196tFPT81t	Liverpool British 3BHCem APT13t	T.3Cy.16",26"&44"-33" (s) 180lb 143NHP 2SB,4pf,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 " 4 s " 2 14 " 4	
39309 LJBE	**Nerva** (exGwentgate-35, exForestgate) ssNpt.No.2-33 1Dk(Stl) Cargo battens not fitted	1564 1383 920	✠100A1 1,35 ✠LMC MS1,33 BS~~1,35~~4,35	Npt	q	CL 1,35	1924 9mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	Rederiaktieselsk. Nerva ~~(Hilmar Reksten)~~ (Hilmar Reksten, Mgr.)	~~250·2|39·7~~|17·9 P17'B58'F23' 250·6|39·8| FK CellDB204'454t FPT	Bergen Norwegian 4BHCem 72tAPT35t	T.3Cy.18",30"&50"-33" (s) 180lb 160NHP 2SB,6cf,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk.	19 " 10 s 2 " 6¾ 17 " 6	
39310 OYEH	**Normandiet** OilEng. D.F. 2Dks CruiserStern	~~3800~~ 3161 2575 1825					1935	Nakskov Skibs.A/S Nakskov	DetDanskFranske Dampskibs.(A.N. Petersen, Mgr.)	~~345·0|50·0|23·0~~ 345·6|50·2|20·7	Copnhagn Danish WB	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		
39311 164277 GYRB	**Nigerian** 1Dk&Shelter dk Rudder electrically welded D.F. CruiserStern	~~6800~~ 5423 4447 3201	✠100A1 withfreeboard 2,36 ✠LMC2,36 Carrying vegetable oil in deep tank	Wsm		CL	~~1935~~ 1936 2mo	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G Lloyd'sA&CP	UnitedAfricaCo. Ld.	417·5|57·7|23·6 F43' FK (Coll BH to Shelter dk 6 BH to 2nd dk) CellDB337'1058tDTa25'830tFPT	Liverpool British 7BHCem 226tAPT205t	T3Cy21$\frac{5}{8}$",35$\frac{7}{16}$"&57$\frac{1}{16}$"-39$\frac{3}{8}$" &LP Turbine withDRgearing & hydraulic coupling 220lb (s) 350NHP 2SB,6cf,GS100,HS4476 FD DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 " 8 s1 " 11¼ 23 " 10¾	
39312 2031	**Nettuno** TwinSc Carrying oil in bulk Mchy.Aft 2Dks Longitudinal framing	5088 4482 2614					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	416·7|51·2|28·3 P59'B104'F56'	Genoa Italian	T.6Cy.28$\frac{3}{8}$",38$\frac{3}{8}$"&63½"-35$\frac{3}{8}$" 484NHP Cant.Nav.Riuniti,Ancona		
39313 39589 JXNH	**Nishiki Maru** OilEng.	1848 — 1035					1934	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	242·7|39·4|19·0	Osaka Japanese	Oil Engines		
39314 SVOA	**Nicolaos Michalos** (exAkropolis-35,exHermion) 1Dk&Shelter dk	4342 409 272					1913	W.Doxford &Sons,Ld. Sunderland	MichalinosMaritime&Commercial Co.Ld.	389·8|54·1|24·6 P102tH125t	Piræus Greek WB	T.3Cy 26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
39315 777 OHXY	**Navigator** (exTowerDale-35, exBompata-35) ssDrt.No.3-2,35 Ref.Mchy. 2Dks(Stl-Upt ws)	5656 — 3212	✠100A1 12,35 ~~5,35~~ ✠NE5,35 ✠LMC BS~~2,35~~4,36 MS5,35	Nwc Rot	z	CL ~~4,35~~ 11,35	1921 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	A/B Finland-AmerikaLinjen O/Y CellDBa104' uE&B	410·4|54·3|27·9 P41'B157'F47' FK 77' f172'1125tFPT	Helsingfrs Finnish 7BHCem 91tAPT36t	T.3Cy.22½",37"&63"-45" 200lb (s) 477NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 " 8 s 6 " 2¾ 24 " 7¼	
39316	**Neuss** TwinSc OilEng. Sub.Sig. 1Dk CruiserStern						1935	Howaldtswerke A.G. Hamburg	ErnstRuss	241·1|35·4|15·2 B44'Q92'F31'	Hamburg German	Oil Engines 2S.C.SA 12Cy.11$\frac{13}{16}$"-16$\frac{9}{16}$" 289NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
39317 182 SVBB	**Nicolas Pateras** (exPenteAdelfi-35, ssPir.2ndNo.3-2,35 exMariaM.Diacaki-34, 1Dk(Stl) exPort de la Pallice, exBayford,exBrantford)	4362 395 260	✠100A1 11,35 ✠LMC2,35	Avn	x	11,35	1910 4mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	C.N.&E.N.Pateras CellDBa119'uE&B43'f159'	365·0|51·4|25·9 P24'B91'F32' FK	Chios Greek 6BHCem 927tAPT48t	T.3Cy.25",40"&67"-45" (s) 180lb 335NHP 3SB,9cf,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 " 4 s 5 " 3½ 23 " 3	
39318 157928 ZSQM	**Nahoon** 1Dk Mchy.Aft	788 ~~528~~ 529 363	✠100A1 1,36 ~~(ClassContem plated)~~ ✠LMC1,36	Bwg	k	CL	~~1935~~ 1936 1mo	Scott& Sons Bowling Lloyd'sA&CP	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. Mgrs.)	190·0|30·9|11·6 Q106'B13'F34' FK CellDB112'191tFPT	PortNatal British 3BHCem 63tAPT46t	T.3Cy.15",25½"&41"-30" 200lb 100lb (s) 127NHP 1SB,3cf,GS63,HS2224 Aitchison,BlairLd. Clydebank	13 " 9 s4 " 3½ 13 " 6¼	
39319 164603 GYSS	**Narragansett** E.S.D. GyC. D.F. CruiserStern OilEng. Mchy.Aft Longitudinal framing 1Dk 2nd dk clear of cargo tanks Rudder electrically welded	~~10508~~ 10389 9592 5940	✠100A1 4,36 ✠LMC4,36 ~~(ClassContem plated)~~ CarryingPetroleum in bulk	Kel	f†	CL	1936 4mo	Frd.Krupp Germaniawft A.G. Kiel Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe, Mgr.) CellDBuE86'184tDTf16'540tFPT	~~485·0|70·0|37·0~~ P107'B39'F35' 490·4|69·9|36·9 FK	London British 16BHptCem ptAsp 370tAPT214t	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-49$\frac{3}{16}$" 912NHP 3DB 200lb Fr.KruppGermaniawftAG	37 " 0 s7 " 4¼ 29 " 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L. R.
39320 MLCL	Northern Ranger Ⓟ Wireless D.F. E.S.D. *2Dks* *Strengthened for Navigation in Ice*	1365 1065 740	✠100A1 4,36 ~~(*Class Contemplated*)~~ ✠LMC4,36	Psy		CL	1936 4mo *Lloyd*	Fleming& Ferguson,Ld. Paisley *sA&CP*	Government of Newfoundland (Newfoundland Railways,Steamship Dept.)	220·4 | 36·1 | 19·7 F32′ *CellDB* FK 170′246*t* *FPT*42*t*	SJhnsNFL British 7*BHCem* *APT*34*t*	T.3Cy.17″,27½″&45″–30″(*s*) 200lb 175NHP 2SB,*4cf*,GS110,HS3330 Fleming&Fergusn,Ld.Psy.	22 ″ 0 s3 ″ 6 18 ″ 10¼	
39321 107004 MGVZ	New Verdun (*ex*Dellside–36, *ex*Shellie–33) K *ss*Goo.2ndNo.3–9,29 *ss*Liv.No.1–33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	339 267 130	✠100A1 2,35 ✠NB12,30 ✠LMC MS10,33 BS10,35	Liv	*f*	2,35	1905 11mo *Lloyd*	Dublin DockyardCo. Dublin *sA&CP*	Plymouth,Channel Islands&Brittany S.S.Co.Ld. (J.W.H. Stokes, *Mgr.*)	145·0 | 24·1 | 10·4 Q51′B12′F24′ BK7½′ *DBf*13′22*t* *FPT* 42*t*	Plymouth ~~Liverpool~~ British 3*BHCem* *APT*2*t*	C.2Cy.18″&38″–27″ (*s*) 125lb 80RHP 1SB,*2pf*,GS40,HS1474 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 6	
39322 220755 KJLP	Noyo (*ex*Griffdu–35) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1484 1200 828					1920	J.F.Duthie &Co. Seattle, Wash	NationalS.S.Co.	219·9 | 40·1 | 18·5 P66′B15′F20′	S.Frncisco Utd.States *WB*	T.3Cy.19″,32″&56″–36″ 188NHP HendricksManufacturing Co.Seattle		
39323 1166 ICMO	Ninuccia (*ex*Valrossa,*ex*Bampton) D.F. 1*Dk*	4583 4194 2803					1910	Richardsn, Duck&Co. Stockton	GiuseppeGavarone	380·0 | 50·1 | 26·2 P35′B117′F38′	Genoa Italian *WB*	T.3Cy.25″,42″&68″–45″ 310NHP Blair&Co.Ld.Stockton		CI
39324 146662 GCJT	Nils Moller (*ex*Invergoil–36) *ss*Bel.No.2–31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Straight frames & bevelled bilge*	6907 6190 4235	✠100A1 *Shelter dk with freeboard* 12,33 BS12,34 ✠LMC4,31 *Carrying oil fuel F.P. above 150° F. in DB and in circular tanks fitted in holds* *Fitted for oil fuel* 11,22 *F.P. above 150° F*	Bel	*a*†	OL 12,33	1922 11mo *Lloyd*	Harland& Wolff,Ld. Belfast *sA&CP*	MollerLine,Ld.	412·6 | 55·8 | 34·4 F40′*on Shelter dk* FK *CellDBuE&B*	London British 8*BHCem* 84′440*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 ″ 0 s 9 ″ 6 28 ″ 9	
39325	Nürnberg Ⓟ *OilEng.* D.F. E.S.D *CruiserStern* 2*Dks*	5400					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	428·1 | 56·3 |	Bremen German	Oil Engines 2S.C.DA 7Cy.23⅝″–43$\frac{5}{16}$″ 1360NHP BremerVulkan,Vegesack		
39326	Nippon Maru *OilEng.* D.F. GyC. 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* *CruiserStern*	10000					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	500·0 | 64·9 | 37·0 P162′B39′F37′	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$″–47¼″ 2115NHP KawasakiDkydCoLdKobe		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Special Surveys.	3 *Late Name if any* No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B. of Trade Cert.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 [illegible]	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 [illegible]
39501 FOJR	Oiseau des Iles Aux3MstSr ~~3Mst~~ OilEng. Wireless Mchy.Aft 1Dk(Stl-teak s) (See Sailing Ship Register Supplement)	~~450~~ 398 287 178	✠100A1 8,35 ~~(ClassContemplated)~~ ✠LMC8,35	Nts		CL	1935 8mo Lloyd'sA&CP	S.A.des AnciensCh. Dubigeon Nantes	Cie.Française des Phosphates de l'Océanie	146·4 P44'F35' FK&BallastKeel8¼" CellDB51'66tAPT21t	27·9	9·6	Papeete French 4BHCem	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 123NHP At.&Ch.delaLoire,StDenis	12 〃 6	
39502 YTDE	Olga Topić (exTrevose-35) ssCff.No.3-2,31 D.F. 1Dk(Stl)&Shelter dk(Stl) ssFal.No.1-35	4375 4131 2742	✠100A1 Shelter dk withfreeboard 6,35 ~~10,34~~ ~~MS9,30~~ ✠LMC6,35 ~~BS4,34~~	Shl Fal	y	CL ~~10,34~~ 6,35	1918 5mo Lloyd'sSA&CP	JReadhead &Sons,Ld. SouthShields	SlobodnaPlovidba TopićD.D.(Ant. Topić,Mgr.)	400·2 FK CellDBa131'uE23'f175'1003t	52·1	25·2	Susak Yugoslav 6BHCem APT50t	T.3Cy.26",43"&71"–48" (r) 180lb 90lb 488NHP 3SB,9cf,GS177,HS7198 FD J.Readhead&SonsLd.S.Shl	26〃10 s2〃10¾ 24〃2½	
39503 YTFN	Orao (exFontbriand-35, exPennyworth-35, ssNwc.No.3-1,30 exGogovale) ssQbc.No.1-34 D.F. E.S.D. 2Dks(Stl)	5388 4986 3418	✠100A1 7,35 ~~11,34~~ ✠NE3,19 ✠LMC11,34	Qbc Cff	z	CL 7,34	1916 10mo Lloyd'sSA&CP	Greenock& Grngemouth DkyrdCo.Ld. Greenock	JugoslavenskaPlovidbaD.D. 'Tween dk BH in after hold dispensed with	410·2 P35'B171'F41' FK CellDBa&uE147'f189'1163t DTa33' 985t APT49t	53·5	28·4	Susak Yugoslav Cem 6BH to U dk 1 ,, 2nd ,, only	T.3Cy.27",44"&73"–48" (s) 180lb 488NHP 3SB,9cf,GS165,HS6972 FD FairfieldCo.Ld.Glasgow	31〃0 s5〃9¾ 25〃5	
39504 769 OHXW	Orion 2Dks Strengthened for Navigation in Ice	2408 2149 1342	✠100A1 withfreeboard 10,35 ~~(ClassContemplated)~~ ✠LMC10,35	Hfs	s	OG	1935 10mo Lloyd'sSA&CP	Sandvikns, Skeppd&M.V Helsingfors	FinskaÅngfAktieb	270·0 F27' FK (CollBHtoWthr dk3BHto2nd dk) CellDB237'446tFPT34tAPT26t	41·0	~~28·0~~ 25·4	Helsingfrs Finnish 4BHCem	T.3Cy.22",32"&54"–36" 213lb (s) 255NHP 2SB,6cf,GS132,HS4520 SandvikensSkeppd.&M.V.	28〃0 s8〃2¼ 19〃10¾	
39505 147656 GKCL	Ovingdean Grange (exZapala-35) ssNpt.No.2-33 Sub.Sig. 1Dk(Stl)	4895 4508 3088	✠100A1 ~~11,35 4,35~~ 4,36 BS~~8,34 6,35~~ 3,36 ✠LMC1,33 Fitted for oil fuel 5,24 F.P. above 150° F.	Cff Npt	y	CL ~~3,35~~ 3,36	1924 5mo Lloyd'sSA&CP	Lithgows Ld. Pt.Glasgow	HoulderLine,Ld. (HoulderBros.& Co.Ld.Mgrs.)	400·0 P33'B114'F41' FK CellDB341'1032t	52·0	27·3	London British 6BHptCem APT142t	T.3Cy.27",44"&73"–48" (s) 180lb 100lb FD 440NHP 2SB,6cf,GS123,HS5862 Rankin&BlackmoreLdGrk	29〃9 s5〃9¼ 24〃3	
39506 164266 GYMP	Ocean Coast TwinSc E.S.D. Wireless D.F. OilEng. Mchy.Aft CruiserStern 2Dks	1173 845 657					1935	Henry Robb,Ld. Leith	CoastLinesLd.	251·9 B37'F27'	38·2	12·7	Liverpool British WB	Oil Engines 2S.C.SA 10Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 312NHP BritishAuxiliariesLd.Gls.		
39507 164493 GYKL	Orion Ⓟ TwinSc Ref.Mchy. D.F. 2Dks,3rd dk in holds E.S.D. GyC. CruiserStern	23371 13151 14098	✠100A1 withfreeboard ~~9,35~~ ~~7,35~~ 1,36 ✠LMC7,35 Fitted for oil fuel 7,35 F.P. above150°F. ✠Lloyd'sRMC~~9,35~~ 1,36	Brw Lon		CL	1935 7mo Lloyd'sSA&CP	Vickers-Armstrongs, Ld. Barrow	OrientS.Nav.Co.Ld	640·3 LowerB&F622' B&F499' FK UprF81' UprB325' Duct keel fwd of mchy.space CellDB504'2209t Tanks in way of tunnels96'515t Wing tanks in engine room63'637tDTf44'205tFPT113tAPT195t	82·2	33·7	London British 11BHptCem (9 to W dk 2 ,, 2nd ,,)	6SteamTurbinesSRgeared to 2 Sc. Shafts 450lb (s) 4912NHP 4WTB&2AuxWTB FD HS37030 VickersArmstrngsLd.Brw	38〃0 s8〃3¼ 30〃2	BT till 7,36
39508 LJBS	Orion Mchy.Aft OilEng CruiserStern 2Dks Longitudinal framing-bracketless system Rudder electrically welded	~~8100~~ 8064 7423 4751	✠100A1 1,36 ~~(ClassContemplated)~~ ✠LMC1,36 Carrying Petroleum in bulk	Mmo	c†	CL	~~1935~~ 1936 1mo Lloyd'sSA&CP	Kockums M.V.Aktieb. Malmö	SmithSörensens TankrederiA/S (S.H.Smith Sörensen,Mgr.)	461·6 P102'B37'F41' FK CellDBuE69'186tDTf36'535tFPT147tAPT168t	59·8	34·6	Arendal Norwegian 16BHptCem (10 ,,toU dk, 6 ,, ,,2nd ,,)	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1162NHP 2DB171lb KockumsM.V.Akt.Malmö	34〃7 s7〃5 27〃4¼	
39509	Olga (exMorayCoast-35, exPrincessHelena) 1Dk	677 603 275					1905	CaledonS. B.&E.Co.Ld. Dundee	J.N.Vlassopulos	210·5 P&B123'F55'	31·1	14·3	Ithaca Greek WB	T.3Cy.17",28"&45"–33" 116NHP CaledonSB.&E.Co.Ld Dun		C
39510 DJPV	Otto Alfred Müller 3Mst Sub.Sig. E.S.D. 1Dk CruiserStern	1589 1361 738					1935	Flensburgr Schiffsb.Ges. Flensburg	O.A.Müller	258·9 P&B62'F7'	41·4	16·0	Hamburg German WB	C.4Cy.(2)$14\frac{3}{16}$"&(2)$31\frac{1}{2}$"–$31\frac{1}{2}$"&LP Turbine with DRgearing &hydraulic coupling 155NHP OttensenerMch.G.m.b.H.Altona		
39511 DJPZ	Ophelia CruiserStern 1Dk	1446 1261 799					1935	Lübecker Maschb.Ges. Lübeck	A.Kirsten	268·8 P23'F29'	39·4	14·6	Hamburg German WB	C.4Cy.(2)$14\frac{9}{16}$"&(2)$31\frac{1}{2}$"–$31\frac{1}{2}$" 93NHP OttensenerMch.G.m.b.H. Altona		
39512	Oinoussai (exHellenic-35) ssGot.2ndNo.3-11,31 D.F. 2Dks(Stl)&deep framing &Shelter dk(Stl) Should be "Hellenic," see No. 26357 in Body of Register	4404 4026 2722	✠100A1 Shelter dk withfreeboard 4,35 BS8,35 ✠LMC11,31	Vcr	y	CL 10,34	1909 2mo Lloyd'sSA&CP	Hawthorn, Leslie&CoLd Newcastle	M.J.Lyras&Co.	380·2 FK CellDBa119'uE&B64'f150'972tAPT30t	52·0	25·7	Piræus Greek 6BHCem	T.3Cy.$27\frac{13}{16}$",46"&76"–48" 180lb (s) 492NHP 2SB(FD)&1Aux.SB,10cf, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	28〃6 s3〃3¾ 25〃4½	
39513 220692 KDDS	Olney (exWalterMiller-35, exStockton) Fitted for oil fuel Mchy.Aft 2Dks&Web frames D.F. Longitudinal framing Carrying Petroleum in bulk	7294 6780 4532			•••		1920	MooreS.B. Co. Oakland,Cal.	OlneyTankers Inc.(Pennsylvania Shipping Co.Mgrs)	425·8 P106'B40'F41' FK	57·0	33·1	Wilmgton (Del.) Utd.States WB	T3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 579NHP LlewellynIronWorks, LosAngeles	33〃0	R. †
39514	Otowasan Maru ~~Ⓟ~~ OilEng. D.F. GyC. Mchy.Aft CruiserStern Longitudinal framing	9150 8105	100A1 (ClassContemplated) Carrying Petroleum in bulk				1936	Mitsui Bussan Kaishi,Ld. Tama	MitsuiBussan Kaisha	488·0 P150'F39'	65·0	36·0	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" MitsuiBussanKaisha,Ld. Tama		
39515 481 SVIT	Orion (exHighlandPrince-36, exGlenshiel) ssHul.2ndNo.3-1,35 Sub.Sig. 1Dk(Stl)&Spar dk(Stl) &deep framing	4798 4549 3054	✠100A1 Spar dk 1,36 ~~10,35~~ MS6,34 ✠LMC BS~~1,35~~3,36	Mdb Mch	y	CL 9,35	1909 8mo Lloyd'sSA&CP	C.Connell &Co.Ld. Glasgow	P.Lyras	400·0 P37'B120'F44' FK CellDBa118'uE&B50'f180'1067t DTa34'878tAPT29t	52·0	26·9	Piræus Greek 6BHCem	T.3Cy.27",43"&72"–48" (s) 180lb 100lb 513NHP 3SB,9cf,GS149,HS7680 FD Dunsmuir&JacksonLd.Gls	29〃7 s5〃8¾ 24〃1	
39516	Ogaden (exNaxos-36,exSaxonPrince, exGlenaffric) ssHfs.2ndNo.3-11,30 2Dks(Stl)&deep framing Cargo battens not fitted	4157 3913 2560	✠ 12,35 ✠ Carrying oil fuel F.P. above 150° F. in DB	Lkr	x	CL 12,32	1905 3mo Lloyd'sSA&CP	C.Connell &Co.Ld. Glasgow	IgnazioMessina &C.	376·9 P39'B112'F46' FK CellDBa110'uE&B42'f173'976tAPT32t	49·5	26·3	Genoa Italian 6BHCem	T.3Cy.$25\frac{1}{2}$",42"&68"–48" (s) 180lb 423NHP 2SB,6cf,GS118,HS6044 FD Dunsmuir&JacksonLd.Gls	28〃10	
39517	Oostzee OilEng. 1Dk Mchy.Aft CruiserStern	336 239 159					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·5 P39'F14'	22·9	9·6	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"–$15\frac{3}{4}$" 68NHP MtrnWerkeMannheimAG		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Freeboard Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, M see L.R. Date of B. of Trade
39518	**Osaka Maru** *OilEng.*	1470					1936	Kasado DockCo. Kasadoshima	**KobeSambashi K.K.**	250·0|38·0|18·8	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.20½″-29½″ 441NHP KobeHatsudokiSeizosho, Kobe		
39519 509	**Olympos** TwinSc (*ex*PinelopiK.-36,*ex*Margo,*ex*Sarlos, *ex*Christophore) 1*Dk*	852 — 536					1904	Smith's DockCo.Ld. North Shields	**Soc.Anon.Generale deCiments**	217·0|32·1|13·6	Piræus Greek *WB*	T.6Cy.11″,18″&30″-21″ 84NHP MacColl&Pollock,Ld.Sld.		
39520 SMZC	**Odin** (*ex*Odinn-36) *ss*Rjk.No.2-34 E.S.D. 1*Dk*(*Stl*-ws)& Wireless D.F. *2nd Dk forward&aft*	512 451 176	✠100A1 *ForFishery InspectionServices* 7,34 BS10,35 ✠LMC7,34	Rjk		CL 5,34	1926 6mo *Lloyd's A&CP*	Kjöbnhvns Flydk.&Skbs Copenhagen	**SwedishGovernment(Kungl-Tullverket)** *CellDB*	169·4|27·7|16·3 F27′len27 BK7″ *f*35′33*t*DTs*f*40*t*&	Swedish 4*BHCem* 17*tFPT*10*t*	T.3Cy.16¼″,27″&44″-30″(*s*) 200lb 160NHP 2SB,4*cf*,GS80,HS2960 KjbnhavnsFlyd.&Skbsv.	15 ″ 9	
39521 ESRL	**Osmussaar** (*ex*Duddingston-36, *ex*Magdalena) *ss*Lth.2ndNo.3-6,33 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*2218* *2005* *1339*	✠100A1 5,36 ~~5,35~~ BS4,36 ✠LMC5,32	Lth	s	CL ~~5,35~~ 5,36	1909 4mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld Stockton	**A/S Merilaid&Co.** *Intermediate bulkhead in fore hold dispensed with*	287·0|44·0|18·9 P26′B78′F29′ FK *CellDBa*90′	Tallinn Estonian *Cem* 4*BHonly* *uE&B*32′*f*	T.3Cy.21″,35″&57″-39″ (*s*) 160lb *90lb* 209NHP 2SB,6*cf*,GS80,HS3248 N.E.MarineEng.CoLd.Sld. 120′605*tFPT*68*tAPT*94*t*	21 ″ 1 s 3 ″ 0¼ 13 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
39601 164258 MBRB	**Pacific Coast** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	1210 872 664	✠100A1 *withfreeboard* ~~5,35~~12,35 ✠LMC5,35	Ard Liv	*q*	OG	1935 5mo	Ardrossan DockyardLd. Ardrossan *Lloyd's*A&CP	CoastLines,Ld. *CellDB*196'347*t*	251·7|38·1|13·1 B37'F32' FK *FPT*116*t**APT*56*t*	Liverpool British 4*BHCem* (*Coll toSh dk* 3 ,,*2nd*,,)	Oil Engines 2S.C.SA 10Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	15 ″ 3 s ″ 2 15 ″ $2\frac{3}{8}$	
39602 137828	**Pontbriand** (*ex*Pennyworth–35, *ex*Gogovale) *ss*Nwc.No.3–1,30 D.F. *ss*Qbc.No.1–34 E.S.D. 2*Dks*(*Stl*) *Now* "Orao," *see No.* 39503 *in Supplement*	5388 4986 3418	✠100A1 11,34 ✠NE3,19 ✠LMC11,34	Qbc	*z*	CL 7,34	1916 10mo	Greenock& Grngemouth DkyrdCo.Ld. Greenock *Lloyd's*A&CP	ManseauShip- yards,Ld. *'Tween dk BH in after hold dispensed with* *CellDBa&uE* 147'*f*189'1163*t* *DTa*33' 985*t*	410·2|53·5|28·4 P35'B171'F41' FK *APT*49*t*	Montreal British *Cem* 6*BH to Udk* 1 ,, *2nd* ,, *only*	T.3Cy.27",44"&73"–48" (*s*) 180lb 488NHP 3SB,9*cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s 5 ″ $9\frac{3}{4}$ 25 ″ 5	
39603 SVJA	**Paralos** (*ex*Nicolas Pateras–35, *ex*Paralos) *ss*Pir.2ndNo.3–1,33 *Spar dk*(*Stl*)2*trB&deep framing*	3435 2985 1898	✠100A1 *Spar dk* *withfreeboard* 5,36~~1,35~~ ✠LMC MS1,32 BS~~1,31 1,35~~2,36	Ams Pir	*v*	CL 1,35	1906 11mo	J.Priest- man&Co. Sunderland *Lloyd's*A&CP	C.A.Petroutsis *DBa*106'*f*136'1024*t*	332·0|49·5|23·6 P29'B184'F33' FK	Piræus Greek 5*BHCem* *APT*142*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *140lb* 316NHP NDB17*refitted*26 2SB,8*pf*,GS142,HS4850 G.Clark,Ld.Sunderland	24 ″ 8 s 3 ″ $0\frac{1}{2}$ 21 ″ 10	
39604 UPIM	**Pavlin Vinogradov** (*ex*Chapaev–35,*ex*Tiba–35) *ss*Rot.No.1–33 1*Dk*(*Stl*)	2864 2611 1734	✠100A1 3,35 ✠LMC8,33	Rot	*u*	CL 2,35	1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd's*A&CP	U.S.S.R. *CellD*	310·6|45·9|22·6 P23'B94'F25' FK *B*269' 687*t* *FPT*60*t*	Archangel Russian 5*BHCem* *APT*101*t*	T.3Cy.24",37"&63"–$39\frac{3}{8}$" (*s*) 190lb 335NHP 2SB,6*cf*,GS110,HS4736 FD N.V.Mch.&Scheepswerf van.P.Smit,Jr.Rot.	25 ″ 0 s 3 ″ $11\frac{3}{4}$ 21 ″ $1\frac{3}{4}$	
39605	**Pokrovsky** (*ex*Hagno–35) D.F. 1*Dk*	3588 3263 2160					1919	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	361·4|49·9|22·1 P31'B214'F36'	Russian *WB*	T.3Cy.25"41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
39606 13	**Peppino C.** (*ex*Pecine–35, Iron3Mst *ex*Cameo, *ss*Gls.3rdNo.3–8,21 *ex*Strathadder) *ss*Fiu.No.2–31 *Mchy.Aft* 1*Dk*(*Irn*)	391 283 209	✠ 1,35 ✠NB12,96✠	Ssk	*g*		1883 5mo	J.Fuller- ton&Co. Paisley	SalvatoreAmato	165·9|23·2|10·9 160·2 Q85'B7'F25' BK6'	Molfetta Italian 4*BHCem* *FPT*45*t*	C.2Cy.$19\frac{1}{2}$"&36"–27" 54NHP 1SB,2*pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6	I †
39607 158625	**Pictou County** (*ex*Fritzöe–35) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	707 522 445					1920	A/SNes Mek.Værks. NesTonsberg	PictouCounty ShippingCo.Ld.	179·8|29·7|12·8 P56'F28'	Montreal British *WB*	Oil Engines 4S.C.SA 6Cy.$18\frac{7}{8}$"–$29\frac{1}{2}$" 207NHP Akt.Burmeistr&Wain,Cpn		N
39608	**Pei Ping** (*ex*DušanSilni–35, *ex*CapeSt.Martin, *ss*Spt.2ndNo.3–8,33 *ex*Rotenfels) 1*Dk*(*Stl*)&*Spar dk*(*Stl*– *pt* teak s)&*Web frames*	5654 5379 3591	✠100A1 *Spar dk* 6,35 ~~1,34~~ ✠LMC~~8,33~~ 6,35	Hul Kob	*a*†	CL N1,34	1906 11mo	J.C.Teck- lenborgA.G. Weser- münde-G. *Lloyd's*A&CP	ChangShuChang *CellD*	421·0|55·1|20·3 P58'B125'F51'28·3 FK&BK2' *Ba*136'*uE*29'*f*181'1049*t* ~~*'tween dk Tanks a* 44' 430*t*~~	Tsingtao Chinese 6*BH only* *Cem*	Q.4Cy.24",$34\frac{5}{8}$",$50\frac{3}{8}$"&74"– $53\frac{15}{16}$" 213lb (*s*) 504NHP 3SB,9*cf*,GS156,HS6456 FD J.C.TecklenborgA.G.Wsm *FPT*85*t*	31 ″ 2 s 6 ″ $5\frac{3}{4}$ 25 ″ $0\frac{1}{4}$	
39609 8030 SECT	**Patricia** Ⓟ (*ex*Patris II–35) *ss*Pir.No.2–34 2*Dks*(*Stl*) *Wthr dk*(teak s)	~~3902~~ ~~2854~~ ~~2301~~ 3902 2801 2166	✠100A1 *withfreeboard* 11,35~~7,35~~ ✠LMC BS~~3,35~~4,36 MS8,34 *Fitted for oil fuel*1,26	Msl Got	*w*	CL 7,35 *F.P. above* 150° F.	1926 1mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	Rederi A/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*282'574*t**DTa*20' 157*t*	345·0|47·5|23·9 336·2 B167'F58' FK *FPT*46*t*	Gothenbrg Swedish 8*BHptCem* (6*to Wthr dk* 2 *to 2nd dk*) *APT*25*t*	T.3Cy.24",$40\frac{1}{2}$"&68"–45" (*s*) 210lb 527NHP 2SB(FD)&1AuxSB,10*cf*, GS199,HS8475 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	26 ″ 3 s 6 ″ $6\frac{3}{4}$ 20 ″ $0\frac{1}{4}$	
39610 FNCE	**Phenix** (*ex*HenriDesmarais–35, *ex*Oriflamme) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	5907 4681 3337			•••		1920	Lithgows Ld. PortGlasgow	Courtage& Transports,S.A.	400·5|51·2|30·8 P111'B30'F39' FK	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP D.Rowan&Co.Ld.Glasgow	31 ″ 0	V †
39611 147482 GJQN	**Politician** (*ex*LondonMerchant–35) *ss*Bkn.No.3–8,35 ~~*ss*Gls.No.1–27~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in Shelter 'tween dks* Sub.Sig. D.F.	7939 7372 5032	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~12,29~~ ✠LMC8,35 ~~MS2,27~~ ~~BS5,29~~ *Fitted for oil fuel*5,23	Lon Bkn	*c*†	CL ~~11,28~~ 8,35 *F.P. above* 150° F.	1923 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Duct keel in Blr.space & forward*154' *CellDB*366'1568*t* *DTf*33'967*t**DTa*33'797*t*	450·4|58·1|38·3 F42'*on Shelter dk* FK *Collision BH to S dk* *FPT*68*t*	Liverpool British *pt Cem* 6 ,, ,, *U* ,, *APT*82*t*	2SteamTurbinesSRgeared to 1 Sc.Shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Gls.	41 ″ 0 s 11 ″ $1\frac{1}{4}$ 30 ″ 2	
39612 FOQK	**Port-de-Bouc** TwinSc (*ex*Anneliese *Fitted for oil fuel* Essberger–35,*ex*Amrum–35) 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1805 1450 919					1916	Howaldts- werke Kiel	"Soflumar"(Soc. d'ArmementFlu- vial et Maritime)	255·3|38·5|18·4 Q99'F46'	Rouen French	T6Cy.$14\frac{3}{5}$",$23\frac{1}{4}$"&$38\frac{1}{5}$"–$19\frac{7}{16}$" 130NHP Howaldtswerke,Kiel		G
39613 1027 ESUM	**Pärnu** (*ex*Corness–35,*ex*Westgarth) *ss*Tln.2nd.No.3–9,35 ~~*ss*Shl.No.3–6,22~~ ~~*ss*Sld.No.2–31~~ Sub.Sig. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1578 1320 857	✠100A1 ~~9,35~~ ~~4,34~~ 3,36 BS3,35 ✠LMC~~6,31~~ MS9,35	Sld ~~Tln~~ Bry	*p*	CL ~~N1,34~~ 3,36	1909 10mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's*A&CP	~~J.G.Orav&others~~ G.Orav&others *CellDBa*85'*uE&*	245·0|36·2|18·8 B48'F24' FK *B*31' *f*85'345*t* *FPT*	Tallinn Estonian 4*BHCem* 75*t**APT*85*t*	T.3Cy.18",30"&50"–36" (*r*) 180lb 192NHP 2SB,6*pf*,GS105,HS3376 Richardsons,Westgarth& Co.Ld.Mdb.	20 ″ 9 s 2 ″ 10 18 ″ 1	
39614 2040 IBLL	**Piemonte** (*ex*Minnedosa–35) TrpSc *ss*Gls.No.3–12,30 *Ref.Mchy.* 4*Dks*(*Stl*)&*Awng dk* (*Stl*–teak s)*pt*5*th dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	~~15186~~ ~~13684~~ ~~8912~~ 15209 9018	✠ *Awng dk* *withfreeboard* 12,30 ✠	Gls	*e*†		1918 8mo	Barclay, Curle&Co.Ld. Glasgow	~~ItalianGovt.~~ "Italia"(Flotte riuniteCosulich- LloydSabaudo- Navigazione Generale)	546·1|67·2|41·8 520·0 FK&BK2' *Cell* *DB*445'2053*t**FPT*	Genoa Italian 10*BHCem* *to Awng dk* 106*t**APT*57*t*	T.8Cy.(2)$27\frac{1}{2}$",(2)$41\frac{1}{2}$"&(4) 47"–51"&1L.P.Turbine 5DB,30*cf*,GS590,HS24730 Harland&Wolff,Ld.Bel.	45 ″ 9	I †
39615 164519 GYMN	**Port Townsville** Twin *OilEng.* D.F. 2*Dks&Shelter dk* GyC. (3*rd dk omitted in No.*1*hold*) 4*th dk in forward holds* *Ref.Mchy.* *CruiserStern*	8661 7759 5228	✠100A1 *withfreeboard* 1,36~~8,35~~ ✠LMC8,35 ✠Lloyd'sRMC8,35	Nwc Liv		CL	1935 8mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	Commonwealth& DominionLine,Ld. *Duct keel fwd.* *CellDB*421'2256*t* *Wing tanks in*	496·4|65·2|31·0 F45' FK *of mchy. space*152' *FPT*72*t* *APT*135*t* *mchy. space 'tween dks* 566*t*	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 16Cy.$28\frac{3}{8}$"–$49\frac{7}{16}$" 2237NHP 2DB*180lb* WallsendSlpwy&E.Co.Ld. *Tanks at sides of tunnels* 186*t*	35 ″ 3 s 5 ″ $7\frac{1}{2}$ 29 ″ $9\frac{3}{4}$	
39616 DJPT	**Pontos** *OilEng.* *Ref.Mchy.* D.F. ~~2*Dks*~~3*Dks* *Cruiser Stern*	~~3300~~ 3410 2920 2032					1935	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	~~363·2|44·6|23·0~~ F44' B44' |24·0 366·0|44·8|	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 975NHP BremerVulkan,Vegesack		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Boom Assigned. Date expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dassel II. of Trade Cert.
39617	Pistchevaia Industria (*ex*ArcticQueen-35,*ex*Vasari) *Ref.Mchy.* E.S.D. 2*Dks*&*Shelter dk* ~~D.F.~~	10078 6212 5327					1909	SirRaylton Dixon&CoLd Middlesbro'	U.S.S.R.	486·0|59·3|27·4 B203'F48'	Russian *WB*	Q4Cy26½",37½",53"&77"-57" 448NHP Richardsons,Westgarth& Co.Ld.Mdb.		O
39618	Poty (*ex*Bore-35,*ex*Alarich,*ex*Erken, *ex*Orion, *ex*Coningsby) *ss*Got.2ndNo.3-4,24 *ss*Got.No.2-33 1*Dk*(*Irn*)2*trB* &*Webframes*3*Dk rule*	*3366* *2804* *2045*	✠100A1 *Trunk dk* *withfreeboard* 8,35 BS8,35 ✠LMC5,33	Got	*v*	CL N7,35	1897 8mo	Ropner& Son Stockton A&CP	Cia.Commercio e Navegação *CellDBa*108'*uE*	325·0|46·0|23·2 P31'B66'F32' FK &*B*38'*f*126'623*tAP*	R.Janeiro Brazilian 5*BHCem* *T*64*t*	T.3Cy.23 13/16",38"&63"-42"(*s*) 190lb 275NHP 2SB,6*rf*,GS105,HS3888 Blair&Co.Ld.Stockton	24 " 9 ~~s 3 " 4½~~ ~~21 " 7~~	
39619 164882 GYNR	Phylwood 1*Dk* *Mchy.Aft* *CruiserStern* Wireless *Cargo battens not fitted*	1013 708 567	✠100A1 1,36~~11,35~~ ~~(*ClassContem plated*)~~ ✠LMC11,35	Sld	*m*	CL	1935 11mo *Lloyd's*A&CP	S.P.Austin &Son,Ld. Sunderland	W.France,Fenwick &Co.Ld. *CellDB*	217·0|34·0|12·5 ~~Q138'B13'F28'~~ Q139'B13'F27' FK *uE*21'*f*136'321*tFPT*	Shoreham British 3*BHptCem* 93*tAPT*36*t*	T.3Cy.15",25"&42"-30" 200lb *100lb* (*s*) 150NHP 1SB,3*cf*,GS50,HS2262 FD N.E.MarineEng.CoLd.Sld	14 " 4 s4 " 1 13 " 11	
39620 161572	Peter G. Campbell TwinSc (*ex*Barge-35) *OilEng.* *ElectricallyWelded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing* *CruiserStern*	836 781 649					1933	Swan,Hunter&Wigham Richardson, Ld.Newcastle	~~FlorenceTransportationCo.Ld.~~ Tankers,Ld. (A.R.Roberts, *Mgr.*)	178·9|34·1|14·9	Toronto British	Oil Engines 2S.C.SA 16Cy.11 13/16"-15¾" 391NHP NE35 SulzerBros.Ld.Winterthur		O
39621 164575 GYPV	Philomel 1*Dk* & *Shelter dk* 3*rd dk in Nos.*1&2 *holds* *Hatch covers & webs dispensed with at No.* 2 *hatchway on* 3*rd dk* *CruiserStern* D.F.	2115 1774 1253	✠100A1 ~~*Shelter dk*~~ *withfreeboard* 2,36 ~~(*ClassContem plated*)~~ ✠LMC2,36	Dun	*t*	CL	~~1935~~ 1936 2mo *Lloyd's*A&CP	CaledonS. B.&E.Co.Ld Dundee	GeneralStm.Nav. Co.Ld. *CellDB*252'504*t* *Tanks at sides of tunnel*	~~300·6|45·2|16·5~~ F26' |45·3|16·9 302·2| FK (*Coll BH to Shelter dk* 5*BH to* 2*nd dk*) 62*tFPT*	London British 6*BHptCem* 49*tAPT*70*t*	T.3Cy.21",33",&60"-36" (*s*) &exhaust turbine driving steam compressor 220lb 429NHP 2SB,6*cf*,GS112,HS6020 FD J.G.Kincaid&Co.Ld.Grk.	19 " 9 s " 7 19 " 3¼	
39622 384 ICAS	Pasubio (*ex*Trade-35,*ex*Tivat-34, *ex*MaidofCrete,*ex*MimiHorn) 1*Dk*&*Shelter dk*	2216 — 1372					1903	Akt.Ges. "Neptun" Rostock	E.Milano&Co.	301·7|43·2|18·8 P13'B174'F30'	Trieste Italian *WB*	T.3Cy.20 9/10",35⅖"&55 1/10"- 35⅗" 180NHP A G."Neptun,"Rostock		IV
39623 DJQK	Python *OilEng.* D.F. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~3200~~ 3664 3141 2163					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Afrikanische Fruchtcompagnie A.G.(Reed.F.Laeisz G.m.b.H.*Mgrs.*)	~~357·0|46·9|7·8~~ F51' |47·1|24·9 362·6|	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-35 7/16" 975NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
39624	Poseidonia (*ex*Holtby-36) 1*Dk*	*3681* *3384* *2255*					1909	Ropner& Sons,Ld. Stockton	D.Georgopoulos	346·5|51·0|23·3 P23'B98'F36'	Syra Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		G
39625 DIFN	Presidente Gomez Ⓟ (*ex*WaldtrautHorn-36) *OilEng.* 2*Dks*	3164 2526 1857					1926	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0|46·3|22·8 P29'B81'F41'	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.23⅝"-41¾" 215NHP SulzerBros.Ludwigshafen		G
39626	Pierre L. D. *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5400 3200					1936	Atel.&Ch. deFrance Dunkirk	Louis-Dreyfus& Cie.	438·0|57·2|37·4 F46'	French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 793NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		
39627	Pereira (*ex*Polana-36) *ss*Got.No.3-1,36 ~~*ss*Got.No.3-6,30~~ ~~*ss*Got.No.1-31~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*744* *577* *307*	✠100A1 *Shelter dk* *withfreeboard* 1,36~~7,35~~ ~~BS7,35~~ ✠LMC1,36 *Fitted for oil fuel* 1,36 *F.P.above* 150°F.	Got		OG ~~5,33~~ 1,36	1918 3mo	Aktieb. LödöseVarf. Lödöse	ElliotShipping& LandCo.Inc. (HansElliot,*Mgr.*) *CellDB*161'220*t FPT*	202·9|32·8|18·2 205·0 11·2 FK	Panama Pnamanian 4*BHCem* 24*tAPT*8*t*	C.2Cy.15 5/16"&36"-24" (*s*) 130lb *130lb* 75NHP 1SB.2*cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	13 " 2 s " 2 13 " 2¼	
39628 FOKL	Pierre-Claude (*ex*Asta-35) *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	1794 1455 996					1934	Akt.Burmeistr&Wain Copenhagen	CiedeNav.fruitière (Cie.Auxiliaire de Nav.*Mgrs.*)	292·9|42·7|15·7	Nantes French *WB*	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		VG
39629 DGWE	Pillau (*ex*EdmundHalm-35) 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	Kohlen-Import undPoseidonSchifffahrtAkt.Ges.	242·1|37·0|14·0 Q75'B105'F33'	Königsbrg German *WB*	T3Cy.17⅛",26¾"&43 5/16"-27⅝" Christiansen 99NHP &Meyer,Harburg		G
39630	Pionier I (*ex*Njord-35, TwinSc *ex*Sunkist) *OilEng.* 1*Dk*	546 398 265					1918	Sandvikns Skeppd.&MV Helsingfors	"Pionier"Towarzystwo Okretowe Sp.zO.O.(Witalis Milanowski, *Mgr.*)	181·8|28·1|12·2 H50'F47'	Gdynia Polish *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18 9/16" 192NHP J&CG BolindersCoLd.Skm		G
39631	Penteola TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	545 393 212	✠100A1 3,36~~3,36~~ ~~(*ClassContem plated*)~~ ✠LMC3,36 *CarryingPetroleum in bulk*	Lis	*h*	CL	1936 3mo *Lloyd's*A&CP	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Companhia "Shell"	165·9|28·1|11·6 Q46'PonQ46'F24' FK *FPTs*43*t*	Lisbon Portuguese 12*BHptCem* *APT*28*t*	Oil Engines 4S.C.SA 12Cy.11 13/16"-18⅞"162NHP DB*180lb* WerkspoorN.V.Ams.	12 " 3 s1 " 1½ 11 " 3¼	
39632 220501 KJSM	Point Estero (*ex*NelsonTraveler-36, *ss*S.FoNo.3-4,33 *ex*Commercial 2*Dks*(*Stl*)&*Web frames* Traveler,*ex*Red *Longitudinal framing* Hook)	4607 4274 2890	✠100A1 1,36 MS1,33 ✠LMC BS6,35 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	SFo	*y*	CL N10,35	1920 8mo	ToddD.D. &Const.Corp. TacomaWash CP	Swayne&Hoyt,Ld. *CellDB*328'1069*t*	380·3|53·1|27·0 P38'B102'F42' FK *MT*24'666*tFPT*91*t*	S.Frncisco Utd.States 6*BHptCem* *APT*318*t*	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 ToddD.D.&Const.Corp.	29 " 4 s5 " 10 FD 23 " 9	
39633 220660 KJFH	Point Vincente (*ex*CharlesNelson-36, *ss*S.Fo.No.3-11,32 *ex*Commercial 2*Dks*(*Stl*)&*Web frames* Spirite,*ex* *Longitudinal framing* Hoboken)	4633 4274 2905	✠100A1 2,36~~3,35~~ MS11,32 ✠LMC BS~~1,35~~2,36 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Sea	*y*	CL 3,.35	1920 9mo	ToddD.D. &Const Corp. TacomaWash	Swayne&Hoyt,Ld. *CellDB*328'1069*t*	380·4|53·1|27·0 P38'B102'F42' FK *MT*24666*tFPT*91*t*	S.Frncisco Utd.States 6*BHptCem* *APT*318*t*	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB.9*cf*,GS169,HS6831 ToddD.D.&Const.Corp.	29 " 4 s 5 " 10 FD 23 " 9	
39634 161594 GYTN	Peebles *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4982 4627 3068	✠100A1 *withfreeboard* 5,36 ~~(*ClassContem plated*)~~ ✠LMC5,36	Sld	*a*†	CL	1936 5mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland	B.J.Sutherland &Co.Ld.	~~423·5~~|54·2|26·1 423·6| FK (*Coll.BHtoShelter dk*,6*BHto*2*nd dk*) *CellDB*346'1174*tMT*1236*tAPT*191*t*	Newcastle British 7*BHptCem*	Oil Engines 2S.C.SA. 3Cy.20½"-81⅞" 388NHP 2DB-*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s3 " 4½ 25 " 6	
39635	Perthshire TwinSc D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern*	10448 9701 6406	100A1 *withfreeboard* (*ClassContem plated*) *Corresponding to a summer moulded draught of* 29' 10"				1936	Greenock Dockyard Co.Ld. Greenock	ScottishShireLine. Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	477·1|66·2|40·2 P33'B119'F69'	Glasgow British	T.6Cy.26",42"&73"-48"& LP turbine withDRgearing & hydraulic coupling N.E.MarineEng.CoLdNwc		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. E.
39636 133036	Prince Edward Pad 1*Dk*	304 — 168					1911	A&J.Inglis Ld. Glasgow	LondonMidland &ScottishRailway	175·0	22·1	6·0	Glasgow British	C.D.2Cy.26″&48″–48″ 133NHP A.&J.Inglis,Ld.Gls.		
39637 164627 MLLV	Plover *OilEng.* *Mchy.Aft* *CruiserStern*	352 257 166	100A1 (*ClassContemplated*)				1936	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld.	~~162·7~~ P47′F62′ 163·4	~~26·6~~ 26·7	9·5	London British	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 9¼ 10 ″ 4¼	
39638 485	Pindos (*ex*Indianic–36) *ss*Got.2ndNo.3-8,31 D.F. 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	*4360* *4026* *2712*	✠100A1 *Shelter dk withfreeboard* 6,35 MS8,31	Got ✠LMC BS5,35	*y*	CL 11,34	1908 6mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	A.Lusi *CellDB*	380·4 FK *a*119′*uE&B*64′*f*150′	52·0	25·7	Argostoli Greek 6*BHCem* 972*tAPT*30*t*	T.3Cy.27½″,46″&76″–48″ (*s*) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,*10cf*, Hwthrn,Leslie&C.Ld.Nwc.	28 ″ 6 s 3 ″ 3¾ 25 ″ 4½	
39639	Pamyat Kirova (*ex*Haugland, *ex*Andros,*ex*Ardova) 1*Dk*2*trB*&*Webframes*	3153 2909 1952					1896	BlythS.B. Co.Ld. Blyth	U.S.S.R.	825·2 P88*t*H47*t*F56*t* FK	47·1	20·5	Archangel Russian *WB*	T.3Cy.24″,40″&65″–42″ NDB13 281NHP Blair&Co.Ld.Stockton	24 ″ 10	
39640 LCUG	Polykarp TwinSc (*ex*FannyHöegh–36) *OilEng.* *Mchy.Aft. CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6405 5554 3840					1931	Eriksbergs M.V.Aktieb Gothenburg	Kristiansands TankrederiA/S (EinarRasmussen, *Mgr.*)	408·6 P223*t*H505*t*F76*t*	55·3	32·4	Xiansand Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.21$\frac{21}{32}$″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got		N
39641	Paul Harneit *OilEng.* D.F. E.S.D. GyC. Sub.Sig. *CruiserStern* *Mchy.Aft Longitudinal framing*	10000	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1936	FSchichau G.m.b.H. Danzig	Deutsch-Amerikanische Petroleum Ges.(WariedTankschiffRhederei G.m.b.H.*Mgrs.*)	485·0 P108′B39′F35′	70·0	37·0	Hamburg German	Oil Engines 2S.C.SA 8Cy.25⅝″–47¼″ FSchichauG.m.b.H.Elbing		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
39751 118734 MGMV	Quickthorn (*ex*Rosyth-35) *Mchy.Aft* *Well deck*	*ss*Lth.2ndNo 3-1,29 *ss*Lth.No.1-33 1*Dk*(*pt**Stl*-*pt*ws)	409 303 158	✠100A1 ~~3,35-3,35~~3,36 ✠NB1,25 BS~~1,35~~3,36	Bkn ✠LMC8,33	*g*	CL ~~2,35~~ 5,36	1903 12mo *Lloyd*	Dundee Shipbuilders' CoLdDundee '*sA&CP*	W.J.Ireland	165·0|25·1|11·7 *26·6* Q67'B11'F23' *DBf*33'50*t* *FPT*	Dundee British FK 3*BHCem* 24*t*	T3Cy.15½",25¾"&41"-33"(*s*) 180lb 132NHP 1SB,3*cf*,GS56,HS2388 Cooper&Greig,Dundee	12 ″ 8 s ″ 9½ 12 ″ 0	
39752 MLKK	Queensland (*ex*Beijerland-36) *Mchy.Aft* *Well deck*	*ss*Rot.No.1-33 1*Dk*(*Stl*)	1600 1166 865	✠100A1 7,35 MS3,33	Rot ✠LMC BS7,35	*p*	OG 4,34	1928 2mo *Lloyd*	Schpw.v. JanSmit,Czn. Alblasserdam '*sA&CP*	Shipping&CoalCo. Ld. *CellDBf*167'36	242·0|38·0|16·0 P60'Q79'F27' 6*t**DTf*10'206*t**FPT*	London British FK 5*BHCem* 99*t**APT*20*t*	T.3Cy.18",30"&49"-36" (*s*) 200lb 199NHP 2SB,6*cf*,GS107,HS3510 Maats.deSchelde,Flushing	18 ″ 0 s 5 ″ 1½ 17 ″ 0¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où le navire est dans le L.R.
39851 PHES	**Rotula** *OilEng.* D.F. *1Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	7981 7237 4747	✠100A1 11,35~~5,35~~ *Carrying Petroleum in bulk*	Ams Cff ✠LMC5,35		CL	1935 5mo *Lloyd's A&CP*	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats."La Corona" *Cell DBuE64' 157t DT f25'264t FPT135t APT83t*	462·9 P93'B47'F48'	59·3	33·9 FK	TheHague Dutch 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP DB*180lb* Werkspoor.N.V.Ams.	34″0 s6″9 27″5	
39852 164153 GYJY	**Rothesay Castle** *OilEng.* *Ref.Mchy.* *4Dks* *CruiserStern*	7016 6265 4260	✠100A1 12,35~~5,35~~	Bel Sou ✠LMC5,35		CL	1935 5mo *Lloyd's A&CP*	Harland& Wolff,Ld Belfast	TheUnion-Castle MailS.S.Co.Ld. *Duct keel forward of machinery space* *CellDB352'1321t FPT54t APT128t*	426·5 B129'F45'	61·3	32·0 FK	London British 7*BH*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36″9 s7″8 29″3½	
39853 441 ESDG	**Regulus** (*ex*Caroline-35,*ex* MildredPowell, *ss*Lib.2ndNo.3-11,27 *ex*Redhall) *ss*Tln.No.~~1-32~~2-36 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	893 748 365	✠100A1 4,36~~3,35~~ ~~BS1,35~~	Lon Tln LMC~~4,32~~ 4,36	*l*	CL 3,35	1902 1mo *Lloyd's A&CP*	Mackie& Thomson Glasgow	J.Rang&others *CellD Ba53'f75'161tFPT50tAPT50t*	205·1 Q113'B18'F23'	30·5	14·6 FK	Tallinn Estonian 4*BHCem*	T.3Cy.16½",27"&44"-30" (*s*) 180lb *80lb* 145NHP NB08*refitted*3,23 1SB,*3cf*,GS65,HS2776 McKie&Baxter,Glasgow	15″4 ~~s4″7~~ ~~11″4~~	
39854 142410 GMWB	**Royston Grange** (*ex*Salado-35, *ex*Australier,*ex*War *ss*Npt.No.3-9,30 Bison) *ss*Cff.No.2-36 *2Dks(Stl)*	5144 4775 3178	✠100A1 2,36~~12,33~~ MS~~9,30~~ 2,36	Cff ✠LMC BS~~7,34~~ 10,35	*y*	CL N3,35	1918 5mo *Lloyd's A&CP*	Hawthorn Leslie&Co.Ld Newcastle	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *CellDB345'1094t FPT119t APT173t*	400·1 P49'B113'F39'	52·3	28·5 FK	London British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLdNwc.	31″0 s5″11½ 25″3¼	
39855 8041 SJIN	**Ragna Gorthon** *1Dk&Shelter dk* D.F. *Strengthened for navigation in Ice* *Rudder electrically welded* *CruiserStern*	*1848* *1552* *974*	✠100A1 *withfreeboard* ~~12,35~~ ~~9,35~~ 5,36	Abg Els ✠LMC9,35	*s*	CL ~~11,35~~ 4,36	1935 9mo *Lloyd's A&CP*	A/S Aalbrg Msk.ogSkibs. Aalborg	~~Joh.Gorthon~~ RederiA/BGefion (JohGorthon*Mgr*) *CollisionBH&afterpeakBHtoShelter dk* *CellDB236'578tFPT51tAPT85t*	~~281·5~~ 282·9	~~43·5~~ 43·6	~~19·7~~ 17·3 FK	Hlsngborg Swedish 4*BHCem*	C.3Cy.(2)15¾"&(1)39⅜"-37⅜"& LPTurbine withSRgearing &chain drive (*s*) 220lb 241NHP 2SB,*6cf*,GS84,HS3457 FD HelsingörsJernsk,&Mskb.	19″8 s″6¾ 19″2½	
39856	**Riogrande** (*ex*Tivy-35, *ex*Foldenfjord, *Fitted for oil fuel* *ex*Remus) *1Dk&Shelter dk*	3564 2023					1921	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	350·0 F52*t*H150*ton* *Shelter dk*	50·2	32·6 FK	Bns.Ayres Argentine *WB*	T.3Cy.25",41"&67"-45" 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35″0	N †
39857 164063 GYNJ	**River Afton** *1Dk&Shelter dk* D.F. E.S.D. *Mchy.Aft* *Longitudinal framing at upper deck*	~~6000~~ 5468 4940 3340	✠100A1 *withfreeboard* 12,35~~10,35~~ 4,36 ~~(*ClassContemplated*)~~	PGl Rot ✠LMC10,35		CL	1935 10mo *Lloyd's A&CP*	Lithgows Ld. Port,Glasgow	AyrshireNavigationCo.Ld (CampbellBros.& Co.*Mgrs.*) *CellDB374'1608t* *TopsideTanks(P.&S.)214'672tFPT40tAPT175t*	433·2 F37'	58·2	25·6 FK	Glasgow British 7*BHptAsp* (*CollBHtoSdk,* *6 " "2nd dk*)	T.3Cy.22½",36"&65"-48" 220lb (*s*) 415NHP 2SB,*6cf*,GS103,HS5720 FD Rankin&BlackmoreLdGrk	29″0 s3″8½ 25″6	
39858	**Rakuto Maru** Ⓟ *2Dks* *CruiserStern*	2900 2270 1670					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	295·0 P23'B97'F32'	45·0	23·9	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾"SRgeared&LPTurbine DRgeared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
39859 140726 VTFM	**Ratnagiri** Ⓟ **TwinSc** *1Dk* *CruiserStern*	606 488 228	✠ A1 *withfreeboard* 3,36~~12,35~~ *For Coasting Service–Bombay to Goa* *Fitted for oil fuel*12,35*F.P.above*150°F.	Dun Bom ✠LMC12,35		OG 3,36	1935 12mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	RatnagarSteam Nav.Co.(SethMafatlalGagalbhai) *CellDBf68'57tDTs a38'29tFPT20tAPT11t*	213·0 *Shade dk*	35·1	10·8 FK	Bombay British 8*BHptCem* *ptAsp*	T.6Cy.13½",23"&36"-21" 200lb (*s*) 259NHP 1SB,*6cf*,HS4477 FD McKie&Baxter,Ld.Paisley	11″5 s2″8¾ 8″11½	
39860 LJBW	**Rutenfjell** *1Dk & Shelter dk* *CruiserStern* ~~*2Dks*~~ Wireless D.F.	1334 1104 715					1935	Nylands Verksted Oslo	~~Olsen&Ugelstad~~ A/S Rudolf(Olsen &Ugelstad,*Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"-33$\frac{7}{16}$"&LP Turbine withDRgearing& hydraulic coupling107NHP NylandsVerksted,Oslo		
39861 145783	**Romance** Ⓟ **TwinSc** (*ex*Tennessee-35) *2Dks*	1240 — 748					1898	Harlan& Hollings- worthCo. Wlmgtn,Del.	CharlesL.Ellis	245·0 H—	38·0	15·8	Hartford, Conn. Utd.States	T.6Cy.18",28"&45"-30" 222NHP Harlan&HollingsworthCo. Wilmington,Del.		
39862 149156 GRMF	**Roseburn** (*ex*Helena Lensen-35, *ex*Helena) *ss*Rot.No.3-4,33 *1Dk(Stl)* *Cargo battens not fitted*	3103 2821 1844	✠100A1 10,35~~4,33~~ BS10,35 MS4,33	Rot Shl ✠LMC ~~BS10,33~~	*u*	CL 4,33	1922 3mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton	Smith,Hogg&Co. Ld. *Intermediate BH in fore hold dispensed with* *CellD B280' 812t FPT86t APT109t*	325·0 P33'B94'F31'	48·0	22·4 FK	W.Hartlpl British *Cem* 4*BH only*	T.3Cy.24",39"&64"-42" (*s*) 180lb *100lb* 293NHP 2SB,*6cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24″3 s3″9 20″8	
39863 164362 MKMT	**Rutland** Wireless D.F. E.S.D. *CruiserStern* *1Dk&Shelter dk*	1437 1127 718					1935	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	261·6	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		
39864 DHUX	**Rheingold** (*ex*Schwarzwald-35) *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelter dk*	5055 4469 3027					1922	Deutsche WerftA.G. Hamburg	H.Vogemann	399·6 F41'	54·2	27·4	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft AllgemeineElecGes.Berlin		G
39865 LECD	**Rona** (*ex*Herdebred-35,*ex*Alliance, *ex*DorteJensen,*ex*Vordingborg, *ex*Urania) *1Dk*	1376 924 856					1894	Flensburgr Schiffsb.Ges. Flensburg	A/S Rona(Trygve Skogland)	232·1 Q88*t*B244*t*H52*t* F32*t*	34·2	13·6	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		V
39866	**Rodina** Ⓟ (*ex*Eisenach-35) D.F. Sub.Sig. *2Dks*	4159 3784 2535					1922	Vulcan- WerkeA.G. Stettin	Soc.Commerciale Bulgare deNav.à Vap.	360·7 P32'B98'F41'	51·0	26·0	Varna Bulgarian *WB*	T.3Cy.22$\frac{3}{5}$",36$\frac{3}{5}$"&61$\frac{2}{5}$"-47$\frac{1}{5}$" 260NHP Vulcan-WerkeA.G.Stettin		G
39867	**Ryuko Maru** Ⓟ Wireless *2Dks* *CruiserStern*	2962 2270 1724					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	295·0 P23'B97'F32'	45·0	23·7	Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾" SR geared&LPturbine DRgeared toSc.Shaft 109NHP UragaDockCo.Ld.Uraga		
39868 LJBY	**Roy** (*ex*Danae-35) *ss*Nwc.No.3-3,33 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1768 1327 969	✠100A1 2,35~~3,35~~ BS3,35	Rot Shl ✠LMC3,33	*q*	CL ~~3,33~~ 12,35	1921 6mo *Lloyd's A&CP*	C.Rennoldson&Co. SouthShields	A/S D/S"Ask" (A.Kjerland, *Mgr.*) *DBa38' CellD B192' 585t FPT74t APT106t*	270·2 P*on*Q22'B54'Q106' F22'	37·5	16·3 FK	Bergen Norwegian 4*BHCem*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,*6cf*,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18″6 s1″6½ 17″2	
39869 161590 MKVV	**Rugeley** *OilEng.* *1Dk&Shelter dk* D.F. *CruiserStern*	~~4990~~ 4985 4624 3061	✠100A1 *withfreeboard* 2,36 ~~(*ClassContemplated*)~~	Sld ✠LMC2,36	*a*†	CL	1936 2mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	TheRed"R"S.S.Co. Ld.(Stephens Sutton,Ld.*Mgrs.*) (*CollBHtoShelter dk6BHto2nd dk*) *CellDB346'1174tMT1236tAPT191t*	423·5	54·2	26·1 FK	Newcastle British 7*BHptCem*	Oil Engines 2S.C.SA ~~3Cy.20$\frac{13}{32}$"-81$\frac{19}{32}$"~~ 388NHP 3Cy.20½"-81⅞" 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28″8 s3″4½ 25″6	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Nett.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
39870	**Rita** (exZulia-35,exKaribia, exRomö,exDordrecht)) TwinSc OilEng. Sub.Sig. 1Dk	1755 1469 983			eee		1922	NVBurger-hout'sM.&S. Rotterdam	RederiA|S "Rita" (OddGodager)	249·7 P25'B59'F23' FK	40·8	17·1	Oslo Norwegian WB	Oil Engines 2S.C.SA 8Cy.20½"-29½" 587NHP J&CGBoindersCo Ld.Skm	19 " 4	G †
39871 234510 WOGQ	**R. P. Resor** D.F. E.S.D. GyC.1Dk Part electrically welded Mchy.Aft CruiserStern Longitudinal framing–bracketless system Rudder electrically welded "Arcform"	7224 6674 4468	100A1 2,36 LMC1,36 ~~(ClassContemplated)~~ CarryingPetroleum in bulk Fitted for oil fuel 1,36 F.P.above150°F.	NYk		CL	1936 2mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of ofNewJersey	435·0 P85'B33'F36' FK CellDB54'146tDTf31'687tFPT155tAPT247t	66·8	34·2	Wilmgton (Del.) Utd.States 13BH	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 581NHP 2W.T.B.450lb HS6258 FD Allis-ChalmersMfgCo. Milwaukee,Wis.	34 " 6	
39872 140727	**Ramdas** Ⓟ TwinSc 1Dk CruiserStern	406 325 158	✠ A1 withfreeboard 2,36 ✠LMC2,36 ~~(ClassContemplated)~~ Coasting Service Bombay&Goa	Nwc	g		1936 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	TheIndianCo-operativeNavigation&Trading Co.Ld.	170·8 ShadeDk FK CellDBuE21'27tFPT7tAPT24t	29·1	10·5	Bombay British 7BHptCem ptAsp	T.6Cy 10¾",17"&28"-21" 180lb (s) 172NHP 1SB,4cf,GS79,HS3160 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	11 " 0 s3 " 0½ 8 " 3	
39873 2050[illegible]2 KJHB	**Redwood** Wood (exThos.H.Elliott-35, exDaisy-35) Fitted for oil fuel 1Dk	679 — 379					1908	J.N.Price Bandon,Or.	HammondLumber Co.	175·0	38·7	14·0	S.Frncisco Utd.States	C.2Cy.14"&32"-24" UnitedEng.Wks. 42NHP Alameda,Cal.		
39874	**Reichenfels** Ⓟ OilEng. Ref.Mchy. Sub.Sig. 2Dks D.F. E.S.D. CruiserStern	8000					1936	Deutsche Sch-u-Mchsb. A.G Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·4 P83'B220'F46'	61·3	30·0	Bremen German WB	2 Oil Engines 2S.C.DA each 6Cy.20⅞"-$29\frac{15}{16}$"& hydraulic couplingSR geared to 1 screw shaft 1830NHP Maschinenfbk Augsburg-NürnbergA.G.Augsburg		
39875 77562 WDFW	**Rockwood** (exJayA.Pearson-35, exCordova,exVindal, exMooremack,exJesseSpalding) (Self-Unloader) Mchy.Aft 1Dk	1290 — 985					1899	F.W. Wheeler W.BayCity Mich.	Tri-LakesS.S.Co.	220·0 P80'F42'	40·0	14·0	Detroit, Mich. Utd.States WB	T.3Cy.17",28"&47"-36" 133NHP F.W.Wheeler,W.BayCity		
39876 221590 KDUC	**R. J. Hanna** (exLubrico-35) Fitted for oil fuel D.F. Mchy.Aft GyC. 2Dks Longitudinal framing CarryingPetroleum in bulk	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. ofCalifornia	425·0 ~~433·1~~	57·2	33·1	S.Frncisco Utd.States	T,3Cy.27⅝",46"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
39877 206 YLFV	**Riga** (exThyraS.-36) 1Dk	1207 923 702					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	LuiseHelmsing (Helmsing& Grimm,Mgrs.)	235·4 P13'Q69'B98'F29'	36·2	13·7	Riga Latvian WB	T.3Cy.15",24"&40"-27" 83NHP Kjbnhavns.Flydk.&Skbsv.		O
39878	**Rip** Steel&IronTwinSc (exNavalVesselPaluma) Mchy.Aft 1Dk	365					1884	Armstrong Whitworth &Co.Ld. Newcastle	TheVictorian Government (Department of Ports&Harbours)	125·0 P32'	25·0	11·0	Melbourne British	C.4Cy.15"&26"-14" NB06 42NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.		
39879	**Ramona** TwinSc Longitudinal framing at bottom in centre tanks & at trunk top Mchy.Aft 1Dk	~~3100~~ 3163 2271 1560	✠100A1 4,36 ✠LMC4,36 Carrying Petroleum in bulk Fitted for oil fuel 4,36 F.P.above150°F.	Rot	v	CL	1936 4mo	P.SmitJr's S.B.&E.Wks. Rotterdam Lloyd'sA&CP	Curaçaosche Scheepv.Maats.	337·0 Q92'Trunk204'F39' FK CellDBuB14·20tFPT123tAPT105t	56·2	15·1	Wllemstad Dutch 9BHptCem ptAsp	T.6Cy.15⅜",25"&$40\frac{3}{16}$"-$27\frac{9}{16}$" 180lb (s) 366NHP 2WTB. HS6520 FD P.SmitJr'sSB&EWksRot.	14 " 9 s1 " 4½ 13 " 6½	
39880	**Royal Scotsman** Ⓟ TwinSc OilEng. E.S.D. D.F. CruiserStern	3250	100A1 withfreeboard ForChannelService (ClassContemplated)				1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	327·7 P50'B144'F41'	47·7	13·3	Belfast British	Oil Engines 2S.C.SA 16Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" Harland&Wolff,Ld.Bel.		
39881	**Royal Ulsterman** Ⓟ TwinSc OilEng. E.S.D. D.F. CruiserStern	3250	100A1 withfreeboard ForChannelService (ClassContemplated)				1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	327·7 P50'B144'F41'	47·7	13·3	Belfast British	Oil Engines 2S.C.SA 16Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" Harland&Wolff,Ld.Bel.		
39882	**Renata** TwinSc Mchy.Aft Longitudinal framing at bottom in centre tanks & at trunk top	3140 2256 1554	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	NVNederl. Schps.Maats. Amsterdam	Curacaosche Scheepvaart Maats.	335·0 P92'F45'	56·0	14·8	Willemstad Dutch	T.6Cy.15⅜",$25\frac{1}{16}$"&$40\frac{3}{16}$"-$27\frac{9}{16}$" N.V.Werkspoor,Ams.	14 " 9 s1 " 4½ 13 " 6½	
39883 LEJE	**Randi** (exLillemor-36) 1Dk	1132 991 677					1916	Akties. MossVærft Moss	Wahl&Co.	226·2 P20'B57'F26'	36·6	15·7	Oslo Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP Akties.MossVærft.Moss		N
39884 447 ICDT	**Rapido** (exZephyros-36, exCanadian Pioneer-34) ssHfx.No.3-5,34 2Dks(Stl)	5369 4890 3255	✠100A1 1,36 BS1,36 ✠LMC5,34	Stv	y	CL 1,36	1919 5mo	Canadian Vickers,Ld. Montreal Lloyd'sA&CP	A.Lauro	399·7 P49'B113'F39' FK CellDB333'1025tFPT149tAPT133t	52·5	28·5	Naples Italian 6BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 " 0 s5 " 11¾ 25 " 3	
39885 162762 GRJX	**Redgate** (exRidley-36,exEssex Oak-33,exJune-32) ssShl.No.1-33 D.F. 1Dk(Stl)	4323 4004 2598	✠100A1 11,35 BS8,35 ✠LMC6,33	Shl	[illegible]	CL 8,35	1929 6mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	RedgateS.S.Co.Ld. (Turnbull,Scott &Co.Mgrs.)	370·5 P30'B225'F34' FK CellDB319'880tFPT133tAPT168t	51·7	21·4	Newcastle British 6BHCem	T.3Cy.25",41"&68"-45" (s) 180lb HS6597 385NHP 2SB&Aux.SB,9cf,GS193, G.Clark,Ld.Sunderland	27 " 9 s3 " 9½ 24 " 2	
39886 147222 GCWL	**Radnorshire** Ⓟ TwinSc (exTantalus-36) OilEng. D.F. 2Dks	7726 6556 4809					1923	CaledonSB &E.Co.Ld. Dundee	GlenLine,Ld.	458·3 P52'B159'F64'	58·2	32·6	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP Burmeister&Wain,Cpn.		
39887	**Rio Verde** (exRioNeuquen-36, exJollyJohn, exSalcombeRegis) ssB.As.No.3-2,36 1Dk(Stl) Mchy.Aft Well deck	679 — 387	✠100A1 2,36 ✠LMC2,36	BAs	h	CL 1,36	1921 5mo	J.Chambers,Ld. Lowestoft Lloyd'sA&CP	JoseMontes Thurler	167·9 Q108'F24' FK CellDBf99'138tFPT45tAPT30t	26·5	10·4	Mag'llanes Chilian 3BHCem	T.3Cy.14",23"&38"-27" (s) 180lb 100lb 96NHP 1SB,3pf,GS51,HS1666 Yeaman&Baggesen,Dun.	12 " 7	

1 Numero d'Ordre. Numero Officiel. Signaux	3 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ... est dans ... L. & ... Certs. B. of Trade
39888	Ryuko Maru D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	5400					1936	Mitsubishi JukogyoK.K Nagasaki	DairenKisenK.K.	393·7 P113'B26'F34'	53·8	30·5	Dairen Japanese *WB*	1SteamTurbineDR geared 580NHP MitsubishiJukogyoK.K. Nag.		
39889	Rolfsborg (*ex*Kollskegg-36, 4Mst *ex*Skard) *ss*Osl.No.3-4,31 *ss*Osl.No.1-36 1*Dk*(*Stl*)	1814 1619 1099	✠100A1 3,36~~9,34~~ ~~BS6,35~~	Npt Osl ✠LMC~~4,31~~ 3,36	r	CL 8,36	1915 2mo *Lloyd's A&CP*	Fredrkstad Mek. Værks. Fredrikstad	J.A.Zachariassen &Co. *CellDB*	265·0 P23'B66'F29' FK *a84' u E&B42'f100*	42·1	17·9	Nystad Finnish 4*BHCem* 552*tAPT*62*t*	T.3Cy.20½",33"&56"-36" (*s*) 180lb 216NHP 2SB,6*cf*,GS92,HS3488 FredrikstadM.V.Frdstad.	20 ″ 0 s2 ″ 9 17 ″ 6	
39390	Revolyutsioner D.F. E.S.D. Sub.Sig. *CruiserStern* 1*Dk*	2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20'B98'F33'	48·2	20·4	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEngCoLd.Nwc		
39891	Ross *OilEng.* *CruiserStern*	4982 4624	100A1 *withfreeboard* (*ClassContemplated*)				1936	W.Doxford &Sons,Ld. Sunderland	B.J.Sutherland& Co.Ld.	423·7	54·2	26·1	Newcastle British	Oil Engines 2S.C.SA 3Cy.20$\frac{7}{16}$"-81$\frac{15}{16}$" W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
39892 PGYD	Raket *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	482 338 236	✠100A1 4,36 ~~(*ClassContemplated*)~~	Rot ✠LMC4,36	g	CL	1936 4mo *Lloyd's A&CP*	WerfJan SmitCzn. Alblasserdam	R.deWinter(J.J. Onnes,*Mgr.*)	156·1 P47'F20' FK *CellDB*104'150*tFPT*	26·4	9·6	Groningen Dutch 3*BHCem* 23*tAPT*23*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-18⅞" 81NHP WerkspoorN.V.Ams.	11 ″ 6 s 1 ″ 1 10 ″ 6	
39893 8085 SJLN	Rudolf (*ex*Shildon-36) *ss*Shl.No.3-12,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*2159* *1712* *1215*	✠100A1 4,36 BS1,36	Nwc ✠LMC12,34	s	CL 4,36	1922 9mo *Lloyd's A&CP*	BlythS.B. &D D.Co.Ld. Blyth	RederiA/B Bifrost (J.R.Trapp,*Mgr.*) *DB*82'*Cell*	285·3 P25'Q84'B58'F24' FK *DB*158'697*tFPT*97	42·0	17·8	Gothenbrg Swedish 6*BHCem* *tAPT*110*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 274NHP 2SB,6*cf*,GS124,HS4642 N.E.Mar.Eng.Co.Ld.Nwc.	20 ″ 0 s 2 ″ 1¼ 18 ″ 1	
39894	Reval (*ex*Ailsa-36, *ex*Papendrecht) 1*Dk*	*1343* *1152* *778*					1918	H.teVeld- huis Papendrecht	D/S Draco A/S (R.Fischer- Nielsen,*Mgr.*)	237·6 P24'B62'F22'	36·5	15·9	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-30" 126NHP Ca.Kuypers,Rotterdam		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
40001 147474 GJQD	Statesman (exBritishPrince-35, exLondonShipper) ~~ssLon.No.2-30~~ 2Dks(Stl)&Shelter dk(Stl) D.F. GyC. Cruiser Stern ssGls.No.3-11,35	7939 7368 4947	✠100A1 Shelter dk withfreeboard 12,35~~2,35~~ BS6,36 Fitted for oil fuel 8,23 F.P. above 150° F Fitted for carrying oil 4,29 F.P. above 150 °F. in after deep tank.	Lon Gls MS11,35 ✠LMC~~[illegible]~~	c†	CL 2,35	1923 8mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) Duct keel in Boiler space&forward154'	450·4|58·0|38·3 F42' on Shelter dk CellDB366' 1568t DTf33' 967t DTa33' 797t FPT68t APT82t	Liverpool British FK ptCem Collision BHtoSh dk 6 ,, ,, U ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft 190lb (s) 1004NHP 4SB,16cf,GS325,HS13168 FD Richardsons,Westgarth& Co.Ld.Mdb.	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
40002	Shing-Ho (exBarunga-35,exCape Premier,exWarFaith) ssSyd.No.3-11,32 1Dk(Stl) Cargo battens not fitted	4342 3929 2598	✠100A1 5,35	Kob ✠LMC5,35	x	CL 5,35	1918 10mo Lloyd	Canadian Vickers,Ld. Montreal 'sA&CP	~~FanShenHang~~ ~~(T.Miyaji,Mgr.)~~ FanShienHo	380·0|49·2|26·7 P30'B102'F41' CellDB316'1367tFPT102t	Tsingtao Chinese FK 6BHCem APT136t	T.3Cy.27",44"&73"-48" (s) 180lb 474NHP 3SB,9cf,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 1 s 5 ″ 11¾ 24 ″ 5	
40003 40201 JGBA	Satsuki Maru OilEng. Mchy.Aft 1Dk Cruiser Stern	354 — 258					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	130·0|26·0|12·0 B12'F23'	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{3}{16}$"-18½" 189NHP NipponHatsudokiK.K. Kobe		
40004 DOQX	Saar OilEng D.F. ~~2Dks~~1Dk E.S.D. Cruiser Stern	3261 2621 1868					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	~~Norddeutscher~~ ~~Lloyd~~ Hanseat Schiffahrts-u BetriebsG.m.b.H.	358·8|50·2|19·9 P30'B&F313' UpperF22'	Bremen German WB	2 Oil Engines 2S.C.SA each 6Cy.20½"-27$\frac{9}{16}$"& hydraulic coupling SR geared to 1 sc. shaft 885NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		
40005 161992 MBBS	Stagpool (exIronChief-35) ssSld.No.1-35 D.F. 1Dk(Stl)	4560 4152 2677	✠100A1 ~~6,35~~10,35 BS4,36	Sld Hpl ✠LMC12,34	x	CL 12,34	1930 6mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.)	370·3|52·9|25·9 P30'B110'F36' CellDBa&uE126'f169'1060tFPT173t	W.Hartlpl British FK 6BHCem APT165t	T.3Cy.~~26",43"~~ 25½",40"&71"-48" (s) 180lb 479NHP 3SB,9cf,GS166,HS7002 FD G.Clark,Ld.Sunderland	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
40006	Stepan Halturin (exSenta-35, exSvane-34,exGefion) 1Dk	2498 2199 1406					1921	ForthS.B. &Eng.Co.Ld. Alloa	U.S.S.R.	295·7|43·6|20·6 P92tH129t	Russian WB	T.3Cy.20½",33"&54"-39" 182NHP Earle'sCo.Ld.Hull		N
40007 164062 MKKW	Sapphire OilEng Mchy.Aft 1Dk CruiserStern	~~1000~~ 933 662 501	✠100A1 3,36 ~~9,35~~ ~~(ClassContem-plated)~~	Trn ✠LMC9,35	l	CL	1935 9mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson	200·2|32·6|12·4 P53'Q77'F28' CellDB129'220tFPT78tAPT32t	Glasgow British FK 3BHptCem, ptAsp	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 156NHP Atlas Diesel A/B Skm.	15 ″ 0 s4 ″ 4½ 14 ″ 9	
40008 UPLE	Smidovitch (exNoord-35) ssRot.No.3-5,30 ssRot.No.1-35 1Dk(Stl)	2485 2311 1523	✠100A1 3,35 BS9,34	Rot ✠LMC MS3,35	s	CL 2,35	1918 1mo	N.V.Werf deNoord Alblasserdam A&CP	U.S.S.R.	286·2|45·2|21·8 P22'B74'F25' CellDB248'	Archangel Russian FK 4BHCem 574tAPT73t	T.3Cy.22½",37"&62"- 39"(s) 180lb 260NHP 2SB,6cf,GS128,HS4000NHP Wilton'sEng.Co.Rot.	23 ″ 11 ~~s 3 ″ 10¼~~ ~~20 ″ 3~~	
40009	Sima (exTannenfels-35) Sub.Sig. 2Dks	3048 2681 1738					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 B36'H—	Russian WB	T.3Cy.23⅝",38$\frac{3}{16}$"&62"-31¾" 246NHP G.SeebeckA G. Wesermünde-G.		G
40010 164464 GYKK	San Adolfo OilEng D.F. 1Dk 2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7365 6651 4376	✠100A1 11,35~~5,35~~ Carrying Petroleum in bulk	Mdb Bkn ✠LMC5,35		CL	1935 5mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	EagleOil& ShippingCo.Ld.	446·0|60·3|32·0 P95'B45'F34' CellDBuE64'157t DTf26'286t FPT	London British FK 15BHptCem 134tAPT83t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP 2DB180lb Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 6 ″ 0½ 26 ″ 2¾	
40011 Transferred to No. 18918	Stalinabad TwinSc (Tug) Wireless 2Dks	567 425 6					1935	Verschure &Co.'sSchps. &Mach.N.V. Amsterdam	U.S.S.R.	150·7|29·7|12·4 Q30'B38'	Nikolajfsk Russian WB	T6Cy11$\frac{13}{16}$",18⅛"&29$\frac{15}{16}$"-18⅛" 76NHP Verschure&Co.'sSchps.& Mach.Ams.		
40012	Shang-Ho ~~Shan-Ho~~ (exCapeVerde-35, exBalfour,exBedwyn, exMontezuma) ssShl.No.3-3,31 Sub.Sig. 2Dks(Stl) ~~D.F.~~ Cargo battens not fitted in 'tween dks ssKob.No.1-35	5038 4770 3187	✠100A1 6,35 ~~1,35~~ ~~BS8,34~~	Sng Kob ✠LMC~~6,30~~ 6,35	z	CL 6,34	1918 5mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	~~FanShenHang~~ ~~(T.Miyaji,Mgr.)~~ FanShienHo	405·3|53·0|27·4 P43'B126'F46' CellDBa130'uE24'f184'1233t	Tsingtao Chinese FK 6BHCem APT25t	T.3Cy.27",44"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 7¼ 24 ″ 8	
40013 7259 SEDO	Sandö (exFransSuell-35, exIttersum) ssAms 2ndNo.3-3,27 ssMmo.No.2-34 1Dk(Stl)&deep framing	1334 1192 776	✠100A1 7,35 BS7,35	Mmo ✠LMC11,34	p	CL 9,34	1902 9mo Lloyd	Russell&Co Pt.Glasgow 'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.)	245·5|36·2|16·2 P20'B64'F29' Cell DBa66'uE20'f108'	Stockholm Swedish FK 4BHCem 372tAPT68t	T.3Cy.18½",30"&50"-33" (s) 160lb NDB21 85lb 144NHP 1SB,3pf,GS59,HS2166 D.Rowan&Co.Glasgow	18 ″ 6 s 2 ″ 2½ 16 ″ 5¾	
40014 LJAO	Sønnavind ~~Fitted for oil fuel~~ OilEng D.F. CruiserStern 2Dks	4965 4403 2994					1935	Bremer Vulkan Vegesack	~~AndersJahre~~ A/S Borgestad	~~400·0|55·6|36·6~~ 414·3|55·7|25·0	Porsgrunn ~~Sandefjord~~ Norwegian WB	Oil Engines 2S.C.DA 5Cy.23⅝"-43¼" 968NHP BremerVulkan,Vegesack		
40015 2019 IOEK	Scillin Secondo (exGiuliana Pagan-35,exNicoleLeBorgne-34, exMemling, exH.M.Pellatt) Mchy.Aft 2Dks	1579 — 952					1903	Russell& Co. Pt.Glasgow	"Aurora"Soc. Anon.diNav.	240·1|36·8|21·7	Genoa Italian WB	T.3Cy.21",35"&57"-36" 196NHP D.Rowan&Co.Glasgow		V
40016 164570 GYPX	Stirling Castle Ⓟ TwinSc 3Dks,4thDk,except inNos.4&7 holds D.F. OilEng 5th dk inNos.3,5&6holds Ref.Mchy.Sub.Sig.E.S.D.CruiserStern	25550 18722 15687	✠100A1 withfreeboard 1,36 ~~(ClassContem-plated)~~	Bel ✠LMC1,36	s†	CL	~~1935~~ 1936 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	TheUnion-Castle MailS.S.Co.Ld.	696·0|82·5|41·4 P228'B274',F107' joined by Shadedk CellDB575'3021tTanks between tunnels49 265tFPT126t	London British FK 11BHptCem APT424t	Oil Engines 2S.C.DA 20Cy.26"~~-59"~~-59$\frac{1}{16}$" 2DB100lb 4650NHP Harland&Wolff,Ld.Bel.	48 ″ 0 s16 ″ 3 32 ″ 0½	BT till 1,37
40017 141590 GYLF	Shinkuang (exWester-35, exCanadian Farmer-31) Fitted for oil fuel 1Dk	2441 2042 1461					1920	Colling- woodS.B.Co CollngwdOnt	G.L.Shaw	250·8|43·6|23·4 P24'B64'F23'	Shanghai British WB	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont.		O
40018 DOIZ	Soneck (exLatona-35,exSoneck-32) ssHam.No.3-5,14 Wireless 1Dk(Stl)&deep framing &Shelter dk(Stl-ptws)	1137 894 607	✠ 12,16 ✠	Ham	o		1902 4mo	Wigham- Richrdsn&Co Ld.Newcastle	Dampfschiffahrts. Ges.Neptun	234·2|33·6|15·4 CellDBa50'uE19f109'231t	Bremen German BK8" 5BHCem	T.3Cy.18½",31"&52"-39" 190NHP 1SB,3rf,GS60,HS2423 WighamRichardsn&Co.Ld	17 ″ 8	G †
40019 140151 ~~EICZ~~ MKKT	Saint Conan ([illegible]) 3Mst (exPrincetown-35) ssNpt.No.3-5,30 Mchy.Aft 1Dk(Stl) Well deck ssIrv.No.1-35	719 494 272	✠100A1 ~~8,35~~ ~~1,34~~5,36 BS2,35 MBS8,35	Npt ~~Irv~~ Nwc ✠LMC MS~~5,30~~ 4,35		CL ~~4,35~~ 5,36	1917 8mo Lloyd	J.P.Ren- noldson&Sns Ld. S.Shields 'sA&CP	J.&A.Gardner& Co.Ld.	188·5|28·7|11·1 Q109'B11'F32' CellDBf106'165tFPT	Glasgow British FK 3BHCem 91tAPT49t	T.3Cy.15",25½"&41"-30" (s) 180lb 100lb 85RHP 1SB,3cf,GS60,HS1590 JPRennoldsn&SnsLdSShl	13 ″ 9 s4 ″ 5 13 ″ 5¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques.	3 Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
40020 161588 GYNG	**Stirling** D.F.	OilEng. 1Dk & Shelter dk CruiserStern	4969 4580 3026	✠100A1 withfreeboard 2,36~~10,35~~ ~~(ClassContemplated)~~ ✠LMC10,35	Sld Ant		CL	1935 10mo Lloyd	Wm.Doxford&SonsLd. Sunderland SA&CP	B.J.Sutherland& Co.Ld. (Coll	412·2 BHtoShelter dk 6BHto 2nd dk) CellDB346'1174tMT1236tAPT191t	54·2	26·1 FK	Newcastle British 7BHpt Cem	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb Wm Doxford&Sons,Ld.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6½	
40021	**Snæfell** (exKongshaug-35, exThyra)	1Dk	769 573 439	✠LMC10,35				1901	Stavanger Stöberi&Dok Stavanger	Utgerdarfjelag KeaH/F	195·0 Q99tB47tH10tF31t	30·2	10·9	Akureyri Icelandic WB	T.3Cy.14",23½"&38"–27" 75NHP StavangerStöberi&Dok		N
40022 2052 ICGR	**Sardegna** Ⓟ (exSierraVentana-35) Sub.Sig. D.F. GyC.	TwinSc Corrugated sides 4Dks	11452 6737					1923	Bremer Vulkan Vegesack	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	511·7 490·5 P&B380'F79'	61·8 66·0	34·3	Genoa Italian WB	T.6Cy.28⅜",46⅞"&75⅝"–51¼" 818NHP BremerVulkan,Vegesack		IG
40023 2048 ICGS	**Sicilia** Ⓟ (exCoblenz-35) Sub.Sig. D.F.	TwinSc Corrugated sides 3Dks	9646 5635					1923	Akt.Ges. "Weser" Bremen	"Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	479·7 458·8 B142'F44'	57·6 62·3	31·2 30·8	Genoa Italian WB	2SteamTurbinesDRgeared to 2 Sc. Shafts A.G."Weser,"Bremen		IG
40024 LCSA	**Senta** (exOttawa-35,exCraigisla) Spar dk~~(Stl)2nd~~&deep framing	ssOsl.2ndNo.3-7,30 ssOsl.No.1-35 Cargo battens not fitted	2468 2319 1543	✠100A1 Spar dk withfreeboard 12,35~~7,35~~ ✠LMC7,35	Osl	l	CL ~~7,35~~ 12,35	1906 3mo Lloyd	A.Rodger &Co. PortGlasgow SA&CP	Aktieselskapet Senta(OleL. Lökke) Cell	313·6 P29'B82'F30' DBa&uE118'f136'	43·8	13·3 20·7 FK	Oslo Norwegian 5BHCem 623tAPT67t	T.3Cy.21 3/16",35"&57"–39"(s) 180lb 80lb 248NHP 2SB,6cf,GS116,HS4220 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 8½ 19 ″ 9	
40025 40194 JFWJ	**Sumiyoshi Maru**	OilEng. 1Dk	481 — 331					1935	Kasadoshi- maDk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
40026 8757 JKCD	**Shibazono Maru** Ⓟ (exChefooMaru)	ssNag.No.1-07 1Dk&Spar dk(Stl–teaks) &deep framing	1829 1579 1090	✠ 1,07 ✠	Nag	r		1903 3mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K. CellDBa59'uE&B	256·0 P27'B81'F40' 54'f94'361tFPT40t	36·5	14·3 23·7 FK	Tokio Japanese 5BHCem APT26t	T.3Cy.21",35&58"–36" HS4174 248NHP 2SB&1Aux.SB,8cf,GS122, MitsuBishiD.&E.WksNag	23 ″ 10	
40027 118439 VPGJ	**Shinhwa** (exTexacoXI-35, exKuching-32)	ssSng.2ndNo.3-6,28 ssH.Kg.No.1-32 1Dk(Stl–ws)&Webframes &Shade dk(Teak)	1460 898 884	✠100A1 Shade dk 2,36~~5,35~~ ✠LMC MS6,32 BS~~6,34~~2,36	Shi Kob	n	CL 6,34	1904 5mo Lloyd	Ramage& Ferguson,Ld. Leith SA&CP	G.L.Shaw	230·0	34·2	15·0 FK FPT65t	HongKong British 4BHCem APT30t	T.3Cy.18",30"&49"–33" (s) 170lb 85lb 159NHP 2SB,4cf,GS84,HS2639 Ramage&Fergusn,Ld.Lth	23 ″ 4 s8 ″ 5¼ 15 ″ 2¾	
40028 2056 ICFV	**Sannio** (exGeneralMitre-35, exArtus) D.F. Sub.Sig.	4Mst 2Dks&Awng dk	9834 7389 5772					1921	Bremer Vulkan Vegesack	"Italia"(Flotte riuniteCosulich- LloydSabaudo- Navigazione Generale)	485·9 468·8	58·3	40·3	Genoa Italian WB	T3Cy32 3/16",52⅘"&86⅗"–55 1/16" & LP Turbine 556NHP BremerVulkan,Vegesack		IG
40029 135618 ~~VRWM~~ MKVM	**Saint Germain** (exEdouardGiraud-35, exEpoca-32)	4Mst OilEng. 1Dk	1036 — 582			●●●		1924	A.B.Karls- hamnsSkpsv. Karlshamn	SaintLine,Ld.	213·9 P20'B47'F26'	35·2	14·4 FK	London ~~PortLouis~~ British WB	Oil Engines 2S.C.SA 4Cy.15¾"–28⅜" 173NHP A/B AtlasDiesel,Skm	16 ″ 6	V †
40030	**Svir** Ⓟ (exPatria-35) Sub.Sig. D.F. Cruiser Stern	TwinSc Fitted for oil fuel 3Dks	9686 7347 5908					1919	Kon.Maats deSchelde Flushing	U.S.S.R.	480·7 P&B364'F84'	57·3	34·9	Leningrad Russian WB	SRgearedSteamTurbines Maats.deSchelde,Flushing		V
40031 157850	**Scott Harley** (exSingaradja-35)	1Dk	620 487 314					1913	Wilton's E. &SlipwayCo. Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMoh S.S.Co.Ld.Mgrs.)	185·2 P21'F24'	31·1	10·8	Singapore British WB	C.2Cy.14½"&29"–23½" 41RHP Wilton'sE.&SlpwyCo.Rot.		V
40032 142362 MNTK	**Surreybrook** (exAyresome-35, exBoekelo) Wireless Mchy.Aft Well deck	ssShl.No.3-12,28 ssShl.No.1-32 1Dk(Stl) Cargo battens not fitted	859 566 414	✠100A1 ~~9,35~~~~6,34~~1,36 ✠LMC MS6,32 BS~~6,34~~9,35	Shl	j	CL ~~6,32~~ 9,35	1916 4mo A&CP	N.V. Burgerhouts Mschfb.Schp Rotterdam	BrookShippingCo. Ld.(CombenLong- staff&Co.Ld. Mgrs.) Cel	180·0 RQD108'B13'F20' lDBf112'146tFPT	30·0	12·2 FK	Middlsbro' British 3BHCem 59tAPT41t	T.3Cy.15¾",25⅝"&41⅜"–27⅝" 180lb (s) 108NHP 2SB,4cf,GS62,HS1804 NV.BurgerhoutsMch.Shp.	14 ″ 0 s4 ″ 11 13 ″ 8¾	
40033 24270 JTUH	**Shinyo Maru No. 1** (exShinyoMaru-34, exKirishimaMaruNo.6)	1Dk	1289 1080 710					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 P28'B52'F24'	32·7	20·5	Fuchu Japanese WB	T.3Cy.16",26 5/16"&42"–30" 97NHP MatsudaCo.Osaka		
40034 33184 JAZC	**Shinyo Maru No. 3** (exJohshoMaru-33,exHengTai, exCarmen)	1Dk	1899 1651 1105			●●●		1917	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 P30'B64'F19'	43·5	20·0 FK	Fuchu Japanese WB	T.3Cy.20",33"&54"–40" 272NHP AmericanS.B.Co.Clevelnd	20 ″ 2	
40035	**Sheng Ho** (exMalakuta-35)	ssMdb.No.3-12,27 ssGls.No.1-32 2Dks(Stl)&3rd dk(Stl)inNo.1 hold	7205 6767 4516	✠100A1 9,35 ✠LMC MS4,31 BS9,35 Fitted for oil fuel 7,18 F.P. above 150° F. Carrying oil fuel F.P. above 150°F. in Nos.1,2&7,D B Tanks	Kob	c†	CL ~~9,35~~ 3,36	1914 9mo Lloyd	C.Connell &Co.Ld. Glasgow SA&CP Cell	FanShienHo DBa158'uE&B76'	470·2 P46'B124'F43' f178'1563tFPT79t	58·0	32·1 FK	Tsingtao Chinese 7BHCem APT54t	T.3Cy.26½",45"&75"–54" (s) 200lb HS12300 648NHP 2D&1AuxSB,15cf,GS264 D.Rowan&Co.Glasgow	34 ″ 11 s7 ″ 10½ 27 ″ 3	
40036	**Sampiero Corso** Ⓟ	TwinSc Fitted for oil fuel 2Dks CruiserStern	3382 1342					1935	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNav. Fraissinet	316·6 P223'F67'	47·9	27·5	Marseilles French WB	2 DR geared Steam Turbines Forg.&Ch.delaMédit.S.A. LeHavre		
40037 6369 SJVA	**Sarmacja** (exSmåland-35,exGallia) D.F. Sub.Sig.	ssGot No.3-6,33 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1810 1512 966	✠100A1 Shelter dk withfreeboard 10,35 BS10,35 ✠LMC6,33	Cpn	s	OG 10,35	1920 10mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg SA&CP Inter	Ångf.Aktieb.Tir- fing(T.E.J:son Broström,Mgr.) (SvenskaOrient Linien) mediateBHin fore CellDB256'540t	299·9 hold dispensed with FPT29tAPT31t	43·2	23·3 FK	Gothenbrg Swedish Cem 1BHtoSh dk 3 ″ ″ U ″	T.3Cy.22 7/16",35 7/16"&58½"–36" 185lb (s) 271NHP 2SB,6cf,GS103,HS3840 FD KockumsM.V.A/B.Malmö	19 ″ 0 s ″ 6¾ 18 ″ 7½	
40038 149364 VRVK	**San Gorg** (exMersdon-35, exKilmersdon)	1Dk	615 491 258					1919	Smith'sDk Co.Ld. South BankonTees	FrancisColeiro	170·0	30·0	15·7	Malta British	T.3Cy.16",26"&44"–26" 99NHP Smith'sDockCo.Ld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Unassigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
40039	**Spyros** (*ex*HenningB.*ex*Bisham, *ex*Sheridan,*ex*Dernes,*ex*J.L.Lassen) 1*Dk*	2108 1698 1288					1904	Schömer& Jensen Tönning	StylianosPan Antipas(P.S. Antippas,*Mgr.*)	274·0|39·8|20·0 P12'Q149'B83'F29'	Argostoli Greek *WB*	T.3Cy 19¾",32¼"&53½"-36¼" 169NHP Schömer&Jensen,Tönning		V
40040	**Siggy** (*ex*Carl-35,*ex*Artensis-34, *ex*Gustav Fischer) 1*Dk*	1767 1542 1043					1921	Nüscke& &Co.A.G. Stettin	RederiA/B Carl ~~(AlbertF.Krause)~~ (AlbertF.Krause)	267·5|42·2|17·9 P57*t*H84*t*F21*t*	Brandö Finnish *WB*	T3Cy.20$\frac{1}{16}$",32¼"&51½"-35⅜" Görlitzer 155NHP MaschinenbauA.G.Görlitz		N
40041 LCGR	**Skrim** (*ex*Dagali-35,*ex*Textil, 4Mst *ex*Viken) 1*Dk*	1902 1651 1128			•••		1917	Lindhol- mensM.V. Gothenburg	RederiA/S Skrim (EinarLange)	265·2|42·8|18·3 P57*t*H85tF35*t* FK	Oslo Norwegian *WB*	T.3Cy.20½",33"&55"-36" 214NHP LindholmensM.V.Got.	20 ″ 6	N †
40042 LCON	**Spind** (*ex*Homledal-35,*ex*Haslemere) 1*Dk*	2129 1900 1279					1917	S.P.Austin &Son,Ld. Sunderland	A/S Salvesen(Jac. Salvesen,*Mgr.*)	285·0|43·4|18·9 P27'B76'F32'	Farsund Norwegian *WB*	T.3Cy.21",35"&57"-39" Richardsons, 203NHP Westgarth&Co.Ld.Sld.		N
40043 1 LDVY	**Svint** (*ex*Flaks-34,*ex*Enare-33, *ex*Ringfond,*ex* MargitSiemers, *ex*GraafAdolf) ssN.Yk.No.3-8,30 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	1147 861 652	✠ ... 8,34 ✠NB8,22 ✠	Cgo	*n*		1918 5mo	Wilton's E. &SlipwayCo. Rotterdam	SkibsA/S Sjofna (C.A.Olsen,*Mgr.*)	230·1|34·2|13·3 Q131'B13'F24' FK *CellDBuE*23'*f*152'389*t FPT*	Oslo Norwegian 4*BHCem* 88*tAPT*48*t*	T.3Cy15½",25½"&41"-36" 120NHP 1SB,3*cf*,GS67,HS1991 Wilton'sE&SlpwyCo.Rot.	16 ″ 0	
40044 232881 WCEQ	**Sea Cloud** TwinSc4MstBk AnnualSurveyNYk.10,34 (*ex*Hussar-35) (*Yacht*) *OilEng.* 2*Dks*(*Stl-UTeak*)3*rd dk*(*Stl*) *clear of mchy space*	2323 2051 1187	✠100A1 10,34 DBS3,35 ✠LMC2,35	NYk		CL 10,34	1931 9mo *Lloyd's A&CP*	Frd.Krupp Germaniawf. A.G. Kiel	MrsMarjoriePost Davies	281·8|49·2|24·5 Q25'F39' BK10 *CellDB*124'268*t Tanks between tunnel s*113*t* *DTa*25'91*tDTsf*29'141*tFPT*	NewYork Utd.States 9*BHptCem* 22*tAPT*50*t*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 579NHP 24Cy.15¾"-22$\frac{1}{16}$" DB*175lb* Frd.KruppGermaniawfAG	28 ″ 0	
40045 LJCS	**Svanefjell** Wireless 1*Dk&Shelter dk* *CruiserStern* ~~2*Dks*~~	1371 1100 748					~~1935~~ 1936	Fredrkstad Mek.Verks. Fredrikstad	~~Olsen&Ugelstad~~ A/S Falkefjell (Olsen&Ugelstad, *Mgrs.*)		Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"- 28¾" 82NHP FredrikstadM.V.Frdstad		N
40046 VWJF	**Sonavati** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	~~1650~~ 1663 1504 944	✠100A1 4,36 ~~2,36~~ ~~(*ClassContemplated*)~~ ✠LMC2,36	Gls Bom	*r*	OG 4,36	~~1935~~ 1936 2mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	BombaySteam NavigationCo.Ld.	255·1|42·2|~~20·6~~ F33' |20·7 FK *CellDBuE&f*150'283*tFPT*25*tAPT*88*t*	Bombay British 5*BHCem*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 538NHP Harland&Wolff,Ld.Bel.	24 ″ 3 s3 ″ 7¼ 20 ″ 9	
40047	**Supetar** (*ex*MariaN.Roussos-35, *ex*Caterino) 1*Dk*	*3729* *3470* *2366*					1909	W.Gray& Co.Ld. WHartlepool	FranoPetrinovic	346·4|50·8|23·1 P27'B96'F32'	Split Yugoslav *WB*	T.3Cy.25",40"&65"-42" 274NHP Cen.Mar.Eng.Wrks.WHpl		O
40048 LJCR	**Skagerak** *OilEng.* D.F. *CruiserStern* 2*Dks*	4244 3633 2315					~~1935~~ 1936	Akt.Bur- meistr&Wain Copenhagen	~~OlafDithlevsen~~ A/SSkagerak (OlafDitlev-Sim- onsen,Jr.*Mgr.*)	~~370·0|55·0|23·0~~ F33' |55·3|22·9 387·4|	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.17$\frac{11}{16}$"-47¼" 536NHP Akt.Burmeistr&Wain,Cpn		
40049 LJBC	**Skottland** (*ex*Elvier-35) 3Mst *Mchy.Aft* 1*Dk*	*730* *520* *333*					1919	Gebr. Jonker Kinderdijk	F.N.NordböA/S (F.N.Nordbö, *Mgr.*)	181·7|28·4|12·0 Q106'B12'F21'	Haugesnd Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Machfabrk.Bolnes,Bolnes		V
40050 210617 WHCM	**Stanley Hiller** 3Mst (*ex*Nelson-35) ssBal.No.3-8,25 *Mchy.Aft* ssMob.No.2-34 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) &*Web frames*	4759 — 2984	✠100A1 10,35 ~~7,35~~ BS10,35 ✠LMC12,34 *CarryingPetroleum in bulk* *Fitted for low flash oil fuel* 2,22	LAn SFo	*x*	CL ~~12,34~~ 10,35	1912 11mo	ForeRiver S.B.Co. Quincy,Mass. CP	HillconeS.S.Co.Ld.	370·0|52·1|27·0 P98'B26'F30' FK *CellDBuE& B*83'*f*232' 1545*t FPT*225*t APT*120*t*	S.Frncisco Utd.States 13*BHCem* (8 *to Upr dk* 5 ,, 2*nd* ,,)	T.3Cy.23½",41$\frac{7}{16}$"&68"-48" 190lb (*s*) 448NHP 3SB,9*cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 s5 ″ 11 24 ″ 3¾	
40051 DOQZ	**Schwanheim** D.F. *OilEng.* E.S.D. *CruiserStern* 2*Dks*	5339 4648 3152					1935	Bremer Vulkan Vegesack	Unterweser ReedereiA.G.	~~418·4|55·5|36·5~~ 423·8|55·8|25·0 P20'B24'F23'	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"-47¼" 793NHP BremerVulkan,Vegesack		
40052 LEZM	**Sigurd Hund** (*ex*Sulitjelma-35, *ex*Treue) 1*Dk*	549 388 294					1925	NVSchpsw v/hJ.Th.Wil- mink&Co. Groningen	A/SNordlands- linjen	159·3|27·2|11·4 P63*t*Q35*t*F27*t*H5*t*	Harstad Norwegian *WB*	T3Cy12⅝"19$\frac{7}{10}$"&33$\frac{1}{10}$"-19$\frac{7}{10}$" 48NHP N.V.Machfbr.Fulton,Hgz.		N
40053 8918 OHYD	**Sigrid** (*ex*Lucy-35,*ex*Trinity) ssDnz.2ndNo.3-3,31 1*Dk*(*ptIrn&ptStl*)& *deepframing*	3726 — ~~2287~~ 2235	✠100A1 7,34 MS3,31 ✠LMC BS9,35	Kel	*v*	CL 7,34	1906 7mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	RedersA/BTrader (K.Hansen,*Mgr.*)	362·2|50·8|25·5 347·0 50·0 25·0 P27'B94'F31' FK *CellDBu*113'*uE*23'*f*150'973*t*	Helsingfrs Finnish 6*BHCem* *APT*106*t*	T.3Cy.25½",40½"&67"-45"(*s*) 180lb *90lb* 331NHP 2SB,8*rf*,GS129,HS5240 Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s4 ″ 5 21 ″ 4	
40054 DJQN	**Steinbek** D.F. *CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	2185 1666 1274	✠100A1 3,36 ~~(*ClassContemplated*)~~ ✠LMC3,36	Lbc	*s*	CL	~~1935~~ 1936 3mo *Lloyd's A&CP*	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl.	281·8|44·1|16·8 P15'Q81'B126'F32' FK *CellDB*244'573*tFPT*37*tAPT*61*t*	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 214lb (*s*) 221NHP 2SB,4*cf*,GS72,HS3144 FD A.BorsigG.m.b.H.Berlin	19 ″ 0	
40055 205095 WEDU	**Santa Inez** (*ex*Falcon) *Fitted for oil fuel* Wireless *Mchy.Aft* 1*Dk*	1832 — 1044					1908	MoranCo. Seattle,Wash	PacificOcean Products,Ld.	240·4|41·0|16·5	S.Frncisco Utd.States *WB*	T.3Cy.17",28"&47½"-36" 135NHP MoranCo.Seattle,Wash.		
40056 163221 MKSM	**Sydney Star** TwinSc 1*Dk&Shltrdk,3rdDk except in No.1hold* *Ref.Mchy* 4*th dk fr'd of mchy space* D.F.E.S.D.GyC. *OilEng CruiserStern*	11095 8857 6813	✠100A1 *withfreeboard* 3,36 ✠LMC3,36 ✠Lloyd'sRMC3,36	Bel		CL	1936 3mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	~~BlueStarLine,Ld.~~ FrederickLeyland &Co.Ld.	524·2|70·4|32·3 P64'B193'F72' FK *Duct keel fr'd of mchy space* (*CollBHtoShelter dk*,7*BHto*2*nd dk*) *CellDB*369'2295*tFPT*95*tAPT*157*t*	Belfast British 8*BHptCem*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2DB*100lb* 2463NHP Harland&Wolff,Ld.Bel.	35 ″ 0 s5 ″ 7¼ 29 ″ 7	
40057 LJCM	**Selvik** (*ex*Britte-36,*ex*HiramII.) 1*Dk*	1557 1368 926					1920	Akers Mek.Værks Oslo	SkibsA/SSelvik (EinarWahlström *Mgr.*)	255·6|39·8|~~17·6~~ P22'B64'F25' |17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 506NHP AkersMek.Værks.Oslo		N
40058 FOHX	**Sheherazade** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing–bracketless system*	13346 — 6990					1935	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	Cie.Auxiliaire de Navigation	545·3|71·5|39·4 P116'B37'F56'	Havre French	Oil Engines 4S.C.SA 12Cy.26¾"-71" 815NHP Schneider&Co.LeCreusot		
40059 164606 GYRS	**Standella** *OilEng.* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck* 1*Dk.*2*ndDk clear of cargo tanks*	~~6250~~ 6197 5505 3605	✠100A1 4,36 ✠LMC4,36 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk*	Gls	*at*	CL	1936 4mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	430·3|54·7|30·6 P91'B41'F48' FK *CellDBuE*61'134*tDTf*25'265*tFPT*	London British 16*BH* 104*tAPT*60*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 378NHP DB*180lb* Harland&Wolff,Ld.Gla.	31 ″ 0 s5 ″ 7½ 25 ″ 7	

1 Numero d'Ordre. — Numero Officiel, — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
40060 439	**Santagata** (exTaurus-35) ssStv.2ndNo.3-11,32 1Dk(Stl)&Spar dk(pt Irn&pt Stl) &deep framing	4341 4058 2781	✠ ... 1,36 ✠	Osl	*x*		1905 4mo	TyneI.S.B. Co.Ld. Newcastle	A.Lauro	355·0|50·1|20·0 P28'B100'F35' 27·9 FK CellDBa116'uE26'f152	Naples Italian 6BHCem 817tAPT58t	T.3Cy.25",42"&68"-45" 344NHP 2SB,6rf,GS124,HS5400 Blair&Co.Ld.Stockton	30 " 6 ~~s5 " 11~~ ~~24 " 9½~~	
40061 164364	**Saint Anthony** Ⓟ TwinSc OilEng. 1Dk	452 334 169	✠ A1 withfreeboard 2,36 ✠LMC2,36 For Coasting Service Bombay & Marmagao ~~Service 150 miles South of Bombay~~	Lth	*i*	OG	1936 2mo Lloyd	Henry Robb,Ld. Leith 'sA&CP	IndianCo-operativeNavigation&TradingCo.Ld.	183·2|32·2| 8·1 Shade dk FK FPT	Bombay British 8BHCem 12tAPT15t	Oil Engines 2S.C.SA 12Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 204NHP Atlas-DieselA/B,Skm.	9 " 9 s3 " 7 6 " 4¾	
40062 115348	**Seaboard** (exTredgar) Iron&Steel OilEng. 1Dk Carrying Petroleum in bulk	514 — 390					1874 1935	Harlan& HollingsworthCo. Wlmgtn,Del.	NorthAtlantic TradingCo.	184·5|28·7|12·2	Warwick, R.I. Utd.States	Oil Engines 4S.C.SA 6Cy.14⅓"-17½" 117NHP Worthington NE35 Pump&MachineCorp.		
40063 145742 GCZR	**Seven Seas Sun** (exPorthkerry-36) ssGmh.No.2-32 1Dk(Stl) Cargo battens not fitted	2490 2275 1506	✠100A1 11,35 BS3,35 ✠LMC7,32	Rot	*f*	CL 2,35	1924 3mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	GoodHope ShippingCo.Ld. (WalterVaughan (Cardiff)Ld.Mgrs)	298·5|44·0|21·2 P23'B76'F27' CellDB250' FK 663tFPT122t	Cardiff British 5BHCem APT94t	T.3Cy.22",36"&60"-39" (s) 180lb ~~100lb~~ 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld Glasgow	23 " 6 s3 " 5¾ 20 " 2¼	
40064 164365 GYSJ	**Shekatika** 1Dk D.F. E.S.D. CruiserStern	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld Dundee	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.)	~~407·5|55·6~~|28·0 P28'B116'F42' 407·0|55·7|	Leith British WB	T.3Cy.21½",36"&62"-45" 256NHP D.Rowan&Co.Ld.Gls.		
40065 164612 GYST	**Seminole** 1Dk.2nd dk clear of cargo tanks OilEng E.S.D. GyC. Cruiser Stern Mchy.Aft Longitudinal framing D.F. Rudder electrically welded	~~10500~~ 10389 9592 5922	✠100A1 4,36 ✠LMC4,36 ~~(ClassContemplated)~~ CarryingPetroleum in bulk	Ham	*f*†	CL	1936 4mo Lloyd	Blohm& Voss,K.a A. Hamburg 'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.)	~~485·0|70·0|37·0~~ P107'B39'F35' 490·4|69·9|36·9 FK CellDBuE86'184tDTf16'540tFPT370t	London British 16BHptCem ptAsp APT214t	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-49$\frac{3}{16}$" 912NHP 3DB200lb Fr.KruppGermaniawftAG	37 " 0 s7 " 4¼ 29 " 11¼	
40066 164072 MLJL	**Saint Angus** OilEng. Mchy.Aft 1Dk CruiserStern	~~847~~ 392 263 193	✠100A1 4,36 ~~(ClassContemplated)~~ ✠LMC4,36	Bwg	*f*	CL	1936 4mo Lloyd	Scott& Sons Bowling 'sA&CP	J.&A.Gardner& Co.Ld. FPT30t	145 0|23·8|10·5 25·1 Q88'BorQ7'F23' APT28t FK&BK1½"	Glasgow British 3BHCem	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 125NHP BritishAuxiliariesLd.Gls.	11 " 5 s3 " 6¾ 11 " 4½	
40067 143338 MJQP	**Sudani** (exRijn-35, exJolly Angela-34) Mchy.Aft 1Dk	511 374 286					1919	J.Berg Delfzijl	Contomichalos, Darke&Co.(1929) Ld.	160·2|25·5|12·0 P49'F21'	London British WB	T3Cy12$\frac{9}{16}$",19⅞"&31$\frac{7}{16}$"-21⅝" 56RHP J.Berg,Delfzijl		V
40068 215293 WCDM	**Susana** (exStanleyDollar-36, exWarszawa,ex ssS.Fo.No.3-3,27 Erny) ssS.Fo.No.2-34 1Dk(Stl)&Shelter dk(Stl-ws) 2nd dk(Stl)inNos.1,2,4&5holds	5923 5429 3742	✠100A1 Shelter dk withfreeboard 1,36 ~~5,35~~ ✠LMC BS5,35 MS11,34 ~~Fitted for oil fuel 7,23 F.P.above 150°F.~~	SFo HKg	*z*	CL ~~2,33~~ 1,36	1914 4mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	Madrigal&Co.	401·4|51·8|22·9 B152'F34'onShelter dk FK CellDBa146'uE&B44'f160'1443t	Manila,P.I. Utd.States 8BHCem APT14t	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 " 0 s7 " 1 27 " 2	
40069 210512 WDDR	**Starr** Ⓟ Fitted for oil fuel Wireless 2Dks	525 — 309					1912	J.F.Duthie &Co. Seattle,Wash	AlaskaS.S.Co.Inc.	131·1|25·8|19·7 P40'	NewYork Utd.States	T.3Cy.12½",21"&36"-27" 67NHP WashingtonI.Wks.Seattle		
40070	**Sontay** (exBayern-36) 4Mst Sub.Sig. Fitted for oil fuel D.F. 2Dks	8899 7352 5159					1921	Bremer Vulkan Vegesack	UnionMaritime Méditerranéenne (Cie.desMessageriesMaritimes, Mgrs.)	468·7|58·3|32·7 P55'B222'F41'	Dunkirk French WB	T3Cy32$\frac{3}{10}$",52⅛"&86⅗"-55$\frac{1}{10}$" &LP Turbine 770NHP BremerVulkan,Vegesack		G
40071 SVIY	**Stamatios G. Embiricos** 1Dk&Shelterdk Cruiser Stern	3941 3537 2327	✠100A1 withfreeboard 4,36 ✠LMC4,36 Fitted for oil fuel4,36F.P.above150°F.	Sld	*y*	CL	1936 4mo Lloyd'sA&CP	Short Bros. Ld. Sunderland	S.G.Embiricos	400·0|53·0|~~23·2~~ |23·1 FK (CellBHtoShelter dk,5BHto2nd dk) CellDB327'1246tFPT237tAPT255t	Andros Greek 6BHCem	T.3Cy.22",36¼"&63"-42" 220lb 120lb (s) 330NHP 2SB,6cf,GS124,HS5306 N.E.MarineEng.CoLd.Sld.	25 " 9 s2 " 5¼ 23 " 6¼	
40072 MLDD	**Socony** 2Dks D.F.E.S.D.GyC.MchyAft.CruiserStern Longitudinalframing-bracketless system Partelectricallywelded Rudder electrically welded	~~5000~~ 4404 3976 2507	✠100A1 3,36 ✠LMC3,36 ~~(ClassContemplated)~~ CarryingPetroleum in bulk Fitted for oil fuel3,36F.P.above150°F.	Bmn	*w*	CL	1936 3mo Lloyd	Bremer Vulkan Vegesack 'sA&CP	StandardTransportationCo.Ld.	348·9|52·3|29·6 P82'B28'F32' FK (11BHtoUpper dk3BHto2nddk) CellDBuE&B63'189tDTf18'359tFPT	HongKong British 14BHptAsp 136tAPT66t	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"- 43$\frac{5}{16}$" 220lb (s) 425NHP 2SB,6cf, HS6458 FD BremerVulkan,Vegesack	29 " 8 s5 " 5¾ 24 " 4	
40073 164617 GYVC	**Simnia** 1Dk2nddk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	~~6250~~ 6197 5505 3605	✠100A1 5,36 ✠LMC5,36 ~~(ClassContemplated)~~ CarryingPetroleum in bulk	Gls	*a*†	CL	1936 5mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	AngloSaxon PetroleumCo.Ld.	430·3|54·7|30·6 ~~P87'B37'F51'~~ P91'B41'F48' FK CellDBuE66'134tDTf25'265tFPT104t	London British 16BH APT60t	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 378NHP DB180lb Harland&Wolff,Ld.Gls.	31 " 0 s5 " 7½ 25 " 7	
40074 34 HNF	**Sagitta** Iron&SteelSr (exArrow, ssGen.3rdNo.3-11,26 exSagitta) ssNap.No.1-31 AnnualSurveyGen.7,34 (Now a Cargo Steamer) 2Dks	440 — 224	✠ ... Yacht 5,35 ✠NB9,09 ✠	Gen			1894 6mo	Wm.Hamilton&Co. Port Glasgow	BartolomeoLa Cava fuGuiseppe	213·3|26·1|13·7 179·7 BK	Messina Italian 4BHCem	T.3Cy.17",27"&45"-30" NDB26 109NHP 1SB,3cf,GS51,HS1601 D.Rowan&Sons,Gls.		
40075 34428 JDPC	**Siberia Maru-3** (exSeikoMaru-35, exMallina) 1Dk(Stl)deepframing &Web frames,Middle dk(Stl)& deep framing inNos.1&4holds	3099 2777 1629	✠ 4,10 ✠	Syd	*v*		1909 4mo	Harland& Wolff,Ld. Belfast	KitaNipponKisen K.K.	350·5|44·3|23·3 P37'B112'F45' FK CellDBa84'uE&B74'f142'570tFPT	Kobe Japanese 6BHCem 48tAPT86t	Q.4Cy24½",35",50"&75"-54" 643NHP 3SB,12cf,GS226,HS9690 Harland&Wolff,Ld.Bel.	26 " 1	C †
40076 164367 GYTQ	**Sirikishna** D.F. E.S.D. CruiserStern 1Dk	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld. Dundee	TheSouthGeorgia Co.Ld.(Chr.Salvesen&Co.Mgrs.)	407·0|55·7|28·0 P26'B115'F41'	Leith British WB	T.3Cy.21½",36"&62"-45" 256NHP D.Rowan&Co.Ld.Gls.		
40077 DDTP	**Sexta** (exMarquardtPetersen-35) 1Dk	1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrts Ges.v.1869	262·7|40·3|15·3 P16'Q85'B105'F32'	Flensburg German WB	T.3Cy.15⅜",25⅝"&48"-29½" 125NHP FlensburgerSchiffsb.Ges.		G

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B. of T. Cert.
40078 134276	Sicamous Ⓟ SternPad Mchy.Aft	1787 — 994					1914	Western DrydockCo. Okanagan Landing,B.C.	CanadianPacific RailwayCo.	200·5	40·0	8·0	Victoria B.C. British	H.C.4Cy.(2)16⅝"&(2)35⅝"–96" 101NHP WesternDrydockCo.		
40079 18927 JIOD	Shinsaku Maru (exKosokuMaru-36) 2Dks&Web frames Longitudinal framing	3203 2757 2005			●●●		1916	OsakaIron Works,Ld. Osaka	KonanKisenK.K.	305·0 P19'B82'F32'	43·9	27·3 FK	Kobe Japanese WB	T.3Cy,22",37"&61"–42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
40080	Singoalla (exSlesvig-36, exRödfaxe) 1Dk	1420 1160 864					1913	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Runa (HelgeW.Winck, Mgr.)	249·5 P17'Q76'B96'F29'	38·1	15·0	Hlsngborg Swedish WB	T.3Cy.18",30"&50"–36" 150NHP Helsingörs,Jernsk.&Mskb.		G
40081	Saipan Maru Ⓟ D.F. Ref.Mchy. 2Dks	5400					1936	Mitsubishi JukogyoK.K. Nagasaki	NipponYusenK.K.	377·2 F39'	63·8	33·4	Tokio Japanese WB	T.3Cy.25½",41½"&69"–51"& LPTurbine withDRgearing&hydraulic coupling 640NHP MitsubishiJukogyoK.K.		
40082	Senyu Maru No. 3 OilEng. Mchy.Aft	327					1936	Urabe Zosen Tekkosho Osaka	Kure-shi Kokumotsu Oroshishogyo Kumiai	120·0	23·5	12·5	Kure Japanese	Oil Engines 2S.C.SA 4Cy.15"–20" 158NHP NipponHatsudokiK.K. Kobe		
40083	Schelde OilEng. Mchy.Aft CruiserStern	300 198 148					1936	J.Koster Hzn.Schpsw. "Gideon" Groningen	G.Joosse&G.C.de Waardt	127·3 Q73'F20'	24·0	8·4	Groningen Dutch WB	Oil Engines 2S.C.SA 4Cy.$9\frac{1}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		
40084 164287 MLKL	St. Silio Ⓟ TwinSc OilEng. Wireless CruiserStern 2Dks	314 281 165					1936	Fairfield Co.Ld. Glasgow	TheLiverpool& NorthWales SteamshipCo.Ld.	149·2	27·1	10·0	Liverpool British	Oil Engines 2S.C.SA 12Cy.10½"–13½" 232NHP CrossleyBros.Ld.Stockprt.		
40085	Savonmaa (exRoland-36) ssGot.No.3-5,35 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1808 1512 963	✠100A1 Shelter dk withfreeboard 5,36 ~~2,36~~ BS5,36 ✠LMC5,35	Got	s	OG 2,36	1922 4mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	FinskaAngf. Aktieb.	300·0 Intermediate BH in fore hold dispensed with CellDB255'540t FPT29t APT31t	43·2	16·3 FK	Helsingfrs Finnish Cem 1BHtoShdk 3 ,, ,, U ,,	T3Cy.$22\frac{7}{16}$",$35\frac{7}{16}$"&58½"–36" 185lb (s) 275NHP 2SB,6cf,GS102,HS3321 KockumsM.V.Akt.Malmö	19 ″ 0 s ″ 6¾ FD 18 ″ 7½	
40086 164623 MLLQ	Sagacity OilEng. Mchy.Aft CruiserStern	~~470~~ 490 321 249	100A1 (ClassContemplated)				1936	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	~~153·0~~ Q96'F17' 153·2	~~27·5~~ 27·7	9·6	London British	Oil Engines 5Cy.12⅝"–15¾" NewburyDieselCo.Ld. Newbury	10 ″ 8 s3 ″ 7 10 ″ 8	
40087	St. Helena E.S.D. CruiserStern Longitudinal framing in double bottom & at decks	4319 3773 2567	100A1 withfreeboard (ClassContemplated)				1936	JLThompson&Sons,Ld. Sunderland	St.Quentin ShippingCo.Ld. (B.&S.Shipping Co.Ld.Mgrs.)	389·0	56·0	25·4	Newport British	C.4Cy.10¼"&19"–13" with LP Turbine & DR gearing White'sMarEngCoLdNwc		
40088 ICKZ	Semien (exFortunstar-36, exTuscanstar, exBrodliffe, exMorayshire) ssBkn.2ndNo.3-12,23 ssGen.No 1-29 Fitted for oil fuel D.F. 2Dks(Stl)&deep framing&Shelter dk	5500 5198 3447	✠ 8,33 ✠	Gen	a†		1898 12mo	R&WHawthorn,Leslie &Co.Ld. Newcastle	IgnazioMessina &C.	420·0 P50'B&F355' CellDBa105'uE30'f208'1068tFPT130t APT25t	54·0	28·6 FK	Genoa Italian 7BHCem	T3Cy29½",46½"&76¼"–54" 430NHP 3SB,9cf,GS178,HS6415 Hwthrn,Leslie&CoLdNwc	32 ″ 0	I †
40089 DOAS	Schleswig Ⓟ (exAskania-36, exNord-Schleswig) Fitted for oil fuel Sub.Sig. 2Dks	3369 2963 2063					1922	Frd.Krupp A.G. Kiel	Norddeutscher Lloyd	289·6 F32'	47·0	25·6	Bremen German WB	T.3Cy 23⅝",$38\frac{3}{16}$"&62"–$39\frac{3}{16}$" 244NHP Frd.Krupp,A.G.Kiel		G
40090 205186	S. B. Way (exWilliamLivingstone-36) Mchy.Aft GyC. 1Dk	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	ColumbiaTransportationCo. (John T.Kelly,Mgr.)	532·0	58·3	32·0	Wilmgton (Del.) Utd.States WB	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks,Detroit		B
40091 UPAS	Shakhter (exPytheas exKenmare, exKinross, exKingfield) ssRot.2ndNo.3-12,26 ssPir.No.1-31 1Dk(ptIrn&ptStl)2trB &Web frames	3028 2885 1930	✠ 6,31 ✠	Pir	u		1902 5mo	Richardsn. Duck&Co. Stockton	U.S.S.R.	325·0 P27'B164'F31' CellDBa 108' u E&B40' f138' 740tAPT95t	47·0	22·4 FK	Odessa Russian 5BHCem	T.3Cy.23",38"&62½"–42" NDB18 256NHP 2SB,6cf,GS109,HS3900 Blair&Co.Ld.Stockton	24″10	
40092	Sumiyoshi Maru 1Dk	1900					1936	AsanoS.B. Co.Ld. Tsurumi	HinodaKisenK.K.	269·9 P91'F16'	40·0	20·3	Tokio Japanese WB	T.3Cy.18",29½"&50"–39" 156NHP AsanoS.B.Co.Ld.Tsurumi		
40093	San Luis (exAuxSrCaterina-36, exLuisaVerderame) OilEng. Mchy.Aft 1Dk	607 597 479					1920	Wortelboer&Co. Westerbroek	L.Garcia	167·3 P42'F33'	28·6	12·4	Puerto Cortes Honduran WB	Oil Engines 4S.C.SA 6Cy.12½"–16" NE36 91NHP Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		
40094 140652 GCBV	Saint Anselm (exSaintAndrew-36) ssCal.No.3-8,31 ssCal.No.1-35 1Dk(Stl)&Shelter dk(Stl)	5614 5448 3534	✠100A1 Shelter dk withfreeboard 2,36 ✠LMC MS10,35 BS4,35	Cal	y	CL 2,36	1919 9mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	SaintLine,Ld.	399·6 F39'on Shelter dk CellDB351'1290t FPT60t APT90t	53·0	32·8 FK	Liverpool British ptCem CollBHtoShdk 6 ,, ,, U ,,	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf GS190,HS7668 N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4¾ FD 26 ″ 3	
40095	Skaraas OilEng. D.F. Mchy.Aft CruiserStern	9900	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	GötaverkenA/B Gothenburg	SkibsA/S Nanset (IverBugge,Mgr.)	487·7 P94'F59'	64·5	37·5	Larvik Norwegian	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"–47¼" GotaverkenA/B,Got.		
40096	Sessa D.F. 2Dks CruiserStern	1750 — 975					1936	Helsingörs Jernsk&Msk. Elsinore	Dampskibs. Vesterhavet (J.Lauritzen, Mgr.)	290·0	41·5	18·8	Esbjerg Danish WB	C.3Cy.(2)15¾"&39⅜"–37⅜" & LP Turbine with chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		

1 o. in ook. ficial No. ode tters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
0097	St. Margaret E.S.D. *CruiserStern*	4319 3773 2567	100A1 *withfreeboard* *(ClassContemplated)*				1936	JLThompson&Sons,Ld. Sunderland	St.Quentin ShippingCo.Ld. (B.&S.Shipping Co.Ld. *Mgrs.*)	389·0	56·0	25·4	Newport British	C.4Cy.(2)10¼"&(2)19"–13" &LP Turbine with DRgearing & hydraulic coupling White'sMar.E.Co.Ld.Sld.		
0098 3045	Saint Columba Ⓟ TrpSc (*ex*QueenAlexandra–36) 1*Dk&Promenade dk*	827 557 346					1912	W.Denny&Bros. Dumbarton	DavidMacBrayne Ld.	270·3	32·1	11·0	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 9,35
099	Springwear *Mchy.Aft*	1200	100A1 *(ClassContemplated)*				1936	ShortBros.Ld. Sunderland	Springwell ShippingCo.Ld.	220·0 Q136'F21'	36·2	14·1	London British	T.3Cy.13½",23"&38"–27" N.E.MarineEng.Co.Ld.Sld		
100	Slieve Bearnagh TwinSc Wireless E.S.D. 2*Dks* *CruiserStern*	1400					1936	W.Denny&Bros.Ld. Dumbarton	London,Midland& ScottishRailway	309·5 P68'B116'F70'	45·1	15·8	Lancaster British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
101 9025 JZT	Saluta (*ex*SouthernKing–36, *ex*Moora, *ex*Lothringen) *ss*Sfj.2ndNo.3–11,34 2*Dks(Stl–Uteaks)deep framing aft & lower deck (Stl)forward* *Well deck*	6261 4858 3266	✠100A1 11,35 MS10,33 *Carrying whale oil or oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,31 F.P. above 150° F.*	Sfj ✠LMO BS11,35	z	CL 10,34	1906 3mo	Akt.Ges. "Weser" Bremen A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	409·6 P&B339'F42' FK *CellDBa*125'	52·7	27·8	London British 7 *BHCem* *uE&B*52'*f*17	Q.4Cy.24",34⅝",50"&72$\frac{27}{32}$"–53$\frac{5}{32}$"(*s*)220lb *220lb* 530NHP 3SB,*9cf*,GS168,HS7104 FD A.G."Weser,"Bremen 3'1160*t*FPT69*t*APT38*t*	30 " 9 s 4 " 6½ 26 " 6¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.--Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dur.Cert.B.ofTrade.
40251 160745 MBSB	**Thornaby** 1*Dk* *CruiserStern*	1174 808 504	✠100A1 2,36 ~~6,35~~ ✠LMC5,35	Nwc Mdb	*n*	CL	1935 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *sA&CP*	TheTyne-TeesStm ShippingCo.Ld. *CellDBuE*19′*f*125′220*t* *Tanks in way of tunnel* 37′138*tFPT*34*tAPT*24*t*	226·6 P&B113′F22′	33·1	14·3 FK	Middlsbro' British 4*BHptCem*	T.3Cy.16″,26″&44″–30″ (*s*) 200lb 148NHP 2SB,4*cf*,GS67,HS2632 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 6$\frac{1}{2}$ 15 ″ 3$\frac{1}{2}$	
40252 40508	**Tachibana Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	1780 — 972					1935	Mitsubishi JukogyoK.K Kobe	TokiowanKisen K.K.	249·3 F59′	40·0	18·0	Tokio Japanese *WB*	Oil Engines 4S.C.SA 16Cy.16$\frac{3}{4}$″–24$\frac{7}{16}$″ 435NHP MitsubishiJukogyoK.K.		
40253	**13 de Diciembre** Ⓟ *Carrying Petroleum in bulk* D.F. *Fitted for oil fuel* *Mchy.Aft* E.S.D. GyC. 1*Dk* *Longitudinal framing at bottom & at deck*	~~10000~~ 9503 8258 5512					1935	Deutsche WerftAGBet Finkenwrde Hamburg	Yacimientos Petrolíferos Fiscales	~~404·9~~ P121′B60′F43′ 500·8	~~60·4~~ 60·8	~~30·1~~ 33·5	Bns.Ayres Argentine	T3Cy.32$\frac{5}{16}$″,52$\frac{3}{4}$″&86$\frac{5}{8}$″–55$\frac{1}{8}$″ HS12271 833NHP Gutehoffnungshütte, Oberhausen		
40254	**Tchaviatcha** (*ex*Hohenfels–35) Sub.Sig. 2*Dks*	3021 2681 1742					1923	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7 B36′	48·2	21·1	Russian *WB*	T.3Cy.23$\frac{5}{8}$″,38$\frac{3}{16}$″&62″–41$\frac{3}{4}$″ 248NHP G.SeebeckA.G. Wesermünde-G.		G
40255 *Transferred to No.* 19002	**Taschkent** TwinSc (*Tug*) Wireless 2*Dks*	567 425 6					1935	Verschure &Co.'sSchps. &Mach.N.V. Amsterdam	U.S.S.R.	150·7 Q30′B38′	29·7	12·4	Nikolajfsk Russian *WB*	T6Cy11$\frac{13}{16}$″,18$\frac{1}{8}$″&29$\frac{15}{16}$″–18$\frac{1}{8}$″ 76NHP Verschure&Co.'sSchps.& Mach.Ams.		
40256	**Trece de Diciembre**(13 de Diciembre)*see No.* 40253 *above*															
40257 PHWU	**Tayari** Ⓟ *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	1001 784 462	✠100A1 *withfreeboard* 9,35 ~~(*ClassContemplated*)~~ ✠LMC9,35	Rot	*l*		1935 9mo *Lloyd*	NV Indus- trieeleMaats. DeNoord Alblasserdam '*sA&CP*	N.V.Vereenigde Nederlandsche Scheep.Maats. (Directie enArgen- tuurMaatsHol- landAfrikaLijn N.V.*Mgrs.*)	~~199·6~~ ~~P53′F36′~~F35′ 204·4 ~~*tFPT*149*tAPT*17*t*~~ *CellDB*134′233*tFPT*149*tAPT*17*t*	33·6 *After*B44′	~~15·3~~ 13·5 FK	TheHague Dutch 4*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.13$\frac{3}{4}$″–26$\frac{3}{4}$″ 110NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	15 ″ 3 s4 ″ 5$\frac{1}{4}$ 11 ″ 0$\frac{3}{4}$	
40258 SVSX	**Taygetos** (*ex*Westhope–35) ssSld.No.3–10,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ssBly.No.1–35	4295 ---- 2620	✠100A1 *Shelter dk* *withfreeboard* 8,35 ~~10,30~~ 2,36 ✠LMC8,35 ~~10,30~~	Sld ~~Bly~~ Ams	*y*	CL ~~10,30~~ ~~8,35~~ N1,36	1918 4mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	J.A.Coulouthros& N.N.Embiricos *CellDBa*134′*uE*26′*f*176′1165*tFPT*79*tAPT*106*t*	405·0 F*onShltr dk*34′	52·3	31·9 FK	Andros Greek 6*BHCem*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 452NHP 3SB,9*cf*,GS174.HS7810 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6 s2 ″ 10$\frac{1}{2}$ 23 ″ 10$\frac{1}{4}$	
40259	**Tan** (*ex*Célimène–35) *Fitted for oil fuel* 1*Dk*	2298 — 1380					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	YelkenciLutfiBey	288·1 P22′B79′F34′	42·5	20·2	Istanbul Turkish *WB*	T.3Cy.18″,29$\frac{9}{10}$″&49$\frac{1}{5}$″–37$\frac{1}{5}$″ 149NHP Atel.&Ch.de laLoire,Nts.		V
40260 OYCH	**Tasmania** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	~~4500~~ 4460 3951 2684	✠100A1 *withfreeboard* 3,36 ~~10,35~~ ~~(*ClassContemplated*)~~ ✠LMC10,35	Cpn Bkn	*z*	CL	1935 10mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP*	A/S D/S Orient *CellDB*366′1282*tDTs* a10′254*tTank at* *sides of tunnels*103*tFPT*71*tAPT*136*t*	390·8 F43′P24′	56·4	24·9 FK	Copnhagn Danish 6*BH* (*Coll BHto Sh dk*) 5 ,, ,,*2nd dk*)	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 673NHP DB100*lb* Akt.Burmeistr&Wain.Cpn	27 ″ 6 s2 ″ 11 24 ″ 8$\frac{3}{4}$	
40261 LCJO	**Thorodd** (*ex*Fleurus–35) Wireless 1*Dk*	400 330 178			...		1919	Foundat'n Co. Savannah,Ga	A/S Thorodd (R.J.Falkevig)	140·4 Q12*t*F18*t*H34*t*	25·1	13·4 BK7″	Aalesund Norwegian *WB*	T.3Cy.12$\frac{3}{4}$″,21$\frac{1}{2}$″&35″–24″ Goldie& 89NHP McCullochCo.Ld.Galt.Ont	14 ″ 8	V †
40262 LJBL	**Thorsheimer** *OilEng.* *Mchy.Aft* 1*Dk* 2*ndDk in Mchy space* *Rudder electrically welded CruiserStern*	~~9900~~ 9955 9190 5897	✠100A1 11,35 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC11,35	Ham	*e*†	CL	1935 11mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg '*sA&CP*	A/SBryde&Dahls Hvalfangersel- skap (A/SThor Dahl,*Mgrs.*) *CellDBuE*75′227*tDTf*43′748*tFPT*164*tAPT*258*t*	492·9 P114′F69′	66·1	36·4 FK	Sandefjord Norwegian 12*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1167NHP 3DB170*lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 ~~18 ″ 4$\frac{3}{4}$~~ 28 ″ 4$\frac{3}{4}$	
40263	**Toscana** Ⓟ TwinSc (*ex*Saarbrücken–35) *Corrugated sides* Sub.Sig. D.F. 3*Dks*	9442 — 5487					1923	Akt.Ges. "Weser" Bremen	'Italia"(Flotte RiuniteCosulich- LloydSabaudo- Navigazione Generale)	458·7 B142′F44′	57·6 62·3	30·8	Genoa Italian *WB*	T.6Cy.24$\frac{3}{8}$″,40$\frac{9}{16}$″&66$\frac{1}{8}$″– 47$\frac{1}{4}$″ 600NHP A.G."Weser,"Bremen		G
40264	**Toki_ime Maru**	750					1935	Mukaijima DockCo. Onomichi	HamaneShoten	190·0	30·0	15·0	Japanese *WB*	T.3Cy.13$\frac{1}{2}$″,22″&36″–27″ 67NHP YokohamaDockCoLd.Yka		
40265 1969	**Tai** (*ex*Rinin–35,*ex*Molly–34, *ex*Beharrlichkeit,*ex*Trave,*ex*Süd, *ex*Norden) 1*Dk*	792 610 426					1905	Nylands Værksted Oslo	F.ItaloCroce	204·6 191·9 Q56*t*B85*t*H11*t*F22*t*	30·1	15·3	Genoa Italian *WB*	T.3Cy.15$\frac{1}{2}$″,25″&42″–30″ 97NHP NylandsVærksted,Oslo		I
40266 LJBM	**Thorshov** 1*Dk* 2*ndDk in Machinery space* *OilEng.* *Mchy.Aft* E.S.D. *Rudder electrically welded Cruiser Stern*	~~10000~~ 9955 9190 5900	✠100A1 11,35 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC11,35	Bmn	*e*†	CL	1935 11mo *Lloyd*	Bremer Vulkan Vegesack *sA&CP*	A/SBryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgr.*) *CellDBuE*75′215*tDTf*43′748*tFPT*164*tAPT*258*t*	~~483·5~~ 492·9 P113′F69′	~~65·7~~ 66·1	~~35·9~~ 36·4 FK	Sandefjord Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1167NHP 3DB170*lb* BremerVulkan,Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4$\frac{3}{4}$	
40267 LJCC	**Taurus** *OilEng.* GyC. 2*Dks*~~3*Dks*~~	4767 3997 2879					1935	A/S Akers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6	55·3	25·2	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$″–47$\frac{1}{4}$″ 748NHP A/SAkersMek.Værks.Oslo		
40268	**Terra Nova** WoodAux3MstSr (*exSailingVessel*Porto–35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register Supplement*)	392 360 324					1921	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.	143·0	30·3	14·2	Oporto Portuguese	Oil Engines 2S.C.SA 6Cy.7$\frac{1}{16}$″–11$\frac{13}{16}$″ 52NHP NE35 Atlas-DieselA/B,Skm,		V
40269 ~~158663~~ 158633	**Transiter** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	904 785 754					1935	Horton SteelWks.Ld. Ontario	~~TransitTerminals~~ ~~&Tankers,Ld.~~ TransitTankers &Terminals.Ld.	169·8	34·0	15·4	Montreal British *WB*	Oil Engines 2S.C.SA 8Cy.9$\frac{7}{8}$″–16$\frac{1}{2}$″ 134NHP Atlas-DieselA/B,Skm. *Emade*32&35		
40270 LJCP	**Talabot** *OilEng.* D.F. E.S.D. GyC. *CruiserStern* 1*Dk*&*Shelter dk*,3*rdDk except in after* *Rudder electrically welded* *holds*	~~7000~~ 6798 5992 4178	✠100A1 *withfreeboard* 3,36 *Carrying oil F.P. above* 150°F.*in deep tanks*& *tanks in way of tunnel* ✠LMC3,36	Got		CL	~~1935~~ 1936 3mo *Lloyd*	Götaver- kenA/B Gothenburg *sA&CP*	Wilh.Wilhelmsen *CellDB*339′1609*tMT*30′1456*tTanks in way of tunnel*442*tFPT*77*tAPT*163*t*	~~470·0~~ P42′~~F45′~~F48′ 479·1	~~62·0~~ 62·3	~~31·7~~ 28·9 FK	Tonsberg Norwegian 7*BH* (*Coll BHtoSh dk*, 6 ,, ,, 2*nd dk*)	Oil Engines 2S.C.DA 7Cy.24$\frac{7}{16}$″–55$\frac{1}{8}$″ 1436NHP DB100*lb* GötaverkenA/B,Got.	31 ″ 7 s4 ″ 1$\frac{3}{4}$ 27 ″ 7$\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade.
40271 OYGH	**Tureby** TwinSc OilEng. D.F. 1Dk CruiserStern	~~4400~~ 4372 3935 2646	✠100A1 1,36 ~~(ClassContemplated)~~ ✠LMC1,36	Cpn	x	CL	~~1935~~ 1936 1mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/S MotorTramp (A.Reimann, Mgr.)	363·6|56·4|24·9 P33'B160'F37' FK Intermediate BH in after hold dispensed with CellDB317'1063tFPT74tAPT95t	Kallehave ~~Kalvehave~~ Danish 5BH	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 538NHP DBmade31fitted36 100lb Akt.Burmeistr&Wain,Cpn	27 ″ 3	
40272 OYJH	**Tunis** Ⓟ OilEng. 2Dks Wireless D.F. CruiserStern Ref.Mchy.	~~1450~~ 1641 1298 925					~~1935~~ 1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	~~270·0|40·3|26·6~~ 271·7|40·4|16·6	Copnhagn Danish WB	Oil Engines 2S.C.SA 5Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 338NHP Akt.Burmeistr&Wain,Cpn		
40273 143407 GCTB	**Tudor Star** (exEmpireStar-35, exEmpirestar) ssNwc.No.3-8,32 2Dks(Stl)&Shelterdk(Stl) Ref.Mchy. 3rdDk(Stl)inNos.1&2holds	7199 5356 4524	✠100A1 Shelter dk withfreeboard 6,35 ✠LMC MS2,32 BS1,35 ✠Lloyd'sRMC~~6,35~~11,35 Fitted for oil fuel 2,20 F.P. above 150°F.	Nwc	a†	CL 6,35	1919 12mo Lloyd's A&CP	Lithgows, Ld. Port Glasgow	UnionColdStorage Co.Ld.(BlueStar Line,Ld.Mgrs.)	423·4|56·0|28·7 FK CellDB360'1259tAPT31t 6BHonly Collision&2other bulkheads to Shelter dk	London British Cem 3BHtoUp dk	T.3Cy.25½",44¼"&74"–51" 200lb (r) FD 696NHP 4SB,16cf,GS253,HS11170 J.G.Kincaid&Co.Ld.Grk.	39 ″ 1 s10 ″ 10¾ 28 ″ 4¾	
40274 39660 JRQJ	**Tonan Maru** TwinSc (exAntarcticMaru-35,exAntarctic-34, exOpawa) D.F. 2Dks&Shelter dk Carrying whale oil in bulk	9839 6841 6148					1906	Denny& Bros. Dumbarton	NipponHogeiK.K.	460·4|60·2|31·2 40·2 P160tH461t	Tokio Japanese WB	T.6Cy.24½",41¼"&69"–48" 943NHP Denny&Co.Dumbarton		N
40275	**Tönu** (exRoslagen-35, Iron exProbus, ssHbg.3rdNo.3-4,23 exTuderPrince) ssHbg.No.1-28 Well deck 1Dk(Irn(Qws)&Webframes	1466 1148 845	✠ 5,32 ✠	Hbg	o		1884 10mo	JLThompson&Sons Sunderland	G.Rosenfeldt&Co.	245·2|35·0|17·6 P23'Q69'B59'F27' FK DBa69'f54'238t	Tallinn Estonian 4BHCem	C.2Cy.31"&57"–36" NDB01 162NHP 1DB,4pf,GS80,HS2811 J.Dickinson,Sunderland	18 ″ 8	V †
40276 LJAP	**Toratre** (exNicolas-Toussaint-35) 1Dk	1016 804 547					1920	N.V.HollandS.B.Co. Hendrik-Ido-Ambacht	SkibsA/S Hauges RederiII (A.Hauge,Mgr.)	216·5|34·6|13·4 P13'Q57'F26'	Arendal Norwegian WB	T.3Cy.15",25"&38"–27" 75NHP Verschure&Co.Ams.		V
40277 2034 IUSA	**Teodolinda** (exOuedMellah-35) Fitted for oil fuel Mchy.Aft 1Dk CarryingPetroleum in bulk	374 294 181					1924	Philip& Son Dartmouth	MarittimaPetroli Soc.Anon.	145·0|30·0|9·5	Genoa Italian WB	C.2Cy.13½"&28"–20" 29NHP Philip&Son,Dartmouth		V
40278 ICJF	**Todaro** (exLotteLeonhardt-35, exJulesCambon, ssRou.No.3-1,26 exBayway,exMohawk) ssPhl.No.2-34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5180 4467 3045	✠ ... 4,36 ~~BS1,35~~ ~~✠LMC1,34~~ CarryingPetroleum in bulk Fitted for oil fuel 3,13 F.P. above 150° F.	Ham	y	CL 11,34	1913 3mo Lloyd's A&CP	Howaldtswerke Kiel	Cia.Industrie MarittimeAffini Roma(C.I.M.A.R.)	385·8|52·4|28·5 P115'B22'F37' FK CellDBuE&B74'221t DTf31'480t FPT169tAPT66t	Venice Italian 13BHCem (10 to Upr dk 3 ,, 2nd ,,)	Q4Cy19½",28",41"&59"–41¾" 213lb (s) 320NHP 2SB,6cf,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
40279	**Torcello** (exGustavSchindler-35, exAstrakhan) Fitted for oil fuel Mchy.Aft 2Dks Carrying Petroleum in bulk	3249 3130 1909					1892	Palmers' Co.Ld. Newcastle	Cia.Industrie MarittimeAffini Roma(C.I.M.A.R.)	328·5|42·6|28·5 P20'F30'	Venice Italian WB	T.3Cy.24",40"&64"–42" NB16 265NHP Palmers'Co.Ld.Newcastle		V
40280 162370 GWDC	**Toltén** (exGlenearn-35,exToltén-33) OilEng. ssMdb.No.1-34 Ref.Mchy. 1Dk(Stl)&Shelterdk(Stl) D.F. GyC. 3rdDk(Stl)except in after hold	5348 4697 3225	✠100A1 withfreeboard 12,35 DBS8,35 ✠LMC CS5,34 2,35 ✠Lloyd'sRMC12,35	Fal	a†	CL 5,34	1930 10mo Lloyd's A&CP	Lithgows' Ld. PortGlasgow	(LowdenConnell& Co.Ld.Mgrs.)	421·3|56·0|25·5 F37' FK CellDB362'1349t FPT195tAPT149t	Liverpool British 7BHptCem (Coll to Shdk 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–$59\frac{1}{16}$" 652NHP DB100lb J.G.Kincaid&Co Ld.Grk.	28 ″ 0 s3 ″ 2½ 25 ″ 0¼	
40281	**Tosei Maru** OilEng. Mchy.Aft CruiserStern	443					1935	Ohara Zosen Tekkosho Osaka	ShintoKosanK.K.	149·0|26·6|14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"–$19\frac{11}{16}$" 98NHP HanshinTekkosho,Kobe		
40282	**Tung Lung** (exOthander-35, exChoctaw) ssN.Yk.No.3-8,29 ssOsl.No.1-35 Cargo battens not fitted 1Dk(Stl)	1873 1650 1081	✠100A1 10,35 BS10,35 ✠LMC8,33	Yka	r	CL 9,35	1917 9mo	Chicago S.B.Co. Chicago A&CP	TungLungS.S.Co. (TowaKisenK.K. Mgrs.)	251·0|43·6|18·2 P25'B64'F26' FK CellDBa&uE106'f102'528tFPT67t	Yentai Chinese 4BHCem APT77t	T.3Cy.20",33"&54"–40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 s2 ″ 7½ 17 ″ 11	
40283	**Tamerlane** Ⓟ OilEng. CruiserStern	7000	100A1 withfreeboard (ClassContemplated)				1936	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	P42'	Tönsberg Norwegian	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" KockumsM.V.Akt.Malmö		
40284 145423 MKVL	**Tod Head** (exTilburyNess-36, exGraymount) ssLth.No.3-3,34 Well deck 1Dk(Stl) Mchy.Aft	324 216 123	✠100A1 2,36 BS2,36 ✠LMC3,34	Lth	d	CL 2,36	1921 10mo Lloyd's A&CP	J.Cran& SomervilleLd Leith	A.F.Henry& MacGregor,Ld.	130·2|22·6|9·6 Q48'B8'F23' FK FPT33t	Leith British 3BHCem APT16t	C.2Cy.15"&32"–24" (s) 130lb 60RHP 1SB,2pf,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
40285 234680 WOGU	**T. C. McCobb** D.F. GyC. Sub.Sig. Mchy.Aft CruiserStern Longitudinal framing-bracketless system "Arcform"	~~7224~~ ~~6673~~ ~~4468~~ 7451 6673 4620	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. ofNewJersey	435·0|66·8|34·2 P85'B33'F36'	Wilmgton (Del.) Utd.States	2 Steam Turbines DR geared to 1 Sc. Shaft Allis-ChalmersMfg.Co. Milwaukee,Wis.		
40286 FOTL	**Tourliani** (exMarne-36) 1Dk	2486 — 1395					1918	Atel.&Ch. deBretagne Nantes	G.M.Assimomytis (L.Teryazos, Mgr.)	290·0|43·3|20·2 B57'F25'	Syra Greek WB	DR GearedSteamTurbine Atel.&Ch.deBretagne,Nts.		V
40287	**Teresa** (exFalkland-35, 3Mst exWheatsheaf) Mchy.Aft 1Dk Well deck Wireless	452 287 158			●●●		1906	AilsaS.B. Co.Ld. Ayr	LuisTroncoso& Cia.Ltda.	152·0|24·9|10·0 Q88'B24'F24' BK7'	Valparaiso Chilian WB	C.2Cy.18"&39"–27" NB24refitted26 97RHP Muir&Houston,Ld.Gls.	12 ″ 6	
40288	**Tsing Fat** (exShiratoriMaru-35) 2Dks	329 283 198					1921	Ohara Matsunosuke Osaka	HopHingHong (FarEastShipping Co.Mgrs.)	120·0|22·5|14·2 B14'	Canton Chinese	T.3Cy.10½",17"&28½"–20" 36NHP TaishoTekkosho,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné satisfaisant exigé. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
40289 7139 SEHD	**Torö** (exFryken-36) ssGot.No.2-33 1Dk(Stl)	1467 1280 819	✠100A1 2,36 ~~11,35~~ BS9,35 ✠LMC5,33	Got	q	OG ~~11,34~~ 2,36	1924 8mo Lloyd	Kockums M.V.Aktieb. Malmö sA&CP	RederiA/B Rex (K.M.Källström, Mgr.) CellDB214'403t	254·3 P20 B70'F26' FK FPT48tAPT73t	38·3	16·5	Stockholm Swedish 4BHCem	T.3Cy.18½",29⅝"&48"-33$\frac{1}{16}$" 185lb (s) 156NHP 2SB,4cf,GS70,HS2546 KockumsM.V.Akt.Malmö	18″10 s 2″4¼ 16″7½	
40290	**Tah Wah**	1071 — 643					1928	.... Shanghai	KungMowS.S.Co.	196·0	29·1	18·2	Shanghai Chinese	T.3Cy.		
40291 145390	**Tred Avon** Wood 2Dks	676 — 598					1884	W.E. Woodall&Co. Baltimore	StoneyCreek ImprovementCo.	151·2	33·3	8·4	Baltimore Utd.States	C.2Cy.20"&34"-26" 49NHP		
40292	**Thedol 2** (exPetrolina-36, TwinSc exWilno, CarryingPetroleum in bulk exSociété) Mchy.Aft 1Dk	657 — 269					1910	Howaldts- werke Kiel	T.N.Epiphaniades	188·0 Q46'	31·2	10·5	Piræus Greek	T.3Cy.9¼",14¾"&24⅜"-13$\frac{25}{32}$" 44NHP Howaldtswerke,Kiel		
40293 2069	**Tigrai** (exSalvagnoP.-36, 3Mst exHelium,exSénateurReymond,ex CommandantJean-Nicolas) 1Dk	1302 1116 738					1918	KibiS.B. Co.Ld. Osaka	ElioBibolini	229·0 B52'F24'	32·5	18·9	Genoa Italian WB	T.3Cy.14½",24"&40"-30" 88NHP SettsuTekkosho,Osaka		I
40294	**Transoil** TwinSc Mchy.Aft CruiserStern OilEng. Electrically welded 1Dk Carrying Petroleum in bulk Longitudinal framing-bracketless system	1571 — 1234					1936	Ingalls IronWks.Co. Chickasaw, Ala.	AmericanTankers Corp.	250·2 P36'F20'	43·1	16·6	Wilmingtn Del. Utd.States	Oil Engines 4S.C.SA 12Cy.14½"-18" 246NHP NationalSuperiorCo. Springfield,Ohio		
40295	**Taron** OilEng. D.F. Mchy.Aft CruiserStern	8100	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	Deutsche WerftAG Bet Finkenwrder Hamburg	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ SarawakOilfields Ld.	460·0 P94'B47'F48'	59·0	33·9	Miri Sarawak	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34″0 s6″8¾ 27″6½	
40296 1847 IBUX	**Tembien** (exMouni-36,exMilluna-33, exFranziska,exMabel, ssNwc No.3-1,21 exMabelRickmers) ssSyd.No.2-29 2Dks(Stl)	5129 4675 3219	... 8,33	Hul			1914	Rickmers Werft Bremerhaven	IgnazioMessina &C.	417·0 P50'B134'F35' FK CellDB357'1163tFPT46t	53·2	27·5	Genoa Italian 6BHCem APT8t	T.3Cy.28⅜",45½"&74"-53" 500NHP 3SB,9cf,GS147,HS6681 A.G."Weser,"Bremen	30″0	I †
40297 164074 MLLD	**The President** Mchy.Aft 1Dk	926 623 481	✠100A1 5,36 ~~ClassContemplated)~~ ✠LMC5,36	Trn	7	CL	1936 5mo Lloyd's	AilsaS.B. Co.Ld. Troon sA&CP	J.Hay&Sons,Ld.	202·2 ~~P2'Q114'B9'F30'~~ Q114'B9'F31' FK CellDB132'204tFPT65t	32·2	12·4	Glasgow British 3BHCem APT29t	T.3Cy.13½",22½"&38"-30" 215lb (s) 71RHP 1SB,3cf,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14″6 s4″7 14″0¼	
40298	**Tricula** D.F. OilEng. Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	5500	100A1 (ClassContemplated) CarryingPetroleum in bulk				1936	Howaldts- werkeA.G. Kiel	SarawakOilFields Ld.	425·0 P89'B41'F48'	54·2	31·0	Miri Sarawak	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" HowaldtswerkeA.G.Kiel		
40299 164632 GYTL	**Tordene** D.F. CruiserStern	4271 3905 2614	100A1 (ClassContemplated)				1936	W.Gray& Co.Ld. WHartlepool	TordeneShipping Co.Ld.(Dene Shipmanagement Co.Ld.)	385·5 P51'B237'F31'	53·2	24·6	London British	T.3Cy.21",33½"&58"-42" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26″10 s3″2¾ 25″10¼	
40300 2079	**Ticino** (exHansLeonhardt-36, exVulcan) OilEng. Wireless 1Dk	1314 989 681					1924	Akt.Ges. "Vulcan" Hamburg	ItalianNavy(operatedbySoc.Anon. Cooperativa di Nav.Garibaldi)	230·8 P21'Q55'B102'F23'	36·1	14·9	Genoa Italian WB	Oil Engines 4S.C.SA 12Cy.13¾"-13¾" 222NHP A.G."Vulcan,"Stettin		G
40301 144533 GCFJ	**Tower Dale** (exPortCurtis-36) 1Dk&Shelter dk ssHul.No.3-1,33 ~~2Dks(Stl)&Shelter dk(Stl)~~ ~~Ref.Mchy.~~ CruiserStern ~~Cargobattens not fitted in Shelter 'tween dks.~~	6475 —— 3981	✠100A1 Shelter dk withfreeboard 5,36 ~~2,35~~ ✠LMC5,36 ✠NEmade22refitted36	Nwc Ams	c†	CL ~~8,33~~ 5,36	1920 4mo Lloyd	Workman, Clark&CoLd. Belfast sA&CP	DownsS.S.Co.Ld.	450·2 P35'F43'onShelter dk FK (Coll&A.P.BHs toShelter dk5BHto2nd dk) CellDB383'1575tFPT	58·4	37·1	London British Cem 7BH~~toShelt~~ 105tAPT55t	T.3Cy.27½",46"&77"-48" 210lb (s) 729NHP 4SB,16cf,GS286,HS11452 FD PalmersCo.Ld.Nwc.	32″0 s4″10 27″5¼	
40302	**Tiiu** (exColinton-36,exElisabeth) ssGmh.2ndNo.3-4,32 1Dk(Stl)&deep framing Cargo battens not fitted	1804 1620 1128	✠100A1 8,35 BS5,35 ✠LMC4,32	Gmh	r	4,36	1907 5mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton sA&CP	R.Nelberg&Co. CellDBa90'u	280·0 P26'B75'F28' FK E16'f116'434tFPT	38·3	18·2	Tallinn Estonian 4BHCem 79t APT40t	T.3Cy.19",31⅜"&51"-33" (s) 180lb 90lb 167NHP 2SB,4cf,GS66,HS2654 N.E.MarineEng.CoLd.Sld.	20″7 s2″11½ 17″10	
40303	**The Earl** Mchy.Aft	890 610 470	100A1 (ClassContemplated)				1936	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	202·2 Q114'B9'F30'	32·2	12·4	Glasgow British	T.3Cy.13½",22½"&38"-30" AilsaS.B.Co.Ld.Trn.		
40304 LDPP	**Teddy** (exThorsholm-36) OilEng. D.F. ssSfj.No.1-34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6748 6368 4046	✠100A1 10,35 ✠LMC CS3,35 DBS7,34 10,35 CarryingPetroleum in bulk	Sfj	b†	CL 3,35	1930 10mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland sA&CP	SkibsA/S Golden West (A.F.Klaveness & Co.A/S, Mgrs.) Cell DBuE65'476t DTf33'428t	435·3 P102'B32'F44' FK FPT263tAPT103t	57·2	33·4	Sandefjord Norwegian 16BHptCem (10 to U dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 2DB150lb 687NHP W.Doxford&Sons,Ld.Sld.	33″4	
40305	**Tabor** OilEng. 2Dks	4770 3997 2880					1936	A/S Akers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6	55·3	25·2	Tönsberg Norwegian WB	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"-47¼" 718NHP A/SAkersMek.Værks.Oslo		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; SHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
40451 UPLD	Udarnik (*ex*Georgii-35, *ex*Antonios Yannoulatos) *ss*Got.No.3-1,33 1*Dk*(*Stl*) *Cargo battens not fitted*	3110 2668 1862	✠100A1 4,35 ✠LMC MS9,33 BS12,34	Rot	*u*	CL 9,34	1920 12mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's A&CP*	U.S.S.R.	330·2 P23'B96'F38' FK *Cell DB*283'854*t*	48·0	22·4	Leningrad Russian 5*BHCem* *APT*68*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 391NHP 2SB,6*cf*,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8 ~~s4 ″ 0½~~ ~~20 ″ 10~~	
40452	Uwajima Maru No. 23 Ⓟ *OilEng.*	370					1935	YendoIron Works Osaka	UwajimaUnyu K.K.	145·0	22·0	13·5	Japanese	Oil Engines 2S.C.SA 5Cy.$16\frac{9}{16}$"-$18\frac{1}{2}$" 240NHP NipponHatsudokiK.K. Kobe		
40453 8048 SJLA	Uruguay TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks & Shelter dk* *Strengthened for navigation in Ice*	5294 4171 2901	✠100A1 *with freeboard* 4,36 ~~11,35~~ ✠LMC11,35 ✠Lloyd'sRMC ~~11,35~~ 4,36 No.3 lower hold & Nos.2&4 lower tween dks for temp. 81°F.	Got ~~Mno~~ Skm	*gt*	OG	1935 11mo	Götaverken A/B Gothenburg *Lloyd's A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) ~~*Mgrs.)*~~	420·7 F80' FK (*Coll BH to Shelter dk* 6*BH to 2nd dk*) *Cell DB*307'1486*t Tanks in way of tunnels* 309*t FPT*76*t APT*52*t*	55·9	23·9	Stockholm Swedish 7*BH*	Oil Engines 4S.C.SA. 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 945NHP DB85lb GötaverkenA/B,Got.	28 ″ 0 s2 ″ 10¾ 25 ″ 3¼	
40454 147272 MLZG	Ulster Hero (*ex*Logic-35, *ex*DorsetCoast) *ss*Mch.No.2-32 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk aft of hold* *Well deck*	433 336 183	✠100A1 2,36 ~~3,35~~ MS1,32 ✠LMC ~~MBS8,34~~ ~~BS7,35~~ BS7,35 MBS2,36	Bkn	*g*	CL ~~4,33~~ 2,36	1924 8mo	James TowersS.B. Co.Ld. Bristol *Lloyd's A&CP*	BelfastS.S.Co.Ld.	150·6 B9'Q86'F22' FK *FPT*	25·4	11·1	Belfast British 3*BHCem* 45*t APT*22*t*	T.3Cy.14",23"&38"-27" (*s*) ~~180lb~~ *100lb* 72RHP 1SB,3*cf*,GS58,HS1938 J.G.Kincaid&Co.Ld.Grk.	12 ″ 0 s 4 ″ 4 11 ″ 9	
40455 164550 GYND	Umtata Ⓟ TwinSc 2*Dks 3rd dk in No.*1 *hold Platform dk in No.3 hold* *Ref.Mchy.* D.F. *CruiserStern*	8137 6643 5061	✠100A1 *with freeboard* 5,36 ~~11,35~~ ✠LMC11,35 ~~(*Class Contem plated*)~~ ✠Lloyd'sRMC10,35	Nwc Mdb		CL	1935 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	BullardKing&Co. Ld.	451·4 P45'B192'F32' FK *Cell DB*370'940*t FPT*80*t APT*	61·2	32·1	London British 6*BH pt Cem* 242*t pt Asp*	T.6Cy.22½",38"&63"-39"& 2LP turbines with DR gearing & hydraulic coupling 225lb (*s*) 1124NHP 4SB,16*cf*,GS347,HS14184 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	35 ″ 6 s10 ″ 2¼ 25 ″ 6	BT till 10,36
40456 2037 ICLO	Umbria (*ex*BahiaBlanca-35) TwinSc *ss*B.As.No.3-9,22 *ss*Ham.No.2-30 8*Dks*(*Stl U-ws*)	~~9349~~ ~~8045~~ ~~5868~~ 10128 8628 6237	... 8,35 *with freeboard* ✠NB3,30	Ham		OG 8,30	1912	Reiherst'g Schiffsw. Hamburg	~~ItalianGovt.~~ "Italia"(Flotte riuniteCosulich-LloydSabaudo-Navigazione Generale)	508·3 492·0 B130'F113' 1*BH dispensed with* *Cell D*	59·3	35·6	Genoa Italian *pt Cempt Asp* 7*BH only* B445'1701*t*	T.6Cy.$24\frac{7}{16}$",40⅛"&66⅛"-47¼" 200lb (*s*) 848NHP 5SB,15*cf*,GS288,HS12110 FD Reiherst.Maschinenf.Ham	38 ″ 6	J †
40457	Umtali Ⓟ TwinSc D.F. *Ref.Mchy.* *CruiserStern*	8140 6650 5060	100A1 *with freeboard* (*Class Contem plated*)				1936	Swan,Hunter&Wigham Richardson. LdNewcastle	BullardKing&Co. Ld	451·4 P45'B192'F32'	61·2	32·1	London British	T.6Cy.22½",38"&63"-39"& 2 LP Turbines with DR gearing & hydraulic coupling Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
40458 164073 MLGM	Ulea 3Mst E.S.D. *CruiserStern* 1*Dk*	1574 1346 912					1936	Burntislnd S.B.Co.Ld. Burntisland	~~Glen&Co.~~ ScandinavianShipping Co.Ld.(Glen&Co. *Mgrs.*)	265·0 P17'Q40'B110'F29'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		
40459	Uruguay (*ex*Star of Alexandria-36, *ex*Anjer-34) *ss*Osl.No.3-4,34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	5033 4627 3697	✠100A1 *Shelter dk* *with freeboard* 4,36 BS6,35 ✠LMC5,34 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Lon	*u*	OG 11,35	1921 9mo	N.V.Schps "DeMaas" Slikkerveer *Lloyd's A&CP*	Cia.Argentina de Nav.Mihanovich, Ltda.	359·4 FK *Cell* DB304'972*t FPT*23	50·2	30·0	Bns.Aires Argentine 6*BHCem* *t APT*122*t*	T.3Cy.$23\frac{7}{16}$",38⅜"&63"-41" 185lb (*s*) 388NHP 3SB,9*cf*,GS147,HS5943 FD Gebr.Stork&Co.Hengelo	32 ″ 6 s 8 ″ 6¼ 24 ″ 0¾	
40460 LEDT	Union (*ex*Högoy-36, *ex*Union-32) 1*Dk*2*trB*	607 483 323					1893	Nylands Værks Oslo	DagfinnNæsheim	162·1 Q29*t*B49*t*H13*t*F11*t*	26·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.11⅔",17½"&30"-27" 47NHP NylandsVærks,Oslo		N'
40461	Ural Masch D.F. E.S.D. *CruiserStern* 1*Dk*	2980					1936	Akt.Burmeistr&Wain Copenhagen	U.S.S.R.	325·2 P34'B97'F40'	48·1	21·3	Leningrad Russian *WB*	T.3Cy.$22\frac{1}{16}$",$36\frac{7}{16}$"&61"-39" 231NHP HelsingörsJernsk.&Mskb.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Bd of Trade
40551 1600 IBTV	**Valgiuba** (*ex*Ascensione-35, *ex*Mediterraneo) ssGen.No.3-4,23 ssPla.No.1-27 D.F. 1*Dk*(*Stl*)	4414 4076 2661	✠ ~~7,32~~ ✠	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland	LloydMediterraneo	379·9 369·5 P32'B115'F32' CellDBa100'uE26'f174' 846t FPT176t	50·0	26·5 FK	Genoa Italian 6BHCem APT225t	T.3Cy.25",41"&68"-45" 395NHP 2SB(FD)&1AuxSB,Scf, GS140,HS5833 W.Doxford&Sons,Ld.Sld	28 ″ 9	I †
40552 2012 ICLZ	**Verbania** (*ex*KiaOra-35) TwinSc ssLon.2ndNo.3-5,34 ~~ssLon.No.3-3,21~~ ~~ssGls.No.2-30~~ *Ref.Mchy.* 2*Dks*(*Stl*-*Uptws*)&*deep framing*&*Shelter dk*(*Stl*-ws)	6561 6073 4049	✠100A1 *Shelter dk* *withfreeboard* ~~1,34~~ ~~1,3~~ 2,36 BS8,35 ~~BS1,34~~ ✠LMC1,33 ✠Lloyd'sRMC1,34	Liv ~~Gls~~ Gen	c†	CL ~~1,32~~ 8,35	1907 11mo Lloyd'sA&CP	Workman, Clark&Co.Ld Belfast	DittaLuigi PittalugaVapori	448·3 CellDBa95'uE&B80'f191' 1305t	56·5	30·5 FK&BK1$\frac{13}{20}$"	Genoa Italian 7BHCem APT54t	T.6Cy.22",37"&63"-48" (s) 205lb 810NHP 5SB,15cf,GS289,HS11755FD WrkmanClark&Co.Ld Bel	33 ″ 6 s 5 ″ 4¼ 28 ″ 9¼	
40553 8032 SEDN	**Vingaland** *OilEng.* *Ref.Mchy.* D.F. 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice*	2734 2200 1525	✠100A1 *withfreeboard* 8,35 ✠LMC8,35 ✠Lloyd'sRMC ~~8,35~~ 4,36 for temp.21°F. *Carrying oil fuel F.P. above* 150° F. *or vegetable oil in deep tank & in wing DB tanks in Engine Room*	Got	*w*	CL	1935 8mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström,*Mgr.*)	339·1 CellDB287'768tDTf21'302t	48·6	19·6 FK	Gothenbrg Swedish 7BH (*Coll to Sh dk* 6 „ *2nd* „) APT50t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got	22 ″ 6 s 1 ″ 2¼ 21 ″ 6	
40554	**Ville d'Oran** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	10240					1935	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Ministere de laMarine Marchande)	~~485·0~~ 465·5	63·0	41·7	Marseilles French *WB*	6SteamTurbinesSRgeared to2ScShafts 3333NHP Ch.&Atel.deSt.Nazaire		
40555 2067 ICOA	**Valsole** (*ex*Argentina-35, *ex*EliasG.Culucundis,*ex*Tenterden,*ex* EliasG.Culucundis,*ex* Artigas,*ex*Wiegand) 3*Dks*	4853 — 3000					1911	Bremer Vulkan Vegesack	LloydMediterraneo	399·2	53·6	27·5	Genoa Italian *WB*	T.3Cy.29½",48⅜"&80¾"-53⅛" 473NHP BremerVulkan,Vegesack		IO
40556	**Velos** (*ex*Arafat-35, *ex*Velos-35,*ex*Marylebone-34) 2*Dks*	2082 1421 1070			•••		1906	Cammell Laird&Co.Ld. Birkenhead	PandelisN.Macris	270·2 P33'B117'F36'	41·1	20·3 FK	Piræus Greek *WB*	T.3Cy.23½",38"&62"-42" 398NHP NE11 NB06*refitted*11 Earle'sS.B.&E.Co.Ld.Hull	21 ″ 6	V †
40557	**Victoria** (*ex*Katie-35) ssAlx.No.3-3,36 ~~ssKal.No.3-10,22~~ ~~ssKal.No.2-21~~ 1*Dk*(*Stl*)&*deep framing*	2345 1983 1439	✠100A1 3,36 ~~BS2,35~~ ~~✠LMC5,31~~ BS3,36 MS11,35 ✠LMC	Rot Alx	*s*	OG 7,34	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A.G.Pappadakis	291·5 Q16'B70'F36' *CellDBa*58'*a*&*u*E54'f120'578tFPT	42·7	19·2 FK	Piræus Greek 5BHCem 58tAPT44t	T.3Cy.20½",35"&57"-39" (s) 180lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 ~~s 3 ″ 4½~~ ~~18 ″ 1½~~	
40558 SVIR	~~Vasos~~ (*ex*EmanuelNobel-35) **Vassos** *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks*	4622 — 2941					1912	Nederl. Schps.Maats. Amsterdam	J.D.Chandris	375·0 P88'B33'F40'	51·0	29·0	Piræus Greek *WB*	T.3Cy.26",43"&72"-48" NE&B20 359NHP WallsendSlipway&E.Co.		V
40559	**Veloce** (*ex*Media-35) *Fitted for oil fuel* D.F. 2*Dks*	5437 5027 3359					1911	A.Stephen &Sons,Ld. Glasgow	A.Lauro	410·1 P45'B138'F37'	53·2	30·0	Naples Italian *WB*	T.3Cy.28",46"&77"-51" 424NHP A.Stephen&Sons,Ld.Gls.		C
40560 DORC	**Vegesack** (*ex*Manzanares-36) ~~D.F.~~ *Ref.Mchy.* ~~E.S.D.~~ Sub.Sig. 4*Dks*	4061 3668 2488					1911	A.Stephen &Sons,Ld. Glasgow	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	~~376·2~~ F45' 375·5	48·2	29·3	Bremen German *WB*	T.3Cy.27",45"&75"-54" 413NHP A.Stephen&Sons,Ld.Gls.		C
40561 166615	**Victoria** TwinSc (*ex*BargeAccommodation) *Mchy.Aft* 1*Dk*	596 — 405					1917	.... Buffalo,N.Y.	BuffaloGravel Corp.	122·0	36·0	11·0	Buffalo NY Utd.States	C.4Cy.(2)10"&(2)20"-16" E*fitted*— 27NHP B*made*08*refitted*—		
40562 DHGW	**Viola** (*ex*Este-35,*ex*Viola) Wireless 1*Dk*	991 804 484					1921	Reiherst'g Schiffsw. Hamburg	A.Kirsten	222·3 P&B180'F31'	34·6	13·1	Hamburg German *WB*	T3Cy.16½",27⅗"&43$\frac{3}{10}$"-33½" 109NHP Reiherst.Maschinenf.Ham.		G
40563	**Vaalaren** TwinSc *OilEng.* *Ref.Mchy.* *CruiserStern*	3200	100A1 *withfreeboard* (*ClassContemplated*)				1936	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Transatlantic(G. Carlsson,*Mgr.*)	369·0	51·7	20·1	Gothenbrg Swedish	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" EriksbergM.V.Aktieb.Got		
40564 UOQW	**Valerian Kuibishev** TwinSc (*ex*Surahany-35,*ex* *OilEng.* Surakhanneft-34, 2*Dks*&*Webframes* *ex*Elbrus-33) *Mchy.Aft* *Carrying Petroleum in bulk*	4629 4153 2511			•••		1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	374·4 P102'B33'F43'	51·2	27·4 FK	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"-33$\frac{1}{16}$" 605NHP NE33 KolomskieStateEng.Wks.	29 ″ 0	

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name, Material, Rig, &c.		Regist'd Tonnage	Particulars of Classification.				Built.			Regist'd Dimensions, Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	Late Name if any.		Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When	By Whom — Where	Owners.	Length.	Breadth.	Depth.	— Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships — Corresponding draught. ft. in.	Registers in which classed if not in L.R. Date of B. of Trade Cert.
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B of Trade.
40651 8016 SDJG	**Warun** *OilEng.* Wireless D.F. 1*Dk&Shelter dk* *Strengthened for Navigation in Ice* *CruiserStern*	842 595 293	✠100A1 *withfreeboard* 5,35 ✠LMC5,35	Lkr	*n*	OG	1935 5mo *Lloyd's A&CP*	NyaVarvs-aktb.Öresund Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	216·1 *CellDB*162'220t*FPT*54t*APT*49t	35·6	12·1 FK	Stockholm Swedish 4*BHptCem* *Coll to Sh dk* (3 „*2nd* „)	Oil Engines 2S.C.SA 5Cy.20½"–27$\frac{9}{16}$" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
40652 164826 MKKQ	**Westwood** *Mchy.Aft* 1*Dk* *CruiserStern*	~~1045~~ 1040 703 595	✠100A1 *withfreeboard* 1,36 ~~7,35~~ ✠LMC8,35 ~~(*ClassContem plated*)~~	Lth Shl	*m*	CL	1935 8mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.LineLd.	~~199·8~~ Q144'F26' 199·9 *CellDBf*132'307t*FPT*82t*APT*48t	~~33·2~~ 33·3	13·6 FK	Middlsbro' British 3*BHCem*	T.3Cy.13",21"&36"–27" (*s*) 200lb *125lb* 98NHP 1SB,3*cf*,GS41,HS1772 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11¾ 15 ″ 2	
40653 219068 KOGS	**West Planter** (*ex*Texas Planter–35,*ex*Lake Flatonia–32) *Fitted for oil fuel* 1*Dk2trB*	2609 2261 1610			●●●		1919	McDougall-DuluthCo. Duluth Minn.	McCormickS.S.Co.	251·0 P25'B64'F20'	43·7	25·8 FK	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
40654 219601 KUCR	**West Shipper** (*ex*Texas Shipper–35,*ex*Lake Giddings–32) *Fitted for oil fuel* 1*Dk2trB*	2592 2243 1613			●●●		1920	Chicago S.B.Co. Chicago,Ill.	McCormickS.S.Co.	251·0 P25'B64'F26'	43·6	26·1 FK	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain	28 ″ 3	R †
40655 144616 ~~ZMKD~~ VLDR	**Wannon** (*ex*Gale–35,*ex*Rawlinson, *ex*Boschpolder) 1*Dk*	567 394 287					1919	N.V.Werf Voorhuit Enkhuizen	Belfast&Koroit SteamNav.Co.Ld.	167·4 Q58'F41'F24'	26·6 *27·9*	11·0	Melbourne British *WB*	T.3Cy.13⅜",21¾"&35⅞"–24⅞" DeMan& 61NHP TeVeldhuys,Dordrecht		
40656 DJPO	**Wilhelm Traber** D.F. E.S.D. GyC. 1*Dk* *CruiserStern*	~~2806~~ 3093 1600					1935	Flensburger Schiffsb.Ges. Flensburg	W.Traber&Co.	~~308·0~~ P68'B56'F29' 310·7	~~48·5~~ 48·8	21·1	Hamburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 163NHP A.Borsig,G.m.b.H. Berlin-Tegel		
40657 DREE	**Wiking** Ⓟ E.S.D. *CruiserStern* 1*Dk*	907 654 506					1935	Lübecker Maschb.Ges. Lübeck	LübeckLinieA.G.	208·6 P12'Q44'B11'F18'	32·1	12·0	Lübeck German *WB*	T.3Cy.18½",29½"&31½"–47¼" 125NHP LübeckerMaschb.Ges.		
40658	**Wing Fook** (*ex*KingLee–35, *ex*YuanLee–35,*ex*Charon) 2*Dks*	*2736* *2111* *1643*					1903	CaledonS.B.&E.Co.Ld Dundee	KwangTung Products	306·1 P47'B124'F35'	45·2	19·7	Canton Chinese *WB*	T.3Cy.21½",37"&60"–42" 233NHP CaledonS.B.&E.Co.LdDun		
40659 158022	**Wanliu** Ⓟ **TwinSc** (*ex*I.Ping–35) 1*Dk*	781 368 451					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	148·3	29·0	7·3	HongKong British	T.6Cy.11⅞",17½"&27¾"–16" 62NHP KiangnanDk.&Eng.Wks.		
40660 164565 GYPW	**Woodbury** 1*Dk&Shelter dk* *CruiserStern*	4434 4012 2672	✠100A1 *withfreeboard* 4,36 ~~1,36~~ ✠LMC1,36 ~~(*ClassContem plated*)~~	Lth Cff	*z*	CL	~~1935~~ 1936 1mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	AlexanderShippingCo.Ld.(CapperAlexander&Co.)	400·0 F33' (*CollBHtoShelter dk*5*BHto2nd dk*) *CellDB*326'1190t*FPT*117t*APT*118t	55·1	25·0 FK	London British 6*BHCem*	T.3Cy.21",33"&60"–45" &exhaust turbine driving steam compressor 220lb HS4350 (*s*) 358NHP 2SB(FD)&1AuxSB8*cf*,GS115 D.Rowan&Co.Ld.Gls.	27 ″ 5 s2 ″ 9½ 24 ″ 10½	
40661 148355 GMZB	**Wrotham** (*ex*Firtree–35, *ex*Ramshope) *ss*Sld.No.2–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1884 1493 1107	✠100A1 10,35 ✠LMC10,35	Sld	*q*	CL 12,33	1927 2mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	Constants(South Wales)Ld.(M. Constant,*Mgr.*)	270·8 P21'Q126'B12'F22' *CellDB*229' 523t *MTs*109t *FPT* 47t*APT*99t	38·0	18·0 FK	Sunderlnd British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s6 ″ 1¾ 18 ″ 4¾	
40662 215152 WPCG	**W. C. Fairbanks** (*ex*Harold Walker–35) *ss*N.Os.No.3–1,29 *Mchy.Aft* *ss*N.Yk.No.1–32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6353 6056 3925	✠100A1 10,35 BS4,35 ✠LMC9,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	NYk	*b*†	CL 3,35	1917 6mo A&CP	WCramp&SonsS&EBCo Philadelphia	PureOilCo.	430·0 P103'B36'F49' *CellDB*61' 235t*DTf*45'629t *FPT*246t*APT*49t	58·2	33·3 FK	Baltimore Utd.States 15*BHptCem* (7 *to U dk* 8 „ *2nd* „)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 565NHP 3SB,9*cf*,GS185,HS8095 FD WCramp&SnsS&EBC.Phl	33 ″ 4 s6 ″ 7½ 26 ″ 11½	
40663 143446 GBST	**Willandra** (*ex*TowerAbbey–35, *ex*Bata–34) *ss*Drt.No.3–2,34 2*Dks*(*Stl*)	5328 4747 3278	✠100A1 12,35 ~~2,34~~ ✠LMC2,34 BS12,35	Ham Shl	*y*	CL ~~2,34~~ 12,35	1919 10mo *Lloyd's A&CP*	J.Brown& Co.Ld. Glasgow	WilliamCrosby&Co.Proprietary, Ld.	400·8 P40'B113'F49' *CellDB* 345'1134t *FPT*118t *APT*176t	52·3	28·5 FK	London British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld Gls.	31 ″ 0 *s*6 ″ 0 25 ″ 3	
40664 DJQG	**Widar** D.F. E.S.D. 2*Dks* *Mchy.Aft.* Sub.Sig. *CruiserStern*	~~5800~~ 5972 4998 2943					1935	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga" A.G.	~~431·4~~ F52' 437·1	~~58·7~~ 58·9	~~23·7~~ 23·6	Hamburg German *WB*	C4Cy.(2)18$\frac{11}{16}$"&43$\frac{5}{16}$"–43$\frac{5}{16}$" &LPTurbine with DRgearing & hydraulic coupling A.Borsig,Berlin 313NHP		
40665 113407 MNSP	**Whitethorn** (*ex*Eastoft–36, *ex*Taasinge, *ex*County Clare) **3Mst** *ss*Cpn.2ndNo.3–7,25 *ss*Lan.No.2–34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	306 210 123	✠100A1 11,35 ~~12,34~~ ✠LMC12,34 BS11,35	Lan Bel	*e*	OG ~~4,32~~ 11,35	1900 9mo A&CP	Ardrossan DD&SBCoLd Ardrossan	W.J.Ireland	135·0 Q74'B8'F21' *FPT* 28t*APT*4t	23·1 *24·5*	9·5 FK	Goole British 3*BHCem*	C.2Cy.18"&36"–27" 110lb 54RHP 1SB,3*pf*,GS49,HS1107 Shanks,Anderson&Co.Gls.	10 ″ 9 s3 ″ 0½ 10 ″ 5	
40666 DIEQ	**Waldtraut Horn** Ⓟ (*ex*PresidenteGomez–36) *OilEng.* D.F. 2*Dks*	3995 3333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 622NHP F.Schichau,Elbing		G
40667	**Walerii Meshlauk** *OilEng.* D.F. E.S.D. 1*Dk* GyC. *Mchy.Aft* *CruiserStern*	2850 2003 1461					1935	NVNederl. Schps.Maats. Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"–35$\frac{7}{16}$" 472NHP MachinefabriekGebrStork &Co.N.V.Hengelo		
40668 DORD	**Wesermünde** (*ex*Chirripo–36) *Ref.Mchy.* Sub.Sig. ~~D.F.~~ ~~E.S.D.~~ 2*Dks&2pt dks*	5356 4676 3231					1920	Workman Clark&Co.Ld Belfast	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	~~400·0~~ P42'B155'F41' 399·4	51·3	30·0	Bremen German *WB*	T.3Cy.27½",46½"&78"–54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
40669 147119 MLTY	**Whitetoft** (*ex*Weltondale–36) *ss*Goo.No.2–32 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	883 619 442	✠100A1 1,36 ✠LMC MS9,32 BS6,35	Goo	*k*	OG 1,36	1924 2mo *Lloyd's A&CP*	Cochrane &Sons,Ld. Selby	T.H.Donking&Sons,Ld.	195·6 Q117'B11'F26' *CellDBf*122'188t*FPT*60t *APT*38t	31·1	12·6 FK	Hull British 3*BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 98RHP 1SB,3*pf*,GS62,HS2040 Amos&Smith,Ld.Hull	14 ″ 6 s4 ″ 0½ 14 ″ 0½	
40670	**Windsorwood** E.S.D. GyC. *CruiserStern* *Ref.Mchy.* D.F. *Longitudinal framing at upper deck*	5430	100A1 *withfreeboard* (*ClassContemplated*)				1936	Hawthorn,Leslie&Co.Ld Newcastle	Constantine ShippingCo.Ld.	439·0 F28'	55·7	24·9	Middlsbro' British	T.3Cy.23½",38"&65"–42" N.E.MarineEngCoLd.Nwc		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Freeboard assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Descd.P.ofTradeCert.
40671 163048 MLLY	Wooler Mchy.Aft	OilEng. CruiserStern	~~490~~ ~~377~~ 507 374 251	100A1 (Class Contem	plated)			1936	Smith's DockCo.Ld. S.Bank,Mdb.	TyneTeesSteam ShippingCo.Ld.	165·2 P59′F22′	27·2	10·5	Sundrland British	Oil Engines 4S.C.SA 7Cy. Humboldt-Deutzmotoren, A.G.Koln-Deutz	12 ″ 4 s1 ″ 0½ 11 ″ 4¾	
40672 221648 WICU	W. D. Anderson Mchy.Aft GyC.	(exTamiahua-36) Fitted for oil fuel 2Dks&Shelterdk Carrying Petroleum in bulk Longitudinalframing	10227 — 6552					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	500·0	71·2	31·2	Phildlphia Utd.States WB	Q.4Cy.27½″,40″,59″&86″-54″ 544NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
40801 40700 JGIJ	Yorihime Maru Twin OilEng. *Mchy.Aft* *CruiserStern* 1*Dk*	526 — 351					1935	Sanoyasu DockCo. Osaka	HamaneKisenK.K.	155·0	28·5	13·5	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.12⅝"-16¾" 112NHP SanyoKosakuSho,Kobe		
40802 203701 WQBI	Yucatan Ⓟ TwinSc (*ex*Havana-35, *ex*Comfort,*ex*Havana) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks*	6678 — 4075					1907	W Cramp& SonsS&EBCo Philadelphia	AtlanticGulf& WestIndiesS.S. Lines,(NewYork& CubaMailS.S.Co. *Mgrs.*)	413·0	50·2	30·0	NewYork Utd.States *WB*	T.6Cy.29¼",49¾"&86¼"-48" NB27 1030NHP W.Cramp&SonsS.&E.B.Co		R
40803 40111 JYHJ	Yahata Maru Should be ss "Yawata Maru," *see No.* 36695 OilEng. 1*Dk*	1852 — 1340					1934	Asano ZosenshoKK. Yokohama	HinodeKisenK.K.	289·3	40·0	20·3	Tokio Japanese	Oil Engines		
40804	Ziva (*ex*Anvall-35,*ex*Niobe, *ex*Kingscote) Iron *Well deck* 1*Dk*2*trB*	972 767 500			•••		1883	R.Thompson&Sons Sunderland	RederiA/BZiva (Alb.Jansson)	220·2 Q75'B48'F25'	32·1	15·5 BK10"	Mariehmn Finnish *WB*	C.2Cy.28⅝"&54"-36" 142NHP R.&W.Hawthorn,Nwc.	16 ″ 5	
40805 164363 MKPP	Zealand 1*Dk&Shelter dk* ~~D.F.~~ E.S.D. ~~2Dks~~ WirelessD.F. *CruiserStern*	1433 1131 727					~~1935~~ 1936	Barclay, Curle&Co.Ld Glasgow	Leith,Hull& HamburgSteam PacketCo.Ld.(J. Currie&Co.*Mgrs.*)	262·2	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		
40806 38844 JLUJ	Yoshitomo Maru No. 16 OilEng. 1*Dk*	323 — 225					1935	Matsuura Ryoichi Tono	TateishiYoshio	120·1	23·1	12·6	Tono Japanese	Oil Engines		
40807 40188 JFQJ	Yebisu Maru OilEng. 1*Dk*	494 — 348					1935	Kasadoshima Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
40808 OYDH	Yrsa OilEng. D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	1771 1413 996					1935	Helsingörs Jernsk&Msk. Elsinore	~~A/S D/S~~ ~~Vesterhavet(J.~~ ~~Lauritzen,Mgr.)~~ J.Lauritzen	~~300·0~~ 301·6	~~42·5~~ 42·7	~~26·5~~ 16·6	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		
40809	Yuan Hsing (*ex*Buiusan-34, *ex*DomingaA.-33,*ex*VanVollenhoven) Wireless 1*Dk*	1191 — 609					1922	At.Mar.de Haïphong Haïphong	YuanHsing SteamshipCo.	226·6 P20'B59'F26'	32·8	16·5	Shanghai Chinese	T.3Cy.16½",27"&43½"-31½" 106NHP At.&Ch.deBretagneNantes		
40810 2064 ICOU	Zena Ⓟ (*ex*Alban-36) *ss*Liv.No.3-10,26 *ss*Liv.No.1-30 2*Dks*(*Stl*)	5219 — 3229	✠ ~~11,35~~ ✠	Liv	*y*	CL 8,34	1914 7mo	CaledonS. B.&E.Co.Ld. Dundee A&CP	UgoMusso *CellDBa*115'*uE*24' *f*160'809*tD*	*Ta* 22'536*t* *FPT*30*t*		FK	Genoa Italian 7*BHCem* *APT*22*t*	T.3Cy.25½",41"&68"-48"(*r*) 180lb 466NHP 3SB.9*cf*,GS171,HS7041 FD CaledonS.B.&E.CoLd.Dun	32 ″ 3	BT till 8,35
40811 DOBA	Yalova (*ex*Winfried-36) Sub.Sig. 2*Dks*	3751 3239 2241					1920	Frerichs &Co. Einswarden	Deutsche Levante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	362·7 P&B300'F47'	50·3	22·2	Hamburg German *WB*	T.3Cy.25⅔",40½"&67⅘"-47½" 316NHP GörlitzMach.A.G.Görlitz		G
40812	Yrsa (*ex*Blairadam-36,*ex*Ubier) *ss*Rot.No.3-9,26 *ss*Ard.No.2-35 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	*2889* *2635* *1779*	✠100A1 6,35 ✠LMC6,35	Ard	*u*	CL 6,35	1914 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	RederiA/B"Yrsa" (E.Nylund,*Mgr.*) *CellDBa*98'	320·3 P25'B98'F34' *uE&B*41'*f*141'817*t*	46·5	21·1 FR	Mariehmn Finnish 5*BHCem* *APT*146*t*	T.3Cy.23",36½"&62"-42"(*s*) 180lb NDB27 *100lb* 288NHP 2SB,6*cf*,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 7½ 20 ″ 0	
40813	Yorkwood D.F. *Ref.Mchy.* E.S.D. GyC. *CruiserStern* *Longitudinal framing at upper dk*	5430	100A1 *withfreeboard* (*ClassContem*	*plated*)			1936	Hawthorn, Leslie&Co.Ld Newcastle	JosephConstantine S.S.Line,Ld.	439·0 F28'	55·7	24·9	Middlsbro' British	T.3Cy.23½",38"&65"-42" N.E.MarineEng.CoLdNwc		

SUPPLEMENTARY LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES.

Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.

VESSEL'S NAME.	Gross Tonnage.	Notation and Date of Last Survey of Refrigerating Appliances.	OWNERS.	REFRIGERATING MACHINES.					System of (1) Refrigerating (2) Insulating the Chambers.	POWER.		INSULATED CARGO CHAMBERS.	
				No. of Units.	No. of Compressors.	System.	Makers.	Date of Construction.		Cubic ft. of air delivered per hour.	Icemelting capacity per 24 hours.	No.	Capacity
											1 ton = 318,080BTU		Cubic Ft.
Amapala	4148	✠Lloyd'sRMC	StandardNav.Corp. (StandardFruit& S.S.Co. *Mgrs.*)	1	1	SteamJetVapour	Ingersoll-RandCo.	1935	Cool water through grids GranulatedCork	6,000,000	200	2	175,000
Argentina	5277	✠Lloyd'sRMC	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	2	4	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air Slab& GranulatedCork	...	53	6	83,481
Brasil	5294	✠Lloyd'sRMC	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	2	4	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air GranulatedCork	...	53	6	83,481
Hermonthis	4833	~~✠Lloyd'sRMC~~	Hamburg-Amerika-Linie	1	2	Carb.Anhy.	AtlasWerkeA.G.	1935	Air SlabCork Cement faced	...	17	4	36,400
Jean Brillant	640	Lloyd'sRMC	Cie.deTransport du BasSt.Laurent,Lté.	1	2	Methyl.Chloride	Lightfoot Refrigeration Co. Ld.	1935	Direct Expansion GranulatedCork	...	¼	2	903
Osnabrück	5095	✠Lloyd'sRMC	Norddeutscher Lloyd	1	1	Carb.Anhy.	AtlasWerkeA.G.	1935	Air SlabCork Cement faced	...	17	4	35,850
Düsseldorf	4829	✠Lloyd'sRMC	Norddeutscher Lloyd	1	1	Carb.Anhy.	AtlasWerkeA.G.	1935	Air SlabCork Cement faced	...	17	4	37,850
Atlantida	4191	✠Lloyd'sRMC	StandardNav.Corp. (StandardFruit& S.S.Co. *Mgrs.*)	1	...	Steam Jet Vapour	Ingersoll-RandCo.	1935	Cool water through grids GranulatedCork	5,500,000	200	2	170,000
Gatun	3362	✠Lloyd'sRMC	StandardNav.Corp. (StandardFruit& S.S.Co. *Mgrs.*)	1	...	Steam Jet Vapour	Ingersoll-RandCo.	1935	Cool water through grids GranulatedCork	5,500,000	200	2	160,000
Granada	3332	✠Lloyd'sRMC	StandardNav.Corp. (StandardFruit& S.S.Co. *Mgrs.*)	1	...	Steam Jet Vapour	Ingersoll-RandCo.	1935	Cool water through grids GranulatedCork	6,000,000	200	2	150,000
Merkur	5946	✠Lloyd'sRMC	Burns,Philp&Co.Ld.	1	2	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine Charcoal& SlabCork	...	25	8	22,170
Tevere	8448	Lloyd'sRMC	LloydTriestino	3	3	Carb.Anhy.	J.&E.Hall,Ld.	...	Brine CorkSlabs	...	22	1	2,119
Klipparen	3585	✠Lloyd'sRMC	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*)	2	4	Carb.Anhy.	A/S Drammens Jernstöberi&Mek. Verkstad	1935	Brine&Air GranulatedCork	4,025,900	37	4	77,133
Duntroon	10335	✠Lloyd'sRMC	MelbourneSteamshipCo.Ld.	2	2	Carb.Anhy.	Haslam&Newton, Ld.	1935	Brine SlabCork	...	16	4	10,515
City of Manchester	8917	✠Lloyd'sRMC	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	2	2	Carb.Anhy.	LiverpoolRefrigerationCo.Ld.	1935	Brine&Air Cork&Silicate Cotton	...	120	11	114,900
Vingaland	2734	✠Lloyd'sRMC	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström, *Mgr.*)	1	1	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine Slab&Gran. Cork	...	...	8	3,020
Port Townsville	8661	✠Lloyd'sRMC	Commonwealth& DominionLine,Ld.	3	6	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine&Air Granulated& SlabCork	...	168	23	413,099
Nordstjernan	5294	✠Lloyd'sRMC	RederiA/B Nordstjernan(A.A. Johnson, *Mgr.*)	2	4	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air Slab&Gran.Cork	...	53	6	83,481
Orion	23371	✠Lloyd'sRMC	OrientStm.Nav.Co. Ld.	4	8	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine&Air Granulated& SlabCork	...	154	17	209,215
Strathmore	23428	✠Lloyd'sRMC	P.&O.Stm.Nav.Co.	4	8	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine&Air Granulated& SlabCork	...	155	10	191,610
Manchester Port	5469	✠Lloyd'sRMC	ManchesterLiners, Ld.	1	1	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine Slab&Gran. Cork	...	10¾	6	20,340
Canada	11108	✠Lloyd'sRMC	A/S DetOstasiatiske Kompagni	3	6	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air, Granulated& SlabCork	7,241,400	83	10	154,935

LISTE SUPPLÉMENTAIRE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES.

Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

NOM DU NAVIRE.	Tonnage Brut.	Annotation et date de la dernière visite des appareils frigorifiques et de leurs installations.	ARMATEURS.	MACHINES FRIGORIFIQUES.					Système 1° de réfrigération 2° d'isolation des chambres.	PUISSANCE.		CHAMBRES FRIGORIFIQUES POUR CARGAISON.	
				Nombre d'unités	Nombre de compresseurs.	Système.	Fabricants.	Date de construction		Pieds cubes d'air délivrés par heure.	Dégel de glace en tonnes par jour.	No.	Capacité.
											1tonAngl.=80.155 Frig.		pieds cubes
Domine	6914	✠Lloyd'sRMC	Cia.Trasmediterranea	2	4	Ammonia	J.&E.Hall,Ld.	1935	Brine SlabCork	•••	13	4	16,242
Ceiba	1698	✠Lloyd'sRMC	SeabordS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	1	•••	Steam Jet Vapour	Ingersoll-RandCo.	1935	Cool water through grids Granulated Cork	4,700,000	150	2	130,000
Birkaland	2663	✠Lloyd'sRMC	Ångf.A/B Tirfing (T.E.J:sonBroström,*Mgr*)(Svenska OrientLinien)	2	2	Carb Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine Slab&Gran. Cork	•••	5¼	3	4,275
Uruguay	5294	✠Lloyd'sRMC	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*)	2	4	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air Granulated Cork	•••	53	6	83,481
Umtata	8137	✠Lloyd'sRMC	BullardKing&Co. Ld.	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1935	Air Granulated& SlabCork SilicateCotton	•••	82½	6	129,200
Yoro	1697	✠Lloyd'sRMC	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	1	•••	Steam Jet Vapour	Ingersoll-RandCo.	1935	Cool water through grids Granulated Cork	4,700,000	150	2	130,000
Fort Royal	3426	✠Lloyd'sRMC	Dampskibsselskabet af1935(T.Basse, *Mgr.*)	2	6	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air GranulatedCork	7,395,000	93¼	11	185,570
Dilwara	11050	✠Lloyd'sRMC	BritishIndiaStm. Nav.Co.Ld.	2	4	Carb.Anhy.	J.&E.Hall,Ld.	1936	Air Slab&Gran.Cork	480,000	15	14	11,900
Clan Macarthur	10448	✠Lloyd'sRMC	ClanLineSteamers, Ld.(Cayzer,Irvine& Co.Ld.*Mgrs.*)	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine&Air Granulated& SlabCork& SilicateCotton	16,920,000	135	11	396,050
Fort Amherst	3489	✠Lloyd'sRMC	FurnessRedCross Line(FurnessWithy &Co.Ld.*Mgrs.*)	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine GranulatedCork	•••	13	3	13,000
Empire Star	11093	✠Lloyd'sRMC	FrederickLeyland& Co.Ld.	2	4	Carb.Anhy.	J.&E.Hall,Ld.	1935	Brine&Air Granulated& SlabCork& SilicateCotton	•••	140	33	559,376
Fort de France	4165	✠Lloyd'sRMC	Dampskibsselskabet af1935,A/S(T. Basse,*Mgr.*)	2	6	Carb Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air GranulatedCork	•••	93¼	11	190,000
Fort Richepanse	3221	✠Lloyd'sRMC	Dampskibsselskabet af1935,A/S(T. Basse,*Mgr.*)	2	6	Carb.Anhy.	A/S ThomasThs. Sabroe&Co.	1935	Brine&Air GranulatedCork	•••	93¼	11	190,000
Fernando Poo	6914	✠Lloyd'sRMC	Cia.Trasmediterranea	2	4	Ammonia	J.&E.Hall,Ld.	1935	Brine SlabCork	•••	13	4	16,242
Kraljica Marija	10196	Lloyd'sRMC	Jugoslavenski Lloyd a.d.	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1906	Brine GranulatedCork &SilicateCotton	•••	68¾	8	55,200
Baltrover	4916	✠Lloyd'sRMC	UnitedBaltic Corporation,Ld.	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	BrineGrids Granulated& SlabCork& SilicateCotton	•••	15	7	65,000
Dunedin Star	11168	✠Lloyd'sRMC	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*)	2	4	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine&Air Granulated& SlabCork& SilicateCotton	•••	140	•••	•••
Fort Townshend	3489	✠Lloyd'sRMC	Furness,Withy&Co. Ld.	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine Granulated Cork	•••	13	3	13,000
Sydney Star	11095	✠Lloyd'sRMC	FrederickLeyland& Co.Ld.	2	4	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine&Air Granulated& SlabCork	•••	140	•••	•••
Arauco	5154	✠Lloyd'sRMC	Cia.Chilena de NavegacionInteroceanica(H.R. Samsing,*Mgr.*)	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	Air Cork	1,020,000	21¼	2	35,700
Eros	5888	✠Lloyd'sRMC	ErinS.S.Co.Ld. (StandardFruit& S.S.Co.Ld.*Mgrs.*)	2	2	Carb.Anhy.	J.&E.Hall,Ld.	1936	Brine&Air GranulatedCork	•••	125	14	208,420

SUPPLEMENTARY LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES.

Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.

VESSEL'S NAME.	Gross Tonnage.	Notation and Date of Last Survey of Refrigerating Appliances.	OWNERS.	REFRIGERATING MACHINES.					System of (1) Refrigerating (2) Insulating the Chambers.	POWER.		INSULATED CARGO CHAMBERS.	
				No. of Units.	No. of Compressors.	System.	Makers.	Date of Construction.		Cubic ft. of air delivered per hour.	Icemelting capacity per 24 hours.	No.	Capacity
											1 ton = 318,080BTU		Cubic Ft.
Kanimbla	10985	✠Lloyd'sRMC	McIlwraith, McEacharn,Ld.	2	4	Carb.Anhy.	J.&E.Hall,Ld.	1936	BrineGrids Gran.&SlabCork	...	19	5	10,100
Batory	14287	✠Lloyd'sRMC	Gdynia-America ShippingLines,Ld.	1	2	Carb.Anhy.	A/S ThomasThs. Sabrce&Co.	1936	(i) Brine&Air (ii) CorkSlabs	...	7¾	2	35,843

LISTE SUPPLÉMENTAIRE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES.

Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).

NOM DU NAVIRE.	Tonnage Brut.	Annotation et date de la dernière visite des appareils frigorifiques et de leurs installations.	ARMATEURS.	MACHINES FRIGORIFIQUES.					Système 1° de réfrigération 2° d'isolation des chambres.	PUISSANCE.		CHAMBRES FRIGORIFIQUES POUR CARGAISON.	
				Nombre d'unités	Nombre de compresseurs	Système.	Fabricants.	Date de construction		Pieds cubes d'air délivrés par heure.	Dégel de glace en tonnes par jour.	No.	Capacité
											1 ton Angl. = 80.155 Frig.		pieds cubes

LLOYD'S REGISTER OF SHIPPING.

1935–1936.

POSTED TO:—

1935.

June 7
— 28

July 18
— 26
— .... —

August 8
— 15
— 22
— 29

September 5
— 12
— 19
— 26

October 3
— 10
— 17
— 24
— 31

1935.

November 7
— 14
— 21
— 28
— .... —

December 5
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— 24
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1936.

January 9
— 16
— 23
— 30
— .... —

February 6
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— 20
— 27
— .... —

1936.

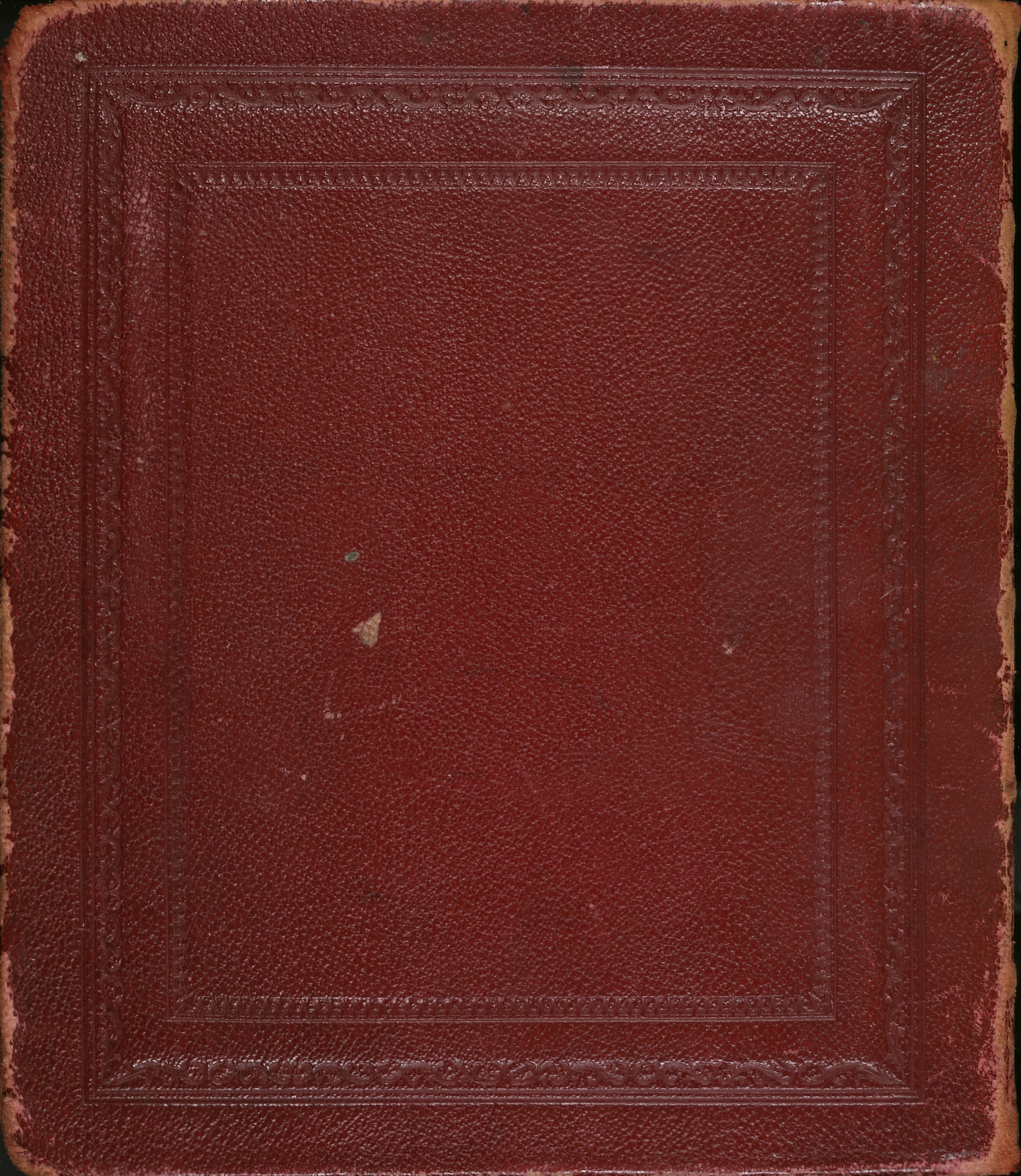
March 5
— 12
— 19
— 26
— .... —

April 2
— 7
— 23
— 30
— .... —

May 7
— 14
— 21
— 28

June 4

TABLE giving the EQUIVALENTS of FEET and INCHES in METRES.

Fractions of an Inch.	Metres and Fractions.	Inches.	Metres and Fractions.	Fractions of a Foot.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.
1/20	0·0013	35	0·8890	0·1	0·030	62	18·90	136	41·45	210	64·00	284	86·56	358	109·11	432	131·67
2/20	0·0025	36	0·9144	0·2	0·061	63	19·20	137	41·75	211	64·30	285	86·86	359	109·41	433	131·97
3/20	0·0038	37	0·9398	0·3	0·091	64	19·50	138	42·06	212	64·61	286	87·17	360	109·72	434	132·28
4/20	0·0051	38	0·9652	0·4	0·122	65	19·81	139	42·36	213	64·91	287	87·47	361	110·02	435	132·58
5/20	0·0063	39	0·9906	0·5	0·152	66	20·11	140	42·67	214	65·22	288	87·78	362	110·33	436	132·89
6/20	0·0076	40	1·016	0·6	0·183	67	20·42	141	42·97	215	65·52	289	88·08	363	110·63	437	133·19
7/20	0·0089	41	1·041	0·7	0·213	68	20·72	142	43·28	216	65·83	290	88·39	364	110·94	438	133·50
8/20	0·0102	42	1·066	0·8	0·244	69	21·03	143	43·58	217	66·13	291	88·69	365	111·24	439	133·80
9/20	0·0114	43	1·092	0·9	0·274	70	21·33	144	43·89	218	66·44	292	89·00	366	111·55	440	134·10
10/20	0·0127	44	1·117	1·0	0·305	71	21·64	145	44·19	219	66·74	293	89·30	367	111·85	441	134·41
11/20	0·0140	45	1·143			72	21·94	146	44·50	220	67·05	294	89·60	368	112·16	442	134·71
12/20	0·0152	46	1·168	Feet.		73	22·25	147	44·80	221	67·35	295	89·91	369	112·46	443	135·02
13/20	0·0165	47	1·193			74	22·55	148	45·10	222	67·66	296	90·21	370	112·77	444	135·32
14/20	0·0178	48	1·219	1	0·305	75	22·86	149	45·41	223	67·96	297	90·52	371	113·07	445	135·63
15/20	0·0190	49	1·244	2	0·610	76	23·16	150	45·71	224	68·27	298	90·82	372	113·38	446	135·93
16/20	0·0203	50	1·270	3	0·914	77	23·47	151	46·02	225	68·57	299	91·13	373	113·68	447	136·24
17/20	0·0216	51	1·295	4	1·219	78	23·77	152	46·32	226	68·88	300	91·43	374	113·99	448	136·54
18/20	0·0229	52	1·320	5	1·524	79	24·08	153	46·63	227	69·18	301	91·74	375	114·29	449	136·85
19/20	0·0241	53	1·346	6	1·829	80	24·38	154	46·93	228	69·49	302	92·04	376	114·60	450	137·15
20/20	0·0254	54	1·371	7	2·134	81	24·69	155	47·24	229	69·79	303	92·35	377	114·90	451	137·46
		55	1·397	8	2·438	82	24·99	156	47·54	230	70·10	304	92·65	378	115·20	452	137·76
1/16	0·0016	56	1·422	9	2·743	83	25·30	157	47·85	231	70·40	305	92·96	379	115·51	453	138·07
2/16	0·0032	57	1·447	10	3·048	84	25·60	158	48·15	232	70·70	306	93·26	380	115·81	454	138·37
3/16	0·0048	58	1·473	11	3·35	85	25·90	159	48·46	233	71·01	307	93·57	381	116·12	455	138·68
4/16	0·0063	59	1·498	12	3·66	86	26·21	160	48·76	234	71·31	308	93·87	382	116·42	456	138·98
5/16	0·0079	60	1·524	13	3·96	87	26·51	161	49·07	235	71·62	309	94·18	383	116·73	457	139·29
6/16	0·0095	61	1·549	14	4·27	88	26·82	162	49·37	236	71·92	310	94·48	384	117·03	458	139·59
7/16	0·0111	62	1·574	15	4·57	89	27·12	163	49·68	237	72·23	311	94·79	385	117·34	459	139·90
8/16	0·0127	63	1·600	16	4·88	90	27·43	164	49·98	238	72·53	312	95·09	386	117·64	460	140·20
9/16	0·0143	64	1·625	17	5·18	91	27·73	165	50·29	239	72·84	313	95·40	387	117·95	461	140·50
10/16	0·0159	65	1·651	18	5·49	92	28·04	166	50·59	240	73·14	314	95·70	388	118·25	462	140·81
11/16	0·0175	66	1·676	19	5·79	93	28·34	167	50·90	241	73·45	315	96·00	389	118·56	463	141·11
12/16	0·0190	67	1·701	20	6·10	94	28·65	168	51·20	242	73·75	316	96·31	390	118·86	464	141·42
13/16	0·0206	68	1·727	21	6·40	95	28·95	169	51·50	243	74·06	317	96·61	391	119·17	465	141·72
14/16	0·0222	69	1·752	22	6·70	96	29·26	170	51·81	244	74·36	318	96·92	392	119·47	466	142·03
15/16	0·0238	70	1·777	23	7·01	97	29·56	171	52·11	245	74·67	319	97·22	393	119·78	467	142·33
16/16	0·0254	71	1·803	24	7·31	98	29·87	172	52·42	246	74·97	320	97·53	394	120·08	468	142·64
		72	1·828	25	7·62	99	30·17	173	52·72	247	75·28	321	97·83	395	120·39	469	142·94
Inches.		73	1·854	26	7·92	100	30·48	174	53·03	248	75·58	322	98·14	396	120·69	470	143·25
		74	1·879	27	8·23	101	30·78	175	53·33	249	75·89	323	98·44	397	121·00	471	143·55
1	0·0254	75	1·905	28	8·53	102	31·09	176	53·64	250	76·19	324	98·75	398	121·30	472	143·86
2	0·0508	76	1·930	29	8·84	103	31·39	177	53·94	251	76·50	325	99·05	399	121·61	473	144·16
3	0·0762	77	1·955	30	9·14	104	31·70	178	54·25	252	76·80	326	99·36	400	121·91	474	144·47
4	0·1016	78	1·981	31	9·45	105	32·00	179	54·55	253	77·11	327	99·66	401	122·22	475	144·77
5	0·1270	79	2·006	32	9·75	106	32·30	180	54·86	254	77·41	328	99·97	402	122·52	476	145·08
6	0·1524	80	2·032	33	10·06	107	32·61	181	55·16	255	77·72	329	100·27	403	122·83	477	145·38
7	0·1778	81	2·057	34	10·36	108	32·91	182	55·47	256	78·02	330	100·58	404	123·13	478	145·69
8	0·2032	82	2·082	35	10·67	109	33·22	183	55·77	257	78·33	331	100·88	405	123·44	479	145·99
9	0·2286	83	2·108	36	10·97	110	33·52	184	56·08	258	78·63	332	101·19	406	123·74	480	146·30
10	0·2540	84	2·133	37	11·28	111	33·83	185	56·38	259	78·94	333	101·49	407	124·05	481	146·60
11	0·2794	85	2·159	38	11·58	112	34·13	186	56·69	260	79·24	334	101·80	408	124·35	482	146·90
12	0·3048	86	2·184	39	11·89	113	34·44	187	56·99	261	79·55	335	102·10	409	124·66	483	147·21
13	0·3302	87	2·209	40	12·19	114	34·74	188	57·30	262	79·85	336	102·40	410	124·96	484	147·51
14	0·3556	88	2·235	41	12·50	115	35·05	189	57·60	263	80·16	337	102·71	411	125·27	485	147·82
15	0·3810	89	2·260	42	12·80	116	35·35	190	57·90	264	80·46	338	103·01	412	125·57	486	148·12
16	0·4064	90	2·285	43	13·10	117	35·66	191	58·21	265	80·77	339	103·32	413	125·88	487	148·43
17	0·4318	91	2·311	44	13·41	118	35·96	192	58·51	266	81·07	340	103·62	414	126·18	488	148·73
18	0·4572	92	2·336	45	13·71	119	36·27	193	58·82	267	81·38	341	103·93	415	126·49	489	149·04
19	0·4826	93	2·362	46	14·02	120	36·57	194	59·12	268	81·68	342	104·23	416	126·79	490	149·34
20	0·5080	94	2·387	47	14·32	121	36·88	195	59·43	269	81·99	343	104·54	417	127·10	491	149·65
21	0·5334	95	2·412	48	14·63	122	37·18	196	59·73	270	82·29	344	104·84	418	127·40	492	149·95
22	0·5588	96	2·438	49	14·93	123	37·49	197	60·04	271	82·60	345	105·15	419	127·70	493	150·26
23	0·5842	97	2·463	50	15·24	124	37·79	198	60·34	272	82·90	346	105·45	420	128·01	494	150·56
24	0·6096	98	2·489	51	15·54	125	38·10	199	60·65	273	83·20	347	105·76	421	128·31	495	150·87
25	0·6350	99	2·514	52	15·85	126	38·40	200	60·95	274	83·51	348	106·06	422	128·62	496	151·17
26	0·6604	100	2·539	53	16·15	127	38·70	201	61·26	275	83·81	349	106·37	423	128·92	497	151·48
27	0·6858			54	16·46	128	39·01	202	61·56	276	84·12	350	106·67	424	129·23	498	151·78
28	0·7112			55	16·76	129	39·31	203	61·87	277	84·42	351	106·98	425	129·53	499	152·09
29	0·7366			56	17·07	130	39·62	204	62·17	278	84·73	352	107·28	426	129·84	500	152·39
30	0·7620			57	17·37	131	39·92	205	62·48	279	85·03	353	107·59	427	130·14	600	182·87
31	0·7874			58	17·68	132	40·23	206	62·78	280	85·34	354	107·89	428	130·45	700	213·35
32	0·8128			59	17·98	133	40·53	207	63·09	281	85·64	355	108·20	429	130·75	800	243·83
33	0·8382			60	18·29	134	40·84	208	63·39	282	85·95	356	108·50	430	131·06	900	274·31
34	0·8636			61	18·59	135	41·14	209	63·70	283	86·25	357	108·80	431	131·36	1000	304·79